



TANGARATTA FEED MILL

ENVIRONMENTAL IMPACT ASSESSMENT





DOCUMENT CONTROL

Document: Project Name: Environmental Impact Assessment
PSA Job Number: 1196
Report Name: TANGARATTA FEED MILL

This document has been prepared for:



Baiada


Contact: Mr Daniel Ware
Project Coordinator
Tangaratta Stockfeeds Pty Limited
PO Box 21
Pendle Hill NSW 2145
info@baiada.com.au / www.baiada.com.au

This document has been prepared by:



Contact: David Ireland
PSA Consulting (Australia) Pty Ltd
PO Box 10824, Adelaide Street, Brisbane QLD 4000
Telephone: +61 7 3220 0288
david@psaconsult.com.au
www.psaconsult.com.au

REVISION HISTORY

VERSION	DATE	DETAILS	AUTHOR	AUTHORISATION
V7	12 September 2024	FINAL	REBECCA LEES	 DAVID IRELAND

GENERAL DISCLAIMER

The information contained in this document produced by PSA Consulting (Australia) Pty Ltd is for the use of the Tangaratta Stockfeeds Pty Limited for the purpose for which it has been prepared and PSA Consulting (Australia) Pty Ltd undertakes no duty of care to or accepts responsibility to any third party who may rely upon this document.

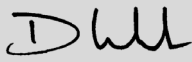
All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of PSA Consulting (Australia) Pty Ltd.



SIGNED DECLARATION

PROJECT DETAILS			
Project name	Tangaratta Feed Mill		
Application number	SSD-58801472		
Address of the land in respect of which the development application is made	771 Wallamore Road, Wallamore, NSW Lot 4 on DP578865 Lot 1 on DP1077646		
APPLICANT DETAILS			
Applicant name	Tangaratta Stockfeeds Pty Limited		
Applicant address	642 Great Western Hwy, Pendle Hill, NSW, 2145		
DETAILS OF PEOPLE BY WHOM THIS EIS WAS PREPARED			
Names and professional qualifications	<table border="1"> <tr> <td>David Ireland Bachelor of Environmental Science (Hons) JCU</td> <td>Rebecca Less Bachelor of Urban Development (Urban & Regional Planning) QUT</td> </tr> </table>	David Ireland Bachelor of Environmental Science (Hons) JCU	Rebecca Less Bachelor of Urban Development (Urban & Regional Planning) QUT
David Ireland Bachelor of Environmental Science (Hons) JCU	Rebecca Less Bachelor of Urban Development (Urban & Regional Planning) QUT		
Address	PSA Consulting L20 / 127 Creek Street, Brisbane, QLD, 4000		
DECLARATION			
Name	David Ireland		
Registration Number	RPIA #7775		
Organisation	Planning Institute of Australia		
Declaration	<p>The undersigned declares that this EIS:</p> <ul style="list-style-type: none"> • has been prepared in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2021; • contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; • does not contain information that is false or misleading; • contains the information required under the Registered Environmental Assessment Practitioner Guidelines; • addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; • identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; • has been prepared having regard to the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement; • contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; 		



	<ul style="list-style-type: none">• contains a consolidated description of the project in a single chapter of the EIS;• contains an accurate summary of the findings of any community engagement; and <p>contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.</p>
Signature	
Date	12 September 2024



SUMMARY

PROJECT OVERVIEW

This Environmental Impact Statement (EIS) has been prepared by PSA Consulting (Australia) Pty Limited on behalf of Tangaratta Stockfeeds Pty Limited (Tangaratta Stockfeeds). Tangaratta Stockfeeds is part of the Baiada Group of Companies (Baiada) and provides high quality poultry feeds for all Baiada owned and contracted poultry facilities within the New England Region. Baiada is a privately owned Australian company which provides premium quality poultry products throughout Australia.

Specifically, this EIS accompanies a State Significant Development Application (SSDA) seeking approval for the construction of a new poultry feed mill on land at 771 Wallamore Road, Wallamore NSW, approximately 9.5km northwest of the Tamworth Central Business District (CBD). The application also includes Lot 1 on DP1077646 as the existing access driveway to the site traverses the Main Northern Rail Line Corridor. This is an unconstructed rail corridor running north/south along Wallamore Road owned by the NSW State Rail Authority and managed by UGL Regional Linx.



Figure 1: Site Aerial (Nearmap, 2024)

The site contains the existing feed mill which has been operated by Tangaratta Stockfeeds since 1975. The existing mill produces specialised feed blends which supply the poultry farming operations within the New England Region. The existing feed mill has an approved production volume of 10,000 tonnes per week.

Specifically, this SSDA involves the construction of a new, state of the art, poultry feed mill 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.

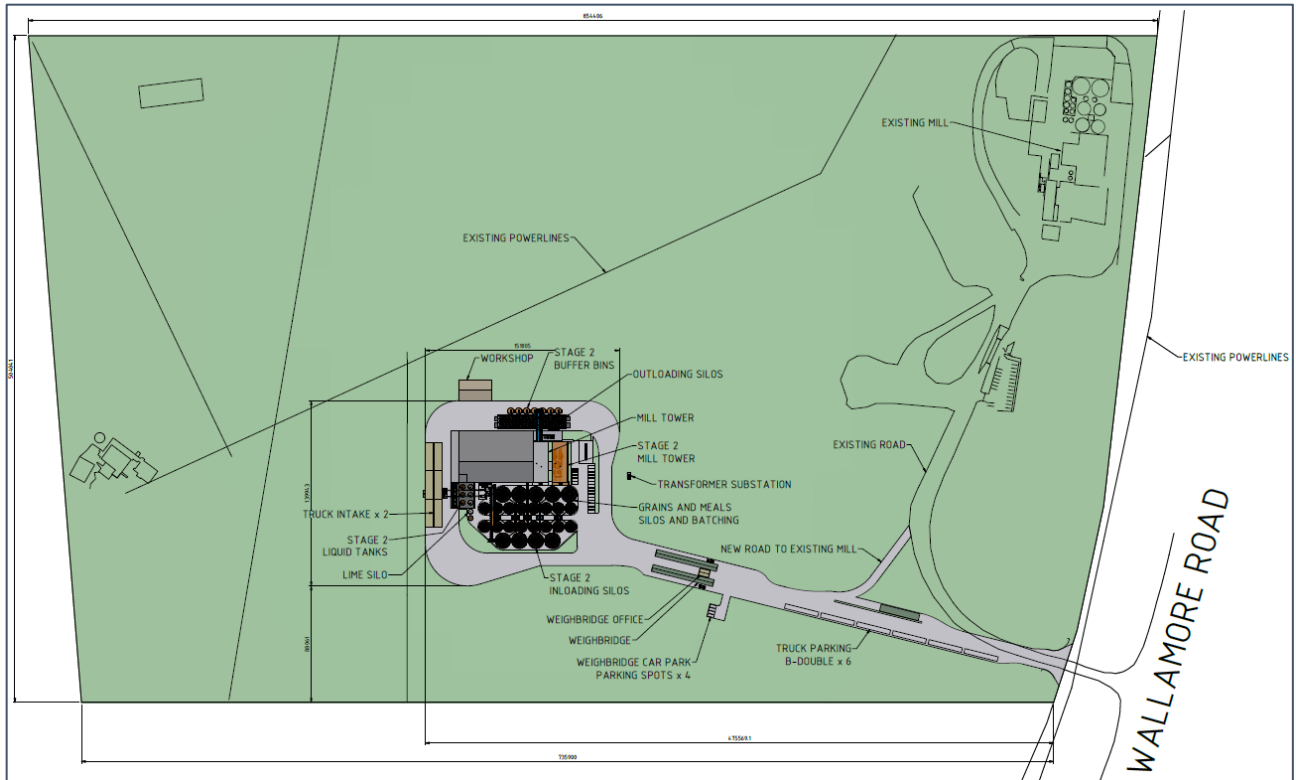


Figure 2: Proposed Site Plan (LGPM, 2024)

CORE OBJECTIVES

The core objectives of the project are as follows:

- Develop a modern, best practice and purpose-built poultry feed mill with the capacity to produce up to 17,500 Tonnes of poultry feed per week.
- To provide a safe and reliable supply of poultry feed within the New England Region and Baiada’s wider network if required.
- Facilitate the forecast growth of poultry production in the New England region to support Baiada’s Oakburn Processing Plant (SSD-9394).

CONSIDERATION OF ALTERNATIVES

Alternatives to the project were considered by the Applicant as part of the decision-making process to proceed with this SSDA. As shown below, these options were explored and ultimately discounted as they did not meet the core objectives for the project.

- **Option 1 - Do Nothing:** In order to meet the predicted growth in demand for poultry meat in Australia, significant expansion of the industry is required. Baiada’s currently produces up to 840,000 birds per week in Tamworth and have recently commenced works on their State Significant Development Approval (SSD9394) for a new, Integrated Poultry Processing Facility (Oakburn) which will process up to 3 million birds a week. To support the increase in production, significant increases in the supply of birds, and poultry feed is required. As such, maintaining current feed production levels in the region is not a viable option. If there was no increase in feed production, the planned expansion of the poultry production in the region would not be possible, and there would be significant shortfall in supply of poultry products in the Australian market over the coming years.



- **Option 2 - Increase Production at the Existing Feed Mill:** The existing feed mill has operated on the site since 1975 and has an approved production volume of 10,000T per week. An increase in production at the current mill would require substantial augmentation and upgrades and operations may still be limited due to noise restrictions and the close proximity of existing rural dwellings. Further, upgrade of the current mill would also require significant downtime of operations creating a significant shortfall of poultry feed to service existing livestock operations in the region which could not be met by third party suppliers. With consideration of the above factors, an increase in production at the current mill is not viable and this option was dismissed.
- **Option 3 - Outsource Feed Production to Third Party Suppliers:** In relation to sourcing feed from an alternate supplier, this option is not economically viable as the subject site is efficiently located for both ingredients and end users (poultry farms) which minimises the cost of cartage through all stages of production and distribution. There are no third-party suppliers within Tamworth with the production capacity to meet the forecast demand for poultry feed. In addition, the introduction of a third-party supplier will take feed production out of the control of Baiada, introducing additional risk control points for animal health and biosecurity, which can be better controlled and managed internally. Further, as a livestock production business, Baiada needs to ensure that a guaranteed supply is maintained for their birds at all times. Reliance on third party agreements to meet this obligation is too great a risk for the Applicant and animal welfare. With consideration of the above factors, utilisation of a third-party feed supplier is not a viable option for the Applicant.
- **Option 4 - Construction of a Feed Mill on an Alternate Site:** Construction of a new feed mill on an alternate site within Tamworth would maintain efficient access to both ingredient suppliers and end users. However, this would require the identification and purchase of an alternate property and gaining all necessary statutory approvals. It is unlikely that such a site could be identified that has the same combination of factors which make the existing site attractive including, an efficient location with respect to ingredient supplies and end users, the availability of all necessary supporting infrastructure, established supply chains and service providers, appropriate zoning and strategic support within the planning framework, no biophysical, or cultural constraints, sufficient land area and buffers to receptors, and availability for purchase.

The alternatives to proposed development are financially unviable, unlikely to succeed or do not represent an efficient approach to expansion of poultry production in Australia in order to meet the forecast growth in demand. Further, as demonstrated within this EIS, the proposed development can be undertaken in a manner consistent with all applicable environmental and planning safe-guards and standards and as such, the project as proposed is clearly the best option to achieve the necessary outcomes.

PROPOSAL DETAILS

The project involves the construction of a new, state of the art, poultry feed mill with the capacity to produce up to 17,500T of poultry feed per week on land at 771 Wallamore Road, Wallamore NSW. The feed mill is to be developed overtime in two stages with Stage 1 producing up to 12,500T per week via the new mill lines 1 and 2. Until Stage 2 is operating, the existing mill will operate for daytime production only.

Stage 2 will see production increase to 17,500T per week utilising the new mill lines 1, 2, 3, and 4. Once all lines of the new feed mill are all commissioned and operational, the existing feed mill will cease operating, but will be retained onsite in a state of readiness for contingency and risk management purposes.

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.

CONSULTATION

Consultation was undertaken as required within the Secretary's Environmental Assessment Requirements (SEARs) with the relevant Local and State government authorities, service providers, community groups, and surrounding landowners likely to be impacted by the proposal including:

- The government, agency and utility stakeholders identified within the SEARS.
- Direct stakeholder consultation (hand dropped letter) to surrounding landowners / operators within a 1km radius of the site, and wider consultation via media release, and advertisements within The Northern Daily Leader Newspaper.
- Registered Aboriginal Parties were consulted as part of the preparation of the Aboriginal Cultural Heritage Assessment Report (ACHAR).

The technical feedback provided by, government, agency and utility stakeholders has been addressed within this EIS. With respect to community feedback, there appeared to be general interest in the project, and consultation increased general awareness, however the project team received no requests for face-to-face meetings, and very few email or phone enquiries. The few enquiries received were either to seek additional information or convey support for the proposed development. No project-specific issues or concerns were raised.

This response is potentially due to the history of the project, the presence of the existing mill on site, and the compatibility of the development with the surrounding rural industries. In addition, Baiada also has an established presence in the community and that the construction of a new mill is likely considered a more desirable outcome than increasing operations at the existing mill.

PROJECT JUSTIFICATION

The proposed poultry feed mill will deliver a new, state of the art, poultry feed mill with the capacity to produce up to 17,500T of poultry feed per week which will underpin expansion of the poultry industry in the New England Region. As demonstrated in the EIS, the mill has been specifically located and designed with consideration of the findings of technical assessments concerning, cultural heritage, biodiversity, contamination, bushfire and stormwater flows to avoid direct impacts.

In addition, the location maximises setbacks to the nearest rural dwellings (sensitive receptors) in proximity to the site. The combination of setbacks to sensitive receptors, the use of best practice milling methods and equipment, and additional mitigation and management measures will ensure that the mill does not result in any unacceptable amenity impacts in terms of noise, air emissions, traffic, biosecurity and hazard risk.

While the mill is by necessity a tall structure and will be partly visible from some surrounding vantage points, the surrounding area accommodates a range of significant agribusiness operations including the existing feed mill, poultry farms, a dairy, a flour mill, and food processing plants. As such, the presence of a similar operation within the landscape is not expected to result in significant impacts on landscape character.

In addition, the project complies with the evaluation criteria specified in Clause 4.15 of the *Environmental Planning and Assessment Act 1979* as demonstrated below:

- **Legislative considerations and environmental planning instruments:**
 - The Objectives and Evaluation Criteria specified in the *Environmental Planning and Assessment Act 1979*.
 - The SEARs provided in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2021*.
 - The *Biodiversity Conservation Act 2016 (BC Act)*
 - The *Protection of Environment Operations Act 1997*.



- *State Environmental Planning Policy (Planning Systems) 2021* concerning the preparation of a State Significant Development Application.
- *State Environmental Planning Policy (Resilience and Hazards) 2021* concerning consideration of potential contamination, and the storage and use of dangerous goods.
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* concerning potential impacts on the rail corridor and powerlines.
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021* concerning potential impacts on koala habitat.
- The *Tamworth Regional Local Environmental Plan 2010* in that the proposed development accords with the objectives sought for the RU1 Zone.
- The *Tamworth Regional Development Control Plan 2010*.

- **Likely impacts on the natural environments:**

- **Biodiversity** – The direct impacts arising from the project include the removal of 6.03ha of vegetation comprised of 2.82ha of Planted Native Trees, 2.64ha of Grassland and 0.48ha of Maintained Grassland within planted introduced trees. The vegetation to be removed is identified as Category 1-exempt land within the meaning of Part 5A of Local Land Services Act 2013, as such areas of planted native vegetation and grassland are exempt under Section 6.8 (3) of the BC Act and from further consideration under the Biodiversity Assessment Method (BAM).

Consideration of impacts on significant flora, fauna, and ecological communities was undertaken which demonstrated that the project will not result in any unacceptable impacts on the natural environment. Mitigation measures have also been proposed as part of the construction and operation phase to help minimise the potential impacts to biodiversity values that remain present within the study area.

- **Contamination** - The contamination investigation conducted at the site found no areas or materials of concern. Analytical results for soils and water sampled were below the thresholds for commercial/industrial criteria and water quality guidelines for livestock watering. This meets the standards for the intended development of a feed mill. The site's condition and past/current activities suggest a low potential for significant contamination. Based on the methodology adopted for this investigation, the development site does not contain contaminated land that would impact construction of the new feed mill or pose an unacceptable risk to human health or the surrounding environment.

- **Likely impacts on the built environment:**

- **Stormwater** - Stormwater flows around the feed mill site will be collected and directed through a new internal network of stormwater pits, pipes, and open channels. Modelling shows that the proposed system will not create any actionable nuisance for upstream and downstream flows. In order to achieve the pollutant load reduction targets for the development, it is proposed to use mechanical and natural treatment methods to treat the runoff prior to discharge from the site. Water quality modelling shows that the proposed treatment train meets the levels required by Tamworth Regional Council and Industry Best Management Practice.
- **Air Emissions** - Worst-case emissions modelling demonstrates that the predicted concentrations of particulate matter (dust) are increased due to an elevated and unlikely silt content on sealed roads. The maximum predicted 24-hour concentration, when combined with background concentration, exceeds the applicable criteria for both Stage 1 and Stage 2 worst-case scenarios due to the elevated background levels. However, it is noted that this exceedance is driven by an unrealistic maximum background concentration and no additional days above the relevant criteria were predicted as a result of construction or mill operations.

The milling method proposed is not expected to generate offensive odour, however odour has been modelled from the mill due to the potential odour emissions associated with drying of the pellets. The



modelling shows that odour emissions are will within the adopted criteria at the nearest sensitive receptors.

- **Noise Emissions** – With respect to site noise, mitigation measures including an acoustic barrier are required to be implemented at the site to ensure the project complies with the relevant criteria. It is also important to note that the acoustic model assumes that all sources will be operating simultaneously. Therefore, actual received noise levels are expected to be less than the predictions shown in this report, or at worst equal to the predicted noise levels for only part of the time. Predicted noise levels from cars and trucks travelling to and from the site for both Stage 1 and Stage 2 operations, were compliant with the day and night criteria of the Road Noise Policy at surrounding residences.

Construction noise has the potential to temporarily exceed the applicable criteria at the nearest sensitive receptors, particularly from the operation of mobile plant and during major concrete pours. Accordingly, a series of mitigation and management strategies are proposed to minimise emissions during this phase of the project.

- **Traffic** - The proposed feed mill will utilise the existing entrance driveway connection to Wallamore Road, which services the existing mill. This access intersection incorporates BAR / BAL treatment allowing for through traffic to pass incoming and outgoing traffic and is sufficient to service the traffic generated by the proposed development. The design of the on-site manoeuvring and parking areas comply with the relevant design standards, and sufficient parking provision has been provided.
- **Visual** - While the mill is by necessity a tall structure and will be partly visible from some surrounding vantage points, the surrounding area accommodates a range of significant agribusiness operations including the existing feed mill, poultry farms, a dairy, a flour mill, and food processing plants. As such, the presence of a similar operation within the landscape is not expected to result in significant impacts on landscape character.
- **Bushfire** - The site is located on land that is mapped by the RFS as bush fire prone land containing Category 3 vegetation. *Planning for Bush Fire Protection 2019* (PBP) applies to all DAs on bush fire prone land. As required by Section 1.4 of the PBP, Integrated Consulting has been engaged to prepare a Bush Fire Assessment Report. The assessment concludes that, on completion, the proposed development is in an area that has an acceptable bushfire hazard level (i.e. ≤BAL-29), and with the implementation of the recommendations, is considered to be appropriately protected from bushfire and complies with the requirements of PBP.
- **Hazards** – A Preliminary Hazard Analysis been prepared as per the requirements of *SEPP (Resilience and Hazards) 2021* to determine whether the policy applies to the Project. The PHA provides an assessment of the dangerous goods to be stored and used onsite against screening threshold limits outlined in the "Applying SEPP33," guideline published by the Department of Planning NSW. The screening assessment of dangerous goods indicates that none of the hazardous material proposed to be stored on-site would exceed the threshold levels and as such, the development should not be classified as a 'Hazardous' or 'Offensive' industry.

The *SEPP (Resilience and Hazards) 2021* also requires consideration of other risk factors, and in this regard the proposed development is considered a 'Potentially Hazardous Industry' due to the risk of dust explosion. A Level 2 risk assessment was conducted for the dust explosion scenario, which concluded that from a land use safety planning perspective, if no action is taken, a potential dust explosion would not have off-site impacts, and no land use or persons outside the site boundary would be affected. This is largely because, the silos are not rated to withstand large pressures and would rupture before reaching a large enough pressure to impact over the site boundary and would primarily impact immediately adjacent areas.

- **Likely social and economic impacts:**

- **Cultural Heritage** – In 2021, Niche Environment and Heritage Pty Ltd (Niche) completed an Aboriginal and Historic Heritage Constraints Assessment for the project to assist in locating the proposed feed mill.



As a result of this work, the mill was specially sited within low-risk areas. Subsequent to the preliminary assessment, OzArk Environment & Heritage were engaged to prepare an Aboriginal Cultural Heritage Assessment Report (ACHAR). Consistent with the original study, the ACHAR concluded that there are no identified impacts to Aboriginal cultural heritage values as no Aboriginal sites were recorded, and no intangible heritage values have been identified within the study area. The results of the surface survey indicate that significant Aboriginal cultural heritage values will not be harmed within the study area.

- **Economic Impact** – The estimated development cost of the new mill is \$83.7 million, representing a significant re-investment in the site. Upon its completion, the project is expected to create 7 new jobs, provide employment for 22 FTE workers and generate 54 indirect jobs. The mill will contribute \$195.5 million per annum in Gross Value Added to the economy.

Additionally, there will be construction benefits including a direct and indirect increase of \$240.7 million in gross output Statewide and \$97.0 million in Gross Value Added statewide. The project would also create up to 114 FTE jobs during the construction phase.

Furthermore, the proposed feed mill would provide supplementary economic advantages by supporting the anticipated growth of poultry production in the New England region. The evaluation conducted above has analysed the economic viability of the proposed development, and based on this assessment, it is concluded that the project will have significant economic benefits.

- **Site Suitability:**

The site been subject to multiple technical investigations which have confirmed that there is no site based, biophysical, cultural or operational constraint which would limit physical development of the new feed mill. Further, technical assessments have also shown that the site is able to be adequately serviced by the necessary, supporting infrastructure including, water supply, wastewater disposal, power and road networks.

With respect to potential amenity impacts, detailed investigations have been undertaken with respect to noise, odour, dust, hazards, visual, social and economic aspects with have shown the proposed development will operate within the relevant statutory criteria and will have positive economic impacts in terms of employment, capital expenditure and local spending on goods and services.

The proposed development complies with the relevant statutory planning instruments and will not result in significant adverse environmental impacts on the receiving environment. The proposal capitalises on the existing investment in the site and supports the ongoing expansion of the broader poultry industry and economic development in the region. Where potential impacts have been identified, suitable mitigation and management measures have been implemented. Accordingly, approval of the proposed development on the site is considered to be suitable and approval of the project is justified.

- **The public interest**

The findings of the detailed technical assessments undertaken in relation to the proposed feed mill show that it is not forecast to result in significant or unacceptable adverse environmental impacts on the receiving environment. Where potential impacts have been identified, suitable mitigation and management measures have been implemented. With consideration of the positive impacts, the proposed development represents a substantial improvement to current milling operations, involves significant capital investment for construction of the new mill, and will play a pivotal role in supporting the forecast growth in poultry production in the region. With consideration of these factors the project is in the public interest.



TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	APPLICANT DETAILS	1
1.2	PROJECT DESCRIPTION	1
1.2.1	Project Overview	1
1.2.2	Core Objectives	3
1.3	PROJECT BACKGROUND	3
1.4	RELATED DEVELOPMENT	3
1.5	RESTRICTIONS AND COVENANTS	4
2	STRATEGIC CONTEXT	5
2.1	AUSTRALIAN POULTRY INDUSTRY	5
2.2	TAMWORTH POULTRY INDUSTRY	6
2.2.1	Existing Tamworth Operations	6
2.3	REGIONAL AND LOCAL PLANNING CONTEXT	8
2.3.1	New England North West Regional Plan 2041	8
2.3.2	Local Planning Context	11
2.4	SITE CONTEXT	12
2.4.1	The Site	12
2.4.2	The Surrounding Area	13
2.5	IMPORTANT NATURAL OR BUILT FEATURES	14
2.5.1	Topography	14
2.5.2	Geology and Soils	14
2.5.3	Flooding and Drainage	15
2.5.4	Ground Water	17
2.5.5	Vegetation	17
2.5.6	Tamworth Airport Operations	17
2.5.7	Historic Heritage	19
2.6	URBAN INFRASTRUCTURE	19
2.6.1	Water Supply	19
2.6.2	Gas Supply	19
2.6.3	Electricity Supply	19
2.6.4	Telecommunications	19
2.6.5	Road Network and Site Access	19
2.7	POTENTIAL HAZARDS	20
2.7.1	Contamination	20
2.7.2	Bushfire	20
2.8	CUMULATIVE IMPACTS	20
2.9	CONSIDERATION OF ALTERNATIVES	21
2.10	AGREEMENTS	22
3	PROJECT DESCRIPTION	23
3.1	PROJECT OVERVIEW	23
3.2	DETAILED DESCRIPTION	24
3.2.1	Project Area	24
3.3	PHYSICAL LAYOUT AND DESIGN	24
3.3.1	Physical Works	24
3.3.2	Construction Materials	26
3.3.3	Earthworks	26



3.3.4	Landscaping	26
3.3.5	Stormwater Management	27
3.4	USES AND ACTIVITIES	27
3.4.1	Milling Activities	27
3.4.2	Hours of Operation.....	29
3.4.3	Road Haulage	29
3.4.4	Employment	30
3.5	INFRASTRUCTURE PROVISION AND UPGRADES.....	30
3.5.1	Electricity	30
3.5.2	Gas Supply	30
3.5.3	Water Supply	30
3.5.4	Wastewater	30
3.6	PROJECT TIMING.....	30
3.6.1	Staging	30
3.6.2	Retention of Existing Mill as a Contingency	31
4	STATUTORY CONTEXT	33
4.1	STATUTORY REQUIREMENTS	33
5	COMMUNITY ENGAGEMENT	39
5.1	ENGAGEMENT CARRIED OUT	39
5.1.1	Government Departments and Agencies	39
5.1.2	Additional Agency Consultation	39
5.1.3	Community Consultation.....	40
5.2	COMMUNITY VIEWS.....	42
5.2.1	Summary of Community Responses.....	42
5.2.2	Community Consultation Outcomes	42
5.3	ENGAGEMENT TO BE CARRIED OUT.....	42
5.3.1	Construction Phase.....	43
5.3.2	Operational Phase.....	43
5.3.3	Public Notification.....	43
6	ASSESSMENT AND MITIGATION OF IMPACTS.....	44
6.1	BIODIVERSITY	44
6.1.1	The Existing Environment	44
6.1.2	Items of Ecological Significance	45
6.1.3	Potential Koala Habitat	46
6.1.4	Matters of National Environmental Significance	46
6.1.5	Potential Impacts	46
6.1.6	Mitigation Measures	46
6.2	ABORIGINAL CULTURAL HERITAGE.....	48
6.2.1	Assessment Results	48
6.2.2	Mitigation Measures	49
6.3	CONTAMINATION	49
6.3.1	Site Conditions	49
6.3.2	Conclusion	50
6.4	STORMWATER MANAGEMENT	50
6.4.1	Stormwater Quantity management.....	50
6.4.2	Sediment and Erosion Controls	53
6.4.3	Mitigation Measures	53
6.5	AIR QUALITY	54



6.5.1	Potential Emission Sources	54
6.5.2	Assessment Results	55
6.5.3	Mitigation Measures	57
6.6	NOISE IMPACT ASSESSMENT.....	57
6.6.1	Existing Acoustic Environment	57
6.6.2	Assessment Results	58
6.6.3	Mitigation Measures	62
6.7	TRAFFIC IMPACT ASSESSMENT.....	63
6.7.1	Existing Mill Traffic.....	63
6.7.2	Background Traffic	64
6.7.3	Traffic Generation	64
6.7.4	Site Access and Network Impacts	65
6.7.5	Car Parking and On-Site Manoeuvring.....	65
6.8	VISUAL IMPACTS.....	66
6.8.1	Landscape Character	66
6.8.2	Visual Catchment.....	68
6.8.3	Visual Impact.....	70
6.9	PRELIMINARY HAZARD ASSESSMENT.....	70
6.9.1	Dangerous Goods Storage	70
6.9.2	Dust Explosion Risk	71
6.9.3	Toxic Plume Risk	72
6.9.4	Mitigation Measures	72
6.10	BUSHFIRE ASSESSMENT	73
6.10.1	Asset Protection Zones.....	73
6.10.2	Mitigation Measures	74
6.10.3	Emergency Management and Evacuation Plan	76
6.10.4	Conclusion	76
6.11	ECONOMIC IMPACT ASSESSMENT.....	76
6.11.1	Design and Construction Phase	77
6.11.2	Operational Phase.....	77
6.11.3	Impact Summary.....	78
6.11.4	Other economic impacts	78
6.11.5	Impact conclusion	79
6.12	SOCIAL IMPACT ASSESSMENT	79
6.12.1	Methodology	79
6.12.2	Stakeholder Engagement	79
6.12.3	Social Locality and Baseline.....	79
6.12.4	Impact and Prediction	79
6.13	WASTE MANAGEMENT.....	80
6.13.1	Solid and Packaging Waste	80
6.13.2	Liquid Waste	81
6.13.3	Processing Wastes	81
6.14	ENERGY EFFICIENCY	81
6.15	BIOSECURITY.....	82
6.15.1	Biosecurity Risks.....	82
6.15.2	Risk Management Procedures.....	82
6.15.3	Emergency Disease Action Plan	83
6.16	ENVIRONMENTAL MANAGEMENT AND QUALITY ASSURANCE.....	83
7	PROJECT JUSTIFICATION.....	85



7.1	PROJECT DESIGN.....	85
7.2	STRATEGIC CONTEXT.....	85
7.3	STATUTORY COMPLIANCE	85
7.4	COMMUNITY VIEWS.....	86
7.5	LIKELY IMPACTS.....	86
7.5.1	Natural Environment	86
7.5.2	Built Environment.....	87
7.5.3	Likely Social and Economic Impacts:.....	88
7.5.4	Principles of Ecologically Sustainable Development.....	88
7.6	SITE SUITABILITY	90
7.7	THE PUBLIC INTEREST.....	90

APPENDIX LIST

A	SEARS RESPONSE TABLE
B	DEVELOPMENT PLANS
C	STATUTORY COMPLIANCE TABLE
D	MITIGATION AND MANAGEMENT MEASURES
E	EXISTING DEVELOPMENT CONSENT
F	ENVIRONMENTAL PROTECTION LICENSE
G	TITLE SEARCH / EASEMENT DOCUMENTS
H	CONSULTATION REPORT
I	SITE SURVEY
J	CONTAMINATION SITE INVESTIGATION
K	BIODIVERSITY ASSESSMENT REPORT
L	ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT
M	STORMWATER MANAGEMENT PLAN
N	AIR QUALITY ASSESSMENT
O	NOISE IMPACT ASSESSMENT
P	TRAFFIC IMPACT ASSESSMENT
Q	PRELIMINARY HAZARD ASSESSMENT
R	BUSHFIRE ASSESSMENT
S	ECONOMIC IMPACT ASSESSMENT
T	SOCIAL IMPACT ASSESSMENT
U	OPERATIONAL ENVIRONMENT MANAGEMENT PLAN
V	BIOSECURITY MANUALS AND PLANS
W	EMERGENCY PROCEDURES MANUAL
X	LAND USE CONFLICT RISK ASSESSMENT
Y	ESTIMATED DEVELOPMENT COST REPORT
Z	GEOTECHNICAL INVESTIGATION

FIGURES

<i>Figure 1: Site Aerial (Nearmap, 2024)</i>	iii
<i>Figure 2: Proposed Site Plan (LGPM, 2024)</i>	iv
<i>Figure 3: Site Location (Nearmap, 2024)</i>	2
<i>Figure 4: Proposed Site Plan (LGPM, 2024)</i>	2
<i>Figure 5: Photograph of Existing Mill (Google Maps, 2024)</i>	3
<i>Figure 6: Consumption of Poultry Meat in Australia (ACMF, 2023)</i>	5
<i>Figure 7: Chicken Meat Produced in Australia (ABARES, 2023)</i>	5



Figure 8: Tamworth Poultry Cluster	7
Figure 9: Agricultural Freight Network (Department of Planning and Environment, 2022)	10
Figure 10: Site Aerial (Nearmap, 2024)	12
Figure 11: Site Context (Nearmap, 2023)	13
Figure 12: Sensitive Receptors within 1km of the Site (Nearmap, 2023)	14
Figure 13: Flood and Noise Map (Tamworth LEP, 2018)	15
Figure 14: Tamworth City-Wide Flood Investigation 100y ARI Map – Boltons Creek (TRC, 2019)	16
Figure 15: Tamworth City-Wide Flood Investigation 100y ARI Map – Tangaratta Creek (TRC, 2019)	16
Figure 16: LEP Flight Training Path Map (Tamworth Regional Council, 2024)	18
Figure 17: Obstacle Limitation Surface Map (Tamworth Regional Council, 2024)	18
Figure 18: Approved B-Double Routes (TfNSW, 2024)	20
Figure 19: Project Area (Wildthing, 2024)	24
Figure 20: Site Layout Plan (LGPM, 2024)	25
Figure 21: Landscaping Plan (PSA Consulting, 2024)	26
Figure 22: Stormwater Management Plan (MPN Consulting, 2024)	27
Figure 23: Milling Process Steps	28
Figure 24: Truck Circulation Paths	29
Figure 25: Neighbour Consultation	41
Figure 26: Vegetation Map (Wildthing, 2024)	45
Figure 27: Proposed Site Catchments (MPN Consulting, 2024)	51
Figure 28: Stormwater Management Plan (MPN Consulting, 2024)	52
Figure 29: Sensitive Receptors (Reverb Acoustics, 2024)	58
Figure 30: Noise Barrier Location (reverb Acoustics, 2024)	59
Figure 31: Bellata Gold Flour Mill - Bowlers Lane	67
Figure 32: Adjoining Bowlers Lane 1 Broiler Farm (Bowlers Lane)	67
Figure 33: Adjoining Dairy (Wallamore Road)	67
Figure 34: Oakburn Rendering Plant (Oxley Highway)	67
Figure 35: Key Viewpoints	68
Figure 36: Viewpoint 1	68
Figure 37: Viewpoint 2	69
Figure 38: Viewpoint 3	69
Figure 39: Viewpoint 4	69
Figure 40: Viewpoint 5	70
Figure 41: Viewpoint 6	70
Figure 42: Asset Protection Zone (Integrated Consulting, 2024)	73
Figure 43: Bushfire Protection Measures (Integrated Consulting, 2024)	76
Figure 44: Economic Impact Summary (Hill PDA, 2024)	78

TABLES

Table 1: Applicant’s Details	1
Table 2: Historic Development Approvals	4
Table 3: Site Details	12
Table 4: Proposal Alternatives	21
Table 5: Project Details	23
Table 6: Statutory Requirements	33



Table 7: Pre-conditions to Granting Consent	35
Table 8: Mandatory Matters	37
Table 9: Community Consultation Activities	40
Table 10: Community Responses	42
Table 11: Stage 2 - Received Noise Levels (Reverb Acoustics, 2024)	60
Table 12: Cumulative Noise Levels (Reverb Acoustics, 2024)	61
Table 13: Background Traffic Volumes (PSA Consulting, 2024)	64
Table 14: Principles of Ecological Sustainability	89

LIST OF ACRONYMS

ABARES	Australian Bureau of Agricultural and Resource Economics and Sciences
BAM	Biodiversity Assessment Method
CBD	Central Business District
CSI	Contamination Site Investigation
EE	Essential Energy
EIS	Environmental Impact Statement
EPL	Environmental Protection License
EDC	Estimated Development Cost
FTE	Full Time Equivalent
GPT	Gross Pollutant Trap
GVA	Gross Value Added
Ha	Hectare
LGA	Local Government Area
LLS	Local Land Services
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
OLS	Obstacle Limitation Surface
SEARS	Secretary's Environmental Assessment Requirements
SIA	Social Impact Assessment
SSD	State Significant Development
SSDA	State Significant Development Application
TfNSW	Transport for NSW
TN	Total Nitrogen
TP	Total Phosphorus
TRC	Tamworth Regional Council
TRLEP	Tamworth Regional Local Environmental Plan 2010
TSS	Total Suspended Solids
VPD	Vehicles Per Day



1 INTRODUCTION

1.1 APPLICANT DETAILS

The project is being undertaken by Tangaratta Stockfeeds Pty Limited (Tangaratta Stockfeeds) which is part of the Baiada Group of companies (Baiada). Tangaratta Stockfeeds provides the poultry feed for all Baiada owned and contracted poultry facilities within the New England Region. Baiada is a privately owned Australian company which provides premium quality poultry products throughout Australia. Baiada's operations include broiler and breeder farms, hatcheries, feed milling and protein recovery. Baiada's products include the sale of live poultry (including breeding stock), stock feed, fertile eggs, day old chickens, primary processed chicken (raw), processed chicken products, and pet food. The company has its head office at Pendle Hill, 30km west of Sydney CBD, with major operating centres located in New South Wales, Queensland, South Australia and West Australia. Baiada have a current employee base of approximately 7,000 people across Australia.

The Applicant's details are provided in **Table 1** below.

Table 1: Applicant's Details

DECLARATION	
APPLICANT	Tangaratta Stockfeeds Pty Limited
POSTAL ADDRESS	PO Box 21, Pendle Hill, NSW, 2145
ABN	51 001 278 584
APPLICANT CONTACT	Graeme Dillon (Project Manager) 0418 392 462

1.2 PROJECT DESCRIPTION

1.2.1 Project Overview

The project involves the construction of a new, poultry feed mill at 771 Wallamore Road, Wallamore NSW, approximately 9.5km northwest of the Tamworth Central Business District (see **Figure 3**). The site contains the existing feed mill which has been operated by Tangaratta Stockfeeds Pty Limited since 1975.

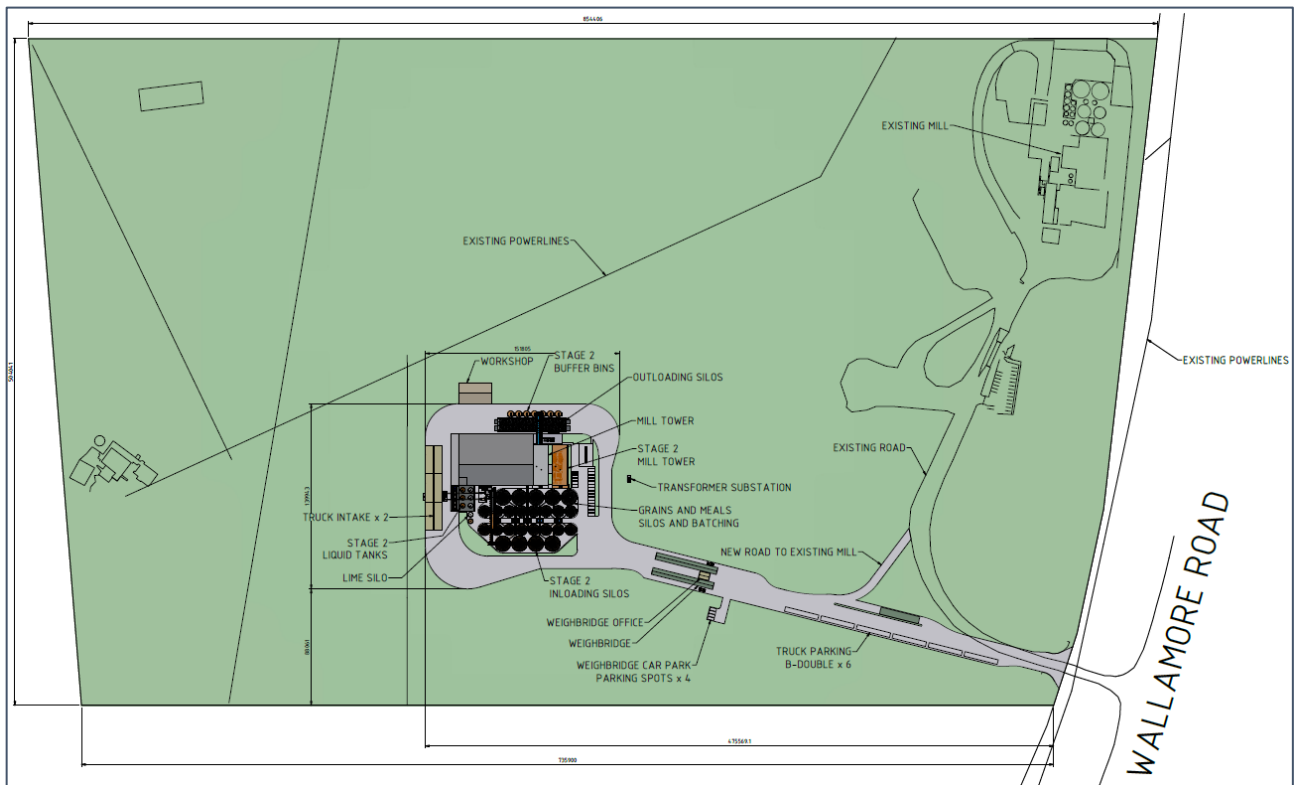
The existing mill produces specialised feed blends which supply the poultry farming operations within the New England Region. The existing feed mill has an approved production volume of 10,000T per week.

Specifically, the project involves the construction of a new, state of the art, poultry feed mill with the capacity to produce up to 17,500T of poultry feed per week. This increase in production is required to support the projected growth in poultry production within the New England Region. A site plan showing the proposed feed mill is provided in **Figure 4**.

The feed mill is to be developed over time in two stages with Stage 1 producing up to 12,500T per week via the new mill lines 1 and 2. Until Stage 2 is operating, the existing mill will operate for daytime production only. Stage 2 will see production increase to 17,500T per week utilising the new mill lines 1, 2, 3 and 4. Once all lines of the new feed mill are commissioned and operational, the existing feed mill will cease operating, but will be retained onsite in a state of readiness for contingency and risk management purposes.



Figure 3: Site Location (Nearmap, 2024)





1.2.2 Core Objectives

The core objectives of the project are as follows:

- Develop a modern, best practice and purpose-built poultry feed mill with the capacity to produce up to 17,500T of poultry feed per week.
- To provide a safe and reliable supply of poultry feed within the New England Region and Baiada's wider network if required.
- Facilitate the forecast growth of poultry production in the New England region to support Baiada's Oakburn Processing Plant (SSD-9394).

1.3 PROJECT BACKGROUND

Baiada's current livestock operations within Tamworth facilitate processing of a maximum of 840,000 birds per week at the existing Out Street Processing facility. Baiada has recently commenced works on their State Significant Development Approval (SSD9394) for a new Integrated Poultry Processing Facility (Oakburn) in Tamworth which with the capacity to process up to 3 million birds a week. To support the increase in processing of poultry within the region, significant increases in the supply of birds, and concurrently poultry feed, is required.

As noted above, the existing feed mill has operated on the site since 1975 and has an approved production volume of 10,000T per week. Much of the existing milling equipment has limited potential for expansion, and would need to be replaced with more efficient, modern equipment should an increase in production to 17,500T per week be contemplated.

As such, the construction of a new feed mill is proposed and is an integral component of the forecast growth of poultry production in the New England region and is required to support the approved increase in processing which will be undertaken at Baiada's Oakburn Processing Plant (SSD-9394).

1.4 RELATED DEVELOPMENT

The existing feed mill is located in the northern corner of the site, fronting Wallamore Road. This was originally purchased as an operating feed mill in 1975, with a production volume of 950T per week. Since this time, the feed mill has been progressively upgraded and expanded to allow for production increases, commensurate with the growth of the poultry cluster in Tamworth. The mill and associated grain storage bunkers occupies an area of ~5.8ha and includes a manager's residence. A photo of the existing mill from Wallamore Road is provided in **Figure 5** below. The current operation has an approved production volume of 10,000T per week. **Table 2** identifies the historic development approvals relevant to the current feed mill on the site.



Figure 5: Photograph of Existing Mill (Google Maps, 2024)



Table 2: Historic Development Approvals

DEVELOPMENT APPROVAL	DESCRIPTION
1975	<ul style="list-style-type: none"> • Site was purchased as an operating feed mill. • Production levels at 950 tonnes per week
1987 Parry Shire Council DA 87/81	<ul style="list-style-type: none"> • Operations increased to 24 hours per day, 6 days per week • Transport of raw ingredients and finished product increased to 7 days per week between of 7am – 8pm. • Production levels increased 2,600 tonnes per week.
1993 Parry Shire Council Amendment to DA 87/81	<ul style="list-style-type: none"> • Heavy Vehicles increased to 7 days per week between 6am and 10pm.
DA 2000/428 Tamworth Regional Council	<ul style="list-style-type: none"> • Production levels increased to 10,000 tonnes per week. • All Operations increased to 24 hours per day, 7 days per week. • The EPA GTAs/ EPL included 4 stages to increase capacity and requirements for acoustic modelling prior to commencement of the next stage. • At present, the site operates at Stage 3 with truck movements to the day / evening period (6am – 10pm), while a trial is undertaken to determine compliance.
DA0169/2014 Tamworth Regional Council	<ul style="list-style-type: none"> • Demolition and replacement of boiler shed.
DA2016/0377 Tamworth Regional Council	<ul style="list-style-type: none"> • Construction of additional acoustic walls to the northeast and northwest site boundaries.

As noted above, the existing mill will cease operating upon commencement and commissioning of Stage 2. We note that while the existing mill will cease operating, it will not be dismantled and will be retained for contingency and risk management purposes. A copy of the DA 2000/428 and the current EPL (2775) is included as **Appendix E** and **Appendix F** Respectively.

1.5 RESTRICTIONS AND COVENANTS

The site is affected by a 20.115m wide easement for Essential Energy Transmission Line locate to the west of the proposed feed mill site. No works are proposed within this Easement.

Copies of the Certificate of Title and Easement Documents are included as **Appendix G**.



2 STRATEGIC CONTEXT

2.1 AUSTRALIAN POULTRY INDUSTRY

Research undertaken by the Australian Bureau of Agricultural and Resource Economics and Sciences (ABARES) indicates that total chicken meat consumption in Australia has increased by an average of 5% per annum over the 10 years to 2022-23, and now represents 45% of the total meat consumption.

The ABARES commodities report shows that chicken continues to be the most consumed meat in Australia. As shown in **Figure 6**, consumption of chicken meat per person has increased by over 65% between 2000 (~30kg per person) and 2018 (~50kg per person), driven by the product’s versatility, convenience and a lower price point compared to beef, lamb and pork. Per capita poultry consumption is expected to continue growing to reach around 51.5kg by 2022-23. As shown in **Figure 7**, chicken meat production in Australia has grown steadily with growth forecast to continue.

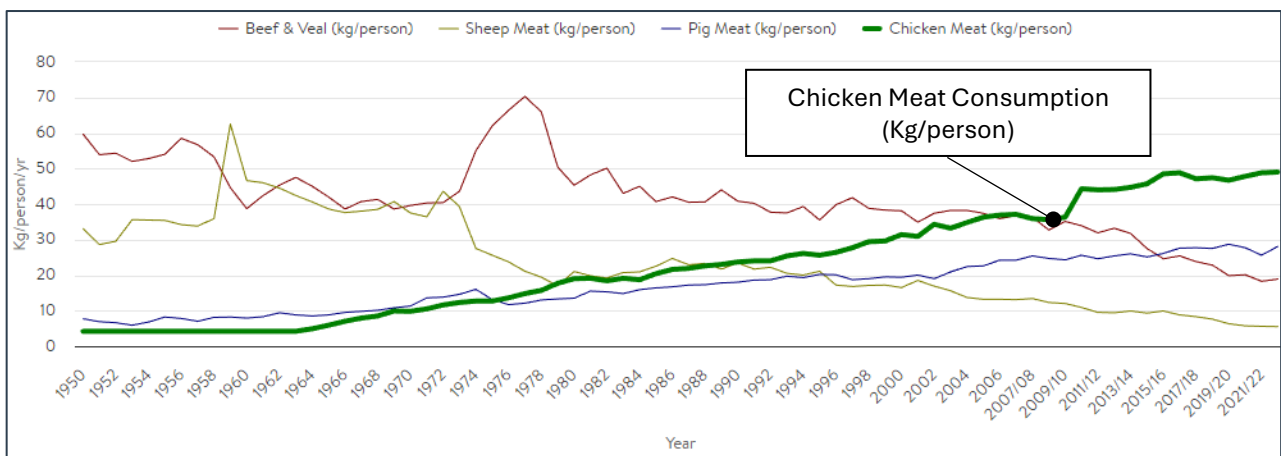


Figure 6: Consumption of Poultry Meat in Australia (ACMF, 2023)

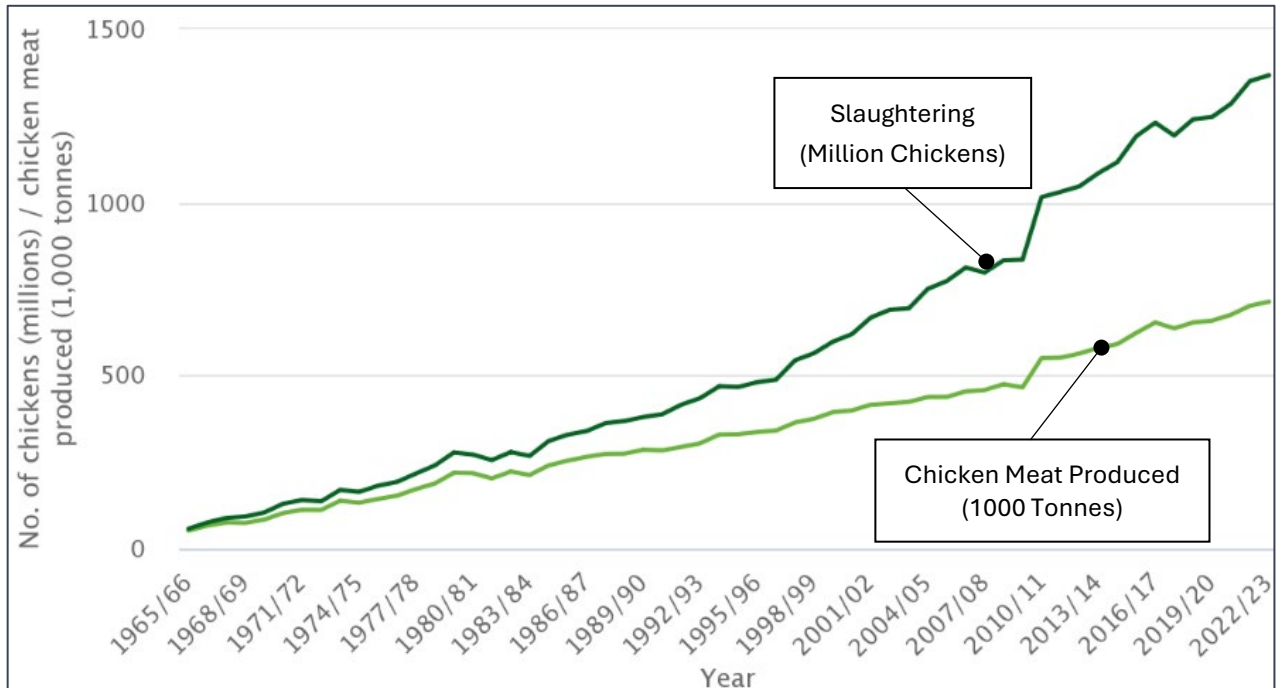


Figure 7: Chicken Meat Produced in Australia (ABARES, 2023)



2.2 TAMWORTH POULTRY INDUSTRY

In response to the projected demand for poultry products in the Australian marketplace, there is a need to increase production, bird numbers and processing capacity. Without Baiada's contribution to capacity which will be generated by this development, it is highly likely that there will be a significant shortfall in supply of poultry products in the Australian market in the coming years.

Baiada sees the New England Region as being an ideal location for expansion and the increase in production capacity. This is due to the existing accumulation of high value poultry assets and geographic, infrastructure and commercial attributes in the region which have created a poultry cluster. Examples of the attributes of this cluster include the following:

- Access to large quantities of locally grown grain including wheat and canola (typically sourced from Tamworth, Moree, Narrabri, Walgett and Gunnedah).
- Proximity to key NSW markets (including Sydney) and South East QLD and direct access to the State Road network.
- Ideal land types and topography for the construction of suitable shedding for poultry production.
- An ideal climate in terms of temperature and humidity for poultry production.
- Access to high quality water sources including bore water, dams, rivers and reticulated networks.
- Suitable sites for the location of poultry farms away from sensitive receptors and population centres.
- Support from existing major investment in infrastructure covering all facets of the integrated business.

It is rare to have this combination of the assets and infrastructure, and it presents a unique opportunity for the New England region, and specifically Tamworth, to benefit from the future demand for poultry products.

2.2.1 Existing Tamworth Operations

As outlined above the combination of factors which make the New England Region suitable for a poultry cluster is only present in a handful of areas across NSW and Australia which means that this area is vitally important to the industry and Australia's food supply chains. The New England poultry industry is an almost perfect cluster of related production entities, each relying on the other for efficient performance, continuance and future growth.

At any point in time, Baiada's Tamworth Livestock operations currently involve farming of:

- Approximately 1.3 million Production Birds (Parent and Grandparent Farms).
- Approximately 5.8 million Broiler Birds (Meat Chickens).
- Approximately 120,000 ISA Production Birds (Producing layers for the egg industry).
- An additional 2.94 million Broiler Birds to be accommodated within the approved Strathfield Broiler Farms (SSD- 7740).

The relationship between the various components of the Tamworth Poultry Cluster is shown diagrammatically in **Figure 8** below.

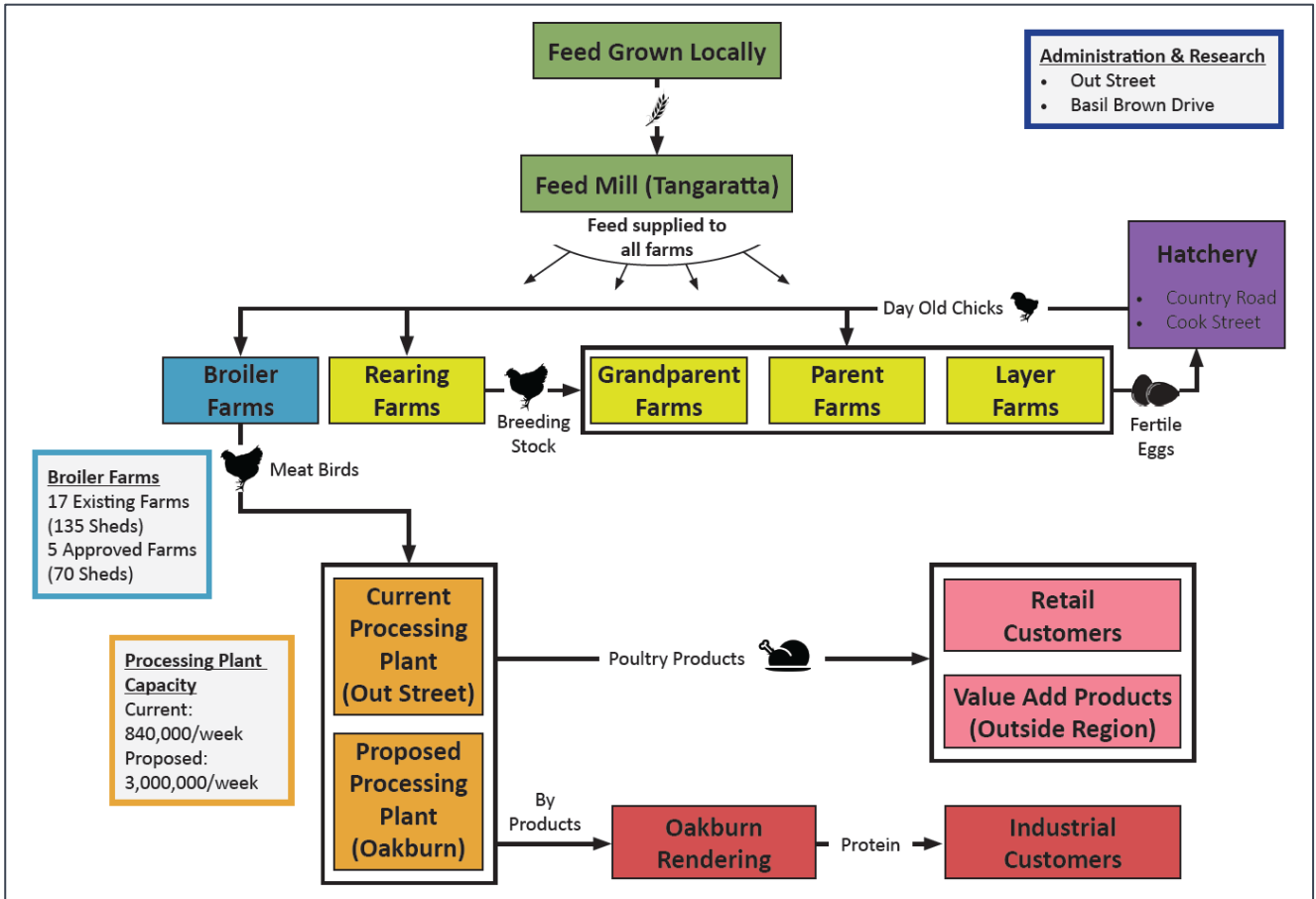


Figure 8: Tamworth Poultry Cluster

The Tamworth poultry industry businesses are also supported by many contractors providing services including but not limited to:

- Transport and logistics.
- Bedding suppliers and used litter removal.
- Bird collection and transportation.
- Service, cleaning and maintenance of all facilities.
- Gas and electricity services.

As noted, Baiada's current livestock operations within Tamworth facilitate processing of a maximum of 840,000 birds per week at the existing Out Street Processing facility. Baiada has recently commenced works on their State Significant Development Approval (SSD9394) for a new Integrated Poultry Processing Facility (Oakburn) in Tamworth which has the capacity to process up to 3 million birds a week.

To support the increase in processing of poultry within the region, significant increases in all aspects of the poultry cluster will be required. In this regard, it is expected that around 300 additional poultry sheds will be required, located within a 2-hour drive of the Oakburn processing plant in accordance with animal welfare considerations. All of these farms will be reliant on the feed produced at the proposed feed mill.



2.3 REGIONAL AND LOCAL PLANNING CONTEXT

2.3.1 New England North West Regional Plan 2041

The *New England North West Regional Plan 2041* is a 20-year strategic blueprint that sets the framework, vision and direction for land-use planning for future needs for housing, jobs, infrastructure, a healthy environment and connected communities. The vision for the region is to become one of Australia's most productive agricultural regions, capitalising on the forecast growth in global demand for food and resources. Intensive agriculture, food and fibre processing are identified as key economic opportunities and drivers for the region.

In particular, Objective 3 of the plan identifies that *"The region accommodates food processing clusters for chicken meat and eggs around Tamworth, intensive glass housing of tomatoes near Guyra, and various cattle feedlot facilities. Chicken meat production and processing is the largest intensive agribusiness regional employer and is centred around the Baiada processing plant in Tamworth"*.

The proposed feed mill closely aligns with the vision for the region as it will support significant growth in agriculture, agribusiness and livestock meat production. The feed mill will be ready to meet the forecast growth in demand for poultry feed within the entire cluster, supporting significant expansion of poultry farming and supporting industries, facilitating employment growth and an increase in local spending associated with poultry production.

The Regional Plan also recognises that the food processing sector is rapidly expanding and will drive economic prosperity and jobs growth. The plan has identified five (5) specific parts for the region, which are:

1. Growth, change and opportunity.
2. Productive and innovative.
3. Sustainable and resilient.
4. Housing and place.
5. Connected and accessible.

The Plan recognises that agricultural production from the region accounts for around one fifth of NSW's agricultural output and is home to 16% of all farm businesses in the State. The poultry industry (including eggs) contributed \$66 million (or 17.1%) of the Region's gross value of agricultural commodities produced.

With respect to **Part 2 – Productive and innovative**, it is noted the plan supports the expansion of agribusiness and food processing sectors in Objective 3, with specific reference to the poultry industry as follows:

"The region accommodates food processing clusters for chicken meat and eggs around Tamworth, intensive glass housing of tomatoes near Guyra, and various cattle feedlot facilities. Chicken meat production and processing is the largest intensive agribusiness regional employer and is centred around the Baiada processing plant in Tamworth. Livestock production is one of the fastest growing and emerging industries in the region, with strong growth forecast due to growing demand from domestic and export consumers. These food processing industries may also generate opportunities for further organics processing facilities to manage agricultural by-products and waste. Such facilities will require careful consideration of potential land use conflicts with existing and future uses."

Consistent with Part 2, the proposed development will support significant growth of the livestock and food processing sectors as well as the larger supply chains including agriculture (grain supply), livestock farming and supporting contractors. The proposed feed mill will provide for and support significant expansion of the entire poultry cluster in the region leading to growth in employment and local spending. Secondary businesses within the supply chain, particularly those associated with the transport and logistics as well as grain production will also benefit from the broader expansion of poultry cluster.

With respect to Parts 1, 3 - 5, the proposed development is consistent with these parts as noted below:

- **Part 1 – Growth, change and opportunity:** The proposed development will significantly increase direct and indirect employment within the Tamworth region, and facilitate expansion and investment of in the broader poultry cluster. The proposed feed mill will be an efficient and modern facility that adopts best practice



equipment and methodologies, reinforcing the area's reputation as a high-quality, grain production hub. The proposed development is not expected to have significant negative impacts on the future growth, community need or regional economic development.

- **Part 3 – Sustainable and Resilient:** The development has been subject to a rigorous assessment of potential environmental impacts and will be constructed and operated in a manner consistent with the applicable environmental standards.
- **Part 4 – Housing and place:** The proposed feed mill will support economic activity in the region and provide ongoing employment opportunities for the local community.
- **Part 5 – Connected and accessible:** The proposed development can be efficiently connected to all infrastructure networks that are necessary to service a modern feed mill. Where necessary, new connections to the infrastructure networks are to be provided in accordance with the relevant standards. The site is well located to take advantage of major transport networks which enable transport of products from the region to major national markets. As shown in **Figure 9**, the major roads in and around Tamworth (including the Oxley Highway) are identified as part of the Agricultural Freight network, with the movement of poultry and poultry related products specifically identified as a key agricultural commodity.

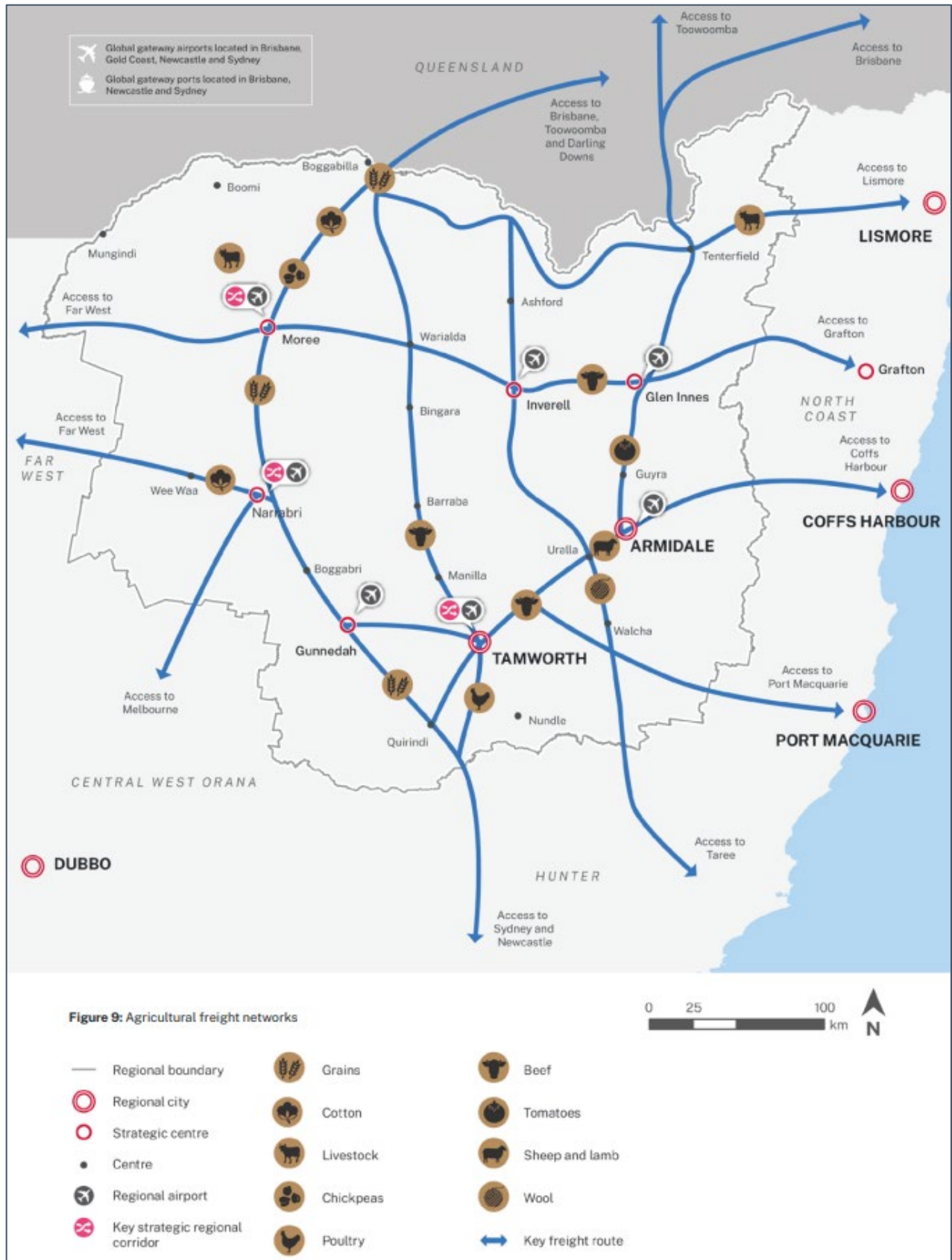


Figure 9: Agricultural Freight Network (Department of Planning and Environment, 2022)



2.3.2 Local Planning Context

Under the *Tamworth Regional Local Environmental Plan 2010* (TRLEP), the subject site is located in the RU1 Primary Production Zone. The existing and proposed development falls under TRLEP definition of **Livestock Processing Industry** which “means building or place used for the handling, treating, processing or packing, for commercial purposes, of produce from agriculture (including dairy products, seeds, fruit, vegetables or other plant material), and includes wineries, flour mills, cotton seed oil plants, cotton gins, feed mills, cheese and butter factories, and juicing or canning plants, but does not include a livestock processing industry.”

In accordance with clause 3 of the TRLEP development of a Livestock Processing Industry located in the RU1 Primary Production Zone is identified as development that is **Permitted with Consent**. The objectives for the RU1 Primary Production Zone are as follows:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To encourage diversity in primary industry enterprises and systems appropriate for the area.
- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To permit subdivision only where it is considered by the Council to be necessary to maintain or increase agricultural production.
- To restrict the establishment of inappropriate traffic generating uses along main road frontages.
- To ensure sound management of land which has an extractive or mining industry potential and to ensure that development does not adversely affect the extractive industry.
- To permit development for purposes where it can be demonstrated that suitable land or premises are not available elsewhere.

The proposed poultry feed mill is a primary industry supporting agricultural producers in the region through the purchase and processing of the ingredients and supply of poultry feed to the New England poultry cluster. The proposed feed mill will ultimately supersede the existing mill on site and is forecast to improve the environmental performance of the operation while also allowing for an increase in feed production.

The site is in a food production hub which contains a number of major rural industries including a livestock exchange, beef abattoir, lamb abattoir, flour mill, other industrial operations and intensive animal husbandry. As such, the existing, approved and proposed use of the site is considered to be a complementary land use to the surrounding area and adjoining zones.

As demonstrated in this EIS, the proposed development has been subject to a rigorous environmental assessment which confirms the project can be undertaken in a manner which minimise potential conflict with adjoining zones and sensitive receptors. As such, it is considered that the proposed development closely aligns with the RU1 Zone objectives.

In 2020, Council released the **Tamworth Regional Blueprint 100** as an overarching strategy that provides a roadmap to take the Tamworth Region towards its vision of a prosperous economy and high living standards with a population of 100,000 people. Priority 3.4 acknowledges that Tamworth is the centre for the production and processing of beef, lamb, and poultry products for supply to the whole of NSW and that the presence of existing grain, livestock, feedlots, sale yards and processing facilities provides a competitive advantage to producers in the sector. It is also identified that the meat and food processing sector have significant potential to expand its meat processing capacity and increase its expertise in providing high-tech agribusiness solutions. The proposed development directly responds to the forecast increase in poultry production with the region, which cannot be achieved without a commensurate increase in feed production.

As demonstrated above, the proposed development closely aligns with the historic, current, future planning intents for specified for Tamworth.



2.4 SITE CONTEXT

2.4.1 The Site

The proposal relates to land at 771 Wallamore Road, Wallamore which contains the current Tangaratta Stockfeeds poultry feed mill. The site is formally described as Lot 4 on DP578865 and has an area of 40.62ha. As shown in **Figure 10**, the site has been historically cleared and used for agricultural and rural industry purposes while the central portion of the site subject to re-vegetation with planted natives undertaken by the Applicant. The application will also include Lot 1 on DP1077646 as the existing access driveway to the site traverses the Main Northern Rail Line Corridor. This is an unconstructed rail corridor running north / south along Wallamore Road owned by the NSW State Rail Authority and managed by UGL Regional Linx.

Table 3: Site Details

ADDRESS	771 Wallamore Road, Wallamore, NSW
PROPERTY DESCRIPTION	Lot 4 on DP578865 Lot 1 on DP1077646
LANDOWNER	Tangaratta Stockfeeds Pty Limited (Lot 4 on DP578865) State Rail Authority of New South Wales (Lot 1 on DP1077646)
TOTAL SITE AREA	40.62ha

A copy of a current Certificate of Title for the property subject to this Development Application is included in **Appendix G**.



Figure 10: Site Aerial (Nearmap, 2024)



2.4.2 The Surrounding Area

The subject site is located approximately 9.5km northwest of the Tamworth CBD. In addition, to extensive agriculture and grazing activities, land uses which surrounding the site include the following:

- A dairy adjoining the property directly to the north (also contains a dwelling).
- The Rosebank Feed Cleaning and Storage Business to the East on the opposite side of Wallamore Road opposite the subject site (also contains a dwelling).
- The Wallamore Grain and Produce Farm located approximately 1,700m to the North East.
- Bellata Gold Pasta Flour Mill located on Bowlers Lane approximately 1,000m to the south.
- Baiada's Bowlers Lane Broiler Farms (3), located on the northern side of Bowlers Lane to the south.
- The Klassen Broiler Farm, located on the opposite side of Wallamore Road to the southeast.
- The Oakburn Integrated Poultry Processing Plant (SSD-9394) to the south fronting the Oxley highway.
- Multiple poultry, broiler and breeder farms to the north and west.

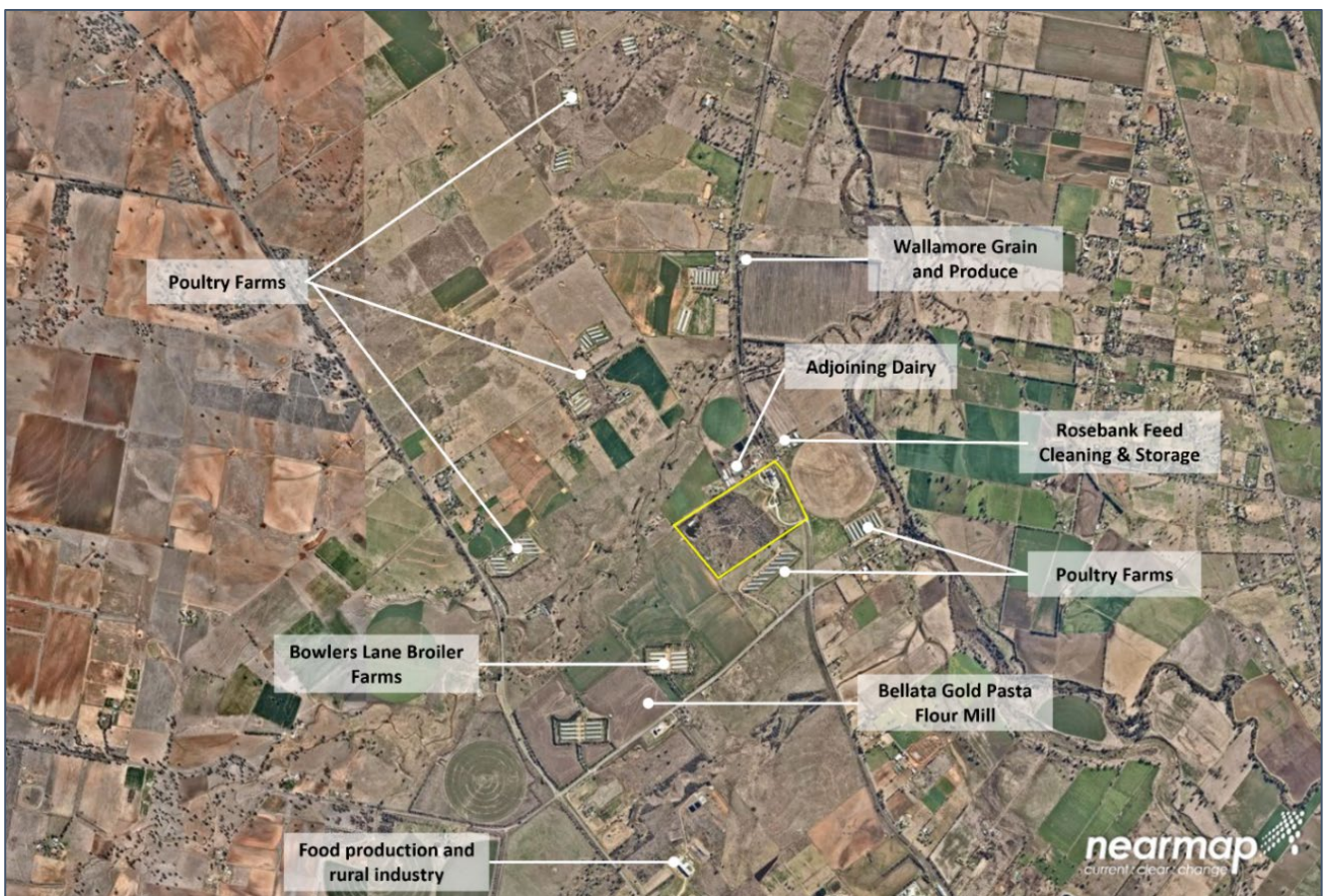


Figure 11: Site Context (Nearmap, 2023)

As shown in **Figure 12**, there are 10 sensitive receptors (residential dwellings on rural properties) within 1 km of the feed mill site, with the closest being located approximately:

- 310m to the north.
- 530m to the west.
- 690m to the Northeast.
- 710m to the East.



Figure 12: Sensitive Receptors within 1km of the Site (Nearmap, 2023)

2.5 IMPORTANT NATURAL OR BUILT FEATURES

2.5.1 Topography

The site is located on the slopes of the Peel River flood plain. The local topography is characterised by moderately undulating hills with open agricultural land, falling to the narrow alluvial floodplains of the Peel River and near by Tangaratta Creek (~700m west of the proposed mill site). The terrain of the site and the immediate surrounding area is generally characterised as flat, with a gentle fall of approximately 9m from the southern to northern boundary (over ~500m). A site survey is included as **Appendix I**.

2.5.2 Geology and Soils

According to the Soil Landscapes of the Tamworth 1:100,000 Sheet (DCCEEW, 2024) the entire subject land occurred on the Glenmore (gm) Soil Landscape. Soil types are dominated by very deep, imperfectly drained Black Vertosols (Black Earths) with some very deep, imperfectly drained Red and Brown Vertosols (Red and Brown Clays) and minor occurrences of moderately deep, moderately well-drained Red Chromosols where underlying sedimentary bedrock outcrops.

The surface geology as indicated by the NSW Government online spatial tool, MinView, comprises of the Late Devonian age Noumea Beds, part of the Parry Group, consisting of interbedded massive and andesitic-lithic greywacke, pebbly greywacke and laminated siltstone and mudstone.

A geotechnical investigation has been undertaken by JK Geotechnics and is included as **Appendix Z**. The boreholes undertaken as part of the Geotechnical Investigation disclosed a subsurface profile generally comprising of residual clays of medium to high plasticity and siltstone at variable but shallow depths. The bedrock was generally either



initially low strength before quickly becoming high strength or was high strength at first contact. No groundwater was encountered during the investigation. A brief summary of the subsurface conditions, as encountered, is presented below.

2.5.2.1 Natural Soils

The residual soils predominantly comprised silty clay, with some silty gravelly clay layers. The plasticity of the clays was predominantly high plasticity, although occasionally medium to high plasticity. The clays were typically stiff to hard strength, although occasionally clays of firm strength were encountered but were typically in boreholes where there was a very shallow soil cover over the bedrock and therefore were more likely to have a higher moisture content due to the shallow bedrock preventing drainage.

2.5.2.2 Bedrock

Siltstone bedrock was encountered in boreholes at depths typically between 0.3m and 1m below existing surface levels, with the exception of BH11 and BH18 where bedrock was encountered at 1.9m and 1.2m depth, respectively. The top of bedrock level varied between about RL374.1m and RL376.7m and appeared to generally be gently grading down towards the north. The bedrock on first contact varied between low strength and high strength and where low strength material was encountered, the bedrock strength quickly increased to medium to high strength. Based on the cored boreholes, once medium to high strength bedrock is encountered, it appears to extend to at least 7m depth below existing surface levels and is moderately to closely fractured. The cored boreholes indicate that the bedrock is bedded at between 0° and 20° and contains regular steeply inclined joints.

2.5.3 Flooding and Drainage

The site generally falls from the southern boundary to the north towards Wallamore Road, where there are a series of cut off drains directing stormwater flow to the western dam and the road table drains. No external catchments appear to flow through the site, as the southern neighbour cuts off their overland flow with bunds and swales and directs it along the boundary toward Wallamore Road. As shown in the **Figure 13**, the TRLEP flood map indicates that the site is not subject to flooding.

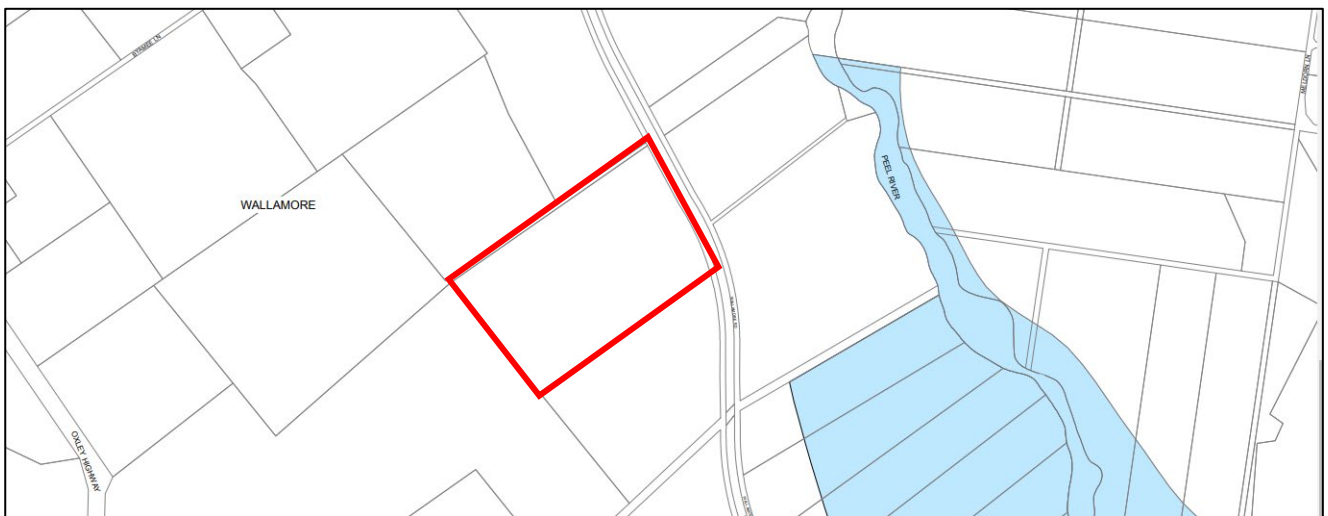


Figure 13: Flood and Noise Map (Tamworth LEP, 2018)

Tamworth Regional Council's City-Wide Flood Investigation includes an expanded study areas taking into account Tangaratta Creek (North of the site) and Bolton's Creek (South of the site). As shown in **Figure 14** and **Figure 15** the site is not subject to inundation during a 1% ARI Flood event.

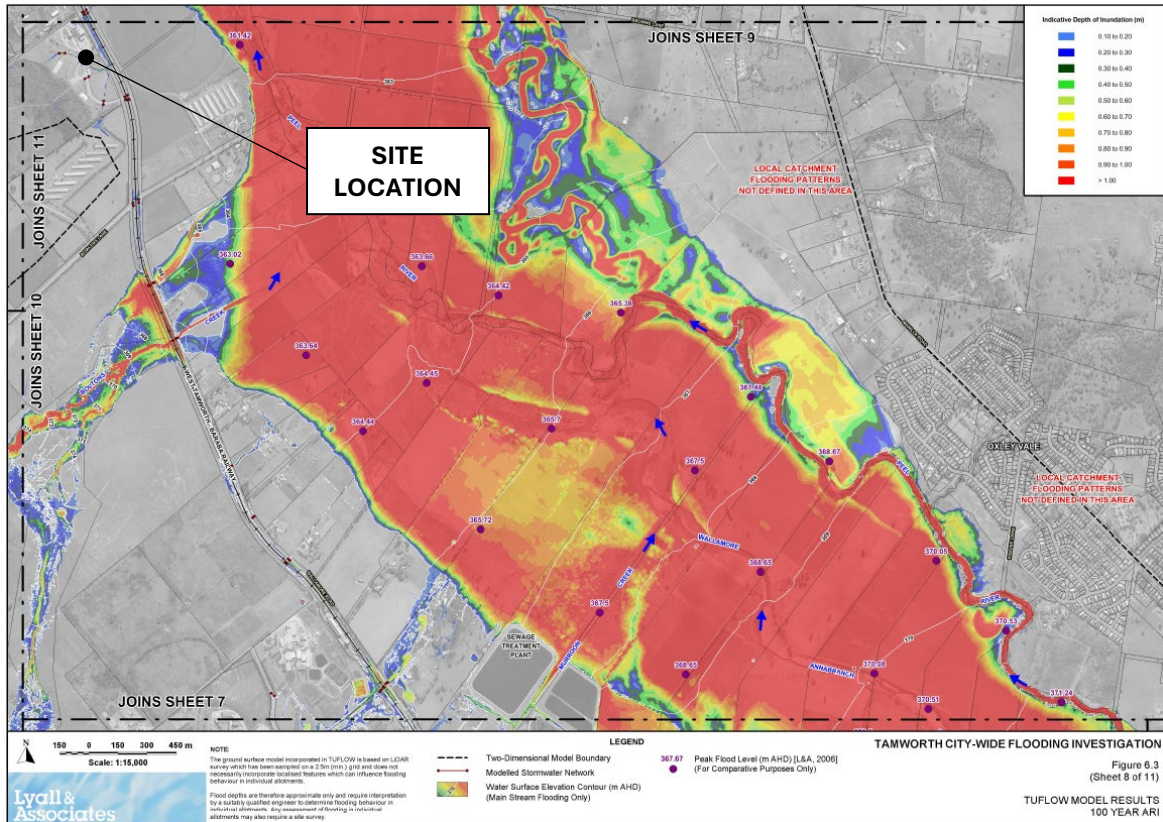


Figure 14: Tamworth City-Wide Flood Investigation 100y ARI Map – Boltons Creek (TRC, 2019)

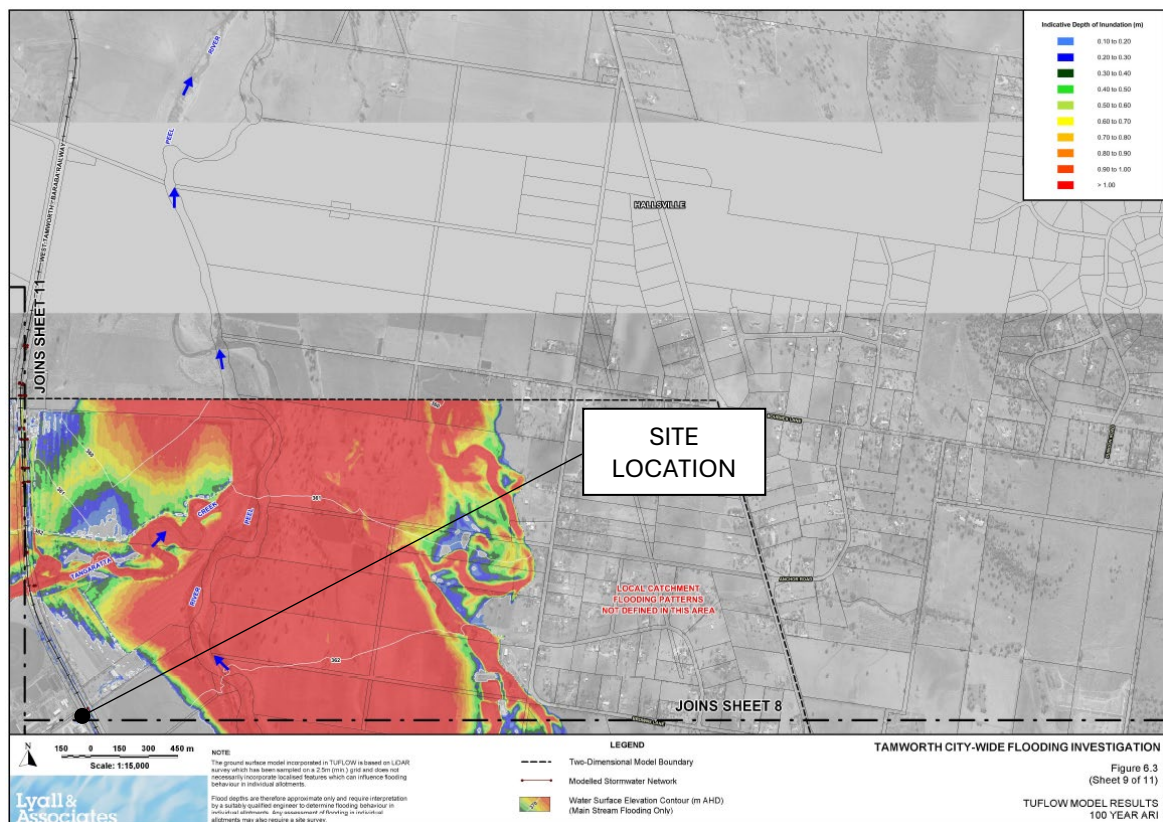


Figure 15: Tamworth City-Wide Flood Investigation 100y ARI Map – Tangaratta Creek (TRC, 2019)



2.5.4 Ground Water

There are two bores on the property are licensed as 90WA815949 (adjoining the existing feed mill) and 90WA818666 (in the western corner of the site). GW043960 has water bearing zones between 18.2m and 18.8 m and at 30.4m depth below ground level. This bore has a recorded topsoil depth of 0.61m and was drilled through a shale and fractured rock sub-strata. The original yield from this bore was 0.45 L/s which is considered sufficient for a small stock water supply.

The western bore GW038178 was drilled for industrial purposes in 1975 and therefore it is assumed to have been drilled for the rendering plant. The bore was drilled to a total depth of 35m through topsoil, shale, and fractured basalt. The shallowest aquifer was located 12.1m to 12.4 with a further two aquifer below. All aquifers are in fractured basalt. No yield is available for this bore.

As noted in the Geotechnical Investigation included in **Appendix Z**, groundwater was not encountered in any of the boreholes and is generally not expected to be encountered on the site other than surface run-off. Minor seepage may be encountered within the localised deeper excavation within the western portion of the site associated with the intake building.

2.5.5 Vegetation

Historically the subject land has been largely cleared as a result of the past agricultural and feed mill activities. The central portion of the study area has been subject to re-vegetation with planted natives undertaken by the applicant in 2001. Groundcovers within the area of planted trees and areas to the west are largely composed of a mixture of native and introduced grasses which vary in composition over the area.

The new feed mill has an impact area of 6.03ha located in the south-east of the study area. The subject land contains an area of planted native trees within the central portion, grassland within the far west and maintained low grassland in the east along the road to the existing feed mill. No remnant native trees are present within the subject land.

On site vegetation surveys determined that the impact area includes the following vegetation assemblages:

- Planted Native Trees (2.82ha).
- Grassland (2.64ha).
- Low Maintained Grassland (0.48ha).

2.5.6 Tamworth Airport Operations

The site is located approximately 2.7km north of the Tamworth Airport. As shown **Figure 16** and **Figure 17** respectively, the subject site is partially mapped within the Flight Training Path Map and Obstacle Limitation Surface (OLS) Map of the TRLEP. Clause 7.6 (2) of the Tamworth Regional TRLEP, requires the consent authority to grant consent for the erection of a building on land in the flight path of the Tamworth Airport if the proposed height of the building would exceed the obstacle height limit determined by the relevant Commonwealth body. The proposed feed mill will have a maximum stack height of 36.615m and does not exceed 45m above ground level.

With respect to land identified within the Flight Training Path, Clause 7.7 of the TRLEP, requires the consent authority to consider measures for the insulation of any building on that land from aircraft noise. As the proposed development involves a rural industry, it is not considered to be sensitive to aircraft noise.

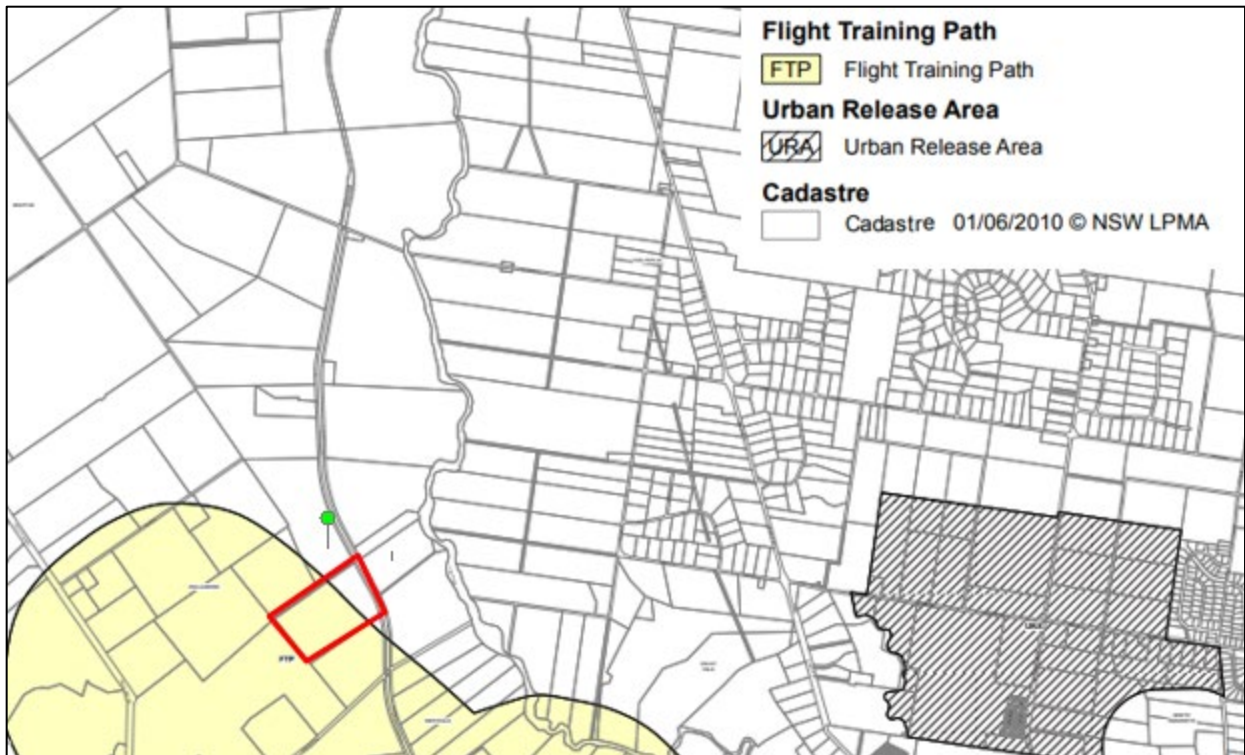


Figure 16: LEP Flight Training Path Map (Tamworth Regional Council, 2024)

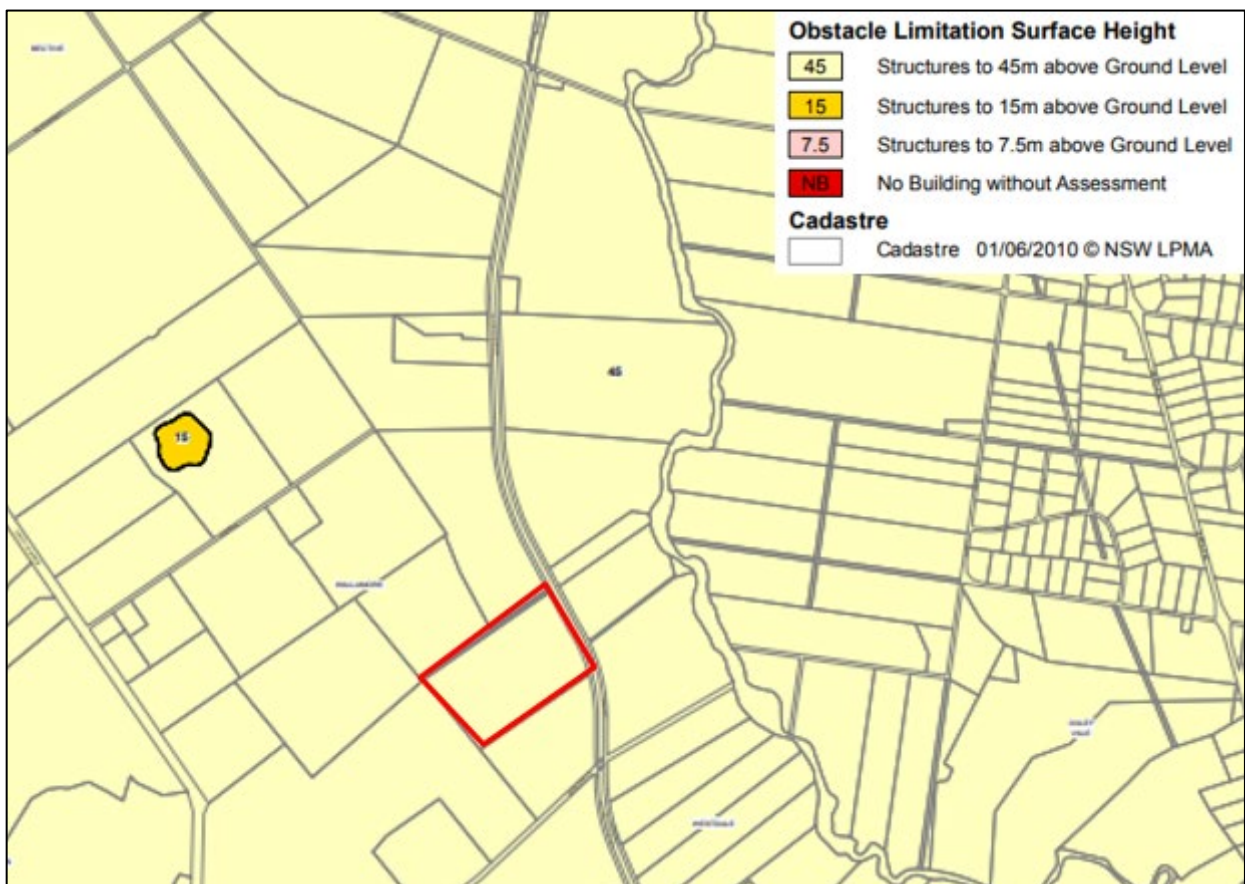


Figure 17: Obstacle Limitation Surface Map (Tamworth Regional Council, 2024)



2.5.7 Historic Heritage

In 2021, Niche Environment and Heritage Pty Ltd (Niche) completed an Aboriginal and Historic Heritage Constraints Assessment for the project. This assessment aimed to assist in the determining the location for the proposed feed mill. No known historic heritage sites exist within the Subject Area, as determined during the targeted survey undertaken as a part of this constraints assessment. At present, there are no historic heritage sites within the Subject Area which will be directly, or indirectly, harmed by activity currently proposed within the proposed feed mill area. However, there were two static steam boilers which were identified during the site survey at the southern end of the property which were considered moveable heritage as they have local heritage significance, and likely association with the old railway line and current Railway station in Tamworth. Niche's recommendations were that these boilers should be archivally recorded, and the Tamworth Railway Station and associated stakeholders should be contacted in order to assess interest in the obtainment of the steam boilers. It is important to note that the location of these boilers is outside of the impact area of the proposed feed mill.

2.6 URBAN INFRASTRUCTURE

2.6.1 Water Supply

Reticulated water to the site for staff amenities and milling operations is provided via a water main located along the frontage of the site. The existing milling operations consume an average of 368KL of potable water per week or around 20ML potable water per annum.

Wastewater from staff facilities will be treated by standard on-site septic systems within no other wastewater generated as part of onsite operations.

Wastewater from the existing staff amenities dis current treated on site via a standard septic system. An additional system will also be installed to service the staff amenities at the new mill.

2.6.2 Gas Supply

Reticulated gas from APA's network is available to the subject site from the Wallamore Road Reserve and will be utilised as part of the feed mill's operation.

2.6.3 Electricity Supply

Power to the site is currently provided by a connection to Essential Energy's (EE) network and a Transformer along Wallamore Road. An existing 11kv local line, is situated at the western end of the proposed feed mill, which traverses the site (N-S) will be relocated to accommodate the proposed stormwater management swales. The necessary alterations to this line will be sought through agreement with EE.

2.6.4 Telecommunications

Communications to the site is provided by Telstra with underground cable connecting the site to the network located within the Wallamore Road Reserve.

2.6.5 Road Network and Site Access

Vehicular access to the site is currently achieved via Wallamore Road. Wallamore Road has a single travel lane in each direction and sealed shoulders and has ability to connect to the Oxley Highway via Bowlers Lane.

The site contains an existing BAL/BAR crossover to Wallamore Road which will continue to be used to service the proposed feed mill.

As shown in **Figure 18**, the Wallamore Road is identified by the National Highway Vehicle Regulator (NHVR) as an approved B-Double Route providing for 25/26m B-Doubles without conditions.

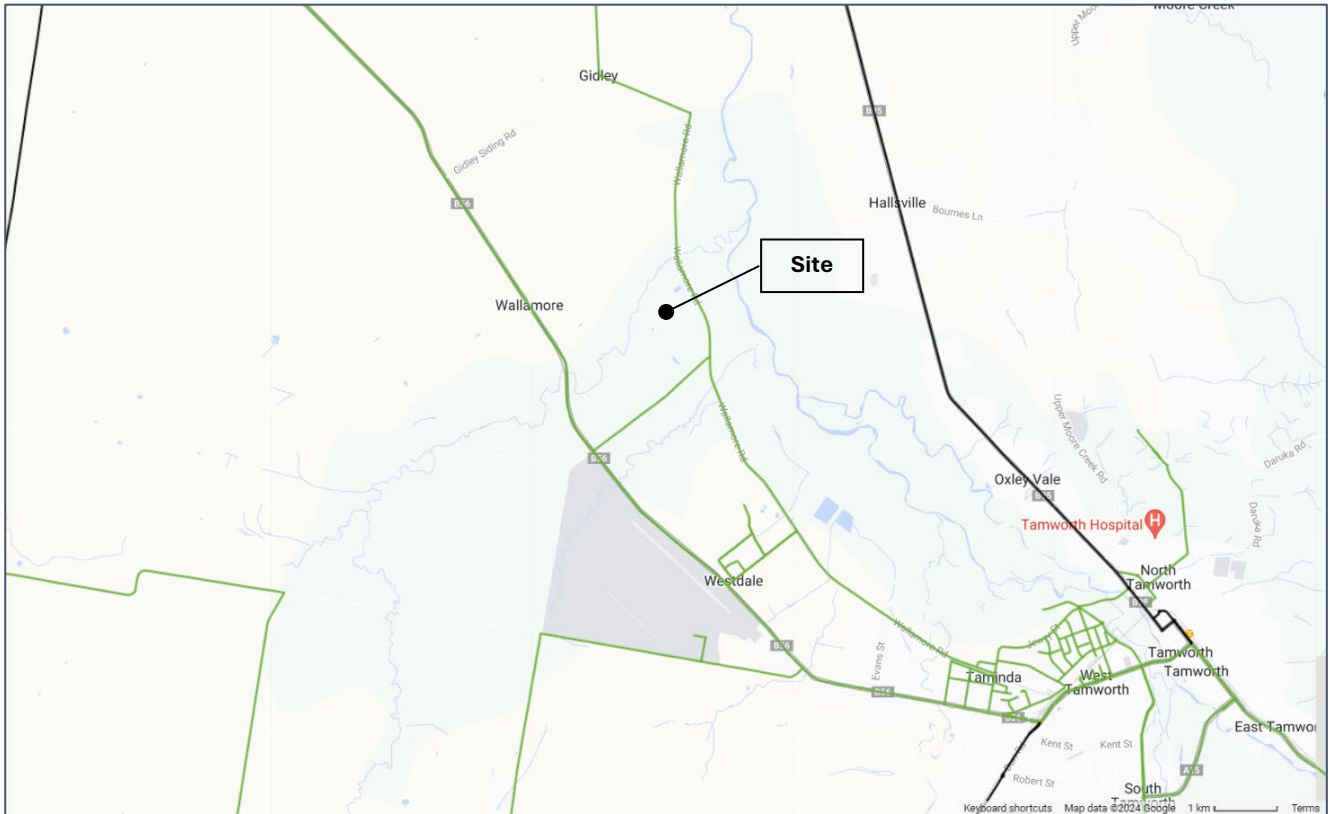


Figure 18: Approved B-Double Routes (TfNSW, 2024)

2.7 POTENTIAL HAZARDS

2.7.1 Contamination

A Contaminated Site Investigation (CSI) has been prepared by SMK Consultants and is included as **Appendix J**. The investigation found no areas or materials of concern. Analytical results for soils and water samples were below the thresholds for commercial/industrial criteria and water quality guidelines for livestock watering. This meets the standards for the intended development of a feed mill. The site's condition and past/current activities suggest a low potential for significant contamination.

2.7.2 Bushfire

The site is located on land that is mapped by the RFS as bush fire prone land containing Category 3 vegetation. *Planning for Bush Fire Protection 2019* (PBP) applies to all DAs on bush fire prone land. As required by Section 1.4 of the PBP, Integrated Consulting has been engaged to prepare a Bush Fire Assessment Report (BFAR) to address the requirements that are applicable to 'Other development'. A Copy of this report is Included as **Appendix R**.

The assessment concludes that, on completion, the proposed development is in an area that has an acceptable bushfire hazard level (i.e. \leq BAL-29), and with the implementation of the recommendations, is appropriately protected from bushfire and complies with the requirements of PBP.

2.8 CUMULATIVE IMPACTS

As noted above, the feed mill is to be developed in two stages with Stage 1 producing up to 12,500T per week via the new mill lines 1 and 2. Until Stage 2 is operating, the existing mill will operate for daytime production only. Stage 2 will see production increase to 17,500T per week utilising the new mill lines 1, 2, 3 and 4. Once both lines of the new feed mill are commissioned and operational, the existing feed mill will cease operating, but retained onsite in a state of readiness for contingency and risk management purposes. As such, the cumulative impacts for the various technical assessments (where relevant) in take into account the cumulative impacts of both the new and existing mill operating in Stage 1.



2.9 CONSIDERATION OF ALTERNATIVES

Research undertaken by the Australian Bureau of Agricultural and Resource Economics and Sciences (ABARES) indicates that total chicken meat consumption in Australia has increased by an average of 5% per annum over the 10 years to 2022-23, representing 45% of the total meat consumption. This historical trend in chicken meat consumption and production in Australia is forecast to continue.

In order to meet the predicted growth in demand for poultry meat products in Australia, significant expansion of the poultry industry is required. As Australia's largest producer of poultry products, Baiada has identified an opportunity and seeks to increase capacity to ensure supply will meet demand to avoid a shortfall. As such, maintaining current production levels (nationally) is not a viable option for Baiada (or the industry generally). If additional capacity cannot be provided with the proposed plant in Tamworth, an alternate location would need to be expanded to cater for growth.

The alternatives to the proposed development include:

- Do Nothing.
- Increase Production at the existing feed mill.
- Outsource feed production to third party suppliers.
- Construction of a feed mill on an alternate site.

These alternatives are considered in **Table 4** below.

Table 4: Proposal Alternatives

ALTERNATIVE	DISCUSSION
Do Nothing	<p>In order to meet the predicted growth in demand for poultry meat products in Australia, significant expansion of the poultry industry is required. Baiada's current livestock operations within Tamworth facilitate processing of a maximum of 840,000 birds per week at the existing Out Street Processing facility. Baiada has recently commenced works on their State Significant Development Approval (SSD9394) for a new Integrated Poultry Processing Facility (Oakburn) in Tamworth which with the capacity to process up to 3 million birds a week. To support the increase in processing of poultry within the region, significant increases in the supply of birds, and concurrently poultry feed will be required.</p> <p>As such, maintaining current feed production levels in the New England Region is not a viable option for Baiada (or the poultry industry generally). If there was no increase in feed production, the planned expansion of the poultry production in the region would not be possible, and there would be significant shortfall in supply of poultry products in the Australian market in the coming years.</p>
Increase Production at the existing feed mill.	<p>The existing feed mill has operated on the site since 1975 and has an approved production volume of 10,000 tonnes per week. Much of the existing milling equipment has limited potential for expansion, and would need to be replaced with more efficient, modern equipment should an increase in production to 17,500 Tonnes per week be contemplated.</p> <p>As such, an increase in production at the current mill would require substantial, augmentation and upgrades and operations may still be limited due to noise restrictions and the close proximity of existing rural dwellings. Further, upgrade of the current mill would require significant downtime of operations creating a significant shortfall of poultry feed to continue to service livestock operations in the region which could not be met by third party suppliers.</p> <p>With consideration of the above factors, an increase in production at the current mill is not possible and this option was dismissed.</p>



ALTERNATIVE	DISCUSSION
<p>Outsource feed production to third party suppliers.</p>	<p>As per the existing mill, the proposed feed mill involves the import of ingredients to the site which are then blended and mixed to create poultry feed products specified by the Baiada company nutritionists. The feed components processed on the site include cereal grains (such as wheat, oats, barley and sorghum); protein meals, (including animal and vegetable meals), together with selected vitamins and minerals. These products are supplied from company owned and contract suppliers, primarily within the New England region. The feed produced on the site is then used by Baiada Group for poultry farming in the region.</p> <p>In relation to importing feed from an alternate supplier, this option is not economically viable as the subject site is efficiently located centrally to both ingredients and end users (poultry farms) which minimises the cost of cartage through all stages of production and distribution. There are not third-party suppliers within Tamworth with the production capacity to meet the forecast demand for poultry feed.</p> <p>In addition, the introduction of a third-party supplier will take feed production out of the control of Baiada, introducing additional risk control points for animal health and biosecurity, which can be better controlled and managed internally. Further, as a livestock production business, Baiada needs to ensure sufficient existing and future supply feeds is guaranteed for their birds at all times. Reliance on third party agreements to meet this obligation is a great risk for the Applicant and animal welfare.</p> <p>With consideration of the above factors, utilisation of a third-party feed supplier is a not a viable option for the Applicant.</p>
<p>Construction of an alternate site.</p>	<p>Construction of a new feed mill on an alternate site within Tamworth would maintain efficient access to both ingredient supply and end users, however, this would require the identification and purchase of an alternate property and gaining all necessary statutory approvals. It is unlikely that such a site could be identified that has the same combination of factors which make the existing site attractive including:</p> <ul style="list-style-type: none"> • Centrally located with respect to ingredient supplies and end users (poultry farms). • Availability of all necessary, supporting infrastructure including, water supply, natural gas, power and road networks (including B-Double / A-Double Routes). • Established supply chains and service providers. • Appropriate zoning and strategic support within LEP, DCP and regional planning documents. • No significant site based, biophysical, cultural or physical development constraints. • Sufficient land area to provide appropriate separation from sensitive receptors and residential zoned land to avoid amenity impacts.

As demonstrated in **Table 4** above, the alternatives to proposed development are financially unviable, unlikely to succeed, or do not represent an efficient approach to expansion of poultry production in Australia in order to meet the forecast growth in demand. Further, as demonstrated within this EIS, the proposed development can be undertaken in a manner consistent with all applicable environmental and planning safe-guards and standards and as such, the project as proposed is clearly the best option.

2.10 AGREEMENTS

The Applicant has not entered into any agreements with other parties to mitigate or offset the impacts.



3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The project involves the construction of a new, state of the art, poultry feed mill with the capacity to produce up to 17,500T of poultry feed per week on and at 771 Wallamore Road, Wallamore, NSW. The site contains the existing feed mill which has been operated by Tangaratta Stockfeeds since 1975. This increase in feed production is required to support the projected growth in poultry production within the New England Region.

The feed mill is to be developed over time in two stages with Stage 1 producing up to 12,500T per week via the new mill lines 1 and 2. Until Stage 2 is operating the existing mill will operate for daytime production only. Stage 2 will see production increase to 17,500T per week utilising the new mill lines 1, 2, 3, and 4. Once all lines of the new feed mill are commissioned and operational, the existing feed mill will cease operating, but will be retained onsite in a state of readiness for contingency and risk management purposes. Key project details are summarised in **Table 5** below.

Table 5: Project Details

PROJECT ASPECT	DETAILS
Site Location	771 Wallamore Road, Wallamore
Property Description	Lot 1 on DP1077646 (Mill Site) Lot 1 on DP1077646 (Rail Corridor Crossing)
Site Area	40.62 Ha
Project Components	<p>The development involves the construction and operation of a poultry feed mill with the capacity to produce up to 17,500 tonnes of poultry feed per week. The mill will comprise of:</p> <ul style="list-style-type: none"> • 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) • 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. •
Impact Footprint	6.03 Ha
Maximum Height	36.615m
Supporting Infrastructure	<ul style="list-style-type: none"> • Extensions of existing water, gas and electricity connections. • On-site Septic System to treat wastewater from Staff Amenities.
Access	An extension of the existing, internal access driveway, connecting to Wallamore Road.
Car Parking	<ul style="list-style-type: none"> • 24 new parking spaces. • Retention of the 20 spaces provided at the existing mill.
Hours of operations	<ul style="list-style-type: none"> • 24 hours per day / 7 days per week.



3.2 DETAILED DESCRIPTION

3.2.1 Project Area

The proposal relates to land at 771 Wallamore Road, Wallamore. The site is formally described as Lot 4 on DP578865 and has an area of 40.62ha. The application also includes Lot 1 on DP1077646 as the existing access driveway to the site traverses the Main Northern Rail Line Corridor. This is an unconstructed rail corridor running north / south along Wallamore Road owned by the NSW State Rail Authority and managed by UGL Regional Linx. It is important to note that no new works are proposed within the rail corridor, and the existing driveway will continue to be utilised for access.

As shown in **Figure 18**, the new feed mill has an impact area of 6.03ha located in the south-east of the site. The subject land contains an area of planted native trees within the central portion, grassland within the far west and maintained low grassland in the east along the road to the existing feed mill. No remnant trees were present within the subject land. On site vegetation surveys determined that the impact area includes the following vegetation assemblages:

- Planted Native Trees (2.82ha).
- Grassland (2.64ha).
- Low Maintained Grassland (0.48ha).

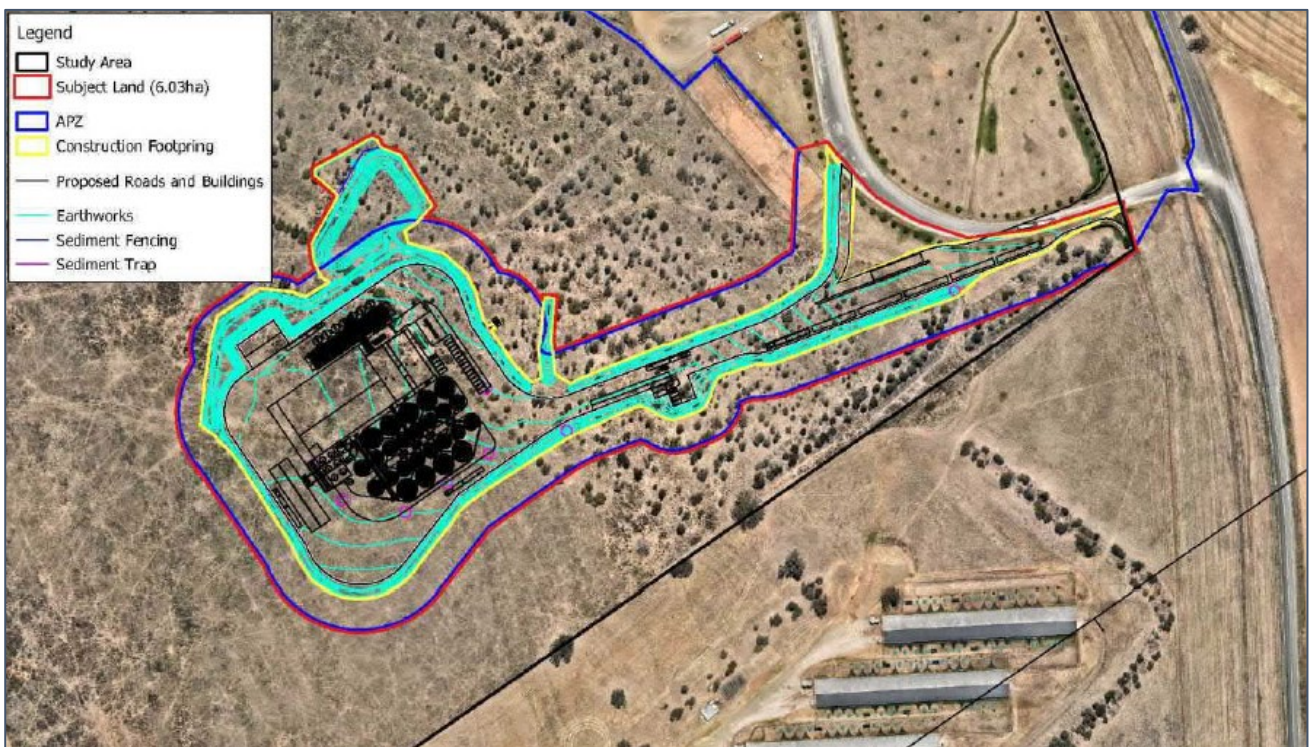


Figure 19: Project Area (Wildthing, 2024)

3.3 PHYSICAL LAYOUT AND DESIGN

3.3.1 Physical Works

The proposed development will be a modern, best practice and purpose-built poultry feed mill with the capacity to produce up to 17,500T of poultry feed per week. The mill is located centrally on the site, with the facility itself occupying an area of approximately 2.2ha. Due to the flat nature of the site, earthworks will generally be limited to works the creation of a flat building bad suitable for the mill construction, supporting infrastructure and stormwater management. A Layout Plan of the mill is provided in **Figure 20**.



Development Plans are included in **Appendix B**. 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)
- 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.

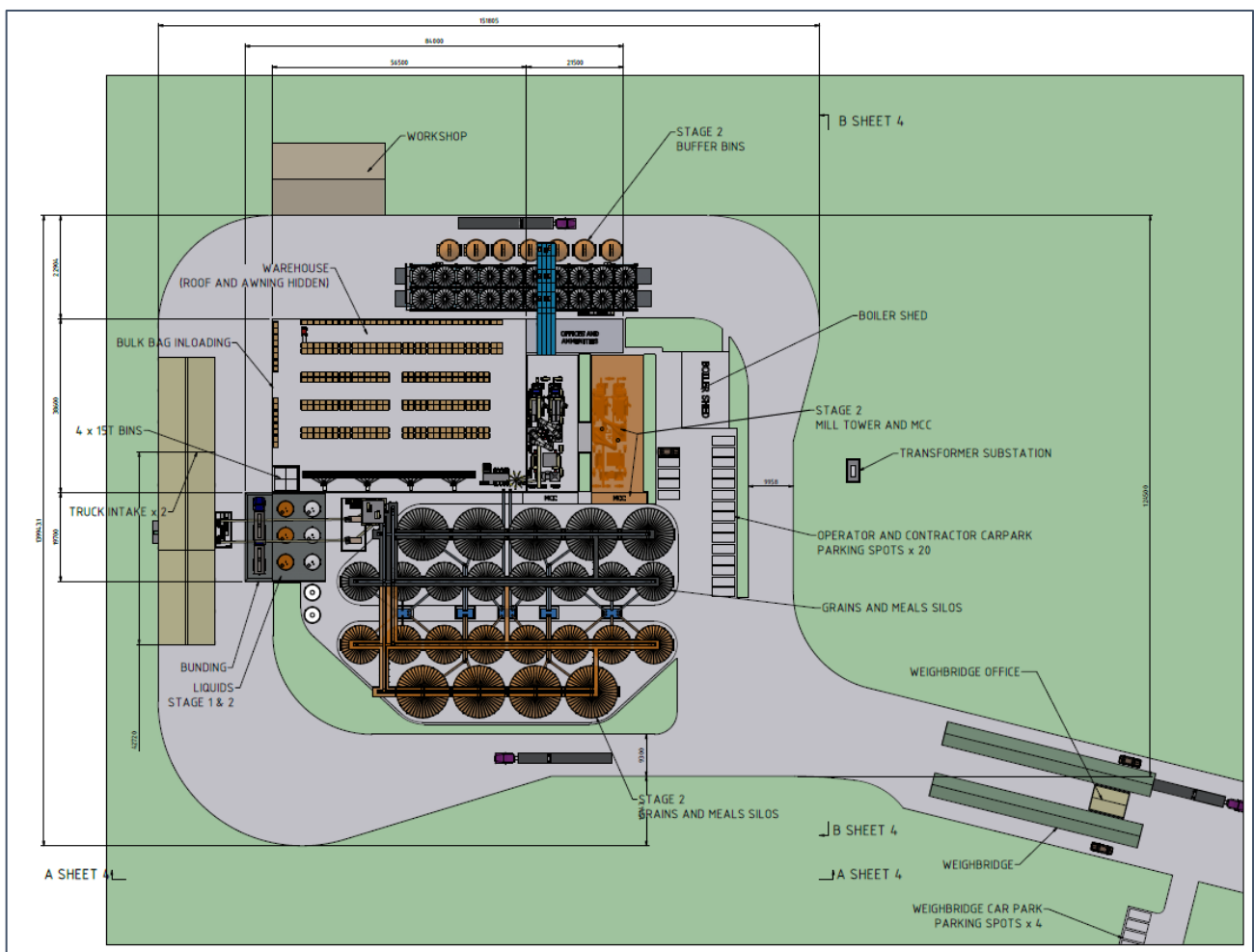


Figure 20: Site Layout Plan (LGPM, 2024)



3.3.2 Construction Materials

The mill will be primarily constructed primarily of galvanised steel, on a concrete slab. The silos, gantry, conveyors etc will be constructed of galvanised steel, while enclosed buildings (including the intake building, mill building, workshop and boiler shed) will be constructed with a steel frame, and colorbond walls and roofing. The warehouse will also include a 3m high concrete base wall, with the colorbond sheets above. Truck manoeuvring areas will be constructed using a sealed running surface such as concrete or asphalt.

3.3.3 Earthworks

The proposed feed mill will be constructed at or close to existing site levels, minimising earthworks (cut or fill) to around 0.5m. The only exception to this is a 4m excavation to accommodate the grain intake pit. Such earthworks are expected to encounter residual silty clay and bedrock of low to high strength. Groundwater is generally not expected to be encountered other than surface run-off, although minor seepage may be encountered within the localised deeper excavation for the intake pit.

Excavation of the soils will be achievable using conventional excavation equipment, such as the buckets of hydraulic excavators. Bedrock of at least low strength will require assistance using rock excavation techniques (such as ripping tines fitted to excavators or dozers, hydraulic impact hammers, rock saws or rock grinders). A series of recommendations for earthworks, engineered fill, footings, pavements and the like are provided in the Geotechnical Report included as **Appendix Z** and will be adopted by the project.

3.3.4 Landscaping

The existing site has undertaken significant revegetation works on the site, which will be retained in its current form, where outside of the areas of impacts proposed as part of this SSDA. Additional landscaping proposed as part of this SSDA including additional buffer planning along internal access road, and some additional screen planting is along the northern and southern site boundaries to soften potential views of the mill from the nearest sensitive receptor (dairy manager) to the north. The screen planting will include a mix of shrub and trees in a 4-line configuration as shown in **Figure 21**. The Landscape Plan is also included in **Appendix B**.

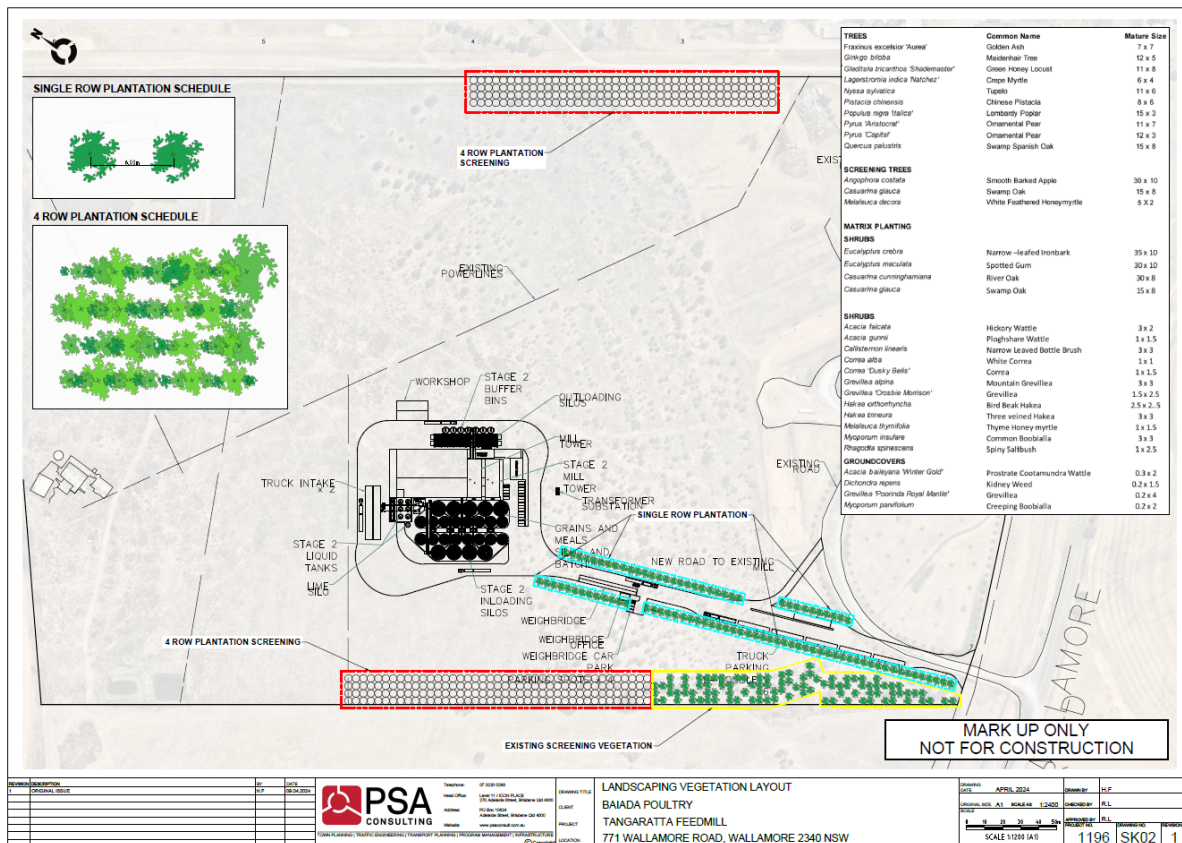


Figure 21: Landscaping Plan (PSA Consulting, 2024)



3.3.5 Stormwater Management

As shown in **Figure 22**, stormwater flows around the feed mill site will be collected and directed through a new internal network of stormwater pits, pipes, and open channels. Runoff from catchments which do not interact with the mill will be channelled through grassed swales around the site, before being released towards the site boundaries via overland flow or towards existing detention basins.

Stormwater runoff from the proposed feed mill will be directed to a new detention basin to be constructed on the northern side of the facility. From the basin, stormwater will be discharged via overland flow towards the site boundaries to replicate the current catchment pattern.

In order to achieve the pollutant load reduction targets for the development, it is proposed to use mechanical and natural treatment methods to treat the runoff prior to discharge from the site. Stormwater runoff from the feed mill catchments will be treated by Gross Pollutant Traps (GPTs) and / or buffer strips prior to discharging via swales to the detention basis. Stormwater runoff external catchments will be treated by buffer strips and swales, prior to release.

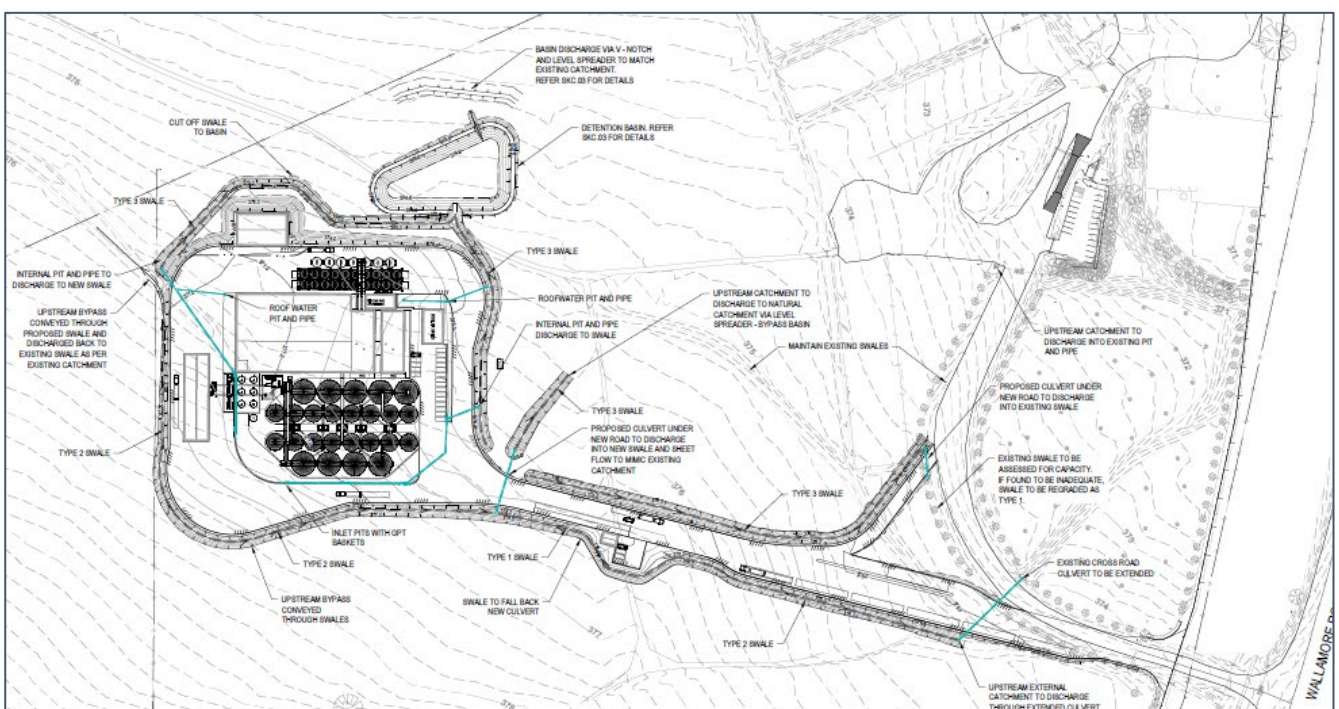


Figure 22: Stormwater Management Plan (MPN Consulting, 2024)

3.4 USES AND ACTIVITIES

3.4.1 Milling Activities

The proposed feed mill involves the import of the necessary ingredients to the site which are then blended and mixed to create poultry feed products. The feed components processed on the site include cereal grains (such as wheat, oats, barley and sorghum); protein meals, (including animal and vegetable meals), together with selected vitamins and minerals. These products are supplied from company owned and contract suppliers, with approximately, 80% of the products being sourced from the New England Region. The feed produced on the site is then distributed to poultry farms, primarily within the region.

A detailed process diagram for the milling equipment operated on site is included as part of the development plans in **Appendix B**. Broadly, the milling activities involve the following steps which are also shown in **Figure 23**:

- Grains are brought to the site by B-Doubles and bulk stored in the existing grain bunkers (behind the existing mill) or taken directly to the new mill. All heavy vehicles accessing the site will circulate clockwise around the mill.
- Incoming trucks are weighed at the weigh bridge (1) on the new access road.



- Transfer of grains and meals to the new mill will occur within the enclosed intake buildings (2) to minimise the risk of airborne dust during unloading. Once with the enclosed building, the trailers will be elevated and grains tipped into a triangular shaped pit and conveyed via a grain elevator into the silos for storage prior to processing.
- Liquid and Mineral Ingredients are stored in banded silos (3) prior to processing.
- Grains are stored within the grain storage silos (4) prior to processing.
- Dry goods, blended meals and other ingredients are stored in the warehouse (5) prior to processing.
- As required, the specified ingredients are automatically conveyed / pumped to the milling equipment (6) for processing.
- Grains are milled via the step grinding process into the consistency of a meal (6).
- Protein meals, vitamins, minerals, and liquids are added, and the ingredients milled into a mash (6).
- The mixed ingredients are pelletised by injecting steam into the mash, then cooled to forming poultry feed pellets (6).
- The pellets are coated with an enzyme to aid bird digestion (6).
- The finished pellets are transferred to the out-loading silos for collection and transportation to poultry farms (7).

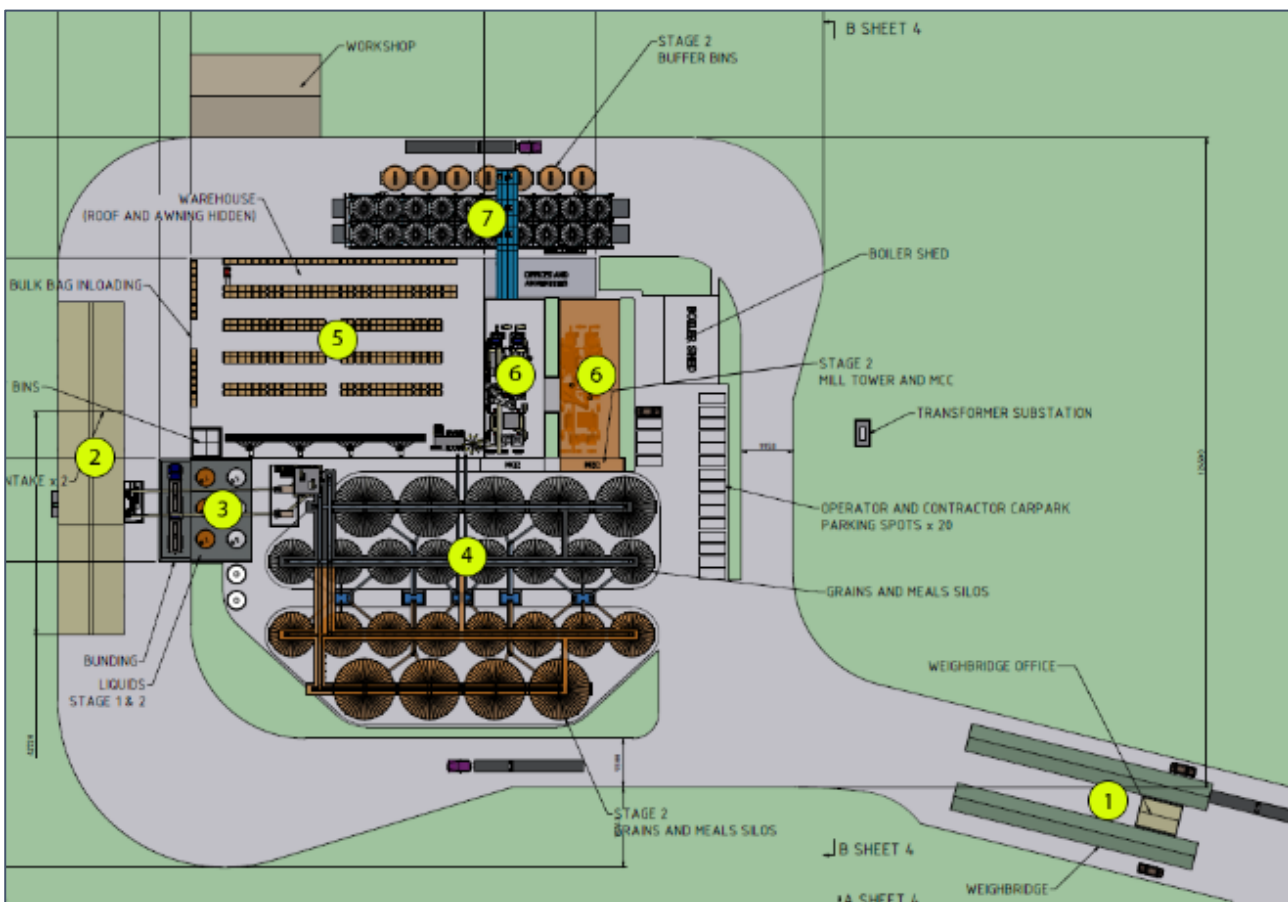


Figure 23: Milling Process Steps

The feed mill will be operated in accordance with all applicable workplace health and safety, and environmental standards applicable to the operations of a feed mill including:

- ISO 45001:2018 - Occupational health and safety management systems.



- ISO 14001:2015 - Environmental management systems.
- FeedSafe Accreditation Requirements including the Australian Code of Good Manufacturing Practice for the Feed Milling Industry.

The feed mill will also be operated in accordance with the conditions of an Environmental Protection License (EPL) issued by the NSW EPA for the project prior to commencement of operations.

3.4.2 Hours of Operation

While a majority of on-site activities will occur between 6am and 10pm, all aspects of the proposed feed mill require the flexibility to operate up to 24 hours a day, 7 days a week in order to respond to periods of demand. Until Stage 2 is operating, the existing mill will operate for day production only.

3.4.3 Road Haulage

Heavy vehicles access to the site is integral to providing efficient access to ingredients and distribution to end users. All access to the site will be achieved via the existing driveway connecting to Wallmore Road. Wallmore Road is an approved B-Double Route allowing for movements of vehicles up to 26m B-Doubles. The circulation of traffic around the site is shown in **Figure 24**.

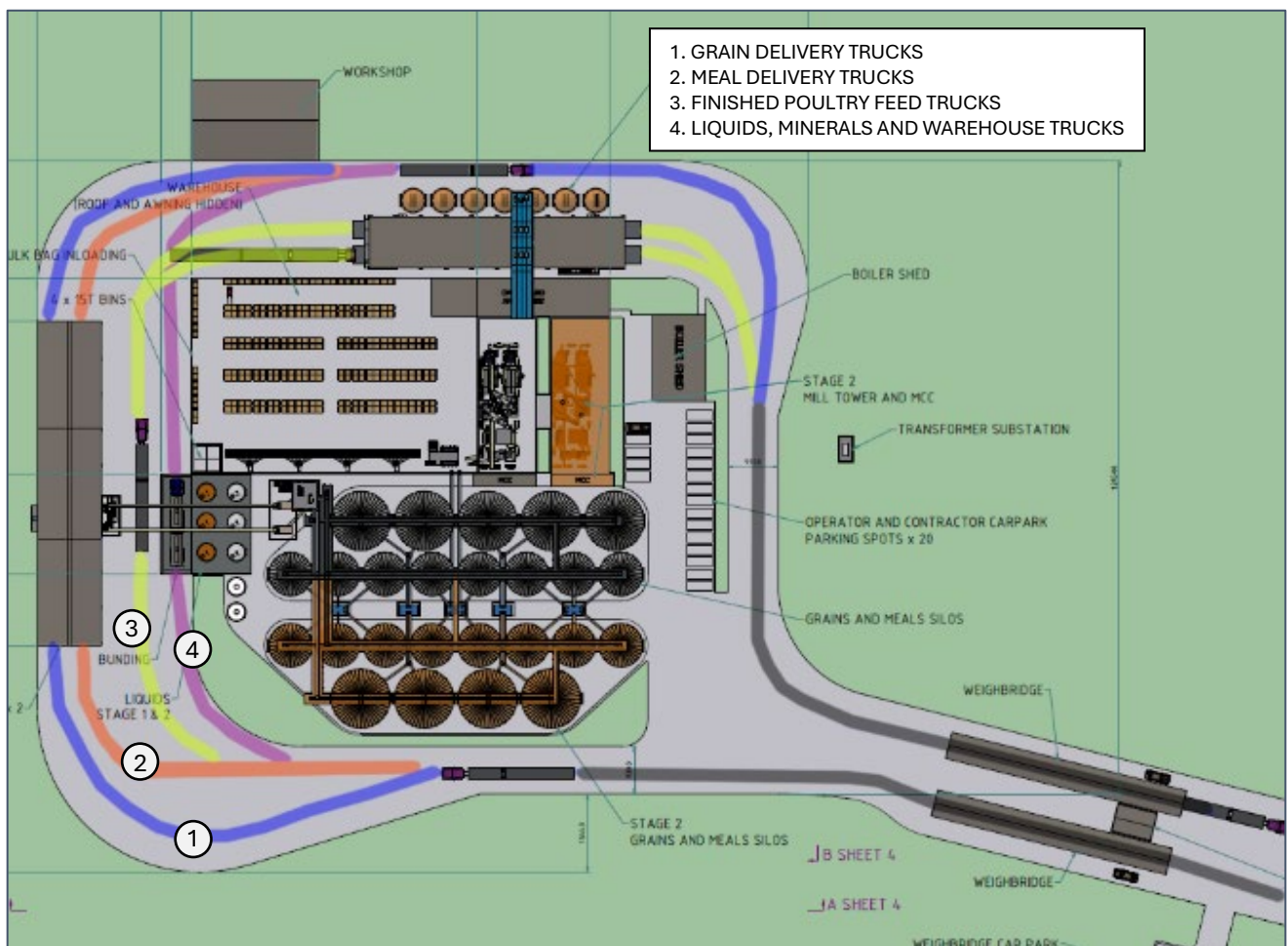


Figure 24: Truck Circulation Paths

It is noted that the facility has been designed to accommodate A-Double Road trains should their use on Wallmore Road be approved at some point in the future. It is important to note that the use of A-Double is not proposed as part of this SSDA, and all assumptions with respect to heavy vehicles use are based on the proposed use of B-Doubles.



3.4.4 Employment

At full operation, the feed mill will be operated by 22 full time equivalent (FTE) staff. The existing feed mill currently provides 15 full time equivalent (FTE) positions. During Stage 1 of the development, the existing mill will require 10 FTE's and the new mill will require 12 FTE's. Upon completion of Stage 2, staff will be involved in the new mill operations. To accommodate the employees onsite an office / staff amenities building is provided as well as 24 new parking spaces, in addition to the 20 provided at the existing mill.

3.5 INFRASTRUCTURE PROVISION AND UPGRADES

3.5.1 Electricity

The site has an existing connection to reticulated power by connection with Essential Energy (EE). The additional supply will be extended to connect to a new transformer substation servicing the new mill. The necessary alteration to the internal supply will be sought through agreement with EE.

An existing 11KV local line, is situated at the western end of the proposed feed mill, which traverses the site (N-S) will be relocated to accommodate the proposed stormwater management swales. The necessary alterations to this line will be sought through agreement with EE.

3.5.2 Gas Supply

The site has an existing reticulated gas supply, provided by APA Group. Internal extension of this connection to service the new mill will be undertaken via agreement with the APA Group.

3.5.3 Water Supply

Reticulated water to the site is provided via a water main located along the frontage of the site. Internal extension of this connection to service the new mill will be undertaken via agreement with Tamworth Regional Council.

Reticulated water to the site for staff amenities and milling operations will continue to be supplied via a water main located along the frontage of the site. The existing milling operations consume an average of 368KL of potable water per week or around 20ML potable water per annum. The forecast water use by the site will increase to approximately 720KL of potable water per week, or around 38ML per annum.

3.5.4 Wastewater

Waste water from staff facilities and amenities is currently treated by standard on-site septic system. Similar, standards septic systems will be adopted for the new feed mill and will be installed subject to a s64 Approval, from Tamworth Regional Council. No trade waste is generated by the mill activities.

3.6 PROJECT TIMING

The proposed feed mill is proposed to be developed in two stages.

3.6.1 Staging

Stage 1: 12,500 Tonnes per week.

- Retention of the existing feed mill with daytime milling only (2,500T per week);
- Construction of the new feed mill (10,000T per week) including:
 - All access roads, weighbridges, car parking and truck manoeuvring areas.
 - Connection of all necessary infrastructure and services.
 - Intake building.
 - 13 grain and meal storage silos.
 - Bunded Liquid storage areas.
 - Milling Line 1 and 2.



- Warehouse.
- Boiler Room
- Workshop.
- Office and Administration Building.
- Stormwater Management System.
- Acoustic Mound / Wall.

Stage 2: 17,500 Tonnes per week.

- Decommissioning of the existing mill (retained in a state of readiness).
- Additions to the new mill including:
 - Milling Line 3 and 4.
 - 13 grain and meal storage silos.
 - 7 Buffer Storage Bins for holding additional finished product.

Once both stages of the Tangaratta Feed Mill are commissioned and operational, the existing feed mill will cease operating, but will be retained onsite in a state of readiness for contingency and risk management purposes.

Construction of Stage 1 of the proposed feed mill is expected to take up to 12-15 months. When Stage 2 is developed, it is expected to take an additional 12 months.

3.6.2 Retention of Existing Mill as a Contingency

When Stage 2 of the feed mill commissioned and operating at fully capacity, it will be producing up to 17,500 tonne per week (2,500 tonne per day) which is sufficient to feed the flock within the region. While the new mill will be very reliable, as with all large-scale operations there is always the possibility of equipment breakdowns of other issues that cannot be foreseen. These breakdowns are usually short lived and corrected quickly, however given the number of birds in the region at any one time, and with consideration animal welfare requirements, Baiada is seeking to ensure that breakdowns do not cause any shortfalls in feed provision.

In this regard, there it is noted that there are no other poultry feed mills in the region that can provide the necessary feed in the case of a serious breakdown event at the mill, and as such, the existing mill is to be retained as a back up to manage this risk.

The circumstances in which the existing mill would be used would be a breakdown or equipment failure at the new mill which cannot be rectified within a few hours, and that is likely to result in a shortfall in feed supply. In such circumstances, Baiada will temporarily use the existing mill until such time, that the new mill is back online and operating at full capacity.

In such circumstances, Baiada will notify the Department within 24 hours of such an event and provide the following details:

- A description of the breakdown event.
- The impact on feed production and supply.
- The expected repair timeframe.

Once the new mill is back operating at full capacity, temporary use of the existing mill would cease, and the Department will be notified. It is proposed the existing mill will continue to operate under the current Development Consent (DA 2000/428) and a condition of consent included as part of the SSDA restricting its use to the circumstances identified above.



In order to maintain the existing feed mill in state of readiness, the following maintenance activities will be undertaken:

- Mill boilers are operated weekly (daytime hours).
- Inspection, greasing and maintenance of equipment weekly (daytime hours).
- Dry running of key equipment weekly (daytime hours).
- A minimum volume of raw materials will be retained on hand ready for operation, which will be rotated every 6 months.

It is important to note that the dry running of equipment is for a short period of time (minutes) and does not involve any ingredients or production. As such the weekly maintenance activities at the old mill will have negligible impacts in terms of air or noise emissions.



4 STATUTORY CONTEXT

This section must identify the relevant statutory requirements for the project, including:

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *Tamworth Regional Local Environmental Plan 2010*
- *Biodiversity Conservation Act 2016*
- *Roads Act 1993*

4.1 STATUTORY REQUIREMENTS

In accordance with the State Significant Development Guidelines, the relevant statutory requirements are categorised in **Table 6** below.

A brief overview of the key statutory requirements for the project are presented in Table 1 below.

Table 6: Statutory Requirements

MATTER	GUIDANCE
Power to Grant Consent	<p><i>Environment Planning and Assessment Act 1979.</i></p> <p>The proposed development is identified as State Significant Development (SSD) in accordance with Clause 2.6 and Schedule 1, Item 3:</p> <p><i>3 Agricultural produce industries and food and beverage processing Development that has an estimated development cost of more than \$30 million for any of the following purposes—</i></p> <p><i>(a) abattoirs or meat packing, boning or products plants, milk or butter factories, fish packing, processing, canning or marketing facilities, animal or pet feed production, gelatine plants, tanneries, wool scouring or topping or rendering plants,</i></p> <p><i>(b) cotton gins, cotton seed mills, sugar mills, sugar refineries, grain mills or silo complexes, edible or essential oils processing, breweries, distilleries, ethanol plants, soft drink manufacture, fruit juice works, canning or bottling works, bakeries, small goods manufacture, cereal processing, margarine manufacturing or wineries,</i></p> <p><i>(c) organic fertiliser plants or composting facilities or works.</i></p> <p>As shown in the Estimated Development Cost Report included in Appendix Y, the proposed poultry feed mill has an Estimated Development Cost of \$83.7 Million and accordingly is classified as State Significant Development.</p>
Permissibility	<p>The <i>Tamworth Regional Local Environmental Plan 2010</i> (LEP) identifies the site within the Primary Production RU1 Zone. The proposed development is defined as an agricultural produce industry and also included in the group definition of rural industry as follows:</p>



MATTER	GUIDANCE
	<p>agricultural produce industry means a building or place used for the handling, treating, processing or packing, for commercial purposes, of produce from agriculture (including dairy products, seeds, fruit, vegetables or other plant material), and includes wineries, flour mills, cotton seed oil plants, cotton gins, feed mills, cheese and butter factories, and juicing or canning plants, but does not include a livestock processing industry”.</p> <p>rural industry means the handling, treating, production, processing, storage or packing of animal or plant agricultural products for commercial purposes, and includes any of the following—</p> <ul style="list-style-type: none"> (a) agricultural produce industries, (b) livestock processing industries, (c) composting facilities and works (including the production of mushroom substrate), (d) sawmill or log processing works, (e) stock and sale yards, (f) the regular servicing or repairing of plant or equipment used for the purposes of a rural enterprise. <p>Under the LEP Land Use Table, the development of agricultural produce industry within the Primary Production RU1 Zone is Permitted with Consent. There are no aspects of the development that are classified as prohibited development.</p>
<p>Other Approvals</p>	<p>Protection of the Environment Operations Act 1997: Various aspects of the proposed livestock processing activity area classified as Scheduled Activities accordance with Schedule 1, Item 2 of the POEO Act (see below).</p> <p>2 Agricultural processing</p> <p>dairy processing, meaning the processing of dairy produce as part of the production of milk, evaporated or condensed milk, buttermilk, cream, cheese, butter, ice-cream or similar products.</p> <p>general agricultural processing, meaning the processing of agricultural produce (otherwise than as part of the manufacture of beer, wine, spirits, vinegar, acetic acid or similar products), but excluding—</p> <ul style="list-style-type: none"> dairy processing and grape processing, and (b) the processing of agricultural produce by means of mobile processing operations. <p>grape processing, meaning the processing of grapes (otherwise than by distilling) as part of the manufacture of wine, spirits, vinegar, acetic acid or similar products.</p> <p>As such an Environment Protection Licence (EPL) will be required to be obtained prior to commencement of operations. The NSW EPA is triggered as an Integrated Authority for the SSD.</p> <p>Roads Act 1993: If any works are required on Wallamore Road, a s.138 approval from Tamworth Regional Council.</p> <p>EPBC Act 1999: As a result of historical clearing and existing agricultural and processing activities on the site, it is not expected that the project will have a significant impact on any Matters of National Environmental Significance (MNES) and as such is unlikely to constitute a controlled action.</p>



MATTER	GUIDANCE
	<p>Designated Development: As the proposal is classified as SSD, the designated development classifications under Schedule 3 of the of the <i>Environmental Planning and Assessment Regulation 2021</i> do not apply. However, if the proposal was not classified as SSD, the proposal would be classified as designated development under Item 3 – Agricultural produce processing facilities.</p>

Table 7: Pre-conditions to Granting Consent

STATUTORY REFERENCE	PRE-CONDITION	EIS SECTION
<p>SEPP (Resilience and Hazards) 2021 – Section 3.12</p>	<p><i>In determining an application to carry out development to which this Part applies, the consent authority must consider (in addition to any other matters specified in the Act or in an environmental planning instrument applying to the development)—</i></p> <ul style="list-style-type: none"> <i>(a) current circulars or guidelines published by the Department of Planning relating to hazardous or offensive development, and</i> <i>(b) whether any public authority should be consulted concerning any environmental and land use safety requirements with which the development should comply, and</i> <i>(c) in the case of development for the purpose of a potentially hazardous industry—a preliminary hazard analysis prepared by or on behalf of the applicant, and</i> <i>(d) any feasible alternatives to the carrying out of the development and the reasons for choosing the development the subject of the application (including any feasible alternatives for the location of the development and the reasons for choosing the location the subject of the application), and</i> <i>(e) any likely future use of the land surrounding the development.</i> 	<p>6.9</p>
<p>State Environmental Planning Policy (Resilience and Hazards) 2021</p>	<p><i>4.6 Contamination and remediation to be considered in determining development application</i></p> <ul style="list-style-type: none"> <i>(1) A consent authority must not consent to the carrying out of any development on land unless—</i> <ul style="list-style-type: none"> <i>(a) it has considered whether the land is contaminated, and</i> <i>(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and</i> <i>(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.</i> <i>(2) Before determining an application for consent to carry out development that would involve a change of use on any of the land specified in subsection (4), the consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned carried out in accordance with the contaminated land planning guidelines.</i> 	<p>6.3</p>



STATUTORY REFERENCE	PRE-CONDITION	EIS SECTION
<p>State Environmental Planning Policy (Transport and Infrastructure) 2021 – Section 2.47 (2)</p>	<p><i>(2) Before determining an application to which this section applies, the consent authority must—</i></p> <p><i>(a) give written notice of the application to the electricity supply authority for the area in which the development is to be carried out, and</i></p> <p><i>(b) take into consideration any response to the notice that is received within 21 days after the notice is given, and</i></p> <p><i>(c) be satisfied that any safety risks associated with the development or modification to which the application relates have been identified, and</i></p> <p><i>(d) take those risks into consideration.</i></p>	<p>Section 2.6.3 Section 3.5.1</p>
<p>State Environmental Planning Policy (Biodiversity and Conservation) 2021 – Section 3.7</p>	<p><i>3.7 Step 2—Is the land core koala habitat?</i></p> <p><i>(1) Before a council may grant consent to a development application for consent to carry out development on land to which this Part applies that it is satisfied is a potential koala habitat, it must satisfy itself as to whether or not the land is a core koala habitat.</i></p> <p><i>(2) The council may be satisfied as to whether or not land is a core koala habitat only on information obtained by it, or by the applicant, from a person with appropriate qualifications and experience in biological science and fauna survey and management.</i></p> <p><i>(3) If the council is satisfied—</i></p> <p><i>(a) that the land is not a core koala habitat, it is not prevented, because of this Chapter, from granting consent to the development application, or</i></p> <p><i>(b) that the land is a core koala habitat, it must comply with section 3.8.</i></p>	<p>Section 6.1</p>
<p>Tamworth Regional LEP 2010 – Clause 7.1(3)</p>	<p><i>(3) Before granting development consent for earthworks, the consent authority must consider the following matters—</i></p> <p><i>(a) the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality,</i></p> <p><i>(b) the effect of the proposed development on the likely future use or redevelopment of the land,</i></p> <p><i>(c) the quality of the fill or the soil to be excavated, or both,</i></p> <p><i>(d) the effect of the proposed development on the existing and likely amenity of adjoining properties,</i></p> <p><i>(e) the source of any fill material and the destination of any excavated material,</i></p> <p><i>(f) the likelihood of disturbing relics,</i></p> <p><i>(g) proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area.</i></p>	<p>Section 3.3.1 Section 6.4</p>
<p>Tamworth Regional LEP 2010 – Clause 7.6 (2) - (3)</p>	<p><i>(2) Development consent must not be granted to erect a building on land in the flight path of the Tamworth Airport if the proposed</i></p>	<p>Section 2.5.6</p>



STATUTORY REFERENCE	PRE-CONDITION	EIS SECTION
	<p><i>height of the building would exceed the obstacle height limit determined by the relevant Commonwealth body.</i></p> <p><i>(3) Before granting development consent to the erection of a building in the flight path of the Tamworth Airport, the consent authority must—</i></p> <p><i>(a) give notice of the proposed development to the relevant Commonwealth body, and</i></p> <p><i>(b) consider any comment made by the relevant Commonwealth body within 28 days of the body having been given notice of the proposed development, and</i></p> <p><i>(c) consider whether the proposed use of the building will be adversely affected by the exposure to aircraft noise.</i></p>	

Table 8: Mandatory Matters

STATUTORY REFERENCE	PRE-CONDITION	EIS SECTION
<p>EP&A Act 1979 - Section 1.3</p>	<p>Relevant Objects of Act:</p> <p><i>(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,</i></p> <p><i>(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</i></p> <p><i>(c) to promote the orderly and economic use and development of land,</i></p> <p><i>(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,</i></p> <p><i>(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</i></p> <p><i>(g) to promote good design and amenity of the built environment,</i></p> <p><i>(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</i></p> <p><i>(j) to provide increased opportunity for community participation in environmental planning and assessment.</i></p>	<p>Appendix C</p>
<p>EP&A Act 1979 - Section 4.15</p>	<p>Relevant Environmental Planning Instruments</p> <ul style="list-style-type: none"> • SEPP (Transport and Infrastructure) 2021 • SEPP (Biodiversity and Conservation) 2021 • SEPP (Resilience and Hazards) 2021 • Tamworth Regional LEP 2010 <p>Development Control Plans</p> <ul style="list-style-type: none"> • Tamworth DCP 2010 	<p>See Table 7.</p> <p>Appendix C</p>



STATUTORY REFERENCE	PRE-CONDITION	EIS SECTION
EP&A Act 1979 - Section 4.15	<i>(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,</i>	Section 6.
EP&A Act 1979 - Section 4.15	<i>(c) the suitability of the site for the development,</i>	Section 7.6
EP&A Act 1979 - Section 4.15	<i>(d) any submissions made in accordance with this Act or the regulations,</i>	Noted
EP&A Act 1979 - Section 4.15	<i>(e) the public interest</i>	Section 7.7
SEPP (Transport and Infrastructure) 2021 – Section 2.47 (2)	<p><i>(2) Before determining an application to which this section applies, the consent authority must—</i></p> <p><i>(a) give written notice of the application to the electricity supply authority for the area in which the development is to be carried out, and</i></p> <p><i>(b) take into consideration any response to the notice that is received within 21 days after the notice is given, and</i></p> <p><i>(c) be satisfied that any safety risks associated with the development or modification to which the application relates have been identified, and</i></p> <p><i>(d) take those risks into consideration.</i></p>	Section 3.5.1
SEPP (Biodiversity and Conservation) 2021 – Section 3.7	<p>3.7 Step 2—Is the land core koala habitat?</p> <p><i>(1) Before a council may grant consent to a development application for consent to carry out development on land to which this Part applies that it is satisfied is a potential koala habitat, it must satisfy itself as to whether or not the land is a core koala habitat.</i></p> <p><i>(2) The council may be satisfied as to whether or not land is a core koala habitat only on information obtained by it, or by the applicant, from a person with appropriate qualifications and experience in biological science and fauna survey and management.</i></p> <p><i>(3) If the council is satisfied—</i></p> <p><i>(a) that the land is not a core koala habitat, it is not prevented, because of this Chapter, from granting consent to the development application, or</i></p> <p><i>(b) that the land is a core koala habitat, it must comply with section 3.8.</i></p>	Section 6.1



5 COMMUNITY ENGAGEMENT

5.1 ENGAGEMENT CARRIED OUT

A request for the Secretary's Environmental Assessment Requirements (SEARs) was submitted to the Department of Planning and Environment on 29 May 2023. The SEARs were received by the Applicant on 26 June 2023 and the response table is included as **Appendix A**.

The SEARs requested that the Applicant consult with the relevant Local and State government authorities, service providers and community groups, and address any issues they raise in the EIS. The surrounding landowners and occupiers that are likely to be impacted by the proposal were recommended to be consulted. The SEARs also requested that details of the consultation that has been carried out and issues raised to be included in the EIS.

This section outlines the consultation activities undertaken to inform the scope of this EIS.

5.1.1 Government Departments and Agencies

An overview of the extent of consultation undertaken with government departments and agencies is provided below.

- Submission of a Request for the SEARs (dated 29 May 2023) with the Department of Planning and Environment in accordance with Section 173(1) of the *Environment Planning & Assessment Regulation 2021*.
- In preparing the SEARs, the Department of Planning forwarded the Request for the SEARs and consulted with the following departments, requesting each Department's EIS Requirements:
 - Environment Protection Agency (EPA);
 - Transport for NSW (TfNSW);
 - NSW Rural Fire Service (NSWRFS);
 - Department of Planning and Environment – Water (DPE-Water)
 - Department of Primary Industries – Agriculture (DPI);
 - Department of Planning and Environment – Heritage;
 - Biodiversity, Conservation and Science Directorate of the NSW Department of Planning and Environment; and
 - Tamworth Regional Council (TRC).
- A response was provided by the Department of Planning and Environment to PSA Consulting on 26 June 2023 and included responses from each of the agencies identified above. A copy of the SEARs Response Table is included as **Appendix A**.

Following receipt of the SEARs, further consultation was undertaken with the following agencies:

- Submission of a Request for EIS Requirements to Essential Energy on 24 January 2024;
- Submission of a Request for EIS Requirements to Department of Regional NSW – Local Land Services on 24 January 2024;
- Submission of a Request for EIS Requirements to UGL Regional Linx on 24 January 2024.

Responses from the above agencies were received as follows:

- UGL Regional Linx requested an access licence to traverse Lot 1 on DP1077646; and
- A response was not received from Essential Energy or Local Land Services.

5.1.2 Additional Agency Consultation

Throughout the preparation of the EIS, additional discussions were held with Council, EPA and UGL Regional Lins regarding various aspects of the project.



5.1.2.1 Tamworth Regional Council

Follow up discussions with Sam Lobsey at Tamworth Regional Council (Manager, Development Liveable Communities) were held on 4 June 2024 were undertaken to provide an update on the application and to seek any additional feedback concerning the project. Council indicated that their items of interest were adequately covered in their SEARS response, and no additional information was required.

5.1.2.2 Environmental Protection Agency

Follow up discussion with the EPA (Mr Lindsay Fulloon) on 18 June 2024, were also undertaken to provide an update on the application and to seek any additional feedback. The EPA was supportive of the project and in particular the greater separation to sensitive receptors to minimise the risk of noise. In particular, the EPA was interested in ensuring neighbouring properties had been in contacted as part of the community consultation process and if any feedback had been provided.

The retention of the existing mill as a risk management measure was also discussed. The feedback provided was to ensure the cumulative impacts were considered for Stage 1 of the new mill, and to make clear the circumstances in which the old mill would operate. The potential licensing arrangements for the existing and proposed mill were discussed, under an updated EPL Licenses were also discussed, and would be considered further as part of the EPA's consideration of the application once lodged.

5.1.2.3 UGL Regional Linx

The application will utilise the existing access driveway to the site which traverses the unconstructed, Main Northern Rail Line Corridor. As such, the applicant has been in regular consultation with UGL Regional Linx who manages this asset on behalf of the NSW State Rail Authority and managed by UGL Regional Linx. Since January 2024, the Applicant has been liaising with UGL Regional Linx to obtain Landowner Consent for lodgement of the State Significant Development Application. In this regard, a copy of the Draft EIS was provided to UGL Regional Linx on 23 May 2024. Consent for lodgement of the Application was subsequently provided to facilitate lodgement of the Application.

In addition, the Applicant is working with UGL Regional Linx to update access and infrastructure licenses for existing services which cross this corridor.

5.1.3 Community Consultation

The SEARs included the requirement for the proponent to undertake “*effective and genuine community consultation*”. In response, the Comms Team was engaged by the Applicant to develop and execute a Community Consultation Action Plan. The Community Consultation Action Plan was prepared to guide communication and engagement activities across the local community and with specific stakeholders, in and around the proposed feed mill. A copy of the Community Consultation Report prepared by the Comms Team is provided as **Appendix H** and provides a detailed account of the activities undertaken and response provided. An overview is provided below.

5.1.3.1 Community Consultation Activities

Community consultation is a key requirement of the EIS process and ensures the community are provided sufficient information regarding a proposed development and given adequate opportunity to consider the potential impacts and raise any concerns they may have.

Table 9 outlines the communication and engagement activities undertaken by The Comms Team in order to consult with the neighbouring residents and business owners and broader community. Copies of all communications materials (letters, flyers, media release etc) are provided in the Community Consultation Report in **Appendix H**.

Table 9: Community Consultation Activities

ACTIVITY / TOOL	TIMING
A letter and flyer were sent to 20 surrounding neighbours as shown in Figure 25 . The material provided project information, consultation team contact details and an offer to meet personally with the project team.	14 March 2024
A media release was provided to Northern Daily Leader and ABC New England North West.	19 March 2024



ACTIVITY / TOOL	TIMING
<p>The media release provided project information and the consultation team phone number and email.</p> <p>In response to the Media Release an article was published in the Norther Daily Leader on 25 March 2024.</p>	
<p>Comms Team management of the consultation phone number and email.</p>	14 – 28 March 2024
<p>A Print Advertisement (1/4 page) was placed in Northern Daily Leader.</p> <p>The advertisement provided project information and the consultation team phone number and email.</p>	15 and 23 March 2024
<p>One on One meetings with the project team were offered to interested residents and businesses within the project area, and other stakeholders or community members with an interest.</p> <p>Note: No stakeholders responded to the meeting offer, therefore meetings were not held.</p>	None Held.



Figure 25: Neighbour Consultation



5.2 COMMUNITY VIEWS

5.2.1 Summary of Community Responses

In response to the above community consultation activities, the following responses were received (see Table 10).

Table 10: Community Responses

DATE	STAKEHOLDER	FEEDBACK
18 March 2024 & 20 March 2024	Local Resident (name withheld)	<ul style="list-style-type: none"> Request call back. Requested to be advised of development process.
21 March 2024	Local Resident (name withheld)	<ul style="list-style-type: none"> Requested to be advised of development process.
17 March 2024	Local Resident (name withheld)	<ul style="list-style-type: none"> Requested to be part of community consultation process. Meeting with the project team was offered to discuss issues and ask any questions. Offer of meeting was not taken.
18 March 2024	Local Resident (name withheld)	<ul style="list-style-type: none"> Highly supportive of the project.
28 March 2024	Local Resident (name withheld)	<ul style="list-style-type: none"> Highly supportive of the project.

Based on the response provided, the level of community interest and geographical extent of interest remains local to the Tamworth Region, and for residents in close proximity to the site. No comment or interests were received from other regional areas or interstate.

5.2.2 Community Consultation Outcomes

In summarising the findings of the community engagement, the key issues raised are limited based on the minimal response from the community consultation.

At the completion of the consultation process, the Comms Team concluded that *“The process undertaken was thorough and enabled a genuine opportunity for consultation. Stakeholders were provided with multiple channels to receive information and provide feedback.”*

There appears to be general interest in the project and the activities undertaken increased community awareness about the proposed development. However, the project team received no requests from stakeholders or neighbours for face-to-face meetings and received very few email or phone enquiries. The few enquiries received were either to seek additional project information or convey support for the proposed development. No project-specific issues were raised.

It is noted that the response to the consultation process was similar to that experienced for the Oakburn Poultry Processing Plant (SSD-9394), with minimal direct feedback provided by the community. This response is potentially due to the history of the project, the presence of the existing mill on site, and the compatibility of the development with the surrounding rural industries.

5.3 ENGAGEMENT TO BE CARRIED OUT

On-going community engagement will be carried out should the project be approved. Baiada will continue to work closely with the community and stakeholders. A summary of the proposed on-going engagement is provided below.



5.3.1 Construction Phase

During construction, the applicant will prepare and publish regular construction updates on their website. This will provide the general public with up-to-date information on the project status which is easily accessible. The nearest residents to the site will be provided with a project update at key stages throughout construction and be provided with contact details for the construction manager who can be contacted as required.

Baiada will also prepare and implement a construction management plan to ensure the potential impacts associated with the construction phase are appropriately mitigated and managed. The construction management plan will include the requirements for project updates and a procedure for receipt of feedback from the community and first nations groups including provision of a response.

5.3.2 Operational Phase

The existing Environmental Management Plan prepared for the site includes a standard process for receipt of enquiries, questions and complaints, handing, responding and recording. The existing Environmental Management Plan is attached as **Appendix U** and will be updated prior to commencement of the new feed mill to take into account the additional mitigation and management measures proposed as part of this EIS.

5.3.3 Public Notification

In accordance with Part 4 of the *Environmental Planning and Assessment Act 1979*, the EIS will be publicly notified during which time the general public will be invited to make comment and forward submissions to the Consent Authority (Department of Planning, Housing and Infrastructure) in relation to the proposed development. Advertising will occur for a minimum period of 28 days.



6 ASSESSMENT AND MITIGATION OF IMPACTS

This section provides a summary of the results of the technical assessments undertaken in relation to the potential impacts of the project, as well as the mitigation and management actions proposed to avoid unacceptable impacts.

6.1 BIODIVERSITY

As requested in the SEARS, Wildthing Environmental Consultant was engaged to undertake a Biodiversity Assessment Report (included as **Appendix K**) to assess the potential biodiversity impacts of the project and the relevant statutory considerations including:

- *NSW Environmental Planning and Assessment Amendment Act 2017*
- *NSW Biodiversity Conservation (BC) Act 2016 & Biodiversity Offsets Scheme*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *Local Land Services Act 2013*
- *NSW Biosecurity Act 2015*
- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*

In accordance with the BC Act, the Biodiversity Assessment Method (BAM) (DPIE 2020a) and entry into the Biodiversity Offsets Scheme (BOS) is applicable to certain development activities based on specific criteria.

Historically the subject land (the impact area) and study area (Lot 1 DP1077646) has been cleared as a result of the past agricultural and feed mill activities. Aerial photos from 1976 & 1993 show the subject land and study area to be largely void of native trees. The central portion of the study area including a large section of the subject land has been subject to re-vegetation in 2001 with an area of native trees planted by the applicant.

The draft Native Vegetation Regulatory (NVR) map displaying all land categories identified in the LLS Act was not publicly available at the time of assessment. A request was made for access to the Draft NVR data under license for the project site. The request found the subject land (impact area) and study area (Lot 1 DP1077646) to be mapped as Category 1 – Exempt Land. An evaluation of whether any Category 2 – criteria was still met was also undertaken. As the site-based assessment did not find any Critically Endangered Ecological Communities (CEEC's) and native vegetation that was grown or preserved with the assistance of public funds or as an *Environmental Planning and Assessment Act 1979* consent or approvals for an existing obligation to be set aside for nature conservation; revegetation of native vegetation; or as a native vegetation offset, the subject land is considered to be Category 1 - Exempt Land.

As the land was identified as Category 1-exempt land within the meaning of Part 5A of LLS Act, as such areas of planted native vegetation and grassland are exempt under Section 6.8 (3) of the BC Act and from further consideration under the BAM. Whilst clearing of native vegetation on land that meets the definition of Category 1 – Exempt Land does not require assessment or offsetting under the BC Act, prescribed impacts as outlined in Chapter 6 of the BAM (2020) and other statutory must still be considered.

The completed BAR documents the findings of an assessment undertaken for the Project in accordance with Stage 1 (Biodiversity Assessment) and Stage 2 (Impact Assessment) of the BAM. The development footprint assumed for the BAR includes all areas of disturbance with an additional 10m buffer surrounding the development to account for any encroachment of construction activities into adjacent land.

6.1.1 The Existing Environment

The site was subject to detailed surveys by Wildthing Environmental Consultants to complete the BAR, including vegetation mapping, completion of 20m x 20m BAM plots, targeted threatened flora searches, targeted threatened fauna surveys, as well as assessment of vegetation patches.

Historically the subject land has been largely cleared for the past agricultural and feed mill activities. The central portion of the study area has been subject to re-vegetation with planted natives undertaken by the applicant in 2001.



The new feed mill has an impact area of 6.03ha. The impact area contains planted native trees within the central portion, grassland within the far west and maintained low grassland in the east along the road to the existing feed mill. The vegetation surveys determined that the impact area includes the following assemblages:

- Planted Native Trees (2.82ha).
- Grassland (2.64ha).
- Low Maintained Grassland (0.48ha).

A vegetation map showing these assemblages is provided in **Figure 26**.

Planted tree species included *Eucalyptus crebra* (Narrow-leaved Ironbark), *Eucalyptus melliodora* (Yellow Box), *Eucalyptus melanophloia* (Silver-leaved Ironbark), *Eucalyptus blakelyi* (Blakely's Red Gum), *Acacia pendula* (Weeping Myall), *Acacia salicina* (Cooba) and *Allocasuarina luehmannii* (Bulloak). No remnant trees were present within the impact area.

The 2.64ha area of grassland consisted of a mixture of native and introduced species varying in composition across this assemblage. Common groundcovers included natives such as *Sporobolus creber* (Slender Rat's Tail Grass) and introduced *Avena barbata* (Wild Oats).

The low maintained vegetation (0.48ha) was present in the far east of the subject land along the access road to the existing feed mill. This area of grassland was kept low by frequent mowing. Common species within this assemblage included *Cynodon dactylon* (Couch) and *Avena barbata* (Wild Oats). A number of specimens of introduced *Pyrus calleryana* (Ornamental Pear) were planted along the access road.



Figure 26: Vegetation Map (Wildthing, 2024)

6.1.2 Items of Ecological Significance

No threatened ecological communities were likely to be present within the subject land. Despite targeted searches no threatened flora species were recorded within the subject land.

Two threatened fauna species; *Falsistrellus tasmaniensis* (Eastern Falsistrelle) and *Saccolaimus flaviventris* (Yellow-bellied Sheath-tailed Bat) together with a likely *Miniopterus orianae oceanensis* (Large Bentwing-bat) were recorded within the subject land during fauna surveys. The subject land would provide suitable hunting habitat as part of a larger range. Roosting habitat in the form of tree hollows, caves or similar man-made structures was absent for these three microchiropteran species.



6.1.3 Potential Koala Habitat

Chapter 3 of the *SEPP (Biodiversity Conservation) 2021* requires consideration as to whether the site constitutes Potential Koala Habitat. 'Potential Koala Habitat' is defined in Chapter 3 as, "...an area of native vegetation where trees of the type listed in Schedule 1 (Koala feed tree species) constitute at least 15% of the total number of trees in the upper or lower strata of the tree component".

No planted trees were identified within the subject land as specimens of listed Schedule 2 trees. A small number of planted *Eucalyptus albens* (White Box) trees were observed within the study area to the north of the impact area. These trees are not likely to constitute at least 15% of the total number of planted trees within the study area.

No Koala scats or recent scratches were found within the vicinity of the site despite targeted searches and no koalas have been recorded within the vicinity of the study area according to the BioNet Database (DPE, 2024).

Accordingly, the vegetation to be impacted by the proposed feed mill does not constitute potential koala habitat and further consideration under Chapter 3 of the *SEPP (Biodiversity Conservation) 2021* is not required.

6.1.4 Matters of National Environmental Significance

Considerations have been made to the Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act (1999). It was determined that the proposal should have no significant impact on a matter of National Environmental Significance.

6.1.5 Potential Impacts

6.1.5.1 Direct Impacts

The direct impacts arising from the project include the removal of 6.03 had of vegetation comprised of 2.82ha of Planted Native Trees, 2.64ha of Grassland and 0.48ha of Maintained Grassland within planted introduced trees. This impact will come from the construction phase of the proposed development. This impact will be permanent and would occur through vegetation clearing. Mitigation measures outlined below will be included as part of the construction and operation phases to help minimise the potential impacts to biodiversity values that remain present within the study area.

6.1.5.2 Indirect Impacts

Indirect impacts associated with the project include:

- Inadvertent impacts on adjacent habitat or vegetation;
- Reduced viability of habitat due to noise, dust or light spill; and
- Inadvertent impacts from fertiliser drive, waste, pest management.

Mitigation measures have been provided to reduce the risk of indirect impacts are proposed.

6.1.6 Mitigation Measures

The following mitigation and management measures proposed to minimise the risks of any residual impacts.

6.1.6.1 Construction Phase

Clearing of native vegetation

If any additional clearing is required, where possible, construction works should avoid any impact to native vegetation. Where unavoidable, works should minimise impacts as follows:

- clearing limits will be clearly marked to prevent unnecessary clearing beyond the extent of the development footprint. Tree clearing and disturbance will be limited to the development site.
- where a tree must be disturbed the priority should be given to pruning rather than clearing.
- the clearing of any trees should be undertaken in a manner that avoids damaging adjacent vegetation i.e., all trees should be felled into disturbed areas when feasible.



- Individual trees that are to be retained are to be protected during construction by temporary fencing around the dripline.

Inadvertent impact to biodiversity values

Priority will be given during construction to avoid any inadvertent impact to significant biodiversity values within the study area. Avoidance measures should include the following:

- all material stockpiles, vehicle parking and machinery storage will be located within cleared areas proposed for clearing, and not in areas of native vegetation that are to be retained.
- implementation of temporary stormwater controls during construction and to ensure that discharges outside the development footprint are consistent with existing conditions.

Clearing of fauna habitat, resulting in fauna injury and/or mortality

There are no habitat trees that are required to be removed as a result of the proposal. If any additional clearing is required:

- Trees within the subject land are to undergo a preclearance survey (thorough inspection of the canopy) to look for vulnerable native fauna. If a nest is located within the impact area, then a relocation plan is to be implemented.
- Any animals injured during construction should be taken immediately to a Vet for treatment. Any animals suspected to require rehabilitation would be delivered post-veterinary care to an appropriate animal rehabilitator.

Salvage of significant habitat features

- Ground habitat such as fallen trees and logs should be salvaged and relocated into vegetation outside of the subject land to retain important habitat features.

Minimise weed infestations

The following measures should be implemented to prevent exotic plant material from entering/exiting the study area:

- no imported/exported material to be permitted unless it has been inspected and confirmed to be free of dirt and mud which may contain weed seeds and vegetative material such as bulbs, root fragment, tubers or rhizomes; and
- vehicles and machinery to be clean of soils, vegetation and seeds that have been brushed off or washed down prior to entering the subject land.
- A clean down register to be maintained at the entry of the subject land.

6.1.6.2 Operational Phase

Avoiding operational impacts on flora and fauna

- Vehicles should not drive off the designated parking area into vegetation within the lot to reduce impact to resident fauna and flora within the study area during the operations phase.

Treat existing weed infestations

- As a part of maintenance within the study area any high threat weeds known to occur will be controlled in accordance with appropriate DPI guidelines. Guidelines for the treatment of high threat weeds can be sourced within the DPI website (DPI, 2018).

Reduce impacts of artificial lighting

- Any artificial lighting used for security at night should be angled/directed downwards and away from retained vegetation to avoid excessive light pollution affecting adjacent habitat.



6.2 ABORIGINAL CULTURAL HERITAGE

In 2021, Niche Environment and Heritage Pty Ltd (Niche) completed an Aboriginal and Historic Heritage Constraints Assessment for the project. This assessment aimed to assist in the determining the location for the proposed feed mill. As part of this assessment, Niche conducted a targeted survey focusing on areas with higher Aboriginal heritage potential. The area identified with greatest potential was the western area near Tangaratta Creek. The assessment did not identify any previously unrecorded Aboriginal sites. There were, however, two areas which were identified as being of higher sensitivity to contain subsurface and surface Aboriginal objects due to proximity to watercourses. These areas were mapped and were assessed to be of low-moderate archaeological potential. It was recommended that these areas be avoided (where possible) by the proposed works. The design and location of the feed mill was able to avoid these mapped areas.

Subsequent to the preliminary assessment, OzArk Environment & Heritage were engaged to prepare an Aboriginal Cultural Heritage Assessment which is provided as **Appendix L**. This ACHAR has been undertaken to meet the *Secretary's Environmental Assessment Requirements* (SEARs) issued for SSD-58801472. It has also been prepared as per the *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW*, and the *Code of Practice for the Investigation of Aboriginal Objects in New South Wales* (the Code of Practice). The Aboriginal cultural heritage assessment of the project has followed the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (the ACHCRs).

- *National Parks and Wildlife Act 1974 (NSW)*
- *Environmental Planning and Assessment Act 1979 (NSW)*
- *Heritage Act 1977 (NSW)*
- *Local Environmental Plans and Development Control Plans*

Both a desktop assessment and physical site inspections were undertaken as part of the assessment, along with liaison with the Tamworth Local Aboriginal Land Council (Tamworth LALC). In addition, 13 other Registered Aboriginal Parties date for registration concerning this project, 13 groups were consulted.

6.2.1 Assessment Results

No specific cultural values were identified by the RAPs regarding the study area to date, however, the strong cultural values of Aboriginal communities towards landscapes and cultural heritage sites are recognised.

A desktop search of the available databases including Commonwealth Heritage Listings, National Native Title Claims Search, AHIMS and the Tamworth LEP was conducted on the following databases to identify any previously recorded heritage within the study area. These searches did not identify any places sites, within or near the study area. The registered Native Title claim of the Gomeri People claim NC2011/006 includes the entire Tamworth Regional LGA, encompassing the study area.

Field studies undertaken by an archaeologist in accordance with the *Code of Practice for the Investigation of Aboriginal Objects in New South Wales* (the Code of Practice). No Aboriginal sites were recorded within the study area during the survey. Further, due to the extent of the past landform modification and a lack of elevated landforms adjacent to permanent and semi-permanent water, no landforms within the study area were assessed to have potential for subsurface archaeological deposits including those previously identified by Niche (2021) as having low-moderate potential.

The lack of Aboriginal sites recorded during the current survey was overall predicted. It was considered that there was low to moderate potential for artefact-based sites such as artefact scatters or isolated finds to be present, however, none were identified.

The absence of modified trees was expected due to the almost completely cleared nature of the study area. On a small number of mature trees are present within the study area, with most of the trees being recently planted. These were carefully inspected and bear no Aboriginal cultural scars. No outcropping rock or evidence of Aboriginal quarrying activities were present. Although burials or ceremonial sites cannot be completely ruled out, there was no landform indications of the likelihood for these sites in the study area.

With consideration of these findings, the ACHAR concludes that there are no identified impacts to Aboriginal cultural heritage values as no Aboriginal sites were recorded, and no intangible heritage values have been identified within



the study area. The results of the surface survey indicate that significant Aboriginal cultural heritage values will not be harmed within the study area.

Further, as no Aboriginal cultural heritage values have been identified within the study area, an Aboriginal Cultural Heritage Management Plan is not warranted. Instead, the management of any unanticipated finds can be managed by an unanticipated finds protocol and a skeletal remains protocol.

6.2.2 Mitigation Measures

The following mitigation and management measures are proposed to minimise the risks of any residual risk to Aboriginal Cultural Heritage:

- Following development consent of the project, the proposed work may proceed with caution. In the unlikely event that unexpected Aboriginal heritage items are encountered during works, the Unanticipated Finds Protocol (Appendix 3 of the ACHAR) must be implemented. Appendix 4 of the ACHAR provides the appropriate procedure to be undertaken in the unlikely event that human remains are encountered.
- This ACHAR concludes that the project may proceed without further archaeological investigation under the following conditions:
 - All land and ground disturbance activities must be confined to within the study area, as this will eliminate the risk of harm to potential Aboriginal objects in adjacent landforms. Should the parameters of the project extend beyond the assessed study area, then further archaeological assessment may be required.
 - All staff and contractors involved in the proposed work should undergo a cultural heritage induction to ensure they can recognise Aboriginal artefacts (Appendix 5 of the ACHAR) and are aware of the legislative protection requirements for all Aboriginal sites and objects under the NPW Act and are familiar with the Unanticipated Finds Protocol and the skeletal remains protocol.

6.3 CONTAMINATION

A Contaminated Site Investigation (CSI) has been prepared by SMK Consultants and is included as **Appendix J**. The scope of works adopted for this investigation follows the NSW EPA Guideline for Consultants Reporting on Contaminated Sites (2020). The objective of the CSI was to determine whether the site has any contamination constraints that could affect the establishment of the new feed mill facility on the proposed site. The investigation took into consideration the characteristics of the site, historical land uses, adjoining land uses, sampling of soils, analysis of samples by a NATA Laboratory.

6.3.1 Site Conditions

A search on NSW EPA contaminated land register was conducted at the time of preparing this report and no contamination record for the site found in the register. In addition, there are no acid sulphate soils in the Tamworth region and the subject site is not considered to have any existing salinity issues.

The existing Tangaratta feed mill and associated infrastructure is situated in the northeast corner of the site. This area drains to the north and west. Contour banks within the grassed areas divert surface runoff to the quarry site adjoining the old grain shed in the northwest corner of the property. Minor amounts of chemicals and hydrocarbons associated with existing activities at the feed mill are stored in secure containments. Inspections did not foresee risks from these stored products.

Site inspections on the property outside of the existing feed mill site did not identify any household waste or building waste on the site. No hazardous material or hydrocarbon related containers were stored on the site. No hydrocarbon odour was noted on the site. The only sites of interest relate to the two evaporation ponds in the southwest corner, the rendering plant, the grain storage shed in the northwest corner and the stockpiles of soil in the central part of the property. No visible signs were present to identify any issues of contamination.

6.3.1.1 On Site Sampling

Based on fields inspections, three soil test sites and one water sample were obtained. The four soil samples obtained from the subject site during the CSI were assessed for multiple metals and hydrocarbons as a result of general agricultural use of the land. The results from all the samples shows normal background levels and no elevated levels



of metals or hydrocarbon. Most of the parameters were recorded as below the limit of recording and therefore it is suspected that no such contaminant was contained within the samples.

The water sample obtained from the site during the CSI was assessed for pH, Sodium Adsorption Ratio, Conductivity, Total Hardness, Alkalinity, Sulfate, Chloride, Dissolved Major Cations, Fluoride, Ammonia, Nitrate, Nitrite, Total Nitrogen, Total Phosphorus, Reactive Phosphorus, and Ionic Balance. The result of all the tested analytes shows normal background levels and no elevated levels of residue, except for Ammonia which is slightly high but still within the limits for livestock watering.

6.3.1.2 Groundwater

The site has two old stock bores, alongside several other bores in the area, primarily used for stock, domestic, and industrial purposes are present on the site. According to Water NSW website, the two bores on Lot 4 are licensed as 90WA815949 and 90WA818666, identified as GW043960 (adjoining feed mill) and GW038178 (west of grain shed) respectively.

GW043960 has water-bearing zones between 18.2m and 18.8m, and at 30.4m depth, with a topsoil depth of 0.61m, yielding 0.45 L/s, suitable for small stock water supply. GW038178, drilled in 1975 for industrial purposes near the rendering plant, has aquifers at depths ranging from 12.1m to 12.4m within fractured basalt, but no recorded yield. A third bore, GW049708, located north of the feed mill, was drilled in 1979, with a standing water level of 6.5m, providing additional information for the area.

These bores weren't sampled due to the presence of impermeable clay and shale layers over the shallowest aquifer (below 12m), minimizing the risk of contamination. In addition, there is no history of contamination on the site, supported by its use for food production, ensuring no threat to end users or the community.

Groundwater quality assessments in the area haven't raised concerns about contamination. Previous studies on PFAS contamination near airports found no surface water contamination from the Tamworth Regional Airport in stock dams downhill from the airport, including those studied for the Baiada Protein Recovery facility by SMK Consultants.

6.3.2 Conclusion

The contamination investigation conducted at the site found no areas or materials of concern. Analytical results for soils and water sampled were below the thresholds for commercial/industrial criteria and water quality guidelines for livestock watering. This meets the standards for the intended development of a feed mill. The site's condition and past/current activities suggest a low potential for significant contamination.

Based on the methodology adopted for this investigation, the development site does not contain contaminated land that would impact construction of the new feed mill or pose an unacceptable risk to human health or the surrounding environment.

6.4 STORMWATER MANAGEMENT

A Stormwater Management Plan (SMP) has been prepared by MPN Consulting and is included as **Appendix M**. The aim of the SMP is to:

- Prevent or minimise adverse social or environmental impacts from stormwater runoff originating from the proposed development.
- Achieve acceptable levels of stormwater runoff quality and quantity.

The SMP covers both the operational phase and the construction phase.

6.4.1 Stormwater Quantity management

The site has been split into three main sub-catchments – an upstream catchment (Catchment C) that has been cut and redirected West toward the existing dam, a catchment running North-West through the main site (Catchment A, B & D), sheet flowing toward the Northwest boundary, and a catchment discharging toward Wallamore Road (Catchment E & F), North-East of the site. The catchment locations and extents are shown in **Figure 27**.

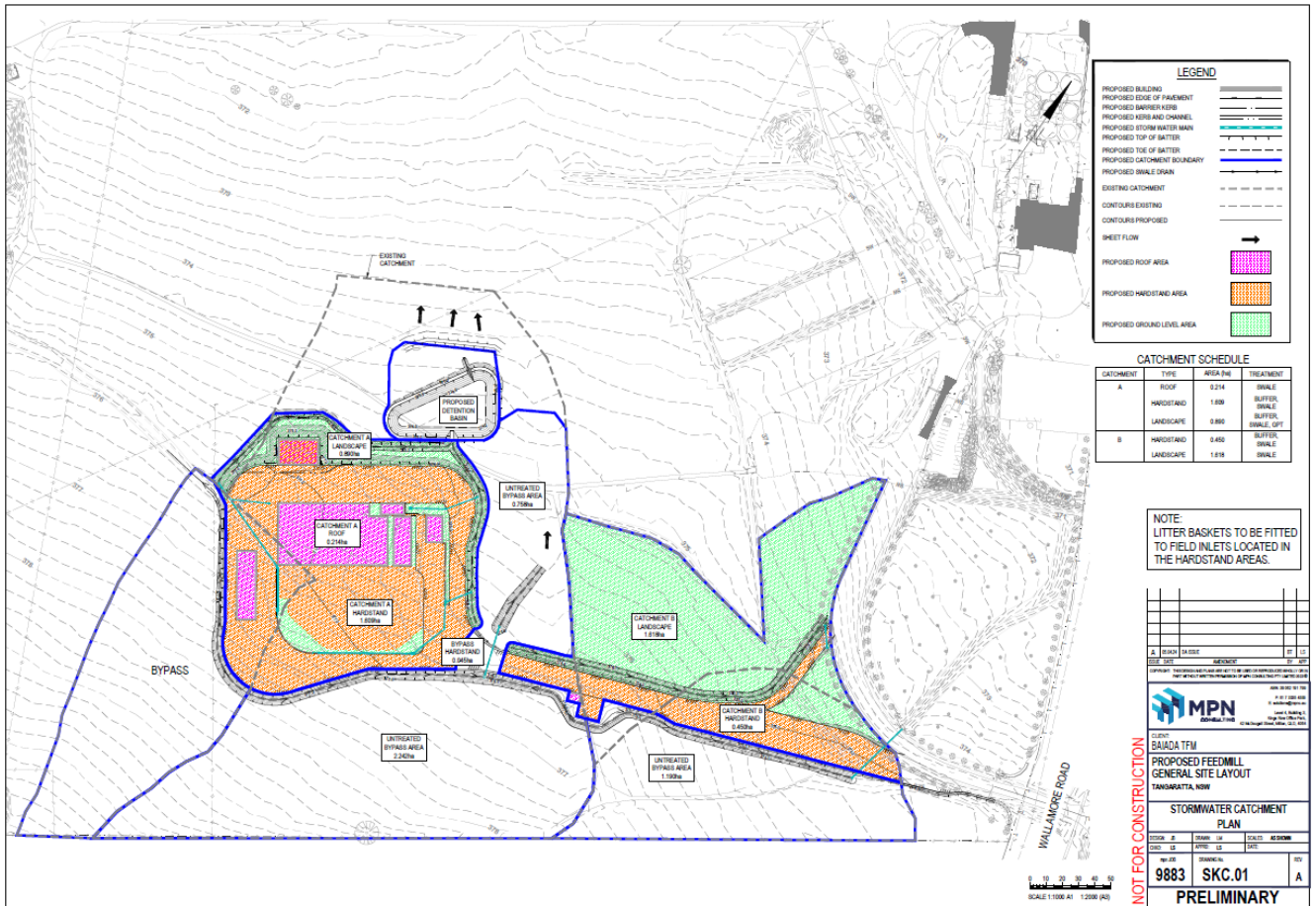


Figure 27: Proposed Site Catchments (MPN Consulting, 2024)

As shown in **Figure 28**, stormwater flows around the feed mill site will be collected and directed through a new internal network of stormwater pits, pipes, and open channels. Runoff from catchments which do not interact with the mill will be channelled through grassed swales around the site, before being released towards the site boundaries via overland flow or towards existing detention basins.

Stormwater runoff from the proposed feed mill will be directed to a new detention basin to be constructed on the northern side of the facility. From the basin, stormwater will be discharged via overland flow towards the site boundaries to replicate the current catchment pattern.

To assess and design for the management of stormwater quantity for the proposed development, a DRAINS computer model was used to calculate the stormwater runoff quantity for the existing and post development conditions, with the intention of ensuring no actionable nuisance for upstream and downstream flows. In order to limit stormwater discharge to pre-development levels, stormwater runoff from Catchment A will be detained within a detention basin. The basin will be over-sized to cater for the areas which will bypass detention (Catchments B, D, E, F).

Runoff flows for the Annual Exceedance Probability (AEP) from 0.5EY (2-year ARI) to 1% AEP (100-year ARI) and durations of 5 minutes to 3 hours were calculated using the DRAINS model which demonstrates that peak runoff flows from the proposed development would not exceed peak runoff flows from the existing site.

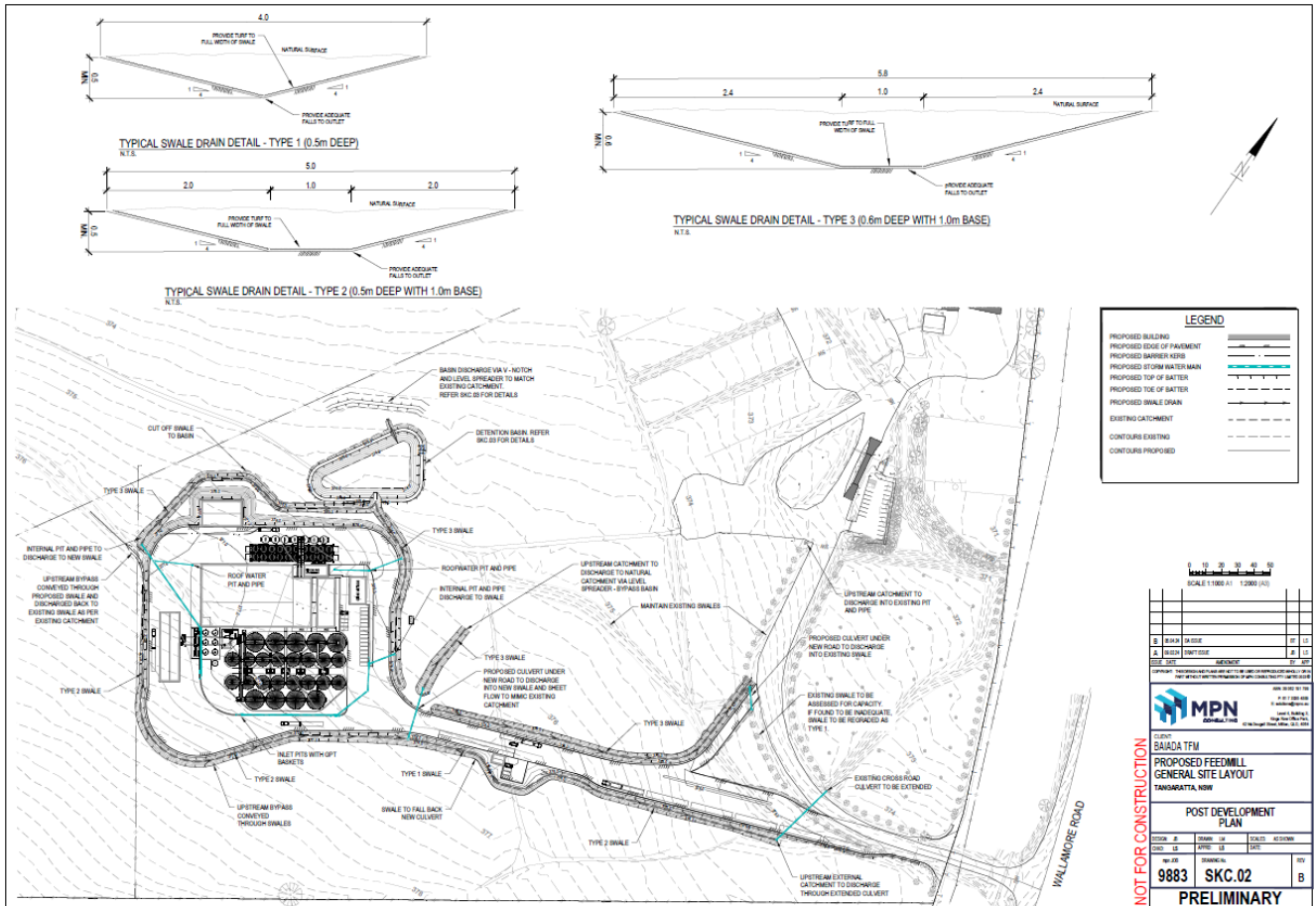


Figure 28: Stormwater Management Plan (MPN Consulting, 2024)

6.4.1.1 Stormwater Quality

In order to achieve the pollutant load reduction targets for the development, it is proposed to use mechanical and natural treatment methods to treat the runoff prior to discharge from the site. Stormwater runoff from Catchment A will be treated by GPTs and/or buffer strips prior to discharging via swales to the detention basin. Stormwater runoff from Catchments B, D & E will be treated by buffer strips and swales.

With respect to the assessment of potential impacts to stormwater quality, a MUSIC computer modelling program developed by the Co-operative Research Centre for Catchment Hydrology was used to predict the performance of the proposed stormwater treatment train. In the absence of specific Water Quality Objectives from Tamworth Regional Council, industry standard pollutant reduction targets have been adopted. The pollutants modelled in MUSIC were Total Suspended Solids (TSS), Total Phosphorus (TP) and Total Nitrogen (TN). The modelling undertaken shows that the proposed treatment train achieves the required percentage-based load reductions targets and meets the levels required by Tamworth Regional Council and Industry Best Management Practice.

With respect to other potential stormwater pollutants the following treatment strategies are proposed:

- **Litter** - Rubbish bins will be located within the development buildings and car parks for use by staff and visitors. As a result of this and with the installation of the GPTs and swales, levels of litter exiting the site via stormwater are expected to be negligible.
- **Hydrocarbons** - Hydrocarbons will be digested and processed by soil microorganisms within the swales and attachment to vegetation where biological breakdown of the hydrocarbons can occur. Hydrocarbons will also be captured within the GPTs.
- **Surfactants** - If car or truck washing occurs on site it will be within a bunded area where surfactants will be captured and treated prior to discharging into the stormwater network.



- **Heavy Metals – Heavy** metals in stormwater runoff generally become attached to fine sediment. The swales will remove the majority of this fine sediment. The removal of the fine sediment should effectively remove most of the heavy metals in the runoff.
- **Pathogen/Faecal Coliforms - Domestic** animals within the development will be under the control of their owners at all times and the owners will be expected to clean up after them.

6.4.2 Sediment and Erosion Controls

A range of erosion and sediment control measures are proposed to be implemented to the release of contaminated stormwater by ensuring compliance with the *Protection of the Environment Operations Act 1997*. The construction contractor shall be responsible for the implementation and maintenance of the erosion and sediment control measures through the duration of construction activities which may include appropriate control measures such as sediment fences, sediment traps, pollution containment devices (e.g. sandbags), stormwater diversion and other control equipment such as containment bunds, hay bales and the like. A detailed Sediment and Erosion Control Plan will be prepared for approval prior to commencement of construction and can be conditioned accordingly.

6.4.3 Mitigation Measures

The following mitigation and management measures are proposed to minimise the risks of stormwater impacts:

Operational Phase:

- Construct the Stormwater Management Plan as shown on MPN Plans 9883-SKC.01 – SKC.03.

Construction Phase:

- Implement the Erosion and Sediment Control Plan as shown on MPN Plans 9883-SKC.04 – SKC.05.
- Implement and maintain appropriate control measures to prevent sediment laden wastewater and other potential pollutants such as oil, paint and wet concrete from entering the stormwater system via stormwater drains and gullies, including:
 - Limitation of site access during construction to minimise disruption to traffic. Install a temporary construction entry/exit sediment trap at all site accesses to minimise mud and sediment from the site being tracked onto public road, particularly during wet weather or when the site is muddy.
 - Install and maintain appropriate sediment fences around construction areas.
 - Divert clean stormwater runoff, using catch drains, around construction areas to existing or new stormwater drainage system.
 - Install sandbags and other pollution containment devices around stormwater drains and any other locations where required to prevent sediment entering the trunk stormwater system.
 - Cover open earth/soil areas progressively (with concrete slabs and pavements or mulch) to minimise areas of bare earth/soil.
 - Any stockpiles of excavated soil and demolition/construction waste must be located where risk of erosion and sedimentation is minimal and must be protected from wind and water erosion.
 - Implement and maintain appropriate control measures such as catch drains and sediment fences to prevent ponding of stormwater or discharge of stormwater from the site to adjacent properties.
 - Provision of spill/pollution control equipment that is readily accessible to clean up spills and leaks.
 - Ensure spill/pollution control measures are available and maintained in working condition.
 - Sediment contained by the sediment control devices such as sandbags, sediment fences and containment bunds must be frequently removed and placed in a controlled area.
 - Implement an inspection schedule for any spill or leaks of any potential polluting areas or activities.



6.5 AIR QUALITY

An Air Quality Assessment has been prepared by Astute Environmental Consulting to assess the potential impact of the feed mill in terms of odour and dust emissions and is included as **Appendix N**. Emissions to air from activities in NSW are regulated under the *Protection of the Environment Operations (Clean Air) Regulation 2022* (POEO Clean Air Regulation), and *Protection of the Environment Operations (General) Regulation 2022*, and *Protection of the Environment Operations Act 1997* (POEO Act), Part 5.4 Air pollution.

The *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (NSW EPA, 2022a)* outlines the approach to be applied for the modelling and assessment of air pollutants in NSW in order to demonstrate compliance with the above-mentioned regulations and act and has been adopted for this assessment. With respect to dispersion modelling, meteorology at the site has been modelled using TAPM and CALMET, with dispersion modelling undertaken using CALPUFF.

6.5.1 Potential Emission Sources

6.5.1.1 Construction Phase – Dust

Construction of Stage 1 of the proposed feed mill is expected to take up to 12-15 months with Stage 2 expected to take an additional 12 months. During this period, the following potential sources of dust and particulate matter emissions have been identified:

- wheel generated from vehicles moving on unsealed roads.
- earthmoving equipment including scrapers, bulldozers, excavators and trucks used to haul and store excavated material.
- materials handling and transfer (dust from loading and unloading trucks).
- windblown dust from open areas and stockpiles.

6.5.1.2 Operational Phase – Dust

Operation dust emissions were estimated using recognised emission estimation techniques including:

- *National Pollutant Inventory Emission Estimation Technique Manuals (www.npi.gov.au)*.
- *USEPA AP42 Emission Factors and Equations (USEPA, 2016a)*.
- *Published literature values*.

The methods above use equations to calculate an emission rate of particulate matter (TSP, PM10 and PM2.5) for each emission source.

The assessment of the potential impacts from the site three emissions scenarios were modelled including Stage 1, Stage 2, and a worst-case emissions scenario based on the Stage 2 design.

The following assumptions were applied in the modelling for Stage 1:

- 12,500 tonnes per week at the proposed mill and 2,500 tonnes per week at the existing mill.
- operation of the proposed mill with site will occur 24 hours a day seven days a week.
- operation of the existing mill will occur for daylight hours only (7am to 6pm).
- only 1 boiler was modelled at the proposed and existing mill to account for the lower production.

The following assumptions were applied in the modelling for Stage 2:

- 17,500 tonnes per week at the proposed mill only.
- operation of the proposed mill with site will occur 24 hours a day seven days a week.

The following assumptions were applied in the modelling for Worst Case scenario:

- based on Stage 2 scenario.



- the silt content was modelled for both Stage 1 and 2 at 3 g/m²
- wheel generated dust from the delivery of raw materials and from collection of the finished product, employee light vehicles and forklift use.
- dust emissions from the delivery of the grains.
- dust emissions from loading of trucks with the finished product.
- dust emissions from the cyclones from the mill and pellet lines.
- combustion emissions from the boilers.

6.5.1.3 Operational Phase – Odour

Astute Environmental Consulting conducted a site visit of the existing mill on 12 December 2023 during which time, on-site odour was not detected on the site roads, the delivery area, between the buildings around the workshop, the loading area nor the office area. The site was observed to be clean, with limited spilt grains, and no areas of wet grain observed. Ventilation was being used in the main mill building; however, the discharge points were elevated which has a good dispersion potential.

The input materials used by the feed mill (i.e. grain and meals) are not considered sources of offensive odour in their normal states. In addition, the milling and pelletising processes also do not generate significant odours. This is because the mill combines the grain and meal components by grinding them and then hammers the material by combining the milled products in the presence of steam in order to produce the feed as dense pellets. As a result, dust emissions from milling are the primary concern, rather than odour.

Regardless, odour could be emitted if spilt grain is left to become wet, however this poses a biosecurity risk, and doesn't represent best practice management. As such, cleaning of spilt grain, will typically occur on the same day as identified, and forms part of the standard housekeeping and environmental management practices of the mill. As such, the risk of wet grain odour, is minimal.

There will be the potential for some odour to be generated after the pellets are formed as steam is used to prevent them from sticking together. This occurs when hot steam and is mixed with the air stream applied at 95°C to the pellets. The exit temperature of this airstream cools to approximately 5°C above ambient temperature when emitted.

6.5.2 Assessment Results

Dispersion modelling of predicted dust emissions for the Stage 1 and Stage 2 including worst case emissions have been performed using TAPM/CALMET/CALPUFF model suite and by using standard emission estimation methods. The emissions were based on material throughputs, on site activities and recognised control factors.

The milling method proposed here isn't expected to generate offensive odour, however odour has been modelled from the mill due to the drying of the pellets. The maximum 99th percentile 1 second concentration at the closest receptor (SR10) was 3.1 ou for Stage 2 which is well within the adopted criteria of 5.0 ou.

The potential for constructions impacts has been assessed using The Guidance on the assessment of dust from demolition and construction (IAQM, 2023)⁸. The risk was determined to be low, provided the proactive and reactive dust mitigation measures are implemented.

The results of the dust modelling presented demonstrate compliance at the identified receptors with the exception of the PM₁₀ 24-hour maximum concentration due to the fixed elevated background concentration. When applying a more accurate contemporaneous approach for PM₁₀, the results showed no additional days above the 50 µg/m³ criterion.

The key findings for each part of the assessment are presented below.

6.5.2.1 Construction Phase - Dust

Assessment of dust impacts was undertaken in accordance with The *Guidance on the assessment of dust from demolition and construction* (IAQM, 2023). This is a guidance document that provide guidance on how to perform a construction dust impact assessment. The document contains a five-step process to determine if a project will generate significant dust risks.

The results of the risk assessment shows that even with a high emission risk (i.e. dust may be created during construction), due to the distances to the nearest sensitive receptors, there is a low overall risk. This does not negate



the need for proactive and reactive dust mitigation measures, which are identified below and will be adopted by the project.

The assessment concludes that dust associated with construction is unlikely to lead to nuisance at the nearby receptors provide the recommended mitigation measures are implemented. Therefore, the residual risk for receptors following mitigation will be negligible.

6.5.2.2 Operational Phase - Dust

The key findings of the dispersion modelling undertaken by Astute Environmental for each scenario are presented below.

Stage 1

- The most likely affected receptor is SR10 (adjoining dairy manager) located immediately to the north, due to its proximity to both existing and proposed feed mills.
- The maximum predicted 24-hour concentration, when combined with background concentration, exceeds the criteria ($50 \mu\text{g}/\text{m}^3$) due to the elevated fixed background of $66.6 \mu\text{g}/\text{m}^3$.
- Results for sulphur dioxide (SO₂) and nitrogen dioxide (NO₂) show compliance with regulations, with conservative estimates considering maximum allowable emissions according to the Protection of the Environment Operations (POEO) standards and elevated background concentrations.
- All other pollutants modelled and assessed comply with the criteria when background concentrations are taken into account.
- A contemporaneous approach for PM₁₀ has been applied to the results, showing no additional days above the $50 \mu\text{g}/\text{m}^3$ predicted.

Stage 2

- The most likely affected receptor is SR10 (adjoining dairy manager) located immediately north, due to its proximity to the proposed feed mill.
- The maximum predicted 24-hour concentration, when combined with background concentration, exceeds the criteria ($50 \mu\text{g}/\text{m}^3$) due to the elevated background level of $66.6 \mu\text{g}/\text{m}^3$.
- The maximum 1-hour nitrogen dioxide (NO₂) result with a background concentration of $73.8 \mu\text{g}/\text{m}^3$ yields a prediction of $162 \mu\text{g}/\text{m}^3$ at SR10, influenced by an unrealistic conservative 100% conversion method described in Section 4.6 of the Air Quality Assessment.
- The maximum 1-hour sulphur dioxide (SO₂) result with a background concentration of $260.3 \mu\text{g}/\text{m}^3$ results in a prediction of $285.4 \mu\text{g}/\text{m}^3$ at SR10. The background data, sourced from Singleton in the Hunter Valley mining region, is considered an overestimate due to the region's poorer air quality compared to Tamworth, leading to an overestimate in the cumulative prediction.
- All other pollutants modelled and assessed comply with the criteria when background concentrations are taken into account.
- A contemporaneous approach for PM₁₀ was applied, with no additional days above the $50 \mu\text{g}/\text{m}^3$ limit predicted for SR10.

Worst Case Emissions

The results for worst-case emissions demonstrates that the predicted concentrations of particulate matter have increased due to an elevated and unlikely silt content on sealed roads. The maximum predicted 24-hour concentration, when combined with background concentration, exceeds the criteria for both Stage 1 and Stage 2 worst-case scenarios due to the elevated background level of $66.6 \mu\text{g}/\text{m}^3$.

To further assess this exceedance, driven by an unrealistic maximum background concentration, a contemporaneous approach for PM₁₀ was applied to the results of identified receptors. No additional days above the $50 \mu\text{g}/\text{m}^3$ limit were predicted.



6.5.2.3 Operational Phase - odour

As identified above, the milling method proposed is not expected to generate offensive odour, however odour has been modelled from the mill due to the potential odour emissions associated with drying of the pellets. The maximum 99th percentile 1 second concentration at the closest receptor (SR10) was 3.1 ou for Stage 2, which is well within the adopted criteria of 5.0 ou.

6.5.3 Mitigation Measures

To ensure continual compliance and reduce the risk of dust and odour nuisance, the following mitigation and management measures are recommended:

- cleaning up any grain spills on site as soon as identified. Cleaned up grain should be stored in covered waterproof containers before being removed offsite.
- maintenance of dust filters or cyclones in the mill to manufacturers specifications.
- keeping roadways and paths in the mill clean and tidy.
- road management:
 - use of sealed surfaces; or
 - treatment of the external road surface used by heavy vehicles to stabilise the roads; and/or
 - ongoing watering of the roads and open areas.
- limiting vehicle speeds during conditions where dust emissions have the potential to be higher than normal due to dry or windy conditions.
- revegetating disturbed areas around the mill which are not required for vehicle traffic or operations.

With regard to the timing of water truck use during construction, the primary dust management trigger should be visible dust with the potential to leave the site. If dust from the site is observed which has the potential to leave the site, watering should immediately occur. Other measures such as rehabilitation of exposed areas and minimising the area of the site exposed should also be included as part of site management.

6.6 NOISE IMPACT ASSESSMENT

A Noise Impact Assessment has been prepared by Reverb Acoustics to determine the potential noise impacts associated with the construction and operation of the new feed mill on the surrounding rural environment and to ensure any noise control measures required are incorporated during the design stages. The assessment is included as **Appendix O**.

Specifically, the assessment has been undertaken in accordance with the provision of the NSW Environment Protection Authority guidelines:

- *Noise Policy for Industry 2017 (NPfI)*
- *NSW Road Noise Policy 2010 (RNP)*

A summary of the acoustic assessment is provided below.

6.6.1 Existing Acoustic Environment

As Reverb Acoustics has a long association with the existing Tangaratta feed mill, existing background noise level monitoring conducted over many years has been utilised. The background (L90) noise levels previously determined for the area are below the minimum assumed Rating Background Levels (RBL's) specified in the NPfI. Accordingly, for assessment purposes the minimum RBL's have been adopted in all receiver areas for assessment purposes, i.e. 35dB(A),L90 for day (7am-6pm) and 30dB(A) for the evening and night (6pm -10pm and 10pm-7am). The nearest sensitive receptors for the site are shown in **Figure 29**.



Figure 29: Sensitive Receptors (Reverb Acoustics, 2024)

6.6.2 Assessment Results

6.6.2.1 Road Traffic Noise

Light and Heavy vehicles will approach and depart the site from both directions along Wallamore Road, however, to provide a measure of conservatism, the road noise assessment assumed all trucks and vehicles will approach and depart the site from the same direction. Sound power levels for vehicles were sourced from Reverb acoustic's library and adopted conservative assumptions for both the levels and acceleration for both trucks and light vehicles.

Results from the acoustic report show that noise levels from cars and trucks travelling to and from the site for both Stage 1 and Stage 2 operations, were easily compliant with the day and night criteria at residences of the Road Noise Policy for a dwelling set back a minimum of 20m from Wallamore Road. The assessment for Stage 2 estimated traffic noise at 50.2dB(A) Leq 15hr during the day, and 48.1dB(A) Leq 15hr during the night, well within the RNP Criteria of 60 dB(A) Leq 15hr and 55 dB(A) Leq 15hr respectively.

6.6.2.2 Site Noise

The NPfl specifies two separate criteria designed to ensure existing and future developments meet environmental noise objectives. The first limits intrusive noise to 5dB(A) above the background noise level and the other applies to protection of amenity of particular land uses based on the existing (Leq) noise level from industrial and commercial noise sources. Project Specific Noise Levels (PSNL) are established for new developments by applying both criteria to the situation and adopting the more stringent of the two. The PSNL adopted for the project are as follows:

- **Day:** 40dB LAeq,15 Minute (7am to 6pm Mon to Sat or 8am to 6pm Sun and Pub Holidays).
- **Evening:** 35dB LAeq,15 Minute (6pm to 10pm).
- **Night** 35dB LAeq,15 Minute (10pm to 7am Mon to Sat or 10pm to 8am Sun and Pub Holidays).



Noise levels produced by activities/equipment associated with the existing feed mill have been measured extensively by Reverb Acoustics over many years. Sound power levels for existing and proposed milling operations were sourced from Reverb acoustic's library and similar operations.

The sound power level of each item is then theoretically propagated to each receiver with allowances made for geometric spreading, directivity, molecular absorption, intervening topography or barriers and ground effects giving the received noise level at the receiver from that particular plant item. Calculations were performed with RTA Technology Environmental Noise Model computer software.

Initial runs of the modelling undertaken with no noise controls adopted indicated potential exceedances during evening and night periods under prevailing weather condition, particularly at receiver R3 (located east of the proposed feed mill). The assessment indicated the main sources of concern were associated with truck intake operations and truck movements. Noise controls options for these sources were then investigated, and the following were recommended to be imposed:

- Erect acoustic mound or wall 3000mm above Finished Ground Level (FGL) along the west side of the loop road to the north of the intake building (as shown in **Figure 30**).
- Enforce 10km/hr speed limit for all vehicles on site (during the night / evening period).
- Close all doors to the intake building during the evening and night prior to emptying trucks.
- Close all external doors to the bagging shed and mill at night.

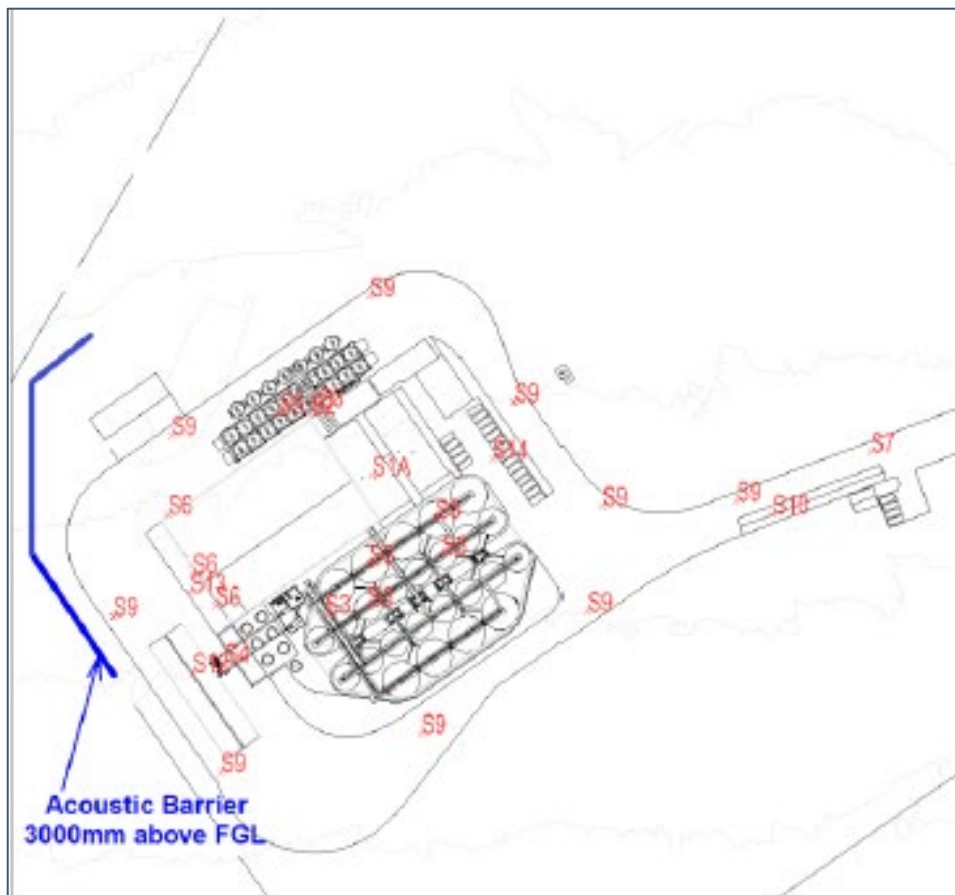


Figure 30: Noise Barrier Location (reverb Acoustics, 2024)

As shown in **Table 11**, with the above mitigation measures implemented, the modelling shows predicted received noise levels at nearest sensitive receivers under neutral and noise enhancing atmospheric conditions and complies with the relevant criteria. It is also important to note that the acoustic model assumes that all sources will be operating simultaneously. Therefore, actual received noise levels are expected to be less than the predictions shown in this report, or at worst equal to the predicted noise levels for only part of the time.



Table 11: Stage 2 - Received Noise Levels (Reverb Acoustics, 2024)

RESIDENTIAL RECEIVER	RECEIVED NOISE LEVELS, DB(A)						
	DAY		EVENING		NIGHT		
	Neutral LAeq	Wind LAeq	Neutral LAeq	Wind LAeq	Inversion LAeq	Wind LAeq	Wind LAmax
R1. 750m NE	<30	30	<30	32	31	31	39
R2. 300m N	31	35	32	35	32	33	41
R3. 470m NW	<30	34	<30	33	<30	32	39
R4. 1500m W	<30	<30	<30	<30	<30	<30	30
R5. 1300m SW	<30	<30	<30	<30	<30	<30	<30
R6. 950m SE	<30	<30	<30	31	<30	<30	37
R7. 1100m E	<30	<30	<30	31	<30	31	40
R8. 1120m E	<30	30	<30	32	<30	32	41
R9. 1030m E	<30	30	<30	33	<30	33	42
R10. 850m E	<30	31	<30	33	<30	33	42

Criteria: All Receivers Day=40dB(A),Leq, Evening=35dB(A),Leq, Night=35dB(A),Leq & 52dB(A),Lmax.

6.6.2.3 Short-term Events

Noise levels from short term events such as truck movements have the potential to interrupt the sleep of nearby neighbours in the early hours of the morning. Nearest residential receivers are approximately 300 metres from the site, with loudest events producing 42dB(A), Lmax at the residential facade, which is below the maximum noise level event limit of 52dB(A),max. Noise from short-term noise events are therefore acceptable and no further noise control is required for these sources.

6.6.2.4 Cumulative Noise

Cumulative noise impacts are potentially caused by simultaneous operation of the new feed mill and other nearby industrial developments including the existing feed mill (during Stage 1). Note that the new feed mill has not been designed to comply with the intrusiveness criteria, since it will cease operating once Stage 2 of the new feed mill is operational. Furthermore, the existing feed mill will only operate during the day and evening for Stage 1 and will not operate once Stage 2 is operational (unless a break down or similar event occurs at the new mill).

Reverb Acoustics has conducted extensive compliance monitoring in the receiver area near the site, which consistently confirms that only the existing feed mill is audible at nearest residences (i.e. no other industrial noise sources). The existing mill produces noise levels in the order of 38dB(A),Leq during the day and 37dB(A),Leq during the evening at nearest residential receivers (i.e. R1).



Given that the existing mill will only operate during the day and evening periods during for Stage 1 of the development, the applicable criteria is 50LAeq,11hr during the day and 45LAeq,4hr during the evening. **Table 12** shows the predicted cumulative noise levels for worst-case atmospheric conditions from the new and existing feed mill at nearest residential receivers.

Table 12: Cumulative Noise Levels (Reverb Acoustics, 2024)

RESIDENTIAL RECEIVER Residential Receiver	PREDICTED NOISE LEVELS		
	New Feed mill LAeq	Other Industry (Existing Mill) LAeq	Cumulative Noise level LAeq
R1. 750m NE	32	38	39
R2. 300m N	35	34	37
R3. 470m NW	34	31	36
R4. 1500m W	<30	<30	<30
R5. 1300m SW	<30	<30	<30
R6. 950m SE	31	<30	31
R7. 1100m E	31	<30	31
R8. 1120m E	32	<30	32
R9. 1030m E	33	<30	33
R10. 850m E	33	<30	33

Amenity Criteria: All Receivers Day=50dB(A),Leq,11hr, Evening=45dB(A),Leq,4hr, Night=40dB(A),Leq,9hr

6.6.2.5 Construction Plant and Equipment

With respect to construction noise, the report adopts the NSW Environment Protection Authority's (EPA's) Interim NSW Construction Noise Guideline (ICNG). Since the project involves a significant period of construction activity, a "quantitative assessment" is required, i.e. comparison of predicted construction noise levels with relevant criteria.

The assessment of construction noise demonstrates that, while the project will generally comply with the criteria, during major activities, the nearest sensitive receptors (i.e. within 300m of the construction site) may experience some temporary noise levels which exceed the criteria, particularly the operation of mobile plant and during major concrete pours.

The ICNG recommends that as a first course of action, consideration must be given as to whether any alternate feasible or reasonable method of construction is possible. The ICNG further recommends that when alternate feasible and reasonable options have been considered the proponent then must communicate with the impacted residents by clearly explaining the duration and noise level of the works, and any respite periods that will be provided.

When earthworks or major concrete pours occur, noise levels in the order of 54dB(A) are possible at nearest locations. To reduce noise levels a physical barrier, temporary earthen mounds utilising available fill on site are installed at the site perimeter. The above strategies may reduce noise levels at residences locations by 5dB(A) or more.

In addition, to the physical mitigations, additional management actions are proposed to minimise emissions.



6.6.3 Mitigation Measures

A number of noise control recommendations have been outlined in the Acoustic Report, as follows:

Site Operations

- An acoustic mound or barrier is to be erected on the side of Loop Road to the north of Intake Building with a minimum height of 3000mm above finished ground level.
- The site may operate 24 hours day. Monday to Sunday.
- Speed restriction signs are to be erected at regular intervals along all access roads limiting site speed limits to the following:
 - 24 hours per day: 20km/hr Access Road east of weighbridge
 - 24 hours per day 10km/hr: All site locations west of weighbridge
- No acoustic treatment is required for mechanical plant in exposed locations that satisfy the following noise emission limits prescribed in the Acoustic Assessment.
- If noise emissions from exhaust plant in exposed external locations exceed the limits shown above, acoustic barriers must be constructed to enclose the fan discharge.
- If noise emissions from individual items of air conditioning, refrigeration plant, compressors or pumps in exposed external locations exceed the limits shown in Item 4 above, acoustic barriers must be constructed along 3 sides towards any residences.
- The contractor responsible for supplying and installing mechanical plant must provide evidence that installed plant meets this noise emission limit, or that noise control included with the plant is effective in reducing the sound level to the specified limit. Once the plant layout has been finalised, details should be forwarded to the acoustic consultant for approval.
- All external doors to the bagging shed and feed mill must be shut at all times during the evening (6pm-10pm) and night (10pm-7am).
- All external doors to the intake building must be shut during the evening prior to emptying trucks, i.e. the north doors are to be shut prior to the truck entering, the truck is to drive into the intake building and the south doors shut prior to unloading, once unloaded the north doors are opened to allow the truck to exit the intake building.
- Only one (1) truck is permitted on site at night (10pm-7am) i.e. west of the weighbridge, during a single 15-minute period.
- The intake building is only to be used during the day and evening from 7am-10pm, i.e. no use at night (10pm-7am). Exceptions are permitted on occasion during busy periods, providing no more than one (1) truck is on site during a single 15-minute period.
- All access roads should be kept in good condition, i.e. no potholes, etc.
- Trucks and other machines should not be left idling for extended periods unnecessarily. Machines found to produce excessive noise compared to industry best practice should be removed from the site or stood down until repairs or modifications can be made.
- A regular maintenance schedule should be adopted for all mobile and fixed plant items. Items found producing high noise should be stood down until repairs are completed.
- A noise monitoring program, during commissioning, or in the early life of the site is recommended. This program will verify our predictions and in the unlikely event that complaints may arise, enable noise control strategies to be implemented, where required. Initial commissioning attended monitoring during the day, evening and night at potentially affected residential receivers.

Site Construction



Noise Monitoring Program:

- We recommend that attended noise monitoring is to be carried out at commencement of each process/activity that has the potential to produce excessive noise. Attended monitoring offers the advantage of immediate identification of noise exceedances at the receiver and ameliorative action required to minimise the duration of exposure. Unattended long-term monitoring only identifies a problem at a later date and is not recommended.

Acoustic Barriers / Screening:

- To minimise noise impacts during construction, early works are to concentrate on grading and levelling the areas in unshielded locations. In the event of complaints arising from residents, we offer the following additional strategies for consideration:
 - Place acoustic enclosures or screens directly adjacent to stationary noise sources such as compressors, generators, etc. Expected noise reductions for individual items $\geq 5\text{dB(A)}$.

Consultation / Complaints Handling Procedure

- The construction contractor must analyse proposed noise control strategies in consultation with the Acoustic Consultant as part of project pre-planning. This will identify potential noise problems and eliminate them in the planning phase prior to site works commencing.
- Occupants of adjacent properties are to be notified of the intended construction timetable and kept up to date as work progresses, particularly as work changes from one set of machines and processes to another. In particular, occupants are to understand how long they will be exposed to each source of noise and be given the opportunity to inspect plans of the completed development.
- Programming noisy activities (such as earthworks) outside critical times is to be considered.
- We recommend that construction noise management strategies are to be implemented to ensure disruption to the occupants of nearby buildings is kept to a minimum. Noise control strategies include co-ordination between the construction team and residents to ensure the timetable for noisy activities does not coincide with sensitive activities.
- The site manager/environmental officer and construction contractor are to take responsibility and be available to consult with community representatives, perhaps only during working hours. Response to complaints or comments are to be made in a timely manner and action reported to the concerned party.
- All staff and employees directly involved with the construction project are to receive informal training with regard to noise control procedures. Additional ongoing on the job environmental training is to be incorporated with the introduction of any new process or procedure. This training will flow down contractually to all sub-contractors.

6.7 TRAFFIC IMPACT ASSESSMENT

PSA Consulting Pty Ltd has carried out a Traffic Impact Assessment (TIA) for the proposed feed mill. This assessment is attached as **Appendix P**. The TIA reviews the existing traffic and conditions on the roads surrounding the site and assesses the potential impacts of the expected traffic generation on these roads.

6.7.1 Existing Mill Traffic

The existing mill is current producing up to 4,000 Tonnes of feed per week equating to approximately:

- 96 truckloads of incoming ingredients (96 incoming trips / 96 outgoing trips) per week.
- 96 truckloads of outgoing product (96 incoming trips / 96 outgoing trips) per week.

This equates for an average of 64 truck trips per day (32 incoming / 32 outgoing) assuming a 6-day processing week.



6.7.2 Background Traffic

Traffic census data was acquired through collaboration with Tamworth Regional Council (TRC). A traffic counter was situated approximately 3.2km southeast of the development site access from May 26th to June 9th, 2022. This device logged the movements of vehicles categorized as class 1 through 12 over a 24-hour period each day. It is important to note that these background numbers include the existing mill operations.

To establish a dependable measure of peak hour movements relevant to light and heavy vehicle profiles, the weekday values, representing the highest volume numbers across a seven-day week, were combined and averaged to calculate an average vehicles per day (VPD) value. The average distribution between heavy and light vehicles was subsequently applied. Finally, a conservative 10% adjustment was implemented to determine the peak hour vehicle movements for both heavy and light vehicles. This breakdown of values is detailed in Table 1.

Table 13: Background Traffic Volumes (PSA Consulting, 2024)

BACKGROUND TRAFFIC VOLUMES					
YEAR	AADT	SPLIT LIGHT VEHICLES	SPLIT HEAVY VEHICLES	LIGHT VEHICLES PEAK HOUR	HEAVY VEHICLES PEAK HOUR
		70%	30%		
2022	856	603	254	61	26
2025 (Stage 1)	936	629	278	66	28
2026 Stage 2)	964	678	286	68	29
2036	1295	911	384	92	39

6.7.3 Traffic Generation

6.7.3.1 Light Vehicles

The traffic generated by the proposed development has been determined through consultation with the Applicant. Anticipated traffic flow during operations will follow a three-shift schedule, primarily consisting of light vehicle movements from shift workers, including staff, management, and maintenance personnel. There will be a slight increase in heavy vehicle movements during two-stage construction periods, with these vehicles expected to enter and exit the site within an hour of arrival.

The three-shift operations will run as follows: Day shift from 6am to 2pm, Afternoon shift from 2pm to 10pm, and Night shift from 10pm to 6am. Employees are expected to arrive approximately 20 minutes before their shift starts and leave 20 minutes after it ends. The distribution staff during the shifts is as follows:

- Day shift – 6 Staff (6 light vehicles)
- Afternoon shift – 5 Staff (5 light vehicles)
- Night shift – 4 Staff (4 light vehicles)

Maintenance will operate over two shifts between 7am to 3:30pm, while Management operates from 8am to 4:30pm. The distribution is as follows:

- Maintenance – 3 Staff (3 light vehicles)



- Management – 5 Staff (5 light vehicles)

It is assumed that as a conservative figure each staff member will be arriving and exiting the site in their own vehicle, therefore staff numbers will be reflective of light vehicle movements accessing the site.

6.7.3.2 Heavy Vehicles

During Stage 1, at full capacity (10,000T per week plus an additional 2,500T per week from the existing mill), this will average 595 truckloads per week (1,190 trips). This translates to approximately 200 trips (100 in / 100 out) per day over a 7-day operation. Approximately 80% of these movements will occur between 6am and 10pm, with the remaining 20% between 10pm and 6am. During the earlier timeframe, there will be an average of 160 trips (75 in / 75 out), or 10 trips per hour, and during the latter, there will be approximately 40 trips (20 in / 20 out), or 5 trips per hour.

In Stage 2, at full capacity (17,500T per week), production will result in an average of 809 truckloads per week (1,618 trips). This translates to approximately 270 trips (135 in / 135 out) per day over a 7-day operation. Approximately 80% of these movements will occur between 6am and 10pm, with the remaining 20% between 10pm and 6am. During the earlier timeframe, there will be an average of 216 trips (108 in / 108 out), or 14 trips per hour, and during the latter, there will be approximately 54 trips (27 in / 27 out), or 7 trips per hour.

Distribution of the development traffic has been provided through consultation with Baiada, where the following distributions have been concluded:

- Light Vehicles (Staff)
 - 90% arrive and exit from the south.
 - 10% arrive and exit from the north.
- Heavy Vehicles
 - 100% arrive and exit from the south.
 - 65% arrive from the south via Bowlers Lane.
 - 35% arrive from the south via Goddards Lane.

6.7.4 Site Access and Network Impacts

The proposed feed mill will utilise the existing entrance driveway connection to Wallamore Rod, which services the existing mill. This access intersection incorporates BAR / BAL treatment allowing for through traffic to pass incoming and outgoing traffic.

A turn warrants assessment has been carried out for the site access T-Intersection which considers, the background volumes and development traffic. The turn warrants assessment was undertaken in accordance with the *Austrroads Guide to Road Design Part 4: Intersections and Crossings* and shows that development traffic justifies implementation of a Basic Left (BAL) and Basic Right (BAR) turn treatments. As the current site access already caters incorporates this design, upgrades to the access point are not required.

A desktop safe sight distance assessment was undertaken for the Wallamore Road / Site Access intersection in accordance with *Austrroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*. The assessment shows that the site access is visible from the required sight distances Wallamore Road in both directions with no major obstructions noted within the field of view.

As demonstrated in the desktop assessment, the site access is visible from the required sight distance position on Wallamore Road, with no major obstructions noted within the field of view from both the site access and required position along Wallamore Road.

SIDRA intersection analysis was also undertaken on the external intersections including Wallamore Road / Bowlers Lane and the Oxley Highway / Bowlers Lane. SIDRA intersection capacity analysis indicated that there were negligible impacts to the existing network based on future growth of background traffic and expected development traffic.

6.7.5 Car Parking and On-Site Manoeuvring

Tamworth Regional Development Control Plan 2010 does not prescribe a staff parking rate for a *rural industry* and require the relevant provisions to be determined as part of a Traffic Assessment Report. In this regard, at full



operation, the proposed feed mill will be operated by 22 full time equivalent (FTE) staff. The existing feed mill currently provides 15 full time equivalent (FTE) positions. During Stage 1 of the development the existing mill will require 10 FTE's and the new mill will require 12 FTE's. Upon completion of Stage 2, staff will be involved in the new mill operations. To accommodate the employees onsite an office / staff amenities building is provided with 24 new parking spaces, in addition to the 20 provided at the existing mill.

The design of the staff car parking area has been reviewed with regard to Australian Standard 2890.1 (2004). The design meets or exceeds the minimum requirements of that Standard with regard to the dimensions of the parking bays, aisles and driveway access road.

The internal layout of the feed mill roadways was also assessed by PSA for suitability by considering the swept paths of the heavy vehicles expected to use the site. The proposed road layouts are satisfactory for manoeuvring of those vehicles.

It is noted that the facility has been designed to accommodate A-Double Road trains, should their use on Wallamore Road be approved at some point in the future. It is important to note that the use of A-Double is not proposed as part of this SSDA, and all assumptions with respect to heavy vehicles use are based on the proposed use of B-Doubles.

6.8 VISUAL IMPACTS

An assessment of the potential visual impact of the proposed feed mill has been undertaken by PSA Consulting and take into account the:

- Landscape character and scenic vistas in the locality.
- Stakeholder values regarding visual amenity.
- Potential impacts on representative viewpoints, including residences and road corridors.

6.8.1 Landscape Character

6.8.1.1 Surrounding Land Use

The surrounding landscape, which is typical for the region consists of predominantly cleared agricultural land, which has been historically used for cropping and grazing. Under the *Tamworth Regional Local Environment Plan (TRLEP) 2010*, the Site (and most of the surrounding land) is included in the RU1-Primary Production Zone which is intended to accommodate sustainable primary industry production by and other primary industry enterprises. Beyond cropping and grazing the surrounding area accommodates rural dwellings, ancillary rural structures (including sheds, cattle yards, silos, dams etc) and significant agribusiness operations including the existing feed mill, poultry farms, a dairy, a flour mill, food processing plants and the Tamworth Airport.

Remnant vegetation within the landscape is the primarily located along watercourses and within road reserves. Buffering / screening vegetation have been planted around many of the rural dwellings and surrounding some of the larger rural industries and poultry farms.

6.8.1.2 Topography

The area is characterised by the Melville Ranges that slope down to meet the Peel River, creating the productive soils of the Peel River Flats. The landscape of the region is mostly flat to slightly undulating.

6.8.1.3 Roads

The site is bordered by Wallamore Road to the northeast. Wallamore Road has a single travel lane in each direction and sealed shoulders and has ability to connect to the Oxley Highway via Bowlers Lane. Wallamore Road is identified by the National Highway Vehicle Regulator (NHVR) as an approved B-Double Route providing for 25/26m B-Doubles without conditions.

The local area and rural properties are serviced by a network of both sealed and unsealed roads. Wallamore Road provides an important local route running north/ south between the Oxley Highway and Manilla Road on the western side of the Peel River. Bowlers Lane provides an important local connection to the Oxley Highway.



6.8.1.4 Infrastructure

As outlined above, built infrastructure within the area is comprised of rural dwellings, ancillary rural structures (including sheds, cattle yards, silos, dams etc), roads, powerlines, the Tamworth Airport and a range of significant agribusiness operations including the existing feed mill, poultry farms, a dairy, a flour mill, and food processing plants. **Figure 31 - Figure 34** provides examples of existing rural industry buildings surrounding the sites that are visible from the public road network. The presence of large, standalone, intensive livestock agriculture operations and rural industries an important and defining feature of the local character.



Figure 31: Bellata Gold Flour Mill - Bowlers Lane



Figure 32: Adjoining Bowlers Lane 1 Broiler Farm (Bowlers Lane)



Figure 33: Adjoining Dairy (Wallamore Road)



Figure 34: Oakburn Rendering Plant (Oxley Highway)



6.8.2 Visual Catchment

A visibility assessment was undertaken of all public viewpoints and is identified in **Figure 35**. The location, and extent of the proposed feed mill was calculated using linear distances and fields of view sourced from aerial photography, and propagation of building heights (using trigonometry) based on structures with known building heights. The extent of the mill building, and associated silos are shown in **Figure 36 - Figure 41**

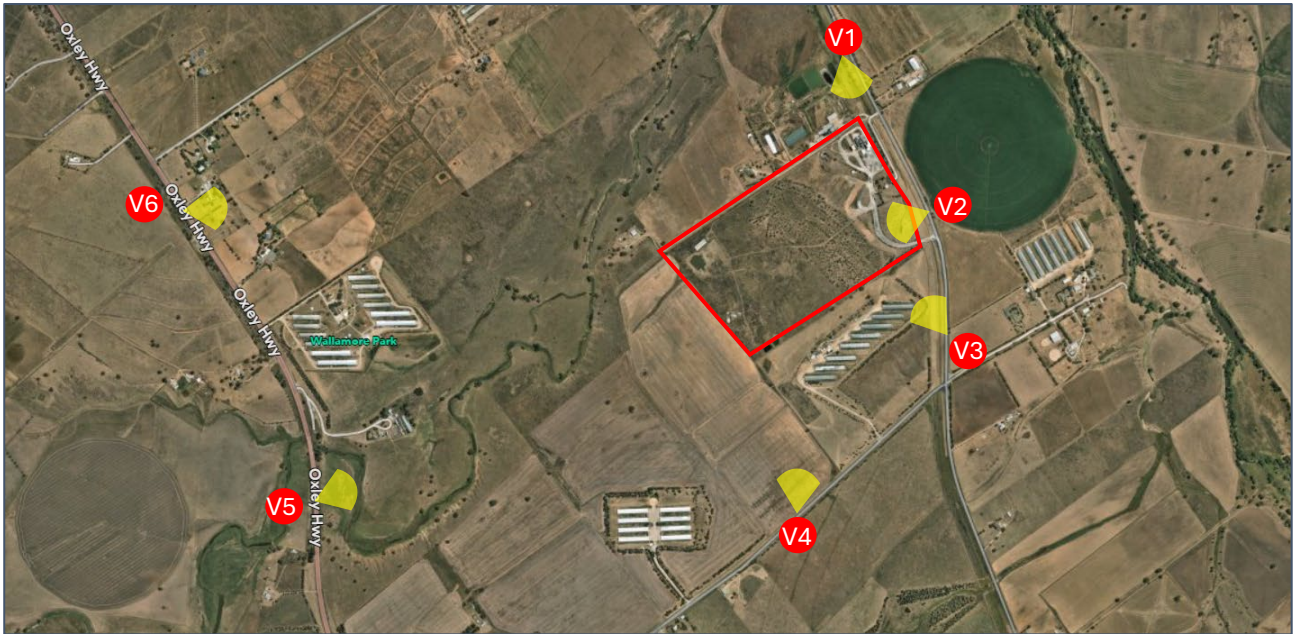


Figure 35: Key Viewpoints



Figure 36: Viewpoint 1



Figure 37: Viewpoint 2



Figure 38: Viewpoint 3



Figure 39: Viewpoint 4



Figure 40: Viewpoint 5



Figure 41: Viewpoint 6

6.8.3 Visual Impact

As demonstrated in the assessment above, due to the location of the proposed feed mill, the limited public vantage points, and the intervening and rural buildings, the proposed feed mill will not have a significant impact on public views or vistas.

The most prominent views of the site will be encountered along Wallamore Road, from both and northern and southern direction, and from the site entrance. In these cases, visibility is typically obscured by trees and rural structures and views of the mill will be limited to the top portion the mill building, silos and gantry. Wallamore Road, is not a pedestrianised environment and the traffic utilising this road are typically operating at 100km/hr, and as such, visibility will be of the mill will be transient for users.

Regardless, and as noted above, the surrounding areas accommodates a range of significant agribusiness operations including the existing feed mill, poultry farms, a dairy, a flour mill, and food processing plants and the presence of large, standalone, intensive livestock agriculture operations and rural industries is an important and defining feature of the local character. As such, the presence of a similar operations within the landscape is not expected to result in significant impacts on landscape character.

Further, the proposed feed mill will be a modern, best practices is a high-quality processing facility which will present as neat, clean and modern industrial site, surrounded by existing and proposed native screening and planting. With consideration of these factors, the proposed feed mill is not expected to have minimal visual impact.

6.9 PRELIMINARY HAZARD ASSESSMENT

6.9.1 Dangerous Goods Storage

A Preliminary Hazard Analysis been prepared by Lote Consulting and is provided as **Appendix Q**. The report has reviewed and applied the requirements of *SEPP (Resilience and Hazards) 2021* thresholds to determine whether the policy applies to the Project. The PHA provides an assessment of the dangerous goods to be stored and used onsite against screening threshold limits outlined in the "Applying SEPP33," guideline published by the Department of Planning NSW. The screening assessment of dangerous goods indicates that none of the hazardous material proposed to be stored on-site would exceed the threshold levels and as such, the development should not be classified as a 'Hazardous' or 'Offensive' industry.



Regardless of this finding, a qualitative hazard identification was conducted for the facility to identify potential hazards that may be present at the site due to the operations or storage of hazardous materials. The (Level 1) qualitative hazard identification determined that there is no offsite impact posed from the proposed site operation because of storage and handling of hazardous materials. The facility is characterised by minor individual packaged inventories of hazardous materials at atmospheric pressure. Any fire incident initiates will be for a short duration and would not pose severe escalation threat and the impact will be contained within the onsite boundary.

6.9.2 Dust Explosion Risk

Fine dust will be present within the manufacturing areas of the facility, including the silos and hoppers as part of the processing operations (e.g., starch and corn dust). Although not classified as a dangerous good, this dust may burn on the surface of equipment/components or in the form of a dust cloud, resulting in a fire. Combustible dust can lead to a dust explosion if ignited within a confined system. The following criteria must be present for an explosion to occur:

- Oxygen,
- Confinement,
- Dispersion,
- Ignition source.

When a dust cloud ignites within a congested space, such as a storage silo, it leads to a rapid increase in pressure within the enclosure.

EDC Electrical have prepared a Hazardous Area Classification (Dust) Assessment for the proposed feed mill which is included as part of the PHA in **Appendix Q**. The assessment is required as the ingredients processed in the mill, if not appropriately managed, have the potential to form explosive dust clouds and/or create layers of combustible dusts.

The *Explosives Atmospheres Standard AS/NZS 60079.10.2:2016 Classification of areas – Explosive dust atmospheres* provides guidance on the identification and classification of areas where hazards from dust can arise. This Hazardous Area Classification (HAC) includes a desktop review of the proposed milling process, to allow the electrical design of the plant to be completed. Zone classification has been performed to AS/NZS 60079.10.2:2016, and the site process drawings at all steps throughout the milling process.

As noted in the assessment the proposed milling equipment will be designed and supplied with dust sealed equipment such that any hazardous dust clouds will be contained inside equipment and not be released into the surrounding area. There will also be a slight negative pressure in the equipment which is connected to a dust extraction system.

In addition, the assessment notes that a major risk factor in relation to dust explosions is accumulated dust, particularly inside buildings or enclosed structures. Such accumulations, once disturbed by some initial incident, have the potential to create a major explosion hazard, through “secondary explosions” that are usually the main cause of damage in explosion incidents.

Due to the risks associated with accumulated dust, the assessment notes the importance of controlling deposits by regular cleaning and good “housekeeping.” Plant maintenance is also crucial to ensure such things as flexible couplings are kept in good condition and any leaks identified quickly to prevent the creation of dust clouds and/or the build-up of dust layers.

The *SEPP (Resilience and Hazards) 2021* also requires consideration of other risk factors, and in this regard the proposed development is considered a 'Potentially Hazardous Industry' due to the risk of dust explosion. As part of the PHA, a Level 2 risk assessment was conducted for the dust explosion scenario, which concluded that from a land use safety planning perspective, if no action is taken, a potential dust explosion would not have off-site impacts, and no land use or persons outside the site boundary would be affected. The potential dust explosion would occur in a container (e.g. a silo), and any fragments would be contained within the immediate facility.

This is largely because, the silos are not rated to withstand large pressures and would rupture before reaching a large enough pressure to impact over the site boundary and would primarily impact immediately adjacent areas. Secondly the explosion is from dust and not a flammable liquid, and any explosion would most likely only produce a pressure wave and not flaming debris which could generate off site fire impacts.



The risk reduction measures proposed for mitigation of dust explosion would need to be addressed as part of NSW *Work Health and Safety (WHS) Regulations 2017*, as they concern worker safety. The proposed site layout and separation distances between DG storage areas and other buildings should enable approach of the fire by firefighting personnel. However, if entry into any building is required for firefighting, this will require self-contained breathing apparatus (SCBA) due to the potentially common combustion toxic fumes such as CO, CO₂ and oxides of nitrogen.

As outlined above, the facility would also establish best practices in housekeeping and operational procedures in accordance with the relevant Australia Standards to minimise the risk of dust explosions. While the site is classified as “Potentially Hazardous,” the analysis conducted demonstrates that the risks from the proposed facility will not exceed the acceptable risk criteria.

6.9.3 Toxic Plume Risk

Sal Curb RM E, is a blend of formaldehyde and organic acid which is added to the feed mixes on site to inhibit pathogen growth and microbial activity. The PHA also undertook an extended assessment of the potential for any offsite impacts from a toxic plume of incomplete combustion of stored dangerous goods. Sal Curb RM E, the largest Class 8 inventory fire scenario was assessed for incomplete combustion, which concluded that there is no significant offsite impact (fatality or injury consequences) from toxic product of incomplete combustion, other than generic product of combustion byproduct, e.g., CO, CO₂ and oxides of nitrogen.

6.9.4 Mitigation Measures

The PHA includes the following mitigation and management measures with respect to the project:

- The Dangerous Goods requirements of the NSW *Work Health and Safety Regulation 2017* shall be complied with (i.e., preparation of risk assessments for storage and handling of minor quantities of hazardous materials, etc.)
- An audit of the dangerous goods storage design to be undertaken for compliance with relevant Codes and Standards, prior to construction of the DG storage are, e.g., Separation distance between Class 3 and 8.
- Confirm that the distance between the proposed transformer location and any building/ structure comply with the requirements of Table 6.1 of AS 2067:2016. An extract of this is provided in Table 4-2.
- The transformer should be in a bunded area to contain a potential pool fire due to loss of containment of transformer insulating liquid (C2). This will also prevent environment contamination as well as offsite impact.
- Maintain adequate separation distance, minimum 1 meter or a vapour barrier, between the Workshop and Warehouse Office common wall. This will prevent escalation of a fire event initiated from the Workshop and vice versa.
- The safeguards outlined in Table of *Appendix A - Hazard Identification* shall be implemented including but not limited to:
 - Provision of adequate personal protective equipment (PPE) for the handling of DG, e.g., chemical gloves, eye protection.
 - Provide adequate First Aid Kit.
 - Provide adequate fire protection system as per the requirement of AS and BCA, etc.
 - Provide designated smoking area.
 - Operator should be trained and competent.
- Fire protection system and essential safety measures (ESM) shall be routinely tested as per the relevant Australian Standard. e.g., AS1851:2012.
- An Emergency Response Plan (ERP) and Emergency Services Information Package (ESIP) shall be prepared in accordance with HIPAP No. 1.
- To mitigate the potential for dust accumulation, all dust generating areas shall undergo regular housekeeping practices as per the Hazardous Area Classification (Dust) Assessment.



- Implement regular housekeeping practices for the prevention and build-up of dust as per the Hazardous Area Classification (Dust) Assessment.
- Establish and maintain hazardous areas classification (dust) as per the Hazardous Area Classification (Dust) Assessment.
- Equip the facility with dust sealed machinery to contain hazardous dust clouds.
- Install suitable dust extraction systems as the identified dust release points.

6.10 BUSHFIRE ASSESSMENT

The site is located on land that is mapped by the RFS as bush fire prone land containing Category 3 vegetation. *Planning for Bush Fire Protection 2019* (PBP) applies to all DAs on bush fire prone land. As required by Section 1.4 of the PBP, Integrated Consulting has been engaged to prepare a Bush Fire Assessment Report (BFAR) to address the requirements that are applicable to ‘Other development’. A Copy of this report is Included as **Appendix R**.

Specifically, the BFAR addresses the following:

- The objectives of PBP; and
- The appropriate combination of Bush Fire Protection Measures (BFPM) to be adopted by the development.

6.10.1 Asset Protection Zones

Using the prescribed methodology, Asset Protection Zones (APZ) have been determined for each component of the development based on Table A1.12.3 of PBP. As shown in **Figure 42**, the calculated APZ that will be applied to the development are 25m for the proposed feed mill and 30m for the electrical transformers. With the APZ in place, the worst-case Bushfire Attack Level (BAL) has been determined for the proposed buildings using Table A1.12.6 of the PBP. Both the Proposed Feed Mill and Electrical Transformer achieve a BAL-29.

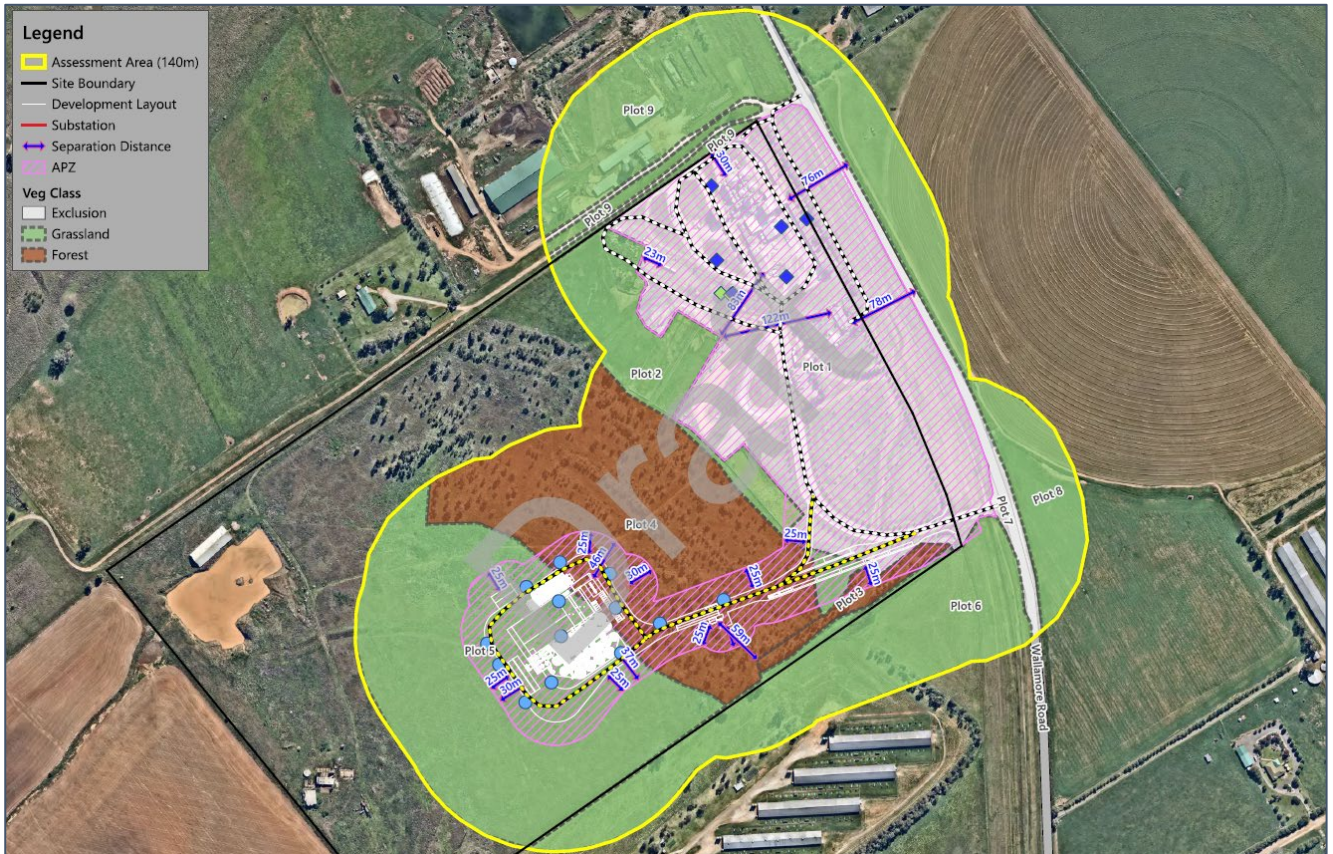


Figure 42: Asset Protection Zone (Integrated Consulting, 2024)



6.10.2 Mitigation Measures

This BFAR has assumed that the proposed development will be carried out in accordance with a number of Bush Fire Protection Measures (BFPM) that are to be incorporated to ensure it best protects the development from the effects of bushfire in accordance with the requirements of PBP and other best practice guidelines. These measures are identified below and shown in **Figure 43**.

Asset Protection Zone

- Prior to the issue of an Occupation Certificate for the development, an Asset Protection Zone is to be provided for the location and extent as shown on Figure 9 (of the BFAR) and to the standards outlined in the BFAR. The APZ is to be maintained in perpetuity in accordance with these requirements.

Access

- Prior to the issue of an Occupation Certificate for the development, the property access road is to be constructed to comply with the following requirements and is to be maintained in accordance with the following requirements in perpetuity:
 - ensure the road is suitable for two-wheel drive vehicles and for all weather access,
 - access is provided to all structures,
 - traffic management devices are constructed to not prohibit access by emergency services vehicles,
 - access roads must provide suitable turning areas in accordance with Appendix 3 of PBP,
 - the capacity of road surfaces is to be sufficient to carry a fully loaded fire fighting vehicle (up to 32 tonnes),
 - bridges and causeways are to clearly indicate load rating,
 - hydrants are located outside of parking reserves and road carriageways to ensure accessibility to reticulated water for fire suppression,
 - hydrants are provided in accordance with the relevant clauses of AS 2419.1: 2021,
- the property access road is to have:
 - a minimum 6m wide road carriageway width,
 - Vegetation above the road is clear to a height of 4m above it,
 - curves have a minimum inner radius of 6m and are minimal in number to allow for rapid access and egress,
 - the minimum distance between inner and outer curves is to be 6m,
 - Gradient of the access road is not to exceed 15 degrees (sealed road) and 10 degrees (unsealed road), and
 - Crossfall of the access road is not to exceed 10 degrees.

Water Supply

- Prior to the issue of an Occupation Certificate for the development, the development is to be connected to the reticulated water supply system and is to be maintained in perpetuity.
- Prior to the issue of an Occupation Certificate for the development, evidence shall be provided to demonstrate that the fire hydrants are designed and installed in accordance with the following and the National Construction Code requirements, and are to be maintained in perpetuity:
 - Fire hydrant spacing, design and sizing comply with the relevant clauses of AS 2419.1: 2021,
 - Hydrants are not located within any road carriageway,



- Fire hydrant flows and pressures comply with the relevant clauses of AS2419.1: 2021.
- Prior to the issue of an Occupation Certificate for the development, evidence shall be provided to demonstrate that the water supply system for the development is designed and installed in accordance with the following and is to be maintained in perpetuity in accordance with these requirements:
 - All above-ground water service pipes external to the building are metal, including and up to any taps.

Electricity Services

- Prior to the issue of an Occupation Certificate for the development, evidence shall be provided to demonstrate that the electricity connection to the development is underground. Where this cannot be achieved, the above ground electricity transmissions lines are to be designed and installed in accordance with the following and is to be maintained in perpetuity in accordance with these requirements:
 - short pole spacings are to be providing (i.e. less than 30m), and
 - no part of a tree is closer to a power line than the distance set out in accordance with the specifications in ISSC3 Guideline for Managing Vegetation Near Power Lines.

Gas Services

- Prior to the issue of an Occupation Certificate for the development, evidence shall be provided to demonstrate that gas supply (reticulated or bottled) for the development is designed and installed in accordance with the following and is to be maintained in perpetuity in accordance with these requirements:
 - installed and maintained in accordance with AS 1596:2014 and the requirements of relevant authorities,
 - Metal piping is to be used for all connections to and from the cylinders/gas connection. No Polymer sheathed flexible gas supply lines are to be used adjacent to the building,
 - Fixed cylinders are to be kept clear of flammable materials to a distance of at least 10m, and
 - Fixed cylinders are to be shielded from the hazard.

Landscaping

- Prior to the issue of an Occupation Certificate for the development, evidence shall be provided to demonstrate that the landscaping for the development is designed and installed in accordance with the following and is to be maintained in perpetuity in accordance with these requirements:
 - Any landscaping is to be undertaken in accordance with guidelines provided in Appendix C of this report,
 - A clear area of pavement is maintained adjacent to the buildings,
 - All fences are to be made of either of hardwood or non-combustible material. Where the fence is within 6m of a building or in areas of BAL-29 or greater, the fence is made of non-combustible material only.
- Trees and shrubs are located so that:
 - the branches will not overhang the roof;
 - the tree canopy is not continuous; and
 - any proposed windbreak is located on the elevation from which fires are likely to approach.

Emergency Evacuation Plan

- Prior to the issue of an Occupation Certificate for the development, a Bush Fire Emergency Management and Evacuation Plan is to be prepared for the development in accordance with:
 - The NSW RFS document: A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan, and
 - Australian Standard AS 3745:2010 Planning for emergencies in facilities,



- And is to incorporate the following:
 - An Emergency Planning Committee is to be established and is to consult with residents and staff in developing and implementing an Emergency Procedures Manual.
 - Detailed plans of all emergency assembly areas, including onsite and off-site arrangements, as stated in AS 3745:2010 are clearly displayed, and an annually emergency evacuation is conducted.
- A copy of the Bush Fire Emergency Management and Evacuation Plan is to be provided to the Local Emergency Management Committee for its information prior to occupation of the development.

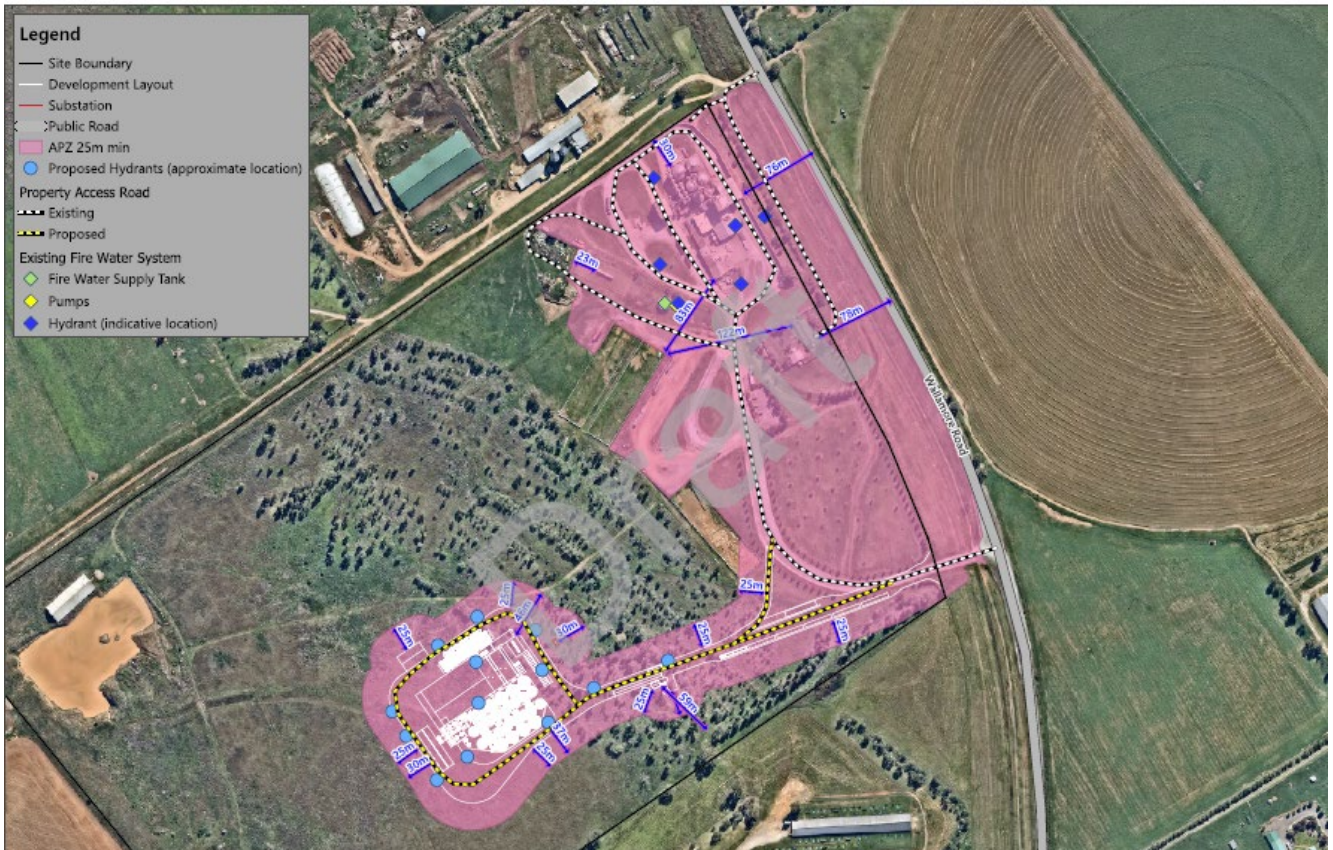


Figure 43: Bushfire Protection Measures (Integrated Consulting, 2024)

6.10.3 Emergency Management and Evacuation Plan

The site currently operates under an existing Emergency Management and Evacuation Plan which is included as **Appendix W**. In accordance with the recommendations of the Bushfire Threat Assessment, this plan will be updated in consultation with the staff and an emergency planning committee prior to Occupation of the new feed mill and can be conditioned accordingly.

6.10.4 Conclusion

The assessment concludes that, on completion, the proposed development will ensure that the development is located in an area that has an acceptable bushfire hazard level (i.e. \leq BAL-29), and with the implementation of the recommendations, is considered to be appropriately protected from bushfire and complies with the requirements of PBP.

6.11 ECONOMIC IMPACT ASSESSMENT

HillPDA has undertaken an assessment of the economic impacts of the development which is provided in **Appendix S**. The assessment examines the economic impacts that are likely to eventuate from the proposed development during the construction and operational phases of the project.



The assessment of these additional economic activities generated are based on the Australian National Accounts Input Output tables 2020-21 which examines four types of impacts described below:

- **Output** - Output is a gross measure of the total sales generated by the types of land uses present on the site or in the proposal.
- **Employment** - Employment generated by the types of land uses present on the site or in the proposal (either full time or part time).
- **Wages** - The wages and salaries paid to employees on the site or in the proposal.
- **Gross Value Added** - Gross Value Added (GVA) of an industry refers to the value of outputs less the costs of inputs. It measures the contribution that the industry makes to the country's wealth or gross state product (GSP).

The economic impacts have been assessed at NSW State level and have been identified within the assessment for two phases of the development being:

- **Design and construction phase:** the economic activity supported through the design and construction phase of the SSDA during Stages 1 and 2. These impacts are foreseen as short-term, ceasing upon the completion of development activity. The base case assumes no construction and is therefore not assessed in this phase.
- **Operational phase (post-construction):** the economic activity supported by the SSDA once completed will be compared to the base case, which is assumed to be the current scenario. Economic activity for both Stage 1 and Stage 2 is assessed.

6.11.1 Design and Construction Phase

The Estimated Development Cost (EDC) is in the order of \$83.7 million. The project will have a direct impact on construction outputs as well as indirectly stimulating other industries that assist in production and cater to increased consumption. The economic impacts during the construction phase are summarised below:

- **Gross Output** – The assessment shows the increased demand supported by the development and its impact on NSW's economy. The forecast increase in total output supported across NSW is estimated at approximately \$240.7 million (directly and indirectly) during the construction.
- **Employment** - Throughout construction, it is estimate that the project will create up to 114 full-time equivalent jobs in construction with a large portion of this being around the manufacture and installation of the plant and equipment, civil works, building construction and so forth.
- **Gross Value Added** - Design and construction of the project would directly contribute around \$24.4 million of GVA statewide, including multiplier impacts total GVA increases to around \$97.0 million (directly and indirectly).

6.11.2 Operational Phase

The existing Feed mill currently employees 15 full-time equivalent (FTE) workers. These workers are estimated to earn \$1.3 million in combined salaries and generate \$241.8 million in output and \$27.2 million in gross value added. Accounting for multiplier impacts, the total number of FTE jobs directly generated and indirectly supported statewide from the existing feed mill is 36, total remuneration of those workers is \$4.9 million, gross output is \$677.1 million and GVA is \$111.7 million.







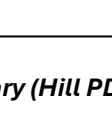
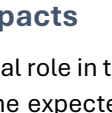
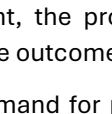
- **Employment** – Employment that the mill will increase from 15 to 22. Accounting for multiplier effects, the total number of direct and indirect jobs will increase from 36 to 76 jobs.
- **Wages** - Remuneration of workers onsite during the operational phase of the project is ~\$1.9 million per annum for both Stages 1 and 2. Accounting for multiplier effects, total remuneration directly generated and indirectly supported by Stage 1 is estimated at \$8.5 million per annum for Stage 1 and \$11.1 million for Stage 2. This represents \$3.6 million of total annual wages over the base case for Stage 1 and \$6.2 million per annum for Stage 2.



- Gross Value Added** – Once operational, it is estimated that Stage 1 of the project would directly generate ~\$34 million in GVA to NSW’s GRP every year. Stage 2 would generate ~\$47.6 million each year. Accounting for multiplier effects, the total GVA directly and indirectly supported by Stage 1 is estimated at \$140 million per annum, whilst Stage 2 is \$196 million. This represents a net increase of total GVA (direct and indirect) of \$27.9 million from Stage 1 and \$83.8 million from Stage 2.

6.11.3 Impact Summary

A summary of the quantified economic impacts on the project compared to the base case is provided in **Figure 44** below.

During construction*		Base case	Project	Difference from base case	
Gross output directly generated and supported through multiplier impacts (\$m)		-	\$240.7	-	
Total FTE** jobs		-	114	-	
Gross Value Added directly generated and supported through multiplier impacts (\$m)		-	\$97.0	-	
Post construction benefits		Base case	Stage 1		Stage 2
			Total	Difference from base case	Total
Job creation (direct)		15	22	7	22
Job creation (direct and indirect)		36	61	25	76
Staff remuneration \$m (direct)		\$1.3	\$1.9	\$0.6	\$1.9
Staff remuneration \$m (direct and indirect)		\$4.9	\$8.5	\$3.6	\$11.1
Gross Value Added \$m (direct)		\$27.2	\$34.0	\$6.8	\$47.6
Gross Value Added \$m (direct and indirect)		\$111.7	\$139.6	\$27.9	\$195.5

* Based on an estimated construction cost of \$83.4 million.
** FTE – full time equivalent job

Figure 44: Economic Impact Summary (Hill PDA, 2024)

6.11.4 Other economic impacts

The proposed feed mill also plays a vital role in the envisioned expansion of poultry farming in the New England area, serving as a cornerstone to bolster the expected surge in production at Baiada's Oakburn Processing Plant (SSD-9394). From an economic standpoint, the proposed feed mill, within the broader scope of poultry expansion initiatives, is poised to yield favourable outcomes.

To accommodate the heightened demand for poultry processing in the region, a significant uptick in bird supply becomes imperative. It is foreseen that roughly 300 additional poultry sheds will be required to meet the Oakburn processing plant's ultimate capacity. This growth is expected to occur through the enlargement of existing farms and the establishment of new ones in suitable locales within a 2-hour radius of the Oakburn processing plant, all while adhering to animal welfare standards. The operations of these farms hinges on the feed generated at the proposed



feed mill. Consequently, the feed mill is instrumental in facilitating this expansion, thereby fostering job creation in poultry production and stimulating the regional economy.

6.11.5 Impact conclusion

Upon its completion and full operation, the project is expected to create 76 jobs directly, generate \$1.2 billion annually in output, yield \$11.1 million in annual wages, and contribute \$195.5 million per annum to GVA. Additionally, there will be construction benefits including a direct and indirect increase of \$240.7 million in gross output Statewide and \$97.0 million in GVA statewide. The project would also create up to 114 FTE jobs in construction. Furthermore, the proposed feed mill would provide supplementary economic advantages by supporting the anticipated growth of poultry production in the New England region. The evaluation conducted above has analysed the economic viability of the proposed development, and based on this assessment, it is concluded that the project is substantiated from an economic perspective.

6.12 SOCIAL IMPACT ASSESSMENT

In accordance with the SEARs, PSA Consulting has conducted a Social Impact Assessment (SIA) to evaluate the social impacts of the development, and any residual measure required to mitigate those social impacts.

6.12.1 Methodology

The SIA for the project has been informed by several key sources, including the SEARs issued on June 26, 2023, and the *Social Impact Assessment Guideline for State Significant Projects* by the NSW Department of Planning and Environment (DPE) along with its associated Technical Supplement from February 2023.

Community consultation and engagement in accordance with the DPE guidelines was undertaken by The Comms Team. Additionally, the DPE Scoping Worksheet was utilized as a decision support tool to identify potential social impacts.

6.12.2 Stakeholder Engagement

A main driver for reviewing social impact is community engagement. As assessed within Section 5 of this EIS, the Comms Team developed a Communication Action Plan to guide communication and engagement activities across the local community and with specific stakeholders, in and around the proposed location.

This process undertaken was thorough and enabled a genuine opportunity for consultation. Stakeholders were provided with multiple channels to receive information and provide feedback. The residents and businesses located near the site were provided with direct communication and an invitation to meet with the project team, but no stakeholders reached out to request for a meeting.

Overall, there appears to be general support for the project and its economic benefits for the New England region. The small number of enquiries received expressed support for the project, requested to be kept up to date with the project's development and did not raise any specific issues or concerns relevant to the EIS.

6.12.3 Social Locality and Baseline

In addressing the locality subject to impact, the SIA identified three levels of potential impact based on Australian Bureau of Statistics (ABS) geographical areas. The immediate community is represented by Wallamore Suburb and locality (SAL), it then extends to a broader Tamworth Local Government Area (LGA) and includes the Tamworth Significant Urban Area (SUA) as the adjacent region population area.

6.12.4 Impact and Prediction

The SIA has identified that the potential impacts include:

- Increased economic growth for the region.
- Increased job opportunities for the region.
- Environmental impacts (noise, pollution, environmental values) during construction and operation.
- Traffic impacts due to increased truck movements during construction and operation.



- Visual impacts on rural landscapes.

It is noted that there are no negative impacts cited by respondents through the Stakeholder engagement process.

In addressing the potential impacts, the SIA reviewed each technical assessment undertaken in support for the SSDA. The summary of the findings addressed the potential concerns to the local area and residents drawing on the mitigation measures proposed for each impact area. Based on this assessment, the works proposed have mitigated and appropriately managed any negative impact to the local and broader community.

It noted that the existing feed mill has the potential for similar (or greater) impacts compared to the project as proposed and as such, the local residents will unlikely significant material change.

The existing environmental management plans for the feed mill will operate as a Social Impact Management Plan for the project, noting that it will be updated in response to the additional mitigation measures recommended in the various technical assessments that form part of this SSDA.

6.13 WASTE MANAGEMENT

The *NSW Waste Avoidance and Resource Recovery Strategy 2014–21* outlines the State’s long-term commitments and strategies to encourage resource recovery and prevent unnecessary wastes from being generated. The strategy includes 6 central strategy areas including:

- Avoid and reduce waste generation.
- Increase recycling.
- Divert more waste from landfill.
- Manage problem wastes better.
- Reduce litter.
- Reduce illegal dumping.

Waste management is critical to the operation of an efficient and profitable feed mill. As on similar sites, the applicant will adopt measures to ensure that all waste generated from activities on the site are reused and recycled where practical or otherwise managed and disposed of in a manner that will not cause environment harm. Waste management actions for the site will be detailed in the Environmental Management Plan for the site.

A copy of the Operational Environmental Management Plan (OEMP) for the existing feed mill is attached as **Appendix U** and will be updated following approval, detailed design and operational planning. The Waste Management Actions and responsibilities are documented within the EMS, with an overview of what will be implemented at Tangaratta provided below. The actions have been prepared with consideration of and accord with the intent of the *NSW Waste Avoidance and Resource Recovery Strategy 2014–21*.

6.13.1 Solid and Packaging Waste

Solid waste from this site mainly consists of waste feed, IBC containers, packaging, bulka bags, pallets and feed samples. The storage of this waste has minimal risk of emitting an odour or presenting a risk to stormwater due to the following:

- **Waste Feed** – A minimal amount of waste feed is envisaged to be produced, however, in the event that a spill occurs, feed is stored in sealed industrial bins to ensure it does not get wet, prior to collection by a waste contractor.
- **IBC Containers** - Containers are held in a bunded storage area if containing free liquid. Empty or containers holding solid material are held in a storage area.
- **Packaging** – Ingredient plastic packaging includes bulka bags, premix bags and clear shrink wrap. All these plastics are separated and retained in a sealed bin for recycling.
 - Bulka bags coming onto the site containing feed additives and ingredients are reused for the storage of waste feed or baled and stored on site before being sent for recycling.



- Premix bags are also recycled by the Tangaratta Feed Mill. These are baled at the premix unloading area and then stored before being sent to recycler.
- Shrink wrap is also recycled on site with the premix bags. The shrink wrap is stored in the plastic bins around site and baled.
- **Pallets** – Pine and plastic pallets are stored for return to the manufacturer, recycling or transfer to the Tamworth Regional Council for disposal. Chep pallets are rotated on site for use or returned to the Livestock Office.
- **Feed Samples** – Feed samples are held for a specified period (as required by QA) in a storage shipping container. Once the samples have expired and require removal they are emptied and placed into the sealed industrial bins with any waste feed. The small plastic bags are sent to landfill via the industrial bins which is emptied on a weekly basis or as required.

6.13.2 Liquid Waste

Liquid waste from this site consists of wastewater from septic system, waste machinery oil, liquid in the event of a spill in the bunded areas and rainwater that is collected in external bunded areas. Management of liquid wastes include the following actions:

- **Septic System** – The existing unit contains chlorine tablets and is serviced every 3 months. The sprinkler disposing treated effluent on site is moved so as to not allow a build-up in any one particular area. In the event of pump failure, to prevent overflow the unit is fitted with a flashing light that is highly visible from the plant. In the event that an issue is detected a maintenance company will be contacted immediately to rectify the situation.
- **Waste machinery oil** – All spent oil is to be stored on site in an IBC container (stored in the main bunded area). Waste oils are removed from the site via a licensed transporter for disposal recycling.
- **Rancid material** – In the unlikely event that feed, or ingredients purifies, this material would be generally collected and stored in IBC container. A licensed contractor would be connected to collect and dispose of this material.
- **Clean up spill in bunded area** – In the case of a spill within the bunded area, a licensed contractor would be contacted to collect (pump out) and remove product from site.
- **Rainwater in bunded areas** – Clean rainwater collected in the outside bund is pumped into IBC's and disposed of by irrigation on the property.

6.13.3 Processing Wastes

The feed mill operations and processing produce little to no processing waste. The only product to come from the processing of the grain is steam which as per the odour assessment does not cause an impact on the surrounding area. In the event of a biosecurity issue or contamination, waste will be managed in accordance with the strict procedures within the standards and guidelines.

6.14 ENERGY EFFICIENCY

The existing mill operates as a traditional, horizontal hammer mill process, which relies on impact and shear forces (hammering) to breakdown all grains and other ingredients into meals suitable for pelletizing. While hammer mills can quickly breakdown and process grains, the hammering action uses significantly more energy, creates higher levels of dust, noise and heat emissions, and requires regular maintenance. In addition, the dust, heat emissions, typically require secondary equipment to control emissions.

By contrast, the new mill will utilise a step grinding process whereby the grains are separated from the other ingredients and passed through a series of grinders / rollers to create a meal as opposed to hammering. Once in a meal form, the other ingredients are added and a lower wattage, vertical hammer mill for combining prior to pelletizing. While a higher capital cost compared to a traditional hammer mill, the grinding process uses significantly



less energy per tonne of feed produced. In addition, the process produces less heat, noise and dust emissions, reduced the need for secondary mitigation equipment.

A comparison of the energy usage from the existing and proposed mill is provide below.

- **Standard Hammer Mill:** 8.75 kw/tonne of feed produced.
- **Step Grinding / Vertical Hammer Mill:** 7.1 kw/tonne of feed produced.

As noted above, the proposed feed mill is expected to result in a 23% Reduction in energy use per tonne of feed produced compared to the existing poultry feed mill.

In addition, the location of the mill at the centre of the New England poultry cluster is ideal in terms of minimisation of the transportation emissions associated with receipt of grains and distribution of feed.

6.15 BIOSECURITY

6.15.1 Biosecurity Risks

The key biosecurity risks associated with the operation of the existing and proposed feed mill include:

- Spreading of weeds and / or pest species to or from other primary industries (e.g. crops, horticulture).
- Contamination of poultry feed produced at the feed mill.
- Entry of animal diseases and subsequent spread to livestock operations.
- Spread of microorganisms of public health significance.

All of these risks are well known to operator and managed through a series of biosecurity risk management manual and procedures which cover all aspects of feed production and delivery. It is also important to note that the mill operates as part of Baiada's poultry cluster within the New England Region and as such, biosecurity risk management procedures are applied across all aspects of the business.

The biosecurity risk management procedures that apply to the existing and proposed feed mill are documented below.

6.15.2 Risk Management Procedures

Baiada is currently a Feedsafe accredited feed manufacturer. As such, as per the existing mill biosecurity will be managed in accordance with the National Biosecurity Manual for Feed Mills (included in **Appendix V**) and the Australian Code of Good Manufacture Practices for the Feed Milling Industry.

These guidelines and manuals identify a range of safety procedures which have been developed from the following objectives:

- Protect feed mill operations against the entry of disease and subsequent spread to livestock operations.
- Minimise the incidence and spread of microorganisms of public health significance.
- Minimise the incidence and spread of microorganisms, pests and weeds that may impact national or international trade.

As part of the FeedSafe Certification program, Baiada undertakes annual compliance audits which reviews the risk assessment and the feed mill-specific biosecurity measures. The factors assessed may include:

- The location and layout of the property and feed mill.
- Sources of water supply.
- Feed ingredients and additives (domestic and international supply).
- The disease status of the district in which the feed mill is located and the district from which products are sourced.



- Proximity of the feed mill to livestock production sites and the type of wildlife present around the mill.
- Customer/supplier interactions (pick-ups, service, trades, industry personnel, contractors, deliveries of livestock and feed, etc.).
- Customer requirements.
- Any other operational management considerations.

In addition, the existing and proposed feed mill fall under Baiada's National Biosecurity Manual (also included in **Appendix V**) which contains procedures for material handling, testing, sanitation and staff operations to minimise the risk of disease being spread via poultry feed or truck movements. An audit checklist is also provided for the site which is regularly undertaken to ensure compliance.

6.15.3 Emergency Disease Action Plan

If an Emergency Animal Disease (EAD) is suspected on any farm in the region, the premises involved would undergo a clinical and / or epidemiological investigation. If the case is verified, the Chief Veterinary Officer (CVO) will determine the classification and may declare the premises an Infested Premises (IP).

After the identification of an IP, a Restricted Area (RA) and Control Area (CA) surrounding the IP may be declared. Permits to enter and leave the declared areas will be required. The movement of poultry feeds into these may be required for animal welfare reasons and a permit on this basis will need to be obtained. Beyond critical movements, other movements associated with the feed mill will be restricted or assessed on a case-by-case basis by the CVO.

The feed mill will implement an Emergency Disease Action Plan to lock down and isolate the infected site(s) and enforces strict quarantine procedures to prevent the spread of the disease off the site. This plan will clearly provide guidelines regarding the circumstances when a report needs to be raised alerting relevant authorities to a suspected emergency plant / animal disease event (e.g. an unusual appearance of suspicious products or contaminants in feed inputs, reports of clinical signs of disease in target animals) and who must be informed.

The Emergency Disease Action Plan will also clearly state that, if an emergency plant/animal disease is suspected, movements on and off the feed mill are to cease and special precautions will be taken as outlined by the plan.

A copy of the existing Emergency Disease Action Plan is included as part of the Baiada's National Feed Mill Biosecurity Manual included in **Appendix V**.

6.16 ENVIRONMENTAL MANAGEMENT AND QUALITY ASSURANCE

Baiada has implemented an Environmental Management System across approximately 30 company sites that are certified to AS/NZS/ISO 14001 Standard and is progressively bringing the remaining sites up to this standard. As per other facilities, a detailed Environmental Management System will be prepared which will be certified to AS/NZS/ISO 14001: 2004 Standard. A copy of the Operational Environmental Management Plan for the existing feed mill is attached as **Appendix U** and will be updated for the new mill following approval, detailed design and operational planning.

Baiada has an extensive ISO14001 Certified Environmental Management System which guides all on-site actions on the site which and specifically addresses the following:

- Responsible operation of all aspects of the site.
- Management of Solid Wastes.
- Management of Liquid Wastes.
- Waste Water Environmental Management Plan.
- Prevention of Water Pollution.
- Use of Water and Energy.
- Prevention of Air Pollution.
- Management of Emergency Situations.



-
- Management of Other Environmental Issues.
 - Management of Noxious Weeds.

The management actions undertaken will work in concert with the mitigation measures prescribed in this EIS to ensure that day to day operation is undertaken in an environmentally responsible and sustainable manner, risks are minimised and potential impacts are mitigated or appropriately managed.

All Baiada's current production and distribution facilities operate within an internal detailed Quality Assurance System. This system is applied to all relevant activities undertaken by Baiada including food processing, distribution, feed manufacturing, protein recovery, hatcheries and farming operations. These quality systems manage, maintain and control processes such as purchasing, training, product and production control and product traceability.



7 PROJECT JUSTIFICATION

7.1 PROJECT DESIGN

The proposed poultry feed mill will deliver a new, state of the art, poultry feed mill with the capacity to produce up to 17,500T of poultry feed per week which will underpin expansion of the poultry industry in the New England Region. The mill has been specifically located with consideration of the findings of technical assessments concerning, cultural heritage, biodiversity, contamination, bushfire and stormwater flows to avoid direct impacts.

In addition, the location maximises setbacks to the nearest rural dwellings (sensitive receptors) in proximity to the site. The combination of setbacks to sensitive receptors and the use of best practice milling methods and equipment and additional mitigation and management measures will ensure that the mill does not result in any unacceptable amenity impacts in terms of noise, air emissions, traffic, biosecurity and hazard risk.

While the mill is by necessity a tall structure and will be partly visible from some surrounding vantage points, the surrounding area accommodates a range of significant agribusiness operations including the existing feed mill, poultry farms, a dairy, a flour mill, and food processing plants. As such, the presence of a similar operation within the landscape is not expected to result in significant impacts on landscape character.

7.2 STRATEGIC CONTEXT

In response to the projected demand for poultry products in the Australian marketplace, there is a need to increase production, bird numbers and processing capacity. Without Baiada's contribution to capacity which will be generated by this development, it is highly likely that there will be a significant shortfall in supply of poultry products in the Australian market in the coming years.

Baiada sees the New England Region as being an ideal location for expansion and the increase in production capacity. This is due to the existing accumulation of high value poultry assets and geographic, infrastructure and commercial attributes in the region which have created a poultry meat cluster.

Baiada's current livestock operations within Tamworth facilitate processing of a maximum of 840,000 birds per week at the existing Out Street Processing facility. Baiada has recently commenced works on their State Significant Development Approval (SSD9394) for a new Integrated Poultry Processing Facility (Oakburn) in Tamworth which with the capacity to process up to 3 million birds a week. To support the increase in processing of poultry within the region, significant increases in all aspects of the poultry cluster will be required. In this regard, it is expected that around 300 additional poultry sheds will be required, located within a 2-hour drive of the Oakburn processing plant in accordance with animal welfare considerations. All of these farms will be reliant on the feed produced at the proposed feed mill.

The *New England North West Regional Plan 2041* is a 20-year strategic blueprint that sets the framework, vision and direction for land-use planning for future needs. The 2041 vision for the region is to become one of Australia's most productive agricultural regions, capitalising on the forecast growth in global demand for food and resources. Intensive agriculture, food and fibre processing are identified as key economic opportunities and drivers for the region.

In particular, Objective 3 of the plan identifies that *"The region accommodates food processing clusters for chicken meat and eggs around Tamworth, intensive glass housing of tomatoes near Guyra, and various cattle feedlot facilities. Chicken meat production and processing is the largest intensive agribusiness regional employer and is centred around the Baiada processing plant in Tamworth"*.

The proposed development closely aligns with the vision for the region as it will support significant growth in agriculture, agribusiness and livestock meat production. The feed mill will be ready to meet the forecast growth in demand for poultry feed within the entire cluster supporting significant expansion of poultry farming and supporting industries, facilitating employment growth and an increase local spending associated with poultry production.

7.3 STATUTORY COMPLIANCE

The relevant State and local environmental planning instruments are listed in Section 4.1 and are addressed in detail in **Appendix C**. As demonstrated the proposed development complies with the relevant provisions of:



- The Objectives and Evaluation Criteria specified in the *Environmental Planning and Assessment Act 1979*.
- The SEARs provided in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2021*.
- The *Biodiversity Conservation Act 2016*.
- The *Protection of Environment Operations Act 1997*.
- *State Environmental Planning Policy (Planning Systems) 2021* concerning the preparation of a State Significant Development Application.
- *State Environmental Planning Policy (Resilience and Hazards) 2021* concerning consideration of potential contamination, and the storage and use of dangerous goods.
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* concerning potential impacts on the rail corridor and powerlines.
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021* concerning potential impacts on koala habitat.
- The *Tamworth Regional Local Environmental Plan 2010* in the that proposed development accords with the objectives sought for the RU1 Zone.
- The *Tamworth Regional Development Control Plan 2010*.

7.4 COMMUNITY VIEWS

At the completion of the consultation process, the Comms Team concluded that *“The process undertaken was thorough and enabled a genuine opportunity for consultation. Stakeholders were provided with multiple channels to receive information and provide feedback.”*

There appears to be general interest in the project and the activities undertaken increased community awareness about the proposed development. However, the project team received no requests from stakeholders or neighbours for face-to-face meetings and received very few email or phone enquiries. The few enquiries received were either to seek additional project information or convey support for the proposed development. No project-specific issues were raised.

It is noted that the response to the consultation process was like that experienced for the Oakburn Poultry Processing Plant (SSD-9394), with minimal direct feedback provided by the community. This response is potentially due to the history of the project, the presence of the existing mill on site, and the compatibility of the development with the surrounding rural industries. In addition, Baiada also has an established presence in the community and that the construction of a new mill is likely considered a more desirable outcome than increasing operations at the existing.

7.5 LIKELY IMPACTS

7.5.1 Natural Environment

- **Biodiversity** – The direct impacts arising from the project include the removal of 6.03 had of vegetation comprised of 2.82ha of Planted Native Trees, 2.64ha of Grassland and 0.48ha of Maintained Grassland within planted introduced trees. The vegetations to be removed is identified as Category 1-exempt land within the meaning of Part 5A of LLS Act, as such areas of planted native vegetation and grassland are exempt under Section 6.8 (3) of the BC Act and from further consideration under the BAM.

Consideration of impacts on significant flora, fauna, and ecological communities was undertaken which demonstrated that the project will not result in any unacceptable impacts on the natural environment. Mitigation measures have also been proposed as part of the construction and operation phase to help minimise the potential impacts to biodiversity values that remain present within the study area.



- **Contamination** - The contamination investigation conducted at the site found no areas or materials of concern. Analytical results for soils and water sampled were below the thresholds for commercial/industrial criteria and water quality guidelines for livestock watering. This meets the standards for the intended development of a feed mill. The site's condition and past/current activities suggest a low potential for significant contamination. Based on the methodology adopted for this investigation, the development site does not contain contaminated land that would impact construction of the new feed mill or pose an unacceptable risk to human health or the surrounding environment.

7.5.2 Built Environment

- **Stormwater** - Stormwater flows around the feed mill site will be collected and directed through a new internal network of stormwater pits, pipes, and open channels. Runoff from catchments which do not interact with the mill will be channelled through grassed swales around the site, before being released towards the site boundaries via overland flow or towards existing detention basins, while stormwater runoff from the proposed feed mill will be directed to a new detention basin to be constructed on the northern side of the facility. Modelling shows that the proposed system will not create any actionable nuisance for upstream and downstream flows.

In order to achieve the pollutant load reduction targets for the development, it is proposed to use mechanical and natural treatment methods to treat the runoff prior to discharge from the site. The modelling undertaken shows that the proposed treatment train achieves the required percentage-based load reductions targets and meets the levels required by Tamworth Regional Council and Industry Best Management Practice.

- **Air Emissions** - Worst-case emissions modelling demonstrates that the predicted concentrations of particulate matter (dust) are increased due to an elevated and unlikely silt content on sealed roads. The maximum predicted 24-hour concentration, when combined with background concentration, exceeds the applicable criteria for both Stage 1 and Stage 2 worst-case scenarios due to the elevated background levels. However, it is noted that this exceedance is driven by an unrealistic maximum background concentration and no additional days above the relevant criteria were predicted as a result of construction or mill operations.

The milling method proposed is not expected to generate offensive odour, however odour has been modelled from the mill due to the potential odour emissions associated with drying of the pellets. The modelling shows that odour emissions are will within the adopted criteria at the nearest sensitive receptors.

Noise Emissions – With respect to site noise, mitigation measures including an acoustic barrier are required to be implemented at the site to ensure the project complies with the relevant criteria. It is also important to note that the acoustic model assumes that all sources will be operating simultaneously. Therefore, actual received noise levels are expected to be less than the predictions shown in this report, or at worst equal to the predicted noise levels for only part of the time. Predicted noise levels from cars and trucks travelling to and from the site for both Stage 1 and Stage 2 operations, were compliant with the day and night criteria of the Road Noise Policy at surrounding residences.

Construction noise has the potential to temporary exceed the applicable criteria at the nearest sensitive receptors, particularly the operation of mobile plant and during major concrete pours. Accordingly, a serious of mitigation and management strategies are proposed to minimise emissions during this phase of the project.

- **Traffic** - The proposed feed mill will utilise the existing entrance driveway connection to Wallamore Rod, which services the existing mill. This access intersection incorporates BAR / BAL treatment allowing for through traffic to pass incoming and outgoing traffic and is sufficient to service the proposed development. The design of the on-site manoeuvring and parking areas comply with the relevant design standards, and sufficient parking provision has been provided.

SIDRA intersection analysis was also undertaken on the external intersections including Wallamore Road / Bowlers Lane and the Oxley Highway / Bowlers Lane. SIDRA intersection capacity analysis indicated that there were negligible impacts to the existing network based on future growth of background traffic and expected development traffic.



- **Visual** - While the mill is by necessity a tall structure and will be partly visible from some surrounding vantage points, the surrounding area accommodates a range of significant agribusiness operations including the existing feed mill, poultry farms, a dairy, a flour mill, and food processing plants. As such, the presence of a similar operation within the landscape is not expected to result in significant impacts on landscape character.
- **Bushfire** - The site is located on land that is mapped by the RFS as bush fire prone land containing Category 3 vegetation. *Planning for Bush Fire Protection 2019* (PBP) applies to all DAs on bush fire prone land. As required by Section 1.4 of the PBP, Integrated Consulting has been engaged to prepare a Bush Fire Assessment Report. The assessment concludes that, on completion, the proposed development is in an area that has an acceptable bushfire hazard level (i.e. \leq BAL-29), and with the implementation of the recommendations, is considered to be appropriately protected from bushfire and complies with the requirements of PBP.
- **Hazards** – A Preliminary Hazard Analysis been prepared as per the requirements of *SEPP (Resilience and Hazards) 2021* to determine whether the policy applies to the Project. The PHA provides an assessment of the dangerous goods to be stored and used onsite against screening threshold limits outlined in the "Applying SEPP33," guideline published by the Department of Planning NSW. The screening assessment of dangerous goods indicates that none of the hazardous material proposed to be stored on-site would exceed the threshold levels and as such, the development should not be classified as a 'Hazardous' or 'Offensive' industry.

The *SEPP (Resilience and Hazards) 2021* also requires consideration of other risk factors, and in this regard the proposed development is considered a 'Potentially Hazardous Industry' due to the risk of dust explosion. A Level 2 risk assessment was conducted for the dust explosion scenario, which concluded that from a land use safety planning perspective, if no action is taken, a potential dust explosion would not have off-site impacts, and no land use or persons outside the site boundary would be affected. This is largely because, the silos are not rated to withstand large pressures and would rupture before reaching a large enough pressure to impact over the site boundary and would primarily impact immediately adjacent areas.

7.5.3 Likely Social and Economic Impacts:

- **Cultural Heritage** – In 2021, Niche Environment and Heritage Pty Ltd (Niche) completed an Aboriginal and Historic Heritage Constraints Assessment for the project to assist in locating the proposed feed mill. As a result of this work, the mill was specially sited within low-risk areas. Subsequent to the preliminary assessment, OzArk Environment & Heritage were engaged to prepare an Aboriginal Cultural Heritage Assessment Report (ACHAR). Consistent with the original study, the ACHAR concluded that there are no identified impacts to Aboriginal cultural heritage values as no Aboriginal sites were recorded, and no intangible heritage values have been identified within the study area. The results of the surface survey indicate that significant Aboriginal cultural heritage values will not be harmed within the study area.
- **Economic Impact** – The estimated development cost of the new mill is \$83.7 million, representing a significant re-investment in the site. Upon its completion, the project is expected to create 7 new jobs and provide employment for 22 FTE workers. Upon its completion and full operation, the project is expected to provide employment for 22 FTE workers directly as well as 54 indirect jobs. The mill will contribute \$195.5 million per annum in Gross Value Added to the economy.

Additionally, there will be construction benefits including a direct and indirect increase of \$240.7 million in gross output Statewide and \$97.0 million in Gross Value Added statewide. The project would also create up to 114 FTE jobs during the construction phase.

Furthermore, the proposed feed mill would provide supplementary economic advantages by supporting the anticipated growth of poultry production in the New England region. The evaluation conducted above has analysed the economic viability of the proposed development, and based on this assessment, it is concluded that the project will have significant economic benefits.

7.5.4 Principles of Ecologically Sustainable Development

A discussion of the proposal's compliance with the principles of Ecologically Sustainable Development is also provided in **Table 14**.



Table 14: Principles of Ecological Sustainability

PRINCIPLE	APPLICANTS RESPONSE
<p><i>(a) the precautionary principle, namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:</i></p> <p><i>(i) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and</i></p> <p><i>(ii) an assessment of the risk-weighted consequences of various options,</i></p>	<p>Complies. There are no threats of serious or irreversible environmental damage that have been identified as part of the detailed assessments undertaken with respect to the project. A number of mitigation, management and monitoring measures are also applied to the existing and proposed operation to ensure that it continues to perform in accordance with all relevant environmental standards.</p>
<p><i>(b) inter-generational equity, namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,</i></p>	<p>Complies. The proposed development will not result in the impacts that will reduce the health, diversity and productivity of the environment or reduce the potential benefits of future generations. Conversely, the proposed development will maximise the economic and operational efficiency of the site and support the broader growth and economic development associated with poultry production in the Tamworth region.</p> <p>The proposed feed mill will adopt best practice, modern and efficient mill equipment which is expected to result in a 23% reduction in energy use per tonne of feed produced compared to the existing poultry feed mill.</p>
<p><i>(c) conservation of biological diversity and ecological integrity, namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,</i></p>	<p>Complies. The Biodiversity Development Assessment Report confirms that the development will have a minimal impact upon significant flora and fauna in the local area.</p>
<p><i>(d) improved valuation, pricing and incentive mechanisms, namely, that environmental factors should be included in the valuation of assets and services, such as:</i></p> <p><i>(i) polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,</i></p> <p><i>(ii) the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,</i></p> <p><i>(iii) environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.</i></p>	<p>Complies. The feed mill operations and processing produce minimal processing waste, beyond packaging of ingredients and materials brought to the site. These wastes will be collected and recycled where possible or disposed of at Council's refuse facility.</p>



7.6 SITE SUITABILITY

In response to the projected demand for poultry products in the Australian marketplace, there is a need to increase production, bird numbers and processing capacity. Without Baiada's contribution to capacity which will be generated by this development, it is highly likely that there will be a significant shortfall in supply of poultry products in the Australian market in the coming years.

Baiada sees the New England Region as being an ideal location for expansion and the increase in production capacity. This is due to the existing accumulation of high value poultry assets and geographic, infrastructure and commercial attributes in the region which have created a poultry meat cluster. Examples of the attributes of this cluster include the following:

- Access to large quantities of locally grown grain including wheat and canola (typically sourced from Tamworth, Moree, Narrabri, Walgett and Gunnedah).
- Proximity to key NSW markets (including Sydney) and South East QLD and direct access to the State road network.
- Ideal land types and topography for the construction of suitable shedding for poultry production.
- An ideal climate in terms of temperature and humidity for poultry production.
- Access to high quality water sources including bore water, dams, rivers and reticulated networks.
- Suitable sites for the location of poultry farms away from sensitive receptors and population centres.
- Support from existing major investment in infrastructure covering all facets of the integrated business.

It is rare to have the combination of the assets and infrastructure and presents a unique opportunity to benefit the New England region, and specifically Tamworth from the future demand for poultry products and facilitate growth of the Baiada business.

The site been subject to multiple technical investigations which have a confirmed that there is no site based, biophysical, cultural or operational constraint which would limit physical development of the new feed mill. Further, technical assessments have also shown that the site is able to be adequately serviced by the necessary, supporting infrastructure including, water supply, wastewater disposal, power and road networks.

With respect to potential amenity impacts, detailed investigations have been undertaken with respect to noise, odour, dust, hazards, visual, social and economic aspects with have shown the proposed development will operate within the relevant statutory criteria and will have positive economic impacts in terms of employment, capital expenditure and local spending on goods and services.

The proposed development complies with the relevant statutory planning instruments and will not result in significant adverse environmental impacts on the receiving environment. The proposal capitalises on the existing investment in the site and supports the ongoing expansion of the broader poultry industry and economic development in the New England Region. Where potential impacts have been identified, suitable mitigation and management measures have been implemented. Accordingly, approval of the proposed development on the subject site is justified.

7.7 THE PUBLIC INTEREST

The findings of the detailed technical assessments undertaken in relation to the proposed feed mill show that is not forecast to result in significant or unacceptable adverse environmental impacts on the receiving environment. Where potential impacts have been identified, suitable mitigation and management measures have been implemented. With consideration of the positive impacts, the proposed development represents a substantial improvement to current milling operations, involves significant capital investment for construction of the new mill, and will play a pivotal role in supporting the forecast growth in poultry production in the region. With consideration of these factors the project is in the public interest.



APPENDIX A	SEARS RESPONSE TABLE	A
APPENDIX B	DEVELOPMENT PLANS	B
APPENDIX C	STATUTORY COMPLIANCE TABLE	C
APPENDIX D	MITIGATION AND MANAGEMENT MEASURES	D
APPENDIX E	EXISTING DEVELOPMENT CONSENT	E
APPENDIX F	ENVIRONMENTAL PROTECTION LICENSE	F
APPENDIX G	TITLE SEARCHES AND EASEMENTS	G
APPENDIX H	CONSULTATION REPORT	H
APPENDIX I	SITE SURVEY	I
APPENDIX J	CONTAMINATION SITE INVESTIGATION	J



APPENDIX K	BIODIVERSITY ASSESSMENT REPORT	K
APPENDIX L	ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT	L
APPENDIX M	STORMWATER MANAGEMENT PLAN	M
APPENDIX N	AIR QUALITY ASSESSMENT	N
APPENDIX O	NOISE IMPACT ASSESSMENT	O
APPENDIX P	TRAFFIC IMPACT ASSESSMENT	P
APPENDIX Q	PRELIMINARY HAZARD ASSESSMENT	Q
APPENDIX R	BUSHFIRE ASSESSMENT	R
APPENDIX S	ECONOMIC IMPACT ASSESSMENT	S
APPENDIX T	SOCIAL IMPACT ASSESSMENT	T



APPENDIX U	OPERATIONAL ENVIRONMENT MANAGEMENT PLAN	U
APPENDIX V	BIOSECURITY MANUALS AND PLANS	V
APPENDIX W	EMERGENCY PROCEDURES MANUAL	W
APPENDIX X	LAND USE CONFLICT RISK ASSESSMENT	X
APPENDIX Y	ESTIMATED DEVELOPMENT COST	Y
APPENDIX Z	GEOTECHNICAL INVESTIGATION	Z



psaconsult.com.au

PSA Consulting Pty Ltd ABN 83 109 836 197

T + 61 7 3220 0288 F +61 7 3220 0388

Brisbane (Head Office) L11 / 270 Adelaide Street, Brisbane / Meeanjin Qld 4000

PO Box 10824 Adelaide Street Brisbane Qld 4000