

3 September 2025

Department of Planning, Housing & Infrastructure
12 Darcy Street
PARRAMATTA NSW 2150

Att: Pamela Morales

Dear Pamela,

RE: PROPOSED AMENDMENT APPLICATION FOR SSD-58801472

On behalf of the Applicant, Tangaratta Stockfeeds Pty Limited (Tangaratta Stockfeeds) we are writing with respect to SSD-58801472, involving the construction of a new poultry feed mill on land at 771 Wallamore Road, Wallamore, NSW. Specifically, this correspondence is seeking the Department's support for the preparation of an amendment application under Section 37 of the *Environment Planning and Assessment Regulation 2021*.

Please find outlined below an overview of the proposed amendments and a comparison with the scope of the current application.

Current Proposal: The project as submitted involved 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. The feed mill was to be developed in two stages with Stage 1 producing up to 12,500T per week at the new mill, and the existing mill operating during daytime hours only. Stage 2 would see production increase to 17,500 Tonnes per week, with the old mill retained on site in a state of readiness for contingency and risk management purposes.

Amended Proposal: The amended project involves the construction of a new, state of the art, poultry feed mill with the capacity to produce up to 14,000T of poultry feed per week on land at 771 Wallamore Road, Wallamore NSW. The new mill will operate up to 24 hours per day 7 days per week. The existing mill will be retained in its current form and will be operated during daylight hours only to produce up to 2,200T of poultry feed per week. Staging of the project is no longer proposed or required.

The existing mill will continue to operate in accordance with the existing consents, and associated Environmental Protection License, however, subject to approval of the SSD, the existing consent will be modified to restrict production to a maximum of 2,200T per week and daylight hours.

A comparison between the submitted project and the proposed amendment is provided in Table 1 below.



Table 1: Amendment Comparison

PROJECT DETAIL	CURRENT PROPOSAL	PROPOSED AMENDMENT
<p>SITE LOCATION</p>	<p>771 Wallamore Road, Wallamore Lot 1 on DP1077646 (Mill Site) Lot 1 on DP1077646 (Rail Corridor Crossing)</p>	<p>771 Wallamore Road, Wallamore Lot 1 on DP1077646 (Mill Site) Lot 1 on DP1077646 (Rail Corridor Crossing) (No Change)</p>
<p>SITE AREA</p>	<p>40.62 Ha</p>	<p>40.62 Ha (No Change)</p>
<p>OPERATIONS</p>	<p>The development involves the construction and operation of a new poultry feed mill with the capacity to produce up to 17,500 tonnes per week.</p> <p>The existing mill was to operate during daylight hours as part of Stage 1 to produce up to 2,500 tonnes per week.</p> <p>During Stage 2 production was to increase to 17,500 Tonnes per week, with the old mill retained on site in a state of readiness for contingency and risk management purposes only.</p>	<p>The amended application involves the construction and operation of a new poultry feed mill with the capacity to produce up to 14,000 tonnes of per week.</p> <p>The existing mill will be retained on site and will be operated during daytime hours to produce up to 2,200 tonnes per week.</p>
<p>PRODUCTION CAPACITY</p>	<ul style="list-style-type: none"> • 17,500 Tonnes per week. 	<ul style="list-style-type: none"> • 16,200 Tonnes per week. (Reduction in 1,3000 Toned Per Week) <p>The existing mill will continue to operate in accordance with the existing consents, and associated Environmental Protection License, however, subject to approval of the SSD, the existing consent will be modified to restrict production to a maximum of 2,200T per week and daylight hours.</p>
<p>PHYSICAL WORKS</p>	<ul style="list-style-type: none"> • An extension of the existing, internal access driveway, connecting to Wallamore Road. • 2 Weighbridges and a weighbridge office for both incoming and outgoing trucks. • Truck parking and manoeuvring areas. • An enclosed intake building for transfer of incoming ingredients from trucks to storage silos. 	<ul style="list-style-type: none"> • An extension of the existing, internal access driveway, connecting to Wallamore Road. • 2 Weighbridges and a weighbridge office for both incoming and outgoing trucks. • Truck parking and manoeuvring areas. • An enclosed intake building for transfer of incoming ingredients from trucks to storage silos.



PROJECT DETAIL	CURRENT PROPOSAL	PROPOSED AMENDMENT
	<ul style="list-style-type: none"> • 26 Storage Silos allowing holding grain and other ingredients prior to processing. • A warehouse for storage of the ingredients blended with the grains. • A mill tower incorporating all processing equipment required to create palletised poultry feed products. • Out loading silos and buffer storage for holding poultry feed prior and dispatch into trucks. • Boiler house and maintenance workshop. • Use of the existing storage bunkers for bulk storage of grain. • Administration building and staff amenities. • Driveways, parking and manoeuvring areas and truck wash. • Stormwater swales and a detention basin. • An acoustic wall / mound in the western corner. • Earthworks including ancillary borrow pits associated with construction of the mill building platform, access roads and stormwater infrastructure. 	<ul style="list-style-type: none"> • 14 Storage Silos allowing holding grain and other ingredients prior to processing. • A warehouse for storage of the ingredients blended with the grains. • A mill tower incorporating all processing equipment required to create palletised poultry feed products. • Out loading silos and buffer storage for holding poultry feed prior and dispatch into trucks. • Boiler house and maintenance workshop. • Use of the existing storage bunkers for bulk storage of grain. • Administration building and staff amenities. • Driveways, parking and manoeuvring areas and truck wash. • Stormwater swales and a detention basin. • An acoustic wall / mound in the western corner. • Earthworks including ancillary borrow pits associated with construction of the mill building platform, access roads and stormwater infrastructure.
<p>Staging</p>	<p>Stage 1: 12,500 Tonne per week:</p> <ul style="list-style-type: none"> • Retention of the existing feed mill with daytime milling (2,500T per week). • Construction of the new feed mill (10,000T per week) including: <ul style="list-style-type: none"> ○ 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. ○ Out loading Area / Feed Storage Silos ○ Warehouse. ○ Boiler Room 	<p>No Staging: 16,200 Tonnes Per Week</p> <ul style="list-style-type: none"> • Retention of the existing feed mill with daytime milling (2,200T per week). • Construction of the new feed mill (14,000T per week) including: <ul style="list-style-type: none"> ○ All access roads, weighbridges, car parking and truck manoeuvring areas. ○ Connection of all necessary infrastructure and services. ○ Intake building. ○ 14 grain and meal storage silos. ○ Bunded Liquid storage areas. ○ Milling Line 1 and 2. ○ Out loading Area / Feed Storage Silos ○ Warehouse. ○ Boiler Room



PROJECT DETAIL	CURRENT PROPOSAL	PROPOSED AMENDMENT
	<ul style="list-style-type: none"> ○ Workshop. ○ Office and Administration Building. ○ Stormwater Management System. ○ Acoustic Mound / Wall. <p>Stage 2: 17,500 Tonnes per week.</p> <ul style="list-style-type: none"> ● Decommissioning of the existing mill (retained in a state of readiness). ● Additions to the new mill including: <ul style="list-style-type: none"> ○ Milling Line 3 and 4. ○ 13 grain and meal storage silos. ○ 7 Buffer Storage Bins for holding additional finished product. 	<ul style="list-style-type: none"> ○ Workshop. ○ Office and Administration Building. ○ Stormwater Management System. ○ Acoustic Mound / Wall.
Impact Footprint	<ul style="list-style-type: none"> ● 6.03 HA 	<ul style="list-style-type: none"> ● Approximately 6.0 HA
Maximum Height	<ul style="list-style-type: none"> ● 36.615m 	<ul style="list-style-type: none"> ● 36.615m <p style="text-align: center;">(No Change)</p>
Supporting Infrastructure	<ul style="list-style-type: none"> ● Extension of existing water, gas and electricity connections. ● On site Septic System to treat wastewater from Staff Amenities. 	<ul style="list-style-type: none"> ● Extension of existing water, gas and electricity connections. ● On site Septic System to treat wastewater from Staff Amenities. <p style="text-align: center;">(No Change)</p>
Access	<ul style="list-style-type: none"> ● An extension of the existing driveway, connecting to Wallamore Road. 	<ul style="list-style-type: none"> ● An extension of the existing driveway connecting to Wallamore Road. <p style="text-align: center;">(No Change)</p>
Car Parking	<ul style="list-style-type: none"> ● 24 new parking spaces ● Retention of the 20 spaces provided at the existing mill. 	<ul style="list-style-type: none"> ● 24 new parking spaces ● Retention of the 20 spaces provided at the existing mill. <p style="text-align: center;">(No Change)</p>
Hours of Operations	<ul style="list-style-type: none"> ● 24 hours per day / 7 days per week. 	<ul style="list-style-type: none"> ● New feed mill to operate 24/7. ● Existing feed mill to operate during daytime hours only. (7am – 5pm)



PROJECT DETAIL	CURRENT PROPOSAL	PROPOSED AMENDMENT
<p>Traffic</p>	<ul style="list-style-type: none"> • Approximately 809 truckloads (1,618 trips) per week. • Approximately 135 truckloads per day (270 trips) per day. 	<ul style="list-style-type: none"> • Approximately 750 truck loads (1,500 trips) per week. • Approximately 108 truckloads per day (216 trips) per day. <p>As identified, there is a lower traffic numbers anticipated based on the proposed changes.</p>

It is noted that the previously submitted EIS considered the potential environmental impacts associated with Stage 1 (i.e. Stage 1 of new Mill and the existing mill operating during daylight hours only) as well as Stage 2 (new Mill operations only). As such, the potential environmental impacts associated with the amendments have been largely assessed in the original EIS. With respect to the potential amenity impacts, the following key points are noted:

- **Traffic:** The original EIS considered the ultimate traffic scenario where by the site was producing 17,500 Tonnes per week. As there has been a reduction in production to 16,200, no additional traffic impacts beyond what has been previously assessed are expected.
- **Noise:** The Acoustic Impact Assessment submitted with original EIS considered the potential cumulative impacts of both the existing (daylight hours only) and proposed mill operating concurrently, with conservative assumptions. This assessment showed that the noise levels produced were forecast to comply with Project Specific Noise Levels determined for the site. As such, it is expected that the noise levels for the amendment scenario will be similar to the cumulative assessment previously undertaken.
- **Dust and Odour:** The Air Quality Impact Assessment submitted with original EIS considered the potential cumulative impacts of both the existing (daylight hours only) and proposed mill operating concurrently, with conservative assumptions. This assessment showed that the dust and odour emissions from the proposed operations, using conservative assumption were forecast to comply with the relevant criteria. Some exceedances for the annual average PM2.5 dust criteria were predicted, however this was largely driven by elevated background levels as opposed to operational emissions. It is expected that the dust and odour emissions from amendment scenario will be similar to the cumulative assessment previously undertaken. Further review to the existing mill will be undertaken to identify additional mitigation and management measured, given that the mill will now remain part of the ongoing operations.

As shown above, the proposed development remains substantially the same as that which was previously proposed, and as demonstrated in the previous assessments of Stage 1, the long term use of the existing mill (during daylight hours) is not expected to result in any additional environmental impacts, beyond what has been previously forecast and assessed.

The existing site plan and existing stormwater management plan are shown in *Figure 1* and *Figure 3* respectively. The amended site plan (including the proposed stormwater management infrastructure) is shown in *Figure 3*. As shown, the location of the mill is generally consistent with the current proposal. The boiler blow down dams (a continued use of the existing boiler blow down dams on the site) were not shown on the original site plan but are proposed to be used and were discussed in the original EIS.

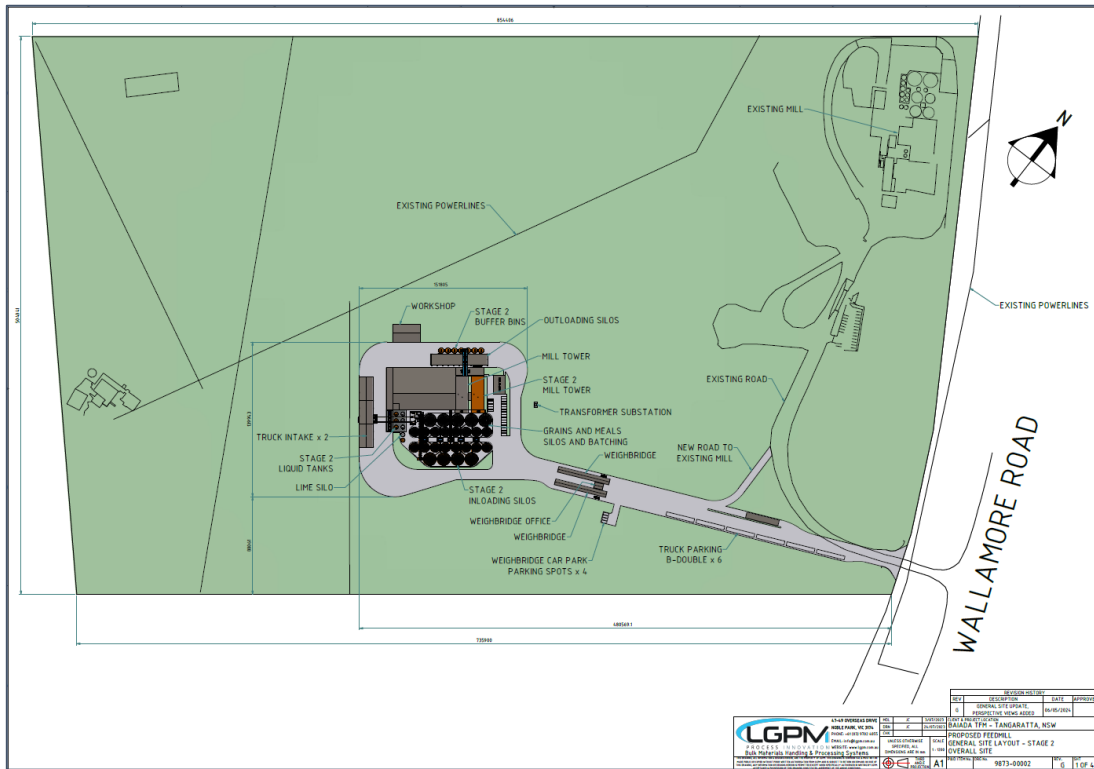


Figure 1: Existing Site Plan

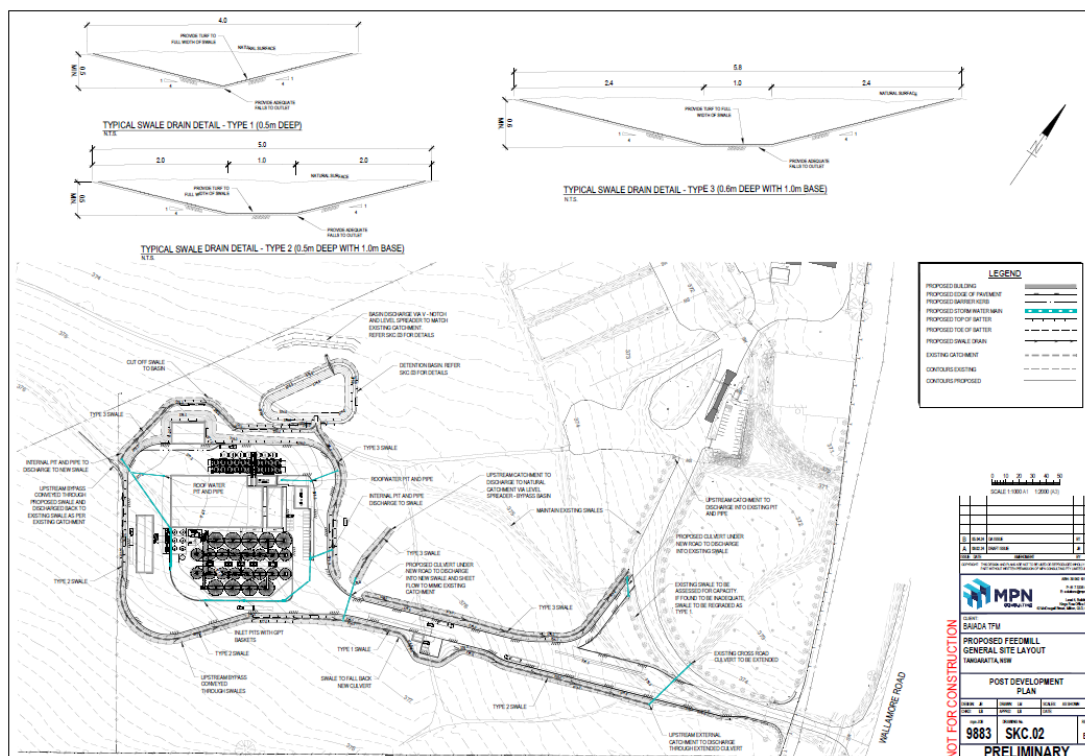


Figure 2: Existing Stormwater Management Plan

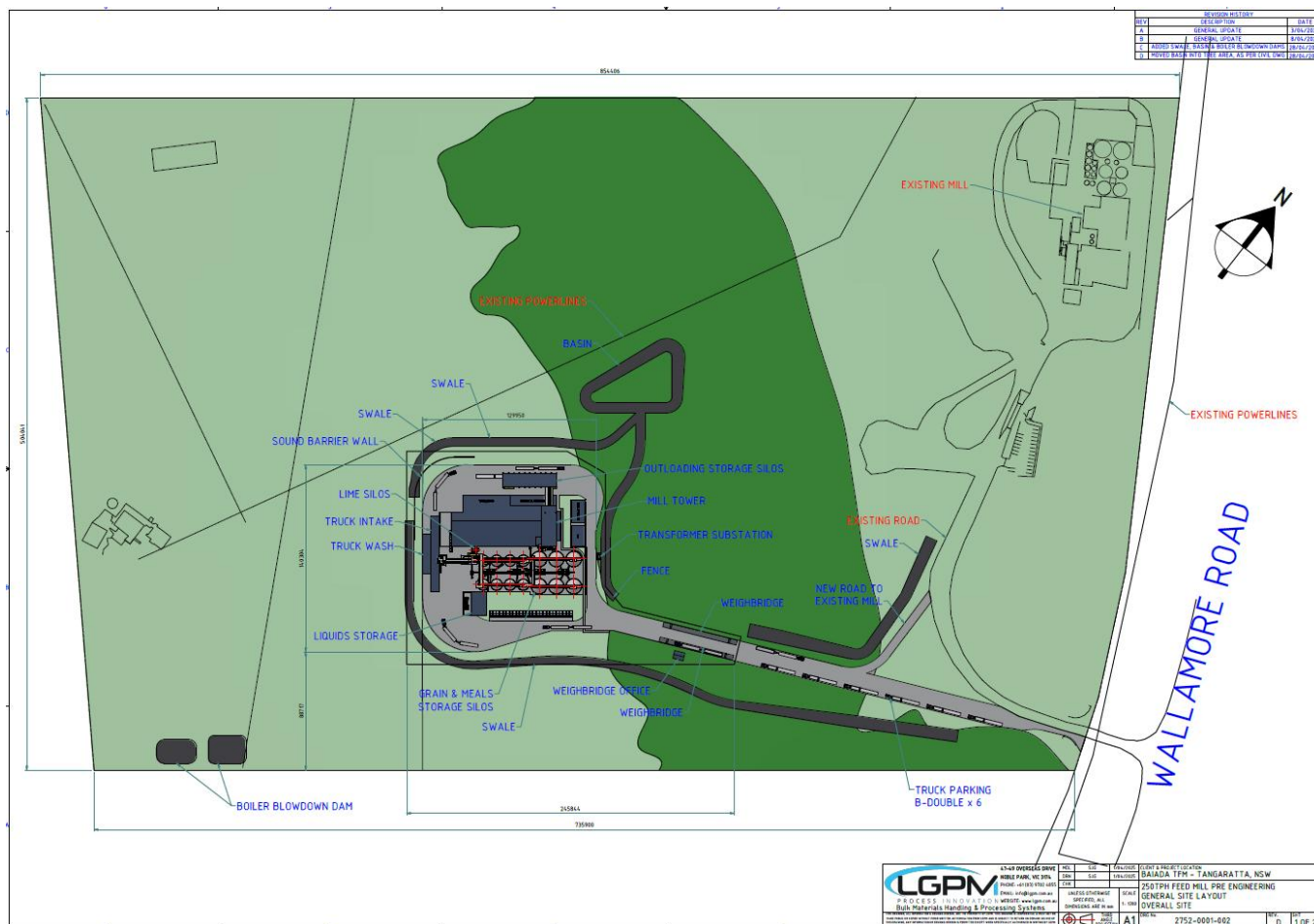


Figure 3: Amended Site Plan

In order to facilitate approval of the proposed amendment, the Applicant has engaged the consultant team to update all reports submitted with the current SSDA, as well as an Amended EIS. The amended plans and reports will consider the RFIs issued for the original application.

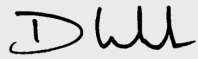
In accordance with Section 37 of the *Environment Planning and Assessment Regulation 2021*, we are seeking formal acceptance from the Department that the Applicant can proceed with the amendment application. At this stage we envisage that the amendment application will be ready for submission by 30 September 2025.

If you have any questions or require anything further, please contact David Ireland on 0416 106 580 to discuss.

Yours sincerely

David Ireland
Director – Planning



VERSION	DATE	DETAILS	AUTHOR	AUTHORISATION
V6	3 September 2025	FINAL	Brian McKeown	 DAVID IRELAND