

## PRELIMINARY HAZARD RISK SCREENING

### Use and Development of Land for Transport Depot

Lots 45/-/DP1175457, 46/-/DP1175457, 47/-/DP1175457, and 48/-/DP1175457



PREPARED FOR:	
Client Name	AG-Spread

PREPARED BY:	
Applicant / Consultant name	Planright Surveying
Address	PO Box 586, Echuca Vic 3564
Telephone	03 5482 1699
Email	office@planright.net.au



## Table of Contents

1.0 Introduction.....	2
2.0 Proposed Development .....	4
2.1 Overview .....	4
2.2 Hours of Operation.....	4
2.3 Vehicular Access and Parking.....	4
3.0 Surrounding Land Uses.....	4
4.0 Preliminary Risk Screening .....	4
4.1 Hazardous Materials Inventory .....	4
4.2 Storage Recommendations .....	5
5.0 Preliminary Risk Screening Conclusion .....	5
6.0 Bibliography .....	5

## 1.0 Introduction

The purpose of this preliminary Hazard Risk Screening analysis is to determine the potential hazards that may arise as a result of the proposed Transport Depot d, predominantly from a chemical perspective.

The development is located over the parcels identified as 23 & 25 Wild Avenue, 17 Gove Drive, and 2 Blyth Court, Moama (Lots 45-48 of DP1175457). The site (figure 1) is within the local government area of Murray River Council, and is zoned IN1 General Industrial in accordance with the Murray Local Environmental Plan.

Under *SEPP 33 – Hazardous and Offensive Development*, a preliminary risk screening of the proposed development is required to determine the need for a Preliminary Hazard Analysis (PHA). This Preliminary Risk Screening assessment forms part of the supporting documentation for the Development Application, in order to satisfy the development against SEPP 33. Where SEPP 33 identifies a development as potentially hazardous and/or offensive, developments are required to undertake a Preliminary Hazard Analysis (PHA) to determine the level of risk to people, property and the environment at the proposed location and in the presence of controls.

If the risk levels exceed the criteria of acceptability and/or if the controls are assessed as inadequate, or unable to be readily controlled, then the development is classified as ‘hazardous industry’. Where it is unable to prevent offensive impacts on the surrounding land users, the development is classified as ‘offensive industry’.

This report presents information relating to the presence of any hazardous materials, flammable substances, and compressed or liquefied gases proposed to be stored or handled in relation to the Development Site.

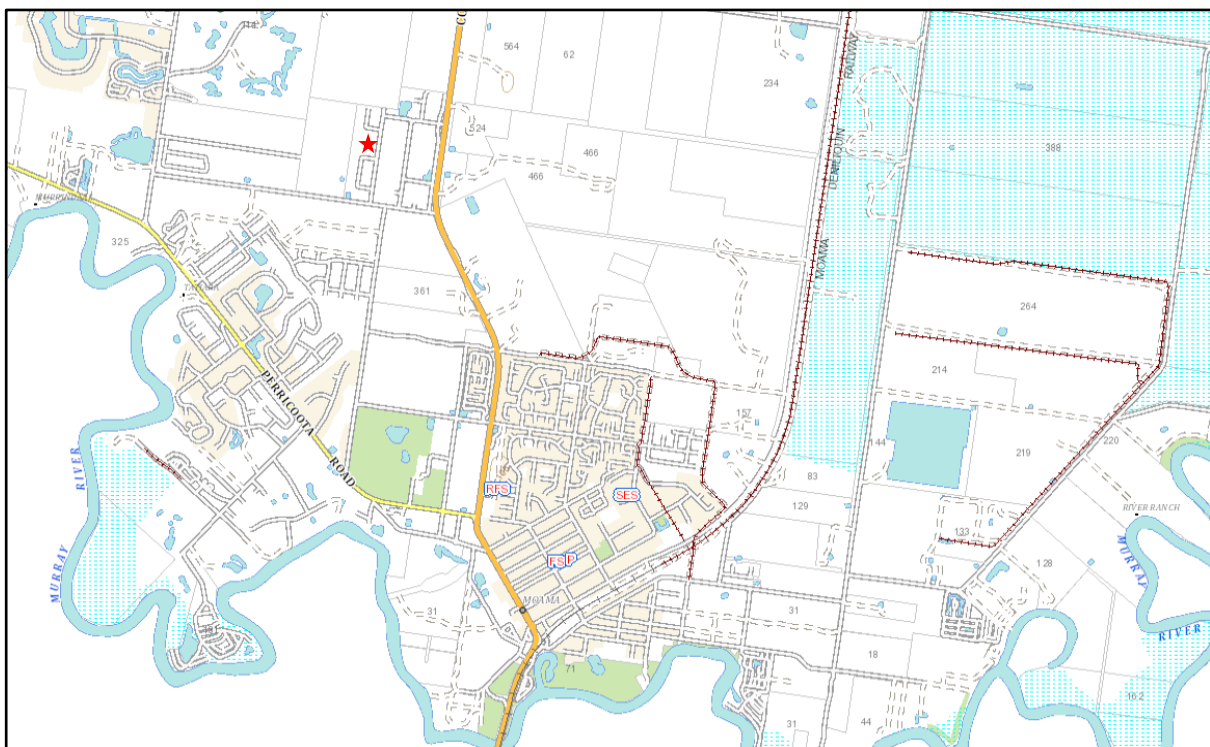


Figure 1: Location of proposed development

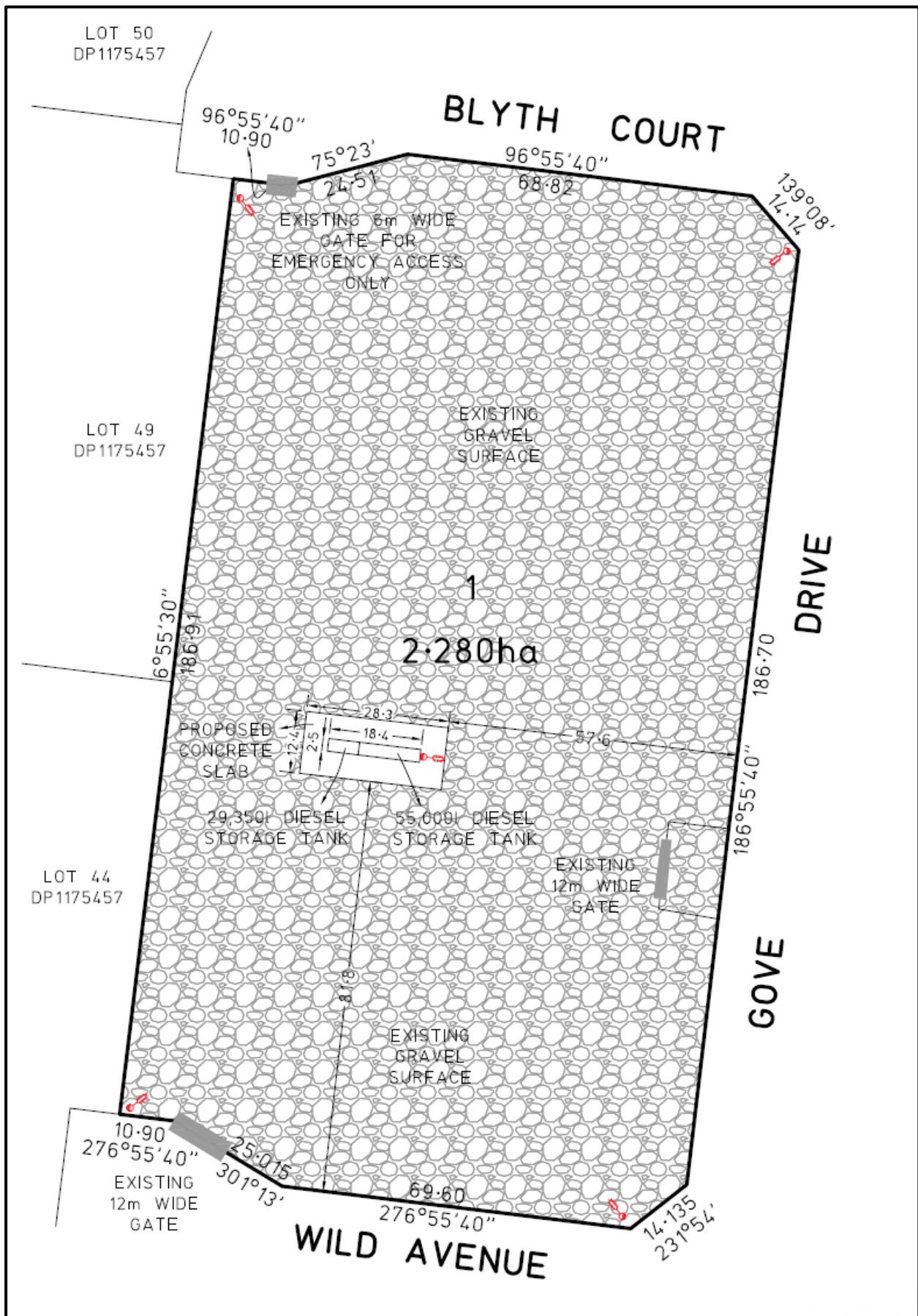


Figure 2: Site Plan

## 2.0 Proposed Development

### 2.1 Overview

The subject application is seeking the use and development of Transport Depot on the subject land, which includes the erection of two diesel fuel tanks, a concrete pad, and a 2.4m high barbed wire fencing. It is anticipated that further applications will follow, which will provide development that can accommodate the Land Use – i.e., erection of sheds, storage of chemicals, etc..

The current application is only seeking the utilise the Transport Depot use for refuelling and temporary parking purposes. As such, the chemicals and potentially hazardous materials that have been assessed within this report are only relevant to the proposed minor Transport Use of the land. Assessment of additional relevant chemicals will be undertaken as required within the future development application, as these cannot be stored or used on-site without further approvals.

### 2.2 Hours of Operation

The proposed development will operate 24 hours a day, seven days a week. Trucks will have access to the site all hours of the day and night.

### 2.3 Vehicular Access and Parking

Access to the Development Site will be via Wild Avenue and Gove Drive, with emergency access available via Blyth Court. Access to the development is in accordance with the approved recommendations from Trafficworks. Suitable parking has been provided for the property. See attached Site Plans and Traffic Impact Assessment Report.

## 3.0 Surrounding Land Uses

In accordance with Murray Local Environmental Plan 2022, the subject development site is zoned IN1 General Industrial, as is the land directly north, east, south, and west, abutting the property. The uses associated with these parcels consist predominantly of storage units, plumbing outlets, and other forms of low impact industries, as well as retail businesses (cafes, dance studios, etc.).

## 4.0 Preliminary Risk Screening

Preliminary risk screening of the proposed development is required under SEPP 33 to determine the need for a Preliminary Hazard Analysis (PHA). The preliminary screening assesses the storage of specific dangerous goods classes that have the potential for significant, off-site effects. Specifically, the assessment involves the identification of classes and quantities of all dangerous goods to be used, stored or produced on site with respect to storage depot locations.

### 4.1 Hazardous Materials Inventory

Material	Dangerous Goods Class	Storage Type	Maximum Inventory	SEPP 33 Threshold	
				Quantity	Triggered
Diesel	Class C1	Bunded above ground tanks.	80kL	N/A*	N/A*
AdBlue	Not Classified	Bunded above ground tank.	N/A	7,000L	Not triggered

\* Screening thresholds are not applicable to Class C1 or C2 materials

The development is considered a hub for interim repairs and maintenance of vehicles whilst on the road between the main base in Maffra, Victoria, and farms throughout New South Wales.

The materials proposed to be stored on site hold no screening thresholds in accordance with the SEPP and therefore are not considered potentially hazardous or offensive.

## **4.2 Storage Recommendations**

The fuel should be stored in an isolated and well-lit area.

## **5.0 Preliminary Risk Screening Conclusion**

This report has reviewed and applied the requirements of SEPP 33 in order to determine whether the policy applies to the Project.

The SEPP33 screenings for storage of dangerous goods indicate that the development is not classified as a hazardous or offensive industry. The quantities of dangerous goods held within the property at any time and the transportation of goods to the business does not breach the threshold outlined within the SEPP.

Impacts to neighbouring parcels of land or businesses are deemed minimal.

It is concluded that the proposed development with suitable design controls, management and mitigation techniques in place, meets all the requirements required by the NSW Department of Planning and Environment. The proposed Transport Depot is therefore not considered to be an offensive or hazardous use of the site.

## **6.0 Bibliography**

NSW Department of Planning & Infrastructure 2011a, Multi-Level Risk Assessment. ISBN 978-1-74263-153-0.

NSW Department of Planning & Infrastructure 2011b, Applying SEPP 33 Hazardous and Offensive Development Application Guideline. ISBN 978-1-74263-154-7.

NSW Department of Planning & Infrastructure 2011c, Hazardous Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning. ISBN 978-0-73475-923-8.

NSW Department of Planning & Infrastructure 2011d, Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis. ISBN 978-0-73475-862-0.