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SEPP33 Preliminary Screen - Hazardous Development

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Introduction

This letter report sets out the results of the SEPP33 preliminary screening of the Puma service station at 449 Victoria Street Wetherill Park NSW.

The *Hazardous and Offensive Development Application Guidelines - Applying SEPP 33 (January 2011)* NSW Department of Planning provides a risk screening method to assist in determining whether a proposed development is potentially hazardous and thus determine whether SEPP 33 applies.

For development proposals classified as 'potentially hazardous industry' the policy establishes a comprehensive test by way of a preliminary hazard analysis (PHA) to determine the risk to people, property and the environment at the proposed location and in the presence of controls. SEPP 33 applies to any proposals which fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'.

Hazard Identification – Preliminary Screening

A number of steps are followed to determine if a proposed facility is potentially hazardous using the risk screening method given in the SEPP 33 guideline.

The steps include;

- o collate information;
- o identify hazardous materials and the type of hazard;
- o group and total by class, activity and location;
- o compare with screening threshold;
- o consider transportation issues; and
- o determine whether SEPP 33 applies.

Assessment of Data



Table 1 displays hazardous materials to be stored on-site and quantities.

Table 1: Material quantities and classifications

Tank	Material	Classification	Quantity		Mode of storage
			Volume (kL)	Mass (tonnes)	
T1a	ULP91	3PGIII	80	59#	Underground tank
T1b	E10	3PGIII	30	22*	Underground tank
T2a	Deisel	3PGII	60	50*	Underground tank
T2b	ULP98	3PGII	50	37*	Underground tank
T3	Deisel	3PGII	110	92*	Underground tank

Specific gravity used was 0.84. *Specific gravity used was 0.737

As the diesel and petrol belong to the same class (i.e. Class 3 Flammable liquids) and they are stored in the same general location, the quantities are normally assessed as a whole. In this instance, since the each tank has a separate isolation valve, the mass quantities can be treated separately. As the greatest mass of fuel (92 tonnes) is in Tank 3 the screen will be carried out on the mass contained in Tank 3.

As the diesel and petrol are stored underground, the total mass is divided by 5 and further multiplied by 0.95 to reflect 95% safe filling limit ($(92/5)0.95 = 17.5$ Tonnes) for the purpose of screening.

The critical locations within the service station in terms of screening for diesel and petrol are the location of the dispenser/pump positions and the tank fill points with respect to the site boundaries. The shortest distance between the fill points and the western site boundary is 29m and 26m to eastern boundary. The shortest distance between a fuel dispenser and the boundary (southern side) is 8m, 11m to the eastern boundary and 33m to the western boundary. As a new sensitive use is proposed on the western boundary, the hazardous screen will be against sensitive uses and distances to the western boundary. A SEPP33 Hazard Assessment carried out prior to the proposed development on the western boundary had determined that the petrol station was non-hazardous.

The SEPP33 guidelines specify that for class 3PGII and 3PGIII chemicals (e.g. petrol and diesel), Figure 9 in the guidelines is to be used for screening purposes.

Considering a total effective mass of 17.5 tonnes and a distance of 29m from the fill points and 33m between the dispensers and the western boundary, the proposal is not considered potentially hazardous for adjoining sensitive and other uses.

Finally in consideration of the transportation issues, the number of vehicle movements were considered against the transportation screening thresholds (Table 2 in the guidelines). The expected deliveries of 1 - 2 per week are well below the number required to trigger SEPP33.

Conclusions

A preliminary SEPP33 screen was carried out to assess whether the proposed development on the western site boundary adjacent to Puma Service Station located at 449 Victoria Street Wetherill Park NSW, triggers SEPP33. As the fill points and petrol dispensers are 29m and 33m from the western site boundary, the service station is considered non-hazardous and so will not be subject to SEPP33 and will not require a preliminary hazard analysis to be conducted.

Should you have any queries regarding this report, please contact undersigned on (02) 8252 0442.

Regards,

Meinhardt Infrastructure & Environment Pty Ltd



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