

**ENVIRONMENTAL ASSESSMENT**

**CONSTRUCTION OF  
WAREHOUSE/OFFICE BUILDING & OIL  
TANK FARM FOR USE AS A USED OIL  
TRANSFER STATION**

**81-85 CHRISTIE STREET, ST MARYS**

**On behalf of  
Klekies Pty Ltd**

**October 2006**

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# **ENVIRONMENTAL ASSESSMENT**

**Construction of Warehouse/Office Building & Oil Tank Farm for Use  
as a Used Oil Transfer Station**

**81-85 CHRISTIE STREET, ST MARYS**

**Prepared under instructions from  
Klekies Pty Ltd**

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## **CERTIFICATION**

This EA report has been prepared by Natalie Nolan of Glendinning Minto & Associates on behalf of Klekies Pty Ltd.

In accordance with the Environmental Assessment Requirements issues by the Director-General of the Department of Planning under Part 3A of the EP&A Act, it is certified that the information contained in this EA is neither false nor misleading.

Natalie Nolan  
October 2006

## **1. EXECUTIVE SUMMARY**

This Environmental Assessment has been prepared on behalf of Klekies Pty Ltd in support of an application under Part 3A of the Environmental Planning and Assessment Act 1979 (EP&A) for the construction of warehouse/office building and oil tank farm for use as a used oil transfer station upon land at 81-85 Christie Street, St Marys.

Currently, the used oil transfer station is located at West Gosford, where it has been in operation for 15 years. This application involves the relocation of this used oil transfer station to St Marys.

A Preliminary Environmental Assessment was submitted to the Department of Planning on 2 May 2006. The Preliminary Environmental Assessment identified the potential environmental issues associated with the construction and operation of the used oil transfer station.

On 25 June 2006 the Director General issued Environmental Assessment Requirements, see **Appendix 4**. The Director General Requirements identified the general contents of the environmental assessment, the key issues to be addressed, and the level of assessment required in relation to these issues. This Environmental Assessment has been prepared in accordance with the Director General Requirements.

The project involves the construction of a warehouse/office building and oil tank farm for use as a used oil transfer station with associated stormwater management. The estimated total capital cost of the proposal is \$500,000, of which \$80,000 will be provided by Klekies for the tank farm and the remainder provided by the owner. The oil tank farm comprises 9 above ground metal storage tanks and 1 boiler to be located adjacent to the western boundary of the site. The storage tanks have an overall capacity of 540,000L. The tanks are contained within a bunded area, with the bund being 600% larger than the largest tank. The tanks have a height of up to 8m.

The warehouse/office building will be located towards the southeast corner of the leased area. The building will be constructed of precast concrete panels with a metal deck roof.

Six 8-10 tonne trucks will operate from the site, collecting used oil and oil filters from customers and transporting it to the subject site. A bulk tanker then collects and transports the consolidated and pre-treated oil from the subject site to Wagga Wagga, approximately 3-4 times per week.

The only processing of used oil on site is pre-heating of the oil to approximately 80-90 degrees. This heating process, which is fuel oil fired, assists in settling the excess water from the used oil prior to transportation to Wagga Wagga. The water is passed through an oil purceptor with all water recovered transported to a specialised water treatment plant.

It is anticipated that 5.5 million litres, or 5 thousand tonnes, will pass through the used oil transfer station per annum.

The hours of operation are:

- Monday to Friday 6am to 6pm
- Saturday 6am to 12noon

The used oil transfer station will employ up to 11 staff comprising:

- 6 collection truck drivers;
- 1 yardman/relief driver;
- 4 administration and management staff.

The issues discussed within this report, as identified in the Director-General Requirements, relate to waste, water and soil, traffic, noise, air quality, and hazards. A summary of the impacts and the commitments is provided below:

<b>Impact</b>	<b>Summary of Commitments</b>
Noise	Designated truck routes. Hours of Operation limited. Regularly maintained machinery. Comply with relevant Australian Standards for Construction. Registration of all complaints received.
Waste Management	A detailed waste management plan will be provided
Air Quality	Prepare Air Quality Management Plan
Soil	Prepare Soil and Erosion Control Plan
Water	Collected Stormwater to be drained to street in accordance with plans. Water from oil heating process is passed through oil water purceptor and all water recovered is transported to a water treatment plant.
Traffic	A turning area is provided on site. Designated Truck Routes.
Hazards & Risk	All storage tanks are contained within a bunded area. All recommendations of the Hazard Analysis Report to be implemented.

From this assessment of the proposed used oil transfer station it is recommended that the Minister for Planning grant consent to the project.

In addition to this Environmental Assessment, the proposal is described in the following documentation:

- Architectural Plans prepared by Wibsoma Pty Ltd, Drawing No. DA001B, DA003B-DA011B.
- Survey Plan prepared by Matthew & Peter Freeburn, dated 1/2/2006, Reference No. 28275.
- Stormwater Drainage Plans prepared by Kneebone Beretta & Hall Pty Ltd, Plan No. 83724-3 & 83724-4, dated 26.7.2006.
- Flood Assessment prepared by J.Wyndham Prince Pty Ltd, dated 8 September 2003, Reference No. 7265rpt1.doc.
- Correspondence prepared by Kneebone, Beretta & Hall Pty Ltd, dated 7 August 2006.
- Air Quality Assessment prepared by Holmes Air Sciences, dated August 2006.
- Noise Assessment prepared by RSA Acoustics, Report No. 2207, dated August 2006.

## 2. SITE DESCRIPTION

### 2.1 Subject Site

The site is located within St Marys in western Sydney within the Penrith Local Government Area, approximately 42km from the Sydney CBD. The subject site is identified as Lot 132 in DP 31912 and is known as 81-85 Christie Street, St Marys. The site has an area of 4,553m<sup>2</sup> and is located on the northwestern site of Christie Street. The site has a street frontage of 119.25m to Christie Street.



Regional Context  
Site Location ★



Location Map  
Site Location ★

The site is relatively level, with a slight fall to the south, towards Christie Street. The level at the rear northern corner of the site is RL22.03, which falls to RL21.31 at the street frontage. The site currently comprises two separate factory structures. A brick and galvanised iron factory building is located adjacent to the western boundary of the site, with a concrete factory building located adjacent to the northeastern boundary. Two detached structures are located at the rear (northwest) of the concrete factory building. A chain wire fence is currently erected along the front boundary of the site. The site is accurately depicted in the Survey Plan prepared by Matthew & Peter Freeburn, in **Appendix 1**.

The rear portion of the site is currently vacant and is the location of the proposed Oil Tank Farm for use as a Used Oil Transfer Station.

Vehicular access is provided to the site via the existing concrete driveway. This driveway provides vehicular access to both of the existing buildings and to the rear portion of the site.



**View of the site from Christie Street**



**View towards rear portion of site – proposed location of transfer station**



**View towards western boundary**



**View towards Christie Street from the proposed location of the facility**

## 2.2 The Surrounding Locality

The subject site is contained within the St Marys/Dunheved Industrial Area. The immediately surrounding area comprises a variety of industrial uses, with Dunheved Golf Course located to the west of the disused train line, located adjacent to the site. The industrial uses within the locality include a concrete batching plant, metal recycling, foam rubber manufacturers and warehouse and distribution centres.

The site's relationship with the surrounding area is depicted in the following aerial photograph:



**Aerial Photograph of the Site**

The site is well located with regard to transport. The St Marys/Dunheved Industrial area is accessible via the M4 Motorway, Great Western Highway and the Northern Road.

It is considered that the character of the surrounding area will continue to be industrial in nature. Although it is anticipated that there will be a general improvement in the area's amenity as a result of the construction of new premises.

The surrounding development comprises a mixture of building materials including masonry, metal and glazing. Similarly, there are a variety of industrial uses, including building suppliers, service industries, distribution centres, manufacturing and warehousing etc.

The site is not located in close proximity to any residential zoned land, with the nearest residential land located approximately 800m from the subject site.

### **3. SOUTHERN OIL REFINERIES**

Klekies Pty Ltd started as a private company in 1985 collecting used engine oil for burning in boilers and hothouses. The two owner-drivers developed a well planned storage and tank farm in West Gosford. This business quickly became an industry leader in environmental waste management, expanding into servicing motor workshops, car dealerships and transport yards, collecting used oil, oil filters and oily water over a radius exceeding 100 kilometres. At the West Gosford site, Klekies Pty Ltd have had a 15 year unblemished relationship with Gosford Council and the EPA.

In 1994 Southern Oil Refineries Pty Ltd was formed with a goal to establish a used oil refinery for the recovery of base oils. This has resulted in the construction of a specialist used oil refinery at Wagga Wagga based on standard virgin oil refining technologies and adapted for the specific contaminants of used oil. This refinery processes 65,000 litres of used oil daily and is the only plant in Australia capable of re-refining used oil back to the original quality standards of virgin base oil as manufactured in the base oil plants of the major oil companies.

The investment fund manager, Babcock and Brown, made a decision in 2005 to develop an “environmental and sustainability company” focused on the recovery of valuable used resources and energy generated from renewable resources. Subsequently Babcock and Brown Environmental Investments Ltd, a listed company, was established with a goal to develop a portfolio such companies. With a current market capitalisation of \$250 million it is already well along the track, having already secured the following developments:

- Natural Fuels Australia Ltd: 50% ownership of a new bio-diesel plant being built in Darwin manufacturing diesel fuel from palm oil.
- Earthpower Ltd: a power generator using methane recovered from anaerobically digested food waste based in Camellia Sydney.
- Southern Oil Refining Ltd: the Wagga Wagga based parent company of Klekies Pty Ltd.
- Denco: a large-scale producer of ethanol (for motor vehicle fuel) from corn in Minnesota USA.

This fiscal year an additional \$15m will be invested in Southern Oil Refineries and its associated operations resulting in production increasing by 50% to 100,000 litres per day. This increase in production has necessitated a need to relocate the existing used oil transfer station operated by Southern Oil Refineries Pty Ltd from the Central Coast to a more centralised geographical location in order to minimise the distances travelled by collection vehicles. The proposed new location will significantly improve service times and productivity.

## 4. DESCRIPTION OF PROPOSED DEVELOPMENT

### 4.1 Overview

Klekies Pty Ltd is seeking consent for the construction of a used oil transfer station. The development comprises a used oil collection and consolidation operation incorporating an oil tank farm and construction of a warehouse/office building for the operation of the used oil transfer station. The development plans are included in **Appendix 2**.

### 4.2 Development Infrastructure

The oil tank farm consists of 9 above ground metal storage tanks and 1 boiler to be located adjacent to the western boundary of the site. The storage tanks have an overall capacity of 540,000L, which comprises the following tanks:

- 6 x 55,000L
- 2 x 45,000L
- 1 x 120,000L.

The tanks and boiler will be contained within a bunded area as indicated on the plans, with the bund being 600% larger than the largest tank. The tanks have a maximum height of 8.0m to the top of the platform.

The proposal also provides for the construction of a new warehouse/office building, located adjacent to the southeast corner of the leased area. The building is to be constructed of precast concrete panels and a metal deck roof. The ground floor comprises warehouse area with a small office portion. A mezzanine level is also provided to allow for additional office area. The building has a total floor area of 512.5m<sup>2</sup>, comprising 472.5m<sup>2</sup> of warehouse and 40m<sup>2</sup> of office area.

The proposal provides for appropriate setbacks to the boundaries of the site to ensure perimeter planting, including large shrubs and trees. The infrastructure is adequately depicted in the architectural plans prepared by Wibsoma Pty Ltd in **Appendix 2**.

### 4.3 Operation of Wast Oil Transfer Station

6 8-10 tonne trucks will operate from the site, collecting used oil and related oily waste from a range of customers including motor repairers, car dealerships and transport yards and then will transport the collected used oil back to the subject site. Each of the 6 trucks will average 2 movements per day. A bulk tanker will then collect and transport the consolidated and pre-treated oil from the St Marys site to Wagga Wagga, approximately 3 to 4 times per week.

The trucks, containing the collected used oil, will enter the bunded area and connect to one of the tanks, depending on which tank has sufficient capacity for the load. The oil is then pumped from the truck to the tank. All oil from the tank passes through a filter prior to entering the tank. The filter collects all particle matter in the oil. This particle matter is collected and stored in a drum that is transported from site to a specialised treatment plant, for eg. Collex or Transpacific Industries.

The only processing of used oil to occur on site is pre-heating of the oil to approximately 80-90 degrees. This heating process, which is carried out in the boiler tank, assists in settling the excess water from the used oil, prior to transportation to Wagga Wagga. The water extracted from this process is pumped to Tank 1A or 1B and is then transported to a specialised water treatment plant. The remaining oil from the heating process is pumped back to Tank 3. This heating process would be fuel oil fired.

It is anticipated that 5,500,000 litres, or 5,000 tonnes, will pass through the used oil transfer station per annum.

The proposed warehouse/office building will be utilised for the day to day running of the oil tank farm. A small laboratory is provided within the building. This laboratory is used to for preliminary testing of the used oil. The following basic tests are carried out in the laboratory:

- water
- chlorine
- flash
- density
- PCB's (Polychlorinated biphenyls).

If PCB's are detected in the used oil, it is not suitable for the Wagga Wagga plant and therefore this oil will be collected and treated off site by TNS Laboratory Services.

#### **4.4 Hours of Operation & Employees**

The hours of operation of the used oil transfer station are proposed to be:

- Monday to Friday: 6am to 6pm
- Saturday: 6am to 12 noon

The used oil transfer station will employ up to 11 staff comprising:

- 6 collection truck drivers
- 1 yardman/relief driver
- 4 administration and management staff.

#### **4.5 Vehicular Access and Parking**

The development incorporates 9 parking spaces for trucks and cars in the northern corner of the site. Vehicular access to the site will be via the existing driveway located centrally along the Christie Street frontage. A truck turning area is provided within the proposed development site to enable all vehicles to enter and leave the site in a forward direction.

#### **4.6 Signage**

The proposal does not incorporate any new signage. An identification sign will be provided on the current sign board located at the front of the site.

#### **4.7 Stormwater**

Stormwater Plans have been prepared by Kneebone Beretta & Hall Pty Ltd in **Appendix 3**. This provides for all collected stormwater to be drained to an existing pit in the street.

#### **4.8 Justification of the Proposal**

This fiscal year an additional \$15m will be invested in Southern Oil Refineries and its associated operations resulting in production increasing by 50% to 100,000 litres per day. This increase in production has necessitated a need to relocate the existing used oil transfer station, operated by Southern Oil Refineries Pty Ltd, from the Central Coast to a more centralised geographical location in order to minimise the distances travelled by collection vehicles. The proposed new location will significantly improve service times and productivity.

Whilst this site does not re-refine used oil it does allow for the increased production of the re-refining process at the Wagga Wagga plant. Re-refining used oil is an environmentally sustainable way of managing used oil, which would otherwise be lost to water systems or landfill and therefore not be available for future generations. Therefore, this proposal which will assist in increasing the production of the Wagga Wagga plant will allow for increased re-refining of used oil.



Proposed Development (indicating existing buildings in red)

## 5. RELEVANT STATUTORY PROVISIONS

### 5.1 Environmental Planning and Assessment Act, 1979

Pursuant to Clause 75B (1)(a) the proposed development is identified as an activity that is subject to the provisions of Part 3A of the Act. Clause 75D(1) requires the Ministers approval for development identified in Clause 75B.

Section 75E required a formal application, accompanied by a preliminary assessment, to be submitted to the Director-General. Under Section 75F(2), when an application has been made for the Minister's approval for a project, the Director-General is to prepare environmental requirements having regard to any relevant guidelines. Director-General's Requirements were issued on 25 June 2006 and are included in **Appendix 4**.

This Environmental Assessment has been prepared in accordance with the Director-General Requirements issued on 25 June 2006 and Part 3A of the Act.

### 5.2 State Environmental Planning Policy (Major Projects)

SEPP (Major Projects) was gazetted on 1 August 2005 and defines certain developments that are 'major projects' as being subject to the Minister's approval under Part 3A of the Environmental Planning & Assessment Act 1979.

Clause 6(1) – Identification of Part 3A Projects, provides:

- (1) *Development that, in the opinion of the Minister, is development of a kind:*
  - (a) *that is described in Schedule 1 or 2, or*
  - (b) *that is described in Schedule 3 as a project to which Part 3A of the Act applies, or*
  - (c) *to the extent that it is not otherwise described in Schedules 1–3, that is described in Schedule 5,**is declared to be a project to which Part 3A of the Act applies.*

The proposal for a warehouse/office building and Oil Tank Farm for a Used Oil Transfer Station is characterised as a development requiring the Minister's consent under Group 9 – Resource and Waste Related Industry, and specifically Clause 27(6)(b) of Schedule 1 which states:

- (6) *Development for the purpose of any other liquid waste depot that treats, stores or disposes of industrial liquid waste and:*
  - (b) *handles more than 1,000 tonnes per year of other aqueous or non-aqueous liquid industrial waste.*

The Minister confirmed in writing on 31 January 2006 that the proposed development constituted 'major development'. Therefore, the proposal is subject to the provisions of Part 3A of the Environmental Planning & Assessment Act.

### **5.3 State Environmental Planning Policy 11 – Traffic Generating Development**

SEPP 11 aims to ensure that the Roads & Traffic Authority is made aware of and given the opportunity to provide representations in respect of developments identified in Schedule 1 and 2 of the SEPP.

The proposed development is identified in item (j) of Schedule 1 of the SEPP as a *liquid fuel depot*. Clause 7(3) requires the Consent Authority to notify the Road and Traffic Authority of the application.

### **5.4 State Environmental Planning Policy 33 – Hazardous & Offensive Development**

SEPP 33 (Hazardous & Offensive Development) applies to the subject development and the proposal is identified as a 'potentially hazardous industry'. This has been identified in the correspondence prepared by M.J.S Dangerous Goods Solutions dated 27 February 2006. In accordance with this classification a Preliminary Hazard Analysis (PHA) is required and has been prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazardous Analysis in **Appendix 8**.

### **5.5 Penrith Local Environmental Plan 1996 Industrial Land**

Under the provisions of the PLEP 1996, the subject site is zoned 4(a) General Industrial Zone. The proposed development for the construction of a warehouse/office building and oil tank farm for use as a used oil transfer station is permissible in the 4(a) zone as an innominate use, subject to the development not being classified as an offensive or hazardous storage establishment. The subject development is not identified as being an offensive or hazardous storage establishment and therefore is permissible in the zone.

The objectives of the 4(a) General Industrial zone are:

- (i) *to encourage a diversity of industrial employment generating activities, and*
- (ii) *to promote development which observes responsible, and environmentally sound, management practices, and*

- (iii) to promote development which makes efficient use of industrial land, and*
- (iv) to permit development which serves the daily convenience needs of persons working within industrial areas, and*
- (v) to permit development for the purpose of recreational facilities, child care centres or community facilities to serve the needs of the workforce of the industrial areas and adjacent residential communities, and*
- (vi) to promote development of land with frontage to Castlereagh Road, Old Bathurst Road and Christie Street which, by its architectural and landscape design, will enhance their gateway entry roles to the City of Penrith, and*
- (vii) to prohibit development of land for any purpose if the development will:*
  - (A) have direct vehicular access between that land and Castlereagh Road or Parker Street, and*
  - (B) significantly affect the function, efficiency and safety of Castlereagh Road or Parker Street.*

It is considered that the proposal satisfies these objectives for the following reasons:

- The proposed facility will employ up to 11 staff, the majority of which are likely to be local.
- The facility is a unique facility that contributes to the diversity of the industrial area.
- Klekies is an environmental sustainability company, with the proposed facility serving as an oil transfer station, where the used oil will ultimately be processed at the Wagga Wagga facility by Southern Oil Refineries.
- The proposal makes efficient use of a currently unutilised portion of land.

## **5.6 Protection of the Environment Operations Act 1997**

A 'Transporter of Waste Licence' and 'Premises Licence' for Klekies Pty Ltd have been issued by the Environmental Protection Authority under Section 55 of the Protection of the Environment Operations Act 1997. Copies of these licences are included in **Appendix 14**.

## **5.7 Road and Rail Transport Act 1997**

The proposed transportation of used oil does not require the provision of any licence under the Road & Rail Transport Act, 1997.

## **5.8 Development Control Plan 1996 Industrial Land**

Development Control Plan (DCP)1996 Industrial Land (April 2003) applies to the site. This Development Control Plan provides more detailed provisions and controls applying to development permitted under the Local Environmental Plan.

For the purposes of this DCP, the subject site is identified as being within Precinct 1 Dunheved/St Marys locality. The following Clauses of the DCP are relevant to the proposed development.

## **PART B - PRELIMINARY SITE INVESTIGATION**

### **B1 Zoning & Uses**

As detailed in Section 5.4 of this report, the subject site is zoned 4(a) General Industrial. The proposed development for the construction of a warehouse/office building and oil tank farm for use as a used oil transfer station is permissible in the 4(a) zone as an innominate use, subject to the development not being classified as an offensive or hazardous storage establishment. As discussed in Section 5.4 of this report, the proposal is not classified as an offensive or hazardous storage establishment.

### **B2 Remnant Native Vegetation**

The objective of this clause is to:

*Conserve and protect significant stands of trees or other vegetation within the industrial areas of Penrith that are of environmental heritage significance.*

The development site is currently vacant, and the proposed development will not result in the removal of any significant vegetation.

### **B4 European Heritage**

The objectives of this clause are:

- *Conserve and protect significant items of European heritage that are located in the industrial areas of the City.*

- *To ensure that new development is undertaken in a manner that is sympathetic to, and does not detract from, the:*
  - i. *heritage significance of the items and their settings, and*
  - ii. *streetscape value provided by the item(s)*

The subject site is not identified as a heritage item nor is it located adjacent to any heritage item.

### **B5 Aboriginal Archaeological Surveys**

The objective of this clause is to:

*To preserve the Aboriginal archaeological resources located within industrial areas.*

There are no known aboriginal relics on the subject site.

### **B6 Hazard & Risk - Flooding**

The objectives of this clause are:

*Ensure that properties are not exposed to unacceptable risk or damage during peak storm events.*

*That development conforms to Council's Interim Policy for Development of Flood Liable Land 1991 and the NSW Government's Flooplain Management Manual 2001, as applicable.*

The subject site is identified as being subject to Council's Interim Flood Policy. Compliance with this Policy has been addressed by the report contained in **Appendix 7** and correspondence by Kneebone, Beretta & Hall P/L included in **Appendix 11**.

### **B7 Hazard & Risk – Contaminated Land**

The objective of this clause is to:

*To define contaminated land and encourage the proper management of such land.*

This clause requires that any contaminated land is subject to the provisions of SEPP 55 – Remediation of Land. The site is currently vacant and it is not considered that the site is contaminated. The existing waste on the site will be removed by appropriate contractors.

## **B8 Infrastructure – Drainage**

The objective of this clause is to:

*To ensure that new development does not generate stormwater discharges that exceed the capacity of the existing drainage network.*

This clause requires the submission of a Stormwater Management Plan. A Stormwater Management Plan has been prepared by Kneebone, Beretta & Hall P/L, included in **Appendix 3**. This plan provides for all collected stormwater to be drained to existing infrastructure within the street.

## **B9 Infrastructure – Roads**

The objective of this clause is to:

*To ensure that new development will not reduce existing levels of road safety nor increase the level of traffic congestion.*

Given the minimal vehicle movements anticipated with the proposed development, it is not considered that a separate traffic and parking analysis is required. Given that the proposed development will result in a maximum of 35 daily vehicle movements, it is considered that the proposal will have a negligible impact on the existing traffic flows. Vehicular access to the site is via Christie Street which provides for good sight distances.

This issue is dealt with in detail in Section 6.6 of this report. In summary it is considered that the proposed development will not reduce existing levels of road safety nor increase the level of traffic congestion.

## **B10 Infrastructure – Storage and Removal of Waste**

This clause aims to promote a high standard of environmental management of industrial areas. This clause requires the submission of a waste prevention and minimisation plan. A preliminary Waste Management Plan has been provided in Section 6.2 of this report, with a detailed Waste Management Plan to be prepared by the relevant contractor who is responsible for each phase of the proposed development. There is sufficient area on site for the storage of waste and recycling containers.

## **B11 Infrastructure – Water & Sewer**

The objective of this clause is:

*Ensure that water and sewer services are available to the development site and that the service levels are adequate for the development.*

The subject site is serviced by water and sewer and the level of service is adequate for the proposed development. It is considered that the proposal complies with the requirements of this clause.

## **PART D – DESIGN PRINCIPLES**

### **D1 Areas of Scenic or Visual Importance**

The objectives of this clause are:

*To identify certain areas of industrial land that are of scenic or visual importance.*

*To ensure development in these areas present a high visual quality.*

The subject site is not identified by this clause as having high scenic or visual quality.

### **D2 Site Layout, Including Storage of Materials/Chemicals**

The objectives of this clause are:

*To ensure all development is designed to accommodate all necessary services and facilities that will occur as part of the site's operational procedures.*

*To ensure the development is able to functionally operate in an environmentally responsible manner.*

*To encourage the provision of open space and landscaping on development sites, consistent with the landscape objectives for industrial land.*

*To ensure that external storage of goods does not detract from the visual amenity of industrial areas or adjoining residential areas.*

*To ensure that the use of chemical substances will not have any detrimental impact on the environmental quality of the surrounding area.*

This clause requires that development should be designed for function and safety by incorporating the Crime Prevention Through Environmental Design (CPTED) principles. It is considered that the proposal achieves the principles of CPTED for the following reasons:

### Surveillance

The office building is located adjacent to the entry of the development site and therefore any vehicles or pedestrians entering the site will be visible. The site and its entry will be appropriately lit. The landscaping proposed does not provide areas for hiding.

### Access Control

The development site is to be fenced with all vehicles and visitors entering via the gates located adjacent to the office.

This clause also provides guidelines on the storage of goods and chemicals on site. The proposal incorporates 9 storage tanks adjacent to the western boundary. It is considered that the location of the storage tanks is appropriate and achieves the objectives of this clause for the following reasons:

- The proposed used oil transfer station is located at the rear of No. 81-85 Christie Street and behind two large warehouse buildings. As such the proposed development will be predominantly obscured from Christie Street.
- The proposal provides for appropriate setbacks to the western boundary, to allow landscaping of a suitable height to screen the development from the adjoining properties.
- The subject site is not in a prominent position or located within 800m to residential properties and therefore the proposed development will not be visible from any residentially zoned land.
- The storage tanks will be located within a bunded area to prevent any discharge of oil onto adjoining properties or Council's infrastructure in the event of a spill or leak.
- The development site is contained within fencing to restrict unauthorised access to the site.
- The storage tanks have a maximum height of 8.0m and comply with Council's maximum building height. Therefore, it is considered that the tanks are of a height that is compatible with the existing and desired future character of the St Marys/Dunheved Industrial Area.

### **D3 Urban Design, Including Use of External Materials**

The objectives of this clause are:

*To encourage a high standard of architectural design, utilising quality materials and finishes appropriate for the locality.*

*To ensure that new development contributes to the creation of a visually cohesive urban environment.*

*To encourage the innovative use of materials.*

The subject site is not located in a prominent location, with the development to be carried out at the rear of No. 81-85 Christie Street. The tanks will be predominantly obscured from Christie Street and surrounding properties by the existing warehouse/factory buildings and the proposed landscaping. The tanks will be of a colour that does not detract from the natural environment or result in unreasonable glare or reflectivity.

Similarly, the proposed warehouse/office building, located in the southeast corner of the leased area, will be predominantly obscured from the street via the existing buildings to the southeast. The proposed warehouse building is of similar bulk and scale to the existing surrounding development and is constructed of precast concrete panels and a metal deck roof which is compatible with the existing surrounding development.

It is considered that the proposal complies with the requirements of this clause.

#### **D4 Building Height & Setbacks**

The objectives of this clause are:

*To encourage building forms that respond to:*

*(i) the topography of the site, and*

*(ii) the relative position of the site to other allotments within, and to, the street.*

*To ensure a scale of buildings which complements the existing environment in which the site is located.*

*To provide an open streetscape with substantial areas for landscaping.*

*To enhance the visual quality of development and the urban landscape.*

This clause provides that buildings within Precinct 1 shall have a maximum height of 9.0m. The proposed oil storage tanks have a maximum height of 8.0m which complies with this clause. The proposed warehouse/office building has a maximum height of 8.6m which also complies with this clause.

This clause also requires a front setback of 9.0m with no specified setbacks for side and rear boundaries. The proposal is located at the rear of 81-85 Christie Street and therefore complies with the front setback requirements. Whilst there are no requirements for side and rear setbacks, it is considered that the setbacks as proposed are appropriate as they provide sufficient area for landscaping and separation to the adjoining built form.

## **D5 Landscape Design**

This clause aims to ensure that development retains any existing significant vegetation and to encourage functional landscape treatment which enhances the existing/natural landscape character of the area.

The proposal provides for appropriate setbacks to all boundaries to ensure sufficient area for landscaping including large shrubs and trees. Given that the site does not adjoin any residential land and is not in a prominent location it is considered that a landscape plan can be prepared and submitted with the Construction Certificate.

## **D6 Accessing & Servicing the Site (Including Parking)**

This clause aims to ensure safe and efficient movement of vehicles into and out of the development and to accommodate sufficient on site parking to meet the demands generated by the development.

The proposal complies with the requirements of this clause for the following reasons:

- The development provides for sufficient turning areas for cars and trucks to ensure all vehicles can enter and leave the site in a forward direction.
- The development provides ample area for the parking of trucks.
- The site provides sufficient area to prevent conflict with staff vehicles and trucks.
- The proposal results in a maximum of 35 vehicle movements per day and as such will have a negligible impact on the existing traffic flows.
- The carparks, aisles and vehicular manoeuvring areas comply with AS2890.
- The nature of the development will not attract customers or visitors as used oil is collected by the operator of the site.
- The proposed parking area is located at the rear of the site and will not be visible from the public domain.
- The number of parking spaces is dependant on the floor area of any buildings as follows:

<i>Warehouse</i>	<i>1 space per 75m<sup>2</sup></i>
<i>Office</i>	<i>1 space per 40m<sup>2</sup></i>

Therefore the warehouse/office building (to separate Development Application with Penrith City Council) requires the following parking spaces:

	<i>Floor Area</i>	<i>Number of Spaces Required</i>
<b>Warehouse</b>	<b>472.5</b>	<b>6.3</b>
<b>Office</b>	<b>40</b>	<b>2.3</b>
<b>Total</b>		<b>9</b>

Therefore, the proposal provides for 9 parking spaces in accordance with Council's requirements.

### **D7 Drainage**

The objective of this clause is:

*To ensure that an adequate and environmentally acceptable method of removing surface water and stormwater is implemented.*

This clause requires the submission of a Stormwater Management Plan including the capacity to cater for any expectant pollutant loading of the development. A Stormwater Management Plan in accordance with this clause has been prepared by Kneebone, Beretta & Hall P/L in **Appendix 3**.

### **D8 Advertising Signs**

The proposal does not provide for any new signage. An identification sign will be provided within the existing sign board on site.

### **D9 Fencing**

This clause aims to ensure that the fencing proposed complements the building and landscape design for the site and ensures that fencing can assist in securing the site.

The proposal provides for 1.8m high chain wire fence to enclose the development.

## **PART E – OTHER ENVIRONMENTAL FACTORS ARISING FROM THE PROPOSAL**

### **E1 Air Quality**

This clause aims to ensure a high level of air quality is maintained in the region and to preserve the amenity of adjoining residential areas.

An Air Quality Assessment has been prepared by Holmes Air Sciences in **Appendix 9**. In conclusion this report provides:

*'A qualitative assessment has been carried out to assess the potential for impacts on local air quality due to the proposed establishment of a used oil transfer station at St Marys, NSW. The establishment of the station at St Marys will replace a station that has been operating in West Gosford for 15 years.*

*The proposed installation of carbon canisters will limit the potential for fugitive emissions from the tanks.*

*Odour is not a nuisance from the West Gosford site and based on the information available, odour impacts are not anticipated to cause a nuisance to the residences close to the proposed St Marys site.'*

It is therefore considered that the proposal will achieve the objectives of this clause.

## **E2 Noise and Vibration**

This clause aims to ensure a high standard of environmental management in industrial areas and to preserve the amenity of adjoining residential areas.

A Noise Assessment has been prepared by RSA Acoustics in **Appendix 5**. In conclusion this report provides:

*A Noise Impact Assessment for the proposed relocation of Klekies Pty Ltd to 81-85 Christie St, St Marys, has been undertaken. The predicted noise levels have been compared with current DEC requirements. The operation of Klekies Pty Ltd will not adversely affect the acoustic amenity of any surrounding premises at any time. Any noise that Klekies Pty Ltd contributes to the current levels of noise will be totally inaudible at the closest residence in Reid Street, over 800 metres away.*

Therefore, it is considered that the proposal achieves the requirements of this clause.

## **E3 Water Quality**

This clause aims to improve water quality of the Hawkesbury Nepean River and its tributaries; to ensure a high quality discharge to the sewer and drainage system and to promote the principles of Ecologically Sustainable Development.

A detailed Soil Erosion Control Plan will be provided with the Construction Certificate application and will be implemented prior to the commencement of any works on site.

All water recovered from the oil/water separation process is passed through an oily water purceptor and all water recovered is to be transported off site to a specialised water treatment plant. The oil storage tanks will be contained within a bunded area to prevent any spillage into Council's drainage infrastructure in the event of any spills or leaks. The proposal complies with Council's *Interim Policy for Development of Flood Liable Land*.

The proposal is considered to comply with the requirements of this clause.

#### **E4 Landscaping Implementation and Maintenance**

This clause requires that landscaping is carried out in accordance with approved landscaping plan prior to occupation of the development and to ensure that landscaping is maintained for the life of the development. It also requires that any existing trees are protected throughout the construction of the development.

The proposed development will comply with this clause.

There are no other requirements of DCP 1996 (Industrial Land) that applies to the proposed development. The proposal is considered to comply with the requirements and objectives of this DCP.

#### **5.9 Waste Planning Development Control Plan**

Council's Waste Planning DCP applies to the proposed development. This DCP requires the submission of a Waste Management Plan.

A detailed Waste Management Plan in relation to site preparation, construction and the on going operation of the development will be prepared by the relevant contractor that is responsible for each phase of the development. However, a preliminary Waste Management Plan is provided in Section 6.2 of this report.

The proposal is considered to comply with the requirements of this DCP.

#### **5.10 Development Control Plan – Advertising Signs**

This plan applies to the land within the City of Penrith where an advertisement is permissible with Council's consent.

The proposal does not provide for any new signage. Identification signage will be provided on the existing sign board.

### **5.11 Interim Policy for Development of Flood Liable Land**

This policy applies to any land identified as Flood Liable Land.

A Flood Assessment was prepared by J.Wyndham Prince Pty Ltd in **Appendix 7**. This Assessment addressed Council's Policy for Flood Liable Land. Further correspondence was provided by Kneebone, Beretta & Hall Pty Ltd in **Appendix 11**, which provides:

*'The top of bunding to the proposed tank farm is set at a minimum height of 22.60AHD which is above the 100 year flood level of 22.20AHD as specified in the above Flood Assessment Report.'*

It is noted that the proposed finished floor level of the warehouse/office building is 22.300AHD, which also complies with this requirement. Therefore it is considered that the proposal complies with the requirements of Council's Interim Policy for Development of Flood Liable Land.

### **5.12 Summary of Council's Carparking Requirements**

This document encompasses various carparking requirements adopted by Council since 1971 as components of Council's adopted Car Parking Policy (Policy No. 4.1.1) and/or within development or area specific Development Control Plans (adopted by Council) or relevant Environmental Planning Instrument.

As discussed in response to Clause D6 above, the proposal provides for 9 parking spaces in accordance with Council's DCP.

## 6. ENVIRONMENTAL IMPACT ASSESSMENT

### 6.1 Overview

The Director-General's requirements in relation to the proposed development where issued on 25 June 2006, see **Appendix 4**. The Director-General's requirements nominated key issues to be addressed within the Environmental Assessment being:

- Waste
- Hazards and Risks
- Water and Soils
- Traffic
- Noise
- Air Quality

These detailed requirements are discussed below, together with comment regarding the means by which the issues have been addressed.

### 6.2 Waste

#### 6.2.1 Waste Management Plan

A detailed Waste Management Plan in relation to site preparation, construction and the on going operation of the development will be prepared by the relevant contractor that is responsible for each phase of the development. However, the following Waste Management Plan has been prepared. This plan does not provide precise details of volumes, as this will be provided with the Construction Certificate.

#### *Site Preparation*

Site preparation includes removal of any waste currently on site and clearing of any vegetation as detailed below:

<i>Materials on site</i>	<i>Estimated Volume/Weight</i>	<i>On-Site</i>	<i>Off-Site</i>	<i>Disposal</i>
<i>Vegetation</i>	Minimal			To landfill site to be nominated by waste contractor.
<i>Waste</i>	Inventory to be provided prior to commencement.			Appropriate disposal by authorised contractor.

*Construction Phase*

During the construction phase, waste of the types and volumes will be disposed of as detailed below:

<i>Materials on site</i>	<i>Estimated Volume/Weight</i>	<i>On-site</i>	<i>Off-site</i>	<i>Disposal</i>
<i>Excavation Material</i>		Top soil to be utilised on site for landscaping and fill.		Excess to landfill site by nominated contractor.
<i>Concrete</i>			Unused portions to be returned to supplier.	To be transported to waste transfer station.
<i>Metals</i>			Off-cuts to be used on other sites.	To be transported to waste transfer station.
<i>Other</i>				TBA

*On-going Waste Management*

The on-going waste and disposal for the operation of the used oil transfer station is detailed below:

<i>Type of Waste</i>	<i>Expected Volume per Week (m<sup>3</sup>)</i>	<i>Proposed On-site storage</i>	<i>Disposal</i>
<i>Paper/cardboard from office</i>		Sulo bins	To be collected and transferred to recycling station by contractor.
<i>Water from heating of oil</i>			All water recovered from the oil/water separation process is treated off site at a specialised plant. See comments in Section 6.2.2.

### 6.2.2 Waste Water & Oil

Water collected from the heating of oil will be diverted to Tank 1A (Tank 1 is split into two sections), which is a dedicated oily water and contaminated water tank. The contents of Tank 1A is then transported to a specialised water treatment plant. The contents are transported by Klekies, who are licensed to transport J100 and J120 materials, see **Appendix 14**.

Tank 1B will be dedicated for the storage of used oil that is not suitable for recycling. This is then transported to a specialised waste plant for treatment. Any waste sludge will be drummed and transported from site for disposal via a specialised treatment provider for example Veiola and Transpacific Industries.

**Appendix 15** provides a detail of the Waste Oil Batch Dewatering Plant.

### 6.3 Hazards & Risk

The proposal does not require a Dangerous Goods Licence as the proposal does not include the storage of more than 100,000L of Class C1 liquids or more than 1,000,000L of Class C2 liquids. Material Safety Data Sheets have been provided in **Appendix 16**.

A Preliminary Design Review of the Waste Oil Batch Dewatering Plant has been prepared by Mitchell Engineering Associates Pty Ltd see **Appendix 15**. This details the process of heating the used oil to separate the water.

A Hazard Analysis Report has been prepared by MJS Dangerous Good Solutions and is included in **Appendix 8**. The report identifies the product stored on site as black oil which is classified as Non Hazardous, Class 9 UN3082 “Environmentally Hazardous Substance Liquid, N.O.S”. This product is not dangerous nor likely to burn except in an extreme temperature fire, that is a fire with a temperature exceeding the flash point of the stored product.

The Report identifies a number of hazards as summarised below:

#### **Fire**

The local NSW Fire Brigade were consulted in the preparation of this report to determine the number of fire hydrants required for the subject site and as a result a Fire Services Layout Plan has been provided in **Appendix 8**. Given the design of the plant and the non-hazardous product on site, the likelihood of fire is minimal.

## **Spills**

The tank farm has been designed and will be constructed in accordance with Australian Standard AS1940-2002. The tank farm is contained within a bunded area that can hold up to 560,000L, which is well above the requirements set at 10% capacity detailed in AS1940-2002. The bunded area is constructed of a concrete floor which slopes to a blind sump, this allows the removal of any spilt product. Any spilt product is then pumped to a holding tank and disposed of appropriately off site.

A covered bunded area will contain any spill where trucks discharge their loads. This bunded area will be able to handle 10,000 litres which is 60% more capacity than that of the individual compartments of the trucks.

Four spill kits will be placed around the site for use by staff. All staff will be trained in dealing with spills.

The plant will be fitted with a flotation alarm within the bunded area to detect any spills when the plant is not in operation (non-working hours). This alarm is connected to a back to base security system. The alarm is set to a predetermined height of no more than 150mm, which allows for sufficient time for a timely response.

## **Truck Movements**

A truck entry and exit diagram has been provided included in **Appendix 8**, which provides for trucks to enter the site in a westerly direction and leave the site in an easterly direction. This diagram and instructions are included in the Safety Manual which needs to be read and signed by every employee and contractor.

## **Explosion**

The report indicates that the product stored on site has a very low risk of explosion as all material has a flash point of greater than 60°C and does not have the right characteristics to cause an explosion.

## **Flooding**

The bunded area will protect the tanks from any flood water. The bund wall is higher than the flood level determined by Council and indicated in the Stormwater Concept Plan. The tanks are bolted to the ground and therefore will not float away during a flood.

### **Neighbouring Sites**

The adjoining properties are not considered to pose any risk to the subject site.

### **Malicious Acts**

The site will be fenced to provide protection. The capacity of the bunded area is such that if all tanks were to be discharged the bund would be able to contain the entire product.

### **Operations**

Safety Manuals have been produced for every operation on site, and the staff will be trained in these procedures and the material safety data sheets, copy included in **Appendix 16**, for the products on site.

In conclusion, the recommendations of the Hazard Analysis Report provide:

*The fire safety has identified all of the products being stored in the tank farm along with the hazards that may pose a threat during the operation of the facility.*

*In relation to the possibility of spills we found that Klekies Pty Ltd have taken all possible scenarios into consideration and have mitigated them altogether. (To appropriate best practice standards).*

*Traffic flows in and out of the site have been analysed, and our recommendations will reduce the likelihood of any traffic accidents.*

*We would recommend this project go ahead, as it has been presented to us.*

It is therefore considered that there are no hazards that would pose a significant threat to the environment.

## **6.4 Water**

A detailed stormwater design has been prepared by Kneebone Beretta & Hall Pty Ltd, in **Appendix 3**, which provides for all collected stormwater to drain to the existing pit in the street.

As detailed above water collected from the heating of oil will be diverted to Tank 1A (Tank 1 is split into two sections), which is a dedicated oily water and contaminated water tank. The contents of Tank 1A are then transported to a specialised water treatment plant. The contents are transported by Klekies, who are licenced to transport J100 and J120 materials. See **Appendix 14**.

Tank 1B will be dedicated for the storage of used oil that is not suitable for recycling. This is then transported to a specialised waste plant for treatment. Any waste sludge will be drummed and transported from site for disposal via a specialised treatment provider for example Veiola and Transpacific Industries.

**Appendix 15** provides a detail of the Used Oil Batch Dewatering Plant.

## 6.5 Soils

A detailed Soil & Erosion Control Plan will be prepared and implemented prior to commencement of any works on site. The proposal does not require any significant excavation or filling and therefore it is considered that any concern will be resolved by a detailed Soil & Erosion Control Plan.

A Contaminated Site Assessment Report dated 5 August 1998 and Supplementary Site Contamination Assessment Report dated 26 September 2003 have been included in **Appendices 6** and **12**, respectively. It is noted that there has been no physical change to the rear portion of the site (development site) since the Supplementary Report of 26 September 2003. The supplementary report provided:

*'In the period between 1998 and 17/9/03 there has been no additional impact on soil quality at this site.*

- *Sand/grit from sandblasting operations has not exceeded the heavy metal guideline levels for Commercial or Industrial property.*
- *If any soil is to be removed from the site during or as part of the proposed development, the EPA NSW Waste Guidelines must be applied and the material to be removed classified in accordance with those guidelines.*
- *There has been no significant changes to the property between 1998 and 17/9/03 other than the removal of the sandblasting plant.*
- *The former rubber gasket manufacturing operations have shifted into the eastern building and the western building is now used for urethane insulation manufacture.*
- *It is the opinion of Earth Air Water Consulting & Monitoring P/L that the site at 81-85 Christie Street, St Marys is suitable for its intended Commercial and Industrial Use.*

## **6.6 Traffic**

Given the minimal vehicle movements anticipated with the proposed development, it is not considered that a separate traffic and parking analysis is required. The Road & Traffic Authority's *Guidelines for Traffic Generating Development* does not provide any specific requirements for used oil transfer stations.

### **6.5.1 Parking**

The operation of the used oil transfer station incorporates the use of six 8-10 tonne trucks. These trucks are stored on site when not in use. The development will employ 11 staff.

The proposal provides for 9 parking spaces located towards the site's northern corner. This complies with Council's requirements. This area will provide parking for staff.

### **6.5.2 Access Arrangements**

Vehicular access to the site is via the existing driveway located centrally along the Christie Street frontage. A new driveway will be constructed within the development area. A truck turning area is incorporated to allow all vehicles to enter and leave the site in a forward direction. The driveway and turning area has been designed to comply with Australian Standard 2890. There is sufficient area on site to ensure that safe pedestrian access to the office facilities and amenities.

The site fronts Christie Street, which is a straight road that provides excellent sight distances for vehicles leaving the subject site.

### **6.5.3 Traffic Generation**

The operation of the used oil transfer station does not generate high levels of traffic movement. Traffic generation from the development relates to the daily collection of used oil by 8-10 tonne trucks and the employee's vehicles entering and leaving the site daily.

Christie Street is the main road through the St Marys/Dunheved Industrial area. Christie Street is a two lane road designed to accommodate typical industrial traffic. Given that Christie Street services the industrial area it is assumed that this road is suitable for industrial traffic.

Bulk tankers will collect and then transport the consolidated and pre-treated oil from the St Marys site to Wagga Wagga approximately 3-4 times per week. The following table indicates the approximate number of daily vehicle movements on the subject site.

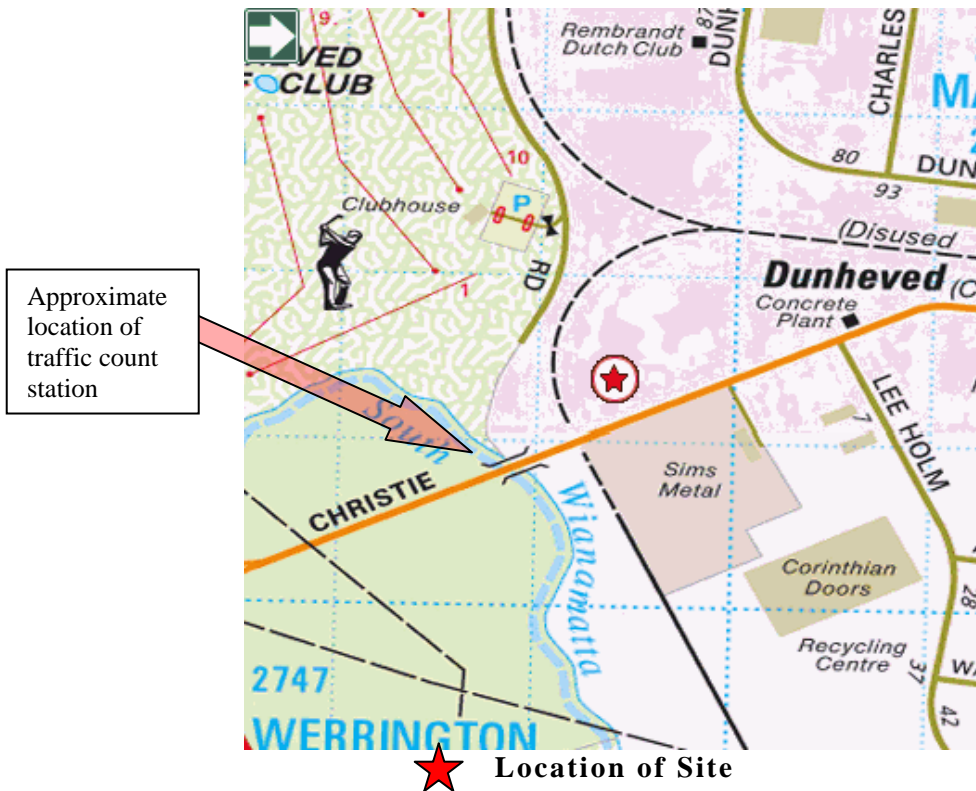
<b>Vehicle Type</b>	<b>Daily Movement</b>
<b>8-10 Tonne Trucks</b>	12
<b>Employee Cars</b>	22
<b>Bulk Tankers</b>	Maximum of 1
<b>TOTAL</b>	<b>35</b>

It is therefore estimated that there would be a maximum of 35 vehicle movements per day.

The Road and Traffic Authority’s (RTA) ‘Traffic Volume Data for the Sydney Region 2002’ incorporates the results of a traffic survey undertaken during 2002 in the Sydney Region as part of a three year repeating cycle.

The report provides Annual Average Daily Traffic (AADT) statistics assessed as the total volume of traffic recorded at specific road locations taken over a calendar year and divided by the number of days in that year.

Statistics are provided for Christie Street, Werrington at South Creek Bridge. The approximate location for the traffic count station is identified in relation to the subject site in the following map:



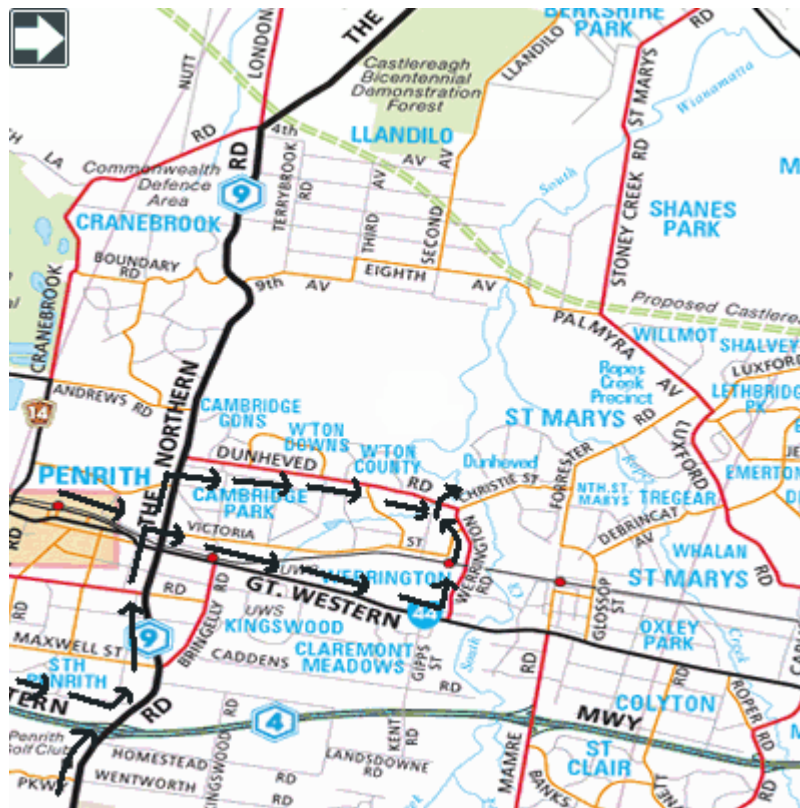
The following AADT’s were recorded at the Christie Street South Creek Bridge station:

Year	AADT
1996	12670
1999	15085
2002	15583

Given that the proposed development will result in approximately 35 daily vehicle movements, it is considered that the proposal will have negligible impact on the existing traffic flows.

### 6.5.3 Access Routes

Vehicles entering the site will include cars, 8-10 tonne trucks and bulk tankers. These vehicles will generally access the site from the M4 Motorway, Great Western Highway and The Northern Road and as such will not utilise local residential roads. The following diagrams indicate access routes to the site.



Access Routes from West including Penrith and Blue Mountains



Access Route from North including Windsor and Riverstone



Access Route from East including Sydney CBD,  
Metropolitan Area and Southwest Sydney

## 6.7 Noise

A Noise Assessment has been prepared by RSA Acoustics in **Appendix 5**. Noise measurements in this report were conducted at the current Klekies Pty Ltd site in Daintree Place, West Gosford. The noise levels of the individual items of equipment were measured under normal operating conditions with measurements taken while all equipment was operating simultaneously. The Industrial Noise Policy provides that the acceptable daytime noise level ( $L_{Aeq}$ ) for existing industrial interface areas, is 70dB(A) with an extreme limit of 75dB(A). The report predicts the average sound power level ( $L_{Aeq}$ ) to be a maximum of 75dBA. Current background levels on site range from between 62dB and 77dB with the main contributors to these levels being traffic along Christie Street and the Sims Metal car crushing plant across the road.

In conclusion this report provides:

*A Noise Impact Assessment for the proposed relocation of Klekies Pty Ltd to 81-85 Christie St, St Marys, has been undertaken. The predicted noise levels have been compared with current DEC requirements. The operation of Klekies Pty Ltd will not adversely affect the acoustic amenity of any surrounding premises at any time. Any noise that the Klekies Pty Ltd contributes to the current levels of noise will be totally inaudible at the closest residence in Reid Street, over 800 metres away.*

Therefore, it is considered that the proposal will not have any detrimental impact on the existing acoustic amenity of the locality or residential properties.

## 6.8 Air Quality

An Air Quality Assessment has been prepared by Holmes Air Sciences in **Appendix 9**. This report discussed the following issues:

### **Emissions**

An inspection of the current operation at Gosford was carried out, where it was concluded that odorous discharges from tanker loading are minimal. Regular inspections of the operations are carried out to identify/detect any fugitive emissions from sources such as pumps and seal leaks so as to ensure the problem can be rectified. All tanks with odour emitting potential will have activated carbon canisters fitted to their vents to prevent any emissions.

### **Local Dispersion Conditions**

Winds are predominantly from the south and south-south-west with a small percentage of winds from the north and north-north-west. The site is located to the north-east of the closest residences and therefore the predominant wind direction is away from those residences.

### **Odour Impacts**

Odour has not been a source of complaint from neighbouring properties at the current West Gosford site which has been operating for 15 years. A number of actions are proposed to reduce emissions from odorous activities, as summarised below:

- Carbon canisters fitted to all tanks containing low volatile liquids.
- Regular shift inspections to detect fugitive emissions and have them repaired.
- The pre-heating of used oil will be limited to 90° which is below the temperature of volatilisation.

### **Construction Impacts**

Dust may be generated from earthworks associated with the construction of the proposed established of the project. An Air Quality Management Plan (AQMP) will be prepared prior to commencement of any works. The general principles of this plan include:

- Stabilise all disturbed areas as soon as practicable to prevent or minimise wind blown dust;
- All unsealed trafficable areas would be kept sufficiently damp during working hours to minimise wind blown or traffic generated dust emissions;
- Water sprays, sprinklers and water carts would be employed if needed to adequately dampen stockpiles, work areas and exposed soils to prevent the emission of dust from the site;
- Stockpiles and handling areas would be maintained in a condition which minimised wind blown or traffic generated dust;
- All equipment for dust control to be kept in good operating condition;
- Silt would be removed from behind filter fences and other erosion control structures on a regular basis, so that collected silt does not become a source of dust;
- Any dust, soil or mud deposited on public roads by sub contractors construction activities and vehicle movements would be removed immediately and disposed of appropriately.

In conclusion the Air Quality Assessment report provides:

*'A qualitative assessment has been carried out to assess the potential for impacts on local air quality due to the proposed establishment of a used oil transfer station at St Marys, NSW. The establishment of the station at St Marys will replace a station that has been operating in West Gosford for 15 years.*

*The proposed installation of carbon canisters will limit the potential for fugitive emissions from the tanks.*

*Odour is not a nuisance from the West Gosford site and based on the information available, odour impacts are not anticipated to cause a nuisance to the residences close to the proposed St Marys site.'*

It is therefore considered that the proposal will not have a detrimental impact on the existing air quality.

## **6.9 Consultation Requirements**

During the preparation of the Environmental Assessment the following parties have been consulted:

### **6.9.1 Department of Environment & Conservation**

The proposed development will require an Environmental Protection Licence under Chapter 3 of the Protection of Environment Operations Act. Klekies Pty Ltd have established an unblemished 15 year relationship with the Department of Environment and Conservation with their existing facilities at West Gosford on the Central Coast.

### **6.9.2 Penrith City Council**

A meeting was held with Council's Development Panel on 17 January 2006. **Appendix 10** contains the minutes of the meeting. A summary of the issues raised in the meeting and identified in the minutes are discussed below:

<b>Issue</b>	<b>Comments</b>
Parking/Traffic	The proposed development comprises 9 parking spaces with additional area for truck parking, which complies with the requirements of Council. A truck turning area is provided within the development site to ensure all vehicles can enter and leave the site in a forward direction.

Statutory	The site is zoned 4(a) General Industrial. The proposed development is permissible within the zone with consent.
Integrated Development	Pursuant to Clause 75B (1)(a) the proposed development is identified as an activity that is subject to the provisions of Part 3A of the Act. Clause 75D(1) requires the Minister's approval for development identified in Clause 75B.
Environmental Effects	The potential environmental effects have been addressed in Section 6 of this Environmental Assessment.
Landscaping	The proposal provides appropriate setbacks to all boundaries to ensure sufficient land for the provision of landscaping including large shrubs and trees. Penrith Council does not require a landscape plan for this development.
Stormwater Drainage	A Stormwater Concept Plan has been prepared by Kneebone Beretta & Hall Pty Ltd and forms part of the submission to Council in <b>Appendix 3</b> .
Flooding	A Flood Assessment had previously been prepared by J. Wyndham Prince Pty Ltd in <b>Appendix 7</b> detailing flood levels and minimum floor levels. Separate correspondence from Kneebone, Beretta & Hall Pty Ltd in <b>Appendix 11</b> indicates that the proposal complies with requirements of the Flood Assessment.
Waste Management	Waste Management has been addressed in Section 6.2 of this report.

### **6.9.3 NSW Fire Brigade**

Mr Matt Sawtell of MJS Dangerous Goods Solutions has had discussions with the NSW Fire Brigade during the compilation of the Hazard Analysis Report. Discussions indicated that two hydrants, one either side of the tank farm, were required. These hydrants have been indicated on the Fire Services Layout Plan included in **Appendix 8**.

## 7. DRAFT STATEMENT OF COMMITMENTS

The table below details the proposed measures, environmental management, mitigation measures and monitoring procedures undertaken to minimise and manage any potential adverse impacts of the development.

Issue	Commitments
Noise	<ul style="list-style-type: none"> <li>▪ The designated route for trucks to the site is via the access routes identified in Section 6.5.3 of this report. No trucks will travel along local roads where residential properties exist.</li> <li>▪ The operation of the development will be limited to 6am to 6pm Monday to Friday and 6am to 12noon Saturdays.</li> <li>▪ All plant and machinery, including trucks, are to be properly maintained to ensure rated noise emissions are not exceeded.</li> <li>▪ All construction activities shall be undertaken in accordance with AS2436 – Guide to Noise Control on Construction, Maintenance and Demolition Sites.</li> <li>▪ Construction activities will be limited to 7am to 5pm Monday to Fridays; 8am to 12noon on Saturdays. There will be no noise generating activities throughout the construction period on Sundays or public holidays.</li> <li>▪ A register of all complaints shall be kept throughout the construction and operation of the plant.</li> </ul>
Waste Management	<ul style="list-style-type: none"> <li>▪ As detailed in Section 6.2 of this report site preparation, construction and operation of the development will be undertaken in accordance with a waste management plan.</li> <li>▪ Waste water collected from the heating of oil will be diverted to Tank 1A which is a dedicated oily water and contaminated water tank. The contents of this tank are then transported to a specialised water treatment plan.</li> <li>▪ Tank 1B will be dedicated for the storage of used oil that is not suitable for recycling. The contents of this tank are then transported to a specialised waste plant for treatment.</li> <li>▪ Any waste sludge will be drummed and transported from site for disposal via a specialised treatment provided for eg. Veiola and Transpacific Industries.</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>▪ An Air Quality Management Plan (AQMP) is to be developed in accordance with the recommendations of Holmes Air Sciences in their Air Quality Assessment, see <b>Appendix 9</b>.</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Regular inspections of equipment and plant to detect the occurrence of any fugitive emissions and to ensure the leaks are repaired.</li> <li>▪ All tanks with odour emitting potential will have activated carbon canisters fitted to their vents.</li> <li>▪ The pre-heating of the oil will be limited to 90°C which is below the temperature of volatilisation.</li> <li>▪ All disturbed areas to be stabilised as soon as practicable to prevent or minimise wind blown dust.</li> <li>▪ All unsealed trafficable areas would be kept sufficiently damp during working hours to minimise wind blown or traffic generated dust emissions.</li> <li>▪ Water sprays, sprinklers and water carts would be employed if needed to adequately dampen stockpiles, work areas and exposed soils to prevent the emission of dust from the site.</li> <li>▪ Stockpiles and handling areas would be maintained in a condition which minimised wind blown or traffic generated dust;</li> <li>▪ All equipment for dust control to be kept in good operating condition;</li> <li>▪ Silt would be removed from behind filter fences and other erosion control structures on a regular basis, so that collected silt does not become a source of dust;</li> <li>▪ Any dust, soil or mud deposited on public roads by sub contractors construction activities and vehicle movements would be removed immediately and disposed of appropriately.</li> </ul>
Soil	<ul style="list-style-type: none"> <li>▪ The Soil and Erosion Control Plan will be implemented prior to any works commencing on site.</li> <li>▪ A Construction Environmental Management Plan (CEMP) will be prepared and implemented in accordance with the Department of Infrastructure, Planning &amp; Natural Resources <i>Guideline for the Preparation of Environmental Management Plans</i>.</li> </ul>
Water	<ul style="list-style-type: none"> <li>▪ Collected stormwater will be disposed of in accordance with the Stormwater Management Plan prepared by Kneebone, Beretta &amp; Hall Pty Ltd in <b>Appendix 3</b>.</li> <li>▪ Disposal of waste water from the oil heating process is in accordance with the Commitments identified in 'Waste' above.</li> </ul>

Traffic	<ul style="list-style-type: none"><li>▪ A turning area is provided on site to ensure all vehicles can enter and leave the site in a forward direction.</li><li>▪ A truck entry and exit diagram has been prepared in <b>Appendix 8</b>, which provides for trucks to enter the site in a westerly direction and to leave the site in an easterly direction. This diagram will be included in the Safety Manual which will need to be read and signed by every employee and contractor.</li></ul>
Hazards and Risk	<ul style="list-style-type: none"><li>▪ The tank farm is contained within a bunded area that can hold up to 560,000 litres, which is well above the requirements set at 10% capacity detailed in AS1940-2002. The bunded area is to be constructed of a concrete floor which slopes to a blind sump and allows removal of any spilt product. Any spilt product is pumped to a holding tank for disposal off site.</li><li>▪ A covered bunded area will contain the area where trucks discharge their load. This bunded area will be able to handle 10,000 litres, which is 60% more than the capacity of the individual compartments of the trucks.</li><li>▪ Four spill kits will be placed around the site for use by staff. All staff will be trained in dealing with spills.</li><li>▪ The plant will be fitted with a flotation alarm within the bunded area to detect any spills during non-working hours. This alarm is connected to a back to base security system. The alarm is set at a predetermined height of no more than 150mm, which allows for sufficient notice.</li><li>▪ The bunded area will protect the tanks from any flood water. The tanks will be appropriately secured to the ground to prevent any tanks from moving during flooding.</li><li>▪ The site will be securely fenced to assist in preventing malicious acts. However, the capacity of the bunded area is such that even if all tanks were to be discharged the bund would be able to contain the entire product.</li><li>▪ Safety Manuals have been produced for every operation on site and the staff will be trained in these procedures. Material Safety Data Sheets (copy included in <b>Appendix 16</b> will be available on site.</li></ul>

- Fire Hydrants are to be installed in accordance with the Fire Services Layout Plan provided in **Appendix 8**.
- The operation of the used oil transfer station shall be in accordance with the Hazard Analysis Report in **Appendix 8**.

## **8. CONCLUSION**

Pursuant to Schedule 1 of SEPP (Major Projects) the proposed Warehouse/Office Building and Oil Tank Farm for use as a Used Oil Transfer Station is a major project and requires consent of the Minister in accordance with Part 3A of the Environmental Planning & Assessment Act, 1979.

This report has assessed the major issues, as identified from the Director-General Requirements, the requirements of Section 79C(1) of the Act, the Penrith Local Environmental Plan 1996 and Council's policies including Penrith Development Control Plan 1996 Industrial Land.

The site is currently vacant land located within the St Marys/Dunheved Industrial Area. The proposed warehouse/office building and oil tank farm for use as a used oil transfer station will serve as a storage facility for collected used oil. This used oil will then be transported to the Southern Oils Refinery at Wagga Wagga. The storage tanks have an overall capacity of 540,000L, with approximately 5,000 tonnes passing through the used oil transfer station annually.

The proposal is permissible within the 4(a) General Industrial Zone with consent. The proposal complies with the objectives of the 4(a) zone and complies with the requirements of the Penrith LEP and DCP Industrial Land.

The Director-General has confirmed that the development is subject to State Environmental Planning Policy (Major Projects) and has issued Director-Generals Requirements which have been addressed in this Environmental Assessment.

It is considered that the proposed development, subject to the relevant safeguards incorporated in the development, will have no significant adverse impact on the environmental quality of the site and its locality.

It is my opinion that this proposal for the construction of a warehouse/office building and used oil tank farm for use as a used oil transfer station upon land known as 81-85 Christie Street, St Marys is worthy of the support of the Minister.

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GLENDINNING MINTO & ASSOCIATES PTY LTD  
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