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Resource Recovery Facility - Minto  
13 Pembury Road, Minto NSW 2566  
SEPP 33 - Preliminary Risk Screening & Hazard Assessment  
State Significant Development Application

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Skylife Properties Pty Ltd

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Newcastle

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## 1 INTRODUCTION

SLR Consulting Australia Pty Ltd (SLR) has been engaged by Skylife Properties Pty Ltd to assess the potential impacts of the proposed expansion of operations of an existing Waste Storage and Processing Facility at 13 Pembury Road, Minto, NSW (the Project site). The site is used for the purposes of waste storage and waste processing of general mixed waste generated mostly by the construction and demolition industry.

This Preliminary Risk Screening assessment forms part of the supporting documentation for the State Significant Development Application (SSD) for the Proposal in accordance with Secretary's Environmental Assessment Requirements (SEARs), issued in 28 January 2016, which required the following in relation to Land Use Safety:

A preliminary risk screening completed in accordance with Applying SEPP 33 - Hazardous and Offensive Development Application Guidelines (DoP 2011). Should the screening indicate that the development is "potentially hazardous", a Preliminary Hazard Analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 - Guidelines for Hazard Analysis (DoP, 2011). The PHA should estimate the cumulative risks from the existing and proposed development.

The purpose of this report is to provide a screening assessment of the hazards associated with the storage of dangerous goods on the site in accordance with NSW State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33). The purpose of the initial SEPP 33 risk screening is to exclude from more detailed studies those developments which do not pose significant risk.

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'. Both of these classifications may not be permissible within most industrial zones in NSW.

A development may also be considered potentially hazardous with respect to the transport of dangerous goods. A proposed development may be potentially hazardous if the number of generated traffic movements (for significant quantities of hazardous materials entering or leaving the site) is above the cumulative annual or peak weekly vehicle movements. Table 2 in the document Applying SEPP 33: Hazardous and Offensive Development Application (DUAP 1994) and Guidelines (NSW Planning) 2011, outlines the screening thresholds for transportation.

This report presents information on hazardous materials, flammable substances, and compressed or liquefied gases proposed to be stored or handled in the Development Site, including on site or transported to or from the site, including any associated risk issues.

This report forms part of an Environmental Impact Statement which will be submitted to the Department of Planning and Environment as State Significant Development.

## **2 PROPOSED DEVELOPMENT**

### **2.1 Overview**

The Site plans to increase its maximum annual tonnage of general non-putrescible solid waste material to 220,000 tonnes per annum (tpa). General solid waste (non-putrescible) currently received by the facility will not alter, only the quantity received. The future development of the site will be with a view to developing capacity for a total annual throughput of up to 220,000 tonnes.

#### **2.1.1 Operational Activities**

All waste streams will enter the site via the driveway crossing with Pembury Road, where they will be weighed on arrival on the 'eastern' weigh bridge. The contents of trucks will also be visually inspected at this point by the weigh bridge operator. Trucks will then enter into the covered shed / awning and unload. Trucks are then unloaded by either tipping or through bins being tipped to remove contents wholly within the covered shed / awning area. The load will be inspected again on the tipping floor during and after unloading to determine waste acceptability.

Covered bins containing wastes may also be stored in the designated bin storage area and moved to the processing area when operations permit processing. An example of this would involve construction waste being received outside of permitted processing hours. Under such circumstances, the bin would be covered and held in the designated bin storage area until such time as it can be accepted for processing.

All loading, unloading and sorting activities are to be carried out within the processing shed and awning. Any non-complying waste identified will be managed in accordance with SEQ procedures and the adopted Operations Environmental Management Plan and Asbestos and Non Complying Waste Management Procedure.

Once trucks have exited the unloading area operations staff commence to separate waste into streams of recyclable and recoverable products and stockpiled in the designated material bins situated adjacent to the northern property boundary. Sorting and processing operations will result in wastes being separated into the following products within the designated material bays and bins:

- Metals;
- Concrete, Brick and Tile;
- Aggregate;
- Wood Products;
- Plastics;
- Paper and Cardboards;
- Soils (including VENM, ENM and Recovered Fines);
- Glass;
- Non recoverable / recyclable materials.

After sorting and processing, the product materials are reloaded and transported off site via the 'western' weighbridge for reuse elsewhere. Based on existing operations and other facilities owned, approximately 10 - 15 percent of waste will be transported to landfill.

#### **2.1.2 Operating Hours and Throughput**

The proposed hours of operations are:

- Monday to Friday: 6:00am to 10:00pm

- Saturday: 6:00am to 10:00pm
- Sunday and Public Holidays: No processing operations

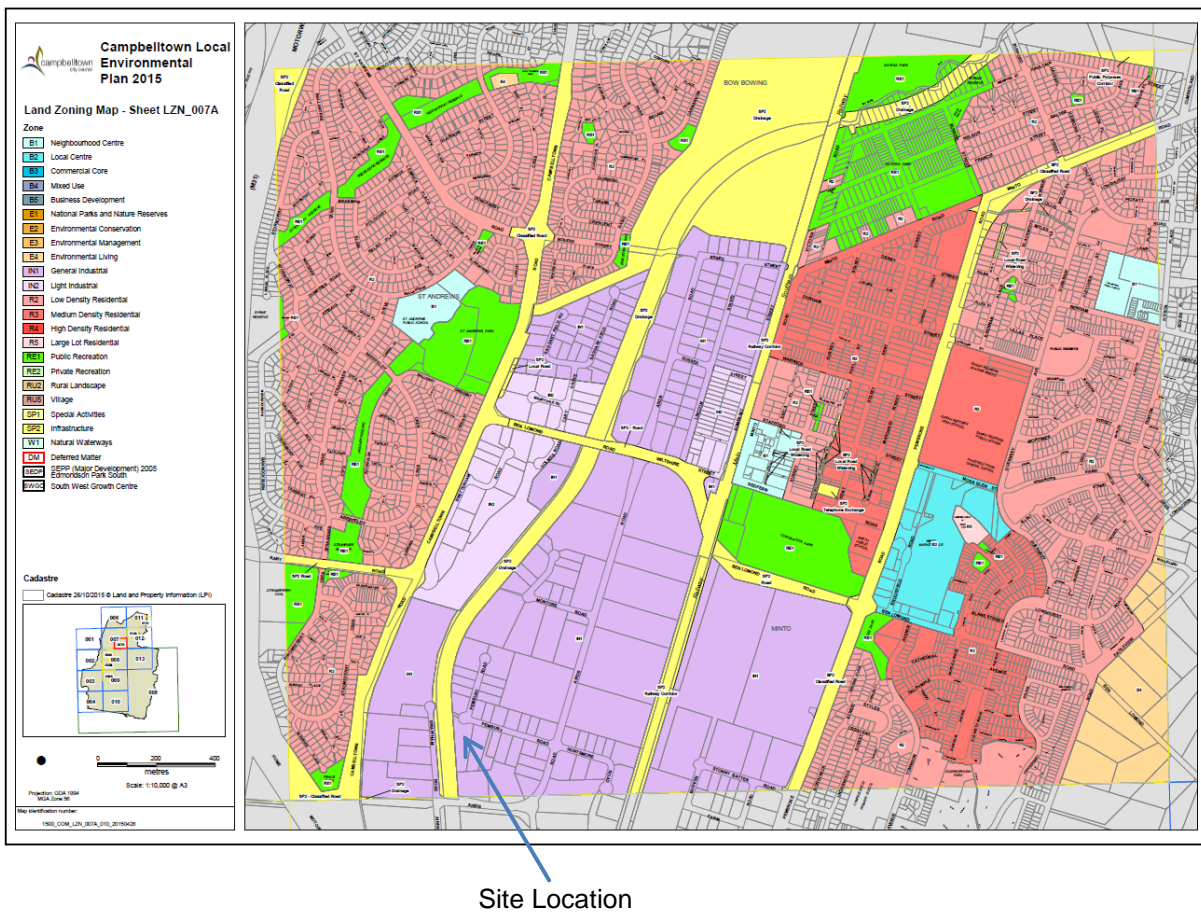
### 2.1.3 Vehicular Access

Access to and from the Site will be from Pembury Road, Minto.

## 3 SURROUNDING LAND USES AND ZONING

Under the provision of the Campbelltown Local Environmental Plan (CLEP) 2015, the Development Site is zoned IN1 General Industrial as is the land surrounding the site (see Figure 1).

Figure 1 Land Use Zoning and Site Location



Uses permissible with consent in the IN1 zone include:

Depots; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Hospitals; Industrial training facilities; Landscaping material supplies; Light industries; Liquid fuel depots; Neighbourhood shops; Plant nurseries; Roads; Rural supplies; Take away food and drink premises; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4

Land uses prohibited in the IN1 zone are:

Amusement centres; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Child care centres; Commercial premises; Community facilities; Correctional centres; Eco-tourist facilities; Environmental facilities; Exhibition homes; Exhibition villages; Function centres; Hazardous industries; Health services facilities; Heavy industrial storage establishments; Highway service centres; Home-based child care; Mooring pens; Moorings; Offensive industries; Recreation facilities (major); Registered clubs; Residential accommodation; Respite day care centres; Rural industries; Schools; Tourist and visitor accommodation; Wharf or boating facilities

The surroundings are characterised by a mix of industrial developments including automotive servicing, manufacturing and warehousing. The industrial nature of the surrounding developments means they would not be considered as sensitive in the way that an office, school or hospital would be, hence this report focusses on potential impacts at the nearest residential receivers.

The nearest residential receivers are located 344m to the west.

**Table 1 Neighbouring Premises**

Direction	Distance (approx.)	Company/Operations	Use of Premises	Land Use Category
North	Up to 600m	General Industrial estates, single tenants	General industry	General Industrial 1N1
North	600m to 1000m	Light Industrial estate, multiple small tenants	General industry and Retail	Light Industrial 1N2
North East	Up to 1300m	General Industrial estates, single tenants	General industry	General Industrial 1N1
East	Up to 1100m	General Industrial estates, single tenants	General industry	General Industrial 1N1
South East	Up to 1200m	General Industrial estates, single tenants	General industry	General Industrial 1N1
South	Up to 1850m	General Industrial estates, single tenants	General industry	General Industrial 1N1
South West	Up to 600m	General Industrial estates, single tenants	General industry	General Industrial 1N1
South West	660m	Residential Housing (low density)	Residential	Residential
West	Up to 344m	General Industrial estates, single tenants	General industry	General Industrial 1N1
West	344 m	Residential Housing (low density)	Residential	Residential
North West	Up to 450m	General Industrial estates, single tenants	General industry	General Industrial 1N1

## 4 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 as well as transported to and from the site.

#### 4.1 Dangerous Goods Storage

The proposed inventory of Dangerous Goods (DG) in accordance with the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code) indicated no Dangerous Goods stored or transported to site.

Diesel is stored on site and the quantity is provided in Table 2 below.

**Table 2 Diesel Fuel in Storage**

Substance *	Hazardous Class	Packing Group	Total Storage on Site	Threshold Quantity	SEPP 33 Threshold Level Findings
Diesel	Not applicable		30,000 litres	Not applicable	Not applicable

\* Information provided by the applicant.

Diesel is a class C1 combustible liquid and considered to be not potentially hazardous if stored in a separate bund or within a storage area where it is the only flammable liquid present.

The proposed lack of dangerous goods planned to be stored on site therefore indicated the proposal was not considered potentially hazardous with regards to Dangerous Goods.

#### 4.2 Dangerous Goods Transport

In applying SEPP 33 a proposed development may be deemed potentially hazardous if the numbers of generated traffic movements for significant quantities of dangerous goods entering and leaving the site are above the cumulative vehicle movements shown in Table 2 of the SEPP 33 guideline.

SLR has been advised there will be no transport of Dangerous Goods to the site.

Note: Diesel is not a Dangerous Good for the purposes of transport (ADGC 3.2.5.4.4) however for reporting purposes vehicle movements will be  $\leq 1$  per week.

### 5 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 would not be classified as a hazardous or offensive industry due to the lack of Dangerous Goods stored on or transported to the site.

## 6 REFERENCES

AS/NZS 1596:2014 The storage and handling of LP Gas

Commonwealth Government, 2014, Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Number 7.3).

Department of Urban Affairs & Planning, 1994, State Environmental Planning Policy No.33-Hazardous and Offensive Development, New South Wales Government.

Planning NSW, 2011, Guidelines in Applying SEPP 33, New South Wales Government.

Planning NSW, 2011 Risk Criteria for Land Use Safety Planning – Hazardous Industry Planning

Advisory Paper No 4, New South Wales Government

Planning NSW, 2011 Hazard Analysis – Hazardous Industry Planning Advisory Paper No 6, New South Wales Government