SEPP33 SCREENING METHOD

FOR SERVICE STATION AT

370-372 CARRINGTON ROAD, LONDONDERRY

This screening method was prepared to consider the effects of separation distances that may impact beyond the property boundary and to determine whether the proposed development is classified as potentially hazardous The screening was prepared in accordance with the Hazardous and Offensive Development Application Guidelines – Applying SEPP 33 (January 2011).

The report is prepared by Sam Khoury, an accredited dangerous goods consultant who is a member of the AIDGC, a Work Cover recognised organisation. Sam Khoury has had 38 years experience in the oil industry, as an engineer and builder, working with private owned site operators and major oil companies in design, Council submissions and construction of service stations.

By SEPP 33 screening method :

1. Total quantities stored on site by class and packaging group :

Underground Tank Farm

Class 3 PG II	30kl Petrol (ULP) 20kl Petrol (E10) 15kl Petrol (95)	
Class C1	30kl Diesel 25kl Diesel	all combustible liquids are considered as flammables when storage is combined, otherwise C1's are exempt
Class 2.1	360kg LPG in cylinders	Quantity below threshold of 10 tonne

All fuel storage is underground, so treat tanks individually and take 20% of tank capacity

Largest tank is 60kl and 20% = 12kl

By figure 9 in SEPP 33, distance required from dispensers and fillpoints to adjoining boundaries is 5m for non-sensitive uses. There are no sensitive land uses adjoining the property, only commercial and residential.

Actual distance is 17m to the pump nearest to the eastern boundary and 10.6m to the southern boundary, so development is not potentially hazardous on the basis of flammability. The northern and western boundaries are street frontages.

There is no offsite building within 19m of the fillpoints. The area over the boundary is used for commercial and residential land uses.

2. Vehicle movements will be two to three tanker deliveries per week, with a capacity of 40,000 litres. The threshold is 45 movements per week with a minimum of 3 tonnes (6000 litres). So the development is not potentially hazardous on the basis of vehicle movements.

The proposal is not potentially hazardous or offensive by SEPP 33 screening, and as a result SEPP 33 does not apply to this proposal and a PHA is not required.

As the storage is underground and the dispenser area is isolated from the general forecourt area, as required by Sydney Water & EPA guidelines for service stations, it is considered that the impact of the development is very minor. It is these technical and management safeguards that ensure a safe operation.

- All nozzles are equipped with automatic cutoffs to prevent overfills
- The fillpoints are contained in a spill safe containment box to catch any overfills
- Vapour recovery is installed at the tanks and dispensers
- The under canopy area is separately drained to a separator unit, which treats spills and then discharges to stormwater
- The pumps have under pump sumps to catch minor leaks and keep the fuel from impacting the soil
- All console operators are trained in emergency procedures as are tanker drivers
- Access for the tanker is a single forward motion, so in the event of an emergency, the driver can remove the tanker from the site quickly removing the major risk factor from the equation
- No smoking, no use of mobile phones and engine off requirements are strictly adhered to and the PA is used to advise customers of this should any not follow the rules. Emergency stop facilities at the console also allow the operator to cut off power to a particular pump if the customer refuses to heed the warning. These are standard operational procedures at all sites.

Overall the total storage of 120kl, is minor compared to an average of 240kl for a main road site . The design of the site also minimises major consequences. Fuel is not permitted to flow overland, but is directed to a collection and treatment point as mentioned earlier. Fire protection equipment is placed on each fuel island in the event of minor fires.

Petrol is also a relatively safe material, being flammable in a very narrow range of temperature and percentage mixture in air. This is not to say it is safe, far from it, but it is part of daily life, and incidents are rare.

No processing occurs on the site in regard to dangerous goods. Petrol is delivered, stored and dispensed.

The threshold clearances do not go beyond the boundary. No bus stops exist in front of the site, so the possibility of pedestrians congregating does not occur. There is also a boundary masonry/concrete wall running the length of the south western boundary and most of the south eastern boundary, which can double as a fire wall

Overall it is considered that the proposed development does not pose a major risk to the public or on and off site facilities.

Sam Khoury - 31/7/18