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Industrial Risk Assessment

16 December 2019

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## Executive Summary

The City of Melbourne (CoM) engaged Nation Partners Pty Ltd (Nation Partners) to complete a qualitative industrial risk assessment to determine the adverse amenity potential associated with land within the Maribyrnong Waterfront Precinct in West Melbourne. The risk assessment was undertaken to build and further refine the City of Melbourne's understanding of potential future uses that could be permitted within the Precinct, in particular, sensitive land use development.

Given the existing industry located within the Precinct, future development decisions need to be supported with an understanding of risks associated with existing potential adverse amenity impacts such as noise, odour, dust and potential contamination. This position can then be enhanced by best utilising buffers and staging of any proposed redevelopment to enable the most appropriate future development opportunities, whilst supporting existing industrial uses.

The industrial risk assessment provides an initial, qualitative step to support the City of Melbourne to determine the permitted uses that could be located within the Precinct and identify how mechanisms such as planning controls, separation distances, new open space or different non-residential uses could reduce impacts. Two versions of physical division of land uses were reviewed taking into account existing planning and environmental regulatory context and published guidance:

- Protection of existing industrial land uses from existing and potentially future nearby sensitive land uses i.e. adverse amenity impacts - *managed by separation distances*
- Protection of sensitive land uses from potential adverse amenity impacts – *managed by reverse amenity buffers*

The industrial risk assessment considered a number of scenarios, for land designated as sub-areas A, B and C to enable comparison, and provided a high-level analysis of the suitability of land within the study area for future sensitive land uses in relation to contamination and impacts from surrounding land use providing a preliminary model for potential future transition of the land should this be contemplated.



The qualitative risk assessment found that:

- an initial transition of industrial land uses within sub-area A to more sensitive land uses would:
  - have minimal impact on the risk of sites within sub-area B; and
  - no impact on the risks of sites within sub-area C.
- the transitioning out of industrial uses in sub-area A and C would have a significant impact on the risk of sites in sub-area B, with 6 of the 7 sites reduced to a medium risk.
- the introduction of new sensitive land uses in proximity to established industrial uses have the potential to impact the operation and future expansion of industrial uses.

The land uses of the area and potential for industrial adverse amenity risks (and reverse amenity impacts) changes over time. The industrial risk assessment provides an input that assists in the understanding of the current and potential future risk profile. As more information becomes available, new technologies and operational practices are implemented, sites are redeveloped, de-risked or mitigations are implemented, this understanding should continue to be retested in the context of the planning and environmental tools available.

It was recommended that the City of Melbourne:

- Continue to engage with key businesses regarding the future of the area and develop a more informed picture of the operational activities and life expectancies; and
- Review potential next steps and mitigations to ensure alignment and develop an implementation plan which may include more detailed assessments of those sites which appear to have the greatest impact on sites within the Study Area, (i.e. most greatly constrained Study Area sites).

## 1. Introduction

Nation Partners Pty Ltd (Nation Partners) was engaged by City of Melbourne (CoM) to undertake a qualitative industrial risk assessment (the IRA) to determine the adverse amenity potential attributed to land located in West Melbourne known as the Maribyrnong Waterfront Precinct (the Study Area).

### 1.1 Project objectives

The purpose of the IRA was to assist CoM to determine the appropriate proximity of proposed sensitive uses to existing industrial uses located within, and adjacent to the Study Area. CoM is seeking to continue building and refining its understanding of the potential future sensitive uses that could be permitted within the Study Area. This must be supported by increasing the understanding of risks associated with existing potential adverse amenity impacts and how buffers and staging of redevelopment may enable the most appropriate future development opportunities, whilst supporting existing industrial uses during any transition.

This IRA is an initial, qualitative step to support CoM to determine the permitted uses that should be located within the Study Area and identify how mechanisms such as planning controls separation distances, new open space or different non-residential uses could reduce impacts from noise, odour, and potential pollution.

### 1.2 Project scope

The scope of works includes identifying notable existing uses of the proposed precinct redevelopment with adverse amenity potential in order to further consider:

- the suitability of land within the Study Area to transition to more sensitive land uses;
- proposed threshold and separation distances applicable to existing uses with adverse amenity potential within, and adjacent to the Study Area with reference to Victoria Planning Provisions (VPP) Clause 53.10 and Victorian Environment Protection Authority (EPA) Publication 1518 – *Recommended separation distances for industrial residual air emissions* (March 2013);
- the transition of industry within, and immediately surrounding the Study Area with regards to adverse amenity potential including potential for contaminated land and air emissions to impact future beneficial uses;
- regulatory context and existing guidance including:
  - Application of recommended threshold distances from VPP Clause 53.10 – Uses with potential for adverse amenity potential)
  - Application of recommended separation distances from EPA Publication 1518
  - *State Environment Protection Policy (Air Quality Management)* (SEPP (AQM)) and *SEPP (Control of Noise from Industry, Commerce and Trade) No. N-1* as it applies to the study area and identifying impacts to nominated beneficial uses of the relevant segments of the environment.
- mechanisms to manage potential land use conflicts between new sensitive land uses which may be located within threshold and separation distances from existing uses with adverse amenity potential, taking into consideration the transitional phase before redevelopment is complete; and
- recommend next steps and further investigation, where warranted, as part of a more detailed risk assessment.

### 1.3 Limitations of this assessment

- No modelling of emissions nor assessment of meteorological conditions were conducted as part of the qualitative risk assessment stage.

- We relied upon the report: *Preliminary Land Contamination Assessment*, BlueSphere (2018) for the categorisation of contaminated land risk within the Study Area.
- Site information was collected by making visual observations from publicly accessible vantage points and did not include facility inspections nor observation of activities undertaken in areas of the sites which could not be observed from the street, or within buildings.
- No engagement was undertaken with broader stakeholders nor the Regulator(s) – EPA and Department of Environment Land, Water and Planning (DELWP).



## 2. Background

### 2.1 The Study Area

Located approximately 3.5 kilometres west of the Melbourne Central Business District and measuring approximately 12.75 hectares in size, the Study Area is bounded by the Maribyrnong River to the west, the railway line to the north, rail spurs and the North Dynon Freight Terminal to the east, and Dynon Road to the south, as illustrated in Figure 1.

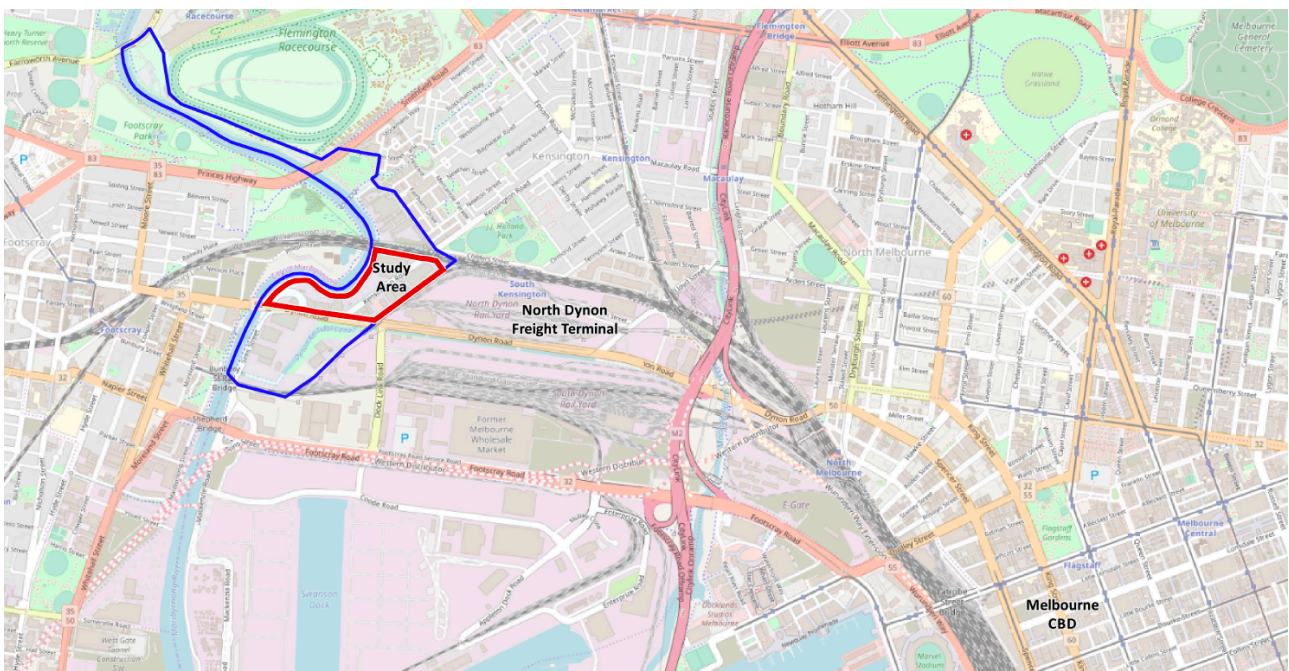


Figure 1: Study Area [full image provided at Appendix A]

The Study Area comprises a mix of Commercial 2 Zone and Mixed Use Zone (Refer to Figure 2) as described in Melbourne Planning Scheme and is currently dominated by a variety of industrial land uses including storage, manufacturing, wholesale and retail. Several of these land uses are known to emit noise and odour. Existing land uses are discussed further in Section 4.1.

Small sections of the study area abutting Maribyrnong River are zoned Public Use Zone and Public Park and Recreation Zone. The entire Study Area is covered by a Land Subject to Inundation Overlay, and a small portion adjacent the river is subject to a Public Acquisition Overlay – Schedule 1 (PAO1) (Refer to Figure 3)

The portion of the Study Area within the Mixed Use Zone is affected by a Development Plan Overlay – Schedule 13 (DPO13) and an Environmental Audit Overlay (EAO) (Refer to Figure 3). This section of land was subject to Melbourne Planning Scheme Amendment C221 (Amendment C221), which is discussed in Section 2.2.4.

The Study Area is undergoing a medium to long term renewal which may include more sensitive land uses transitioning into the area and broader vicinity, including via the recent rezoning of formerly industrial sites to Mixed Use Zone to specific sites in the precinct which is acting as a stimulus for extensive high density residential development to the northeast and southwest. As this Study Area transitions and potentially includes

more future sensitive land uses, the presence of existing heavy industrial uses alongside new sensitive uses creates potential for conflict. Appropriately managing potential land use incompatibility remains an issue that CoM will need to address for the Study Area and its surrounds, including via engagement and influence with other stakeholders such as the broader community, landholders, DELWP and the adjacent City of Maribyrnong.

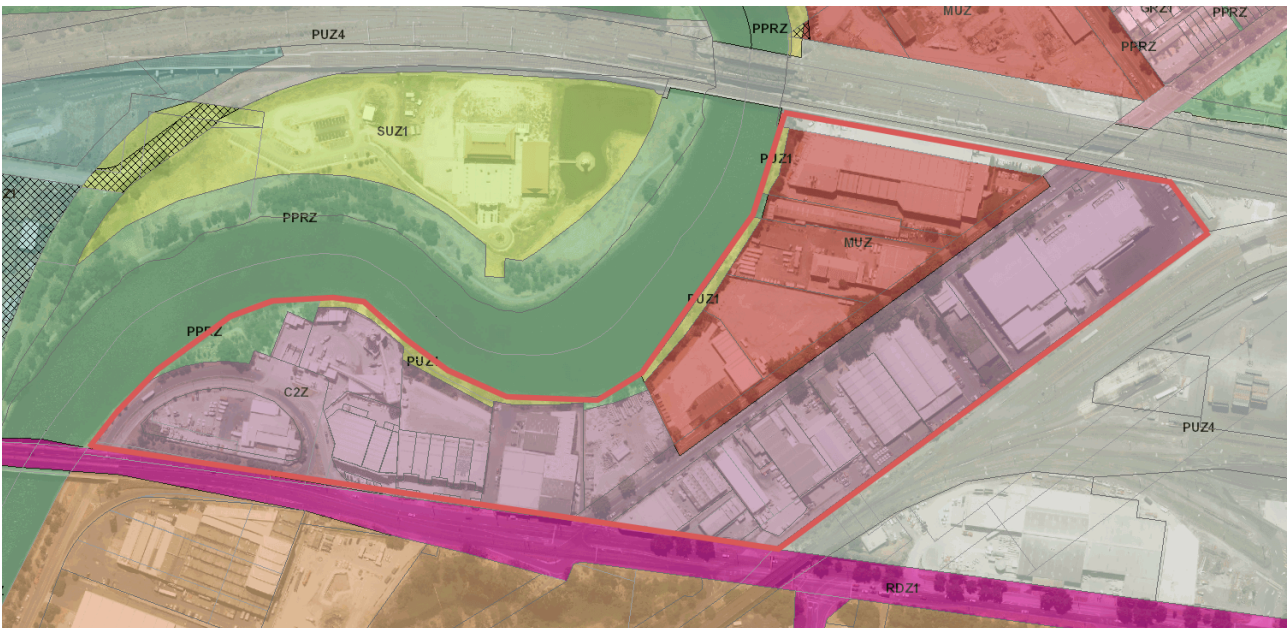


Figure 2: Zoning Map [SOURCE: VicPlan]



Figure 3: Overlay map (excl. LSIO) [SOURCE: VicPlan]

## 2.2 Strategic context

The Study Area intersects with and borders a number of strategic future renewal areas for the CoM and the adjoining City of Maribyrnong (Refer to Figure 4), including;

- » CoM's Maribyrnong Waterfront study area;
- » Land covered by Amendment C221;
- » Footscray Structure Plan;
- » Dynon Precinct; and
- » The Metro Tunnel Project

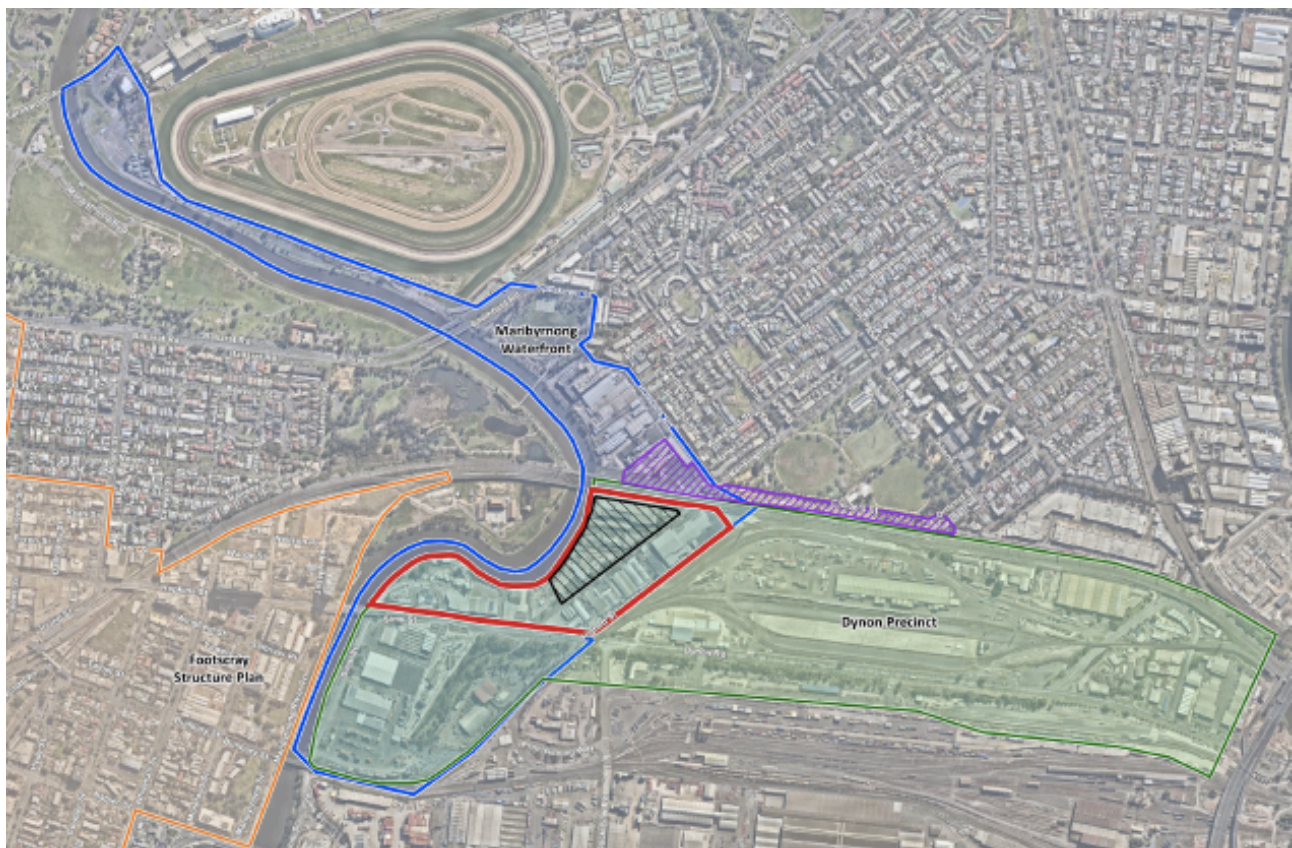


Figure 4: Strategic context map [full image provided at Appendix A]

### 2.2.1 Maribyrnong Waterfront Precinct

CoM is currently working with existing landowners and the broader community to develop a vision and strategic framework for the Maribyrnong Waterfront Precinct (refer to Figure 4). As part of this work CoM have prepared the following documents:

- » *Maribyrnong Waterfront Context and Issues Report*, City of Melbourne, 2019
- » *Ideas for a sustainable and resilient Maribyrnong Waterfront (Draft)*, City of Melbourne, 2019

## 2.2.2 City of Maribyrnong – Footscray Structure Plan

Maribyrnong City Council are undertaking a number of strategic projects in the area immediately adjacent the Maribyrnong River, which at its minimum is approximately 90 metres from the most western extent of the Study Area.

Covering 5km of the Maribyrnong municipality the Footscray Structure Plan identifies eight precincts as 'transformational levels of change', including the Joseph Road Precinct. This precinct was rezoned to allow redevelopment for approximately 4,000 dwellings, new retail and commercial premises and an upgraded street network that will include pedestrian and cycling connections.

Land within the Footscray Structure Plan is subject to Clause 37.08 (Activity Centre Zone – Schedule 1 (ACZ1)) of the Maribyrnong Planning Scheme. Particular requirements relevant to the Joseph Road Precinct in relation to impacts from surrounding industrial land uses include:

» *Development should respond to interfaces with transport corridors. The design and construction of buildings for sensitive uses with interfaces to Hopkins Street or rail infrastructure should ensure that potential noise and vibration impacts generated by heavy vehicles or train movements are addressed.*

Additionally, when deciding on an application the responsible authority must consider:

» *the extent that the layout and design of the new use or development minimises the potential for off-site impacts, including from noise, fumes, odour or vibrations, ensuring that:*

- *existing uses are not compromised by a new development, or*
- *a new development is designed to address amenity impacts from existing uses.*

» *The potential for contamination to have adverse effects on the future land use and any remediation works or ongoing requirements relating to the use and management of the land.*

The land is also affected by an EAO to ensure future suitability for a sensitive use. There does not appear to be any development guidelines in place to mitigate impacts from odour, dust or noise from the industrial uses within and surrounding the Study Area though the potential for adverse amenity impacts from the Study Area to extend well beyond the Study Area boundary and into neighbouring areas such as this.

## 2.2.3 Dynon Precinct

State (*Plan Melbourne*) and Local (*Clause 21.15 – Potential Urban Renewal Areas of Melbourne Planning Scheme*) policy earmark the broader Dynon Precinct (refer to Figure 5) as a potential urban renewal area. The Study Area covers a large portion of the developable land within the Dynon Precinct. The process of renewal would have to be managed carefully through a transitional period whereby existing and future land uses can coexist without significantly impinging upon each other, whilst protecting the ongoing viability of current businesses and the environmental, health and amenity for future users and residents that could otherwise result.

Currently accommodating a mixture of freight and industrial activity, *Plan Melbourne* anticipates the Dynon Precinct as a key urban renewal area '*in accommodating future housing and employment growth and better use of existing infrastructure*'.

Upgrades to the interstate rail terminals located in this area are also proposed, with policy indicating that any future urban renewal should not constrain the operations of the port freight terminal to the south.

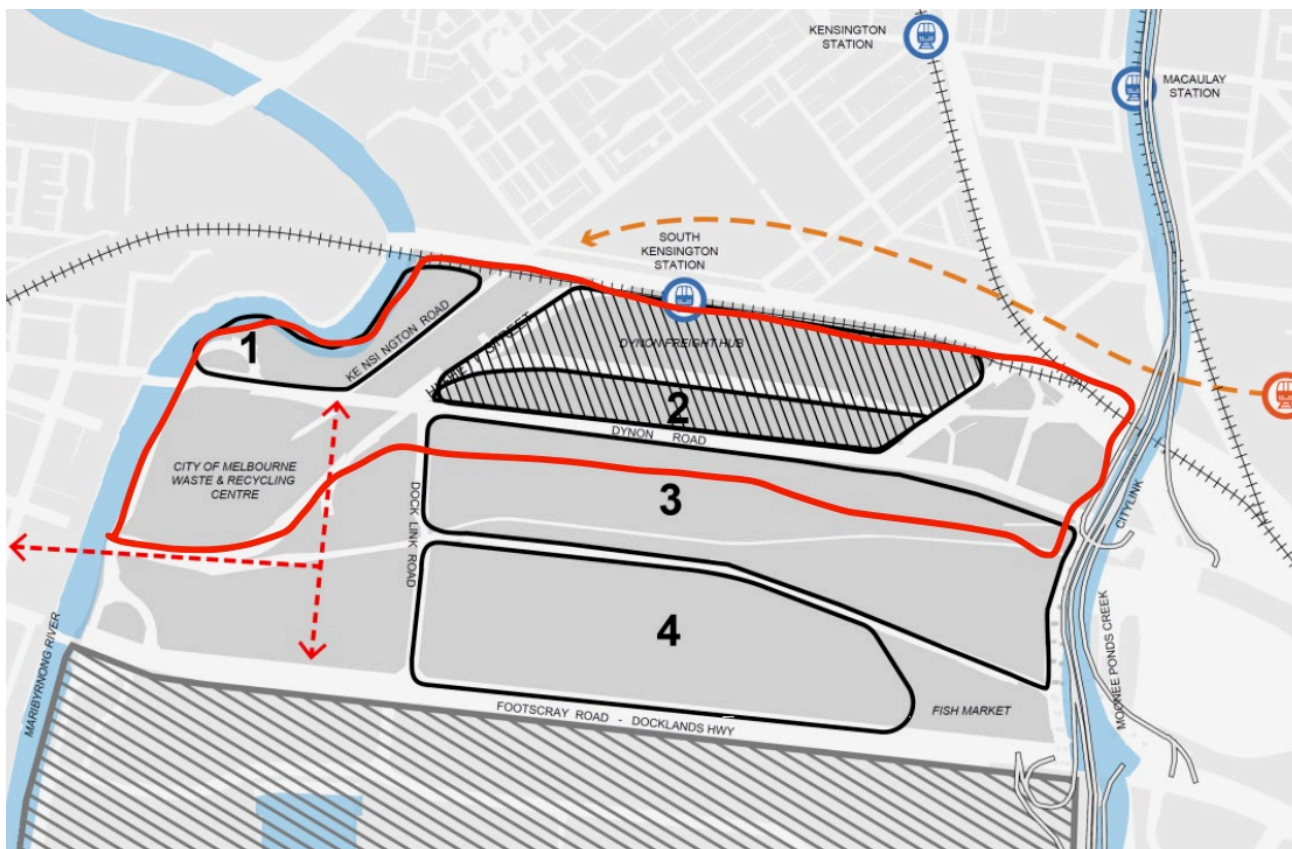


Figure 5: Dynon Precinct [SOURCE: base map from Clause 21.15 – Potential Urban Renewal Areas of Melbourne Planning Scheme, red boundary taken from Plan Melbourne]

In addition to *Plan Melbourne*, CoM has identified a number of strategies for this area under *Clause 21.15* of the Melbourne Planning Scheme:

**Economic development**

- » Support the ongoing use of the Dynon Precinct, west of City Link, for a range of transport, manufacturing, wholesale and distribution industries.
- » Support advanced manufacturing, service industries, and port/rail use compatible with the Port of Melbourne and nearby manufacturing, freight and transport logistics industries along the Maribyrnong River while ensuring that the amenity of the river is enhanced.
- » Support the development of a freight distribution hub at Dynon Road with enhanced links to the Port of Melbourne.

**Built Environment**

- » Encourage buildings fronting Dynon and Footscray Roads to have active and attractive fronts.
- » Ensure new development along the Maribyrnong River and Moonee Ponds Creek enhances the recreational and environmental amenity of these waterway corridors and has appropriate setbacks.
- » Enhance open space and recreational opportunities along the Maribyrnong River and Moonee Ponds creek.

## 2.2.4 Amendment C221

Amendment C221 was introduced on 19 July 2018 to facilitate the rezoning of a portion of the Study Area known as the West Melbourne Waterfront (refer to Figure 4) from the Commercial 2 Zone to the Mixed Use Zone; apply the DPO13 and EAO.

The DPO13 sets out requirements for future development which takes into account consideration of the ongoing industrial land use and the potential for adverse amenity impacts if not appropriately managed, within the West Melbourne Waterfront, including the following:

- » *An application for a planning permit must provide a design statement that identifies how odour and dust emissions from surrounding uses will be mitigated by the layout and built form of the development.*
- » *Prior to occupation of a dwelling allowed by the permit, an acoustic report must be submitted confirming that the development achieves the requirements set out in the acoustic and vibrations assessment that forms part of the development plan*
- » *The Development Plan must include the following:*
  - *An Acoustic and Vibrations Assessment that details how future development to meet the relevant requirements*
  - *A Risk Assessment for the site in relation to Industrial Residual Air Emissions to inform the appropriate location of residential and sensitive land uses*

The EAO's purpose is 'to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination' and requires the following to occur.

*Before a sensitive use (residential use, childcare centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:*

- *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*
- *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*

A Development Plan for the West Melbourne Waterfront has been developed by the landowners and is currently under assessment by CoM. The Development Plan builds on the existing framework of DPO13 and provides greater design detail for land use mix, built form, accessibility and open space. All future development will need to comply with the finalised Development Plan.

It is understood that the timing for the mixed-use (including residential) redevelopment contemplated in C221 is via four stages which will be considered in four separate Planning Applications, over a 5+ year development horizon. The first of these Planning Applications has not yet been submitted to CoM.

## 2.3 Regulatory context

### 2.3.1 Clause 53.10: Uses with Adverse Amenity Potential

Clause 53.10 of the Victorian Planning Provisions (VPPs) defines the types of industries and warehouses which if not appropriately designed and located may cause offence or unacceptable risk to the neighbourhood. Clause 53.10 relates to odour, dust, vibration, noise and hazards and is applicable where a planning permit for an industry or warehouse is triggered under the relevant planning control, and sets out the recommended

threshold distance from any part of the land of the proposed use or buildings and works to land (not a road) in a residential zone, Capital City Zone or Docklands Zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

Clause 53.10 does not apply to new sensitive uses in proximity to existing industry, as such it is important to consider the potential risks and mitigation tools during at this strategic stage to reduce future impacts.

Additionally, we understand that the review of planning for buffers and separation distances between sensitive uses and industry is currently underway by DELWP in response to the 2016 Major Hazard Facilities Advisory Committee (MHFAC) review which recommended reform of Clause 53.10, and the Government response which committed to also reviewing threshold and separation distances more broadly.

- » MHFAC determined there was a need to review:
  - The ambiguity in Clause 53.10 as to whether it is addressing risk, amenity or both.
  - The type of amenity impacts Clause 53.10 addresses
  - The technical basis for distances in the clause to ensure that they are based on best available understanding of emissions sources, management methods, allowance for topography, prevailing weather conditions and plant size are therefore defensible as a permit trigger threshold
  - Revising the clause to make it explicitly applicable to ‘reverse amenity’ situations as well; where a sensitive use is encroaching on industry.

So far, DELWP has:

- » reviewed how land use buffers and separation distances are currently managed in the Victorian planning system; and
- » sought feedback from stakeholders.

The outcome of DELWP’s review of planning buffers and separation distances is currently not publicly available, however it is noted that the outcomes may be available for subsequent phases of risk assessment and may alter the results of this qualitative IRA. Additionally, reverse amenity is a concept that is currently evolving, in particular in relation to the Victorian planning context and Brownfield redevelopment, hence we expect that additional guidance will likely be developed via both DELWP and EPA that has implications in the consideration of reverse amenity over the coming 12 months.

### 2.3.2 EPA Publication 1518: Recommended separation distances for industrial residual air emissions (IRAEs)

EPA Publication 1518 identifies recommended minimum separation distances between odour- or dust-emitting industrial land uses and sensitive land uses to mitigate potential impacts of IRAEs on human health wellbeing, local amenity and aesthetic enjoyment, in order to:

- » provide clear direction on which land uses require separation
- » inform and support strategic land use planning decisions and the consideration of planning permit applications
- » prevent new sensitive land uses from impacting on existing industrial land uses
- » prevent new or expanded industrial land uses from impacting on existing sensitive land uses
- » identify compatible land uses that can be established within a separation distance area.

It is noted that noise, vibration, ambient and hazardous air pollutants are not considered as part of this guideline.

Variations to the separation distances identified in EPA Publication 1518 can be sought when a new use (either industrial or sensitive). In order for a variation to be approved, the new use ('agent of change') is required to provide evidence to the responsible authority that a variation is appropriate.

### 2.3.3 SEPPs

State environment protection policies (SEPPs) are subordinate legislation made under the provisions of the *Environment Protection Act 1970* to provide more detailed requirements and guidance for the application of the Act to Victoria.

SEPPs aim to safeguard the environmental values and human activities (beneficial uses) that need protection in the State of Victoria from the effect of pollution and waste, such as, human health and wellbeing, ecosystem protection, visibility, useful life and aesthetic appearance of buildings, structures, property and materials, aesthetic enjoyment and local amenity.

Further to this, the *Environment Protection Amendment Act 2018* will take effect from 1 July 2020. This includes the introduction of the environment reference standards (ERF), essentially consolidates all existing SEPPs. While this will result in some changes to terminology (i.e. beneficial uses will become environmental values), there does not appear to be any material changes to the values. Similarly, to the existing concept in the SEPPs of protection of beneficial uses, the ERFs comprise objectives for supporting different uses, and indicators to determine whether those objectives are being met. Although the ERFs are not 'compliance standards' for businesses, EPA must consider ERFs when assessing development, operating licences and pilot licences under the new Act. The draft ERF and regulatory impact statement are both currently out for public comment, with the view of the finalised document coming into effect 1 July 2020.

SEPPs are particularly relevant to Brownfield redevelopment where a compliance notice is issued by EPA (the current regime includes Clean-up Notices, Pollution Abatement Notices for example, noting that these mechanisms will be different from July 2020) or where a statutory audit (e.g. EP Act Section 53X or 53V audit) requires an accredited Auditor to assess site contamination (53X) and risk of any possible harm or detriment to the environment caused by any industrial process or activity, waste, substance or noise (53V). Incompatibilities with infill development also result in increased public (generally residential) complaints, which increases the potential for EPA (regulatory) intervention.



### 3. Methodology

Commencing with a desktop and site inspection key information was collected and reviewed to determine the current land uses and any recommended threshold and separation distances. This information was used to populate the qualitative risk assessment.

The IRA involved reviewing existing land uses to determine the applicable threshold and separation distances based on relevant guidance and application of a qualitative risk assessment methodology to assess these inputs overlain with the potential for subsurface contamination. This framing of overall industrial risk will inform a more holistic understanding of the constraints and opportunities associated with the potential transition of the Study Area from a long history of industrial uses, to a future context incorporating more sensitive land uses.

#### 3.1 Existing land uses

Utilising publicly available information and relying on information contained in the *Preliminary Land Contamination Assessment BlueSphere* (2018) a desktop review of existing land use context and existing threshold and separation distances was conducted against current guidance documents.

A site inspection was also completed (from publicly accessible vantage points) to identify and confirm existing land uses with adverse amenity potential within and surrounding the Study Area.

#### 3.2 Threshold and separation distances

Relevant EPA guidelines and the Melbourne Planning Scheme were used to determine relevant threshold and separation distances between industrial facilities and sensitive land uses which were then overlain with the Study Area. In particular, this included a review and consideration of the requirements of:

- » EPA's IRAEs
- » VPP Clause 53.10
- » Victorian State Environment Protection Policy (SEPP):
  - SEPP (Air Quality Management)
  - SEPP (Control of Noise from Industry, Commerce and Trade) No. N-1
  - SEPP (Waters)
  - SEPP (Prevention and Management of Contamination of Land)

#### 3.3 Qualitative industrial risk assessment

Utilising the data collected, a risk assessment based on ISO31000:2018 *Risk Management* was undertaken, following three key steps relative to each site:

1. identify the risk
2. assess the risk
3. control the risk.

As the assessment was qualitative, the post-mitigation risk could not be meaningfully assessed and would be an element that should be reviewed in subsequent, more detailed quantitative risk assessment phases for example, to determine the appropriateness of a proposed Development Application and the effectiveness of risk treatments included in a specific Planning Application.

Four qualitative risk parameters were considered for each site:

1. Contamination risk: the potential for subsurface contamination (i.e. soil and groundwater) to be present at the site (source: *Preliminary Land Contamination Assessment* (BlueSphere, 2018) which assigned categories of low, medium, or high to the contamination potential of each of the sites within the Study Area)
2. Threshold and Separation distance risk: the number of recommended threshold and separation distances that intersect with a site from surrounding land uses as required by Clause 53.10 and EPA Publication 1518
3. Potential impacts risk: the types of potential impacts affecting a site from surrounding land uses (i.e. odour, noise, dust)
4. “Other” impact sources risk: potential impacts to a site from non-commercial uses (i.e. noise from railway lines and roads)

Each site was given a score for each risk parameter using the calculations in Table 3.1.

Table 3.1: Risk parameter calculations

Risk parameter	Score calculation	Total possible score
Contamination risk	Low contamination potential = 1 Medium contamination potential = 2 High contamination potential = 3	3
Threshold and separation distance risk	Threshold and/or separation distances impacting the site = 1 per <i>NOTE: when a site required multiple threshold and separation distances from a single land use, this was calculated as 1 as it is considered if this use was to change neither threshold nor separation distance would be required. E.g. for properties affected by threshold and separation distances required for “concrete batching” from Holcim recommended by both Clause 53.10 and EPA 1518, this was calculated as 1 not 2.</i>	6
Potential impacts risk	Type of potential impact = 1 per	3
Other impact sources risk	“Other” potential impact sources = 1 per	3

The total risk score was then calculated by adding the score of each risk parameter as per the below equation:

$$\text{total risk score} = \text{contamination risk} + \text{threshold \& separation distance risk} + \text{potential impacts risk} + \text{other impact sources risk}$$

Using the total risk score, each site is given a qualitative risk rating, as per Table 3.2.

Table 3.2: Site qualitative risk rating

Total risk score	Qualitative risk rating
1 to 5	Low
6 to 10	Medium
11 to 15	High

## 4. Data Collection

Data collection and review of key information was completed to establish the current land use and existing threshold and separation distances, and inform the qualitative risk assessment

Utilising publicly available information, land ownership information provided by CoM and information contained in the *Preliminary Land Contamination Assessment BlueSphere* (2018) report, a desktop review of existing land use context and existing threshold and separation distances was conducted against current guidance documents.

Observations were also made of the site on 9 September 2019 where the Study Area was inspected from public vantage points including along Kensington Road, Dynon Road and Sims Street to review existing land uses with adverse amenity potential (both commercial and infrastructure related) within and surrounding the Study Area.

### 4.1 Existing land uses

Land use information was collected for 39 sites within and surrounding the Study Area. Twenty-four of these sites were located within the Study Area. The remaining 15 were sites located proximal to the Study Area and were considered to have the potential to impact properties within the Study Area as a result of potential threshold and separation distance requirements associated with their operations.

Existing activities at each site were noted and these were then categorised into the most relevant land use category, as identified in Table 4.1 and Figure 6. A full register of site activities is provided at Appendix B.



Figure 6: Existing land uses [full image provided at Appendix A]

Table 4.1: Land use categories

Land use category	Parcel No.	Business name
Commercial	1, 8	Scalzo
	3	Kensington Road Self Storage
	9	Leffler - Leather Merchants, Wow Structures
	10	Dominion Group - Plant and Machinery Valuers and Auctioneers
	14	Willo & Co Café
	15	PTMO - Premium Tile and Mosaic Outlet
	18	DBC - Building Supplies
	23	ALS Industrial Division
	33	Mia Riverside Takeaway
Industrial	2	Cue B R Plastics Pty Ltd
	4	Metcalf Cranes
	5	City West Water – West Melbourne Depot
	35	Department of Transport / MTIA – Site Office
	36	Spotless Services and Jet Couriers / Amalgamated Distribution and Taxi Trucks
	37, 38	Marathon Food Industries
Seafood Business	6	Melbourne Seafood Centre
	7	AquaStar
	13	Tasmanian Pacific Oyster Co
	22	Lefkas Seafood
Commercial / Industrial	11	Campervan Village
	12	Wheelmax, Bio Care
	16	SCEV – Specialist Cleaning Eco Vehicles
	24	Various commercial businesses (inc. Chasers Motorworks, B&M Meat Wholesale, Fish Pier)
	31	Various businesses (incl. Brady Constructions (Vic) Pty Ltd, City of Melbourne – River studios, Culinary Tailoring Pty Ltd, Gather & Tailor Pty Ltd, Produce Time Pty Ltd)
Waste Management	17	Paddy's Bricks*
	26	Citywide Waste Transfer Station & Resource Recovery Centre
	27	Melbourne Recycling Centre
Concrete Batching	19, 20, 21	Holcim
	30	Boral Concrete
Freight	25	Qube Logistics
	28	Pacific National Melbourne Freight Terminal
	32	Toll
	33, 34	Butler Freight Services
Public Reservation	29	Dynon Road Tidal Canal – Nature Reserve
Residential	39	Apartment complex

\* Note: Paddy's Bricks is classified as "materials recycling" which we have combined within a waste management category for the purposes of the IRA

## 4.2 Current threshold and separation distance requirements

Due to the industrial nature of the area many sites are subject to recommended default threshold and separation distance requirements under Clause 53.10 and EPA Publication 1518. Where applicable these have been illustrated in *Figure 7*.

The threshold and separation distances impacting the Study Area relate to the following land use categories;

- » waste management;
- » seafood businesses; and
- » concrete batching

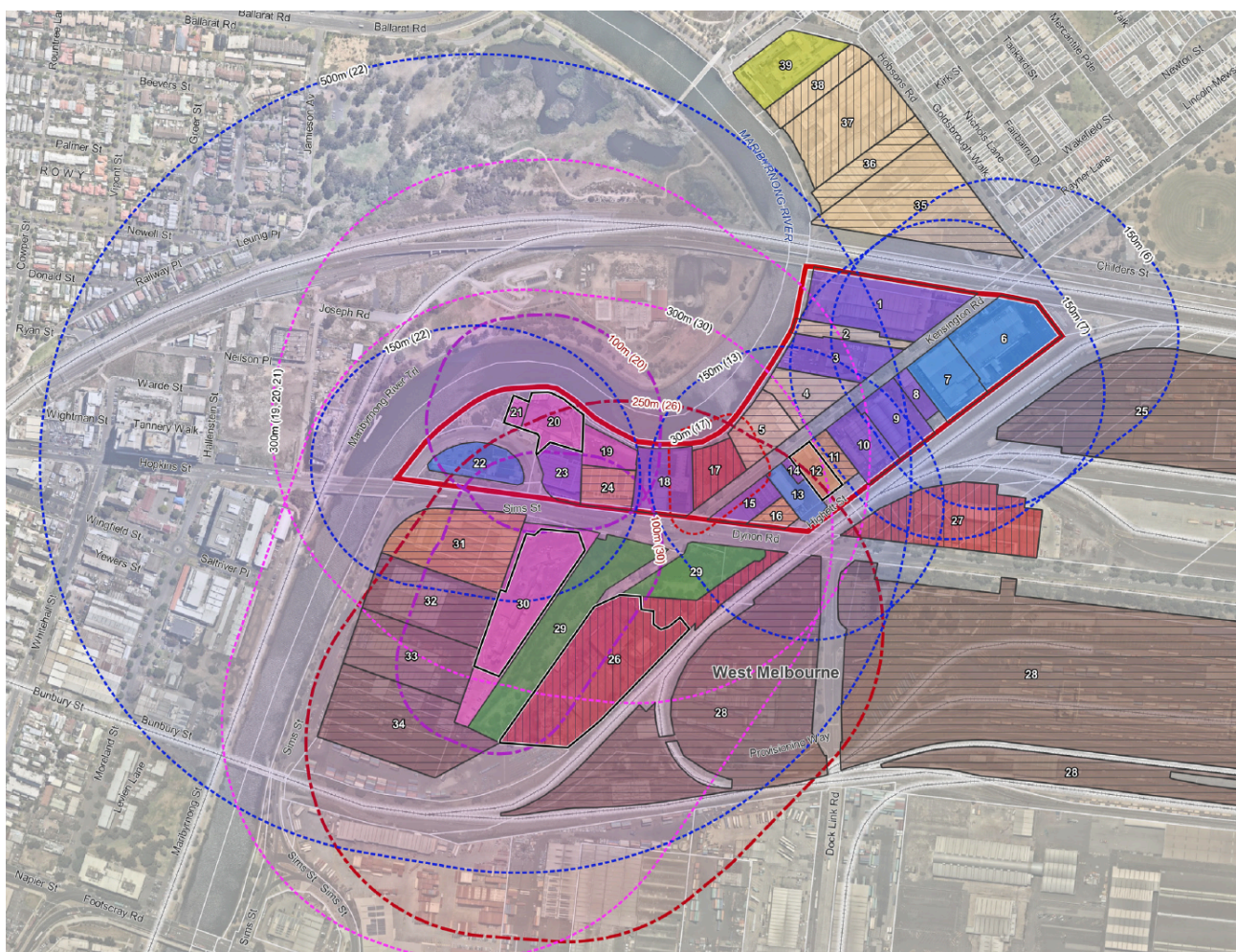


Figure 7: Threshold and separation distances [full image provided at Appendix A]

It is noted that while some uses have the potential to impact surrounding land uses, the applicable guidelines and regulatory context require details of the process used and the materials processed or stored to determine the recommended threshold and separation distances. As this information was not available the required threshold and separation distances were unable to be calculated. These include the Melbourne Recycling

Centre and Marathon Food Industries, which have been identified in *Figure 7* to give context on the potential impacts they may have on surrounding sites.

Additionally, the applicable guidance and regulatory context does not identify recommended threshold and separation distances for all industrial uses. As these uses have the potential to impact surrounding land uses, these sites have been identified in *Figure 7* to give context of the wider extent of potential impacts.

The full register of the threshold and separation distance requirements and justification is provided at Appendix B.

## 5. Qualitative industrial risk assessment findings

The qualitative IRA provided insights into what factors are constraining each site within the Study Area and the extent to which they are constrained. The findings of the qualitative IRA are summarised in Table 5.1 and Figure 8.

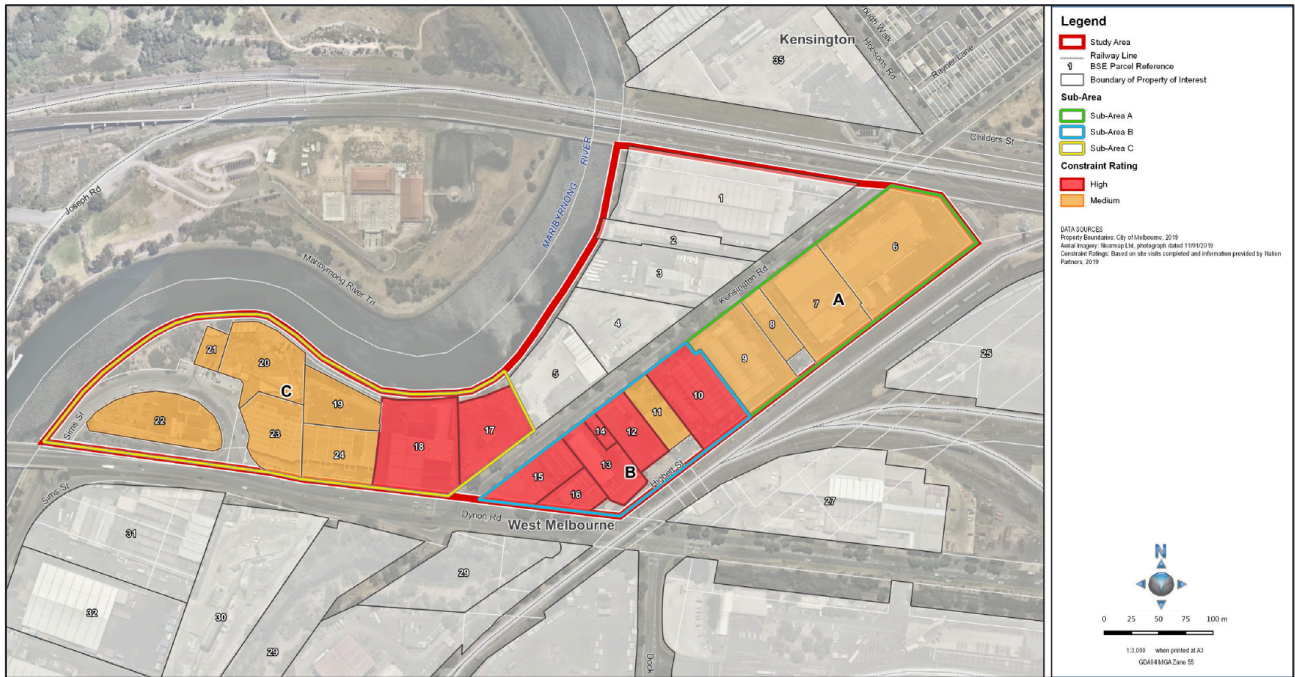


Figure 8: Industrial Risk Assessment findings [full image provided at Appendix A]

For the purposes of the qualitative IRA, the Study Area was divided into three sub-areas as identified in Table 5.1 to facilitate discussion of which areas are the most and least constrained and to introduce potential options and support early thinking around the potential rationale for staging the transition from industrial to more sensitive future land uses. Properties 1 to 5 were not excluded from the IRA as they have previously been rezoned to Mixed Use Zone under Amendment C221.

A full copy of the qualitative IRA results are provided at Appendix C.

Table 5.1: Qualitative risk assessment findings

Sub-area	Map ref.	Site address	Business name	Total risk score	Risk rating
A	6	133-165 Kensington Road	Melbourne Seafood Centre	8	Medium
	7	133-165 Kensington Road	AquaStar	7	Medium
	8	167-169 Kensington Road	Scalzo (currently under construction)	8	Medium
	9	171-183 Kensington Road	Leffler - Leather Merchants, Wow Structures	10	Medium
B	10	185-193 Kensington Road	Dominion Group - Plant and Machinery Valuers and Auctioneers	12	High
	11	195-199 Kensington Road	Campervan Village	10	Medium

Sub-area	Map ref.	Site address	Business name	Total risk score	Risk rating
	12	201-205 Kensington Road	Wheelmax, Bio Care	11	High
	13	209-213 Kensington Road	Tasmanian Pacific Oyster Co	11	High
	14	207 Kensington Road	Willo & Co Café	11	High
	15	400-408 Dynon Road	PTMO - Premium Tile and Mosaic Outlet	13	High
	16	388 Dynon Road	SCEV - Specialist Cleaning Eco Vehicles	11	High
C	17	234-250 Kensington Road	Paddy's Bricks	11	High
	18	414 - 420 Dynon Road	DBC - Building Supplies	13	High
	19, 20, 21	8-22 Sims Street	Holcim	9	Medium
	22	458 - 484 Dynon Road	Lefkas Seafood	9	Medium
	23	442 - 448 Dynon Road	ALS - Industrial Division	10	Medium
	24	440 Dynon Road	Various businesses	10	Medium

None of the sites within the Study Area were assessed as low risk, which corresponds to “least constrained”. The highest risk sites (i.e. most constrained) are located in the south-east portion of the Study Area in sub-area B, with sub-areas A and C at each extremity of the Study Area being least constrained by the existing land use risks i.e:

- » Sub Area A – least constrained
- » Sub Area C – moderately constrained
- » Sub Area B – most constrained

The qualitative risk assessment identified that with all things remaining equal, sub-area A has the greatest suitability to transition to more sensitive land uses first, whilst maintaining the greatest flexibility to support ongoing existing land uses. However, the high level nature of the assessment means that additional interrogation is required in order to more fully inform development of a transition model for consideration.



## 6. Discussion

### 6.1 Potential transition considerations

Given the high level nature of the qualitative IRA undertaken, two scenarios were run to determine how the suitability of land could be impacted as a greater mix of uses are seen in the Study Area.

While this is the case, there are a number of factors constraining each area that once confirmed, would require mitigation to facilitate transitional development. The constraint factors affecting the properties within the Study Area and potential mitigation tools and next steps, including further studies that could be used to decrease uncertainty discussed herein.

As Sub-areas A and C were determined to be the least and moderately constrained, respectively, these two sub-areas were prioritised in the IRA in order to leverage changes that may be most impactful and least challenging to potentially implement.

It is noted that should more sensitive land uses be introduced into the Study Area, the proximity to established industrial land uses not only has the potential to constrain how new sensitive land uses are designed but also the future operation and expansion of existing industrial uses (i.e. reverse amenity impacts).

The two scenarios were:

- » *Scenario 1:* Removing existing industrial land uses and associated threshold and separation distance requirements within in sub-area A
- » *Scenario 2:* Removing existing industrial land uses and threshold and associated separation distance requirements within in sub-area A and C

#### 6.1.1 Scenario 1 – Industry transitioning out of sub-area A

A risk assessment scenario was run to determine how the transition of sub-area A to sensitive land uses (i.e. those that would not invoke threshold or separation distances), could impact the suitability of land in sub-areas B and C.

The IRA found that Scenario 1 would result in a properties 10 and 11 having a reduced “threshold and separation distance risk” score, as the threshold distances required by Clause 53.10 on properties 6 and 7 would no longer be required if these uses transitioned away from Study Area. Scenario 1 would have no impact on sub-area C. Given the other risk factors including contamination, potential impact types, and “other” impact sources affecting these areas, sub-area B would still be more constrained.

The findings of the Scenario 1 risk assessment are included in Table 6.1 and Figure F5 at Appendix A.

*Table 6.1: Scenario 1 risk assessment findings*

Sub-area	Map ref.	Site address	Business name	Current (before)		Scenario 1 (after)	
				Total risk score	Risk rating	Total risk score	Risk rating
B	10	185-193 Kensington Road	Dominion Group - Plant and Machinery Valuers and Auctioneers	12	High	10	Medium
	11	195-199 Kensington Road	Campervan Village	10	Medium	9	Medium

Sub-area	Map ref.	Site address	Business name	Current (before)		Scenario 1 (after)	
				Total risk score	Risk rating	Total risk score	Risk rating
	12	201-205 Kensington Road	Wheelmax, Bio Care	11	High	11	High
	13	209-213 Kensington Road	Tasmanian Pacific Oyster Co	11	High	11	High
	14	207 Kensington Road	Willo & Co Café	11	High	11	High
	15	400-408 Dynon Road	PTMO - Premium Tile and Mosaic Outlet	13	High	13	High
	16	388 Dynon Road	SCEV - Specialist Cleaning Eco Vehicles	11	High	11	High
C	17	234-250 Kensington Road	Paddy's Bricks	11	High	11	High
	18	414 - 420 Dynon Road	DBC - Building Supplies	13	High	13	High
	19, 20, 21	8-22 Sims Street	Holcim	9	Medium	9	Medium
	22	458 - 484 Dynon Road	Lefkas Seafood	9	Medium	9	Medium
	23	442 - 448 Dynon Road	ALS - Industrial Division	10	Medium	10	Medium
	24	440 Dynon Road	Various businesses	10	Medium	10	Medium

A full copy of the Scenario 1 risk assessment findings are provided at Appendix D.

### 6.1.2 Scenario 2 – Industry transitioning out of sub-areas A and C

Following this another qualitative IRA was undertaken for sub-area to B to determine how constrained the area would be once threshold and separation distance requirements from sub-areas A and C were removed. As illustrated in Figure F6 at Appendix A and Table 6.2, sub-area B would become significantly less constrained once sub-area C transitioned to more sensitive uses, as a number of threshold and separation distance requirements would be removed, including those required for Holcim (map ref. 19, 20, 21) and Lefkas Seafood (map ref. 22).

Table 6.2: Scenario 2 risk assessment findings

Sub-area	Map ref.	Site address	Business name	Current (before)		Scenario 1 (after)		Scenario 2 (after)	
				Total risk score	Risk rating	Total risk score	Risk rating	Total risk score	Risk rating
B	10	185-193 Kensington Road	Dominion Group - Plant and Machinery Valuers and Auctioneers	12	High	10	Medium	8	Medium
	11	195-199 Kensington Road	Campervan Village	10	Medium	9	Medium	8	Medium
	12	201-205 Kensington Road	Wheelmax, Bio Care	11	High	11	High	9	Medium
	13	209-213 Kensington Road	Tasmanian Pacific Oyster Co	11	High	11	High	8	Medium
	14	207 Kensington Road	Willo & Co Café	11	High	11	High	9	Medium

Sub-area	Map ref.	Site address	Business name	Current (before)		Scenario 1 (after)		Scenario 2 (after)	
				Total risk score	Risk rating	Total risk score	Risk rating	Total risk score	Risk rating
	15	400-408 Dynon Road	PTMO - Premium Tile and Mosaic Outlet	13	High	13	High	11	High
	16	388 Dynon Road	SCEV - Specialist Cleaning Eco Vehicles	11	High	11	High	8	Medium

A full copy of the Scenario 1 risk assessment findings are provided at Appendix D.

## 6.2 Constraints and potential mitigation tools

The risk assessment scenarios undertaken identify that sites in sub-area A are most suitable for more sensitive land uses followed by sub-area C and then sub-area B. In order to refine future redevelopment thinking and the development of a transition model to consider for future land use and development, Table 4.6 identifies the current factors constraining the Study Area and potential mitigation tools and next steps.

Table 6.3 – Constraints and potential mitigation tools

Constraint factor	Potential mitigations tools and next steps
<b>Potential for contamination*</b>	<ul style="list-style-type: none"> <li>» Apply an EAO to the land 'to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination'.</li> <li>» Incorporate design requirements in relation to sub surface works to minimise vapour intrusion and groundwater extraction into any future zones or overlays applied to the land; these would be subject to the statutory Environmental Audit process.</li> </ul>
<b>Potential noise impacts from surrounding industrial land uses and from infrastructure</b>	<ul style="list-style-type: none"> <li>» Undertake noise modelling to determine; <ul style="list-style-type: none"> <li>– if the recommended threshold and/or separation distance requirements should be varied in the directions of good and poor dispersion; and</li> <li>– potential locations for open space buffers to reduce potential impacts from surrounding sources.</li> </ul> </li> <li>» Incorporate design requirements in relation to noise attenuation into any future zones or overlays applied to the land</li> </ul>
<b>Potential odour impacts from surrounding industrial land uses</b>	<ul style="list-style-type: none"> <li>» Undertake odour modelling to determine; <ul style="list-style-type: none"> <li>– if the recommended threshold and/or separation distance requirements should be varied in the directions of good and poor dispersion; and</li> <li>– potential locations for open space buffers to reduce potential impacts from surrounding sources.</li> </ul> </li> <li>» if the recommended threshold and/or separation distance requirements should be varied in the directions of good and poor dispersion</li> <li>» Incorporate design requirements in relation to odour attenuation into any future zones or overlays applied to the land</li> </ul>
<b>Potential dust impacts from surrounding industrial land uses</b>	<ul style="list-style-type: none"> <li>» Undertake dust modelling to determine; <ul style="list-style-type: none"> <li>– if the recommended threshold and/or separation distance requirements should be varied in the directions of good and poor dispersion; and</li> <li>– potential locations for open space buffers to reduce potential impacts from surrounding sources.</li> </ul> </li> <li>» Incorporate design requirements in relation to dust attenuation into any future zones or overlays applied to the land</li> </ul>

Constraint factor	Potential mitigations tools and next steps
<p><b>Impacts from uses in close proximity to the Study Area with no recommended threshold or separation distance requirements</b></p>	<ul style="list-style-type: none"> <li>» Understand operations at surrounding land uses which have no recommended threshold or separation distance requirements under the current regulatory context, in particular the Melbourne Recycling Centre, for which the threshold and separation distance requirements are dependent on the processes to be used and the materials to be processed or stored.</li> <li>» Undertake noise and odour modelling to determine;               <ul style="list-style-type: none"> <li>– if the recommended threshold and/or separation distance requirements should be varied in the directions of good and poor dispersion; and</li> <li>– potential locations for open space buffers to reduce potential impacts from surrounding sources.</li> </ul> </li> <li>» Incorporate design requirements in relation to noise and odour attenuation into any future zones or overlays applied to the land</li> </ul>
<p><b>Future business operations</b></p>	<ul style="list-style-type: none"> <li>» Understand the operational life expectancies likely for existing industrial users within and surrounding the Study Area (i.e. expand, remain, transition out)</li> </ul>

\*Preliminary Land Contamination Assessment, BlueSphere, 2018

## 7. Conclusions

The qualitative IRA has provided a high-level analysis of the suitability of land within the study area for future sensitive land uses in relation to contamination and impacts from surrounding land use and provides a preliminary model for potential future transition of the land.

The preliminary assessment identified that sub-area A has the greatest suitability to transition to more sensitive land uses, whilst maintaining the greatest flexibility to support ongoing existing land uses. Sub-area C was moderately constrained, and sub-area B was the most constrained portion of the Study Area.

Table 7.1 collates the findings of the qualitative IRA and the results of the two scenarios run for potential future land uses which allowed comparison of the impact to the risk profile that transitioning the future land use may have at each site. The findings illustrate:

- » an initial transition of industrial land uses within sub-area A to more sensitive land uses (Scenario 1) would;
  - have minimal impact on the risk of sites within sub-area B; and
  - no impact on the risks of sites within sub-area C.
- » the transitioning out of industrial uses in sub-area A and C (Scenario 2) would have a significant impact on the risk of sites in sub-area B, with 6 of the 7 sites reduced to a medium risk.
- » the introduction of new sensitive land uses in proximity to established heavy industrial uses have the potential to impact the operation and future expansion of industrial uses.

Table 7.1 – Initial and Scenario 1 and 2 IRA findings

Sub-area	Map ref	Site address	Business name	Original risk	Risk with scenario 1	Risk with scenario 2
A	6	133-165 Kensington Road	Melbourne Seafood Centre	Medium	n/a	n/a
	7	133-165 Kensington Road	AquaStar	Medium	n/a	n/a
	8	167-169 Kensington Road	Scalzo (currently under construction)	Medium	n/a	n/a
	9	171-183 Kensington Road	Leffler - Leather Merchants, Wow Structures	Medium	n/a	n/a
B	10	185-193 Kensington Road	Dominion Group - Plant and Machinery Valuers and Auctioneers	High	Medium	Medium
	11	195-199 Kensington Road	Campervan Village	Medium	Medium	Medium
	12	201-205 Kensington Road	Wheelmax, Bio Care	High	High	Medium
	13	209-213 Kensington Road	Tasmanian Pacific Oyster Co	High	High	Medium
	14	207 Kensington Road	Willo & Co Café	High	High	Medium
	15	400-408 Dynon Road	PTMO - Premium Tile and Mosaic Outlet	High	High	High
	16	388 Dynon Road	SCEV - Specialist Cleaning Eco Vehicles	High	High	Medium
C	17	234-250 Kensington Road	Paddy's Bricks	High	High	n/a
	18	414 - 420 Dynon Road	DBC - Building Supplies	High	High	n/a
	19, 20, 21	8-22 Sims Street	Holcim	Medium	Medium	n/a
	22	458 - 484 Dynon Road	Lefkas Seafood	Medium	Medium	n/a
	23	442 - 448 Dynon Road	ALS - Industrial Division	Medium	Medium	n/a
	24	440 Dynon Road	Various businesses	Medium	Medium	n/a

As the risk assessment was qualitative and predominately desktop-based, a number of data gaps have been identified, which once closed out will allow CoM to improve understanding of the potential risk across the Study Area. The current data gaps include:

- » The intent of industrial uses going forward (i.e. expand, remain, transition out)
- » Detailed understanding of operations at sites within and surrounding the Study Area
- » The extent of noise, odour and dust impacts from surrounding uses

## 8. Recommendations

In order to close out existing data gaps and provide sufficient basis for implementation of a future strategic planning framework for the Study Area, further field investigations are recommended.

1. Continue to engage with key businesses regarding the future of the Study Area and develop a more informed picture of the operational activities and life expectancies
2. Review applicable next steps and mitigations (Table 6.3) to align with other priorities and develop an implementation plan
3. Undertake more detailed assessments for those sites deemed to have the greatest impact on sites within the Study Area, (i.e. most greatly constrained Study Area sites) including:
  - Lefkas Seafood
  - Holcim
  - Citywide Waste Transfer Station & Resource Recovery Centre
  - Boral

Table 8.1 provides a summary of recommended actions to further refine the risk assessment around these high impact sites.

Table 8.1 – Recommended focus on high impact sites

Highest Impact Sites	Key Impacts and Recommendations
<b>Holcim</b>	<p>Current operations at Holcim have the potential to impact surrounding sites primarily in relation to dust and noise. As such, the site is currently subject to:</p> <ul style="list-style-type: none"> <li>» a recommended threshold distance of 300 metres under Clause 53.10; and</li> <li>» a recommended separation distance of 100 metres under EPA 1518.</li> </ul> <p><u>Recommendation:</u> Undertake a more detailed risk assessment to allow greater understanding of the risk of amenity impacts (i.e. dust and noise) from Holcim. This could help to inform a case for development and application of site specific directional buffers and reduce the risk of sites currently impacted by threshold and separations distances applied from Holcim.</p>
<b>Lefkas Seafood</b>	<p>With the potential to have odour impacts on surrounding sites, Lefkas Seafood is currently subject to the following recommended threshold distances under Clause 53.10:</p> <ul style="list-style-type: none"> <li>» 500 metres for seafood processing</li> <li>» 150 metres for freezing cool storage</li> </ul> <p><u>Recommendation:</u> Undertake a more detailed risk assessment to allow greater understanding of the risk of amenity impacts (i.e. odour) from Lefkas Seafood. This could help inform a case for development and application of site specific directional buffers and reduce the risk of sites currently impacted by threshold distances required for Lefkas Seafood.</p>
<b>Citywide Waste Transfer Station &amp; Resource Recovery Centre</b>	<p>While Citywide Waste Transfer Station &amp; Resource Recovery Centre sits outside the Study Area, it has the potential to have noise and odour impacts on a number of sites in sub-areas A and B and is subject to a 250 metre recommended separation distances under EPA 1518.</p> <p><u>Recommendation:</u> Undertake a more detailed risk assessment to allow better understanding of the risk of amenity impacts (i.e. noise and odour) from Citywide Waste Transfer Station &amp; Resource Recovery Centre. This could inform a case for development and application of site specific directional buffers and reduce the risk of sites currently impacted by the separation distance applied from Citywide.</p>
<b>Boral</b>	<p>Similarly, to Holcim, current operations at Boral have the potential to impact surrounding sites primarily in relation to dust and noise, and the site is subject to:</p> <ul style="list-style-type: none"> <li>» a recommended threshold distance of 300 metres under Clause 53.10; and</li> <li>» a recommended separation distance of 100 metres under EPA 1518.</li> </ul> <p><u>Recommendation:</u> Undertake a more detailed risk assessment to provide greater understanding of the risk of amenity impacts (i.e. noise and dust) from Boral. This could inform a case for development and application of site specific directional buffers and reduce the risk of sites currently impacted by the threshold and separation distances applied from Boral.</p>

Given the size of the study area and the data gaps that exist, the above recommendations would also be valuable for sites that have not been identified as high impact. Additionally, should high impact sites be

redeveloped, de-risked or where mitigation measures are implemented, the risk of each site will continue to change.

As further investigations are undertaken across the Study Area, more data will become available for all sites. This information can be built upon depending on future scenario testing and any proposed redevelopment.

## 8.1 Addendum 1: DELWP Planning for buffers and separation distances

Pertinent updates to Victoria's planning system were underway post the finalisation of this report. DELWP was reviewing policy guidance on planning buffers and separation distances and conducting the initial stage of consultation with stakeholders. DELWP has proposed updates to the Planning Policy Framework and Clause 53.10 of the Victoria Planning Provisions.

These updates are proposed to:

- » strengthen policy for managing buffers;
- » clarify how industries and other uses need to respond to the potential for off-site impacts; and
- » include up-to-date standards and guidelines.

DELWP released the draft documents for consultation on 18 November 2019. Following consultation, DELWP will consider the feedback received and finalise the updated planning provisions in early 2020.

Once finalised, the proposed changes to the planning provisions will likely alter the results of this qualitative IRA. The updated planning provisions should be taken into consideration during any subsequent phases of risk assessment for the Maribyrnong Waterfront.

## 9. References

- » *Preliminary Land Contamination Assessment*, BlueSphere, 2018
- » *Maribyrnong Waterfront Context and Issues Report*, City of Melbourne, 2019
- » *Ideas for a sustainable and resilient Maribyrnong Waterfront (Draft)*, City of Melbourne, 2019
- » *Expert review of the impact of existing land use on the proposed Melbourne Planning Scheme Amendment C221 and associated proposed development*, Peter J Ramsay & Associates, 2016
- » *Publication Number 1518: Recommended separation distances for industrial residual air emissions*, EPA Victoria, 2013
- » *Clause 53.10: Use with adverse amenity potential*, DELWP, 2018
- » *Clause 45.01: Environmental Audit Overlay*, DELWP, 2018
- » *Plan Melbourne*, DELWP, 2017
- » *Clause 21.15: Potential Urban Renewal Areas*, City of Melbourne, 2015
- » *Clause 43.04: Development Plan Overlay – Schedule 13 (West Melbourne Waterfront – 156-232 Kensington Road, West Melbourne)*, City of Melbourne, 2018
- » *Clause 37.08: Activity Centre Zone – Schedule 1 (Footscray Metropolitan Activity Centre)*, City of Maribyrnong, 2019



## Appendices



**Appendix A:** Figures

**Appendix B:** Existing land uses and threshold & separation distance requirements

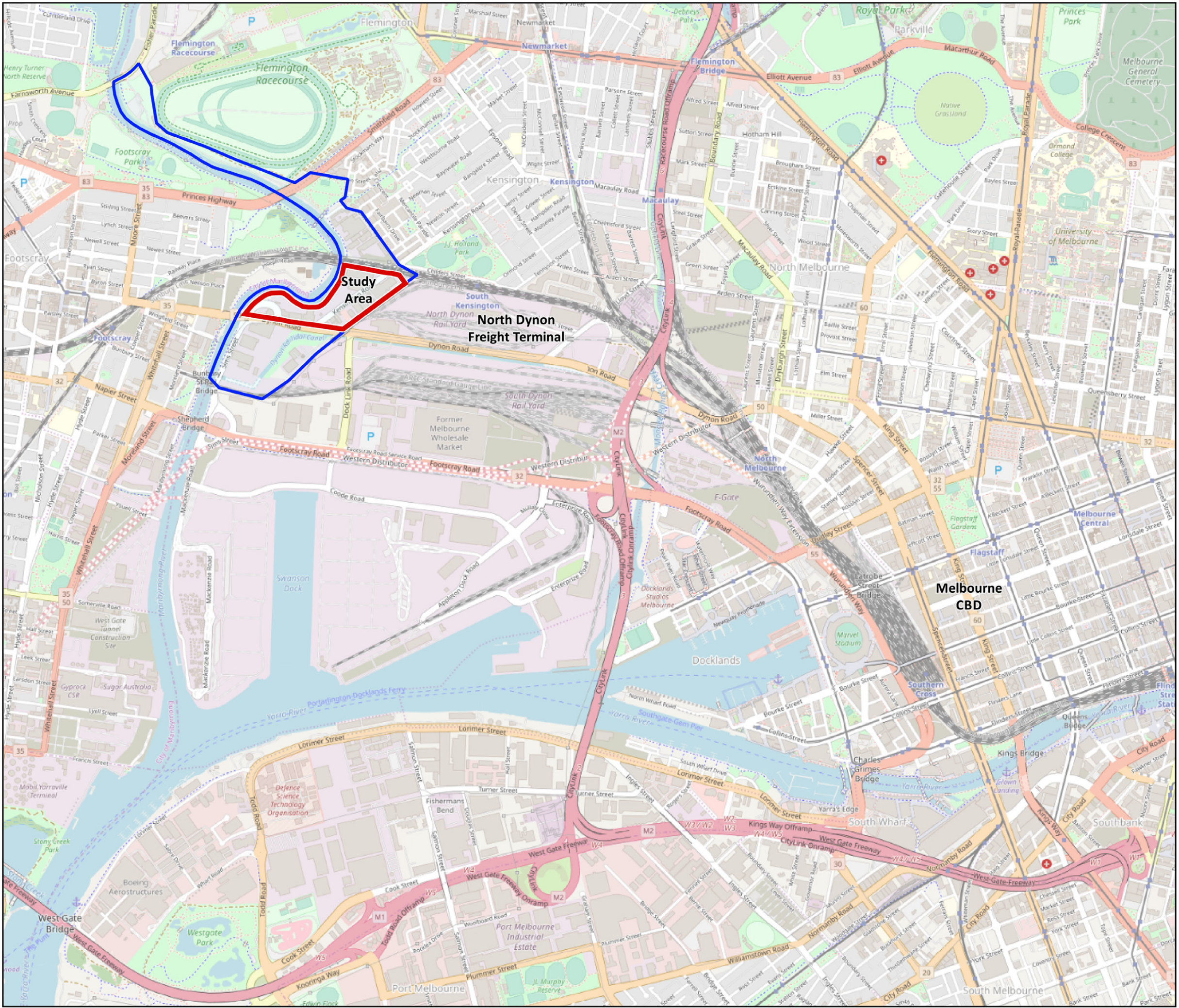
**Appendix C:** Qualitative industrial risk assessment

**Appendix D:** Scenario 1 risk assessment findings

**Appendix E:** Scenario 2 risk assessment findings

## Appendix A: Figures





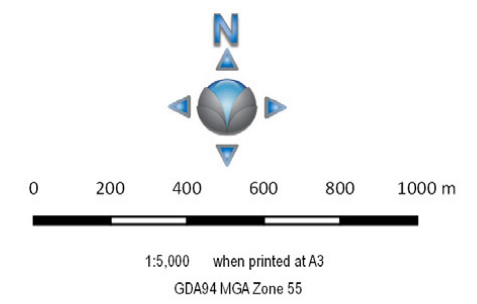
**Legend**

- Industrial Risk Assessment Study Area
- Maribyrnong Waterfront Study Area

**DATA SOURCES**

Basemap: © 2019 OpenStreetMap contributors. Available under the Open Database License, cartography licensed as CC BY-SA.

Maribyrnong Waterfront Study Area provided as a GIS layer by City of Melbourne, 2019.



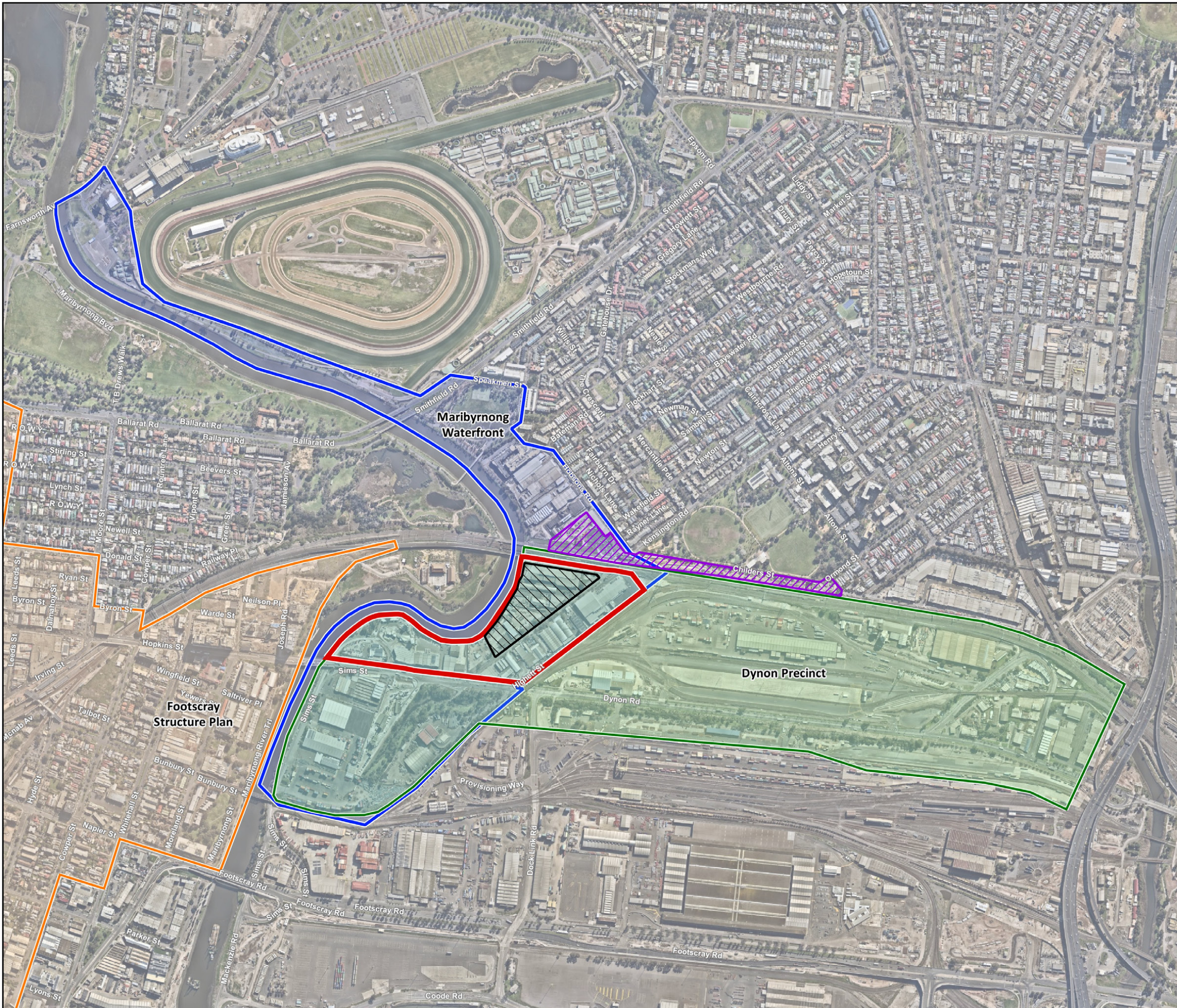
**STUDY AREA MAP**

*Industrial Risk Assessment*

Maribyrnong Waterfront Precinct

City of Melbourne

**Figure**  
**F1**



BSE Project ID 30791.01  
 NP Project ID NP18129  
 Date 04/11/2019  
 Created By SK  
 Reviewed By DH



**Legend**

- Study Area
- Maribyrnong Waterfront Study Area (City of Melbourne)
- Footscray Structure Plan Boundary (Maribyrnong City Council)
- Dynon Precinct Boundary (Plan Melbourne)
- Metro Tunnel Project Construction Footprint
- Amendment C221 (DPO13) Boundary

**DATA SOURCES**

Aerial Imagery: Neamap Ltd, photograph dated 11/01/2019.  
 Maribyrnong Waterfront Study Area, Amendment C221 (DPO13) Boundary, and Metro Tunnel Project Construction Footprint provided as GIS layers by City of Melbourne, 2019.  
 Footscray Structure Plan Boundary digitised from Maribyrnong City Council plan dated 2014.  
 Dynon Precinct Boundary digitised from Plan Melbourne.



0 100 200 300 400 500 m

1:10,000 when printed at A3  
 GDA94 MGA Zone 55

**STRATEGIC CONTEXT**

*Industrial Risk Assessment*

Maribyrnong Waterfront Precinct

City of Melbourne

**Figure  
F2**



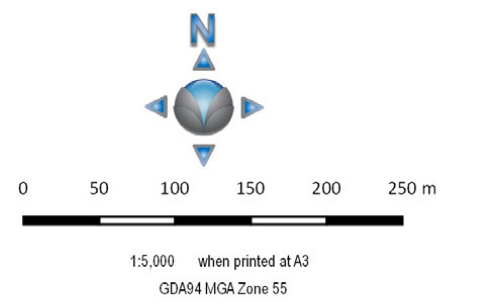
BSE Project ID 30791.01  
 NP Project ID NP18129  
 Date 04/11/2019  
 Created By SK  
 Reviewed By GL



**Legend**

- Study Area
  - Railway Line
  - BSE Parcel Reference
- Current Land Use of Properties of Interest**
- Commercial
  - Commercial / Industrial
  - Concrete Batching
  - Freight
  - Industrial
  - Public Reservation
  - Residential
  - Seafood Business
  - Waste Management

**DATA SOURCES**  
 Property Boundaries: City of Melbourne, 2019  
 Aerial Imagery: Nearmap Ltd, photograph dated 11/01/2019  
 Land Use Categories: Based on site visits by Nation Partners and information from previous reports by PJRA (2016) and BlueSphere (2019) where applicable



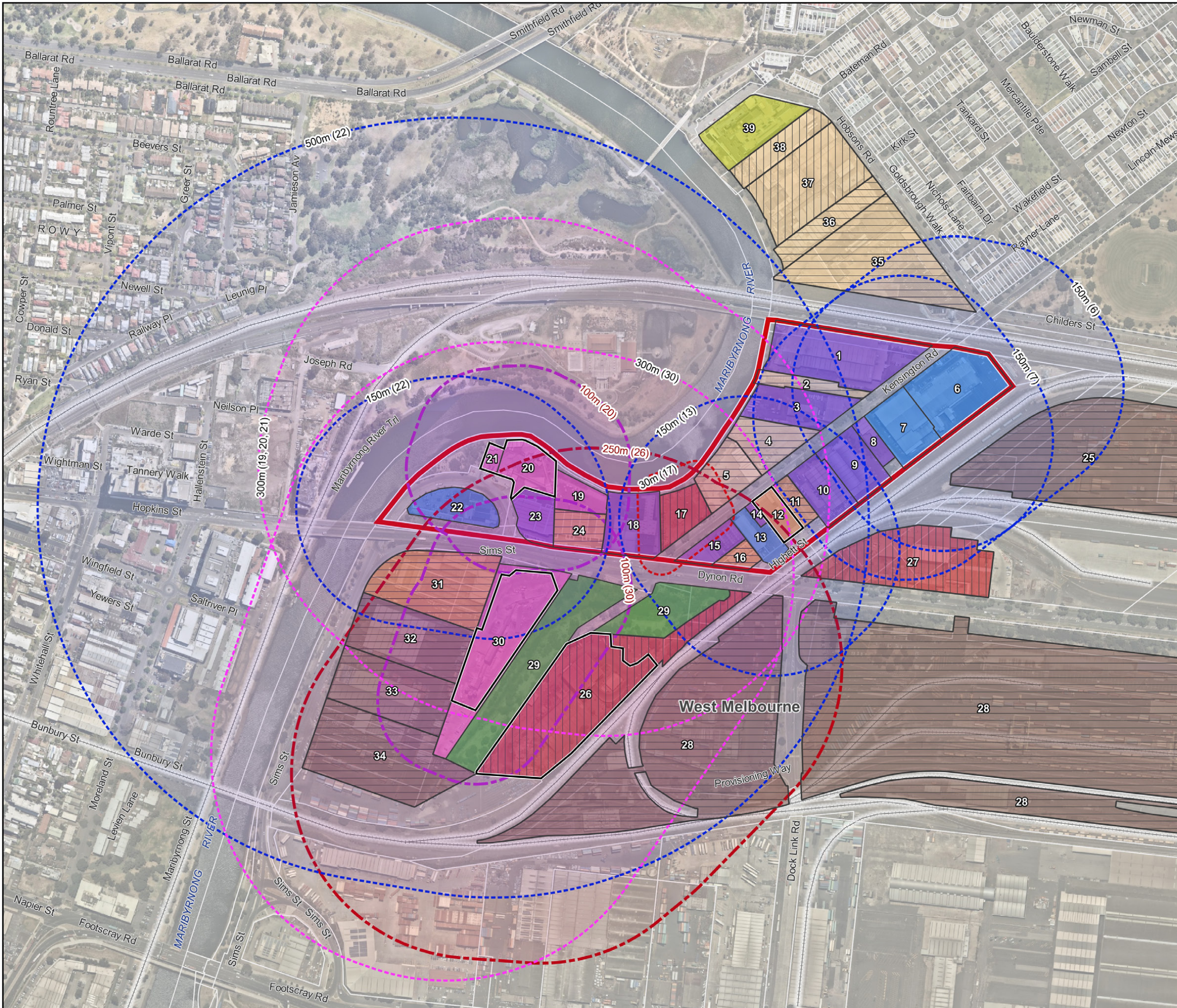
**LAND USE CATEGORIES MAP**

*Industrial Risk Assessment*













Maribyrnong Waterfront Precinct



City of Melbourne




Figure  
**F3**






**Legend**

-  Study Area
-  Railway Line
-  BSE Parcel Reference
- Current Land Use of Properties of Interest**
-  Commercial
-  Commercial / Industrial
-  Concrete Batching
-  Freight
-  Industrial
-  Public Reservation
-  Residential
-  Seafood Business
-  Waste Management

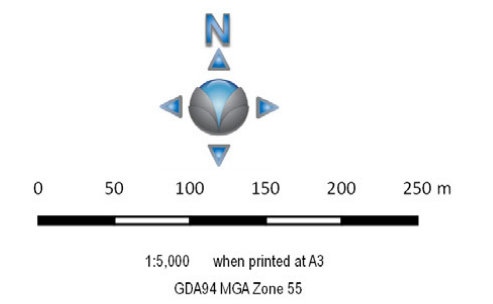
- Land Use with Non-standard Threshold / Separation Distance**
-  No recommended default buffer
-  The threshold distance is variable, dependent on the processes to be used and the materials to be processed or stored

- EPA 1518 Separation Distances (red labels)**
-  Concrete Batching
-  Waste Management
-  Activity Areas for EPA 1518 Separation Distances

- Clause 53.10 Threshold Distances (black labels)**
-  Concrete Batching
-  Seafood Business
-  Waste Management

NOTE  
 Threshold / Separation Distance Buffers are labelled in the format  
 Threshold / Separation Distance (BSE Parcel Reference)

DATA SOURCES  
 Property Boundaries: City of Melbourne, 2019  
 Aerial Imagery: Nearmap Ltd, photograph dated 11/01/2019  
 Threshold and Separation Distances: Based on site visits by Nation Partners and information from previous reports by PJRA (2016) and BlueSphere (2019) where applicable



**COMBINED THRESHOLD AND SEPARATION DISTANCES MAP**

**Industrial Risk Assessment**  
 Maribyrnong Waterfront Precinct  
 City of Melbourne

Figure  
**F4**



BSE Project ID 30791.01  
 NP Project ID NP18129  
 Date 04/11/2019  
 Created By SK  
 Reviewed By GL



**Legend**

- Study Area
- Railway Line
- BSE Parcel Reference
- Boundary of Property of Interest

**Sub-Area**

- Sub-Area A
- Sub-Area B
- Sub-Area C

**Constraint Rating**

- High
- Medium

**DATA SOURCES**  
 Property Boundaries: City of Melbourne, 2019  
 Aerial Imagery: Nearmap Ltd, photograph dated 11/01/2019  
 Constraint Ratings: Based on site visits completed and information provided by Nation Partners, 2019



0 25 50 75 100 m

1:3,000 when printed at A3  
 GDA94 MGA Zone 55

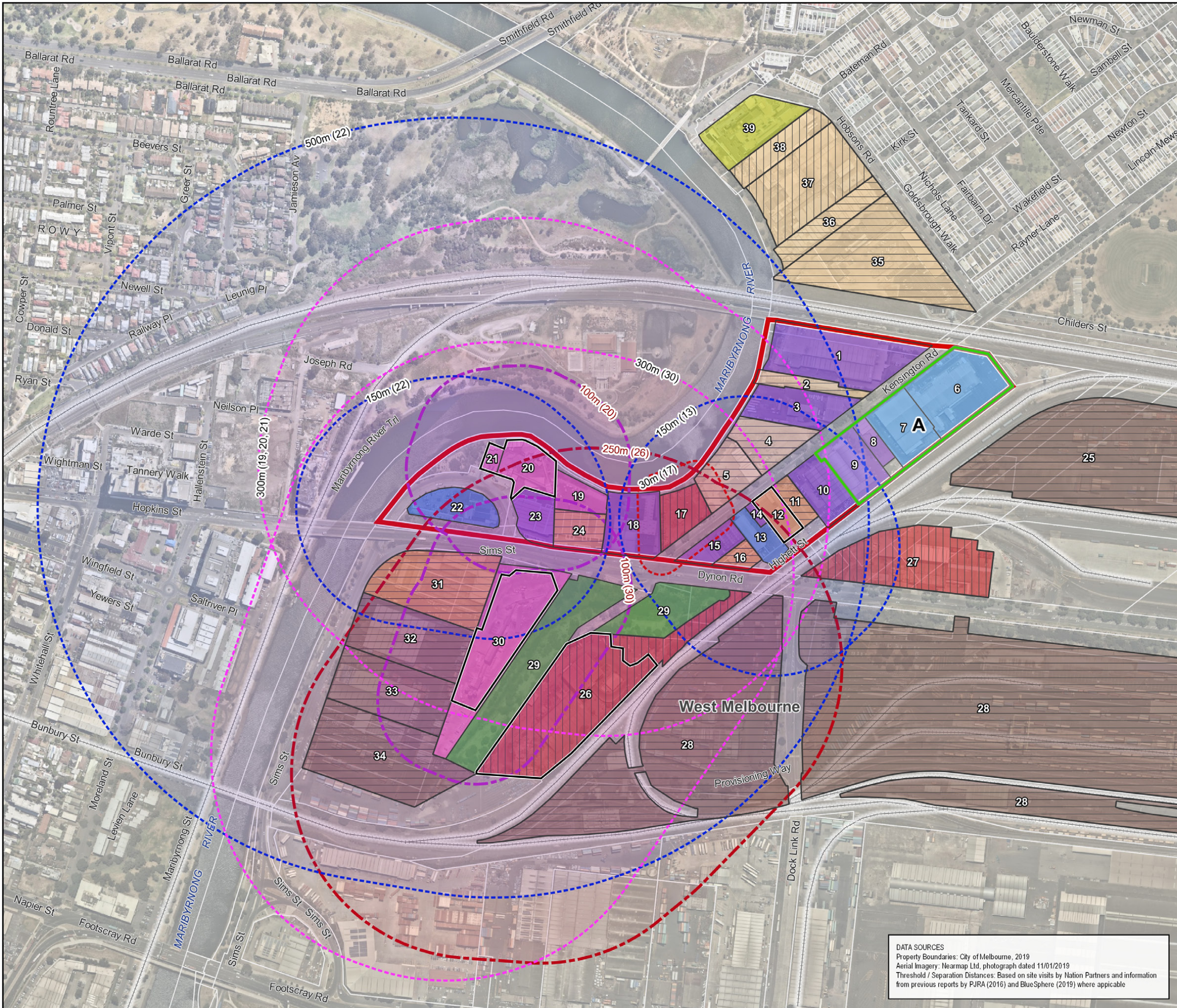
**CONSTRAINTS MAP**

*Industrial Risk Assessment*

Maribyrnong Waterfront Precinct

City of Melbourne

Figure  
**F5**



**Legend**

- Study Area
- Sub-Area A (Separation Distance Buffers Not Shown)
- Railway Line
- BSE Parcel Reference

**Current Land Use of Properties of Interest**

- Commercial
- Commercial / Industrial
- Concrete Batching
- Freight
- Industrial
- Public Reservation
- Residential
- Seafood Business
- Waste Management

**Land Use with Non-standard Threshold / Separation Distance**

- No recommended default buffer
- The threshold distance is variable, dependent on the processes to be used and the materials to be processed or stored

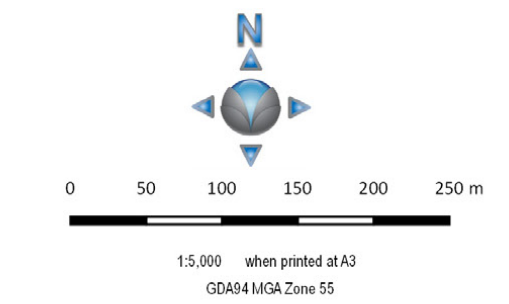
**EPA 1518 Separation Distances (red labels)**

- Concrete Batching
- Waste Management
- Activity Areas for EPA 1518 Separation Distances

**Clause 53.10 Threshold Distances (black labels)**

- Concrete Batching
- Seafood Business
- Waste Management

NOTE  
 Threshold / Separation Distance Buffers are labelled in the format  
 Threshold / Separation Distance (BSE Parcel Reference)



**DATA SOURCES**  
 Property Boundaries: City of Melbourne, 2019  
 Aerial Imagery: Nearmap Ltd, photograph dated 11/01/2019  
 Threshold / Separation Distances: Based on site visits by Nation Partners and information from previous reports by PJRA (2016) and BlueSphere (2019) where applicable

**SCENARIO 1 THRESHOLD AND SEPARATION DISTANCES MAP**

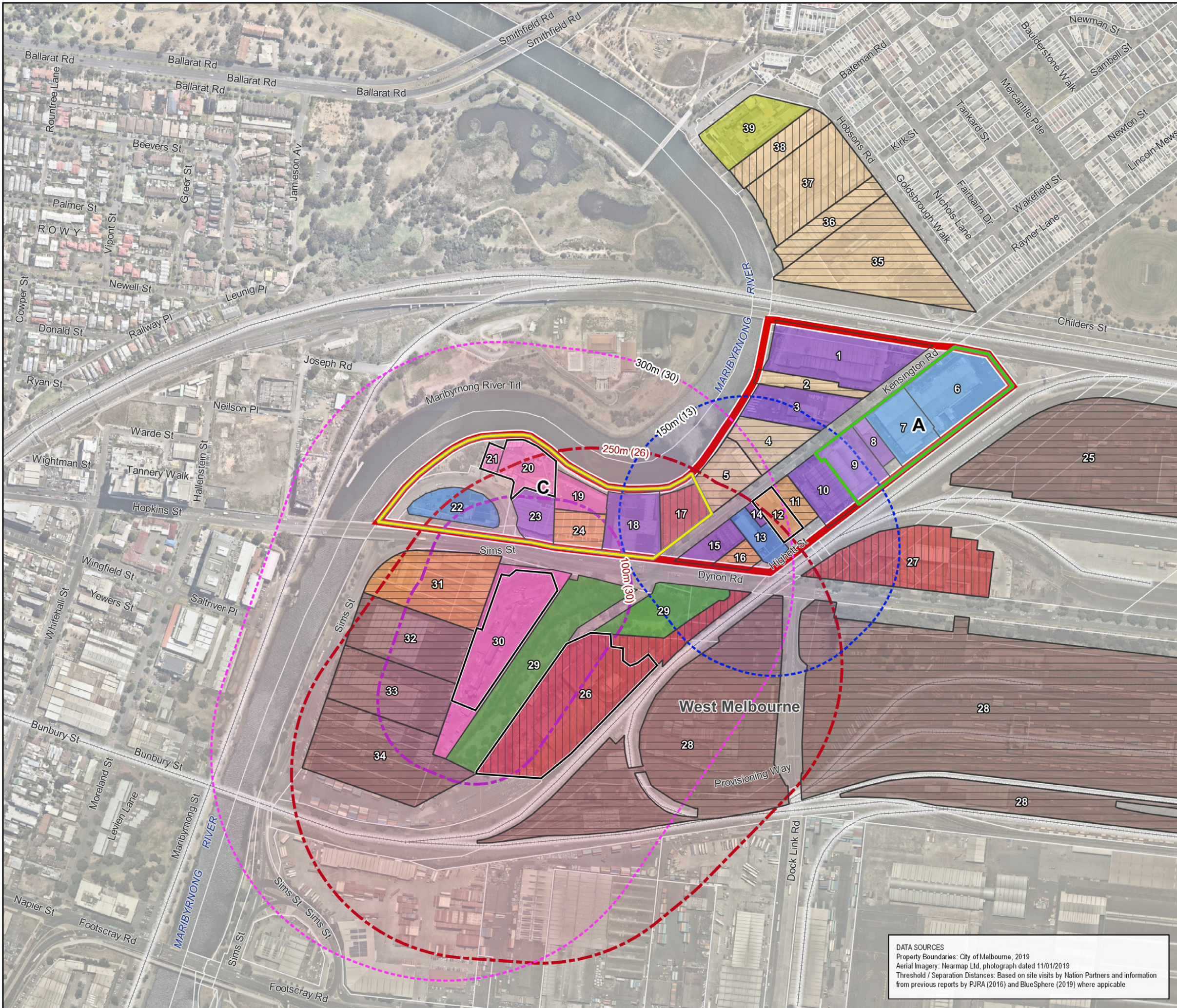
*Industrial Risk Assessment*

Maribyrnong Waterfront Precinct

City of Melbourne

**Figure**  
**F6**





BSE Project ID 30791.01  
 NP Project ID NP18129  
 Date 04/11/2019  
 Created By SK  
 Reviewed By GL



**Legend**

- Study Area
- Sub-Area A (Separation Distance Buffers Not Shown)
- Sub-Area C (Separation Distance Buffers Not Shown)
- Railway Line
- BSE Parcel Reference

**Current Land Use of Properties of Interest**

- Commercial
- Commercial / Industrial
- Concrete Batching
- Freight
- Industrial
- Public Reservation
- Residential
- Seafood Business
- Waste Management

**Land Use with Non-standard Threshold / Separation Distance**

- No recommended default buffer
- The threshold distance is variable, dependent on the processes to be used and the materials to be processed or stored

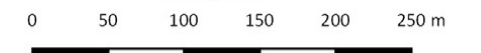
**EPA 1518 Separation Distances (red labels)**

- Concrete Batching
- Waste Management
- Activity Areas for EPA 1518 Separation Distances

**Clause 53.10 Threshold Distances (black labels)**

- Concrete Batching
- Seafood Business
- Waste Management

NOTE  
 Threshold / Separation Distance Buffers are labelled in the format  
 Threshold / Separation Distance (BSE Parcel Reference)



1:5,000 when printed at A3  
 GDA94 MGA Zone 55

**SCENARIO 2 THRESHOLD AND SEPARATION DISTANCES MAP**

*Industrial Risk Assessment*

Maribyrnong Waterfront Precinct

City of Melbourne

**Figure  
F7**

**DATA SOURCES**  
 Property Boundaries: City of Melbourne, 2019  
 Aerial Imagery: Nearmap Ltd, photograph dated 11/01/2019  
 Threshold / Separation Distances: Based on site visits by Nation Partners and information from previous reports by PJRA (2016) and BlueSphere (2019) where applicable

## Appendix B: Existing land uses and threshold & separation distance requirements



	Site details							Potential impacts	Regulatory context		Additional comments
	Map reference	MCCID_INT	Site address	Business name	Existing site activities	Use Category	Potential for contamination	Potential impacts from site	Clause 53.10	EPA Publication No. 1518	Notes from site visit and data collection
Land rezoned under Amendment C221	1	105234	156-174 Kensington Road	Scalzo	Office/Warehouse	Commercial	High	noise	n/a	n/a	truck movements, container delivery and storage occurring on site
	2	105233	176-178 Kensington Road	Cue B R Plastics Pty Ltd	Packaging supplies manufacturing	Industrial	High	noise	No recommended default buffer	No recommended default buffer	truck movements occurring on site
	3	105232	180-194 Kensington Road	Kensington Road Self Storage	Warehouse	Commercial	High	noise	n/a	n/a	
	4	UNKNOWN	200 Kensington Road	Metcalf Cranes	Machinery/Vehicle Store	Industrial	High	noise, dust	No recommended default buffer	No recommended default buffer	unpaved areas, adhoc crane movements, fuel storage
	5	598604	216-232 Kensington Road	City West Water - West Melbourne Depot	Depot	Industrial	High	noise, dust	No recommended default buffer	No recommended default buffer	paved, storage of uncovered soil
Land in the Project Area	6	105221	133-165 Kensington Road	Melbourne Seafood Centre	Freezing & cool store / wholesale seafood market/ distribution (retail premises)	Seafood Business	High	noise, odour	150 metres (Freezing and Cool Storage)	n/a	Paved, warehouse CoM advised active use from 4m PJR Report* states; - operation between 12:00am and 9:00am - activities at the site include sorting and grading seafood, transfer of fish for sale, storage/warehousing of frozen seafood products, trimming fish for sale and seafood wholesale - bleeding, gutting, washing, skinning, boning and filleting is not permitted at the Melbourne Seafood Company - MSC have indicated they would ideally obtain 25 years of operation from the site and were
	7	105221	133-165 Kensington Road	AquaStar	Freezing & cool store / wholesale seafood market/ distribution (retail premises)	Seafood Business	High	noise, odour	150 metres (Freezing and Cool Storage)	n/a	Paved, warehouse CoM advised active use from 4m
	8	613975	167-169 Kensington Road	Scalzo (currently under construction)	Currently under construction for office and food premises	Commercial	High	n/a	n/a	n/a	TP-2017-668/A: Development on the land including buildings and works associated with the construction of a four storey office building a reduction in car parking and loading requirements in accordance with the endorsed plans - SCALZO TP-2017-668/B: Amend the permit to expand the endorsed food and drink premises to be greater than 100m2 in area and subsequent amendments to the endorsed plans (at RFI stage) TP-2019-586: Sale and consumption of alcohol (at RFI stage)
	9	613974	171-183 Kensington Road	Leffler - Leather Merchants, Wow Structures	Wholesale (retail premises)	Commercial	High	odour	n/a	n/a	faint leather smell observed during site visit PJR report states this property is a wholesale business for leather goods and tanning (and associated practices) do not occur at this site No further information in relation to operations at site were received from Council
	10	613975	185-193 Kensington Road	Dominion Group - Plant and Machinery Valuers and Auctioneers	Warehouse / Auction house	Commercial	High	n/a	n/a	n/a	This site was observed as "For Lease" during the site inspection
	11	105224	195-199 Kensington Road	Campervan Village	Retail premises / vehicle store	Commercial / Industrial	High	noise	No recommended default buffer	n/a	No wash bays were observed on site
	12	105225	201-205 Kensington Road	Wheelmax, Bio Care	Motor Repairs and Beauty manufacturing products	Commercial / Industrial	High	noise, odour	n/a	n/a	while it appears that BioCare is a beauty manufacturing products, the use appears to be contained with the building site, as such no buffer has been included further details around site operations may result in the need for a buffer to be applied
	13	105227	209-213 Kensington Road	Tasmanian Pacific Oyster Co	Freezing & cool store / wholesale seafood market/ distribution (retail premises)	Seafood Business	Medium	noise, odour	150 metres (Freezing and Cool Storage)	n/a	According to PJR report - no odour complaints, and no indication of transitioning out of the area in a specified timeframe TP-2018-512: Use and development of the land for an eleven-storey seafood emporium, including markets, shops including bottle shop, food and drink premises, restaurant and tavern, and associated liquor license and signage (APPLICATION ON HOLD)
	14	105226	207 Kensington Road	Willo & Co Café	Food Premises	Commercial	Medium	n/a	n/a	n/a	TP-2018-512: Use and development of the land for an eleven-storey seafood emporium, including markets, shops including bottle shop, food and drink premises, restaurant and tavern, and associated liquor license and signage (APPLICATION ON HOLD)
	15	102999	400-408 Dynon Road	PTMO - Premium Tile and Mosaic Outlet	Showroom / Retail premises	Commercial	High	n/a	n/a	n/a	Warehouse, use contained to building on site
	16	103000	388 Dynon Road	SCEV - Specialist Cleaning Eco Vehicles	retail premises / motor repairs	Commercial / Industrial	Medium	Noise	No recommended default buffer	No recommended default buffer	Paved area
	17	584055	234-250 Kensington Road	Paddy's Bricks	Materials recycling	Waste Management	High	noise, dust	Construction and demolition materials recycling – Note 1 The threshold distance is variable, dependent on the processes to be used and the materials to be processed or stored. 30 metre buffer in line with PJR report	Case by case	unpaved/open yard, reverse beepers, forklifts etc. According to PJR report Paddy's Bricks is within C2Z. Commercial and industrial land use within C2Z should be at least at least the following distances from sensitive land uses The separation distance, for a purpose listed in the table to Clause 53.10; or 30 m for a purpose not listed in table to Clause 53.10, approximately 30m of the Subject and would be impacted by adverse amenity in accordance with C2Z as such a 30m buffer has been applied
	18	563383	414 - 420 Dynon Road	DBC - Building Supplies	Retail premises	Commercial	High	n/a	n/a	n/a	Warehouse, use contained to building on site
	19, 20, 21	102995	8-22 Sims Street	Holcim	Concrete batching plant	Concrete Batching	High	noise, dust	300 metres (concrete batching plant)	100 metres (if more than 5,000 tonnes per year)	reverse beepers, truck movements
	22	102994	458 - 484 Dynon Road	Lefkas Seafood	Seafood production	Seafood Business	High	noise, odour	500 metres (seafood processor) 150 metres (Freezing and cool storage)	n/a	According to PJR report - on site operations include gutting, filleting and cleaning of seafood for distribution - Approximately 100-150 tonnes of seafood are preprocessed at the site per annum and no indication of transitioning out of the area in a specified timeframe
	23	102997	442 - 448 Dynon Road	ALS Industrial Division	Industrial laboratory	Commercial	Medium	n/a	n/a	n/a	use contained to building on site
	24	563382	440 Dynon Road	Various commercial businesses (inc. Chasers Motorworks, B&M Meat Wholesale, Fish Pier)	retail premises, motor repairs	Commercial / Industrial	Medium	noise	No recommended default buffer	No recommended default buffer	mostly contained to buildings on site
		25	110970	186-328 Dynon Road	Qube Logistics	Freight / Transport Company	Freight	n/a	noise	No recommended default buffer	No recommended default buffer
26		UNKNOWN	437 Dynon Road	Citywide Waste Transfer Station & Resource Recovery Centre	transfer station	Waste Management	n/a	noise, odour	The threshold distance is variable, dependent on the processes to be used and the materials to be processed or stored. No recommended default buffer	250 metres	Accepts municipal waste between 9am and 3pm, accepts commercial waste 24/7 Waste and recycling centre for CoM residents and ratepayers - including garden organics
27		102986	391-395 Dynon Road	Melbourne Recycling Centre	materials recycling	Waste Management	n/a	noise, odour	The threshold distance is variable, dependent on the processes to be used and the materials to be processed or stored. No recommended default buffer	Case by case	24 hour operations
28		UNKNOWN	376 Dynon Road	Pacific National Melbourne Freight Terminal	Freight terminal	Freight	n/a	noise	No recommended default buffer	No recommended default buffer	

Land outside the project area

29	111298	397- 435 Dynon Road	Wildlife Reserve	Dynon Road Tidal Canal - Nature Reserve	Public Reservation Concrete Batching	n/a	n/a	n/a	n/a	
30	102985	439 Dynon Road	Boral Concrete	Concrete Batching Plant	Concrete Batching	n/a	noise, dust	300 metres (concrete batching plant)	100 metres (if more than 5,000 tonnes per year)	Lots of noise from reverse beepers, conveyor observed during site visit
31	108800	41-59 Sims Street	Various businesses incl. Brady Constructions (Vic) Pty Ltd City of Melbourne - River studios Culinary Tailoring Pty Ltd Gather & Tailor Pty Ltd Produce Time Pty Ltd	Warehouse, motor repairs	Commercial / Industrial	n/a	noise	No recommended default buffer	No recommended default buffer	
32	108798	63-65 Sims Street	Toll	Transport company / vehicle store	Freight	n/a	noise	No recommended default buffer	No recommended default buffer	
33	108799	77-91 Sims Street	Mia Riverside Takeaway / Butler Freight Services	Food premises / vehicle store	Freight / Commercial	n/a	noise	No recommended default buffer	No recommended default buffer	
34	108797	93-111 Sims Street	Butler Freight Services	Vehicle store	Freight	n/a	noise	No recommended default buffer	No recommended default buffer	
35	104826	1-39 Hobsons Road	Department of Transport / MTIA - metro tunnel site office	Site office	Industrial	n/a	noise	No recommended default buffer	No recommended default buffer	
36	104827	41-45 Hobsons Road	Spotlett Services and Jet Couriers / Amalgamated Distribution and Taxi Trucks	Transport company / vehicle store	Industrial	n/a	noise	No recommended default buffer	No recommended default buffer	
37	104828	47-63 Hobsons Road	Marathon Food Industries	Food production	Industrial	n/a	noise, odour	The threshold distance is variable, dependent on the processes to be used and the materials to be processed or stored. No recommended default buffer	No recommended default buffer	
38	104829	65-69 Hobsons Road	Marathon Food Industries	Food production	Industrial	n/a	noise, odour	The threshold distance is variable, dependent on the processes to be used and the materials to be processed or stored. No recommended default buffer	No recommended default buffer	
39	104830	71-89 Hobsons Road	N/A	Residential	Residential	n/a	n/a	n/a	n/a	CONSTRUCTED TP-2013-87: Use and development of the land for the purposes of a part 3, part 6 storey mixed use development with 182 dwellings, one retail and two commercial tenancies, and waiver of parking, bicycle parking and loading requirements

\* Expert review of the impact of existing land use on the proposed Melbourne Planning Scheme Amendment C221 and associated proposed development, Peter J Ramsay & Associates, 2016

## Appendix C: Qualitative industrial risk assessment



Site details						Risk parameters						Overall risk		
						Contamination risk		Threshold and separation distance risk	Potential impacts risk		Other impact sources risk			
Sub-area	Map reference	MCCID_INT	Site address	Business name	Existing site activities	Potential for contamination*	Contamination risk	No. of threshold and separation distances affecting the site	Types of potential impacts from surrounding sites	Potential impacts risk	Other potential impact sources (i.e. railway, roads)	Other impact sources risk	Total risk score	Risk rating
A	6	105221	133-165 Kensington Road	Melbourne Seafood Centre	Freezing & cool store / wholesale seafood market/ distribution (retail premises)	High	3	1	Odour, noise	2	Kensington Road, Railway line	2	8	Medium
	7	105221	133-165 Kensington Road	AquaStar	Freezing & cool store / wholesale seafood market/ distribution (retail premises)	High	3	1	Odour, noise	2	Kensington Road	1	7	Medium
	8	613975	167-169 Kensington Road	Scalzo (currently under construction)	Currently under construction for office and food premises	High	3	2	Odour, noise	2	Kensington Road	1	8	Medium
	9	613974	171-183 Kensington Road	Leffler - Leather Merchants, Wow Structures	Wholesale (retail premises)	High	3	3	Noise, odour, dust	3	Kensington Road	1	10	Medium
B	10	613975	185-193 Kensington Road	Dominion Group - Plant and Machinery Valuers and Auctioneers	Warehouse / Auction house	High	3	5	Noise, odour, dust	3	Kensington Road	1	12	High
	11	105224	195-199 Kensington Road	Campervan Village	Retail premises / vehicle store	High	3	3	Noise, odour, dust	3	Kensington Road	1	10	Medium
	12	105225	201-205 Kensington Road	Wheelmax, Bio Care	Motor Repairs and Beauty manufacturing products	High	3	4	Noise, odour, dust	3	Kensington Road	1	11	High
	13	105227	209-213 Kensington Road	Tasmanian Pacific Oyster Co	Freezing & cool store / wholesale seafood market/ distribution (retail premises)	Medium	2	5	Noise, odour, dust	3	Kensington Road	1	11	High
	14	105226	207 Kensington Road	Willo & Co Café	Food Premises	Medium	2	5	Noise, odour, dust	3	Kensington Road	1	11	High
	15	102999	400-408 Dynon Road	PTMO - Premium Tile and Mosaic Outlet	Showroom / Retail premises	High	3	6	Noise, odour, dust	3	Kensington Road, Dynon Road	2	14	High
	16	103000	388 Dynon Road	SCEV - Specialist Cleaning Eco Vehicles	retail premises / motor repairs	Medium	2	5	Noise, odour, dust	3	Dynon Road	1	11	High
C	17	584055	234-250 Kensington Road	Paddy's Bricks	Materials recycling	High	3	4	Noise, odour, dust	3	Kensington Road	1	11	High
	18	563383	414 - 420 Dynon Road	DBC - Building Supplies	Retail premises	High	3	6	Noise, odour, dust	3	Dynon Road	1	13	High
	19, 20, 21	102995	8-22 Sims Street	Holcim	Concrete batching plant	High	3	3	Noise, odour, dust	3	n/a	0	9	Medium
	22	102994	458 - 484 Dynon Road	Lefkas Seafood	Seafood production	High	3	3	Noise, dust	2	Dynon Road	1	9	Medium
	23	102997	442 - 448 Dynon Road	ALS - Industrial Division	Industrial laboratory	Medium	2	4	Noise, odour, dust	3	Dynon Road	1	10	Medium
	24	563382	440 Dynon Road	Various, commercial. Including Chasers Motorworks, B & M Meat Wholesale, Smy International, The Fish Pier, Subterranean Solutions Pty Ltd	retail premises, motor repairs	Medium	2	4	Noise, odour, dust	3	Dynon Road	1	10	Medium

\* Potential for contamination sourced from Preliminary Land Contamination Assessment, BlueSphere, 2018

## Appendix D: Scenario 1 risk assessment findings



Site details						Risk parameters						Overall risk		
Sub-area	Map reference	MCCID_INT	Site address	Business name	Existing site activities	Contamination risk		Threshold and separation distance risk	Potential impacts risk		Other impact sources risk		Total risk score	Risk rating
						Potential for contamination*	Contamination risk	No. of threshold and separation distances affecting the site	Types of potential impacts from surrounding sites	Potential impacts risk	Other potential impact sources (i.e. railway, roads)	Other impact sources risk		
<b>B</b>	10	613975	185-193 Kensington Road	Dominion Group - Plant and Machinery Valuers and Auctioneers	Warehouse / Auction house	High	3	3	Noise, odour, dust	3	Kensington Road	1	10	Medium
	11	105224	195-199 Kensington Road	Campervan Village	Retail premises / vehicle store	High	3	2	Noise, odour, dust	3	Kensington Road	1	9	Medium
	12	105225	201-205 Kensington Road	Wheelmax, Bio Care	Motor Repairs and Beauty manufacturing products	High	3	4	Noise, odour, dust	3	Kensington Road	1	11	High
	13	105227	209-213 Kensington Road	Tasmanian Pacific Oyster Co	Freezing & cool store / wholesale seafood market/ distribution (retail premises)	Medium	2	5	Noise, odour, dust	3	Kensington Road	1	11	High
	14	105226	207 Kensington Road	Willo & Co Café	Food Premises	Medium	2	5	Noise, odour, dust	3	Kensington Road	1	11	High
	15	102999	400-408 Dynon Road	PTMO - Premium Tile and Mosaic Outlet	Showroom / Retail premises	High	3	6	Noise, odour, dust	3	Kensington Road, Dynon Road	2	14	High
	16	103000	388 Dynon Road	SCEV - Specialist Cleaning Eco Vehicles	retail premises / motor repairs	Medium	2	5	Noise, odour, dust	3	Dynon Road	1	11	High
<b>C</b>	17	584055	234-250 Kensington Road	Paddy's Bricks	Materials recycling	High	3	4	Noise, odour, dust	3	Kensington Road	1	11	High
	18	563383	414 - 420 Dynon Road	DBC - Building Supplies	Retail premises	High	3	6	Noise, odour, dust	3	Dynon Road	1	13	High
	19, 20, 21	102995	8-22 Sims Street	Holcim	Concrete batching plant	High	3	3	Noise, odour, dust	3	n/a	0	9	Medium
	22	102994	458 - 484 Dynon Road	Lefkas Seafood	Seafood production	High	3	3	Noise, dust	2	Dynon Road	1	9	Medium
	23	102997	442 - 448 Dynon Road	ALS - Industrial Division	Industrial laboratory	Medium	2	4	Noise, odour, dust	3	Dynon Road	1	10	Medium
	24	563382	440 Dynon Road	Various, commercial. Including Chasers Motonworks, B & M Meat Wholesale, Smy International, The Fish Pier, Subterranean Solutions Pty Ltd	retail premises, motor repairs	Medium	2	4	Noise, odour, dust	3	Dynon Road	1	10	Medium

\* Potential for contamination sourced from Preliminary Land Contamination Assessment, BlueSphere, 2018



## Appendix E: Scenario 2 risk assessment findings



Site details						Risk parameters						Overall risk		
Sub-area	Map reference	MCCID_INT	Site address	Business name	Existing site activities	Contamination risk		Threshold and separation distance risk	Potential impacts risk		Other impact sources risk		Total risk score	Risk rating
						Potential for contamination*	Contamination risk	No. of threshold and separation distances affecting the site	Types of potential impacts from surrounding sites	Potential impacts risk	Other potential impact sources (i.e. railway, roads)	Other impact sources risk		
<b>B</b>	10	613975	185-193 Kensington Road	Dominion Group - Plant and Machinery Valuers and Auctioneers	Warehouse / Auction house	High	3	1	Noise, odour, dust	3	Kensington Road	1	8	Medium
	11	105224	195-199 Kensington Road	Campervan Village	Retail premises / vehicle store	High	3	1	Noise, odour, dust	3	Kensington Road	1	8	Medium
	12	105225	201-205 Kensington Road	Wheelmax, Bio Care	Motor Repairs and Beauty manufacturing products	High	3	2	Noise, odour, dust	3	Kensington Road	1	9	Medium
	13	105227	209-213 Kensington Road	Tasmanian Pacific Oyster Co	Freezing & cool store / wholesale seafood market/ distribution (retail premises)	Medium	2	2	Noise, odour, dust	3	Kensington Road	1	8	Medium
	14	105226	207 Kensington Road	Willo & Co Café	Food Premises	Medium	2	3	Noise, odour, dust	3	Kensington Road	1	9	Medium
	15	102999	400-408 Dynon Road	PTMO - Premium Tile and Mosaic Outlet	Showroom / Retail premises	High	3	3	Noise, odour, dust	3	Kensington Road, Dynon Road	2	11	High
	16	103000	388 Dynon Road	SCEV - Specialist Cleaning Eco Vehicles	retail premises / motor repairs	Medium	2	3	Noise, odour, dust	3	Dynon Road	1	9	Medium

\* Potential for contamination sourced from *Preliminary Land Contamination Assessment*, BlueSphere, 2018