

# Design guidance document: Fuel storage

Selwyn Snow Resort, 213A Kings Cross Road,  
Cabramurra NSW

20212217.001A

19 October 2020



95 Mitchell Road, Cardiff, NSW 2285

Phone: +61 2 4949 5200



# Design guidance document: Fuel storage

## Selwyn Snow Resort, 213A Kings Cross Road, Cabramurra NSW

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Prepared for:

TSA Management  
Level 1, 40 Marcus Clarke Street  
Canberra ACT 2601

Prepared by:

**Kleinfelder Australia Pty Ltd**

95 Mitchell Road, Cardiff, NSW 2285  
Phone: +61 2 4949 5200

ABN: 23 146 082 500

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Tom Overton	Nathan Redfern (WSP) COH CMFOH ChOHSP	Tom Overton

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# DESIGN GUIDANCE SUMMARY

## INTRODUCTION

As part of the re-development of Selwyn Snow Resort, the site will be designed to hold:

- 4,500L of diesel; and
- 500L of petrol.

In the proposed design, the fuel will be located externally in aboveground storage tanks. In addition to this, minor quantities of oils and lubricants will be stored inside the ROC and will be used as part of the maintenance of equipment. These include:

- Hydraulic oil – 205 litre drum
- Engine oil – for diesel engine – 205 litre drum
- Engine oil – for petrol two stroke engine – 205 litre drum
- Gear Box oil – 205 litre drum
- Engine coolant – 205 litre drum
- Degreasers and cleaning solvents – nominal quantities
- Varying grease and lubricants – nominal quantities and
- Paints (including spray cans) – nominal quantities.

The aggregate capacity of Class 3 PG II in this storage area is 5,000 L (4,500L of diesel and 500L of petrol). Where tanks contain differing classes of liquid, are stored within the same location, all the provisions shall apply to the liquid of the lowest flash point. This has been designed to meet the requirements for a “minor store” for open land.

## KEY DESIGN CONSIDERATIONS

The following provides a summary of the key design considerations:

- The above ground tanks will be installed with integral secondary containment as a double-walled tank. Primary and secondary containment shall be wholly constructed of steel and shall be designed in accordance with AS 1692 or an equivalent recognised Standard.
- The petrol and diesel tanks shall be kept at least 1m away from the ROC wall.
- Spacing between adjacent tanks shall be at least 600mm.
- The tank shall be fitted with a means of determining the level of its contents. Such means shall be available to the delivery operator.
- Care should be taken when decanting or transferring flammable liquids. Dispensing pumps or self-closing metal taps should be used, in order to reduce the hazards of splash filling, spillage and vapour escape.
- The storage area should be fenced to prevent unauthorised access the fencing should be located 1m from the tanks.
- The ground around the fenced area shall be kept clear of combustible vegetation or refuse for a distance of at least 3m.
- At least one portable fire extinguisher, having a suitable rating for use with the range of materials being kept (such as a 4.5-9kg ABE dry chemical) shall be readily accessible and adjacent to the minor storage area. Where liquids are stored on open land, a fire extinguisher shall be provided if the liquids are decanted or transferred within 5m of the storage.
- Every endeavour shall be made to prevent leaks or spills, and to control them if they do occur. Clean-up action shall be initiated immediately.

## HAZARDOUS AREAS

**Table DS.1** provides a summary of the hazardous area classifications adopted for this site.



**Table DS.1: Summary of hazardous area classifications**

<b>Area</b>	<b>Distance of hazard zone</b>	<b>Zone</b>
Inside the fenced compound	Up to 1.5m above the height of the tank	<b>Zone 1</b>
Outside the fencing	2m horizontally from the fence and ranging in height from ground level to 0.5m at a distance of 2m from the fence to meet the above Zone 1 at the fence line	<b>Zone 2</b>
Dispensing	0.1 m in all directions around the nozzle	<b>Zone 1</b>
	1.2 m up from the ground level and 1 m in all directions from the hose nozzle	<b>Zone 2</b>
Individual unventilated depression, pit or sump	The extent of the depression, drain or gully up to the surrounding ground level	<b>Zone 2</b>



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# 1 INTRODUCTION

## 1.1 BACKGROUND

TSA Management Pty Ltd (TSA) have been engaged to oversee the re-development of the Resort Operations Centre (ROC), part of the Selwyn Snow Resort, located at 213A Kings Cross Rd, Cabramurra NSW 2629 (see **Figure A** in **Appendix A**). TSA have engaged Kleinfelder Australia Pty Ltd (Kleinfelder) to provide design guidance primarily for the storage of fuels in above ground storage tanks.

In early 2020, the Selwyn Snow Resort was severely impacted by the bushfires that swept through the area. This has resulted in the need for the re-development of the resort, specifically the ROC (see **Ground floor plan** in **Appendix A** for proposed development layout) which forms the basis of this assessment.

As part of the re-development the site will be designed to hold:

- 4,500L of diesel; and
- 500L of petrol.

In the proposed design, the fuel will be located externally in aboveground storage tanks. In addition to this, minor quantities of oils and lubricants will be stored inside the ROC and will be used as part of the maintenance of equipment. These include:

- Hydraulic oil – 205 litre drum
- Engine oil – for diesel engine – 205 litre drum
- Engine oil – for petrol two stroke engine – 205 litre drum
- Gear Box oil – 205 litre drum
- Engine coolant – 205 litre drum
- Degreasers and cleaning solvents – nominal quantities
- Varying grease and lubricants – nominal quantities and
- Paints (including spray cans) – nominal quantities.

## 1.2 SCOPE OF SERVICE

The agreed scope of service is as follows:

- Review the currently available design details and end user requirements;
- Provide practical design advice and solutions for the storage and management of fuels and lubricants required for the operations of the resort. This includes (but is not limited to) providing advice on the specific storage requirements for flammable and combustible liquids; and
- Other observed design requirements noted to potentially present a compliance issue within the scope of this project.

## 1.3 SELECTING A STANDARD

The predominant chemical required for the operations are flammable and combustible fuels and lubricants. The requirements for storing these chemicals is predominantly AS1940: 2017. This will for the primary standard as to which the advice will be provided.



## 2 SPECIFIC AS1940: 2017 REQUIREMENTS

### 2.1 INTRODUCTION

As part of the re-development the site will be designed to hold:

- 4,500L of diesel; and
- 500L of petrol.

**Section 5.1<sup>1</sup>:** Where tanks contain differing classes of liquid, are stored within the same location, all the provisions shall apply to the liquid of the lowest flash point:

- Petroleum Spirit Class 3 PG II

**Section 2.2.5.1:** The following requirements and conditions shall apply to minor storage on open land having an area greater than 2ha:

- a) The storage shall be on land that is used, or intended to be used, for agricultural, horticultural, floricultural or pastoral purposes, including golf courses and national parks.
- b) Liquids shall not be for sale or commercial distribution.
- c) Liquids shall be kept at least 1m away from any boundary, workshop, dwelling or protected place, body of water, watercourse or environmentally sensitive area.
- d) The ground around the store shall be kept clear of combustible vegetation or refuse for a distance of at least 3m.
- e) Any potential flow of spillage shall be prevented from reaching a protected place, watercourse or property boundary by such means as the use of natural ground slope, or the provision of a diversion channel, kerb or bund.

NOTE: Additional assessment, and consultation with the authority having jurisdiction, should be undertaken if the minor storage is proposed to be located on open land within a designated bushfire prone area.

**Table 2.1:** Storage requirements to be classed as “Minor Storage”

*Open land – Outdoors aboveground: Flammable liquids (PG I & II) 5,000L*

Based on the above, the aggregate capacity of Class 3 PG II in the external storage area is 5,000L (4,500L of diesel and 500L of petrol). This has been designed to meet the requirements for a “minor store” for open land.

### 2.2 PRECAUTIONS APPLYING TO MINOR STORAGE

**Section 2.3.2:** The following handling requirements and precautions apply to minor storage:

- a) Persons who handle the liquids shall be fully aware of the hazards involved.
- b) All storage areas shall be secured against access by unauthorized persons at all times.
- c) Packages shall not be placed where they could hinder escape from a building in an emergency.
- d) Care should be taken when decanting or transferring flammable liquids. Dispensing pumps or self-closing metal taps should be used, in order to reduce the hazards of splash filling, spillage and vapour escape.
- e) Packages shall be kept closed when not in use. Packages containing flammable liquids should only be opened or decanted in well-ventilated areas and away from any potential ignition source.
- f) The area in or around the minor storage shall be kept free of combustible materials and residues.
- g) Any materials that might react dangerously if mixed shall be kept apart so that the possibility of reaction is minimized, e.g. fuel and pool chlorine.
- h) Liquids should not be stored near any hot surfaces (e.g. steam pipes, furnace walls or engines) or where they might be accidentally exposed to heat (e.g. from escaping steam).

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<sup>1</sup> The **bold section** references the applicable clause in AS1940:2017



- i) Liquids should be transferred and moved in a manner that reduces the likelihood of spillage, vapour escape or fire.

**Section 2.3.4:** All spills and leaks shall be cleaned up immediately. Any waste shall be disposed of safely and in accordance with the local regulations.

Liquids shall not be allowed to reach ignition sources, stores of other chemicals, or combustible materials (e.g. timber and paper), or flow into drains or onto neighbouring land, or enter any creek, pond or waterway.

NOTES:

1. Precautions should be based at least on the loss of contents of the largest container kept.
2. A spill-response kit may consist of—
  - a) a readily identifiable, suitable container with a lid or cover containing absorbent materials;
  - b) suitable personal protective equipment; and
  - c) suitable equipment required for spill clean-up.
3. Oils of animal or vegetable origin can oxidize, with the generation of heat and the possibility of spontaneous ignition if they are absorbed onto combustible absorbents.

**Section 2.3.5:** In locations where more than 100L of flammable liquids, or more than 1,000L of combustible liquids are stored, or where flammable liquids are decanted, the following requirements apply:

- a) At least one portable fire extinguisher, having a suitable rating for use with the range of materials being kept (Dry Powder ABE), shall be readily accessible and adjacent to the minor storage area. Where liquids are stored on open land, a fire extinguisher shall be provided if the liquids are decanted or transferred within 5m of the storage.
- b) In areas where flammable liquids are decanted, a sign complying with AS 1319, bearing the following shall be displayed:



## 2.3 TANK LOCATION AND CONSTRUCTION

**Section 5.9:** It has been assumed that the above-ground tanks will be installed with integral secondary containment as a double-walled tank.

- **Section 5.2.1:** A Category 1 tank shall not be used for flammable liquid. As a minimum the petrol tank should meet the requirements of a Category 2 tank and the diesel tank should meet the minimum requirements for a Category 3 tank.
- **Section 5.9.3:** Primary and secondary containment shall be wholly constructed of steel and shall be designed in accordance with AS 1692 or equivalent Standard.
- **Section 5.9.2 (e):** Means shall be provided to establish and monitor the integrity of the primary tank.
- **Section 2.2.5.1 (c):** Tanks shall be located a minimum 1m from an on-site protected place (i.e. from the ROC wall. It is recommended that the ROC wall be located 1m from the fuel tanks (0.5m above the highest point of the tank and 1m laterally from the edge of the tank) and of brick construction (this is an added safety precaution to protect workers inside the ROC and is not essential).
- **Section 5.9.2 (g):** Where flammable liquid or vapour could escape, the ground around the store shall be kept clear of ignition sources, combustible vegetation or refuse for a distance of at least 3m
- **Section 5.9.2 (h):** Spacing between adjacent tanks shall be at least 600mm.
- **Sections 2.3.2 (b) & 2.2.5.1 (c):** The storage area should be fenced to prevent unauthorised access and located 1m from the tanks.
- **Section 5.9.2 (J) & (I):** Means shall be provided to prevent release of liquid by siphon flow from the tank. All piping connections to the tank shall be above the normal maximum fill level.
- **Section 5.9.2 (k):** The tank shall be fitted with a means of determining the level of its contents. Such means shall be available to the delivery operator.



- **Section 5.9.2 (n):** Overfill protection shall be provided by a suitable alarm with the flow of liquid being stopped, before the tank overflows.

If the tank is designed to contain overflow, this type of alarm is the minimum provision necessary to achieve this objective. If the overflow is to be discharged outside the secondary containment, an automatic shut-off shall be provided. These provisions shall not restrict or interfere with the proper functioning of the normal vent or the emergency vent.

- **Section 5.3.1:** The fill connection to a storage tank that is filled from a tank vehicle shall incorporate a liquid-tight connection. A cap or cover shall be provided for the fill point.
- **Section 5.3.2:** The fill point for any tank intended to be filled from a tank vehicle shall comply with the following requirements:
  - The fill point shall be readily accessible.
  - The fill point shall be in open air and no ignition sources shall be located within the hazardous area (3m)
  - Each fill point shall be clearly identified.
  - Each fill point shall be provided with spill containment having a minimum capacity of 15L per fill point. Such a device shall be fitted to a tank in order to catch and contain any minor spill during product delivery to the tank.
  - The areas around the tank fill point and the vehicle hose connection point shall be impervious to the product.
- Each tank shall be fitted with a vent or vents in accordance with AS1940. It has been assumed that the tank will be purchased to comply with the requirements of AS1940 and therefore specific details have not been provided.

## 2.4 OTHER CONSIDERATIONS

**Section 5.11.1:** An above-ground storage tank shall rest on a foundation which is adequate to support, without unacceptable or uneven settling, the following loads and forces:

- The direct load imposed by the tank when full of water
- Any possible overturning forces, and in particular those due to wind when the tank is empty.
- Any uplift or other distorting forces such as may occur in a tank under pressure.

Any attachment between the tank and its supporting structure or foundation shall be adequate to withstand any such forces and shall be made wholly of non-combustible material.

**Section 5.11.2 (b):** Any metallic support that is more than 1 m high and supports a tank having a capacity greater than 2,500 L shall be protected by material having an FRL of at least 120/120/120.

**Section 5.11.2 (c):** The structure shall be designed according to the requirements of the Australian Standard applicable to the particular construction (refer to AS 4100 for steel and AS 3600 for concrete).

**Section 5.11.2 (d):** The design shall take account of the total mass of the tank when full of water, any wind loading, any possible uplift loading on restraining connections, and any likely seismic loading (refer to AS 1170.4).

Any such anchorage shall be designed to overcome the maximum anticipated buoyancy force.

**Section 5.11.3:** The method of support of a tank shall avoid excessive concentration of loads on the supporting portion of the tank shell. Legs, cradles or similar methods of support shall be attached in a manner that will prevent possible trapping of moisture and corrosion of the tank shell.

## 2.5 DISPENSING

Section 2.2 of this report presents the requirements for minor storage. This section provides some additional advice on dispensing.

For tanks of this size, fuel dispensing units can be purchased and incorporated into the design of the tank. Therefore, specific details on the dispensing requirements have not been provided. The purchased system is to comply with the requirements of AS1940.



**Section 7.3.3:** Any area on which a vehicle can stand while being fuelled shall be so graded that spilled liquid will flow away from any building and will not flow off the site. Any interceptor or oil separator shall be readily accessible for inspection and cleaning. The interceptor or separator shall be able to contain a minimum of 50L of hydrocarbon spill.

**Section 7.6.1:** Inventory records of liquids received, stored and dispensed shall be maintained and reconciled. Where any discrepancy in records indicates possible leakage, the installation shall be checked, and any leaks found shall be rectified.

## 2.6 OTHER STORAGE (LUBRICANT STORAGE)

Minor quantities of oils and lubricants will be stored inside the ROC and will be used as part of the maintenance of equipment. These include:

- Hydraulic oil – 205 litre drum
- Engine oil – for diesel engine – 205 litre drum
- Engine oil – for petrol two stroke engine – 205 litre drum
- Gear Box oil – 205 litre drum
- Engine coolant – 205 litre drum
- Degreasers and cleaning solvents – nominal quantities
- Varying grease and lubricants – nominal quantities and
- Paints (including spray cans) – nominal quantities.

It has been assumed that these drums will be stored in the open works area of the ROC. These will need to be located on the opposite side of the works area within the ROC to the external fuel storage (i.e. in the south eastern corner). Whilst the works area on the western side ROC could be used, due to its close proximity to the offices, this is not recommended.

## 2.7 MANAGEMENT OF LEAKS AND SPILLS

Every endeavour shall be made to prevent leaks or spills, and to control them if they do occur. Clean-up action shall be initiated immediately.

Leaking containers shall be positioned in such a manner as to stop or minimise the leak and, if necessary, shall be moved to a safe location. The container should either be placed in a suitable container, e.g. an oversize drum, or its contents should be transferred to a clean container. The exterior of such containers shall be clearly labelled.

Small spills on the floor, or on the walls or structures of a building, should be collected, absorbed, or diluted, as appropriate. Where spills are absorbed, the used absorbent shall be placed in a suitable waste container for disposal as soon as is practicable.



# 3 HAZARDOUS AREAS

Based on a review of the information provided, the following sections provide hazard area classifications in accordance with **AS/NZS 60079.10.1:2009** for the site.

**Section ZA.4.1.2.1** Indicate that where workshops are at ground level, they are considered **non-hazardous (NH)**.

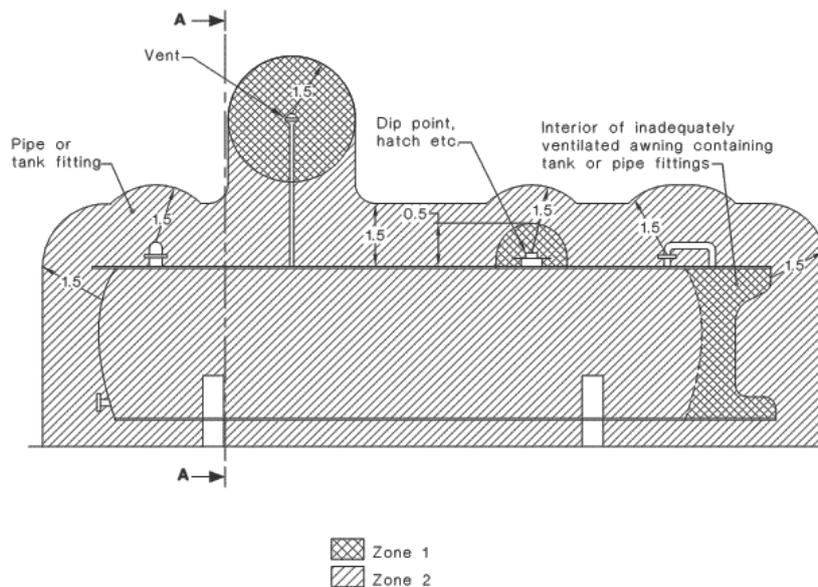
## 3.1 ABOVE GROUND FUEL TANKS

**Section ZA.5.2.1.4** Above-ground double skinned tanks. Table 3.1 presents specific hazardous area classifications around the tank. For the purpose of this assessment a double skinned tank is where:

- A secondary shell is provided as leak containment for a primary shell and where—
- The primary and secondary shells form part of an integral tank assembly; and
- An interstitial space is provided with the provision for monitoring any leakage in the primary shell (See **Figure ZA.29**).

**Table 3.1: Above-ground double skinned tank**

Area	Distance of hazard zone	Zone
Tank – primary shell	Interior of tank	<b>Zone 0</b>
Tank – secondary shell	Interstitial space between primary and secondary containment	<b>Zone 0</b>
Controls, fill points etc attached to the tank and enclosed	Within any awning or shelter forming part of the tank assembly including pipe fittings	<b>Zone 1</b>
Vent outlet	1.5m in all directions	<b>Zone 1</b>
Dip point, interstitial monitoring point or hatch	0.5m in all directions	<b>Zone 1</b>
Outside Zone 1 classified areas	within 1.5 m of any part of the tank (except the vent) and down to ground level	<b>Zone 2</b>



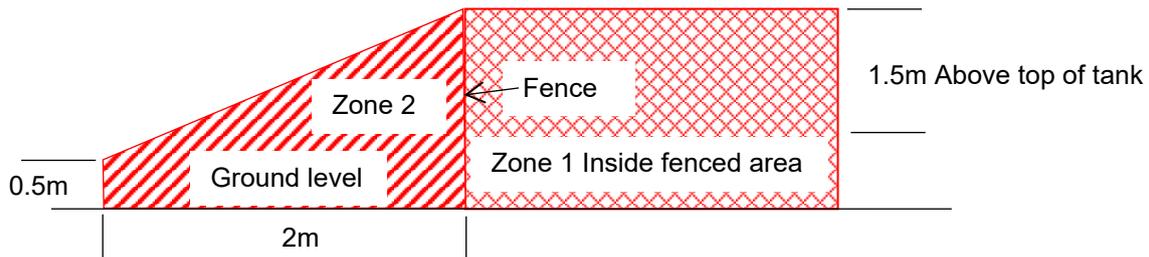


### 3.2 SIMPLIFIED HAZARD ZONES FOR THIS SITE

Based on the requirements set out above a simplified hazard area classification has been developed for this site and is presented in **Table 3.2**. Refer to the ground floor plan in **Appendix A**.

**Table 3.2: Simplified hazardous area classification for the site**

Area	Distance of hazard zone	Zone
The fenced area containing the petrol and diesel tanks	Inside the fenced compound up to 1.5m above the height of the tank (refer to <b>Figure 1</b> )	<b>Zone 1</b>
Outside the fencing	2m horizontally from the fence and ranging in height from ground level to 0.5m at a distance of 2m from the fence to meet the above Zone 1 at the fence line (Refer to <b>Figure 1</b> ).	<b>Zone 2</b>
Dispensing	0.1 m in all directions around the nozzle	<b>Zone 1</b>
	1.2 m up from the ground level and 1 m in all directions from the hose nozzle	<b>Zone 2</b>
Individual unventilated depression, pit or sump ( <b>Section ZA.4.1.2.3</b> )	This relates to any depressions, drains or gullies that may be present in the area from the storage tanks stretching out 3m horizontally.  The extent of the depression, drain or gully up to the surrounding ground level	<b>Zone 2</b>



**Figure 1: Vertical depiction of hazard areas in the fenced compound**



## 4 DEFINITIONS

**On-site protected place** – A building where people are employed within the property boundary, including offices, warehouses, manufacturing or processing areas, amenities and other dangerous goods stores where quantities exceed minor storage.

**Hazard zones** – hazardous areas are classified into zones based upon the frequency of the occurrence and duration of an explosive gas atmosphere, as follows:

**Zone 0** – an area in which an explosive gas atmosphere is present continuously or for long periods or frequently

**Zone 1** – an area in which an explosive gas atmosphere is likely to occur in normal operation occasionally

**Zone 2** – an area in which an explosive gas atmosphere is not likely to occur in normal operation but, if it does occur, it will exist for a short period only

**Category of tank** – That category of a tank, as classified in AS 1692 and includes tanks constructed of materials other than steel, as follows:

- a) **Category 1**—Tanks of up to 1200 L capacity, for aboveground use, intended principally for the storage of oil fuel in domestic type applications.
- b) **Category 2**—Vertical or horizontal cylindrical tanks of up to 2500 L capacity, for aboveground use, intended principally for farms and similar open space locations.
- c) **Category 3**—Rectangular tanks and tanks with unconventional shapes, intended principally for industrial use above-ground as either head tanks or storage tanks.
- d) **Category 4**—Horizontal cylindrical tanks of up to 150 m<sup>3</sup> capacity, for underground or above-ground use, intended principally for industrial or service station use.
- e) **Category 5**—Vertical cylindrical tanks of up to 150 m<sup>3</sup> capacity, for above-ground use, intended for industrial use.
- f) **Category 6**—Vertical tanks of any capacity, of a size and type that is usually erected on site.

**Class (of dangerous goods)** – The number assigned to dangerous goods which exhibit a common single or most significant risk, determined from the criteria given in the UN Manual of Tests and Criteria and listed in the ADG Code.

**Combustible liquid** - Any liquid, other than a flammable liquid, that has a flash point, and has a fire point that is less than its boiling point.

**Class C1**—A combustible liquid that has a closed cup flash point of greater than 60°C and no greater than 93°C.

**Packing Group (PG)** - One of three hazard groups to which dangerous goods are assigned in the ADG Code, in decreasing order of hazard, by the Roman numerals

'I' (high danger),

'II' (medium danger) and

'III' (low danger).



## 5 LIMITATIONS

### 5.1 DOCUMENT PREPARATION

This document is for the exclusive use of TSA Management. No warranties or guarantees are expressed or should be inferred by any third parties. This document may not be relied upon by other parties without written consent from Kleinfelder and WSP.

This document has been prepared based on the scope of services agreed between TSA Management, Kleinfelder and WSP. Kleinfelder and WSP cannot be held responsible to the Client and/or others for any matters outside the agreed scope of services. Other parties should not rely upon this document and should make their own enquiries and obtain independent advice in relation to such matters.

Should the document be reviewed for any reason, the document must be reviewed in its entirety and in conjunction with the associated Scope of Services. It should be understood that where a document has been developed for a specific purpose, for example a due diligence document for a property vendor, it may not be suitable for other purposes such as satisfying the needs of a purchaser or assessing contamination risks for classifying a site. The document should not be applied for any purpose other than that originally specified at the time the document was issued.

### 5.2 SCOPE OF SERVICE

The document has been prepared in accordance with the specific scope of services and the agreed proposal between TSA Management and Kleinfelder and WSP. Should there be any disagreement in the scope of services; the agreed proposal scope will take precedent.

For each scope of services a specific approach to an assessment is developed. The scope is usually driven by key objectives set by the TSA Management needs and refined based on the project/site specific requirements.

Any data, evaluations, discussions, conclusions and/or options presented have been designed, obtained and presented based on the scope of services. Should the instructions provided be inaccurate, insufficient or incomplete the document outcomes could change. The scope of services may also be limited by factors such as time, budget, access, site constraints and/or reliance third party data and information made available to Kleinfelder and WSP.

### 5.3 RELIANCE ON DATA

This document has been prepared by Kleinfelder and WSP with reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with the TSA Management. Information documented herein is based on the interpretation of data collected (data, surveys, analyses, designs, plans and other information), which has been accepted in good faith as being accurate and valid at the time of writing the document.

Except where it has been stated in this document, Kleinfelder and WSP has not verified the accuracy or completeness of the data relied upon. Statements, opinions, facts, information, advice and/or recommendations made in this document are based in whole or part on the data obtained, the advice is contingent upon the accuracy and completeness of the data. Kleinfelder and WSP cannot be held liable should any data, information or condition be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to Kleinfelder and WSP leading to incorrect advice.

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Information supplied within or as part of this document should not under any circumstances be redrawn for inclusion in other documents or separated from this document in any way.

## 5.5 OTHER LIMITATIONS

Kleinfelder and WSP has utilised state and national guidelines, Australian Standards, professional judgement and a degree of skill and care to develop risk assessment/evaluation documents.

Risk assessments rely on the interpretation of factual information obtained as part of an investigation. Interpretations are based on professional judgements and opinions and as described in this section have a level of uncertainty attached.

Should events or emergent circumstances or facts become apparent after the submissions date of the document Kleinfelder and WSP cannot be held liable to update or reverse the document to take this into account.



# APPENDIX A FIGURES





The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.

- Legend**
- Lot
  - Resort Operation Centre



Figure:  
**A**

**Site Location and Site Layout Plan**

Report:  
SEPP 33 Initial Risk Screening Report  
Selwyn Snow Resort, Cabramurra

Selwyn Snow Resort Pty Ltd

Project No: 20212217.001A

Date: October 2020

Drawn by: TO



95 Mitchell Road, Cardiff, NSW 2285  
Phone: +61 2 4949 5200

**Notes**  
 ALL EXISTING CONDITIONS TO BE CHECKED ON SITE. ALL DIMENSIONS AND SETOUTS TO BE VERIFIED PRIOR TO COMMENCEMENT ON SITE. ALL OMISSIONS OR DISCREPANCIES TO BE NOTIFIED TO THE ARCHITECT.  
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Nominated Architect: Nick Sissons NSW ARB 7210

- PROPOSE SITE WORKS/BATTERS
  - PROPOSE IN FILL
  - PROPOSE EXCAVATION
  - STAGE 02
- FOR THE SITE WORKS PLEASE REFER TO CIVIL ENGINEER'S DRAWINGS.
- Zone 2
  - Zone 1

Rev	Date	Revision Description
A	09/10/20	DRAFT

Client  
**BLYTON GROUP**

Scale  
**1 : 100 @A1**  
 (Half Scale @ A3)



Architect  
**sissons.**  
 a: Level 5, 53 Berry Street, North Sydney, NSW 2060.  
 p: 02 8904 1853

Drawing Title  
**ROC - GROUND FLOOR PLAN**

Project No. 20-001	Drawing No. PL3-11-01	Stage DA	Rev A
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1 LEVEL 00  
 1 : 100

**DRAFT**