



Application for Works Approval

Part V Division 3 of the *Environmental Protection Act 1986*

| | |
|------------------------------|--|
| Works Approval Number | W6820/2023/1 |
| Applicant | Tyrecycle Pty Ltd |
| ACN | 085 545 053 |
| File number | DER2023/000378 |
| Premises | Tyrecycle Rockingham 371 Mandurah Road EAST ROCKINGHAM WA 6168 Legal description - Part of Lot 850 on Deposited Plan 415740 As defined by the coordinates in Schedule 1 of the works approval |
| Date of report | 16 April 2024 |
| Decision | Works approval granted |

Abbie Crawford

A/SENIOR MANAGER, WASTE INDUSTRIES

an officer delegated under section 20 of the *Environmental Protection Act 1986* (WA)

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1. Decision summary

This decision report documents the assessment of potential risks to the environment and public health from emissions and discharges during the construction and operation of the premises. As a result of this assessment, works approval W6820/2023/1 has been granted.

2. Scope of assessment

2.1 Regulatory framework

In completing the assessment documented in this decision report, the Department of Water and Environmental Regulation (the department; DWER) has considered and given due regard to its regulatory framework and relevant policy documents which are available at <https://dwer.wa.gov.au/regulatory-documents>.

2.2 Application summary and overview of premises

On 9 June 2023 the applicant (Tyrecycle Pty Ltd) submitted an application for a works approval to the department under section 54 of the *Environmental Protection Act 1986* (EP Act). The application is for the construction and time limited operation of a Category 57 used tyre storage facility and Category 61A solid waste facility to allow the reprocessing of used tyres to recover the rubber and steel components. The premises is located in East Rockingham.

The premises is expected to receive and process a total of 42,000 tonnes per annum of a combination of used tyres and pre-cut rubber pieces originating from the Tyrecycle facility located in Wedgefield, currently being constructed under works approval W6821/2023/1. This will consist of up to 12,000 tonnes per annum of pre-cut rubber pieces from Wedgefield plus 30,000 tonnes per annum, or up to 23,529 whole tyres at any one time received direct to the premises. Once fully operational, Tyrecycle's Rockingham facility is intended to replace the facility in O'Connor, currently licensed under L8694/2012/3. The used tyres and conveyor belts will be reprocessed into 6 inch shred, 1.5 inch chip, crumb and granular product that will be used as a tyre-derived fuel source exported to Japan or South Korea, in road surfaces, sporting, playground and soft fall surfaces and tile adhesives.

No major construction works are proposed for the East Rockingham facility as the proposed cutting and shredding of tyres and conveyor belts will be carried out inside the warehouse. One fixed Eldan Tyre Recycling Plant system will be installed, which will be assembled by the supplier at the facility. The existing hardstand area to the east of the existing warehouse will be used for outdoor (unprocessed) tyre and conveyor belt storage. The existing hardstand area to the southeast of the existing warehouse will be used for an excavator/sheer with additional off-the-road tyre storage, conveyor belt and processing. A weighbridge will also be constructed to the southeast of the existing warehouse, just to the north of the outdoor storage and processing area.

The processing of tyres will occur as follows (SLR, 2023a):

- Tyre feeder – Tyres are fed into the tyre feeder utilising mobile plant. The main purpose of the tyre feeder is to buffer the tyres to ensure automatic and continuous feeding to the primary shredder.
- Primary shredder (chopper) – The chopper is fed by the tyre feeder and processes the tyres through a set of knives and produces rubber chip of approximately 6 inches in size. The material from here is discharged through a disc screen that separates oversized material from material that is uniformly 6 inches in size. Oversized material is returned to the chopper for re-processing

- Secondary shredding (rasper) – A reversible conveyer feeds the 6-inch product into two raspers. One of the raspers converts the 6-inch chips into 1.5 inch chips, which is one of the final products for tyre derived fuel. The second rasper is connected to the granulation line and material from the rasper is further reduced in size during the granulation process. During the rasping process, the steel reinforcement of the tyre is removed as a by-product for sale as recyclable steel.
- Granulation – The granulation line consists of a primary and secondary granulator, each with a classifier, and a central aspirator. The granulators further reduce the size of the granules, and in the process removes pieces of rubber that still contain the fabric and additional steel from the wall of the tyre.
- Fabric separation – A fabric separator allows processing of a combination of passenger and truck tyres into rubber crumb. After exiting the granulators, the classifiers separate the remaining rubber from the fabric and steel for recycling. The rubber product then passes through the aspirator where it is further classified and either bagged as granular product or processed directly through the cracker mill.
- Cracker mill – The cracker mill is fed with the granular product out of the aspirator or out of bulk bags. The cracker mill utilises two large rolls, rotating at different speeds. The granular rubber is forced through a small gap between the rolls, sheering the rubber, further reducing the size of the granules to crumbed rubber. The product from the cracker mill is passed over a screen where oversized material is returned to the cracker mill for another pass through the mill. Material that meets the specification is conveyed to the bulk bagging area and placed into bulk bags as the final product.
- Dispatch of processed tyres – Reprocessed rubber crumb and granular product will be discharged from the processing plant directly into 1 tonne bulker bags and stored in pallet racking within the warehouse, prior to off-site dispatch to customers. Reprocessed rubber shred and chip for the purpose of tyre derived fuel product is to be discharged into loading bays within the warehouse, prior to loose loading into shipping containers for storage outside in the yard and off-site transportation for export.
- Waste steel - Waste steel from the tyres and conveyor belts will be collected by a local recycling company.

The applicant also intends on accepting 78 tonnes per annum of used lead acid batteries (ULABs) and 26 tonnes per annum of used oil filters from their customers who are operating motor mechanical businesses. ULABs and oil filters will be stored at the premises prior to further transportation to a licensed premises for disposal or recycling. This will be offered as a service to clients only, with no processing or disposal of the waste at this premises.

The premises relates to the categories and assessed production capacities under Schedule 1 of the *Environmental Protection Regulations 1987* (EP Regulations) which are defined in works approval W6820/2023/1. The infrastructure and equipment relating to the premises category and any associated activities which the department has considered in line with *Guideline: Risk Assessments* (DWER 2020) are outlined in works approval W6820/2023/1.

Table 1: Prescribed Premises category and capacity

| Prescribed Premises category description (Schedule 1, <i>Environmental Protection Regulations 1987</i>) | Assessed production capacity |
|---|-------------------------------------|
| Category 57 Used tyre storage (general): premises (other than premises within category 56) on which used tyres are stored. | 23,529 tyres at any one time |
| Category 61A Solid waste facility: premises (other than premises within category 67A) on which solid waste produced on other premises is stored, reprocessed, treated, or discharged onto land. | 42,104 tonnes per annum |



Figure 1: Proposed premises layout

The proposed activities will be carried out as per the following schedule:

- The production team will run 24 hours per day five days per week for three shifts per day; and weekends where required;
- The collection team will start between from 3 am to 6 am;
- The office area will operate from 7 am to 5 pm Monday to Friday and will be occupied by eight staff;
- There will be eight movements from heavy rigid cage trucks per day;
- There will be up to seven semi-trailer movements each day bringing in waste tyres and rubber pieces and another up to two semi-trailer movements taking out crumbed rubber, for a total of nine semi-trailer movements per day;
- Additionally, there will be up to five movements a day from contractors and general public delivering tyres.

Key finding:

1. The Delegated Officer notes the applicant intends only to store ULABs and used oil filters, prior to further transportation to licensed premises for disposal or recycling. No reprocessing will occur at the Rockingham premises.

2.3 Fire management system and firewater containment

Due to the risk of fire at tyre reprocessing facilities, DWER utilises the expertise of the Department of Fire and Emergency Services (DFES) for fire mitigation and suppression requirements, as specified in the *Guidance Note 2: Bulk Storage of Rubber Tyres Including Shredded and Crumbed Tyres* (DFES 2020) (DFES GN02).

The applicant intends on maximising the quantity of tyres and cut rubber pieces being reprocessed at the premises above the limit provided for by DFES GN02. To do this they intend on maximising the available storage inside the warehouse and outside in the yard. The applicant commissioned a specialist fire consultant to design the yard and warehouse areas and the fire prevention methods to meet the additional requirements of DFES and the relevant Australian Standards. After consultation with DFES the following tyre storage requirements have been tailored for the premises (Figure 2):

- There will be a limit of four bunkers at the premises for storage of tyres which will be located on the eastern side of the yard;
- Two tyre bunkers shall be constructed side-by-side, and facing opposite a second set of two side-by-side tyre bunkers that are set 18 m away;
- Fire walls will be installed to the three sides of the bunkers, with the fourth side being open and facing inwards towards the other pair of bunkers;
- Tyres stored within the bunkers will be limited in height to 2.7 m, with this height being demarcated by a visible line on the internal sides of the fire walls;
- Internal fire walls that separate a pair of tyre bunkers will be constructed to a height of 4.85 m and rated to a fire resistance level of 240/240/240;
- External fire walls that face the warehouse will be constructed to a height of 3.0 m and rated to a fire resistance level of 180/180/180, plus maintain a separation distance of 18 m from the warehouse; and
- External fire walls that face the premises boundary will be constructed to a height of 3.0 m and rated to a fire resistance level of 180/180/180, plus maintain a separation distance of 6 m.

Each bunker can hold a maximum 50 tonnes of tyres or cut rubber pieces, over an area of 240m² and each bunker is expected to be processed within two days of being received at the premises. While interlacing tyres is the preferred storage method by DFES GN02, the manual nature of this method is not practical for this volume and turn-over of tyres. Therefore, tyres will be unloaded into the bunkers from the trucks and pushed inwards and upwards to the 2.7 m height limit by machinery. In the event that a tyre that is on fire rolls out of a bunker, the bunkers are situated to face away from the warehouse and the premises boundary to prevent the spread of fire.

DFES also tailored the following fire suppression requirements:

- A system of three fire hydrants designed and installed to AS 2419.1 operating at 10 L/sec each for a minimum of 4 hours;
- A fire detection system is pre-installed within the fixed plant equipment that can automatically sense blades overheating and will spray a water mist as needed, plus detect sparks and will douse 50 L of water onto the sparks. Where the system continues to detect sparks it will automatically shut down the plant; and
- Water tanks, rooftop and internal sprinkler systems, portable fire extinguishers, hose reels, alarms, dousing systems, pumps and hydrants to be installed and regularly maintained by a certified 3rd party.

In addition the applicant intends on implementing the following management controls to prevent fires from occurring:

- Hot works (welding, grinding, oxygen cutting) to be undertaken in a planned manner with tyres moved away so they are no closer than 18 m during hot works events.
- Electrical equipment shall be installed in accordance with AS 3000, including AS 61439 and will be tested and tagged in accordance with AS/NZS 3760:2010, with switchboards undergoing thermal graphic imagery scanning at least once a year to minimise the risk of faults and electrical fires.
- Staff training to manage fire events with one person per shift trained in the use of the fire hose reel and portable fire extinguisher systems to assist in early suppression should a fire event occur and prior to arrival of the fire brigade.

The calculated volume of firewater required for an indoor fire event is 1,173,140 L and for an outdoor fire event is 1,080,000 L. The applicant intends on installing barrier kerbing along all external fence lines and boundary lines to contain all contaminated firewater within the premises, as well as any stormwater. Contouring of the external bitumen yard areas will direct all firewater away from the premises boundaries and driveway crossovers and into the subsurface drainage pipeline network. It will then be piped through an Atlan Spillceptor, a subsurface filtration tank to be installed on the southern side of the yard (Figure 2).

The Atlan Spillceptor will function in the event of a power failure as it is a gravity fed system. The Spillceptor has been designed to filter 260 L/sec, which is sufficiently sized to keep up with the rate of firewater generation. All wastewater is filtered through the system, there is no by-pass operation. The inlet dip pipe is a flame trap to prevent fire and flammable vapours passing through the filtration system. The tank consists of two horizontal treatment chambers to retain light liquids in all flow conditions. The first chamber traps total suspended solids, silt, sediments, sludge and gross pollutants which settle on the chamber floor and where light liquids are contained. The second chamber further separates off oils and hydrocarbons, achieving a water discharge quality of 5 mg/L or less of oils and hydrocarbons.

Once the firewater has passed through the filtration system and all contaminants are filtered out, filtered water will be discharged to the southeastern corner of the premises into an existing stormwater infiltration basin located on the boundary of the premises and the adjacent Lot 804. The same owner owns the subject premises land and Lot 804 and has given permission for the discharge of water to occur.

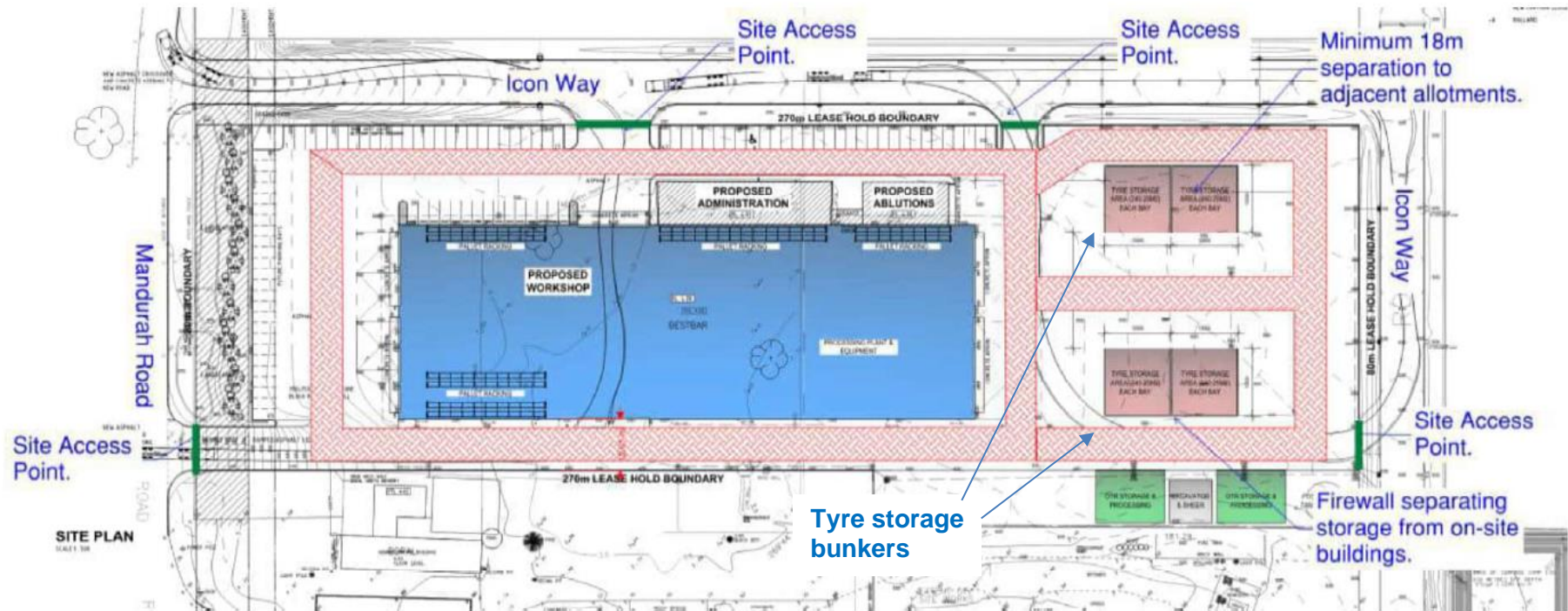


Figure 2: Premises access points and tyre storage bunkers

2.3.1 Reduced rates of waste acceptance

The applicant has committed to constructing the warehouse and facilities including the three fire hydrants, roof sprinklers and internal in-racking sprinklers, all yard contouring and the subsurface drainage system prior to commencing reprocessing tyres at the premises. This ensures the fire suppression system will be fully operational to control any potential fire event.

The applicant has advised there has been a delay in the acquisition of the Atlan Spillceptor. Ideally the applicant would like to commence reprocessing tyres as soon as construction of the processing and storage infrastructure is complete, however the risk of a fire event occurring and the subsequent emission of contaminated firewater if the Spillceptor is not installed, is too great a risk. The calculated quantity of contaminated firewater that would be produced during a fire event when the premises is operating at full production capacity is significant and unable to be contained within the premises with just the yard infrastructure alone.

To enable operations to commence as soon as construction is complete, yet also mitigate the risk of fire and subsequent potential emission of contaminated firewater, the applicant has decided to significantly reduce their incoming rates of tyre acceptance and storage 1/16th of the volume, down to 295 truck tyres or 1,470 passenger tyres at any one time, which will reduce the rate of production to 1/8th, or 54 tonnes of rubber product requiring storage. Additionally, the applicant has committed to tyres and product storage being restricted to inside the warehouse only, again mitigating the risk of fire occurrence and improving fire suppression with the in-built fire suppression system.

Based on this amount of internally stored tyres and product, the calculated volume of firewater is 150,000 L. This volume can be sufficiently contained within the yard contouring and drainage infrastructure, minus the use of the Atlan Spillceptor. The drainage system will be securely sealed off at the point where it is intended for insertion into the Spillceptor, and at the exit point from the premises to the infiltration basin, to ensure all contaminated water is retained within the premises.

Should a fire occur that results in contaminated firewater requiring disposal, the applicant will employ a contractor to pump out the firewater and dispose of it at an adequately licensed facility.

The operational modifications the applicant intends on implementing to mitigate the risk of fires at the premises will include:

- Accepting a reduced rate of tyres at the premises to be 295 truck tyres or 1,470 passenger tyres at any one time. Tyres in excess of this volume will be diverted to the applicant's O'Connor premises operating under Licence L8694/2012/3.
- Not accepting any cut rubber pieces from the Wedgefield premises, being constructed under works approval W6821/2023/1. Should the Wedgefield premises become operational prior to the Rockingham premises, the cut rubber from Wedgefield will be shipped from Port Hedland direct to the export market.
- No external storage of tyres or rubber product.
- Reprocessed rubber crumb and granular product will still be discharged from the processing plant directly into 1 tonne bulker bags and stored in pallet racking within the warehouse, prior to off-site dispatch to customers. However, the 1 tonne bulker bags are to be stored on the bottom shelf only of the warehouse pallet racking, with one empty bay retained between bulker bags.
- Reprocessed rubber shred and chip for the purpose of tyre derived fuel product will not be discharged into loose-loading bays, alternatively it will be discharged directly into shipping containers prior to immediate off-site transportation for export.

This reduced rate of waste acceptance will continue until the Spillceptor is installed. Once installed DWER will review the Environmental Compliance Report to ensure construction is satisfactorily complete and will advise the applicant when the full rate of waste acceptance can commence.

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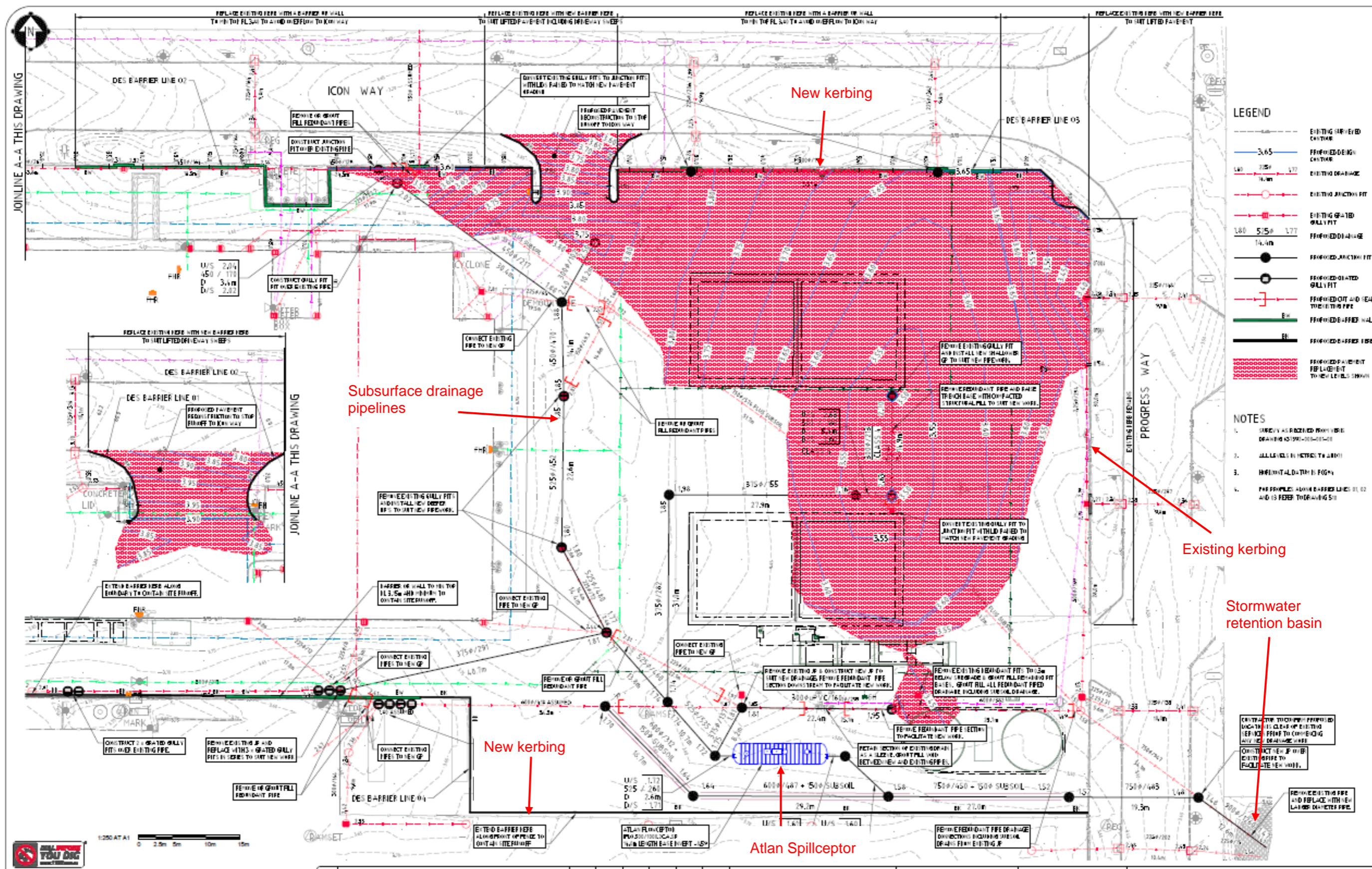


Figure 3: Premises firewater containment infrastructure

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2.4 Noise assessment report

To support the proposed shredding plant the applicant commissioned a consultant to undertake a Noise Assessment report. An LA₁₀ of 30 dBA is taken to be the required acoustic design target for the night-time period for these residential areas, on the basis that:

- they are more than 450m from major roads and industrial/commercial areas, and
- with regard to Regulation 7(2), general background noise from the Kwinana Industrial Area is considered to exceed the night-time LA₁₀ 'assigned level' of 35 dBA.

Outdoor noise emissions no greater than LA₁₀ 30 dBA are unlikely to be audible at residential areas due to the existing background noise from general industry and road and rail networks. The predicted noise levels at residential areas during the more critical night time period are no greater than LA₁₀ 30 dBA (SLR, 2023b).

The consultant has determined that modelled noise emissions for both the night time period from 10 pm to 7 am, and day time including evenings and Sundays / public holidays will comply with the 'assigned levels' of the *Environmental Protection (Noise) Regulations 1997* (Noise Regs) (SLR, 2023b).

Key finding:

2. The Delegated Officer notes noise emissions fall within allowable levels.

2.5 Air quality assessment report

To support the shredding activities the applicant commissioned a consultant to undertake an Air Quality Assessment report. Emissions to air will include exhaust emissions from vehicle and machinery movements, some dust from the materials handling and processing, and particulate matter emissions from two stacks from dust collectors with air extraction over shredding and screening equipment.

Specifically, air emissions from site are expected to include (SLR, 2023a):

- Particulate matter as:
 - Total suspended particulate matter (TSP). Larger particle size fractions of TSP have greater settling velocities which generates dust fall out or dust deposition, often referred as nuisance dust.
 - PM₁₀ Particulate matter with equivalent aerodynamical particle diameter of 10 µm or less. PM₁₀ is generally considered as the (upper) threshold particle size fraction that is inhalable.
 - PM_{2.5} Particulate matter with equivalent aerodynamical particle diameter of 2.5 µm or less. Fine particulate matter as PM_{2.5} is mostly associated with combustion emissions.
- Combustion emissions from vehicles (apart from PM₁₀ and PM_{2.5}) also including:
 - NO₂ nitrogen dioxide
 - CO carbon monoxide
 - SO₂ sulfur dioxide.

The details for the two stacks from the dust collectors include (SLR, 2023a):

- 1 x Jet Air Filter System with 60,000 m³/hr airflow.
- 1 x Jet Air Filter System with 20,000 m³/hr airflow (Figure 3).

The performance of the dust collectors proposed is understood to result in a maximum particulate matter emissions of 5 mg/m³.

The Applicant has since determined that infrastructure limitations will prevent a 14 m height for the two stacks. A revised Air Quality Assessment report modelled particulate emissions from a number of varying stack heights and determined that a height of 5.2 m will continue to meet the above air emission levels (Todoroski, 2023).

The Air Quality Assessment report was referred to the department’s Air Quality Branch (AQB) for review and comment. AQB reviewed the data provided and undertook their own modelling which concluded that the impacts would not be significant (DWER, 2024).

Key finding:

3. The Delegated Officer notes monitoring should be conducted to confirm particulate emissions during operation of the premises remain within allowable levels.

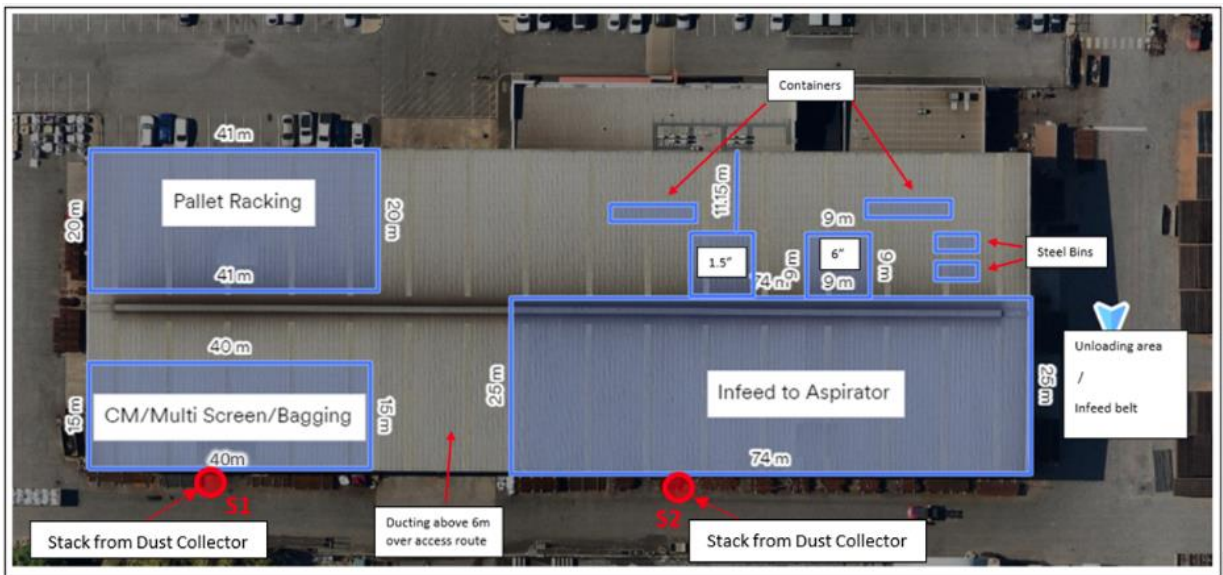


Figure 4: Monitoring locations of warehouse stacks

3. Risk assessment

The department assesses the risks of emissions from prescribed premises and identifies the potential source, pathway and impact to receptors in accordance with the *Guideline: Risk Assessments* (DWER 2020).

To establish a risk event there must be an emission, a receptor which may be exposed to that emission through an identified actual or likely pathway, and a potential adverse effect to the receptor from exposure to that emission.

3.1 Source-pathways and receptors

3.1.1 Emissions and controls

The key emissions and associated actual or likely pathway during premises construction and operation which have been considered in this decision report are detailed in Table 2 below. Table 2 also details the control measures the applicant has proposed to assist in controlling these emissions, where necessary.

Table 2: Proposed applicant controls

| Sources | Emission | Potential pathways | Proposed controls |
|--|------------------------------------|-----------------------|--|
| Construction | | | |
| Construction and installation of infrastructure | Dust | Air / wind dispersion | <ul style="list-style-type: none"> Construction works are minor. Site selection in an industrial area suitably distanced from sensitive receptors. |
| | Noise | Air / wind dispersion | |
| Operation (including time limited operations) | | | |
| Acceptance, storage and processing of used tyres and rubber pieces | Dust and air particulate emissions | Air / wind dispersion | <ul style="list-style-type: none"> Outside areas are bitumen. Tyre and conveyor belt reprocessing will take place in an enclosed warehouse. Regular cleaning and housekeeping will be carried out. Emissions to air will be filtered through the baghouse filters within two 5.2 m (minimum height) stacks prior to discharge via the stacks. Modelling has shown particulate emissions will be very low level, well below NEPM requirements. |
| | Noise | Air / wind dispersion | <ul style="list-style-type: none"> Modelling has shown noise emissions for both the night time period from 10 pm to 7 am, and day time including evenings and Sundays / public holidays will comply with the 'assigned levels' of the EP Regs. Fixed plant to be inspected and serviced in accordance with manufacturer specifications. All mobile equipment is to be inspected daily and serviced in accordance with each equipment's manufacturer recommended service schedule. |

| Sources | Emission | Potential pathways | Proposed controls |
|--|--|-----------------------|--|
| Acceptance, storage and processing of used tyres and rubber pieces | Unauthorised fires – smoke and fire spread | Air / wind dispersion | <ul style="list-style-type: none"> • Premises design based on <i>DFES Guidance Note: GN02 Bulk Storage of Rubber Tyres Including Shredded and Crumbed Tyres</i>, and after consultation with DFES will have the following modifications: <ul style="list-style-type: none"> (a) There will be a limit of four tyre storage bunkers located on the eastern side of the premises. (b) Tyre bunkers will be: <ul style="list-style-type: none"> (i) separated from the adjacent bunker by a fire wall to 4.85 m in height and rated to a fire resistance level of 240/240/240; (ii) Separated from the opposite pair of bunkers by 18 m; (iii) constructed 18 metres away from the warehouse and separated by a fire wall rated to a fire resistance level of 180/180/180; and (iv) constructed 6 metres away from the premises boundary and separated by a fire wall rated to a fire resistance level of 180/180/180; and (v) each bunker must have an internal mark depicting the 2.7 m height limit for tyre storage. • Installation of a fire hydrant system designed in compliance with AS2419.1-2005 and DFES guideline GN02 designed to operate each fire hydrant at 10 L/sec each (30 L/sec total) for a minimum of 4 hours. • A fire detection system is pre-installed in the plant that can automatically sense blades overheating and will spray a water mist as needed, plus detect sparks and will douse 50 L of water onto the sparks. Where the system continues to detect sparks it will automatically shut down the plant. • Water tanks, sprinkler systems, portable fire extinguishers, hose reels, alarms, dousing systems, pumps and hydrants to be installed and regularly maintained by a certified 3rd party. |

| Sources | Emission | Potential pathways | Proposed controls |
|--|---|-------------------------------------|--|
| | | | <p>External tyre storage:</p> <ul style="list-style-type: none"> • Tyres to be stored on a hardstand pad. <p>Internal tyre storage:</p> <ul style="list-style-type: none"> • Tyres and cut rubber pieces will not be stored within the warehouse when it is fully operational. • Tyre-derived fuel product will be stored within pallets, upon two sets of racks able to store a total of 432 pallets. • Racks are to be open framed and not to exceed 7 m high. • Reprocessed tyres (crumb and cut pieces) stored within the delivery truck awaiting dispatch from site. <p>Management controls:</p> <ul style="list-style-type: none"> • Hot works (welding, grinding, oxygen cutting) to be undertaken in a planned manner with tyres moved away so they are no closer than 18 m during hot works events. • Electrical equipment shall be installed in accordance with AS3000, including AS61439 and will be tested and tagged in accordance with AS/NZS 3760:2010, with switchboards undergoing thermal graphic imagery scanning at least once a year to minimise the risk of faults and electrical fires. • Staff training to manage fire events with one person per shift trained in the use of the fire hose reel and portable fire extinguisher systems to assist in early suppression should a fire event occur and prior to arrival of the fire brigade • Fire systems shall be maintained in accordance with AS1851. |
| Acceptance, storage and processing of used tyres and rubber pieces | Contaminated firefighting water and/or stormwater | Overland flow Subsurface seepage | <ul style="list-style-type: none"> • The volume of firewater required for an indoor fire event is 1,173,140 L, and for an outdoor fire event is 1,080,000 L calculated in accordance with DFES Guidance Note: GN02 Bulk Storage of Rubber Tyres Including Shredded and Crumbed Tyres. • All firewater and stormwater will be retained within the premises boundary by the use of barrier kerbing along all external fence lines. • External bituminized yard area to be |

| Sources | Emission | Potential pathways | Proposed controls |
|--|--|--|--|
| | | | <p>contoured to direct water away from boundaries and driveway crossovers and into the subsurface drainage pipeline network and through the Atlan Spillceptor for filtration prior to discharge to the infiltration basin.</p> <p>Reduced rates of operating:</p> <ul style="list-style-type: none"> • Due to the delay in delivery of the Atlan Spillceptor, all other infrastructure will be installed prior to commencing reduced rates of operating. • Drainage pipelines to be sealed off where they intend on discharging wastewater into the Atlan Spillceptor. • A limit of 295 truck tyres or the equivalent 1,470 passenger tyres, and 54 tonnes of rubber product will be stored at any one time. • All storage of tyres and rubber product to be inside the warehouse, not in the yard. • No acceptance of cut rubber pieces from Wedgefield. • One tonne bulker bags of rubber product to be stored on the bottom rack only of the warehouse pallet racking, retaining one empty bay between bags. • Rubber product will not be discharged into the loose-loading bays, alternatively will be discharged directly into shipping containers for immediate off-site transportation. • Based on the waste acceptance modifications, the calculated volume of firewater is 150,000 L which can be satisfactorily retained within the premises boundary. |
| Acceptance, storage and processing of used tyres and rubber pieces | Hydrocarbon spills during refuelling | Direct discharge to land Subsurface seepage | <ul style="list-style-type: none"> • Mobile equipment will be refuelled by a scheduled mobile truck delivery at a specific location at the premises. No fuel or diesel will be stored onsite. • Spill kits will be available and staff trained for response. |
| | Mosquito breeding in pooled water in tyres | Air / wind dispersion | <ul style="list-style-type: none"> • Tyres will be stored at the premises for between 24 and 48 hours before they will be reprocessed and shredded. |

| Sources | Emission | Potential pathways | Proposed controls |
|---|---|--|--|
| Acceptance and storage of ULABs prior to disposal off site | Spills of hazardous chemicals and lead. | Direct discharge to land | <ul style="list-style-type: none"> • ULABs will not undergo any reprocessing at Tyrecycle’s premises. • Stored onsite for a maximum of 13 days; collected fortnightly by an appropriate transporter for delivery to a licensed premises for recycling. • Stored in a designated area within the warehouse and undercover, on a concrete hardstand. • ULABs will be stored upright within prefabricated, self-banded Battery Rescue ULAB boxes, with a maximum of 4 layers of ULABs per box. • The packaging, loading and transport of the ULABs will be carried out in accordance with: <ul style="list-style-type: none"> (a) Tyrecycle’s Standard Operating Procedure ‘Battery loading, off loading and wrapping’, (b) Best Practice Recycling Batteries Guideline and in compliance with the Australian Dangerous Goods Code ADG 7.7 (c) Packaging Instruction P801; and (d) Battery processor requirements. • Spill kit will be located in the storage area and team members will be provided regular training. • Regular inspections of the storage area will be carried out by the Supervisor and any issues, actions required or incidents will be reported via Tyrecycle’s online Health, Safety, Environment and Quality reporting platform Skytrust. |
| Acceptance and storage of used oil filters prior to disposal off site | Hydrocarbon spills during storage | Direct discharge to land Subsurface seepage | <ul style="list-style-type: none"> • Used oil filters will not undergo any reprocessing at Tyrecycle’s premises. • Stored onsite for a maximum of 13 days; collected fortnightly by an appropriate transporter for delivery to a licensed premises for recycling. • Stored in a designated area within the warehouse and undercover, on a concrete hardstand, on bunding. • Spill kit will be located in the storage area and team members will be provided |

| Sources | Emission | Potential pathways | Proposed controls |
|---------|----------|--------------------|---|
| | | | <p>training.</p> <ul style="list-style-type: none"> • Used oil filters will be transported by an appropriate transporter to licensed facilities for recycling. • Regular inspections of the storage area will be carried out by the Supervisor and any issues, actions required or incidents will be reported via Tyrecycle's online Health, Safety, Environment and Quality reporting platform Skytrust. |

3.1.2 Receptors

In accordance with the *Guideline: Risk Assessment* (DWER 2020), the Delegated Officer has excluded the applicant's employees, visitors, and contractors from its assessment. Protection of these parties often involves different exposure risks and prevention strategies, and is provided for under other state legislation.

Table 3 and Figure 5 below provides a summary of potential human and environmental receptors that may be impacted as a result of activities upon or emission and discharges from the prescribed premises (*Guideline: Environmental Siting* (DWER 2020)).

Table 3: Sensitive human and environmental receptors and distance from prescribed activity

| Human receptors | Distance from prescribed activity |
|---|---|
| Residential premises | 1.8 km south west |
| Environmental receptors | Distance from prescribed activity |
| <i>Rights in Water and Irrigation Act 1914</i> – Proclaimed Groundwater Areas | Within the Cockburn Groundwater Area |
| Bush Forever | Site 349 is located 40 m east of the premises boundary, extending to the south. |
| Wetlands | A conservation category sumpland is located 245 m east of the premises boundary, extending to the south. |
| Department of Biodiversity, Conservation and Attractions managed lands | Conservation and recreation reserve 525 m south east. Leda Nature Reserve 1.5 km south east. |
| Threatened Ecological Communities | There are nine threatened ecological communities within 1 km of the premises boundary, including: <ul style="list-style-type: none"> • Six occurrences of the critically endangered Tuart (<i>Eucalyptus gomphocephala</i>) woodlands and forests of the Swan Coastal Plain; and • Three occurrences of the endangered woodlands over Sedgeland in Holocene dune swales of the southern Swan Coastal Plain. |
| Threatened and Priority fauna | There are six threatened and priority fauna within 1 km of the premises boundary, including: <ul style="list-style-type: none"> • One occurrence of Carnaby's cockatoo, an endangered bird species; • One occurrence of Peregrine falcon, a specially protected bird species; and • 37 occurrences of Quenda, southwestern brown bandicoot, a Priority 4 mammal species. |



Figure 5: Distance to sensitive human receptors

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3.2 Risk ratings

Risk ratings have been assessed in accordance with the *Guideline: Risk Assessments* (DWER 2020) for each identified emission source and takes into account potential source-pathway and receptor linkages as identified in Section 3.1. Where linkages are in-complete they have not been considered further in the risk assessment.

Where the applicant has proposed mitigation measures/controls (as detailed in Section 3.1), these have been considered when determining the final risk rating. Where the delegated officer considers the applicant's proposed controls to be critical to maintaining an acceptable level of risk, these will be incorporated into the works approval as regulatory controls.

Additional regulatory controls may be imposed where the applicant's controls are not deemed sufficient. Where this is the case the need for additional controls will be documented and justified in Table 4.

Works approval W6820/2023/1 that accompanies this decision report authorises construction and time-limited operations. The conditions in the issued works approval, as outlined in Table 4 have been determined in accordance with *Guidance Statement: Setting Conditions* (DER 2015).

A licence is required following the time-limited operational phase authorised under the works approval to authorise emissions associated with the [ongoing] operation of the premises. A risk assessment for the operational phase has been included in this decision report, however licence conditions will not be finalised until the department assesses the licence application.

Table 4: Risk assessment of potential emissions and discharges from the premises during construction and operation

| Risk events | | | | | Risk rating ¹ C = consequence L = likelihood | Applicant controls sufficient? | Conditions ² of works approval | Justification for additional regulatory controls |
|--|------------------------------------|--|----------------------|----------------------|---|--------------------------------|--|--|
| Sources / activities | Potential emission | Potential pathways and impact | Receptors | Applicant controls | | | | |
| Construction | | | | | | | | |
| Construction and installation of infrastructure | Dust | Air/windborne pathway Causing impacts to health and amenity | Residential premises | Refer to Section 3.1 | C = Slight L = Unlikely Low Risk | Yes | None | N/A Residential premises are sufficiently distanced to prevent impacts from minor dust generation during construction activities. |
| | Noise | | | Refer to Section 3.1 | C = Slight L = Unlikely Low Risk | Yes | None | N/A Noise emissions are adequately regulated under the <i>Environmental Protection (Noise) Regulations 1997</i> . |
| Operation (including time-limited-operations) | | | | | | | | |
| Acceptance, storage and processing of used tyres and cut rubber pieces | Dust and air particulate emissions | Air/windborne pathway Causing impacts to health and amenity | Residential premises | Refer to Section 3.1 | C = Minor L = Unlikely Low Risk | Yes | Conditions 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 19, 20, 21 and 22 | The Delegated Officer considers the controls proposed by the Applicant are sufficient to prevent dust and/or air particulate emissions occurring under most circumstances. As this risk is mitigated by adequate implementation of these Applicant controls, the Delegated Officer shall enforce these controls via construction, operational and maintenance conditions on the Works Approval, and subsequent Licence. |

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| Risk events | | | | | Risk rating ¹ C = consequence L = likelihood | Applicant controls sufficient? | Conditions ² of works approval | Justification for additional regulatory controls |
|--|--|--|----------------------|----------------------|---|--------------------------------|--|---|
| Sources / activities | Potential emission | Potential pathways and impact | Receptors | Applicant controls | | | | |
| Acceptance, storage and processing of used tyres and cut rubber pieces | Noise | Air/windborne pathway Causing impacts to health and amenity | Residential premises | Refer to Section 3.1 | C = Minor L = Unlikely Low Risk | Yes | None | The Delegated Officer considers the controls proposed by the Applicant are sufficient to prevent impacts from noise emissions occurring under most circumstances. Noise emissions are adequately regulated under the <i>Environmental Protection (Noise) Regulations 1997</i> . |
| | Unauthorised fires – smoke and fire spread | Air/windborne pathway Causing impacts to health and amenity | Residential premises | Refer to Section 2.3 | C = Severe L = Unlikely High Risk | Yes | Conditions 1, 2 3, 4, 7, 8, 9, 10, 11, 12, 13, 14 and 24 | The Delegated Officer considers the controls proposed by the Applicant are sufficient to prevent unauthorised fires occurring under most circumstances. As this risk is mitigated by adequate implementation of these Applicant controls, the Delegated Officer shall enforce these controls via construction, operational and maintenance conditions on the Works Approval, and subsequent Licence. |

| Risk events | | | | | Risk rating ¹ C = consequence L = likelihood | Applicant controls sufficient? | Conditions ² of works approval | Justification for additional regulatory controls |
|--|---|--|--|----------------------|---|--------------------------------|---|---|
| Sources / activities | Potential emission | Potential pathways and impact | Receptors | Applicant controls | | | | |
| Acceptance, storage and processing of used tyres and cut rubber pieces | Contaminated firefighting water and/or stormwater | Direct discharge to land Subsurface seepage Causing impacts to groundwater sources | Surrounding conservation reserves, TECs and priority fauna | Refer to Section 2.3 | C = Moderate L = Unlikely Medium Risk | Yes | Conditions 1, 2, 9, 12, 15, 19, 20 and 23 | <p>The Delegated Officer considers the controls proposed by the Applicant are sufficient to prevent discharges of contaminated firefighting water under most circumstances.</p> <p>As this risk is mitigated by adequate implementation of these Applicant controls, the Delegated Officer shall enforce these controls via construction, operational and maintenance conditions and monitoring of discharges on the Works Approval, and subsequent Licence.</p> <p>To mitigate the risk of discharges of contaminated firefighting water in the event of a fire prior to the Atlan Spillceptor being installed, the Delegated Officer has implemented a reduced rate of waste acceptance at the premises during Time Limited Operations.</p> <p>Once construction and certification of the Atlan Spilceptor is complete and the Delegated Officer is satisfied the requirements of construction have been met, the applicant can commence operating at the full rate of waste acceptance at the premises during Time Limited Operations.</p> |

| Risk events | | | | | Risk rating ¹ C = consequence L = likelihood | Applicant controls sufficient? | Conditions ² of works approval | Justification for additional regulatory controls |
|--|--|--|---|----------------------|---|--------------------------------|---|---|
| Sources / activities | Potential emission | Potential pathways and impact | Receptors | Applicant controls | | | | |
| Acceptance, storage and processing of used tyres and cut rubber pieces | Hydrocarbon spills during refuelling | Direct discharge to land Subsurface seepage Causing impacts to groundwater sources | Beneficial users of groundwater Surrounding conservation reserves, TECs and priority fauna | Refer to Section 3.1 | C = Minor L = Unlikely Low Risk | Yes | Conditions 16 and 17 | The Delegated Officer considers the controls proposed by the Applicant are sufficient to prevent hydrocarbon spills occurring under most circumstances. As this risk is mitigated by adequate implementation of these Applicant controls, the Delegated Officer shall enforce these controls via construction, operational and maintenance conditions on the Works Approval, and subsequent Licence. |
| | Mosquito breeding in pooled water in tyres | Air/windborne pathway Causing impacts to health and amenity | Residential premises | Refer to Section 3.1 | C = Minor L = Unlikely Low Risk | Yes | Condition 11 | The Delegated Officer considers the control proposed by the Applicant is sufficient to prevent mosquito breeding occurring under most circumstances. As this risk is mitigated by adequate implementation of these Applicant controls, the Delegated Officer shall enforce this control via operational conditions on the Works Approval, and subsequent Licence. |

| Risk events | | | | | Risk rating ¹ C = consequence L = likelihood | Applicant controls sufficient? | Conditions ² of works approval | Justification for additional regulatory controls |
|--|---|--|---|----------------------|---|--------------------------------|--|--|
| Sources / activities | Potential emission | Potential pathways and impact | Receptors | Applicant controls | | | | |
| Acceptance and storage of ULABs | Spills of hazardous chemicals and lead. | Direct discharge to land Causing impacts to groundwater sources | Beneficial users of groundwater Surrounding conservation reserves, TECs and priority fauna | Refer to Section 3.1 | C = Slight L = Unlikely Low Risk | Yes | Conditions 7, 9, 10, 11, 16, 17 and 24 | The Delegated Officer considers the controls proposed by the Applicant are sufficient to prevent chemical and lead spills occurring under most circumstances. As this risk is mitigated by adequate implementation of these Applicant controls, the Delegated Officer shall enforce these controls via conditions on the Works Approval and Licence. Discharges of chemicals may also be subject to the provisions of the <i>Environmental Protection (Unauthorised Discharges) Regulations 2004</i> . |
| Acceptance and storage of used oil filters | Hydrocarbon spills during storage | Direct discharge to land Subsurface seepage Causing impacts to groundwater sources | Beneficial users of groundwater Surrounding conservation reserves, TECs and priority fauna | Refer to Section 3.1 | C = Slight L = Unlikely Low Risk | Yes | Conditions 7, 9, 10, 11, 16, 17, 23 and 24 | The Delegated Officer considers the controls proposed by the Applicant are sufficient to prevent hydrocarbon spills occurring under most circumstances. As this risk is mitigated by adequate implementation of these Applicant controls, the Delegated Officer shall enforce these controls via construction conditions on the Works Approval and operating conditions on the Licence. |

Note 1: Consequence ratings, likelihood ratings and risk descriptions are detailed in the *Guideline: Risk Assessments* (DWER 2020).

Note 2: Proposed applicant controls are depicted by standard text. **Bold and underline text** depicts additional regulatory controls imposed by department.

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4. Consultation

Table 5 provides a summary of the consultation undertaken by the department.

Table 5: Consultation

| Consultation method | Comments received | Department response |
|---|--|---|
| Application advertised in the West Australian (24/07/2023) and on the department's website (27/07/2023) | None | N/A |
| Local Government Authority advised of application (09/08/2023) | <p>The City of Rockingham made the following comments in response to the application:</p> <ul style="list-style-type: none"> • Conditional Development Approval was granted on the 4th August 2023 under clause 68(2)(b) of the deemed provisions of Town Planning Scheme No.2 • The City notes that the application does not address the potential for mosquito breeding in tyres. Mosquito breeding is known to occur in water deposits in old tyres. The City considers that the potential health and amenity impacts of mosquitos should be assessed, and appropriate controls put in place for the management of this risk. | Further consultation was held with the Applicant on 07/09/2023 to discuss the matter of mosquito breeding. The Applicant advised tyres will be stored at the premises for between 24 and 48 hours before they will be reprocessed and shredded. This is not considered long enough for mosquitoes to breed nor larvae to hatch. |
| Applicant was provided with draft documents (29/02/2024) | The applicant provided comments during a phone conversation on 29 February 2024 and by email on 28 March 2024. See Appendix 1 for details. | See Appendix 1 for responses. |

5. Conclusion

Based on the assessment in this decision report, the delegated officer has determined that a works approval will be granted, subject to conditions commensurate with the determined controls and necessary for administration and reporting requirements.

References

1. Department of Environment Regulation (DER) 2015, *Guidance Statement: Setting Conditions*, Perth, Western Australia.
2. Department of Fire and Emergency Services (DFES) 2020, *Guidance Note: GN02 Bulk Storage of Rubber Tyres Including Shredded and Crumbed Tyres*, Perth, Western Australia.
3. Department of Water and Environmental Regulation (DWER) 2024, *Air Quality Branch review of datasets submitted in support of air quality report*, Perth, Western Australia.
4. Department of Water and Environmental Regulation (DWER) 2020, *Guideline: Environmental Siting*, Perth, Western Australia.
5. Department of Water and Environmental Regulation (DWER) 2020, *Guideline: Risk Assessments*, Perth, Western Australia.
6. SLR 2023a, *Tyre Recycling Facility East Rockingham: Air Quality Assessment*. Subiaco, Western Australia.
7. SLR 2023b, *Tyre Recycling Facility East Rockingham: Environmental Noise Assessment*. Subiaco, Western Australia.
8. Todoroski Air Sciences 2023, *Air Quality Impact Assessment: Tyrecycle East Rockingham*. Eastwood, New South Wales.

Appendix 1: Summary of applicant's comments on risk assessment and draft conditions

| Condition / Section | Summary of applicant's comment | Department's response |
|--|---|---|
| Comments on Works Approval | | |
| Page 1: Premises address Condition 2 Table 1 | The Applicant believes the premises street address is not correct on the cover page and the lot numbers for the premises and adjacent stormwater retention basin specified in Item 9, condition 2, Table 1. | Land tenure datasets have been reviewed and confirm the listed street addresses and lot numbers are correct. Condition retained. |
| Condition 2 Table 1 | Item 1 Warehouse: insertion of 'minimum' into height specification of the stacks. Item 2 Eldan Plant: final dot point Super chopper is a repeat of dot point 2. Delete. Item 3: Fire suppression system: removal of the requirement for the in-rack sprinkler system. Item 5 Tyre storage bunkers: 4.85 m wall is an internal wall dividing one bunker from the adjacent bunker. The external walls of the bunkers are 3.0 m high. | Condition amended. Decision Report section 3.1.1, Table 2 for dust and air particulate emissions will be amended for consistency with the insertion of 'minimum' into the height specification of the stacks. |
| Condition 10 | Reconsideration of the condition specifying meeting the requirements of condition 5. | Typographical error, condition amended. Condition to specify meeting the requirements of condition 9. |
| Condition 12 Table 5 | Process specification for Inert Waste Type 1 and rubber pieces: 1. Tyres will not be stored within the warehouse. 2. Rubber pieces received from Wedgefield will be stored outside in the tyre storage bunkers. Process specification for ULABs: 1. Storage of batteries on banded pallets can be 5 batteries high. 2. The use of manufactured battery boxes for transportation, rather than pallets, negates the need for stacking, strapping and wrapping of the | Condition amended. Decision Report section 3.1.1, Table 2 for unauthorised fires – smoke and fire spread will be amended for consistency with the information that rubber pieces will be stored outside with the tyres in the bunkers. A review of the specifications for the Battery Rescue ULAB battery boxes determined that |

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| Condition / Section | Summary of applicant's comment | Department's response |
|------------------------------------|---|---|
| | batteries. | batteries can be stacked four high in the boxes. The condition will be amended to comply with the specifications. |
| Condition 13 Table 6 | Operational requirement for Item 1 Warehouse: 1. DFES requires only 6 m clearance to be maintained externally around the building. | Condition amended. |
| Condition 19 Table 7 | Discharge point height for particulate matter: insertion of 'minimum' into the height specification of the discharge point. | Condition amended. |
| Comments on Decision Report | | |
| Section 2.2 Table 1 | Assessed production capacity for Category 61A inconsistent with that shown in the Works Approval. | Assessed production capacity for Category 61A amended to 42,104 tonnes per annum |
| Section 2.2 | Eight staff will work in the office area. | Report amended. |
| Section 2.3 | The external walls of the tyre bunkers will be constructed to 3.0 m high, while the internal fire wall dividing one bunker from the adjacent one will be constructed to 4.85 m high. The fixed monitor system and in-rack sprinklers were discussed at the recent DFES meeting. It was confirmed the system is not required for DFES purposes or building construction requirements. In negotiation, the applicant has committed to using open-frame racking that is limited in height to below 7 m to negate the need for in-rack sprinklers. The calculated volume of firewater required for an indoor fire event is incorrectly described as 432,000 L: the correct volume is 1,173,140 L. | Report amended. Works Approval condition 12, Table 5 will be amended for consistency with the open-frame racking being limited in height to below 7 m. |
| Section 2.3.1 | The applicant advised they have decided to reduce their incoming rates of tyre acceptance plus reduce tyre storage during the reduced rates of waste acceptance. | Report amended. |

| Condition / Section | Summary of applicant's comment | Department's response |
|-------------------------------------|--|--|
| <p>Section 3.1.1</p> <p>Table 2</p> | <p>Proposed controls for unauthorised fires:</p> <ol style="list-style-type: none"> 1. Removal of the fixed monitor system. 2. Amendment of the discussion on the fire detection system, as it will be pre-installed within the fixed plant equipment. 3. Tyres will not be stored within the building once it is fully operational, however they will be during the reduced rates of waste acceptance. 4. The internal racks are able to store 432 pallets of product of tyre derived fuel. 5. Removal of the in-rack sprinkler system. <p>Proposed controls for contaminated firefighting water and/or stormwater:</p> <ol style="list-style-type: none"> 1. The volume of firewater for an indoor fire event is 1,173,140 L. 2. During reduced rates of operating, the applicant would like to accept a limit of 295 truck tyres, or the equivalent passenger tyres being 1,470 tyres, at any one time. <p>Proposed controls for spills of hazardous chemicals and lead:</p> <ol style="list-style-type: none"> 1. Stored ULABs will be placed within a banded battery box, kept upright at all times, but can also be stacked up to 5 batteries high. Picture of the box provided. | <p>Report amended.</p> <p>Section 2.3 of the report will be amended for consistency with the comments made here regarding the pre-installation of the fire detection system within the fixed plant equipment.</p> <p>Works Approval condition 7, Table 2 will be amended for consistency with the request to accept a limit of 295 truck tyres, or the equivalent passenger tyres being 1,470 tyres, at any one time during reduced rates of waste acceptance.</p> <p>A review of the manufacturer's specifications for the Battery Rescue ULAB battery boxes determined that batteries can be stacked up to four high in the boxes and are to be clipped closed prior to transportation. The report will be amended to comply with these specifications.</p> <p>Works Approval condition 8, Table 3 and condition 12, Table 5 will be amended for consistency with the updated information.</p> |

Appendix 2: Application validation summary

| SECTION 1: APPLICATION SUMMARY | | | | | |
|---|--|--|---|------|-------------------------------------|
| Application type | | | | | |
| Works approval | <input checked="" type="checkbox"/> | | | | |
| Licence | <input type="checkbox"/> | Relevant works approval number: | | None | <input type="checkbox"/> |
| | | Has the works approval been complied with? | Yes <input type="checkbox"/> No <input type="checkbox"/> | | |
| | | Has time limited operations under the works approval demonstrated acceptable operations? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | | |
| | | Environmental Compliance Report / Critical Containment Infrastructure Report submitted? | Yes <input type="checkbox"/> No <input type="checkbox"/> | | |
| | | Date Report received: | | | |
| Renewal | <input type="checkbox"/> | Current licence number: | | | |
| Amendment to works approval | <input type="checkbox"/> | Current works approval number: | | | |
| Amendment to licence | <input type="checkbox"/> | Current licence number: | | | |
| | | Relevant works approval number: | | N/A | <input type="checkbox"/> |
| Registration | <input type="checkbox"/> | Current works approval number: | | None | <input checked="" type="checkbox"/> |
| Date application received | 9 June 2023 | | | | |
| Applicant and Premises details | | | | | |
| Applicant name/s (full legal name/s) | Tyrecycle Pty Ltd | | | | |
| Premises name | Tyrecycle Rockingham | | | | |
| Premises location | 371 Mandurah Road Lot 850 on Deposited Plan 415740 East Rockingham WA 6168 | | | | |
| Local Government Authority | City of Rockingham | | | | |
| Application documents | | | | | |
| HPCM file reference number: | DER2023/000378 | | | | |
| Key application documents (additional to application form): | Supporting Documentation Attachment 8: Additional Supporting Documentation Attachment 11: Lease Agreement | | | | |
| Scope of application/assessment | | | | | |
| Summary of proposed activities or changes to existing operations. | Works approval Construction within an existing warehouse of a tyre and conveyor belt shredding plant. Waste used lead acid batteries and used oil filters being transported with tyres from Pilbara premises and will be temporarily stored at the premises prior to off-site disposal. | | | | |

Category number/s (activities that cause the premises to become prescribed premises)**Table 1: Prescribed premises categories**

| Prescribed premises category and description | Proposed production or design capacity | Proposed changes to the production or design capacity (amendments only) |
|---|--|---|
| Category 57 Used tyre storage (general): premises (other than premises within category 56) on which used tyres are stored. | 42,000 tonnes per annum | |
| Category 61A Solid waste facility: premises (other than premises within category 67A) on which solid waste produced on other premises is stored, reprocessed, treated, or discharged onto land. | | |

Legislative context and other approvals

| | | |
|--|---|--|
| Has the applicant referred, or do they intend to refer, their proposal to the EPA under Part IV of the EP Act as a significant proposal? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Does the applicant hold any existing Part IV Ministerial Statements relevant to the application? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Has the proposal been referred and/or assessed under the EPBC Act? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Has the applicant demonstrated occupancy (proof of occupier status)? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | General lease <input checked="" type="checkbox"/> Lease dated 28/11/2022 |
| Has the applicant obtained all relevant planning approvals? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | Development application lodged with City of Rockingham in December 2022, awaiting assessment |
| Has the applicant applied for, or have an existing EP Act clearing permit in relation to this proposal? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | No clearing is proposed. |
| Has the applicant applied for, or have an existing CAWS Act clearing licence in relation to this proposal? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | No clearing is proposed. |
| Has the applicant applied for, or have an existing RIWI Act licence or permit in relation to this proposal? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Licence / permit not required. |
| Does the proposal involve a discharge of waste into a designated area (as defined in section 57 of the EP Act)? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Is the Premises situated in a Public Drinking Water Source Area (PDWSA)? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |

| | | |
|--|---|---|
| Is the Premises subject to any other Acts or subsidiary regulations (e.g. <i>Dangerous Goods Safety Act 2004</i> , <i>Environmental Protection (Controlled Waste) Regulations 2004</i> , <i>State Agreement Act xxxx</i>) | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <i>Environmental Protection (Controlled Waste) Regulations 2004</i> <i>Dangerous Goods Safety Act 2004</i> |
| Is the Premises within an Environmental Protection Policy (EPP) Area? | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Within 2005 Cockburn Sound Policy Boundary zone |
| Is the Premises subject to any EPP requirements? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Is the Premises a known or suspected contaminated site under the <i>Contaminated Sites Act 2003</i> ? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |