



## Application for Works Approval

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

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**Works Approval Number** W3134/2025/1

**Applicant** Upcycle Tyre Services Pty Ltd

**ACN** 677 561 376

**Application Number** APP-0031837

**Internal Number** INS-0003134

**Premises** Upcycle Tyre Services  
62 Burlington Street  
Naval Base WA 6165  
  
Legal description -  
Lot 5 on Deposited Plan 36476  
Certificate of Title Volume 1890 Folio 560  
As defined by the premises maps attached to the issued works approval

**Date of report** 5 February 2026

**Decision** Works approval granted

# Table of Contents

<b>1. Decision summary</b>	<b>1</b>
<b>2. Scope of assessment</b>	<b>1</b>
2.1 Regulatory framework	1
2.2 Application summary and overview of premises	1
2.3 Proposed Activities	2
2.3.1 Waste acceptance	2
2.3.2 Rubber shredding area	3
2.3.3 Stormwater and Firewater	3
2.4 Noise Assessment and Report	4
2.4.1 Technical advice	4
<b>3. Risk assessment</b>	<b>6</b>
3.1 Source-pathways and receptors	6
3.1.1 Emissions and controls	6
3.1.2 Receptors	8
3.2 Risk ratings	2
<b>4. Consultation</b>	<b>6</b>
<b>5. Conclusion</b>	<b>6</b>
<b>References</b>	<b>6</b>
Table 1: Waste types and processing	2
Table 2: Proposed applicant controls	6
Table 3: Risk assessment of potential emissions and discharges from the premises during construction and operation	3
Table 4: Consultation	6

## 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 W3134/2025/1 (W3134) 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 October 2025, the Upcycle Tyre Services (the applicant) applied for a works approval to the department under section 54 of the *Environmental Protection Act 1986* (EP Act). The application is to undertake construction works relating to a Tyre Fitting and Processing Facility at 62 Burlington St, Naval Base, (the premises).

The premises relates to the category / categories and assessed production / design capacity under Schedule 1 of the *Environmental Protection Regulations 1987* (EP Regulations) which are defined in works approval W3134. 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 W3134.

Upcycle receive used wheels, which are assessed to determine whether they are “fit for purpose” or “end of life” and, if at end of life, then replacing the tyres and returning the freshly fitted wheels to service. Upcycle also collects and receives waste tyres from metropolitan and regional retailers. All tyres collected are processed and shredded prior to being packed into sea containers and exported to overseas facilities.

The premises will function both as a tyre fitting workshop and as a waste management facility. Waste will be received from across Western Australia with regional waste materials arriving by third party semi-trailer and smaller trucks; and local collections being conducted with heavy rigid vehicles owned and operated by the applicant or third parties. The premises will incorporate the following infrastructure:

- Office/amenities.
- Workshop.
- Plant Room.
- External hardstand – Gravel 807 m<sup>2</sup>
- External hardstand – Bitumen 993 m<sup>2</sup>.

The premises will operate 10 hours per day within the window 0600 – 1800h Monday to Friday with occasional stock deliveries on weekends within the same operating hours.

All infrastructure is prefabricated off-premises and simply requires installation at the premises. No commissioning of infrastructure or equipment is required. Time-limited operations will be included in the works approval to allow for operations while the licence application is being processed following installation construction activities.

## 2.3 Proposed Activities

Waste types received will only be end of life tyres, tracked to the premises under controlled waste code T140 as outlined in Table 1.

**Table 1: Waste types and processing**

Waste type	Controlled Waste Code	Quantity Limit	Specification	Process	Process requirement	Infrastructure Requirement
Used tyres	T140	<p>Combined 5,000 tonnes per annum.</p> <p>Tyre Equipment design capacity is 5000 tonnes per annum.</p> <p>Tyres accepted are proposed at 1200 tyres per annum (48 tonnes) for Category 56 and 57 - materials processed by de-beading then shredding.</p> <p>Category 61A capacity of 5,000 tonnes per annum</p>	Tyres received as stillage, loose tyres, bundles, pallets, bins etc.	Receipt, handling, physical treatment, temporary storage and shredding prior to export	Waste will be stored and processed in a manner which minimise fire risk	<p>Stored on hardstand in stockpiles in accordance with Department of Fire and Emergency Services (DFES)</p> <p><i>Guidance Note: GN02 Bulk Storage of Rubber Tyres.</i></p>

### 2.3.1 Waste acceptance

Rubber waste accepted at the premises will include both free tyres and tyres still mounted onto rims which must be separated. Non-conforming waste materials if received will be quarantined and either returned to the waste generator or will be disposed of to a suitable third-party facility. Burnt tyres will be considered non-conforming waste.

Wastes will initially be received into one of two storage areas adjacent to the two processing areas. Wheels requiring inspection and changing will be staged adjacent to the tyre fitting and rim removal area, and those awaiting de-beading and shredding will be staged adjacent to the rubber shredding area.

The Plant Room, being the western wing of the warehouse with a concrete floor, will be the primary loading and unloading area for the premises. Trucks will enter from Burlington Street into the northern sliding door of the Plant Room and await unloading by forklift/telehandler or will proceed to load sea containers of shredded rubber product. After (un)loading, trucks shall exit by reversing back out of the shed into the front yard and entering Burlington Street in a forward direction.

Tyres will be received and unloaded within the warehouse and transferred to the tyre stillage

area located in the Workshop. Stillages will be small tyre cages approximately 2 m long and will maintain 3 m separation from the warehouse walls and support structures. Stillages provide for a maximum tyre storage height of 2 m and provide retention in the event of a fire to prevent tyre rolling. The tyres will be processed in the adjacent “truck tyre change equipment” area to assess each tyre for fitness for purpose and either return the tyre to service or remove the used tyre and replace it with a new tyre. Tyres removed from service will be stored in stillages adjacent to the changing equipment pending movement to the Plant Room where they will be staged for de-beading and shredding. Tyres removed from service will then be transferred to the de-beading station where the internal steel wire bead is hydraulically pulled from the tyre body. The bead is disposed of as scrap metal. Following de-beading, the tyre carcass is discharged from the de-beader and immediately passed to the shredder infeed conveyor for processing into the shred storage bunker. On a batch basis, shredded tyre material is stuffed into sea containers using a telehandler with a bucket attachment or skid steer loader

### 2.3.2 Rubber shredding area

Any rubber items which are either suitable for shredding without processing, or which have been processed to enable shredding, shall be transferred to the shredder and immediately shredded. The shredder is located in the Plant Room adjacent to the loading and unloading area and has a bunker with capacity for up to 50t. The process involves only primary shredding of the rubber pieces to an approximate dimension of 150 mm and includes water mist spray into the shredder jaws for lubrication and fire prevention. Water deriving from the mist spray is metered to prevent pooling on the warehouse floor.

The shredded rubber is discharged from the shredder into the shred bunker which occupies 32 m<sup>2</sup> and has capacity to store up to 50 tonnes of shredded rubber material when loaded to the maximum height of 1.5 m. The bunker has concrete block walls to three sides to contain shredded material but allows loader access and is made of interlocking blocks.

As shredded rubber material becomes available, it will be periodically loaded into the 40-foot sea containers located at the northern end of the Plant Room using a wheeled skid steer loader, telehandler or equivalent. Footprint is provided for two 40-foot sea containers, one on each side of the northern sliding door of the warehouse. Each sea container can store up to 25t of shredded material. On occasion 20' sea containers may be used, and the footprint provides for four to be on site and capable of storing up to 18 tonnes each, or 72 tonnes in total.

### 2.3.3 Stormwater and Firewater

All drains at the premises, which are integral to storage or work areas, shall be fitted with an OceanGuard Gully Pit Basket system, which comprises drain filter inserts to prevent rubber dust and fragments from entering the drainage system.

- **Filtration Specification:** The units are fitted with the 200-micron filtration bag option. This liner is specifically designed for higher water quality filtering and will effectively capture fine particulates such as rubber dust, as well as gross pollutants.
- **Maintenance:** Retained material is stored in a dry state to reduce decomposition. The system allows for easy maintenance (approx. 2 – 4 services annually) via vacuum truck or manual removal.

All storage and processing areas comprise a concrete hardstand and are not connected to stormwater drainage. This arrangement provides for retention of up to 178 kilolitres of fire water in the event of an incident.

Firewater management is supported by an emergency response agreement with a controlled waste transporter which serves to remove firewater throughout a planned four-hour firefighting event. By installing a sump, pump and tanks, provision is made for additional emergency storage volume should the need arise at the time of an event. Emergency firewater removal shall be

possible from the fenceline such that the emergency responder does not require access to the yard to support firewater removal.

Spill kits are stationed adjacent to mechanical equipment for immediate clean-up of spills arising from maintenance and similar activities.

The drainage network at the Premises is designed to contain and manage stormwater through a system of soak wells. Surface runoff from the bitumen hardstand and concrete areas is directed to a series of distributed soak wells. The network consists of multiple 1800mm x 2400mm soak wells and 1800mm x 1800mm soak wells positioned at key drainage points around the workshop, plant room, and driveway areas. The site also utilises an Effluent Dispersal Filtrex Cell (25m x 4m) for treated effluent management. Figure 1 provides an overview of Stormwater / Firewater drainage systems at the Premises.

## 2.4 Noise Assessment and Report

The applicant has submitted a Noise Assessment (NA) of the premises as part of the Application Supporting Documents – Attachment 6A.

The NA has been drafted to assess noise emissions emanating from the premises and to ensure compliance with the *Environmental Protection (Noise) Regulations 1997* (Noise Regs) for sensitive receptors surrounding the premises. The NA advises that the results show that assessable noise levels comply with the assigned levels of the Noise Regs at 59, 60 and 63 Burlington Street. However, a marginal exceedance of 1 dB is shown at the nearest point east of Lee Road, which is primarily due to the open sliding doors to the south of the tyre facility Building. Accordingly, closing the southern doors while the tyre shredder is in operation has been recommended in the NA.

### 2.4.1 Technical advice

Technical advice has been sought from internal experts within DWER Noise Branch (NB) to assist with the assessment of the suitability of Noise emissions from the premises. This advice is summarised as follows:

- The acoustic assessment identified the closest relevant receivers and noise sources and used the correct noise criteria for the assessment.
- The closest receiver is the adjacent industrial Lot to the west, which is Lot 2 on diagram 74585. Although not critical to the assessment, cadastral data indicate this is at #58 Burlington Street, not #60 as shown on Figure 1 of the acoustic assessment. The closest noise sensitive receivers are more than 2 kilometres away and, therefore, do not require consideration in this case.

Regarding the modelling and results, NB note the following which may have impacts on the outcome of the assessment:

- The noise levels were predicted and assessed at the closest façade to the proposed operations of each building within the receiving premises. While this is somewhat understandable, the assigned levels apply to the whole premises and, therefore, should be met at the boundary of the industrial premises also.
- It is not clear what the source noise levels of 106 dB(A) for “Outdoor truck deliveries” represent (e.g. pass-by noise level). As the truck is a moving noise source it is also not clear how the predicted levels using a “line source” were related to the assigned levels. Given the layout of the premises and proposed delivery schedules, I do not expect the truck to emit noise for extended periods of time and, therefore, would likely have to comply with the  $L_{A\ max}$  assigned level of 90 dB, rather than the  $L_{A\ 10}$ , as reported in the assessment. As I expect the truck noise to be tonal at the closest receiver, which is the

boundary with #58 Burlington Street, the truck noise levels should not exceed 85 dB(A) at the surrounding premises.

- The noise model includes “outdoor tyre shearing” using an excavator; however, this activity is only described in the acoustic report. That is, there is no mention of this activity in section 4.0 of the works approval application document, or an area labelled as such on the site layout plans in Attachment 8B. In any case, if this activity is to occur outdoors I consider it would be better modelled using a point source located at the excavator’s exhaust height, rather than an area source, of which the height above ground was not specified. Using a point source would allow easier determination of work location(s) resulting in a compliant outcome and, if warranted, identification of noise control option(s).
- A sound pressure level of 96 dB(A) was assumed within the shredder building during shredder operations. This level appears reasonable for locations close to the shredder but may be an over-estimate for locations further away, such as at the north sliding door. Assumed noise levels at major openings should be confirmed and presented in the assessment.
- The shredder will be located inside an existing building and it is not clear whether the noise model considered noise breaking out through the external walls and roof, in addition to the sliding doors. Publicly available photographs indicate the building construction is likely steel sheeting on purlins and includes ventilation openings on the west side (towards #58 Burlington Street). This means that some noise will permeate through the wall and any openings, potentially significantly contributing to the overall noise emissions at that western receiver. The acoustic performance of the building elements used in the modelling should be presented in the noise assessment, which are usually reported in terms of  $R_w$  ( $C$ ,  $C_{tr}$ ). These quantities can be calculated where the construction is known.
- Noise contours should be presented in the acoustic assessment to allow assessment of the predicted noise levels at surrounding premises’ boundaries and for sake completeness.

Additional comment:

- The acoustic assessment does not discuss structure borne noise due to vibration from the shredder. The shredder may exhibit excessive vibration levels which, transmitted to the external walls via the ground, could result in additional noise emitting from the premises. Although not specifically mentioned in the documentation provided, it is expected the shredder would be mounted on adequate anti-vibration mounts to minimise such risk.
- The noise assessment concluded that the sliding door on the south side of the shredder building would need to be closed during operation of the shredder to comply at the nearest receiver to the east. Should sliding doors be required to remain open during operation of the shredder, internal noise levels could be checked shortly after commencement of operations and options to reduce the internal noise levels explored as warranted. As a side note, reducing internal noise levels during operations has the added benefit of reducing occupational noise exposure to workers within the building.

**Key finding:** Noting the above advice, the Delegated Officer considers that:

1. The applicant has advised in the Application Form that there will be no Commissioning required at the facility post installation of the premises tyre fitting and shredding infrastructure. However, standard Time-limited operations (TLO) conditions will be provided in the works approval to allow operation of the facility pending the licence application is submitted for ongoing Licenced Operations.

2. It is expected that the standard TLO condition timeframe is provided in the works approval of 180 days. Noting the facility infrastructure can be operated immediately upon installation it is likely the works approval holder will not require the full TLO 180 days to transition to a Licence.
3. Noting the above works approval timeframes and the NB advice, a licence condition will be drafted into the Licence to undertake another additional noise assessment to address the above matters raised by NB and therefore address potential ongoing noise emissions to ensure they are mitigated from impacting receptors.

### 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 / 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**

Emission	Sources	Potential pathways	Proposed controls
<b>Construction</b>			
Dust	Unloading / loading of tyres, Tyre shredder (screening) and vehicle movements.	Air / windborne pathway	Enclosed Plant Room. Sealed bitumen hardstand. Small gravel surface area. Slow vehicle speeds due to size of premises.
Noise	Unloading / loading of tyres, Tyre shredder (screening) and vehicle movements.	Air / windborne pathway	Operate 10 hours per day 0600 – 1800h Monday to Friday. All onsite machinery fitted with mufflers. Close southern warehouse door during periods of activity. Traffic Management Plan.

Emission	Sources	Potential pathways	Proposed controls
<b>Operation</b>			
Dust	Unloading / loading of tyres, Tyre shredder (screening) and vehicle movements.	Air / windborne pathway	Water sprays on shredder. Enclosed Plant Room. Seal bitumen hardstand. Small gravel surface area. Slow vehicle speeds due to size of premises.
Noise	Unloading / loading of tyres, Tyre shredder (screening) and vehicle movements.	Air / windborne pathway	Operate 10 hours per day 0600 – 1800h Monday to Friday - with occasional stock deliveries on weekends within the same operating hours  All onsite machinery fitted with mufflers.  Close southern warehouse door during periods of activity.  Traffic Management Plan
Fire / smoke	Burning of tyres / storage of tyre materials.	Air / windborne pathway	Fire Management Plan.  Tyres stored in accordance with Department of Fire and Emergency Services (DFES) <i>DFES Guidance Note: GN02 Bulk Storage of Rubber Tyres (GN02)</i> . Attachment 5 of the Application advises that DFES has provided advice that the site's storage management practices of the tyres being processed are in accordance with the requirements DFES GN02, e.g. process separation, stack heights, volume, aisle separation distance, emergency vehicle access etc.  Emergency Response Agreement.  Water sprays on shredder.
Spills / Leaks	Unloading / loading of tyres, Tyre shredder (screening) storage of tyre materials and vehicle movements.	Seepage to soil and groundwater	Hardstand constructed to achieve a maximum coefficient of permeability (hydraulic conductivity) of $1 \times 10^{-8}$ m/s y – concrete floor with 100mm bund.  Provision of spill kits for staff.
Contaminated Stormwater / Firewater	Unloading / loading of tyres, Tyre shredder (screening), storage of tyre materials and vehicle movements.	Overflow to surface water and Seepage to soil and groundwater	Water Management Plan.  Concrete floor with 100 mm bund.  Retention of up to 178 kL of fire water in the event of an incident.  Compliance with DFES GN02.  Emergency Response Agreement.  OceanGuard Gully Pit Baskets.

### 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 2 below provides a summary of potential human and environmental receptors that may be impacted because of activities upon or emission and discharges from the prescribed premises (*Guideline: Environmental Siting* (DWER 2020)).

**Table 2: Sensitive human and environmental receptors and distance from prescribed activity**

<b>Human receptors</b>	<b>Distance from prescribed activity</b>
Residential premises- Bingfield Road East, Medina	3.2 km south-east
Industrial premises- Burlington Street, Naval Base	Adjacent to premises
<b>Environmental receptors</b>	<b>Distance from prescribed activity</b>
Groundwater	10 mbgl
Wetlands – Dampland 458 Long Swamp	300 m south 1000 m east
Groundwater proclaimed area Cockburn Confined	Premises within proclaimed area

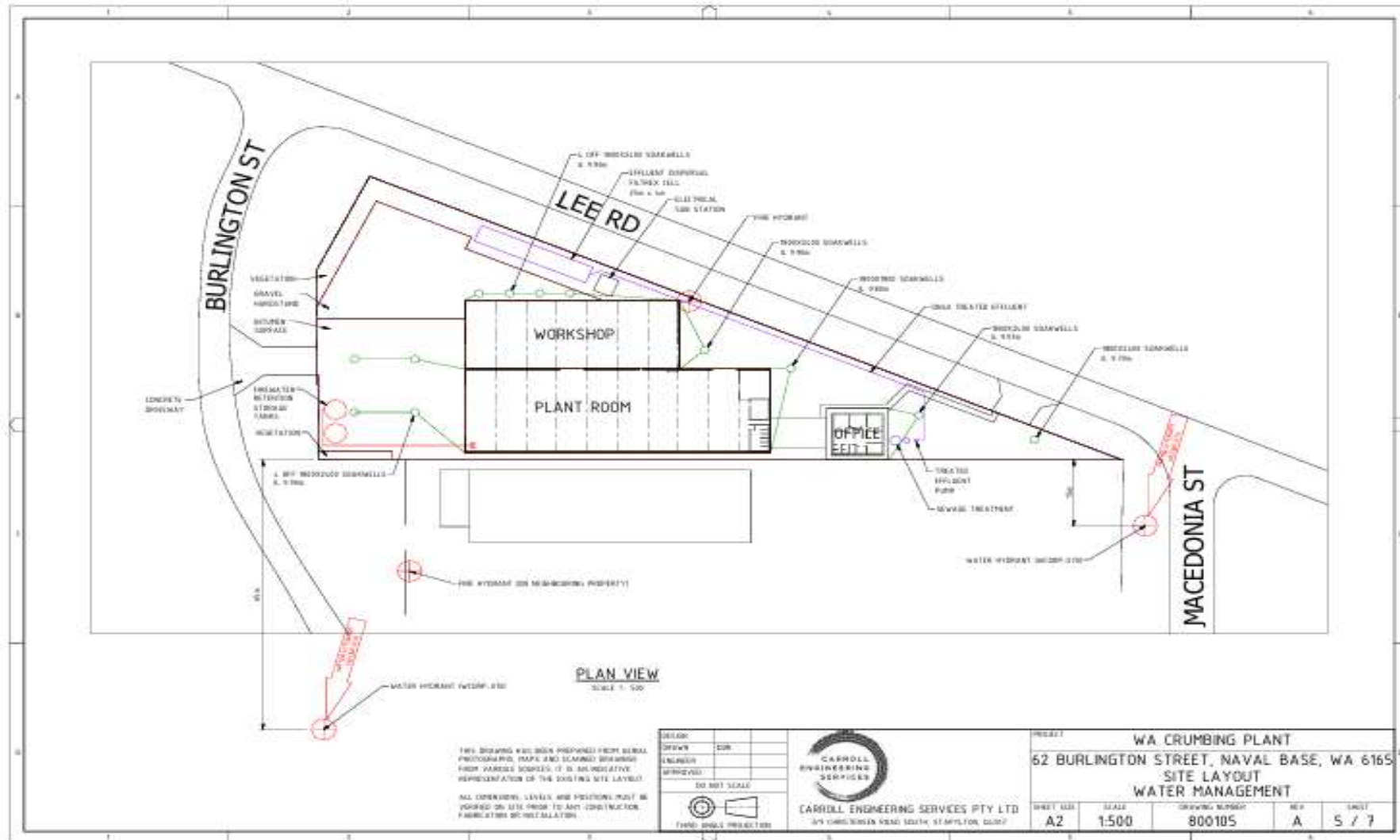


Figure 1: Stormwater / firewater drainage systems

W3134/2025/1, INS-0003134

APP-0031837

## 3.2 Risk ratings

Risk ratings have been assessed in accordance with the *Guideline: Risk Assessments* (DWER 2020) for each identified emission source and considers 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 3.

Works approval W3134 that accompanies this decision report authorises construction and time-limited operations. The conditions in the issued works approval, as outlined in Table 3 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 3: Risk assessment of potential emissions and discharges from the premises during construction and operation**

Risk events					Risk rating <sup>1</sup> C = consequence L = likelihood	Applicant controls sufficient?	Conditions <sup>2</sup> of works approval	Justification for additional regulatory controls / DWER comments
Sources / activities	Potential emission	Potential pathways and impact	Receptors	Applicant controls				
<b>Construction</b>								
Placement of shredder and associated equipment including vehicle movements (reversing beepers).	Dust	Air / windborne pathway causing impacts to health and amenity	Residences 3.2 km south-east	Refer to Section 3.1	C = Slight L = Unlikely <b>Low Risk</b>	Y	N/A	The Delegated Officer has considered the scale of the works and the separation distance between the source and receptors and considers that dust emission impacts are not foreseeable.  Dust can be adequately regulated by section 49 of the EP Act.
	Noise			Refer to Section 3.1	C = Slight L = Unlikely <b>Low Risk</b>	Y	N/A	The Delegated Officer has considered the separation distance between the source and receptors and considers that impacts from noise emissions are not foreseeable.  Noise emissions are adequately regulated under the <i>Environmental Protection (Noise) Regulations 1997</i> .
<b>Operation (including time-limited-operations operations)</b>								
Unloading, loading and storage of material and operation of shredder Vehicle movements	Dust	Air / windborne pathway causing impacts to health and amenity	Residences 3.2 km south-east	Refer to Section 3.1	C = Slight L = Unlikely <b>Low Risk</b>	Y	N/A	The Delegated Officer has considered the scale of the works and the separation distance between the source and receptors and considers that dust emission impacts are not foreseeable.  Dust can be adequately regulated by section 49 of the EP Act.

Risk events					Risk rating <sup>1</sup> C = consequence L = likelihood	Applicant controls sufficient?	Conditions <sup>2</sup> of works approval	Justification for additional regulatory controls / DWER comments
Sources / activities	Potential emission	Potential pathways and impact	Receptors	Applicant controls				
	Noise			Refer to Section 3.1	C = Slight L = Likely <b>Medium Risk</b>	N	Conditions 1, 2, 3, 7 and 9.	Refer to section 2.4 of the Decision Report.
	Fire / smoke			Refer to Section 3.1	C = Moderate L = Possible <b>Medium Risk</b>	Y	Conditions 1, and 2. <b>Condition 6</b>	<p>Attachment 5 of the Application advises that DFES has provided advice that the site's storage management practices of the tyres being processed are in accordance with the requirements DFES GN02, e.g. process separation, stack heights, volume, aisle separation distance, emergency vehicle access etc.</p> <p>However, as no confirmation has been provided as to the suitability of fire mitigation equipment, the Delegated Officer has added the below additional conditions to the works approval:</p> <p>6 Require the works approval holder to prepare and implement a Fire Management Plan consistent with AS 3745 by 1 June 2026</p> <p>The suitability of this plan will be assessed through the subsequent Licence application for the premises.</p>

Risk events					Risk rating <sup>1</sup> C = consequence L = likelihood	Applicant controls sufficient?	Conditions <sup>2</sup> of works approval	Justification for additional regulatory controls / DWER comments
Sources / activities	Potential emission	Potential pathways and impact	Receptors	Applicant controls				
	Spills / Leaks	Overland runoff potentially causing ecosystem disturbance or impacting surface and seepage into groundwater quality	Groundwater 10 mbgl Wetlands 300m south	Refer to Section 3.1	C = Minor L = Possible <b>Medium Risk</b>	Y	Conditions 1, 2, 7, 9 and 14.	N/A
	Contaminated stormwater and Fire water	Overland runoff potentially causing ecosystem disturbance or impacting surface water quality	Groundwater 10 mbgl Wetlands 300m south	Refer to Section 3.1	C = Minor L = Possible <b>Medium Risk</b>	Y	Conditions 1, 2, 7 and 14.	N/A

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.

## 4. Consultation

Table 4 provides a summary of the consultation undertaken by the department.

**Table 4: Consultation**

Consultation method	Comments received	Department response
Application advertised on the department's website on 27 November 2025.	Comment due 18 December 2025 None received	Noted
Local Government Authority advised of proposal on 27 November 2025.	Comment due 10 December 2025 The City of Kwinana did not respond	Noted
Department of Fire and Emergency Services (DFES) advised of proposal on 27 November 2025.	Comment due 10 December 2025 DFES did not respond	Noted
Applicant was provided with draft documents on 14 January 2026	Applicant provided comment 22 January 2026 with correct ASIC details and 28 January 2026 for Stormwater / Firewater Management	Works Approval and Decision Report (DR) amended accordingly. Figure 1 added into DR.
Applicant was provided with revised draft documents on 4 February 2026 including additional fire management conditions	Applicant provided comment 5 February 2026 advising they acknowledge the additional fire management plan conditions and submission requirement.	Noted.

## 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 Water and Environmental Regulation (DWER) 2020, *Guideline: Environmental Siting*, Perth, Western Australia.
3. DWER 2020, *Guideline: Risk Assessments*, Perth, Western Australia.