OPERATIONAL ENVIRONMENTAL MANAGEMENT PLAN AND ENVIRONMENTAL MANAGEMENT SYSTEM

BSV Tyre Recycling Australia Pty Ltd
30 Daisy Street, REVESBY

12th December 2024

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1 Introduction

1.1 Background to the Operational Environmental Management Plan and EMS

This report provides an overview of the Operational Environmental Management Plan (OEMP) and Environmental Management System (EMS) to be implemented and used at BSV Tyre Recycling Australia Pty Ltd's Tyre Recycling Facility (the Facility) at 30 Daisy Street, Revesby. These plans have been prepared to ensure the Facility is managed and operated to protect the site, neighbours, the environment and the surrounding community.

The OEMP and EMS shows the characteristics of the Tyre Recycling Facility, the location, operating hours, how tyres will be received, processed and recycled, tracked, including traffic management, weighbridge operations, unloading of tyres and loading of recycled product for off-site recycling and use in manufacturing processes.

Tyres are potentially combustible materials, so the OEMP and EMS outline procedures for storage of tyres in a secure, indoors environment to ensure that fire risks are minimised. These procedures have been guided by NSW Fire & Rescue (2014) *Guidelines for Bulk Storage of Rubber Tyres*. Please also refer to Figure 2.8 (Site Plan) for a schematic of the site's tyre storage methodology to comply with EPA licence EPL 20387.

The OEMP and EMS also outlines the internal movements of tyres within the site, crumb rubber and tyre derived fuel (TDF) processing operations, storage of recycled products and off-site transport of final recycled materials from the operation.

The OEMP and EMS has been developed in alignment with AS/NZ ISO14001 (2015) *Environmental Management Systems* standards and has considered the NSW EPA (2015) *Environmental Management Systems Guidelines*. The OEMP and EMS outlines the policies, systems and procedures that BSV Tyre Recycling Australia Pty Ltd have committed to for protecting the environment during the operation of the Tyre Recycling Facility, and considers how key environmental and operational issues will be managed, including: receival of non-conforming waste; stormwater pollution prevention; dust and litter minimisation; minimising noise pollution; traffic management; fire safety; weighbridge management; tyre tracking; and pollution and incident response measures.

The OEMP and EMS has been prepared in accordance with the site's obligations as an EPA licensed premise under Schedule 1 of the *Protection of the Environment Operations Act* 1997.

1.2 About BSV Tyre Recycling Australia Pty Ltd

BSV Tyre Recycling Australia Pty Ltd (BSV) is a leading tyre recycling company committed to delivering best practice solutions for tyre recycling in New South Wales. The company's mission is to provide sustainable and innovative recycling options for businesses across Sydney, helping to reduce waste and promote resource recovery.

BSV commenced operations in 2013 to deliver best practice tyre recycling options in NSW. The company is accredited by Tyre Stewardship Australia (TSA), the peak industry body established to ensure the sustainable management of used tyres in Australia.

In 2022, BSV was acquired by Tempe Tyres Pty Ltd, a leading company in the tyre industry. This acquisition has enhanced BSV's capacity and operational efficiency in the tyre recycling sector. It has also enabled Tempe Tyres to offer its customers sustainable solutions for managing end-of-life tyres, supporting their sustainability goals.

BSV receives waste tyres from tyre retailers across Sydney. The company is an established company, set up to deliver best practice tyre recycling options in NSW. An objective of the company is to provide a sustainable tyre recycling option for businesses in Sydney.

The ownership of the company changed in October 2022. The new owners have developed this OEMP and EMS to outline how the facility will be managed in accordance with the conditions of consent and conditions of EPA licence.

1.3 *National Waste Report* 2022

The *National Waste Report* 2022 highlights significant trends and advancements in the management of end-of-life tyres across Australia. In 2020–21, approximately 478,000 tonnes of tyres reached the end of their life cycle, equating to 19 kilograms per capita. This is a notable increase from 412,000 tonnes in 2016–17. The report outlines that 70% of all tyres are recovered, evenly divided between recycling and energy recovery.

Key sources of tyre waste include:

- Passenger vehicles (41% of total waste);
- Trucks (34% of total waste); and
- Off-road applications, such as mining vehicles (25%).

The introduction of export regulations in December 2021 under the *Recycling and Waste Reduction Act* 2020 by the Commonwealth Government has redefined how end-of-life tyres are processed. The export of whole baled tyres is now banned, though processed tyres such as rubber granules or Tyre Derived Fuel (TDF) is permitted, subject to a Waste Export Licence being in place.

As a consequence, increased investment in onshore processing has occurred, including production of rubber from tyres as a road construction additive, playground and sports surfaces and other industrial applications. However, the markets for these products is limited.

The growing volume of end-of-life tyres presents both challenges and opportunities for Australia's waste management system. While historical data on tyre waste trends is not considered reliable, recent statistics highlight a substantial opportunity for enhanced local processing and recycling. Increasing onshore capabilities supports a circular economy by creating local jobs, reducing environmental impacts, and driving innovation in the development of tyre-derived products.

The BSV Tyre Recycling Facility addresses the growing need for sustainable tyre waste management in the Sydney region by prioritising onshore processing/recycling. The facility converts shredded tyres into TDF and crumb rubber for diverse applications, reducing reliance on exports of whole tyres. This approach aligns with national waste management goals, minimises environmental impacts, and supports local economic growth through innovative recycling initiatives.

1.4 Policy drivers supporting the project

1.4.1 NSW Waste and Sustainable Materials Strategy 2041

NSW Waste and Sustainable Materials Strategy 2041: Stage 1 – 2021-2027 outlines the actions NSW will take over the next six years – the first phase of the strategy – to deliver on a set of long-term objectives. The strategy is by $356 million in funding to help deliver priority programs and policy reforms, including:

- Phasing out problematic single-use plastic items;
- Financial incentives for manufacturers and producers to design out problematic plastics;

- Having government agencies preference recycled content and invest in research and pilots for recycling innovation;
- Introducing tighter environmental controls for energy from waste in NSW, with further consideration of planning and infrastructure needs underway;
- Mandating the source separation of food and garden organics for households and selected businesses; and
- Incentivising biogas generation from waste materials.

Specific targets focus on the environmental benefits and economic opportunities in how we manage our waste, and includes the following:

- Reduce total waste generated by 10% per person by 2030;
- Have an 80% average recovery rate from all waste streams by 2030;
- Significantly increase the use of recycled content by governments and industry;
- Phase out problematic and unnecessary plastics by 2025;
- Halve the amount of organic waste sent to landfill by 2030;
- Reduce litter by 60% by 2030 and plastics litter by 30% by 2025; and
- Triple the plastics recycling rate by 2030.

1.4.2 NSW Waste and Sustainable Materials Strategy: A Guide to Future Infrastructure Needs

The *NSW Waste and Sustainable Materials Strategy: A guide to future infrastructure needs*, is a supplement to the *NSW Waste and Sustainable Materials Strategy 2041*. The guide outlines the emerging needs in NSW's waste and circular economy infrastructure network. The needs have been grouped by material types with a focus on materials commonly found in municipal solid waste (MSW) and commercial and industrial (C&I) waste streams. Significant gaps exist in our system for the reprocessing of some of these materials that have historically been exported for processing.

The guide sets out how the NSW Government will support the development of new infrastructure through facilitating infrastructure, e.g., through planning activities; investing in high priority projects; strategically planning for infrastructure with local communities; and aligning policy and regulation with the Strategy. The three key areas of focus, based on extensive analysis of material flows, current and planned capacity and proposed policy changes, are residual waste, organics and plastics.

The guide specifically addresses the current market, processing capacity, throughput and future needs, and the opportunities and challenges associated with processing of plastics, organics, glass, paper and cardboard, and tyres. The guide identifies a deficit of approximately 85,000 to 100,000 tonnes per annum (tpa) in the State's current tyre processing capacity, with a lack of local markets for tyre-derived products being a major challenge for the industry.

1.4.3 **2018** ***National Waste Policy: Less Waste, More Resources***

The 2018 National Waste Policy was developed to provide a framework for a national approach to waste management, recycling and resource recovery, helping the country move towards a circular economy. The five overarching principles for waste management set out in the policy are:

- Avoid waste;
- Improve resource recovery;
- Increase use of recycled material and build demand and markets for recycled products;
- Better manage material flows to benefit human health, the environment and the economy; and
- Improve information to support innovation, guide investment and enable informed consumer decisions.

Supporting the policy is the National Waste Policy Action Plan 2019 (the Plan). The Plan recognises the need to build a local market for the processing and reuse of problem wastes, ensuring Australia takes responsibility for its' waste production and moving toward a circular economy. Transforming problem wastes into high value materials will support job creation, build a more sophisticated industry, and provide positive environmental and community wellbeing outcomes. The Plan presents the targets and actions to implement the policy and aims to address impediments to a circular economy in Australia. The targets are:

- Ban the export of waste plastic, paper, glass and tyres commencing in the second half of 2020;
- Reduce total waste generated in Australia by 10% per person by 2030;
- 80% average resource recovery rate from all waste streams following the waste hierarchy by 2030;
- Significantly increase the use of recycled content by governments and industry;
- Phase out problematic and unnecessary plastics by 2025;
- Halve the amount of organic waste sent to landfill by 2030; and
- Make comprehensive, economy-wide and timely data publicly available to support better consumer, investment and policy decision.

The BSV Tyre Recycling Facility is actively addressing evolving regulations and infrastructure needs. Since the 1 December 2021 export ban on whole tyres (except certain re-treadable tyres), the facility has focused on producing crumb rubber and tyre-derived fuel (TDF) for export, aligning with national and state waste strategies.

2 Operational Environmental Management Plan

2.1 Site description

The facility is located at 30 Daisy Street, Revesby (Lot 198, DP 7866), within the Canterbury-Bankstown Council local government area. Aerial views of the site are shown in Figures 2.3 and 2.4.

The site contains a single-storey industrial building with a mezzanine office level. The building is used for tyre shredding and crumbing with mechanical plant and equipment. A weighbridge is located along the southern boundary, and a large outdoor covered area at the rear of the site is used for tyre storage and processing.

The lot has a total area of approximately 4,000 m² and is zoned IN1 General Industrial. Zoning for the site and surrounding area is shown in Figure 2.1. As per the *Canterbury-Bankstown Local Environmental Plan* 2023, the purpose of the IN1 General Industrial zoning is to:

- Provide a wide range of industrial and warehouse land uses;
- Encourage employment opportunities;
- Minimise any adverse effects of industry on other land uses;
- Support and protect industrial land for industrial uses; and
- Promote a high standard of urban design and local amenity.

The site is surrounded by other industrial properties, with nearby land use zones including SP2 Infrastructure, R2 Low Density Residential, B2 Local Centre, and RE1 Public Recreation.

2.2 Site history and approvals

Canterbury-Bankstown Council granted initial development approval for BSV Tyre Recycling's Tyre Recycling Facility on 19 November 2013 (Development Application No. 843/2013). On 9 September 2016, the council approved an additional development application (DA No. 764/2016) for the installation of a weighbridge to enhance site operations. The facility operates under an Environment Protection Licence (EPL No. 20387) issued under the *Protection of the Environment Operations* (POEO) Act 1997.

In December 2024, a development application will be submitted to Canterbury-Bankstown Council seeking approval for alterations and additions to the existing tyre recycling facility. The purpose of this updated proposal is to meet the growing demand for Tyre Derived Fuel (TDF) and support global efforts to reduce dependence on fossil fuels. The proposed upgrades will enable BSV Tyre Recycling to increase its tyre receival and processing capacity from 14,600 tonnes per year to 29,900 tonnes per year. Additionally, the facility will retain the flexibility to produce crumb rubber to meet domestic market demand.

A Statement of Environmental Effects (SEE) was prepared to support the planning application, detailing the following key changes to the facility:

- Decommissioning of the tyre baling machines located under the rear awning of the site;
- Increasing tyre processing from 14,600 tonnes per annum to 29,900 tonnes per annum;
- Amending location of existing shipping containers for storage of rubber products (whole tyres and TDF);
- Installation of two mobile diesel shredding units to increase the production of TDF on the rear hardstand of the site, to be located under the rear awning with local exhaust ventilation;
- Establishment of a dedicated area for tyre unloading and temporary storage prior to processing;

- Installation of a pre-cast concrete panel wall along the southern boundary of the site to improve fire safety and noise attenuation;
- Replace the single head fire hydrants with dual fire hydrants near the tyre storage area, including provision of fire extinguishers, fire hose reels and provision for at least 108m3 of fire water containment bunding;
- Installation of a new firewater isolation valve to the north-eastern side of the site; and
- Inclusion of a dedicated bicycle space.

A history of recent planning approvals at this site is provided in Table 2.1. Development consents are given in Attachment 10.

Table 2.1. History of approvals for Lot 11, DP 239868.

Date Approved	Application or Certificate No.	Description of approved activity or development
19 November 2013	DA 843/2013	Use of premises for tyre recycling and transportation – S96(1a)
9 September 2016	DA 764/2016	Installation of weighbridge
December 2024 Development Application	Current DA (under assessment)	Tyre Recycling Facility Alterations and Additions

This OEMP and EMS has been updated to include the proposed alterations and additions to the site, which is currently under assessment by Canterbury Bankstown Council.

2.3 Summary of site, land use zoning and permissibility

A summary of the proposed site for development of the Tyre Recycling Facility, including land use zoning under the *Canterbury-Bankstown Local Environmental Plan* 2023 and current development approval status is given in Figure 2.1.

2.4 About the location

The subject site is located at 30 Daisy Street, Revesby, in the Canterbury-Bankstown Council local government area. The site is also identified at Lot 198, DP7866.The lot spans approximately 4,000 m², with a building floor area of 1,230 m², including two mobile shredding units situated under the rear awning, which are equipped with local exhaust ventilation systems (LEVs). The site is zoned IN1 General Industrial as shown in Figure 2.2.

The site has sufficient turning area for all rigid and articulated vehicles (semi-trailers) to enter and leave in the forward direction. The site is located facing Daisy Street — a collector road with a speed limit of 50km/hr, two traffic lanes and kerbside parking on either side of the carriageway.

The site has a total of eleven (11) car parking spaces within the front setback area. The development requires a minimum of four (4) parking spaces which must not be used for storage of new or used materials, finished goods or commercial vehicles. However, eleven (11) spaces have been provided.

Access and parking complies with *Canterbury-Bankstown Development Control Plan* 2023 –Chapter 3.2 Parking, and AS 2890 – Parking Facilities.

Figure 2.1. Summary of the site, land use zoning and permissibility.

Address	• 30 Daisy Street, Revesby , NSW
Lot number	• Lot 198, DP 7866
Site size	•Approximately 4,000m^2 lot size in total, including approximately 1,230m^2 of building floor area
LGA	•Canterbury-Bankstown Council
Zoning	• IN1 - General Industrial
Regulatory Controls	• The tyre recycling facility has development consent by Canterbury-Bankstown Council, under development application number DA 843/2013. • As the facility processes more than 5,000 tonnes of tyres per annum, and greater than 5 tonnes of tyres or 500 tyres are stored an any one time, an Environment Protection Licence is required under the Protection of the Environment Operations Act 1997. No works or activities are to be undertaken at the site prior to an Environment Protection Licence being approved for the Facility. •The Site also holds an EPL (20383) for Transport of Trackable waste issued on 12 December 2013 • A developpment application has been lodged in December 2024 to Canterbury-Bankstown Council for the alterations and additions to expand the processing capacity from 14,600 tonnes per annum to 29,900 tonnes per annum.
Waste types accepted	•Up to 29,900 tonnes per annum of passenger and truck vehicle and truck tyres are will be permitted to be processed at the Facility (following development consent)

2.5 Nearest Occupied Areas

The site is located in an industrial zoned area, with the nearest residential areas being located on the southern side of the South Western Motorway to the south and on Queen Street 140m to the east. The closest residences are along South Western Motorway approximately 136m to the South of the site.

Adjoining premises are shown in Figure 2.7. Under the *Canterbury-Bankstown Local Environmental Plan* 2023, a wide range of land uses are permitted in this area, with consent.

The site design, infrastructure location and management practices minimise any impact on nearby receptors.

2.6 Nearest Waterway

The nearest waterway is Salt Pan Creek, located approximately 2.8km to the east of the subject site which flows into the Georges River. The creek is typical of an urban waterway and is threatened by a range of activities and associated infrastructure. The dominant land use within the creek's catchment is a mix of light industrial and residential.

Stormwater runoff from the parking area at the front of the site drains to a pit with an Enviropod for pollutant removal, which transfers stormwater for discharge to Daisy St. Roofwater and runoff from the hardstand at the rear of the site drains towards a drainage pit on the front boundary of the property, which is connected to an Enviropod then the council drainage system. A manually operated stormwater isolation valve is installed in the grated pit at the front of the site. An additional stormwater isolation valve is proposed on the north-east corner of the shed building to contain any firewater generated at the rear of the premises (in the unlikely event of a fire).

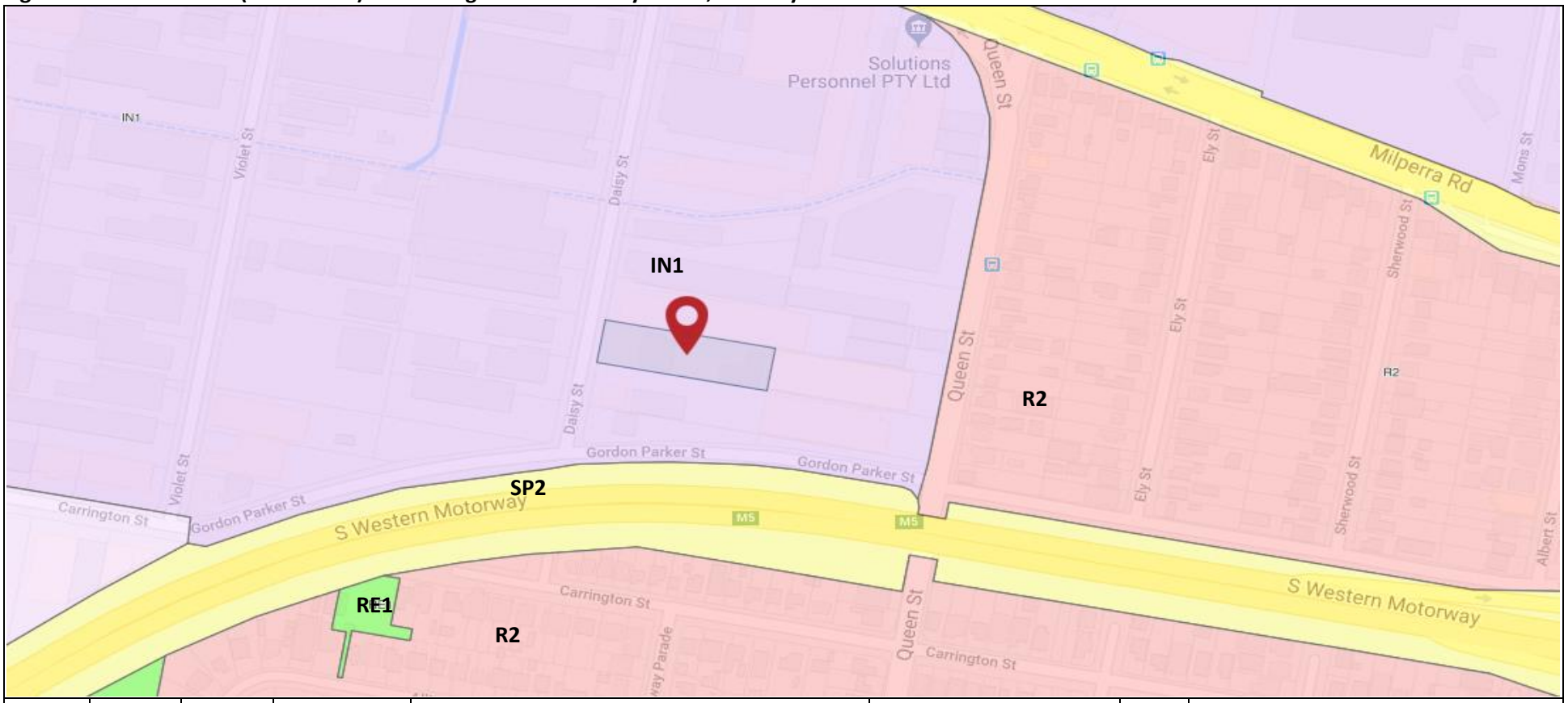
The site is not subject to local flooding, and is identified outside the *Salt Pan Creek Flood Planning Map* (Figure 2.6) within the low flood risk precinct. The finished floor level of the development is above the 100-year flood level and can be adequately utilised to store goods above the 100-year flood level. The site does not include the storage of any polluting or potentially hazardous materials within the 100-year flood levels. The existing building is iron cladded wall panels which will withstand the forces of floodwater, debris and buoyancy. The approved development is for works within an industrial development with similar uses surrounding. As a result, the Facility will not result in an increase in flood risk to the local area. No new building work or alterations to the existing buildings are proposed for the Facility.

The site is located outside of the protected riparian corridor area under the *Canterbury-Bankstown Development Control Plan* 2023, which places certain requirements on developments within 40m of the top of creeks and stream banks (see Figure 2.7). The Tyre Recycling Facility is approximately 2.8km west of Salt Pan Creek. Mitigation processes are in place to minimise the risk of any impacts on natural vegetation and areas of conservation significance (see OEMP Section 3.5 for more details on processes to manage discharges to water).

2.7 Nearest Natural Habitat

The site is not constrained by any significant environmental issues. According to the *Canterbury-Bankstown Local Environmental Plan* 2023, the site is not encumbered by bushfire prone land; mine subsidence; acid sulphate soils (Class 5); environmental conservation areas; landslide risk area; native vegetation protection; biodiversity or wetlands; or artefacts or places of Aboriginal or non-Aboriginal cultural heritage significance. There are no apparent covenants or easements applicable on the site.

Figure 2.2. Site location (red marker) and zoning around 30 Daisy Street, Revesby.



Date	Revision	Drawn By	Site description	JEP Environment & Planning	Client	BSV Tyre Recycling Australia Pty Ltd
29/11/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	**Strategy | Approvals | Compliance | Licensing** A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	Project	Operational Environmental Management Plan
					Title	Sensitive Receptors near Facility
					Scale	Not to Scale
					Source	NSW Spatial Viewer

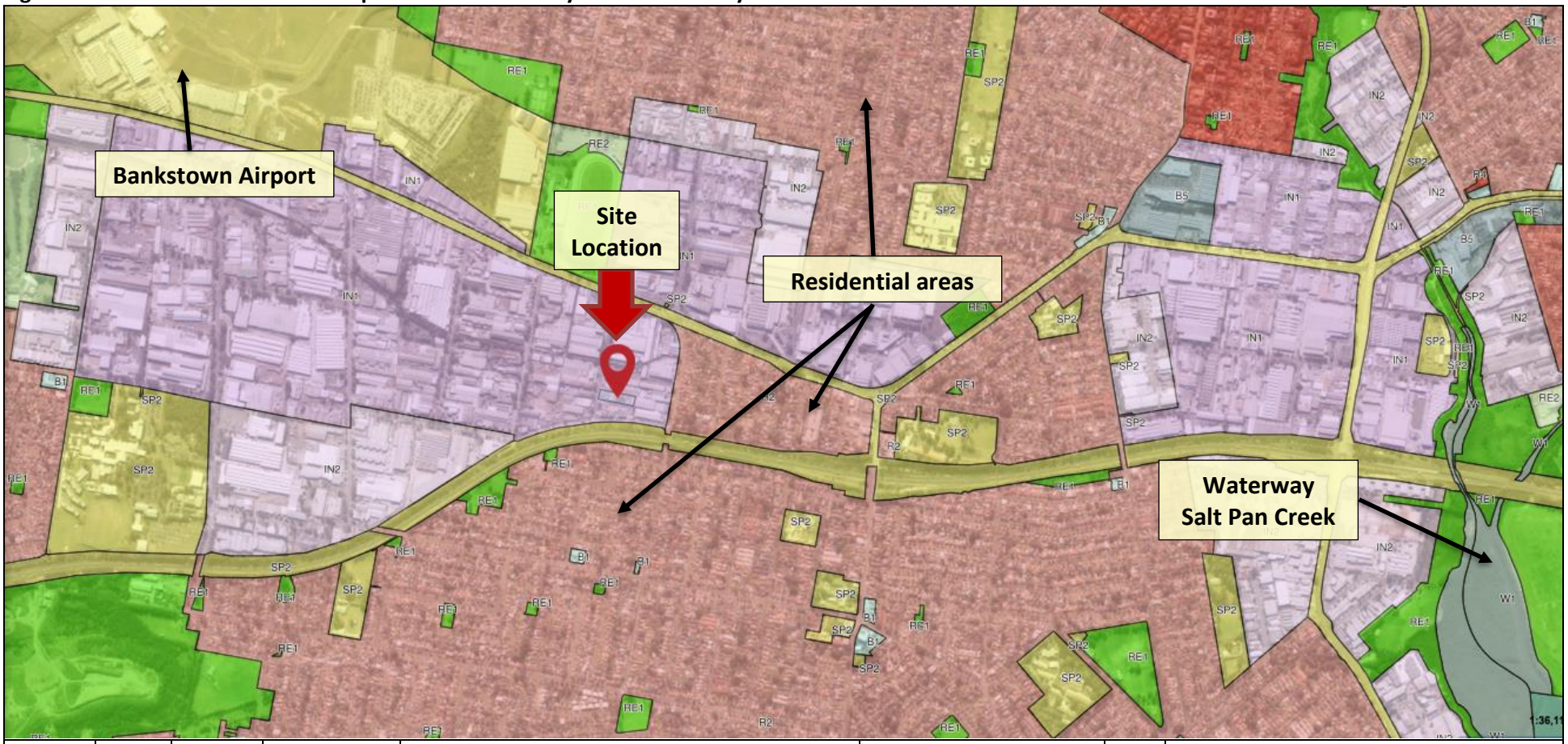
Figure 2.3. Aerial view of the 30 Daisy St Tyre Recycling facility (Lot 198 / DP 7866). The yellow outline shows the lot boundaries.

Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	BSV Tyre Recycling Australia Pty Ltd
29/11/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational Environmental Management Plan
						Title	Site Location
						Scale	Not to Scale
						Source	Near Maps

Figure 2.4. Aerial view showing surrounds (site identified by yellow outline).

Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	BSV Tyre Recycling Australia Pty Ltd
02/12/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	**Strategy | Approvals | Compliance | Licensing** A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational Environmental Management Plan
						Title	General Locality
						Scale	Not to Scale
						Source	Nearmap

Figure 2.5. Location of sensitive receptors near the Facility. Site is shown by a red arrow.

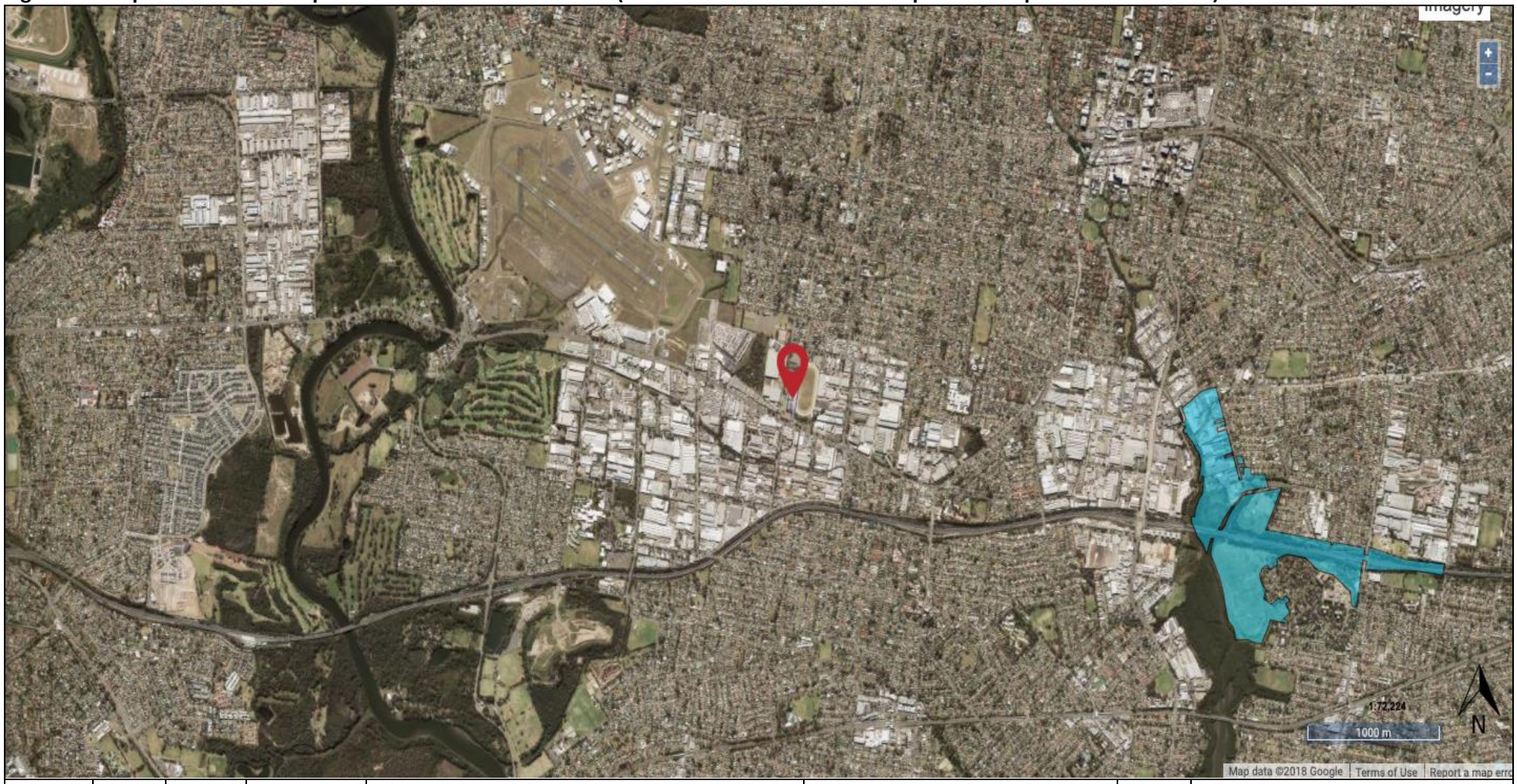


Date	Revision	Drawn By	Site description	JEP Environment & Planning	Client	BSV Tyre Recycling Australia Pty Ltd
02/12/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	Project	Operational Environmental Management Plan
					Title	Sensitive Receptors near Facility
					Scale	Not to Scale
					Source	JEP

Figure 2.6. Flood prone areas near the site (blue shading).

Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	BSV Tyre Recycling Australia Pty Ltd
02/12/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational Environmental Management Plan
						Title	Flood Zoning Areas
						Scale	Not to Scale
						Source	Canterbury-Bankstown Council

Figure 2.7. Riparian Corridor Map. Site is shown as a red marker (note that site is outside of the protected riparian corridor area).



Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	BSV Tyre Recycling Australia Pty Ltd
02/12/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational Environmental Management Plan
						Title	Flood Zoning Areas
						Scale	Not to Scale
						Source	Canterbury-Bankstown Council

2.6 Adjoining Premises

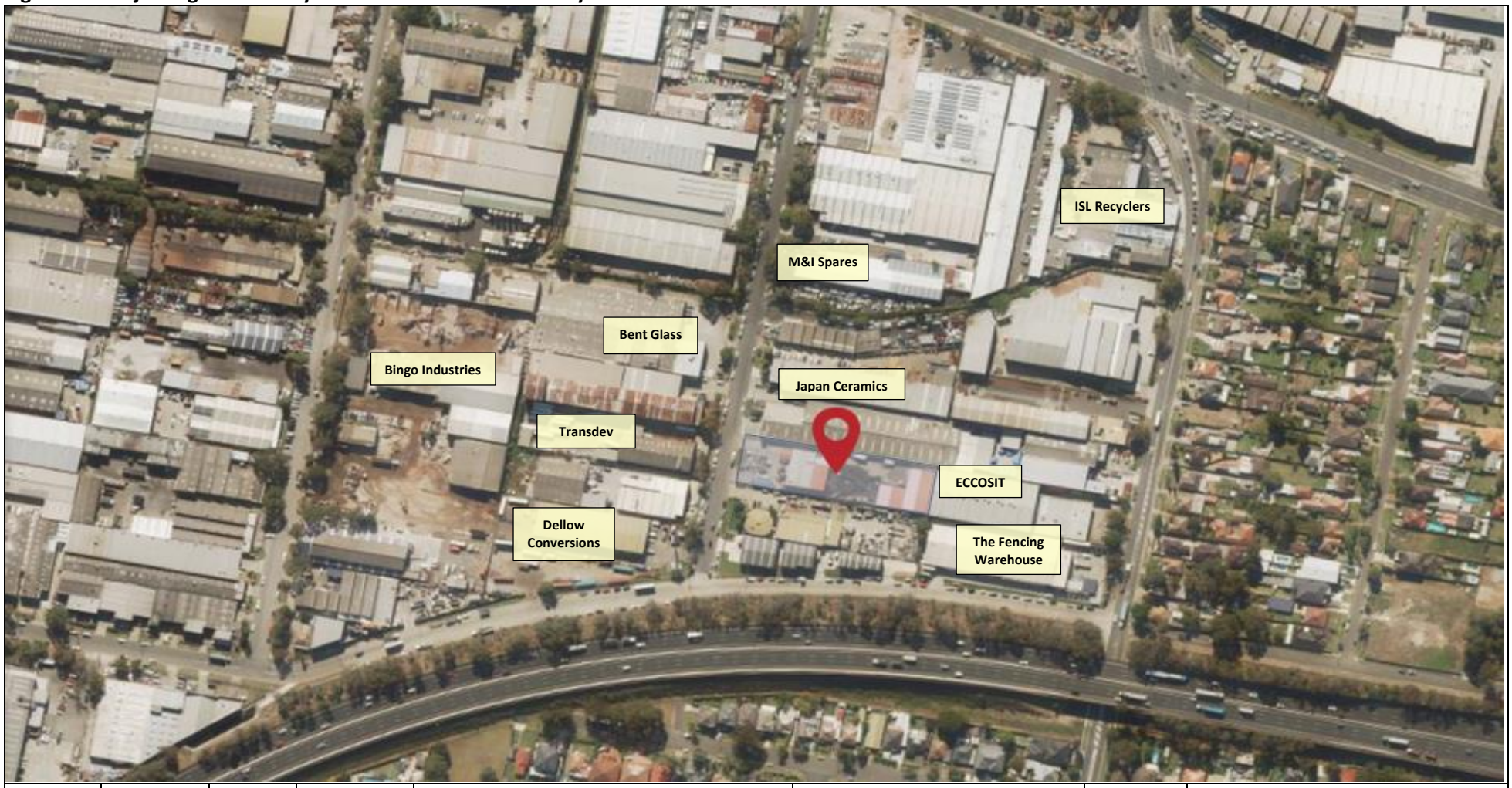
The site is located in an industrial zoned area (Figure 2.2), with a mix of different commercial and industrial premises in the nearby area.

The activities of the adjoining businesses are summarised in Table 2.2. Under the *Canterbury-Bankstown Local Environmental Plan* 2023, a wide range of land uses are permitted in this area, with consent.

Table 2.2. Adjoining and nearby business details.

Neighbour	Owner	Description of Business
37-55 Violet Street	Bingo Industries	Recycling Centre
18 Daisy Street	M&I Spares	Used Auto Parts Store
22 Daisy Street	ISL Recyclers	Car Service
25 Daisy Street	Bent Glass	Glass and Mirror Shop
26 Daisy Street	Japan Ceramics	Wholesaler
29 Daisy Street	Transdev NSW	Transportation Service
32 Queen Street	ECCOSIT	Office Furniture Store
37 Daisy Street	Dellow Conversions	Auto Parts Store
38 Queen Street	The Fencing Warehouse	Metal Fabricator

Figure 2.8. Adjoining and Nearby Businesses. Site indicated by red marker.



Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	BSV Tyre Recycling Australia Pty Ltd
02/12/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational Environmental Management Plan
						Title	Land Use Zonings
						Scale	Not to Scale
						Source	NSW Spatial Viewer

2.7 Operating hours

Under development consent DA843/2013, the operating hours are 6am to 11pm on weekdays, 8am to 5pm on Saturdays and 9am to 4pm on Sundays. A breakdown of the weekday operation is as follows:

- Main Office: 9:00am - 6:00pm;
- Tyre Recycling: Shift 1: 6:00am - 3:00pm;
- Tyre Recycling: Shift 2: 3:00pm - 11:00pm;
- Cleaning, packaging and maintenance: 6:00pm - 11:00pm; and
- Delivery Hours: 6.00am – 6.00pm.

The subject site is located within an industrial area zoned IN1 General Industrial and is surrounded by similar uses on all sides. The subject site is not located within proximity of any residential properties and is not expected to have any negative impacts on the amenity of the community.

2.8 Containment of spills and firewater

Should any chemical spill occur that cannot be contained using a chemical spill kit (e.g. vehicle fuel leak), the Pollution Incident Response Management Plan will be activated, stormwater isolation valves activated, and appropriate notifications and clean-up will occur. To further enhance firewater management, a new stormwater pit with an isolation valve will be constructed as part of the proposed upgrades, ensuring compliance with council requirements and minimising environmental impacts in the unlikely event of a fire.

A firewater containment bund will also be constructed around the site to contain at least 108 m^3 of firewater. This bund will include a concrete roll-over at the site entry and exit, while the remaining sections will be constructed from either concrete or angled steel, depending on boundary conditions. In addition, the single-headed fire hydrants will be replaced with dual-headed fire hydrants to improve fire response capabilities.

All operations associated with the Tyre Recycling Facility will be conducted indoors, with no tyres or processed rubber crumb materials being stored outdoors, avoiding possible impacts on stormwater. All activities associated with the development will comply with the *Canterbury-Bankstown Council Water Sensitive Urban Design*, and the *Canterbury-Bankstown Development Control Plan* 2023.

2.9 Overview of the tyre recycling operation

The Facility will operate as a recovery resource facility, processing up to 29,900 tonnes of tyres per year. The operation is wholly contained within existing buildings.

The consent approved hours of operation are 6am to 11pm on weekdays, 8am to 5pm on Saturdays and 9am to 4pm on Sundays. The business will not attract customers to the subject site, as the business does not include retail sales or deliveries by the community or external organisations. Deliveries to the site will be received via medium rigid vehicles and 19m semi trailers, between 6am to 11pm, every weekday and weekends according to consent operating hours. A maximum of 44 incoming and outgoing deliveries per day.

2.9.1 Receival, sorting and recovery

Waste tyres are delivered to the facility via medium rigid vehicles (MRVs) specifically designed for tyre transport and 19m semi-trailers carrying shipping containers. MRVs typically feature flatbeds enclosed by cages to ensure secure and efficient transportation, while semi-trailers bring shipping containers for bulk deliveries. A significant portion of the waste tyres received will come from Tempe Tyres,

following BSV's acquisition by Tempe Tyres, one of Australia's largest tyre importers, retailers, and distributors.

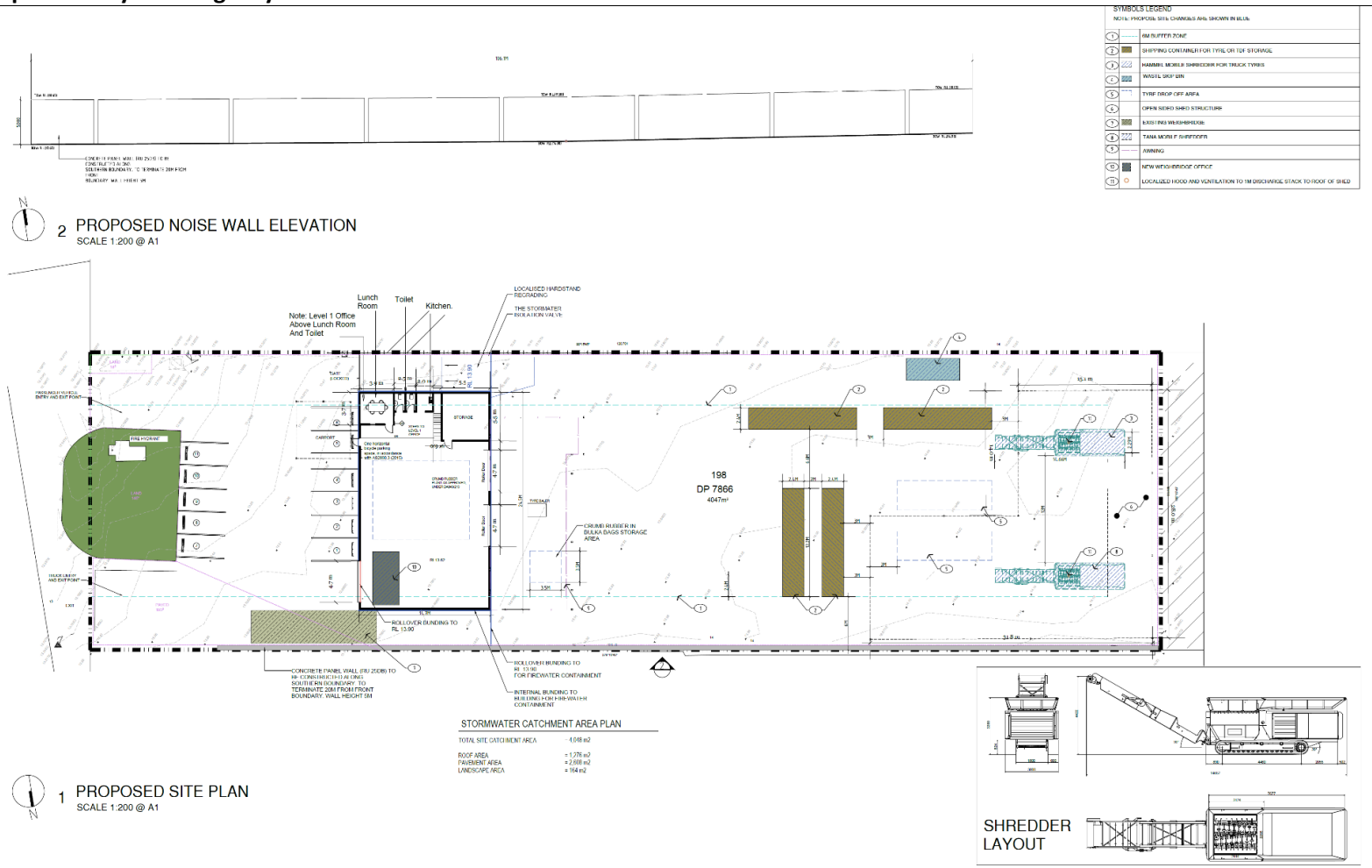
Vehicles entering the site follow a streamlined process:

- Entry: Vehicles enter the Site from Daisy Street through the dedicated entry on the southern side of the site;
- Weighbridge: Vehicles proceed through the Site to the weighbridge on the southern side, passing the personnel parking area. The trucks are weighed upon entry;
- Processing Area: After the initial weighing, trucks move into the processing area and reverse back to the two 9.1m x 3.3m designated tyre drop off areas at the rear of the site, where tyres are unloaded and stacked waiting to be processed;
- Second Weighing: Once unloading is complete, the trucks proceed to the weighbridge again for a second weighing to determine the net weight of the delivered tyres; and
- Exit: Trucks then exit the Site in a forward direction through the dedicated exit on the southern side.

All tyres will be stored in airtight shipping containers located within the facility to eliminate the need for outdoor storage. The containers are positioned and managed in compliance with NSW Fire & Rescue Guidelines, ensuring safety and environmental protection. Processed tyres, including Tyre Derived Fuel (TDF), are loaded back into these containers for export.

The facility operates with a capacity to process up to 29,900 tonnes per year, which translates to thirteen (13) MRVs and four (4) semi-trailers delivering waste tyres daily. Processed materials are transported out of the facility by one (1) MRV and four (4) semi-trailers each day.

Figure 2.9. Site plan and tyre storage layout. Source JEP.



Date	Revision	Drawn By	Site description	JEP Environment & Planning	Client	BSV Tyre Recycling Australia Pty Ltd
12/12/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	Project	Operational Environmental Management Plan
					Title	Proposed Site Plan
					Scale	To Scale
					Source	JEP Environment & Planning

As per the approved development consent and Environment Protection License 20387 (Section L2.5), up to 150 tonnes of tyres may be stored at the Facility at any time (including processed product awaiting transport from the site to markets).

2.9.2 Preparation & Processing

Crumb Rubber Production

Tyres for processing will be transferred from the storage area via a tyre trolley. Beads will be removed by a de-beader and cutter, and then the remaining rubber will be loaded onto a belt conveyor where material will be processed mechanically. Refer to Figure 2.10 for a process flow diagram for this part of the operation.

Tyre Shredding/TDF Production

Whole tyres are transported to the mobile shredders using a forklift, where they are processed into shredded tyre chips. These chips are then carefully screened to ensure quality and are securely placed into airtight shipping containers for transport. Refer to Figure 2.11 for a process flow diagram for this part of the operation.

2.9.3 Dispatch

The recycling process at BSV Tyre Recycling produces crumbed rubber, which is packed into bulk bags and transferred to the finished product storage area. Additionally, recovered cotton and fibre materials and shredded steel are moved to the same storage area for dispatch. Outgoing haulage vehicles are loaded using forklifts and weighed on the site's weighbridge before leaving in a forward direction.

BSV Tyre Recycling also processes tyres into Tyre Derived Fuel (TDF) for export. Tyres are received at the facility and temporarily stored in airtight shipping containers. They are then processed through shredding and crumbing operations. Once the TDF is prepared, it is reloaded into the containers, weighed, and transported to shipping terminals for export to international markets.

Figure 2.10. Flow chart summarising the operational processes of the rubber crumb operation (maximum processing tonnage of 1,053 tonnes per year).

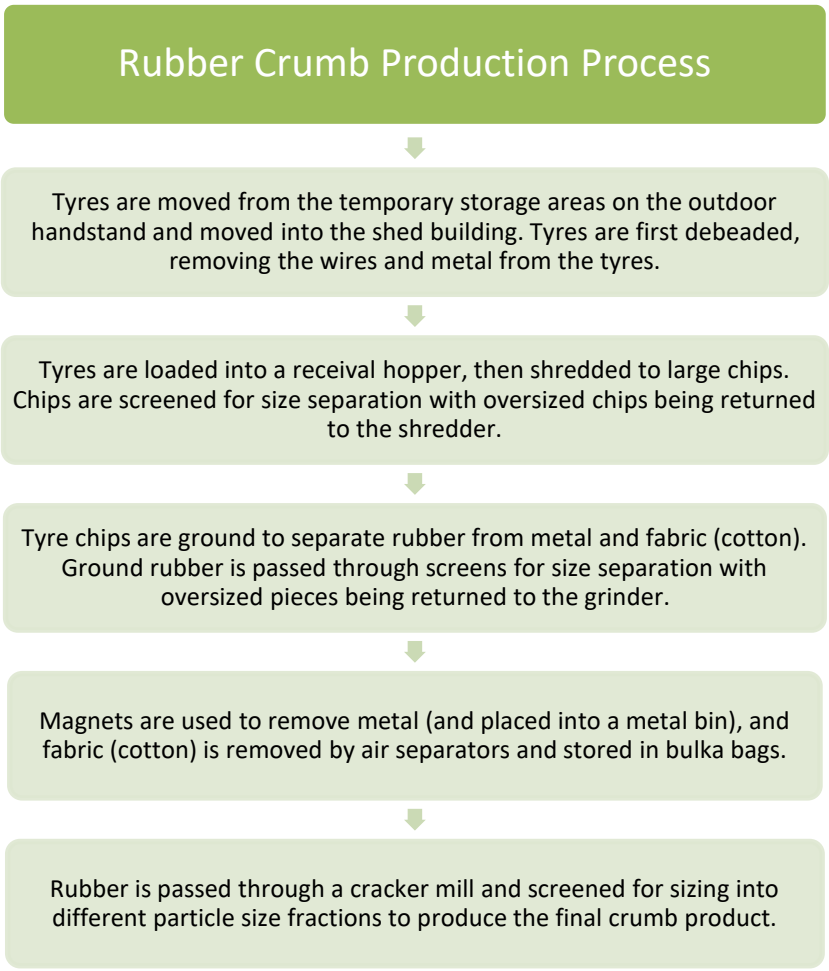
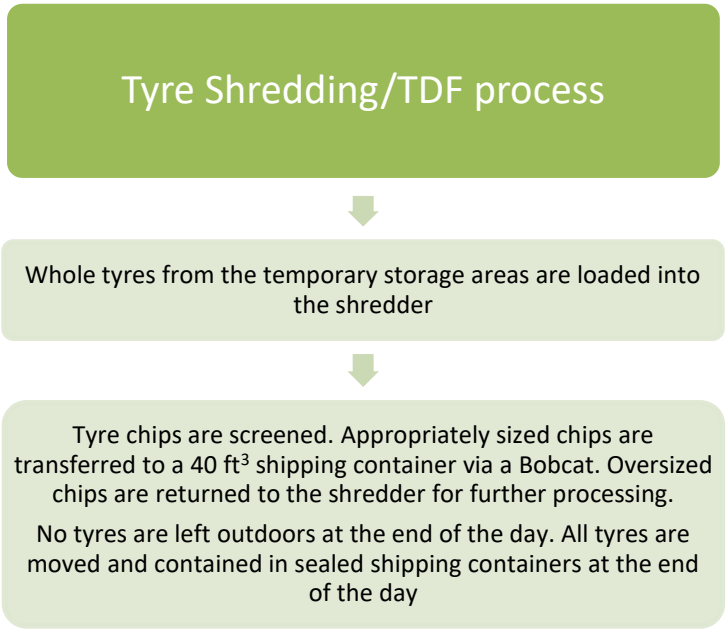


Figure 2.11. Flow chart summarising the operational processes of the TDF production (maximum processing tonnage of 28,847 tonnes per year).



2.10 Vehicular and pedestrian access

The vehicular access to and from the on-site car parking is via a driveway from Daisy Street at the north-west corner of the site. Access to weighbridge and loading areas is via an existing driveway on the south-west corner of the site.

All vehicular access is located and constructed in accordance with the requirements of AS2890.1: 2004 and AS2890.2:2002, where adequate sight distance is provided.

2.11 Traffic management

All vehicles entering the site will enter via Daisy Street in a forward direction. Except for staff operational vehicles, all vehicles will proceed to the weighbridge entrance for nett or gross weight recording in accordance with Clause 36 of the *Protection of the Environment Operations (Waste) Regulation* 2014. All trucks will enter the Site from the southern entry, manoeuvre through to the weighbridge for split weighing, then continue forward into the site processing area for loading. Once loaded trucks will then exit the site in a forward direction. to Daisy Street. All loading/unloading must not interfere with driveways, parking areas or landscaping.

Traffic management and procedures are further described in Attachment 5.

2.12 Weighbridge operations

The use of a weighbridge is a regulatory requirement under Clause 36 of the *Protection of the Environment Operations (Waste) Regulation* 2014. These procedures are described in Attachment 5. Weighbridge operation must comply with DA 764/2016 approved on 9 September 2016.

2.13 NSW EPA Integrated Waste Tracking Solution

As of 19 September 2023, the Integrated Waste Tracking Solution (IWTS) has replaced the previous WasteLocate system for tracking waste tyre movements in New South Wales. The IWTS is the NSW Environment Protection Authority's (EPA) new online platform designed to monitor hazardous waste, including waste tyres, asbestos, and other regulated materials, as they move into, within, and out of NSW.

Under this system, all consignors, transporters, and facilities handling waste tyres weighing more than 200 kilograms or consisting of 20 or more tyres in a single load are mandated to record and report these movements using the IWTS. This requirement ensures compliance with clause 76 of the *Protection of the Environment Operations (Waste) Regulation* 2014.

The IWTS offers a streamlined, user-friendly interface that allows users to create accurate movement authorisations and waste transport certificates efficiently. It also provides secure storage and easy access to relevant information as needed.

To facilitate compliance, BSV Tyre Recycling has integrated the IWTS into its operations. Drivers collecting tyres from retailers and delivering them to the facility utilise the IWTS to confirm both pickup and delivery. This process involves scanning a unique QR code associated with each consignment, ensuring accurate tracking and reporting in line with EPA regulations.

For further information on the IWTS and its implementation, please visit the NSW EPA's official page: https://www.epa.nsw.gov.au/your-environment/waste/integrated-waste-tracking-solution

Attachment 7 outlines the procedures for picking up tyre consignments and logging in consignments when delivered to BSV Tyre Recycling Australia Pty Ltd.

2.14 Non-conforming Waste and Waste management

All tyres are inspected prior to unloading from delivery vehicles to ensure only clean, separate tyres are received for recycling. No other waste types are accepted. Any obvious tyre contamination (e.g. tyres mixed with other waste materials) is rejected and vehicles not be unloaded and directed to a lawful waste disposal facility in accordance with EMS Attachment 1 – Non-conforming Waste and Waste Management. This process is summarised in Figure 2.12.

Residual wastes from the processing of tyres is stored in mobile bins within the Facility and is disposed of on a periodic basis by a licensed contractor at a lawful disposal facility.

On-site office recycling systems are in place for diversion and recycling of paper, cardboard, plastics, glass, metals and plastics.

2.15 Off-site recycling of tyre products

BSV Tyre Recycling Australia Pty Ltd have established reliable supply arrangements for selling their recycled products manufactured from the tyre products.

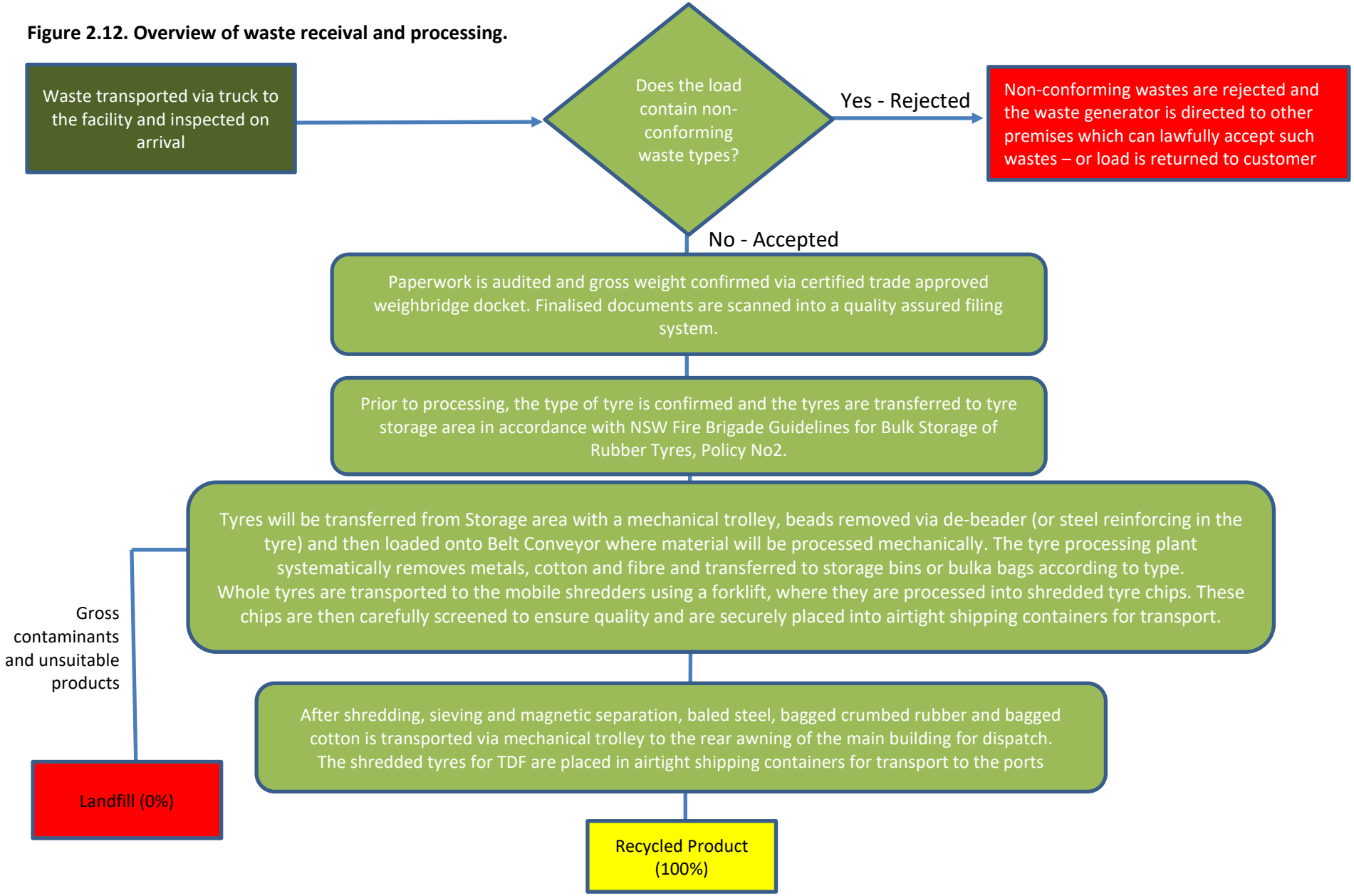
The recycled crumb rubber product is used in the manufacture various rubber refined materials for construction industry such as asphalt and playground surfacing. Additionally, the facility produces Tyre Derived Fuel (TDF), which is exported to international markets as an alternative energy source, which helps reduce reliance on fossil fuels.

The operation recycles 100% of all incoming tyres, assisting in maximising the diversion of these materials from landfill, and enabling their maximum re-use within the economy.

2.16 Operational layout of plant, equipment and the site

An overview of the operational layout of the plant and equipment is given in Figure 2.9. A description of the plant operations and management is given in Section 2.9.

Figure 2.12. Overview of waste receival and processing.



3 Environmental Management System

3.1 Introduction

This Environmental Management System (EMS) applies to operational activities at the BSV Tyre Recycling Australia Pty Ltd – Tyre Recycling Facility, 30 Daisy Street, Revesby (the Facility). It provides the scope and context of the EMS and outlines the purpose and approach to the overall EMS and each of its individual elements.

This manual is consistent with the BSV Tyre Recycling Australia Pty Ltd Environmental Policy and aligns with the environmental management system standard AS/NZ ISO14001 (2015). It provides an overarching framework for the effective environmental management of the Facility.

3.2 Objectives

The key objectives for implementing an EMS is to establish a systematic process to:

- Meet, legal and policy requirements;
- Manage compliance with legal and statutory requirements under Environment Protection Licence agreements and conditions of consent under the Development Application;
- Identify and prioritise significant environmental aspects, their risks and their management;
- Monitor and improve environmental performance and be adapted to (or integrated with) other systems such as WHS and QMS;
- Allocate team responsibilities in managing the facility with the necessary information, procedures and processes to successfully perform their duties; and
- Provide surety to stakeholders (NSW EPA, Council, staff, adjoining businesses) of environmental performance.

3.3 BSV Tyre Recycling Australia Pty Ltd Environmental Policy.

ENVIRONMENTAL POLICY	
The BSV Tyre Recycling business pursues 'best practice' in all its activities, to that end, we strive to operate and manage our business such that the following environmental principals/goals are met and exceeded:	
Environment	• Committed to protecting and enhancing the environment through rigour in environmental management
Compliance	• Recognise the importance and relevance of compliance with all relevant policy and regulation
Monitoring	• Appropriate monitoring of systems/procedures and progress with an inbuilt review process
Continuous Improvement	• A commitment to continuous improvement to ensure that best practice is pursued and achieved
Extended Producer Responsibility	• Heightened awareness and commitment to Extended Producer Responsibility to ensure that the supply chain is sustainable
Education	• A comprehensive education and training schedule is maintained so that employees and management are in tune with latest trends and practice, creating awareness and pride in the workplace.
Hazards	• Monitoring and management of hazards to ensure minimal environmental impact and disturbance
Landfill	• Minimising waste to landfill is our priority.

3.4 Environmental Aspects and Impacts Assessment

Table 3.1 provides as summary of the potential environmental impacts of the site and the summary of effects.

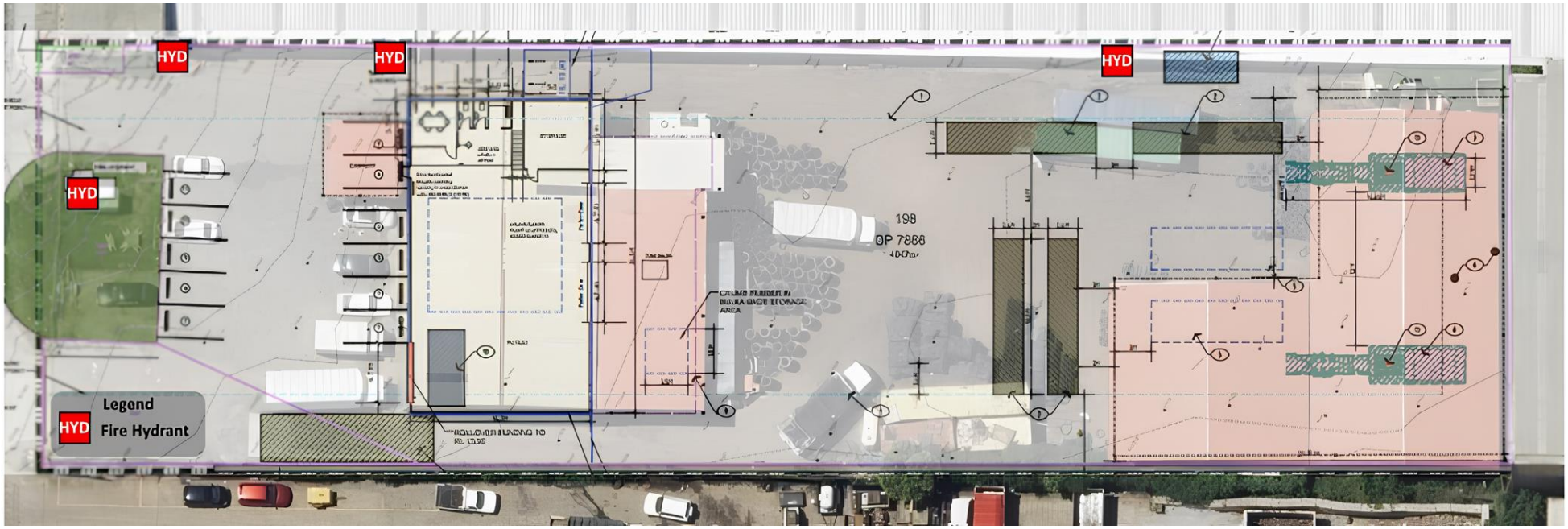
Table 3.1 Environmental Aspects and Impacts Assessment.

Potential Environmental Issue	Description of Potential Environmental Issues	Risk Rating
Flooding	The site is subject to local overland flooding, and is identified outside the Salt Pan Creek Flood Planning Map (Figure 2.6). The site is located within the low flood risk precinct. The finished floor level of the development is above the 100-year flood level and can be adequately utilised to store goods above the 100-year flood level. The Site does not include the storage of any polluting or potentially hazardous materials within the 100-year flood levels. The buildings are constructed of iron cladding which will withstand the forces of floodwater, debris and buoyancy. No new building work or alterations to the existing buildings are proposed for the Facility. Only minor construction works such as the construction the 5m high precast wall on the southern end of the site, the construction of the new stormwater isolation mechanism to the north of the shed and the installation of the local exhaust ventilation (LEVs) system on the rear shed. The approved development is for works within an industrial development with similar uses surrounding. As a result, the Facility does not result in an increase to the flood effect on the local area.	Moderate
Heritage	The site is Zoned 'IN1 General Industrial', and no aboriginal heritage or items of cultural heritage significance are known to be present on the site.	Low
Noise and vibration	Noise sources associated with the development include: • vehicles delivering tyres to the site for sorting and recycling; • tipping of tyres within rear of the site and under the rear Material Storage Area; • sorting and removal of contaminants; • placement of contaminants into metal skip bins in the warehouse; • de-beading tyres; • shredding of tyres; • loading of separated components into bags or containers on site; • loading of vehicles to transport materials from facility and transport to market. Noise from unloading of tyres for sorting in the rear Material Storage Area, and operation of processing equipment in the factory is minimal. Noise outputs must comply with the EPAs Noise Policy for Industry (2017). Hours of operation must comply with consent condition 10 of DA843/2013 (6 am to 11 pm on weekdays, 8 am to 5 pm on Saturdays, and 9 am to 4 pm on Sundays). A 5m high precast solid concrete wall on the southern end of the site has been designed to further attenuate noise.	Moderate
Dust	Dust sources associated with the development include: • tipping of tyres into the temporary storage areas at the rear of the site; • de-beading of tyres; • processing and screening of shredded materials;	Moderate

Potential Environmental Issue	Description of Potential Environmental Issues	Risk Rating
	• bagging of separated materials or on loading of bags with separated materials; • dust generated from the hardstand area at the rear of the site. Crumb Rubber processing will be done completely indoors with roller doors closed. Shredding of tyres to be done under cover under the rear shed of the site. Outdoor hardstand to be swept or moistened to suppress dust during dry and hot weather.	
Odour	Odours are not expected from the facility, as only dry, non-putrescible tyres will be received.	Low
Air pollution	Exhaust from mobile equipment, including the outdoor and indoor machinery meet air emission standards under Part 5 of the *Protection of the Environment Operations (Clean Air) Regulation* 2022. Two Local Exhaust Ventilation (LEV) systems on the rear awning on top of the two mobile shredders will capture and discharge emissions through a dedicated stack, to reduce air emissions from the mobile shredders.	Moderate
Sewage	There is an existing sewer service on site to service toilet facilities.	Low
Water and stormwater	All operations associated with the development will be performed inside the factory environment or undercover for tyre shredding within the shed at the rear of the site. Rainwater will not come into contact with tyres wherever possible which could contaminate stormwater leaving the site. The outdoor hardstand area is kept clean, free of waste and litter to avoid any impacts on stormwater. TDF or rubber crumb will be stored indoors or in airtight containers to prevent rainfall contact with processed materials. Chemicals are appropriately stored within the facility in designated areas to avoid spills that could impact stormwater.. All floors and hardstand areas will be kept as clean as possible to avoid any tracking of any material on internal roads and public roads. No contaminants from the workshop enter stormwater drainage. A stormwater isolation valve exists in the front grated pit, and can be manually activated in the event of fire. The two stormwater pits at the front of the site are fitted with Enviropods for suspended sediment removal from stormwater prior to discharge. These are checked and cleaned weekly and cleaned after every rainfall event. A new stormwater isolation valve has been installed near the northern shed to manage and contain stormwater runoff, which can be manually activated. Rollover bunding will be provided along the perimeter of the building containing firewater, with a total capacity of 108 m^3 (35 m^3 internal and 93 m^3 external), ensuring contaminated water cannot leave the site.	Low
Waste	The Facility receives up to 29,900 tonnes for recycling each year. 100% of all incoming tyres are sorted and recycled. Residual waste, such as contaminants, is stored in a skip bin within the factory unit, and disposed at an EPA licensed disposal facility as required.	Moderate
Transport and traffic	A small numbers of truck movements to and from the facility are conducted due to Facility operations. Truck movements are associated with tyre deliveries and transport of processed materials from the site for off-site reuse and recycling. Vehicles enter and exit the site in a forward direction.	Low

Potential Environmental Issue	Description of Potential Environmental Issues	Risk Rating
	The site has clearly signposted entrances and exits to guide vehicle circulation. Turning paths in the rear processing area are always marked and kept clear of obstacles. Vehicles are required to turn off their engines when stationary, wherever practicable. Trucks carrying loads are covered at all times, except during loading and unloading. Vehicle movements, particularly for semi-trailers, are scheduled outside peak traffic times to reduce congestion. The turning areas in the car park are kept free of parked cars or other obstructions to maintain smooth operations.	
Fire	No land associated with the development is bush fire affected. Fire is considered a potential environmental issue on the site as tyres are combustible when in contact with heat and/or an ignition source. Strict site security and after hours monitoring of the facility via contract security services help to minimise risk of arson. The northern boundary has a full concrete block wall as part of the adjoining building. The eastern boundary also is of concrete panel-wall construction belonging to ECCOSIT and providing fire separation between the premises. The southern boundary consists of security fencing with car parking adjacent belonging to Informe Signs. The building is provided with existing fire safety measures including (but not limited to) fire alarms, fire hose reels, fire extinguishers, emergency lighting and exit signs. The location of fire safety assets and services is provided in Figure 3.1. Dual Headed Fire hydrants will be installed near tyre storage areas, ensuring hydrants are located within 60 m of each other and meet AS 2419.1:2021 standards. Flammable liquids and corrosive substances are stored in separate DG storage cabinets in accordance with AS 1940:2017 and AS 3780:2023, respectively. All site attendees receive training in emergency response procedures, and Fire & Rescue NSW (FRNSW) is invited for site familiarisation to address potential tyre fire risks and toxic smoke management. Tyres are stored in accordance with the NSW Fire Brigade guidelines for unsprinklered buildings. At the end of each day, all tyres will be securely stored inside airtight shipping containers, ensuring no tyres are left outdoors. In the unlikely event of a fire, firewater will be contained on-site using the stormwater isolation valves and the facility's designed containment capacity. The firewater will then be pumped out and disposed of at a lawful facility, preventing any environmental contamination.	Moderate

Figure 3.1. Fire service plan for 30 Daisy Street, Revesby.



Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	BSV Tyre Recycling Australia Pty Ltd
04/12/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational Environmental Management Plan
						Title	Fire Service Plan
						Scale	As shown
						Source	BSV

3.5 Discharges to Water

All operations associated with the Tyre Recycling Facility are conducted indoors, with no tyres or processed rubber crumb materials being stored outdoors, avoiding any possible impacts on stormwater.

All activities associated with the development will comply with the *Canterbury-Bankstown Development Control Plan* 2023[1].

Stormwater runoff from the rear of the site is drained towards a concrete-lined spoon drain located on the northern side of the shed. From there, stormwater flows to the new stormwater isolation valve pit, ensuring effective containment and management during potential incidents. The stormwater is then conveyed through the concrete-lined spoon drain to the front of the site, where it is filtered through Enviropod systems installed in the stormwater pits (Pits 1 & 2) to remove suspended sediment. Once filtered, the stormwater is discharged into the council drainage system on Daisy Street. Additionally, manually operated stormwater isolation valves are installed at the front and rear of the site to provide further containment during emergencies or firewater incidents.

The shed building floors are swept regularly to avoid dust tracking via vehicle movements. Any discharge of trade wastewater to sewer must be supported by a Trade Waste Agreement with Sydney Water. All wastewater treatment equipment must be bunded where such equipment is placed outside and must be regularly maintained to ensure effectiveness. All solid and liquid wastes from such devices must be disposed of in accordance with the *Protection of the Environment operations Act (PoEO Act)* 1997.

Small quantities of lubrication oil and grease (2 x 240L steel drums on bunded pallets) are stored within the chemical storage areas in the main building, under the mezzanine area. Should any chemical spill occur that cannot be contained using a chemical spill kit (e.g. vehicle fuel leak), the Pollution Incident Response Management Plan will be activated, and appropriate notifications and clean-up will occur. The chemical storage area is fully bunded to avoid the escape of any chemicals from the building, thereby protecting stormwater. The site is further isolated during a spill or fire incident through the manual activation of a stormwater isolation valve in the front grated pit of the Site.

The nearest waterway is Salt Pan Creek, located approximately 2.8km to the east of the subject site which flows into the Georges River. The creek is typical of an urban waterway and is threatened by a range of activities and associated infrastructure. The dominant land use within the creeks catchment is a mix of light industrial and residential.

The site is not subject to local flooding, and is identified within the Salt Pan Creek Flood Planning Map (Figure 2.6) outside the low flood risk precinct. The finished floor level of the development is above the 100-year flood level and can be adequately utilised to store goods above the 100-year flood level. The site does not include the storage of any polluting or potentially hazardous materials within the 100-year flood levels. The existing building is iron cladding wall panels which will withstand the forces of floodwater, debris and buoyancy. The approved development is for works within an industrial development with similar uses surrounding. As a result, the Facility will not result in an increase in flood risk to the local area.

[1] https://www.cbcity.nsw.gov.au/planning-and-building/planning-city/planning-controls-and-policies/canterbury-bankstown-development-control-plan

The approved development is for works within an industrial development with similar uses surrounding. As a result, the Facility will not result in an increase the flood effect on the local area. No new building work or alterations to the existing building are proposed for the Facility

3.6 Discharges to Land

The site is sealed, and all processing and storage activities take place in existing buildings. Should any chemical spill occur outdoors that cannot be contained using a chemical spill kit (e.g. vehicle fuel leak), the Pollution Incident Response Management Plan will be activated. No discharges to land are expected due to site operations.

3.7 Environmental Management Plans

Environmental management plans have been prepared for the site to ensure that appropriate environmental management practices are following during the operational phase of the Facility and ensure:

- Application of best practice environmental management;
- Implementation of the Facility's conditions of approval;
- Compliance with environmental legislation; and
- The environmental risk associated with the facility, as identified above, are properly managed.

Table 3.2 Environmental Management Plan Register.

Environmental Management Plan	Purpose of the Plan
Procedure for non-conforming waste	• To ensure that non-conforming waste (waste that does not meet the NSW EPA classification of *General waste – non-putrescible*) is not received at the site • If non-conforming waste is found on the site, to ensure it is managed in a way that minimises harm to human health and the environment
Procedure for stormwater pollution prevention	• To ensure that the stormwater system functions effectively • To ensure that the quality of receiving watercourses and rivers is not impacted by stormwater from the site
Procedure for dust and litter minimisation	• To ensure that no dust leaves the facility • To ensure that no litter escapes the facility
Procedure for minimising noise pollution	• To ensure that noise pollution is minimised on the site and the facility fully complies with the EPA's Noise Policy for Industry
Procedure for traffic management	• To ensure the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic and to minimise conflict between vehicles accessing properties located within the limits of the Facility
Procedure for Fire Safety	• To ensure that fire safety requirements are met and to identify fire hazards to human health and the environment • Ensure that stormwater is protected in the event of fire

Environmental Management Plan	Purpose of the Plan
Procedure for Weighbridge Management	• Ensure that the Site complies with Clause 36 of the *Protection of the Environment Operations (Waste) Regulation* 2014, which requires the Facility to operate and maintain a certified weighbridge to the *National Measurement Act* 1960 and report to the EPA monthly, the total amount of waste received, processed, and exported from the Site.
Procedure for using the EPA Waste Locate System	• Ensure compliance with Clause 76 of the *Protection of the Environment Operations (Waste) Regulation* 2014, which requires the tracking of waste tyres. • Requirements need to be complied with to ensure all tyre consignments collected from tyre generators are logged into Waste Locate and logged out when received by BSV Tyre Recycling Australia Pty Ltd
Pollution Incident Response Management Plan	• Ensure comprehensive and timely communication about a pollution incident to staff, EPA, authorities and other stakeholders • Minimise and control the risk of a pollution incident by identifying risks and planning actions to minimise and manage them • Ensure that the plan is properly implemented by nominated trained staff, and regularly tested
Supplementary forms	• Daily Site Maintenance Register (Form 1) • Equipment Maintenance Register (Form 2) • Complaints and Incidents Register (Form 3) • Training Register (Form 4)

3.8 Legal Requirements

This section applies to activities which BSV Tyre Recycling Australia Pty Ltd can be held responsible and includes:

- Requirements stipulated in legislation, including regulatory requirements, codes of practice and industry standards at a National, State and Local government level;
- Requirements stipulated in corporate standards; and
- Other environmental requirements as required generally.

Management shall also access and review appropriate sources of information (at least annually) and identify significant changes in legal requirements related to environmental aspects. These sources of information may include:

- Lawlex Legislation Service;
- Publications relevant to the waste industry;
- Environment Manager Magazine;
- NSW EPA news bulletins;
- Department of Planning and Environment publications; and
- Direct notification by Commonwealth and State Government Departments.

Management shall maintain summaries of legal requirements related to the Operations and environmental aspects. Such summaries shall be updated at least every 12 months by a competent person.

Table 3.3 Legal Requirements.

Legislation	Associated regulations	General intent	Relevance to BSV Tyre Recycling Australia Pty Ltd
***Protection of the Environment Operations Act* 1997**	*Protection of the Environment Operations (General) Regulation* 2022 *Protection of the Environment Operations (Clean Air) Regulation* 2022 *Protection of the Environment Operations (Noise Control) Regulation* 2017 *Protection of the Environment Operations (Waste) Regulation* 2014	To enhance the quality of the environment in NSW.	Outlines requirements for a range of activities related to waste facilities including licensing, monitoring and reporting and Resource Recovery Orders and Exemptions
***Waste Avoidance and Resource Recovery Act* 2001**	N/a	Minimise the consumption of natural resources and the final disposal of waste and achieve integrated waste and resource management planning.	The operation of the Facility must uphold principles of ecologically sustainable development and focus on waste minimisation and resource recovery over disposal.
***Environmental Planning and Assessment Act* 1979**	*Environmental Planning and Assessment Regulation* 2021	Encourage the proper management, development and conservation of natural and artificial resources and protection of the environment.	Determines the development approval process.
***Canterbury-Bankstown Local Environmental Plan* 2023**	N/a	Provides the local planning and legislative framework for the development. Outlines the approval process and identify the applicable local planning controls that relate to the proposed development.	Determines the development approval process.
***Work Health and Safety Act* 2011**	*Work Health and Safety Regulation* 2017	To secure and promote the health, safety and welfare of people at work.	The operations must provide a safe work environment.
***Public Health Act* 2010**	N/a	To increase the standard of health in NSW.	Outlines requirements for safe drinking water.

Legislation	Associated regulations	General intent	Relevance to BSV Tyre Recycling Australia Pty Ltd
***Water Management Act* 2000**	N/a	To protect, enhance and restore water, associated ecosystems and water quality.	Effects of the facility and waste operations must be managed.

4 Implementing the EMS

The primary objective of the implementation and operation stage is to ensure that support processes are in place to manage environmental risk.

4.1 Roles and Responsibilities

Personnel have allocated responsibilities under this EMS. These responsibilities relate predominantly to overall accountability, setting and maintaining strategic direction, allocation of resources, provision of business support services and management review. These are summarised below:

BSV Tyre Recycling – General Manager

Under this EMS, the General Manager is accountable for:

- Corporate environmental commitment for the facility;
- Endorsing the Environmental Policy; and
- Ensuring the availability of resources to implement the EMS.

BSV Tyre Recycling – Operations Manager

Under this EMS, the Operations Manager is accountable for:

- Implementation of the Environmental Policy;
- Establishment, maintenance and implementation of the EMS and its procedures;
- Establishment, maintenance and implementation of the PIRMP;
- Reporting environmental performance against the EMS to the General Manager; and
- Management of allocated resources to implement and maintain the EMS.

BSV Tyre Recycling – Employees

Under this EMS, the Employees are accountable for:

- Implementation of the Environmental Policy (as applicable);
- Implementation of the EMS and its procedures (as applicable); and
- Implementation of the PIRMP (as applicable).

4.2 Training and Awareness

The management of training within BSV Tyre Recycling generally incorporates the following elements.

4.2.1 General Induction Training

The general induction is general training that incorporates the WHS requirements for the relevant position. Contractor personnel are required to undertake this WHS training. The induction training is to be delivered by the Operations Manager. This training will be specific to the individual role of the staff member and will require a detailed review and acceptance of documented procedures.

The specific induction is to include but not be limited to:

- Safety and operating procedures and the correct identification of environmental hazards;
- Operation of plant and equipment;
- Identification of wastes;
- Accurate data recording;
- Emergency Response Plan as outlined in this EMS; and
- Pollution Incident Response Management Plan.

4.2.2 General environmental awareness

All employees and contractor personnel shall receive Environmental Awareness training. The General Environmental Awareness Training program shall include the following:

- The Environmental Policy;
- Sensitive environments and neighbours around their work area;
- Significant Environmental Activities;
- Site Legal and other requirements; and
- EMS non-conformance reporting requirements.

4.2.3 EMS Induction Training

All employees shall undergo EMS induction training which comprises:

- Overview of the EMS manual;
- EMS objectives and targets;
- Environmental Management Plans and their responsibilities under their EMS; and
- Reporting the status of their actions under the EMS.

4.2.4 Ongoing training

The ongoing competency and training requirements will be reviewed on an annual or as-needs basis depending on staffing at the site and triggers for ongoing training such as:

- Changes in procedures;
- Changes in regulations;
- Equipment upgrades or changes in equipment;
- Errors or deficiencies in job performance; and
- Errors in data reporting.

4.3 Communication

4.3.1 Internal Communications

The minimum internal communications required to administer, maintain and update the EMS is outlined in Table 4.1.

Table 4.1. Minimum internal communications.

POSITION	*INTERNAL COMMUNICATIONS WITH:*

General Manager	• Operations Manager
	  ○ Promote Environmental Policy
	  ○ Performance against the EMS Objectives and Targets
	  ○ EMS and compliance audit results

Operations Manager	• General Manager:
	  ○ Consult and obtain approval for Objectives and Targets
	  ○ Immediate notification of pollution incidents of material harm to the environment
	  ○ Annual reporting on:
	  ▪ Performance against the EMS Objectives and Targets
	  ▪ EMS and compliance audit results
	  ○ Quarterly reporting on:
	  ▪ Performance against the EMS Objectives and Targets
	  ▪ Pollution incidents and status of incident closure
	  ▪ Progress implementing the EMS
	  ▪ Status of corrective actions closure
	• Operational Staff
	  ○ Leading the EMS Management Review
	  ○ Liaison and annual update of EMS and EMPs

POSITION	*INTERNAL COMMUNICATIONS WITH:*
Operator/contractors	• Operations Manager ○ Immediate notification of pollution incidents of material harm to the environment ○ Notification of non-material of pollution incidents within 24 hours of occurrence ○ Monthly reporting on: ▪ Pollution incidents and status of incident closure ▪ Progress implementing the EMS ▪ Corrective actions arising from site inspections and other surveillance

4.3.2 External Communications

All external communications must be undertaken in accordance with BSV Tyre Recycling Australia corporate protocols on communications with stakeholders and the media.

The minimum external communications required to administer, maintain and update the EMS and personnel responsible for the communication is outlined in Table 4.2.

Table 4.2. Minimum external communications.

MESSAGE TYPE/FREQUENCY	RESPONSIBILITY ALLOCATED TO:	METHOD OF COMMUNICATION:
Media response, media releases and/or material pollution incidents (As required)	General Manager	Telephone, email, letter. Media release website
Licence Monitoring Data (as required)	Operations Manager	Website
Notification to regulators and emergency response of material pollution incident (as required)	General Manager / Operations Manager	As per PIRMP
Notification to stakeholders of non-material pollution incident (as required)	General Manager / Operations Manager	Telephone, email, letter, website
Response to community complaints and/or non- material pollution incidents	General Manager / Operations Manager	Telephone, email, letter.

4.3.3 Community complaints

Community complaints relating to the Facility can be received via:

- The complaints hot line and recorded on the Complaints Register;
- Telephone or in person at the Facility; or
- Informally via telephone or in person to other employees of the Facility. Informal complaints should be recorded by the employee receiving the complaints on the Complaints Register.

All complaints should be directed to the Operations Manager for monitoring and allocation of resources to contact the complainant, and documented in the Complaint and Incident Register. Where a compliant cannot be resolved within 24 hours (working day), an Incident, Near-miss and Non-conformance Report shall be initiated and recorded on the Complaint and Incident Register.

4.4 Documentation Control

The following documents are controlled EMS documents controlled by Operations Manager:

- The EMS;
- Environmental Management Plans
- Forms, templates and proformas;
- Registers;
- Progress reports;
- Monitoring data;
- Annual progress report to management; and
- Statutory monitoring and reporting.

4.4.1 Document Control Procedure

The current versions of all EMS Documents are available as 'read-only' documents. An up to date copy (with version control) of each document will held on a secure server with relevant linkages to systems and management.

Only the current, electronic versions of EMS Documents accessed through the above link are controlled. If using hard copies of EMS Documents, it is the users' responsibility to ensure that they are using the latest version. All hard copies are uncontrolled.

The Operations Manager is responsible for the storage, review and update of all controlled EMS documents.

The Operations Manager will maintain a Register of Current Version of EMS documents. The Register will record Document Title, Current Version Number and Date current version was made effective.

The Operations Manager will ensure that each controlled document is appropriated tagged with Document Title, Current Version Number and Date current version was made effective. In addition, a summary of each revision will be documented in the revision history table on each controlled document.

4.5 Operational and Preventative Maintenance

Monthly housekeeping and preventative maintenance inspections will be conducted which will include observed conditions and the effectiveness of preventative measures to control environmental hazards.

Table 4.3. Operational and Preventative Maintenance (also refer to Daily Site Maintenance Register, Attachment 9, Form 1).

MAINTENANCE MEASURE	ACTION	TIMING
Housekeeping	Housekeeping checks includes the following environmental issues: • Chemical and fuel bunding; • Spill clean-up and spill kit equipment contents; • Waste container labelling; • Road and vehicle cleanliness; • Unusual noises; • Visual dust presence of significance; • Identifiable odour presence of significance; • Drainage system blockages	**Monthly**
Preventative Maintenance	Preventative maintenance to capture: • Fixed air, noise, vibration and fire suppression systems; • Spill Kits; • Dust Extraction System; • Plant automotive fluids; • Liaison with plant operators regarding plant condition/problems.	**Monthly**

4.6 Emergency Preparedness and Response

BSV Tyre Recycling adopts the same definition of a pollution incident as the *Protection of the Environment Operations Act* 1997 which is:

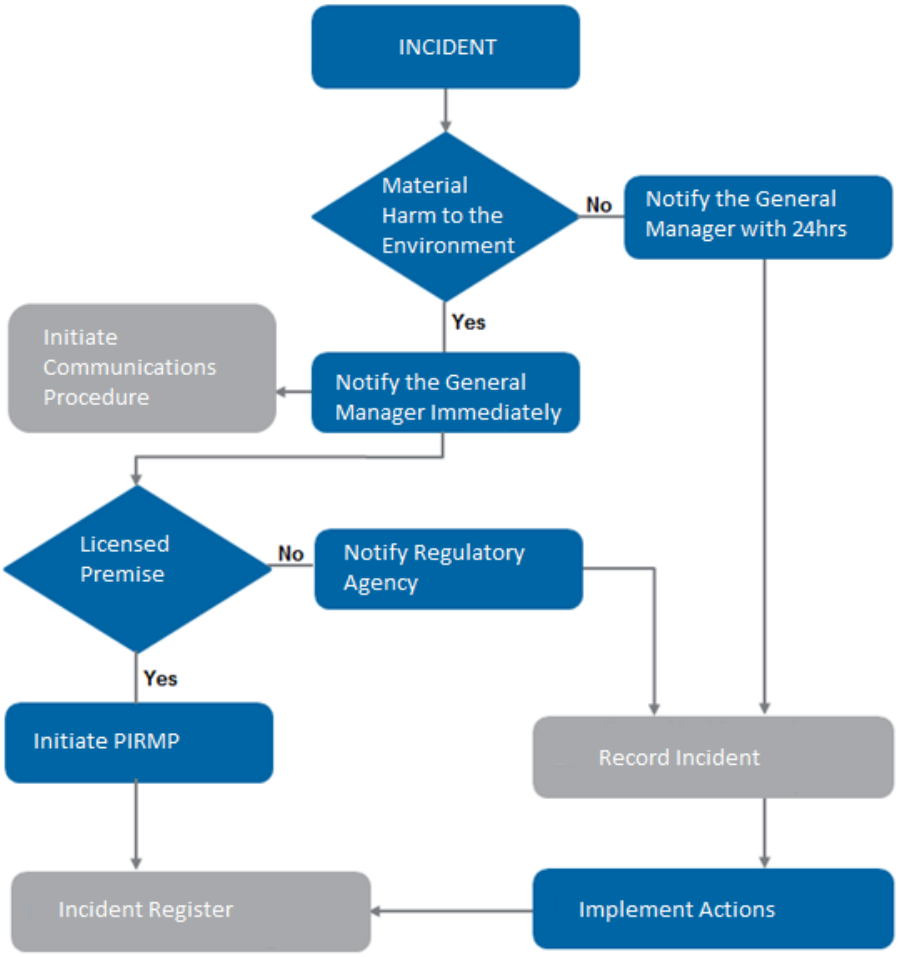
> *"Pollution incident means an incident or set of circumstances during or as a result of, which there is or is likely to be a leak, spill or other escape or deposit of a substance, as a result of which pollution has occurred, is occurring or is likely to occur."*

The following documents include identification of emergency situations that have the potential to impact the environment and measures to prevent, respond to and mitigate such impacts.

- Procedure for Non-Conforming Waste;
- Procedure for Stormwater Pollution Prevention;
- Procedure for Dust and Litter Minimisation;
- Procedure for Minimising Noise Pollution;
- Procedure for Traffic Management;
- Procedure for Weighbridge Management;
- Procedure for using the EPA Integrated Waste Tracking Solution; and
- Pollution Incident Response Management Plan

Collectively, these documents are known as the Facility's Emergency Response Plans and are attachments to the EMS.

Figure 4.1. Emergency Preparedness and Response Procedure.



5 Checking the EMS

The primary objective of the checking and corrective action stage is to monitor the implementation and effectiveness of the environmental actions identified by the EMS planning and implementation documentation and identifies corrective actions where necessary.

5.1 Evaluation of Compliance

Non-conformances relating to the Facility activities and the EMS include the following:

- An incident or near miss with actual or the potential for environmental impact;
- An incident or near miss with actual or the potential for environmental compliance impact with legal requirements;
- A non-conformance with the EMS requirements described in the EMPs or other environmental directives;
- Non-conformances generated from monitoring and auditing the EMS and EMPs
- Significant failure to implement mitigation measures; and
- Complaints not resolved within 24 hours.

The Operations Manager, personnel and associated contractors shall be trained into what constitutes a non-conformance and how non-conformance are to be managed.

Non-conformances are to be reported to the Operations Manager who is responsible for the following:

The Operations Manager must:

- Notify the General Manager of the non-conformance in accordance with the timeframe stipulated on the form;
- Implement the corrective actions determined as part of the process; and
- Report to the General Manager on progress and when the corrective actions have been closed out.

Where corrective actions are beyond the control of the Operations Manager, these corrective actions are to be drawn to the attention of the General Manager for support.

The General Manager must:

- Enter the non-conformance on the non-conformance register for tracking;
- Provide support to the supervisor when corrective actions are beyond the control of the supervisor;
- Monitor progress and close out corrective actions on the register; and
- Undertake targeted inspections to verify close out corrective actions.

5.1.1 Review of Environmental Impacts and Management Plans

The Operations Manager / General Manager shall determine whether the activity generating the non-compliance warrants a re-evaluation of the risk it presents to the environment and associated management plans.

5.2 Auditing the OEMP, EMS and Associated Plans

Table 5.1 provides a schedule for auditing the OEMP, EMS and associated plans.

Table 5.1. Audit Schedule.

AUDIT DOCUMENT	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
Environmental Management System Audit (Internal)						✓						
Environmental Management System Audit (External)						✓						
Performance of OEMP and EMS (Internal)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Compliance with EPL (External)			✓									
Achieving objectives and targets									✓			
Pollution Incident Response Management Plan[2]			✓									

[2] A review of the PIRMP is required to be completed within 30 days of a pollution incident.

6 Adjusting the EMS

The process is established to facilitate improvement of the EMS through periodic formal review and discussion of EMS performance to determine whether the EMS remains suitable, adequate and effective for the Facility. Consequently, this EMS is a working document that is designed to ensure any changes that could affect an environmental incident are captured.

6.1 Management Review and Updating the EMS

Three levels of monitoring are required to implement the obligations under this EMS. The objectives of these levels of environmental monitoring are to assess whether operations are:

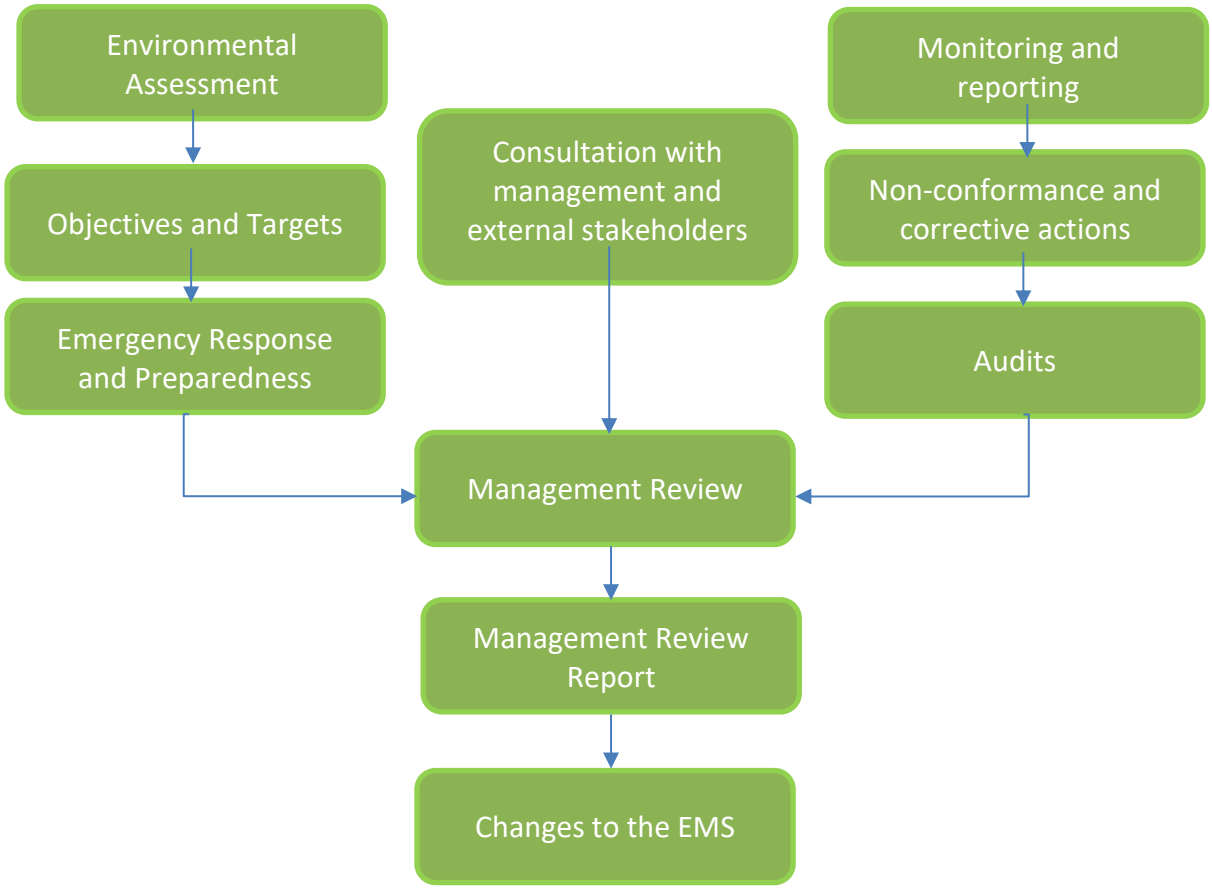
- Meeting environmental regulatory and other obligations;
- Managing significant environmental risks; and
- Meeting Corporate Objectives and Targets.

Monitoring is undertaken via:

- Monitoring required by licences and other statutory instruments;
- Internal and external compliance and system audits; and
- Senior management review.

Management Review process is established to facilitate improvement of the EMS through periodic formal review and discussion of EMS performance to determine whether the EMS is suitable, adequate and effective for the Facility. The Management Review is facilitated by the General Manager, ensuring the recommendations of the Management Review are implemented. This EMS is to be reviewed annually as a minimum.

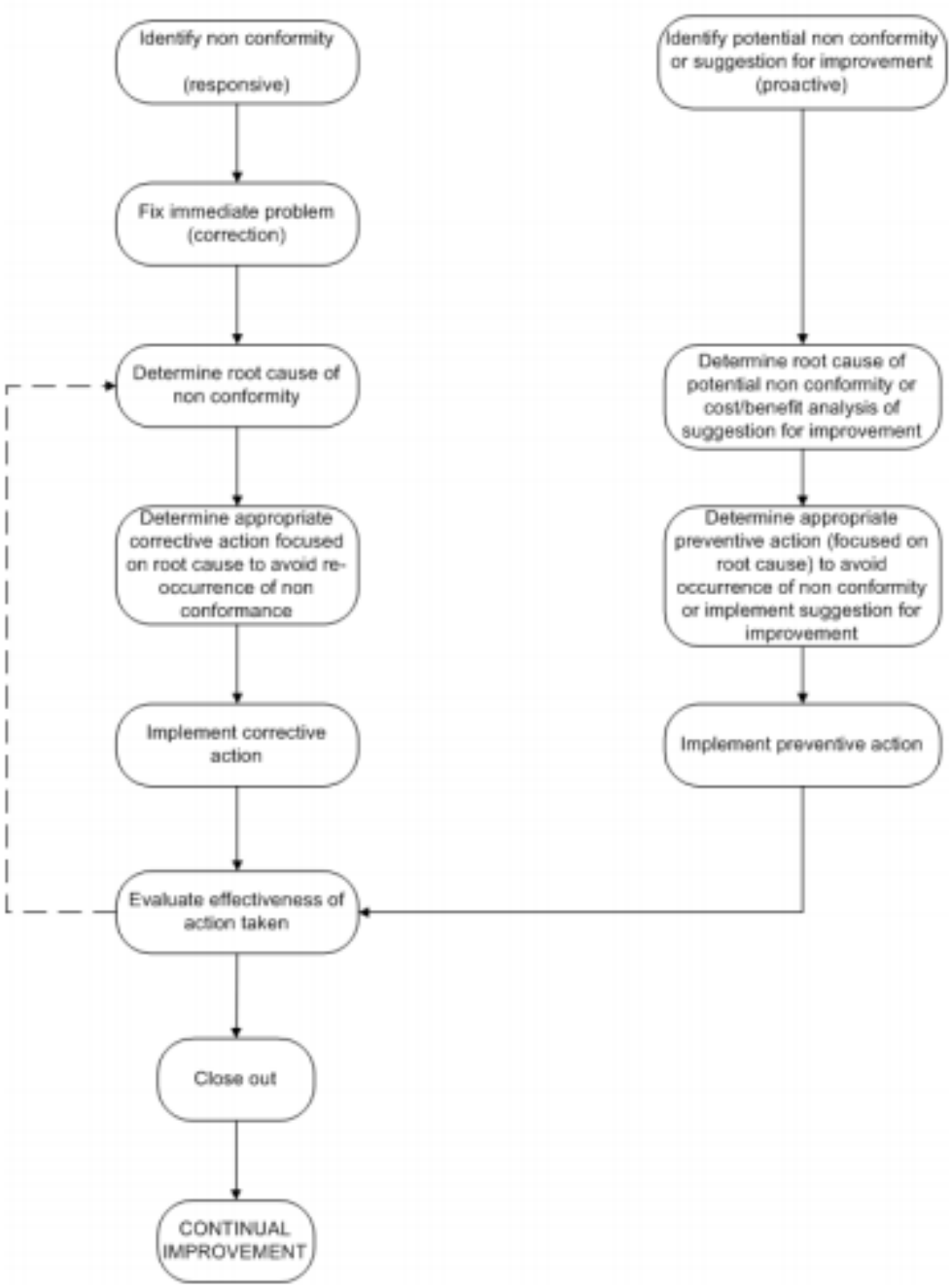
Figure 6.1. Environmental Monitoring, Audit and Review Procedure.



7 Continuous Improvement

The system audits will be conducted in accordance with a schedule nominated in this EMS. This will include a schedule of independent audits by accredited external auditors. Environmental audits will also assess the Facility against any Conditions of Approval imposed by statutory authorities. The register that is completed during compliance audits become a record of the evaluation of compliance. All detected non-compliances will be followed up with corrective actions as per the flow chart below.

Figure 7.1. Continuous Improvement Process.



Attachment 1: Procedure for Non-Conforming Waste

NON-CONFORMING WASTE PROCEDURE

BSV Tyre Recycling Australia Pty Ltd
Tyre Recycling Facility
30 Daisy Street, Revesby

1. Purpose of This Procedure

To ensure that non-conforming waste (waste that does not meet the NSW EPA classification of *General waste – non putrescible tyres*) is not received at the site

If non-conforming waste is found on the site, to ensure it is managed in a way that minimises harm to human health and the environment.

2. Responsible Person

Operations Manager: BSV Tyre Recycling Australia Pty Ltd

3. Associated BSV Tyre Recycling Pty Ltd Internal Environmental Documents

Rejected Load Register and Rejected Load Certificate

Pollution Incident Response Management Plan

Waste Management Plan

4. External Reference Documents

NSW EPA *Waste Classification Guidelines* 2014

NSW *Protection of the Environment Operations Act* 1997

5. Steps to be undertaken for all incoming waste loads

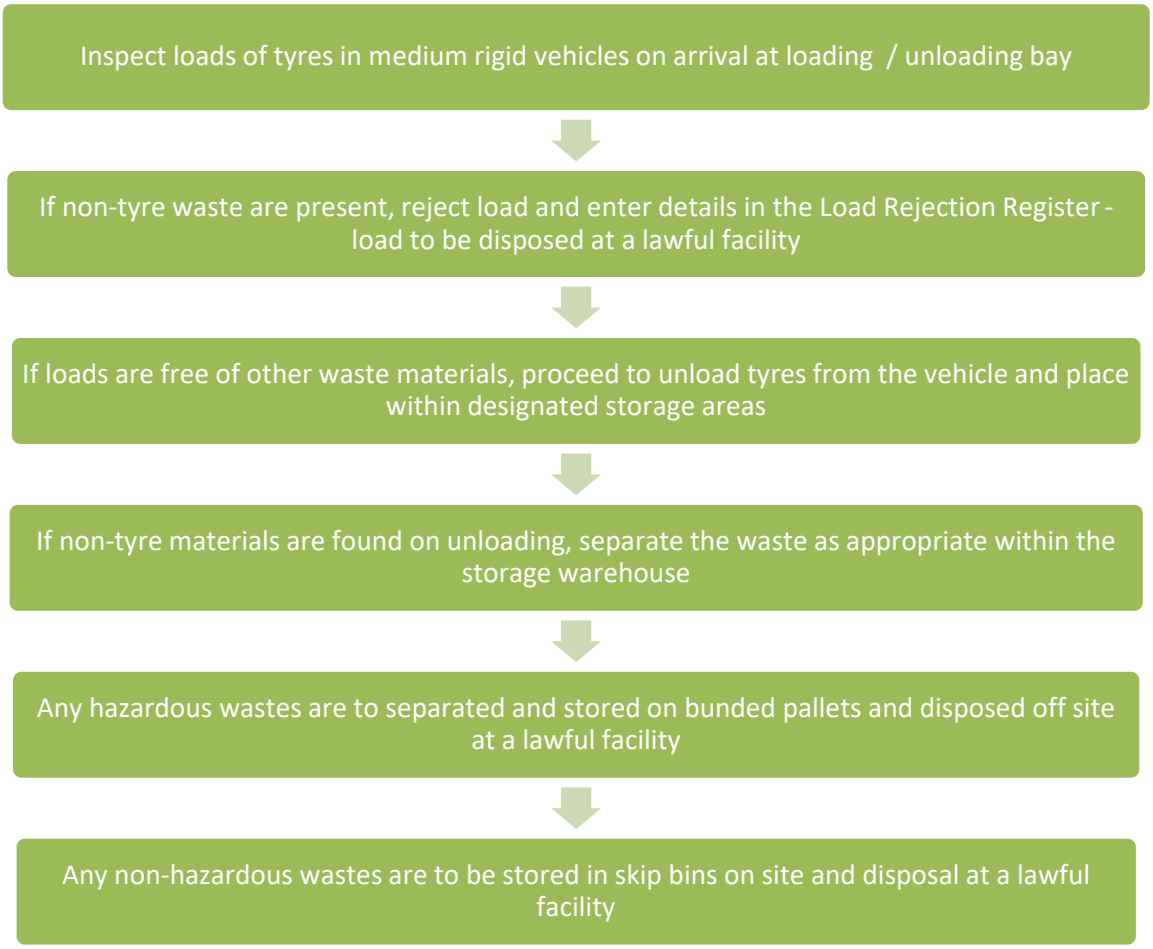
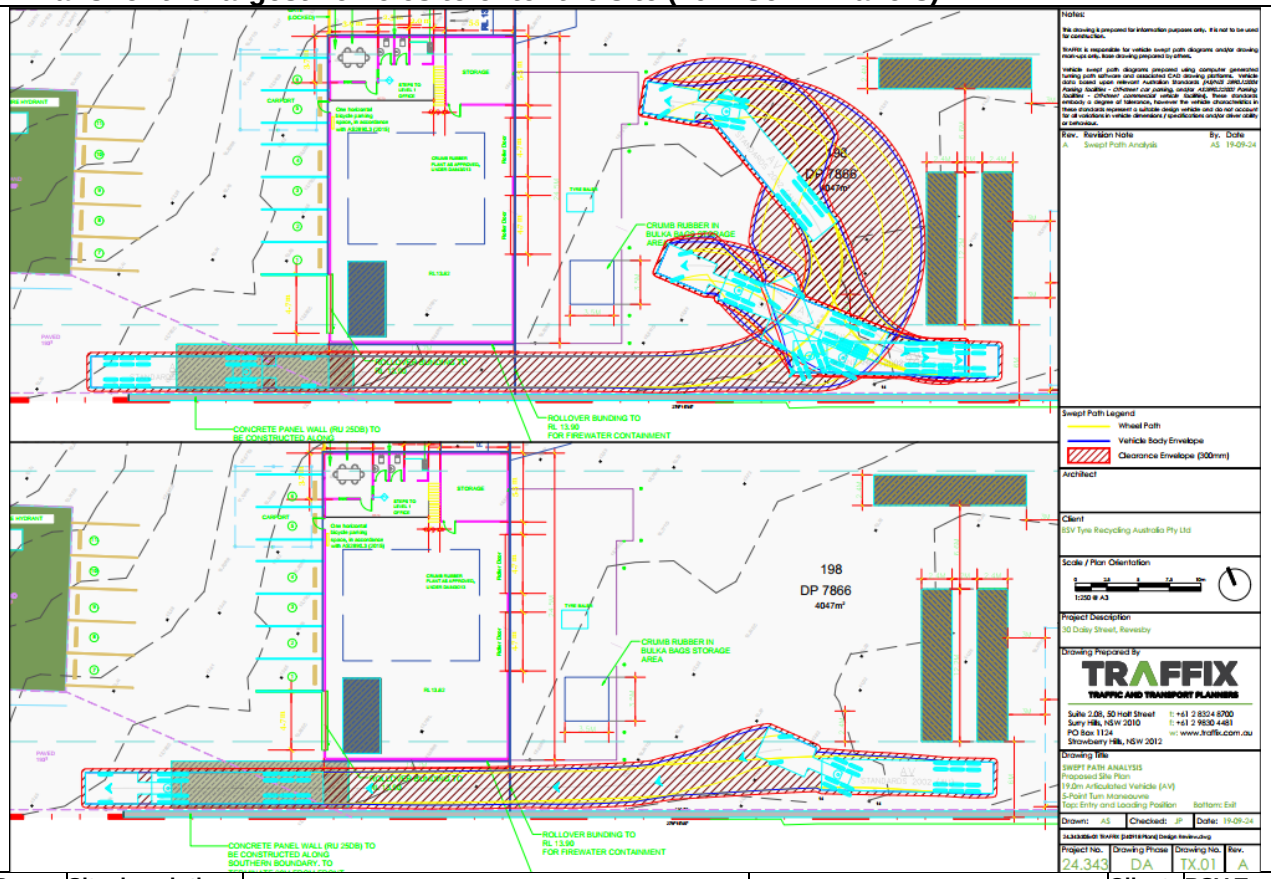


Figure 5.1. Swept Path Plans for the largest vehicles to enter the site (19m Semi-Trailers).



Date	Revision	Drawn By	Site description
10/12/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)

JEP Environment & Planning
Strategy | Approvals | Compliance | Licensing
A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060
E: admin@jacksonenvironment.com.au
T: 02 8056 1849
W: http://www.jacksonenvironment.com.au

JEP ENVIRONMENT & PLANNING

Client	BSV Tyre Recycling Australia Pty Ltd
Project	Tyre Recycling Facility Alteration and Additions
Title	Swept Path Plans
Scale	As shown
Source	TRAFFIX

Attachment 2: Procedure for Stormwater Pollution Prevention

STORMWATER POLLUTION PREVENTION PROCEDURE

BSV Tyre Recycling Australia Pty Ltd
Tyre Recycling Facility
30 Daisy Street, Revesby

1. Purpose of This Procedure

To ensure that the stormwater system functions effectively

To ensure that the quality of receiving watercourses and rivers is not impacted by stormwater from the site.

2. What is Stormwater?

Stormwater is rainwater that flows across surfaces into stormwater drains and then directly into waterways.

3. Responsible Person

Operations Manager: BSV Tyre Recycling Australia Pty Ltd

4. Associated BSV Tyre Recycling Internal Environmental Documents

Pollution Incident Response Management Plan

Dust and litter minimisation procedure

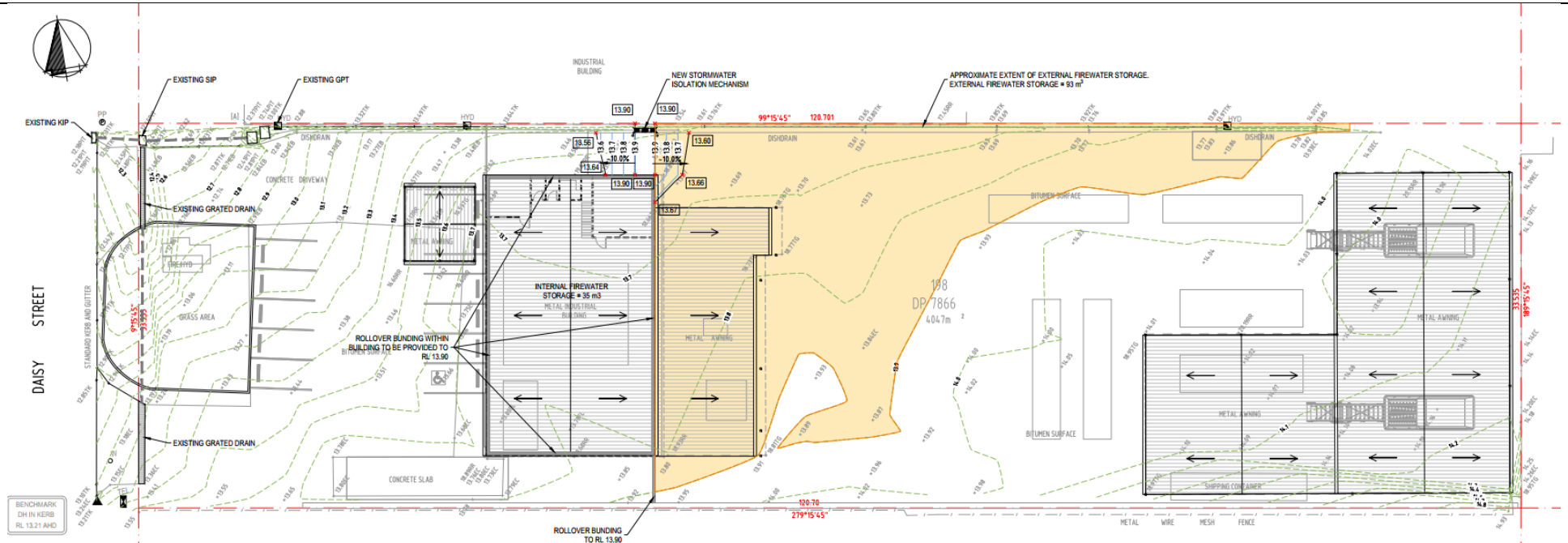
Fire Safety Procedure

5. External Reference Documents

NSW *Protection of the Environment Operations Act* 1997

NSW DECC *Managing urban stormwater: soils and construction* (2008)

6. Site Stormwater System[1]



Date	Revision	Drawn By	Site description
28/11/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)

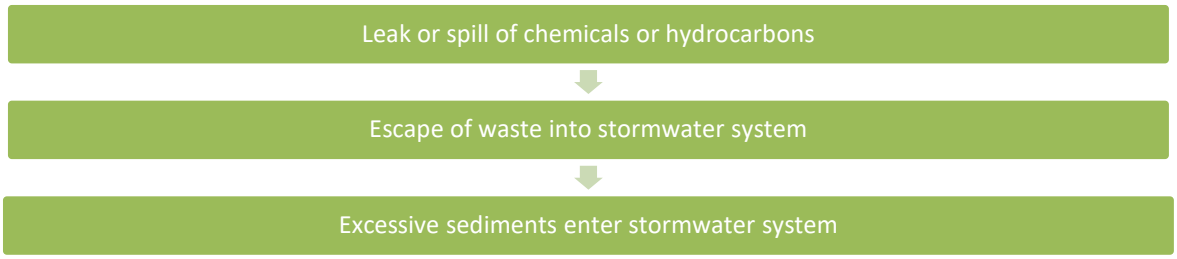
JEP Environment & Planning
Strategy | Approvals | Compliance | Licensing
A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060
E: admin@jacksonenvironment.com.au
T: 02 8056 1849
W: http://www.jacksonenvironment.com.au

JEP ENVIRONMENT & PLANNING

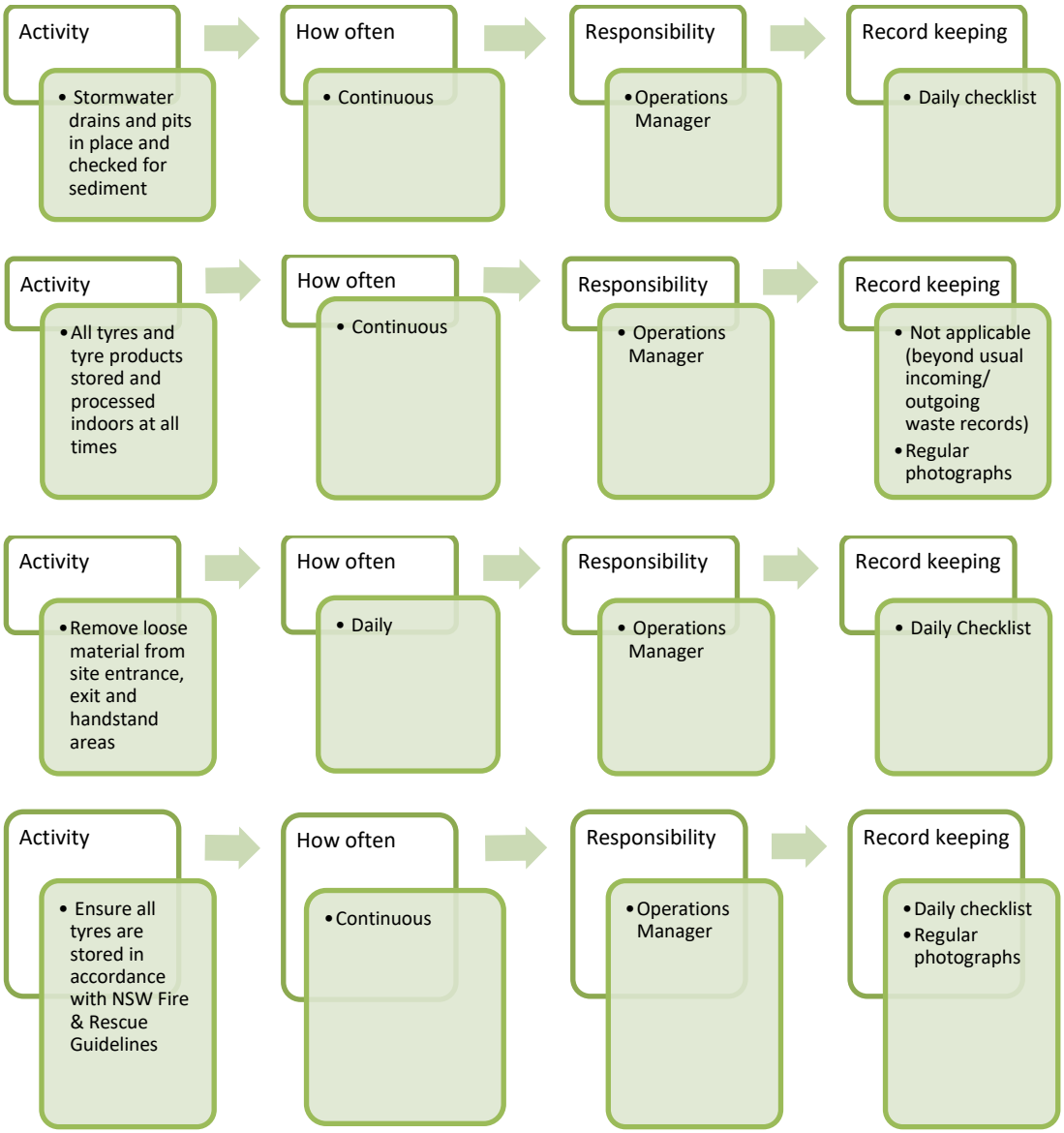
Client	BSV Tyre Recycling Australia Pty Ltd
Project	Operational Environmental Management Plan
Title	Stormwater Drainage Design
Scale	As shown
Source	Eclipse

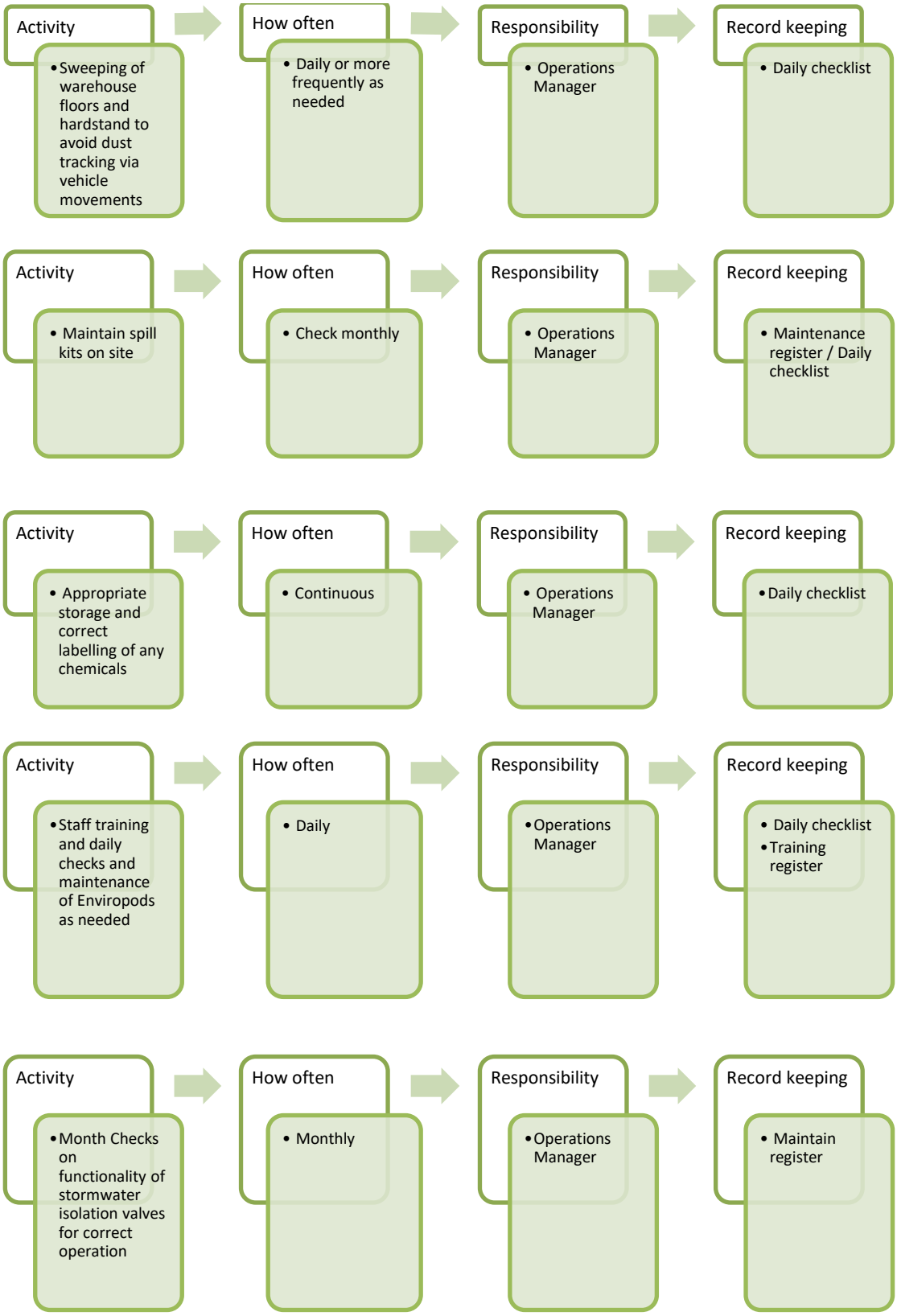
[1] Note: Site plan showing the drainage system in place, 30 Daisy Street, Revesby. Note that as part of the stormwater management system, Enviropods (Stormwater 360) are fitted into Pits 1 and 2 to capture suspended sediments from runoff from the site prior to discharge into the council drainage system to the north-west. A stormwater isolation valve is fitted to Pit 1. A new stormwater isolation mechanism will be installed to further manage and contain stormwater runoff, located near the north-east corner of the shed building, to further enhance the site's capacity to prevent contamination during emergencies, such as firewater events.

7. Main Risks for Stormwater Pollution



8. Preventative Measures to be Undertaken





9. Steps to Take if Pollutants Enter the Stormwater

Activate the Pollution Incident Response Management Plan

Attachment 3: Procedure for Dust and Litter Minimisation

DUST AND LITTER MINIMISATION PROCEDURE

BSV Tyre Recycling Australia Pty Ltd
Tyre Recycling Facility
30 Daisy Street, Revesby

1. Purpose of This Procedure

To ensure that no dust leaves the facility

To ensure that no litter escapes the facility

2. Responsible Person

Operations Manager: BSV Tyre Recycling Pty Ltd

3. Associated BSV Tyre Recycling Environmental Documents

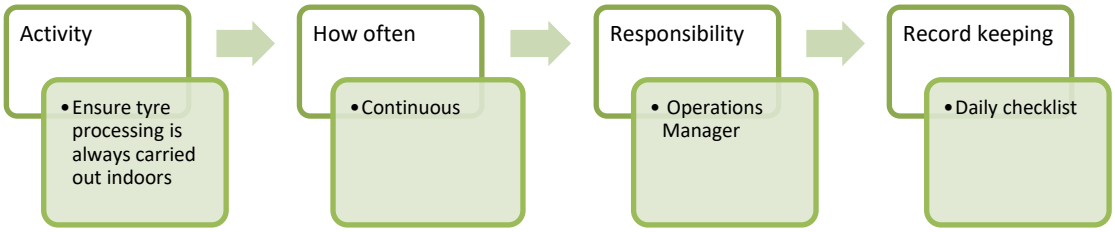
Pollution Incident Response Management Plan

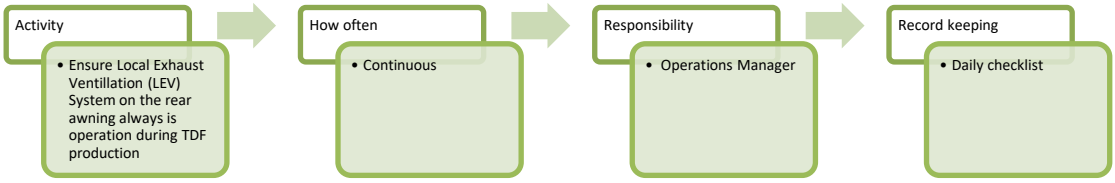
4. External Reference Documents

NSW *Protection of the Environment Operations Act* 1997

5. Preventative Measures to be Undertaken

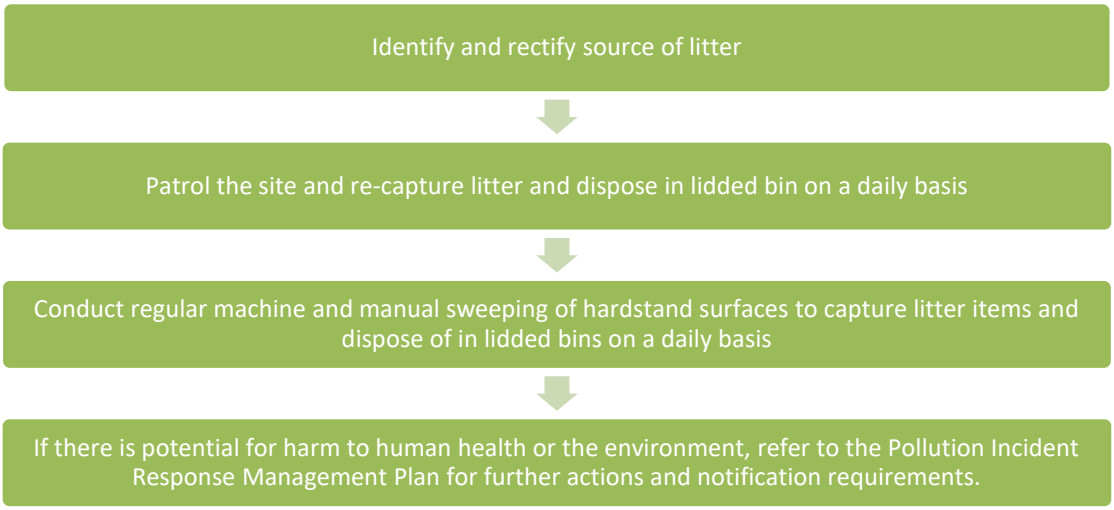
Activity	How often	Responsibility	Record keeping
• All plant and equipment to undergo regular preventative maintenance	• As per manufacturer's recommendation	• Operations Manager • Mechanic	• Record maintenance performed in the Maintenance Register
• All tyres and tyre products to be stored indoors at all times	• Continuous	• All waste sorting staff	• Daily checklist
• Sweep indoor areas and minimise accumulation of dust	• Continuous	• All staff	• Daily checklist / Maintenance register
• Minimise the amount of tyres stored in stockpiles	• Continuous	• Operations Manager	• Daily checklist
• Remove loose material from site entrance exit and hardstand areas	• Daily	• Operations Manager	• Daily checklist
• Check for litter and remove if necessary	• Daily	• Operations Manager	• Daily checklist
• Staff training on litter prevention and waste management	• Six monthly	• Director or Human Resources Manager	• Training register





6. Steps to Take if Dust is Generated

7. Steps to Take if Litter is Generated



Attachment 4: Procedure for Minimising Noise Pollution

NOISE POLLUTION PROCEDURE

BSV Tyre Recycling Australia Pty Ltd
Tyre Recycling Facility
30 Daisy Street, Revesby

1. Purpose of This Procedure

To ensure that noise pollution is minimised on the site and the facility fully complies with the EPA's *Noise Policy for Industry (2017)*

2. Responsible Person

Operations Manager: BSV Tyre Recycling Australia Pty Ltd

3. Associated BSV Tyre Recycling Environmental Documents

Pollution Incident Response Management Plan

4. External Reference Documents

NSW *Protection of the Environment Operations Act* 1997

NSW Noise Policy for Industry (2017)

5. Main Noise Risks at the Site

Truck vehicle movements entering and exiting the site

↓

Operational noise generated during tyre processing

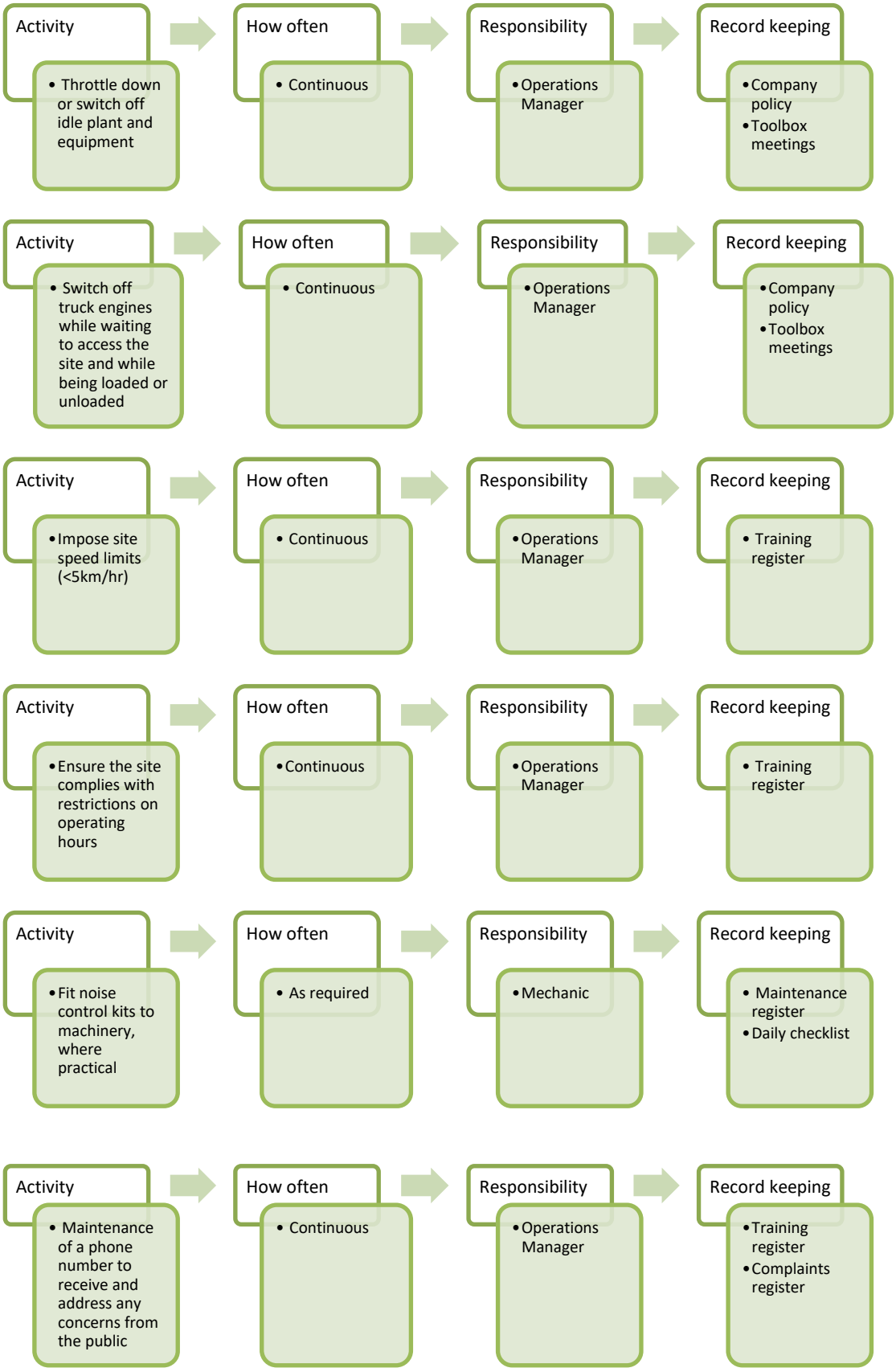
↓

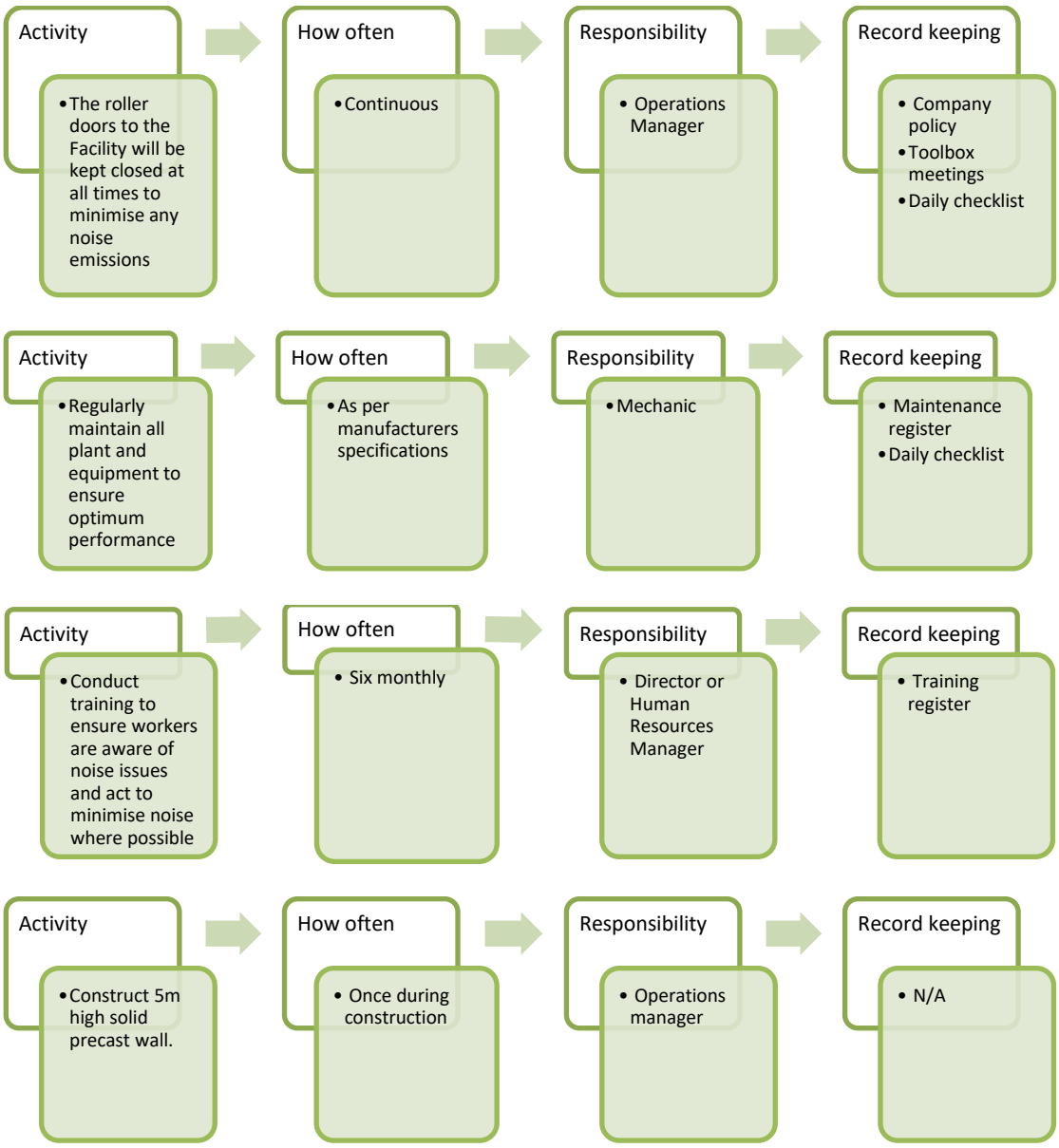
Loading and unloading vehicles

↓

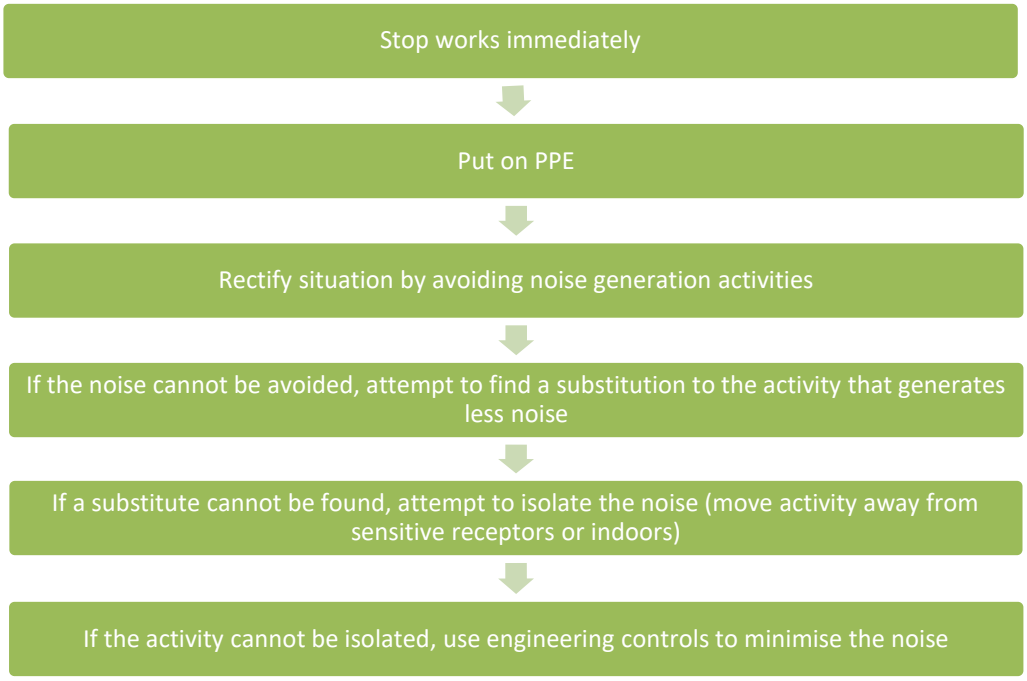
Operating outside of approved hours

6. Preventative Measures to Be Undertaken




Activity
• The roller doors to the Facility will be kept closed at all times to minimise any noise emissions
How often
• Continuous
Responsibility
• Operations Manager
Record keeping
• Company policy
• Toolbox meetings
• Daily checklist
Activity
• Regularly maintain all plant and equipment to ensure optimum performance
How often
• As per manufacturers specifications
Responsibility
• Mechanic
Record keeping
• Maintenance register
• Daily checklist
Activity
• Conduct training to ensure workers are aware of noise issues and act to minimise noise where possible
How often
• Six monthly
Responsibility
• Director or Human Resources Manager
Record keeping
• Training register
Activity
• Construct 5m high solid precast wall.
How often
• Once during construction
Responsibility
• Operations manager
Record keeping
• N/A

7. Steps to take if Excessive Noise is Generated



Attachment 5: Procedure for Weighbridge and Traffic Management

BSV Tyre Recycling Australia Pty Ltd
30 Daisy Street, Revesby

STANDARD OPERATING PROCEDURE

SOP Title:	Traffic Management and Weighbridge Procedure

	NAME	TITLE	SIGNATURE	DATE
Author	Miles Lochhead	Senior Consultant	M.Lochhead	06/11/18
Updated	Mark Jackson	Principal Consultant	M.Jackson	12/12/24

TABLE OF CONTENTS

1. BACKGROUND

BSV Tyre Recycling Australia Pty Ltd (the Licensee), holds an EPA Environment Protection License (20387) (the License) for their resource recovery facility located at 30 Daisy Street, Revesby, NSW (the Facility).

This Procedure (the Procedure) has been developed to satisfy requirements of the NSW EPA as a condition of licence (under Condition L2.1) to accurately record and track the amount of waste held on site to comply with the Authorised Amount.

The Procedure also assists the company to comply with Clause 36 of the *Protection of the Environment Operations (Waste) Regulation* 2014, which requires the Facility to operate and maintain a certified weighbridge to the *National Measurement Act 1*960 and report to the EPA on a monthly basis the total amount of waste received, processed, and exported from the site. This weighbridge data is to be reported to the EPA through the online Waste and Resource Reporting Portal (WARRP) within 30 days of the end of the reporting month.

Under Clause 36 of the *Protection of the Environment Operations (Waste) Regulation* 2014, the Licensee has the following responsibilities:

- The occupier of a scheduled waste facility who is required to pay contributions under section 88 of the Act must ensure that there is a weighbridge installed at the waste facility;
- Submit to the EPA, within 30 days after installing the weighbridge, a plan of the waste facility indicating the proposed vehicle flow controls, including the entry and exit points where waste is transported into and out of the waste facility (a "vehicle flow control plan");
- If any change occurs in relation to those vehicle flow controls, submit a revised vehicle flow control plan to the EPA no later than 30 days after the relevant change occurs, keep a copy of the latest vehicle flow control plan on the premises and make the plan available for inspection and copying by an authorised officer on request;
- Ensure that each vehicle that enters or leaves the waste facility for a purpose relating to the operation of the facility (whether or not the vehicle is being, is intended to be or has been used to transport or deliver waste) is weighed by the weighbridge on entering and on leaving the facility;
- During any period that the weighbridge is out of operation, an alternative method that is specified in the Waste Levy Guidelines is used to measure and record the quantity of waste and other material transported into or out of the waste facility;
- Take all reasonable steps to ensure that the weighbridge is maintained in proper working order;
- Ensure that the weighbridge is verified (within the meaning of the *National Measurement Act* 1960 of the Commonwealth) at least once a year;
- Ensure that the weighbridge has related software that records quantities of waste in any form and manner specified in the Waste Levy Guidelines;

- Notify the EPA of any incident that results in the weighbridge being out of operation for any period of more than 24 hours (and do so immediately on becoming aware that the incident will result in the weighbridge being out of operation for any such period); and
- Comply with any other requirement relating to the installation or operation of the weighbridge that the EPA may specify by written notice to the occupier.

2. DEFINITIONS

Please refer to relevant Definitions contained in *Protection of the Environment Operations (Waste) Regulation* 2014.

3. PURPOSE OF THIS PROCEDURE

This Procedure aims to assist the Licensee to fully comply with the conditions of EPA licence and Clause 36 of the *Protection of the Environment Operations (Waste) Regulation* 2014.

4. RESPONSIBILITIES

The Site Operations Manager is responsible for ensuring compliance with this Standard Operating Procedure.

5. ASSOCIATED BSV TYRE RECYCLING AUSTRALIA PTY LTD DOCUMENTS

Work associated with this Procedure must be carried out according to BSV Tyre Recycling's standard work place procedures and comply with relevant WH&S requirements.

PPE, as per WH&S requirements, must be utilised to protect staff.

6. EXTERNAL REFERENCE DOCUMENTS

- NSW *Protection of the Environment Operations (Waste) Regulation* 2014[1] under the *Protection of the Environment Operations Act* 1997;
- NSW EPA (2015). Waste Levy Guidelines. Published by the NSW EPA, August 2015[2];
- NSW EPA (2015). Guidance Note - Recording requirements for resource recovery facilities;
- NSW EPA (2015). Benchmark Requirement – Output for Each Transaction at Levy Paying Facilities.

7. WEIGHBRIDGE INFRASTRUCTURE IN PLACE

[1] http://www.legislation.nsw.gov.au/regulations/2014-666.pdf

[2] http://www.epa.nsw.gov.au/publications/wasteregulation/140738-waste-levy-guidelines.htm

BSV Tyre Recycling Australia Pty Ltd has in place a Weighmore concrete deck weighbridge. This weighbridge has been installed and is regularly tested and calibrated to be in compliance with the *National Measurement Act* 1960.

The weighbridge is comprised of an 9m single concrete deck that has a total weighing capacity limit of 30 tonnes. Split weighing of axle groups is performed for vehicles exceeding the weighbridge length.

The facility currently has in place a Weighmore weighbridge readout terminal and accompanying software. Currently, weighbridge data from gate fees associated with receipt of tyres, or sale of tyre products e is manually entered into the businesses record keeping system.

8. TRAFFIC MANAGEMENT PROTOCOL

8.1 VEHICLE ENTRY AND EXIT

8.1.1 All vehicles enter the site via the main entrance and proceed to the weighbridge;

8.1.2 Entrance points clearly signposted and visible from both the street and the site;

8.1.3 The Weighbridge Operator or Operations Manager will monitor vehicle movements, instructing vehicles to wait for outgoing vehicles if necessary;

8.1.4 Site speed limits will be strictly enforced;

8.1.5 Vehicles will be weighed over the weighbridge based on the requirements given in Section 9 of this procedure;

8.1.6 Vehicles will enter the site and tyres will be unloaded at the designated temporary storage area, where tyres will await processing. If tyres are received in shipping containers, these are stored in the designated areas;

8.1.7 Vehicles will then exit via the weighbridge and have their nett weight recorded;

8.1.8 Record keeping requirements are given in Section 9;

8.1.9 Where the tared weight of vehicles are kept by the Licensee, recording of nett weight upon exit of the facility is not required;

8.1.10 Refer to Traffic Management Plan in Figure 8.1.

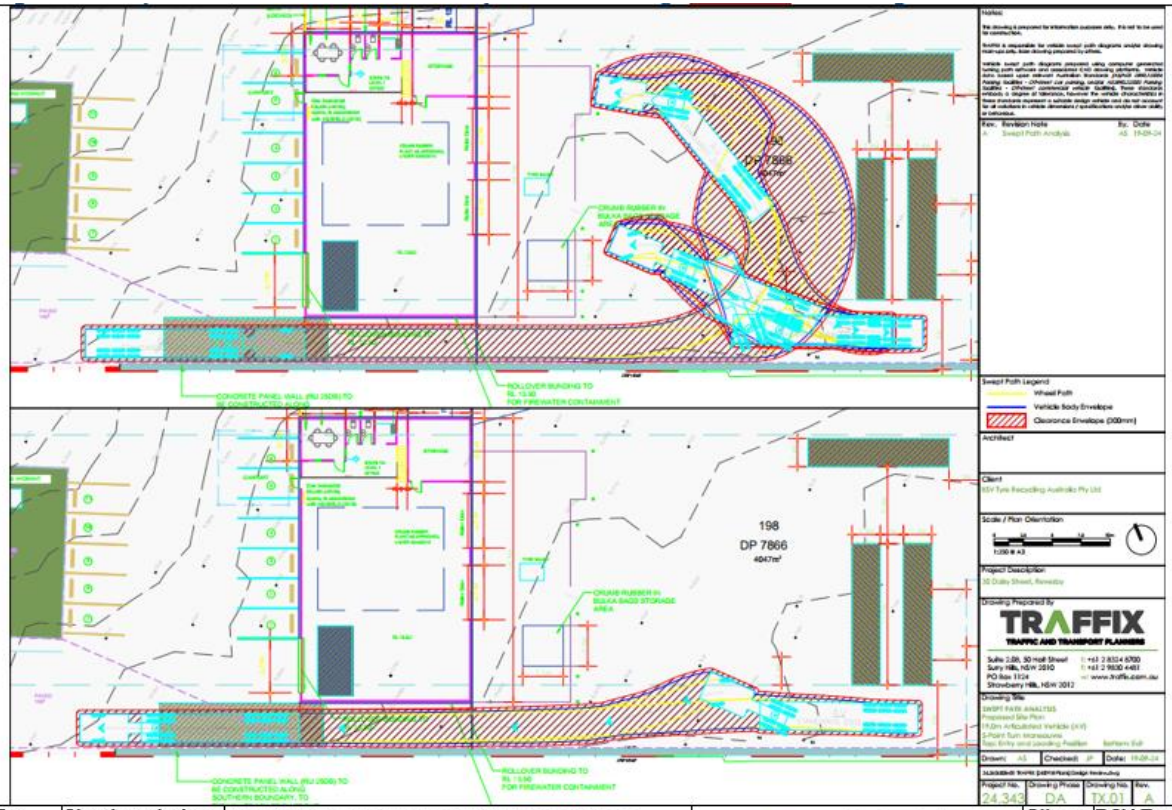
8.2 EXEMPT VEHICLES

8.2.1 All vehicles upon entry to the site will need to pass over the weighbridge except for small visitor vehicles not carrying waste or other materials;

8.2.2 In this case, record the vehicle registration number, date and time the vehicle enters or exits the facility. This may be recorded in the facility's site register or visitors book. Facilities with video surveillance can contact the EPA if they have other methods for recording these types of visits;

8.2.3 No records need to be kept for small staff vehicles not carrying waste or other materials.

Figure 8.1. Swept Path Plans for the largest vehicles to enter the site (19m Semi-Trailers).



Date	Revision	Drawn By	Site description
10/12/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)

JEP Environment & Planning
Strategy | Approvals | Compliance | Licensing
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JEP ENVIRONMENT & PLANNING

Client	BSV Tyre Recycling Australia Pty Ltd
Project	Tyre Recycling Facility Alteration and Additions
Title	Swept Path Plans
Scale	As shown
Source	TRAFFIX

9. WEIGHBRIDGE DATA AND DATA RECORDING

9.1 GROSS WEIGHT, NETT WEIGHT AND DATA RECORDING

9.1.1 Upon entry to the facility, vehicles need to be weighed on the weighbridge and details recorded, including gross weight;

9.1.2 When vehicles exit the facility, they need to pass over the weighbridge for nett weight recording unless the stored tare of the vehicle is kept up to date;

9.1.3 All details given in Table 9.1 need to be recorded upon vehicle entry and exit of the facility; and

9.1.4 Data is to be recorded by the Weighbridge Operator into the Licensees Excel database.

Table 9.1. Mandatory data recording requirements to comply with NSW EPA (2015) *Guidance Note - Recording requirements for resource recovery facilities*.

Delivery to the facility	Transport from the facility
Date and time vehicle enters facility	Date and time vehicle exits facility
Purpose of entry	Purpose of visit
Vehicle registration number	Vehicle registration number
Weight of vehicle	Weight of vehicle
Amount of waste/other material (2 decimal places)	Amount of waste/other material (2 decimal places)
Waste type (as set out in Waste Levy Guidelines)	Waste type (as set out in Waste Levy Guidelines)
Waste stream (as set out in Waste Levy Guidelines)	Waste stream (as set out in Waste Levy Guidelines)
Any EPA approval for community service/activity, biological outbreak or natural disaster	Any EPA approval for community service/activity, biological outbreak or natural disaster
Description of any non-waste material	Description of any non-waste material
Name, address and environment protection licence (EPL) number of sending waste facility	Name, address, EPL number of facility receiving the waste
Location of waste or other material stored at the facility (e.g. stockpile identification)	Identification of stockpile from which waste was removed (if relevant).

10. RECORD KEEPING REQUIREMENTS

10.1 How should records be kept?

10.1.1 Hard copies - all original records (such as paper documents) must be kept for 6 years and be accessible by the EPA;

10.1.2 The Licensee must identify any adjustments or amendments to these records;

10.1.3 Electronic records – as a verified weighbridge is connected to software at the Licensee's premises, you must use that software to record the mandatory records. If the weighbridge or software is out of operation or malfunctioning, the information can be manually recorded, but must be entered into the software when operational again. Electronic records for each vehicle visit must:

1. be backed up weekly
2. stored in a secure location
3. able to be downloaded by the EPA in an .xls, .xlsx, .csv or .dbf format
4. kept for 6 years
5. be accessible by the EPA in spreadsheet form, with each field (e.g. date, weight, vehicle registration) displayed as a heading in the first row & the content set out below that heading.

11. WEIGHBRIDGE CERTIFICATION

11.1 CERTIFICATION FREQUENCY

11.1.1 Every 12 months, the Licensee is required to ensure the weighbridge is calibrated and certified to meet the requirements of the *National Measurement Act* 1960.

11.2 RECORD KEEPING

11.2.1 Calibration records should be kept on file for inspection by EPA Officers when requested.

END OF PROCEDURE

Attachment 6: Procedure for Fire Safety

FIRE AND EMERGENCY RESPONSE PROCEDURE

BSV Tyre Recycling Australia Pty Ltd
Tyre Recycling Facility
30 Daisy Street, Revesby

1. Purpose of This Procedure

To ensure that fire safety requirements are met and to identify fire hazards to human health and the environment

Outline an emergency procedure in case of an explosion or fire

2. Legislative requirements of an emergency response procedure

A person conducting a business or undertaking must ensure that an emergency plan is prepared for the workplace that provides for:

a) emergency procedures, including:

- An effective response to an emergency
- Evacuation procedures
- Notification of emergency services at the earliest opportunity
- Medical treatment and assistance; and
- Effective communication between the person authorised by the person conducting the business or undertaking to coordinate the emergency response and all persons at the workplace.

b) Testing of the emergency procedures, including how often they should be tested

c) Information, training and instruction to relevant workers in relation to implementing the emergency procedures

2. Responsible person

Operations Manager: BSV Tyre Recycling Australia Pty Ltd

3. Roles and responsibilities

Fire Warden	Direct and assist all site staff to the fire evacuation point Activate Emergency Control and Notification Procedures
First Aid Officer	Attend to injured staff and seek medical support from NSW Emergency Services
Operations Manager	Ensure all fire fighting equipment is inspected and compliant

4. Associated BSV Tyre Recycling Pty Ltd Internal Environmental Documents

- Pollution Incident Response Management Plan
- Procedure for Prevention of Stormwater Pollution
- Waste Management Plan

5. External Reference Documents

- *Work Health and Safety Regulation* 2017
- DPE HIPAP2 Fire Safety Study Guidelines
- NSW Fire & Rescue Guidelines for Bulk Storage of Rubber Tyres
- Tyre Stewardship Australia - Best Practice Guidelines for Tyre Storage and Fire Emergency Preparedness
- *Environmental Planning & Assessment Act* 1979
- *Protection of the Environment Operations Act* 1997

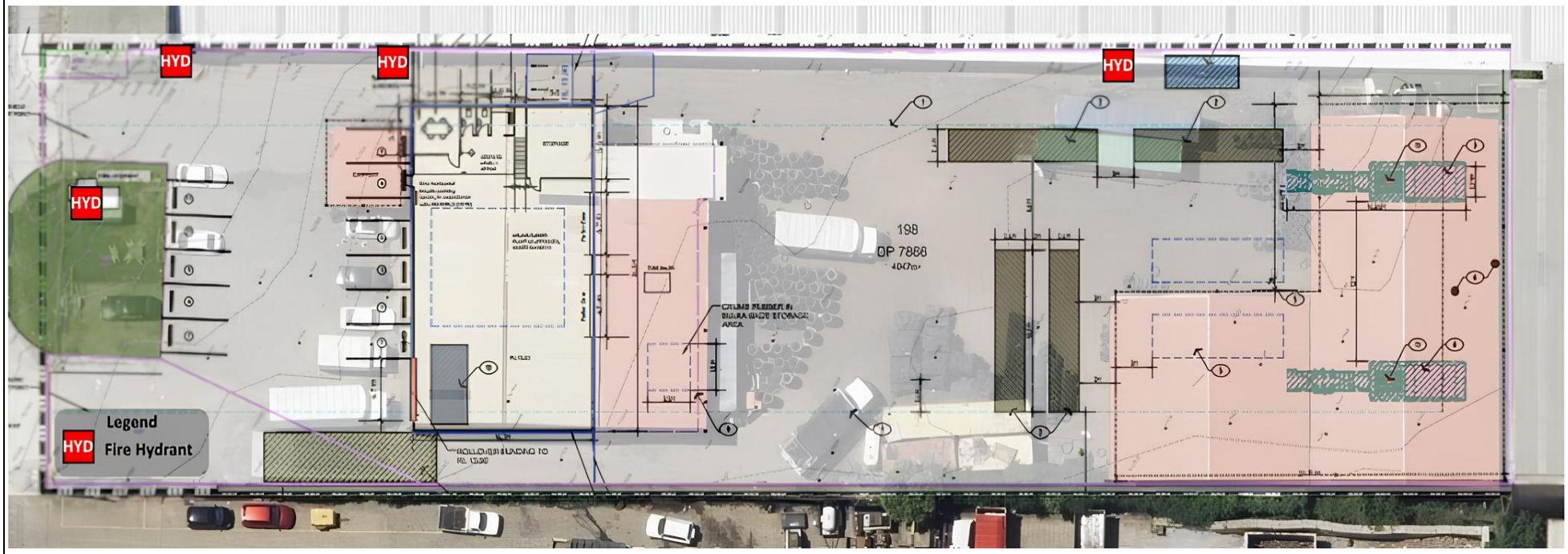
6. Emergency Control Procedures

Emergency Control Organisation and Procedures in accordance with the *Work Health & Safety Regulation* (2017) and AS 3745-2010 shall be developed and implemented incorporating the following:

- Exit paths are to be kept clear of items that constitute a fire load or impede occupant egress.
- Identify the procedures to be followed in the event of a fire including emergency evacuation drills.
- Activate the stormwater isolation valves (see vallve locations in Figure 7.1) to contain firewater or spills on the site in the case of an emergency (refer to Figure 7.1) (volume of containment is 108 m^3)
- The emergency evacuation drills are to be held at least every 6 months.
- Training is to include initial attack on a fire when safe to do so using portable fire extinguishers and/or fire hose reels.
- Occupants who have not been trained to use fire extinguishers and/or fire hose reels should evacuate the building immediately and notify the Fire Brigade.
- Emergency evacuation plans and fire orders are to be prepared and displayed adjacent to each exit comprising the location of fire protection equipment.
- Emergency evacuation and management procedures for persons with disabilities are to be developed, including training to assist persons with disabilities.
- Hot works permits are to be provided including Insurance notification forms.

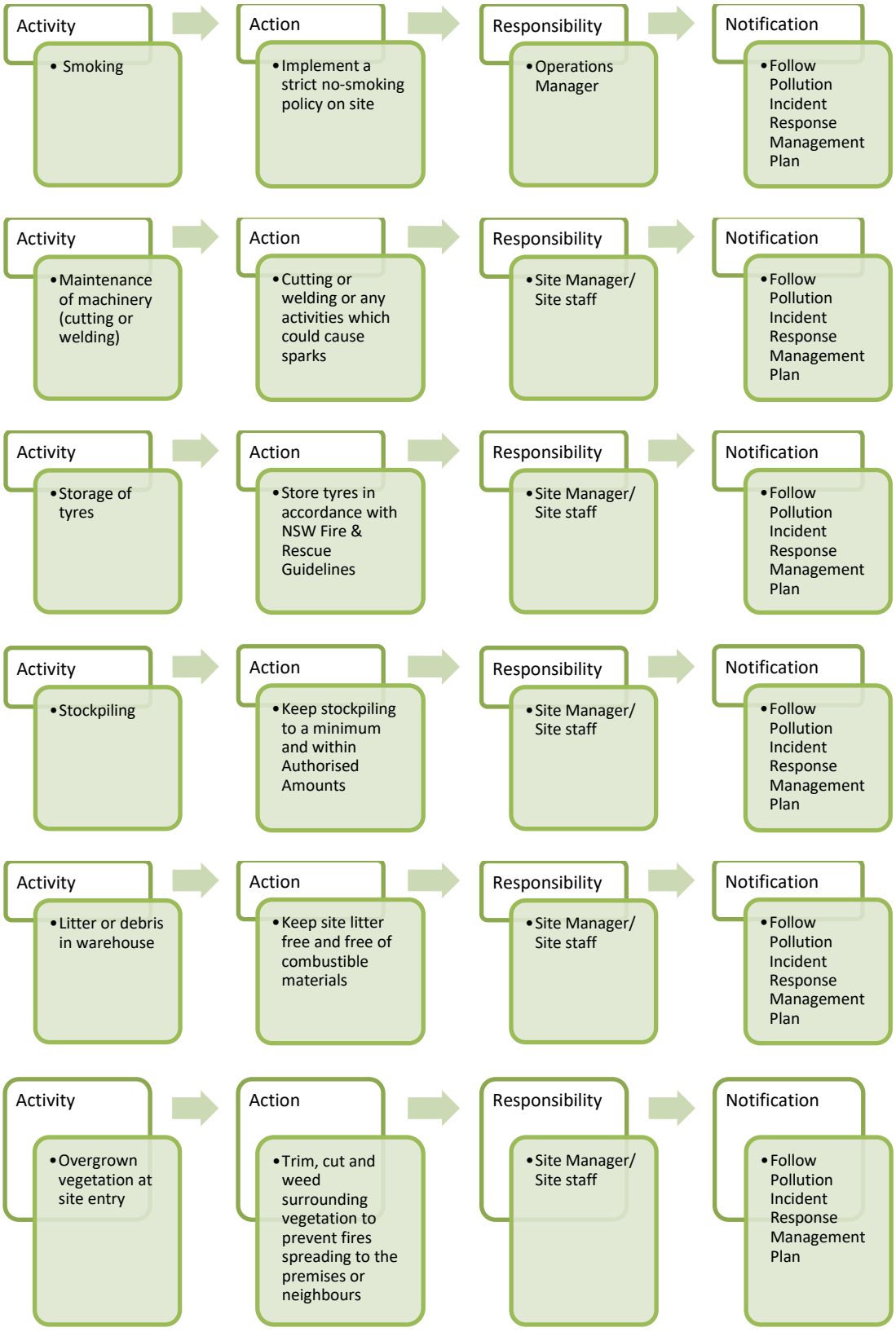
7. Notification Hierarchy in the Event of Fire

Figure 7.1. Fire safety assets and services diagram for 30 Daisy Street, Revesby.

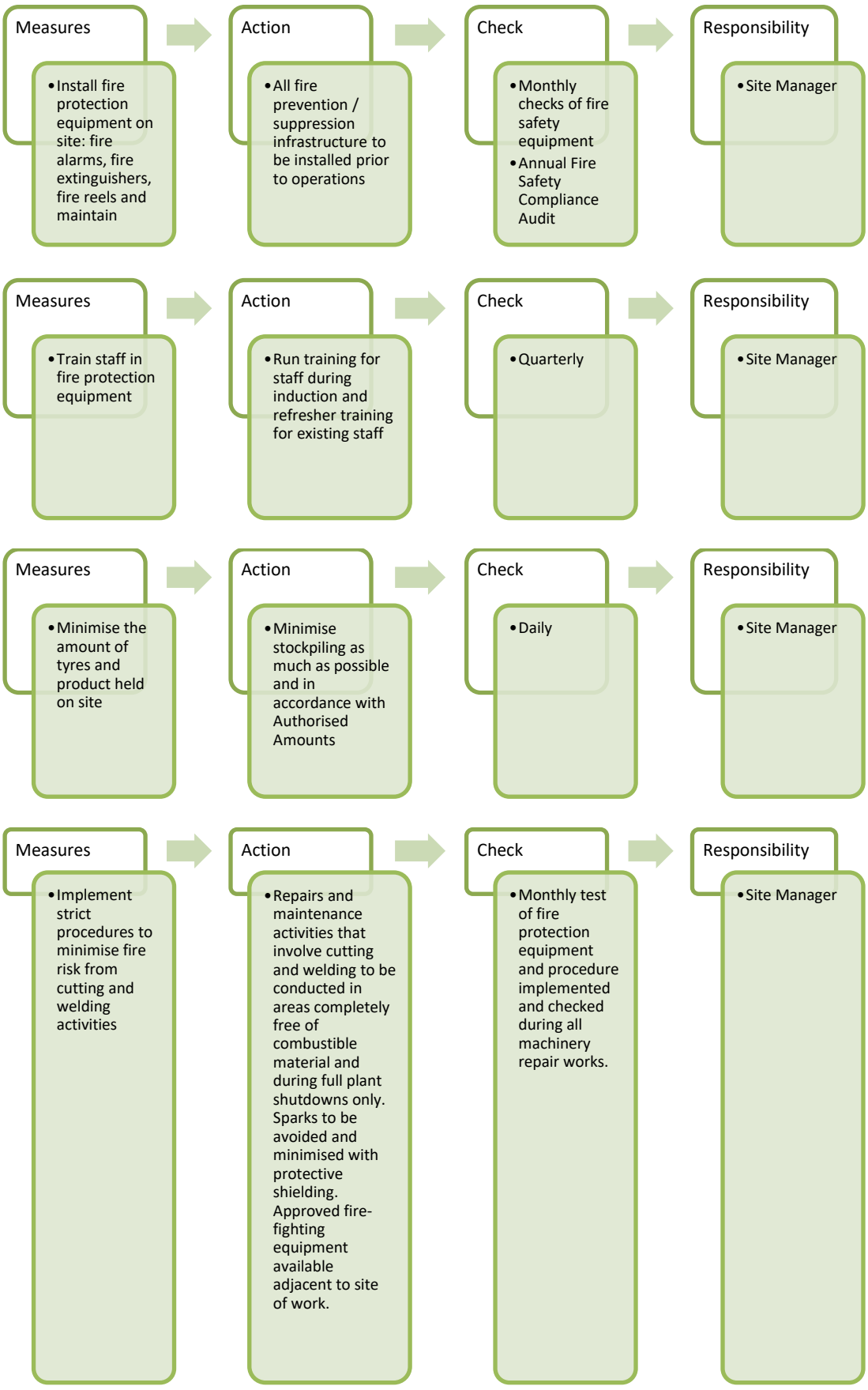


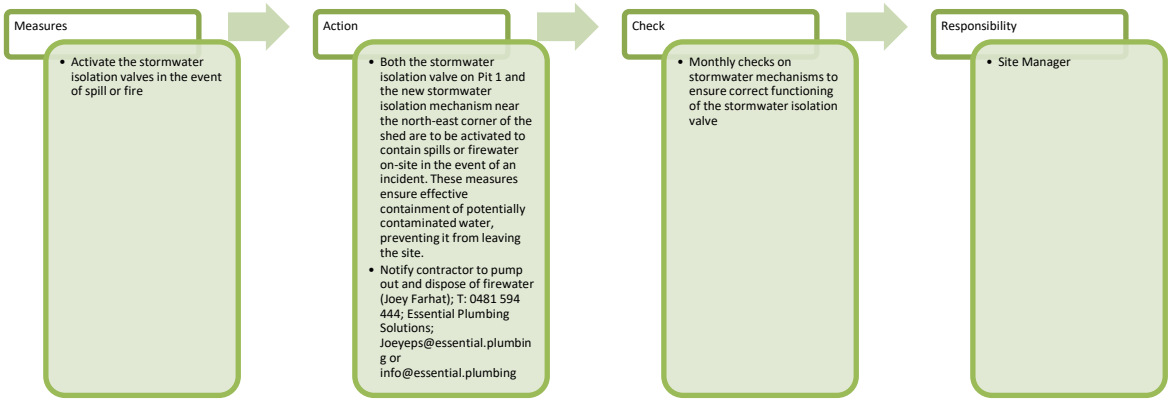
Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	BSV Tyre Recycling Australia Pty Ltd
28/11/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational environmental Management Plan
						Title	Fire Service Plan
						Scale	As shown
						Source	BSV

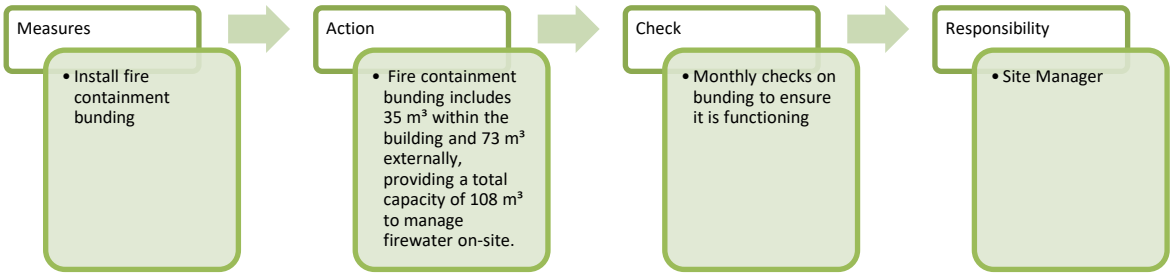
8. Activities that Could Cause Fire or Explosion on Site

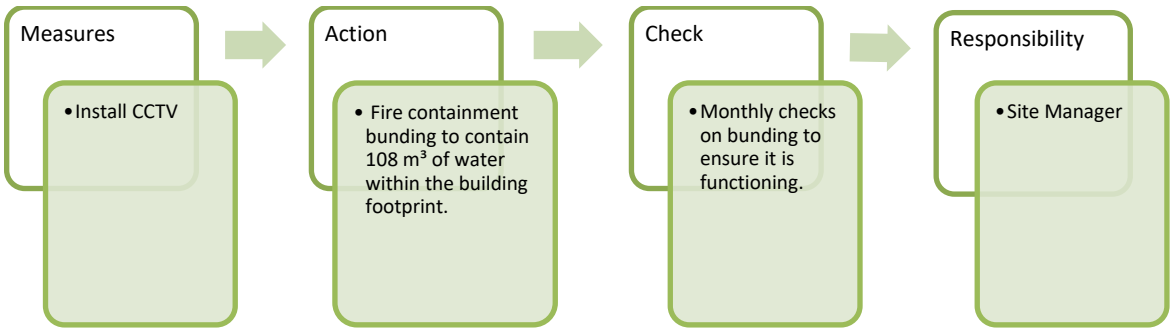


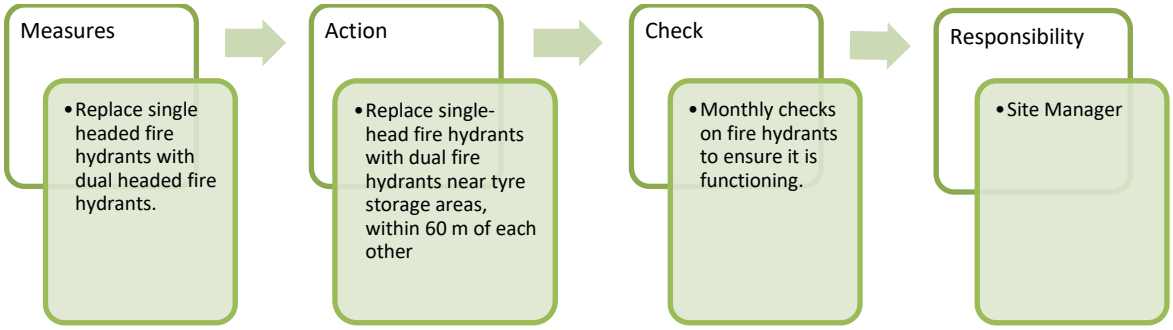
9. Measures to be Undertaken to Prevent a Fire or Explosion




Measures
• Activate the stormwater isolation valves in the event of spill or fire
Action
• Both the stormwater isolation valve on Pit 1 and the new stormwater isolation mechanism near the north-east corner of the shed are to be activated to contain spills or firewater on-site in the event of an incident. These measures ensure effective containment of potentially contaminated water, preventing it from leaving the site.
• Notify contractor to pump out and dispose of firewater (Joey Farhat); T: 0481 594 444; Essential Plumbing Solutions; Joeyeps@essential.plumbing or info@essential.plumbing
Check
• Monthly checks on stormwater mechanisms to ensure correct functioning of the stormwater isolation valve
Responsibility
• Site Manager


Measures
• Install fire containment bunding
Action
• Fire containment bunding includes 35 m³ within the building and 73 m³ externally, providing a total capacity of 108 m³ to manage firewater on-site.
Check
• Monthly checks on bunding to ensure it is functioning
Responsibility
• Site Manager


Measures
• Install CCTV
Action
• Fire containment bunding to contain 108 m³ of water within the building footprint.
Check
• Monthly checks on bunding to ensure it is functioning.
Responsibility
• Site Manager


Measures
• Replace single headed fire hydrants with dual headed fire hydrants.
Action
• Replace single-head fire hydrants with dual fire hydrants near tyre storage areas, within 60 m of each other
Check
• Monthly checks on fire hydrants to ensure it is functioning.
Responsibility
• Site Manager

10. Tyre Storage Methodology

A minimum clearance of 3m should be provided between tyre stacks in unsprinklered buildings (as per NSW Fire & Rescue Guidelines)

A minimum clearance of 3m should be provided between tyre stacks and any building structural member. Stacks must maintain a boundary separation of 6m (non-combustible boundary) and 18m (combustible boundary) – See below for NSW Fire & Rescue Tyre Storage Guidelines and Figure 10.1 for Site Storage Plan

Ensure no tyres are stored/stacked outdoors at the end of any given day.

Figure 10.1 Stacking methodology for unsprinklered building. Source NSW Fire & Rescue

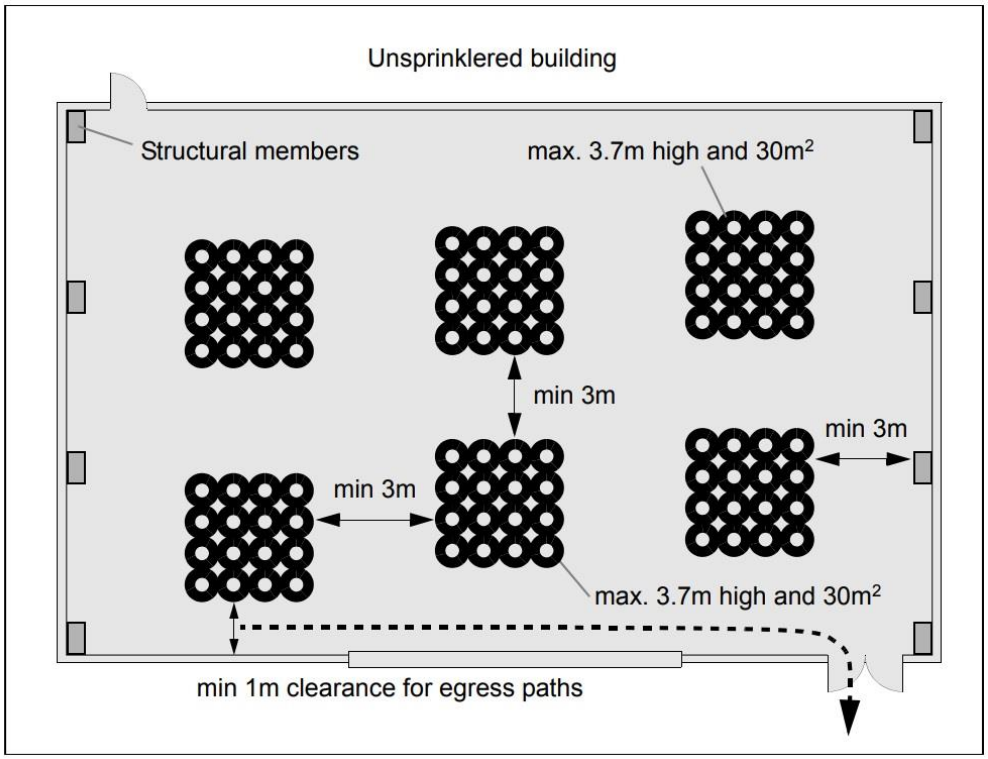
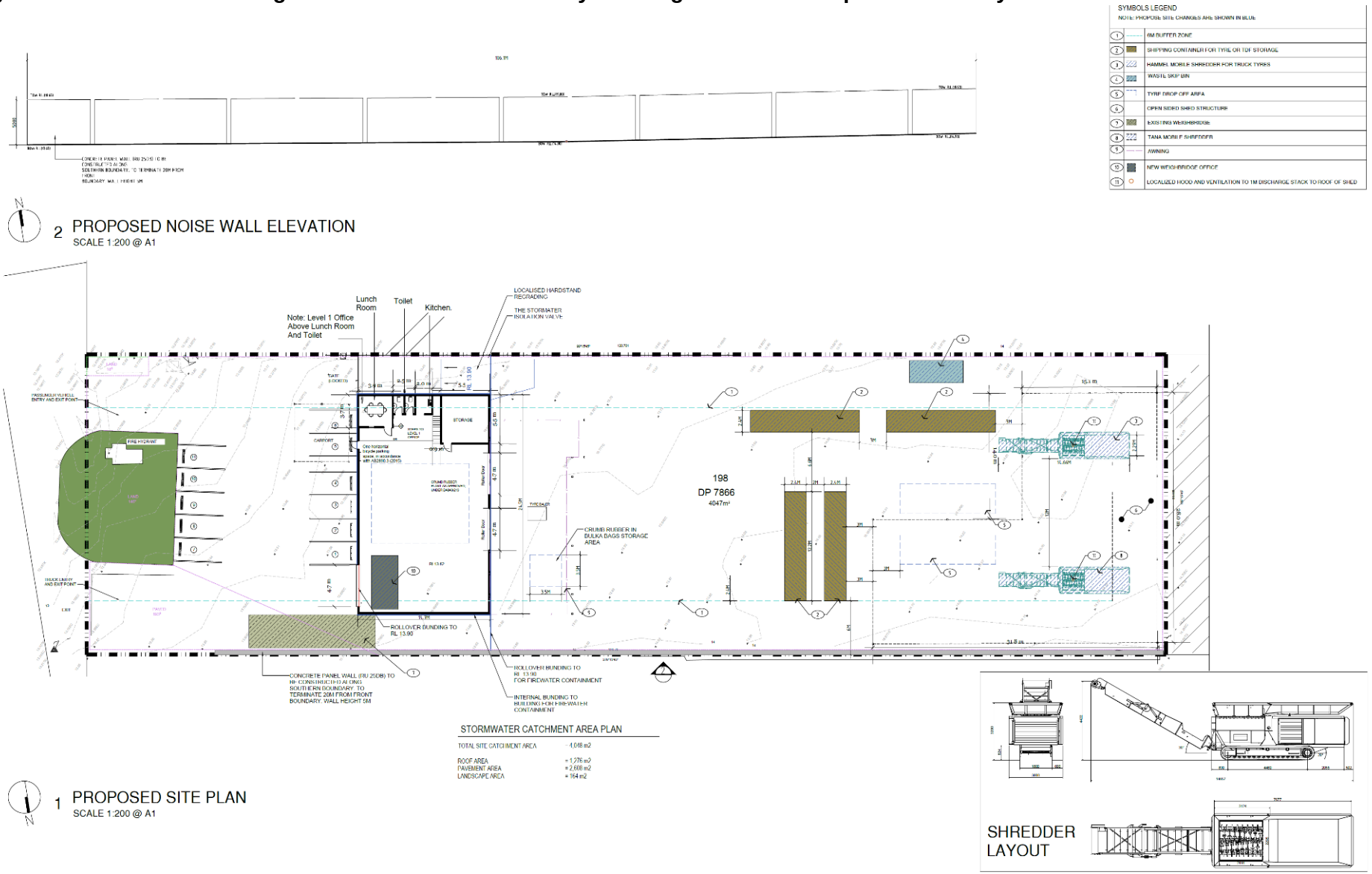


Figure 10.2. Site Plan showing location of containers and tyre storage areas with required boundary clearances. Source: JEP.



11. Containment of Contaminated Firewater

The Site has a water containment system (stormwater isolation valve and bunding) in the event of fire. This system must be activated / monitored during a fire event so that fire water is contained.

Contained firewater to be analysed prior to discharge to stormwater or transfer to licensed liquid waste treatment facility

Any Fire Event where discharge off site is threatened or occurs must be reported to the EPA

12. Fire equipment management

Fire Safety Measures	Documentation required	Inspection / Testing	Frequency
All systems provided should be designed, detailed, commissioned and maintained in accordance with the relevant legislation and standards including AS 1851-2012.			
Fire hydrant system	Installation records	Flow test and visual spot check	6 Monthly
Hose reel system	Installation records	Flow test and visual spot check	6 Monthly
Fire extinguisher	Installation records	Visual spot check	6 Monthly
Smoke detection and building occupant warning system	Installation and commissioning records	Simulate smoke detection activation to activate building occupant warning system, smoke hazard management systems and signal to FIP	Monthly
Fire indicating panels (FIP) and associated control equipment	Installation and commissioning records	Visual spot check	Monthly
Emergency lighting and exit signage	Installation records	Visual spot check	6 Monthly

Fire Safety Measures	Documentation required	Inspection / Testing	Frequency
Smoke seals	Installation record and manufacturers certification	Visual sport check	Yearly
Fire doors	Installation record and manufacturers certification	Visual sport check	6 Monthly

Attachment 7: EPA Integrated Waste Tracking Solution Procedure

EPA Integrated Waste Tracking Solution (IWTS)

BSV Tyre Recycling Australia Pty Ltd
Tyre Recycling Facility
30 Daisy Street, Revesby

1. Purpose of This Procedure

The Procedure will assist BSV Tyre Recycling Australia Pty Ltd to comply with Clause 76 of the *Protection of the Environment Operations (Waste) Regulation* 2014, which requires the tracking of waste tyres. Requirements need to be complied with to ensure all tyre consignments collected from tyre generators are logged into WasteLocate and logged out when received at BSV Tyre Recycling Australia Pty Ltd.

2. Responsible Person

Operations Manager: BSV Tyre Recycling Australia Pty Ltd

3. Associated BSV Tyre Recycling Pty Ltd Environmental Documents

Pollution Incident Response Management Plan

4. External Reference Documents

Protection of the Environment Operations (Waste) Regulation 2014

NSW EPA (2023). Integrated Waste Tracking Solution. September 2023.

NSW EPA (2023). Tracking Waste
Tyres Using the Integrated Waste Tracking Solution. September 2023.

5. Key Regulatory Requirements

Tyre consignors, transporters and facilities transporting or receiving waste tyres in NSW weighing more than 200 kilograms, or consisting of 20 or more tyres, in one load must track and report this waste to the EPA using Integrated Waste Tracking Solution (IWTS)

Consignors or tyre generators must log the details of tyre consignments, including the number, location, and destination of tyres, into the IWTS before transportation begins.

Transporters must collect the relevant consignment of tyres and transfer them to the receiving waste facility, ensuring all information is recorded in the IWTS.

It is mandatory for all waste facilities in NSW accepting tyres to use the IWTS and comply with its tracking and reporting requirements, including logging vehicle registration details for consignments delivered without proper IWTS documentation

6. Using IWTS – Transporting and Receival of Consigned Loads

BSV Tyre Recycling Pty Ltd will be responsible for tyre transporting and need to register with Integrated Waste Tracking Solutions (IWTS) platform at:https://www.epa.nsw.gov.au/your-environment/waste/integrated-waste-tracking-solution

The consignor logs tyre consignments into the IWTS, including the number of tyres, total weight, pickup location, and delivery destination.

Transporters will receive a notification with the consignment details, including the unique consignment code, tyre quantity or weight, and collection date. Transporters can accept, reject, or assign the job to another registered transporter via the IWTS.

Upon arriving at the collection point, confirm the consignment details in the IWTS.

Use the IWTS system on your smartphone or tablet to check the consignment code and ensure the details match the load being collected.

At the point of collection, the GPS location is automatically logged via the IWTS system. Grant location access when prompted to ensure compliance.

Upon arrival at the receiving facility, log into the IWTS and confirm delivery.

Scan the QR code or unique consignment code displayed at the receiving facility to complete the process. If multiple consignments are being delivered, select the appropriate loads within the system to confirm receipt.

BSV Tyre Recycling must prominently display QR codes at the facility gate or weighbridge for transporters to scan upon delivery. These QR codes are essential for confirming consignments in the IWTS.

Order QR codes directly via the IWTS platform or contact the NSW EPA for assistance.

For more information, see the NSW EPA IWTS web site, Integrated waste tracking solution

Attachment 8: Pollution Incident Response Management Plan

POLLUTION INCIDENT RESPONSE MANAGEMENT PLAN

BSV Tyre Recycling Australia Pty Ltd – Tyre Recycling Facility
30 Daisy Street, Revesby

12 December 2024

EXECUTIVE SUMMARY

This Pollution Incident Response Management Plan (PIRMP) has been developed for the BSV Tyre Recycling Australia Facility located at 30 Daisy Street, Revesby.

This document has been set out to fulfil the requirements of Part 5.7A of the *Protection of the Environment Operations Act* 1997 and contains the details required for pollution incident response management plans as set out within Chapter 4 of the *Protection of the Environment Operations (General) Regulation* 2022.

The content of this plan includes:

- The procedures to be followed by the licence holder in notifying a pollution incident;
- A detailed description of the action to be taken immediately after a pollution incident to reduce or control pollution; and
- The procedures to be followed for co-ordinating, with the authorities or persons that have been notified, any action taken in combating the pollution caused by the incident and the persons through whom all communications are to be made.

It is important to note that this PIRMP is a working document. If operating conditions or waste processing practices on the site change, the PIRMP needs to be updated to reflect the changes in practices. BSV Tyre Recycling Australia Pty Ltd are committed to working with the NSW Environment Protection Authority (EPA), and appropriate changes to the conditions of the Environment Protection Licence will be made before any site changes are implemented.

Below is a summary of the immediate steps to be taken in the event of a pollution incident (Table 1.1).

Table 1.1. Summary of Pollution Incident Response.

In the event of a pollution incident		Responsibility and Action Required	Section of Report
Step 1	Contact Operations Manager		Section 7
Step 2	Is there an immediate threat to human health and the environment?	Call Emergency Services (000) or 112 for mobile phones	Section 8.1
Step 3	Does the site need to be evacuated?	Initiate evacuation procedure Safely follow pollution incident procedures	Figure 9.1
Step 4	Inform other relevant authorities of the incident	Follow the pollution incident plan contacting the relevant authorities	Section 8.1
Additional staff responsibilities			
Step 5	**Onsite Staff**	**Operations Manager**	**General Manager**
	Assist with Clean Up	Coordinate onsite plan	Call relevant regulatory authorities as specified in Section 8.1
	Follow instructions of Operations Manager	Barricade off area and notify staff onsite	Engage appropriate consultants
		Complete incident reporting form	Submit incident report form to EPA
			Review this plan within 30 days of report

It is recommended that all sections of this document are read, and the appropriate training undertaken, prior to responding to an incident.

TABLE OF CONTENTS

1. Purpose of This Plan

Under the *Protection of the Environment Operations Act* 1997, holders of an Environment Protection Licence (EPL) must prepare and implement a Pollution Incident Response Management Plan.

The Protection of the Environment Operations Act 1997 (POEO Act) specifies within Section 147 that there is a duty to report a pollution incident if there is a threat or material harm to the environment. A pollution incident is defined as:

> *"Pollution incident means an incident or set of circumstances during or as a consequence of which there is or is likely to be a leak, spill or other escape or deposit of a substance, as a result of which pollution has occurred, is occurring or is likely to occur. It includes an incident or set of circumstances in which a substance has been placed or disposed of on premises, but it does not include an incident or set of circumstances involving only the emission of any noise."*

The objectives of the PIRMP are to:

Ensure comprehensive and timely **communication** about a pollution incident to staff, EPA, authorities and other stakeholders

↓

Minimise and control the risk of a pollution incident by identifying risks and planning actions to minimise and manage them

↓

Ensure that the plan is properly **implemented** by nominated trained staff, and regularly **tested**

A "pollution incident" is defined as:

An incident or set of circumstances during or as a consequence of which there is or is likely to be a leak, spill or other escape or deposit of a substance, as a result of which pollution has occurred, is occurring or is likely to occur.

↓

It includes an incident or set of circumstances in which a substance has been placed or disposed of on premises, but it does not include an incident or set of circumstances involving only the emission of noise.

The PIRMP must be:

2. About the Site

Address	• 30 Daisy Street, Revesby , NSW
Lot number	• Lot 198, DP 7866
Site size	•Approximately 4,000m^2 lot size in total, including approximately 1,230m^2 of building floor area
LGA	•Canterbury-Bankstown Council
Zoning	• IN1 - General Industrial
Regulatory Controls	• The tyre recycling facility has development consent by Canterbury-Bankstown Council, under development application number DA 843/2013. • As the facility processes more than 5,000 tonnes of tyres per annum, and greater than 5 tonnes of tyres or 500 tyres are stored an any one time, an Environment Protection Licence is required under the Protection of the Environment Operations Act 1997. No works or activities are to be undertaken at the site prior to an Environment Protection Licence being approved for the Facility. •The Site also holds an EPL (20383) for Transport of Trackable waste issued on 12 December 2013 • A developpment application has been lodged in december 2024 to Canterbury-Bankstown Council for the alyterations and additions to expand the processing capacity from 14,600 tonnes per annum to 29,900 tonnes per annum.
Waste types accepted	•Up to 29,900 tonnes per annum of passenger and truck vehicle and truck tyres are will be permitted to be processed at the Facility (following development consent)

2.1 Location and Site Description

The subject site is located at 30 Daisy Street, Revesby, in the Canterbury-Bankstown Council local government area. The site is also identified at Lot 198 DP 7866. The lot size is approximately 4,000m^2, including approximately 1,230m^2 of building floor area. The site is zoned IN1 General Industrial as shown in Figure 2.2.

The site has sufficient turning area for all rigid vehicles to enter and leave in the forward direction. The site is located facing Daisy Street, a collector road with a speed limit of 50km/hr, with two traffic lanes and kerbside parking on either side of the carriageway.

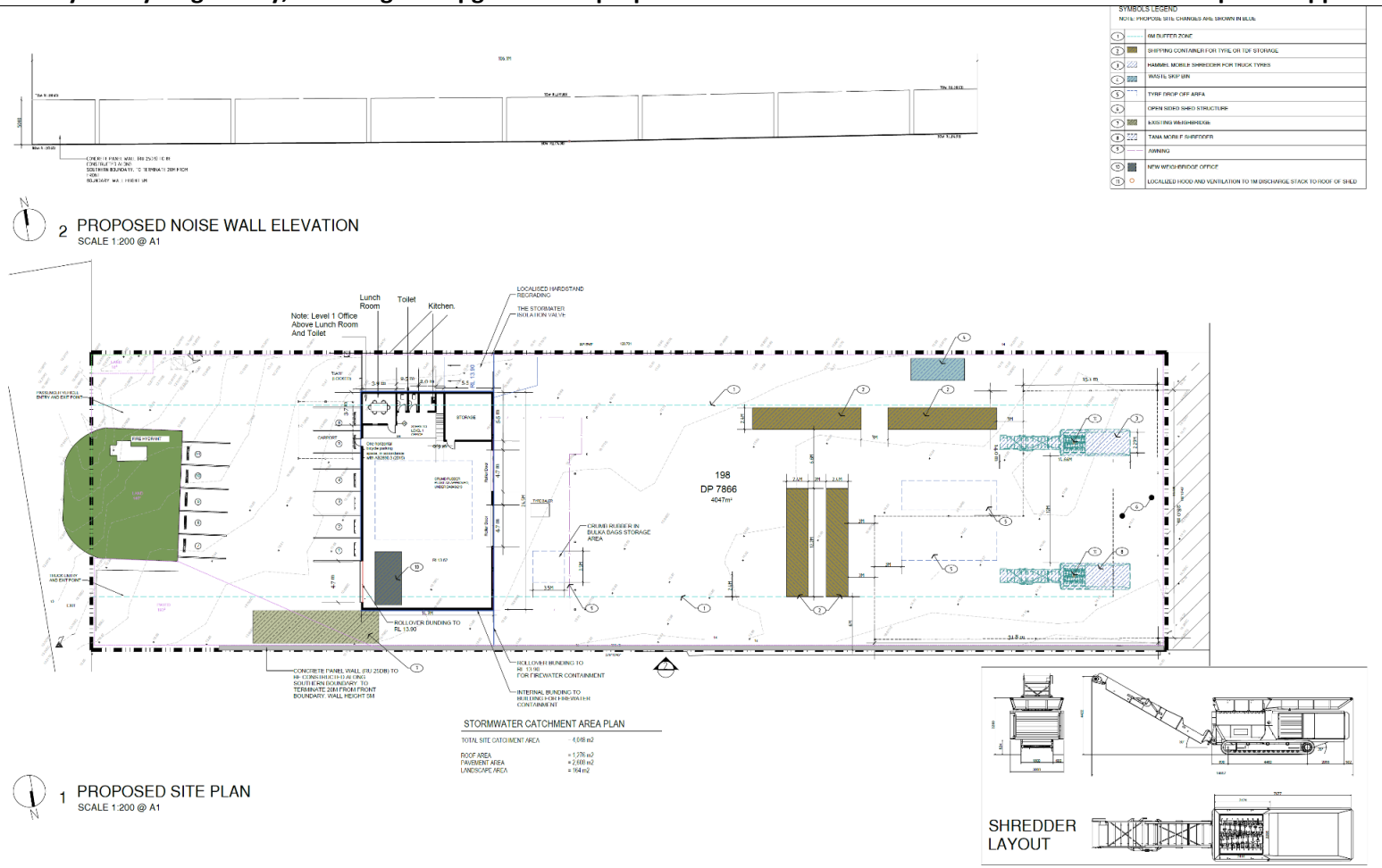
The site has a total of eleven existing car parking spaces within the front setback area.

Such access and parking will comply with *Canterbury Development Control Plan* 2023 Chapter 3.2 - Parking and Access and AS 2890 – Parking Facilities.

The subject site is zoned IN1 General Industrial pursuant to *Canterbury-Bankstown Local Environmental Plan* 2023 as shown in Figure 2.2. The proposed development meets the definition of a “Resource recovery facility” which is permissible subject to development consent from council.

Figure 2.1 provides an overview of the site operations.

Figure 2.1. Site plan for the tyre recycling facility, including site upgrades and proposal under the 2024 alterations and additions development application.



Date	Revision	Drawn By	Site description
29/11/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)

JEP Environment & Planning
Strategy | Approvals | Compliance | Licensing
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W: http://www.jacksonenvironment.com.au

JEP ENVIRONMENT & PLANNING

Client	BSV Tyre Recycling Australia Pty Ltd
Project	Operational Environmental Management Plan
Title	Site Plan
Scale	Not to Scale
Source	Nearmap

Figure 2.2. Site location and zoning for 30 Daisy Street, Revesby.

Date	Revision	Drawn By	Site description
18/07/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)

JEP Environment & Planning
Strategy | Approvals | Compliance | Licensing
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T: 02 8056 1849
W: http://www.jacksonenvironment.com.au

JEP ENVIRONMENT & PLANNING

Client	BSV Tyre Recycling Australia Pty Ltd
Project	Operational Environmental Management Plan
Title	Land Use Zonings
Scale	Not to Scale
Source	NSW Spatial Viewer

2.2 Surrounding Premises

The site is located in an industrial zoned area (Figure 2.2), with similar use premises in the nearby area. Under the *Canterbury-Bankstown Local Environmental Plan* 2023, a wide range of land uses are permitted in this area, with consent. The activities of the adjoining businesses are summarised in Table 2.1.

Table 2.1. Adjoining and nearby business details.

Neighbour	Owner	Description of Business
37-55 Violet Street	Bingo Industries	Recycling Centre
18 Daisy Street	M&I Spares	Used Auto Parts Store
22 Daisy Street	ISL Recyclers	Car Service
25 Daisy Street	Bent Glass	Glass and Mirror Shop
26 Daisy Street	Japan Ceramics	Wholesaler
29 Daisy Street	Transdev NSW	Transportation Service
32 Queen Street	ECCOSIT	Office Furniture Store
37 Daisy Street	Dellow Conversions	Auto Parts Store
38 Queen Street	The Fencing Warehouse	Metal Fabricator

2.3 Nearest Sensitive Receptors

2.3.1 Residential

The site is located in an industrial zoned area, with the nearest residential areas being located on the southern side of the South Western Motorway to the south and on Queen Street 140m to the west. The closest residences are along South Western Motorway approximately 136m to the South of the site.

2.3.2 Waterway

The nearest waterway is Salt Pan Creek, located approximately 2.8km to the east of the subject site which flows into the Georges River. The creek is typical of an urban waterway and is threatened by a range of activities and associated infrastructure. The dominant land use within the creeks catchment is a mix of light industrial and residential.

Stormwater runoff from the parking area at the front of the site drains to a pit with an Enviropod for pollutant removal, which transfers stormwater for discharge to Daisy St. Roofwater and runoff from the hardstand at the rear of the site drains towards a drainage pit on the front boundary of the property, which is connected to an Enviropod then the council drainage system. Two manually operated stormwater isolation valves are installed at the site (one at the front of the site and the second is near the north-east corner of the shed building).

The site is not subject to local flooding, and is identified within the Salt Pan Creek Flood Planning Map (Figure 2.4) within the low flood risk precinct. The finished floor level of the development is above the 100-year flood level and can be adequately utilised to store goods above the 100-year flood level. The site does not include the storage of any polluting or potentially hazardous materials within the 100-year flood levels. The existing building is iron cladding wall panels which will withstand the forces of floodwater, debris and buoyancy. The approved development is for works within an industrial development with similar uses surrounding. As a result, the Facility will not result in an increase in flood risk to the local area. No new building work or alterations to the existing buildings are proposed for the Facility.

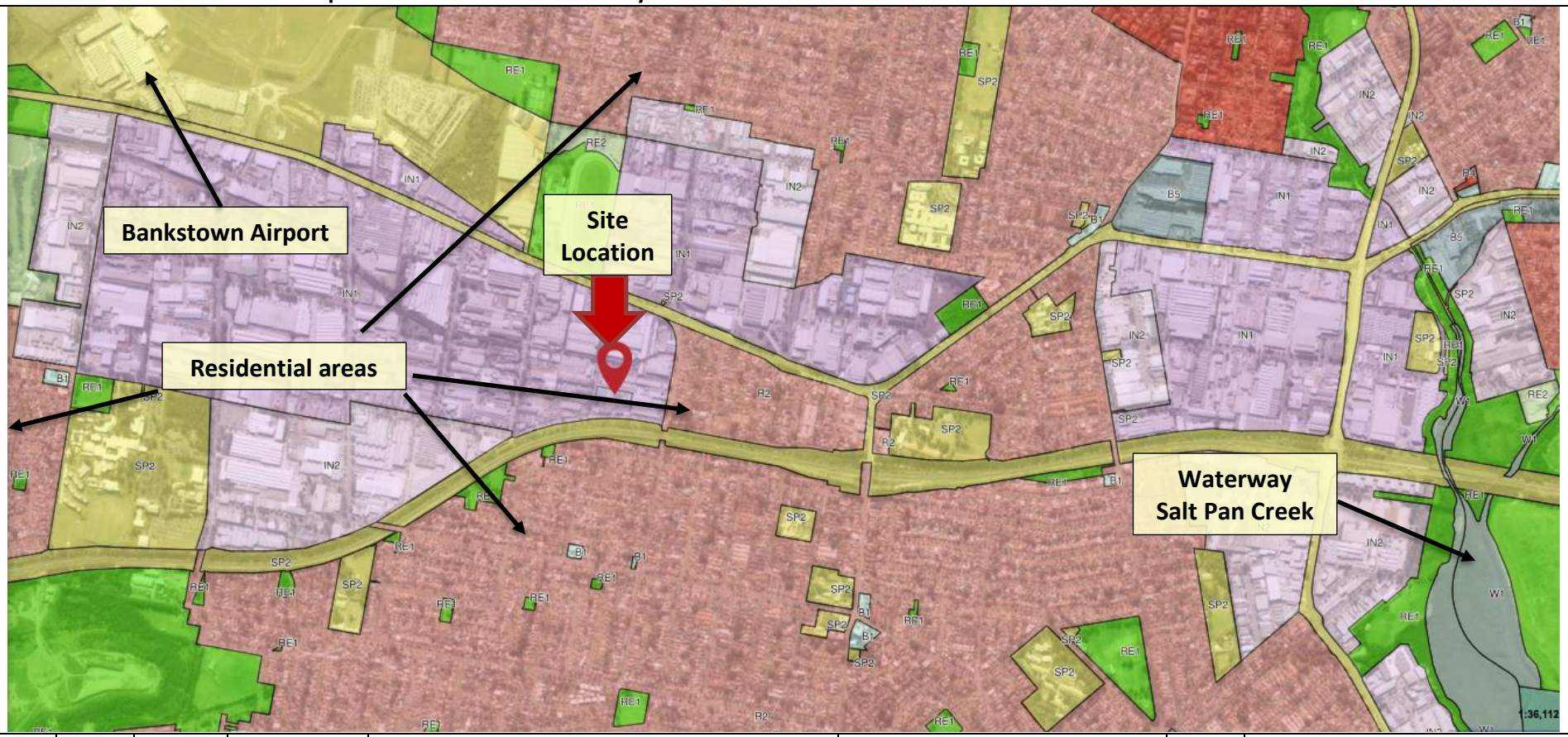
The site is located outside of the protected riparian corridor area under the *Canterbury-Bankstown Development Control Plan* 2023, which places certain requirements on developments within 40m of

the top of creeks and stream banks (see Figure 2.3). The Tyre Recycling Facility is approximately 2.8km west of Salt Pan Creek. Mitigation processes are in place in any case to minimise the risk of any impacts on natural vegetation and areas of conservation significance (see OEMP Chapter 3.5 for more details on processes to manage discharges to water).

2.3.3 Bushfire Prone Land

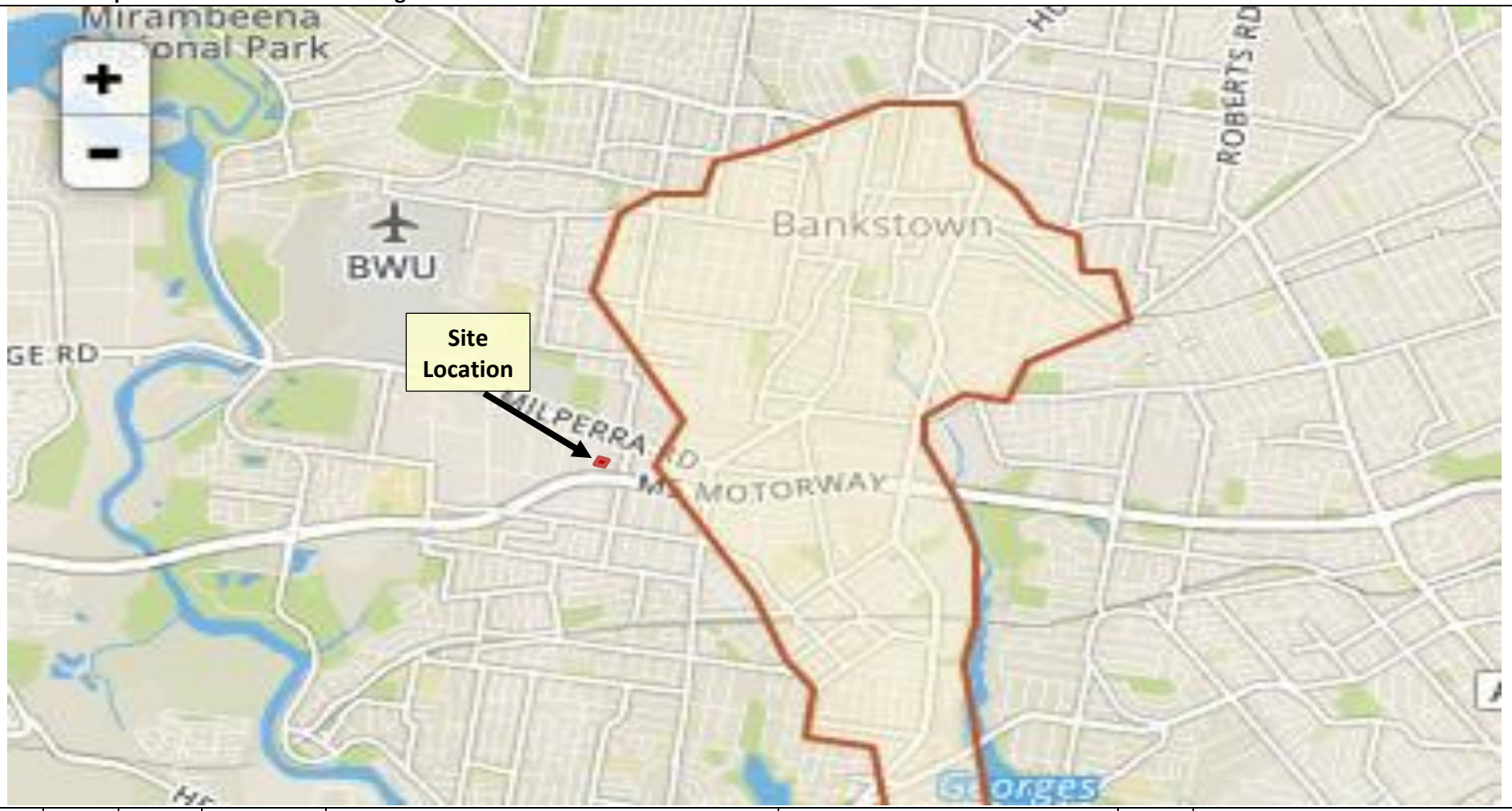
The site is not located in bushfire prone land (see Figure 2.5).

Figure 2.3. Location of sensitive receptors near site. Site is shown by a red arrow.



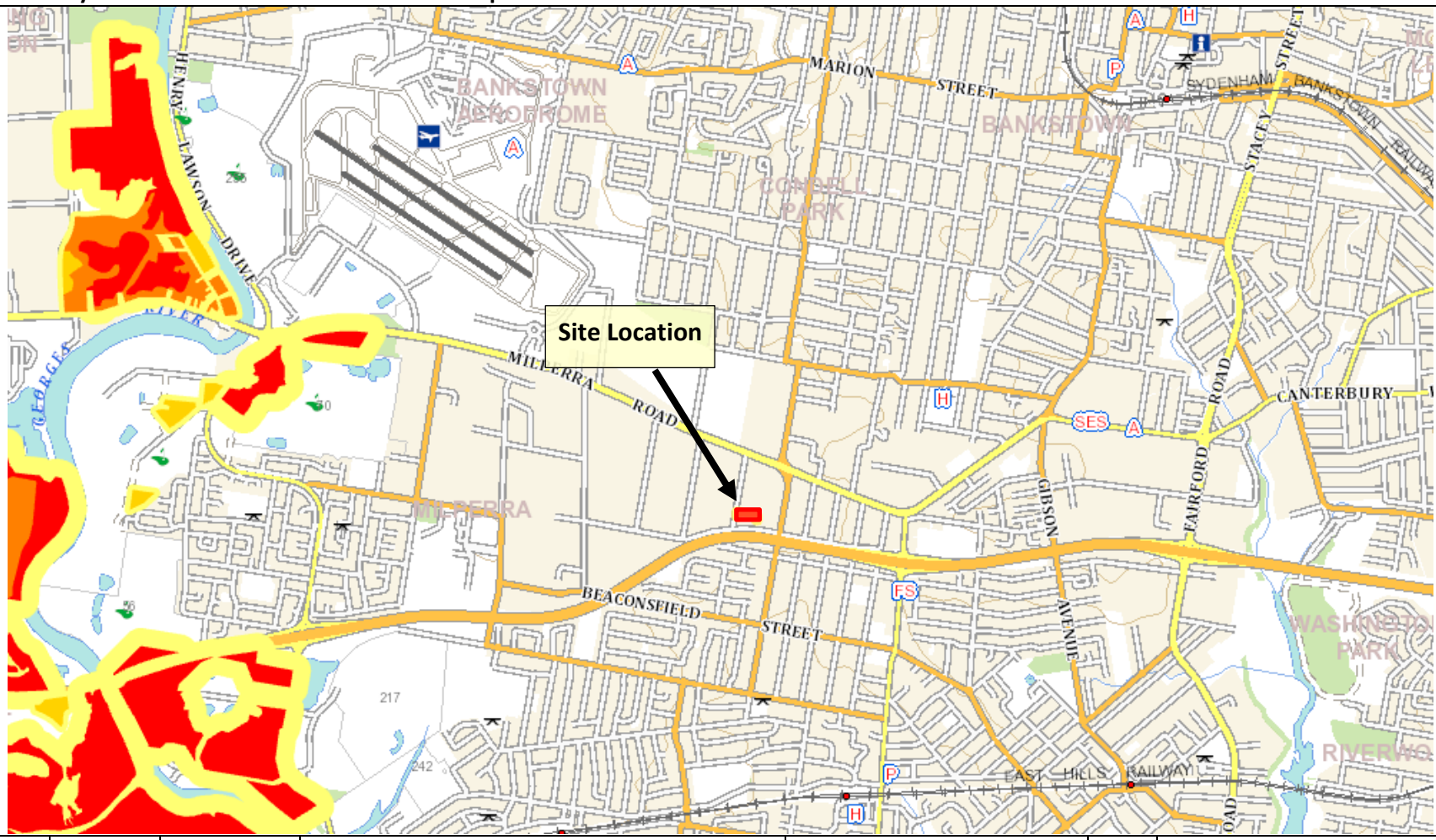
Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	BSV Tyre Recycling Australia Pty Ltd
29/11/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational Environmental Management Plan
						Title	Sensitive Receptors near Facility
						Scale	Not to Scale
						Source	JEP

Figure 2.4.Flood prone areas located in the region.



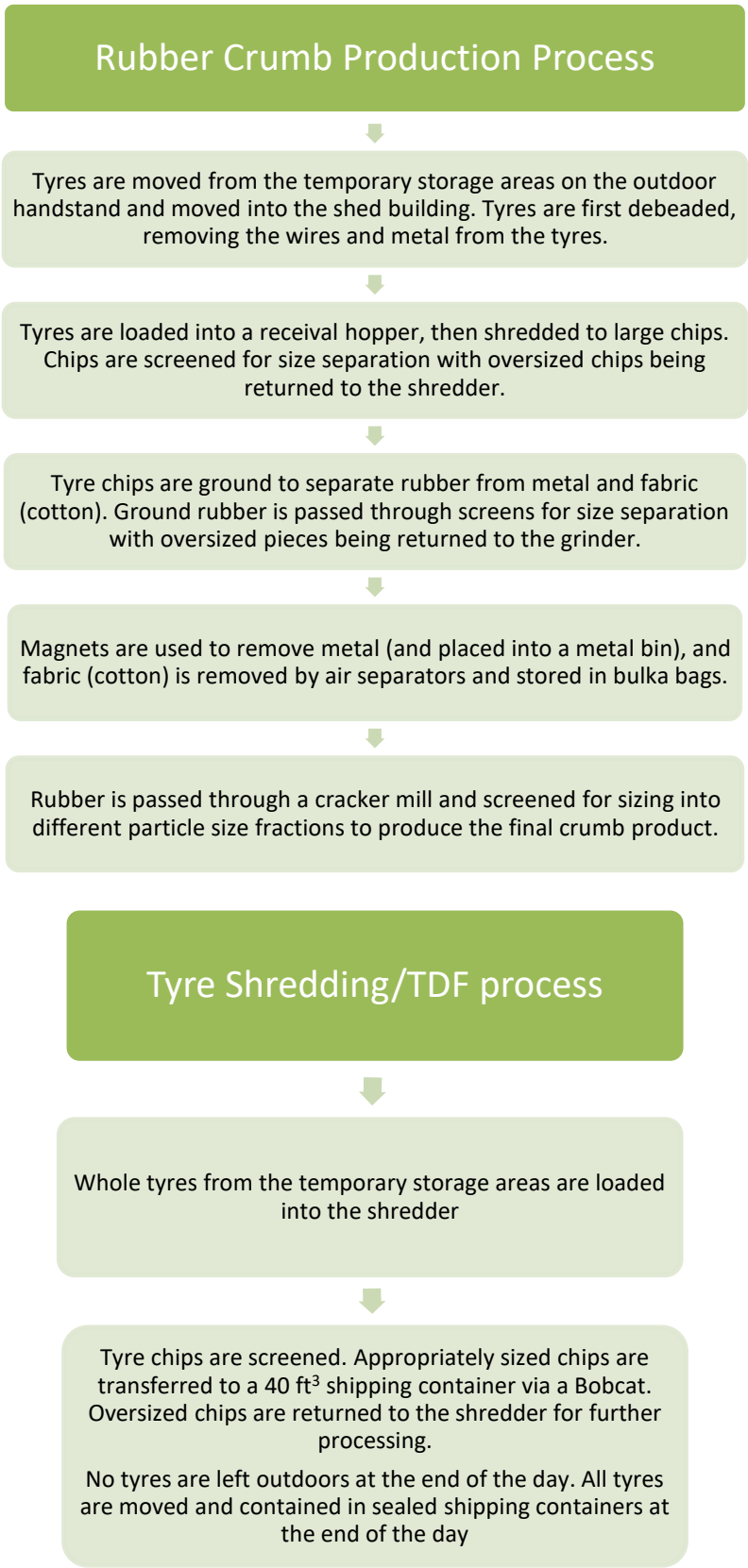
Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	BSV Tyre Recycling Australia Pty Ltd
29/11/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational Environmental Management Plan
						Title	Flood Zoning Areas
						Scale	Not to Scale
						Source	Canterbury-Bankstown Council

Figure 2.5. Canterbury-Bankstown Council Bushfire Prone Map.



Date	Revision	Drawn By	Site description	JEP Environment & Planning	Client	BSV Tyre Recycling Australia Pty Ltd
29/11/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	**Strategy | Approvals | Compliance | Licensing** A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	Project	Operational Environmental Management Plan
					Title	Bushfire Zoning
					Scale	Not to Scale
					Source	Spatial Viewer

Figure 2.6. Flow chart summarising the operational processes of the tyre recycling operation.



3. Description and Likelihood of the Main Hazards

Proposed activities include:

- Used tyres collection;
- Recycling process;
- Finished product storage
- Waste management

From these activities, the hazards to human health and the environment have been identified. These include:

- Air Pollution/Odour;
- Noise;
- Chemical Spill;
- Stormwater contamination;
- Fire;
- Vehicle collision; and
- Litter.

Based on these activities, the severity of any pollution incident should be ranked based on the extent to which a pollution hazard poses to humans and the environment (Table 3.1).

Table 3.1 Ranking of Pollution Incident.

Description of pollution event	Severity score
Pollution could affect only those in the immediate vicinity	1
Pollution could affect others within the site	2
Pollution could affect surrounding neighbours	3

Table 3.2 identifies a list of foreseeable hazards that could occur on this site because of regular operating procedures. A risk management table is used to score the risk associated with any hazard.

Table 3.2 Ranking of Pollution Incident.

Type of Pollution	Hazard	Likelihood of Hazard occurring	Consequence	Risk Score
Chemical Spill	Fuel / oil	Unlikely	Minor	4
Excessive Dust Emissions	Dust	Possible	Insignificant	4
Fire	Heat, smoke and depletion of oxygen	Rare	Major	2
Noise	Hearing problems	Possible	Minor	3
Stormwater contamination	Carbonised water	Unlikely	Moderate	3
Natural Disaster	Personal injury / escape of stockpiles leading to pollution of stormwater, air or soil	Unlikely	Moderate	3

Type of Pollution	Hazard	Likelihood of Hazard occurring	Consequence	Risk Score
Vehicle collision	Damage to man / material	Possible	Moderate	2
Litter	Health problems	Possible	Minor	3

Table 3.3. Risk Matrix.

Likelihood	Consequence				
	Catastrophic Death Permanent disabling injury or extensive permanent environmental damage	**Major** Extensive permanent injury or extensive temporary or minor permanent environmental damage	**Moderate** Significant non-permanent injury. Overnight hospitalisation. Temporary environmental damage consultants required for assessment and clean-up	**Minor** Medical help needed. Treatment by medical professional. Environmental clean-up done in house	**Insignificant** Dealt with in house
Almost certain to occur in most circumstances	1	1	1	2	2
Likely to occur frequently	1	1	2	2	3
Possible and likely to occur at some time	1	1	2	3	4
Unlikely to occur but could happen	1	2	3	4	5
May occur but only in rare and exceptional circumstances	2	2	3	5	6

Note: Risk scores are developed prior to any control measures in place.

4. Pre-Emptive Actions to be taken

The main hazards, and the mitigation measures in place for each one, are shown below.

Spill or leak of chemicals or hydrocarbons	•No storage of fuel will occur onsite. •All chemicals will be appropriately stored and labelled •Spill kits will be ready accessible and maintained •Material Safety Data Sheets for all chemicals will be available on site
Excessive dust emissions	•External area of the site (hard stand and roadways) are sealed •Tyre processing and storage always to be carried out indoors •The warehouse floors will be swept regularly to avoid dust tracking via vehicle movements •Outdoor hardstand areas regularly swept to minimise dust
Fire	•Stockpiles will remain under the prescribed limit •Fire extinguisher, fire hose, hydrant system is available at different locations of machinery area, office and storage area •Staff will be trained in the use of fire extinguishers
Noise	•All processing to take place indoors •Suitable PPEs (ear muffs) to be used by all staff working in machinery area
Stormwater Contamination	•All tyres and tyre products to be stored correctly at all times •Remove loose material from site enterance and exit •Enviropods checked and cleaned weekly and cleaned after every rain event •Activation of stormwater isolation valves
Natural disaster	•Appropriate insurance policies will be purchased •Staff will be trained in the emergency procedures
Vehicle collision	•Vehicle movement is controlled by road marking, sign posting and security staff •Speed limit for all vehicles in plant is 5km/hour
Litter	•Seperate bins are available for garbage and non-conforming waste •Small bins are placed in office areas •Toilet and washing facilities available for staff and visitors

5. Inventory of Pollutants

Table 5.1. Inventory of Pollutants.

The main potential pollutants associated with this site are generated as a result of current activities. These include:

- Dust from processing operations and vehicle movements;
- Domestic quantities of cleaning products; and
- Oil and grease for lubricating machinery.

Item Name	Quantity	Storage Area
LPG gas bottles	<500 kg	Chemical store under mezzanine floor
Floor cleaners (disinfectant)	<20L	
Toilet cleaner	<20L	
Other cleaners (glass, table etc.)	<20L	
Grease	<240L	
Engine oil	<240L	

For all chemicals stored on site, a material safety data sheet is stored in the site office and can be accessed by all staff.

The storage and handling of the above pollutants are in accordance with:

- AS 1596:2014 The storage and handling of LP Gas;
- AS 1940:2004 The storage and handling of flammable and combustible liquid;
- AS 2030.1:2009 Gas cylinders – General requirements; and
- Storage and Handling of Dangerous Goods Code of Practice 2005.

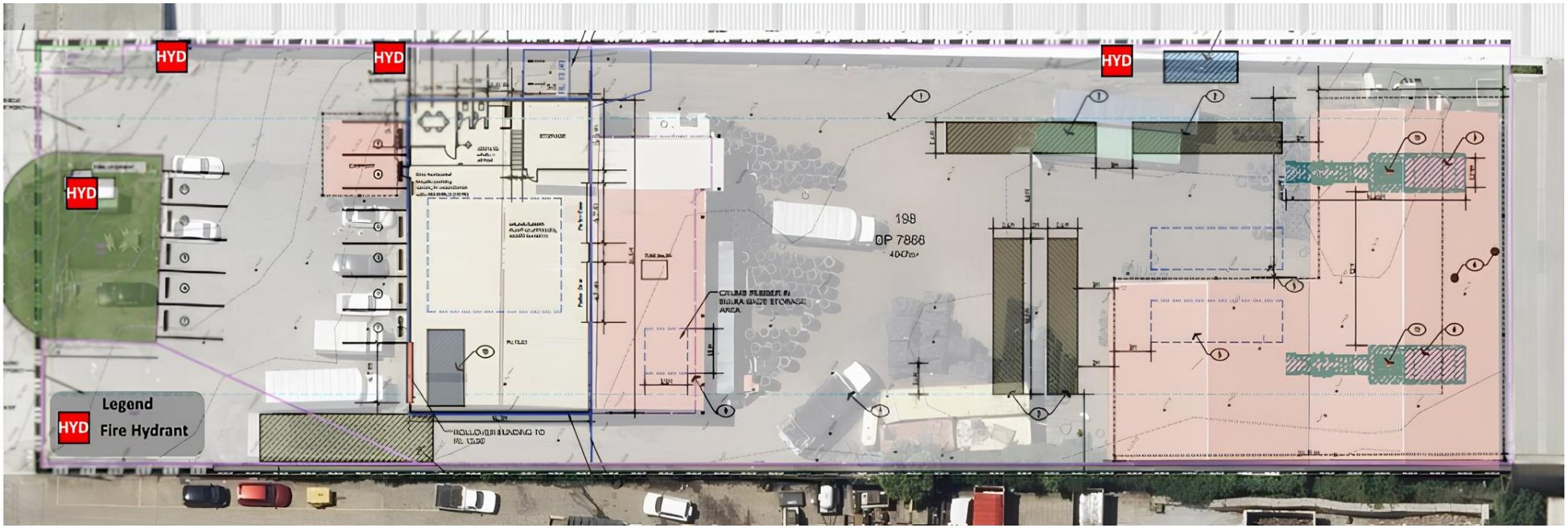
6. Safety and Clean-Up Equipment

Table 6.1. Type and Location of Safety and Clean-up Equipment.

Equipment	Location
Spill kits	1 in factory, 1 in Chemical Storage, 1 in rear Material Storage Area (shed)
Safety Data Sheets (SDS)	Office
First Aid Kit	Office
Fire extinguishers	3 Extinguishers 2 hose reels (locations given in Figure 6.1)
Fire hoses	Office
Fire Hydrant	Fire hydrant to be upgraded to dual headed fire hydrants.
Personal Protective Equipment	Worn by staff, spares in office
Traffic bollards and traffic cones	Loading bay / Office

Location of fire safety assets and services shown in Figure 6.1.

Figure 6.1. Fire service plan for 30 Daisy Street, Revesby.



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29/11/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational Environmental Management Plan
						Title	Fire Service Plan
						Scale	Not to Scale
						Source	BSV

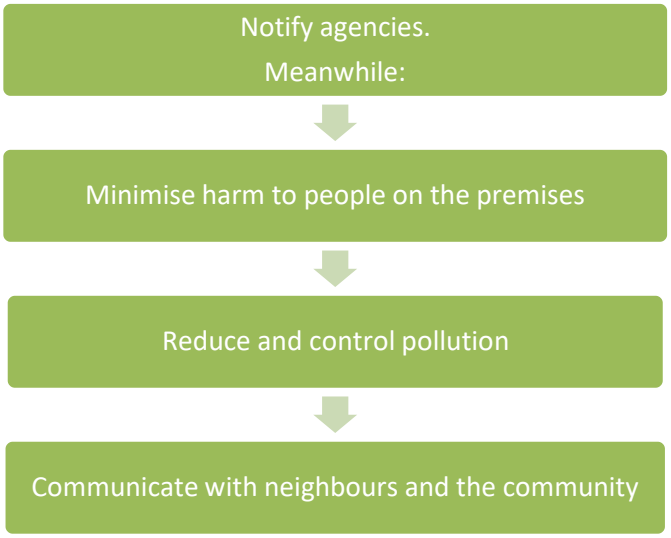
7. Contact Details and Responsible Persons

The person responsible for implementing this plan is the General Manager.

In the case of a pollution incident, the following people should be notified immediately:

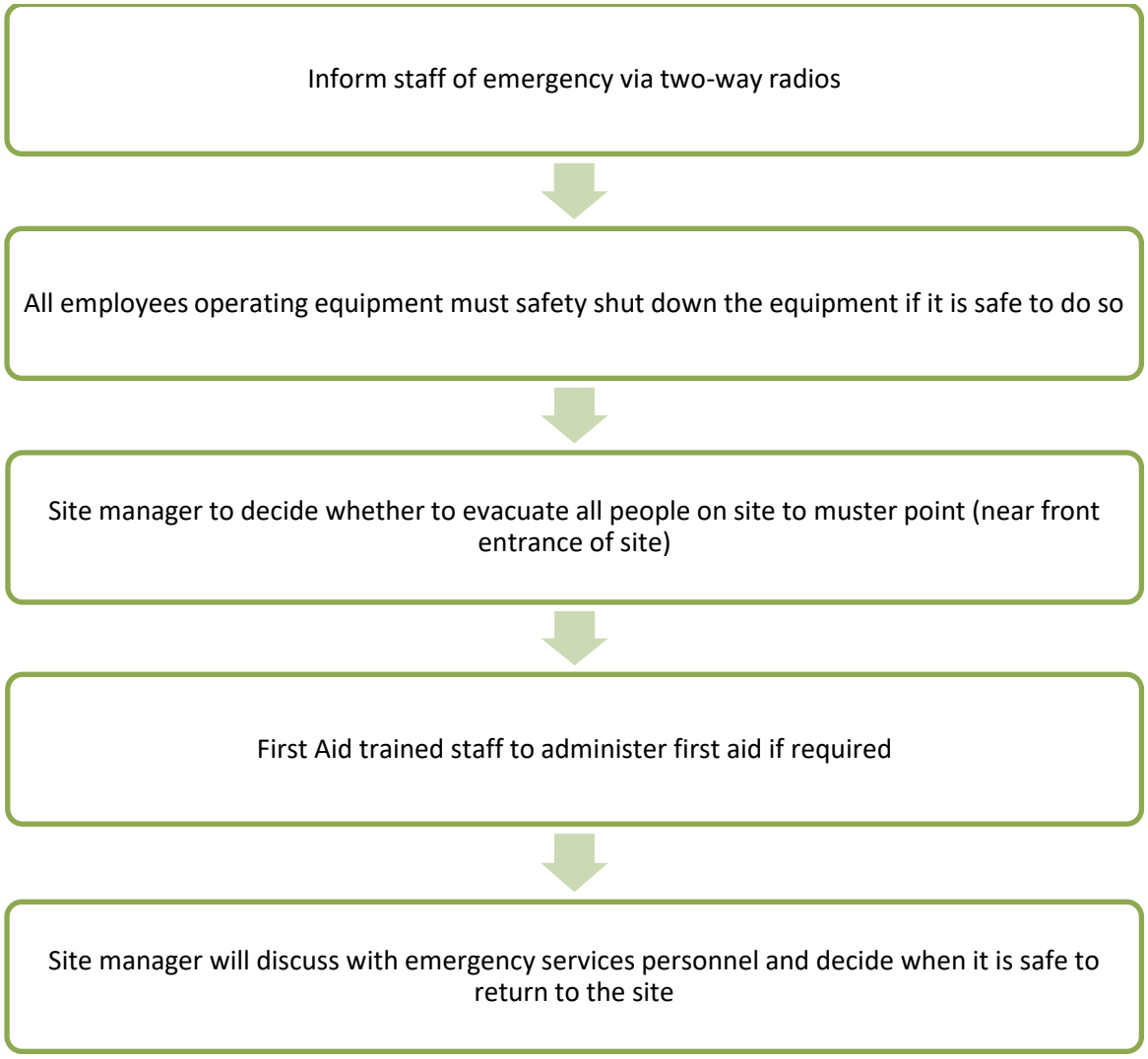
Primary site contact	• General Manager
Secondary site contact	• Operations Manager

8. Actions to Be Taken During or Immediately After a Pollution Incident



8.1 Notify Agencies

8.2 Minimise Harm to People on the Premises



8.3 Reduce and Control Pollution

8.4 Communicate with Neighbours and the Community

Is there potential for off-site impacts to the community or environment? If yes, then contact the following business via telephone or where appropriate via door knocking.

Table 8.1. Contact Details for Adjacent Businesses.

Neighbour	Owner	Description of Business
37-55 Violet Street	Bingo Industries	Recycling Centre
18 Daisy Street	M&I Spares	Used Auto Parts Store
22 Daisy Street	ISL Recyclers	Car Service
25 Daisy Street	Bent Glass	Glass and Mirror Shop
26 Daisy Street	Japan Ceramics	Wholesaler
29 Daisy Street	Transdev NSW	Transportation Service
32 Queen Street	ECCOSIT	Office Furniture Store
37 Daisy Street	Dellow Conversions	Auto Parts Store
38 Queen Street	The Fencing Warehouse	Metal Fabricator

9. Staff Training and Testing This Plan

9.1 Staff Training

All new employees will be made aware of the requirements of the plan as part of their induction process.

All employees will be trained in the use of spill kits and fire extinguishers.

All employees are required to complete refresher training on a regular basis.

In addition to the above induction and training, details of this plan will be provided to key contacts on site and off site on request.

9.2 Testing this Plan

This plan will be reviewed once a year to ensure that the information contained within the plan is accurate and current. If necessary, the plan will be updated as a new version.

Evaculation drills will be carried out at least once a year.

Improvements identified in the review and drills will implemented.

Records will be kept of the reviews and drills, their outcomes and any improvements identified and implemented.

Figure 9.1. Emergency evacuation muster point.

Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	BSV Tyre Recycling Australia Pty Ltd
29/11/2024	Revision A	J.Tanana	30 Daisy Street, Revesby (Lot 198, DP 7866)	Strategy | Approvals | Compliance | Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	JEP ENVIRONMENT & PLANNING	Project	Operational Environmental Management Plan
						Title	Evacuation Diagram (Muster Point)
						Scale	Not to Scale
						Source	BSV

Attachment 9: EMS Forms

DAILY SITE MAINTAINANCE REGISTER

FORM 1

Name and Address of Facility: BSV Tyre Recycling Australia Pty Ltd, 30 Daisy St, Revesby NSW 2212 (Tick when complete)											
Date	**Visually check for litter across site and remove**	**All waste placed into containers**	**Tyre storage <150 tonnes at any point in time**	**Tyre and product stockpiles <3.7 m height**	**Tyres stored in correct locations and complies with NSW FB guidelines**	**Sweep hardstand surfaces**	**Check functionality of the stormwater isolation valves (complete at the start of each month)**	**Check Enviropods and clean as required**	**General site observations / notes**	**Ensure Local Exhaust Ventilation (LEV) System on the rear awning always in operation and functional during TDF Production**	**Checks undertaken by (Initials)**

EQUIPMENT MAINTENANCE REGISTER

FORM 2

30 Daisy St, Revesby

This equipment maintenance register is to be checked on a monthly basis, and scheduled maintenance undertaken as per the service intervals given in the register. Daily operational checklist to be used to identify requirements for additional equipment repair and maintenance outside of scheduled service intervals.

Equipment item	Location	Service internal (months)	Date last serviced	Status	Next service scheduled

COMPLAINTS AND INCIDENTS REGISTER

FORM 3

30 Daisy St, Revesby

This complaint and incident response register is to be used as a formal record of all BSV Tyre Recycling Australia Pty Ltd complaints/incidents, notification and management responses to address complaints received and incidents addressed at the facility.

Part A – Description of Incident or Event

Date and Time of Complaint	
Employee who observed or reported the incident or event	Name: Signature:
Describe in detail the nature of incident or event noting: • The performance indicators that have been breached • The extent of environmental harm that has occurred • If no environmental harm has occurred, identify the risk or potential for environmental harm	
Did a complaint occur as a result of the incident or event?	Yes or No
Note the date that the complaint form was completed:	Date:
Site Representative to whom complaint was made	Name: Signature:
Assess likely frequency of occurrence if an on-going issue, or risk of recurrence if a one-off incident	

Part B – Action Report

Detail the investigations that have taken place to determine the cause of the incident or event:	

Note: if monitoring has taken place, attach results of monitoring to this form when completed.	
Detail the actions or steps taken to deal with the incident or event to prevent recurrence or minimise environmental impact:	
Has the administering authority been notified of the incident?	Yes or No
If so, note date, time and the name of the Officer spoken to	Date(s): Name of Officer:

Part C – Finalisation

Have the actions and steps to prevent recurrence of the incident or event been documented?	Yes or No Date(s)
Was an incident or monitoring report issued to the administering authority?	Yes or No
Was cause of the incident or event eliminated? **If no, detail how the risk of future environmental harm has been minimised:**	Yes or No
Other Comments	

Parts B and C Completed by:

……	……	……
(Name)	(Signature)	(Date)

This form must be kept in the complaints register maintained by the Operations Manager. The document must be made available for inspection by the relevant authorities or interested third parties (where appropriate) upon request.

STAFF TRAINING REGISTER

FORM 4

Issue Discussed/Training Topic:			
Date and Time:			
Sign below to confirm that you attended this training session and understand your obligations.			
Name of staff member	**Signature of Staff Member**	**Training Type: Induction (I); WHS (W); External (E); Emergency Response (R)**	**Training Carried Out Satisfactorily - Confirmed By**
Attach copies of certificates if available.			

Attachment 10: Development Consents

BANKSTOWN CITY COUNCIL
PO Box 8, Bankstown NSW 1885 **PH** 02 9707 9999 **FAX** 02 9707 9495

BANKSTOWN
City of Progress

19 November 2013

Mr Virend Nath
6 Styles Ave
MERRYLANDS NSW 2160

Dear Sir,

APPLICATION NUMBER: DA-843/2013
PROPOSAL: Use of premises for tyre recycling and transportation
PROPERTY: Lot 198 DP 7866, No. 30 Daisy Street, REVESBY NSW 2212

I refer to your Development Application referenced above and advise that consent has been granted subject to conditions by Council. The Development Consent is attached.

If you require further information please contact the undersigned on telephone 9707 9871.

Yours sincerely,

Casandra Gibbons
DEVELOPMENT ASSESSMENT OFFICER

cc Storehouse Investments Pty Ltd
C/- COMMERICAL PROPERTY GROUP
PO Box 511
BANKSTOWN NSW 1885

CUSTOMER SERVICE CENTRE Upper Ground Floor, Civic Tower, 66-72 Rickard Rd, Bankstown
Hours 8.30am - 5.00pm Monday to Friday **EMAIL** council@bankstown.nsw.gov.au **DX** 11220 **ABN** 38 380 045 375
www.bankstown.nsw.gov.au

BANKSTOWN CITY COUNCIL
PO Box 8, Bankstown NSW 1885 **PH** 02 9707 9999 **FAX** 02 9707 9495

BANKSTOWN
City of Progress

Notice of Determination of a Development Application

Environmental Planning and Assessment Act, 1979. Section 81(1) (a)

Development Application No. DA-843/2013

Mr Virend Nath
6 Styles Ave
MERRYLANDS NSW 2160

Date of Determination:	**19 November 2013**
Determination Notice No.:	**DA-843/2013**
Property:	**Lot 198 DP 7866, No. 30 Daisy Street, REVESBY NSW 2212**

Bankstown City Council hereby Consents to the above described land being developed for the following purpose, subject to compliance with the conditions and requirements set out in the attached schedules.

Description of Development:	**Use of premises for tyre recycling and transportation**
Planning Instrument:	**Bankstown Local Environmental Plan 2001 Gazetted 17 May 2002**
Zoning of Property:	**4(a) - General Industrial**
Consent to Operate From:	**19 November 2013**
Consent to Lapse On:	**19 November 2018**

These conditions are imposed taking into account the matters for consideration in determining a Development Application pursuant to Section 79(C) of the Environmental Planning & Assessment Act, 1979 and other relevant Acts and Regulations.

Notes:

1. This Determination Notice does not constitute permission to begin works associated with the development. A Construction Certificate (where applicable) must be obtained prior to the commencement of any development works.

2. This Determination Notice operates or becomes effective from the endorsed date of Consent.

3. If you are dissatisfied with this decision, you may apply for a review of determination pursuant to Section 82A of the Environmental Planning and Assessment Act, 1979 (does not apply to Integrated Development proposals) or appeal to the Land and Environment Court pursuant to Section 97 of the Environmental Planning and Assessment Act, 1979. Any application for a review of determination pursuant to Section 82A must be received, assessed and determined by Council within 6 months after the date of receipt of this Notice.

4. Section 125 of the Environmental Planning and Assessment Act, 1979 confers the authority to direct any person to comply with the terms and conditions of any Consent and any person failing to comply with such a direction shall be guilty of an offence under that Act.

5. This consent will lapse 5 years from the endorsed date of consent unless the use has commenced, or any building works have physically commenced.

6. The applicant or any other person entitled to act on this Consent may apply to modify the Development Consent in accordance with Section 96 of the Environmental Planning and Assessment Act, 1979.

7. Failure to comply with a condition contained within this Development Consent may result in a fine or prosecution by Council.

CONDITIONS OF CONSENT

1) The proposal shall comply with the conditions of this Development Consent.

2) Development shall take place in accordance with Development Application No.DA-843/2013, submitted by Virend Nath, accompanied by Drawing No. DA 843 2013 DA 01 -03, prepared by YSH, dated as per Council's approval stamp dated 15 November 2013, except where otherwise altered by the specific amendments listed hereunder and/or except where amended by the conditions contained in this approval.

   a) The storage of shipping containers must be a minimum of 4m off the side boundaries.

3) A building in respect of which there is a change of building use must comply with the Category 1 fire safety provisions applicable to the proposed new use. Note: the obligation under this condition to comply with the Category 1 fire safety provisions may require building work to be carried out even though none is proposed or required in the relevant development consent.

4) A separate application shall be submitted to Council prior to the erection of any additional signage unless the proposed signage is "exempt development" in accordance with Bankstown DCP 2005 – Part D1.

5) A Trade Waste Agreement shall be obtained from Sydney Water prior to the discharge of trade wastewater to the sewer system. Wastewater treatment equipment is to be bunded and where systems are placed outside, they are to be roofed to ensure that no rainwater can enter the bund. All wastewater treatment devices shall be regularly maintained in order to remain effective. All

solid and liquid wastes collected from the device must be disposed of in accordance with the Protection of the Environment Operations Act 1997.

6) The use shall comply with the provisions of the Building Code of Australia and the relevant Australian Standards.

7) Seven off street car parking spaces shall be provided/maintained for the use of visitor and employees to the premises in accordance with the submitted plans. Such spaces are to be sealed and line marked and maintained.

USE OF THE SITE

8) Car parking spaces for 7 vehicles shall be provided in marked spaces in the manner generally shown on the approved site plan. The car parking spaces, driveways and manoeuvring areas are to be used for employees and visitors vehicles only and not for the storage of new or used materials, finished goods or commercial vehicles.

9) Landscaping on the site shall be upgraded as per the relevant DCP. Landscaping shall be maintained under best horticultural practise at all times.

10) The hours of operation of the use shall be limited to between 6 am to 11pm on weekdays, 8 am to 5 pm on Saturday and 9am to 4 on Sundays.

11) The proposed use is to comply with the following requirements:

    a. The capacity for out put at the site is capped at a maximum of 2 containers per day;

    b. Each container is capped to hold no more than 20 tonnes;

    c. The business is to be operated in a manner so that no contaminants from the workshop is permitted to enter the stormwater drainage.

12) The storage of tyres in the rear yard should be undertaken in accordance with the NSW Fire Brigades Guidelines for Bulk Storage of Rubber Tyres, Policy No. 2.

13) The shipping containers in the primary set back must be removed to allow for parking to take place at grade within the site as indicated on the approved plans. No shipping containers are permitted to be stored in the front set back forward of the building.

14) The storage containers at the rear of the site must not obstruct the turning and manoeuvring of vehicles entering and exiting the site. All vehicles must leave the site in a forward direction.

15) The proposal must comply with the Industrial Noise Policy 1999 and ensure that the acoustic amenity of adjoining properties and the immediate area is maintained at all times. This may require adequate soundproofing to any machinery or activity which exceeds the criteria set out.

16) All loading and unloading of goods shall take place within the site in a manner that does not interfere with parking areas, driveways or landscaping.

17) There shall be no emissions of noise, smoke, smell, vibration, gases, vapours, odours, dust, particulate matter, or other impurities which are injurious or dangerous to health, or the exposure to view of any unsightly matter or otherwise.

18) All waste materials associated with the use shall be stored in containers located either within the building or behind screen walls in accordance with the approved plans.

19) The use of the premises shall not contravene the *Protection of the Environment Operations Act 1997.* The operation of the premise shall be carried out in accordance with the requirement of the NSW EPA, where relevant.

20) No signs or goods are to be displayed or trading of any description is to be carried out on the public road, public footway, utility service land, customer and/or employee parking area or the driveways or pedestrian walkways outside or in the immediate vicinity of the premises.

21) Identification number/s are to be conspicuously displayed at the front of the premises.

22) Instructions concerning procedures to be adopted in the event of an emergency are to be clearly displayed on the premises for both public and staff information at all times.

23) Any retailing undertaken on the premises must be ancillary to the main industrial use of the premises. The retailing sales area shall be restricted to a maximum of 15% of the total floor area as indicated on the approved plan.

24) All industrial activities are to be confined within the building and no such activity shall occur externally to the building. The loading and unloading of materials, also storage of new and used materials may occur behind the building in accordance with the approved plans and as amended by conditions of consent.

25) Care should be taken to ensure that the site is kept in a clean and tidy manner. The use of the rear of the site for storage must not cause nuisance or danger to any employees or adjoining neighbours as a result of its use.

26) Any lighting on the site shall be designed so as not to cause nuisance to other residences in the area or to motorists on nearby public roads and to ensure no adverse impact on the amenity of the surrounding area by light overspill. All lighting shall comply with the Interim Australian Standard AS 4282-1997 The Control of the Obtrusive Effects of Outdoor Lighting.

Construction Certificate

No. CC-10/2017

issued under sections 81A and 109C Environmental Planning and Assessment Act 1979

	APPLICATION
Applicant Name Address	 BSV Tyre Recycling Australia Pty Ltd 30 Daisy Street REVESBY NSW 2212
Subject Land Address Lot No, DP	 No. 30 Daisy Street, REVESBY NSW 2212 Lot 198 DP 7866
Description of Development Type of Work Description	 Building Work Installation of Weighbridge
Development Consent Development Consent No. Date of Determination	 DA-764/2016 9 September 2016
Classification of Building Building Code of Australia	 10b
Date of Receipt	19 January 2017
	DETERMINATION
Determination Date of Determination	Approved 24 January 2017
Plans and Specifications List Plan No(s) and Specifications Reference	• Drawing no. TX-10281.01 - S01 B, S02 D, S04 C, S06 B, S07 E, dated 30 May 2016 by Triaxial Consulting
Right of Appeal	Under section 109K where the certifying authority is a council an applicant may appeal to the Land and Environment Court against the refusal to issue a construction certificate within 12 months from the date of the decision.
	CERTIFICATE
Certificate	Work completed in accordance with documentation accompanying the application for the certificate (with such modifications verified by the certifying authority as may be shown on that documentation) will comply with the requirements of this Regulation as are referred to in section 81A (5) of the Act.
Certifying Authority Name	 Canterbury-Bankstown Council
Signature	Glen Champion
Construction Certificate No.	CC-10/2017
Date of Certificate	24 January 2017
Canterbury-Bankstown Council PO Box 8, Bankstown NSW 1885 Ph: 9707 9000 Fax: 9707 9632	** prior to commencement of work sections 81A (2) (b) and (c), and/or 81A (4) (b) and (c) of the Environmental Planning and Assessment Act 1979 must be satisfied (see Notice of Commencement of Building or Subdivision Work and Appointment of Principal Certifying Authority).*