



Application for Works Approval

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

Works Approval Number	W6427/2020/1
Applicant	Fremantle Port Authority
File Number	DER2020/000324
Premises	Kwinana Bulk Terminal Riseley Road, NAVAL BASE WA 6165 Legal description Lot 452 on Deposited Plan 220690, Part of Lot 11 on Deposited Plan 39572 and Lot A within Lot 251 and Lot C within Lot 250 on Deposited Plan 415974
Date of Report	16/04/2021
Decision	Works approval granted

Sonya Poor
A/MANAGER, RESOURCE INDUSTRIES
REGULATORY SERVICES

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

Table of Contents

1. Decision summary	1
2. Scope of assessment	1
2.1 Regulatory framework	1
2.2 Application summary and overview of Premises	1
3. Risk assessment	1
3.1 Source-pathways and receptors	1
3.1.1 Emissions and controls	1
3.1.2 Receptors	3
3.2 Risk ratings	4
4. Consultation	6
5. Conclusion	6
References	6
Appendix 1: Summary of applicant’s comments on risk assessment and draft conditions	7
Appendix 2: Application validation summary	9
Table 1: Proposed applicant controls	1
Table 2: Sensitive human and environmental receptors and distance from prescribed premises	3
Table 3: Risk assessment of potential emissions and discharges from the Premises during construction and operation	5
Table 4: Consultation	6
Figure 1: Location of infrastructure upgrade	1
Figure 2: Detail of infrastructure location	2

1. Decision summary

This Decision Report documents the assessment of potential risks to the environment and public health from emissions and discharges during the construction and operation of a new cement clinker import circuit to replace the existing circuit at Kwinana Bulk Terminal. As a result of this assessment, Works Approval W6427/2020/1 has been granted.

2. Scope of assessment

2.1 Regulatory framework

In completing the assessment documented in this Decision Report, the department has considered and given due regard to its Regulatory Framework and relevant policy documents which are available at <https://dwer.wa.gov.au/regulatory-documents>.

2.2 Application summary and overview of Premises

On 31 July 2020, Fremantle Port Authority (the applicant) submitted an application for a works approval to the department under section 54 of the *Environmental Protection Act 1986* (EP Act).

The application is to undertake construction works relating to a new cement clinker import circuit to replace the existing circuit at Kwinana Bulk Terminal (the Premises). The Premises is approximately 30 km south of the Perth Central Business District. Existing operations at the Premises are regulated under existing licence L4476/1984/12.

The Premises relates to the category and assessed design capacity under Schedule 1 of the *Environmental Protection Regulations 1987* (EP Regulations) which are defined in Works Approval W6427/2020/1. The infrastructure and equipment relating to the premises category and any associated activities which the department has considered in line with *Guideline: Risk Assessments* (DWER 2017) are outlined in Works Approval W6427/2020/1.

Construction of the cement clinker circuit will consist of four new conveyors, three new transfer stations, one storage shed and one truck load out station.

Cement clinker will be unloaded from a vessel at berth KBB2 via existing AL05 ship unloader, where the product will then be transported along existing conveyors from jetty conveyor JC01 via Transfer Tower 1 to Import Conveyor IC01. It will then be transported to the new proposed infrastructure in the following sequence:

- Transfer tower (IC01/CC01)
- CC01
- Transfer tower (CC01/EC01)
- EC01 (existing conveyor to be upgraded)
- Storage shed's transfer tower (EC01/CC02/CC04)
- Stacked into storage shed via conveyor CC02 or alternatively bypass the storage shed via CC04 and be loaded directly onto the Cockburn Cement's (CCL) transfer tower and conveyor (located on CCL leave construction area)
- Product then exits KBT premises and transported via conveyor into CCL's adjacent prescribed premises.

Upon completion of the works approval, the applicant has advised that an application for an amendment to the existing licence will be submitted, to excise the parcel of land where CCL run their conveyor and transfer tower. This lease is depicted in the pink shaded area in Figure 1. The applicant has provided written consent for CCL to construct a transfer tower and conveyor

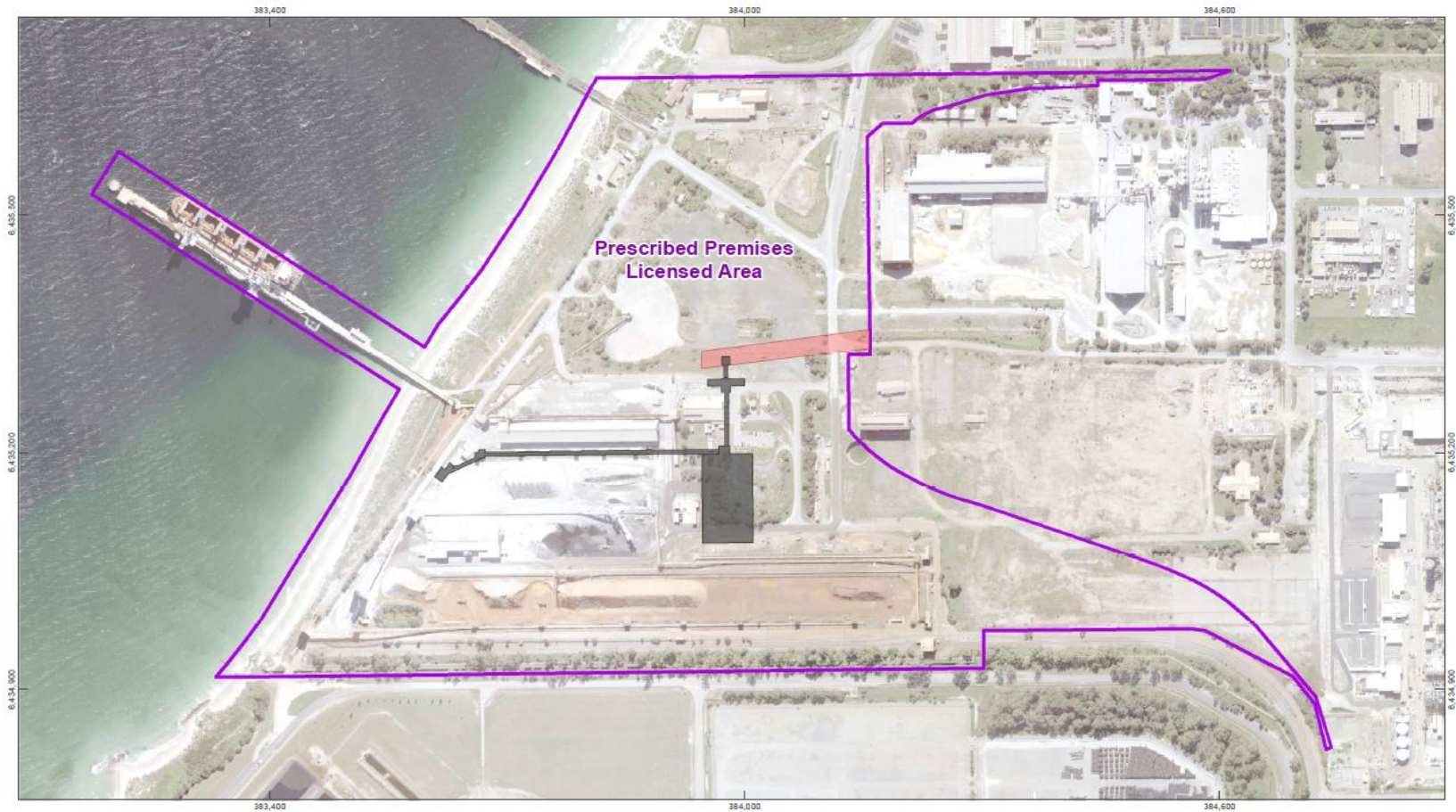
within this area in line with the Works Approval Application provided to the department. This letter is attached to the application.

Figures 1 and 2 shows the layout of the upgraded circuit.

The product stored in the storage shed is reclaimed using a gullet conveyor CC03 and transferred outside of the shed via a raised section of CC03 to the truck load-out station. The storage shed has a series of hatches above the gullet conveyor (CC03) along the shed centerline for gravity reclaim. Front end loaders or excavators will be used in the shed to recover the remaining product into the hatches after gravity drawdown. At the truck loadout station, product will be temporarily stored in a hopper (130 tonnes capacity) after which product is loaded into trucks using a weighbridge.

CCL's granulated slag imports will follow the same process flow as described for cement clinker, however, will bypass the storage shed via CC04 and be transported directly to the CCL transfer station and conveyor within CCL's leased area.

The applicant has noted that BCG's granulated slag will follow the existing import circuit route and be stored in the existing granulated slag stockpile (i.e. not associated with the new infrastructure).



FPA Infrastructure Upgrade & Cockburn Cement Lease Area

<p>1:6,390.26 (A4)</p> <p>0 60 120 180 m</p> <p>Map Projection: Transverse Mercator Horizontal Datum: Geocentric Datum of Australia Grid: Map Grid of Australia 1994 Zone 50</p>		<p>Legend</p> <ul style="list-style-type: none"> Premise Boundary Cockburn Cement Lease FPA Infrastructure Upgrade 	
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© 2021. Whilst every care has been taken to prepare this map, Fremantle Ports Authorities make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason. Ref: REQ0014581_G001_RevA. Date: 10/02/2021

Figure 1: Location of infrastructure upgrade

Works Approval: W6427/2020/1

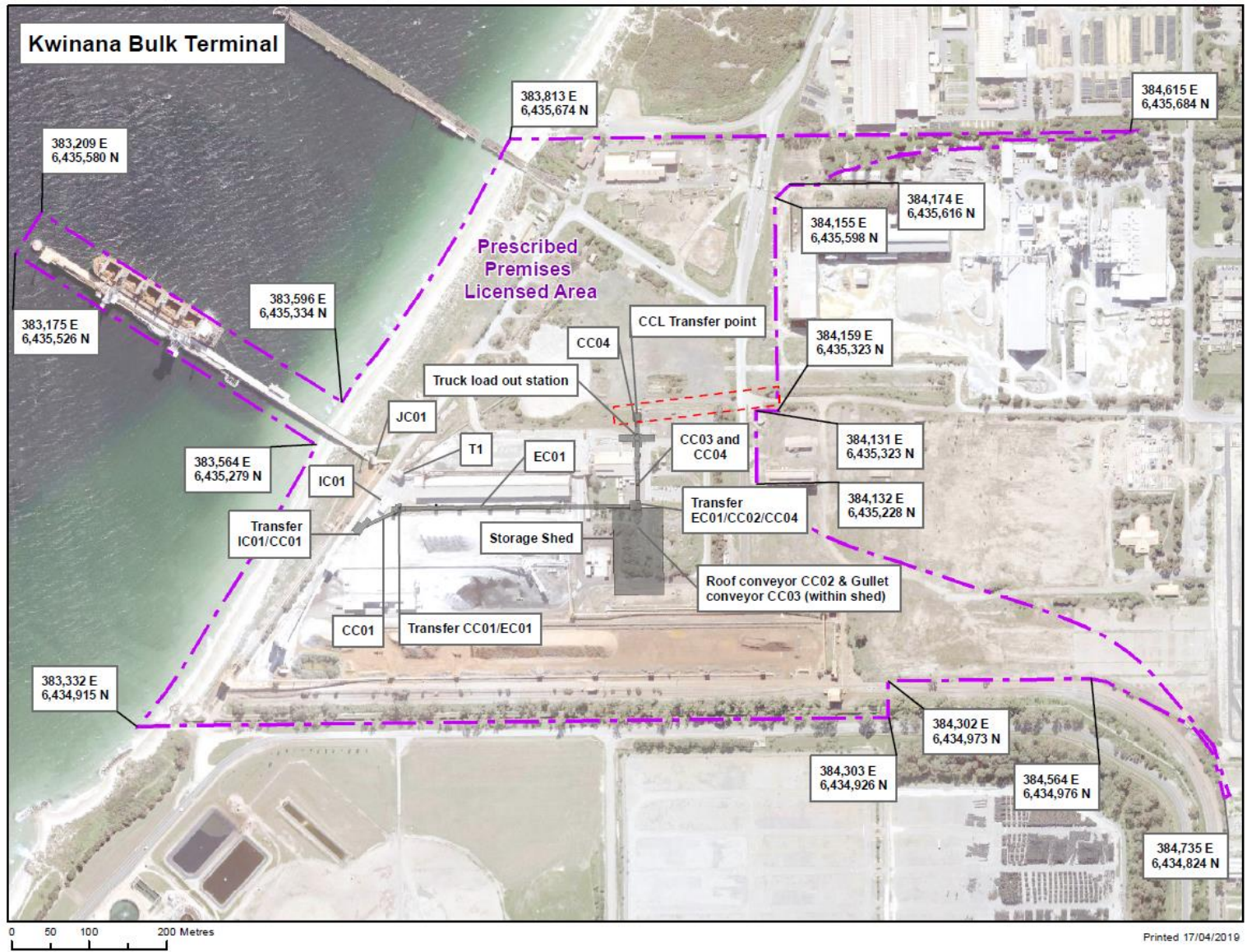


Figure 2: Detail of infrastructure location

Works Approval: W6427/2020/1

3. Risk assessment

The department assesses the risks of emissions from prescribed premises and identifies the potential source, pathway and impact to receptors in accordance with the *Guideline: Risk Assessments* (DWER 2017).

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

3.1 Source-pathways and receptors

3.1.1 Emissions and controls

The key emissions and associated actual or likely pathway during premises construction and operation which have been considered in this Decision Report are detailed in Table 1 below. Table 1 also details the proposed control measures the applicant has proposed to assist in controlling these emissions, where necessary.

Table 1: Proposed applicant controls

Emission	Sources	Potential pathways	Proposed controls
Construction			
Dust	Vehicle movements, lift-off from stockpiles and/or stored product, earthworks etc.	Air/windborne pathway	<ul style="list-style-type: none"> Sweeper trucks to remove dust, spilt and accumulated material from all trafficable areas within prescribed premises Water cart onsite and operational to wet all trafficable areas Long distance of construction area from sensitive receptors Inspected by on-site personnel Total suspended particles (TSP) boundary dust monitoring network and reporting in accordance with L4476/1984/12 Real-time dust alarms on TSP boundary dust monitors in accordance with L4476/1984/12 Construction Environmental Management Plan to be provided by contractor and approved by Fremantle Ports prior to works commencing
Noise	Vehicle movements, construction of new conveyors, transfer stations, shed and truck load out	Air/windborne pathway	<ul style="list-style-type: none"> Long distance of operations from the nearest sensitive receptors Complaints management system in place OHS and premises noise limits and personnel noise monitoring program
Commissioning and Operation			
Dust (cement)	Cement clinker	Air/windborne	<ul style="list-style-type: none"> Transfer stations and storage sheds will be

Emission	Sources	Potential pathways	Proposed controls
clinker)	unloading activities from KBB2 through upgraded cement clinker circuit.	pathway	<p>fully enclosed and the conveyors covered with top and side wind guards</p> <ul style="list-style-type: none"> • dust extraction units on transfer stations, storage shed and truck load out station • EC01/CC02/CC04 transfer station with baghouse dust extraction system • storage shed equipped with dust hoods on the roof, collecting to a baghouse dust extraction system • Gullet conveyor (CC03) in enclosed storage shed collecting dust via vacuum system and collected by dust hoods in shed • Dust collection unit installed to collect fugitive dust during unloading of vessels. • Truck load out station building will be enclosed • Long distance of operations from the nearest sensitive receptor • Total suspended particles (TSP) boundary dust monitoring network and reporting in accordance with L4476/1984/12; • Real-time dust alarms on TSP boundary dust monitors; • KBT Dust Management Strategy including operational response to dust alarm
Dust (granulated slag)	Granulated slag unloading activities from KBB2 through upgraded cement clinker circuit.	Air/windborne pathway	<ul style="list-style-type: none"> • Transfer stations and storage sheds will be fully enclosed and the conveyors covered with top and side wind guards • Granulated slag has a high moisture content (4-6%) therefore dust emissions are unlikely to occur.
Noise	Operational machinery and vehicle movement	Air/windborne pathway	<ul style="list-style-type: none"> • Long distance of operations from the nearest sensitive receptors • Complaints management system in place • OHS and minesite noise limits and personnel noise monitoring program
Product (cement clinker and granulated slag)	Discharge to surface water during loading of product via jetty conveyors	Direct discharge	<ul style="list-style-type: none"> • Site stormwater drainage network (no direct discharge to Cockburn sound). EC04 pad drains to Area D stormwater Infiltration basin • Stormwater drainage network inspected by licensee personnel • Annual water quality monitoring of Cockburn Sound as per Licence

Emission	Sources	Potential pathways	Proposed controls
			L4474/1976/14
Runoff	Contaminated stormwater	Direct discharge	<ul style="list-style-type: none"> Site stormwater drainage network (no direct discharge to Cockburn sound). EC04 pad drains to Area D stormwater Infiltration basin Stormwater drainage network inspected by on-site personnel

3.1.2 Receptors

In accordance with the *Guideline: Risk Assessment* (DWER 2017), the Delegated Officer has excluded employees, visitors and contractors of the applicant's from its assessment. Protection of these parties often involves different exposure risks and prevention strategies, and is provided for under other state legislation.

Table 2 below provides a summary of potential human and environmental receptors that may be impacted as a result of activities upon or emission and discharges from the prescribed premises (*Guideline: Environmental Siting* (DWER 2016)).

Table 2: Sensitive human and environmental receptors and distance from prescribed premises

Human receptors	Distance from prescribed premises
Closest residential receptor	3,130 m to the south-east
Closest industrial receptor	600 m to the north-east
Environmental receptors	Distance from prescribed activity
Cockburn Sound	Within and directly adjacent to the premises
Groundwater area proclaimed under Rights in Water Irrigation Act 1914	<p>Lies within and surrounded by Cockburn Groundwater Area</p> <p>Groundwater monitoring (2007) resulted in <i>Contaminated site – restrictive use</i> classification.</p> <p>2 GW bores on site:</p> <ul style="list-style-type: none"> GWL170950(3)- Fremantle Ports Authority- for dust suppression for earthworks and construction purposes (40 000 kL) (DWERDT170950) GWL104004(4)- Hismelt Corporation Pty Ltd – dust suppression for earthworks and construction purposes; irrigation for up to 0.58 ha of lawns and gardens (25 000 kL) (WRD216418)

3.2 Risk ratings

Risk ratings have been assessed in accordance with the *Guideline: Risk Assessments* (DWER 2017) for each identified emission source and takes into account potential source-pathway and receptor linkages as identified in Section 3.1. Where linkages are in-complete they have not been considered further in the risk assessment.

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

Additional regulatory controls may be imposed where the applicant's controls are not deemed sufficient. Where this is the case the need for additional controls will be documented and justified in Table 3.

Works Approval W6427/2020/1 that accompanies this Decision Report authorises construction of the proposed new infrastructure only. The conditions in the issued Works Approval, as outlined in Table 3 have been determined in accordance with *Guidance Statement: Setting Conditions* (DER 2015).

An amendment to Works Approval W6427/2020/1 or Licence L4476/1984/12 is required following the construction authorised under the works approval to authorise emissions associated with the commissioning and ongoing operation of the new infrastructure i.e. loading and unloading activities. A risk assessment for the operational phase has been included in this Decision Report, however licence conditions will not be finalised until the department assesses the works approval or licence amendment application.

Table 3: Risk assessment of potential emissions and discharges from the Premises during construction and operation

Risk Event					Risk rating ¹ C = consequence L = likelihood	Applicant controls sufficient?	Conditions ² of works approval	Justification for additional regulatory controls
Source/Activities	Potential emission	Potential pathways and impact	Receptors	Applicant controls				
Construction								
Construction work of circuit including vehicle movement	Dust	Air/windborne pathway causing impacts to health and amenity	Residents approx. 3 km from premises & industrial office approx. 600 m	Refer to Section 3.1	C = Moderate L = Unlikely Medium Risk	Y	Condition 1 <u>Conditions 2 and 3</u>	Standard construction and reporting conditions apply
	Noise				C = Minor L = Rare Low Risk	Y	No conditions	N/A
Operation								
Product movement through transfer & conveyors (cement clinker, granulated slag) Product handling at truck load out station, storage shed (cement clinker, granulated slag) Truck movements	Dust	Air/windborne pathway causing impacts to health and amenity	Residents approx. 3 km from premises & industrial office approx. 600 m	Refer to Section 3.1	C = Moderate L = Unlikely Medium Risk	Y	No conditions – commissioning and / or operation of proposed new infrastructure has not been approved under this works approval at this time	N/A
	Noise				C = Minor L = Rare Low Risk	Y		N/A
	Contaminated stormwater/surface water runoff	Direct discharge resulting in adverse impacts on water quality and ecology	Cockburn Sound marine environment	Refer to Section 3.1	C = Minor L = Unlikely Low Risk	Y		N/A

Note 1: Consequence ratings, likelihood ratings and risk descriptions are detailed in the *Guideline: Risk Assessments* (DWER 2017).

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

4. Consultation

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

Table 4: Consultation

Consultation method	Comments received	Department response
Application advertised on the department's website (21 December 2020)	None received	N/A
Local Government Authority advised of proposal (17 December 2020)	The City of Kwinana replied on 08 January 2021 advising that the City raises no objections to the proposal. The City noted that the applicant would need to apply for an exemption, to the Manager of Building Services, for the conveyor belt and shed. A building permit will be required to be obtained unless exemption is confirmed by the City.	Noted. Comments passed on to applicant.
Applicant was provided with draft documents on 17 March 2021	Refer to Appendix 1	Refer to Appendix 1

5. Conclusion

Based on the assessment in this Decision Report, the Delegated Officer has determined that a works approval will be granted, subject to conditions commensurate with the determined controls and necessary for administration and reporting requirements. The works approval only permits construction of the works. The application stated that a Commissioning Plan would be submitted to the department in December 2020, however, the applicant has since confirmed that it will be submitted following issuing of the works approval.

As such, an amendment to the works approval will be required to allow for commissioning and time-limited operations upon receipt of the Commissioning Plan. Alternatively, an application to amend operating licence L4476/1984/12 may be submitted with the Environmental Compliance Report and Commissioning Plan to include commissioning and on-going operations of the cement clinker import circuit.

References

1. Department of Environment Regulation (DER) 2015, *Guidance Statement: Setting Conditions*, Perth, Western Australia.
2. Department of Water and Environmental Regulation (DWER) 2016, *Guideline: Environmental Siting*, Joondalup, Western Australia.
3. DWER 2017, *Guideline: Risk Assessments*, Joondalup, Western Australia.
4. Fremantle Ports 2020, *Application For Works Approval – Kwinana Bulk Terminal (L4476/1984/12) – Cement Clinker Import Circuit*, Fremantle, Western Australia (internal reference DWERDT39467)

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

Condition	Summary of applicant's comment	Department's response
Premises details – page 1	Incorrect spelling of road name and incorrect suburb. Address needs updating to 'Riseley Road, Naval Base, WA, 6156'	Address updated. Note this will require updating on licence L4476/1984/12 during the next amendment.
Prescribed premises category description – page 1	Category 58A is missing from the prescribed premises category description. Kwinana Bulk Terminal is both a Category 58 and 58A prescribed premises.	Omission of category 58A from the premises category description was an oversight and is now included.
Table 1, Item 10, page 5 – CC04 Conveyor connects (CCL transfer and conveyor)	Fremantle Ports is only constructing CC04 to the point it meets the Cockburn Cement (CCL) transfer tower within the CCL lease area, and not the transfer tower and associated dust management infrastructure. This infrastructure will be subject to a Works Approval application by CCL. Fremantle Ports requests this section be amended as follows: <ul style="list-style-type: none"> Delete line 1: <i>Transfer baghouse dust extraction system</i>; and Insert: <i>Top and side wind shields to be fitted to CC04</i> 	Noted and amended as per applicant comment.
Definitions – Table 2 – page 7	Fremantle Ports requests that the 'annual period' be changed to align with the new licenced annual period for Kwinana Bulk Terminal (1 July to 30 June)	The annual period has been updated to commence from 1 July until 30 June of the immediately following year.
Section 5 – Conclusion, paragraph 2 of Decision Report	The applicant has asked for clarification as to whether an amendment to the Works Approval is required to allow for commissioning and time-limited operations, or if these can be done through a licence amendment application. With either option Fremantle Ports will be required to transition immediately to commissioning and operation phases of the project upon completion of construction.	<p>It is up to the applicant whether they wish to amend the Works Approval or Licence.</p> <p>An amendment to the Works Approval to include commissioning and time-limited operations (TLO) can be applied for at any time with accompanying supporting documentation for commissioning and TLO to allow the department to complete a risk assessment. Commissioning conditions and TLO conditions can then be added. Construction does not need to be complete for such amendment. Time-limited operations will then allow a smooth transition to a licence amendment.</p>

Condition	Summary of applicant's comment	Department's response
		<p>If the applicant wishes to amend the licence without amending the Works Approval first, this can be done, however an amendment application cannot be processed unless the Environmental Compliance Report and Commissioning Plans' are submitted to the department. Therefore, construction must be completed in accordance with works approval conditions for the submission of the Environmental Compliance Report. This may cause a delay between construction and operations while the amendment processes.</p> <p>Please refer to the Guideline: Industry Regulation Guide to Licensing for further information regarding the transition from a works approval to a licence.</p>

Appendix 2: Application validation summary

SECTION 1: APPLICATION SUMMARY (as updated from validation checklist)				
Application type				
Works approval	<input checked="" type="checkbox"/>			
Licence	<input type="checkbox"/>	Relevant works approval number:		None <input type="checkbox"/>
		Has the works approval been complied with?	Yes <input type="checkbox"/> No <input type="checkbox"/>	
		Has time limited operations under the works approval demonstrated acceptable operations?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	
		Environmental Compliance Report / Critical Containment Infrastructure Report submitted?	Yes <input type="checkbox"/> No <input type="checkbox"/>	
		Date Report received:		
Renewal	<input type="checkbox"/>	Current licence number:		
Amendment to works approval	<input type="checkbox"/>	Current works approval number:		
Amendment to licence	<input type="checkbox"/>	Current licence number:		
		Relevant works approval number:	N/A	<input type="checkbox"/>
Registration	<input type="checkbox"/>	Current works approval number:	None	<input type="checkbox"/>
Date application received	31 July 2020			
Applicant and Premises details				
Applicant name/s (full legal name/s)	Fremantle Ports Authority			
Premises name	Kwinana Bulk Terminal			
Premises location	Lot 452 on Plan 220690; and Part of Lot 11 on plan 39572			
Local Government Authority	City of Kwinana			
Application documents				
HPCM file reference number:	DER2020/000324			
Key application documents (additional to application form):	<p>Supporting documentation/attachments provided with the application form:</p> <ul style="list-style-type: none"> Attachment 2 & 3: proposed works map, design layouts Attachment 6A: Risk assessment for construction, commissioning, TLOs <p>Attachment 8: Fremantle ports consent for CCL to construct conveyor within Kwinana Bulk Terminal (KBT) ; construction layout & map</p>			
Scope of application/assessment				

<p>Summary of proposed activities or changes to existing operations.</p>	<p>Construction of cement clinker to replace existing one at KBT; including following infrastructure:</p> <ul style="list-style-type: none"> • Transfer station IC01/CC01 conveyor transfer • CC01 conveyor • Transfer station: CC01/ EC01 conveyor transfer • EC01 conveyor (upgrades to existing one) • CC02 conveyor • Shed Transfer station EC01/CC02/CC04 conveyor transfer • Storage shed (40 000 tonnes capacity) • CC03 conveyor- gullet conveyor • Truck load out facility (110 tonnes capacity) • CC04 conveyor connects (CCL transfer & conveyor) <ul style="list-style-type: none"> • New cement clinker system built for: current throughput if 1 300 000 tonnes/year; for current granulated slag capacity of up to 300 000 tonnes/year; • Max prod capacity of 55 000 tonnes/day not exceeded
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Category number/s (activities that cause the premises to become prescribed premises)

Table 1: Prescribed premises categories

Prescribed premises category and description	Assessed production or design capacity	Proposed changes to the production or design capacity (amendments only)
Category 58: Bulk material loading or unloading (other than salt)	55 000 tonnes/day	
Category 58A: Bulk material loading or unloading of salt	9 960 000 tonnes/year – no change to currently authorised throughput (L4476/1984/12)	

Legislative context and other approvals

<p>Has the applicant referred, or do they intend to refer, their proposal to the EPA under Part IV of the EP Act as a significant proposal?</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>Referral decision No: Managed under Part V <input type="checkbox"/> Assessed under Part IV <input type="checkbox"/></p>
<p>Does the applicant hold any existing Part IV Ministerial Statements relevant to the application?</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>Ministerial statement No: EPA Report No:</p>
<p>Has the proposal been referred and/or assessed under the EPBC Act?</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>Reference No:</p>
<p>Has the applicant demonstrated occupancy (proof of occupier status)?</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>Certificate of title <input type="checkbox"/> General lease <input type="checkbox"/> Expiry: Mining lease / tenement <input type="checkbox"/> Expiry:</p>

		Other evidence <input type="checkbox"/> Expiry:
Has the applicant obtained all relevant planning approvals?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	Approval: WAPC, approved on 10 July 2020; DAP/20/1785 Expiry date: If N/A explain why?
Has the applicant applied for, or have an existing EP Act clearing permit in relation to this proposal?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	No clearing is proposed.
Has the applicant applied for, or have an existing CAWS Act clearing licence in relation to this proposal?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	No clearing is proposed.
Has the applicant applied for, or have an existing RIWI Act licence or permit in relation to this proposal?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Licence / permit not required. Valid licence applies: GWL 1963607(3)
Does the proposal involve a discharge of waste into a designated area (as defined in section 57 of the EP Act)?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	N/A
Is the Premises situated in a Public Drinking Water Source Area (PDWSA)?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	N/A
Is the Premises subject to any other Acts or subsidiary regulations (e.g. <i>Dangerous Goods Safety Act 2004, Environmental Protection (Controlled Waste) Regulations 2004, State Agreement Act xxxx</i>)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	EPP (see below) State Environmental (Cockburn Sound) Policy 2015 – non statutory policy; Monitoring of water quality
Is the Premises within an Environmental Protection Policy (EPP) Area?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The Environmental Protection (Kwinana) (Atmospheric Wastes) Policy Approval Order 1999

		(Kwinana EPP) and Environmental Protection (Kwinana) (Atmospheric Wastes) Regulations 1992 (Kwinana EPP Regulations)
Is the Premises subject to any EPP requirements?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Ambient air quality standards for TSP: Standard: 150 µg/m ³ (24 hr average) Limit: 260 µg/m ³ (24 hr average)
Is the Premises a known or suspected contaminated site under the <i>Contaminated Sites Act 2003</i> ?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Classification: Contaminated-restricted use Date of classification: 7 November 2008