Land Use Planning

Planning Submission

'End of Life' Tyre Storage and Processing

8 Cavalry Road, Mowbray

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1.0 INTRODUCTION

Planning approval is sought for the use and development of land for 'end of life' tyre storage and processing on land at 8 Cavalry Road, Mowbray (the site – refer to Image 1). The purpose of this planning submission is to provide details of the application and an assessment of the application against the relevant provisions of the Launceston Interim Planning Scheme 2015 (the Scheme).

Image 1 – Aerial view of the site identified by the red shading (source: the LIST).

1.1 Planning Overview

Element	Details
Property Address	*8 Cavalry Road*
PID	*1911017*
Certificate of Title	*128392/1*
Planning Instrument	*Launceston Interim Planning Scheme 2015 (the Scheme)*
Applicable Zone(s)	*D25.0 - General Industrial*
Proposed Use(s)	- *Recycling and waste disposal;* - *Manufacturing and processing.*

Proposed Development	*Construction of a new shed. Internal fit-out housing all plant and equipment.* *Continuation of tyre storage on the site*
Applicable Code(s)	- *E2.0 Potentially Contaminated Land Code;* - *E4.0 - Road and Railway Assets Code;* - *E6.0 - Car Parking and Sustainable Transport Code.*

1.1 Property Owner

The site is owned by Mr Stephen John Orders and Mrs Vivienne Mary Orders. The owner has been notified of the application.

1.2 Proposal

This application is seeking approval to:

- construct an industrial type building with the purpose of housing and operating tyre shredder, granulators and moulding equipment on the site; and
- continued storage of ELT on the site.

Please refer to the proposal plans attached in Appendix B.

The proposed recycling and manufacturing activity will enable end-of-life tyres (ELT) to be recycled and transformed into new products.

The recycling and processing activity will involve ELT being processed through a series of conveyors, shredders and granulators that will be configured within the proposed building with the by-product being shreds, rubber crumb and powder material.

The manufacturing component will involve processing the crumb and powder material to produce items such as rubber matting and traffic safety devices. Moulding equipment will be installed within the building. All recycling, processing and manufacturing activities will occur within the confines of the building.

Whilst there will be synergies between the two activities, it is not considered that the manufacturing activity will be directly associated and subservient to the tyre recycling and processing activity on the basis that each activity can operate separately without reliance on the other.

For example, the by-products of the recycling and processing activity can be packaged and distributed to other manufacturers for further processing. Equally, the manufacturing activity can be sustained by importing the powdered and crumbed tyre rubber from another supplier. Accordingly, approval is sought for the following uses to operate from the site on their own accord, pursuant to clause 8.2.5 of the Scheme:

1. ***Recycling and waste disposal:*** tyre recycling and processing; and

2. ***Manufacturing and processing:*** tyre by-product manufacturing.

The operational aspects of the proposal, inclusive of both uses, are outlined within the following table. The analysis has been based on the maximum operational capacity of the activities.

Operational Aspect	**Details**
Hours of operation	Monday to Friday: 06:00 to 12:00am. Saturday and Sunday - 6:00 am - 6:00pm No work intended on public holidays.
Number of employees	*It is estimated that the operation will employ up to **10 FTE** and **7 employees** will be on the site during a single shift**.*** *Employees operating the tyre recycling plant and moulding equipment will work over two shifts Monday to Friday. The two shifts are: 6am-3pm and 3pm-12am.* *In a single shift, it is estimated that there will be 4 employees. It is expected that there will be 2 employees that will operate the moulding equipment and 2 employees operating the tyre recycling plant.*

<table>
<tr><td></td><td>There are 3 employees that will collect ELT from 6:00am to 6:00pm.

Shift periods on Saturday and Sunday will be shorter to reflect the operation times for these days.</td></tr>
<tr><td>Processing</td><td>The shredder will target processing up to 30 tonnes of ELT per day. This equates to processing approximately:
180 tonnes of ELT per week; or
8640 tonnes of ELT per annum.
ELT will be processed to a new end use for civil construction purposes or will be moulded to produce rubber type products such as soft-fall matting or traffic calming devices.</td></tr>
<tr><td>Continued Storage of ELT</td><td>ELTs delivered to the site are either immediately processed or will be stored in accordance with the established pod configuration established on the site as shown on the proposal plans in Appendix B. This will ensure a continued supply of ELTs on the site.

Approximately 10 tonnes of ELT will be stored within the proposed building.</td></tr>
<tr><td>Vehicle Movements</td><td>Deliveries of ELT will be primarily Monday to Saturday, although occasional deliveries will occur on Sunday.

Employees will generate approximately 22 vehicle movements.

<table>
<tr><th rowspan="2">Time</th><th colspan="2">Employees</th></tr>
<tr><th>Vehicles In</th><th>Vehicles Out</th></tr>
<tr><td>6:00am</td><td>7</td><td></td></tr>
<tr><td>3:00pm</td><td>4</td><td>4</td></tr>
<tr><td>5:00pm</td><td></td><td>3</td></tr>
<tr><td>12:00am</td><td></td><td>4</td></tr>
<tr><td>Total</td><td>11</td><td>11</td></tr>
</table>

The operation will generate an estimated additional 24 vehicle movements to and from the site.</td></tr>
</table>

	An average of **46 vehicle movements to and from the site per day** is anticipated**.** The established vehicle movements for the site are 12 as approved by DA604/2016. The proposed processing and manufacturing plant will generate estimated additional 34 vehicle movements to and from the site.
Types of vehicles	ELT are delivered to the site trucks. It is estimated that 3 trucks are required, being 6 tonne, 9 tonne and 13.5 tonne respectively.
Types of equipment	The application proposes to construct a tyre recycling plant and a rubber moulding machine. This will comprise a tyre recycling plant. The plant and equipment will comprise: • Infeed, outfeed and recirculation conveyors; • Raspers; • Vibratory feeder; • Granulator; • Vibratory screen; and • De-dusting unit. Recycle Rubber Moulding Machine. The plant and equipment intended to be utilised on the site is attached in Appendix B. Should this equipment not be available for purchase, alternative plant and equipment will be obtained with similar specifications to that contained in Appendix B.
Signage	No signage is proposed as part of this application.
Site Disturbance	The proposed use and development will involve construction of a shed and will involve disturbance of greater than 1m^2 of land. Site contamination information is attached in Appendix C for information.
Trade waste	All stages of the tyre processing are self-contained. The plant does not discharge to sewer or stormwater. There is a water cooling tower as part of the development. This is

	topped up manually as a consequence of natural evaporation. There is no discharge related to the water tower. No trade waste is created on the site.

1.3 EMPCA – 'Level 2 Activity' Discussion

The proposed tyre recycling, processing and storage activity constitutes a 'Level 2A Activity' pursuant to section 6 (a) (i) of Schedule 2 of the *Environmental and Pollution Control Act 1994* (EMPCA) on the basis that the activity will involve the grinding and milling of rubber at a rate of more than 200 tonnes per year. The ELT storage is ancillary to the recycling and disposal use.

Accordingly, the application is required to be referred to the Board of the Environment Protection Agency and is to be dealt with in accordance with section 57 of the *Land Use Planning and Approvals Act 1993* pursuant to section 25 (1) of EMPCA. Subsequently, the application is discretionary.

1.4 Site and surrounding area

The site is located on the eastern side of Cavalry Road and is an irregular lot approximately 2,029m^2 in area. The site has frontage to Cavalry Road of more than 100m. Vehicle access is obtained from Cavalry located approximately 33m north of the southern lot boundary.

The site is located within the broader Remount Road industrial precinct which is approximately 28ha in area and comprises a range of industrial activities. The industrial precinct offers reasonable buffering from nearby sensitive uses along Vermont Road and residential development north of the Mowbray Racecourse which is located approximately 500m from the site. A sensitive use is also located at 59 Remount Road, Mowbray.

The site is within the attenuation buffer of the quarry at 150 Remount Road, Mowbray.

The site is currently utilised for the temporary storage of ELTs as approved by Planning Permit DA604/2016. The site is currently used and operated in accordance with the endorsed plan of Planning Permit DA604/2016. The land is kept and maintained in minimal fuel condition.

Currently there are 3 employees that travel to and from the site. This generates 12 vehicle movements per day.

1.4.1 Fencing

Fencing is established along the northern, western and southern lot boundaries of the site.

A 2.1m high mesh fence is established along the shared lot boundary between 14-16 Cavalry Road and the site. A 1.8m high mesh fence is established along the shared lot boundary between 59 Remount Road and the site.

Access to the site is via a gate at the south-western corner. Fencing and the hawthorn hedge established along the frontage, acts as a barrier and deters general access to the site.

Fencing along the eastern lot boundary is not established given that the western side of the railway corridor is densely vegetated and will deter access.

1.4.2 Water supply

The proposed change of use will utilise the existing reticulated water connection to the site.

1.4.3 Sewage

The proposed change of use will utilise the existing reticulated sewage connection to the site.

1.4.4 Stormwater

The proposed change of use will utilise the existing reticulated stormwater connection to the site.

2 LAUNCESTON INTERIM PLANNING SCHEME 2015

The following section of the report examines the relevant provisions of the Scheme with respect to the proposed change of use.

2.1 Zone Purpose Statements

It is considered that the proposed change of use is consistent with the purpose of the General Industrial zone insofar as:

- the diversification of use will provide for the recycling, processing and manufacturing of ELT where there may be environmental nuisances and impacts received by nearby sensitive uses;

- the proposed activities will be located within the appropriate zone for their respective use classes which is evidenced by their permitted status within Table 25.2 of the General Industrial zone. and

- the site is considered to be suitable for the proposed uses in terms of its proximity and ease of access to Cavalry Road, presence of established industrial uses within the surrounding area. Appropriate noise attenuation measures are proposed as part of this use and development to ensure that noise emissions are acceptable.

2.2 Local Area Objectives

There are no local area objectives for the General Industrial zone.

2.3 Desired Future Character Statements

There are no desired future character statements for the General Industrial zone.

2.4 General Industrial Zone Assessment

25.3 Use Standards	
	Assessment
25.3.1 External storage of goods	
A1	The application proposes reconfiguration of the existing ELT storage. The application relies on the performance criteria.
P1	It is considered that the proposed storage will be located and screened to minimise the views from Cavalry Road. The proposed application has demonstrated compliance with the performance criteria on the following basis: a) The site is an irregular shaped lot with frontage to Cavalry Road. The site is elevated a small distance above the road pavement of Cavalry Road, is largely screened by landscaping and a mature hawthorn hedge that has been established along its frontage. b) Screening is established along fences to minimise views from public spaces; and

	c) The hawthorn hedge combined with the screening of fences is deemed sufficient to not detract from the amenity of the area.	
25.3.2 Emissions impacting sensitive uses		
A1	The proposed recycling, processing and manufacturing uses will be located approximately 500m from residential development along Vermont Road and residential development north of the Mowbray Racecourse. There is a sensitive use located at 59 Remount Road, Mowbray. There is a residence located within 100m of the proposed development. Therefore, P1 is applicable.	
P1	The proposed use and development is categorised to be use that is anticipated in the General Industrial Zone. The nature of the emissions is noise which will be generated from the tyre recycling plant. The sensitive use at 59 Remount Road is less than 100m from the site and accordingly an emissions report was commissioned to address the performance criteria. This report is attached in Appendix D. This report recommends mitigation measures to achieve acceptable noise levels. Shipping containers will be placed at the boundary to deflect noise away from the sensitive use at 59 Remount Road as shown on the proposal plan, drawing number C60 Rev B. The proposal complies with 25.3.2 P1.	
25.4 Development Standards 25.4.1 Building height, setback and siting		
A1	The application proposes to construct a new industrial type building, with a maximum height of 8.645m. The proposed three shipping containers to be stacked on the boundary as shown on drawing C62, Appendix B will not exceed a height of 8m.	Complies with the Acceptable Solution

A2	The proposed building is setback in excess of 30m which is not less than 5.5m from Cavalry Road or the setback of a building on an adjoining lot.	Complies with the Acceptable Solution
A3	The building is setback from both the northern and southern lot boundaries.	Complies with the Acceptable Solution
A4	The site does not adjoin any zones listed by the acceptable solution.	Not Applicable
25.4.2 Streetscape		
A1	The proposed building will be constructed from colour bond and cannot achieve the requirements of this clause.	Relies on Performance Criteria
P1	It is considered that the new building on the site will be compatible with the streetscape of Cavalry Road with regard to the performance criteria on the following basis: a) The site is an irregular shaped lot with frontage to Cavalry Road. The site is elevated a small distance above the road pavement of Cavalry Road; b) the proposed use is an industrial activity that will be undertaken in the confines of the proposed building as security is of prime importance; c) the proposed building will be setback more than 30m from the frontage and will be partially screen by mesh attached to existing fencing and landscaping along the frontage of Cavalry Road, this will reduce the appearance of bulk and scale of the building when viewed from Cavalry Road; and d) the proposed building will be constructed from colorbond which is a material compatible with building materials utilised for the construction of other buildings within the industrial precinct.	

A2	Car parking will be located at the entrance of the site. This is setback a minimum of 3m from the frontage.	Complies with the Acceptable Solution
25.4.3 Fences		
A1.1 A1.2 A1.3	The application does not propose to construct new fences.	Not Applicable
25.4.4 Site landscaping		
A1	Landscaping is established along the frontage.	Not Applicable
25.4.5 – 25.4.8		
This application does not propose subdivision development and therefore are not applicable.		
E2.0 Potentially Contaminated Land Code		
Assessment against the Potentially Contaminated Land Code is provided to demonstrate how the existing potential contamination (legacy of a previous land use) is to be managed on the site, as well as demonstrate that the ongoing proposed use will be managed to ensure no future contamination of the site will result.		
E2.5.1 Use Standards		
A1	Council has determined that the site may be contaminated as the result of previous use as an auto scrap yard. The Director (or approved person) has not certified the land or a management plan. P1 applies.	
P1	The Environmental Site Assessment is prepared by a suitably qualified person and is provided in Appendix C. This certifies that the land is suitable for the intended use and provides a plan to manage the contamination and associated risk to human health. The proposal complies with E2.5.1 P1.	

E2.6.1 Subdivision	
No subdivision is proposed. This clause is not applicable.	
E2.6.2 Excavation	
A1	There is no acceptable solution.
P1	The Environmental Site Assessment provided as Appendix C provides detailed information in order to manage contamination and the associated risk to human health and the environment, in accordance with E2.6.2P1(c). The proposal complies with E2.6.2 P1.
E4.0 Road and Railway Assets Code	
Assessment against the Road and Railway Code is provided to demonstrate that the proposal does not intensify an existing access.	
E4.5.1 Existing road accesses and junctions	
A1 and A2	The speed limit of Cavalry Road in this location is 60km/hr. Cavalry Road is not a Category 1 or 2 road. Not Applicable
A3	The speed limit of Cavalry Road is 60km/hr or less. The current use of the site is estimated to generate an additional 34 vehicle movements to and from the site. The proposal will utilise the existing access. The application complies with the acceptable solution.
E4.5.2 Existing level crossings	
The application does not involve an existing level crossing. This clause is not applicable.	
E4.6.1 Development adjacent to roads and railways	

A1.1/A1.2	The building is located more than 50m from the railway line. The application complies with the acceptable solution.
E4.6.2 Road accesses and junctions	
No new accesses proposed. This clause is not applicable.	
E4.6.3 New level crossings	
There is no new level crossing proposed. This clause is not applicable.	
E4.6.4 Sight distance at accesses, junctions and level crossings	
A1	The accesses comply with the Safe Intersection Distance shown in Table E4.6.4. There are no railway crossings impacted by the proposes.
E6.0 Parking and Sustainable Transport Code	
Assessment against the parking and sustainable transport code is required on the basis that the proposed change of use invokes new car parking requirements.	
E6.5.1 Car parking numbers	
A1	Table E6.1 requires the following number of car parking spaces for each of the proposed uses: **Recycling and waste disposal** 1 space per 500m^2 of site area plus 1 space per employee. The area of the building utilised for recycling and waste disposal is approximately 1200m^2. 3 car parking spaces are required for the site area. There are an estimated 4 employees that will be associated with the operating of plant and equipment associated with the recycling and waste disposal use. It is estimated 3 employees are required for the collection and deliveries of ELT to the site. A total of 9 spaces are required.

	Manufacturing and processing 1 space per 200m^2 of gross floor area or 2 spaces per 3 employees, whichever is the greater. In this case, the gross floor area will produce the greater number of car parking spaces. Given that the building will be utilised for two separate uses, it is considered equitable to base the gross floor area on the total space that the manufacturing and processing operation will encompass which will be approximately 300m^2 of the existing building. Accordingly, 2 car parking spaces are required for the gross floor area. A total of 11 spaces are required. 90% of the requirement of Table E6.1 equates to 10 spaces. The application complies with the acceptable solution.
A2	Table D3.5 of the National Construction Code 2014 Volume 1 requires 1 accessible parking space for every 100 car parking spaces or part thereof for a Class 8 building. Accordingly, one accessible car parking space is required to be provided. One space will be provided which is indicated on the site plan.
E6.5.1 Bicycle parking numbers	
A1	Table E6.1 requires 1 bicycle parking space per 5 employees for both use classes. The combined operation will employ approximately 10 FTE. Therefore, 2 bicycle parking spaces are required to be provided. A total of 2 bicycle parking spaces will be provided. This complies with the acceptable solution.
E6.5.3 Taxi spaces	
A1	Less than 50 car parking spaces are required by Table E6.1. Therefore, the provision is not applicable to the assessment.

E6.5.4 Motorcycle parking	
A1	Less than 20 car parking spaces are required by Table E6.1. Therefore, the provision is not applicable to the assessment.
E6.5.5 Loading bays	
A1	The gross floor area of the section of the building that the manufacturing and processing use will occupy is approximately 300m^2 which is below 1,000m^2 in area. Therefore, the provision is not applicable to the assessment.
E6.6.1 Construction of parking areas	
A1	The designated parking area will be as follows: a) all areas will be relatively flat with a gradient of less than 10%; b) it will be drained to the public stormwater system; c) it will be formed with an impervious all weather seal; and d) each of the designated car parking spaces will be line marked or provided with other physical means to delineate parking spaces.
E6.6.2 Design and layout of parking areas	
A1	The access way is established. The designated parking area will be in of a width that will enable all vehicles to enter and exit the site in a forward direction in accordance with the requirements of the acceptable solution.
E6.6.3 Pedestrian access	
A1	11 spaces are required by Table E6.1. This provision is not applicable to the assessment.

E6.6.4 Loading bays	
A1 and A2	No loading bays are required to be provided. Therefore, this provision is not applicable to the assessment.
E6.6.5 Bicycle Facilities	
A1	Less than 5 bicycle parking spaces are required by Table E6.1. Therefore, this provision is not applicable to the assessment.
E6.6.6 Bicycle parking and storage facilities	
A1	Less than 5 bicycle parking spaces are required by Table E6.1. Therefore, this provision is not applicable to the assessment.
A2	2 bicycle parking spaces are provided within the building and comply with the requirements of the acceptable solution.
E6.7.1.3 Local areas provisions	
A1	The site is not located within the Launceston Central Business District Car Parking Exemption Area. Therefore, this provision is not applicable to the assessment.

3 CONCLUSION

Based on the assessment within the above report, it is considered that the proposed use and development of the site has demonstrated compliance with the relevant provisions of the Scheme.