



Clarence... a brighter place

CLARENCE CITY COUNCIL

TASMANIAN PLANNING COMMISSION	
APPROVED	<i>[Signature]</i>
OPERATIVE DATE	<b>14 AUG 2014</b>

**CAMBRIDGE INDUSTRIAL ESTATE  
DEVELOPMENT PLAN**

**DPO 18**



# Cambridge Industrial Estate Development Plan

## 1.1 Purpose of the Development Plan

1.1.1 The purpose of this plan is to:

- (a) To provide for manufacturing, processing, repair, storage and distribution of goods and materials where offsite impacts are minimal or can be managed to minimise conflict or impact on the amenity of any other uses
- (b) To promote efficient use of existing industrial land stock
- (c) To minimise land use conflict in order to protect industrial viability and the safety and amenity of sensitive land uses in adjacent zones
- (d) To provide for local service industry activity with good access to strategic transport networks.

## 1.2 Application of the Development Plan

1.2.1 The *Cambridge Industrial Estate Development Plan* (the "Development Plan") is incorporated into the *Clarence Planning Scheme 2007* (the "Planning Scheme") under Section 7.12: Development Plan Overlay.

1.2.2 The Development Plan applies to the land shown in Figure 1 below and identified as DPO18 on Map Sheet 11 - DP of the Planning Scheme.

1.2.3 Within the area of the Development Plan:

- (a) Development within the site area is to be consistent with this development plan
- (b) Development that complies with each applicable standard and does not rely on a performance criterion to do so is 'Permitted' development and is to be assessed under Section 58 of the *Land Use Planning and Approvals Act 1993* (subject to the provisions of any other Overlay provision or Specific Provisions)
- (c) Development that complies with each applicable standard but relies on one or more performance criterion to do so is 'Discretionary' development and is to be assessed under Section 57 of the *Land Use Planning and Approvals Act 1993* (subject to the provisions of any other Overlay provision or Specific Provisions)
- (d) Development which does not comply with an applicable standard, either through an acceptable solution or performance criterion, is 'Prohibited' development and must be refused.

## 1.3 Local Area Objectives

1.3.1 The site has three development precincts as shown in Figure 1 below based on the revised zones.

1.3.2 Area A – Recreation is primarily intended to serve as a buffer between industrial uses and the nearby residential enclave in Backhouse lane through:

- (a) Low intensity uses
- (b) Noise and visual mitigation
- (c) Landscaping
- (d) Restriction of vehicle access.

1.3.3 Area B – Industrial is primarily intended to provide opportunities for Local Service Industries through:

- (a) Restriction of uses
- (b) Control of lot size.

1.3.4 Area C – Future Road is intended to facilitate the future Cambridge Bypass,

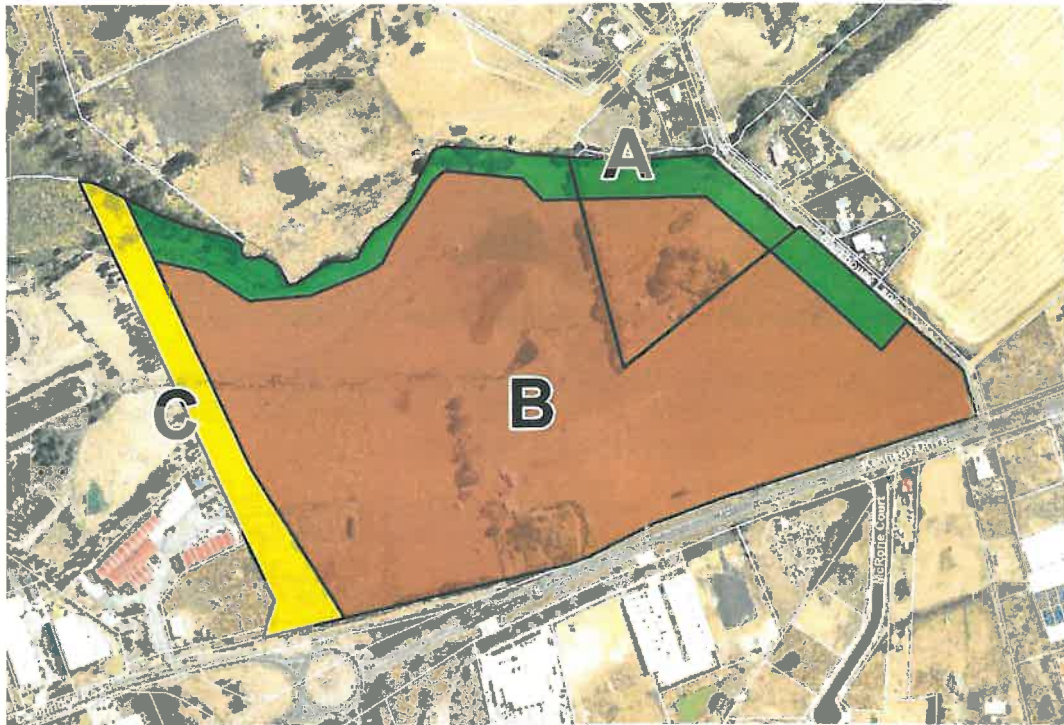


Figure 1 – Application area and development precincts

## 1.4 Application Requirements

1.4.1 In addition to any other application requirements, an application for use or development must be accompanied by a landscaping plan, showing the location of existing trees, proposed buildings or works, and proposed plantings indicating the species and mature size of plants to be installed and how this contributes to screening of industrial use from dwellings in Backhouse Lane.

## 1.5 Use Table – Area A

No Permit Required	
Use Class	Qualification
Passive Recreation	
Minor Utility	
Prohibited	
Use Class	Qualification
All other uses	

**1.6 Use Table – Area B**

<b>No Permit Required</b>	
<b>Use Class</b>	<b>Qualification</b>
Minor Utility	
<b>Permitted</b>	
<b>Use Class</b>	<b>Qualification</b>
Light Industry	
Motor Repair Garage	
Service Industry	Only if car wash, commercial laundry or electrical repairs
Specialist/ Bulky Goods Store	Only if Machinery retailing
Store	
Warehouse	
Wood Yard	
<b>Discretionary</b>	
<b>Use Class</b>	<b>Qualification</b>
Abattoir	
Active Recreation	
Car Park	
Education or Cultural Centre	Only if employment training centre
Fuel Depot	
Funeral Parlour	
General Industry	
Kennels	
Major Utility	
Motor Vehicle Sales or Hire	
Plant Nursery / Garden Centre	
Rural Industry	
Saleyard	
Service Industry	Except if permitted
Service Station	
Shop	Only if hire of machinery and equipment
Specialist/ Bulky Goods Store	Only if timber yard or trade supplies
Take-Away Food Shop	
Transport Depot	

Veterinary Establishment	
Prohibited	
Use Class	Qualification
All other uses	

## 1.7 Use Table – Area C

1.7.1 As per Section 6.12 (SU2) of the Clarence Planning Scheme 2007.

## 1.8 Use Standards – Areas A & C

1.8.1 No additional provisions (refer to relevant zone and overlay provisions)

## 1.9 Use Standards – Area B

### 1.9.1 Amenity

<b>Objective:</b>	
To ensure that hours of operation, noise, external lighting, commercial vehicle movements or other emissions do not have unreasonable impact on nearby residential amenity.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Hours of operation of a use within 100 m of the eastern boundary of the development plan area (adjacent to Backhouse Lane) must be within:</p> <p>(a) 7.00 am to 7.00 pm Mondays to Fridays inclusive;</p> <p>(b) 9.00 am to 5.00 pm Saturdays;</p> <p>(c) nil Sundays and Public Holidays.</p> <p>except for office and administrative activities</p>	<p><b>P1</b></p> <p>The operation of a use within 100 m of the eastern boundary of the development plan area (adjacent to Backhouse Lane) must not have an unreasonable impact upon the residential amenity of any dwelling through operating hours.</p>
<p><b>A2</b></p> <p>Noise emissions from uses within 100 m of the eastern boundary of the development plan area (adjacent to Backhouse Lane) must not exceed (measured at the boundary of a lot containing a dwelling) the following:</p> <p>(a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;</p> <p>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am;</p> <p>(c) 65dB(A) (LAm<sub>ax</sub>) at any time.</p>	<p><b>P2</b></p> <p>The operation of a use within 100 m of a of the eastern boundary of the development plan area (adjacent to Backhouse Lane) must not have an unreasonable impact upon the residential amenity of any dwelling through noise or other emissions in their timing, duration or extent.</p>

<p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	
<p><b>A3</b></p> <p>External amplified loud speakers or music must not be used within 50 m of the eastern boundary of the development plan area (adjacent to Backhouse Lane).</p>	<p><b>P3</b></p> <p>The operation of a use within 50 m of the eastern boundary of the development plan area (adjacent to Backhouse Lane) must not have an unreasonable impact upon the residential amenity of land in a residential zone through noise or other emissions in their timing, duration or extent.</p>
<p><b>A4</b></p> <p>External lighting within 50 m of the eastern boundary of the development plan area (adjacent to Backhouse Lane) must comply with all of the following:</p> <ul style="list-style-type: none"> <li>(a) be turned off between 10:00 pm and 6:00 am, except for security lighting;</li> <li>(b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.</li> </ul>	<p><b>P4</b></p> <p>External lighting within 50 m of the eastern boundary of the development plan area (adjacent to Backhouse Lane) must not adversely affect the amenity of adjoining residential areas, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) level of illumination and duration of lighting</li> <li>(b) distance to habitable rooms in adjacent dwellings</li> </ul>
<p><b>A5</b></p> <p>Commercial vehicle movements, (including loading &amp; unloading and garbage removal) within 50 m of the eastern boundary of the development plan area (adjacent to Backhouse Lane) must be within the hours of:</p> <ul style="list-style-type: none"> <li>(a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;</li> <li>(b) 9.00 am to 5.00 pm Saturdays;</li> <li>(c) nil Sundays and Public Holidays.</li> </ul>	<p><b>P5</b></p> <p>Commercial vehicle movements, (including loading &amp; unloading and garbage removal) to or from a site within 50 m of the eastern boundary of the development plan area (adjacent to Backhouse Lane) must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) the time and duration of commercial vehicle movements;</li> <li>(b) the number and frequency of commercial vehicle movements;</li> <li>(c) the size of commercial vehicles involved;</li> <li>(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</li> <li>(e) noise reducing structures between vehicle movement areas and dwellings;</li> <li>(f) the level of traffic on the road;</li> <li>(g) the potential for conflicts with other</li> </ul>

	<b>traffic.</b>
<p><b>A6</b> A use must not emit dust or other particles, smell or fumes beyond the boundaries of its site.</p>	<p><b>P6</b> The emission of dust or other particles, smell or fumes must not have unreasonable impact on the amenity and safety of any other property, taking into account all of the following:</p> <ul style="list-style-type: none"> <li>(a) the hours of operation;</li> <li>(b) the frequency of the emission;</li> <li>(c) the nature of the emission and the degree of its impact on other land, including whether such land is in a residential zone;</li> <li>(d) whether the emission contains any harmful substance;</li> <li>(e) whether surrounding land contains uses with similar emissions.</li> </ul>

## 1.10 Development Standards for Buildings and Works – Areas A & C

1.10.1 No additional provisions (refer to relevant zone and overlay provisions)

## 1.11 Development Standards for Buildings and Works – Area B

1.11.1 Building Height

<b>Objective:</b>	
To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on nearby residential amenity.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b> Building height must be no more than 9 m.</p>	<p><b>P1</b> Building height must satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) be a maximum of 12 m;</li> <li>(b) be compatible with the scale of nearby buildings;</li> <li>(c) not unreasonably overshadow adjacent public space;</li> <li>(d) allow for a transition in height between adjoining buildings, where appropriate;</li> <li>(e) Buildings exceeding 9 m must demonstrate suitability to the site in terms of the following: <ul style="list-style-type: none"> <li>(i) the impact is lessened due to the proportion of the total building area that exceeds 9 m in height</li> <li>(ii) the proportion of the site occupied by the building, including whether the height is offset by building</li> </ul> </li> </ul>



	<p><b>setbacks</b></p> <ul style="list-style-type: none"> <li>(iii) the architectural merit of the building, including whether the form of construction, cladding materials and articulation of the building offset or justify the variation to height</li> <li>(iv) the height of nearby buildings and whether the variation will be generally compatible with them when viewed from the street</li> <li>(v) the requirements of the particular activities to be carried out within the building</li> <li>(vi) the height variation will be offset by the topography of the site</li> <li>(vii) the building will not impair designated flight paths around Cambridge or Hobart airports</li> </ul>
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### 1.11.2 Setbacks

<b>Objective:</b>	
<p>To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on nearby residential amenity.</p> <p>To ensure that the building setbacks are compatible with the scale of nearby industrial buildings in the streetscape, do not interfere with the operation of adjacent industrial sites and enhance the appearance of industrial areas.</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>A building must be setback a minimum of 10 m to a front boundary or to Area C (the alignment of the future Cambridge Bypass).</p>	<p><b>P1</b></p> <p>The setback of a building from a front boundary must enhance the streetscape of the site and help attenuate site impacts, taking into account:</p> <ul style="list-style-type: none"> <li>(a) the site's area and dimensions and the proportionate intrusion.</li> <li>(b) compatibility with buildings on adjacent lots in the streetscape.</li> <li>(c) whether the site is on a corner and the variation relates to only one front boundary.</li> <li>(d) whether the intrusion is for a minor component of the building, such as an office, that can enhance the appearance of the site.</li> </ul>
<p><b>A2</b></p> <p>A building must be setback a minimum of 3 m to side and rear boundaries.</p>	<p><b>P2</b></p> <p>The setback of a building from a side or rear boundary must help to attenuate site impacts, taking into account:</p> <ul style="list-style-type: none"> <li>(a) the site's area and dimensions and the proportionate intrusion.</li> <li>(b) compatibility with buildings on adjacent</li> </ul>

	<p>lots in the streetscape.</p> <p>(c) compatibility with setback on the adjoining lot and whether the reduction would leave inadequate space between the buildings for a landscaped buffer to enhance the appearance of the area.</p> <p>(d) the setback on the opposite side of the site and whether the reduction will be offset by landscaping on that side.</p> <p>(e) whether the height and length of the wall are low or short enough to ensure there is minimal impact on the amenity of the adjoining lot including unreasonable overshadowing of any landscaped buffer strips.</p>
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### 1.11.3 Design

<b>Objective:</b>	
To ensure that building design contributes positively to the streetscape, the amenity and safety of the public and nearby residential uses.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Building design must comply with all of the following:</p> <p>(a) provide the main pedestrian entrance to the building at the front boundary;</p> <p>(b) provide windows and door openings at ground floor level in the front façade no less than 20% of the surface area;</p> <p>(c) ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces does not exceed 30 m<sup>2</sup>;</p> <p>(d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;</p> <p>(e) incorporate rooftop service infrastructure, including service plants and lift structures, within the design of the roof;</p> <p>(f) not include security shutters over windows or doors fronting a street or public place;</p> <p>(g) walls are clad in muted colours.</p>	<p><b>P1</b></p> <p>Building design must enhance the streetscape by satisfying all of the following:</p> <p>(a) provide the main access to the building in a way that is visible from the street or other public space boundary;</p> <p>(b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;</p> <p>(c) treat very large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;</p> <p>(d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is limited when viewed from the street;</p> <p>(e) ensure rooftop service infrastructure, including service plants and lift structures, is screened so as to have limited visual impact;</p> <p>(f) walls are clad in muted tones unless they cannot be seen from a street or another public place.</p>

#### 1.11.4 Landscaping

<b>Objective:</b>	
To ensure that a safe and attractive landscaping treatment enhances the appearance of the site and provides a visual break from nearby residential uses.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Landscaping must be provided along the front boundary to a depth no less than 10 m in accordance with a landscaping plan approved by Council.</p>	<p><b>P1</b></p> <p>Landscaping must be provided to satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) enhance the appearance of the development;</li> <li>(b) provide a range of plant height and forms to create diversity, interest and amenity;</li> <li>(c) not create concealed entrapment spaces;</li> <li>(d) the area within 4.5 m of the front boundary, excluding site access, must be landscaped.</li> </ul>
<p><b>A2</b></p> <p>Along the eastern boundary of the development plan area (adjacent to Backhouse Lane), landscaping must be provided for a depth no less than 10 m in accordance with a landscaping plan approved by Council.</p>	<p><b>P2</b></p> <p>Along the eastern boundary of the development plan area, landscaping or a design solution must be provided to avoid unreasonable adverse impact on the visual amenity of adjoining dwellings, having regard to the characteristics of the site and the characteristics of the adjoining land.</p>

#### 1.11.5 Outdoor Storage

<b>Objective:</b>	
To ensure that outdoor storage areas for non-residential uses do not detract from the appearance of the site or the locality.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Outdoor storage areas must comply with all of the following:</p> <ul style="list-style-type: none"> <li>(a) be located behind the building line and provide screening for the stored goods from public view;</li> <li>(b) not be located within designated car parking areas, driveways or landscaped areas.</li> </ul>	<p><b>P1</b></p> <p>Outdoor storage areas must satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) be located, treated or screened to avoid unreasonable adverse impact on the visual amenity of the locality;</li> <li>(b) not be located within designated car parking areas, driveways or landscaped areas.</li> </ul>

## 1.12 Development Standards for Subdivision - Areas A & B

### 1.12.1 Subdivision

<b>Objective:</b>	
To provide for lots, including those across zone boundaries, with appropriate area, dimensions, services and access to roads to accommodate development consistent with the purpose of the Development Plan and Local Area Objectives.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>The size of each lot must be between 1000m<sup>2</sup> and 3500m<sup>2</sup> except if a balance lot or for public open space, a riparian reserve or utilities.</p>	<p><b>P1</b></p> <p>No Performance Criteria</p>
<p><b>A2</b></p> <p>The design of each lot, except for public open space, a riparian reserve or utilities, must provide a building area that complies with all of the following:</p> <p>(a) Clear of the front boundary, side and rear boundary setbacks;</p> <p>(b) Clear of easements;</p> <p>(c) Clear of title restrictions that would limit or restrict the development of a commercial building;</p> <p>(d) Has a slope no more than 1 in 10;</p> <p>(e) Has an area a minimum of 20m x 20m in size.</p>	<p><b>P2</b></p> <p>The design of each lot must contain a building area able to satisfy all of the following:</p> <p>(a) Be reasonably capable of accommodating use and development consistent with purpose of the Development Plan, having regard to any Local Area Objectives;</p> <p>(b) Provides for sufficient useable area on the lot for onsite parking and manoeuvring, unless adequate arrangements are made for suitable alternative solutions to future likely demand generated by the development potential of the lot;</p> <p>(c) Minimises the need for earth works, retaining walls, and cut and fill associated with future development.</p>
<p><b>A3</b></p> <p>The frontage for each lot, except for public open space, a riparian reserve or utilities, must be no less than 25m.</p>	<p><b>P3</b></p> <p>The frontage of each lot must be sufficient to accommodate development consistent with the purpose of the Development Plan, having regard to any Local Area Objectives.</p>
<p><b>A4</b></p> <p>The arrangement of roads and accesses</p>	<p><b>P4</b></p> <p>The arrangement of roads and accesses</p>

<p>within a subdivision must satisfy all of the following:</p> <p>(a) The subdivision does not have access or create a road onto the future Cambridge Bypass road; and</p> <p>(b) Provide one road access and no individual lot access onto Kennedy Drive.</p>	<p>within a subdivision must</p> <p>a) Accord with any relevant road network plan adopted by the Planning Authority;</p> <p>b) provide for an acceptable level of access, safety, convenience and legibility through a road function hierarchy.</p>
<p>A5</p> <p>Access by road or to any lot must not be provided from Backhouse Lane, except if for public open space, a riparian reserve or utilities.</p>	<p>P5</p> <p>No Performance Criteria</p>
<p>A6</p> <p>Each lot must be connected to services adequate to support the likely future use and development of the site.</p>	<p>P5</p> <p>No performance criteria.</p>
<p>A7</p> <p>As part of the subdivision works, a landscaped buffer is to be provided, along the eastern boundary of the development plan area (adjacent to Backhouse Lane) to a minimum depth of 10m incorporating earth mounding a minimum 3m high.</p>	<p>P7.</p> <p>A landscaped buffer is to be provided as part of the subdivision works, sufficient to substantially mitigate future visual and noise impacts to nearby dwellings.</p>

### 1.13 Development Standards for Subdivision – Area C

1.13.1 No additional provisions (refer to relevant zone and overlay provisions)

