



Notice of Approval

Land Use Planning and Approvals Act 1993

Notice is given pursuant to s40S(3) of the *Land Use Planning and Approvals Act 1993* that the Tasmanian Planning Commission has modified and approved draft Amendment RZ2022/05 to the Local Provisions Schedule.

The content of the approved amendment (RZ2022/05) and the location of the affected area, are as follows:

- Rezone 25 William Street, 2-11 and 13 Dylan Street, 1-13 Melinda Court and parts of 12, 14 and 15-17 Dylan Street and 69 Brighton Road and the adjacent road reserves to the General Residential Zone.
- Rezone part of 33 Elderslie Road and the adjacent road reserve to the Local Business Zone.
- Rezone part of 69 Brighton Road and the adjacent road reserve to the Environmental Management Zone.
- Rezone 40 and 50 Hove Way, parts of 12, 14 and 15-17 Dylan Street and the adjacent road reserves to the Light Industrial Zone.
- Amend the priority vegetation overlay on Dylan Street, Melinda Court, 69 Brighton Road and 33 Elderslie Road.
- Insert the overlay for BRI-S11.0 South Brighton Specific Area Plan.

A copy of the approved amendment and all other documents may be viewed on Council's website www.brighton.tas.gov.au and at the Council Offices, 1 Tivoli Road, Old Beach between 8.15am and 4.45pm Monday to Friday. It is also available upon request by contact Council Officers on development@brighton.tas.gov.au or 6268 7070.

The approved amendment will come into effect on the 24th May 2024.

JAMES DRYBURGH
General Manager



Brighton
going places

Approved



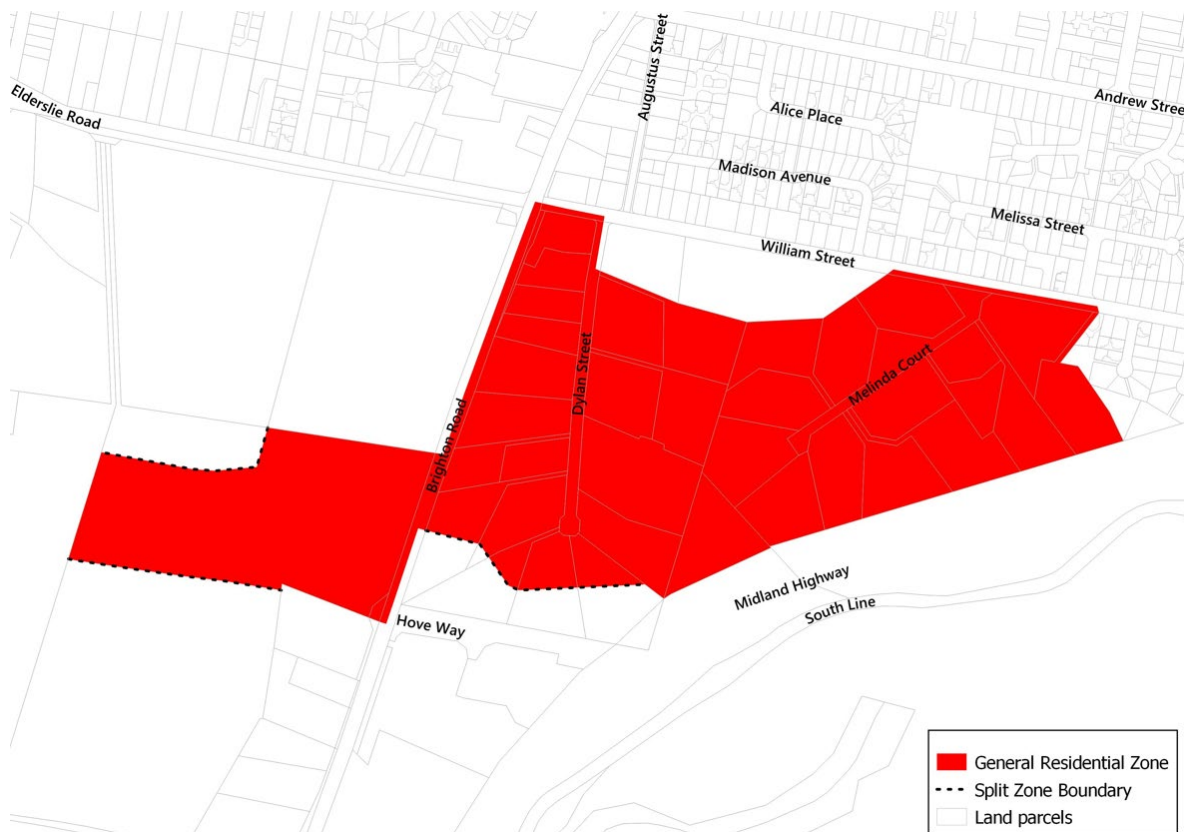
Effective date: 24 May 2024

TASMANIAN PLANNING COMMISSION

Tasmanian Planning Scheme - Brighton

Draft amendment RZ 2022-05

1. Rezone 25 William Street, 2-11 and 13 Dylan Street, 1-13 Melinda Court and parts of 12, 14 and 15-17 Dylan Street and 69 Brighton Road and the adjacent road reserves to the General Residential Zone, as shown below.



2. Rezone part of 33 Elderslie Road and the adjacent road reserve to the Local Business Zone, as shown below:



3. Rezone part of 69 Brighton Road and the adjacent road reserve to the Environmental Management Zone, as shown below.



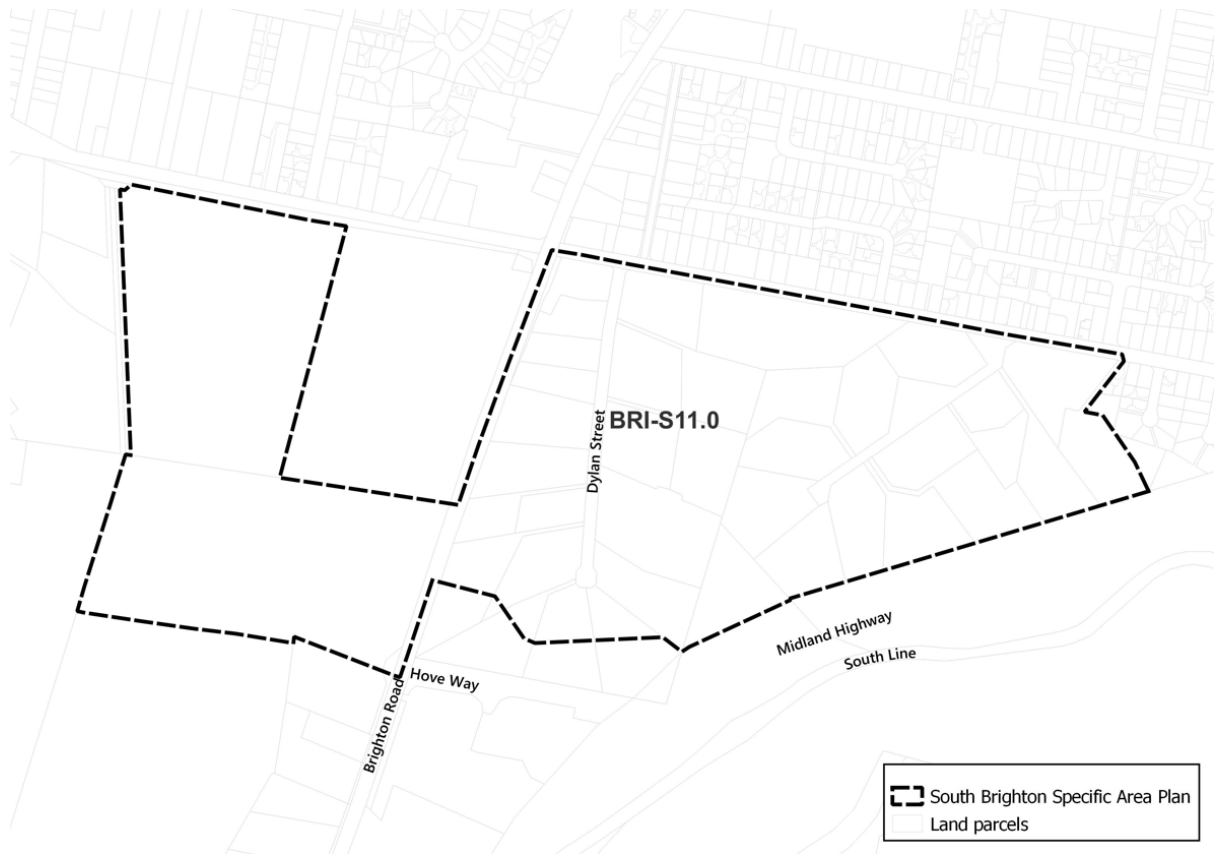
4. Rezone 40 and 50 Hove Way, parts of 12, 14 and 15-17 Dylan Street and the adjacent road reserves to the Light Industrial Zone, as shown below.



5. Amend the priority vegetation overlay on Dylan Street, Melinda Court, 69 Brighton Road and 33 Elderslie Road, as shown below.



6. Insert the overlay for BRI-S11.0 South Brighton Specific Area Plan, as shown below.



7. Insert BRI-S11.0 South Brighton Specific Area Plan, as follows:

BRI-S11.0 South Brighton Specific Area Plan

BRI-S11.1 Plan Purpose

The purpose of the South Brighton Specific Area Plan is:

- BRI-S11.1.1 To implement the South Brighton Development Framework.
- BRI-S11.1.2 To maximise and facilitate future development potential.
- BRI-S11.1.3 To coordinate the provision of infrastructure and public open space.
- BRI-S11.1.4 To create a safe and pleasant urban environment, through landscaping, connectivity between roads, the high school and open spaces.
- BRI-S11.1.5 To provide a range of lot sizes close to public open space, services and public transport.
- BRI-S11.1.6 To provide a road network that:
 - (a) facilitates connection between lots;
 - (b) encourages connectivity between the east and west side of Brighton Road; and
 - (c) utilises and incorporates existing overland flowpaths.
- BRI-S11.1.7 To facilitate a transition to a slow traffic and pedestrian friendly environment for Brighton Road.

BRI-S11.2 Application of this Plan

BRI-S11.2.1 The specific area plan applies to the area of land designated as the South Brighton Specific Area Plan on the overlay maps and shown in Figure BRI-S11.1.

BRI-S11.2.2 In the area of land, that this plan applies to, the provisions of the specific area plan are in substitution for, and are in addition to the provisions of:

- (a) 8.0 General Residential Zone;
- (b) 23.0 Environmental Management Zone; and
- (c) C3.0 Road and Railway Assets Code,

as specified in the relevant provision.

BRI-S11.2.3 Application requirements:

In addition to any other application requirements, the planning authority will require the following information to determine compliance with the Acceptable Solutions or Performance Criteria:

- (a) written advice that all development in Precinct A which includes stormwater management must be referred to the rail authority.

BRI-S11.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

BRI-S11.4 Definition of Terms

BRI-S11.4.1 In this Specific Area Plan, unless the contrary intention appears:

Term	Definition
council infrastructure	means infrastructure managed by Council including stormwater networks, footpaths, roads, streetlighting, landscaping, street trees and the like.
development framework	means the South Brighton Specific Area Plan Development Framework shown in Figure BRI-S11.2.
Precinct A	means the area of land shown in Figure BRI-S11.3 as Precinct A.
Precinct B	means the area of land shown in Figure BRI-S11.3 as Precinct B.
shared path-link	Means an area open to the public that is designated for the use of pedestrians, cyclists and other personal mobility device users and links different areas as shown in the Development Framework.
street tree	Means a tree that has the centreline of its trunk within a road reserve and grows to a minimum height of 3m.

BRI-S11.5 Use Table

This clause is in substitution for Local Business Zone - clause 14.2 Use Table.

Use Class	Qualification
No Permit Required	
Business and Professional Services	
Food Services	
General Retail and Hire	
Natural and Cultural Values Management	
Passive Recreation	

Residential	If for home-based business.
Utilities	If for minor utilities.
Permitted	
Bulky Goods Sales	
Community Meeting and Entertainment	
Educational and Occasional Care	
Emergency Services	
Research and Development	
Residential	If: (a) located above ground floor level (excluding pedestrian or vehicular access) or to the rear of a premises; and (b) not listed as No Permit Required.
Visitor Accommodation	If located above ground floor level (excluding pedestrian or vehicular access) or to the rear of a premises.
Discretionary	
Equipment and Machinery Sales and Hire	
Manufacturing and Processing	
Residential	If not listed as No Permit Required or Permitted.
Resource Processing	If for food or beverage production.
Service Industry	
Sports and Recreation	
Storage	
Tourist Operation	
Transport Depot and Distribution	If for: (a) a public transport facility; or

	(b) distribution of goods to or from land within the zone.
Utilities	If not listed as No Permit Required.
Vehicle Fuel Sales and Service	
Vehicle Parking	
Visitor Accommodation	If not listed as Permitted.
Prohibited	
All other uses	

BRI-S11.6 Use Standards

This sub-clause is not used in this specific area plan.

BRI-S11.7 Development Standards for Buildings and Works

BRI-S11.7.1 Building and Works

This clause is in addition to General Residential Zone - clause 8.4 Development Standards for Dwellings.

Objective:	That buildings and works do not prejudice the efficient future utilisation of land for urban development.	
Acceptable Solutions	Performance Criteria	
A1 Buildings and works must: (a) be for an addition to an existing dwelling; (b) be of a temporary nature able to be removed prior to the development of the land; or (c) be on a lot, excluding a balance lot, that has been created by an approved subdivision under this Specific Area Plan.	P1 Buildings and works must not preclude or hinder the effective and efficient implementation of the Development Framework in Figure BRI-S11.2, having regard to: (a) the topography of the site; (b) any existing access arrangements; (c) location of any services; (d) the purpose, location and extent of any building and works; and (e) any alternative subdivision layout that achieves the Specific Area Plan Purpose.	

BRI-S11.7.2 Access to Brighton Road

This clause is in addition to Road and Railway Assets Code - clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction.

Objective:	To provide safe vehicular access to Brighton Road.
Acceptable Solutions	Performance Criteria
A1 Access to Brighton Road must provide for vehicles to enter and exit the site in a forward direction.	P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a vehicle crossing, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.

BRI-S11.8 Development Standards for Subdivision

BRI-S11.8.1 Landscaping

This sub-clause is in addition to General Residential Zone - Clause 8.6 Development Standards for Subdivision.

Objective:	To encourage safe and attractive landscaped roads, shared path-links and open space.
Acceptable Solutions	Performance Criteria
A1 Not less than one street tree must be provided along the frontage of a new lot, which may include an existing street tree, except for internal lots.	P1 Street trees must be provided along the frontage of new lots, having regard to: (a) the width of lot frontages; (b) location of infrastructure;

	<ul style="list-style-type: none"> (c) the topography of the site; (d) the safety and efficiency of the road network; (e) the nature of the road; and (f) existing vegetation that can be retained.
<p>A2</p> <p>The subdivision does not include any open space lots.</p>	<p>P2</p> <p>If subdivision includes the creation of new open space and/or shared path links in accordance with the development framework in Figure BRI-S11.2, landscaping must be provided having regard to:</p> <ul style="list-style-type: none"> (a) enhancement of the open space or shared path link area; (b) providing a range of plant heights and forms to create diversity, interest and amenity; (c) preventing the creation of concealed entrapment spaces; (d) removal of existing invasive weed species; and (e) any advice from a suitably qualified person.

BRI-S11.8.2 Infrastructure provision

This clause is in addition to General Residential Zone - clause 8.6 Development Standards for Subdivision.

Objective:	<p>That:</p> <ul style="list-style-type: none"> (a) subdivision design provides for Council infrastructure that will enable further land development in accordance with the Development Framework and purpose of the Specific Area Plan; and (b) developer contributions are made towards the cost and provision of infrastructure in accordance with the relevant Policy adopted by the Council.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No Acceptable Solution.</p>	<p>P1.1</p> <p>The provision, and upgrading of Council infrastructure, must be provided having regard to:</p>

	<p>(a) the demand the subdivision places on Council infrastructure;</p> <p>(b) the need for connecting Council infrastructure to common boundaries with adjoining land to facilitate future subdivision potential;</p> <p>(c) any existing Council infrastructure;</p> <p>(d) any upgrades to existing Council infrastructure that may be required;</p> <p>(e) topography and other site conditions; and</p> <p>(f) any advice from a State authority, regulated entity or a Council.</p> <p>P1.2</p> <p>Where Council Infrastructure has been provided by Council, an infrastructure contribution must be paid having regard to Council's adopted any Key Infrastructure Investments and Defined Infrastructure Charges Infrastructure Contribution policy that is relevant to the land.</p>
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BRI-S11.8.3 Development Standards for Subdivision - Precinct A

BRI-S11.8.3.1 Subdivision layout - Precinct A

This clause is a substitution for General Residential Zone - clause 8.6.1 Lot design A4 and P4, and clause 8.6.2 Roads.

Objective:	The subdivision layout in Precinct A is reasonably consistent with the purpose of the Specific Area Plan and the Development Framework.	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <p>(a) be required for public use by the Crown, a council or a State authority;</p> <p>(b) be required for the provision of Utilities; or</p>	<p>P1</p> <p>The layout of lots, roads, public open space and pedestrian connections must be reasonably consistent with the purpose of the Specific Area Plan and the Development Framework having regard to:</p> <p>(a) the facilitation of high levels of vehicular and pedestrian connectivity in the</p>	

<p>(c) be for the consolidation of a lot with another lot provided each lot is within the same zone.</p>	<p>subdivision and to open spaces and adjacent areas;</p> <p>(b) the integration of landscaping into the road, pedestrian and open space network;</p> <p>(c) avoid compromising the appropriate and reasonable future subdivision of the entirety of any balance lot or adjoining lot;</p> <p>(d) any natural hazards or other site conditions that constrain future development;</p> <p>(e) the topography of the site;</p> <p>(f) facilitating higher lot densities around existing dwellings and adjoining public open space;</p> <p>(g) the provision of the necessary road and service infrastructure;</p> <p>(h) any relevant Codes; and</p> <p>(i) any advice received from the road authority.</p>
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BRI-S11.8.3.2 Stormwater - Precinct A

This clause is in addition to General Residential Zone - clause 8.6.3 Services.

<p>Objective:</p>	<p>That the subdivision of land provides for a public stormwater system for each catchment in Precinct A.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>No Acceptable Solution.</p>	<p>P1</p> <p>The arrangement and provision of the stormwater system, must be in accordance with an approved stormwater management plan for the relevant catchment(s) as shown in Figure BRI-S11.4, having regard to:</p> <p>(a) the existing and proposed stormwater system;</p> <p>(b) potential staging of the stormwater system;</p>

	<ul style="list-style-type: none"> (c) maximising connectivity with the surrounding stormwater system to facilitate future subdivision potential; (d) topography of the site; (e) the future subdivision potential of any balance lots on adjoining or adjacent land. (f) any advice from the stormwater authority; and (g) any advice from the rail authority.
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BRI-S11.8.4 Development Standards for Subdivision - Precinct B

BRI-S11.8.4.1 Lot size - Precinct B

This clause is in substitution for General Residential Zone - clause 8.6.1 Lot design A1 and P1 and A2 and P2.

Objective:	To provide for lots close to services, facilities and public transport corridors in Precinct B.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, in Precinct B must:</p> <ul style="list-style-type: none"> (a) have an area of not less than the lots sizes specified in Table BRI-S11.9.1, and: <ul style="list-style-type: none"> (i) be able to contain a minimum building area as specified in Table BRI-S11.9.1 with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; or (b) be required for public use by the Crown, a council or a State authority; 	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, in Precinct B must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area.

<p>(c) be required for the provision of Utilities; or</p> <p>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</p>	
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than specified in Table BRI-S11.9.1.</p>	<p>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the width of frontage proposed, if any; (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to maneuver vehicles on the site; and (f) the pattern of development existing on established properties in the area, <p>and is not less than 3.6m wide.</p>

BRI-S11.8.4.2 Movement network connections - Precinct B

This clause is in addition to General Residential Zone - clause 8.6.2 Roads and Environmental Management Zone - clause 23.5.1 Lot design.

<p>Objective:</p>	<p>The road layout, open space and pedestrian connections in Precinct B are consistent with the purpose of the Specific Area Plan and the development framework.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>No Acceptable Solution.</p>	<p>P1</p> <p>The arrangement and construction of roads and shared path-links in Precinct B must provide for</p>

	<p>vehicular and pedestrian connectivity, having regard to:</p> <ul style="list-style-type: none"> (a) connections to the existing roads along the northern and eastern boundary; (b) opportunities for passive surveillance and permeability along the boundary of 1 Elderslie Road; (c) Connections through 33 Elderslie Road and 69 Brighton Road; (d) provision for lots with frontage to Brighton Road; and (e) the Development Framework.
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BRI-S11.9 Tables

BRI-S11.9.1 Lot sizes, frontages and building area - Precinct B

	Minimum Lot Size*	Minimum frontage	Minimum building area
Ordinary lot (i.e. not otherwise specified below)	450m ²	12m	10m x 15m
Lots adjoining or opposite public open space, or Lots within 400m of a public transport corridor, or Lots within 200m walking distance of a business zone, local shop or school.	350m ²	12m	9m x 12m

**Not including any fee simple access strip*

Figure BRI-S11.1 The South Brighton Specific Area Plan Area

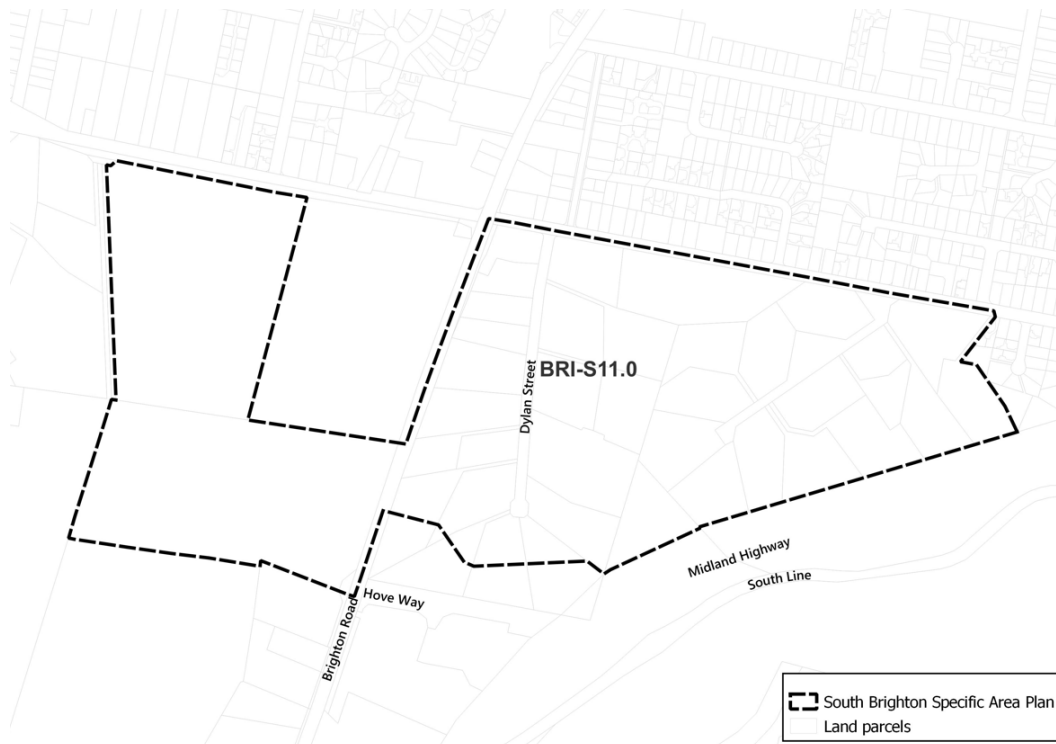


Figure BRI-S11.2 The South Brighton Specific Area Plan Development Framework

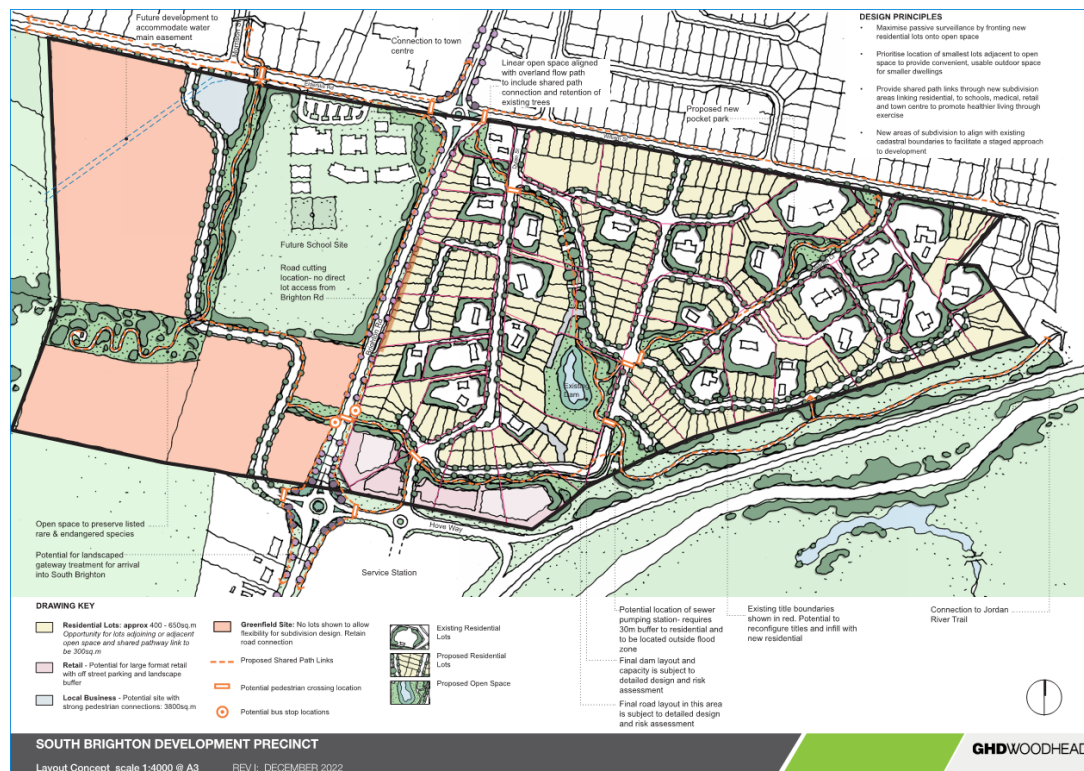


Figure BRI-S11.3 Precincts

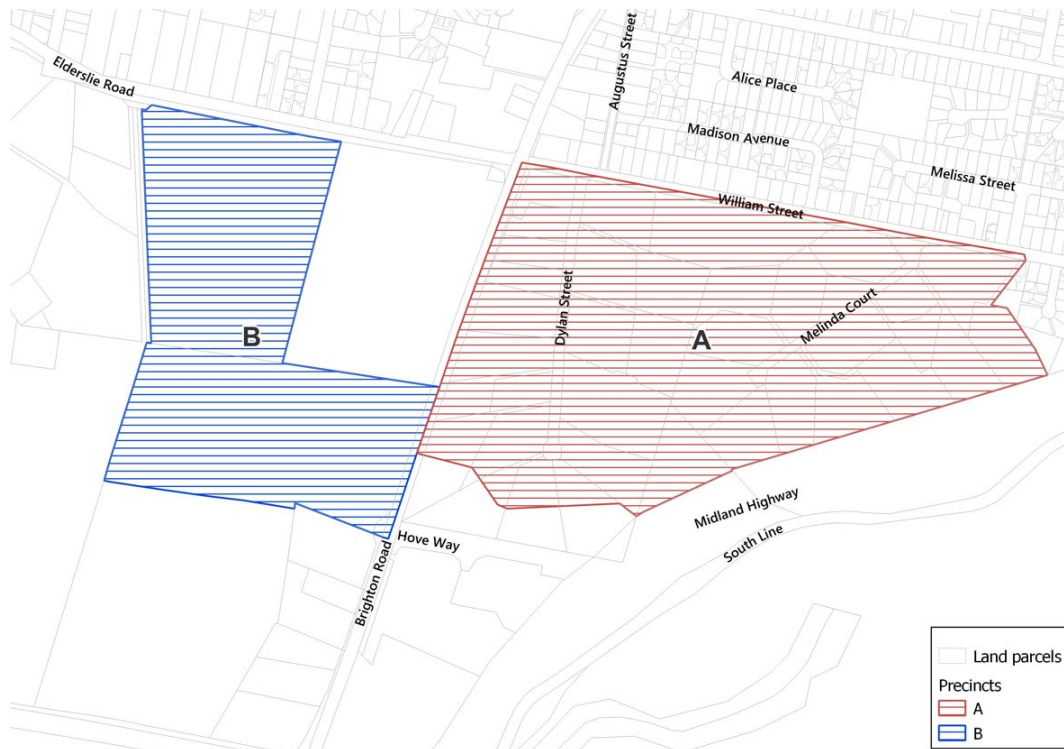
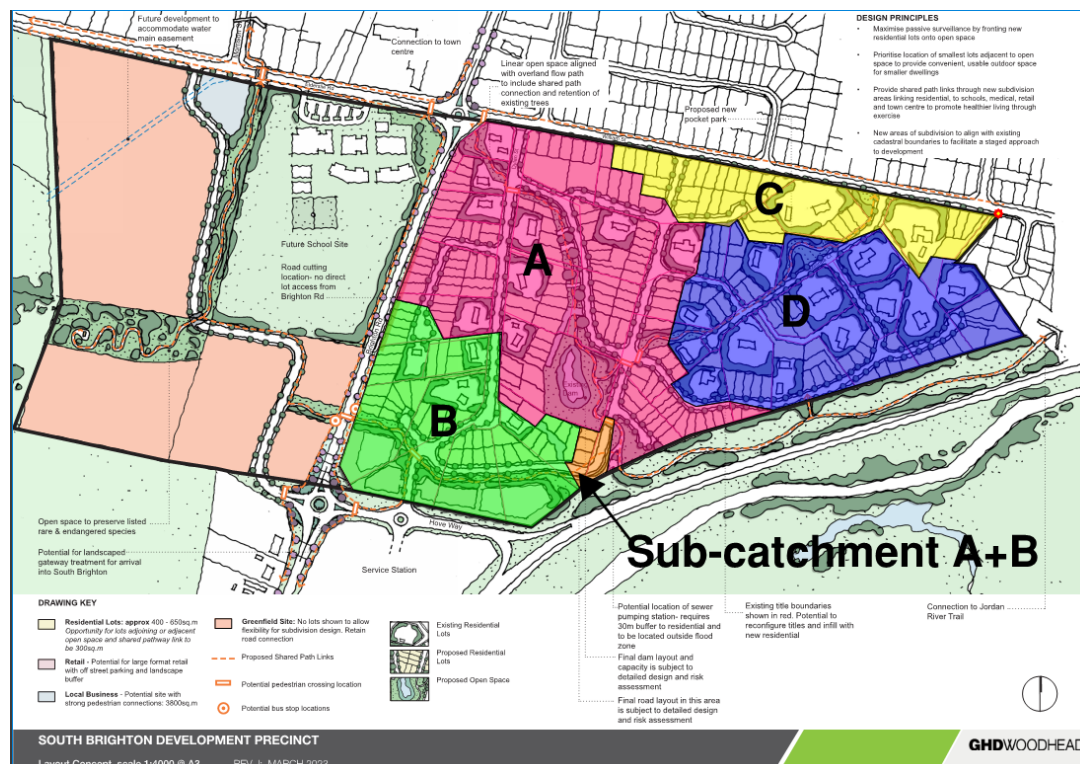


Figure BRI-S11.4 Stormwater catchments



8. Insert the overlay for BRI-S3.0 Brighton Highway Services Precinct Specific Area Plan, as shown below



9. Delete the Specific Area Plan extent overlay for BRI-S3.0 Brighton Highway Services Precinct Specific Area Plan, as follows:

BRI-S3.0 Brighton Highway Services Precinct Specific Area Plan

BRI-S3.1 Plan Purpose

The purpose of the Brighton Highway Services Precinct Specific Area Plan is:

- BRI-S3.1.1 To provide for fuel and food services for motorists traveling the Midland Highway.
- BRI-S3.1.2 To provide a location in Brighton for showrooms that primarily sell bulky goods and require large display areas.
- BRI-S3.1.3 To provide for use and development that is appropriate for, or requires, a location adjacent the Midland Highway.
- BRI-S3.1.4 To manage potential off-site amenity impacts on surrounding residential zones.
- BRI-S3.1.5 To encourage building design that positively contributes to public places.

BRI-S3.2 Application of this Plan

- BRI-S3.2.1 The specific area plan applies to the area of land designated as Brighton Highway Services Precinct Specific Area Plan on the overlay maps.
- BRI-S3.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in substitution for, and are in addition to the provisions of:
 - (a) Light Industrial Zone,
 as specified in the relevant provision.

BRI-S3.3 Local Area Objectives

This clause is not used in this specific area plan.

BRI-S3.4 Definition of Terms

This clause is not used in this specific area plan.

BRI-S3.5 Use Table

This clause is in substitution for Light Industrial Zone - clause 18.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and cultural values management	
Passive Recreation	

Utilities	If minor utilities.
Permitted	
Bulky Goods Sales	
Emergency Services	
Food services	If for: (a) no more than two (2) takeaway food shops; and (b) no more than one (1) restaurant, whether as a single use or as an ancillary use to a principle use.
Service Industry	If for car wash.
Vehicle fuel sales and service	
Discretionary	
Community meeting & entertainment	If a cinema.
Equipment and Machinery Sales and Hire	
Food Services	Except if permitted.
General Retail and Hire	If for department store or bottle shop.
Resource Processing	If for food and beverage production.
Sport and Recreation	
Tourist Operation	If for visitor centre.
Utilities	Except if No Permit Required.
Prohibited	
All other uses	

BRI-S3.6 Use Standards

BRI-S3.6.1 Discretionary uses

This clause is in addition to Light Industrial Zone - clause 18.3.2 Use Standards.

Objective:	That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.	
Acceptable Solutions		Performance Criteria
<p>A1</p> <p>No Acceptable Solution.</p>	<p>P1</p> <p>A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the size and scale of the proposed use; (c) the function of the activity centre and the surrounding activity centres; and (d) the extent that the proposed use impacts on the other activity centres. 	

BRI-S3.7 Development Standards for Buildings and Works

BRI-S3.7.1 Setback

This clause is in substitution for Light Industrial Zone - clause 18.4.2 Setbacks A1 and P1.

Objective:	Building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.	
Acceptable Solutions		Performance Criteria
<p>A1</p> <p>Building setback from a frontage must be no less than:</p> <ul style="list-style-type: none"> (a) 15m to Brighton Road; (b) 20m to Midland Highway; and (c) 10m to a road in, or adjoining, a residential zone. 	<p>P1</p> <p>Building setback from frontage contribute positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone, having regard to:</p> <ul style="list-style-type: none"> (a) the setback of adjoining buildings; (b) maintaining a continuous building line if evident in the streetscape; (c) the characteristics of the site, adjoining properties and the streetscape; and (d) opportunity for parking. 	

BRI-S3.7.2 Design

This clause is in addition to Light Industrial Zone - clause 18.4 Development Standards for Buildings and Works.

Objective:	That building façades promote and maintain high levels of pedestrian interaction, amenity, and safety and contribute positively to the streetscape and public places.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>New buildings or alterations to an existing façade must be designed to satisfy all of the following:</p> <p>(a) provide the main pedestrian entrance to the building(s) facing the frontage or facing an effective internal frontage created by internal access roads, pedestrian and parking areas;</p> <p>(b) if for a ground floor level façade facing a frontage:</p> <p>(i) have not less than 30% of the total surface area consisting of windows or doorways; or</p> <p>(ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 30%; be coloured using colours with a light reflectance value not more than 40%; and</p> <p>(c) if for a ground floor level façade facing a frontage must:</p> <p>(i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or</p> <p>(ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on the frontage.</p>	<p>P1</p> <p>New buildings or alterations to an existing façade must be designed to contribute positively to the streetscape and public places having regard to:</p> <p>(a) how the main pedestrian access to the building addresses the street, internal areas of pedestrian or vehicular movement or other public places;</p> <p>(b) windows on the façade facing the frontage for visual interest and passive surveillance of public spaces;</p> <p>(c) architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces; and</p> <p>(d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical.</p>

<p>A2</p> <p>New buildings must be designed to satisfy all of the following:</p> <ul style="list-style-type: none"> (a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; (b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof; (c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and (d) provide external lighting to illuminate external vehicle parking areas and pathways. 	<p>P2</p> <p>New buildings must be designed to be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places; (b) minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and (c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.
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BRI-S3.7.3 Passive Surveillance

This clause is an addition to Light Industrial Zone - clause 18.4 Development Standards for Buildings and Works.

Objective:	That building design provides for the safety of the public.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Building design must:</p> <ul style="list-style-type: none"> (a) provide the main entrance or entrances to a building so that they are clearly visible from the street and well-lit at night; (b) provide windows with clear glazing no less than the following: <ul style="list-style-type: none"> (i) 40% of the facade of walls that front a street; 	<p>P1</p> <p>Building design must provide for passive surveillance of public spaces, having regard to:</p> <ul style="list-style-type: none"> (a) providing the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces; (b) locating windows to adequately overlook the street and adjoining public spaces; (c) incorporating shop front windows and doors for ground floor shops and offices,

<p>(ii) 30% of the facade of walls that face public space or a car park for the building;</p> <p>(c) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;</p> <p>(d) provide external lighting to illuminate car parking areas and pathways; and</p> <p>(e) provide well-lit public access at the ground floor level from any external car park.</p>	<p>so that pedestrians can see into the building and vice versa;</p> <p>(d) locating external lighting to illuminate any entrapment spaces around the building site;</p> <p>(e) providing external lighting to illuminate car parking areas and pathways;</p> <p>(f) designing and locating public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces; and</p> <p>(g) providing for sight lines to other buildings and public spaces.</p>
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BRI-S3.7.4 Landscaping

This clause is an addition to Light Industrial Zone - clause 18.4.5 Landscaping.

Objective:	That safe and attractive landscaping treatment enhances the appearance of the site and provides a visual break from land in a residential zone.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Along a boundary with a residential zone landscaping must be provided for a depth no less than 5m.</p>	<p>P1</p> <p>Along a boundary with a residential zone landscaping or a building design solution must be provided to avoid unreasonable adverse impact on the visual amenity of adjoining land in a residential zone, having regard to:</p> <p>(a) the characteristics of the site; and</p> <p>(b) the characteristics of the adjoining residentially-zones land.</p>

BRI-S3.7.5 Fencing

This clause is in substitution to Light Industrial Zone - clause 18.4.3 Fencing.

Objective:	That fencing does not detract from the appearance of the site or the locality and provides for passive surveillance.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No Acceptable Solution¹</p>	<p>P1</p> <p>Fencing must contribute positively to the streetscape and not have an unreasonable adverse impact upon the amenity of land in a residential zone which lies opposite or shares a common boundary with a site, having regard to:</p> <ul style="list-style-type: none"> (a) the height of the fence; (b) the degree of transparency of the fence; (c) the location and extent of the fence; (d) the design of the fence; (e) the fence materials and construction; (f) the nature of the use; and (g) the characteristics of the site, the streetscape and the locality, including fences.

BRI-S3.7.6 Bowers and Fuel Tanks

This clause is an addition to Light Industrial Zone - clause 18.4 Development Standards for Buildings and Works

Objective:	That siting of bowsers and fuel tanks do not unreasonable adverse impact on residential amenity of land in a residential zone.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Bowers and fuel tanks and any vehicular access associated with such infrastructure must be separated from land in a residential zone by no less than 50m.</p>	<p>P1</p> <p>Bowers and fuel tanks and any vehicular access associated with such infrastructure must not have an unreasonable impact on residential amenity of adjoining land.</p>

BRI-S3.8 Development Standards for Subdivision

BRI-S3.8.1 Lot design

¹ An exemption applies for fences in the underlying zone - see Table 4.6

This clause is in substitution for Light Industrial Zone - clause 18.5.1 Lot design.

Objective:	To provide for lots with appropriate area, dimensions, services, roads and access to public open space to accommodate development consistent with the Specific Area Plan Purpose.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No acceptable solution.</p>	<p>P1</p> <p>The size of each lot must be sufficient to accommodate development compatible with the Specific Area Plan Purpose.</p>
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, must have a building area of not less than 40m x 40m, with a gradient of not more than 1 in 10, clear of:</p> <p>(a) frontage, side and rear boundary setbacks required by clause BRI-S3.7.2 A1 & A2; and</p> <p>(b) easements or other title restrictions that would limit or restrict the development of a commercial building.</p>	<p>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <p>(a) the Specific Area Plan Purpose;</p> <p>(b) on-site parking and manoeuvring, unless adequate arrangements are made for suitable alternative solutions to future likely demand generated by the development potential of the lot; and</p> <p>(c) the need for earth works, retaining walls, and cut & fill associated with future development.</p>
<p>A3</p> <p>The frontage for each lot must be no less than 25m.</p>	<p>P3</p> <p>The frontage of each lot must be sufficient to accommodate development in accordance with the Specific Area Plan Purpose.</p>
<p>A4</p> <p>No Acceptable Solution.</p>	<p>P4</p> <p>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists, having regard to:</p> <p>(a) the Specific Area Plan Purpose;</p>

	<ul style="list-style-type: none">(b) any relevant road network plan adopted by the Planning Authority;(c) facilitating the potential of subdivision of adjoining land;(d) maximising levels of access, safety, convenience and legibility having regard to a road function hierarchy; and(e) provision of a single access for all land within the Specific Area Plan to both Brighton Road and Midland Highway.
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BRI-S3.9 Tables

This sub-clause is not used in this specific area plan.