



DEVELOPMENT APPLICATION

PDPLANPMTD-2025/054179

PROPOSAL: Change of use to Panel Beating (Service industry) & Signage

LOCATION: 18 Cherokee Drive, Cambridge

RELEVANT PLANNING SCHEME: Tasmanian Planning Scheme - Clarence

ADVERTISING EXPIRY DATE: 10 September 2025

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 10 September 2025. In addition to legislative requirements, plans and documents can also be viewed at www.ccc.tas.gov.au during these times.

Any person may make representations about the application to the Chief Executive Officer, by writing to PO Box 96, Rosny Park, 7018 or by electronic mail to clarence@ccc.tas.gov.au. Representations must be received by Council on or before 10 September 2025.

To enable Council to contact you if necessary, would you please also include a day time contact number in any correspondence you may forward.

Any personal information submitted is covered by Council's privacy policy, available at www.ccc.tas.gov.au or at the Council offices.

Application for Development / Use or Subdivision

Use this form to obtain planning approval for developing or using land, including subdividing it into smaller lots or lot consolidation.

Proposal: **Change of Use to Service Industry (panel beating) and signage**

Location: **18 Cherokee Drive, Cambridge**

Personal Information Removed

Estimated cost of development: **Nil, Change of use only, no development**



Is the property on the Tasmanian Heritage Register? Yes No

If yes, we recommend you discuss your proposal with Heritage Tasmania prior to lodgement as exemptions may apply which may save you time on your proposal.

If you had pre-application discussions with City of Clarence, please provide planner's name:

Current use of site: Approved warehouse, recently completed under PDBLDPERMT- 2024/048831

Does the proposal involve land administered or owned by the Crown or Council? Yes No

Declaration

- I have read the Certificate of Title and Schedule of Easements for the land and am satisfied that this application is not prevented by any restrictions, easements or covenants.
- I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I have arranged permission for Council's representatives to enter the land to assess this application
- I declare that, in accordance with Section 52 of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their signed consent is attached.
- I declare that the information in this declaration is true and correct.

Acknowledgement

- I acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process; for display purposes during public consultation; and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.

Applicant's signature:

**Personal
Information
Removed**

Date:

Please refer to the development/use and subdivision checklist on the following pages to determine what documentation must be submitted with your application.



Development/use or subdivision checklist

Mandatory Documents

This information is required for the application to be valid. We are unable to proceed with an application without these documents.

- Details of the location of the proposed use or development.
- A copy of the current Certificate of Title, Sealed Plan, Plan or Diagram and Schedule of Easements and other restrictions for each parcel of land on which the use or development is proposed.
- Full description of the proposed use or development.
- Description of the proposed operation. May include where appropriate: staff/student/customer numbers; operating hours; truck movements; and loading/unloading requirements; waste generation and disposal; equipment used; pollution, including noise, fumes, smoke or vibration and mitigation/management measures.
- Declaration the owner has been notified if the applicant is not the owner.
- Crown or Council consent (if publically-owned land).
- Any reports, plans or other information required by the relevant zone or code.
- Fees prescribed by the City of Clarence.

Application fees (please phone 03 6217 9550 to determine what fees apply). An invoice will be emailed upon lodgement.

Additional Documents

In addition to the mandatory information required above, Council may, to enable it to consider an application, request further information it considers necessary to ensure that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or specific area plan, applicable to the use or development.

- Site analysis and site plan, including where relevant:
 - Existing and proposed use(s) on site.
 - Boundaries and dimensions of the site.
 - Topography, including contours showing AHD levels and major site features.
 - Natural drainage lines, watercourses and wetlands on or adjacent to the site.
 - Soil type.
 - Vegetation types and distribution, and trees and vegetation to be removed.
-



- Location and capacity of any existing services or easements on/to the site.
 - Existing pedestrian and vehicle access to the site.
 - Location of existing and proposed buildings on the site.
 - Location of existing adjoining properties, adjacent buildings and their uses.
 - Any natural hazards that may affect use or development on the site.
 - Proposed roads, driveways, car parking areas and footpaths within the site.
 - Any proposed open space, communal space, or facilities on the site.
 - Main utility service connection points and easements.
 - Proposed subdivision lot boundaries.
- Where it is proposed to erect buildings, detailed plans with dimensions at a scale of 1:100 or 1:200 showing:
- Internal layout of each building on the site.
 - Private open space for each dwelling.
 - External storage spaces.
 - Car parking space location and layout.
 - Major elevations of every building to be erected.
 - Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites.
 - Relationship of the elevations to natural ground level, showing any proposed cut or fill.
 - Materials and colours to be used on rooves and external walls.
- Where it is proposed to erect buildings, a plan of the proposed landscaping showing:
- Planting concepts.
 - Paving materials and drainage treatments and lighting for vehicle areas and footpaths.
 - Plantings proposed for screening from adjacent sites or public places.
- Any additional reports, plans or other information required by the relevant zone or code.

This list is not comprehensive for all possible situations. If you require further information about what may be required as part of your application documentation, please contact City of Clarence Planning team on (03) 6217 9550.



SEARCH OF TORRENS TITLE

VOLUME 185543	FOLIO 42
EDITION 3	DATE OF ISSUE 18-Feb-2025

SEARCH DATE : 17-Jul-2025

SEARCH TIME : 08.20 AM

DESCRIPTION OF LAND

City of CLARENCE
 Lot 42 on Sealed Plan 185543
 Derivation : Part of 1654 Acres Gtd. to Robert Pitcairn and
 Thomas Young
 Prior CT 181813/100

SCHEDULE 1

N161700 TRANSFER to BONNYBRIDGE HOLDINGS PTY LTD Registered
 19-Oct-2023 at 12.02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 SP185543 EASEMENTS in Schedule of Easements
 SP185543 COVENANTS in Schedule of Easements
 SP185543 FENCING PROVISION in Schedule of Easements
 SP164757, SP176911 & SP181813 COVENANTS in Schedule of
 Easements
 SP164757, SP176911 & SP181813 FENCING PROVISION in Schedule of
 Easements
 C686912 AGREEMENT pursuant to Section 71 of the Land Use
 Planning and Approvals Act 1993 Registered
 02-Dec-2005 at noon
 E404891 MORTGAGE to National Australia Bank Limited
 Registered 18-Feb-2025 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER AIRPORT INDUSTRIAL PTY LTD
 FOLIO REFERENCE C.T.181813/100
 GRANTEE PART OF 1654 ACRES GTD TO ROBERT PITCAIRN AND THOMAS YOUNG

PLAN OF SURVEY

BY SURVEYOR ANDREW STEPHEN BIRCH
 ROGERSON AND BIRCH SURVEYORS
 UNIT 1 - 2 KENNEDY DRIVE, CAMBRIDGE PARK
 PH 6248-5898 MOB. 0419-594-966

CITY OF CLARENCE

SCALE 1: 3000 LENGTHS IN METRES

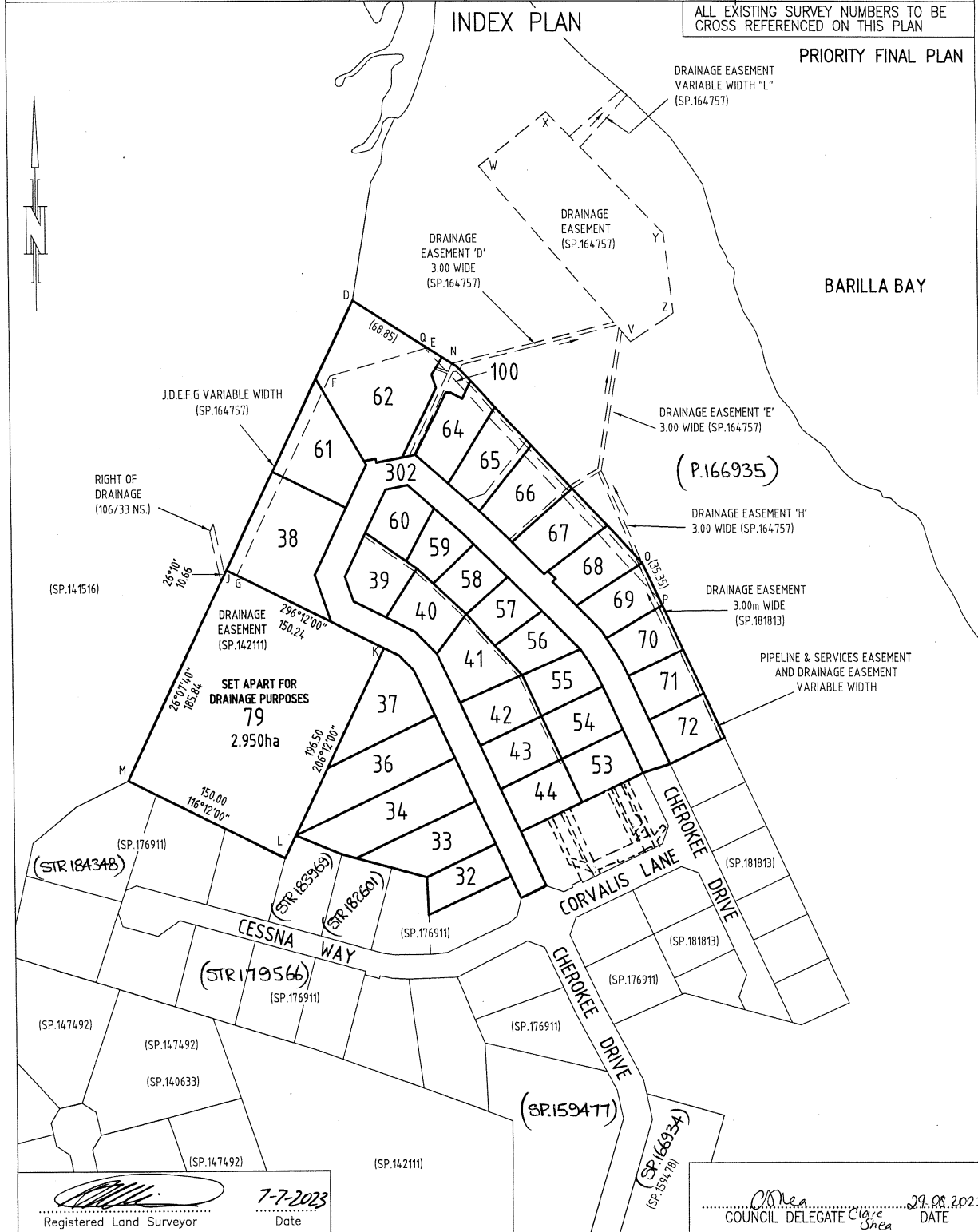
REGISTERED NUMBER

SP185543

APPROVED EFFECTIVE FROM - 6 SEP 2023

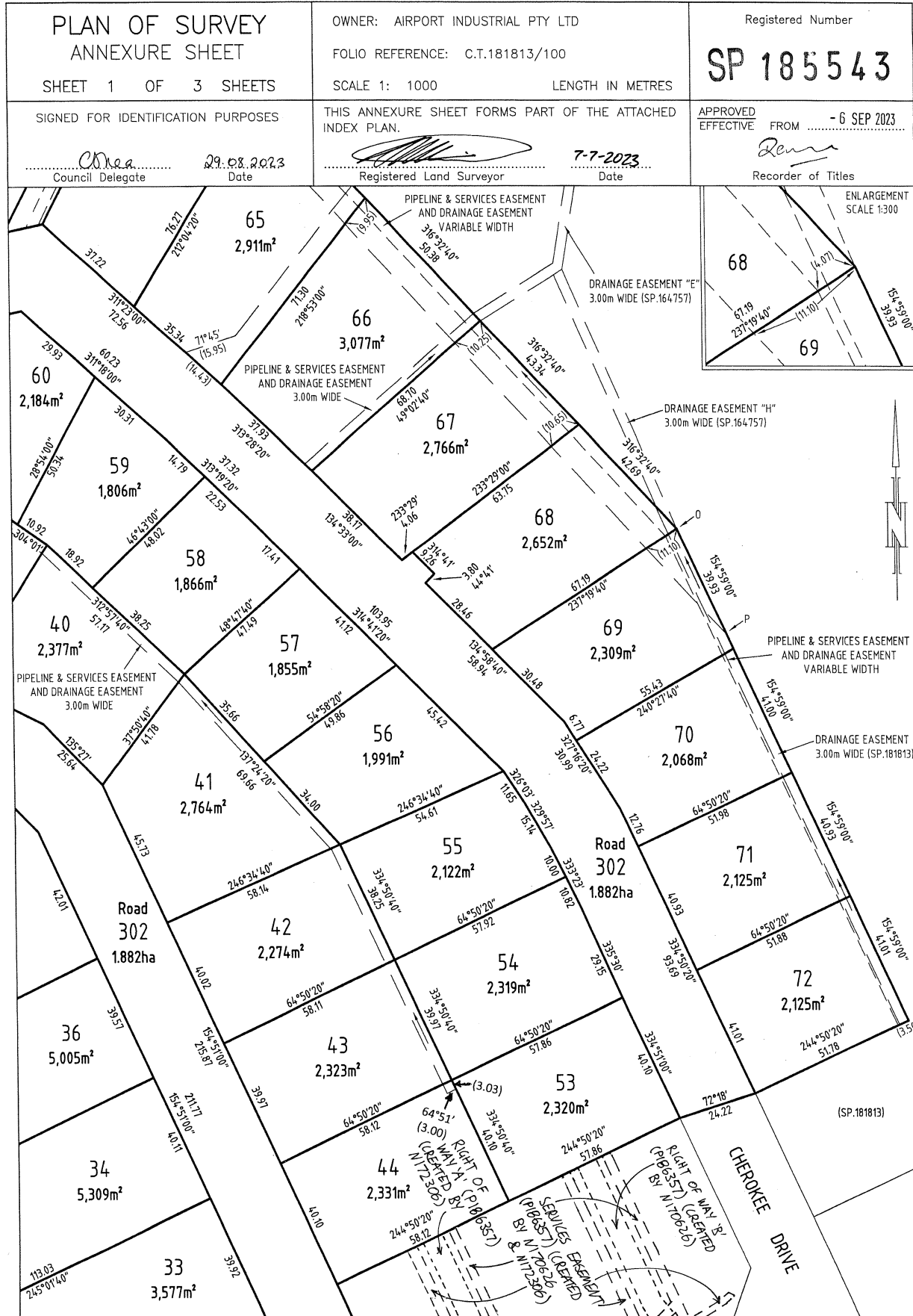
Debra
 Recorder of Titles

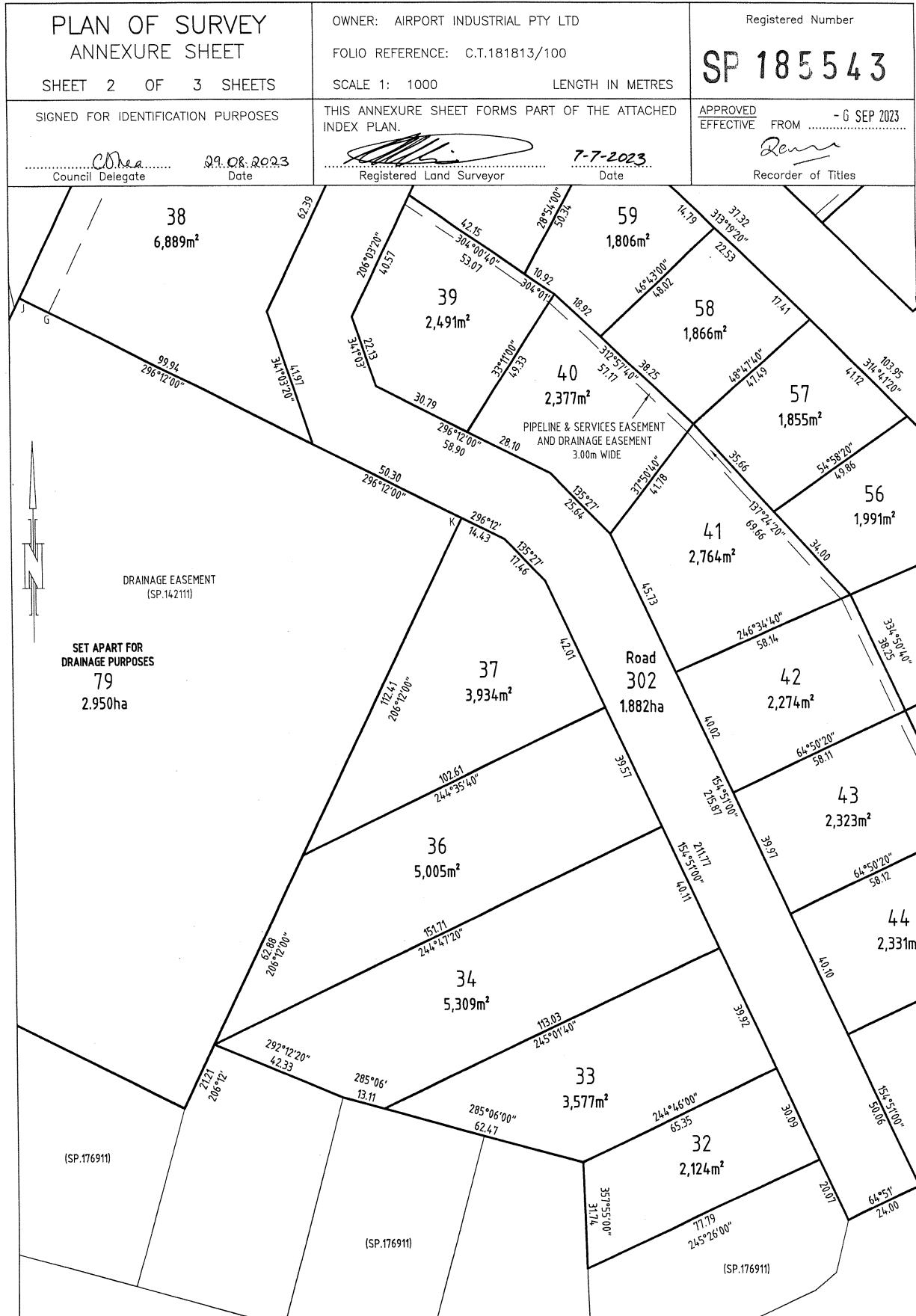
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



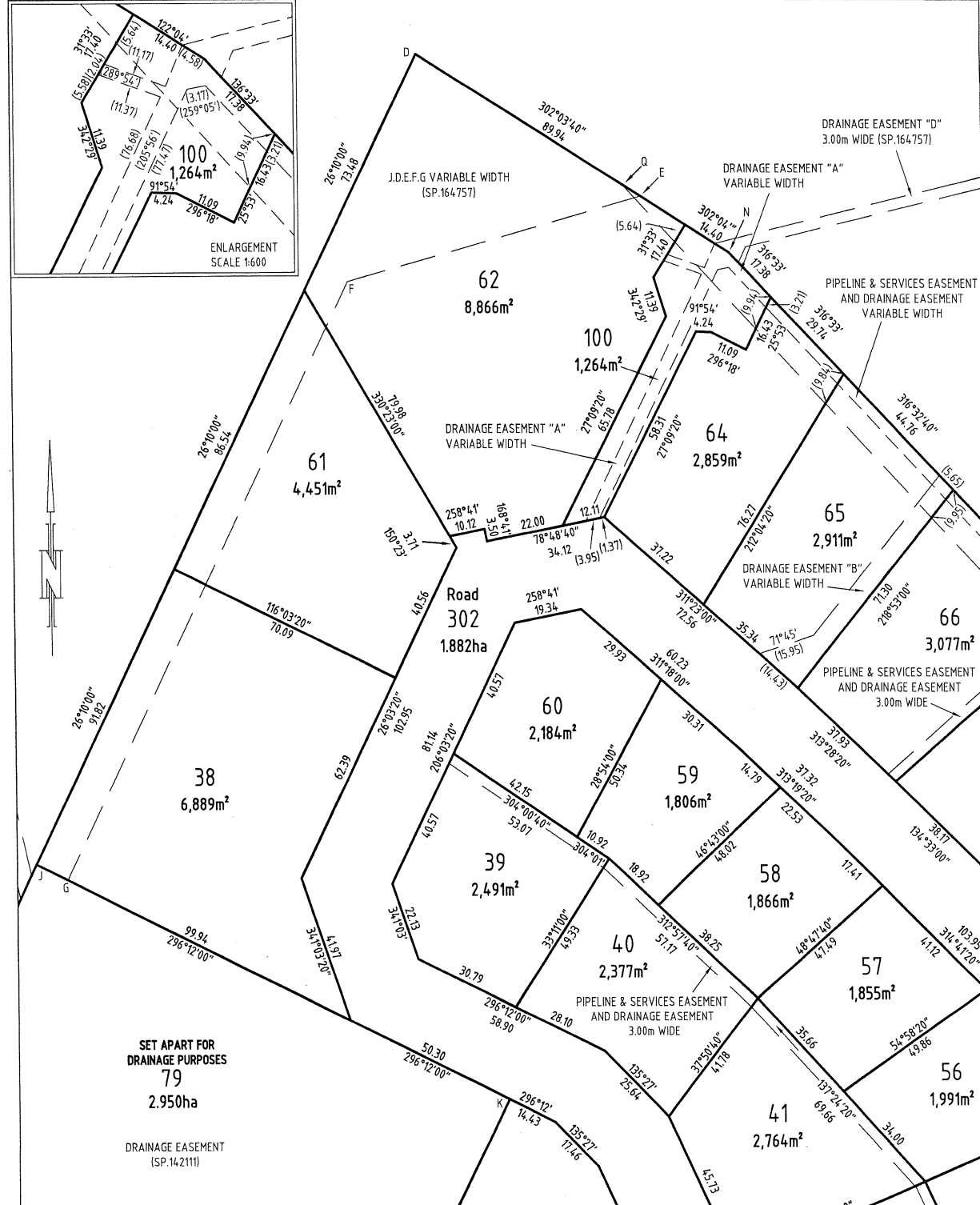
Andrew Stephen Birch
 Registered Land Surveyor
 7-7-2023
 Date

Debra
 COUNCIL DELEGATE
 29.08.2023
 DATE





<p>PLAN OF SURVEY ANNEXURE SHEET</p> <p>SHEET 3 OF 3 SHEETS</p>	<p>OWNER: AIRPORT INDUSTRIAL PTY LTD</p> <p>FOLIO REFERENCE: C.T.181813/100</p> <p>SCALE 1: 1000 LENGTH IN METRES</p>	<p>Registered Number</p> <p>SP 185543</p>
<p>SIGNED FOR IDENTIFICATION PURPOSES</p> <p><i>M. Nea</i> 29.08.2023 Council Delegate Date</p>	<p>THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN.</p> <p><i>[Signature]</i> 7-7-2023 Registered Land Surveyor Date</p>	<p>APPROVED EFFECTIVE FROM - 6 SEP 2023</p> <p><i>[Signature]</i> Recorder of Titles</p>



SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 185543

PAGE 1 OF 6 PAGES

EASEMENTS AND PROFITS

Each lot on the plan is together with:

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

EASEMENTS

Lots 39 to 44 (inclusive) (“the Lot”) are subject to a PIPELINE AND SERVICES EASEMENT (as defined herein) in gross in favour of TasWater over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT 3.00m WIDE** shown on the Plan (“the Easement Land”).

Lots 39 to 44 (inclusive) on the Plan are subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT 3.00m WIDE** on the Plan.

Lots 64 to 72 (inclusive) (“the Lot”) are subject to a PIPELINE AND SERVICES EASEMENT (as defined herein) in gross in favour of TasWater over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT VARIABLE WIDTH** shown on the Plan (“the Easement Land”).

Lots 64 to 72 (inclusive) on the Plan (“the Lot”) are subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT VARIABLE WIDTH** shown on the Plan (“the Easement Land”).

Lot 100 on the Plan is subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **DRAINAGE EASEMENT “A” VARIABLE WIDTH** on the Plan.

Lot 66 (“the Lot”) is subject to a PIPELINE AND SERVICES EASEMENT (as defined herein) in gross in favour of TasWater over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT 3.00m WIDE** shown on the Plan (“the Easement Land”).

Lot 66 on the Plan is subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT 3.00m WIDE** on the Plan.

Lot 65 on the Plan is subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **DRAINAGE EASEMENT “B” VARIABLE WIDTH** on the Plan.

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Airport Industrial Pty Ltd FOLIO REF: CT 181813-100 SOLICITOR & REFERENCE: Page Seager (DAS 120166)	PLAN SEALED BY: Clarence City Council DATE: 29 th August 2023 REF NO. SD-2008/95
..... Council Delegate <i>C. Shea</i>	
<p>NOTE: The Council Delegate must sign the Certificate for the purposes of identification.</p>	

<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 2 OF 6 PAGES</p>	<p>Registered Number</p> <p>SP 185543</p>
<p>SUBDIVIDER: Airport Industrial Pty Ltd</p> <p>FOLIO REFERENCE: CT 181813-100</p>	

Lots 68 to 72 (inclusive) on the Plan are subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **DRAINAGE EASEMENT 3.00m WIDE (SP.181813)** on the Plan.

Each lot on the Plan is together with the right to construct and maintain upon the piece of land marked Right of Drainage on P159487 a drain for the purpose of draining storm and surface water from the said lots and also the right at all times hereafter to enter into and upon the said land for the purpose of cleansing and repairing the said drain and as shown on the Plan as **RIGHT OF DRAINAGE (106/33 NS.)**.

Each lot on the Plan is together with a right of drainage over the land marked **DRAINAGE EASEMENT 'D' 3.00 WIDE (SP.164757)** on the Plan.

Each lot on the Plan is together with a right of drainage over the land marked **DRAINAGE EASEMENT 'E' 3.00 WIDE (SP.164757)** on the Plan.

Each lot on the Plan is together with a right of drainage over the land marked **DRAINAGE EASEMENT 'H' 3.00 WIDE (SP.164757)** on the Plan.

Each lot on the Plan is together with a right of drainage over the land marked **DRAINAGE EASEMENT VARIABLE WIDTH "L" (SP.164757)** on the Plan.

Each lot on the Plan is together with a right of drainage over the **DRAINAGE EASEMENT (SP.164757) "VWXYZ"** on the Plan.

Lot 79 on the Plan is subject to a right of drainage appurtenant to Lot 2 on Sealed Plan 142111 over the land marked **DRAINAGE EASEMENT (SP.142111) "JKLM"** on the Plan.

COVENANTS

The owners of each lot on the Plan covenant with the Vendor (Airport Industrial Pty Ltd (ACN 159 442 234)) and the owners for the time being of every other lot shown on the Plan to the intent that the burden of this covenant may run with and bind the covenantors' lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of every other lot shown on the Plan to observe the following stipulations:-

- 1) Not to develop any such lot for any use which is inconsistent with airport activity and which results in the attraction of birds or vermin.
- 2) Not to permit the external surfaces of any building or structure to be finished with external materials other than non-glare external colours and finishes.
- 3) Not to permit any external lighting for any development on any of the lots unless it is shielded to prevent upward illuminations,

The owners of lots 62, 64, 65, 66, 67, 68, 69 and 100 on the Plan covenant with the Vendor (Airport Industrial Pty Ltd (ACN 159 442 234)) and the owners for the time being of every other lot shown on the Plan to the intent that the



 Director



 Director/Secretary

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

08

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 6 PAGES	Registered Number SP 185543
SUBDIVIDER: Airport Industrial Pty Ltd FOLIO REFERENCE: CT 181813-100	

burden of this covenant may run with and bind the covenantors' lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of every other lot shown on the Plan to observe the following stipulations:-

- 1) Not to erect or cause to ~~the~~^{be} erected or place any building or structure which exceeds a height of 8 metres above natural ground level within the area marked "NOPQ" on the Plan.

The owners of lots 38, 61 and 62 on the Plan covenant with the Vendor (Airport Industrial Pty Ltd (ACN 159 442 234)) and the owners for the time being of every other lot shown on the Plan to the intent that the burden of this covenant may run with and bind the covenantors' lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of every other lot shown on the Plan to observe the following stipulations:-

- 1) Not to develop any part of their lot within the area marked "J.D.E.F.G VARIABLE WIDTH (SP.164757)" on the Plan other than by way of driveway and services access and landscaping.

FENCING PROVISION

In respect of the Lots shown on the plan the Vendor (Airport Industrial Pty Ltd (ACN 159 442 234)) shall not be required to fence.

DEFINITIONS


In this Schedule of Easements, the following terms have the meanings ascribed to them below:

Drainage Easement means a right of drainage (including the right of construction of drains) for Clarence City Council with which the right shall be capable of enjoyment for the purpose of carrying away stormwater and other surplus water from any land over or under the land herein indicated as the land over which the right is to subsist, and through all sewers and drains which may hereafter be made or passing under, through, and along the last-mentioned land and the right for Clarence City Council and its employees, agents and contractors from time to time and at all times hereafter if it or they should think fit to enter into and upon the last-mentioned land and to inspect, repair, cleanse, and amend any such sewer or drain without doing unnecessary damage to the said land.


"Pipeline and Services Easement" is defined as follows:-

FIRSTLY, THE FULL AND FREE RIGHT AND LIBERTY for TasWater and its employees, contractors, agents and all other persons duly authorised by it, at all times to:

- (1) enter and remain upon the Easement Land with or without machinery, vehicles, plant and equipment;
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;



Director



Director/Secretary

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

UD

<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 4 OF 6 PAGES</p>	<p>Registered Number</p> <p>SP 185543</p>
<p>SUBDIVIDER: Airport Industrial Pty Ltd</p> <p>FOLIO REFERENCE: CT 181813-100</p>	

- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse, repair, remove and replace the Infrastructure;
- (4) run and pass sewage, water and electricity through and along the Infrastructure;
- (5) do all works reasonably required in connection with such activities or as may be authorised or required by any law:
 - (a) without doing unnecessary damage to the Easement Land; and
 - (b) leaving the Easement Land in a clean and tidy condition;
- (6) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and any other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any vehicle entry and cross the Lot to the Easement Land; and
- (7) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.


SECONDLY, the benefit of a covenant in gross for TasWater with the registered proprietor/s of the Easement Land and their successors and assigns not to erect any building, or place any structures, objects, vegetation, or remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land, without the prior written consent of TasWater to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement herein described.

Interpretation:

“**Infrastructure**” means infrastructure owned or for which TasWater is responsible and includes but is not limited to:

- (a) sewer pipes and water pipes and associated valves;
- (b) telemetry and monitoring devices;
- (c) inspection and access pits;
- (d) electricity assets and other conducting media (excluding telemetry and monitoring devices);
- (e) markers or signs indicating the location of the Easement Land or any other Infrastructure or any warnings or restrictions with respect to the Easement Land or any other Infrastructure;
- (f) anything reasonably required to support, protect or cover any other Infrastructure;


Director


Director/Secretary


NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

07


<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 5 OF 6 PAGES</p>	<p>Registered Number</p> <p>SP 185543</p>
<p>SUBDIVIDER: Airport Industrial Pty Ltd</p> <p>FOLIO REFERENCE: CT 181813-100</p>	

- (g) any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity; and
- (h) where the context permits, any part of the Infrastructure.

“**TasWater**” means Tasmanian Water & Sewerage Corporation Pty Ltd (ACN 162 220 653), its successors and assigns.



Director



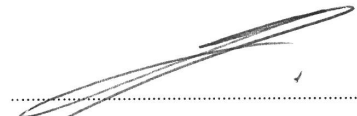
Director/Secretary

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

00

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 6 OF 10 PAGES	Registered Number SP 185543
SUBDIVIDER: Airport Industrial Pty Ltd FOLIO REFERENCE: CT 181813-100	

EXECUTED by AIRPORT INDUSTRIAL PTY LTD)
 (ACN 159 442 234) as registered proprietor of the land)
 comprised in Folio of the Register Volume 181813)
 Folio 100 pursuant to section 127 of the *Corporations Act*)
 2001 (Cth) by:)



.....
 Director Signature

RONALD AULBEN BROOKS

Director Full Name (print)



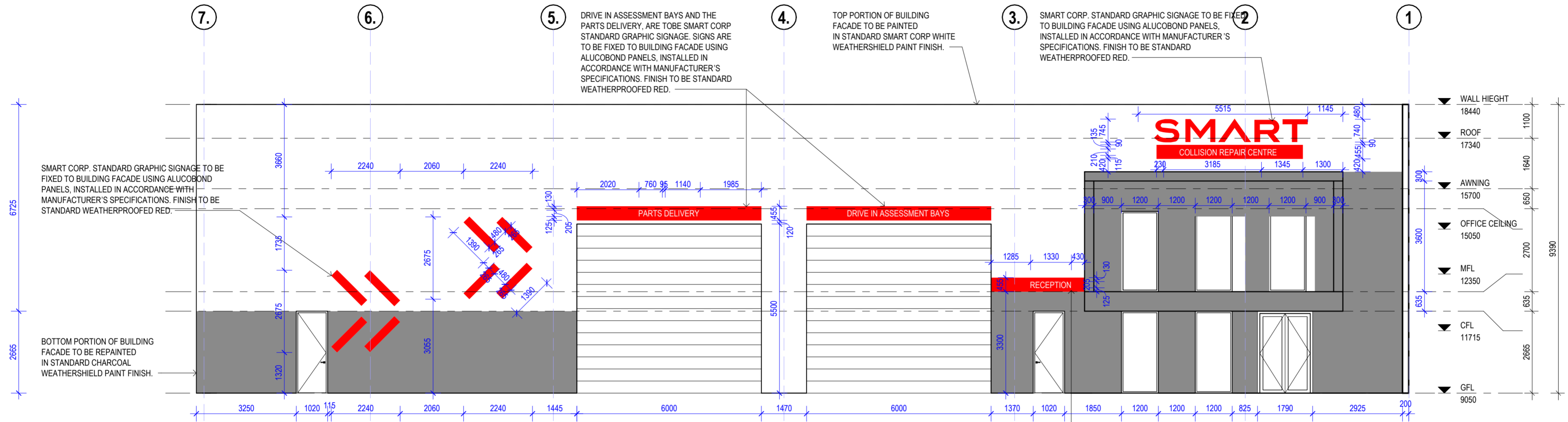
.....

Director/Secretary Signature

PAUL ROBERT BROOKS

Director/Secretary Full Name (print)

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing. D



1
007 **Elevation - 01**
SCALE 1 : 100

GENERAL PAINTING NOTES

- ALL PAINTING WORKS SHALL COMPLY WITH NCC VOLUME ONE, SECTION F – HEALTH AND AMENITY, AND SECTION D – ACCESS AND EGRESS, WHERE RELEVANT.
- ALL PAINTS AND COATINGS SHALL BE APPLIED IN ACCORDANCE WITH AS/NZS 2311:2017 – GUIDE TO THE PAINTING OF BUILDINGS.
- PAINTS SHALL BE LOW-VOC (VOLATILE ORGANIC COMPOUND) OR ZERO-VOC. TOXIC OR SOLVENT-BASED PAINTS THAT DO NOT COMPLY WITH GREEN STAR OR SUSTAINABLE BUILDING PRACTICES ARE NOT TO BE USED.
- ALL PAINT PRODUCTS TO BE INSTALLED STRICTLY IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND SAFETY DATA SHEETS (SDS).
- ALL EXPOSED SURFACES SHALL BE PROPERLY PREPARED, CLEANED, AND PRIMED BEFORE FINAL COAT APPLICATION.
- SCREENS, FLOORS, FIXTURES, AND ADJACENT SURFACES TO BE FULLY PROTECTED FROM PAINT SPLASH, SPILLAGE, OR OVERSPRAY.
- APPROPRIATE ACCESS EQUIPMENT (SUCH AS SCAFFOLDING, LADDERS, OR ELEVATED WORK PLATFORMS) TO BE USED WHEN WORKING ABOVE 2.0m HEIGHT IN ACCORDANCE WITH AS/NZS 1576.1 – SCAFFOLDING: GENERAL REQUIREMENTS.
- PERSONAL PROTECTIVE EQUIPMENT (PPE) MUST BE WORN DURING PAINTING OPERATIONS, INCLUDING RESPIRATORS, GLOVES, AND EYE PROTECTION AS REQUIRED BY AS/NZS 2161 AND AS/NZS 1337.
- AREAS SHALL BE ADEQUATELY VENTILATED DURING AND AFTER APPLICATION TO ENSURE SAFE INDOOR AIR QUALITY.
- ALL PAINT FINISHES TO BE EVEN, CONSISTENT, AND FREE FROM VISIBLE BRUSH MARKS, SAGS, OR BLEMISHES.
- COLOUR SELECTION AND GLOSS LEVEL TO BE CONFIRMED BY THE DESIGNER OR CLIENT PRIOR TO APPLICATION.



No.	Description	Date

PROJECT NAME

33-35 O'RIORDAN ST

ELEVATION - 01		100
Project number	0002	
Date	11/06/2025	
Drawn by	Author	
Checked by	Checker	
Scale	1 : 100	

21 July 2025

Daniel Marr
 Head of City Planning
 Clarence City Council
 PO Box 96
 ROSNY PARK 7018

Dear Dan,

Application for a Planning Permit – Change of Use to Service Industry (panel beating) – 18 Cherokee Drive, Cambridge

All Urban Planning Pty Ltd has been engaged by the AMA Group to prepare the following planning assessment for change of use of the recently constructed warehouse at 18 Cherokee Drive, Cambridge for use as a Service Industry, specifically for motor bodyworks including panel beating.



Figure 1– Site Plan (source Approved warehouse, Human Habitats PDPLANPMTD-2023/039638)

The Site

The subject site is CT185543/42 has a total area of approximately 2,274m². The site is positioned within an establishing industrial precinct characterised by a mix of light industrial and service industry uses.

A modern warehouse development was recently completed on the site under Planning Permit PDPLANPMTD-2023/039638. The facility comprises a 1,364m² warehouse floor area, a 195m² mezzanine office space, and 10 on-site car parking spaces including 1 DDA space. Vehicular access is provided from Cherokee Drive via a 6.5m wide crossover, with associated loading and maneuvering areas designed to support the operational needs of industrial use.

The Proposal

It is proposed to change the use of the approved warehouse for vehicle panel repairs, spray painting, assessment, and detailing. Internal fit-out works will include dedicated assessment bays, wash bay, preparation and spray booths, repair areas, and office amenities, as shown in the submitted floor plan.

No external building works are proposed as part of this application.

The use will operate with 10 staff.

Based on the AMA Group's other crash repair sites it is expected that the use will involve relatively low daily traffic numbers as follows:

- 3 x 1 tonne delivery vehicles, dropping off spare parts
- 3 - 4 customer visits.

Most cars are on-site for several days within the workshop to have the repairs carried out.

The proposed signage scheme accompanies the application and includes:

- 5515mm (W) x 1290mm (H) "SMART COLLISION REPAIR CENTRE" Wall sign
- 1330mm (W) x 205mm (H) "RECEPTION" sign located above the main pedestrian entry to the building
- 2 x 6000mm (W) x 455mm (H) "PARTS DELIVERY and "DRIVE IN ASSESSMENT BAYS" wall signs to be located above the garage doors
- Wall graphics as shown on the elevation.

The Planning Scheme

The site is located within the Light Industrial Zone under the Clarence Local Provisions Schedule of the Tasmanian Planning Scheme (planning scheme).

The site is affected by several planning scheme overlays, including the Airport Obstacle Limitation Area, Flood-prone Areas, and the Airport Noise Exposure Area, reflecting its proximity to Hobart Airport and associated operational constraints.

Light Industrial Zone

The proposed change of use falls within the definition of Service Industry and is permitted in the zone.

Service Industry is defined as the use of land for cleaning, washing, servicing or repairing articles, machinery, household appliances or vehicles, and includes uses such as motor repairs and panel beating.

Panel beating means use of land for the business of repairing or replacing damaged motor vehicle bodies and panels, and carrying out any associated mechanical work or spray painting.

Use Standards

As the site is located more than 50m from any residential zone, the Use Standards under Clause 18.3.1 do not apply.

Development Standards

The proposal does not involve new development. The Development Standards of the zone do not apply.

Signs Code

The proposed signage is assessed under the Signs Code.

C1.6.1 Design and sitting of signs

Objective:

That:

(a) signage is well designed and sited; and

(b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p><i>A sign must:</i></p> <p><i>(a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and</i></p>	<p>P1.1</p> <p><i>A sign must:</i></p> <p><i>(a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and</i></p>

<p><i>(b) meet the sign standards for the relevant sign type set out in Table C1.6, excluding for the following sign types, for which there is no Acceptable Solution:</i></p> <ul style="list-style-type: none"> <i>(i) roof sign;</i> <i>(ii) sky sign; and</i> <i>(iii) billboard.</i> 	<p><i>(b) be compatible with the streetscape or landscape, having regard to:</i></p> <ul style="list-style-type: none"> <i>(i) the size and dimensions of the sign;</i> <i>(ii) the size and scale of the building upon which the sign is proposed;</i> <i>(iii) the amenity of surrounding properties;</i> <i>(iv) the repetition of messages or information;</i> <i>(v) the number and density of signs on the site and on adjacent properties; and</i> <i>(vi) the impact on the safe and efficient movement of vehicles and pedestrians.</i> <p>P1.2</p> <p><i>If a roof sign, sky sign or billboard, the sign must:</i></p> <ul style="list-style-type: none"> <i>(a) be located within the applicable zone for the relevant sign type set out in Table C1.6;</i> <i>(b) meet the sign standards for the relevant sign type in Table C1.6; and</i> <i>(c) not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to:</i> <ul style="list-style-type: none"> <i>(i) the size and dimensions of the sign;</i> <i>(ii) the size and scale of the building upon which the sign is proposed;</i> <i>(iii) the amenity of surrounding properties;</i> <i>(iv) the repetition of messages or information;</i> <i>(v) the number and density of signs on the site and on adjacent properties; and</i> <i>(vi) the impact on the safe and efficient movement of vehicles and pedestrians.</i>
<p>Assessment:</p> <p>Sign 1 - 5515mm (W) x 1290mm (H) "SMART COLLISION REPAIR CENTRE" - Wall sign - complies with Table C1.6.</p>	

<p>Sign 2 - 1330mm (W) x 205mm (H) "RECEPTION" sign located above the main pedestrian entry to the building – Transom Sign – complies with Table C1.6.</p> <p>Signs 3 and 4 - 2 x 6000mm (W) x 455mm (H) "PARTS DELIVERY and "DRIVE IN ASSESSMENT BAYS" wall signs to be located above the garage doors – Wall Signs - comply with Table C1.6.</p> <p>Sign 5 - Wall graphics as shown on the elevation. – Wall Sign – a maximum areas of less than 4.5m² and complies with Table C1.6.</p>	
<p>A2</p> <p><i>A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.</i></p>	<p>P2</p> <p><i>A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:</i></p> <p><i>(a) the topography of the site and the surrounding area;</i></p> <p><i>(b) the relative location of buildings, habitable rooms of dwellings and private open space;</i></p> <p><i>(c) any overshadowing; and</i></p> <p><i>(d) the nature and type of the sign.</i></p>
<p>Assessment:</p> <p>Complies</p>	
<p>A3</p> <p><i>The number of signs for each business or tenancy on a road frontage of a building must be no more than:</i></p> <p><i>(a) 1 of each sign type, unless otherwise stated in Table C1.6;</i></p> <p><i>(b) 1 window sign for each window;</i></p> <p><i>(c) 3 if the street frontage is less than 20m in length; and</i></p> <p><i>(d) 6 if the street frontage is 20m or more, excluding the following sign types, for which there is no limit:</i></p> <p><i>(i) name plate; and</i></p> <p><i>(ii) temporary sign.</i></p>	<p>P3</p> <p><i>The number of signs for each business or tenancy on a street frontage must:</i></p> <p><i>(a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and</i></p> <p><i>(b) not involve the repetition of messages or information.</i></p>

Assessment:

The proposal involves 4 x wall signs and P3 therefore applies. The proposed signage scheme is considered to satisfy P3 in that it is for functional/ wayfinding purposes, does not involve repetition of message and is considered complementary to the design of the building.

C1.6.2 Illuminated signs

Objective:

That:

(a) illuminated signs are compatible with the streetscape;

(b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and

(c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p><i>No Acceptable Solution.</i></p>	<p>P1</p> <p><i>An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:</i></p> <p><i>(a) the location of the sign;</i></p> <p><i>(b) the size of the sign;</i></p> <p><i>(c) the intensity of the lighting;</i></p> <p><i>(d) the hours of operation of the sign;</i></p> <p><i>(e) the purpose of the sign;</i></p> <p><i>(f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;</i></p> <p><i>(g) the intended purpose of the changing message of the sign;</i></p>

	<p><i>(h) the percentage of the sign that is illuminated with changing messages;</i></p> <p><i>(i) proposed dwell time; and</i></p> <p><i>(j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.</i></p>
<p>Assessment:</p> <p>The proposed signage involves non illuminated Alucobond panels fixed to the building face. No illumination is proposed.</p>	
<p>A2</p> <p><i>An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.</i></p>	<p>P2</p> <p><i>No Performance Criterion.</i></p>
<p>Assessment:</p> <p>Not applicable.</p>	

Parking and Sustainable Transport Code

2.5 Use Standards

C2.5.1 Car parking numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p><i>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</i></p> <p><i>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</i></p>	<p>P1</p> <p><i>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i></p> <p><i>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</i></p>

<p><i>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</i></p> <p><i>(c) the site is subject to Clause C2.5.5; or</i></p> <p><i>(d) it relates to an intensification of an existing use or development or a change of use where:</i></p> <p><i>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</i></p> <p><i>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</i></p> <p><i>$N = A + (C - B)$</i></p> <p><i>N = Number of on-site car parking spaces required</i></p> <p><i>A = Number of existing on site car parking spaces</i></p> <p><i>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</i></p> <p><i>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</i></p>	<p><i>(b) the ability of multiple users to share spaces because of:</i></p> <p><i>(i) variations in car parking demand over time; or</i></p> <p><i>(ii) efficiencies gained by consolidation of car parking spaces;</i></p> <p><i>(c) the availability and frequency of public transport within reasonable walking distance of the site;</i></p> <p><i>(d) the availability and frequency of other transport alternatives;</i></p> <p><i>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</i></p> <p><i>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</i></p> <p><i>(g) the effect on streetscape; and</i></p> <p><i>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</i></p>
<p>Assessment:</p> <p>The proposal involves a change of use from Storage to Service Industry on a 2,274 m² site with 10 existing on-site car parking spaces. The car parking requirement is assessed under Clause C2.5.1 A1(d)(ii), which applies to changes of use where the number of spaces required for the new use exceeds that required for the existing approved use.</p> <p>In accordance with Table C2.1 of the Parking and Sustainable Transport Code:</p>	

- The existing approved use (Storage) requires parking at a rate of 1 space per 200 m² of site area, equating to:
2,274 m² ÷ 200 = 11.37 → 12 spaces required
- The proposed use (Service Industry) requires parking at a rate of 1 space per 80 m² of floor area, with a total building area of 1,454 m², equating to:
1,454 m² ÷ 80 = 18.18 → 19 spaces required

Applying the formula in Clause C2.5.1 A1(d)(ii):

$$N = A + (C - B)$$

$$N = 10 \text{ (existing spaces)} + (19 - 12)$$

$$N = 10 + 7 = 17 \text{ spaces}$$

Accordingly, a total of 17 on-site car parking spaces must be provided to comply with the Acceptable Solution.

The proposal includes 10 parking spaces plus 6 additional tandem spaces on the forecourt plus 3 valet/assessment bays inside the building. Although the total supply of 19 parking spaces exceeds the requirement of 17 spaces, the proposed tandem parking arrangement does not comply with the acceptable solution (Note 2 to Table C2.1). The proposal is therefore to be assessed against Performance Criteria P1.1.

(a) The availability of off-street public car parking spaces within reasonable walking distance of the site:

There are no known public off-street parking facilities within walking distance of the site. The site is located in an industrial precinct where all uses are expected to provide on-site parking.

(b) The ability of multiple users to share spaces because of:

(i) variations in car parking demand over time; or

(ii) efficiencies gained by consolidation of car parking spaces;

The crash repair use has low daily vehicle turnover, with most customer vehicles remaining on site for several days. These vehicles will be accommodated within the building in dedicated work bays for much of their stay and can sensibly be stored in valet spaces when awaiting pick up. Staff can park in the tandem spaces. As such, the formal (non tandem) external spaces can be accessed for deliveries and visiting customers throughout the day. The proposal includes 10 formal spaces, 6 tandem spaces on the forecourt, and 3 internal valet/assessment bays, equating to 19 on-site parking spaces. This exceeds the calculated requirement of 17 spaces under Clause C2.5.1 A1(d)(ii).

(c) The availability and frequency of public transport within reasonable walking distance of the site:

Public transport access is limited in this location. The nature of the industrial precinct and the use suggests staff and customers will predominantly use private vehicles, reinforcing the importance of on-site provision.

(d) The availability and frequency of other transport alternatives:

Active transport alternatives are limited in this location; however, provision for 3 bicycle spaces is included within the development, exceeding the scheme's requirement of 2 spaces.

(e) Any site constraints such as existing buildings, slope, drainage, vegetation and landscaping:

The existing warehouse development restricts the ability to deliver the full number of conventional compliant parking spaces. However, the layout allows for efficient use of tandem and internal parking areas without compromising manoeuvrability or safety.

(f) The availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity:

Cherokee Drive offers some capacity for on-street parking, but it is not relied upon to meet the parking demand. The on-site parking supply is designed to accommodate all operational needs.

(g) The effect on streetscape:

All parking is accommodated on-site. There will be no impact on the streetscape or external appearance of the building.

(h) Any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development:

It is noted that this criterion does not mandate a TIA and in this case it is considered that one is not necessary. It is submitted that Council has sufficient information to assess that the proposal will meet the reasonable needs of the use based on the information provided.

Experience with the AMA Group's other crash repair centres demonstrates that customer visits are infrequent, and vehicles are typically left on-site for multiple days. These are stored within the building in repair bays, not in customer or staff parking areas. This supports the conclusion that the proposed parking supply and arrangement meets the operational parking demand.

Conclusion

The proposal is considered to satisfy the Performance Criteria P1 of Clause C2.5.1. A total of 17 on-site spaces is required, and 19 are proposed, meeting the demand through a mix of formal, tandem, and internal valet spaces. Having regard to the above the parking supply is considered sufficient to meet the reasonable needs of the use.

C2.5.2 Bicycle parking numbers

Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p><i>Bicycle parking spaces must:</i></p> <p><i>(a) be provided on the site or within 50m of the site; and</i></p> <p><i>(b) be no less than the number specified in Table C2.1.</i></p>	<p>P1</p> <p><i>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</i></p> <p><i>(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and</i></p> <p><i>(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.</i></p>
<p>Assessment:</p> <p>The planning scheme requires bike parking at the rate of 1 space for every 5 FTE staff. This equates to 2 spaces for the 10 staff. Provision for 3 bicycle spaces is shown inside and to the left of the main entry.</p>	

Road and Railway Assets Code

C3.5 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction

Acceptable Solution	Performance Criteria
<p>A1.4</p> <p><i>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</i></p> <p><i>(a) the amounts in Table C3.1; or</i></p>	<p>P1</p> <p><i>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</i></p>

<p>(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.</p>	<p>(a) any increase in traffic caused by the use;</p> <p>(b) the nature of the traffic generated by the use;</p> <p>(c) the nature of the road;</p> <p>(d) the speed limit and traffic flow of the road;</p> <p>(e) any alternative access to a road;</p> <p>(f) the need for the use;</p> <p>(g) any traffic impact assessment; and</p> <p>(h) any advice received from the rail or road authority.</p>
--	--

Assessment:

The site is accessed via an existing vehicle crossing to Cherokee Drive, Cambridge.

Cherokee Drive is a local road within an industrial precinct. It is not a major road or limited access road.

Therefore, the relevant row in Table C3.1 is:

"Vehicle crossings on other roads"

Table C3.1 Thresholds (for vehicle crossings on other roads):

Vehicle Type	Acceptable Increase in AADT (Total Ingress + Egress)
Vehicles ≤ 5.5m (cars/vans)	20% or 40 vehicle movements/day, whichever is greater
Vehicles > 5.5m (rigid trucks, tow trucks, etc.)	20% or 5 vehicle movements/day, whichever is greater

To determine compliance with A1 and Table C3.1 it is necessary to determine the increase in vehicle movements for the approved use to the proposed.

Estimate traffic from existing approved use (Warehouse)

The existing warehouse use with 10 parking spaces could be reasonably assumed to involve at least 20 vehicle movements per day (1 x in and 1x out movement per day).

Estimate traffic for proposed use (Service Industry)

Based on the AMA Group’s experience with other crash repair sites it is estimated that traffic moments to and from the site will be relatively low as follows:

- 10 staff = 20 movements/day (10 in + 10 out)

- 4 customer visits (drop-offs and pick-ups) = 8 movements/day
- 3 small delivery vehicles per day = 6 movements/day
- Total movements = ~40 per day

Based on these estimates the proposal will increase vehicle movements to and from the site from approximately 20 to 40. per day and complies with A1.

Attenuation Code

C9.5 Use Standards

C9.5.1 Activities with potential to cause emissions

The proposed Motor Bodyworks is a listed activity Under Table C9.1 of the Code and has a deemed to comply attenuation distance of 100m to sensitive uses.

The proposal complies with A1 in that there are no sensitive uses or land within the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone within 100m of the site. The proposal therefore complies with A1 of Clause C9.5.1 and the Attenuation Code.

Flood Prone Areas Code

The existing warehouse building is a Class 7b building and therefore a habitable building. The proposed change of use therefore does not require assessment under this Code (Clause C12.2).

Safeguarding Airports Code

The proposed change of use involving a non-sensitive use and not involving any development that would exceed the Obstacle Limitation Area of 40m AHD is exempt from this Code.

Conclusion

The proposed change of use from Warehouse (Storage) to Service Industry (Motor Bodyworks) at 18 Cherokee Drive is consistent with the intent of the Light Industrial Zone.

The proposal is consistent with the Light Industrial Zone objectives and meets the relevant Codes of the planning scheme, including the Parking and Sustainable Transport Code and Attenuation Code.

The proposed use will not result in adverse amenity impacts, does not require external building works, and provides sufficient on-site car and bicycle parking. The minor increase in traffic is assessed to be below the deemed to comply threshold.

The proposal is recommended for approval as a discretionary application following public advertising pursuant to Section 57 of the Act.

1. Parking and Sustainable Transport Code – Clause C2.6.5 Pedestrian Access – P1

The proposed layout provides safe and convenient pedestrian access within the parking area, consistent with the intent of C2.6.5 P1. The proposal meets the performance criterion as follows:

(a) Site characteristics: The site is level and unconstrained, allowing for safe pedestrian movement.

(b) Nature of the use: The proposed motor bodyworks facility generates low turnover of customer vehicles, with most vehicles stored on-site for extended periods or for staff parking. The use involves controlled and limited customer visitation to the valet spaces.

(c) Number of spaces: A total of 19 parking spaces are provided, including 10 formal spaces (1 DDA-compliant), 6 tandem staff spaces, and 3 internal valet/assessment bays.

(d) Frequency of vehicle movements: Expected vehicle movement within the carpark is modest and will be limited to staff arrivals/departures, low-frequency deliveries (approx. 3 per day), and 3–4 customer visits. Internal workshop operations minimise external vehicle movements.

(e) Disability access: There is direct pedestrian access exceeding 1.5m in width from the DDA parking bay to the building's main entrance, consistent with A1.2.

(f) Footpath crossings: Pedestrian movement occurs along the western edge of the building, minimising crossing of vehicular paths.

(g) Safety: The layout ensures that pedestrian movement is intuitive. Vehicles manoeuvre in clear, unobstructed areas with excellent visibility. The modest number of daily vehicle movements further reduces the likelihood of interaction or conflict. In combination, these factors present a low-risk environment for pedestrian movement, especially given the private, industrial setting.

(h–i) Protective measures and aisle layout: The layout uses proximity to the façade and strategic parking bay placement and use to ensure pedestrian safety. The accessway design allows for clear sightlines and manoeuvrability.

2. Signs Code – Clause C1.6.1 Design and Siting of Signs – P1.1

The proposed signage includes a 5.515m x 1.29m (7.12m²) wall sign identifying the “SMART COLLISION REPAIR CENTRE”. As this exceeds the 4.5m² threshold under Table C1.6, the sign is assessed against P1.1.

The proposal meets the performance criterion for the following reasons:

(a) Zone compatibility: The site is zoned Light Industrial, where wall signage is a permitted sign type under Table C1.6.

(b)(i) Size and dimensions: The sign is proportionally scaled to the building’s façade and occupies a horizontal orientation that maintains architectural balance.

(ii) Scale of the building: The large format warehouse provides an appropriate visual context. The sign sits above the main entry and contributes to legibility and business identification.

(iii) Surrounding amenity: The surrounding land is industrial in nature, and the signage has no impact on residential or sensitive uses.

(iv) Message repetition: The signage suite includes distinct and purpose-specific elements:

- Main wall sign ("SMART COLLISION REPAIR CENTRE")
- Directional entry sign ("RECEPTION")
- Two operational signs ("PARTS DELIVERY", "DRIVE IN ASSESSMENT BAYS")
- Supporting wall graphics

There is no duplication of content or excessive branding.

(v) Sign density: The signage is restrained in number and sensibly distributed across the wide façade, with no signs on side or rear walls. It is consistent with the character and visual scale of the industrial precinct.

(vi) Safety: All signage is non-illuminated, fixed flat to the building, and does not obstruct pedestrian paths or driver sightlines. No animation or illumination is proposed.

Materially, the signage will consist of Alucobond panels in SMART Corp’s standard weatherproofed red, with a complementary white and charcoal paint scheme for the building envelope, as detailed in the submitted signage elevation drawings