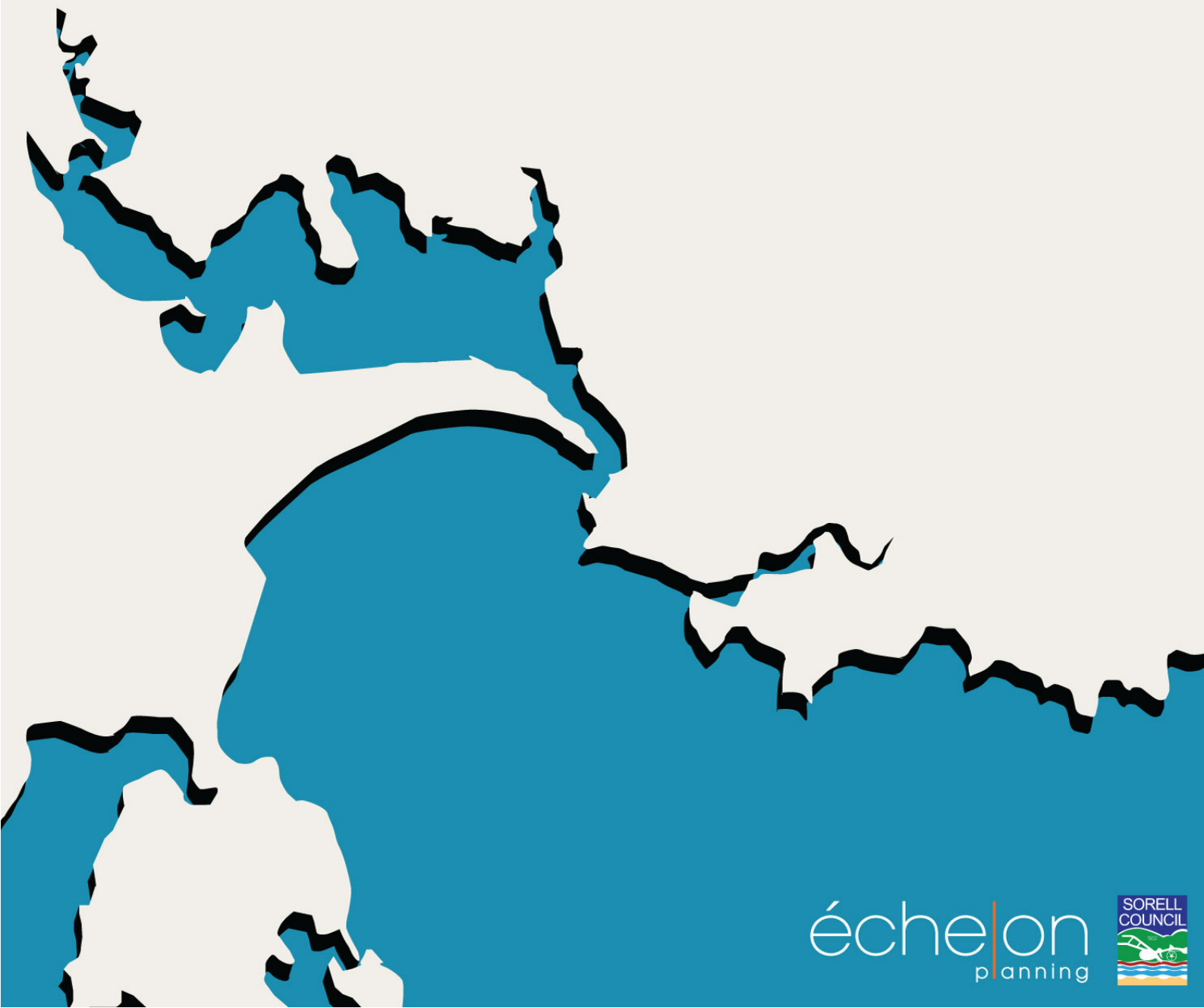


Sorell

Land Supply Strategy

Stage 2 - Assessment of Expansion Options

2019 Update



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1 INTRODUCTION

1.1 Scope of the Strategy

Echelon Planning was engaged by Sorell Council to prepare the 2017 Land Supply Strategy for their municipality. This report provides a 2019 update to reflect the changes that have occurred in the last two years.

The Land Supply Strategy addresses the following:

- Stage 1: Land supply and demand analysis for residential, industrial and commercial land.
- Stage 2: Assessment of expansion options for residential, industrial and commercial land.
- Stage 3: Preparation of masterplans for expansion options for residential, industrial and commercial land.

This report documents the results of the Stage 2 expansion options assessment process, and provides outline masterplans for each option. More detailed masterplans will be prepared for the recommended expansion options as part of Stage 3.

The outcomes of the Strategy will be used by Council in its development of local planning provisions (“LPP”) for inclusion in the Tasmanian Planning Scheme. The strategy will confirm the quantum of land that should be set aside, the assessment of expansion options will confirm the most suitable sites for additional growth, and the masterplans will conceptually demonstrate that the selected sites can be developed in a way that will integrate with the surrounding land uses.

This Stage 2 Report has been prepared based on a detailed analysis of mapping data from Council, aerial photos, planning overlays, site visit data, and workshops with Council staff. For consistency, the same site numbering has been used as per the 2017 report. As some sites no longer form expansion options due to factors such as recent rezonings, site numbers R12 and R13 are no longer used.

1.2 Setting the Scene

Population Growth

The municipality of Sorell is experiencing one of the highest growth rates in Tasmania. The Department of Treasury and Finance estimates that the fastest growing municipalities are Flinders (which experienced 3.1% population growth from June 2017 to June 2018), Sorell (3.0% annual growth) and Brighton, Kingborough and Clarence (all of which experienced 2.0% growth)¹. ABS data for Sorell also shows an average annual growth of between 1.6% and 3.0% from 2013 to 2018². The Department’s population projections estimate an average annual growth rate of 1.29% over the next 20 years as 3,919 more people move to Sorell (refer to Figure 2 and Table 1). It is important that enough land is available to house these additional residents, provide them with local employment opportunities, and ensure activity centres can function effectively.

Residential Growth

The Southern Regional Land Use Strategy (STRLUS)³ includes a strategy for residential growth for the twelve southern Tasmanian Councils including Sorell. The Strategy identifies an overall strategy for the municipality to encourage the majority of residential growth to be located in the settlement of Sorell and to a lesser extent in Midway Point, and to carefully manage infill growth in the other settlements.

¹ ‘Regional Population Growth (ABS Cat No 3218.0)’, Department of Treasury and Finance, 27 March 2019

² ‘Regional Statistics by LGA 2018, 2011-2018’, Australian Bureau of Statistics, viewed 5 June 2019

³ ‘Southern Regional Land Use Strategy 2010-2035’, 2011, Southern Tasmanian Councils Authority

The Settlement Framework within the STRLUS classifies the urban areas of Sorell as follows:

- Sorell = Major Satellite of Greater Hobart with some Greenfield Development.
- Midway Point = Minor Satellite of Greater Hobart with some Greenfield Development.
- Dodges Ferry = Dormitory Suburb, Low Growth Strategy, Consolidation Growth Scenario.
- Lewisham and Primrose Sands = Dormitory Suburb, Very Low Growth Strategy, Consolidation Growth Scenario.
- Dunalley, Copping, Wattle Hill, Forcett, Nugent, Carlton, Orielton, Kelleve = Other Small Settlements, Very Low Growth Strategy, Consolidation Growth Scenario.

The STRLUS also includes guidance regarding Low Density Residential and Rural Living land. The Low Density Residential Zone is only to be used where it is necessary to manage land constraints or to acknowledge existing areas. Generally the Rural Living Zone is only to be used to provide for the infill or consolidation of existing rural living communities. Key requirements for these areas include predominantly sharing a boundary with an existing similarly zoned settlement.

Industrial Growth

As detailed in the Stage 1 Report, the STRLUS identifies that Sorell's population growth will lead to an increase in the demand for local service industries, and that there is not enough appropriately zoned land to meet this demand.

The Strategy also includes a number of relevant regional policies for industrial land as follows:

- *IA 1 Identify, protect and manage the supply of well-sited industrial land that will meet regional need across the 5, 15 and 30 year horizons.*
- *IA 1.1 Ensure industrial land is relatively flat and enables easy access to major transport routes, other physical infrastructure such as water, wastewater, electricity and telecommunications*
- *IA 1.2 Locate new industrial areas away from sensitive land uses such as residentially zoned land.*
- *IA 1.3 Through the Southern Tasmania Industrial Land Study identify land sufficient to provide a 30-year supply of industrial land and protect from use and development, which would preclude its future conversion to industrial land use.*
- *IA 1.4 Through the Southern Tasmania Industrial Land Study identify land sufficient to provide a 15-year supply of industrial land and ensure its zoning for industrial purposes within the new planning schemes.*
- *IA 1.5 Aim to ensure a minimum 5-year supply of subdivided and fully serviced industrial land.*

Commercial Growth

The STRLUS includes an Activity Centres network which describes Sorell as a Rural Services Centre with the role being "To provide predominantly non-urban communities with a range of goods and services to meet their daily and weekly needs. Trips to larger Primary and Principal Activity Centres only required occasionally". Local Centres are defined as "Offer[ing] at least one grocery/convenience store and a range of small specialty shops (i.e. newsagents, pharmacy, gift store) or small-scale eating establishments".

Key Constraints

There are some key constraints that have guided the selection of the residential, industrial and commercial options. Within and around Sorell township, where the majority of the options are located, these constraints include:

- Areas of steep topography. Whilst some moderately sloping sites are sought after for the views they offer, there is an area of steep topography to the north-west of the town that is not considered suitable for development.

- Waterways and coastal protection areas that will require buffers to be provided from development. The coastal areas are classified as RAMSAR wetlands, so locating industrial activities directly adjacent to these should be avoided.
- Avoiding areas identified for biodiversity protection.
- Scenic landscape areas that may be able to accommodate some lower density residential development but that would not be suitable for industrial or conventional density residential development.
- Sorell is intersected by the A3 and A9 Highways which are classified as Category 2 Regional Freight and Category 2 Regional Access Roads respectively, but which have capacity issues and which are not programmed for upgrades until the longer term. The Department of State Growth has provided data⁴ estimating that parts of these roads carry up to approximately 18,000 vehicles per day. Council staff have indicated that there are already capacity issues with these roads. Given that all options would require the use of the highways, the assessments identify that there is limited capacity on the highways for all options. The future Sorell bypass will go some way to alleviating these capacity issues in some locations.
- Significant agriculture areas that provide important economic opportunities for the municipality, and the South East Regional Irrigation Scheme Pipeline which adds further value to this land. The significant agriculture areas are currently being reviewed by the state government to ensure they are accurately located; this process may result in some adjustments to the zone boundaries as part of the introduction of a Statewide Tasmanian Planning Scheme 2017, so some areas identified as potentially marginal have been included in the options analysis.
- Industrial sites that should include buffers from residential uses.

⁴ Data provided in 2017

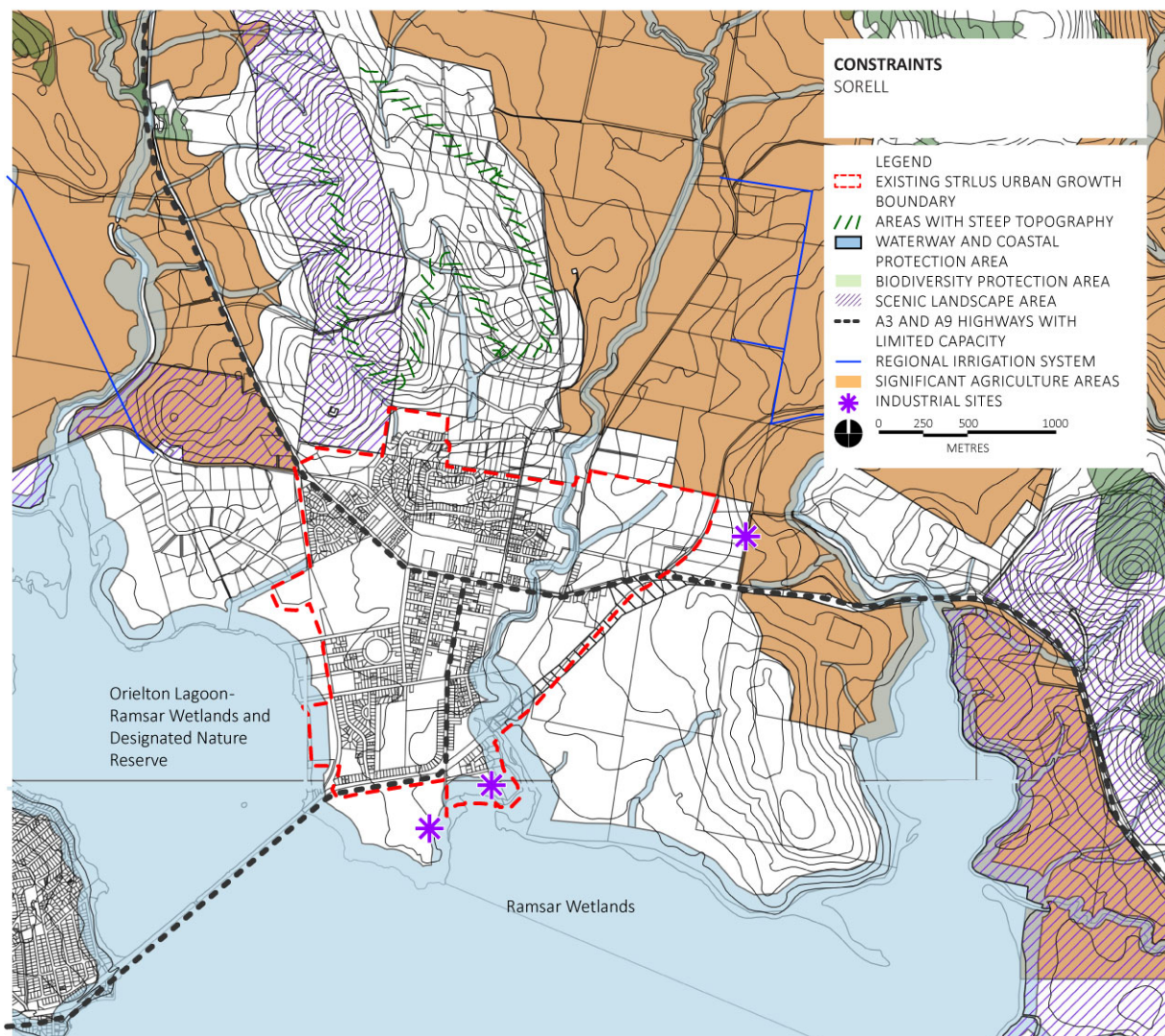


Figure 1. Key Constraints

2 METHODOLOGY

2.1 Approach

The following details the methodology undertaken to assess the expansion options for residential, industrial and commercial land in Sorell.

Options were identified in consultation with Council staff. This process included reviewing the options put forward in the Sorell Township Urban Master Plan 2015 Update document, as well as identifying additional sites within Sorell and other townships. Outline masterplans were prepared for each option to assist with the assessment process.

Some sites were considered for both residential and industrial development outcomes in order to identify the most appropriate use for the site.

In this 2019 update, some sites have been removed or amended as follows:

- Option R2 – split into two options to consider land closer and further away from the UGB, and to allow a more fine-grained analysis of this large site
- Option R13/IND7 – change boundaries to reflect land that has already been rezoned
- Option R12 – remove as school masterplanning exercise is unlikely to identify surplus land

Assessment criteria were prepared for the industrial and residential options. The criteria were sorted into primary and secondary classifications in consultation with Council staff. Tables 1 and 2 below provide details of the criteria.

In order to quantify the extent to which the options performed well or poorly in relation to the particular asset or constraint, each criterion was assigned 2 (fully satisfies criteria), 1 (partially satisfies criteria) or 0 (does not satisfy criteria) points. Tables 3 and 4 explain the scoring for each criterion. The primary criteria was also assigned a weighting of 2 compared to the secondary criteria in recognition of the importance (refer to the assessments in Tables 5 and 6).

It is also noted that since the 2017 Strategy, Council has obtained 1:100 storm event and inundation data and Priority Vegetation Area data. These design considerations would form part of detailed site design and thus do not form part of this higher level assessment.

Table 1: Assessment Criteria for Industrial Options

Criteria	Explanation
Primary Criteria	
Flat topography	Industrial uses require flat sites to accommodate large buildings, outdoor storage areas and vehicle parking and maneuvering areas.
Available for use in the short term	Sorell's existing industrial land supply is almost completely developed, so the new industrial land needs to be made available promptly.
Not high value agricultural land	Sorell's significant agricultural land provides important economic opportunities for the municipality, and should not be used for other purposes.
Not in an irrigation scheme	Land that has access to an irrigation scheme should not be used for urban purposes.
Highway frontage	Industrial estates with highway frontage facilitate good vehicle access to and from the site.
Access to B-double network	Access to the Tasmanian Approved B-double Route Network should allow B-double operators to access the industrial sites without the need for a permit. A B-double permit is required for travel on a road outside the approved network.

Criteria	Explanation
Sufficient road capacity	If the surrounding road network does not have capacity to accommodate the additional traffic, roading and/or intersection upgrades may be required. As noted in Section 1.2 above, in the absence of detailed data on the capacity of the roads, it has been assumed that the A3 and A9 highways have limited capacity.
Can be easily serviced	Extensions to the existing sewerage, water, drainage, electricity and telecommunications services may be prohibitively costly in Sorell. Reticulated gas services are not available in the municipality.
Avoids significant environmental constraints	Sites that contain large areas of land in the following overlays may be difficult to develop: <ul style="list-style-type: none"> • Biodiversity Protection Area • Coastal Erosion Hazard Area • Coastal Inundation Hazard Area • Landslide Hazard Area (Medium) • Scenic Landscape Area (as it would be difficult to design industrial buildings to be visually recessive)
Avoids Ramsar wetlands	Sorell's waterfront features Ramsar wetlands that support a range of fauna.
Minimal number of landowners	Sites in multiple ownership may be more difficult to develop.
Secondary Criteria	
Meets land area needs	It is preferable that the new industrial estate is provided in one location.
Avoids likely environmental constraints	Sites with land in the following overlays may require additional design considerations but are not as critically impacted as the significant environmental constraints listed above in the primary criteria: <ul style="list-style-type: none"> • Landslide Hazard Area (Low) • Electricity Transmission Infrastructure Protection • Heritage Area • Waterway and Coastal Protection Area
Unconstrained by nearby sensitive uses	Sites that are close to existing or future sensitive uses such as residential areas may not be suitable for industrial development, or may require additional buffer treatments.
Avoids aboriginal heritage sites	Sites could potentially contain aboriginal relics that may require management. Desktop assessments by Aboriginal Heritage Tasmania staff will be required for individual sites to determine the need for any further assessment. In the absence of assessments for the options, it has been assumed that all sites could potentially contain aboriginal relics.
Flexibility of layout	The site provides for a variety of lot sizes to be accommodated.
Proximity to Sorell	Industrial estates should form part of the urban area to make efficient use of services and to avoid creating adverse visual impacts in rural locations.
Visibility of site	Some highly visible locations may not be appropriate for industrial estates if this would significantly lower visual amenity. In Sorell, the waterfront and town gateway locations are the more visually sensitive areas.

Table 2: Assessment Criteria for Residential Options

Criteria	Explanation
Primary Criteria	
Not high value agricultural land	Sorell's significant agricultural land provides important economic opportunities for the municipality, and should not be used for other purposes.
Not in an irrigation scheme	Land that has access to an irrigation scheme should not be used for urban purposes.
Avoids significant environmental constraints	Sites that contain large areas of land in the following overlays may be difficult to develop: <ul style="list-style-type: none"> • Attenuation Area • Biodiversity Protection Area • Coastal Erosion Hazard Area • Coastal Inundation Hazard Area • Landslide Hazard Area (Medium)

Criteria	Explanation
Road access	Sites with existing road frontages will be easier to provide with vehicle access, i.e. roads will not need to be extended across adjoining land parcels.
Sufficient road capacity	If the surrounding road network does not have capacity to accommodate the additional traffic, roading and/or intersection upgrades may be required. As noted in Section 1.2 above, in the absence of detailed data on the capacity of the roads, it has been assumed that the A3 and A9 highways have limited capacity.
Access to public transport	Sites within walking distance of the bus network will allow for residents to use public transport services rather than driving.
Can be easily serviced	Extensions to the existing sewerage, water, drainage, electricity and telecommunications services may be prohibitively costly in Sorell. Reticulated gas services are not available in the municipality.
Secondary Criteria	
Avoids steep topography	Sites that are very steep are expensive to develop. Sites with some slope are often sought after in Sorell as they provide good views.
Unconstrained by nearby industrial uses	Sites that are close to existing or future industrial uses may require buffers to be provided.
Avoids likely environmental constraints	Sites with land in the following overlays may require additional design considerations but are not as critically impacted as the significant environmental constraints listed above in the primary criteria: <ul style="list-style-type: none"> • Landslide Hazard Area (Low) • Heritage Area • Scenic Landscape Area (as some lower density residential development may be suitable if subject to careful design) • Waterway and Coastal Protection Area
Avoids aboriginal heritage sites	Sites could potentially contain aboriginal relics that may require management. Desktop assessments by Aboriginal Heritage Tasmania staff will be required for individual sites to determine the need for any further assessment. In the absence of assessments for the options, it has been assumed that all sites could potentially contain aboriginal relics.
Minimal number of landowners	Sites in multiple ownership may be more difficult to develop.
Available for use in the short term	Sites with existing buildings will require demolition or for the buildings to be incorporated into the design. Some owners may also not be willing to develop in the short or medium term.
Proximity to existing urban area	Greenfield residential areas must be contiguous with the existing urban area.

Table 3: Scoring for Industrial Assessment Criteria

Criteria	Score = 2	Score = 1	Score = 0
Primary Criteria			
Flat topography	The site is relatively flat - i.e 0-2% average slope	The site has moderate slope (3-5%).	The site has a slope greater than 5%
Available for use in the short term	The site is completely vacant	The site has some existing buildings that need to be demolished or designed around	The owner is not interested in developing
Not high value agricultural land	The site does not contain significant agricultural land	-	The site contains significant agricultural land
Not in an irrigation scheme	The site does not contain land in an irrigation scheme	-	The site contains land in an irrigation scheme
Highway frontage	The site has direct highway frontage	The site has direct road access	The site does not have road access
Access to B-double network	The site has direct access to the B-double network	-	The site does not have B-double access

Criteria	Score = 2	Score = 1	Score = 0
Sufficient road capacity	Existing road network has capacity for additional development	Some upgrades required to enable development	Significant upgrades to road network required to enable development
Can be easily serviced with reticulated water	Water main on road frontage and capacity available	Water main on road frontage; capacity unknown	No water main to road frontage
Can be easily serviced with reticulated sewerage	Sewer main on road frontage and capacity available	Sewer main on road frontage; capacity unknown	No sewer main to road frontage
Can be easily serviced with drainage infrastructure	Within existing stormwater catchment management area	Adjacent to existing stormwater catchment management area	Does not adjoin existing stormwater catchment management area
Can be easily serviced with electricity	Electricity is available	Electricity can be supplied at a reasonable cost	Provision of electricity infrastructure is cost prohibitive
Can be easily serviced with telecommunications	NBN service available	Split of NBN and satellite services available	Only satellite services available
Avoids significant environmental constraints – Biodiversity Protection Area	The site is not included within the Biodiversity Protection Area	Less than 10% of the site is included within the Biodiversity Protection Area	More than 10% of the site is included within the Biodiversity Protection Area
Avoids significant environmental constraints – Coastal Erosion Hazard Area	The site is not included within a Coastal Erosion Hazard Area	Less than 10% of the site is included within a Coastal Erosion Hazard Area	More than 10% of the site is included within a Coastal Erosion Hazard Area
Avoids significant environmental constraints – Coastal Inundation Hazard Area	The site is not included within a Coastal Inundation Hazard Area	Less than 10% of the site is included within a Coastal Inundation Hazard Area	More than 10% of the site is included within a Coastal Inundation Hazard Area
Avoids significant environmental constraints – Landslide Hazard Area (Medium)	The site is not included within a Landslide Hazard Area (Medium)	Less than 10% of the site is included within a Landslide Hazard Area (Medium)	More than 10% of the site is included within a Landslide Hazard Area (Medium)
Avoids significant environmental constraints – Scenic Landscape Area	The site is not included within a Scenic Landscape Area	Less than 10% of the site is included within a Scenic Landscape Area	More than 10% of the site is included within the Scenic Landscape Area
Avoids Ramsar wetlands	The site does not adjoin a Ramsar wetland or a waterway draining into it	The site adjoins a waterway that drains into a Ramsar wetland	The site adjoins a Ramsar wetland
Minimal number of landowners	The site is in one ownership	The site has 2 owners or is in one ownership but would require access across land owned by others	The site has 3 or more owners
Secondary Criteria			
Meets land area needs	The site is 10 hectares or greater and provides for future expansion options	The site is 10 hectares or greater	The site is less than 10 hectares
Avoids likely environmental constraints – Landslide Hazard Area (Low)	The site is not included within a Landslide Hazard Area (Low)	Less than 10% of the site is included within a Landslide Hazard Area (Low)	More than 10% of the site is included within a Landslide Hazard Area (Low)
Avoids likely environmental constraints – Electricity Transmission Infrastructure Protection	Buffers of the Electricity Transmission Infrastructure are not located on the site	The Electricity Transmission corridor (60 metre buffer) is located on the site	The inner protection area (25 metre buffer) of the Electricity Transmission Infrastructure is located on the site

Criteria	Score = 2	Score = 1	Score = 0
Avoids likely environmental constraints – Heritage Area	The site is not included within a Heritage Area	Less than 10% of the site is included within the Heritage Area	More than 10% of the site is included within the Heritage Area
Avoids likely environmental constraints – Waterway and Coastal Protection Area	The site is not included within a Waterway and Coastal Protection Area	Less than 10% of the site is included within a Waterway and Coastal Protection Area	More than 10% of the site is included within a waterway and Coastal Protection Area
Unconstrained by nearby sensitive uses (e.g. dwellings)	The site is greater than 200 metres from a sensitive use	The site is between 100 and 200 metres from a sensitive uses	The site is less than 100 metres from a sensitive use
Avoids aboriginal heritage sites	The site has been previously assessed and found to not have aboriginal heritage sites	The site may have aboriginal heritage sites (assessment not yet undertaken)	The site has known aboriginal heritage sites
Flexibility of layout	Shape allows for variety of lot sizes and regular lot boundaries	Shape allows for variety of lot sizes but several irregular site boundaries	Shape limits variety of lot sizes
Proximity to existing urban area	The site is located within the existing urban growth boundary	The site is partially within the urban area or located adjoining the existing urban growth boundary	The site is not directly adjoining the existing urban growth boundary
Visibility of site	Site is at a town gateway and waterfront location	Site is at a town gateway or waterfront location	Site is not at a town gateway or waterfront location

Table 4: Scoring for Residential Assessment Criteria

Criteria	Score = 2	Score = 1	Score = 0
Primary Criteria			
Not high value agricultural land	The site does not contain significant agricultural land	-	The site contains significant agricultural land
Not in an irrigation scheme	The site does not contain land in an irrigation scheme	-	The site contains land in an irrigation scheme
Avoids significant environmental constraints – Attenuation Area	The site is not included within an Attenuation Area	Less than 10% of the site is included within an Attenuation Area	More than 10% of the site is included within an Attenuation Area
Avoids significant environmental constraints – Biodiversity Protection Area	The site is not included within the Biodiversity Protection Area	Less than 10% of the site is included within the Biodiversity Protection Area	More than 10% of the site is included within the Biodiversity Protection Area
Avoids significant environmental constraints – Coastal Erosion Hazard Area	The site is not included within a Coastal Erosion Hazard Area	Less than 10% of the site is included within a Coastal Erosion Hazard Area	More than 10% of the site is included within a Coastal Erosion Hazard Area
Avoids significant environmental constraints – Coastal Inundation Hazard Area	The site is not included within a Coastal Inundation Hazard Area	Less than 10% of the site is included within a Coastal Inundation Hazard Area	More than 10% of the site is included within a Coastal Inundation Hazard Area
Avoids significant environmental constraints – Landslide Hazard Area (Medium)	The site is not included within a Landslide Hazard Area (Medium)	Less than 10% of the site is included within a Landslide Hazard Area (Medium)	More than 10% of the site is included within a Landslide Hazard Area (Medium)
Road access	The site has direct road access	The site has direct road access but may also require unformed roads to be upgraded or access across private sites to augment the existing	The site does not have road access

Criteria	Score = 2	Score = 1	Score = 0
		access	
Sufficient road capacity	Existing road network has capacity for additional development	Some upgrades required to enable development	Significant upgrades to road network required to enable development
Access to public transport	The site is within 400 metres of the public transport network	The site is within 800 metres of the public transport network	The site is located further than 800 metres from the public transport network
Can be easily serviced with reticulated water	Water main on road frontage and capacity available	Water main on road frontage; capacity unknown	No water main to road frontage
Can be easily serviced with reticulated sewerage	Sewer main on road frontage and capacity available	Sewer main on road frontage; capacity unknown	No sewer main to road frontage
Can be easily serviced with drainage infrastructure	Within existing stormwater catchment management area	Adjacent to existing stormwater catchment management area	Does not adjoin existing stormwater catchment management area
Can be easily serviced with electricity	Electricity is available	Electricity can be supplied at a reasonable cost	Provision of electricity infrastructure is cost prohibitive
Can be easily serviced with telecommunications	NBN service available	Split of NBN and satellite services available	Only satellite services available
Secondary Criteria			
Avoids steep topography	Land is relatively flat or gently undulating	Land has some sections of moderate slope	Land contains steeply sloping areas
Unconstrained by nearby industrial uses	The site is greater than 200 metres from industrial uses	The site is between 100 and 200 metres from industrial uses	The site is less than 100 metres from an industrial use
Avoids likely environmental constraints – Landslide Hazard Area (Low)	The site is not included within a Landslide Hazard Area (Low)	Less than 10% of the site is included within a Landslide Hazard Area (Low)	More than 10% of the site is included within a Landslide Hazard Area (Low)
Avoids likely environmental constraints – Electricity Transmission Infrastructure Protection	Buffers of the Electricity Transmission Infrastructure are not located on the site	The Electricity Transmission corridor (60 metre buffer) is located on the site	The inner protection area (25 metre buffer) of the Electricity Transmission Infrastructure is located on the site
Avoids likely environmental constraints – Heritage Area	The site is not included within a Heritage Area	Less than 10% of the site is included within the Heritage Area	More than 10% of the site is included within the Heritage Area
Avoids likely environmental constraints – Scenic Landscape Area	The site is not included within the Scenic Landscape Area	Less than 10% of the site is included within the Scenic Landscape Area	More than 10% of the site is included within the Scenic Landscape Area
Avoids likely environmental constraints – Waterway and Coastal Protection Area	The site is not included within a Waterway and Coastal Protection Area	Less than 10% of the site is included within a Waterway and Coastal Protection Area	More than 10% of the site is included within a waterway and Coastal Protection Area
Avoids aboriginal heritage sites	The site has been previously assessed and found to not have aboriginal heritage sites	The site may have aboriginal heritage sites (assessment not yet undertaken)	The site has known aboriginal heritage sites
Minimal number of landowners	The site is in one ownership	The site has 2 owners or is in one ownership but would require access across land owned by others	The site has 3 or more owners
Available for use in the short term	The site is completely vacant	The site has some existing buildings needed to be	The owner is not interested in developing

Criteria	Score = 2	Score = 1	Score = 0
		demolished or designed around	
Proximity to existing urban area	The site is located within the existing urban growth boundary	The site is partially within the urban area or located adjoining the existing urban growth boundary	The site is not directly adjoining the existing urban growth boundary

For the commercial sites, the Stage 1 report identified that there is no need for additional land in the Sorell township. Therefore, the assessment process sought to identify additional sites in the local centres within Midway Point, the Southern Beaches, and the other settlements where expansion could occur. The expansion options were identified during a workshop with Council staff where site-specific opportunities and constraints were identified, and refined in 2019 via an additional workshop.

3 RESIDENTIAL EXPANSION OPTIONS

3.1 Stage 1 Findings

The Stage 1 report identifies that 572 additional greenfield lots are required to meet the demand over the next 20 years. It also identifies that land for 539 dwellings will also be required for infill and low density residential options within and around Sorell and the adjoining established townships.

3.2 Expansion Options

Nineteen options were identified for residential expansion as per Figures 2 to 4. The locations are as follows:

- Options 1 to 11, 14 and 16 are located in or around Sorell
- Option 15 is near Midway Point
- Option 17 is in Lewisham
- Options 18 and 19 are in Dodges Ferry
- Option 20 is in Primrose Sands

Compared to the 2017 report, the following changes have been made to the options:

- Option R2 has been split into R2.1 and R2.2
- Option R12 has been deleted as it allowed for any surplus school land to be rezoned residential, however the masterplanning process currently underway is unlikely to identify any surplus land in this location
- Option R13 has been deleted as it has already been rezoned

The original numbering from the 2017 reports has been retained to avoid confusion.

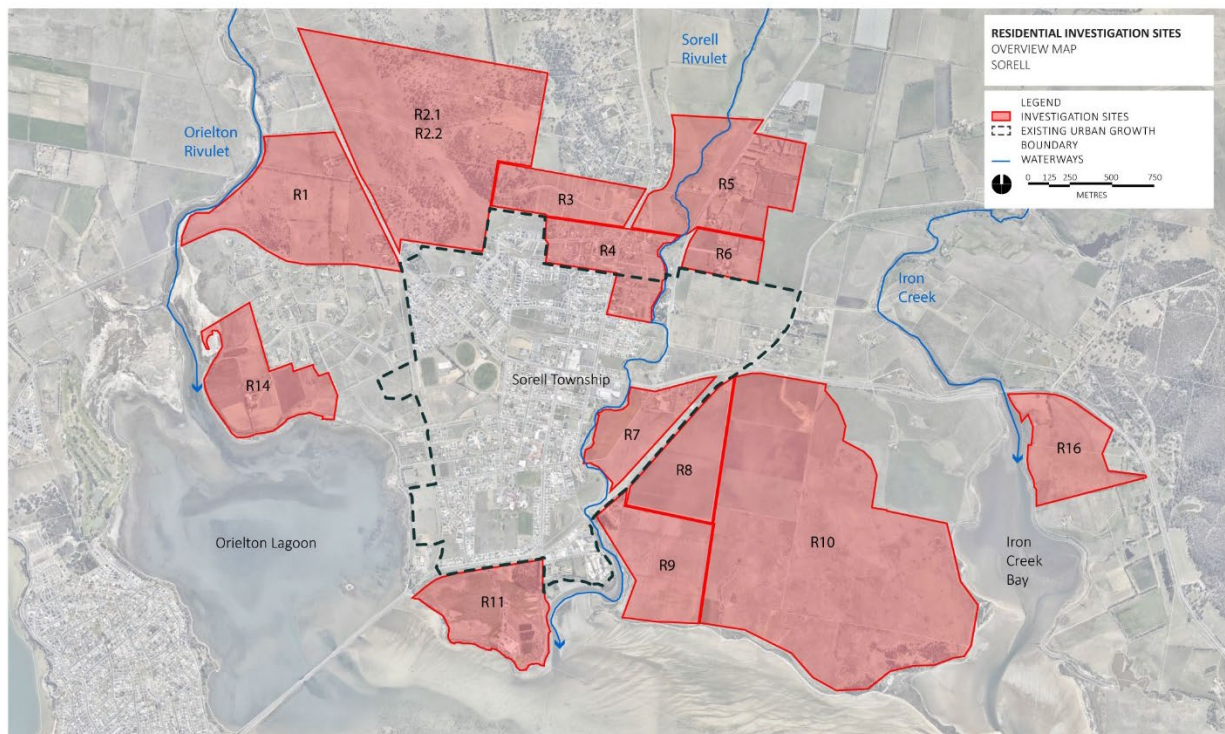


Figure 2. Residential Expansion Options 1 to 11, 14 and 16 – Sorell

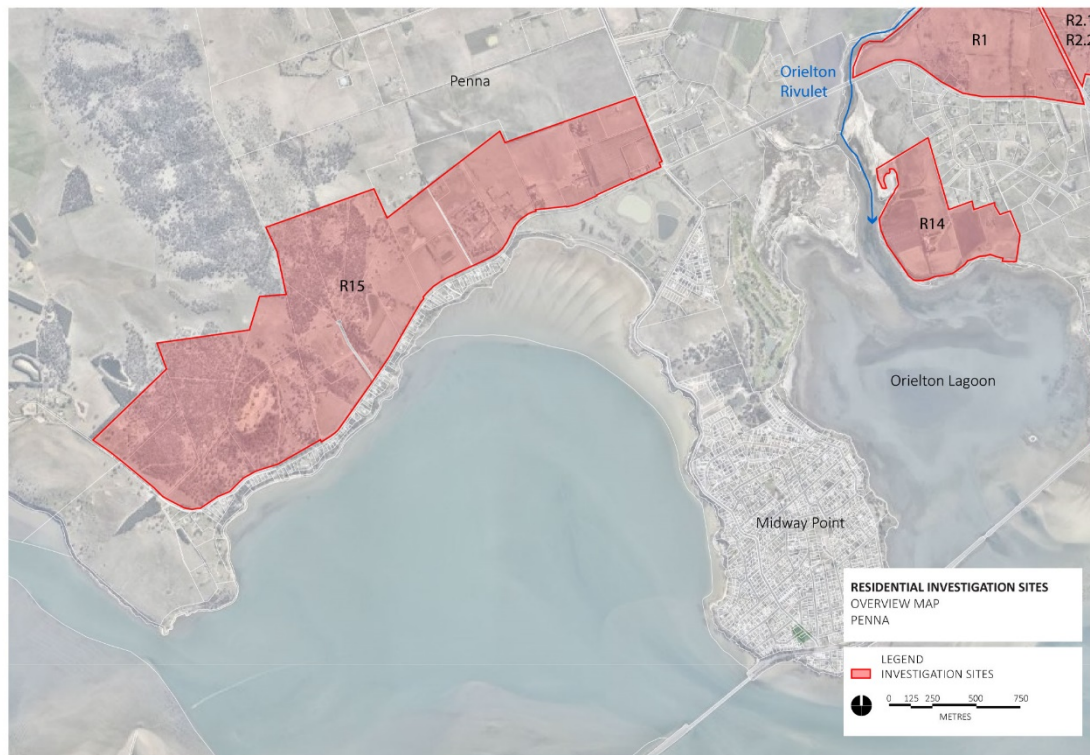


Figure 3. Residential Expansion Option 15 – Shark Point Road, Penna

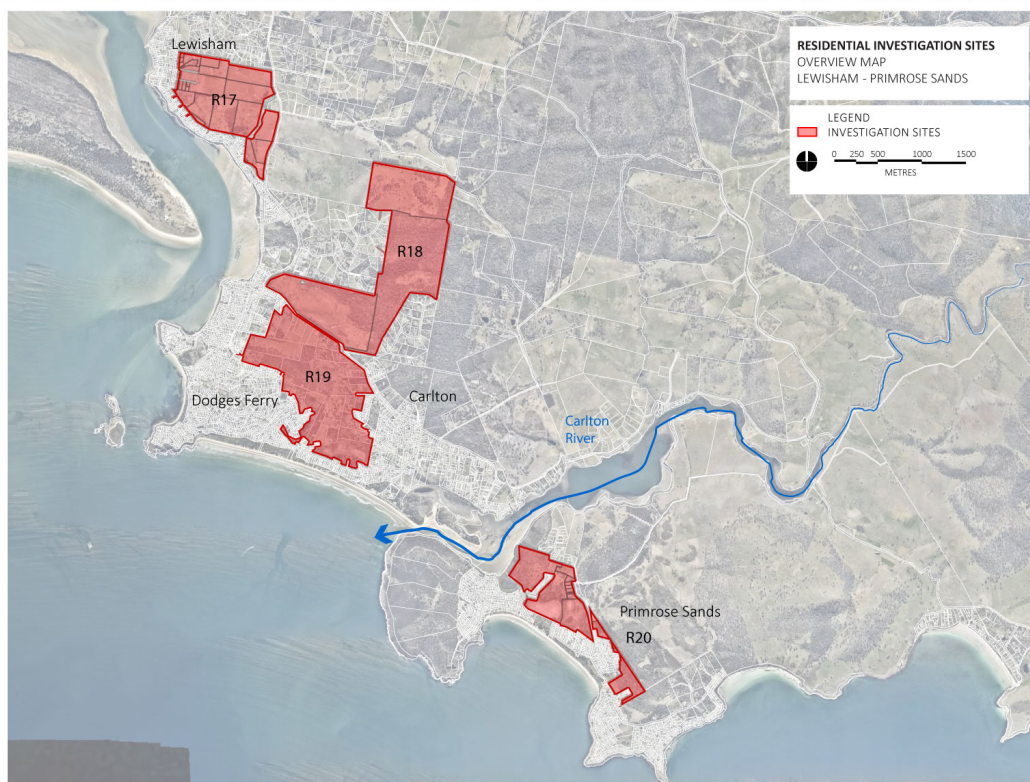


Figure 4. Residential Expansion Options 17 to 20 – Lewisham, Dodges Ferry and Primrose Sands

Outline masterplans were prepared for each option to assist with the assessment process. The masterplans have been overlaid with the Waterway and Coastal Area Protection Overlay from the planning scheme to provide some context and because this overlay broadly indicates where multiple planning issues will need to be considered including impacts on water quality, coastal erosion, coastal hazards, landscape quality, aboriginal heritage and public access. There are several other planning overlays that also apply to some of the sites, but to avoid overcomplicating the masterplans only areas subject to significant multiple constraints are illustrated. The Stage 3 masterplans include details of all relevant overlays.

Option R1 – Tasman Highway

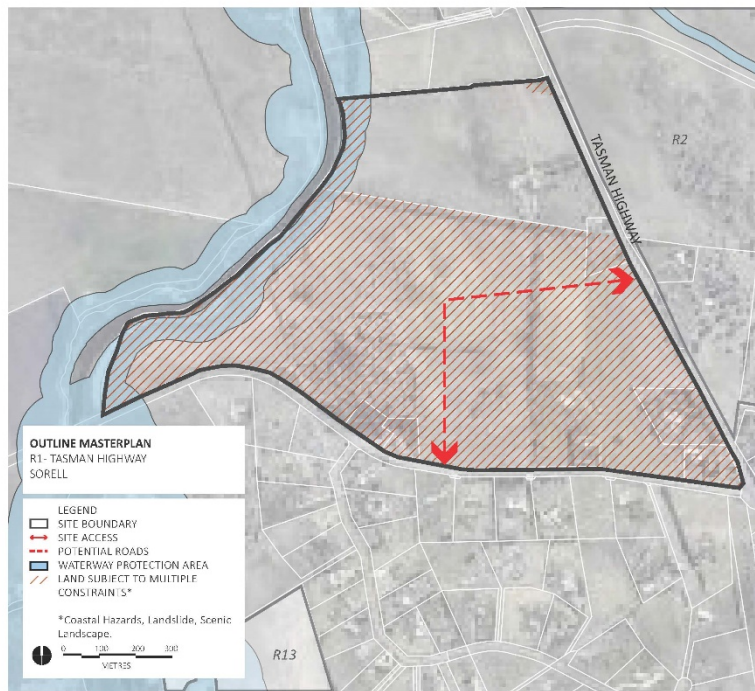


Figure 5. Option R1

Site description: The site is 58 hectares in area and is located to the north west of the town. It consists of 7 titles, with 6 landowners. The Orielton Rivulet runs along the western edge of the site.

Key advantages:

- The site adjoins rural living lots directly to the south.
- There are existing water mains directly south of the site.
- The site is predominantly vacant, with some areas of trees.

Key disadvantages:

- The site adjoins the Orielton Rivulet, which is a Ramsar wetland.
- The site adjoins a waterway and will require an Aboriginal Cultural Heritage Investigation.
- The western edge of the site (adjoining the Orielton Rivulet) is affected by the Coastal Erosion Hazard Area, Coastal Inundation Hazard Area and Waterway and Coastal Protection Area Overlay.
- The majority of the site is included within the Scenic Landscape Area Overlay.
- The site is made up of multiple land parcels.
- The site has moderate slope, with some steeper sections centrally within the site.
- Part of the site is affected by the Landslide Hazard Area (Low) overlay.
- The site is in the Significant Agricultural Zone.

Option R2.1: Tasman Highway (R2.1)

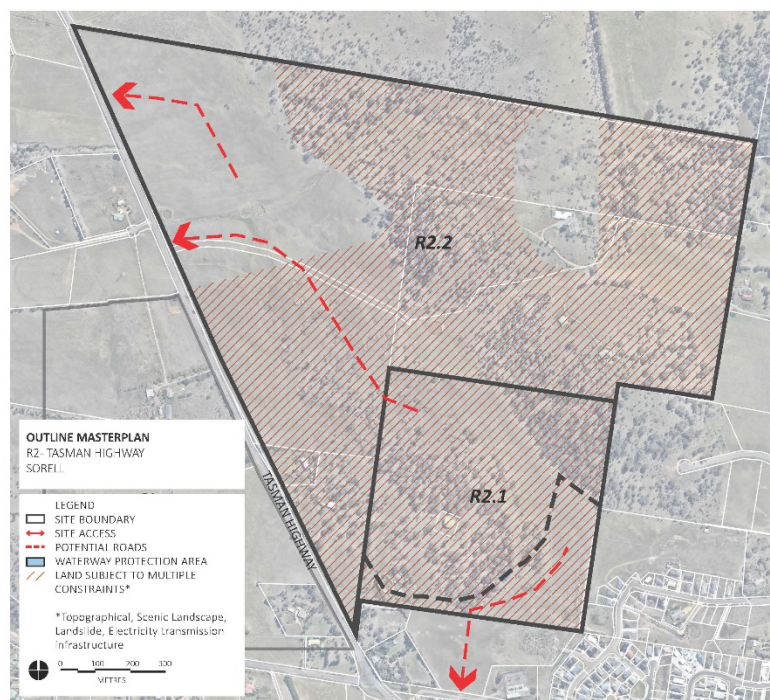


Figure 6. Option R2.1

Site description: The site is 25 hectares in area and is made up of two separately owned land titles. It is located to the north-west of the town. Approximately 3.96ha of land has been identified as potentially developable as follows:

- 3.14ha of land below the 45m contour and outside the Electricity Infrastructure Protection Overlay
- 50% of the 1.648ha of land (i.e. 0.82ha) located inside the Electricity Infrastructure Protection Overlay 60m offset but outside the 24m offset, in recognition that it may not be possible to develop all of the land within this constrained area

Key advantages:

- The site adjoins the existing urban area, with land zoned General Residential directly to the south of the site.
- There are existing water mains running through the southern portion of the site.

Key disadvantages:

- The site has some steeply sloping areas.
- The Electricity Infrastructure Protection Overlay runs directly through the site.
- TasWater have advised that it will be difficult to service land above the 45m contour.
- Although the site is not included within a Biodiversity Protection Area, there are several sections of the site that have vegetation/trees that would require partial removal for development to occur.
- The site is affected by the Scenic Landscape Area. However, if parts were to be rezoned for residential development, an argument may exist to remove this overlay given that it is currently based on cadastral boundaries rather than landscape characteristics. The lots may need to be larger lots (e.g. 1,000 sqm).
- Part of the site is affected by the Landslide Hazard Area (Low and Medium) overlays.

Option R2.2: Tasman Highway (R2.2)

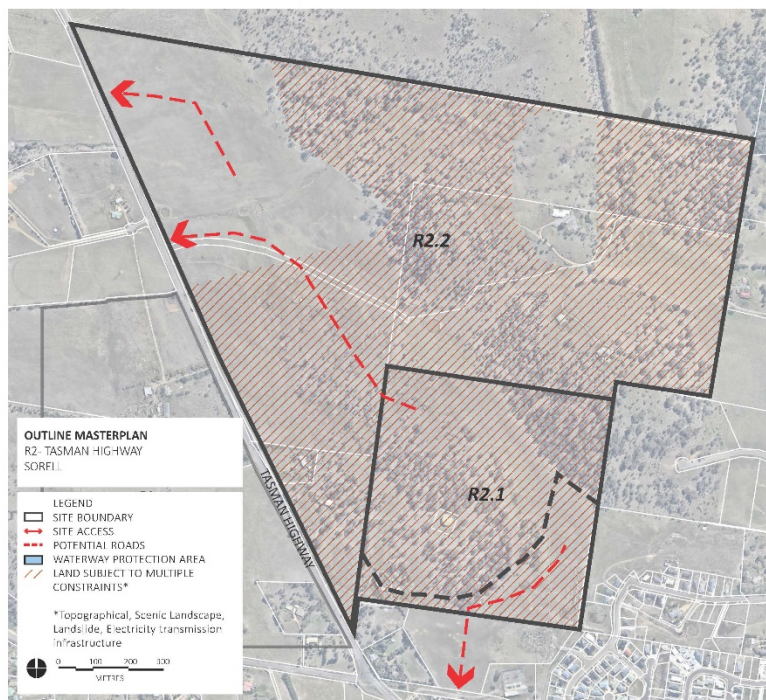


Figure 7. Option R2.2

Site description: The site is 92 hectares in area and is made up of six separately owned land titles. It is located to the north-west of the town.

Key advantages:

- The site adjoins the existing urban area, with land zoned Rural Living directly to the east of the site.

Key disadvantages:

- The site has many steeply sloping areas.
- The Electricity Infrastructure Protection Overlay runs directly through the site and affects a number of the property titles.
- The site adjoins a waterway and will require an Aboriginal Cultural Heritage Investigation.
- Although the site is not included within a Biodiversity Protection Area, there are several sections of the site that have vegetation/trees that would require partial removal for development to occur.
- A significant portion of the site is affected by the Scenic Landscape Area.
- Part of the site is affected by the Landslide Hazard Area (Low and Medium) overlays.
- The site is partially in the Significant Agriculture Zone.

Option R3: Weston Hill Road

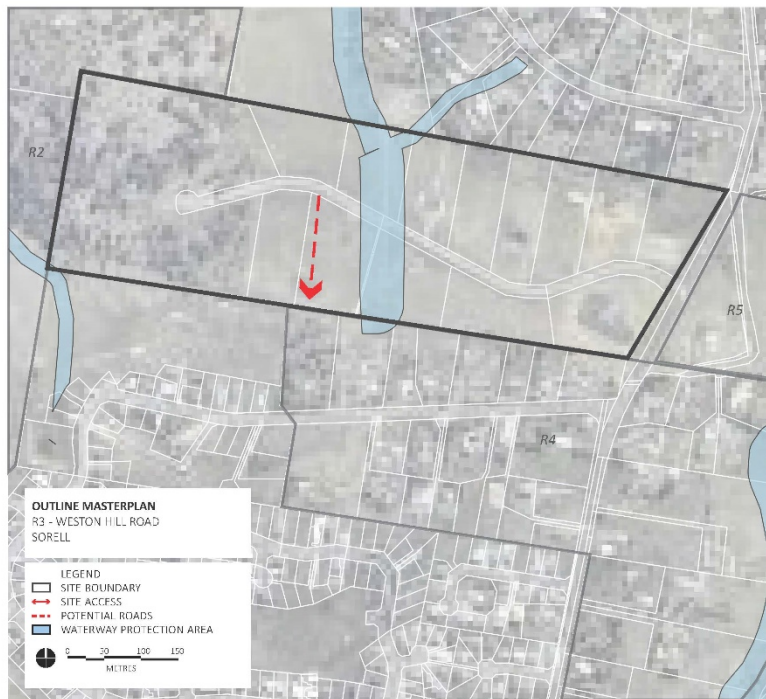


Figure 8. Option R3

Site description: The site is 20 hectares in area and is made up of 14 separate land titles. It is located directly north of the town. The majority of land titles within the site are undeveloped. Those that are developed are predominantly single residential dwellings on large residential lots.

Key advantages:

- The majority of the site interfaces are to existing, low density residential areas.
- There are existing water mains running along the southern boundary of the site.
- The site is already partially adjoining the urban growth boundary and is approximately close to the town centre.

Key disadvantages:

- The site includes a waterway and will require an Aboriginal Cultural Heritage Investigation.
- The site has some existing buildings on site.
- The current land titles and the long shape of the overall area have the potential to reduce the ability create subdivided lots that directly front a road.
- There is currently only one vehicle access point. To avoid creating long cul-de-sac developments, additional access points would be needed into adjoining residential areas.

Option R4: Weston Hill Road

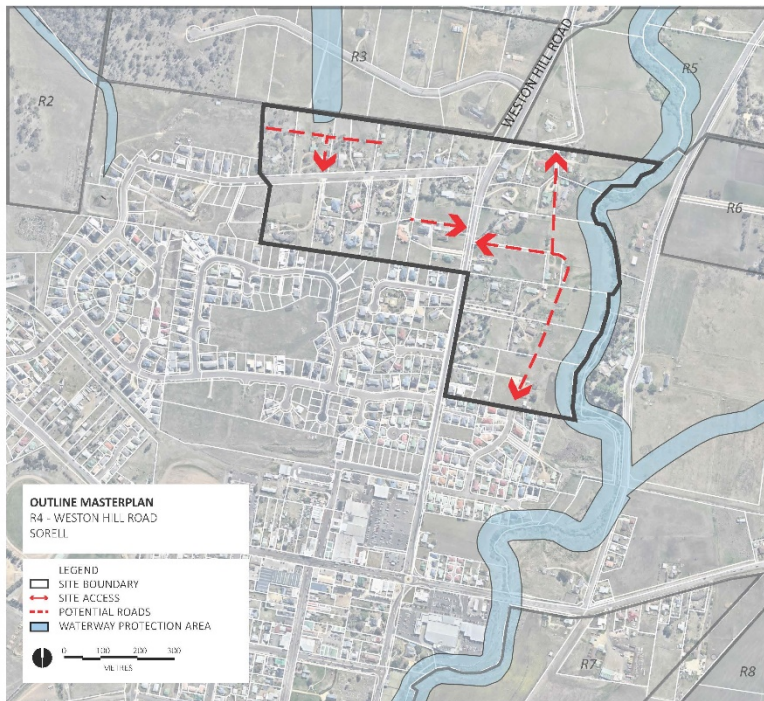


Figure 9. Option R4

Site description: The site is 24 hectares in area and is located directly north of the town. The site is made up of 43 separately owned land titles, with the majority of the site developed with low density residential, accessed via Gatehouse Drive and Weston Hill Road.

Key advantages:

- The site is already partially located within the urban growth boundary and is close to the town centre.
- There are existing water mains running through the site.

Key disadvantages:

- The site adjoins the Sorell Rivulet, which drains to a Ramsar wetland.
- The site adjoins a waterway and will require an Aboriginal Cultural Heritage Investigation.
- The site has over 40 land owners, with the majority of lots containing existing dwellings on large lots. Densification of the area will be challenging due to the existing dwellings and difficulties of establishing new roads through existing subdivisions.
- The site is fairly undulating.
- The eastern edge of the site is included within the Waterway and Coastal Protection Area.
- Small portions of the site are affected by the Landslide Hazard Area (Low).
- The sewer mains would need to be extended.

Option R5: Pawleena Road

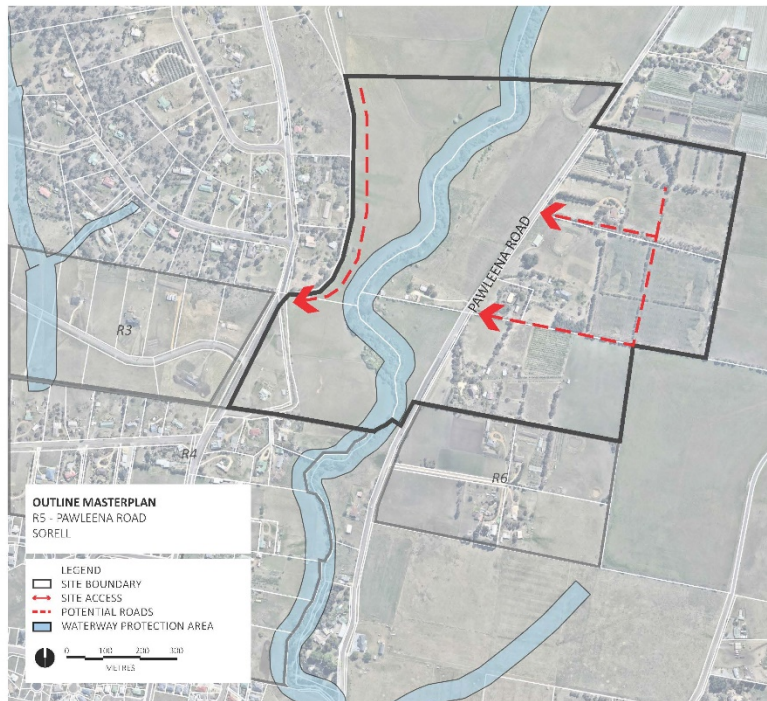


Figure 10. Option R5

Site description: The site is 50 hectares in area and is made up of 8 separately owned land titles. The site is currently used for a range of orchard and rural uses (zoned Significant Agricultural). The site is to the north east of the town. Pawleena Road runs through the site and provides access to a number of properties.

Key advantages:

- There are existing water mains running close to the south western corner of the site.

Key disadvantages:

- The site adjoins the Sorell Rivulet, which drains to a Ramsar wetland.
- The site adjoins a waterway and will require an Aboriginal Cultural Heritage Investigation.
- The site does not directly adjoin the existing urban area.
- The Sorell Rivulet runs through the site and the adjoining land is included within the Waterway and Coastal Protection Area.
- The majority of the site is included within the Significant Agricultural Zone.
- There are capacity issues at Pawleena Road intersection.
- The site is in close proximity to intensive agricultural operations, which may result in offsite impact of noise and odour especially on the eastern side of Pawleena Road.

Option R6: Pawleena Road



Figure 11. Option R6

Site description: The site is 11 hectares in area and is made up of 4 separately owned land titles. The site is currently used for rural living lots. It is to the north east of the town. Pawleena Road runs along the western edge of the site.

Key advantages:

- The site is relatively flat.
- The site adjoins the urban growth boundary.
- The structures/buildings are concentrated in the centre of the site, with large vacant areas.
- The site is adjoining the existing urban area, with land directly south of the site zoned General Residential.
- There are existing water mains running close to the western edge of the site.

Key disadvantages:

- The site has some existing buildings on site and is a relatively small site.
- There are capacity issues at Pawleena Road intersection.
- The site is in close proximity to intensive agricultural operations, which may result in offsite impact of noise and odour especially on the eastern side of Pawleena Road.

Option R7: Arthur Highway (Particular Purpose Zone)

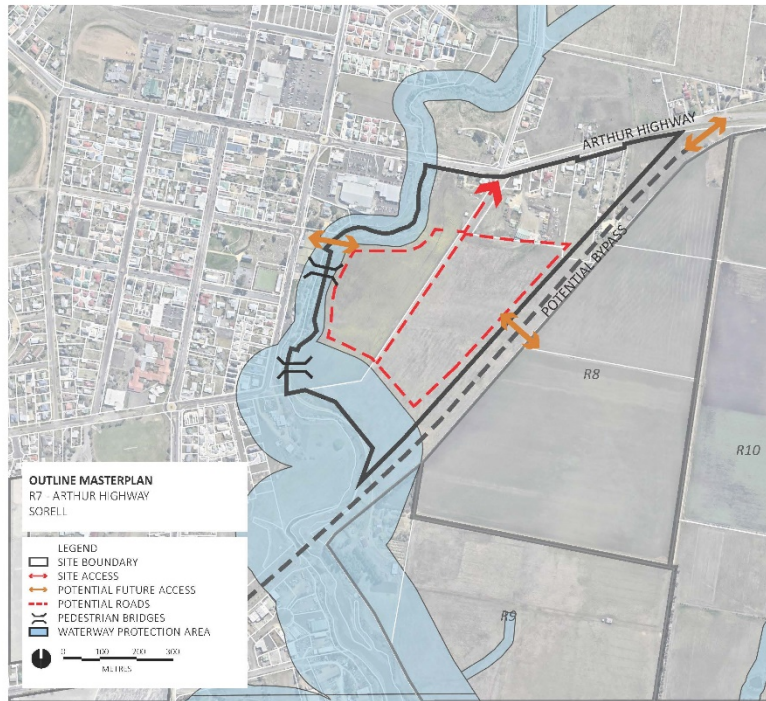


Figure 12. Option R7

Site description: The site is 20 hectares in area and is made up of 12 titles with separate ownership. The site is currently partially developed with some residential lots fronting the Arthur Highway, and the remainder of the site predominately vacant. The site is currently zoned Particular Purpose. The site is within the existing urban growth boundary of the town. The Arthur Highway runs along the northern edge of the site and the future bypass runs along the eastern edge of the site.

Key advantages:

- The site is within the existing urban area.
- The site has frontage to both the Arthur Highway and the future bypass, with a proposed underpass located near the north-east corner.
- The site is relatively flat.
- The current development is concentrated at the northern end of the site and the majority of the site is vacant, with trees and vegetation concentrated along the western boundary, adjoining the Sorell Rivulet.

Key disadvantages:

- The site adjoins the Sorell Rivulet, which drains to a Ramsar wetland.
- The site adjoins a waterway and will require an Aboriginal Cultural Heritage Investigation.
- The Sorell Rivulet runs along the western edge of the site and the adjoining land is included within the Waterway and Coastal Protection Area.

Option R8: Arthur Highway

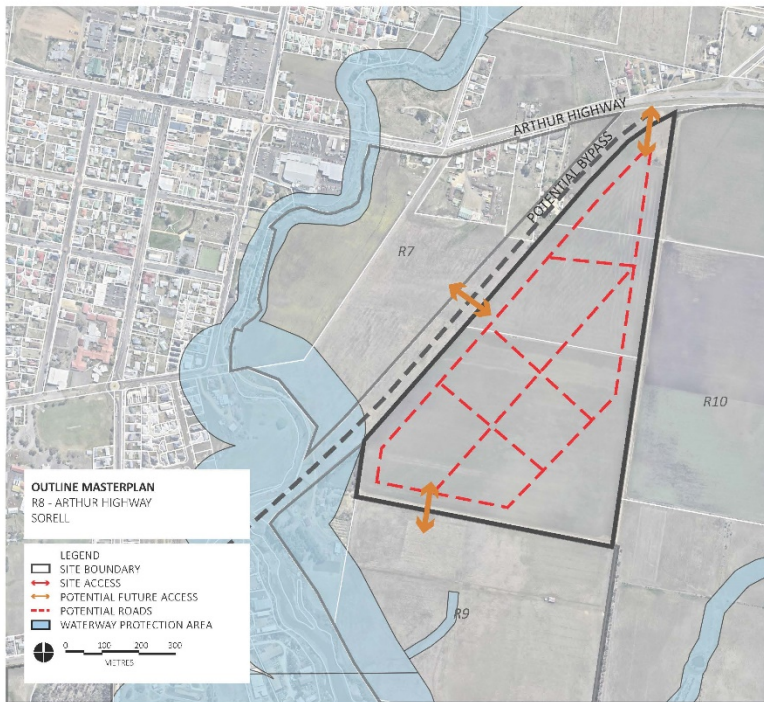


Figure 13. Option R8

Site description: The site is 27 hectares in area and is made up of one title. The site is currently used for primary production and is zoned Rural Resource. The site has a direct frontage to the future bypass.

Key advantages:

- The site directly adjoins the existing urban area.
- The site has frontage to the future bypass and is located in close proximity to the Arthur Highway. The future bypass includes a proposed roundabout and underpass that would provide access to the site.
- The site is gently sloping.
- The site is within one ownership and does not contain existing dwellings/buildings.
- There is a water main directly north of the site.

Key disadvantages:

- None noted.

Option R9: Arthur Highway



Figure 14. Option R9

Site description: The site is 33 hectares and is made up of one title with single ownership. The site is currently used for primary production and is zoned Rural Resource Zone. The site has a direct frontage to the future bypass, the Sorell Rivulet to the west and the coastline to the south. The site directly adjoins the urban growth boundary on the southern edge of the town.

Key advantages:

- The existing buildings on site are concentrated at the north western corner, with the remainder of the site predominately vacant.
- The site is relatively flat.
- The site adjoins the existing urban growth area.

Key disadvantages:

- The site adjoins the Sorell Rivulet, which drains to a Ramsar wetland.
- The site adjoins a waterway, wetland and coastal area and will require an Aboriginal Cultural Heritage Investigation.
- Site access is currently via an unsealed road and the future bypass does not provide an option for direct access.
- The entire site is included within the Heritage Overlay of the Sorell Interim Planning Scheme 2015.
- Servicing may be difficult to achieve, given existing water mains are on the western side of the Sorell Rivulet.
- The southern and western edge of the site is included within the Coastal Erosion Hazard Area, Waterway and Coastal Protection Area.

Option R10: Arthur Highway

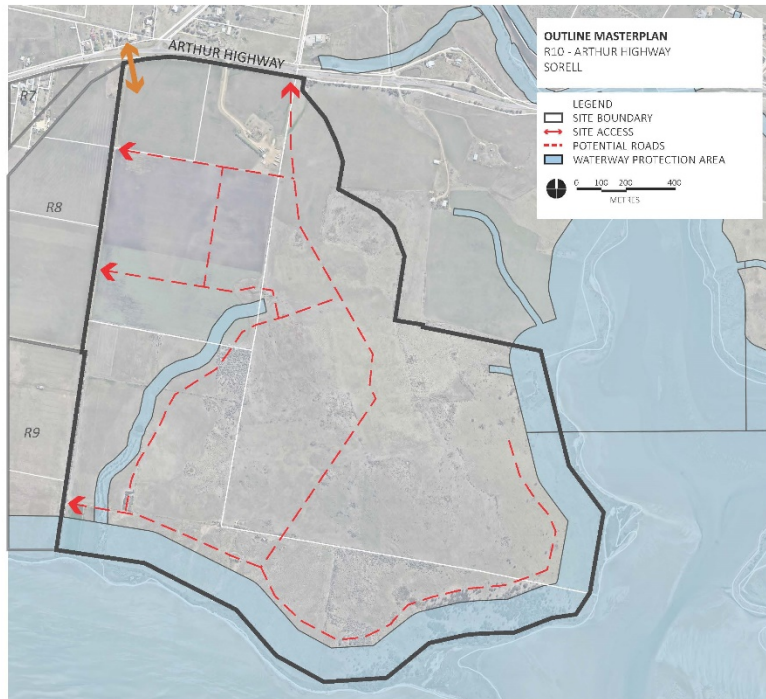


Figure 15. Option R10

Site description: The site is 194 hectares and is made up of three titles with separate ownership. It is currently used for primary production and residential and is zoned Rural Resource Zone. The site has a direct frontage to the Arthur Highway to the north and the coastline to the south. The north western boundary of the site of the site is defined by the edge of the Significant Agriculture Zone.

Key advantages:

- The site has direct access off of Arthur Highway.
- The existing buildings on site are concentrated, with the majority of the site predominately vacant.
- The site is located in close proximity to the urban growth boundary.
- The future bypass includes a proposed roundabout and underpass that would provide access to the site.

Key disadvantages:

- The site adjoins Iron Creek Bay, which drains to a Ramsar wetland.
- The site adjoins a waterway, wetland and coastal area and will require an Aboriginal Cultural Heritage Investigation.
- The site has some areas that are relatively flat (south-western corner), however the eastern edge of the site has moderate slope.
- Servicing may be difficult to achieve, given the distance from existing services.
- The southern edge of the site is included within the Waterway and Coastal Protection Area.

Option R11: Tasman Highway

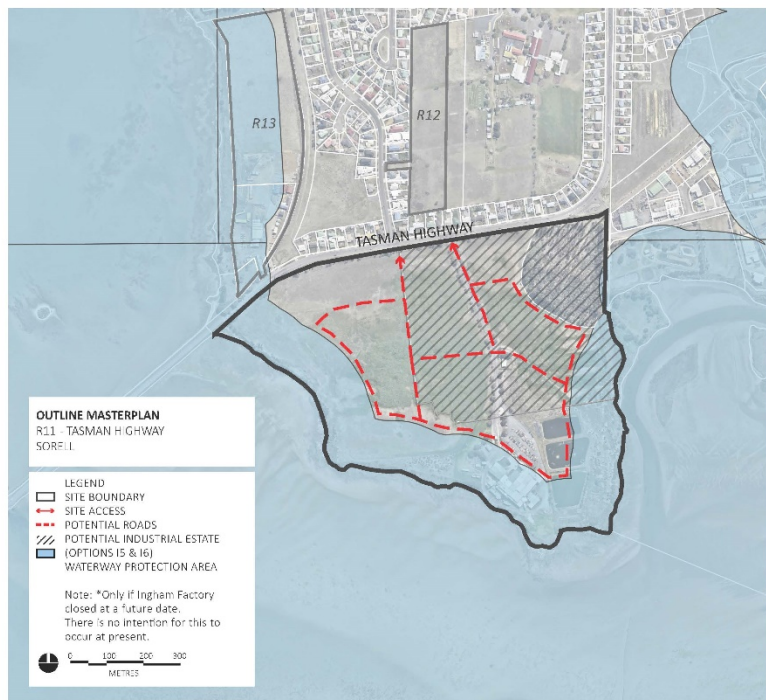


Figure 16. Option R11

Site description: The site is approximately 33 hectares and is located directly south of town. The site is currently used for the Ingham Chicken processing plant. The site has direct highway frontage to the north and the coastline to the south. The site is currently zoned Rural Resource.

Key advantages:

- The site is relatively flat and has coastal views.
- The site has direct access to the Tasman Highway.
- The site directly adjoins the urban growth boundary and is an important gateway site for the town.
- A stage approach to development could be adopted depending on timing of either the wastewater treatment plant upgrades or a change of ownership, should this occur.

Key disadvantages:

- The site adjoins the Orielton Lagoon, which is a Ramsar wetland.
- The site adjoins a coastal area and wetland and will require an Aboriginal Cultural Heritage Investigation.
- The site is not currently available given its current use for the Ingham Chicken processing plant.
- Site remediation would be required to ensure that the site would be suitable for residential uses given the use of the site for wastewater disposal.
- The north eastern corner of the site is included within an Attenuation Area for the Sorell Sewage Plant and Ingham's Sewage Treatment Area.
- The coastal edge of the site is included within the Coastal Erosion Hazard Area and the Waterway and Coastal Protection Area.

Option R12: Sorell School Site

This site is no longer an option as the school masterplanning process does not include the identification of surplus land.

Option R13: Tasman Highway

The majority of this site has been rezoned to General Residential since 2017.

Option R14: Wolstenholme Drive



Figure 17. Option R14

Site description: The site is 34 hectares in total area and is located approximately 250m from the existing Urban Growth Boundary and is located 800m directly from the town centre. The site is currently utilised for agricultural/farming uses with little built form development occupying the land.

Key advantages:

- The site is flat to undulating, generally sloping downwards to Orielton Lagoon.
- The site is comprised of only two titles.
- There are existing water mains within 200m of the north east site boundary.
- The adjoining uses to the east of the site are low density residential, providing a suitable interface for future residential expansion.
- The site is relatively free of existing buildings, structures and vegetation.

Key disadvantages:

- The site directly adjoins the Orielton Lagoon, which is a Ramsar wetland.
- The site adjoins a coastal area and wetland and will require an Aboriginal Cultural Heritage Investigation.
- The site does not have direct access to a road.
- The southern and western boundaries is covered by the Waterway and Coastal Protection Overlay.
- A small portion of the north east corner of the site is covered by the Coastal Inundation Hazard Area.

Option R15: Shark Point Road

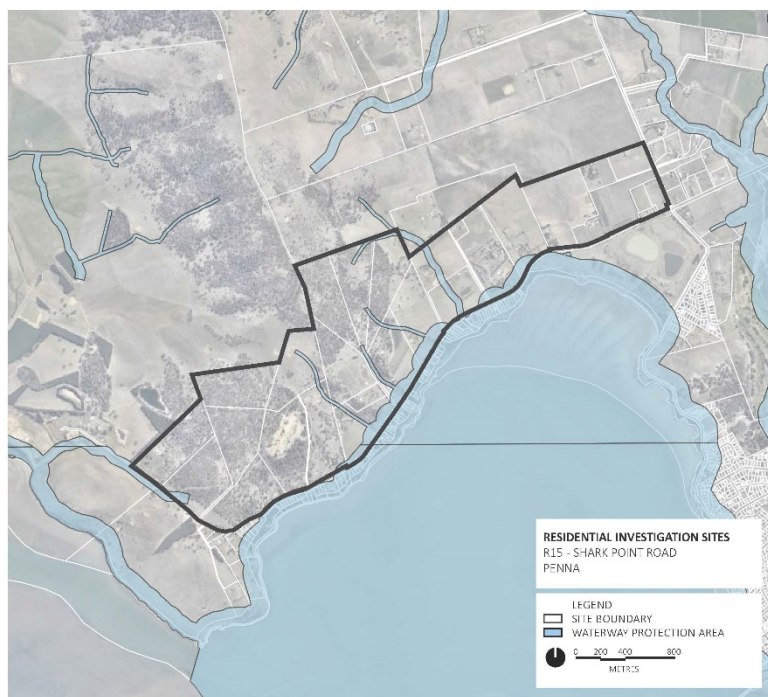


Figure 18. Option R15

Site description: The site is 230 hectares in area and is located to the north west of Midway Point. It consists of 22 titles. The site is in close proximity to the coastline, noting that there is a road and row of existing housing between the site and the coastline. This site was recommended to the Tasmanian Planning Commission to be rezoned to Rural Living. Council expressed support for this rezoning prior to the commencement of this Strategy. The rezoning proposal was not successful.

Key advantages:

- The site adjoins rural living lots directly to the east and residential lots directly to the south.
- The site is adjacent to but does not include Significant Agricultural land.
- The site adjoins a water main.
- Development will resolve issues with some marginal septic tank systems close to the foreshore.

Key disadvantages:

- The site may require an Aboriginal Cultural Heritage Investigation.
- Parts of the site are affected by the Waterway and Coastal Protection Area Overlay.
- Parts of the site are included within the Scenic Landscape Area Overlay.
- The site made up of multiple land parcels.
- The site has moderate slope.
- The site is not close to reticulated sewerage services.
- Parts of the site are affected by the Landslide Hazard Area (Low) Overlay.
- There are capacity issues at the Penna Road and Tasman Highway intersection.

Option R16: Arthur Highway, Sorell

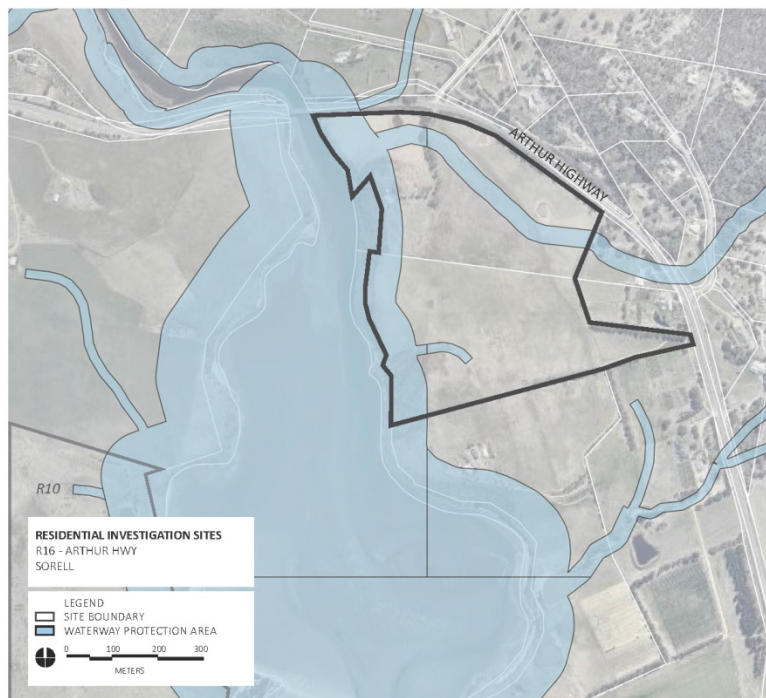


Figure 19. Option R16

Site description: The site is 29 hectares in area and is located approximately 2.6km directly from the town centre of Sorell. The site is currently partially utilised for agricultural/farming uses, a single residential dwelling occupying the land for residential purposes (currently vacant) and the remainder of the land appears as unused vacant land. The boundaries of the site are defined by the Arthur Highway to the north and east, an existing property boundary and vegetation to the south and Iron Creek Bay to the west.

Key advantages:

- The site is comprised of only two titles.
- The site has a large frontage to the Arthur Highway, providing direct access.
- The majority of the site is free from existing structures and buildings.
- The site is located in close proximity to an existing public transport stop.

Key disadvantages:

- Servicing may be difficult to achieve, given the distance from existing services.
- Parts of the site are included within the Scenic Landscape Area Overlay.
- The western edge of the site is included within the Waterway and Coastal Protection Area.
- The site directly interfaces with Iron Creek Bay, which drains into a Ramsar wetland to the south.
- The site has moderate slope in areas close to the Iron Creek Bay.

Option R17: Old Forcett Road, Lewisham



Figure 20. Option R17

Site description: The site is 98 hectares in area and is located in Lewisham, which is approximately 7.5km south-east of Sorell town. The site is comprised of 27 titles, with a section of road frontage to Old Forcett Road and multiple access points to existing streets on the western and southern boundaries. The site is predominantly used for single residential dwellings on large titles, with some visible residential sheds/workshops, however the remainder of the site appears as unused vacant land. Part of the site was recommended to the Tasmanian Planning Commission to be rezoned to Low Density Residential; however, the proposal was not successful. In 2017 the majority of the site was rezoned to Rural Living and the Rural Living – Area B (i.e. 10ha minimum lot size) was applied.

Key advantages:

- The majority of the site is free from existing structures and buildings.
- The site is located in close proximity to an existing public transport stop.
- The site has a large frontage to Old Forcett Road and multiple access points to Lewisham Scenic Drive.

Key disadvantages:

- The site contains existing waterways and will require an Aboriginal Cultural Heritage Investigation.
- Servicing may be difficult to achieve, given the distance from existing services.
- The southern areas of the site are included within the Waterway and Coastal Protection Area.
- While there are areas within the site that are relatively flat, the site does contain areas of significant slope.

Option R18: Carlton River Road, Dodges Ferry

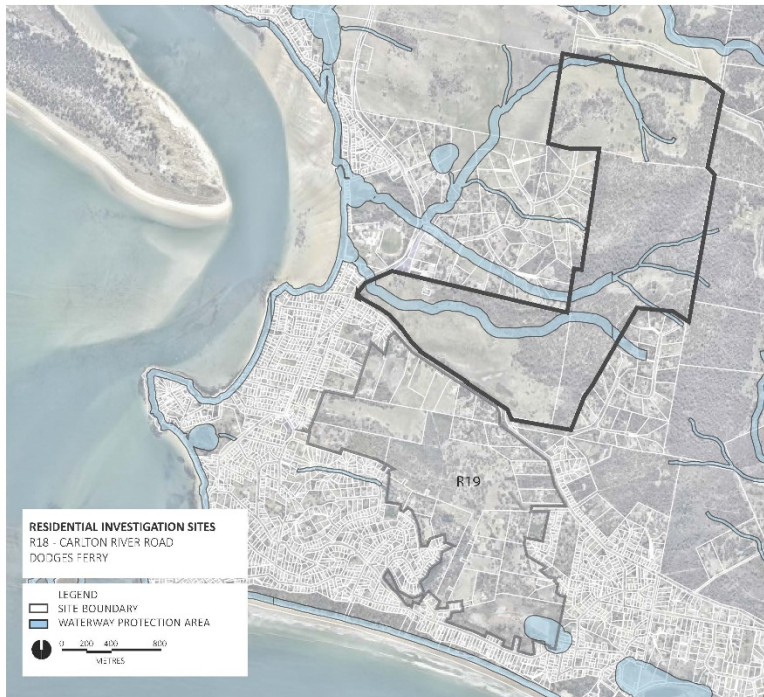


Figure 21. Option R18

Site description: The site is 195 hectares in area and is located to the northeast of Dodges Ferry. It consists of 3 titles. This site was recommended to the Tasmanian Planning Commission to be rezoned to Rural Living. Council expressed support for this rezoning prior to the commencement of this Strategy. The rezoning proposal was not successful.

Key advantages:

- The site is located between existing rural living lots directly to the southeast and west.
- The site does not include Significant Agricultural land.
- The site is large and consists of only three titles.

Key disadvantages:

- The site contains existing waterways and will require an Aboriginal Cultural Heritage Investigation.
- Parts of the site are affected by the Biodiversity Protection Overlay.
- Parts of the site are affected by the Waterway and Coastal Protection Area Overlay.
- The site has moderate slope.
- Parts of the site are affected by the Landslide Hazard Area (Low) Overlay.
- Reticulated water and sewer services are not available.

Option R19: Carlton River Road, Dodges Ferry

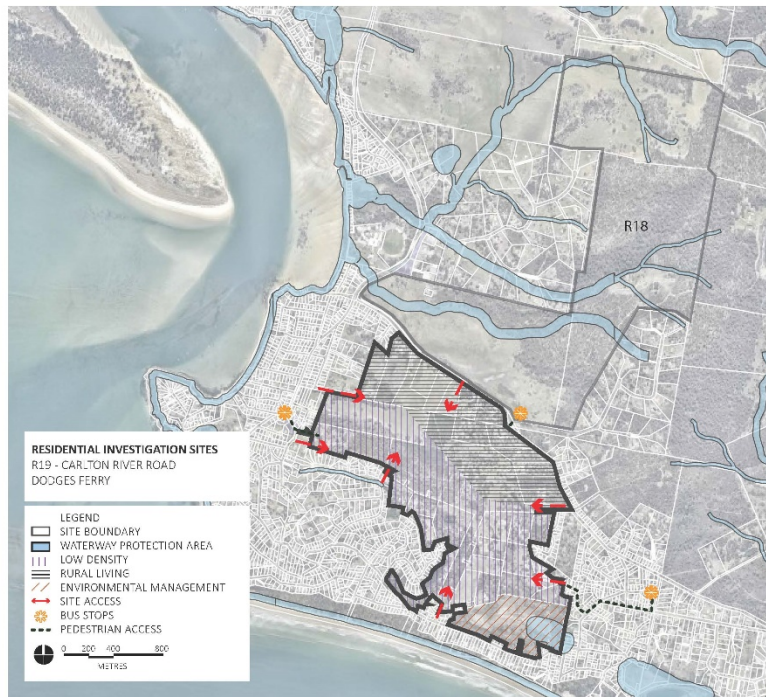


Figure 22. Option R19

Site description: The site is 148 hectares in area and is located within Dodges Ferry. It consists of 38 titles. In 2017 the majority of the site was rezoned to Rural Living and the Rural Living – Area B (i.e. 10ha minimum lot size) was applied.

Key advantages:

- The site is located between existing rural living lots directly to the east, and low density residential lots to the south, west and east.
- The site is in proximity to three bus stops.
- The site does not include Significant Agricultural land.
- The site is relatively free from environmental constraints.

Key disadvantages:

- The site has moderate slope.
- The site consists of multiple titles.
- Reticulated water and sewer services are not available.

Option R20: Primrose Sands Road, Primrose Sands

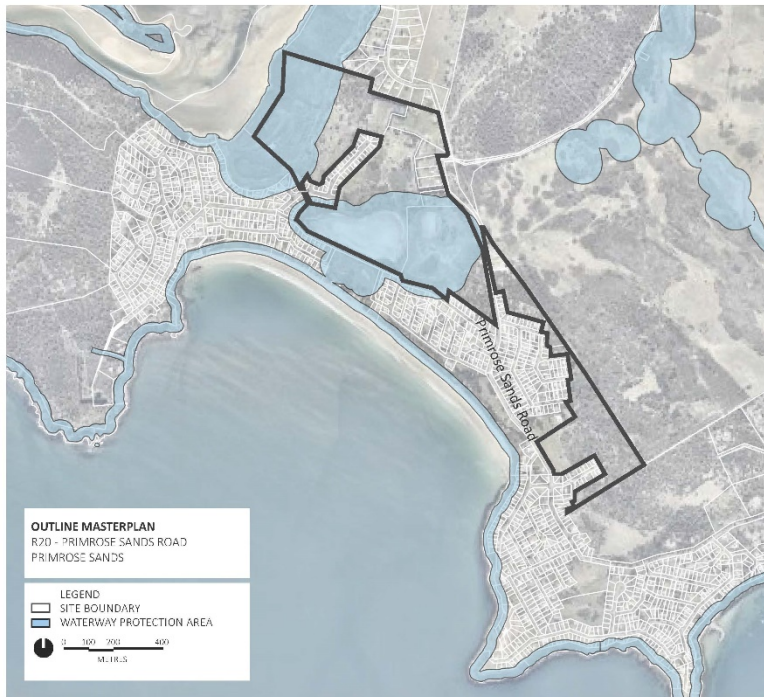


Figure 23. *Option R20*

Site description: The site is approximately 86.58 hectares and is 14km south-east of Sorell. The site is positioned to the east of existing development in Primrose Sands. The site is comprised of 13 titles with a significant frontage to Primrose Sands Road. The site is predominantly undeveloped with large areas of vegetation and area set aside for wetland/flooding purposes. In 2017 the majority of the site was rezoned to Rural Living and the Rural Living – Area B (i.e. 10ha minimum lot size) was applied.

Key advantages:

- The site has a long frontage to Primrose Sands Road, providing direct access to the site.
- The majority of the site is free from existing structures and buildings.

Key disadvantages:

- Large portions of the site are covered by Waterway and Coastal Protection Area overlay.
- The central area of the site currently is a wetland.
- Reticulated water and sewer services are not available.
- The south west area of the site is densely vegetated.

3.3 Assessment of Options

Table 5: Assessment of Residential Options (refer to Tables 2 and 4 for explanations of the criteria and scoring)

	Options																			
	R1	R2. 1	R2. 2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R14	R15	R16	R17	R18	R19	R20	
Primary Criteria																				
Not significant agricultural land	0	0	0	0	2	0	2	2	2	2	0	2	2	1	0	2	2	2	2	
Not in Irrigation Scheme	0	2	2	2	2	0	2	2	2	2	2	2	2	2	0	2	2	2	2	
Avoids significant environmental constraints – Attenuation Area	2	2	2	0	2	2	2	2	2	2	2	0	2	2	0	0	2	2	2	
Avoids significant environmental constraints – Biodiversity Protection Area	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	2	1	
Avoids significant environmental constraints – Coastal Erosion Hazard Area	1	2	2	2	2	2	2	1	2	1	2	1	1	1	2	2	2	2	1	
Avoids significant environmental constraints – Coastal Inundation Hazard Area	1	2	2	2	2	2	2	1	2	1	2	1	1	1	1	1	2	2	0	
Avoids significant environmental constraints – Landslide Hazard Area (Med)	2	1	1	1	2	2	2	2	2	2	1	2	2	1	1	2	2	2	2	
Road access	2	2	2	2	2	2	2	2	0	0	2	2	1	2	2	2	2	2	2	
Sufficient road capacity	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Access to public transport	2	1	1	1	2	1	1	2	1	1	0	2	2	2	2	2	2	2	0	
Can be easily serviced with reticulated water	1	1	1	0	1	1	1	1	1	0	1	1	0	1	0	0	0	0	0	
Can be easily serviced with reticulated sewerage	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	
Can be easily serviced with drainage infrastructure	1	1	1	1	1	0	0	1	0	0	0	1	0	0	0	1	0	1	1	
Can be easily serviced with electricity	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Can be easily serviced with telecommunications	2	1	1	2	1	2	2	2	2	2	1	2	2	1	2	2	1	2	2	
Subtotal (un-weighted)	18	19	19	17	24	18	22	23	20	17	17	21	20	18	14	20	19	23	17	
Weighting	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Subtotal (weighted)	27	28.5	28.5	25.5	36	27	33	34.5	30	25.5	25.5	31.5	30	27	21	30	28.5	34.5	25.5	
Secondary Criteria																				
Avoids steep topography	1	0	1	1	1	1	1	2	2	2	1	2	1	0	1	1	0	1	2	
Unconstrained by nearby industrial uses	2	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	2	
Avoids likely environmental constraints – Landslide Hazard Area (Low)	1	0	0	0	1	2	2	0	2	2	2	2	2	0	1	1	0	2	2	
Avoids likely environmental constraints – Electricity Transmission Infrastructure Protection	1	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Avoids likely environmental constraints – Heritage Area	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	2	2	2	2	
Avoids likely environmental constraints – Scenic Landscape Area	0	0	0	2	2	2	2	2	2	2	2	2	2	0	0	2	2	2	2	
Avoids likely environmental constraints – Waterway and Coastal Protection Area	1	1	1	1	1	1	2	1	2	0	0	0	0	1	0	1	1	1	0	
Avoids aboriginal heritage sites	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Minimal number of landowners	0	0	2	0	0	0	1	1	2	2	0	2	2	0	1	0	0	0	0	
Available for prompt use	1	1	2	1	1	1	1	2	2	2	2	0	1	2	2	1	1	1	1	
Proximity to existing urban area	1	1	2	0	1	0	1	0	1	1	2	2	0	0	0	0	0	0	0	
Subtotal	11	8	13	12	14	14	17	15	18	18	16	15	15	10	12	13	11	14	14	
Total	38	36.5	41.5	37.5	50	41	50	49.5	48	43.5	41.5	46.5	45	37	33	43	39.5	48.5	39.5	
Rank	15	18	10=	16	1=	12	1=	3	5	8	10=	6	7	17	19	9	13=	4	13=	

3.4 Recommendations

Based on the assessment of the options, the following strategy is recommended in regards to the residential land supply:

For the greenfield land supply, develop these sites for conventional density dwellings:

- Option R7 (rank 3) – It is noted that this site is already zoned Particular Purpose and has been included in the existing supply calculations. This assessment confirms the suitability of the site for residential purposes. It should be rezoned to General Residential.
- Option R8 (rank 5) – Rezone to Future Urban to facilitate its eventual rezoning to General Residential following the development of R7. This site scores relatively highly in regards to access to services and facilities, is relatively free from constraints, and is adjacent to the southern growth front.
- Option R9 (rank 8) – Rezone to Future Urban to facilitate its eventual rezoning to General Residential following the development of R8. Whilst this site has more constraints than Option R8, these can generally be addressed through design interventions and would be a logical extension of the development front.
- Option R10 (rank 10=) – Rezone to Future Urban to earmark this site for future residential development. The western part of the site will need to be rezoned General Residential within the next 20 years to provide greenfield land. The remainder of the site represents a logical extension of the growth front for Sorell in the longer term. Servicing issues would need to be addressed before residential growth should be considered. It should not be zoned Low Density Residential or Rural Living as this would preclude its use for conventional density residential.
- Option part of R2.1 (rank 10=) as this represents a logical extension to the existing General Residential Zone albeit that larger lots may need to be provided to protect landscape values.

If the Inghams business ever elect to change their operations, investigate rezoning option R11 (rank 6) to General Residential (and potentially partially Industrial; refer to Section 4 for further details). This site has excellent access to services and facilities, but some constraints that would need to be addressed.

As noted above, R7 is included in the existing supply calculations. This strategy would see Options R2.1, R8, R9 and part of R10 rezoned to General Residential within the next 20 years. These sites will provide for the construction of approximately 600 dwellings (refer to the Stage 3 report for calculations of these), which meets the minimum of 572 additional dwellings identified as being necessary to meet the greenfield demand during this time and also provides additional land to be developed for an industrial estate (noting that as per Section 4.4, part of R8 and R10 may be developed for an industrial estate). The residential growth front can be extended to the eastern part of R10 in the longer term.

For the infill and lower density residential land supply:

- Option R4 (rank 1=) – Rezone to General Residential to allow for infill development. There will be challenges to subdividing this area further due to the fragmentation of land ownership, but given its proximity to the town centre, encouraging additional density should be encouraged.
- Option R6 (rank 1=) – Rezone to Low Density Residential. This site already partially developed, is adjacent to the urban growth boundary, and is relatively free from constraints.
- Option R14 (rank 7) – Rezone to Low Density Residential or Rural Living. This site is not contiguous with the existing conventional density residential area and is subject to some constraints.

Options R17, R19 and R20 have already been assessed by the Tasmanian Planning Commission and approved for rezoning to Rural Living – Area B. It is noted that Council has already provided support for the rezoning of options R15 and R18 to Rural Living, however, they were not approved by the Commission. Should any of these areas be considered for intensification in the future, it is noted that Option R19 achieves the highest score.

The abovementioned recommendations provide for a diversity of greenfield, infill and low density/rural living options. The rezoning of additional land may not be necessary in the lifetime of this strategy, and to this end no rezonings are recommended for the other lower ranked options.

4 INDUSTRIAL EXPANSION OPTIONS

4.1 Stage 1 Findings

The Stage 1 report identifies that 10-11 hectares of additional industrial land is required to meet the demand over the next 20 years.

4.2 Expansion Options

Eight options were identified for industrial expansion as per Figure 24. A ninth non-specific location option was also identified whereby industrial activities on rural sites would be supported.

Outline masterplans were prepared for each option to assist with the assessment process. The masterplans have been overlaid with the Waterway and Coastal Area Protection Overlay from the planning scheme to provide some context and because this overlay broadly indicates where multiple planning issues will need to be considered including impacts on water quality, coastal erosion, coastal hazards, landscape quality, aboriginal heritage and public access. There are several other planning overlays that also apply to some of the sites, but to avoid overcomplicating the masterplans only areas subject to significant multiple constraints are illustrated. The Stage 3 masterplans include details of all relevant overlays.

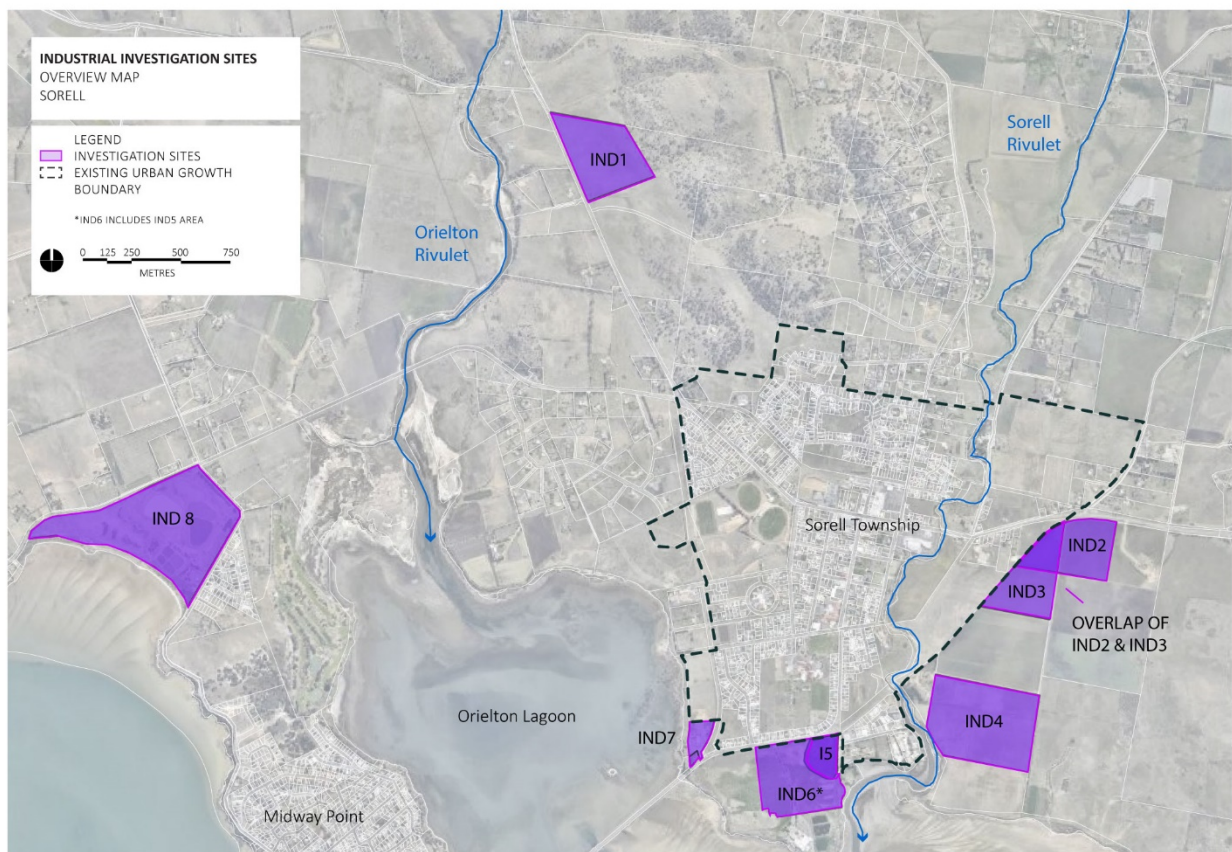


Figure 24. Industrial Expansion Options

Option IND1: 2660 Tasman Highway

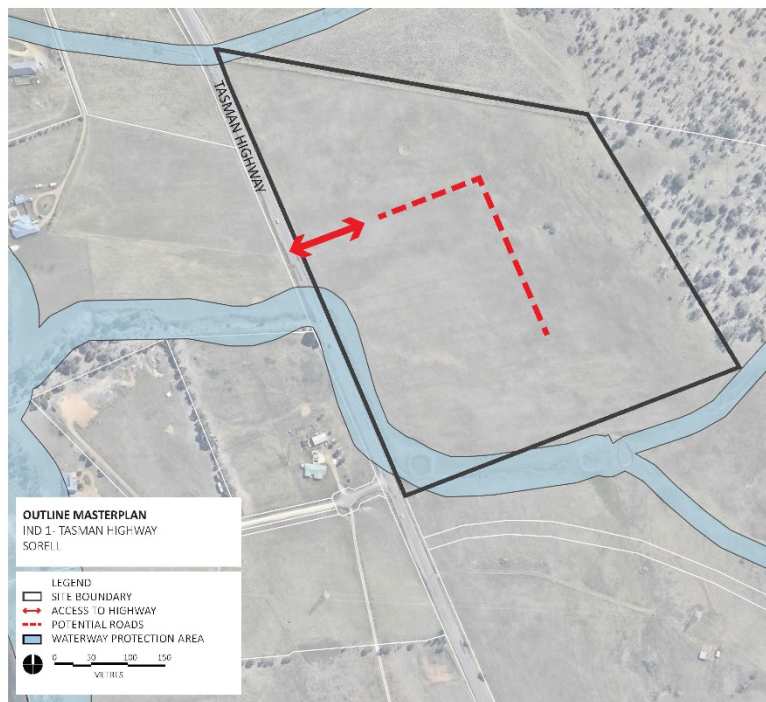


Figure 25. Option IND1

Site description: The site is 13.0 hectares in area and is located approximately 1.4 km to the north west of the Sorell Township on the Tasman Highway. The site is currently vacant and has very few trees on site.

Key advantages:

- The site is located on the Tasman Highway, which is included on the Tasmania High Mass Limit Network.
- The site is relatively flat.
- The site is not located close to many sensitive residential uses, apart from some low density residential sites on the western side of the highway.
- The site is relatively unconstrained by environmental constraints.
- The site is included within one land ownership.

Key disadvantages:

- The south western corner of the site has a Waterway and Coastal Protection Area overlay.
- The site is not directly adjoining the town centre boundary (approx. 1.3 km) and does not have reticulated services.
- The site is almost entirely zoned as Significant Agricultural Land.
- The site is in a visually prominent location.
- A buffer may need to be provided to the dwellings to the west.

Option IND2: 139 and Lot 2 Arthur Highway

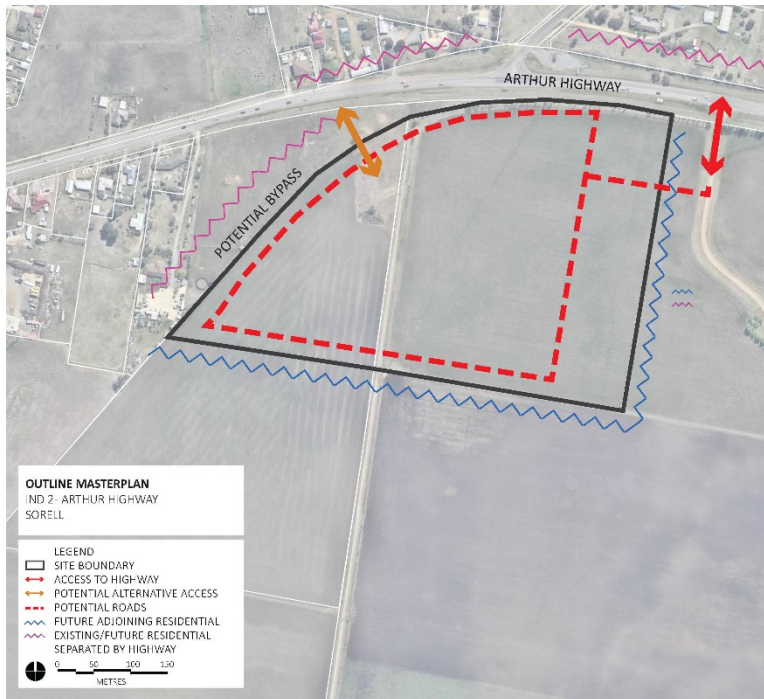


Figure 26. Option IND2

Site description: The site is approximately 10.5 hectares in area and is located with frontage to the road reserve for the potential bypass, as well as frontage to the Arthur Highway. The site is made up of part of two separate titles.

Key advantages:

- The site has frontage to both the Arthur Highway and the future bypass.
- The site is relatively flat.
- There are no significant environmental constraints on the site.
- The site adjoins the existing urban area.
- The site can be serviced for water and sewer.

Key disadvantages:

- The site is in a visually prominent gateway location to the town.
- The site is located close to future sensitive residential uses to the north and west, and could also be close to additional future residential land if the recommendations in Section 3 are adopted. However, the Arthur Highway and future bypass will provide a buffer, and any future adjoining rezonings could also accommodate a buffer.

Option IND3: Lot 2 Arthur Highway

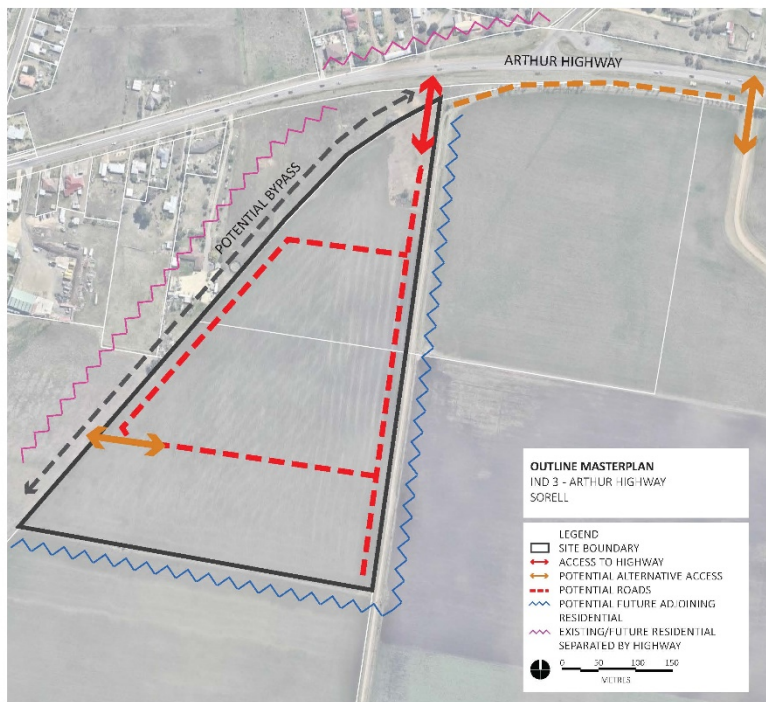


Figure 27. Option IND3

Site description: The site is approximately 9.9 hectares in area and is located with frontage to the road reserve for the potential bypass. The site is made up of part of two separate titles.

Key advantages:

- The site has frontage to the potential bypass
- The site is relatively flat.
- There are no significant environmental constraints on the site.
- The site adjoins the existing urban area.
- The site can be serviced for water and sewer.

Key disadvantages:

- Access to the site may be difficult to achieve before the delivery of the potential bypass.
- The site is located close to future sensitive residential uses to the north and west, and could also be close to additional future residential land if the recommendations in Section 3 are adopted. However, the Arthur Highway and future bypass will provide a buffer, and any future adjoining rezonings could also accommodate a buffer.

Option IND4: 3 Kidbrook Road

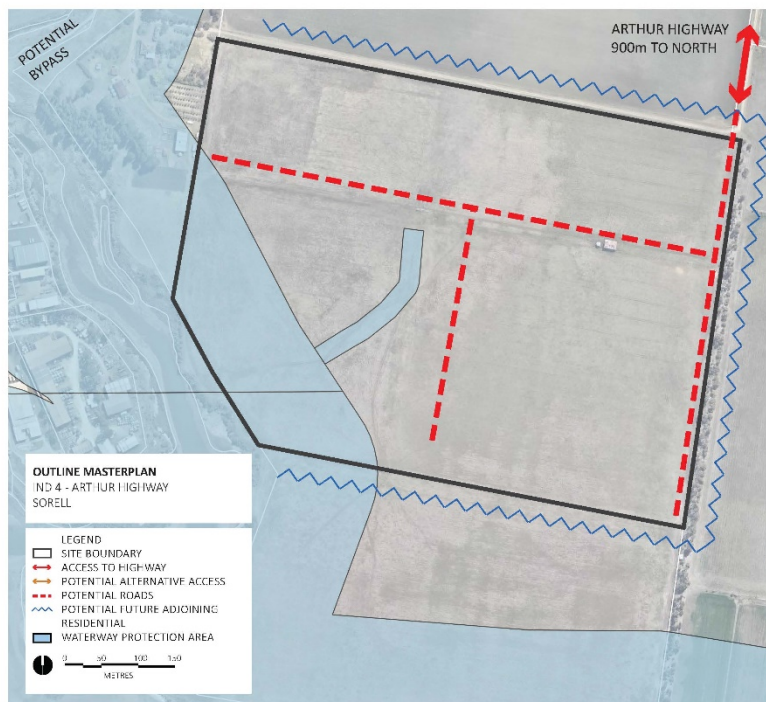


Figure 28. Option IND4

Site description: The site is approximately 20.4 hectares in area and is located to the south-east of the town. The site is part of a larger site that adjoins the Sorell Rivulet and the coastline.

Key advantages:

- The site is relatively flat.
- The site is predominantly vacant, with two structures on site.
- There is limited vegetation on site.

Key disadvantages:

- The site does not have direct highway frontage or direct frontage to the potential bypass and access may be difficult. If it were to be developed prior to land to the north being developed, a 1km long access road from the Arthur Highway would be required.
- The site directly adjoins the Sorell Rivulet, which drains to a Ramsar wetland.
- The site adjoins a waterway and may require an Aboriginal Cultural Heritage Investigation.
- The south western corner of the site is included within the Waterway and Coastal Protection Area Overlay and the Coastal Erosion Hazard Area Overlay.
- The entire site is included within the Heritage Area Overlay.
- The site may be difficult to service, as it is some distance from the existing water and sewer mains.
- The site could be located close to future residential land if the recommendations in Section 3 are adopted. Any future adjoining rezonings could accommodate a buffer between the uses, but unlike other options, this option would require buffers on almost all sides.

Option IND5: 82 Main Road (Inghams site) – treed area

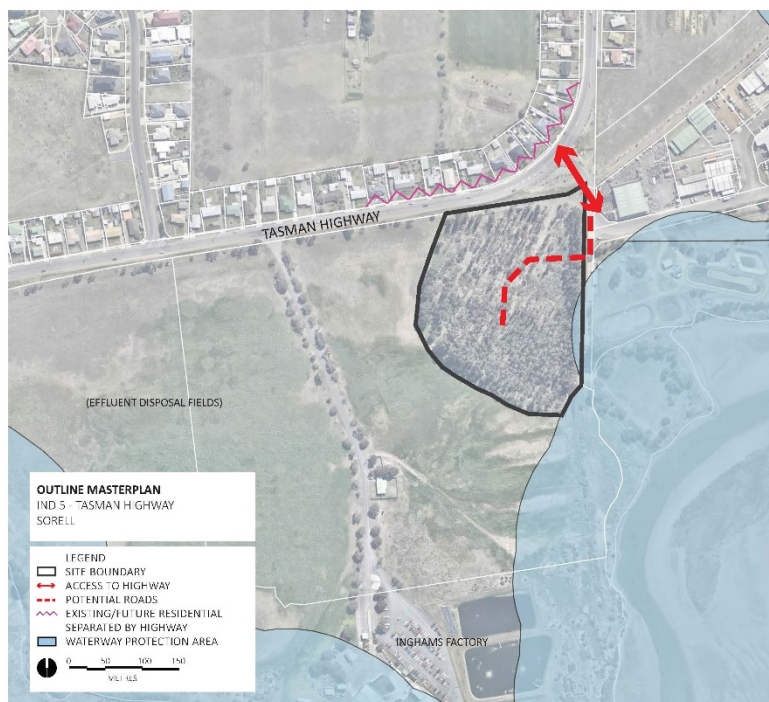


Figure 29. Option IND5

Site description: A 3.0 hectare site of land that has been planted with gum trees by the Ingham landowners. The site is located on the southern side of Main Road, south of the town.

Key advantages:

- The site is relatively flat.
- The site has direct frontage to Main Road/Tasman Highway and directly adjoins the urban area.
- The site adjoins the existing industrial area.
- The site has limited environmental constraints (a small area of the eastern edge is included within the Waterway and Coastal Protection Area).
- The sale of this parcel could potentially assist Inghams to fund the relocation of their effluent treatment, potentially allowing for further utilization of the overall Ingham landholding for industrial uses.

Key disadvantages:

- Clearance of the majority of trees would be required (noting that these trees were planted and are not remnant vegetation).
- The landowner has not shown interest in developing this site to date.
- The site may be impacted by effluent irrigation spray drift, if Inghams are still irrigating wastewater.

Option IND6: 82 Main Road (Inghams site)

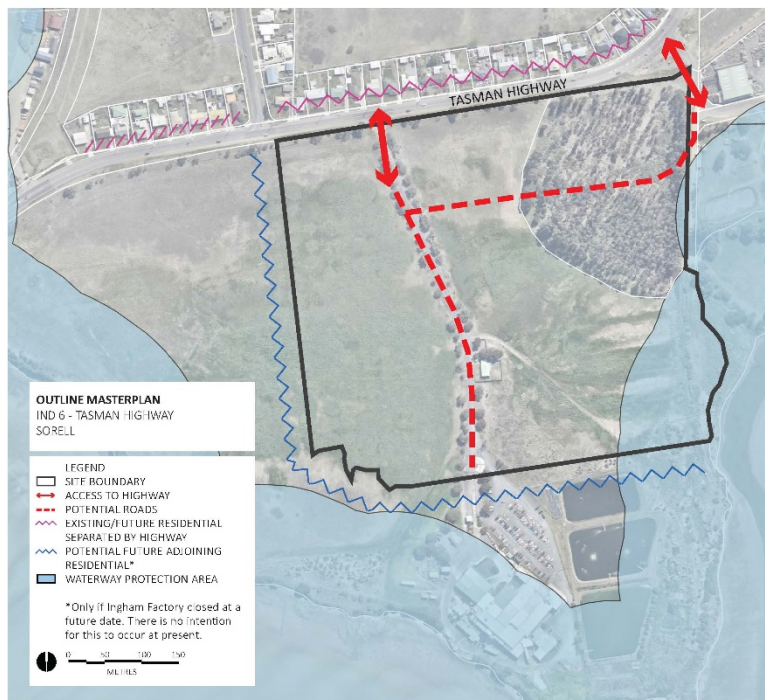


Figure 30. Option IND6

Site description: This site is approximately 14.6 hectares in area. The site is part of the Ingham Landholding and includes the land currently used for effluent discharge, as well as the treed area classified as Option I5. The site is located on the southern side of Main Road, south of the town.

Key advantages:

- The site is relatively flat.
- The site has direct frontage to Main Road/Tasman Highway and directly adjoins the urban area.
- The site is approximately 30 metres from residential uses.
- The site adjoins the existing industrial area.
- The site has limited environmental constraints (a small percentage of the eastern edge is included within the Waterway and Coastal Protection Area).

Key disadvantages:

- This option is only viable if Inghams are capable and willing to relocate their effluent dispersion fields.
- The site directly adjoins the Sorell Rivulet, which drains to a Ramsar wetland.
- The site adjoins a waterway and may require an Aboriginal Cultural Heritage Investigation.

Option IND7: 139-141 Main Road and 56-62 Forcett Street

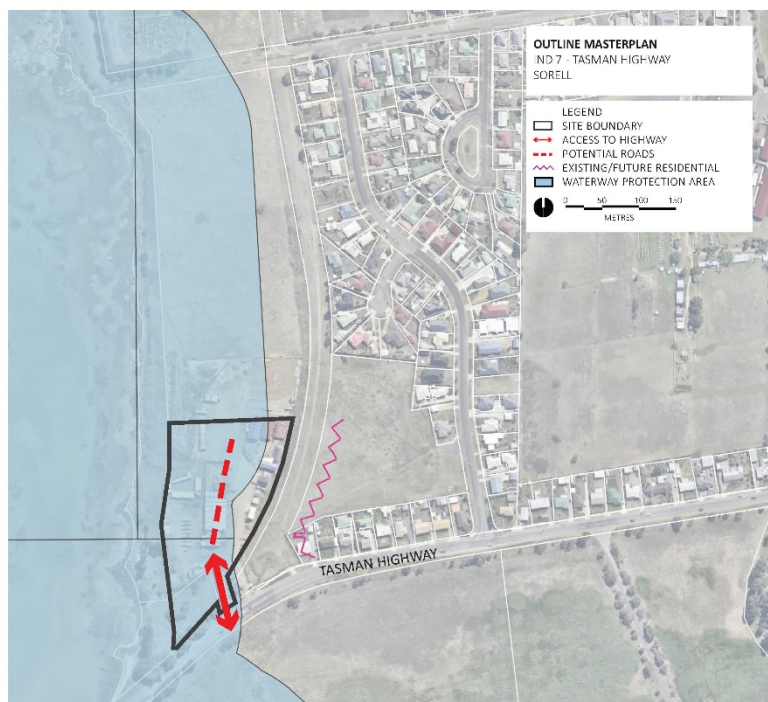


Figure 31. Option IND7

Site description: The site is approximately 1.85 hectares in area and is south-west of the town. The site is made up of 5 titles and has a small section of road frontage to Main Road. It directly adjoins the coastline.

Key advantages:

- Directly adjoins the existing urban area and services could be supplied at a reasonable cost.
- The northern title is relatively vacant, with a few buildings but very little vegetation.
- The site is relatively flat.
- The site is located approximately 30 metres away from sensitive uses and residential development is yet to occur to the north, so the interface could be designed to accommodate the two uses.

Key disadvantages:

- The majority of the site is included within the Waterway and Coastal Protection Area.
- The site directly adjoins the Orielton Lagoon, which is a Ramsar wetland.
- The site adjoins a coastal area and wetland and will require an Aboriginal Cultural Heritage Investigation.
- The site directly adjoins land within a Coastal Erosion Hazard Area and a Coastal Inundation Hazard Area.
- The site only has small section of road frontage to Main Road.
- The site is in a very visually prominent location.
- There are a number of buildings and structures in the southern portion of the site and existing businesses relying on the Main Road access point.
- The site is made up of a number of titles.
- There could be capacity issues at the intersection with the Tasman Highway at peak times.

Option IND8: TasWater site, Shark Point Road

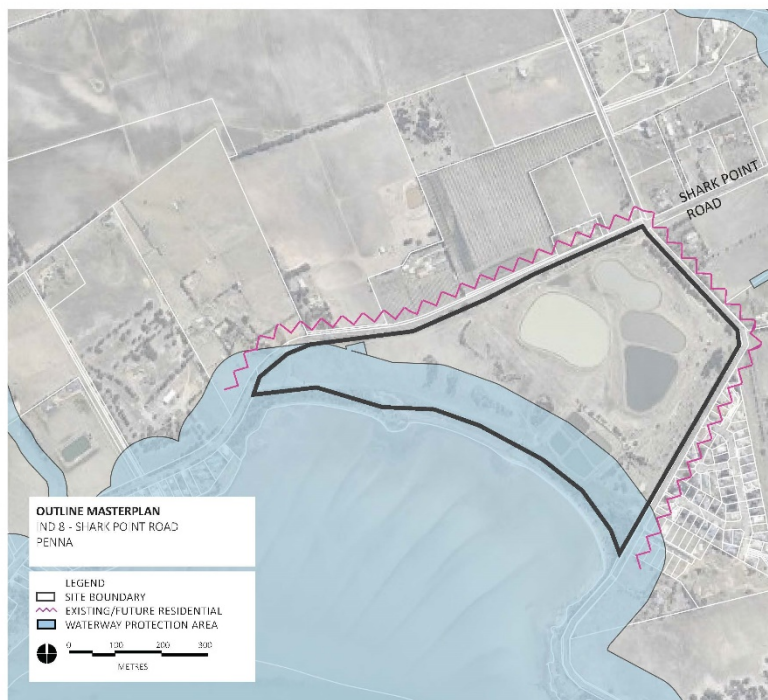


Figure 32. Option IND8

Site description: The site is approximately 30 hectares in area and is west of the town. The site is made up of one titles and has frontage to Shark Point Road and Penna Road. It directly adjoins the coastline. It is owned by TasWater, who operate a sewerage treatment plant on it; an expansion to the ponds is proposed. There may be surplus land available for industrial uses on the site.

Key advantages:

- Good access to services.
- The site is relatively flat.
- The site may be subject to increased setbacks for the TasWater use which could also be used for light industrial businesses.

Key disadvantages:

- There may not be enough land to meet the demand requirements.
- Part of the site is included within the Waterway and Coastal Protection Area.
- The site does not have highway frontage.
- The site does not adjoin the Sorell urban area.
- The site directly adjoins a Ramsar wetland.
- The site adjoins a coastal area and wetland and will require an Aboriginal Cultural Heritage Investigation.

Option IND9: Rurally-located Industries

In addition to the urban locations identified in options IND1 to IND8, consideration should be given to Council supporting the establishment of certain rural-related industries in rural areas in limited circumstances. This approach would specifically provide for agricultural, aquacultural, horticultural and viticultural processing to be set up on the same property as the produce itself is grown.

Whilst value-added rural industries would ideally be established in existing or planned industrial estates, it is important to recognise that there are sometimes economic and logistical benefits for value-adding to occur on the site of agricultural production. However, this is only appropriate in situations where environmental, landscape, servicing, buffer and access issues are appropriately addressed.

The Southern Regional Land Use Strategy promotes this approach. Council could support this approach by ensuring the planning scheme allows for these uses in the rural zones and by preparing guidelines that explain how these developments can be done. It will be necessary to prepare a local policy which sets out the relevant siting.

4.3 Assessment of Options

Table 6: Assessment of Industrial Options (refer to Tables 1 and 3 for explanations of the criteria and scoring)

Criteria	Options							
	IND1	IND2	IND3	IND4	IND5	IND6	IND7	IND8
Primary Criteria								
Flat topography	0	2	2	1	1	1	1	2
Available for use in the short term	1	1	1	1	0	0	1	1
Not high value agricultural land	0	2	2	2	2	2	2	1
Not in irrigation scheme	2	2	2	2	2	2	2	2
Highway frontage	2	2	0	0	2	2	2	0
Access to B-double network	2	2	2	0	0	0	0	0
Sufficient road capacity	1	1	1	1	1	1	1	1
Can be easily serviced with reticulated water	0	1	1	0	1	1	1	2
Can be easily serviced with reticulated sewerage	0	0	0	0	1	1	1	2
Can be easily serviced with drainage infrastructure	0	0	0	0	1	1	0	0
Can be easily serviced with electricity	1	1	1	1	1	1	1	1
Can be easily serviced with telecommunications	2	2	2	2	2	2	2	2
Avoids significant environmental constraints – Biodiversity Protection Area	2	2	2	2	2	2	2	2
Avoids significant environmental constraints – Coastal Erosion Hazard Area	2	2	2	1	2	2	2	1
Avoids significant environmental constraints – Coastal Inundation Hazard Area	2	2	2	2	2	2	2	1
Avoids significant environmental constraints – Landslide Hazard Area (Medium)	2	2	2	2	2	2	2	2
Avoids significant environmental constraints – Scenic Landscape Area	2	2	2	2	2	2	2	2
Avoids Ramsar Wetlands	2	2	2	1	2	1	0	0
Minimal number of owners	2	1	1	1	2	2	0	0
Subtotal (un-weighted)	25	29	27	21	28	27	24	22
Weighting	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Subtotal (weighted)	37.5	43.5	40.5	31.5	42	40.5	36	33

Criteria	Options							
	IND1	IND2	IND3	IND4	IND5	IND6	IND7	IND8
Secondary Criteria								
Meets land area needs	2	2	2	2	0	2	0	2
Avoids likely environmental constraints – Landslide Hazard Area (Low)	1	2	2	2	2	2	2	2
Avoids likely environmental constraints – Electricity Transmission Infrastructure Protection	2	2	2	2	2	2	2	2
Avoids likely environmental constraints – Heritage Area	2	2	2	0	2	2	2	2
Avoids likely environmental constraints – Waterway and Coastal Protection Area	1	2	2	0	2	2	2	0
Unconstrained by nearby sensitive uses	0	0	0	0	0	0	0	0
Avoids aboriginal heritage sites	1	1	1	1	1	1	1	1
Flexibility of layout	1	1	1	2	2	1	1	1
Proximity to Sorell	0	1	1	0	1	1	1	0
Visibility of site	1	1	2	1	1	1	0	1
Subtotal	11	14	15	10	13	14	11	11
TOTAL	48.5	57.5	55.5	41.5	55	54.5	47	44
RANK	5	1	2	8	3	4	6	7

4.4 Recommendations

The recommended strategy for the expansion of industrial land is to pursue the following options:

- Options IND2 and IND3 (Arthur Highway): Design a masterplan for the wider area of land east of the town centre that includes an industrial estate with appropriate interface treatments with nearby residential uses.
- Option IND9 – Rurally-located Industries: Provide facilitative zoning and prepare guidelines encouraging the establishment of agricultural, horticultural and viticultural processing on rural sites.
- Option IND7 (139-141 Main Road and 56-62 Forcett Street): The recent rezoning of land to the north of this site to the General Residential Zone has left this Rural Resource Zoned portion in need of an urban zone as it is isolated from the surrounding rural area. Whilst it does not score highly in regards to the assessment criteria, it is currently used for light industrial purposes. The remainder of the site could be considered for light industrial purposes although the constraints and high visibility of the site would need to be considered.
- Option IND5 - 82 Main Road (Inghams site) – treed area: Continue to discuss potential to remove trees and develop land with Inghams.
- Option IND6: 82 Main Road (Inghams site): Continue to discuss potential to redevelop additional land if effluent can be disposed of elsewhere
- Options IND1, IND4 and IND8: Do not pursue these as industrial options as they do not perform well against the assessment criteria.

5 COMMERCIAL EXPANSION OPTIONS

5.1 Stage 1 Findings

The Stage 1 report identifies that no additional land needed in the Sorell township, as 20% of the existing commercial land is vacant or contains only a dwelling. Additional land is needed in the local centres in other settlements to allow for additional businesses to become established.

5.2 Expansion Options

Eight local centres have been assessed for potential expansion options. The location of these centres is shown on Figure 33.



Figure 33. Local Centres

Midway Point – Penna Road

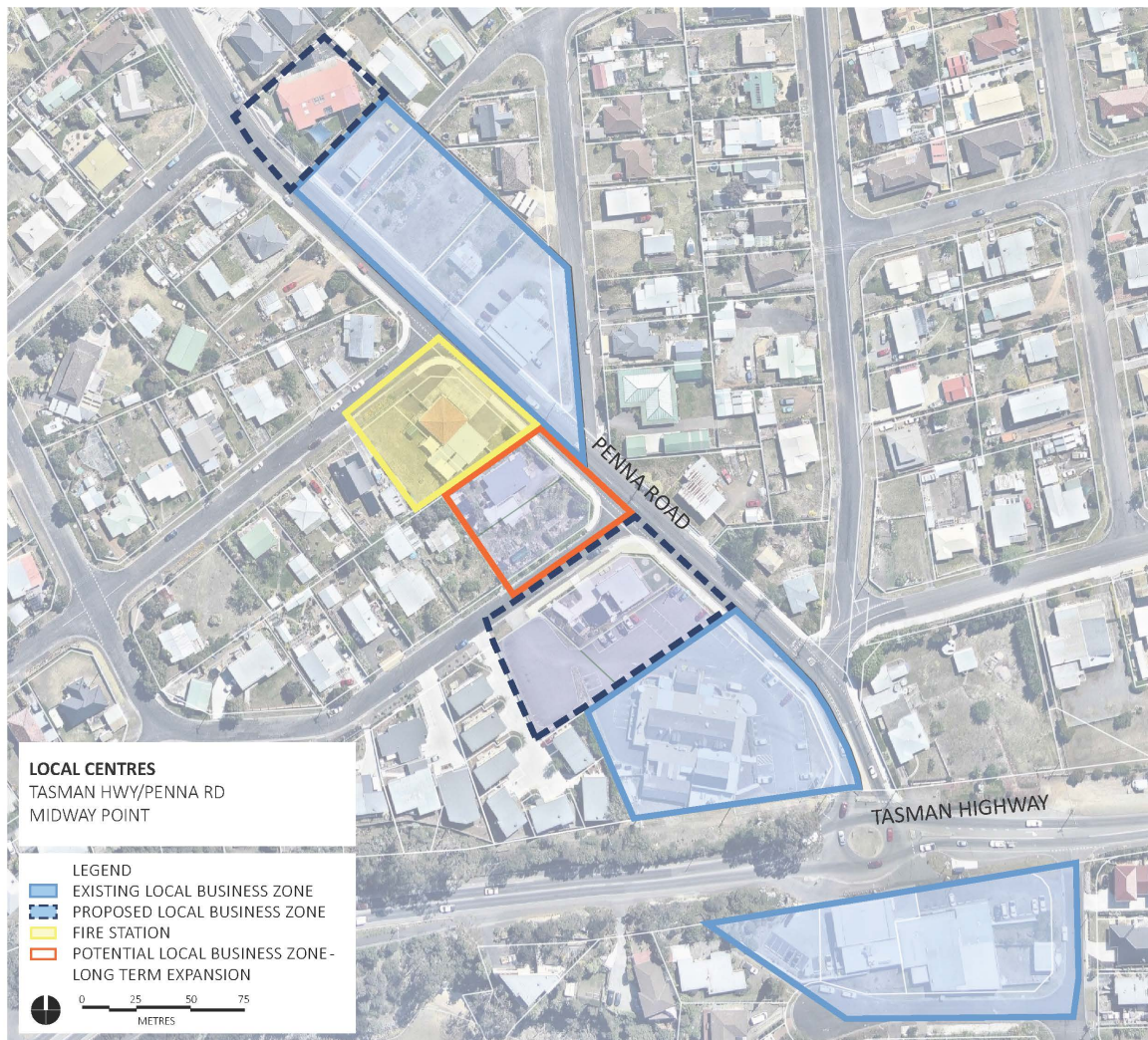


Figure 34. Midway Point Local Centre

This is the sole local centre in Midway Point, and currently contains a pub, hairdressers and a fire station. One site is currently vacant, and another contains a dwelling. The car parking associated with the pub is currently zoned General Residential, and should be rezoned Local Business to recognise its use for commercial purposes. The properties on Penna Road between the fire station and the pub could also be rezoned Local Business to provide long term expansion options. There is also a child care centre owned by Council that is operated by a not-for-profit organisation. If the centre were to close in the future, it could also be potentially rezoned Local Business.

Lewisham – Lewisham Scenic Drive / Gregory Street

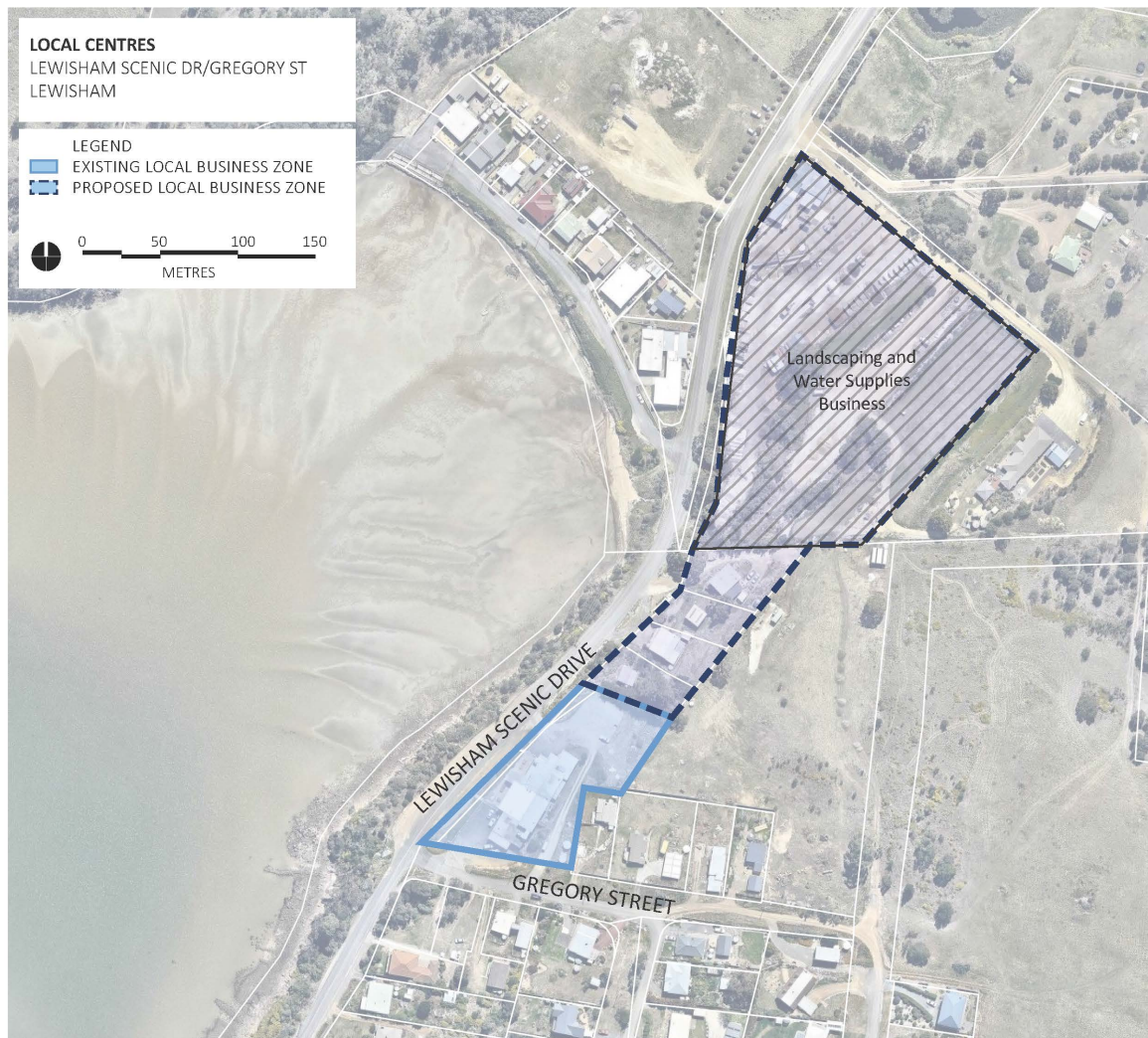


Figure 35. *Lewisham (Lewisham Scenic Drive / Gregory Street) Local Centre*

Lewisham’s northern local centre contains a pub. There is a landscaping and water supplies business to the north which is currently in the Low Density Residential Zone. Rezoning this site and the properties in between it and the pub to Local Business would allow for expansion of this centre and for the landscaping business to be located in an appropriate zone.

Lewisham – Lewisham Scenic Drive / Mary Street

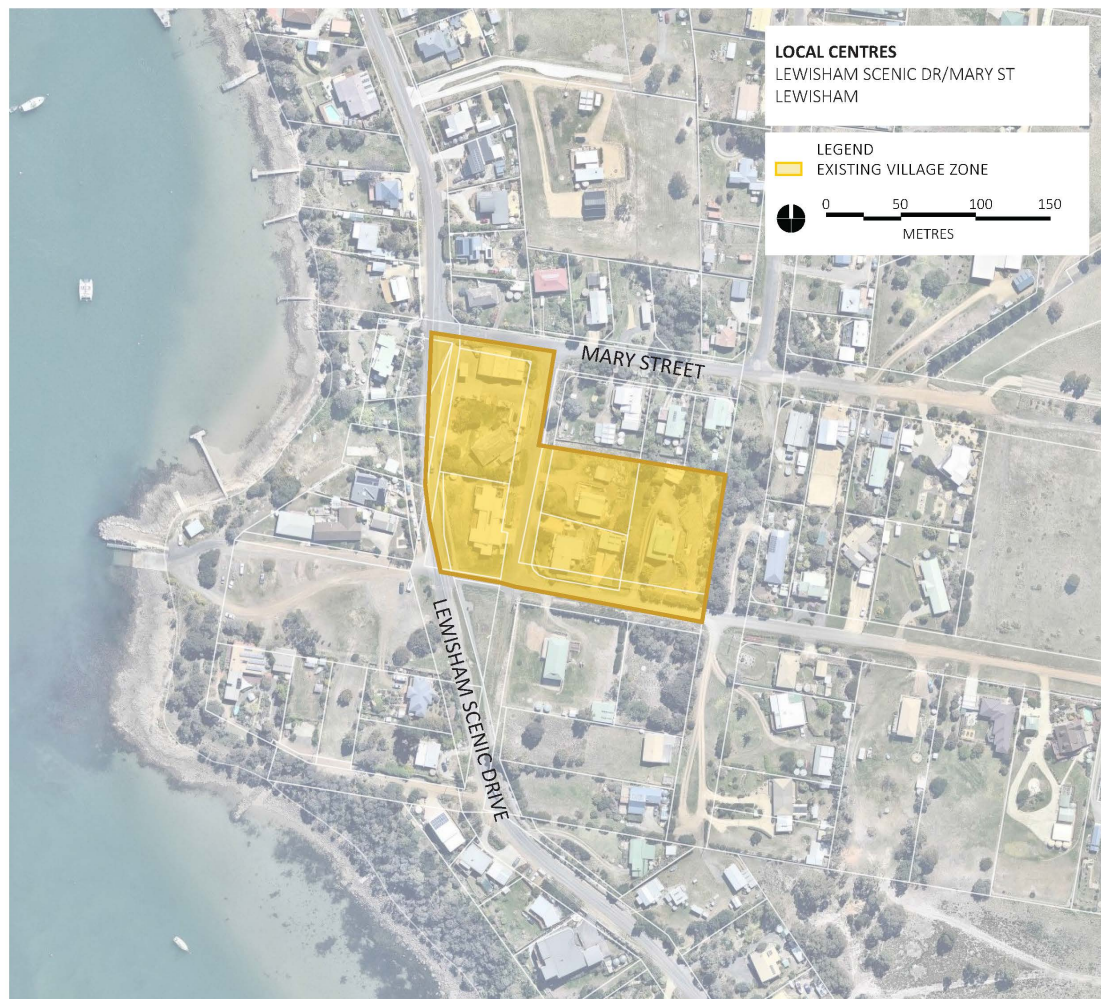


Figure 36. *Lewisham (Lewisham Scenic Drive / Gregory Street) Local Centre*

Lewisham’s southern local centre contains a service station and several dwellings located within the Village zone. As this zone allows for both residential and commercial uses, the sites containing dwellings can be developed for business purposes in the future. Given the existence of a number of sites that could be redeveloped, no rezonings are recommended.

Dodges Ferry – Carlton Beach Road / Signal Hill Road

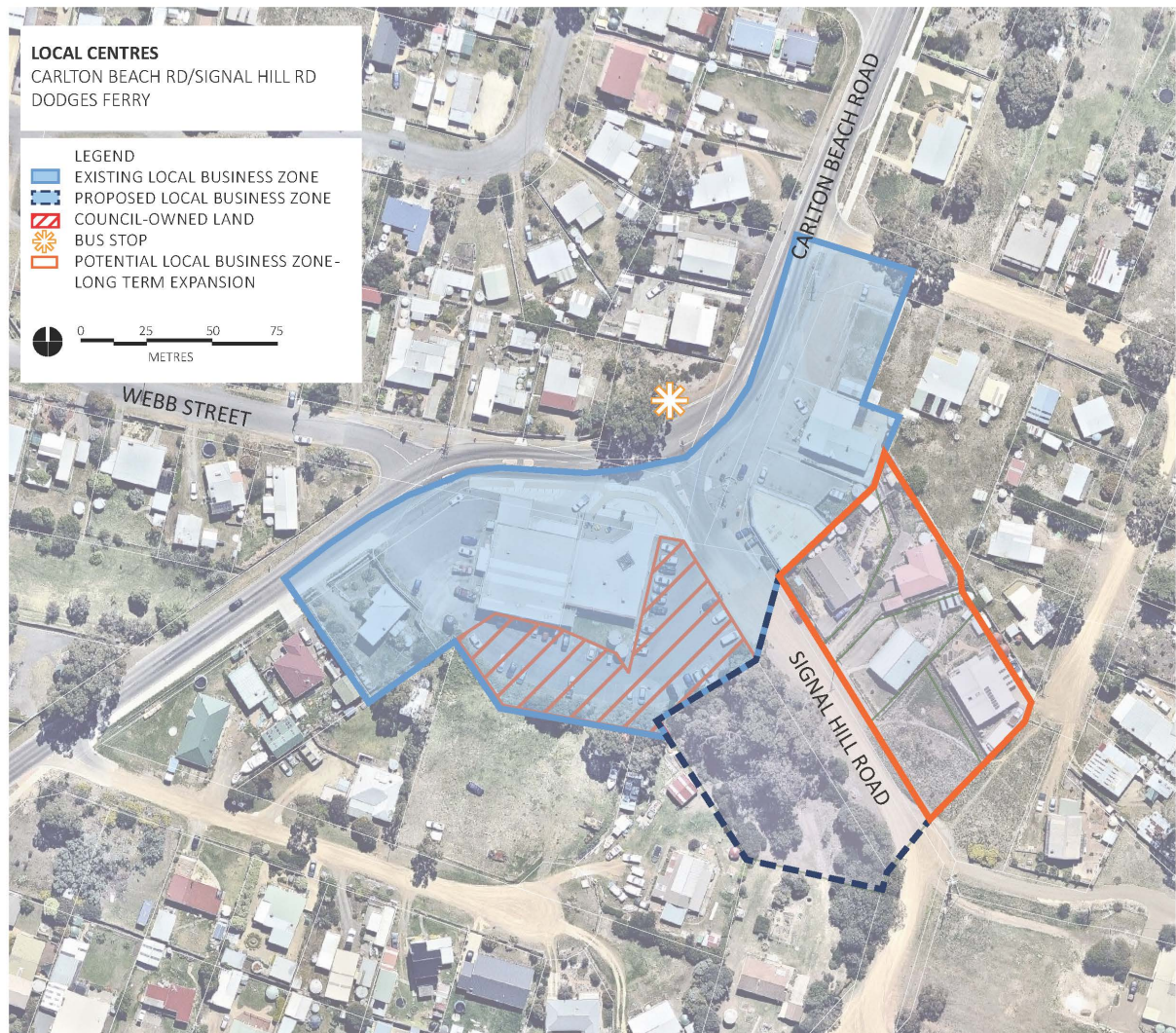


Figure 37. Dodges Ferry (Carlton Beach Road / Signal Hill Road) Local Centre

This is the largest existing activity centre in the Southern Beaches. It includes a convenience supermarket and takeaway shops. The centre could be expanded up Signal Hill Road where there are some vacant sites and Council-owned land, although the road would need to be upgraded, and the additional traffic movements accommodated. Expansion could initially occur on the southern side of Signal Hill Road, where there is vacant land, and then extend to the northern side in the long term.

Dodges Ferry – Carlton Beach Road / Payeena Street

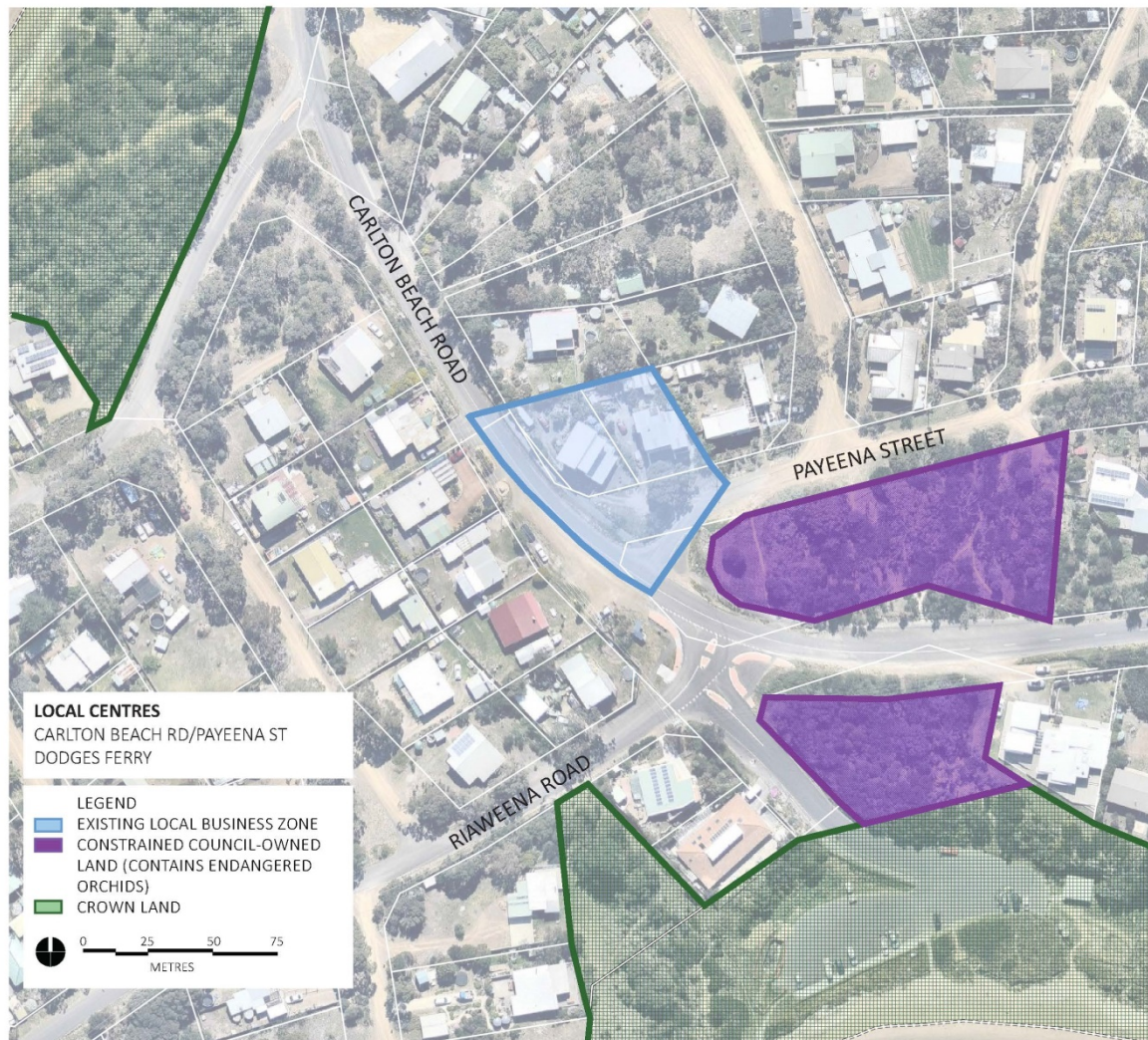


Figure 38. *Dodges Ferry (Carlton Beach Road / Payeena Street) Local Centre*

This centre is restricted in its expansion options. There is land east of the existing zone on the north and south side of Carlton Beach Road, but both sites contain endangered native orchids. The beach is Crown land where it is not possible to set up commercial businesses. Carlton Beach Road is narrow and additional commercial sites along this road frontage could result in adverse traffic impacts. Parking is also an issue at this centre. Due to the constraints present in this centre, Council could consider backzoning this centre to Low Density Residential, which would allow existing businesses to continue operating under existing use rights.

Dodges Ferry – Old Forcett Road / Okines Road

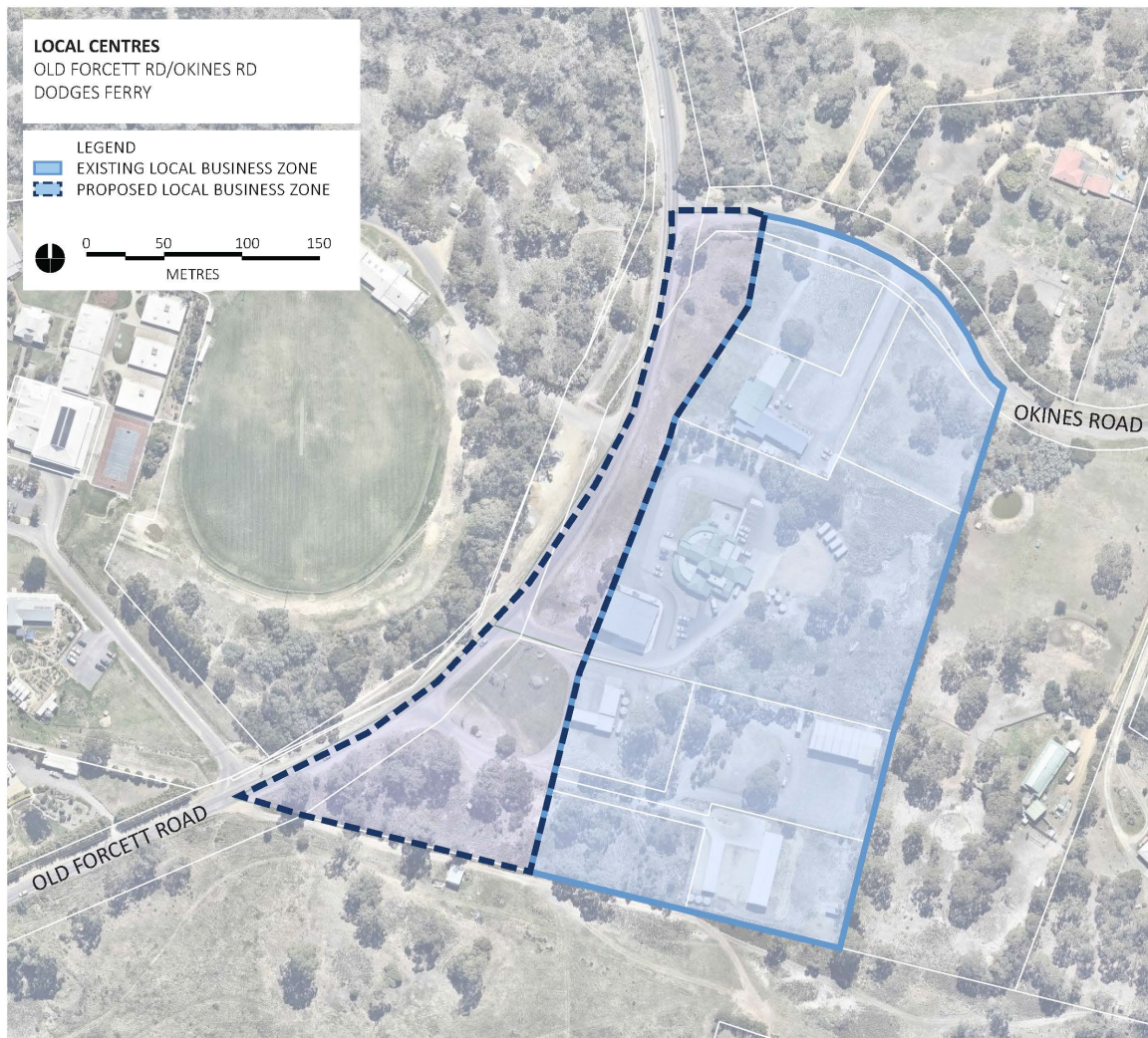


Figure 39. *Dodges Ferry (Old Forcett Road / Okines Road) Local Centre*

This centre includes a pub, petrol station and storage business. Land between the centre and Old Forcett Road is currently zoned Open Space and Utilities. The Open Space was provided as a contribution at the time of subdivision, but given its narrow shape, its uses for public open space activities is limited. The Utilities land is owned by Council. Given that the Open Space and Utilities sites are currently not used for any particular purpose, they could be rezoned to Local Business.

Carlton – Carlton Beach Road / Carlton River Road



Figure 40. Carlton Road Local Centre

The only Local Business zoned site in Carlton is currently vacant, although it was recently sold and is being considered for commercial uses. Given the low demand, and lack of suitable expansion sites, no rezonings are recommended. Council could also consider backzoning this property to Low Density Residential, as this zone would still allow for a local shop as a discretionary use.

Primrose Sands – Primrose Sands Road / Grevillea Street

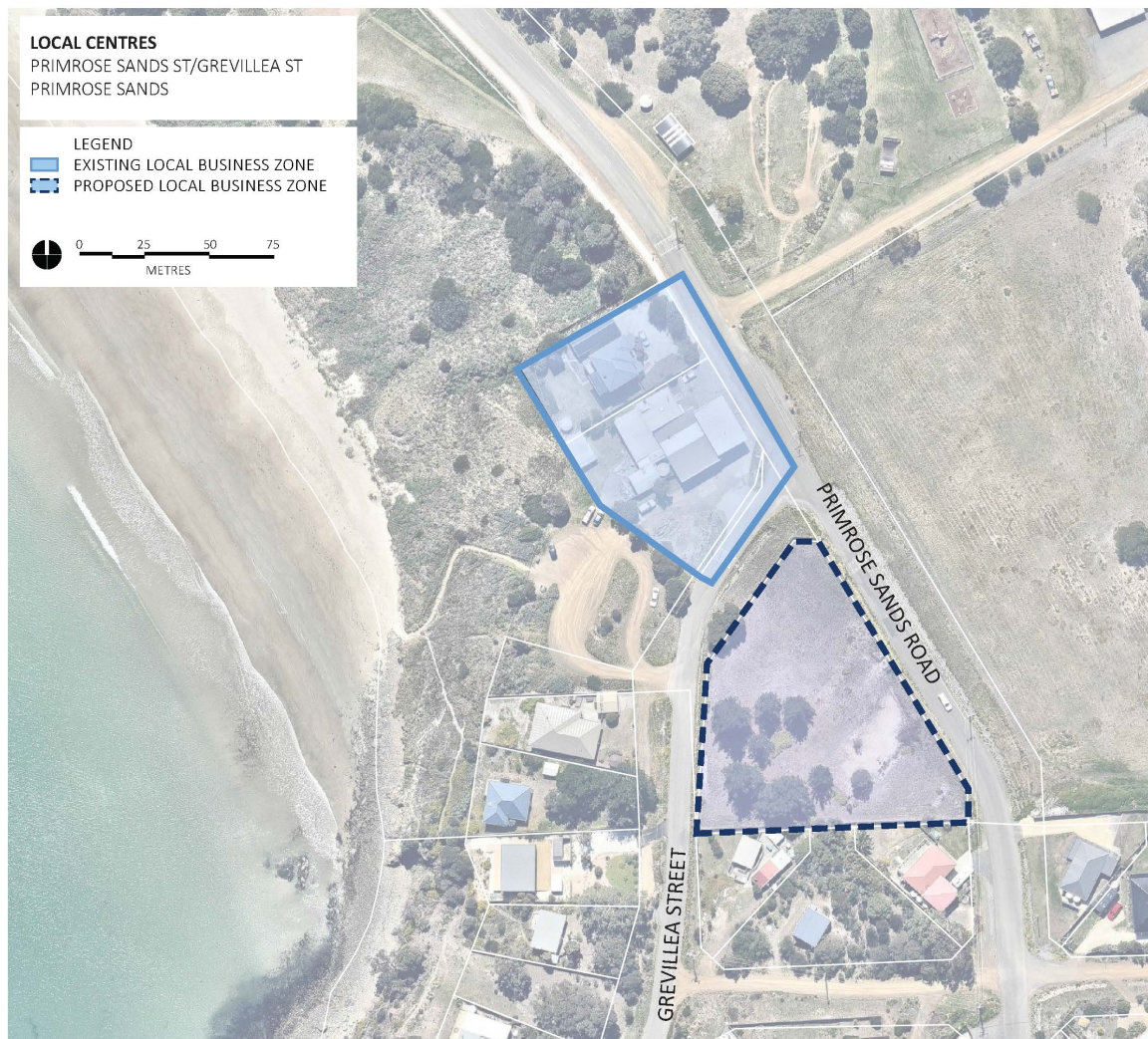


Figure 41. Primrose Sands Local Centre

This is the only local centre in Primrose Sands. It consists of two land parcels, one of which contains a convenience store with petrol station facilities and the other of which contains a dwelling. The centre could expand onto the latter residential site, and also onto the southern corner of the intersection where there is a vacant site.

Dunalley – Arthur Highway

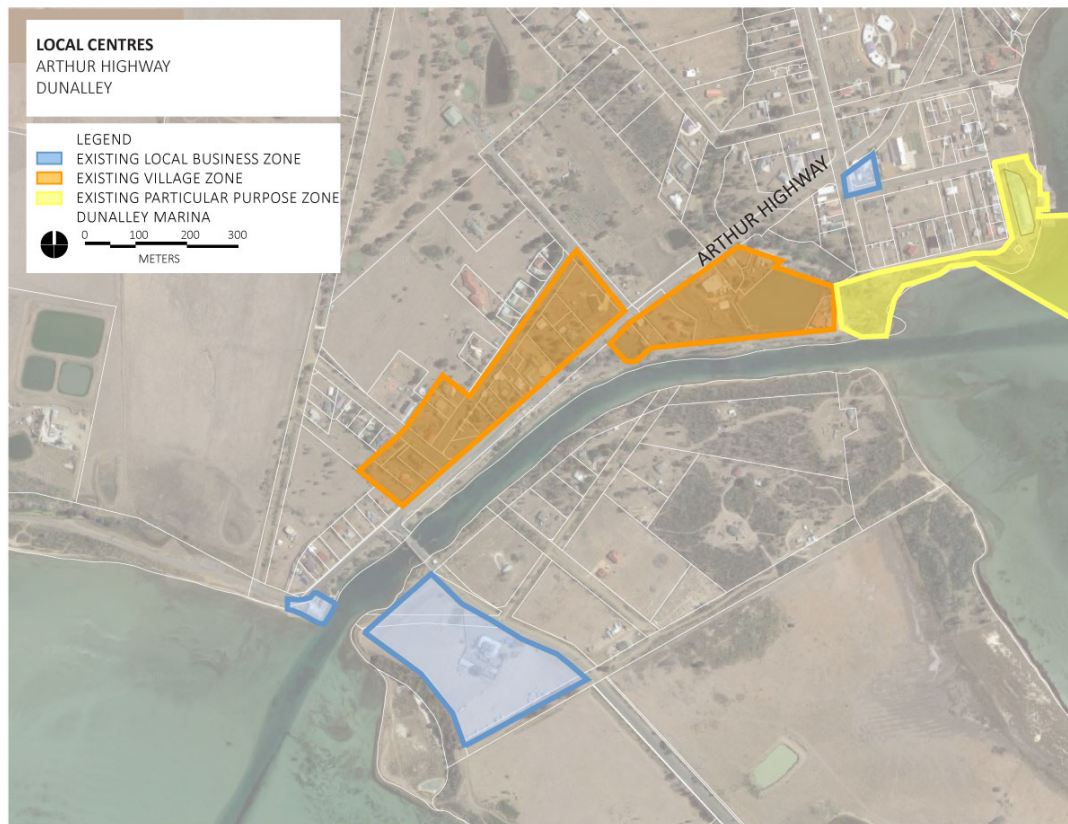


Figure 42. Dunalley Local Centre

Dunalley contains a number of scattered sites zoned Local Business and a cluster of sites zoned Village, most of which contain dwellings. The Village Zone is a mixed use zone, so these sites can be developed for business purposes. Given the existence of a number of sites that could be redeveloped, no rezonings are recommended. The Dunalley Marina was also recently rezoned to a site-specific Particular Purpose zone.

Forcett – Arthur Highway

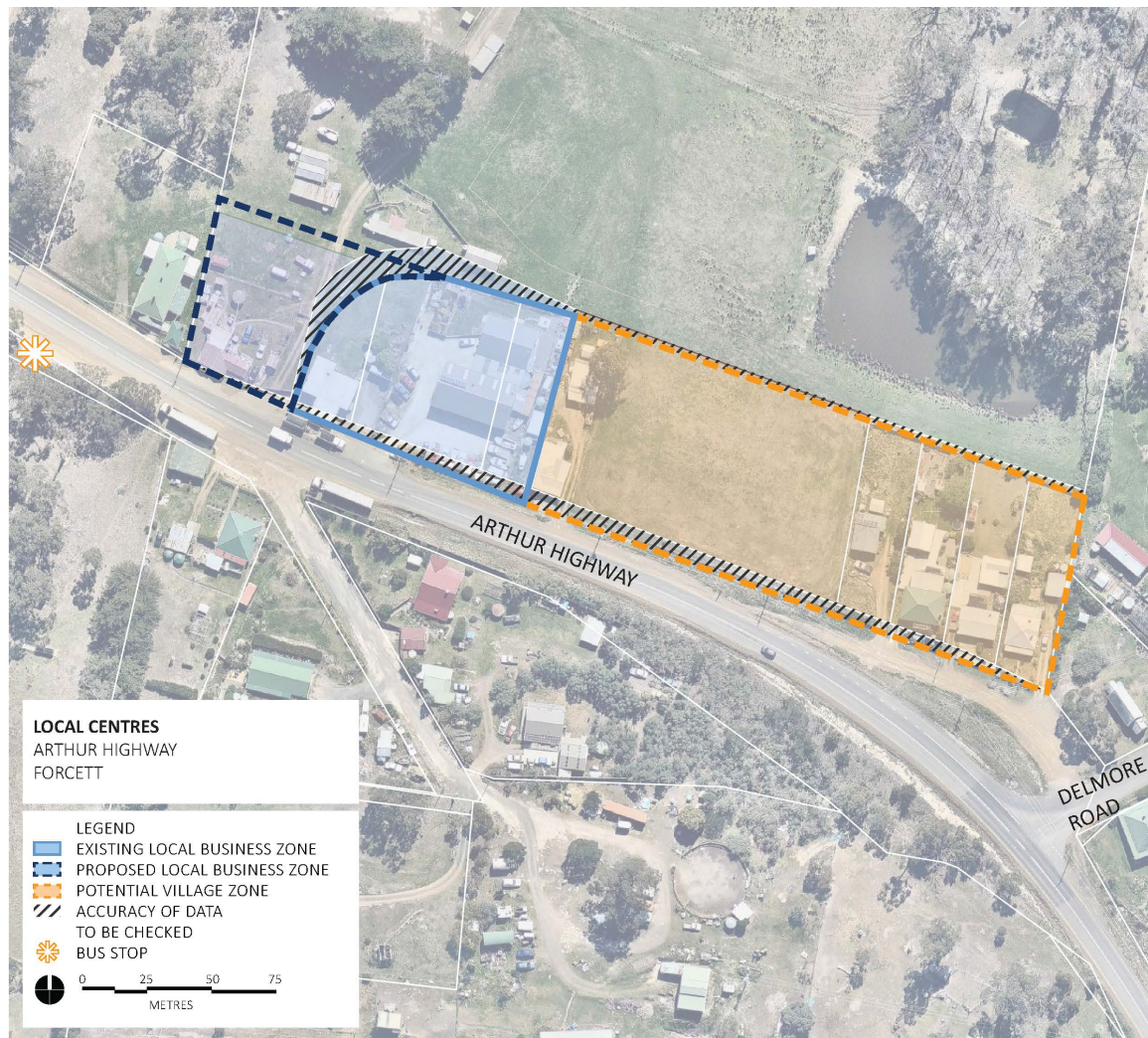


Figure 43. Forcett Local Centre

Forcett's local centre includes a petrol station and an automotive repairs business. The adjoining property to the west could also be included in the Local Business Zone, and the land to the east could be rezoned Village to allow for mixed use outcomes.

It appears that some of the zone boundaries do not match the property boundaries. This should be investigated as part of the rezoning process and amended if necessary.

5.3 Recommendations

The recommended strategy for the expansion of commercial land is to undertake rezonings in the following centres:

- Midway Point – Penna Road: Rezone additional land to Local Business and Utilities as per Figure 35.
- Lewisham – Lewisham Scenic Drive / Gregory Street: Rezone additional land to Local Business as per Figure 36.
- Dodges Ferry – Carlton Beach Road / Signal Hill Road: Rezone additional land to Local Business as per as per Figure 37.
- Dodges Ferry – Old Forcett Road / Okines Road: Rezone additional land to Local Business as per as per Figure 39.
- Primrose Sands – Primrose Sands Road / Grevillea Street: Rezone additional land to Local Business as per Figure 41.
- Forcett – Arthur Highway: Rezone additional land to Local Business as per Figure 43.

6 SUMMARY OF RECOMMENDATIONS

The recommended rezonings for the Sorell Land Supply Strategy are illustrated on Figure 44. The strategy seeks to provide medium and conventional density residential expansion options on land close to the Sorell town centre and to expand the urban growth to the east. An area suitable for low density residential and rural living has also been identified adjacent to Sorell.

To accommodate additional industrial activity, a new industrial estate is proposed adjacent to the Arthur Highway and the future bypass. As this area has yet to be developed, and as it forms part of the proposed urban growth front, the wider area should be masterplanned to ensure industrial and residential uses can be accommodated with appropriate buffer treatments. The presence of the Arthur Highway and the future Sorell bypass will assist to provide buffers in this location. A small node of light industrial land is also proposed adjacent to Forcett Road where there are already some light industrial uses and a small area of vacant land.

Inghams are an important local employer, and have long term plans to remain on their site. However, if they were to vacate it in the future, the waterfront land on their site could be developed for residential purposes. It is recognised that there is no proposal for Inghams to close at present, and this option is only presented as a long term possibility if there was a change of circumstance in the future.

The Sorell township contains large areas of vacant commercial land, so recommended expansion are limited to local centres in Midway Point, Lewisham, Dodges Ferry, Primrose Sands and Forcett.

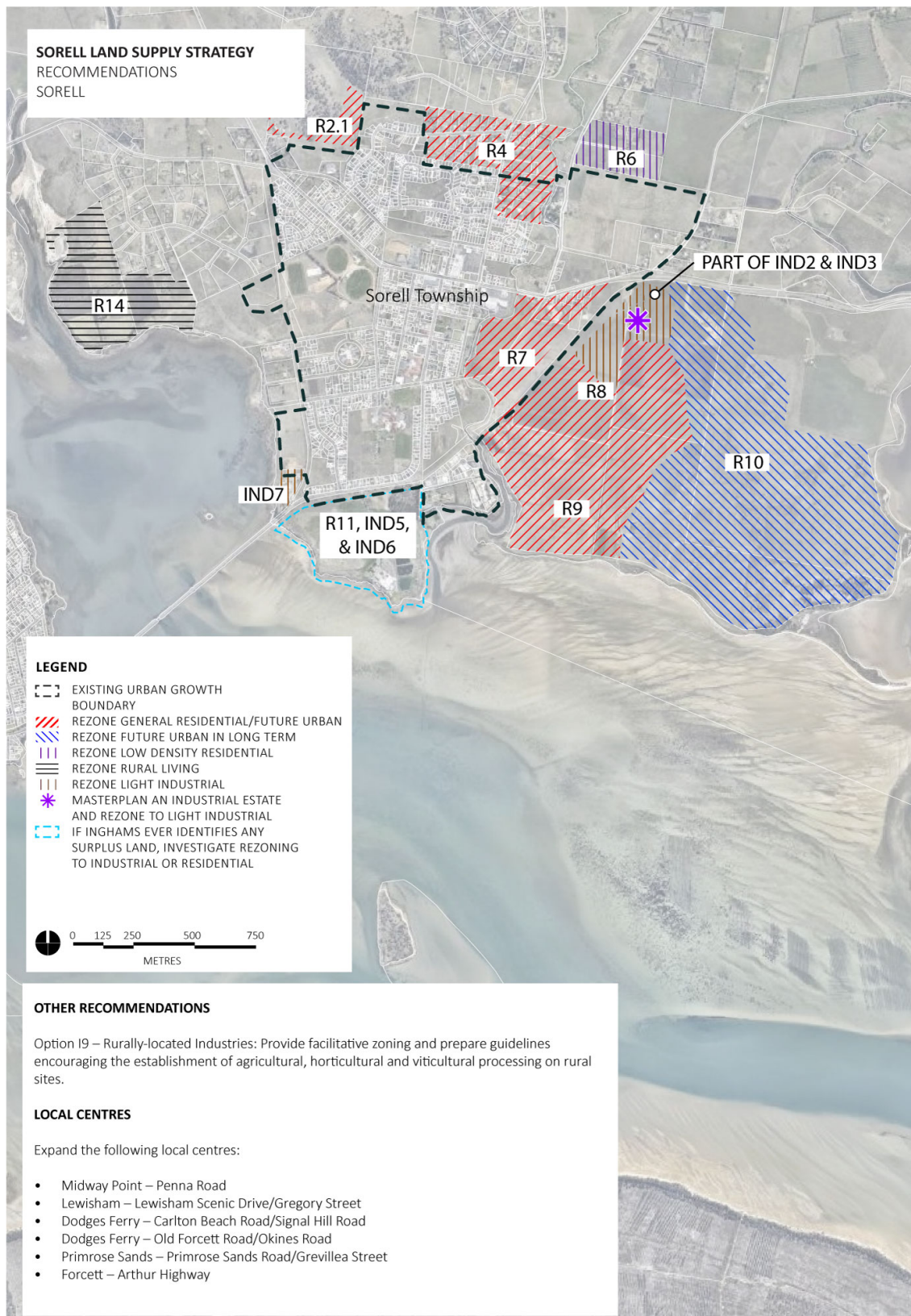


Figure 44. Recommended Land Supply Strategy