

Sorell

Land Supply Strategy

Stage 3 - Masterplans

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, including a more detailed growth area masterplan prepared by Patch Design+Plan.

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 Stage 3. It provides masterplans for the recommended options from the Stage 2 report. The main focus of the report is the Sorell Township Growth Area where the majority of the residential and industrial growth will occur. Details are also provided for the other recommended residential and commercial growth precincts. Refer to Figure 1 for the location of these (note that the site numbers “R7” etc refer to the options from the Stage 2 report). The majority of the residential sites and the light industrial site are located in the township with Sorell. Residential sites are also located in Lewisham, and the commercial sites are scattered throughout Midway Point and the Southern Beaches.

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 3 Report has been prepared based on workshops with Council staff, state government representatives and the Councillors. It includes analysis of data from the Stage 2 report which comprised mapping data from Council, aerial photos, planning overlays, and site visit data.

The community, Councillors, Council staff and State Government representatives have provided valuable feedback throughout the project. The draft Stage 1 and 2 reports and draft option masterplans were publicly advertised from 19th November to 5th December 2016, and 21 submissions were received. A workshop with State Government representatives and Council staff was held in December 2016, and two workshops were held with the Councillors in October and December 2016. An additional workshop with Council staff was held in May 2019 to further refine the masterplans.

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 ‘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

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.

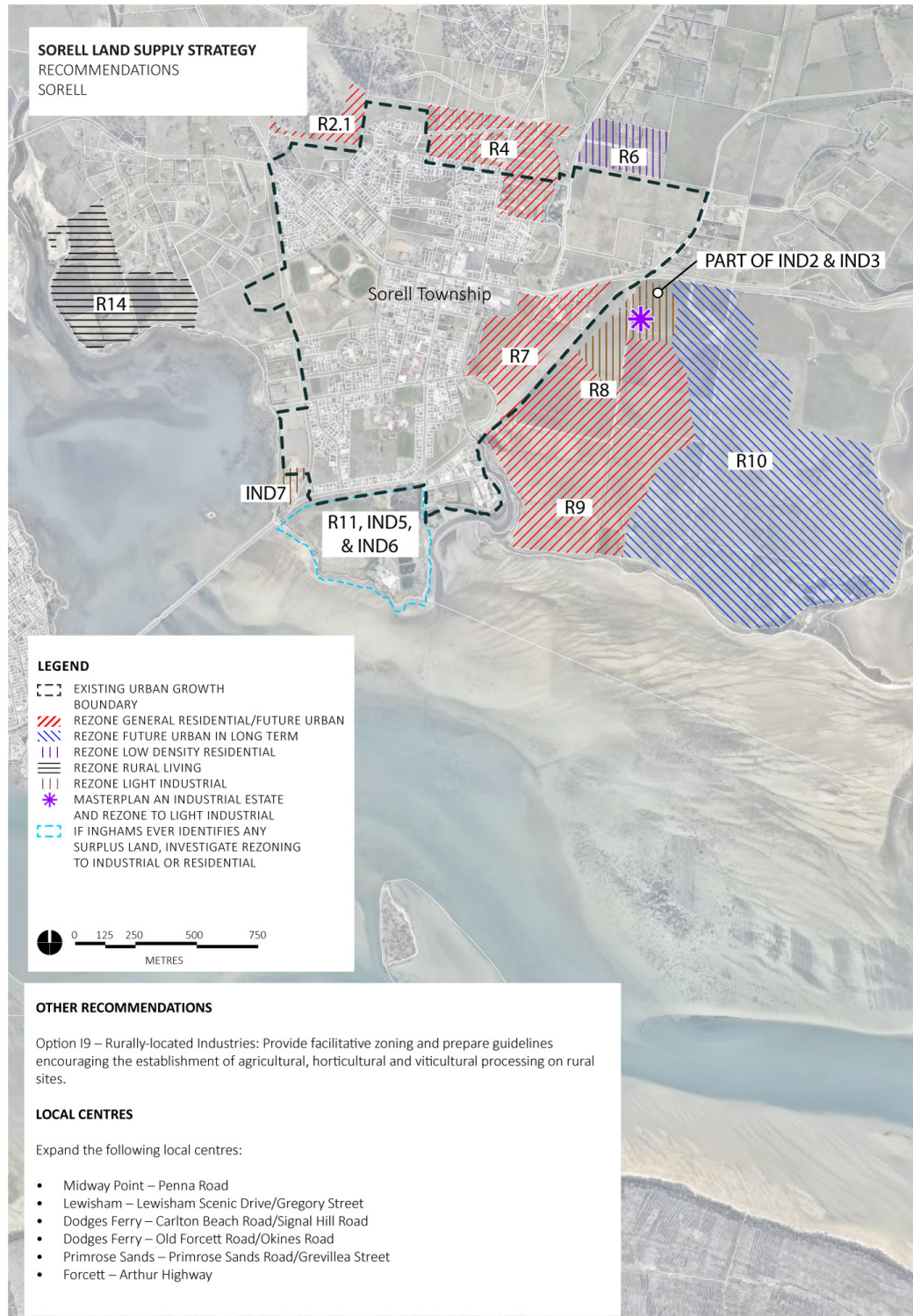


Figure 1. Recommended Land Supply Strategy

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 STRLUS identifies that an overall strategy for the municipality is 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.

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 and 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".

³ 'Southern Regional Land Use Strategy 2010-2035', 2011 amended 2018, Southern Tasmanian Councils Authority

Key Strategic Planning Issues

The municipality of Sorell is experiencing some of the strongest population growth in Tasmania, and this rate of growth is predicted to continue over the next 20 years, during which time 3,919 more people are predicted to arrive. The Sorell Land Supply Strategy has identified that there will be an ongoing demand for dwellings and local job opportunities, and that rezonings will be required in order to maintain an ongoing supply of residential and industrial land during this time.

From a regional perspective, the township of Sorell plays an important role within the metropolitan area. The Greater Hobart metropolitan area has many physical limitations as to where it can grow, so the potential greenfield development areas are somewhat limited. The Southern Tasmania Regional Land Use Strategy (STRLUS) assigns Sorell the role of a Major Satellite within the Greater Hobart metropolitan area and as one of the few locations where there is greenfield urban land. Midway Point is a Minor Satellite but is almost completely developed. The Southern Beaches are assigned lower order classifications and growth strategies. The Sorell Land Use Strategy implements the STRLUS by directing the majority of growth to the Sorell township.

The STRLUS does not apply particular infill targets to Sorell (refer to regional policy SRD 2.7 which only applies targets to other municipalities). Opportunities for infill development within the Sorell township are limited, as there are few vacant or underutilised sites within the General Residential Zone where there are not already developments underway. Furthermore, given the character of the town, medium density developments will most likely take the form of townhouses, terraced houses and dual occupancies rather than apartments.

In recognition of this, the Sorell Land Supply Strategy adopts a 70% greenfield / 30% infill approach. This means that the greenfield growth area in Sorell will accommodate 70% of the municipality's growth, and the remaining 30% will be accommodated on infill sites within the town and the other settlements where the STRLUS sets out lower growth scenarios. The existing greenfield land identified for Sorell (including the greenfield development precinct identified in the STRLUS, which is identified as option R7 in this Sorell Land Supply Strategy) will only provide for 8 years of supply, so further rezonings will be necessary within the next 20 years.

There are limitations as to what directions the Sorell township can grow in. Constraints such as topography, irrigated agricultural land, waterways, and existing low density residential development limit where growth can occur. The potential locations for industrial land are even more limited due to the requirements for flat land with good highway access and for interface issues with dwellings to be addressed. The Sorell Land Use Strategy confirms that the South Sorell Growth Area is the only viable option for residential and industrial growth.

Many people commute to Hobart for work⁴, and the Tasman Highway is already experiencing capacity issues associated with peak-time traffic. This Strategy aims to increase local employment opportunities by identifying land for a new industrial estate. However, it will not be possible to provide a quantum of local employment which would reduce or maintain peak traffic volumes. It is vital that upgrades to the Tasman Highway and to public transport services are provided, which will require assistance from the Department of State Growth to advocate for funding to be directed towards these projects.

⁴ The SERDA Economic Development Infrastructure Study (KPMG, 2015) identifies that only 27% of Sorell residents work within the municipality, and that more Sorell residents work in Hobart than in Sorell.

2 OPPORTUNITIES AND CONSTRAINTS

To inform the masterplanning process, the following opportunities and constraints were analysed for the sites identified on Figure 1. These are illustrated on Figures 2 to 6 over the following pages for South Sorell, North Sorell, West Sorell, Lewisham and Dodges Ferry.

Sorell bypass – Design work is underway for the Sorell bypass in the corridor which has been set aside since the 1970s. Roundabouts will be constructed at the southern and northern ends, and an underpass will provide for local traffic to cross the bypass.

Arthur Highway – As the Sorell bypass would remove many of the traffic movements from the section of the Arthur Highway that extends into the township, there may be an opportunity to create a new roundabout access at Pawleena Road.

Waterways and coastal areas – The rivulets and the coastline provide constraints and opportunities for the urban growth of Sorell. Flooding, aboriginal cultural heritage artefacts, coastal hazards, and coastal erosion mean that land alongside these features is generally not suitable for development. However, an opportunity exists to provide linear public parks that will protect these features and provide pleasant walking and cycling routes.

Proximity to town centre – The Sorell Township Growth Area includes land that is in close proximity to the town centre.

Proximity to public transport – Several sites include land that is in close proximity to bus stops and park and ride facilities. It will be important to maximise the number of people who live within walking distance of the bus stops, especially those within the Sorell township. The recent increases in the frequency of bus services and planned new park and ride facilities has made public transport a more attractive option for commuters.

Topography – Light industrial uses require relatively flat land. Very steeply sloping sites are difficult to develop for residential development, but moderately sloping sites can provide good views of the coast.

Landslide hazard areas – There are some areas that have been identified as being at low and medium risk for landslides. These factors will need to be considered in the location and design of dwellings.

Bushfire hazards – Bushfire risk will need to be considered with any development proposals.

Servicing – TasWater have advised that sites over 45m above sea level will be difficult to provide with water services. This potentially limiting aspect has been noted on the plans. TasWater are also developing servicing and capacity plans for Sorell and Midway Point.

Heritage sites – Aboriginal cultural heritage assessments will be needed at the time of development. As noted above, it is likely that artefacts will be concentrated around the waterways and coastal areas. There is a historic heritage site in the Sorell Township Growth Area.

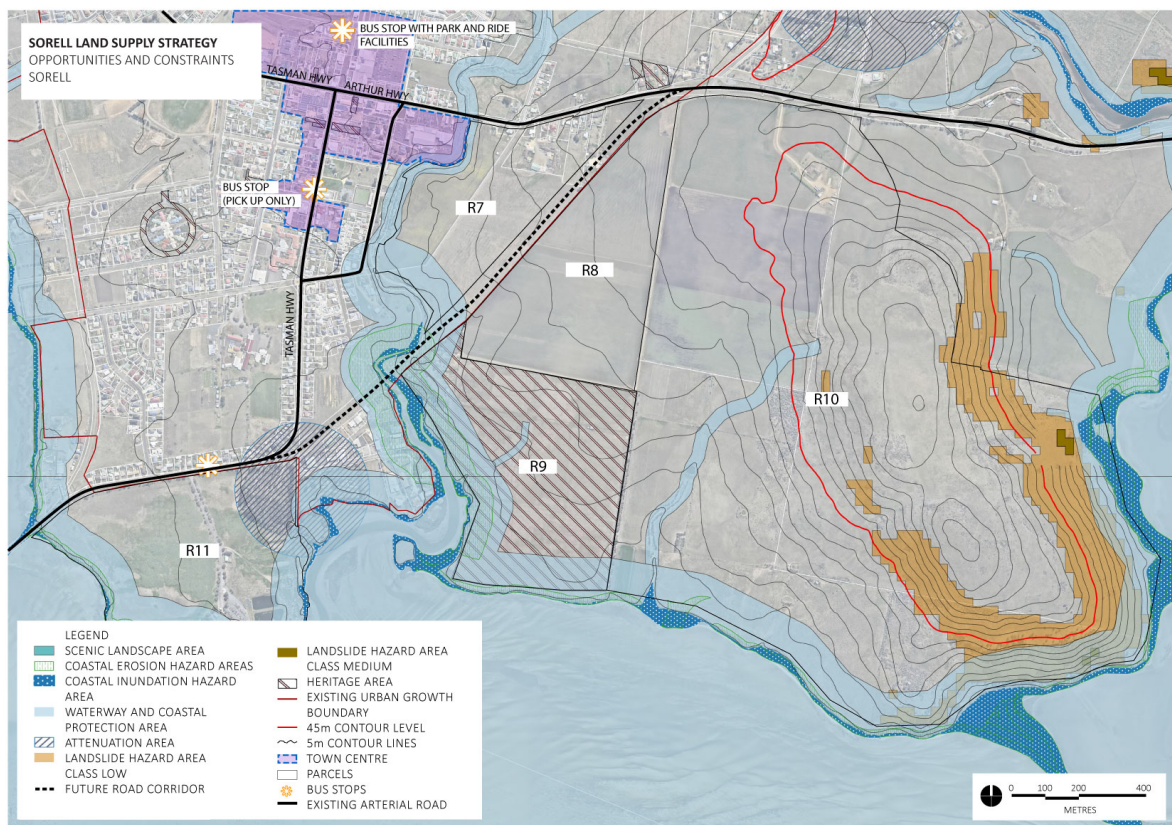


Figure 2. Opportunities and Constraints – Sorell Township Growth Area

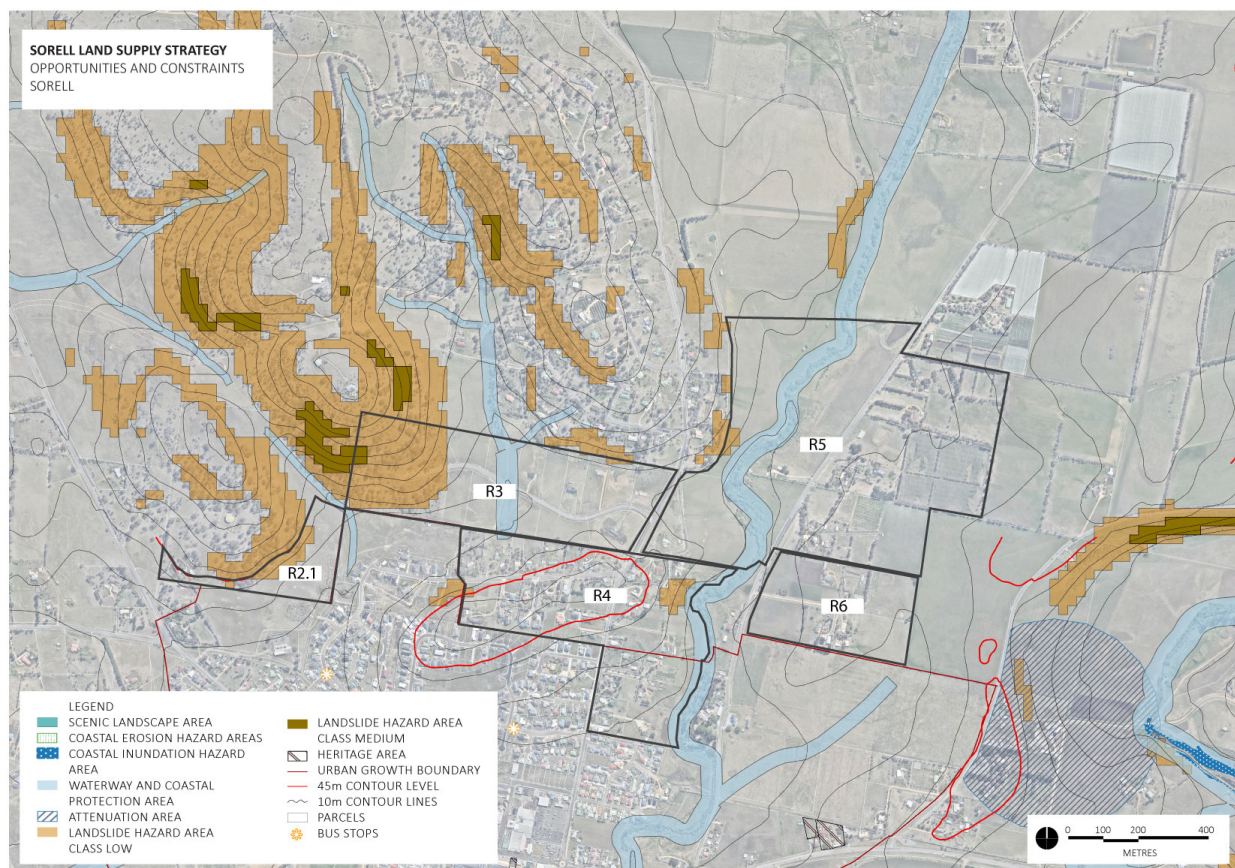


Figure 3. *Opportunities and Constraints – North Sorell*

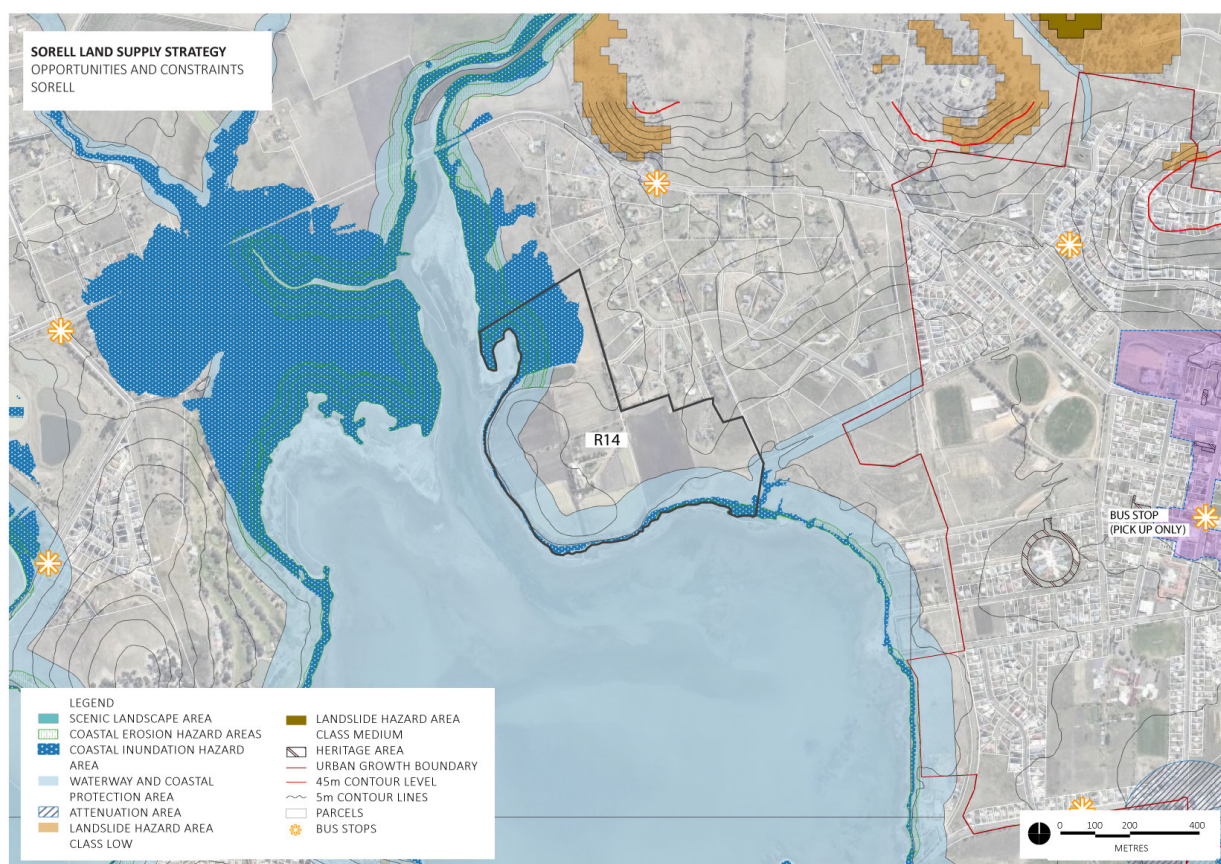


Figure 4. *Opportunities and Constraints – West Sorell*

3 SORELL TOWNSHIP GROWTH AREA

3.1 Introduction

The Masterplan for the Sorell Township Growth Area depicts the high level considerations for the development of this area to assist with the rezoning process. It demonstrates how development can be integrated with the surrounding area, and how the key features of the site can be recognised in the design, and includes a staging plan. Detailed site assessments for matters such as aboriginal heritage and biodiversity at the time of development will further refine the design.

3.2 Vision

The Sorell Township Growth Area will:

- Accommodate the majority of the municipality's residential growth
- Provide diverse housing options
- Provide a gradient of average residential densities, with the densest area adjacent to the town centres, conventional densities in the central part of the site, and lower densities on sloping land to the south
- Be well connected to Hobart including via improved public transport services
- Have direct pedestrian and cycling links to the town centre
- Feature a permeable network of pedestrian and cycling links
- Protect its environmental features
- Locate public open space within walking distance of all dwellings
- Provide local employment opportunities
- Assist to improve education facilities
- Provide appropriate interface treatments between different land uses
- Provide for long-term residential and employment expansion options

3.3 Future Structure

The Masterplan (refer to Figure 5) is based on an expansion of the Sorell township to the south-east. It accommodates the land that has been identified in Stage 2 of the Sorell Land Supply Strategy as the most suitable for urban development given its proximity to the town centre and the presence of fewer constraints compared to other sites. The western extent of the masterplan is generally defined by the 45m contour above which TasWater have advised would be difficult to provide with water services. Future expansion beyond this can occur subject to addressing these servicing and other constraints.

The planned Sorell bypass will travel through the site, providing access into it via a roundabout at its northern end. A road connection via an underpass will allow local traffic to travel within the growth area and will provide an important route to the town centre. This road would preferably connect to Fitzroy Street via a new bridge across the Sorell Rivulet, but if this cannot be achieved in the short term, a new roundabout at the Arthur Road/Pawleena Road intersection will provide access to the town centre.

The local road network has been designed to provide an east-west road that connects the site to the town centre, and north-south roads that follow drainage lines and provide viewlines down to the coast and up to Mount Garret. Frontage roads are also provided adjacent to the coast and waterways.

Linear parks along the rivulets and the coast provide public open space and ensure building setbacks from this constrained land. Two additional local parks ensures all households will have good access to public open space. The network of walking and cycling tracks provides access to these parks and linkages to the town centre.

To provide a diversity of housing choice and efficient use of land, medium density housing is concentrated near the town centre and local parks. The central portion provides for conventional density housing, and there is an area of larger lot housing to the east where the land is more steeply sloping.

An 11ha light industrial estate is located in the north-east corner where the land is flatter and where the existing and proposed roads can be used to assist with providing a buffer between houses and light industrial uses.

An option for a non-government school site is depicted should an opportunity arise to develop another school in Sorell.

There is also some land that is not currently available for development but could perhaps become available during the life of this strategy. If the Inghams site were ever to be developed (for example if the trees were removed and/or the wastewater treatment arrangements were changed), it could also potentially accommodate some light industrial and/or residential uses. Inghams undertake ongoing assessments of their sites and an opportunity may potentially arise in the future.

The Sorell Township Growth Area consists of options R7, R8, R9, and parts of R10, IND2 and IND3 in the Stage 2 report.

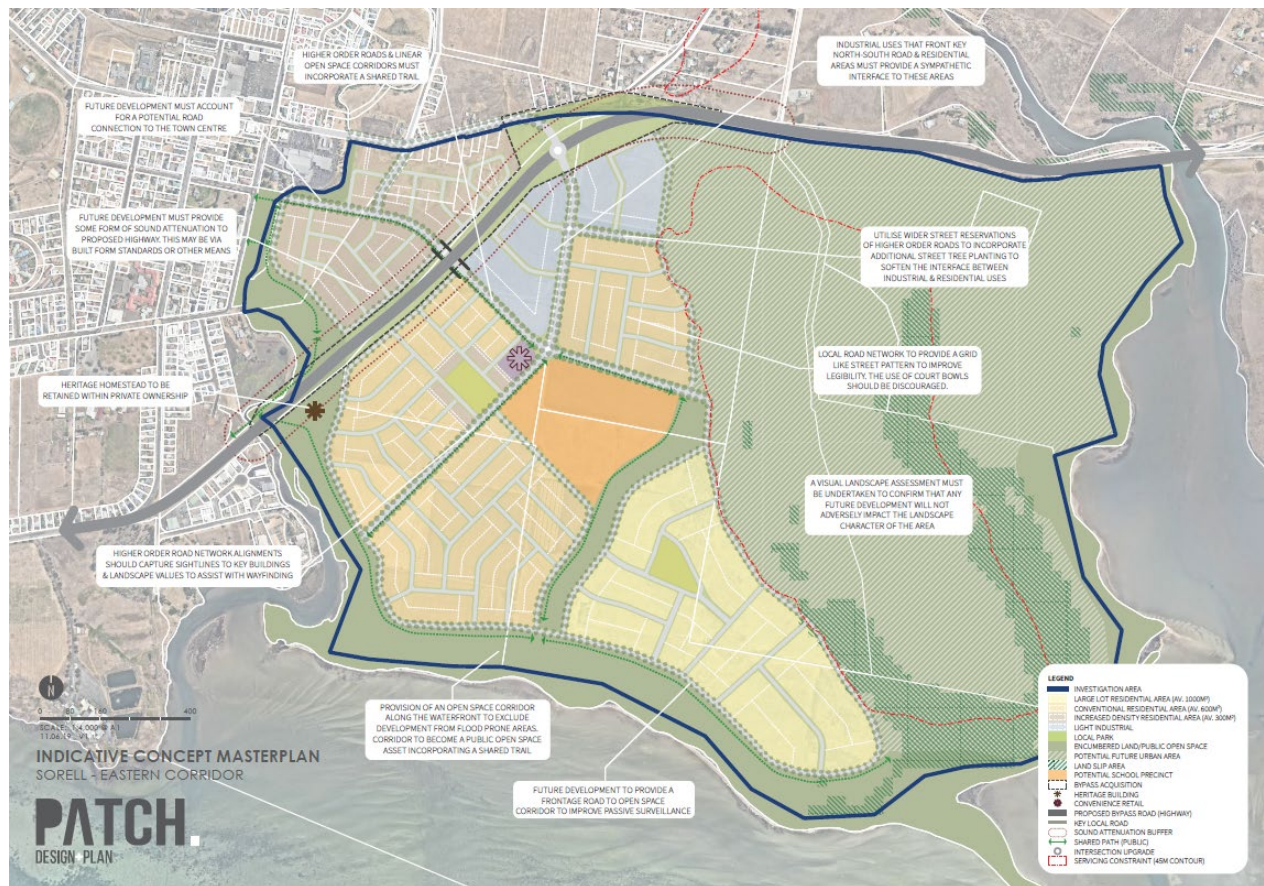


Figure 5. Sorell Township Growth Area Masterplan

3.4 Elements of the Masterplan

The key elements of the masterplan are identified in Figure 6 below, and discussed in further detail in the following sections under the following headings:

- Access
- Housing
- Light Industrial Estate
- Local Convenience Centre
- Open Space
- Education Facilities
- Interfaces
- Staging

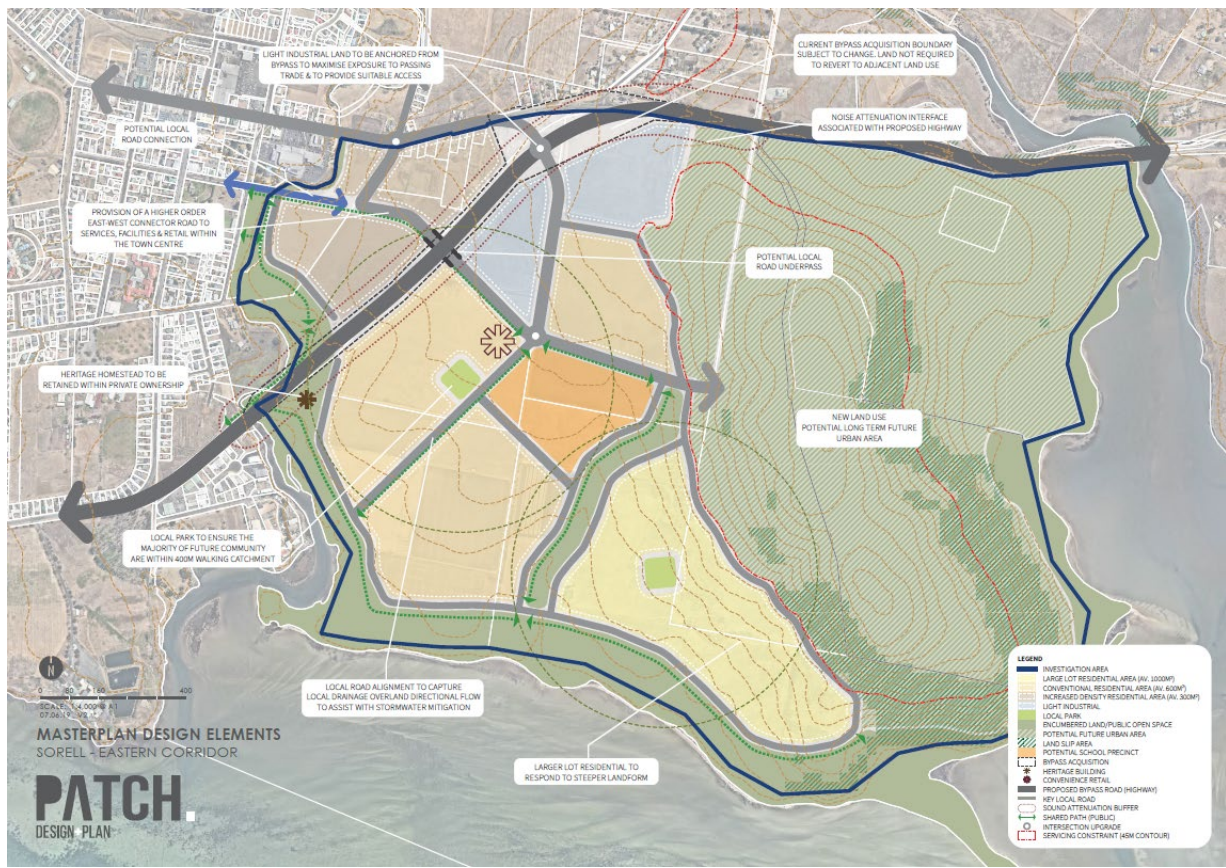


Figure 6. Sorell Township Growth Area Masterplan – Design Elements

Access

The future Sorell bypass will provide a key access route into the site via a roundabout at the northern end of the growth area. A higher order east-west road through the site (which passes under the bypass) will provide access to the town centre and through the site. Key north-south roads follow drainage lines and provide viewlines down to the coast and up to Mount Garret. Frontage roads are also provided adjacent to the coast and waterways.

The masterplan also includes a potential local road network which provides a permeable grid-like network that promotes ease of movement and minimises the use of cul-de-sacs.

A network of walking and cycling tracks is proposed through the site to provide access to the town centre, bus route and local parks. The network includes loop tracks to encourage exercising for recreational purposes.

Housing

The masterplan provides for conventional, medium density and large lot housing. The majority of the site is identified for conventional density housing.

An area of medium density housing is identified along the Sorell Rivulet where the land is within easy walking distance to the town centre and the public transport. A node of medium density housing is also identified adjacent to the centrally located park. The medium density housing could consist of terraced houses, town houses, and dual occupancies.

The south-east part of the site is identified for larger lot housing where topography is a greater constraint.

The average densities envisaged for these areas are as follows:

- Medium density housing = 300 sqm
- Conventional density housing = 660 sqm (15 dwellings per net developable hectare)
- Large lot housing = 1,000 sqm

These could all be developed under the General Residential Zone.

These are expressed as average densities. It would be expected that within each density precinct there would be a range of lots sizes to provide diversity.

Light Industrial Estate

An 11ha light industrial estate is identified for the relatively flat area of land south of the Arthur Highway. The highway to the north, the Sorell bypass to the west and a proposed road to the south will provide buffers between the light industrial uses and the surrounding land. The estate will have excellent visibility and access to the highway, with a roundabout providing direct access.

The estate has been designed to fall on two parcels of land. This will enable a staged approach to be taken if each landowner has different development timeframes.

In the long-term, the estate could potentially be expanded to the east.

Local Convenience Centre

A site for a local convenience centre has been identified at the intersection of two main roads and where it will have good access to the light industrial estate and the school. In order to preserve the importance of the town centre, uses in this centre will be restricted to those that provide a local function, being local shop and local food

and drink. These uses can be considered under the General Residential Zone, so there is no need to rezone the site Local Business.

Open Space

Linear open space has been identified along the waterways and coast where issues of flooding, coastal inundation, coastal erosion, and aboriginal cultural heritage make it unlikely that buildings will be viable. Two centrally located areas of open space will ensure that all dwellings are within 400m of an area of open space.

Education Facilities


If a new education facility were to be established in the growth area, this could be accommodated in the land west of the future road corridor. One potential 10ha option is depicted on the masterplan where it could be fronted by two main roads and the waterway reserve. This location has also been selected as it allows land further to the west to be utilised for residential purposes that can take advantage of the closer location to the town centre. The site straddles three properties to 'share' the impact around, albeit that the land would need to be purchased anyway (i.e it would not be taken as a contribution).

If this site was not required for educational purposes, it would revert to the underlying residential use.

Interfaces

The masterplan provides for light industrial land with residential uses on the other side of the roads. This relationship between the industrial and residential uses needs to be carefully considered but these land uses can coexist. Table 1 below identifies a range of design treatments that can be used to address interface issues such as noise, visual impacts and light spill.

Table 1. Potential interface treatments between industrial and residential land with separating road

Interface treatments for industrial uses facing residential uses	
<ul style="list-style-type: none">• Separating the uses with a road• Requiring car parking areas to be provided in front of the industrial buildings• Requiring trees and landscaping to be planted on the front boundary of the industrial sites• Using acoustic fencing in areas with high noise levels• Low front fencing integrated with landscape treatments• Including at-source treatments (e.g. acoustic treatments, biofilters)	

The interface with the bypass will also require consideration, with either a setback and/or the use of design measures such as acoustic walls and improved glazing.

The land on the eastern side will interface with rural land uses. Intervening roads are proposed to separate these uses. Larger setbacks may also be required to protect the ongoing rural uses. Potential interface treatments between residential and rural uses include:

- Building setbacks on residential side
- Placement of roads between uses
- Placement of shared paths
- Placement of parks and drainage infrastructure

- Screening vegetation
- Buffer on rural side where certain activities cannot occur, although this should not be used to fetter existing uses

Staging

The masterplan will be implemented over a number of stages (refer to Figure 7), with rezonings occurring when Sorell's greenfield residential land supply falls below a 15 year supply (i.e. 1,012 lots, being 70% of the dwellings required from 2019 to 2033 as per Table 14 of the Stage 1 report). Additional stages have been identified in case the rate of growth increases, or in case a school is constructed, and to ensure a good ongoing supply of land so that the supply is not restricted.

The areas for each stage are provided in Table 2.

The rate of growth and the development densities should be monitored regularly to ascertain whether these staging assumptions need to be revised and whether the net density of 15 dwellings per hectare is being achieved. The timing of the Stages is likely to be as follows (having regard to 70% of the annual totals as per Table 14 of the Stage 1 report):

- Stage 1 – Rezone to General Residential now – This land is already in the Particular Purpose (Urban Growth) Zone and should be zoned General Residential immediately. The Sorell Land Use Strategy identifies it as part of the existing greenfield land supply (i.e. the 9.5 years of existing supply identified in the Stage 2 report). By developing this at increased residential densities, the Stage 1 land will be able to provide a greater number of dwellings than if the standard 15 dwellings per net developable hectare density is applied. Table 2 assumes that if an average lot size of 300sqm is applied to this land, it could yield 434 dwellings. However, as it may take some time for the demand for higher density housing to increase in Sorell, the current shortfall in dwellings should continue to be provided with conventional density land that complements this higher density offering.
- Stage 2 – Rezone to General Residential and Light Industrial or Future Urban now – This stage includes the Light Industrial Estate and residential land which will provide approximately 355 additional dwellings (324 conventional density dwellings and 31 higher density dwellings adjacent to the park). This will take the supply to just over 15 years (1,040 total lots, i.e. 685+324+31), as Table 14 in the Stage 2 report identifies that 1,013 greenfield dwellings are required by 2033 (being 70% of the annual demand).
- Stage 3 – Consider rezoning to General Residential or Future Urban now – If Council wish to provide a 20 rather than 15 year ongoing supply of residential land, this stage will provide approximately 225 lots which will take the supply to just under 20 years (1,265 lots). It also provides a school site which may be required within the next few years.
- Stage 4 and Potential Future Urban Area – As these sites provide the only long term growth direction for Sorell, they should be zoned as Future Urban or retained with their Rural zoning until they are needed for urban growth.

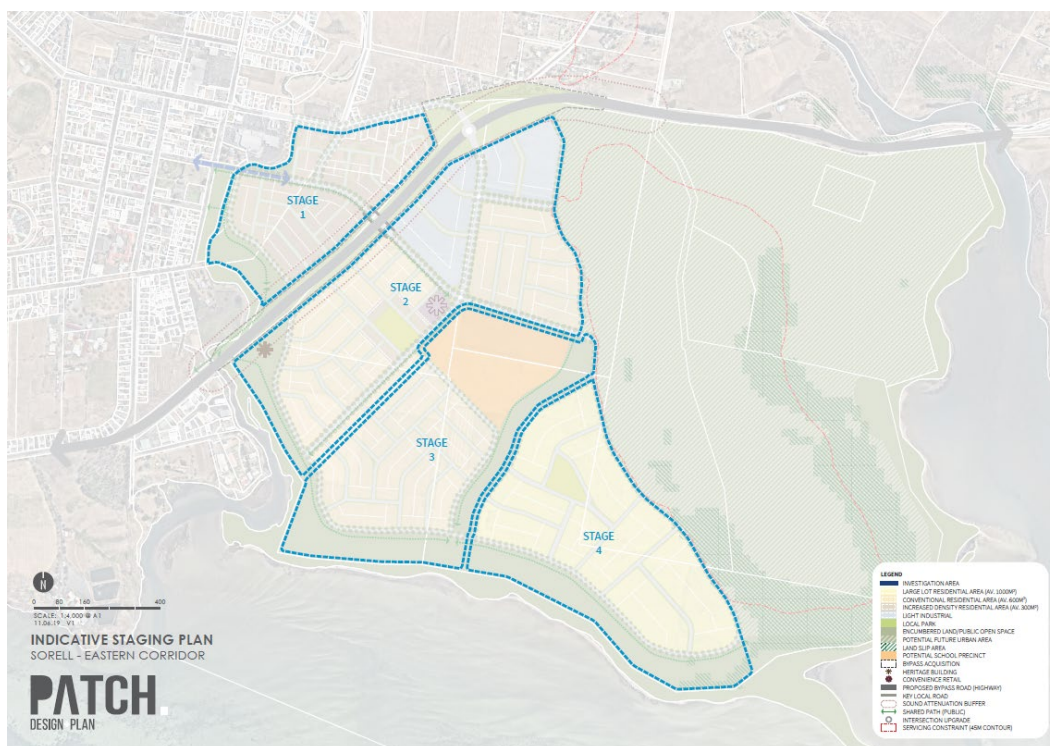


Figure 7. Sorell Township Growth Area Staging Plan

Table 2. Sorell Township Growth Area Land Budget

	Growth Area	Stage 1	Stage 2	Stage 3	Stage 4	Balance Area
Site Area	336.18 ha	23.23 ha	53.92 ha	43.20 ha	44.63 ha	171.20 ha
Sorell Bypass	10.25 ha	0.00 ha	0.00 ha	0.00 ha	0.00 ha	10.25 ha
Passive Open Space	2.00 ha	0.00 ha	1.00 ha	0.00 ha	1.00 ha	0.00 ha
Waterway / Conservation	30.26 ha	4.13 ha	3.95 ha	12.04 ha	10.13 ha	0.00 ha
Non-Government School	10.00 ha	0.00 ha	0.00 ha	10.00 ha	0.00 ha	0.00 ha
Potential Future Urban Area	160.94 ha	0.00 ha	0.00 ha	0.00 ha	0.00 ha	160.94 ha
Developable Area	122.73 ha	19.10 ha	48.97 ha	21.16 ha	33.50 ha	
Local Roads	36.20 ha	6.09 ha	15.90 ha	6.22 ha	7.99 ha	
Conventional Residential (15 dw/ha) NDA	36.48 ha	0.00 ha	21.54 ha	14.94 ha	0.00 ha	
Increased Density Residential (average 300 sqm) NDA	13.93 ha	13.01 ha	0.92 ha	0.00 ha	0.00 ha	
Large Lot Residential (average 1,000 sqm) NDA	25.51 ha	0.00 ha	0.00 ha	0.00 ha	25.51 ha	
Convenience Retail	0.61 ha	0.00 ha	0.61 ha	0.00 ha	0.00 ha	
Light Industrial	10.00 ha	0.00 ha	10.00 ha	0.00 ha	0.00 ha	
Potential Yield Estimates						
Conventional Residential (15 dwellings per NDA)		0 dw	324 dw	225 dw	0 dw	
Increased Density Residential (average 300 sqm)		434 dw	31 dw	0 dw	0 dw	
Large Lot Residential (average 1,000 sqm)		0 dw	0 dw	0 dw	255 dw	
Total Estimated Yield		434 dw	355 dw	225 dw	255 dw	
Density		33 dw/NDA	16 dw/NDA	15 dw/NDA	10 dw/NDA	

4 OTHER PRECINCTS

4.1 INTRODUCTION

In addition to the Sorell Township Growth Area where the majority of urban expansion will occur, masterplans have also been prepared for the other precincts identified in Figure 1, i.e. the Densification Site, the Low Density and Rural Living Sites, and the Commercial Sites. The masterplans provide high level details of potential access linkages and the location of land uses including public open space. They demonstrate how the sites can be integrated with surrounding land uses. Detailed site assessments will be required at the time of development to identify site-specific design opportunities and constraints.

4.2 NORTH-WEST SORELL EXPANSION SITE

A small area of land has been identified adjacent to existing residential land to the north-west of Sorell. Due to the presence of the power transmission lines, the expansion site is split into two parts, and the approval of the power authority would be required to construct dwellings between the 25m and 60m protection area.

This site is identified as Option R2.1 in the Stage 2 report.

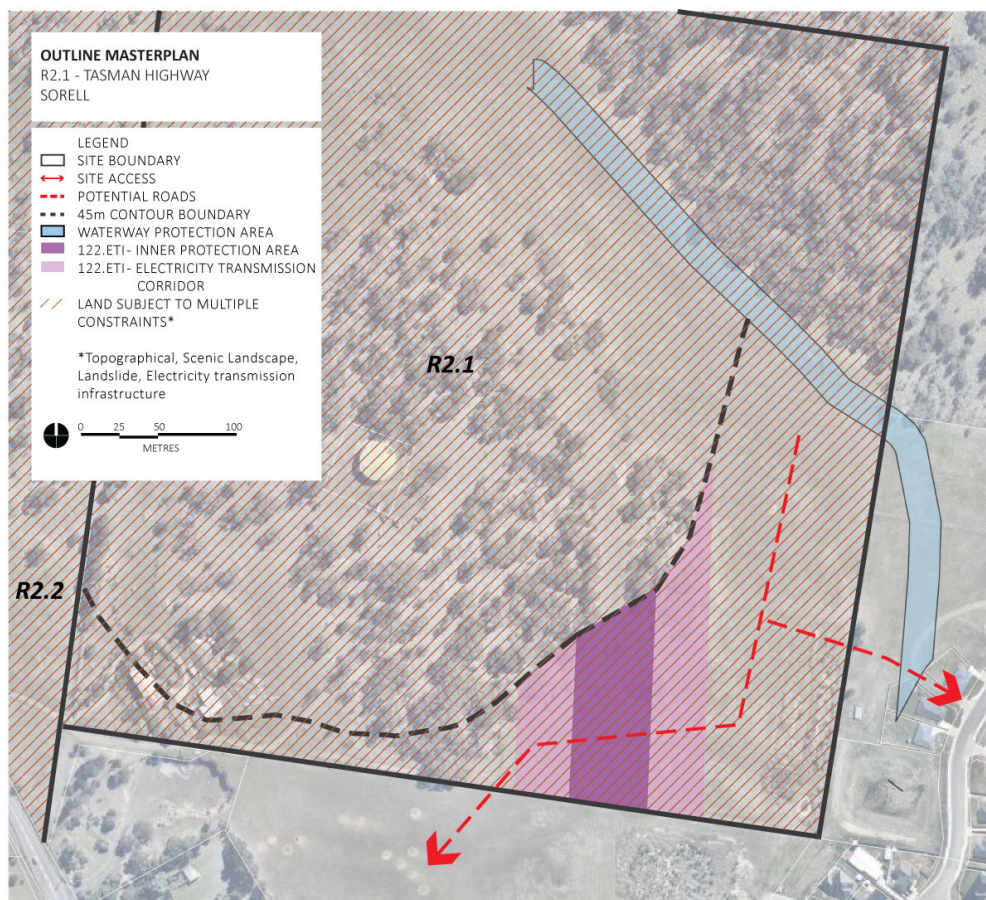


Figure 8. North-West Sorell Expansion Site Masterplan

4.3 DENSIFICATION SITE

An area of land in Sorell that is currently zoned Low Density is identified for densification via rezoning to General Residential. Its proximity to the town centre and the bus route means that despite the difficulties of resubdividing Low Density land, it is worth encouraging additional dwellings to be constructed. The presence of existing dwellings makes extending the road network difficult. Suggestions for small local cul-de-sacs are included on the masterplan.

The densification site is identified as Option R4 in the Stage 2 report.

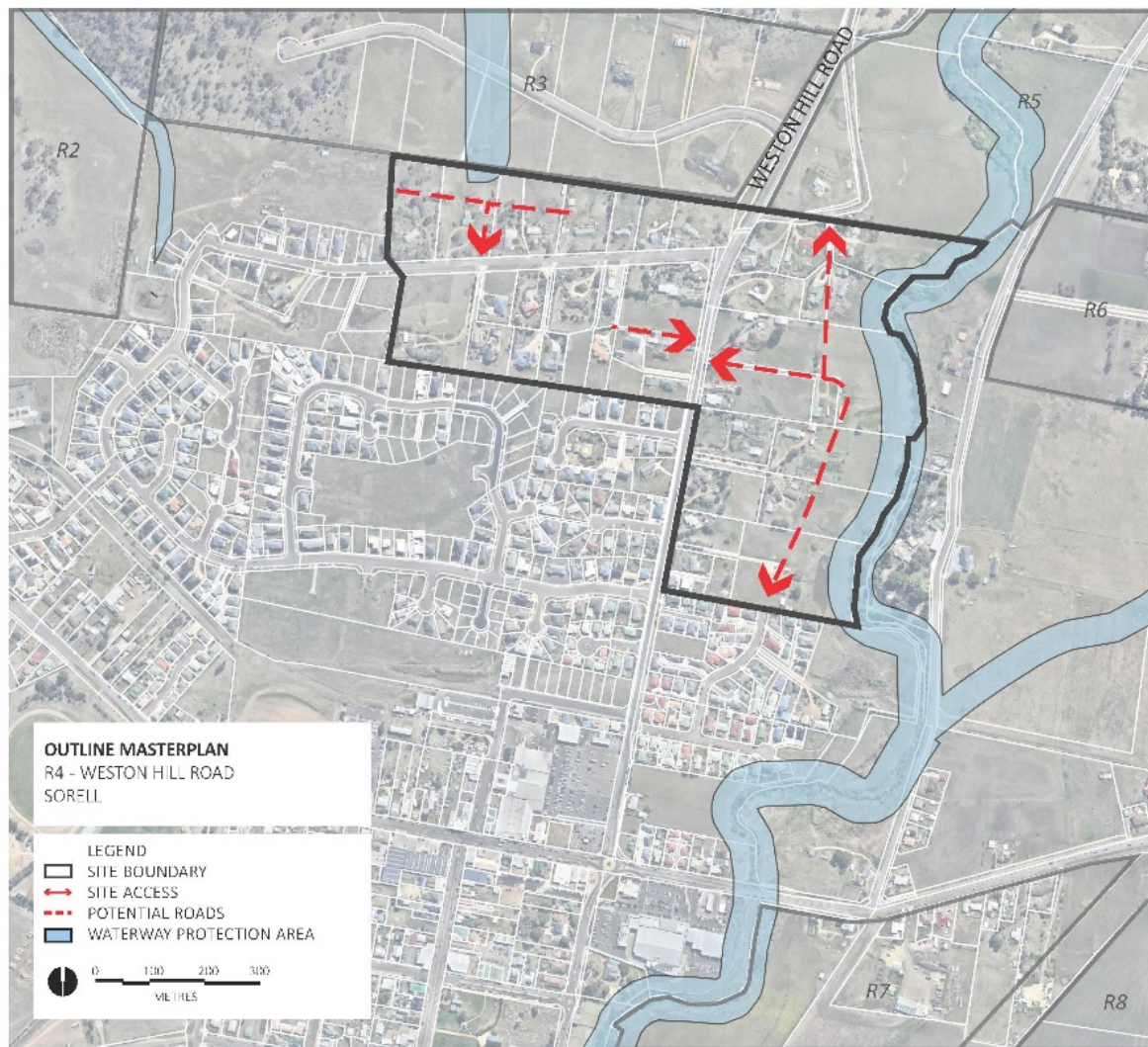


Figure 9. *Densification Site Masterplan*

4.4 LOW DENSITY AND RURAL LIVING SITES

Masterplans have been prepared for the following sites where rezonings are recommended:

- Site R6 – Pawleena Road, Sorell – Low Density Residential
- Site R14 – Wolstenholme Drive, Sorell – Rural Living

As set out in the STRLUS, low density and rural living sites should only occur in certain circumstances. The relevant issues are set out for each masterplan.

Site R6 – Pawleena Road, Sorell

Since the strategy proposes the densification of Low Density land around Weston Hill Road, it is proposed to rezone land at Pawleena Road from Rural Residential to Low Density so that Sorell continues to have a small supply of Low Density sites available to contribute to housing diversity.



Figure 10. Pawleena Road Low Density Rezoning Masterplan

Site R14 – Wolstenholme Drive, Sorell

The identified site west of Wolstenholme Drive is an isolated area of rural land that predominantly shares a common boundary with a large area of Rural Living land. With most of Sorell township's Rural Living land having already been developed, and with few other available options given the presence of the irrigation scheme and significant agricultural land in most other directions, this represents a modest increase. It is not adjacent to the Urban Growth Boundary. It can be connected to the town and the adjacent Rural Living land as illustrated on the masterplan below.



Figure 11. Wolstenholme Drive Rural Living Rezoning Masterplan

4.5 INDUSTRIAL SITES

The main area of new industrial land will be within the growth area; refer to Section 3 for further details.

Another small area of land adjacent to the Tasman Highway will also be rezoned Light Industrial. The site contains an existing light industrial use in the northern half, and some vacant land in the southern half. As this is a highly visible gateway site to Sorell, maintaining a high standard of visual presentation will be important for new development on the site. New development will also need to be mindful of the existing and future residential uses.

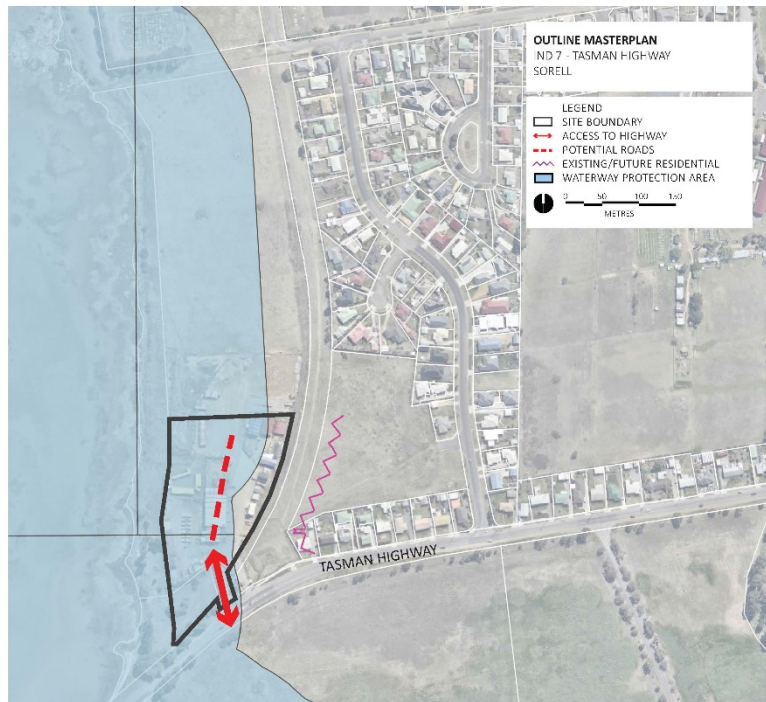


Figure 12. *Tasman Highway Industrial Area Masterplan*

4.6 COMMERCIAL SITES

Masterplans have been prepared for the following six local commercial centres where rezonings are recommended:

- Midway Point: Penna Road local centre
- Lewisham: Lewisham Scenic Drive / Gregory Street local centre
- Dodges Ferry: Carlton Beach Road / Signal Hill Road and Old Forcett Road / Okines Road local centres
- Primrose Sands: Primrose Sands Road / Grevillea Street local centre
- Forcett: Arthur Highway local centre

There is an existing structure plan in place for Dunalley (the Dunalley and Environs Structure Plan 2013). This document provides the basis for the Dunalley Marina Project which was recently rezoned to the Particular Purpose Zone.

Midway Point – Penna Road

Recommendation:

- Rezone additional land to Local Business.

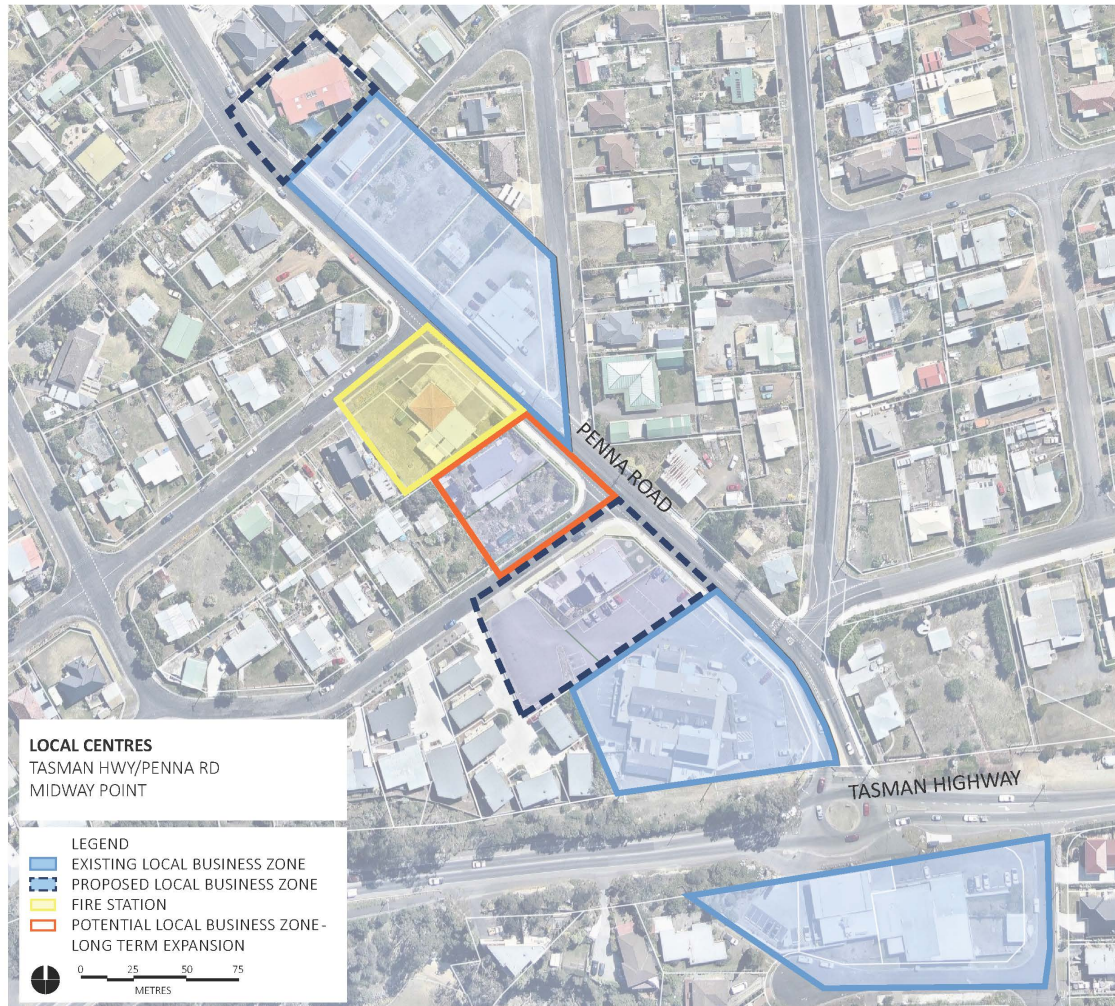


Figure 13. *Midway Point (Penna Road) Local Centre Masterplan*

Lewisham – Lewisham Scenic Drive / Gregory Street

Recommendation:

- Rezone additional land to Local Business.

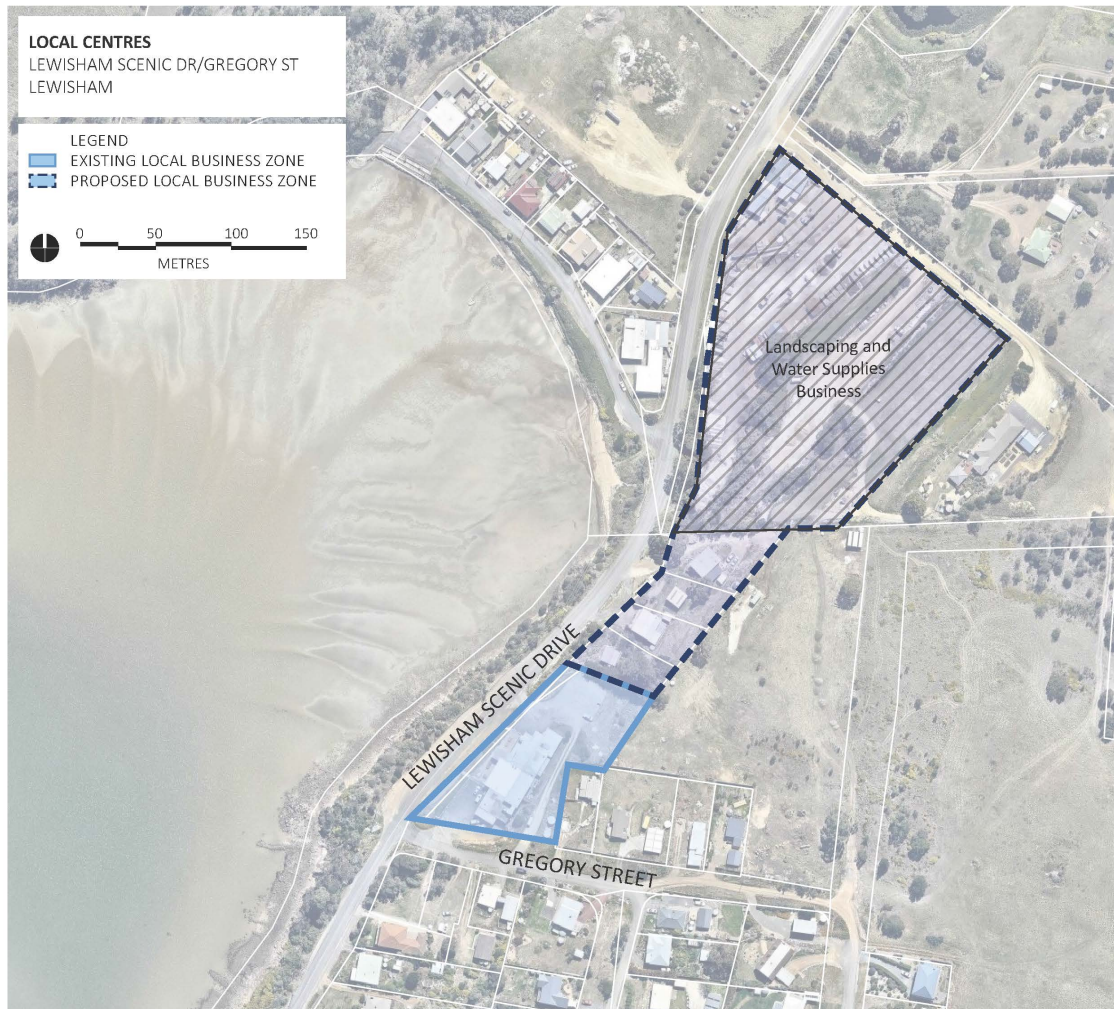


Figure 14. *Lewisham (Lewisham Scenic Drive / Gregory Street) Local Centre Masterplan*

Dodges Ferry – Carlton Beach Road / Signal Hill Road

Recommendations:

- Rezone additional land to Local Business.
- Construct part of Signal Hill Road as a cul-de-sac to provide access to the expanded commercial area. The cul-de-sac may need to be fenced at the end to stop vehicles travelling via the unformed road and vacant land to access Elise Drive.

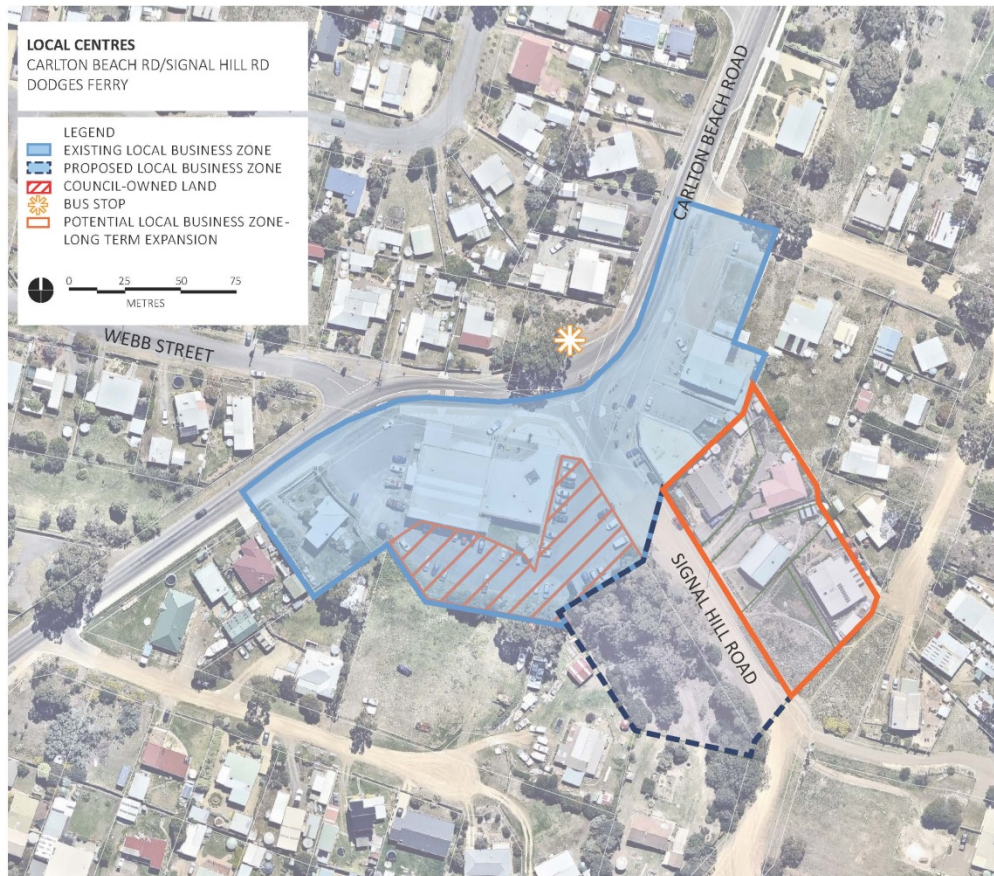


Figure 15. *Dodges Ferry (Carlton Beach Road / Signal Hill Road) Local Centre Masterplan*

Dodges Ferry – Old Forcett Road / Okines Road

Recommendation:

- Rezone additional land to Local Business.

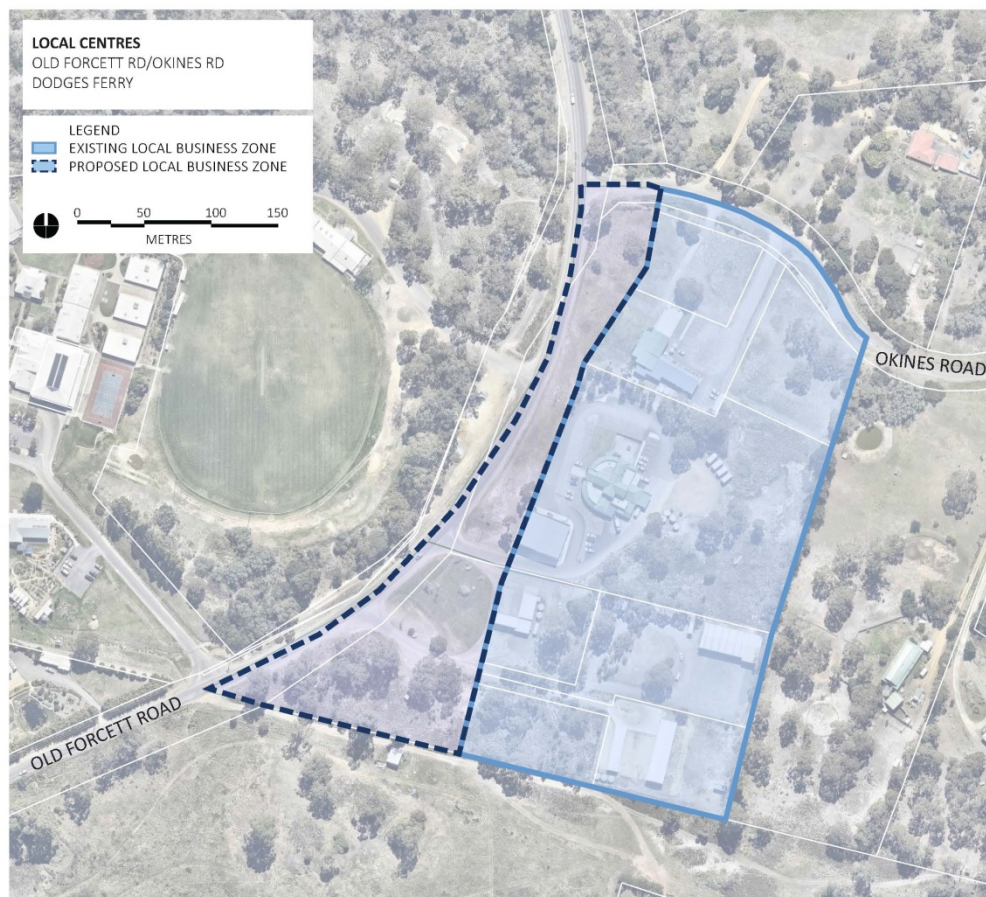


Figure 16. *Dodges Ferry (Old Forcett Road / Okines Road) Local Centre Masterplan*

Primrose Sands – Primrose Sands Road / Grevillea Street

Recommendation:

- Rezone additional land to Local Business.



Figure 17. *Primrose Sands (Primrose Sands Road / Grevillea Street) Local Centre Masterplan*

Forcett – Arthur Highway

Recommendations:

- Rezone additional land to the west of the existing centre to Local Business.
- Rezone land to the east of the existing centre to Village.
- Check the accuracy of the existing zoning to ascertain whether the boundaries need to be amended.

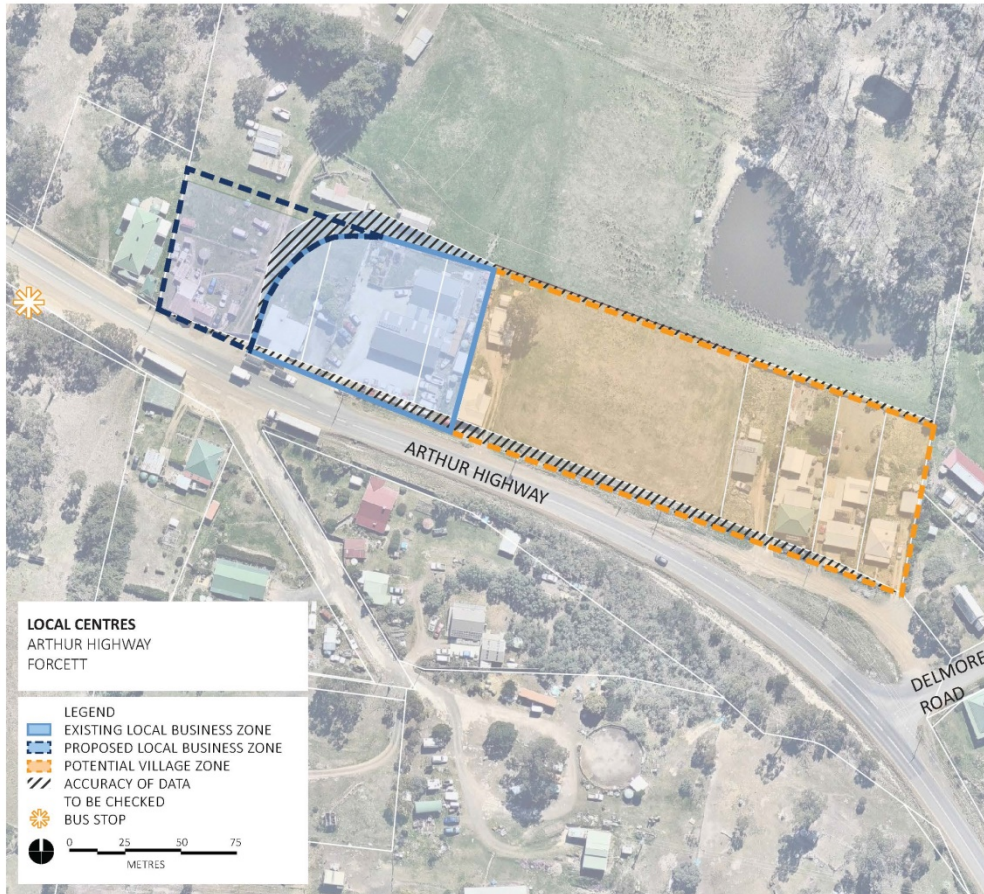


Figure 18. *Forcett (Arthur Highway Local Centre) Masterplan*

5 ACTION PLAN

The growth of Sorell is important for the municipality and the metropolitan Hobart area. Table 3 below identifies the action, responsibility and timing for the infrastructure projects and planning scheme changes. These require inputs from Council and State Government.

It is noted that the following actions which were identified in the 2017 strategy have commenced or been completed:

- Undertake a corridor study for the portion of the Tasman Highway between Sorell and Hobart (including consideration of whether the Sorell bypass corridor is still needed, and if so, whether its location should be shifted).
- Improve the public transport services between Sorell/Southern Beaches and Hobart, including by moving the metropolitan bus network boundary to encompass the Sorell township as part of the upcoming Public Bus Service Recontracting Project.
- Rezone the majority of option R13 (56-62 Forcett Street, Sorell).

Table 3. Sorell Land Supply Strategy Action Plan

Action	Responsibility	Timing
Implement the recommendations of the Strategy and undertake ongoing monitoring of the supply and demand for residential, industrial and commercial land in Sorell.	Council	Ongoing
Advocate for the importance of Sorell's growth for the functioning of the Hobart metropolitan area in line with the Southern Tasmania Regional Land Strategy.	Council	Ongoing
Ensure there is an ongoing 20 years supply of zoned greenfield residential and industrial land in Sorell.	Council	Ongoing
Rezone residential Stages 1 to 3 in the strategy as part of the statewide planning scheme template process.	Council, Tasmanian Planning Commission	2019
Review the supply of residential greenfield land in Sorell and rezone Stage 4 of the strategy and the Future Urban Growth land as needed.	Council, Tasmanian Planning Commission	Ongoing
Rezone the identified light industrial land as part of the statewide planning scheme template process.	Council, Tasmanian Planning Commission	2019
Rezone the identified land in the local commercial centres as part of the statewide planning scheme template process.	Council, Tasmanian Planning Commission	2019
Encourage Inghams to continue operating to provide local employment opportunities. If Inghams ever vacate their site, rezone it for urban purposes.	Council	Ongoing
Prepare traffic modelling for the growth scenario set out in the strategy.	Department of State Growth	2019
Upgrade the Tasman Highway to address the existing capacity issues and to ensure that the additional growth of the metropolitan area is not hampered by inadequate transport infrastructure.	Department of State Growth	2019
Continue to improve the public transport services between Sorell/Southern Beaches and Hobart.	Department of State Growth, Metro Tasmania	Future action. It is noted that the services were recently

Action	Responsibility	Timing
		improved.
Investigate water and sewerage servicing requirements.	TasWater	2019
Investigate electricity servicing requirements.	Council	2019
Investigate bushfire issues associated with urban and rural residential growth.	Council, Tasmania Fire Service	2019
Raise awareness of Sorell as a location for agricultural-based industries.	Council, TasIrrigation, Department of State Growth	2019