

Sorell Township Urban Master Plan 2015 Update

Sorell Council

30 September 2015

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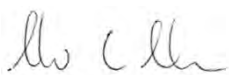
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Executive Summary

The Sorell Township Urban Master Plan (2009 Plan) was completed by Collie in 2009. As part of the recommendations of the plan a review is to be conducted on the project every 5 years to ensure that the town is developed in an appropriate manner. This Master Plan Update responds to the initial plan identifying new developments in regional and state policy, social demographics, key actions achieved since the previous plan and the changing urban environment.

The 2009 Plan produced a set of Key Recommendations surrounding transport, residential, industrial and commercial growth, the role of the town centre, environmental sustainability and open space, community facilities and the implementation and monitoring of the plan.

This document represents the first review of the 2009 Plan and incorporates the findings and recommendations of a number of documents which have been prepared since. The plan has been updated to reflect the findings of the 2011 ABS Census Data and the latest Demographic Change Advisory Council findings which predicted a higher level of population growth within the municipality than envisaged in the original 2009 Plan. It also provides updated imagery and plans to improve the coherency of the Plan and a more detailed assessment on the potential Industrial land supply.

1 Introduction

1.1 Why Update the Master Plan for Sorell Township?

In 2009 Sorell Council prepared the Sorell Township Urban Master Plan (2009 Plan). The primary purpose of the 2009 Master Plan was to develop a:

“land use and transport framework for its sustainable development over the next twenty two years and beyond”.

In mid-2014 Council reviewed the 2009 Plan and were of the view that an update of the Plan was warranted. The preparation of the Sorell Township Master Plan 2015 Update (The Update) is an update to the 2009 Plan is providing an opportunity to improve conditions in the community, ensure the sustainability of the town and enhance the quality of life for both current and future generations.


The Master Plan for Sorell Township will continue to guide the strategic development of the township and the wider municipality and will also provide a framework for urban planning, design, infrastructure funding, development and investment in Sorell over the next 20 years.

The population size of Sorell has increased and key characteristics and demographics have continued to change since the 2009 Plan was prepared. Strong community action is advocating for opportunities and change, the regional context is shifting and the understanding of environmental constraints to growth and development has improved. A strategic update and response to these and other issues is required to ensure that opportunities for growth and development in Sorell are captured and controlled.

Background documents include the relevant information gathered by the consultant team in relation to the Study area. This includes a review of Sorell’s context, relevant policy documents, demographics and forecast projections for the future. These documents provide the technical basis on which the update to the Master Plan has been undertaken.

In 2014 Council issued their Strategic Plan 2014-2018. In the Mayor Kerry Vincent’s introduction to the Sorell Strategic Plan he stated that Sorell is one of the fastest growing regions in Tasmania and that “Sorell is poised to play an increasingly important role in Tasmania’s Development”. According to Council:

The Sorell Community Strategic Plan 2014-2018 has been developed to support the future aims and objectives of the Sorell community and Council. Sorell Council is determined to promote growth, development and the provision of increased opportunities for our community, while at the same time, preserve our natural environment and heritage.



Key guiding principles of the Strategic Plan include the following:

- Valuing the balance between the natural environment, community settlements, rural landscape, scenic waterways and development
- Facilitating growth and new opportunities

The Key Focus Areas of Councils 2014-2018 Strategic Plan that are of relevance to the 2015 update to the Master Plan include the following:

- Identify, scope and attract priority infrastructure projects
- Identify, scope and attract new industry and businesses
- Form alliances between public and private organisations to take projects and strategies forward and advocate accordingly
- Identify, promote and market existing local businesses, events and places of interest in the Sorell Council area
- Promote the Sorell Council area as a good place to live
- Identify, promote and market the potential use of the coast line immediately surrounding the town of Sorell
- Develop and implement a land acquisition and disposal strategy

The Sorell Township will continue to play a key role in providing the base for the achievement of the aforementioned Aims and Objectives of the Strategic Plan and the 2015 update to the Master Plan will assist in helping council deliver these goals.

1.2 2015 Master Plan Update Objectives

The 2015 Update is underpinned by key objectives/strategic directions that respond to a number of issues and challenges currently restricting growth and development in key areas of Sorell.

The Update will guide the future development of Sorell for the next 20 years, and will provide the basis for future planning scheme amendments to the Sorell Planning Scheme.

The Update has been developed having regard to what is achievable through the planning scheme and through other means, such as capital works programs, advocacy, Government grants, and private investment. This includes an examination of:

- Growth needs
- Community needs
- Transport and accessibility needs
- Sustainability
- Heritage and local identity
- Key economic opportunities and drivers

The **Primary Focus** of the 2015 Update is to:

- Maximise the value of the Sorell Township to the wider Sorell Council Area
- Ensure organisational health through the development of people, processes, products and partners
- Diversify and grow the rate base
- Account for any demographic and other changes that have occurred since the original publication of the Master Plan.
- Incorporate any new ideas and initiatives to enable the sustainable growth and development of Sorell.

The review of this update has embraced the following planning principles (as per the 2009 Plan):

- **Sustainability** – balancing the economic, social and environmental consequences of growth to ensure that benefits are sustained in the long-term.
- **Diversity** – promoting a varied mix of economic and social opportunities.
- **Liveability** – promoting a high quality urban and rural environment that supports healthy lifestyles.
- **Integration** – maximising opportunities for linkages and synergies between areas and activities.

1.3 Sorell

Sorell is an important service centre for the Region & Municipality, together with a number of districts that extend into the Tasman Peninsula and north along the East Coast to Triabunna.

1.3.1 Regional Context

Sorell is located approximately 23 kilometres east of Hobart via the Tasman Highway and was once an outlying rural town to Hobart. Sorell is now considered a sub-regional service centre and forms part of the greater metropolitan Hobart region. Linking the area with the Tasman Highway, Sorell has exceptional potential for growth being within 25 minutes of the Hobart CBD and 10 minutes of the Hobart Airport.

Sorell is an expanding local centre within the region and has experienced strong residential growth, particularly in the affordable housing market, and is in easy commuting distance of metropolitan Hobart. Average household sizes in Tasmania, and the Region, are shrinking. This fact, in combination with an ageing population and ongoing issues related to housing affordability, will continue to create demand for new housing types in the region; including in Sorell.

Sorell is experiencing some of the highest growth rates within the region. These higher growth rates in outer-urban areas have a direct correlation with the availability of land, the affordability of housing and lifestyle reasons.

Sorell's central location within the municipality enables it to serve as a gateway and regional service centre for the region. Sorell has a catchment that encompasses the town itself, along with the towns and residents within close proximity to the town. This includes the following places.

Table 1 Towns and Settlements within Sorell Council

■ Dunalley	■ Copping	■ Lewisham
■ Wattle Hill	■ Primrose Sands	■ Forcett
■ Nugent	■ Carlton	■ Orielton
■ Kellevie	■ Dodges Ferry	■ Midway Point

1.4 Master Plan Study Area

The 2009 Plan highlights three areas of influence for Sorell with the Local, Municipality and Regional Catchments each contributing valuable input into the town.

Local – Sorell Township



People 2,476 (2011)

All private dwellings 1,078

Median weekly household income \$879

Sorell Township area has a relatively small residential population however acts as a civic/economic base for the region providing opportunities and services for the wider area. Sorell Township is the primary study area for the 2009 Plan and similarly the 2015 Update. The boundary areas have been adjusted to fit the 2011 ABS boundary.

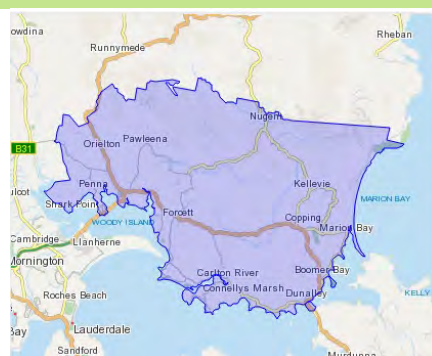
Municipality - Sorell Council

People 13,194 (2011)

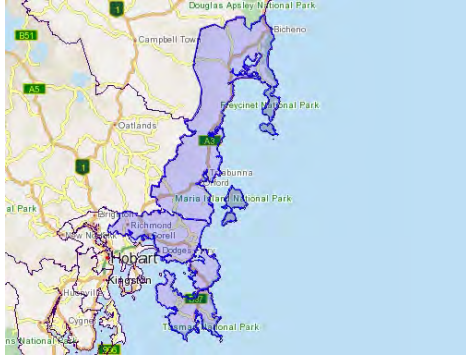
All private dwellings 6,592

Median weekly household income \$949

The Sorell Council encompasses a large area east of Hobart with the Sorell Township being the main civic/economic hub for the area. Smaller townships such as Midway Point, Doges Ferry and Lewisham rely on Sorell for shopping and vital services. The area is experiencing reasonable growth due to its proximity to Hobart and desirable natural environment.



Regional – South East Tasmania



People 21,367 (2011)

All private dwellings 13,538

Median weekly household income \$850

The South East Region encompassing Tasman, Glamorgan-Spring Bay, Sorell and parts of Clarence Council is the wider regional area that is serviced in part by Sorell Township. The regional catchment area was identified in the 2009 Plan and previous studies and used as a reference for assessments of commercial/retail floor space and civic/community services.

This Update takes into consideration growth changes in the Council area and the broader regional area, however its primary focus is on the planning and design of the town itself. The general study area for the Updated Master Plan is similar to the area identified in the 2009 Plan and is shown in Figure 1.



Figure 1 Study Area Boundary

The primary part of this study area is the existing urban area of Sorell Township. However, the update to the Master Plan has had regard to land to the north and east of the existing urban area for future growth opportunities for Sorell. The primary study area extends approximately:

- 1.5 kilometres southwest of the town centre to Orielton Lagoon (measured from the intersection of Gordon Street and Cole Street);
- 2 kilometres west of the town centre (vicinity of Shark Point Road)
- 1.2 kilometres northwest of the town centre (vicinity of the Tasman Highway and Shark Point Road);
- 2.2 kilometres north of the town centre;
- 3 kilometres east of the town centre (vicinity of Nugent Road and the Arthur Highway).

1.5 Population Profile

Sorell Township had an estimated population of 1230 in 1996 increasing steadily to 1650 in 2006 and 2110 by 2011.

In the original 2009 Plan population projections going forward from 2011 to 2031 were for continued steady population growth over this 20 year period. In the five years since the release of the original plan the growth in population has been increasing and is consistent with these earlier projections.

Table 2 Population Growth 2001 to 2011

Population Growth - 2001 to 2011			
Year	2001	2006	2011
Total	1,303	1,546	2,110
Male	577	693	991
Female	726	853	1,119
Dwellings	581	673	942

Source: ABS census Data - <http://www.abs.gov.au/>

The 2009 Plan estimated a population of the Town in 2011 to be 2080 which is consistent with the latest census data being 2110 being 30 residents or 2% above the estimates. In line with predicted growth rates the period between 2001 and 2011 saw a 6.2% average increase in population per year well in excess of the Tasmanian ten year average population increase of 0.8% per year and Sorell Councils 2.5% increase per year.

Table 3 Population Change – Per Census Period – 2001 to 2011

Population Change - Per Census Period - 2001 to 2011			
Change	2001 - 2006	2006 - 2011	Total
Total	243	564	807
Male	116	298	414
Female	127	266	393
Dwellings	92	269	361

Source: ABS census Data - <http://www.abs.gov.au/>

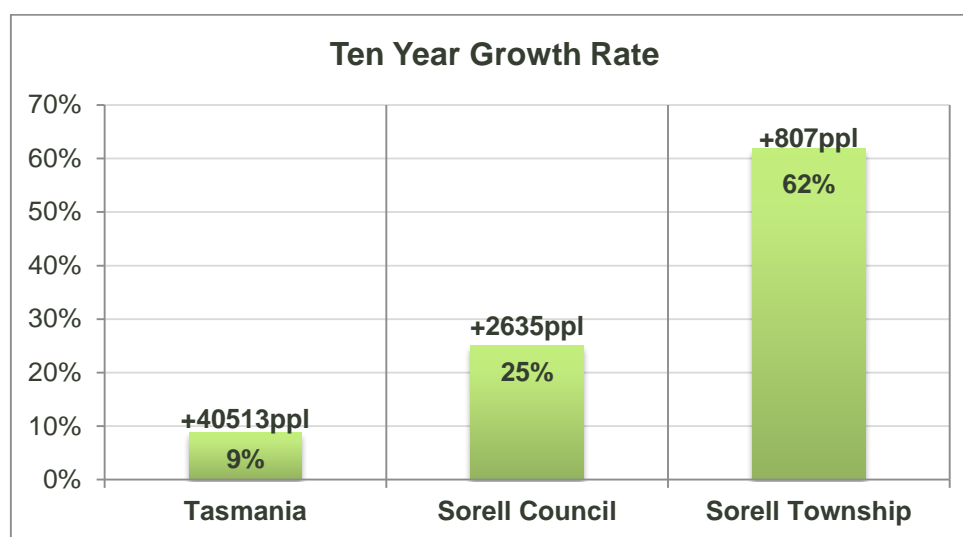


Figure 2 Ten Year Growth Rate – Population

1.6 Population Projections

In May 2008, Tasmania's Department of Treasury developed population projections for Tasmania and the 29 Local Government Areas as part of the work of the Demographic Change Advisory Council. In preparing these projections, all 29 local governments in Tasmania, regional bodies and State Government departments were consulted. The final projections were updated using ABS June 2007 LGA level population estimates and some assumptions were modified following stakeholder consultation. <http://www.dcac.tas.gov.au/>

The information specifically that related to the municipality of Sorell provided evidence in the preparation of the 2009 Plan. The projections considered three rates of growth: Low Medium, and High and the table below highlights the predictions for the Sorell Council area across these three scenarios.

Table 4 Population Projections – Sorell Municipality

Population Projections –Sorell Municipality			
Year	Low	Medium	High
2008	12643	12699	12726
2010	12947	13122	13305
2012	13230	13544	13885
2014	13496	13969	14460
2016	13762	14382	15050
2018	14018	14806	15646
2020	14264	15217	16233
2022	14499	15629	16827
2024	14723	16031	17429
2026	14924	16425	18021
2028	15103	16803	18607
2030	15263	17152	19181
2032	15382	17492	19743

Across the three scenarios growth was predicated in the municipality. The population increase from 2007 to 2032 across the three scenarios is listed below.

Low +2927

Medium +5037

High +7288

In line with these figures to 2011 Sorell Councils population according to ABS data was 13,149. This is a little below the medium growth scenario projecting a population of 13,332 however higher than the lower projections of 13,086.

Table 5 Population Figures – Historical and Projected

Geographical Area	Year							
	Historical				Projections			
	1996	2001	2006	2011	2016	2021	2026	2031
Sorell Township	1230	1380	1650	2080 (2110 Actual)	2490	2890	3280	3660
Balance of Municipality	9390	9620	10507	11160 (11039 Actual)	11970	12740	13020	13100
Sorell Council Area	10620	11000	12157	13240 (13149 Actual)	14460	15630	16300	16760

Note: Table is originally from 2009 Sorell Township Master Plan update to show the latest ABS Data

1.7 Development Approval Data

Using data collected by Sorell Council the following table provides a breakdown of the development approvals for the each of the respective years.

Table 6 Development Approvals

Type of Development	2009	2010	2011	2012	2013	2014
Residential	337	276	235	206	314	294
Commercial / Retail / Civic	26	25	37	41	39	21
Industrial	3	2	1	1	1	0

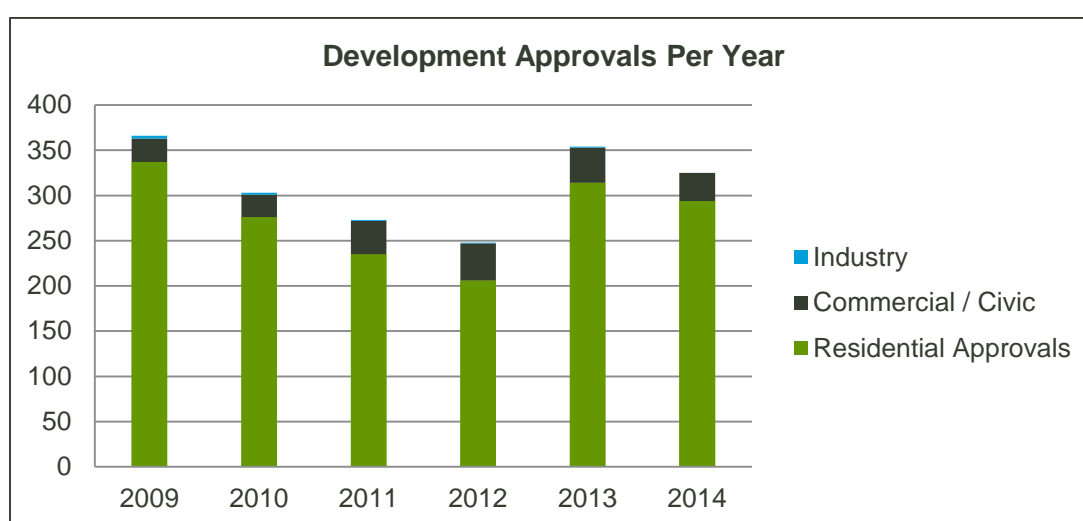
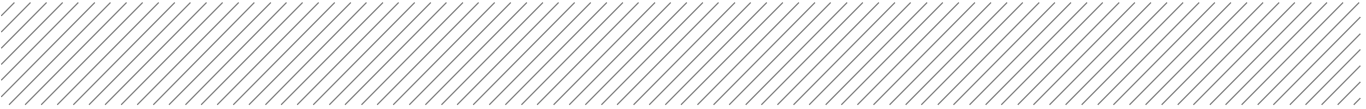


Figure 3 Development Approvals Per Year – 2009 to 2014



Projected growth within the Sorell municipality will generate an increased need for local employment and accordingly, the ability to explore new areas for industrial activities in support of the infrastructure improvements is considered to be appropriate.

Sorell's industrial areas are an integral source of income and employment for the municipality. Ensuring the long term use and the protection of the viability of both existing and proposed industrial areas is vital.

1.8 Summary

Based on a review of dwelling approvals it is evident that Sorell has:

- A fast growing population vastly exceeding local and state growth rates
- Growth rates generally in-line with predictions made in the 2009 Plan
- Buoyant residential approvals with a dip in approvals around 2011-12 but then increasing again in 2013-14
- Generally consistent retail/commercial/civic approvals with a dip in 2014
- Very low and diminishing industrial approval rates of generally one development per year approved.
- Capacity of up to 5-7000 new residents in the Council area within the next 18 years or an increase of up to 50% with a large proportion of these moving into Sorell Township.

2 Key Visions for Updates

2.1 Background

In December 2008 a workshop was held to seek input from key stakeholders and the community. The participants at the workshop were asked to identify positive and negative perceptions of Sorell. The update to the Master Plan has used the items raised as a basis for the initial review.

It goes without saying that the positive aspects that were raised are pleasing, but it is key to ensuring that these positives are maintained and improved upon where possible. A key part of this 2015 Update has been to look at the deficiencies that were highlighted back in 2008 and how they were considered and incorporated into the 2009 Plan in order to address them. In addition, the 2015 Update has looked at the key directions included in the 2009 Plan (to address the deficiencies) and where they may have been successfully achieved to address a shortcoming that was previously raised (or not as the case may be).

The ongoing monitoring of the Master Plan is a key part of ensuring that the Plan is delivering the intended aims and goals that it set out to achieve. This is discussed in greater detail in **Chapter 10 – Implementation**.


The findings of the 2009 Plan consultation were as follows:

Positive perceptions included:

- Sorell Township as a distinctive small town, with its own identity and sense of community;
- Sorell Township as a hub and regional centre close to Hobart, beaches, bushland and national parks;
- an appealing rural town feel;
- a safe town;
- a district of population growth;
- providing a range of sporting and recreation facilities;
- offering links to the natural environment - Orielton Lagoon;
- potential offered by a town square.

Perceived deficiencies included:

- lack of transport facilities, within and beyond Sorell;
- traffic congestion and parking access in the town centre;
- lack of industrial land;
- problems of through traffic in the Town and Town centre, in particular, related to the above observation, the view that Sorell is seen as a 'drive-through' town and does not cater adequately for tourists;
- lack of tourist accommodation;

- 
- perceived lack of urban design consistency and quality;
 - a poor main street environment;
 - lack of employment opportunities;
 - lack of certain types of community facilities, including a swimming centre and an arts centre;
 - perceived uncoordinated approach to development.

In summary, the perceived attributes and most important qualities of Sorell related to its role and distinctive feel as a separate town and regional service centre, relatively close to Hobart and with a range of amenities and attractions. The perception of Sorell as a growth district was also a distinct positive. The perceived deficiencies of the Town were the lack of public transport access to Hobart and the perception that the town centre was congested with through traffic and with a poor presentation / urban design standard, together with an identified lack of industrial and commercial land and certain types of community facilities.

2.2 Themes

The 2015 Update has been structured to be read under each of the following key themes:

- Updated Interim Planning Scheme and Zoning
- Residential Development
- Industrial Development
- Commercial Development
- Transport and Movement
- Open Space & Recreation
- Master Plan

These themes are a reflection of the work done in the original 2009 Plan and have been carried through on this update.

Objectives/Strategic Directions, Principles and an overview of the key updates have been developed under each theme.

2.3 Township Opportunities and Constraints

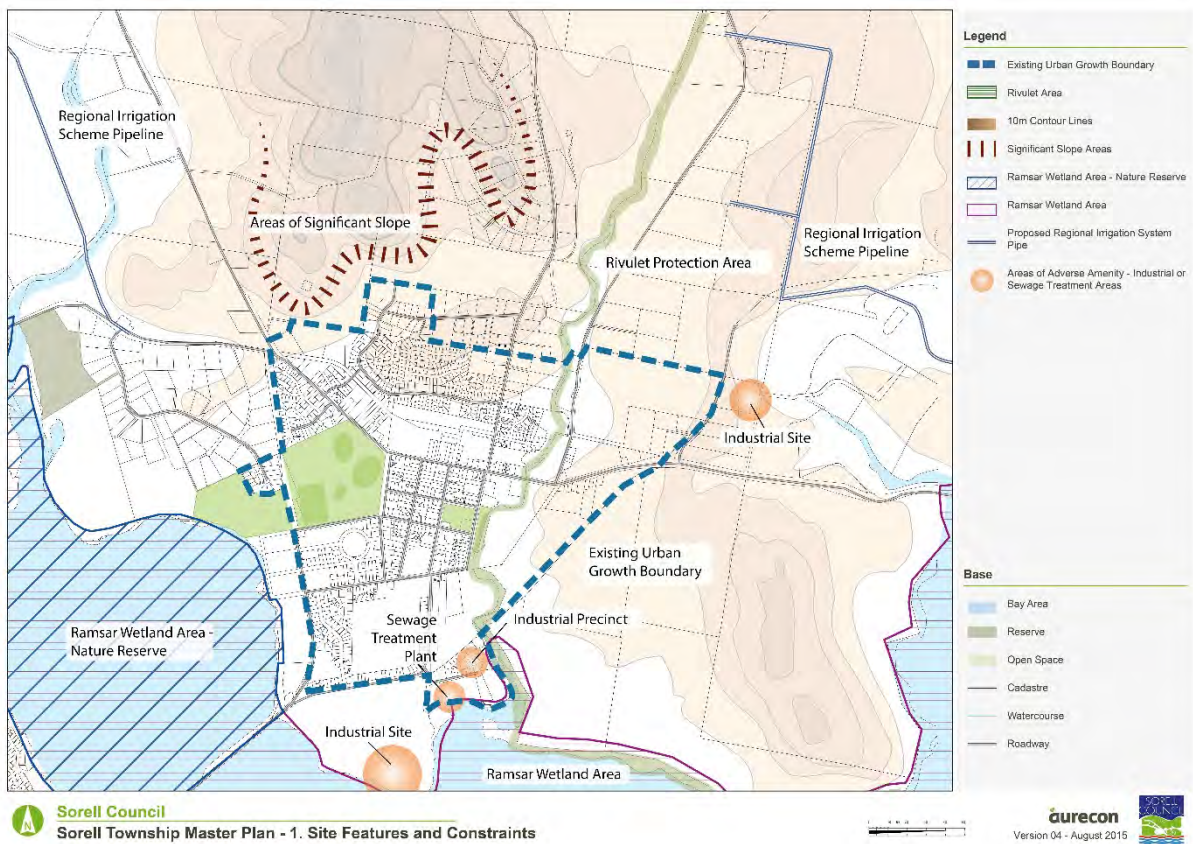


Figure 4 Site Features and Constraints

Site features around the town that should be considered in the future land use planning and development include:

- Areas to the north and east of town that have significant slope and are unsuitable for development
- Low density development areas to the north and north-west of the town which present a difficult lot layout for future densification.
- Areas to the north which contain native vegetation which should be protected and retained.
- The wetland and reserve areas to the south and west requiring protection.
- A number of industrial / service areas with adverse amenity impacts.
- The Sorell Rivulet area which presents a barrier to the east of the town.
- The Urban Growth Boundary as designated within the Southern Tasmania Regional Land Use Strategy.
- The regional irrigation pipelines to the north east and north west of the town which could lead to more intensive agriculture and other industries (Refer to Section 6.2).
- The existing road networks which include the Tasman & Arthur Highways passing through the centre of the town.



3 Planning Policy Framework

The Resource Management and Planning System of Tasmania (RMPS) was established in 1993 with the aim of achieving sustainable outcomes from the use and development of the State's natural and physical resources.

The objectives of the RMPS are:

- *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity*
- *to provide for the fair, orderly and sustainable use and development of air, land and water*
- *to encourage public involvement in resource management and planning*
- *to facilitate economic development in accordance with the objectives set out in the above paragraphs*
- *to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.*

The concept of sustainable development is fundamental to the Resource Management and Planning System, and this is defined in the legislation as:

Managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while:

- *sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations*
- *safeguarding the life-supporting capacity of air, water, soil and ecosystems*
- *avoiding, remedying or mitigating any adverse effects of activities on the environment.*

Recent updates to the *Land Use Planning and Approvals Act 1993* have implemented the use of interim planning schemes throughout Tasmania. Sorell has yet to establish the interim planning scheme but current works around this are being undertaken to update the scheme in-line with State standards. The 2015 Update will enable Council to achieve the sustainable development of the town's resources as per the above objectives.

3.1 Strategic Directions for Sorell

The strategic directions for Sorell Township that were originally established in the 2009 Plan remain relevant and are outlined below:

- to maintain and enhance the identity of Sorell as a regional town, distinctive from suburban Hobart;
- to develop a sustainable and prosperous town with a balance between investment and growth and the identity and amenity of the Town;
- to ensure a compact, well organised and well-structured Town with clearly defined precincts, accessed by open space and parklands, and with a high amenity for local areas and streets, free from the intrusion of through traffic;
- to ensure that development is coordinated in order to achieve a clearly defined Master Plan for the Town.

Key Issues:

The key issues identified in 2009 remain valid and are listed below:

- Impacts of regional roads through Sorell and the wider council area
- Role of the Sorell Town Centre
- Access within and through town – pedestrian, bicycle & vehicle
- Environmental & Natural Values

Employment and Industrial Development

3.1.1 Regional Strategic Plans and Studies

Key regional Strategic Plans and Studies that have been considered as part of this update include:

- Southern Tasmania Industrial Land Study – Stage 1 Final Report (December 2011)
- Southern Tasmania Industrial Land Study – Stage 2 Final Report (July 2013)
- Vision East 2030 – The East Coast Land Use Framework
- Natural Resource Management Strategy Southern Tasmania 2010-2015 (NRM South)
- Southern Integrated Transport Plan 2010 (DIER)
- Invest in Tasmania – Department of State Growth (March 2014)

3.1.2 Local Strategies, Plans & Studies

Key local Plans and Documents that have been considered as part of this update include:

- The Sorell Planning Scheme 1993 and the draft Sorell Interim Planning Scheme 2014
- Sorell Council Strategic Plan 2014-2018

4 Sorell Draft Interim Planning Scheme

4.1 Background

The Sorell Interim Planning Scheme currently being prepared is at the time of this report in a Draft format nearing completion. As a key component of the Regional Planning Initiative new planning schemes are being developed by each planning authority to increase the consistency of planning rules across Tasmania's Council areas.

These new interim planning schemes are provided for under Division 1A, Part 3 of the Land Use Planning and Approvals Act 1993, and must be consistent with, and further the objectives and outcomes of, the respective region's declared Regional Land Use Strategy, as well as contain the mandatory provisions required by Planning Directives. Each council is responsible for preparing a draft interim planning scheme using the template under Planning Directive No. 1. This is currently being undertaken by the Sorell Council. Upon completion the interim scheme will be approved by the Minister replacing the existing Sorell Planning Scheme 1993.

Although still a draft the Sorell Interim Planning Scheme has been submitted to the Minister of Planning for his approval and declaration. The following sections highlight key changes and objectives of the new Scheme along with draft mapping and proposed zoning changes. This 2015 update of the Sorell Township Urban Master Plan is expected to influence future Planning Scheme reviews in the future.

4.2 Regional Objectives

Section 3.0 of the **Sorell Draft Interim Planning Scheme** (Interim Scheme) outlines a number of Regional (R) and Local (L) objectives of the new scheme relating to land use, infrastructure, design and environment. Each objective has a desired outcome and methodology to achieve the outcome. Below is an extract of the most relevant objectives and outcomes from the Interim Scheme in relation to the Sorell Township:

Table 7 Regional Objectives and Outcomes

3.0.1 Infrastructure	Relevant Outcomes
Objective: R - To adopt a more integrated approach to planning and infrastructure. L - To ensure that infrastructure is appropriate to support development and attain the expected environmental and public	<ul style="list-style-type: none">- <i>Confining land zoned for urban development to within the Urban Growth Boundary.</i>- <i>Implementing a Residential Land Release Program for the Greenfield Development Precincts identified within the Regional Land Use Strategy that follows a land release hierarchy planning process from strategy (greenfield targets within urban growth boundary) to conceptual sequencing plan to precinct structure plan (for each Greenfield Development</i>

health outcomes.

Precinct) to Subdivision Permit to Use and development permit.

- *Facilitating densification within inner urban areas in close proximity to the larger activity centres and integrated transit corridors through use of the Inner Residential and Urban Mixed Use Zones and facilitating higher density dwelling types through zone standards*
- *Recognising and protecting major utilities through the use of the Utilities Zone.*

3.0.2 Residential Growth

Objective:

R - To manage residential growth holistically.
L - To provide sufficient and suitable land to meet current and future residential demand in a manner consistent with environmental and infrastructure constraints.

Relevant Outcomes

- *Confining land zoned for urban development to within the Urban Growth Boundary.*
- *Applying the General Residential Zone to existing areas developed to suburban densities where fully serviced or if not fully serviced where they are capable of being serviced.*
- *Providing zone standards so that land zoned General Residential is developed at a minimum of 15 dwellings per hectare (net density).*
- *Applying the Low Density Residential Zone only where necessary to manage land constraints or to acknowledge existing areas.*
- *Minimising rural residential growth outside of identified settlements to existing rural residential areas.*
- *Ensuring sufficient undeveloped land in Sorell township and Midway Point is zoned General Residential or Low Density Residential (where there are some land constraints) in advance.*

3.0.3 Activity Centres

Objective:

R - To create a network of vibrant and attractive activity centres.
L - To ensure that activity centres develop in a manner that is suitable to its role and functions within the local area and maximises community benefit.

Relevant Outcomes

- *Applying the Local Business Zone to the core of the Activity Centre, being Minor/Town Centre or Local Strip within the Activity Centre Network.*
- *Preventing out-of-centre commercial development, other than that which services local needs.*
- *Providing development standards requiring high quality urban design and pedestrian amenity which provides for active street frontage layouts and respects the character of the urban area.*
- *The General Business Zone provides for the widest possible range of employment opportunities including commercial and community services in addition to retailing activity.*

3.0.4 Economic Infrastructure

Objective:

R - To improve the region's economic infrastructure.

Relevant Outcomes

- *Applying the General Industrial zone to recognise the medium to higher impact industrial uses in the area.*
- *Applying the Light Industrial Zone to recognise the lower level impact industrial uses in the area.*
- *Minimising and preventing land use conflicts through appropriate siting of industrial land and the use of an attenuation code.*

	<ul style="list-style-type: none"> - Providing subdivision potential in the Rural Resource Zone associated with downstream processing.
--	---

3.0.5 Productive Resources Objective: R - To support the region's productive resources. L - To support primary industries and facilitate the further development of agricultural uses, particularly in irrigation districts.	Relevant Outcomes <ul style="list-style-type: none"> - Recognising and protecting districts comprised of substantial areas of identified significant agricultural land by applying the Significant Agriculture Zone. - Providing large buffer distance between significant agriculture and residential development, and allow residential development otherwise only where it can be demonstrated that it will not fetter agriculture uses on neighbouring land. - Providing for down-stream processing of agricultural products 'on farm'. - Providing subdivision standards in the Rural Resource Zone that are consistent with the optimum size for the predominating agricultural enterprise. - Ensuring complimentary processing, retails sales, on-site food services and tourism activities that encourage agricultural investment and benefit from rural settings can be considered in the Rural Resource Zone and Significant Agriculture Zone. - Ensuring productive resource uses and associated value adding activities are given maximum priority in the Significant Agriculture Zone in the event of potential land use conflict. - Providing flexibility in the Environmental Management Zone to consider the construction of new coastal based infrastructure such as boat ramps, jetties and storage facilities where required for a marine farming or commercial fishery activity. - Allowing onshore marine farming facilities as a permitted use in specifically identified locations within the Rural Resource Zone and Environmental Management Zone.
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3.0.6 Natural Environment Objective: R - To increase responsiveness to the region's natural environment.	Relevant Outcomes <ul style="list-style-type: none"> - Protecting land with the highest environmental values through the application of the Environmental Management Zone. - Avoid applying urban zones and the Significant Agriculture Zone to land with significant environmental values. - Avoiding zoning any further land for urban development identified as at risk from rising sea levels. - Recognising areas at risk from bushfire and managing use and development accordingly through a bushfire prone areas code.
--	---

3.0.7 Water Resources Objective: R - To improve management of the region's water resources.	Relevant Outcomes <ul style="list-style-type: none"> - Protecting environmental values of waterways generally through a number of codes. - Minimising loss of native vegetation and/or soil disturbance, and preventing the spread of, weeds from development sites through construction management provisions. - Protection of the ecological and environmental values of the Pitt Water/Orielton Lagoon RAMSAR listed wetland.
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	<ul style="list-style-type: none"> - Inclusion and application of specific development provisions for use or development on land surrounding Pitt Water/Orielton Lagoon. - Providing stringent development standards for on-site waste-water through an On-Site Waste-water Management Code.
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3.0.8 Healthy Communities Objective: R - To support strong and healthy communities.	Relevant Outcomes <ul style="list-style-type: none"> - Providing flexibility within the planning scheme for a variety of housing types in all residential areas, and ensuring it does not discriminate against social and affordable housing. - Including planning scheme provisions pertaining to Crime Protection through Environmental Design principles. - Ensuring the General Business Zone allow for the expansion of existing or establishment of new communities facilities servicing the whole municipality. - Applying the Open Space Zone or Environmental Management Zone to protect existing open space network. - Applying the Recreation Zone to all publicly and privately owned recreation facilities.
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3.0.9 Competitiveness Objective: R - To make the Southern Tasmanian region nationally and internationally competitive. L - To make the municipal area competitive on a State, national and international basis.	Relevant Outcomes <ul style="list-style-type: none"> - Ensuring key industries are appropriately zoned and provided for.
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3.0.10 Liveability Objective: R - To create liveable communities.	Relevant Outcomes <ul style="list-style-type: none"> - Applying the Recreation and Open Space Zones to land accommodating active sporting facilities and passive recreation respectively. - Providing for the recognition and appropriate protection of known historic cultural heritage and archaeological sites of at least local significance within a local heritage code, particularly where not recognised and protected at the State level. - Ensuring development standards address open space, design and appearance issues.
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4.3 Proposed Zoning

The Draft Interim Planning Scheme proposes a number of zoning changes into the area typically fixing anomalies and extending growth areas. The following table outlines the general purposes of the proposed key zones implemented around the town.

Table 8 Proposed Zoning

General Residential Zone - Zone Purpose

To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

To provide for compatible non-residential uses that primarily serve the local community.

To provide for the efficient utilisation of services.

Low Density Residential Zone - Zone Purpose

To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.

To provide for non-residential uses that are compatible with residential amenity.

To avoid land use conflict with adjacent Rural Resource or Significant Agricultural zoned land by providing for adequate buffer areas.

Rural Living Zone - Zone Purpose

To provide for residential use or development on large lots in a rural setting where services are limited.

To provide for compatible use and development that does not adversely impact on residential amenity.

To provide for agricultural uses that do not adversely impact on residential amenity.

To facilitate passive recreational uses that enhance pedestrian, cycling and horse trail linkages.

To avoid land use conflict with adjacent Rural Resource or Significant Agriculture zoned land by providing for adequate buffer areas.

Open Space Zone - Zone Purpose

To provide land for open space purposes including for passive recreation and natural or landscape amenity.

To encourage open space networks that are linked through the provision of walking and cycle trails.

Recreation Zone

To provide for a range of active and organised recreational use or development and complementary uses that do not impact adversely on the recreational use of the land.

To encourage open space networks that are linked through the provision of walking and cycle trails

Light Industrial Zone - Zone Purpose

To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimize conflict or impact on the amenity of any other uses.

To promote efficient use of existing industrial land stock.

To minimise land use conflict in order to protect industrial viability and the safety and amenity of sensitive land uses in adjacent zones

To provide industrial activity with good access to strategic transport networks

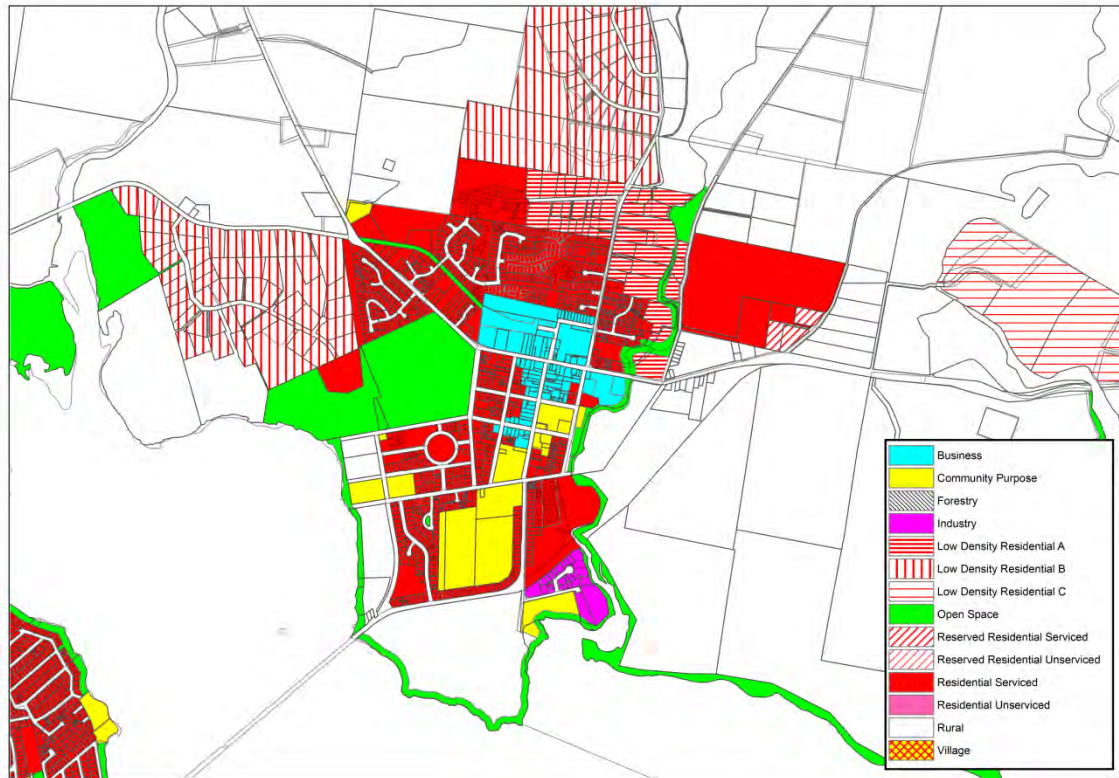


Figure 5 Existing Planning Scheme Zoning

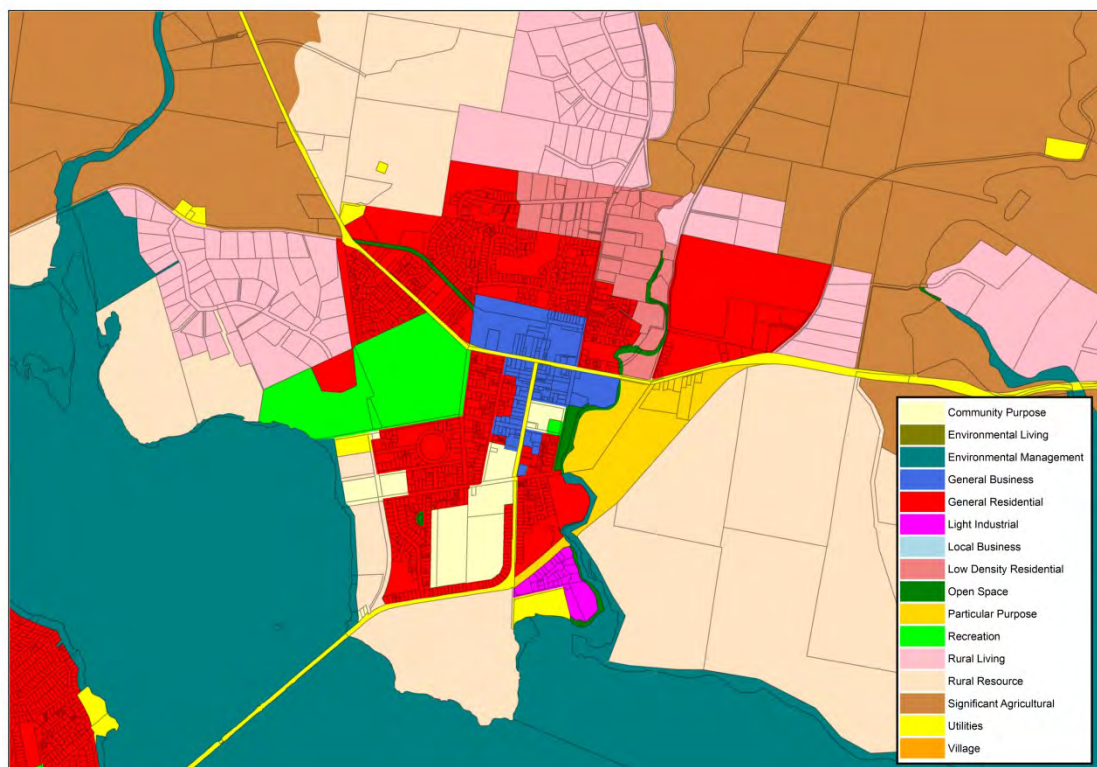


Figure 6 Draft Interim Planning Scheme Proposed Zoning




Figure 5 shows the existing land use zoning for the Sorell Township. Figure 6 presents the proposed Interim Scheme zoning. The new plan is generally consistent however the following areas have been amended in the new scheme.

- Rural Areas to the north east and north west of the town have been proposed to be rezoned as Significant Agricultural zone reinforcing their agricultural value. The development of the South East Irrigation Scheme (SEIS) will allow for a greater range of intensive agricultural practices within this area. The Significant Agricultural zone allows for a great flexibility and security for these uses leading to long term benefits across the region in food production and employment.
- Areas to the north east of the township will be formalised into General Residential Zone allowing for a more continuous residential growth area.
- Areas to the east of the town (to the eastern side of the rivulet) is proposed to be rezoned Particular Purpose for the future development of the Highway Bypass and future urban growth.
- Service areas around the area are proposed to be formalised with a Utilities Zone including the sewerage treatment plant, electricity sub stations, council depot etc.
- Areas to the east of the township surrounding the growing residential area are proposed to be rezoned Rural Living.

The majority of these zoning changes are to reflect the strategic needs of the growing town and to formalise existing uses.

5 Residential Development

The Sorell Township currently has a population of 2110 (2011 census) and is forecast to experience an average annual growth rate 2.8% to reach 3660 people by 2031. In Section 2.3 of the 2009 Plan it is noted that in the period between 1991-2006 the town experienced a growth of approximately 30 dwellings and a further 9 townhouses or multiple units per annum. This is calculated to equate to a need of approximately 880 new dwellings or 840 new allotments in the Sorell Township until 2031.

As the 2009 Plan highlights, along with the projected housing demand a rolling stock is required to ensure the market is not inflated or restricted due to speculative holdings or other economic factors. It outlines the Victorian practice of retaining a 15-year rolling reserve and equates this to approximately 560 allotments in Sorell in addition to the projected growth of 840 lots. The plan also discusses the existing vacant residential land supply around the town. It notes that a combination of existing vacant allotments and areas of broad acre land zoned for residential use have the capacity for around 1,370 vacant residential lots meeting the projected land requirements.

At the time of the 2009 Plan a review of vacant land was undertaken identifying:

- 240 Residential serviced lots at Pennington Drive
- 7 vacant Low Density Residential lots (minimum 1 ha lots)
- 8 vacant infill Residential Serviced
- 2 Broad acre Residential Serviced lots with a total area of 28,000m²
- A further 33,660m² Residential Serviced broad acre lot at 2 Forcett Street occupied by a non-conforming vehicle repair facility

Since the 2009 Plan was enacted a number of further residential subdivisions have occurred. These include:

- 20 lot approval at Weston Hill Road for Low Density Residential B (minimum 1 ha)
- 81 lot Residential staged subdivision at 81 Gatehouse Drive
- 50 lot Residential staged subdivision at Forcett Street, approximately 15 built or under construction leaving a total of 35 vacant lots.
- 18 lot Residential subdivision at Brookborough Court
- 11 lot Residential subdivision at Pennington Drive
- 30 lot Residential subdivision at 10 Montagu Street
- 254 lot subdivision at Pawleena Road & Nugent Road (approved by Council on 16 December 2014)

Along with these approvals the proposal for a 28 lot subdivision at Lot 30 Montagu (Wolstenholme Drive) is presently before the Planning Tribunal pending a final decision.

A review of these figures has been completed for this 2015 Update with a number of new broad-acre land subdivisions being completed since the 2009 Plan. These include:

- 150 vacant residential development lots
- 28 vacant low density residential lots
- 9 vacant rural living lots including a large broad acre development site to the north of the town.
- 7 Large Broad-acre zoned areas for residential including the two proposals identified above.

The below figure demonstrates a desktop assessment of the existing vacant land within the township. It shows areas of residential land that are currently vacant or under development as part of a larger subdivision process along with the commercial areas that are vacant or have potential for further densification. Many of these lots are becoming available for development as a result of the above subdivisions.

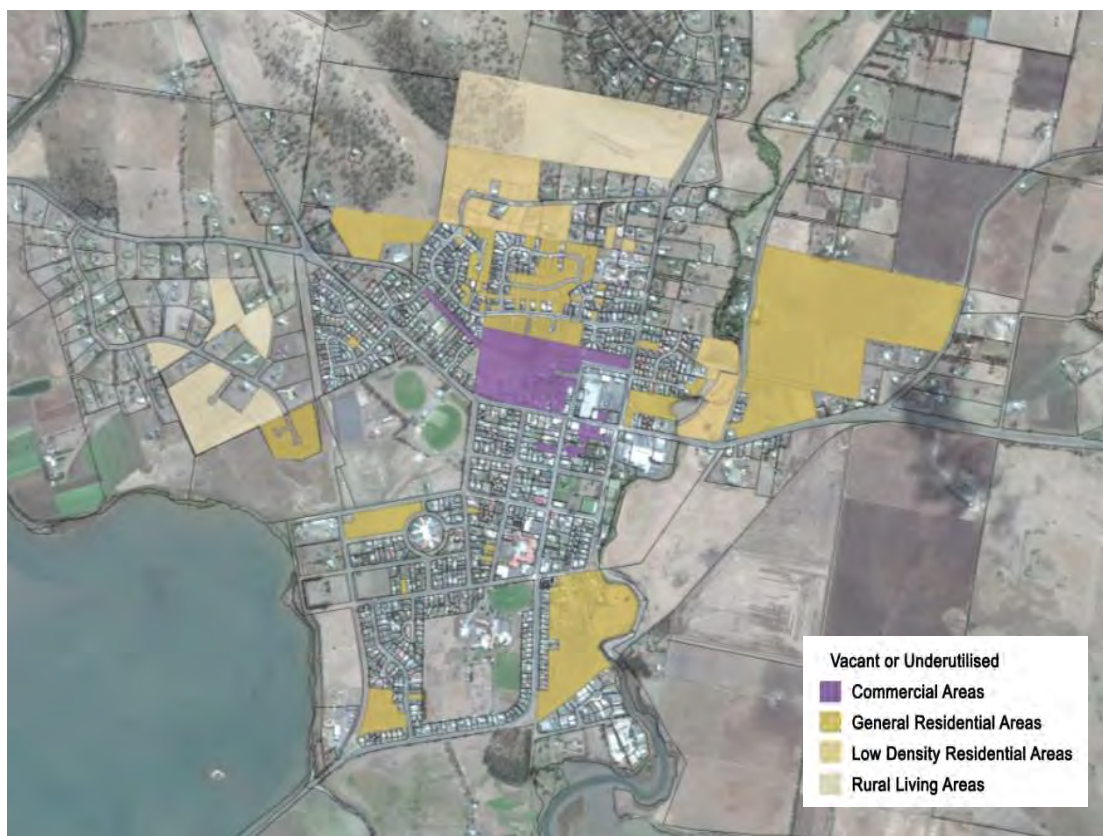


Figure 7 Existing vacant areas within the township

5.1 Strategic Directions

The following Objectives /Strategic Directions represent an update to the original objectives outlined in the 2009 Plan.

Sorell Township has a number of underutilised sites within its urban area located close to services and facilities offering efficient and economic opportunities for future housing development

Opportunities exist to provide a wider range of housing options in the town to more closely reflect the needs of various sectors of the community. Consideration should be given to the types of housing that will be required in Sorell to house the future population over the next 20 years.

Priority should be given to:

- Affordable housing
- Retirement living/aged care
- Smaller allotments sites to accommodate a range of lifestyle choices

Objectives

A number of objectives and aims are set for the future residential growth of the town building on the previous objectives in the 2009 Plan. These should aim to:

- Encourage development which celebrates and capitalises on Sorell's location, character and sense of place
- Promote a high standard of Ecologically Sustainable Development (ESD).
- Protect areas of environmental, cultural and agricultural significance from urban encroachment.
- Maintain housing affordability
- Make efficient use of existing infrastructure
- To ensure adequate land supply to meet current and future housing needs
- To provide a variety of different housing choices to:
 - Maximise competition in the market place and contribute to housing affordability
 - Ensure that Sorell remains a desirable place to live
 - Cater for current and future housing needs
- Encourage higher density residential and mixed use development in and around the town centre to maximise accessibility by non-car modes of transport and reduce the demand for private motor vehicle travel.
- Ensure residential communities defined by a hierarchy of roads and a walking / cycling network providing good safe access to community and education facilities.
- Ensure that future residential development is planned and approved within a framework of long term planning, rather than as an apparent accretion of individual unrelated residential subdivisions;
- Promote the consolidation of existing urban areas through the development of medium density housing in targeted areas and infill residential and rural living development
- Ensure extensions to the urban area integrate with and relate to existing urban areas
- Provide a range of housing options including social and affordable housing

- Avoid development in the following: threatened vegetation community areas waterway overlays coastal areas subject to potential erosion areas known to have high concentrations of aboriginal artefacts
- Avoid the creation of additional access points onto major roads
- Locate new urban development within 400m of public transport and the Town Centre
- Improve public open space corridors throughout the town and allow redundant open space to be redeveloped
- Protect the productivity of rural areas and the amenity of residential and rural living areas by providing appropriate buffers between these uses

2009 Plan - Strategic Directions - Section 5.6.1

The strategic directions for residential development are:

- *a need to ensure that future residential development is planned and approved within a framework of long term planning, rather than as an apparent accretion of individual unrelated residential subdivisions;*
- *a requirement that each subdivision provide road and walking / cycling links to its surrounding land, whether or not it is earmarked / planned at this time for development;*
- *a requirement that subdividers / land developers contribute land for necessary local parks and especially as relevant to the development of Sorell Rivulet;*
- *residential communities defined by a hierarchy of roads and a walking / cycling network providing good safe access to community and education facilities.*

2009 Plan - Physical Elements - Section 5.6.4

The Master Plan comprises the following residential physical elements:

- *recommended medium density (20+ dwellings per hectare) residential precincts within and adjoining the town centre;*
- *conventional density (12 to 15 dwellings per hectare) residential areas in the established precinct north and west of the town centre;*
- *a recommended post-study investigation area extending approximately 800 metres from the centroid of the town centre as the primary focus for the identification of opportunities for new conventional density residential areas with potential to connect to existing and proposed public open space, walking / cycling links and existing or external streets;*
- *lower density residential areas located on the northern margins of the Township;*
- *a walking / cycling network linking each of the existing precincts to public open space and to the town centre and Township facilities such as the school, community facilities, shopping and business areas.*

5.2 2015 Updates

The following table provides a summary of the key updates that have been incorporated into the 2015 Update to the Sorell Township Master Plan. In addition to the table below, these updates are represented graphically in the accompanying “**Plan 2: Residential Land Use**”.

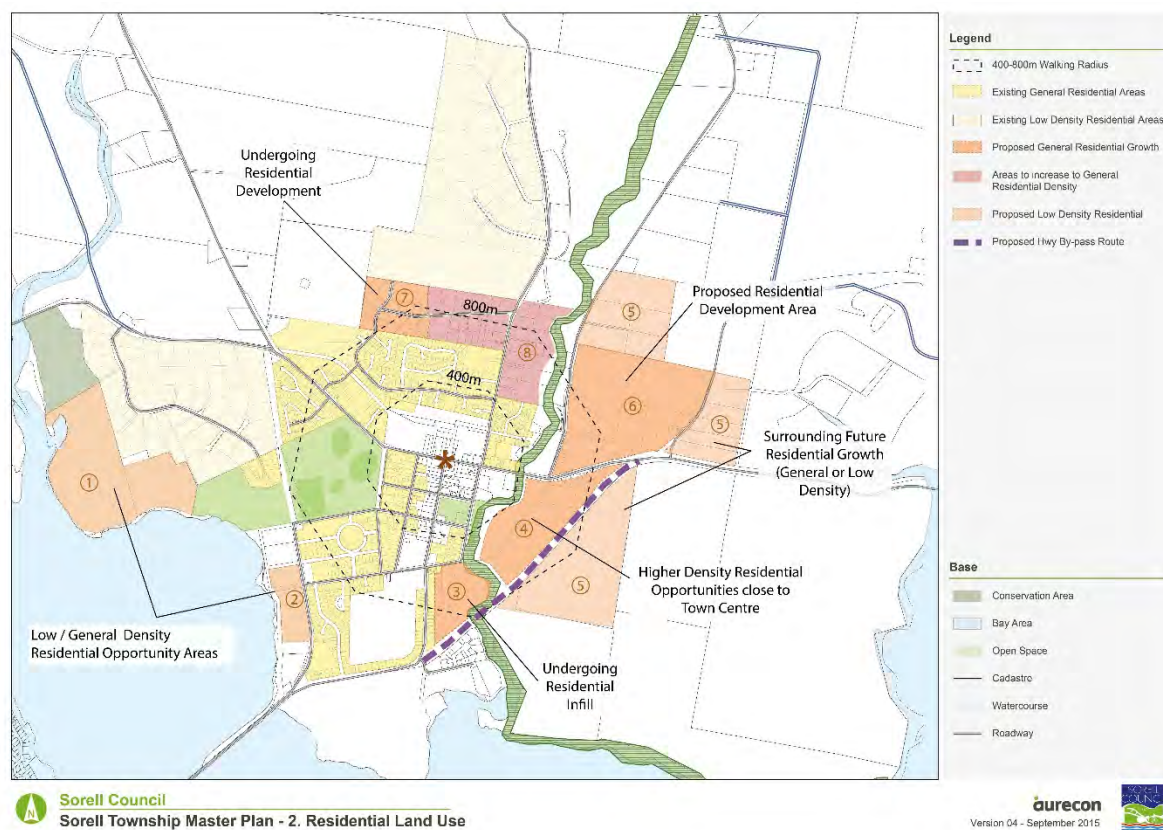


Figure 8 Residential Land Use

Table 9 Residential Development – 2015 Updates

Item	Description	Strategic Direction
RD 1 – Waterfront Rural Living Area	The large parcel of land currently used for agriculture along the foreshore of Orielson Lagoon is in a logical area for the long term expansion of the town's residential areas. The existing value of the agricultural land must be taken into consideration if changing the use.	- Investigate the long term potential for residential land uses along the waterfront areas with respect to the agricultural and natural features of the area.
RD 2 – Waterfront Residential Area	Areas along the extension of William Street fronting Orielson Lagoon adjoining existing residential areas have potential for future residential uses. A works depot to the north and other industrial use to the south detract from this area and would need to be taken into consideration with the future planning of the area along with the natural features.	- Investigate the potential for high quality residential land uses along the waterfront areas with respect to the natural features of the area. - Identify the possibility of relocating the existing industrial uses to more appropriate locations.

Item	Description	Strategic Direction
RD 3 – Infill Development Areas	Land to the south of Forcett Street is currently undergoing residential development. Appropriate planning and design is required.	<ul style="list-style-type: none"> - Work with land developers to ensure adequate buffers from industrial land and the natural environs of the Sorell Rivulet are appropriately addressed. - Ensure appropriate design controls are included in the interim planning scheme to promote high quality developments.
RD 4 –Growth Areas east of Sorell Rivulet	Large areas of undeveloped agricultural land to the east of the Sorell Rivulet are within close proximity to the town centre and have potential for residential development.	<ul style="list-style-type: none"> - Future development of this area must respond to the proclaimed Eastern Bypass area and should not rely on future connections to this bypass for transport access - Lobby for funding for the Hwy Bypass to open up the east side of the rivulet for development and reduce traffic within town.
RD 5 – Long term growth areas	Future long term growth potential of the town is limited to small areas on the west of the town or to the east along the Arthur Highway. These areas are reasonably flat with access to services and the town centre.	<ul style="list-style-type: none"> - Investigate the suitability of further residential long term growth. - Restrict or control Rural Living in the area which could lead to difficult subdivision patterns reducing future development opportunities.
RD 6 – Proposed 254 Lot Residential Subdivision	A large area of residential land is in the process of being opened up to the east of the town.	<ul style="list-style-type: none"> - Promote high quality urban design throughout new subdivisions particularly fronting public areas such as the Arthur Hwy and the Sorell Rivulet.
RD 7 – Expansion of Township	The extensions of Gatehouse Drive and Pennington Drive are currently undergoing residential development.	<ul style="list-style-type: none"> - Future development in this area should respond to the lot layout to create a continuous township area that is trafficable by foot. Attention should be paid to bushfire risk along the northern boundary of this area.
RD 8 - Densification of Existing Areas	Areas to the north of the town have experienced low density residential development producing large lots with ad-hoc lot layouts and road designs. This area is within close proximity to the town centre.	<ul style="list-style-type: none"> - Encourage the densification of the area through consolidation and re-subdivision into more appropriate lot layouts. Future development of this area should investigate the extension of Torquay Drive and should include pedestrian priority areas.

The growth areas to the west and east of the township identified as RD1, RD2, RD4 and RD5 are currently outside of the serviceable area of TasWater. As such further assessment of these areas is required to ensure servicing and capacity can be met. It should be noted that these areas will likely require staging of infrastructure and may incur significant costs to meet future development needs. It may also be required that the water supply reservoir and sewerage treatment plant be upgraded due to further development and contributions towards these upgrades may be sought.

Interim onsite servicing of development within these areas may be considered however once the required services are developed in these areas it will likely be a requirement of each serviceable lot to connect to the reticulated system at the cost of the owner. Each lot may also be required to provide contributions to the development of the system.

6 Industrial Development

The current industrial land supply in Sorell is very limited with approximately 5 hectares of zoned industrial land along Giblin Drive to the south of the town almost fully occupied. West of the industrial area is the Ingham's chicken processing plant which is one of the largest employers of the region. The Ingham's plant is located within the Rural Zone on a 30 hectare parcel of land with the majority of the site taken up with wastewater treatment areas and an agroforestry plantation. Located within the vicinity is the Sorell sewerage treatment plant which services the township.

The vacant industrial land is at critically low levels and a number of future industrial precinct options have been provided in this plan. The assessment of the three options demonstrates a brief desktop analysis of the areas and has not included stakeholder consultation or an extensive examination of the sites. Further strategic work is required to validate the preferred option and ensure that the site is suitable for industrial development.

6.1 Objectives / Strategic Directions

The following Objectives/Strategic Directions represent an update to the original objectives outlined in the 2009 Plan.

- Promote the coordinated planning of new industrial areas and freight intensive industries in relation to strategic transport routes.
- Ensure a diversity of business and industrial development opportunities through an adequate supply of industrial land.
- Locate light and less obtrusive industries in the areas which are closest to existing and proposed residential areas
- Ensure appropriate buffers are maintained between industrial and residential uses
- Ensure future industrial estates and business parks that are highly visible attractively designed and presented and well provisioned with utilities and infrastructure, should be available to potential investors and tenants.
- Protect the functioning of industrial areas and the amenity of residential areas by providing appropriate buffers

2009 Plan - Physical Elements - Section 5.7.4

The Master Plan comprises the following industrial development physical elements:

- *retention of the eastern by-pass regional main road to link the Arthur to the Tasman Highway, approximately one kilometre east of the Cole / Gordon Street intersection but with consideration for a northern option*
- *three identified potential industrial land investigation areas to meet current and future requirements (2009 to 2031), located on the east side of the eastern by-pass (in excess of 17 hectares in area) or north of Pawleena Road or north off the Tasman Highway*
- *potential for extensive main road exposure to the proposed industrial areas with access restricted to designated locations*

2009 Plan - Strategic Directions - Section 5.7.1

There is a need to ensure a diversity of business and industrial development opportunities through an adequate supply of industrial land.

Future industrial estates and business parks that are highly visible attractively designed and presented and well provisioned with utilities and infrastructure, should be available to potential investors and tenants.

6.2 South East Tasmania Irrigation Scheme

The South East Irrigation Scheme (SEIS) has received final approvals and is now in the construction phase. The pipeline will provide a valuable water supply to the irrigation districts surrounding the Sorell Township. The scheme has the capacity to supply 6,000 ML of water each year to the area and is expected to begin operations during the 2015-16 irrigation seasons. The SEIS will service agricultural, horticultural and viticulture enterprises around the town. Although there has been no formal direction on the use of the irrigation water for industrial uses there appears to be capacity for this. An evident flow-on effect of the pipeline will be the increase in agricultural production around the district and the potential for value adding both on farm and within the industrial areas of the township. Further to local production there will be the opportunity to attract additional industrial activities associated with the processing of locally grown products.

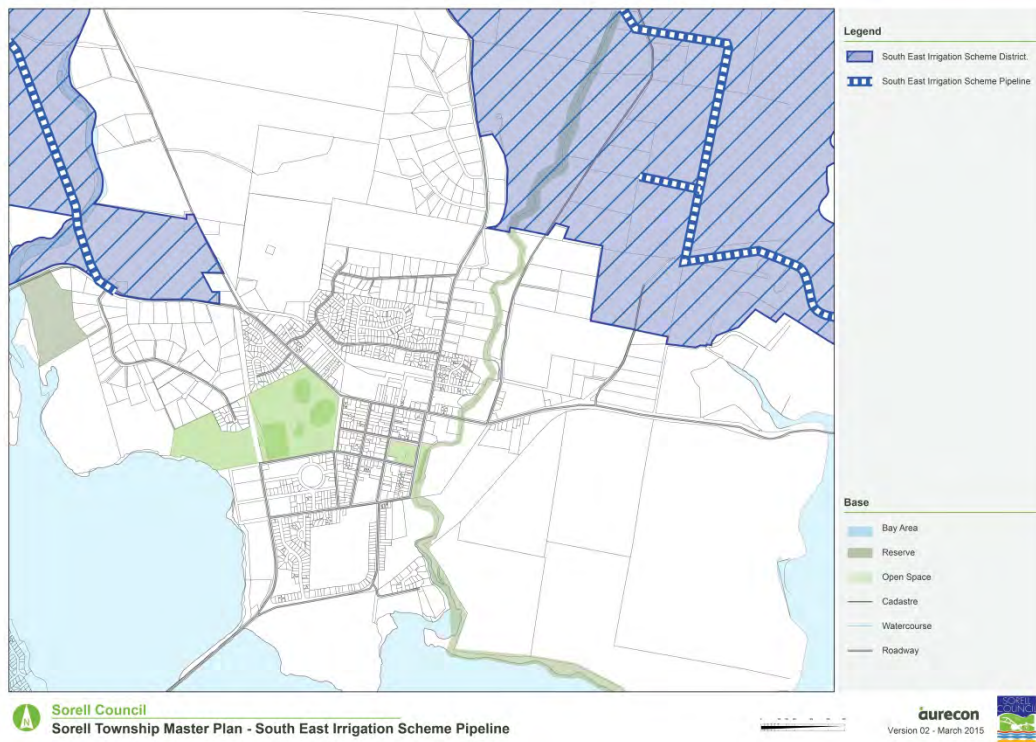


Figure 9 Proposed South East Irrigation Scheme Pipeline Proximity to Sorell Township

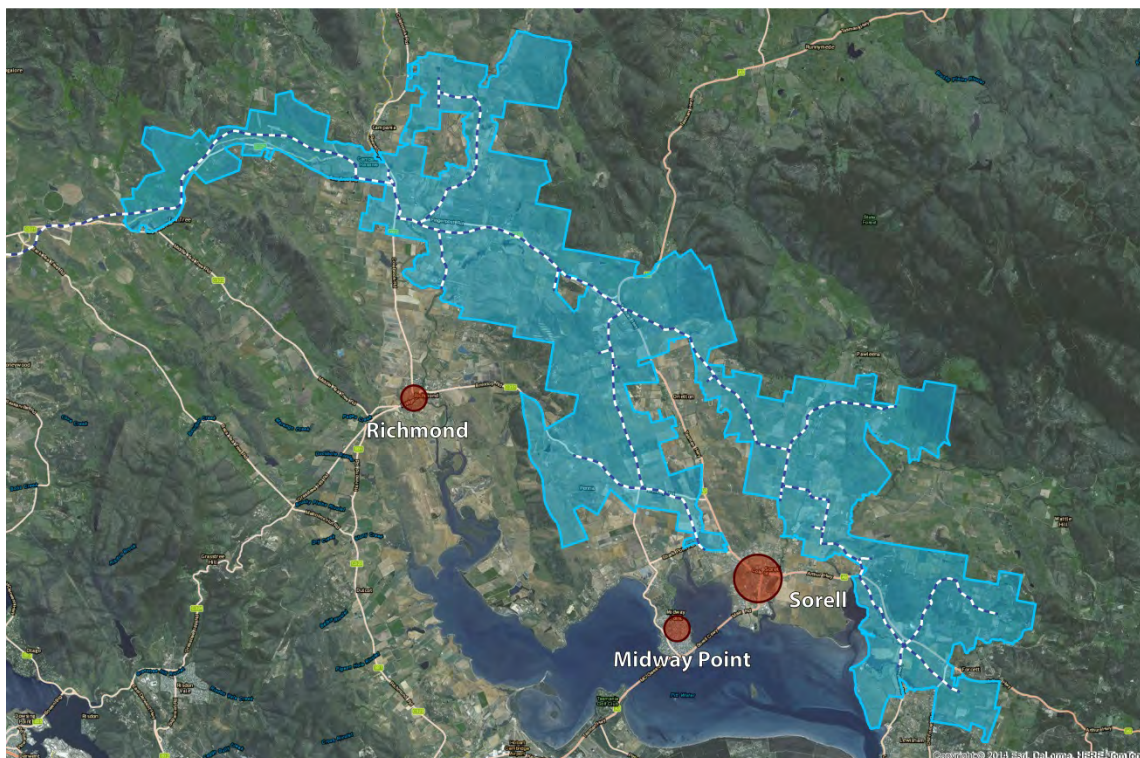


Figure 10 South East Irrigation Scheme – District 3

6.3 Southern Tasmania Industrial Land Study

In December 2011 SGS Planning undertook the Southern Tasmania Industrial Land Study with the final report being issued in mid-2013. The study aims to plan for sufficient industrial land around Southern Tasmania for the next 15-30 years to facilitate and accommodate economic growth. The Study focuses on the Greater Hobart Area with recommendations for ensuring future industrial land supply, identifying sites for use/zoning for the next 5, 15 and 30 years and monitoring the rezoning/development process. The Study highlights the opportunities and challenges faced with industrial development in the short term along with the changing economic environment.

The Strategy notes that *'Sorell has a fairly diversified economy. Important industries are agriculture, manufacturing (food processing), and construction, wholesale and retail trade.'*

The Strategy outlines the existing and desired industrial land areas to accommodate growth in Sorell and the region. Currently Sorell has around 5 hectares of industrial zoned land with approximately 2,700 m² of this remaining vacant. This vacant land comprises of four blocks between 600-1,000 m² on relatively flat lots within the existing industrial area. The future demand for the town has been estimated for the short, medium and long term growth with a high and low estimation for each.

Table 10 Industrial Land Demand Short, Medium and Long Term

Short Term Low	(2011-2016) High	Medium Term Low	(2011-2026) High	Long Term Low	(2011-2041) High
0.5 Ha	0.6 Ha	1.5 Ha	1.8 Ha	2.9 Ha	3.6 a

These estimates provide an approximation of the growth requirements however are only for the local service industries. This does not include larger regional or export based industries which may be attracted to the region with appropriate incentives.

In addition to this the following chart outlines what industry people in the Sorell Council area are employed in in relationship to other areas around Tasmania. This shows a higher proportion of people in the municipality working in the Agricultural and Manufacturing industries compared to other areas of the State.



Figure 11 Industrial Land Uses

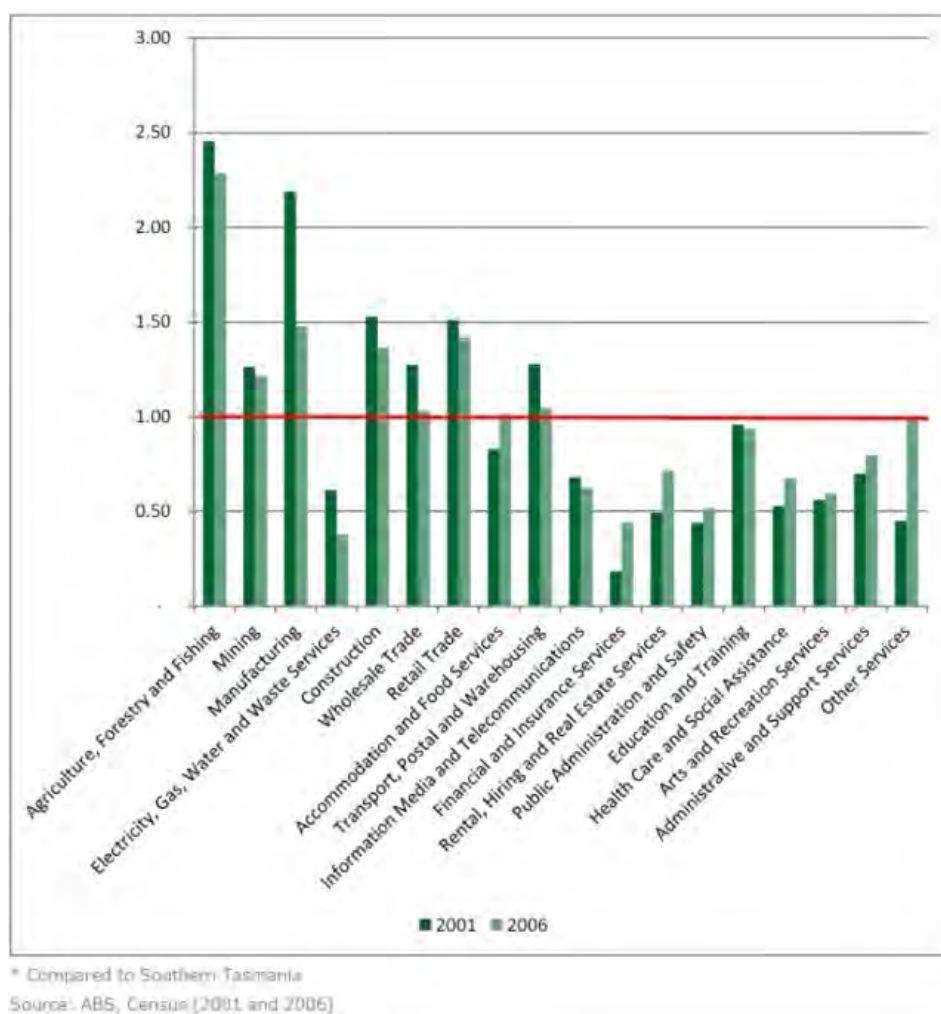



Figure 12 Location Quotients for Sorell, 2001 & 2006



The Study notes that the roll-out of the regional irrigation scheme around Sorell and the South East has the ability to transform extensive agricultural areas into intensive agricultural areas such as horticulture, vineyards/wineries, orchards and salad leaf production. The positive flow-on effects from this may be increased food and beverage processing and increased transport and storage of farm produce.

A number of challenges and opportunities are outlined in the Study for the future of industrial developments these including:

- Climate change affecting the agricultural products of the region – Current modelling shows that Tasmania is projected to be less affected by droughts and extreme weather events compared to many mainland agricultural areas. This would make Tasmania comparatively more attractive for agricultural production. Anecdotal evidence suggests more producers are expanding their production to Tasmania.
- A changing trend in the traditional industrial uses across Australia with a focus on higher value products, emphasis on co-location and clustering of industry, changes in development patterns and changes in industry types.
- A reduced demand for larger industrial sites, with a focus on smaller sites and co-located sites using higher levels of technology to replace employees.
- Increasing growth in food and beverage processing industries. Typically this is focussed on regional produce and located nearer the produce. Some processing industries will continue to be located on farm properties where the produce is grown, while others such as the Cadbury processing plant will be located in regionally strategic locations.

6.4 2015 Updates

The following section provides a summary of the key updates that have been incorporated into the 2015 Update to the Sorell Township Master Plan. In addition an assessment of the existing industrial uses around the township has been included along with a number of options and recommendations for future industrial growth. The township is currently nearing full capacity of its existing industrial land stock with limited vacant sites available. The updates and proposed options are represented graphically in the accompanying “[Plan 3: Industrial Land Use](#)” (Figure 14).

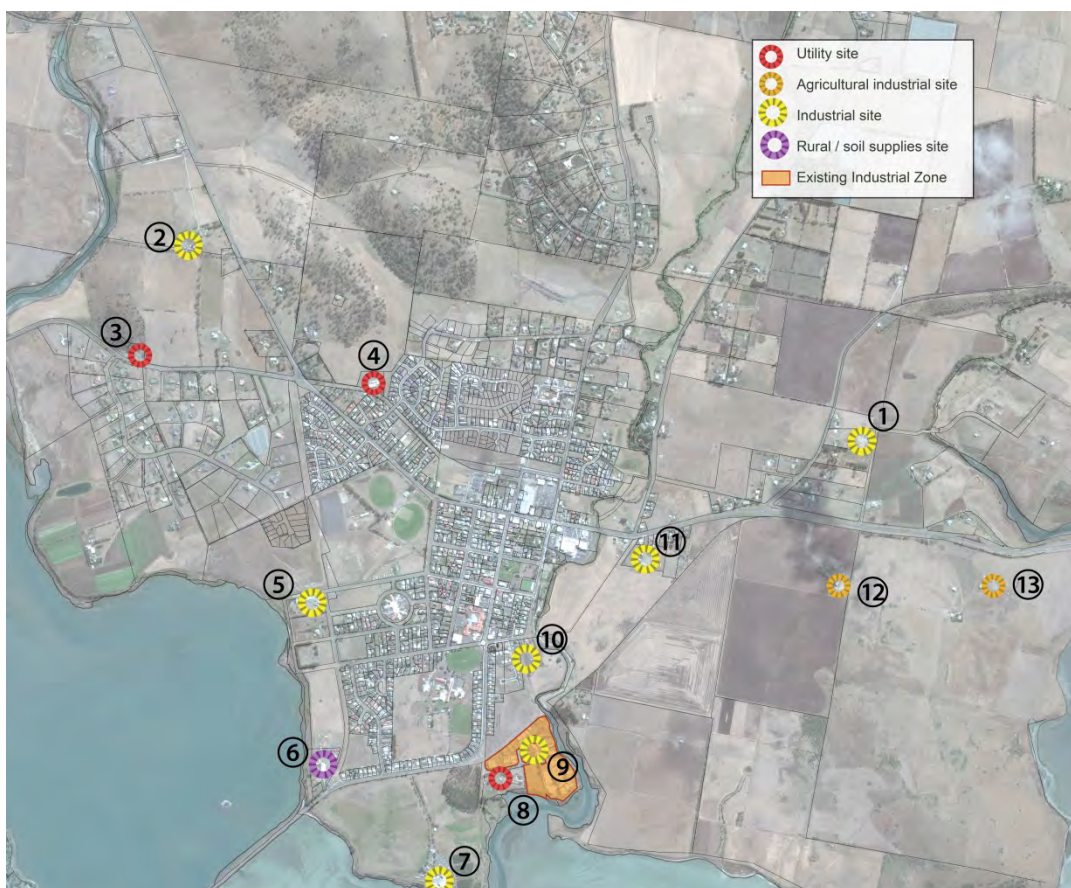


Figure 13 Existing Industrial Uses around Sorell Township

Table 11 Existing Industrial Uses Table

1	Concrete batching plant	8	Sewerage treatment site
2	Car salvage area	9	Industrial precinct
3	Truck filling point	10	Small Truck parking and works depot
4	Electricity sub-station	11	Truck parking and works depot
5	Council Depot	12	Truck parking and farm storage
6	Soil / Rural Trade Supplies	13	Truck parking and farm storage
7	Ingham's chicken processing plant		

Figure 13 and the above table outline a number of existing industrial style uses around the township. This demonstrates a spread ranging from small low impact truck and soil storage areas to large industries such as Ingham's Chicken processing plant and concrete batching plants. The majority of these uses are within the Rural Zone however many would be more appropriately located within an industrial zone providing improved buffer distances and reducing neighbourhood amenity issues.

With an increase in the availability of affordable Industrial land around the township a number of these uses may be promoted to relocate providing a better land use outcome.

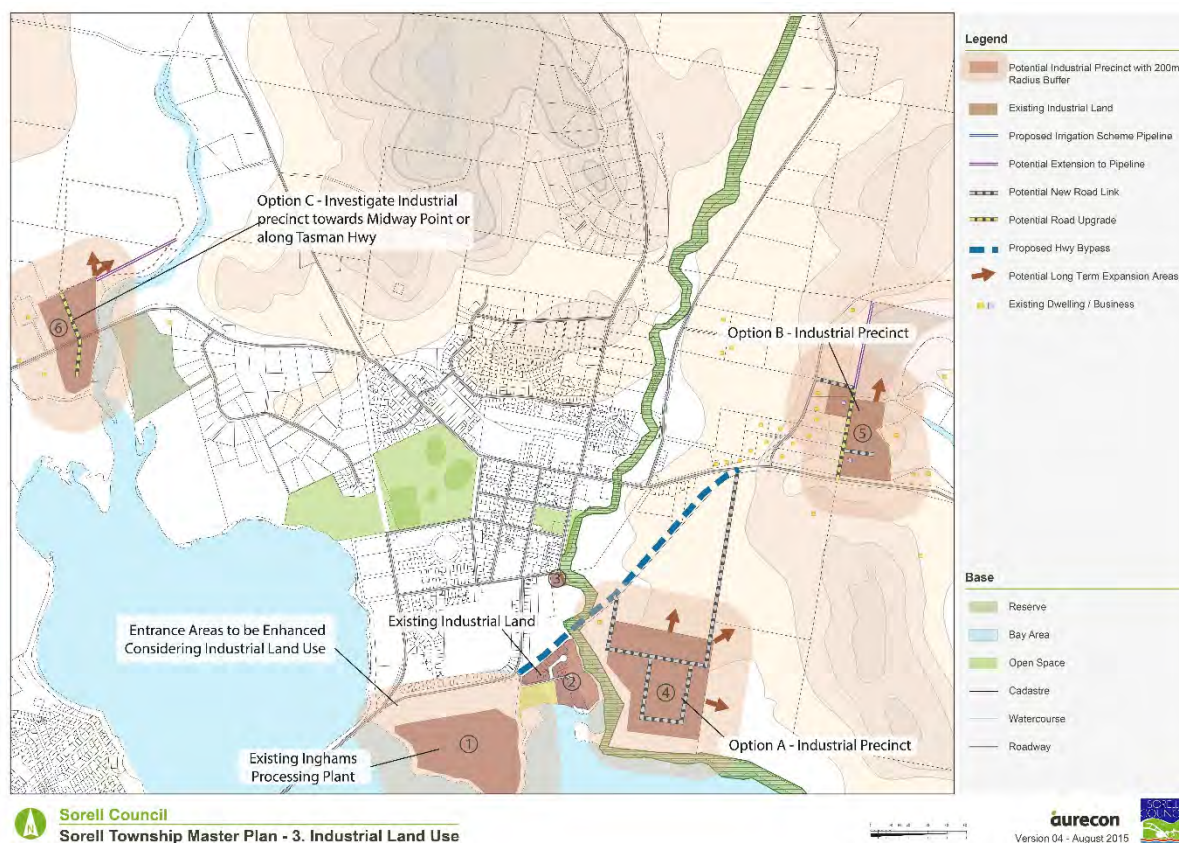


Figure 14 Industrial Land Use

Table 12 Industrial Development – 2015 Updates

Item	Description	Strategic Direction
ID 1 – Ingham's Chicken Processing Plant	A large processing plant with existing issues surrounding wastewater treatment limiting the further industrial development of the land in the immediate vicinity of the Plant. .	<ul style="list-style-type: none"> - Retain the existing industry and buffer areas as the business is an important employer in the area - Look to assist in the treatment and reuse of wastewater produced on the site to create development potential of the remaining land - Potential to develop areas closer to the Highway in the long term in conjunction with the existing use. - Ensure any future development is compatible with the proposed Eastern Bypass.
ID 2 – Existing Industrial Areas	The existing supply of industrial land for the town which has reached capacity with limited growth potential.	<ul style="list-style-type: none"> - Continue to work with local industries and economic development agencies to identify issues and constraints. - Ensure existing and future development does not impact on the surrounding amenity and environment of the wetlands/rivulet.
ID 3 – Existing Industrial Area	A small pocket of industrial and agricultural uses surrounded by residential development and the Sorell Rivulet	<ul style="list-style-type: none"> - Work with landholder to investigate future uses of the site with a focus on residential uses given the subdivision currently taking place around the site.

**ID 4 –
Option A
East
Industrial
Precinct**

Option A is a large 30Ha area currently used for agricultural purposes to the east of the existing industrial precinct. The site currently has limited access and services however future investment may be required to enhance the employment opportunities within the town. The area has sufficient space for growth and adequate buffers from sensitive uses. The land is relatively flat however is within close proximity to the lagoon area which may pose environmental issues.

Pros: The following points support the development of Option A for an industrial precinct:

- The site is within a single lot under one ownership.
- Access to the site, although currently limited, could be provided via a 900m road connecting directly to the Arthur Highway to the north being wholly contained within a single lot.
- The site is relatively flat and appears unencumbered by significant vegetation.
- The site is adjacent to the existing industrial area with only one dwelling within the 200 metre buffer area reducing the amenity impacts on the township.
- The future highway bypass could provide direct access into the site with approval from State Growth.
- Servicing of the site may be possible through connections across the rivulet into the existing industrial area or connecting through to the Arthur Highway along the proposed roadway to the north.
- The development of the site for industry does not impact on the future residential growth directions of the township (being predominantly to the north east of Sorell).

Cons: The following issues may limit the development opportunities of Option A for an industrial precinct:

- Proximity to the Ramsar Wetland Area and sensitive shorefront.
- Disconnected from the township by the Sorell Rivulet with limited direct access.
- No direct road access without substantial investment.
- Possibly limited service availability due to Sorell Rivulet.
- Difficulty in providing a staged response given the infrastructure required prior to any development occurring.

Summary: This site is well suited for future industrial development with a large unconstrained supply of developable land and only one dwelling within close proximity. The issues with this site are around the initial capital cost of access and infrastructure spending for Council or a developer. Given that a new 900m connector road, internal roads and significant investment in infrastructure are all required prior to any development occurring in the precinct this might be unviable for council to peruse without support of an economic development strategy. Future development within this growth area should respond to the proposed Eastern Bypass with a possible future access with approval of State Growth.



Figure 15 Option A East Industrial Precinct

**ID 5 –
Option B
– North
East
Industrial
Precinct**

Option B is smaller 11Ha area to the north of the Arthur Hwy encompassing an existing industrial use (concrete batching plant) and an ad-hoc historic retail use (farm style fruit and veg shop). The land is serviced by road and may have potential to connect to the Irrigation Scheme Pipeline. Existing and proposed dwellings pose a problem with this area with a number of houses within the 200m buffer area. A small ridge separates the precinct with the residential dwellings to the west.

Pros: The following points support the development of Option B for an industrial precinct:

- The site will encompass and formalise the existing concrete batching plant use.
- With direct access onto the Arthur Hwy the site is well serviced by transport links.
- Existing services may be present on the site or within close proximity.
- The site is well suited to be a staged development with little infrastructure required initially.
- The site is within a single landholding.
- To the north of the site the Irrigation Scheme Pipeline is currently under construction and may allow a possible connection to the site.

Cons: The following points are issues which might limit development opportunities of Option B as a preferred site.

- Close proximity to existing dwellings and the future residential growth area.
- Removed from the township limiting easy employee access without cars.
- Close proximity to the creek which may lead to environmental issues and flooding
- Upgrading of the existing Arthur Hwy intersection and internal roads may be required.
- The topography of the land may present issues for larger developments particularly areas around the existing batching plant which rises significantly to the west.
- Future development of the site will be visible from the Arthur Hwy and may reduce the visual appeal of the township entrance.

Summary: Although this precinct has a number of dwellings within close proximity an existing batching plant already operates in the area. Design controls on future industry would limit further amenity impacts. The positives for this site revolve around the ability to start up the industrial precinct with limited investment from Council as the existing road connections, services and infrastructure is already in place for limited growth. Further growth could be supported by developer contributions funding future infrastructure. The site is also within close proximity to the irrigation scheme which may provide a connection and support water intensive industries. Future development of this land needs to give consideration to potential traffic impacts on the Arthur Hwy and the proposed Eastern Bypass intersection, with utilisation of the Nugent Road / Arthur Hwy intersection preferred in the future.

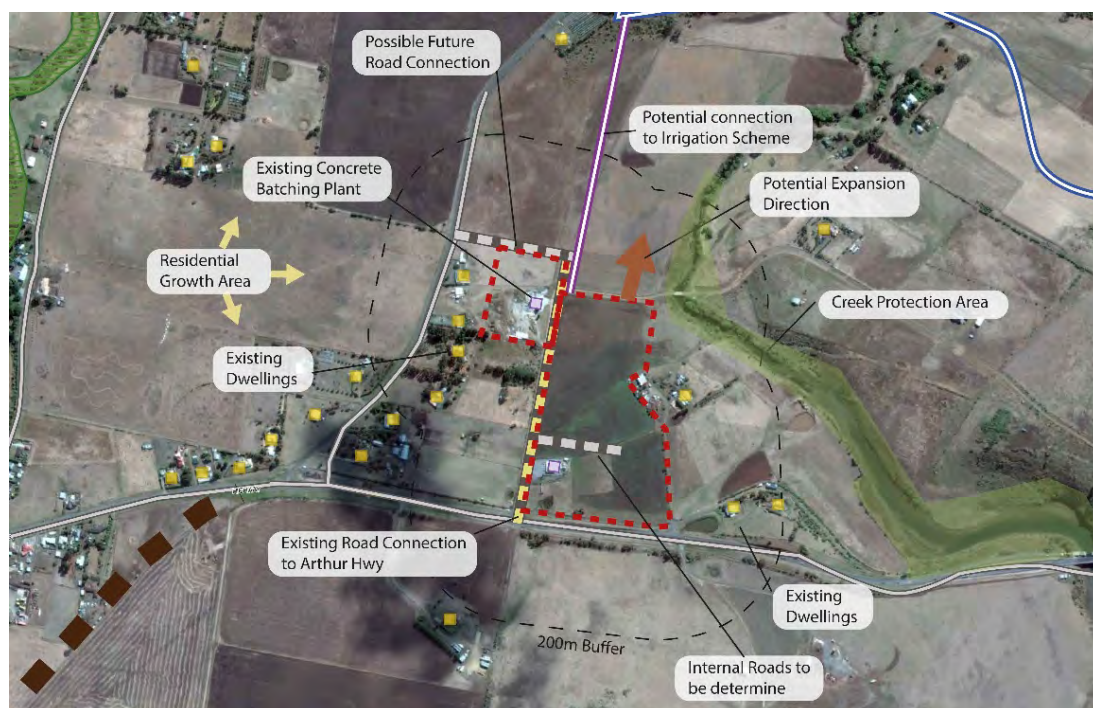


Figure 16 Option B Industrial Precinct

**ID 6 –
Option C –
North West
Agricultural
Industrial
Precinct**

Option C identifies an area to the north west of Sorell Township towards Midway Point. The area along Shark Point Road is generally used for agricultural activities and with the development of the Irrigation Scheme Pipeline may be suited to an agricultural industrial precinct. Access to the Tasman Hwy, nearby electricity services and sufficient buffer distances from sensitive uses are positive attributes this option. A preliminary assessment of this area does identify it as having significant industrial potential however a more specialised agricultural industrial area may be well suited including processing, transport depot and other associated uses.

Pros: The following points support the development of Option C for an industrial precinct with an agricultural focus:

- The area is well removed from sensitive residential or township uses
- The area is relatively flat and unencumbered by significant vegetation
- The area has good transport connections along Shark Point Road with access into Sorell and Midway Point and close proximity to the Tasman Hwy
- The area appears to have existing electricity services available.
- The site may be well suited to a staged development occurring along the road with limited initial infrastructure required.
- Close access to the irrigation scheme.

Cons: The following points are issues which might limit development opportunities of Option C:

- Removed from the township areas limiting transport options.
- Proximity to sensitive environmental areas including the Orielton Rivulet and Ramsar wetland areas
- A number of existing dwellings within close proximity
- Potential flooding issues.
- Access to services and infrastructure

Summary: Option C provides an out of town alternative being 2.4km north west of the township. The area here is relatively flat with the existing Shark Point Road allowing immediate connection. The start-up costs associated with this precinct are unknown without further investigation into the servicing capability and an assessment of the road infrastructure. The site has the potential to connect with the Irrigation Scheme providing an alternative water source for industries. A number of dwellings surrounding this precinct pose a problem along with the interface with the Ramsar wetland area however these may be mitigated with design features and guidelines. Flooding risks area also identified and without further assessment the feasibility of this site is unknown.

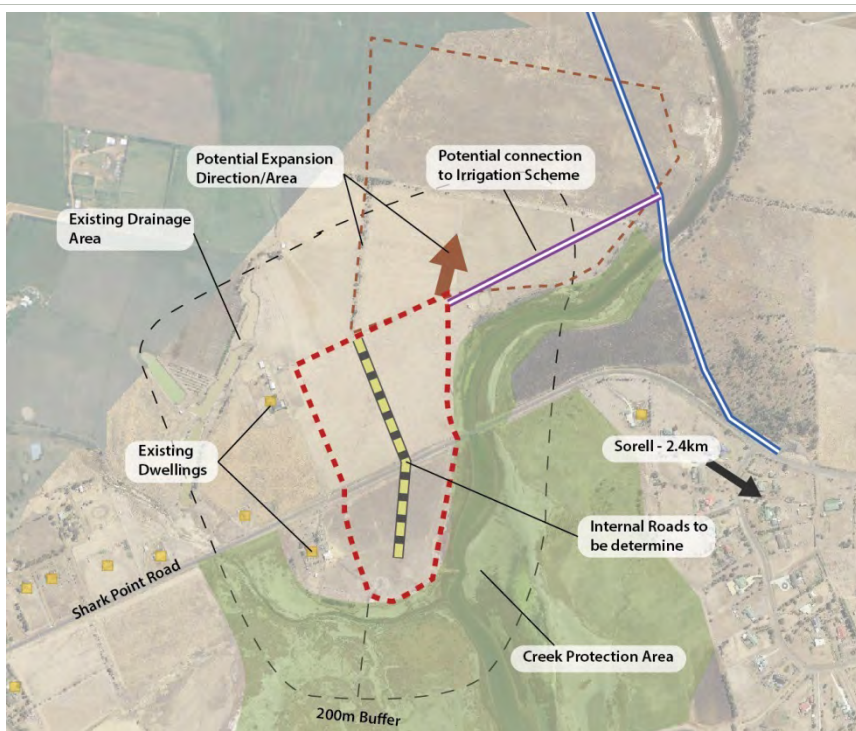


Figure 17 - Option C Agricultural Industrial Precinct

6.5 Options Assessment

The desktop assessment of the three options outlined above has been undertaken. Consultation with stakeholders, landholders, and service providers was not undertaken, nor was a comprehensive land capability analysis. A further assessment of the three options is found below:

Table 13 Options Assessment

	Option A	Option B	Option C
Approximate Area	30Ha	11Ha	5-10Ha
Proximity to Sorell	1.7m Road	1.3km	2.8km
Road Access	900m to be constructed connecting to Arthur Hwy	Existing gravel road connection	Adjacent to sealed Shark Point Road
Contour	10-15m fall to Sorell Rivulet	10-15m fall towards Iron Creek	Flat with potential flooding issues
Dwellings within 200m	1	8	2
Vegetation	Nil	Nil	Nil
Sensitive Issues	Directly adjacent to Ramsar Site 50-100m buffer is possible around site.	Nearby Iron Creek 100m buffer is possible	Directly adjacent to Ramsar Site 50m buffer is possible around site.

The following table ranks the options against a number of criteria with 0 being unsatisfactory and 3 being desirable. This is a basic assessment and further assessment and stakeholder engagement is required to fully ascertain the capability of each of the areas.

The criteria land parcel size, sensitive uses and existing dwellings, the environmental constraints on the land, road and rail access, agricultural value of the land, affordability of the land, topography of the land and potential servicing capacity.

Option			A	B	C
1	Ability to meet land area needs	Sufficient land to cater for a 20 year demand	3	3	3
2	Unconstrained by nearby sensitive uses	Situated so as to enable the provision of adequate buffer zones to sensitive uses	2	1	2
3	Nearby dwellings	If the development will impact on nearby dwellings	3	1	2
4	Free from significant environmental constraints	Significant environmental constraints include flooding, native vegetation, wetlands, watercourses, rare or threatened flora and fauna, contaminated land, etc.	3	3	1
5	Highway frontage	Highway frontage to facilitate good vehicle access to and from the site.	1	3	2
6	B-double capable Highway access	Access to a Highway capable of accommodating B-doubles	Unknown		
7	Access to rail	Railway within or adjacent to site.	0	0	0
8	Ability to bypass city centre when accessing Hobart	Vehicles do not need to travel through Sorell to travel to or from the site (including after new township bypass completed).	2	1	0
9	Access to Sorell Township	Ease of access to Sorell Township.	2	3	1
10	Affordable	Cost of land	3	3	3
11	Of limited agricultural value	Land is not of high agricultural value	2	2	2
12	Available for prompt use	Unconstrained by buildings, requires little earthworks.	1	3	2
13	Flat land parcels	Topography of land would not constrain use for industrial purposes	2	2	3
14	Limited ownership fragmentation	Land has few owners	3	3	3
15	Free from significant vegetation	Land is free of significant vegetation	3	3	3
16	Supply of potable water	Potable water supply is available or can be supplied at a reasonable cost	Unknown		
17	Drainage connection	Drainage infrastructure is available or can be supplied at a reasonable cost	Unknown		
18	Sewerage connection	Sewerage infrastructure is available or can be supplied at a reasonable cost	Unknown		
19	Electricity supply	Electricity infrastructure is available or can be supplied at a reasonable cost	Unknown		
20	Gas supply	Gas infrastructure is available or can be supplied at a reasonable cost	Unknown		
21	Communications	Communications infrastructure is available or can be supplied at a reasonable cost	Unknown		
22	Access to public transport services	Public transport is available to the site or can easily be made available at a reasonable cost	1	1	0
Total Score			31	32	27

Table 14 Site Selection Criteria

6.6 Findings

Using table 14, it is demonstrated that each of the options have a range of strengths. Option A & B have a similar ranking with Option A showing strengths being least constrained by existing dwellings and having the greatest potential for access onto the future bypass. Option B has the locational advantages and the limited requirement for significant capital expenditure on infrastructure and servicing requirements. Option C is further removed from the township ranking somewhat lower than the other options however has fewer surrounding dwellings and is equally unconstrained as Option B.

A tendency towards Option B is preferred due to the above reasons and in the immediate term this should be further investigated. A joint option may be preferred in the long run with initial high quality smaller industrial development occurring in Option B and long term development of Option A or C once a larger tenant or further demand is secured.

Key issues, including the management of environmental effects and maintaining appropriate separation distances from any nearby sensitive uses will need to be carefully investigated. This will ensure that the maximum benefit is gained from the future the industrial areas, whilst ensuring that potential environmental impacts and impacts on surrounding sensitive land uses properly managed.

6.7 Next Steps

The next step in the development of an industrial land precinct for Sorell should be the completion of a more detailed study on the future industrial land supply. This will further recognize the preferred option above and assess the infrastructure and servicing requirements of such a precinct. It should include the following:

1. Determination of the desired size, style and types of uses of the future industrial precinct.
2. Assessment of the infrastructure and land capacity for the areas including the short term and long term infrastructure and servicing requirements.
3. Consultation with local landholders to ascertain issues, risks and desires within the community.
4. Consultation with other relevant stakeholders including utility providers, state government departments and relevant community groups.
5. Development of an economic strategy to determine the scale and funding possibilities of a future industrial/business park precinct. .
6. Discussions with the Irrigation Pipeline Authority in relation to extension to the proposed pipeline into this area.
7. Identify adequate buffer zones to sensitive areas.
8. Identify regional traffic and transport links to maximise on industrial growth for the Greater Hobart Area.
9. Discuss with the Department of State Growth to identify access and capacity with the future Highway Bypass.

7 Town Centre / Commercial Development

Sorell currently has a relatively compact commercial centre focused around Cole and Gordon Streets with strip shopping streets connecting to the Gateway Plaza and newly constructed Sorell Plaza. Since the 2009 Plan the Sorell Plaza has allowed a significant increase in the commercial viability of the town, which now has two major supermarkets along with a range of new specialty shops. Although this has been a valuable addition to the town providing a wider range of commercial activity, the Plaza has impacted on the existing strip shopping streets. The impact has been felt through the relocation of some of the business into the new Sorell Plaza and a few other existing shops have felt the financial decline and left town. It is important within this Update and in future strategic documents to understand the impact of the two Plaza areas on the local shopping streets. It should be acknowledged that the main streets are an important part of the town and the strategic direction should seek to reinvigorate these areas which are yet to fully recover.

A desktop assessment of the existing vacant commercial opportunities around the town highlighted the following:

- 11 vacant lots zoned for business use with a total area of approximately 8 hectares on the northern edge of the commercial district comprising of:
 - 1 large 50,000m² lot owned by Sorell Council on Cole Street
 - 1 medium 24,276m² privately owned, comprising lot – Dubs and Co Drive
 - 10 smaller privately owned lots totalling 6,457m² – Dubs and Co Drive
- A number of lots zoned for business use however currently occupied by non-business uses, primarily residential dwellings.

7.1 Objectives / Strategic Directions

The following Objectives/Strategic Directions represent an update to the original objectives outlined in the 2009 Plan:

- Locate local shops, community health facilities and childcare in local centres that are within walking and cycling distance of residential areas;
- Investigate options to reduce reliance on private motor vehicles;
- Ensure that existing strip shopping centres are retained and enhanced through streetscape upgrades and with a high quality of urban design;
- Provide a multi-functional town centre that has a strong sense of local identity and village character;

- A clearly defined, compact and attractive town centre with high levels of pedestrian accessibility and amenity;
- A clear policy on signage throughout commercial areas retaining the regional town feeling;
- A town centre recognised as the central place and community hub for the Municipality of Sorell and the wider region with a comprehensive range of shopping and commercial facilities, professional and community services, government administration, health, education, recreation and entertainment facilities;
- A town centre which is interesting, unique and has a range of attractions for residents, tourists and visitors;
- Increase the legibility of the town centre and its relationship to surrounding areas;
- Further develop and enhance the establishment of a unique, finer grain high street retail environment along Cole Street and Gordon Street within the Town Centre;
- Where appropriate provide mixed use zones to encourage a range of development opportunities;
- Locate big box retail in areas where there are links to existing commercial areas.

2009 Plan - Strategic Directions - Section 5.8.4

- *a clearly defined, compact and attractive town centre with high levels of pedestrian accessibility and amenity;*
- *a town centre recognised as the central place and community hub for the Municipality of Sorell and the wider region with a comprehensive range of shopping and commercial facilities, professional and community services, government administration, health, education, recreation and entertainment facilities;*
- *a town centre which is interesting, unique and has a range of attractions for residents, tourists and visitors.*

2009 Plan - Physical Elements - Section 5.8.4

In the Master Plan, the town centre comprises the following key elements:

- *a core district defined by the major retail attractors and contiguous shopping and service areas;*
- *encouragement for the provision of further integrated off-street car parking in key town centre blocks and with access points that minimise disruption to retail frontage streets;*
- *a shopping street system at the heart of the town centre extending through to the supporting services areas on the periphery;*
- *establishment of a potential broader public / civic / community precinct in the northwest of the town centre including an option for the relocation of the Council office;*
- *clearly defined entry gateways and approach*

7.2 2015 Updates

The following table provides a summary of the key updates that have been incorporated into the 2015 Update to the Sorell Township Master Plan. In addition to the table below, these updates are represented graphically in the accompanying “Plan 4: Commercial / Civic Precinct” located below.

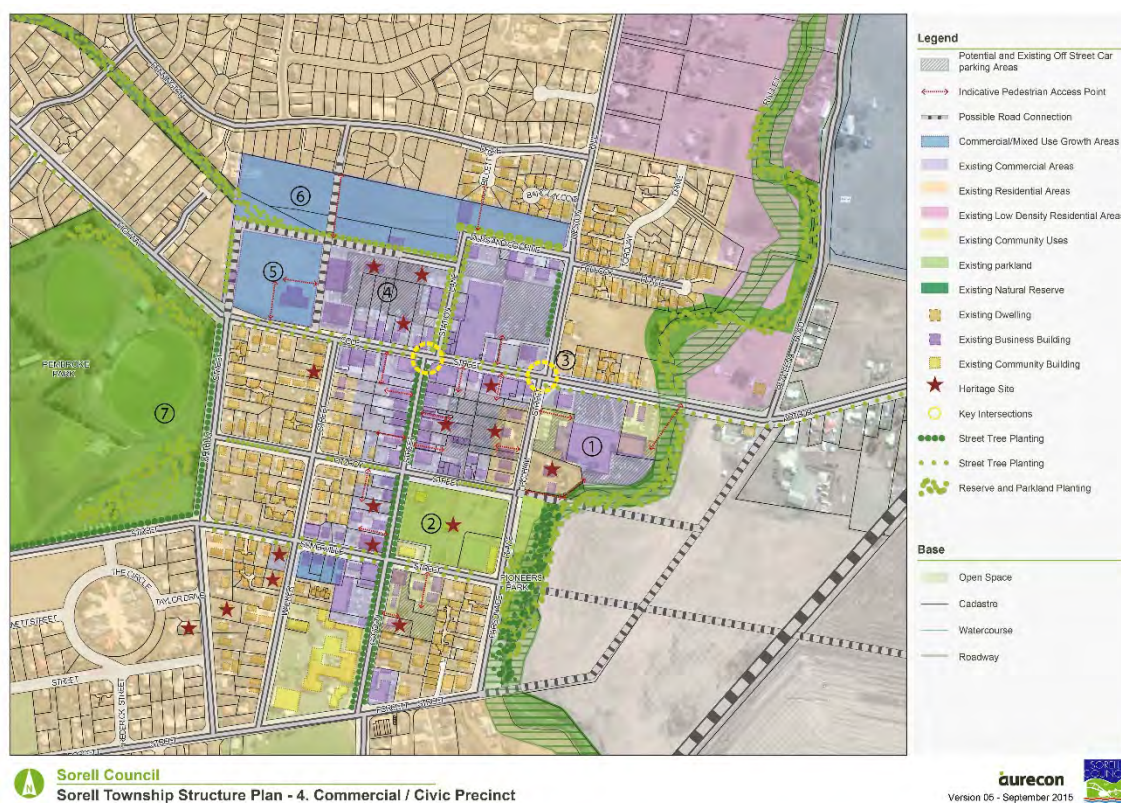


Figure 18 Commercial/Civic Precinct

Table 15 Commercial Development – 2015 Updates

Item	Description	Strategic Direction
CD 1 – Sorell Plaza – New Supermarket Development	The Sorell Plaza was completed 2011 which provided the town with a second large supermarket, petrol station and specialty shops.	<ul style="list-style-type: none"> - Continue to work with the landholder to provide a shared path along the Sorell Rivulet connecting to the existing path at Pioneer Park and future development to the north. - Ensure the car parking and streetscape design is appropriate and encourage consistent street tree plantings around the plaza and throughout the town.
CD 2 – Existing Visitor Information Centre, Cemetery and Pioneer Park	The Sorell Visitor Information Centre is located on the corner of Gordon and Fitzroy Street surrounded by the town square park area. A small Telstra exchange building is to the south of this fronting Gordon Street which detracts from the area and requires design attention. Connections through to Pioneer Park are limited with no footpath or pathway connections.	<ul style="list-style-type: none"> - Look to develop better access from Gordon Street to Pioneer Park and create a link along Fitzroy Street connecting to Pembroke Park. - Provide screening or possible relocation of Telstra building on corner of Somerville and Gordon Streets.

Item	Description	Strategic Direction
CD 3 – Town Centre Intersections	The two central intersections along Cole Street restrict traffic movements throughout the township and may create a barrier for pedestrian access.	<ul style="list-style-type: none"> - Ensure that the major intersections have sufficient capacity to cater for the traffic and pedestrian requirements of the town centre and upgrade where required. - Encourage better pedestrian and disabled access throughout the town centre particularly in areas with tight building setbacks.
CD 4 – Cole Street & Station Lane Precinct	To the east of the new Council Offices, Health Centre and RSL Hall a collection of houses and commercial properties separate this area from the rest of the town. These properties are generally extended to the north and have very large rear areas with no road access from the northern boundary.	<ul style="list-style-type: none"> - The existing conditions along this area detract from the compact town centre feeling separate the civic area with the existing commercial centre. A comprehensive plan should be integrated into the planning scheme to ensure that future development of the area benefits the town centre. - Promote a holistic streetscape approach to street tree planting, parking and street furniture along Cole Street.
CD 5 – Community Health Centre Area	Currently undeveloped Council owned areas to the north of Cole Street surrounding the new Council offices and health centre.	<ul style="list-style-type: none"> - Formalise the existing field parking that occurs in this area. - Continue investigating sale of Council land in this area for development while ensuring that appropriate controls on urban design and future use are incorporated. - Develop a comprehensive plan for future development of the vacant areas with connections to Dubs & Co Drive and Cole Street. This should include a range of medium density residential and other mixed uses such as commercial, aged care facilities, park and playground areas, civic features and recreation facilities to fully utilise the location and create a consolidated town centre.
CD 6 – Vacant Commercial / Mixed Use Area	Vacant areas along the extension of Dubs & Co Drive with residential development occurring along the northern boundary.	<ul style="list-style-type: none"> - Include the area in a comprehensive development plan ensuring that appropriate road, shared path and vegetation links are connected. - Maintain shared path connections through the residential areas to the north linking with the town centre. - The existing uptake of this area has been slow and investigation into residential use may be more appropriate.
CD 7 – Pembroke Park	Large recreation reserve to the east of the town comprising of two ovals, a new synthetic field, bike tracks, soccer grounds under construction, skateboarding areas and a recreation vehicle overnight parking area.	<ul style="list-style-type: none"> - Continue to develop and consolidate the recreation facilities within Pembroke Park and Miena Park and ensure pedestrian and shared path connections with the town centre. - Investigate future integration of the park into the town with events, markets etc. utilising Fitzroy Street and flowing into Pembroke and Pioneer Parks.

Along with the Town Centre a small pocket of retail use has been established on the southern entrance to the township. This area is currently used for a landscape / farm supplies store with goods ranging from a nursery/bulk landscaping, agricultural vehicles, rural goods and building materials. This site has good visual exposure to passing traffic and is well suited to the current retail use. Issues with the interface to the Orielson Lagoon and neighbouring residential areas need to be treated with care along with the visual amenity of the township entrance. The existing fence along the road frontage is in a state of disrepair and should be encouraged to be upgraded.

The future planning of this area needs to be assessed to allow for a potential small scale business precinct to be developed. This would include a commercial floor space demand assessments, land capability study, stakeholder and public consultation, servicing requirements and a thorough assessment of the site and may include areas to the immediate north. Attention should be paid not to allow large unsightly bulky goods business into the area but to retain a small-scale local business precinct. The rezoning of the area to a business zone would formalise the existing use and allow a better design outcome of the area when future development occurs.

Item	Description	Strategic Direction
CD 8 – Causeway Entrance, Light Industry / Commercial Precinct	An existing light industry / commercial area has established within the Rural Zone along Main Road to the south west of the town. This area currently is occupied by a rural supplies, nursery and garden supplies area.	<ul style="list-style-type: none"> - The use of this area needs to be assessed either formalised or restricted being currently within the Rural Zone. - If formalised the existing use needs to be controlled to ensure no adverse impacts on the local residents and to ensure an attractive entrance area to the town. - Potential rezoning of the area to an appropriate business zone to accommodate limited future development. - Future rezoning or intensification of uses within this area needs to consider potential traffic impacts and respond to the potential future western link bypass



Figure 19 Site 8 - 139 Main Street Retail Area



8 Community, Open Space & Recreation

Currently Sorell and the town centre suffer from a poor quality public realm, particularly some of the key town streetscapes. The implementation of the recommendations made in the recently produced Sorell Streetscape 2014 will go a long way to address some of these shortcomings, particularly in the town centre.

The design and development of an integrated and functional high quality public realm within the broader town of Sorell is key to ensuring that the town has both attractive and function streetscapes, a robust and legible town centre and accessible public open spaces. These elements will help to foster vibrant social, cultural and economic activity within Sorell Township.

8.1 Sorell Streetscape Plan 2014

In mid-2014 the Sorell Streetscape Plan was completed by Inspiring Place providing a direction for the development of the central town area. The Plan provided a vision for the Sorell Town Centre to be:

An active, lived in place, steeped in its history but looking to its future as a place where people want to do business, shop, work, visit and participate in the life of the community.

The plan outlines 22 principles aimed at creating: a **Distinctive** town, a **Compact** Centre, an **Inviting** and **Accessible** Centre and a **Vibrant Lived-in** Place. The plan has been adopted by council and works are currently underway installing street trees and reinvigorating Fitzroy and Gordon Street and St Georges Park.

8.2 Objectives / Strategic Directions

The following Objectives / Strategic Directions updated from the original objectives outlined in the 2009 Plan as they relate to **Community; Open Space & Recreation** are listed below:

- Ensure community facilities in Sorell have the capacity to accommodate population growth and needs within the town and region;
- Encourage and facilitate housing diversity and affordability;
- Provide safe and well-designed areas of public open space with is accessible and creates a diverse and well connected network of recreation and relaxation areas;
- Ensure open spaces are will designed and will deliver wider environmental sustainability objectives such as water cycle management, improved biodiversity and climactic comfort as well as providing attractive places with which residents and workers can relax and play;
- Investigate development options for underutilised areas of public open space;
- Recognise the importance of the public realm and its role in creating a sense of place;

- Provide a pedestrian and cycle friendly environment and allow pedestrian to reclaim the street from dominating vehicular uses;
- Improve open space interfaces and promote linkages with adjoining land uses and built form;
- Enhance the existing open spaces and ensure that they are attractive and robust to meet the needs of the local community and visitors;
- Provision of town arrival entry statements and activity specific entry statements;
- Improvements to connectivity and linkage between existing open space areas;
- Provide areas of public open space which accord with CPTED principles;
- protect the environmental integrity of Orielton Lagoon as a resource of national and international significance (a RAMSAR site);
- ensure that observation sites do not impact detrimentally on the environmental values of Orielton Lagoon;
- protect identified riverine areas;
- ensure that planning and development follow best environmental and sustainability practices;
- minimise loss of rural land to ad hoc or sporadic Town development.

The provision and planning of community facilities was guided by the following strategic directions:

- Ensure urban expansion areas incorporate recreational, educational, civic and healthcare facilities where required;
- ensure that long term planning for Sorell takes full account of needs and provision requirements for existing and future communities in the regional catchment area.
- locate future major community facilities in accessible areas in order to optimise colocation and other community benefits.

2009 Plan - Strategic Directions - Section 5.9.1

Planning of environmentally sensitive areas and access to public open space were guided by the following strategic directions:

- *protect the environmental integrity of Orielton Lagoon as a resource of national and international significance (a RAMSAR site)*
- *ensure that observation sites do not impact detrimentally on the environmental values of Orielton Lagoon*
- *protect identified riverine areas*
- *ensure that planning and development follow best environmental and sustainability practices*
- *minimise loss of rural land to ad hoc or sporadic Township development*

2009 Plan - Physical Elements - Section 5.9.4

The Master Plan contains the following physical elements:

- proposed environmental wetland sensitivity area beside Orielton Lagoon;
- existing and proposed public open space along the Sorell Rivulet;
- Pembroke Park retained and enlarged;
- walking / cycling access to Orielton Lagoon to be restricted to planned walking / cycling link along the outer edges of the wetland and riverine reserves;
- connecting walking / cycling pathways to be developed in the town centre with links to Pembroke Park and the open space network.

8.3 2015 Updates

The following table provides a summary of the key updates that have been incorporated into the 2015 Update to the Sorell Township Master Plan. In addition to the table below, these updates are represented graphically in the accompanying “Plan 5: Public Open Space Networks” below.

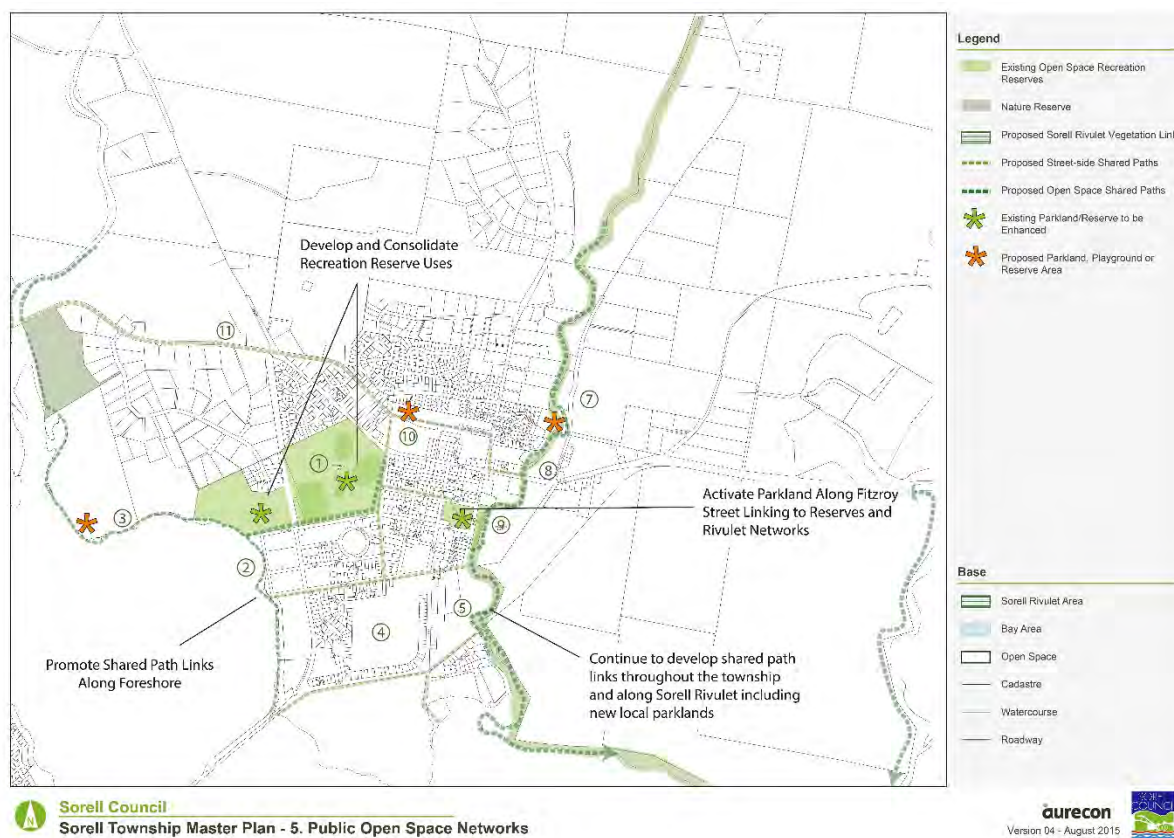


Figure 20 Public Open Space Networks

Table 16 Community, Open Space & Recreation – 2015 Updates

Item	Description	Strategic Directions
COSR 1 – Pembroke and Miena Park Areas	Pembroke Park and the adjoining Miena on the west side of the town encompasses a number of ovals and sporting facilities. A campervan day area is located in the park with a dump station and picnic facilities.	<ul style="list-style-type: none"> - Aim to continue to develop and consolidate recreation uses within the reserve - Potential to relocate the Pioneer Park tennis courts and Bowling Green to Pembroke Park. - Ensure that any further residential development does not encroach into the park. - Prepare a master plan including tree planting, parking, services and facilities to ensure funding is appropriately allocated and to provide a high quality environment. - Any residential development adjacent the park is required to front or side the park with active interfaces and a preference to shared paths along park boundaries. - Ensure future development within the park makes reference to the potential long term road link along the Western Bypass route.
COSR 2 – Orielson Lagoon foreshore area	The foreshore area to the south again has limited access with the council depot, cemetery and an industrial business occupying parcels along this section.	<ul style="list-style-type: none"> - The Pitt Water Nature Reserve Management Plan (2013) outlines management objectives to reduce impacts on the reserve. The plan aims to protect the reserve from impacts caused by residential, commercial and industrial development on surrounding land. This should be taken into consideration in any future development around this area. - Promote the use of a pedestrian link along the foreshore area. Use the existing Pembroke Park and Cemetery access to beautify and increase useability of the area. - Work with Parks and Wildlife Service to reduce and improve gully erosion and acid sulphate soil areas.
COSR 3 – Orielson Lagoon foreshore area	Orielson Lagoon is a highly significant Ramsar Wetland Site being one of 10 sites around Tasmania. The foreshore has limited access with an existing farming enterprise occupying the area close to the water's edge.	<ul style="list-style-type: none"> - Investigate a shared path / boardwalk pedestrian link around the lagoon foreshore area with connections back to the township. Ensure any works undertaken are sensitive to the wetland environment and in collaboration with Parks and Wildlife Service. - Potential for the long term development of a wetland park around the foreshore area. - Investigate the construction of seating, shelter and bird watching / wetland information facilities on the western edge of Pembroke Park to residents to learn and interact with the Ramsar site on a daily basis.
COSR 4 – Sorell School Precinct	The existing school ground includes large vacant areas to the south of the school currently used as grazing land. There is currently limited access into this area for residents and it is underutilised.	<ul style="list-style-type: none"> - Any future development of the vacant school land should include suitable pedestrian access tracks allowing better links with the southern area of the township. Work with the School, the Education Department and future developers to achieve the best outcomes.
COSR 5 – Sorell Rivulet South	New residential development areas south of Forcett Street are currently expanding with potential for a local park area adjacent to the Sorell Rivulet	<ul style="list-style-type: none"> - Ensure that park areas within the new subdivision taking place along the Sorell Rivulet are integrated with the existing trail along the Sorell Rivulet. - Continue to develop the trail along the Sorell Rivulet enabling cycle and pedestrian networks.

Item	Description	Strategic Directions
COSR 6 – Sorell Rivulet outlet area	Areas to the far south of the town adjacent to the Orielton Lagoon.	<ul style="list-style-type: none"> - With the extension of shared pathways along the Sorell Rivulet there is the potential to create a formalised nature wetland park at the outlet of the Rivulet. This area is currently designated as a Coastal Reserve.
COSR 7 – Sorell Rivulet North	Continuing to the north the Sorell Rivulet provides a vital vegetation link through the town.	<ul style="list-style-type: none"> - Future residential developments to the east of the Rivulet must ensure that adequate pedestrian and shared paths along the Rivulet are provided. - Investigate the opportunity for a pedestrian bridge crossing north of Cole Street.
COSR 8 – Cole Street Bridge Area	The existing bridge crossing provides a dangerous situation for pedestrian and cyclists and as future development to the east occurs this will intensify.	<ul style="list-style-type: none"> - As part of future bridge works on the Cole Street Bridge ensure that the existing and future increased capacity of pedestrians and cyclists are considered and this access enhanced.
COSR 9 – Pioneer Park	Pioneer Park is a key open space for the town connecting with the visitor information centre and commercial areas. It has a range of facilities including tennis courts, picnic areas and parking.	<ul style="list-style-type: none"> - Retain and enhance Pioneer Park as part of developing the central town with key access links. - As identified in the Streetscape Master Plan enhance the links along Fitzroy Street and use the park for more community / public events. - Potential to relocate the existing tennis courts in the long term to Pembroke Park freeing up land for additional uses.
COSR 10 – Town Centre Development Area and Rail Trail	The historic Sorell to Bellerive Railway operated until 1926 providing a vital transport connection for Sorell. The line began in the Town Centre Area with the existing railway building still standing today. The track alignment is still vacant heading towards the north west from Gateway Plaza then connecting to Shark Point Road.	<ul style="list-style-type: none"> - The rail was a historic part of Sorell and should continue to play a role in the design and interpretation of the town. Future development of the Dubs & Co Drive area should be designed to ensure elements of the rail link are retained. - Shared path connections should be constructed along the rail link connecting residents to the North West with the town centre.
COSR 11 – Shark Point Road	Connections through to Midway Point are currently limited to vehicle traffic	<ul style="list-style-type: none"> - As a long term goal a shared path circuit of Orielton Lagoon should be investigated connecting Sorell with Midway Point around the north.

9 Access, Movement and Infrastructure

The existing road networks around the Sorell Township still requires a further strategy to enable a hierarchy as identified within the 2009 Plan. However there has been considerable work on the Sorell link corridor along Pelham Street over the past 5 years identifying this as a key transport link to the Arthur Hwy. The works include upgrading of the street, construction of a roundabout at Cole & Forcett Streets and on-street parking areas. Areas of the town still require further work to capitalise on the existing infrastructure and land uses including shared path links, parking, street tree planting and road upgrades.

The proposed Sorell Bypass is still within the long term strategy for the area however the upgrade works along Pelham Street have reduced the traffic impact slightly possibly delaying the bypass proposal. To fully develop the eastern side of the Sorell Rivulet a second bridge connection is required and as such the bypass connection is still a long term goal to be looked at over the next 20 years (up to 2035).

9.1 Infrastructure Upgrades

As a growing town, Sorell and the surrounding municipality have a number of infrastructure upgrades planned or currently in progress. These are aimed to meet the future demand for services from an increased population and as part of maintenance of the existing system. TasWater have outlined the following projects that are either in progress or planned to be undertaken by 2020.

Table 17 TasWater Current and Planned Projects in Sorell Municipality 2015 to 2020

Description	Total (\$M)	Stage	Target Completion
Dunalley –South sewerage supply (investigation)	0.08	In progress	FY15
Dunalley – STP upgrade/reuse	0.20	Planning	FY16
Dunalley – Sewerage overflow abatement program	0.19	Planning	FY17
Sorell –Water main (development)	0.65	Planning	FY18
Sorell – Reservoir outlet duplication	0.3	Planning	FY18
Sorell, Midway Point – Strategy	10.5	Planning	FY19
Shark Point Road – Trunk Renewal	1.8	Planning	FY19
Sorell – Reservoir Upgrade	2.5	Planning	FY20
TOTAL	\$16.22M		

9.2 Objectives / Strategic Directions

The following Objectives / Strategic Directions represent an update to the original objectives outlined in the 2009 Plan.

- Provide a range of safe and efficient transport options
- Ensure new urban areas can be serviced by or have good access to public transport options.
- Investigate Local Park and ride facilities in accessible locations to encourage ride sharing and greater use of public transport.
- Provide connections between modes and services for moving people, including connecting cycle ways and walking routes to high frequency public transport routes and locating park and ride facilities adjacent to high frequency public transport routes.
- Ensure new development integrates with the transport system, including public transport, cycling and walking routes.
- Promote the use of non-car transport through the development of a transport network which is comprehensive and interlinked, allowing a number of route and modal choices
- Promote increased public transport opportunities
- Protect the functioning of the bypass and other major roads by providing appropriate buffers from residential uses
- Ensure that the Sorell and its role as a regional is maintained and enhanced;
- Look to provide attractive approach routes and entry points to the Town;
- Work to protect the town centre and residential precincts from unnecessary through traffic;
- Provide high quality public transport to Hobart.

2009 Plan - Physical Elements - Section 5.9.4

The strategic directions identified for transport and movement planning for Sorell encompassed the following:

- *to ensure that the Sorell regional gateway role is maintained and enhanced*
- *to provide attractive approach routes and entry points to the Township*
- *to protect the town centre and residential precincts from unnecessary through traffic*
- *to provide accessible quality public transport to Hobart*

2009 Plan - Physical Elements - Section 5.9.4

The Master Plan integrated transport and movement system provides the following elements:

- *a walking / cycling network focussed on the town centre, where pedestrian access and safety should be a priority in land use and transport planning with pedestrian access forming part of commercial street design / works supplemented by a network of pedestrian access routes to car parks;*
- *a regional highway system that provides for regional through traffic and for heavy vehicles to bypass the Township but access existing and future industrial areas in the Township; proposed bypass roads which form an essential part of the recommended regional highway system which should be designed with limited access for private properties and local streets and controlled access for distributor road linkages;*
- *traffic management and road design should be consistent with the intended roles of roads in the proposed hierarchy with the regional highway having a right-of-way priority, distributor roads having right-of-way over commercial streets and commercial streets having right-of-way over local streets;*
- *a distributor road network to facilitate traffic access from the regional highway network to the town centre and to the residential areas of the Township with the distributor road network forming an inner ring around the town centre facilitating access to the major car parking areas and the principal commercial streets;*
- *A commercial street system to provide access within the town centre, comprising Cole and Gordon Streets and Fitzroy Street between Gordon and Pelham Streets with these Streets intended as slow speed zones with upgraded pedestrian safety and amenity and pedestrian priority at intersections and supplemented by pedestrian access routes with safe crossing provision at mid-block locations;*
- *a local street system comprising streets within precincts, accessed from regional and distributor roads and intended as low speed local access environments with extensive provision for landscaping and local walking and cycling access;*
- *a public transport 'terminal' in the town centre, located close to activities with good access to the distributor and regional main road systems, with a location suggested for a bus and taxi station to be sited in Gordon Street, near the intersection of Fitzroy Street and adjacent to the Information Centre and 'town square'.*

9.3 2015 Updates

The following table provides a summary of the key updates that have been incorporated into the 2015 Update to the Sorell Township Master Plan. In addition to the table below, these updates are represented graphically in the accompanying “[Plan 6: Transport & Movement Networks](#)” located at the back of this report.

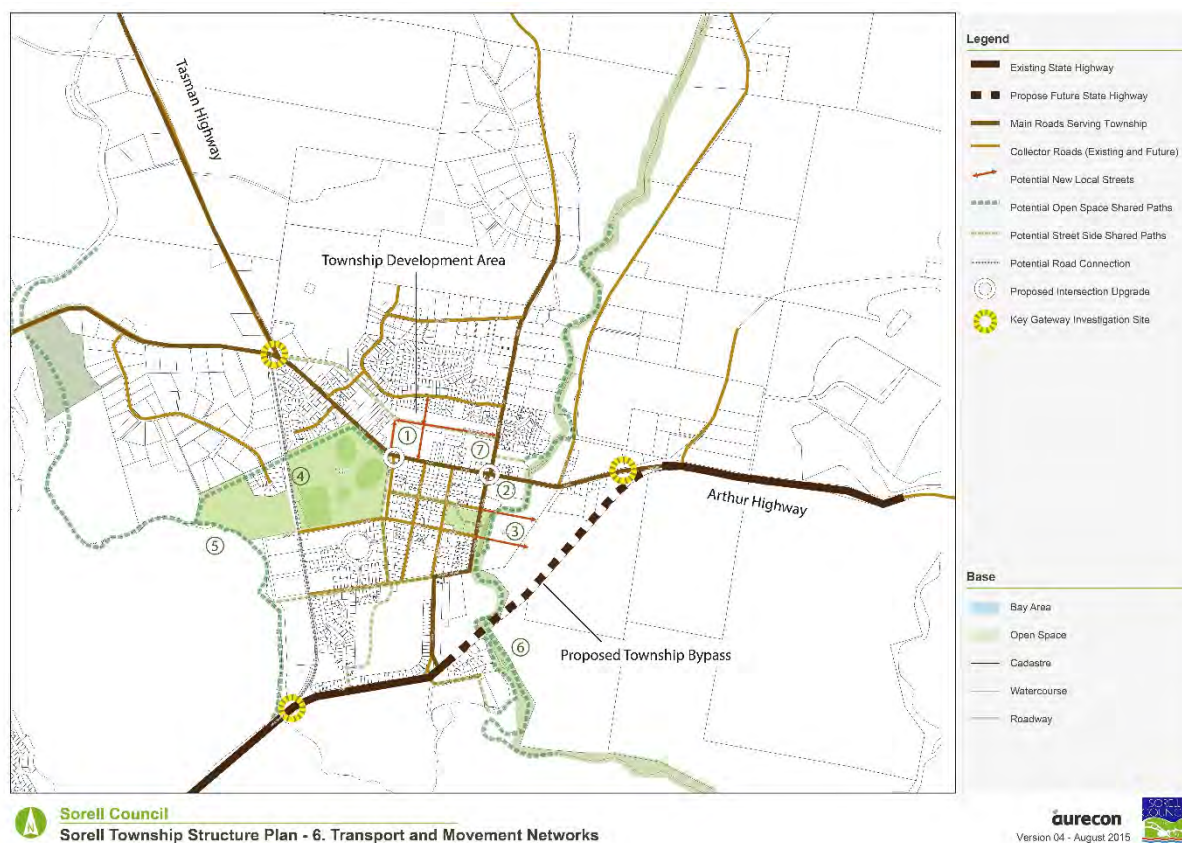


Figure 21 Transport and Movement Networks

Table 18 Transport & Movement – 2015 Updates

Item	Description	
AM 1 – Extension of Dubs & Co Drive	The existing vacant areas around the new Council Building north of Cole Street currently lack a clear road and pathway plan. This area includes the extension of Dubs & Co Drive extending from the Gateway Plaza.	<ul style="list-style-type: none"> - Develop a comprehensive development plan for the vacant areas including a clear road hierarchy. - Ensure that future development includes north south and east west connectivity.
AM 2 – Cole Street / Sorell Rivulet	The Cole Street bridge over the Sorell Rivulet and open space links along the Rivulet to the north and south.	<ul style="list-style-type: none"> - Any future re-design / expansion of bridge over Sorell Rivulet to look at potential for walking / cycling link to continue under bridge. - See Sorell Rivulet as future key asset / green space / attraction in Town and seek new development that will foster this long term aim.
AM 3 – Future Development Areas	New development areas to the east of the Sorell Rivulet extending the town to the east.	<ul style="list-style-type: none"> - Ensure new development fronts open space areas with shared paths along Rivulet open space. - Promote a road hierarchy within new development areas with a use of shared pathways and traffic calming measures.

Item	Description	
AM 4 – Pembroke Park	Pembroke Park on the west side of the town encompassing ovals and sporting facilities.	<ul style="list-style-type: none"> - A potential road connection along the extension of William Street to the south and north has been previously raised by State Growth. The long term development of this link will likely further support Industrial Option C, providing better transport links to this area. It will also support greater commercial development at Commercial Site 8 - 139 Main Street, providing better road connections and a road buffer from existing residential areas. At this stage it is not planned for in the near future however the road reserve area should be retained for a possible long term link around this area. - Ensure walking and cycling paths link the town centre with major recreation nodes such as Pembroke Park. - Look to remove existing rear fences along Pembroke Park to create more interactivity between the park and residential areas. - Encourage future developments fronting parklands and corridors to engage with the public realm.
AM 5 – Orielton Lagoon	Along the western boundary of the town the Orielton Lagoon is a valuable natural resource.	<ul style="list-style-type: none"> - Ensure that as part of any development of land abutting Orielton Lagoon, an area is to be provided as public open space with adequate shared paths and facilities and continues with the protection of the sensitive Ramsar wetland area.
AM 6 - Sorell Rivulet	The small creek/river area along the eastern boundary of the town provides a vital green link that has been gradually established as a shared path over the past 5 years.	<ul style="list-style-type: none"> - Develop progressively a walking / cycling network as a circuit around Orielton Lagoon, Sorell Rivulet and the Town. Eventually promote the trail as tourist and recreation attraction.
AM 7 – Dubs & Co Drive	The extension of Dubs & Co Drive to the east connects with Pollock Place with potential to connect through to the Sorell Rivulet and along shared paths to the north and south.	<ul style="list-style-type: none"> - Walking / cycling link should be designed to connect the town with the future development to the east as a continuation of Dubs & Co Drive and along Pollock Place. - Future development of Dubs & Co Drive should include street tree planting.
AM 8 – Key Gateway Investigation Sites	The three entrance areas to the town located on the Tasman and Arthur Highways are important gateway features and should be designed to provide a sense of arrival to the town.	<ul style="list-style-type: none"> - A Gateway Entrance Strategy should be prepared to enhance the entrances and provide locals and visitors with visual markers that in turn will increase streetscape legibility. The strategy should include a combination of directional signage, feature landscape planting treatments, lighting, or art in key locations within Sorell.

10 Master Plan

10.1 Context

Each of the key themes has been combined into an overall Master Plan for Sorell Township. It is intended that the Master Plan will be used as a basis for producing and future strategic level plans and will inform future amendments and updates to the Sorell Planning Scheme.

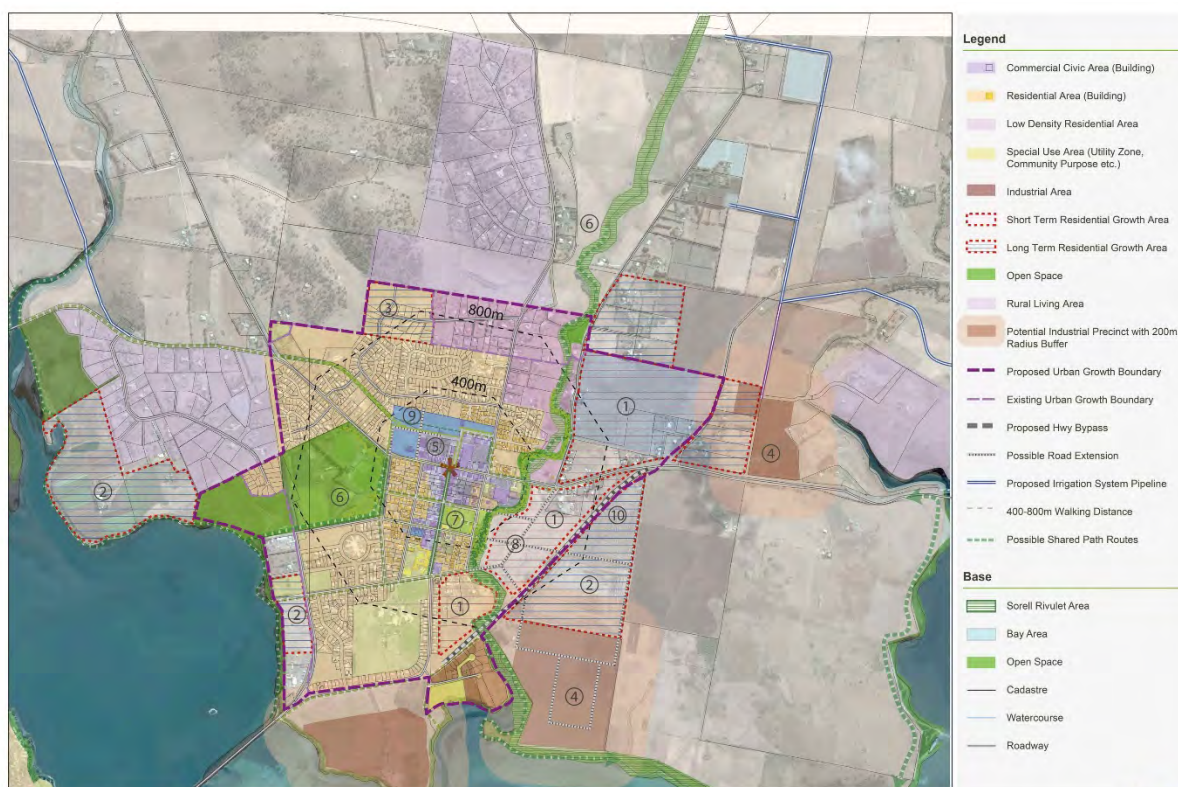
This Plan contains a summary of the key initiatives and ideas identified in the update to the Master Plan.

10.2 2015 Updates

The following table provides a summary of all the key updates that have been incorporated into the 2015 Update to the Sorell Township Master Plan. In addition to the table below, these updates are represented graphically in the accompanying “[Sorell Township Urban Master Plan](#)”

Table 19 Sorell Township Urban Master Plan – 2015 Updates

Item	Process
Residential Development	
1 - Short Term Residential Growth Areas	Rezoning and Planning Policy
2 - Long Term Residential Growth Areas	Strategic Planning Policy
3 - Northern Residential densification Area	Rezoning and Planning Policy
Industrial Development	
4 – Potential Industrial Expansion Areas	Strategic Planning Policy and Rezoning
Commercial Development	
5 – Commercial Intensification Areas	Economic Development Policy and Urban Design Planning Plan
Community, Open Space and Recreational	
6 – Pembroke Park Upgrades	Community Development Policy and Park Master Plan
7 – Pioneer Park & Sorell Rivulet Upgrades	Community Development Policy and Park Master Plan
Transport and Movement	
8 – Future Crossings of Sorell Rivulet	Strategic Planning and Traffic Policy
9 – Dubs & Co Drive Extension Area	Traffic Policy and Urban Design Framework
10 – Proposed Highway Bypass	State Government Strategic Transport Planning




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Sorell Township Master Plan

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Figure 22 Sorell Township Master Plan

	Development Opportunity	Approximate Timeframe
1	Residential infill and current growth areas	1-10 years
2	Potential long term residential / low density growth areas	5-20 years
3	Low density residential growth areas	5-10 years
4	Industrial precinct options	1-20 years
5	Commercial intensification areas	Ongoing
6	Pembroke and Miena Park recreation areas	Ongoing
7	Pioneer Park recreation area	Ongoing
8	Future road and pedestrian connections across the Sorell Rivulet	5-15 years
9	Development and sale of the existing council commercial land	1-10 years
10	Long term development of the Hwy Bypass link.	20 years

The Updated Master Plan demonstrates the medium and long term goals for the town in ensuring adequate residential and industrial development areas, upgrading road and public infrastructure and promoting adequate public open space. These goals in addition to other strategic documents such as the Sorell Streetscape Plan 2014 and the impending new Sorell Interim Planning Scheme will promote Sorell as a liveable, vibrant town that services the existing residents and the surrounding district.



11 Key Actions and Implementation

The Sorell Township Master Plan provides a holistic and integrated policy framework for future development decisions. This section describes how the Sorell Township Master Plan can be implemented over time.

The overarching key objectives from the 2009 Plan remain relevant and are outlined below:

- To provide a policy framework and effective development program for the planned and orderly implementation of the Master Plan.
- To ensure that Sorell can be developed in a manner which is sustainable and reflects best practice principles for planning and urban management.
- To ensure that the Town is developed in a manner which is consistent with the community vision and values and with the identified strategic directions and principles to implement the vision.
- To ensure that the town centre is planned and developed to fulfil its future district and regional service role, while reflecting and complementing the sense of place, character and ambience of the established town centre precinct.
- To ensure that local environmental character, resources and values are respected, maintained and reflected in the place-making values and ambience of the Town.

11.1 Delivering the Objectives and Directions of the Master Plan

The Sorell Township Master Plan will be implemented primarily through the revisions of the Sorell Planning Scheme, which will involve the creation of new policies, the extension of existing zones or the establishment of new zones.

The implementation of some of the initiatives will be reliant, to a degree, on funding availability from the relevant agencies and key stakeholders along with development investment by private developers. The allocation of funding resources in order for the identified strategies to be implemented should be strategically planned as a means of maximising these opportunities.

The sections below provide an over view key Objectives that council and other key stakeholders will be responsible for undertaking. These actions should be read in conjunction with those actions identified in the original 2009 Plan.



11.2 Residential Development Objectives

- Ensure and encourage the provision of housing diversity and choice primarily through private sector development;
- Encourage a range of residential densities within the township ensuring higher density housing is provided within easy access of the town centre and key services.
- Implement the plan for the residential precincts of Sorell as part of the implementation of the Master Plan;
- Incrementally deliver the walking / cycling network for Sorell as part of new land development;
- Undertake appropriate planning scheme amendments as required;
- Prepare a phasing plan and budget to implement the walking / cycling and public open space plan.
- Promote the development of well-designed aged care facilities within the township and continue to ensure development is appropriately designed for the elderly.

11.3 Industrial Development Objectives

- Prepare a policy statement and planning scheme amendment to facilitate the development of the recommended industrial precinct and associated access in the key areas identified;
- Further investigate the proposed options and in particular Option B to allow for the development of an appropriate industrial precinct to be established for future industrial growth within the township.

11.4 Commercial Development Objectives

- Continue to upgrade and develop the town centre to become a thriving regional centre catering for local residents and the surrounding region.
- Ensure a concise walkable town centre with easy, active and aesthetically pleasing pedestrian areas, active shop fronts and adequate public space with seating, shade trees and amenities.
- Review the proposed land uses for the undeveloped area located along the northern side of Dubs and Co Drive or push to encourage new commercial development of this area. Other uses such as medium density residential or an aged care facility may be preferred with a preference to keep the zoning of the area flexible to respond to market demands.

11.5 Community Open Space and Recreation Objectives

- Prepare design development drawings for urban design and landscape improvements to other key areas including:
- Continually develop the existing walking and cycling network throughout town, especially along the Sorell Rivulet, the 'rail trail' link and links through the town centre;
- Review and revise off-street parking areas to provide 'greening' and shade areas along with water sensitive urban design opportunities;
- Prepare a phasing plan and budget to implement the identified urban design and landscape works

11.6 Access and Movement Objectives

- Continue to use the inner by-pass link on Pelham Street / Parsonage Place / Forcett Street as an immediate short term traffic management measure to ease congestion in the town centre;
- Implement progressively the proposed strategy for the town centre as part of the Master Plan and in particular, in relation to the main elements of the strategy encompassing:
 - the hierarchy of roads and in this context, the proposed distributor;
 - road network and commercial streets;
 - the walking / cycling network;
 - commercial areas;
 - the proposed public / civic / community services precinct;
 - the town square and the associated bus and taxi terminal;
 - medium density residential areas; and
 - urban design principals.
- Continue to lobby for funding and the development of the Eastern Bypass as a medium/long term solution to traffic congestion and include the provision for the Western Link Bypass within strategic planning documents for potential long term development.

11.7 Ongoing Monitoring and Review

One of the most important stages in the implementation of the Master Plan will be its on-going monitoring and review. This stage is of critical importance if the progress of the Plan's implementation is to be measurable and if community acceptance is to be maintained.

Council and its stakeholders will need to review this Master Plan regularly to see that its conclusions and proposed actions remain valid. As new information comes to hand such as the changes in the demographic profile, new Government policy or major infrastructure opportunities, the Structure Plan may need to be modified.

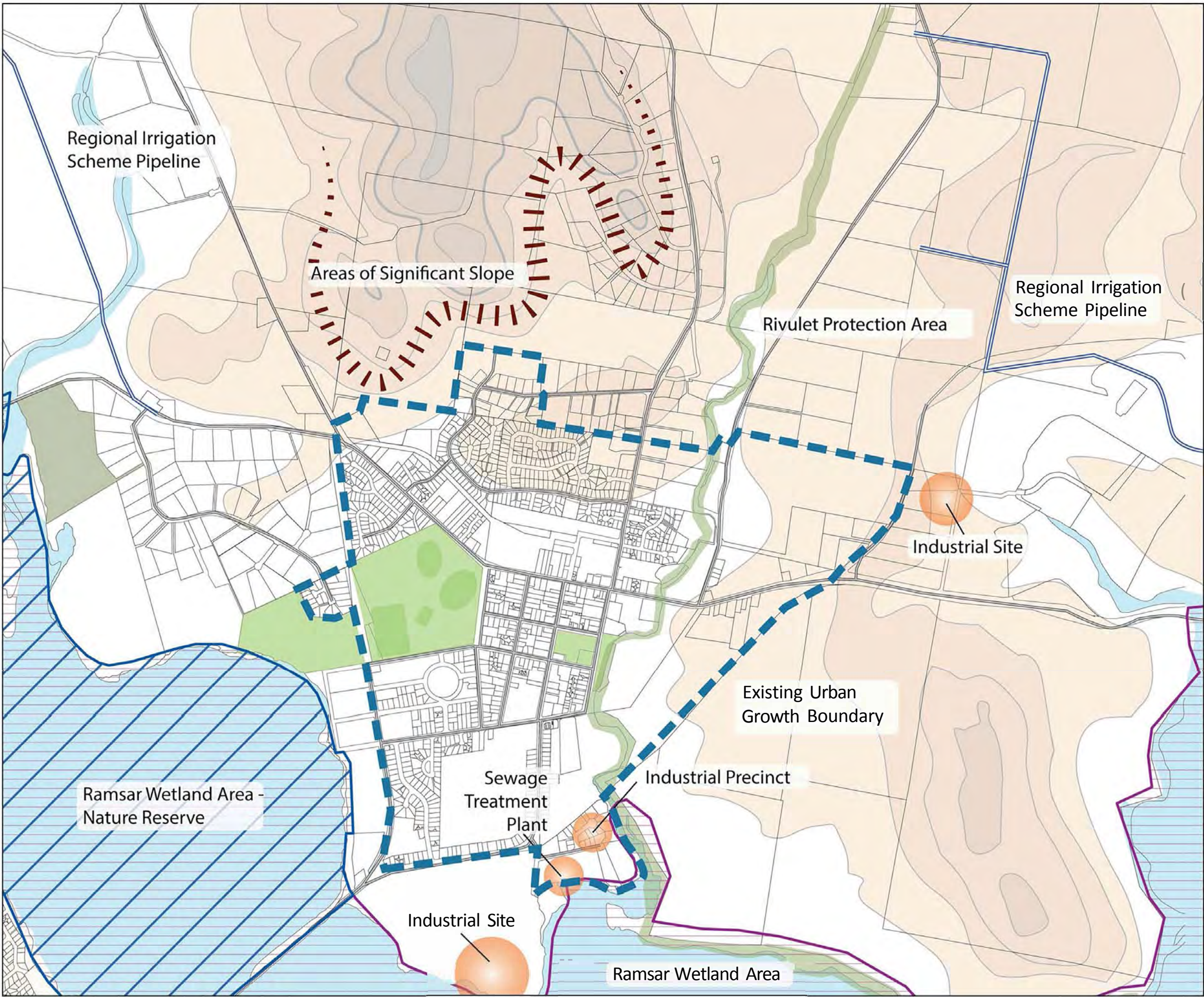
This 2015 update of the Sorell Township Master Plan represents the first such review since the original plan was prepared in 2009.

Monitoring and evaluation activities within the scope of the Master Plan need to be undertaken continually and concurrently. It is important that the community be kept informed of the actions being implemented and any impending review of the Master Plan. A commitment to the monitoring and review by Council in this way will ensure the Structure Plan remains current, is responsive to change and meets the needs of the community.



Appendix A

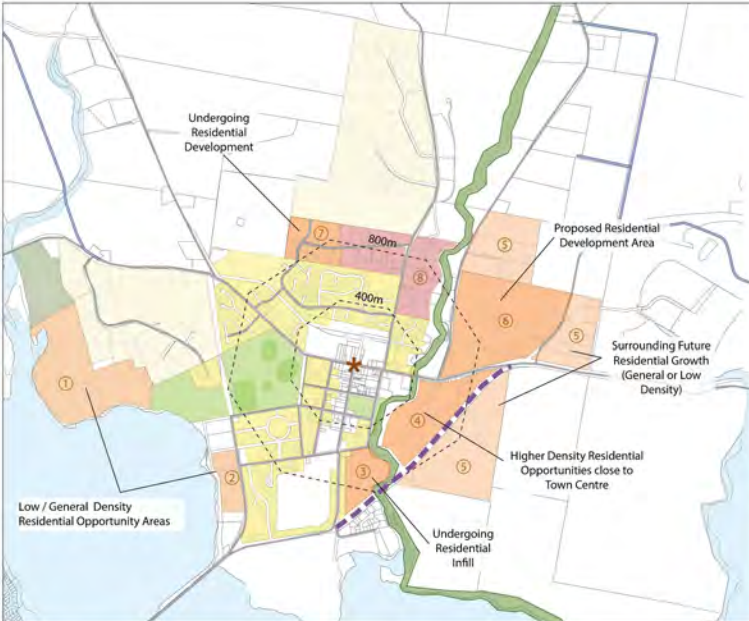
Master Plans



- Legend**
- Existing Urban Growth Boundary
 - Rivulet Area
 - 10m Contour Lines
 - Significant Slope Areas
 - Ramsar Wetland Area - Nature Reserve
 - Ramsar Wetland Area
 - Proposed Regional Irrigation System Pipe
 - Areas of Adverse Amenity - Industrial or Sewage Treatment Areas

- Base**
- Bay Area
 - Reserve
 - Open Space
 - Cadastre
 - Watercourse
 - Roadway





Legend

- 400-800m Walking Radius
- Existing General Residential Areas
- Existing Low Density Residential Areas
- Proposed General Residential Growth
- Areas to increase to General Residential Density
- Proposed Low Density Residential
- Proposed Heavy By-pass Route

Base

- Conservation Area
- Bay Area
- Open Space
- Cadastre
- Watercourse
- Roadway

Refer to The Sorell Urban Master Plan 2015 Update for reference to the numbers above.

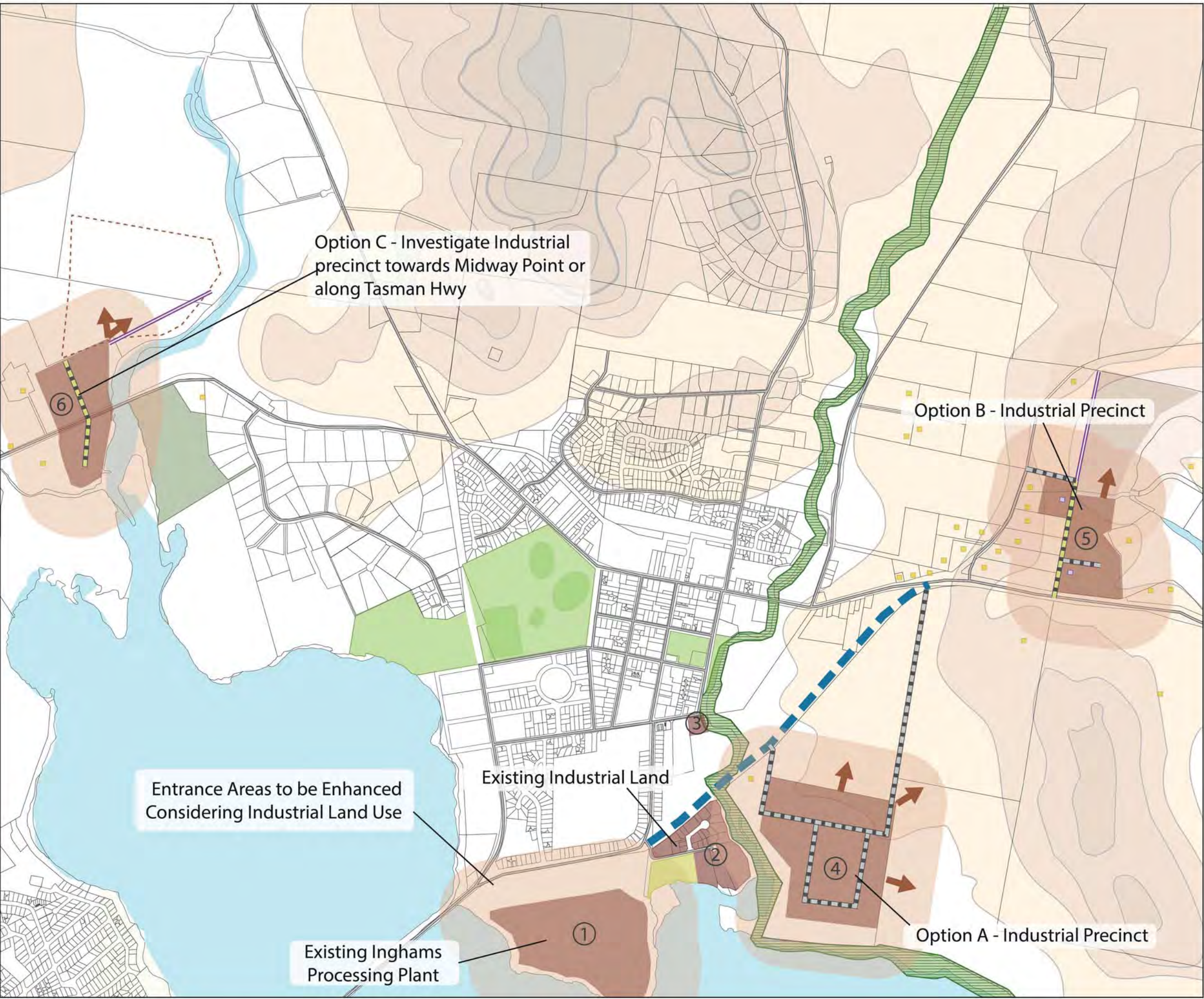


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Sorell Township Master Plan - 2. Residential Land Use

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Legend

- Potential Industrial Precinct with 200m Radius Buffer
- Existing Industrial Land
- Proposed Irrigation Scheme Pipeline
- Potential Extension to Pipeline
- Potential New Road Link
- Potential Road Upgrade
- Proposed Hwy Bypass
- Potential Long Term Expansion Areas
- Existing Dwelling / Business

Base

- Reserve
- Bay Area
- Open Space
- Cadastre
- Watercourse
- Roadway

Refer to The Sorell Urban Master Plan 2015 Update for reference to the numbers above.



- **How much?**
- **How often?**
- **How long?**
- **How many?**



Legend

- Existing Open Space Recreation Reserves
- Nature Reserve
- Proposed Sorell Rivulet Vegetation Link
- Proposed Street-side Shared Paths
- Proposed Open Space Shared Paths
- Existing Parkland/Reserve to be Enhanced
- Proposed Parkland, Playground or Reserve Area

Base

- Sorell Rivulet Area
- Bay Area
- Open Space
- Cadastral
- Watercourse
- Roadway



Legend

- Existing State Highway
- Propose Future State Highway
- Main Roads Serving Township
- Collector Roads (Existing and Future)
- Potential New Local Streets
- Potential Open Space Shared Paths
- Potential Street Side Shared Paths
- Potential Road Connection
- Proposed Intersection Upgrade
- Key Gateway Investigation Site

Base

- Bay Area
- Open Space
- Cadastre
- Watercourse
- Roadway

Refer to The Sorell Urban Master Plan 2015 Update for reference to the numbers above.



Legend

- Commercial/Civic Area (Building)
- Residential Area (Building)
- Low Density Residential Area
- Special Use Area (Utility Zone, Community Purpose etc.)
- Industrial Area
- Short Term Residential Growth Area
- Long Term Residential Growth Area
- Open Space
- Rural Living Area
- Potential Industrial Precinct with 200m Radius Buffer
- Proposed Urban Growth Boundary
- Existing Urban Growth Boundary
- Proposed Hwy Bypass
- Possible Road Extension
- Proposed Irrigation System Pipeline
- 400-800m Walking Distance
- Possible Shared Path Routes

Base

- Sorell Rivulet Area
- Bay Area
- Open Space
- Catchment
- Watercourse
- Roadway





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