



DEVELOPMENT ASSESSMENT SPECIAL COMMITTEE (DASC) AGENDA

10 MAY 2022

COUNCIL CHAMBERS

COMMUNITY ADMINISTRATION CENTRE (CAC)

NOTICE OF MEETING

Notice is hereby given that the next meeting of the Development Assessment Special Committee (DASC) will be held at the Community Administration Centre (CAC), 47 Cole Street, Sorell on Tuesday, 10 May 2022 commencing at 4:30 pm.

C E R T I F I C A T I O N

I, Robert Higgins, General Manager of the Sorell Council, hereby certify that in accordance with Section 65 of the *Local Government Act 1993*, the reports in this Agenda have been prepared by persons who have the qualifications and experience necessary to give such advice. Information and recommendations or such advice was obtained and taken into account in providing general advice contained within the Agenda.

ROBERT HIGGINS
GENERAL MANAGER
5 MAY 2022



AGENDA

FOR THE DEVELOPMENT ASSESSMENT SPECIAL COMMITTEE (DASC) MEETING
TO BE HELD AT THE COMMUNITY ADMINISTRATION CENTRE (CAC), 47 COLE
STREET, SORELL ON TUESDAY 10 MAY 2022

TABLE OF CONTENTS

1.0	ATTENDANCE	1
2.0	CONFIRMATION OF THE MINUTES OF 12 APRIL 2022	1
3.0	DECLARATIONS OF PECUNIARY INTEREST	1
4.0	LAND USE PLANNING	2
4.1	DEVELOPMENT APPLICATION NO. DA 2022 / 62 - 1	2
4.2	STRATEGIC TRANSPORT NETWORK ASSESSMENT	11

1.0 ATTENDANCE

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Chairperson Mayor Vincent
Deputy Mayor N Reynolds
Councillor K Degrassi
Councillor V Gala
Councillor G Jackson
Councillor C Torenus
Councillor M Reed
Councillor B Nichols
Robert Higgins, General Manager

Councillor D De Williams – Apology – Approved Leave of Absence

2.0 CONFIRMATION OF THE MINUTES OF 12 APRIL 2022

RECOMMENDATION

“That the Minutes of the Development Assessment Special Committee (DASC) Meeting held on 12 April 2022 be confirmed.”

3.0 DECLARATIONS OF PECUNIARY INTEREST



In considering the following land use planning matters the Development Assessment Special Committee intends to act as a planning authority under the *Land Use Planning and Approvals Act 1993*.

4.0 LAND USE PLANNING

4.1 DEVELOPMENT APPLICATION NO. DA 2022 / 62 - 1

APPLICANT: RAINBOW BUILDING SOLUTIONS

PROPOSAL: STORAGE SHED

ADDRESS: 1046 ARTHUR HIGHWAY, FORCETT

RECOMMENDATION

That pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993* and the *Sorell Interim Planning Scheme 2015*, Council resolve that Development Application DA 2022 / 00062 - 1 for a storage shed at 1046 Arthur Highway, Forcett be approved, subject to the following conditions:

1. Development shall generally be in accordance with the endorsed plans submitted on 8/03/2022 except as may be amended by the conditions of this permit.

NOTE: THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

- This permit shall lapse at the expiration of two (2) years from the date on which it is granted if the development and use is not substantially commenced within that period.
- This permit does not imply that any other approval required under any other by-law or legislation has been granted.
- Separate Building Approval may be required prior to commencement of the development.
- Council recommends contacting Dial-Before-You-Dig (phone 1100 or www.1100.com.au) before undertaking any works.

You may appeal against the above condition/s, any such appeal must be lodged within fourteen (14) days of service of this notice to the Tasmanian Civic and Administrative Tribunal, 38 Barrack Street, Hobart 7000. Ph ☎ 1800 657 500 or email resourceplanning@tascat.tas.gov.au.

Introduction

Application is made for a 19.5m x 10m x 5m (high) shed for storage purposes. Walls are included on the shorter, 10m long elevation with a Pale Eucalypt colour. Works are positioned within the existing sawmill operation and utilise existing vehicle accesses.



Figure 1. Site and location of works.

Strategic plan

The proposal will not affect implementation of Council's Strategic Plan 2019 – 2029.

Annual plan

The proposal will not affect implementation of Council's Annual Plan 2021/2022.

Environmental implications

There are no significant environmental implications associated with this proposal. The shed is located in a previously disturbed area.

Asset management implications

There are no asset management implications.

Risk management implications

There are no significant risk management implications associated with this proposal.

Community implications

There are no significant implications for the community associated with this proposal.

Statutory implications

Zone: Rural Resource.

Overlays: Bushfire-Prone Areas, Attenuation Area and Scenic Landscape Area. Biodiversity and landslide hazard overlays also apply to the site but not to the area of works.

Codes: Stormwater Management.

Representations

The application was advertised in accordance with the requirements of section 57 of the *Land Use Planning and Approvals Act 1993* (LUPAA) on 9 April 2022 and representations closed on 28 April 2022. No representations were received.

Referrals

The application was referred to Council's Engineering, Plumbing and Environmental Health Departments. No conditions are required in response to these referrals.

The application was referred to the Department of State Growth who advised that they have no comments on the proposal.

The existing use is a Level 2 activity under the *Environmental Management and Pollution Control Act 1994* (EMPCA). The proposal is considered to be ancillary to the existing use and therefore the application has not been referred to the Environment Protection Agency consistent with section 25(1B) of EMPCA.

Date of Receipt of Application

8 March 2022, and made valid on 17 March 2022.

Additional information was requested on 29 March 2022 seeking information on access and compliance with the Scenic Landscapes Code, with a response received on 6 April 2022.



Date by Which a Decision Must be Made

12 May 2022.

Report

Works are positioned within the existing sawmill operation with only minor modification to access or ground level necessary.

The proposed shed is setback 20m from the western side boundary. The adjoining title on the western side is part of the existing use. The frontage setback is approximately 115m. The storage shed is separated by at least 140m to properties that are not associated with the timber mill use.

The proposed shed is located centrally within the timber mill with various buildings and storage areas between the shed and lot boundaries.

The Rural Resource Zone applies to the site and to all adjoining properties. The nearest dwelling to the shed (excluding dwellings on the subject property) is 490m west of the shed.

Rural Resource Zone

The use is Resource Processing which is listed as a discretionary use. Clause 9.2.1 provides that development associated with an existing discretionary use are permitted if they do not substantially intensify this use. The proposal is therefore considered to be permitted. The Use Standards of the zone are therefore not applicable.

The application complies with the acceptable solutions for the following Development Standards:

- 26.4.1 Building Height A1 – height is less than 8.5m;
- 26.4.2 Setback A1 – front setback exceeds 20m;
- 26.4.2 Setback A3 – compliant setbacks to the Significant Agriculture Zone and forestry uses;
- 26.4.2 Setback A4 – separation of +100m to the Environmental Management Zone;
- 26.4.3 Design A1 – works do not require clearing of native vegetation;
- 26.4.3 Design A2 – colours have light reflectance value no greater than 40%; and
- 26.3.2 Design A3 – fill and excavation is no more than 2m.

The proposal is subject to performance criteria for side setback, which are discussed in the following.



A. 26.4.2. Setback P2

Building setback from side and rear boundaries must maintain the character of the surrounding rural landscape, having regard to all of the following:

- (a) the topography of the site;*
- (b) the size and shape of the site;*
- (c) the location of existing buildings on the site;*
- (d) the proposed colours and external materials of the building;*
- (e) visual impact on skylines and prominent ridgelines;*
- (f) impact on native vegetation.*

It is considered that the setback will not have an unreasonable impact on the character of the rural landscaping in the area as:

- The siting of the shed is well screened from adjoining land by existing buildings and the rising topography above Arthur Highway; and
- The avoidance of skylines, ridgelines and native vegetation.

Codes

The application is subject to the following Codes:

- Bushfire-Prone Areas Code;
- Stormwater Management Code; and
- Scenic Landscapes Code.

Bushfire-Prone Areas Code

The site is within a bushfire-prone area. As the storage shed is not for a vulnerable or hazard use, the application is exempt from the Code.

Stormwater Management Code

Stormwater is to be collected via a tank with overflow to be managed onsite. The site is sufficient in size for onsite management.

Scenic Landscapes Code

The works are screened from public view by topography and existing buildings. There is no removal of native vegetation. As such, the development complies with E14.7.2 A1 and A2.

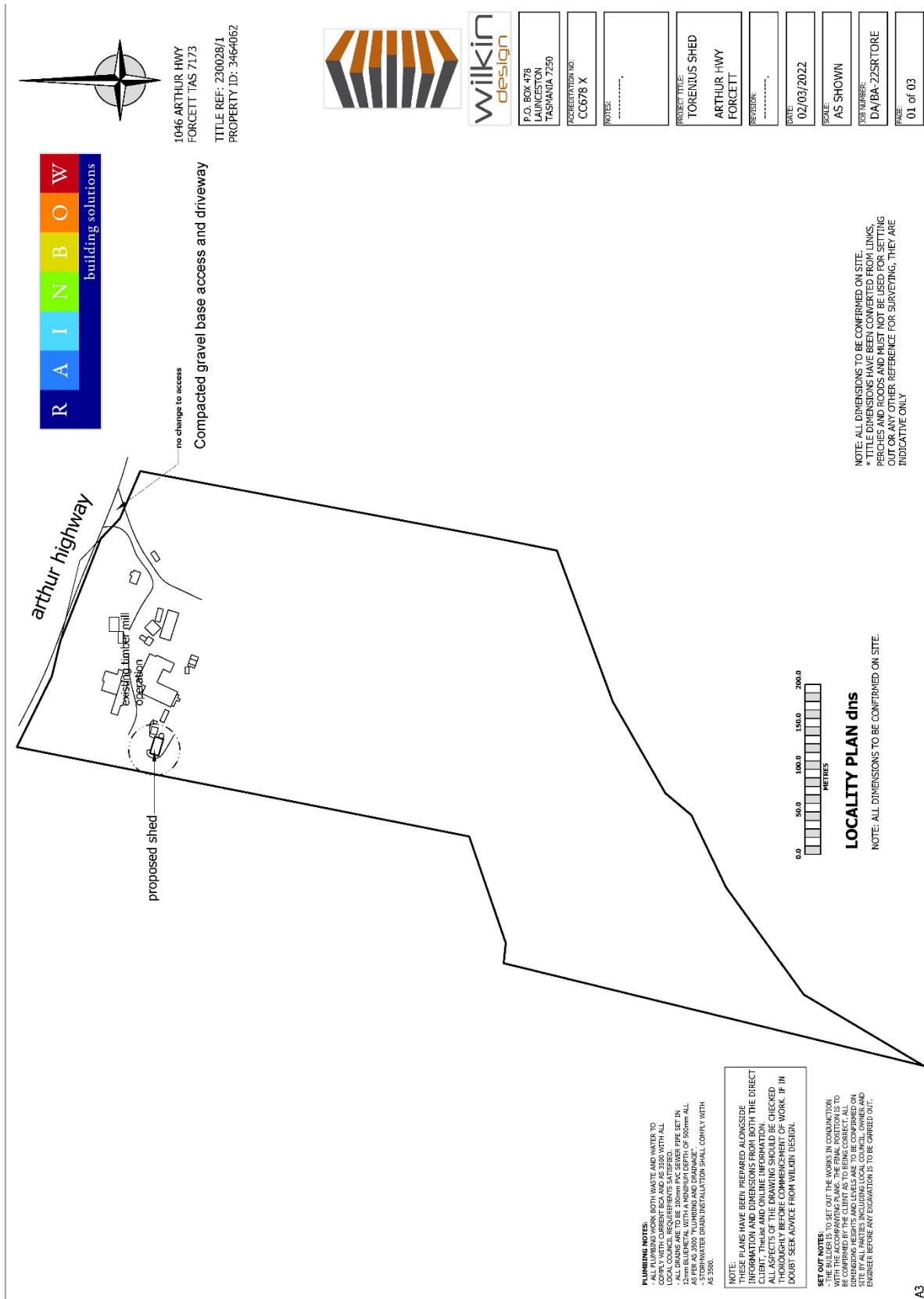
Conclusion

In considering the development and site, with the application of appropriate conditions, the application is recommended for approval with conditions.

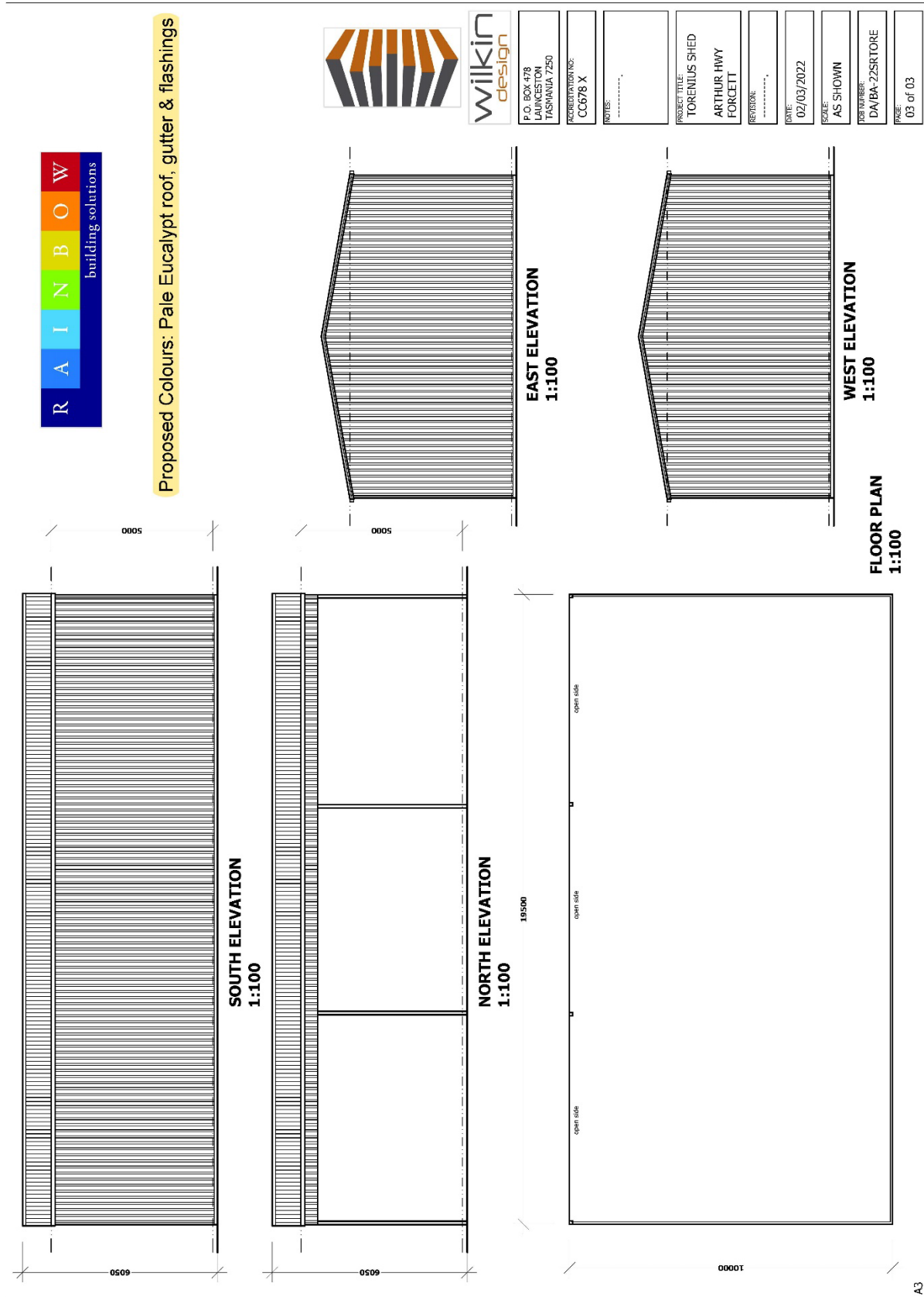
SHANE WELLS
SENIOR PLANNER

Attachments: Proposal Plans





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4.2 STRATEGIC TRANSPORT NETWORK ASSESSMENT

RECOMMENDATION

- A. That Council, acting as a Planning Authority, notes the Strategic Transport Network Assessment, Sorell, Tasmania prepared by ratio: traffic and dated November 2021.
- B. That Council, acting as a Planning Authority, resolves to adopt the Strategic Transport Network Assessment, Sorell, Tasmania prepared by ratio: traffic and dated November 2021 as a road network plan pursuant to the Sorell Interim Planning Scheme 2015 and the State Planning Provisions.

Introduction

Ratio: traffic were engaged to prepare the Strategic Transport Network Assessment for Sorell Township. The purpose of the assessment was to:

- Determine the likely future growth-driven traffic generation and distribution for the study area;
- Review the expected changes in traffic volumes and distributions resulting from the soon to be constructed Sorell Southern Bypass; and
- Review the theoretical capacity of the future road network and confirm the suitability of the future transport network.

Strategic plan

Key objectives:

Objective 1 – to facilitate regional growth

Objective 3 – to ensure a liveable and inclusive community

The existing and future road network is critical to the future growth of Sorell township and the increased use of public transport by residents.

The Strategic Transport Network Assessment assists in achieving an efficient and safe transport network and furthers Council's Strategic Plan 2019 – 2029.

Annual plan

The proposal will not affect implementation of Council's Annual Plan 2021/2022.

Environmental implications

There are no significant environmental implications.



Asset management implications

All future roads described in the Strategic Transport Network Assessment will be Council assets.

Risk management implications

There are no significant risk management implications associated with this proposal.

Community implications

The Strategic Transport Network Assessment assists the community in understanding how the road network will change over time and how movements to, from and through Sorell are likely to change.

Report

The assessment notes that:

- Various land supply and traffic studies commissioned by Council and the Department of State Growth were considered (refer section 1.3);
- Peak hour traffic volumes in 2042 for the Sorell Southern Bypass are expected to be 1,314 AM and 1,100 PM;
- Full development in the Eastern Corridor for residential, industrial, school and local convenience use will generate 18,398 average daily trips;
- Full development in the Eastern Corridor will saturate (i.e., exceed the capacity of) the two Sorell Southern Bypass roundabouts leading to a need for dual-lane, duplicated roundabouts;
- Within Sorell township sufficient capacity will be available at the full development of the Eastern Corridor, noting that:
 - AM Peak Hour traffic volumes through Sorell township are expected to increase by 46 (westbound) and 122 (eastbound) at full development in the Eastern Corridor relative to today (i.e., pre Bypass). This increase is due to trips to the school and industrial areas within the Eastern Corridor; and
 - PM Peak Hour traffic volumes through Sorell township are expected to decrease by 197 (westbound) and 65 (eastbound) at full development in the Eastern Corridor relative to today (i.e., pre Bypass).

Increased retail development within Sorell, such as along Dubs and Co Drive, will not require changes to the existing road network in the Commercial area.

Typically, traffic generation for shopping centres does not increase as floor area increases. Rather, additional retail choice is achieved for the lesser number of trips as the destination becomes more focused on weekly rather than daily needs.



Eastern Corridor Road Network

The assessment makes a number of recommendations for the future road network in the Eastern Corridor. The Eastern Corridor includes land west and east of the Sorell Southern Bypass that is currently under construction.

The Sorell Southern Bypass includes two roundabouts at either end. No additional connections are currently permitted by the Department of State Growth. A section has, however, been lowered to enable a grade separated fly-over from west to east to be constructed.

Ratio: traffic suggested that a third roundabout located midway along the Sorell Southern Bypass would be preferable to the grade separated fly-over as it would:

- Provide increased connectivity and permeability to the area; and
- Potentially negate the need for a new bridge crossing of the Sorell Rivulet and would be consistent with road network planning principles such as AUSTROADS Guide to Road Design Part 4.

Without a third roundabout, a crossing of the Sorell Rivulet at Parsonage Place is necessary to provide good road access to the western part of Sorell, as shown in Figure 1.

The bypass fly-over and Sorell Rivulet Bridge are significant capital projects. At this stage, there is no design or costing for each. The likely costs are around \$2,000,000 for the flyover and \$2,500,000 for the rivulet. Development contributions could be considered for some, or all, of these costs. A development contribution of approximately \$5,000.00 per residential lot could cover the costs.



Figure 1 also shows the necessary collector roads throughout the Eastern Corridor.

Planning Scheme Considerations

Both the current Interim Planning Scheme, and the future State Planning Provisions include a performance criteria for the arrangement and construction of roads within a subdivision to have regard to any road network plan adopted by the Planning Authority. The following clause is from the General Residential Zone of the Interim Scheme:

The arrangement and construction of roads within a subdivision must satisfy all of the following:

- (a) *the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority;*
- (b) *the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised;*
- (c) *the future subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian paths, where appropriate, to common boundaries;*
- (d) *an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy;*
- (e) *cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum;*

- (f) connectivity with the neighbourhood road network is maximised;*
- (g) the travel distance between key destinations such as shops and services is minimised;*
- (h) walking, cycling and the efficient movement of public transport is facilitated;*
- (i) provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A;*
- (j) any adjacent existing grid pattern of streets is extended, where there are no significant topographical constraints.*

Adoption of the Strategic Transport Network Assessment as a road network plan will ensure that the document is an integral part of any future planning approvals.

Any variation proposed in a planning application would need to show that an equivalent outcome is achieved having regard to the alignment of collector roads and the justification for those provided by ratio: traffic.

Conclusion

It is appropriate for Council acting as Planning Authority to both note and adopt the Strategic Transport Network Assessment.

This is with regard to ensuring Council's statutory obligations as planning authority are appropriately considered and implementable. In addition, that in performing one of the key functions of a Council of a rapidly growing region, it must have an informed, strategic understanding of longer term development and growth impacts.

SHANE WELLS
SENIOR PLANNER

Attachments: Strategic Transport Network Assessment (Separate Document)