SORELL PLANNING AUTHORITY (SPA) AGENDA

1 AUGUST 2023

COUNCIL CHAMBERS

COMMUNITY ADMINISTRATION CENTRE (CAC)

NOTICE OF MEETING

Notice is hereby given that the next meeting of the Sorell Planning Authority (SPA) will be held at the Community Administration Centre (CAC), 47 Cole Street, Sorell on Tuesday, 1 August 2023 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
27 JULY 2023

AGENDA

FOR THE SORELL PLANNING AUTHORITY (SPA) MEETING TO BE HELD AT THE COMMUNITY ADMINISTRATION CENTRE (CAC), 47 COLE STREET, SORELL ON TUESDAY 1 AUGUST 2023

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1.0 ATTENDANCE

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Chairperson Mayor Vincent
Deputy Mayor C Wooley
Councillor S Campbell
Councillor J Gatehouse
Councillor M Miro Quesada Le Roux
Councillor M Reed
Councillor N Reynolds
Councillor C Torenius
Robert Higgins, General Manager

2.0 APOLOGIES

Councillor M Brown – approved leave of absence

3.0 CONFIRMATION OF THE MINUTES OF 4 JULY 2023

RECOMMENDATION

"That the Minutes of the Sorell Planning Authority (SPA) Meeting held on 4th July 2023 be confirmed."

4.0 DECLARATIONS OF PECUNIARY INTEREST

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

5.0 LAND USE PLANNING

5.1 SUBDIVISION APPLICATION NO. 7.2022.4.1

Applicant:	Rogerson & Birch Surveyors
Proposal:	3 Lot Subdivision
Site Address:	3 Gate Five Road, Carlton River (CT 142971/1)
Planning Scheme:	*Sorell Interim Planning Scheme 2015*
Application Status	Discretionary
Relevant Legislation:	Section 57 of the Land *Use Planning and Approvals Act 1993 (LUPAA)*
Reason for SPA meeting:	Subdivision creates more than one lot.

Relevant Zone:	Low Density Residential Zone	
Proposed Use:	N/A	
Applicable Overlay(s):	Bushfire	
Applicable Codes(s):	Road and Railway Assets, Stormwater Management, Onsite Wastewater Management	
Valid Application Date:	23 September 2022	
Decision Due:	4 August 2023	
Discretion(s):	1	Frontage
	2	Internal lots
	3	Open Space
	4	Sewer
	5	Stormwater
	6	Stormwater Management Code
	7	Flood hazard
	8	Onsite Wastewater Management Code
Representation(s):	Nil	

RECOMMENDATION

That pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993* Council resolve that Planning Application 7.2022.04.1 for a 3 Lot Subdivision at 3 Gate Five Road, Carlton River be approved, subject to the following conditions:

1. Development shall generally be in accordance with the endorsed plans submitted on 5 September 2022 except as may be amended by the conditions of this permit.

2. As no provision has been made for Public Open Space or improvements thereto, and having formed the opinion that such a provision should be made, Council invokes the provisions of Section 117 of the *Local Government*

(Building and Miscellaneous Provisions) Act 1993 and requires security equivalent of 4% of the improved value of the area in the subdivision. This security should be in the form of a direct payment made before the sealing of the final plan, or alternatively in the form of security provided under Section 117 of the Act.

The subdivider is to obtain a report from an independent Registered Valuer, at the subdividers cost, and provided to Council for the purposes of determining the improved value of the area being subdivided. Please refer to Council's Open Space Policy for valuation requirements.

3. Prior to the commencement of works, a flood hazard management plan is to be submitted demonstrating how the recommendations of the JMG Flood Hazard Report are to be implemented, either through works to the property and/or title/Part 5 agreement.

Advice: Please note that private stormwater infrastructure with sufficient receiving capacity is required to be installed within the lowest point of the inundation prone Lot 3 of the subdivision to facilitate drainage of stormwater and prevent localised ponding. Consideration could also be given to cut-off drains along the northern boundary of lots 2 and 3 with stormwater managed onsite or pumped to Gate Five Drive.

Development Engineering

4. Prior to the commencement of works, engineering design drawings showing all work required by this planning permit, and any additional work proposed, must be in accordance with the current:

(a) Tasmanian Subdivision Guidelines,
(b) Tasmanian Municipal Standard – Specifications,
(c) Tasmanian Municipal Standard – Drawings, and
(d) Any Council policy determined as relevant.

The design drawings must be prepared by a suitably qualified experienced engineer, or engineering consultancy, with the appropriate level of professional indemnity insurance.

Advice:

i. The Tasmanian Subdivision Guidelines, Specifications, and Drawings are available at www.lgat.tas.gov.au.

ii. Variations from the Tasmanian Subdivision Guidelines, Specifications, or drawings may be approved at the discretion on Council's General Manager or their delegate where an acceptable justification exists and the proposed solution is not considered inferior in terms of engineering performance and maintenance, over the life of the final product.

iii. In the event of any conflict(s) arising between the Tasmanian Subdivision Guidelines, Specifications, Drawings, and approved permit, the requirements of the approved permit shall take precedence.

5. Prior to any works commencing on site (including demolition and site disturbance) for each stage of construction, the following Council fees (or equivalent) must be paid:

   (a) Subdivision Planning Fees – Inspection Fee,
   (b) Subdivision Planning Fees – For the consideration of engineering plans for roadwork, stormwater and drainage works in a subdivision, a fee of 1% of the approved estimated construction costs or the Minimum Fee (whichever is greater), and
   (c) Any Council fees determined as relevant.

   Prior to any reinspection or reassessment required, additional fee(s) shall be required to be paid to Council.

   Advice: Council fees are updated each financial year and can be found in the Sorell Council Fees and Charges schedule, available from Council.

6. Prior to any works commencing on site (including demolition and site disturbance) for each stage of construction, approval of engineering design drawings must be granted by Council's General Manager.

7. Prior to sealing of the Final Plan of Survey, the following works must be completed in accordance with the approved engineering design drawings:

   (a) Lot connection for each lot:
      I. Connection to the electricity network.
      II. Connection to the telecommunication network (if available).
   (b) Vehicular access for each lot:
      I. Property access (i.e., access driveways) must be constructed with 40mm thick DG10 asphalt over a minimum 200mm deep (FCR) base course, and shall at least be hot sprayed bituminous sealed from the edge of Road Seal for at least 6m.
      II. Each property access must be located to minimise potential conflicts with vehicles and other users.
      III. Appropriate drainage provisions must be constructed (reshaped if required) to effectively direct, contain, and divert stormwater runoff from a vehicular access (i.e., access driveway or circulation roadway) to a Council approved system.
      IV. Internal accesses (i.e., circulation roadways) must be constructed to provide an all-weather durable pavement

and carriageway suitable for the maximum vehicular dimensions and appropriate loading.

(c) Fencing and gates for each lot:

I. Any frontage fencing, including existing, not located on the correct boundary must be removed and replaced with new rural type fencing, and installed in the correct location.

II. Gates must be installed at each new property access and set back to facilitate vehicle standing clear of traffic lanes.

(d) Rehabilitation

I. Top soil & grass, or alternative approved vegetation, must be provided (including seeding and watering) along with any other management measures to stabilise all surfaces disturbed during construction, as required by Council.

(e) Compliance

I. All existing infrastructure, including vehicular accesses, must be upgraded to comply with current standards.

8. Mandatory audit inspections are required in accordance with the Tasmanian Subdivision Guidelines, including:

(a) Inspection of property access concrete culvert and headwall prior to backfilling (if required), and

(b) Inspection of property access bases prior to sealing (i.e., laying asphalt).

The developer is required to make contact with Council's Development Engineer to arrange an inspection at least 48 hours prior to.

9. Survey pegs for all lots are to be certified correct after completion of all subdivision works.

10. Prior to sealing the final plan of survey, all existing lot connections must be relocated to be wholly contained within the balance lot or contained within new or existing service easements to the satisfaction of Council's General Manager.

Advice: this condition covers any existing stormwater, water, sewer, electrical, access, or telecommunications infrastructure.

11. Prior to sealing of the Final Plan of Survey, the developer must submit to Council either:

(a) Demonstration that the exemption from the installation of fibre ready pit and pipe notice has been completed, or

(b) An Exemption from the installation of fibre ready pit and pipe, a "Provisioning of Telecommunications Infrastructure – Confirmation

of final payment" or "Certificate of Practical Completion of Developer's Activities" from Telstra or NBN Co.

Advice: Please refer to Notice under Telecommunications (Fibre-ready Facilities – Exempt Real Estate Development Projects) Instrument 2021" at https://www.communications.gov.au/policy/policy-listing/exemption-pit-and-pipe-requirements/development-form

12. Prior to sealing of the Final Plan of Survey, the developer must submit written advice from TasNetworks confirming that all conditions of the Agreement between the Owner and authority have been complied with and that future lot owners will not be liable for network extension or upgrade costs, other than individual property connections at the time each lot is further developed.

13. Council has no Public Stormwater System infrastructure in the immediate area. Therefore, stormwater outfalls shall be appropriately directed and discharged to the satisfaction of the Council Development Engineer.

14. Prior to sealing the Final Plan of Survey, all works determined as required by Council shall be performed and completed by the developer, at the developer's cost and expense, to a standard that is to the absolute satisfaction of Council's General Manager.

On-site wastewater

15. Before sealing the final plan the applicant must decommission the existing septic tank absorption trenches and install a new wastewater land application for the existing house on lot 2. All works must be completed to the satisfaction of the Manager Health and Compliance.

16. At least 100m^2 of land must be designated on the final plan for a wastewater land application area in accordance with Geo-technical Assessment provided by Rock Solid Geotechnics – Subdivision of Land at 3 Gate Five Road, Carlton River dated 6/6/2022.

17. An area must be designated on the final plan of lot 3 that prohibits buildings and impervious surfaces being located on the western and south western part of the lot that is prone to inundation.

Environmental

18. All civil and building construction work associated with the development must be within the following hours:
    (a) 7.00. a.m. to 7.00. p.m. from Monday to Friday;
    (b) 8.00 a.m. to 6.00 p.m on Saturdays; and
    (c) No works are permitted on Sundays or public holidays.

Approval must be obtained from the Manager Health & Compliance for any works outside of these hours.

19. Any vegetation removed as part of the subdivision construction works, must not be burnt unless approval has been obtained from Councils Environmental Health Officer.

NOTE: THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

- Requirements for works or other outcomes to the satisfaction of the General Manager will be delegated to the appropriate officer for determination.
- All engineering related queries should be directed to the Development Engineer. The Council General Manager has delegated functions relevant to the permit to the Development Engineer.
- Sealing of a final plan of survey is subject to a prescribed Council fee at the date of lodgement of the final plan or survey.
- Land Title Office fees must be paid directly to the Recorder of Titles.
- The final plan of survey will not be sealed until all works required by this permit are complete.
- The final plan of survey is inclusive of any schedule of easement and Part 5 Agreement.
- The permit does not take effect until 15 days after the date that this permit was served on you as the applicant and each representor provided that no appeal is lodged as provided by s53 of the *Land Use Planning and Approvals Act 1993*.
- This permit does not imply that any other approval required under any other legislation or by-law has been granted.
- This planning approval shall lapse at the expiration of two (2) years from the date on which this permit became valid, if the permit is not substantially commenced. At the discretion of the Planning Authority, the expiration date may be extended for a further two (2) years on two separate occasions for a total of six (6) years. Once lapsed, a new application will be required.
- Any changes to the use or development approved, may be deemed as substantially in accordance with the permit or may first require either a formal amendment to this permit or a new permit.

You may appeal against the above conditions, any such appeal must be lodged within fourteen (14) days of service of this notice to TASCAT, 38 Barrack Street Hobart 7000 Ph: (03) 6165 6790 or email resourceplanning@tascat.tas.gov.au

Executive Summary

Application is made for a 3 Lot Subdivision at 3 Gate Five Road, Carlton River. This property is zoned Low Density Residential.

The key planning consideration relate to the management of onsite stormwater and wastewater as well as flood risk mitigation.

The application is considered to comply with each applicable standard of the *Sorell Interim Planning Scheme 2015* and is recommended for conditional approval.

Relevance to Council Plans & Policies

Strategic Plan 2019-2029	Objective 1: To Facilitate Regional Growth Objective 2: Responsible Stewardship and a Sustainable Organisation Objective 3: To Ensure a Liveable and Inclusive Community
Asset Management Strategy 2018	The proposal has no significant implications for asset management.
Risk Management Strategy 2018	In its capacity as a Planning Authority, Council must determine this application. Due diligence has been exercised in preparing this report and there are no predicted risks from a determination of this application.
Financial Implications	No financial implications are anticipated unless the decision is appealed to TASCAT. In such instances, legal counsel is typically required.
Open Space Strategy 2020 and Public Open Space Policy	The proposed subdivision is assessed in accordance with the Public Open Space Policy
Enforcement Policy	Not applicable.
Environmental Sustainability Policy	There are no environmental implications associated with the proposal.

Legislation

- This report details the reasons for the officer recommendation.

- Broadly, the planning authority can either adopt or change the recommendation by adding, modifying or removing conditions or replacing an approval with a refusal (or vice versa). Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act 2000* and the *Local Government (Meeting Procedures) Regulations 2015*.

- The planning authority has a specific role in LUPAA. As noted by the Tribunal:

  The role of the Council in relation to planning matters is, in very broad terms, to uphold its planning scheme. In that context it is in a sense, blind to everything but the terms of the Scheme. It cannot put economic advantage or perceived community benefits over the terms of the Scheme. And in the context of enforcement proceedings unless expressly authorised to do so, it may not take any approach which is inconsistent with the terms of its Scheme.

Planning Scheme Operation – for Zones, Codes and site specific provisions

- Clause 5.6.1 requires that each applicable standard is complied with if an application is to be approved.

- Clause 5.6.2, in turn, outlines that an applicable standard is any a standard that deals with a matter that could affect, or could be affected by, the proposal.

- A standard can be met by either complying with an acceptable solution or satisfying the performance criteria, which are equally valid ways to comply with the standard.

- An acceptable solution will specify a measurable outcome. Performance criteria require judgement as to whether or not the proposal reasonably satisfies the criteria.

- Clause 6.10 outlines the matters that must be considered by a planning authority in determining applications. Clause 6.11 outlines the type of conditions and restrictions that can be specified in a conditional approval.

Referrals

Agency / Dept.	Referred?	Response?	Conditions?	Comments
Development Engineering	Yes	Yes	Yes	Nil
Environmental Health	Yes	Yes	Yes	The proposed Lot 3 is inundation prone and will likely require private stormwater infrastructure (located within the subject site) to mitigate prolonged localised ponding after a 1% AEP event
Plumbing	Yes	Yes		
NRM	Yes	Yes	No	
TasWater	No			

TasNetworks	Yes	No		
State Growth	No			

Report

Description of Proposal

Application is made for a three lot subdivision. Lot 1 is a 2309m2 lot with frontage to Gate Five Road and Carlton River Road. Lot 2 is an internal lot with an area of 2617m^2. Lot 3 is an internal lot with an area of 2436m^2. The access strip for lots 2 and 3 is approximately 300m^2 in area for each lot.

Each lot is accessed via a shared driveway to be constructed over the frontage for lots 2 and 3.

The application is supported by:

- a Natural Values Assessment from NorthBarker ecosystem services dated 26 October 2022;
- a Geotechnical Assessment from Rock Solid Geotechnics Pty Ltd dated 6 June 2022;
- an Onsite Wastewater System Design from Rock Solid Geotechnics Pty Ltd dated 6 June 2022;
- a Bushfire Assessment Report from James Rogerson dated 1 June 2023;
- a Flood Hazard Report from JMG dated 2 May 2023
- Civil drawings from JMG dated 1 May 2023; and
- a proposal plan from Rogerson and Birch dated 21 July 2022.

The Natural Values Assessment recommends that weed management occur and that future development includes erosion management.

The Geotechnical Assessment demonstrates that each lot is suitable for onsite wastewater management with land application areas to be provided on the northern portion of each lot. The Onsite Wastewater System Design relates to the new system that is required for lot 2. The Geotechnical Assessment includes an earlier version of the application which includes access to lot 3 direct from Carlton River Road which was not an acceptable outcome.

The Bushfire Assessment Report demonstrates that each lot can meet the BAL requirement. Access and water storage for the existing dwelling will need to be upgraded prior to sealing of title.

Description of Site

The site is an irregular shaped 7370m^2 lot located at the corner of Carlton River Road and Gate Five Road. The title is subject to a drainage easement along the rear

(western) boundary and a building area in the eastern half and an area for onsite wastewater management at the corner of the two roads.

The site is within a residential area contained on the southern side of Carlton River Road. The site and the adjoining land to the north are both relatively larger than the existing pattern of development to the west, east and south.

The site contains an existing dwelling and outbuilding accessed by a gravel driveway and vehicle crossing that is located on 7 Gate Five Road. The site is relatively flat with a total fall of 3m from north-east to south-west and with most of the fall contained in the section near the corner of the two roads. The site is cleared of native vegetation.

The site is unserviced. Gate Five Road is a sealed public road with an urban speed limit.

The site is within the Low Density Residential Zone and is subject to overlays for bushfire-prone areas and waterway as shown in Figure 3.

Figure 1. Subject site.

A drainage easement runs from a dam on 56 Riviera Drive along the rear boundary of the site and through to Crown foreshore. This dam appears to rarely overtop and there is little flow through the drainage easement and the open drain is largely non-existent through the combined effects of minimal flow, fencing and alterations by owners.

The adjoining land to the south is subject to a 'required for widening' easement of 18m in width, as shown in Figure 2. This easement has been in place since at least 1992. A similar easement applies to 64 and 69 Riviera Drive. Thus, provision was made to link Riviera Drive to Gate Five Road. There is no current intent to construct this link.

Figure 2. Required for widening easement.

Figure 3. Overlays.

Planning Assessment

Zone

Applicable zone standards		
Clause	Matter	Complies with acceptable solution?
12.5.1 A1	Lot size	Yes, as each lot is greater than 1000m^2 in size.
12.5.1 A2	Lot dimensions	Yes, as each lot contains a 10 x 15 rectangle clear of setbacks and easements.
12.5.1 A3	Frontage	No, as the frontage for lots 2 and 3 is less than 30m. Refer to performance criteria discussion.
12.5.1 A4	Internal lots	No, as lots 2 and 3 are internal lots.
12.5.1 A5	Setbacks	Yes, as the existing buildings have a compliant setback to the new boundaries.
12.5.2 A1	Roads	Yes, as no new road is proposed.
12.5.3 A1	Open Space	No acceptable solution.
12.4.4 A1	Water	Yes, as there is no water service to connect to.
12.5.4 A2	Sewer	No, as there is no sewer to connect to.
12.5.4 A3	Stormwater	No, as there are no stormwater services to connect to.

Performance Criteria Assessment 1 – Clause 10.6.1 P1 Frontage

> *The frontage of each lot must provide opportunity for reasonable vehicular and pedestrian access and must be no less than 6m.*

The frontage provided is adequate for each lot noting the shared access arrangements which are similar to 11, 13, 15 and 17 Gate View Road and to 19, 21, 23 and 25 Gave Five Road.

Performance Criteria Assessment 2 – Clause 12.5.1 P4 Internal Lots

An internal lot must satisfy all of the following:

(a) access is from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land;

(b) it is not reasonably possible to provide a new road to create a standard frontage lot;

(c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot;

(d) the lot will contribute to the more efficient utilisation of living land;

(e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use;

(f) the lot has access to a road via an access strip, which is part of the lot, or a right of-way, with a width of no less than 3.6m;

(g) passing bays are provided at appropriate distances along the access strip to service the likely future use of the lot;

(h) the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road;

(i) a sealed driveway is provided on the access strip prior to the sealing of the final plan.

(j) the lot addresses and provides for passive surveillance of public open space and public rights of way if it fronts such public spaces.

The lot design similar to 11, 13, 15 and 17 Gate View Road and to 19, 21, 23 and 25 Gave Five Road.

Performance Criteria Assessment 3 – Clause 12.5.3 P1 & P2 Ways and Open Space

The arrangement of ways and public open space within a subdivision must satisfy all of the following:

(a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;

(b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;

(c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;

(d) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;

(e) topographical and other physical conditions of the site are appropriately accommodated in the design;

(f) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;

(g) new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:

(i) the width of the way;

(ii) the length of the way;

(iii) landscaping within the way;

(iv) lighting;

(v) provision of opportunities for 'loitering';

(vi) the shape of the way (avoiding bends, corners or other opportunities for concealment).

(h) the route of new equestrian ways has regard to any equestrian trail plan adopted by the Planning Authority.

There is no potential or benefit in land for open space from this subdivision. In accordance with Council's Public Open Space policy, a cash in lieu contribution is appropriate as the subdivision will increase the demand for public open space.

In determining the percentage of a cash in lieu contribution, the following criteria must be considered:

(a) the existing provision of POS in the vicinity of the subject area;

(b) any planned provision of POS in the vicinity of the subject area as identified in the Open Space Strategy, the long-term financial plan, any relevant Council resolution or required by a valid subdivision permit;

(c) the extent to which the newly created lots will impact upon demand for POS; and

(d) the size of the newly created lots and the extent to which the lots can provide for their own recreational opportunities.

The site is 1450 metres by foot from the nearest public open space at Snake Hollow. The public open space strategy recommends improvements to this asset, however, based on this distance, the public open space should be reduced to 4% of the value of the land.

Performance Criteria Assessment 4 – Clause 12.5.4 P2 Sewer

Where a reticulated sewerage system is not available, each lot must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.

The Geotechnical Assessment provided demonstrates compliance with the performance criteria. Refer also to the SAP assessment below.

Performance Criteria Assessment 5 – Clause 12.5.4 P3 Stormwater

> *Each lot must be capable of accommodating an on-site stormwater management system adequate for the likely future use and development of the land.*

The lots are of sufficient size and soil to provide for stormwater onsite. Refer also to the SAP assessment below.

Code

Bushfire-Prone Areas Code

The proposal complies with the code through the provision of an accredited persons bushfire hazard report, which s52(2)(d) of LUPAA requires the planning authority to accept.

Road and Railway Assets Code

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
E5.5.1 A3	Traffic	Yes, as traffic generation from the development will be less than 40 vehicle movements per day on average.
E5.5.4 A1	Sight distance	Yes, as compliant sight distance of 80m is achieved.

Stormwater Management Code

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
E7.7.1 A1	Stormwater	No, as stormwater is managed on site.

Performance Criteria Assessment 6 – Clause E7.7.1 P1 Stormwater

> *Stormwater from new impervious surfaces must be managed by any of the following:*
> *(a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles*
> *(b) collected for re-use on the site;*
> *(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.*

Inundation Prone Areas Code

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
E15.8.3 A1	Flood	No acceptable solution. Refer to performance criteria assessment.

Figure 4 shows the 1% AEP flood modelling.

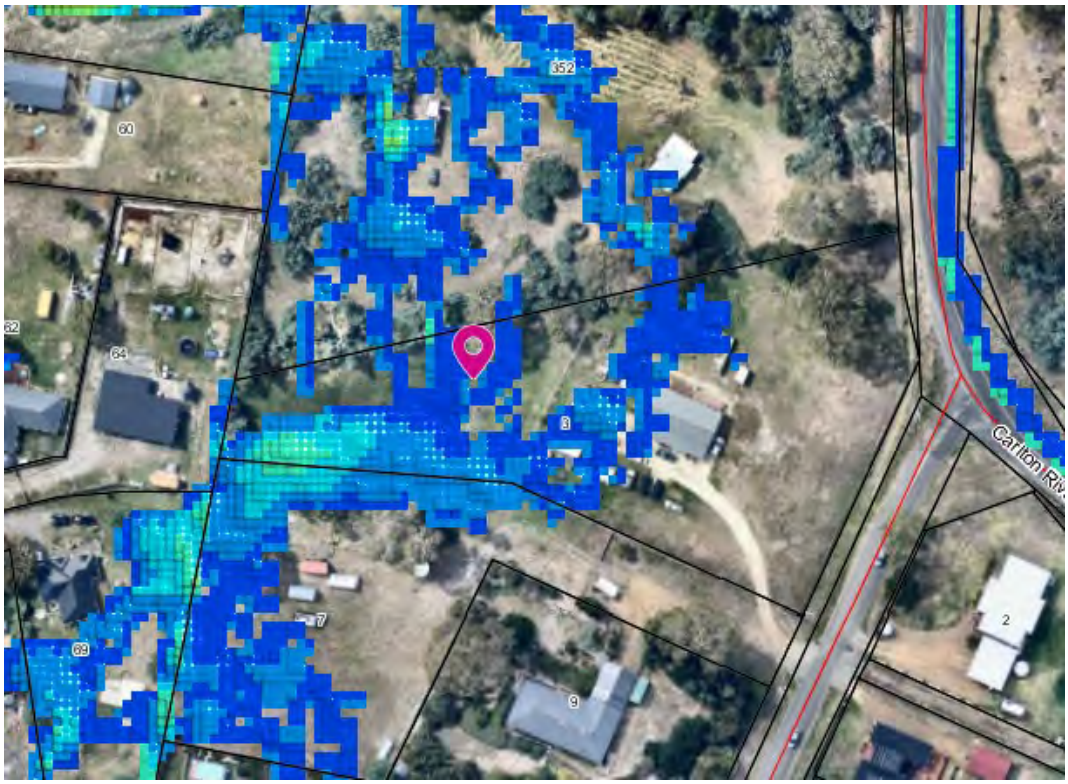


Figure 4. 1% AEP Flood Model.

Performance Criteria Assessment 7 – Clause E15.8.3 P1 Subdivision

Each lot, or a lot proposed in a plan of subdivision, within a riverine inundation hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to:

(a) any increase in risk from flood for adjacent land;

(b) the level of risk to use or development arising from an increased reliance on public infrastructure;

(c) the need to minimise future remediation works;

(d) any loss or substantial compromise by flood of access to the lot, on or off site;

(e) the need to locate building areas outside the riverine inundation hazard area;

(f) any advice from a State authority, regulated entity or a council; and

(g) the advice contained in a flood hazard report.

The Flood Hazard Report demonstrates that lot 2 which contains the existing dwelling continues to have a tolerable level of risk. For lot 3, the flood risk is classified at the lower H1 hazard rating for the majority of the site other than a lower point towards the western boundary. The building area and bulk of the lot has a H1 hazard rating. Nevertheless, the report recommends that any house be constructed on stumps with no fill or, alternatively, cut-off drains be installed to direct flow.

On Site Waste Water Management Code

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
E23.9.1 A1	Lot size	No, as the lots are less than 5000m^2. Refer to performance criteria assessment.

Performance Criteria Assessment 8 – Clause E23.9.1 P1 Lot Size

> *The area of a new lot must be adequate to accommodate a land application area of sufficient size to comply with the requirements of AS/NZ1547 for a dwelling containing a minimum of 3 bedrooms.*

It is considered that the performance criteria is satisfied based on the EHO assessment and the Geotechnical Assessment.

Representations

Nil.

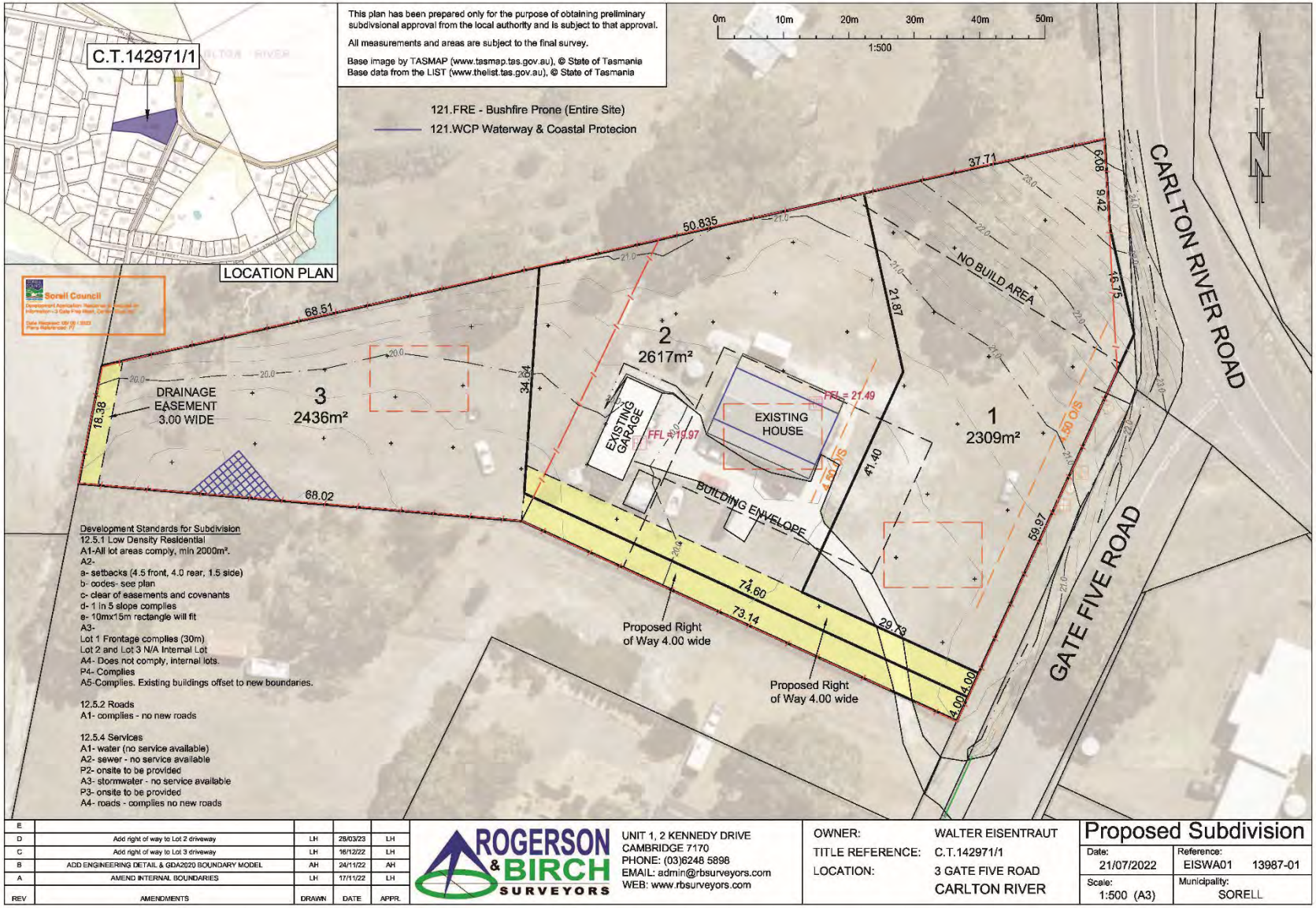
Conclusion

The application is considered to comply with each applicable standard of the *Sorell Interim Planning Scheme 2015* and is recommended for conditional approval.

Shane Wells
MANAGER PLANNER

Attachment:
Subdivision Plan

Separate Attachments:
Natural Values Assessment
Wastewater Report
Bushfire Assessment Report
Flood Hazard Report


C.T.142971/1
LOCATION PLAN
This plan has been prepared only for the purpose of obtaining preliminary subdivisional approval from the local authority and is subject to that approval.
All measurements and areas are subject to the final survey.
Base image by TASMAP (www.tasmap.tas.gov.au), © State of Tasmania
Base data from the LIST (www.thelist.tas.gov.au), © State of Tasmania
0m 10m 20m 30m 40m 50m
1:500
121.FRE - Bushfire Prone (Entire Site)
121.WCP Waterway & Coastal Protecion
CARLTON RIVER ROAD
GATE FIVE ROAD
NO BUILD AREA
DRAINAGE EASEMENT 3.00 WIDE
EXISTING GARAGE
EXISTING HOUSE
BUILDING ENVELOPE
FFL = 21.49
FFL = 19.97
1
2309m²
2
2617m²
3
2436m²
37.71
50.835
68.51
68.02
21.87
41.40
59.97
74.60
73.14
29.73
Proposed Right of Way 4.00 wide
Proposed Right of Way 4.00 wide
Development Standards for Subdivision
12.5.1 Low Density Residential
A1-All lot areas comply, min 2000m².
A2-
a- setbacks (4.5 front, 4.0 rear, 1.5 side)
b- codes- see plan
c- clear of easements and covenants
d- 1 in 5 slope complies
e- 10mx15m rectangle will fit
A3-
Lot 1 Frontage complies (30m)
Lot 2 and Lot 3 N/A Internal Lot
A4- Does not comply, internal lots.
P4- Complies
A5-Complies. Existing buildings offset to new boundaries.
12.5.2 Roads
A1- complies - no new roads
12.5.4 Services
A1- water (no service available)
A2- sewer - no service available
P2- onsite to be provided
A3- stormwater - no service available
P3- onsite to be provided
A4- roads - complies no new roads
E
D Add right of way to Lot 2 driveway LH 28/03/23 LH
C Add right of way to Lot 3 driveway LH 16/12/22 LH
B ADD ENGINEERING DETAIL & GDA2020 BOUNDARY MODEL AH 24/11/22 AH
A AMEND INTERNAL BOUNDARIES LH 17/11/22 LH
REV AMENDMENTS DRAWN DATE APPR.
ROGERSON & BIRCH SURVEYORS
UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03)6248 5898
EMAIL: admin@rbsurveyors.com
WEB: www.rbsurveyors.com
OWNER: WALTER EISENTRAUT
TITLE REFERENCE: C.T.142971/1
LOCATION: 3 GATE FIVE ROAD CARLTON RIVER
Proposed Subdivision
Date: 21/07/2022
Reference: EISWA01 13987-01
Scale: 1:500 (A3)
Municipality: SORELL

5.2 STORMWATER IN NEW DEVELOPMENT POLICY

RECOMMENDATION
"That Council, acting as a Planning Authority, resolves to adopt the Stormwater in New Development Policy."

Summary

A policy for how stormwater is managed in new development is proposed in response to changes in the planning system and to provide better and more consistent management of stormwater in new development. The policy also introduces stormwater developer charges to support network upgrades and shift to a reduced reliance on rainwater tanks to manage quantity.

The majority of the policy reflects existing practices.

New considerations include:

- Post-subdivision flood hazard reports (to consider any residual risk);
- Headworks contribution for stormwater capacity (in Sorell township);
- Stormwater water quality contribution (an option to avoid multiple onsite water quality treatment systems in unit developments);
- Removing the obligation that some owners in Midway Point and Sorell have to plumb in rainwater tanks to toilets due to the cost and ineffectiveness of this; and
- Strong criteria for flood prone land that relies on onsite stormwater.

Background

Council has changed to the *Tasmanian Planning Scheme – Sorell (TPS-S)*. Regulatory changes in the TPS-S include the removal of the stormwater management code and the inclusion of a specific area plan for the Southern Beaches addressing wastewater and stormwater.

In response to sectoral concerns over the absence of a stormwater management code, the Local Government Association of Tasmanian (LGAT) obtained legal advice on how stormwater management could continue through the new statewide planning schemes and the *Urban Drainage Act 2013*. In 2022, LGAT, together with the Derwent Estuary Program developed a template stormwater policy for new development. Both the advice and the template policy have informed the proposed policy for Sorell.

Stormwater management across the Sorell LGA is complex with lacking or under-sized infrastructure and flood-prone land, particularly un-serviced areas across the Southern Beaches. These legacy issues are a regular source of complaint and

frustration in the community and generate significant demand on operational resources and capital expenditure.

To date, new development in serviced areas has relied on private rainwater tanks to mitigate additional run-off, and there is some doubt as to how effective this approach has been.

In recent years, Council has made significant investment in new stormwater capital following the adoption of the Stormwater System Management Plan (SSMP) which outlined over $16 million of capital expenditure. The SSMP and the associated asset management system emphasise risk reduction through rectification works where the cost to benefit ratio is sound.

The objective of this policy on managing stormwater in new development is to minimise legacy issues for future generations and assist in the good stewardship of Council's resources.

This report addresses the following issues related to stormwater management:

- Existing Sorell Council Stormwater Reports and Strategies;
- The change in planning scheme to the Tasmanian Planning Scheme – Sorell;
- Implementation of LGAT legal advice on stormwater management through the State Planning Provisions and through the Urban Drainage Act 2013;
- The LGAT / DEP model stormwater policy;
- Clarifying what is considered a public stormwater system;
- Infrastructure contributions;
- Stormwater management issues;
- Inconsistencies in rainwater tank specifications in permits issued across various urban subdivisions;
- Inconsistencies in design and installation of stormwater outlets to roadside drains;
- Creation of easements for existing stormwater infrastructure;
- Development in Flood-Prone Areas;
- Developer charges; and
- Administrative Processes.

Existing Sorell Council Stormwater Reports and Strategies

The Stormwater Asset Management Plan 2022 covers the following asset categories:

- Stormwater Pipes
- Stormwater Pits
- Stormwater Manholes

- Water Sensitive Design Installations (i.e., bio-retention swales and gross pollutant traps).

Roadside table drains form part of the Transport Asset Management Plan 2021.

The *Stormwater System Management Plan* (SSMP) 2020 focuses on flood risks associated with stormwater management and outlines various mitigation measures. In section 5.1.2, the SSMP notes:

> *Mitigating flood risk for future development can be achieved most effectively through strategic and development-scale land-use planning cognisant of the need to maintain flood function, consider flood hazard and develop sustainable emergency response arrangements. Best practice encourages the setting of 'flood risk' informed strategic land-use planning directions, and supporting zonings and development and building controls that:*
>
> - *limit the impacts of new development and the intensification of development on the flood risk of the existing community;*
> - *limit the exposure of the new community to flood hazard;*
> - *limit damage to new property and infrastructure to acceptable levels; and*
> - *consider public safety and the associated needs of emergency response management.*

The change in planning scheme to the Tasmanian Planning Scheme – Sorell

The *State Planning Provisions (SPPs),* which form one part of the *Tasmanian Planning Scheme – Sorell* (TPS-S), do not include a stormwater management code as the former Interim Scheme did. The SPPs do, however, specify that conditions relating to 'stormwater volume and quality control' can be included in a permit.

To determine if conditions are necessary and what should be specified in a condition, significant detail on the proposed stormwater management is necessary for each planning application. This is a position supported by legal advice. Practically, the lack of a stormwater management code does not remove stormwater considerations from the planning system or the need for applications to specify how stormwater is managed. One consequence of removing the stormwater management code is the potential for each Council to adopt different approaches to stormwater regulation.

The *Sorell Local Provisions Schedule* (LPS) includes a specific area plan (SAP) for onsite wastewater and stormwater management in the Southern Beaches. The relevant provision is below.

SOR-S2.7.2 Stormwater management

This clause is in addition to the Low Density Residential Zone – clause 10.4 Development Standards for Dwellings and clause 10.5 Development Standards for Non-Dwellings, Village Zone – clause 12.4 Development Standards for Buildings and Works, and Local Business Zone – clause 14.4 Development Standards for Buildings and Works.

Objective:	That development provides for adequate on-site stormwater management.
Acceptable Solutions	**Performance Criteria**
A1 Development must be capable of connecting by gravity to a public stormwater system.	**P1** Development must be capable of accommodating an on-site stormwater management system adequate for the development, having regard to: (a) topography of the site; (b) the size and shape of the site; (c) soil conditions; (d) any existing buildings and any constraints imposed by existing development on the site; (e) any area of the site covered by impervious surfaces; (f) any watercourses on the land; (g) stormwater quality and quantity management targets identified in the *State Stormwater Strategy 2010*; and (h) any advice from a suitably qualified person on the seasonal water table at the site, risks of inundation, land instability or coastal erosion.

The acceptable solution requires new development to be capable of connecting by gravity to a public stormwater system. Given variability in the presence, type and condition of stormwater infrastructure and localised pockets of flooding, determining what development is 'capable' will not always be straightforward. Development will not be 'capable' of connection where infrastructure is undersized or lacking or where overland flood risk is identified.

The performance criteria address a range of site and design issues and will generally require an engineer's report. Under the directors determination for plumbing work in Tasmania a stormwater absorption trench needs to be designed by a suitably qualified engineer or an architect with knowledge of soil permeability. The stormwater absorption trench falls within category 4 Permit Plumbing work that requires a plumbing permit prior to installation. The stormwater absorption trench is a Performance Solution and is not a deemed to satisfy solution under the National Construction Code Volume 3, therefore the absorption trench design needs to be accompanied by a form 35 and or 55 from the suitably qualified engineer or architect.

The policy assists in the application of the SAP through providing as much clarity and certainty as possible regarding how decisions are made and clarifying exactly what a public stormwater system is.

Legal advice on the State Planning Provisions and through the Urban Drainage Act 2013

Stormwater in new development has been regulated primarily through LUPPA via planning schemes. A parallel regulatory system exists through the *Urban Drainage Act 2013* (UDA).

LUPAA and the UDA differ in scope and powers, with some overlap and some gaps between the two. Applying both can ensure that there are broad regulatory powers to apply if and as necessary, particularly as planning schemes are subject to continual change.

LUPAA decisions are made by the Planning Authority with powers given, and limited, by the planning scheme, while UDA decisions are made by the General Manager exercising broader powers.

The key points of the advice are:

- A parallel approval system is in place under LUPAA and the UDA.
- This parallel system is useful as it can assist to cover gaps that exist in either system.
- A stormwater policy can assist the Planning Authority and the General Manager in making regulatory decisions, particularly through a consistent, open and transparent way of informing the general public how permit conditions are established or other decisions made.
- The ability to impose fair and reasonable planning permit conditions on stormwater quantity and quality remains in the new schemes. So too does the ability to ensure sufficient information is provided to undertake a full assessment of a development, particularly in order to inform the Planning Authority of the need for any such condition.
- In urban areas, the UDA has broader powers than LUPPA, with less means of challenge and appeals. The UDA provides unfettered discretion for the General Manager to consent to new development to connect to a stormwater system including increased runoff from building extensions.
- The UDA has strong enforcement provisions if connections are made without consent or if the works are faulty or inadequate.
- The UDA does not apply to rural areas, which is a gap in that system.

The LGAT / DEP model stormwater policy

In November 2021, LGAT and the DEP released the Tasmanian Stormwater Policy Guidance and Standards for Development. The purpose is to provide guidance on new development with a focus on:

- quantity and conveyance;
- quality; and
- development design.

Considering stormwater early in the development design can reduce costs and time through:

- identifying overland flow paths and any minimum floor levels
- pipe levels and grades for stormwater removal
- space and grade requirements for quality treatment
- downstream impacts and any need for onsite detention

The policy includes recommended requirements for stormwater design, disposal, quality and quantity, which are broadly similar to the stormwater management code of the previous planning scheme. The policy also recognises the ability for development contributions for broader whole-of-network or end-of-pipe upgrades. End-of-pipe upgrades can, particularly for stormwater quality, be more efficient and effective than multiple onsite treatments within a catchment.

The LGAT/DEP policy provides a basis for a Sorell stormwater policy and has informed the scope of the policy and specific policy elements.

Are roadside table drains part of the public stormwater system?

Under the UDA, a public stormwater system is defined as:

> *public stormwater system means –*
>
> *(a) the whole, or part, of a waterway; and*
>
> *(b) any infrastructure used for –*
>
> *(i) the collection or storage of stormwater, including connection points; or*
>
> *(ii) the conveyance or reticulation of stormwater; or*
>
> *(iii) the treatment or disposal of stormwater, including any outfall pipe or other work that stores or conveys water leaving the infrastructure that is used for the treatment and or the disposal of stormwater –*
>
> *but does not include –*

(c) any private stormwater system, including any pipe, fitting or apparatus that is situated upstream of a connection point to a public stormwater system; or

(d) infrastructure situated entirely within one property and not connected to any other infrastructure situated within another property;

Under this definition, roadside table drains could be considered as part of 'any infrastructure' used for stormwater management and would therefore be considered as part of the public stormwater system.

Most roadside table drains are built solely for the conveyance of carriageway runoff and are inadequate for additional volumes from new development. It is correct to view a table drain as simply an alternative to kerb and channel. To date, roadside table drains were not accepted as part of the public stormwater system. Nevertheless, connections may be made where there is capacity and where it is convenient to do so.

To avoid any doubt, the proposed policy defines the stormwater system for Sorell as those elements that are managed under the Stormwater Asset Management Strategy, which excludes roadside drainage. The policy does provide for the opportunity to connect to roadside drains where there is capacity and where it is convenient to do so.

What is an Urban Area under the Urban Drainage Act?

The UDA does not define what an urban area is. Urban areas may be defined by zoning or catchments or a mixture of both. The SSMP focus on the following areas, as shown in Figure 1, with associated flood modelling:

- Sorell township inclusive of catchments draining to Miena Park and Sorell Rivulet;
- Midway Point peninsula;
- Lewisham, Dodges Ferry and Carlton inclusive of catchments draining to Jones Bay/Townsends Lagoon, China Creek, Blue Lagoon and Carlton River along with various smaller watercourses;
- Primrose Sands;
- Connelly's Marsh; and
- Dunalley.

The specific boundaries used in the SSMP were catchment based in order to undertake the necessary flood modelling. However, these areas are a mix of General Residential, Low Density Residential, Rural Living and Rural zoned areas.

The proposed policy includes spatial maps of the extent of where the UDA applies. These areas are principally based on the General Residential Zone and Low Density Residential Zone. In some locations, nearby Rural Living zoning is included where

that land contains waterways contributing to stormwater flows. Future urban expansion areas from the Sorell Land Supply Study 2019 are also included.

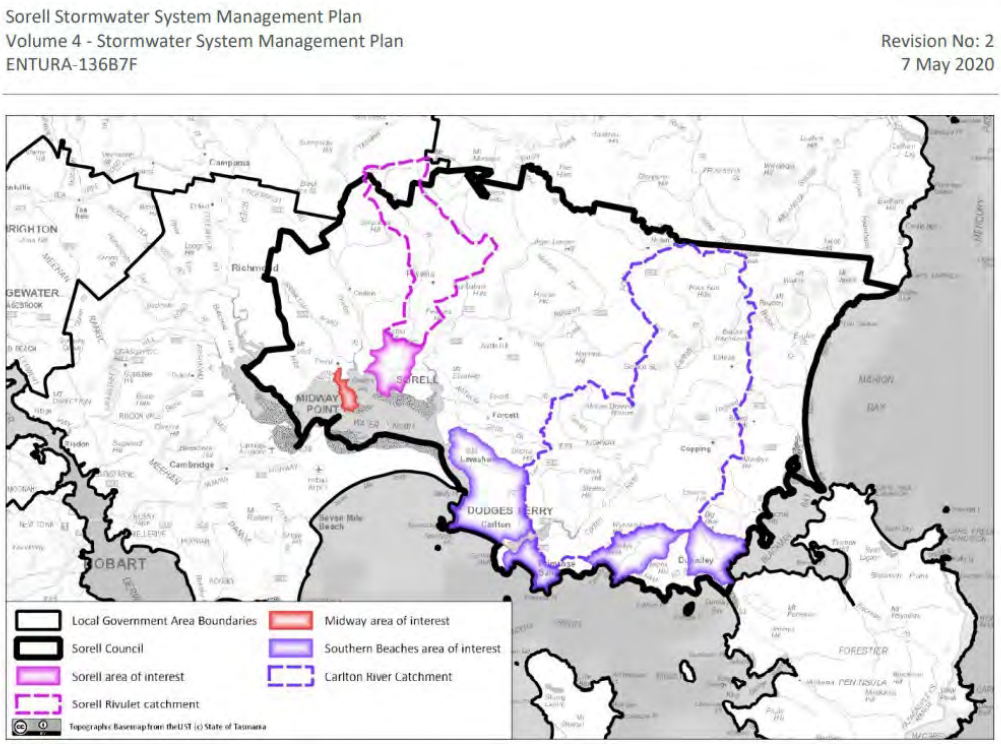


Figure 1. Sorell SSMP areas of interest.

System risk mitigation and infrastructure contributions

At present, infrastructure contributions are required and are implemented with the Sorell LGA through measures such as:

- rainwater tank requirements;
- infrastructure upgrades or system extensions by developers; or
- direct financial contributions for specific projects to be undertaken by Council.

These practices are consistent with that of other councils. Some councils do accept a direct headworks payment which are pooled together and used to upgrade infrastructure, particularly for stormwater quality.

LGAT have released a discussion paper on infrastructure contributions. Recent stormwater policies by Clarence and Glenorchy Councils require rainwater tanks for all new development including additions, at the ratios specified in Table 1. These rates are based on various assumptions regarding the performance of stormwater reticulation particularly in older suburban areas.

Table 1. On-Site Detention Requirements	
Additional impervious surface	Minimum on-site detention
$40m^2 – 65m^2$	1,800 litres
$66m^2$ - $100m^2$	2,500 litres
$101m^2 – 150m^2$	3,000 litres
$151m^2 – 200m^2$	3,500 litres
$201m^2 – 250m^2$	4,000 litres
Over $250m^2$	Development specific design by a SQP

As noted in the following section on rainwater tanks, how effective rainwater tanks are in mitigating risks in the stormwater system is dependent on how they are maintained and used. It is understood that some councils are requiring annualised maintenance inspections for rainwater tanks to ensure that they have not been modified and continue to be used as intended.

From a risk hierarchy perspective, rainwater tanks are a form of administrative control which is a less effective risk management strategy compared to removing the hazard. For stormwater, hazard removal, in broad terms, requires pipe capacity to be upgraded to the 5% AEP design standard and for overland flow paths to be provided for the 1% AEP design standard. It is often beyond the scope of any one development to fund system upgrades which results in either the development not proceeding or the upgrade not proceeding with an associated increase in risk. There are also equity considerations if available pipe capacity is utilised by one development and then passes the constraint to future developments.

Pooled funds through developer charges are a proportional response to the cumulative effect of additional development on the stormwater network.

Entura consulting have investigated the suitability of user-pays contribution methodology for stormwater developer charges within Sorell. The approach considers the likely increased impervious area within 13 catchment and upgrade costs. GHD have provided a technical memo inclusive of a net present value (NPV) analysis using a 7% discount rate to forecasted annual cashflow of the infrastructure upgrades across all 13 catchments required to service the forecasted development. The cashflows include administrative and maintenance costs. The memo finds that for 2023 a developer charge of $5,016 is appropriate.

In comparison to the existing rainwater tank approach, the development charge is likely similar to or less than the typical cost to install a rainwater tank with pump and internal reticulation to toilets.

The developer charge is to apply to:

- all new subdivision lots on a per additional lot basis in Sorell that utilise part of the existing piped network;
- all additional multiple dwelling units on per unit basis in Sorell;
- all new development that exceeds a 50% site coverage in Sorell;
- all new non-residential development with a impervious surface of more than 350m2 (representing 50% site coverage of a 700m2 lot).

In situations where new development will create a significant and immediate risk of flooding to downstream properties, additional onsite mitigation measures may be required notwithstanding the developer charge.

Stormwater management issues:

Issues specific to the Sorell LGA that are addressed in the policy are:

- Inconsistences in rainwater tank specifications in permits issued across various urban subdivisions;
- Inconsistencies in design and installation of stormwater outlets to roadside drains;
- Creation of easements for existing stormwater infrastructure; and
- Development in flood-prone areas.

Inconsistencies in rainwater tank specifications across urban subdivisions

All major recent subdivision permits in Sorell and Midway Point have included conditions requiring rainwater tanks with detention or retention. Detention is used to slow the release of runoff while retention involves re-use in toilets or onsite infiltration. Figure 2 nominally shows how detention and retention influences stormwater runoff.

Previous permits have imposed rainwater tank covenants that varied in terms of:

- The total size of the rainwater tank, although 5,000 litre is the most common;
- The minimum volume of retention;
- Whether water must be re-used;
- Where re-use is required, what fixtures are included; and
- Where re-use is required, whether low-flow orifices or top-of-tank overflow is used.

Where retention and re-use is required, the permits have required one dual-purpose tank. This has led to situations where 5,000 litre tanks plumbed to toilets automatically top-up from the TasWater supply when falling below a 2,000 litre minimum. These configurations do not save water while passing on higher construction and operational cost to owners.

At a policy level is it necessary to consider if rainwater tanks:

- Are intended to benefit Council's stormwater network or encourage re-use and water conservation?
- Does the cost of pumping infrastructure, power and additional piping including a top-up mains water supply to the tank outweigh the benefit?
- Where integral to the proper function of the stormwater network, is an annual inspection regime necessary?

A commonly used system in Queensland is a 'rains to main' pump network. This is a manual or automatic switch between tank water and mains water. The system blocks mains water inflow where there is sufficient rainwater tank volume. When volumes are low, the systems switch to mains water. Automatic switches are either float or pressure based. Some automatic switches are hydraulic and require no electricity. These systems enable water re-use whilst also benefitting a councils stormwater system.

The proposed policy seeks to standardise rainwater tank installation and to prioritise the stormwater network benefit over the water conservation benefits. The policy seeks to require any new dwelling on a lot subject to a rainwater tank covenant, to install a minimum 3,000 litre rainwater tank (a commonly available size) with a low flow orifice. Usage within the dwelling would not be required. The policy would have the effect of reducing construction costs and maximise stormwater retention.

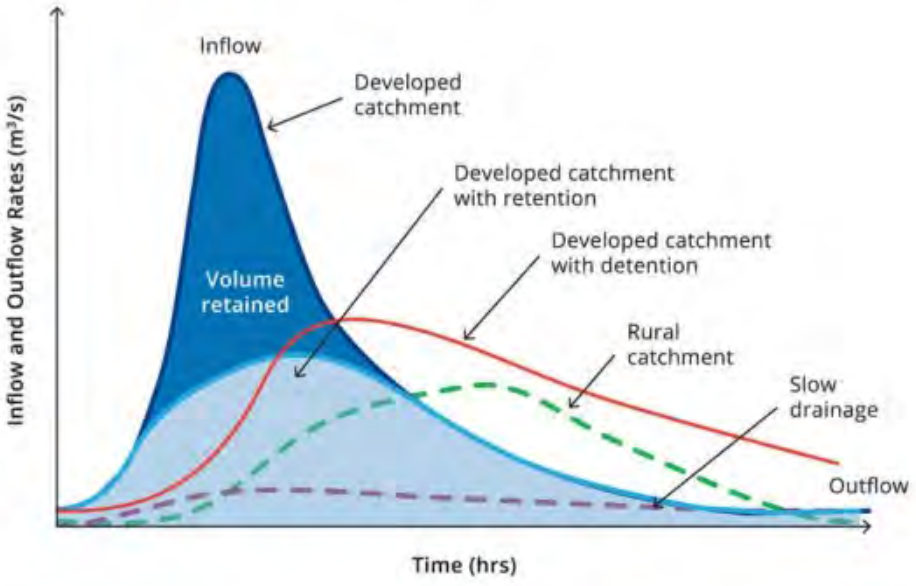


Figure 2. Retention and detention in a stormwater system (Source: Australian Rainfall and Runoff)

Inconsistencies in design and installation of stormwater outlets to roadside drains

Outlets to Council roadside table drains are installed in a variety of means. In some instances, concrete headwalls are provided while in others no headwall is provided. A consistent approach is considered desirable for both a visual and maintenance perspective.

Creation of easements for existing stormwater infrastructure

Occasionally, stormwater reticulation has been constructed through private property without obtaining easements. The UDA partially addresses this issue through providing a statutory easement 1m either side of infrastructure. While this provides some protection for future maintenance, wider easements are often necessary for machinery and equipment. The Tasmanian Subdivision Guidelines require 3m wide easements increasing as pipe size increases or pipe depth increases.

The policy includes a provision that, where new development is proposed on a lot that does not have an easement for existing infrastructure, that Council may meet the costs of creating a suitable easement. This will support the standard practice.

Development in Flood-Prone Areas

Across the Southern Beaches, Sorell and Midway Point, numerous areas are subject to flooding from coastal inundation, natural waterways, under-sized piped infrastructure, poor consideration of overland flow paths in subdivisions or lack of natural drainage due to topography or soils.

Where development is proposed in flood-prone areas, flood hazard reports may be necessary. The TPS-S has less powers to require flood hazard reports with outbuildings and some other non-habitable development being exempt.

Post-subdivision residual flood hazard reports

Subdivision in flood-prone areas is particularly complex. The lot and infrastructure design should minimise flood risk through adequately sizing and provision of overland flow paths. To verify any residual risk and identify any necessary floor levels or other mitigation measures, a post-subdivision flood hazard report is to be required. Ultimately, this tests if the design and construction of the subdivision has adequately addressed this hazard. This approach is increasingly common.

Flood Hazard Criteria: for onsite stormwater management in a flood-prone area

There are several un-serviced properties in the Southern Beaches that are partly or wholly below the 1% AEP flood-event. Development on these lots is not capable of avoiding the flood-risk. There may be limited or no capacity to convey stormwater from the site and limited capacity to infiltrate stormwater into elevated

groundwater. This leads to prolong periods of ponding and associated risk to health and environment.

Development on flood-prone land will require a flood hazard report which will establish the minimum finished floor level and any structural considerations. Wastewater reports will also be required which would typically elevate the land application area above the flood height. Stormwater is particularly challenging as the technical solutions are not as effective.

The policy position with respect to these lots is that new development, including additions, shall only be allowed after consideration of the following Flood Hazard Criteria:

Flood Hazard Criteria (for onsite stormwater management systems subject to 1% AEP flood hazard	
A	Can onsite stormwater management be avoided through reasonable and feasible stormwater assets to be constructed by the developer and transferred to Council?
B	If A is not feasible, can additional rainwater tank or other onsite storage capacity be provided to restrict stormwater flows to a 5% AEP event for storm events up to a 1% AEP event?;
C	If A and B are not feasible, a flood hazard report demonstrates that the development, with alternatives designs manage storm events up to a 1% AEP event, achieves a H1 hazard category rating.
D	If A, B and C are not feasible or achieved, the development will not proceed.

Due to the complexities of these circumstances, each development shall be considered on a case-by-case basis.

Administrative Processes

The adopted process shall consist of:

a) Planning application forms shall include the following in the applicant's declaration

> "Where the General Manager's consent is also required under s.14 of the Urban Drainage Act 2013, by making this application I/we also apply for that consent."

b) Applications are assessed in the existing manner including through the Development Assessment Group Meeting.

c) Where applicable, and where the stormwater management arrangements are suitable, permits shall include the following as advice.
"Each condition of this permit that relates to stormwater management constitutes General Managers consent under section 14 of the Urban Drainage Act 2013."

d) Where the UDA does not apply, the application will be assessed against the planning scheme.

Conclusion

The proposed policy will assist in the management of stormwater in new developments.

Shane Wells
MANAGER PLANNING

Attachment:
Revised Policy

Sorell Council Stormwater in New Development Policy.

PURPOSE

The policy seeks to:

1. Provide a framework for the regulation of stormwater from new development through the Tasmanian Planning Scheme - Sorell and the *Urban Drainage Act 2013*.
2. Ensure the framework is consistent, transparent, repeatable and understandable to the community, developers and suitably qualified persons.
3. Support the strategic management of stormwater assets.
4. Ensure stormwater from new development is of an acceptable quality and does not unreasonably impact downstream receiving waters, particularly waters where there are high conservation values.
5. Ensure stormwater from new development is of a quantity that can be conveyed within the stormwater network.
6. Manage the variable level of stormwater infrastructure across the Southern Beaches and avoid unplanned infrastructure upgrades.
7. Minimise the risk of urban flooding due to stormwater.
8. Ensure that where on-site stormwater disposal is required that the site is suitable and will not impact on-site wastewater management systems or existing inundation issues.
9. Ensure a high level of consistency in the construction, installation or maintenance of public stormwater infrastructure and of private stormwater infrastructure where directly relevant to the performance of the public stormwater network.

BACKGROUND

Stormwater from new development is regulated by the *Land Use Planning and Approvals Act 1993* (LUPAA) and the *Urban Drainage Act 2013* (UDA) through parallel systems.

The Tasmanian Planning Scheme – Sorell consists of two parts; the State Planning Provisions (SPPs) and the Local Provisions Schedule (LPS).

The SPPs enable stormwater conditions to be imposed on permits, which in practice is informed by the *Temwood* test being that a condition must:

- be for a planning purpose and not for an ulterior purpose;
- fairly and reasonably relate to the proposed development and;
- not be so unreasonable that no reasonable planning authority could have imposed it.

The LPS includes a specific area plan (SAP) for stormwater and wastewater in the Southern Beaches area. The SAP provides assessment criteria to determine if a development ought to be approved or not and, if so, under what conditions.

The UDA provides a General Managers consent process for any new connection to the stormwater network and for any increase in discharge. The outcomes of the UDA are:

> *(a) to protect people and property by ensuring that stormwater services, infrastructure and planning are provided so as to minimise the risk of urban flooding due to stormwater flows; and*

(b) to provide for the safe, environmentally responsible, efficient and sustainable provision of stormwater services in accordance with the objectives of the resource management and planning system of Tasmania.

Table 1 outlines where the planning scheme and UDA apply.

Table 1. Spatial extent of stormwater systems			
Area	SPPs (ability to condition) apply?	SAP applies?	UDA applies?
Serviced Urban Areas – Sorell & Midway Point	Yes	No	Yes
Unserviced Urban Areas – Southern Beaches	Yes	Yes	Yes
Rural Living Areas	Yes	Partly	Partly
Rural Areas	Yes	No	No

REFERENCES

- Tasmanian State Stormwater Strategy
- Tasmanian Stormwater Policy Guidance and Standards for Development (LGAT)
- Tasmanian Subdivision Guidelines
- Tasmanian Municipal Standard – Drawings
- Tasmanian Municipal Standard – Specifications
- Sorell Council Stormwater System Management Plan May 2020
- Sorell Council Stormwater Asset Management Plan June 2014 (to be updated in 2022)
- Sorell Council Transport Asset Management May 2021
- Sorell Council Strategic Plan 2019 - 2029

SCOPE

1. This policy applies to all development within the municipal area that requires the management of stormwater.
2. The assessment of stormwater in new development has regard to the entire downstream stormwater network where reasonable and appropriate.

DEFINITIONS

Flood-prone area	means land: (a) shown on an overlay map in the Sorell Local Provisions Schedule as within a flood-prone hazard area; or (b) land Council reasonably believes to be subject to risk from flood or has the potential to cause increased risk from flood.
Flood hazard report	means a report prepared by a suitably qualified person for a site using current Australian Rainfall and Runoff scenario's and climate change projections, that must include: (a) details of, and be signed by, the person who prepared or verified the report; (b) confirmation that the person has the appropriate qualifications and expertise; (c) confirmation that the report has been prepared in accordance with any methodology specified by a State authority; and

	(d) conclusions based on consideration of the proposed use or development: (i) as to whether the use or development is likely to cause or contribute to the occurrence of flood on the site or on adjacent land; (ii) as to whether the use or development can achieve and maintain a tolerable risk for the intended life of the use or development, having regard to: a. the nature, intensity and duration of the use; b. the type, form and duration of any development; c. the likely change in the level of risk across the intended life of the use or development; d. the ability to adapt to a change in the level of risk; e. the ability to maintain access to utilities and services; f. the need for flood reduction or protection measures beyond the boundary of the site; g. any flood management plan in place for the site and/or adjacent land; and h. any advice relating to the ongoing management of the use or development; and (iii) any matter specifically required by the Flood-Prone Areas Hazard Code of the Tasmanian Planning Scheme - Sorell.
Major Stormwater System	Means the combination of overland flow paths (including roads and watercourses) and the underground reticulation system designed to provide safe conveyance of stormwater runoff and a specific level of flood mitigation.
Minor Stormwater System	Means the stormwater reticulation infrastructure designed to accommodate more frequent rainfall events (in comparison to major stormwater drainage systems) having regard to convenience, safety and cost.
Private Stormwater System (as defined by the *Urban Drainage Act 2013*)	Means an installation on a property, that: (a) is not part of the public stormwater system; and (b) is used for collecting or disposing of stormwater; and (c) comprises any or all of the following: (i) roof gutters and downpipes; (ii) rainwater tanks; (iii) surface channels; (iv) kerbs and gutters; (v) subsoil drains and stormwater drains; (vi) any inlet pits which are used, or intended to be used, for the conveyance of stormwater to a disposal system.
Public Stormwater System (as defined by the *Urban Drainage Act 2013*)	Means (a) the whole, or part, of a waterway; and (b) any infrastructure used for: (i) the collection or storage of stormwater, including connection points; or (ii) the conveyance or reticulation of stormwater; or (iii) the treatment or disposal of stormwater, including any outfall pipe or other work that stores or conveys water leaving the

	infrastructure that is used for the treatment and or the disposal of stormwater; but does not include: (c) any private stormwater system, including any pipe, fitting or apparatus that is situated upstream of a connection point to a public stormwater system; or (d) infrastructure situated entirely within one property and not connected to any other infrastructure situated within another property;
Sorell Council Stormwater System	Means of pipes, pits, manholes and water sensitive design installations owned by Sorell Council and any natural watercourse receiving runoff from a pipe or water sensitive design installation owned by Sorell Council, excluding assets managed under the any adopted Transport Asset Management Plan.
Roadside Table Drain	Means a construct swale or open channel parallel to a public road for the purposes of draining a road and managed under any adopted *Transport Asset Management Plan April*.
Suitably Qualified Person	A professional engineer currently practising with relevant CPEng or RPEng or NER or RPEQ accreditation or a person who in respect to the type of work to be undertaken can adequately demonstrate relevant academic qualification, suitable professional competency, and an appropriate level of professional indemnity and public liability insurance.

OUTCOMES

A. Design Quality and Quantity

A1 Stormwater System Design

The design of stormwater infrastructure is to be of a high standard in order to minimise the risk that new stormwater assets require replacement or upgrade earlier than their normal useful life.

A1.1 As a minimum, a new major stormwater system shall be designed for the safe conveyance of the 1% AEP event with an allowance for climate change in accordance with ARR Scenario RCP 8.5 for year 2090 for the major stormwater system or any land and/or current industry standard.

A1.2 As a minimum, a new minor stormwater system shall convey a 5% AEP reducing to 2% in an industrial area.

A1.3 Fraction impervious values for sizing of a minor or major stormwater system are set out in Table 2 unless otherwise agreed. Full development of the catchment must be assumed.

Table 2. Fraction Impervious Surface	
General Business Zone	1.0
Local Business Zone	0.9
Light Industrial Zone	0.9
Utility Zone	0.9
General Residential Zone – Single Dwelling	0.6
General Residential Zone – Multiple Dwelling	0.75

Low Density Residential Zone	0.5
Community Purpose Zone	0.5
Recreation Zone	0.5
Rural Living Zone	0.1
Other Zones	0.05
Note: derived from LGAT policy guidance	

A1.4 Planning application submission documentation must include:

a) All above and below ground existing and proposed features on the site including any overland flow path, drainage reserve or easement;
b) Topography including 1m contours for a lot less than 2000m² or 5m if larger;
c) Natural drainage lines, watercourses and wetlands on or adjacent to the site;
d) Proposed stormwater connection point and private infrastructure;
e) Existing and proposed buildings, footpaths, vehicle accesses and car parking.

A1.5 Detailed design submission requirements must be in accordance with the Tasmanian Subdivision Guidelines as published by the *Local Government Association of Tasmania* and/or *Institute of Public Works Engineering Australasia*.

A2 Quality Treatment

Discharge from stormwater infrastructure is to minimise the risk of:

- *Harm or degradation of natural values due to pollutants; and*
- *Increased maintenance costs due to sedimentation.*

A2.1 As a minimum, new development must comply with the targets set out in Table 2.

Table 3. Quality Target (unless draining to the RAMSAR wetland at Orielton).

Development type	Applicable Lot Size	Impervious Surface	Requirement
New buildings on vacant land	Less than two hectares	Up to 500m²	Nil
New buildings on vacant land	Greater than two hectares	Up to 1000m²	Nil
Additions to existing development	Less than two hectares	If existing greater than 500m², up to 100m² more than impervious surface at 22 February 2022	Nil
Subdivision using an existing road creating no more than two additional lots	Any	NA	Nil
All others	As per the State Stormwater Strategy 90% reduction (*) in litter and gross pollutants 80% reduction in total suspended solids (TSS) 45% reduction in total phosphorus (TP) 45% reduction in total nitrogen (TN) Higher requirements may apply to sites draining to a RAMSAR wetland		

(*) Reductions are to the average annual load based on typical urban stormwater concentrations

A2.2 The quality targets may be achieved through a contribution to Council.

A2.3 The amount of the contribution shall be based on the amount of treatment required for the development and shall be no less than $2,000.00 per equivalent stormwater tenement and paid prior to first use / sealing of title.

A2.4 For staged development, the timing of interim and final quality treatment is at the discretion of Council.

A2.5 New outlets to the Orielton Lagoon must comply with any applicable reserve management plan.

A2.6 Stormwater treatment assets to be transferred to Council must be provided with safe and convenient vehicular access.

A3 Quantity Management

Stormwater discharge does not exceed the capacity of the downstream network to safely convey stormwater and natural runoff.

The flow chart provided in Attachment 1 provides an overview of the decision-making process.

A3.1 Development of a single dwelling, or equivalent with a total impervious surface less than 300m^2, is exempt from quantity management requirements.

A3.2 Development that discharges stormwater directly to a natural watercourse is exempt from quantity management requirements.

A3.3 Where capacity exists in the public stormwater system, any increase in stormwater runoff must be discharged to that system.

A3.4 Where capacity does not exist in the public stormwater system, the developer must:

(a) Upgrade the public stormwater system to provide capacity; and/or
(b) Limit post-development peak flows to pre-development conditions; and/or
(c) Contribute to future upgrades by Council.

Note: in the township of Sorell, the developer charge will apply.

A3.5 Where an increase in stormwater quantity into a public stormwater system will increase a known flood risk, irrespective of capacity, the developer must:

(a) Upgrade the public stormwater system to mitigate flood risk; and/or
(b) Limit post-development peak flows to pre-development conditions; and/or
(c) Contribute to future upgrades by Council.

A3.6 The amount of any contribution is set at Section D.

A3.7 The General Manager has discretion to require either an upgrade, detention and/or contribution having regard to capacity of existing or planned infrastructure, the timing of planned infrastructure, flood risk and reasonable opportunities to improve the stormwater network over time.

B. Lot Connection Design & Onsite Disposal

Lot connections and onsite management systems are to a satisfactory and consistent standard and reduce the risk to life and property onsite and downstream of the site.

B1 Connection to reticulated main

B1.1 A maximum of one connection per lot.

B1.2 Lot connections must be in accordance with Tasmanian Standard Drawings TSD-SW25-v2, TSD-SW26-v2, TSD-SW27-v2, or TSD-SW29-v2.

B1.3 Stormwater connections must be undertaken by a suitably qualified contractor at the owners expense.

B2 Discharge to Road Side Table Drain

B2.1 Discharge, without detention, to road side table drain will not be approved if:

(a) The drain is less than 450mm deep and/or less than 1200mm wide between the site and the outfall; or
(b) The drain discharges to or through an area of known flood hazard.

B2.2 Lot connections to an open drain managed by Council or roadside table drain must include a concrete endwall equivalent to a Hudsons CP6105 subsoil endwall installed flush to the table drain wall.

SUBSOIL END WALL		WIDTH	LENGTH	HEIGHT
CP6100	SUBSOIL ENDWALL 100mm	325	350	355
CP6105	SUBSOIL ENDWALL 150mm	325	350	355
CP6110	SUBSOIL ENDWALL 225mm	325	350	355

*Strip Drain Insert / Blockout available if required

Figure 2. Endwall specification (source https://hudsoncivil.com.au/wp-content/uploads/2020/02/WINGWALLS-ENDWALLS.pdf)

B3 On-Site Disposal

B3.1 On-site disposal may occur where some or all of the site cannot be drained by gravity to the public stormwater network due to either topography or insufficient capacity in the public stormwater system

B3.2 A system design and report from a suitably qualified person must demonstrate that the site is suitable for onsite stormwater disposal and that the system is designed and managed to minimise the risk of failure.

B3.3 A system design and report must take into consideration:

(a) The soil permeability and depth;
(b) Seasonal water table;
(c) Rainfall intensity and duration;
(d) Inundation risk;

(e) Additional stormwater detention;
(f) Period of time that the site will be inundated by a 1% and 5% AEP event; and
(g) Impact on any on-site wastewater management system.

B4 Drainage to a natural watercourse or open drain

B4.1 For a single equivalent stormwater tenement, direct discharge to a watercourse must include energy dissipation to reduce velocity and minimise erosion or other impacts to the watercourse.

B4.2 Suitable energy dissipation include:

- rip-rap; or
- bio-retention swales; or
- headwalls with baffle blocks or equivalent dissipater.

B4.3 Direct discharge to a watercourse must include energy dissipation to reduce velocity and minimise erosion or other impacts to the watercourse together with any necessary detention devices determined on a case-by-case basis.

B5 Pumped Systems

B5.1 Pumped systems may be appropriate where they provide a lower level of risk to downstream infrastructure, property or receiving waters relative to other methods of disposal or management.

B5.2 Pumped systems must be designed by a suitably qualified person and be designed and maintained to minimise risk of failure and a Form 46 (Schedule of Maintenance – Prescribed Essential Building Services) is to be attached to the Occupancy Permit.

B6 Driveway Runoff

B6.1 In a serviced area, driveways and uncovered car parking areas exceeding 100m^2 per site must drain to one or more grated pits and channels and drained to the lot connection.

B6.2 In an un-serviced area, sealed driveways and uncovered car parking areas exceeding 100m^2 per site must drain one or more grated pits and channels and drained to the road.

B6.3 In an un-serviced area, gravel driveways and uncovered car parking areas may drain to the road in a manner that does cause give rise to siltation or sediment runoff or may be retained on site.

C. Subdivision Design & Construction

The following requirements are in addition to the Tasmanian Subdivision Guidelines and ensures a satisfactory standard of subdivision design and construction.

C1.1 Unless prevented by existing site constraints, any existing or proposed major stormwater system is to be contained within a road reservation, public land or natural waterway.

C1.2 A stormwater CCTV conduit inspection and report prepared by a recognised provider is required at the completion of all new rigid underground stormwater infrastructure.

C1.3 Any subdivision of five or more lots partly or wholly within an flood-prone area must provide a post-subdivision flood hazard report detailing minimum floor levels or other mitigation

measures as appropriate. This report must be provided prior to sealing the final plan for the relevant stage(s).

C1.4 The use of rainwater tanks to manage stormwater quantity that exceeds the existing capacity of the public stormwater system is to be avoided wherever practicable given the lack of effective and cost-efficient control over privately owned assets.

D. Stormwater User-Pays Development Charge and Other Contributions

The capacity utilisation cost of new development is fairly apportioned to enable system upgrades to proceed in a timely and orderly manner.

D1.1 A development charge of $5,016, increased with Hobart CPI, is required for each of the following circumstances:

a) all new subdivision lots on a per additional lot basis in the township of Sorell that utilises part of the existing piped network;
b) all additional multiple dwelling units on per unit basis in Sorell;
c) all new development that exceeds a 50% site coverage in Sorell;
d) all new non-residential development with a impervious surface of more than 350m^2.

D1.2 The charge is payable upon the release of title for a new lot or occupancy of a new building or addition to new building.

D1.3 Any subdivision that does not connect upstream of existing Council assets in the township of Sorell is exempt.

D1.4 Contributions on a case-by-case basis may be accepted or required having regard to:

a) the existing network capacity and the additional stormwater quantity associated with the development; or
b) future upgrades identified in financial or asset management plans; and
c) shall be equivalent to at-least the design and construction cost of measures to manage additional stormwater quantity onsite.

E. Compliance with Existing Rainwater Tank Covenants in Serviced Areas

E1.1 Clause D1.4 enables variation from the specific terms of any existing rainwater tank covenant in order to provide a greater level of consistency across variable subdivision covenant requirements to assist in the management of the Sorell Council Stormwater System.

E1.2 The principal objective for the use of rainwater tanks is to mitigate initial peak discharge to Council's stormwater network through onsite detention.

E1.3 The secondary objective is to reduce mains water usage and encourage good use of water resources.

E1.4 For any new dwelling on a lot subject to a rainwater tank covenant, the following is required irrespective of any inconsistency with the terms of the covenant.

a) A minimum 2,500 litre rainwater tank; and
b) 25mm orifice set at the 1000 litre level.

F. Development and Onsite Stormwater Management in a Flood-Prone Area.

Development requiring onsite stormwater management in a flood-prone area is safe from effects of stormwater flows and prolonged periods of submerged land where ground waters prevent infiltration and no overland flow path exists.

Development recognises that public stormwater infrastructure is not technically or financially viable in certain locations and owners must address safety and nuisance effects.

F1.1 Excavation for habitable buildings and slab on ground construction should be avoided in areas that are flood-prone due to the greater likelihood of flooding and private property damage.

F1.2 Onsite stormwater management and disposal in flood-prone areas is a significant risk to owners and occupiers that cannot be mitigated through public infrastructure works that are not viable due to topography or cost.

F1.3 Onsite stormwater management and disposal, where necessary, for a site that is partly or fully flood-prone must be designed to achieve a tolerable risk to owners and occupiers and must have regard to associated amenity impacts of inundation including extended periods of land being submerged by still surface water that cannot infiltrate or drain.

F1.4 Onsite stormwater management systems within an area subject to a 1% AEP flood hazard may be approved having regard to the flood hazard criteria in Table 4.

Table 4. Flood Hazard Criteria (for onsite stormwater management systems subject to 1% AEP flood hazard	
A	Can onsite stormwater management be avoided through reasonable and feasible stormwater assets to be constructed by the developer and transferred to Council?
B	If A is not feasible, can additional rainwater tank or other onsite storage capacity be provided to restrict stormwater flows to a 5% AEP event for storm events up to a 1% AEP event?;
C	If A and B are not feasible, a flood hazard report demonstrates that the development, with alternatives designs manage storm events up to a 1% AEP event, achieves a H1 hazard category rating.
D	If A, B and C are not feasible or achieved, the development will not proceed.

G. Creation of easements for existing stormwater infrastructure

G1.1 Notwithstanding any statutory easement 1m either side of a stormwater main under section 13(1)(b) of the *Urban Drainage Act 2013*, and subject to landowner consent, Council may create a stormwater easement around any pipe, pit, manhole or water sensitive design installation on private property where no easement currently exists and new development is proposed.

H. Protection of easements

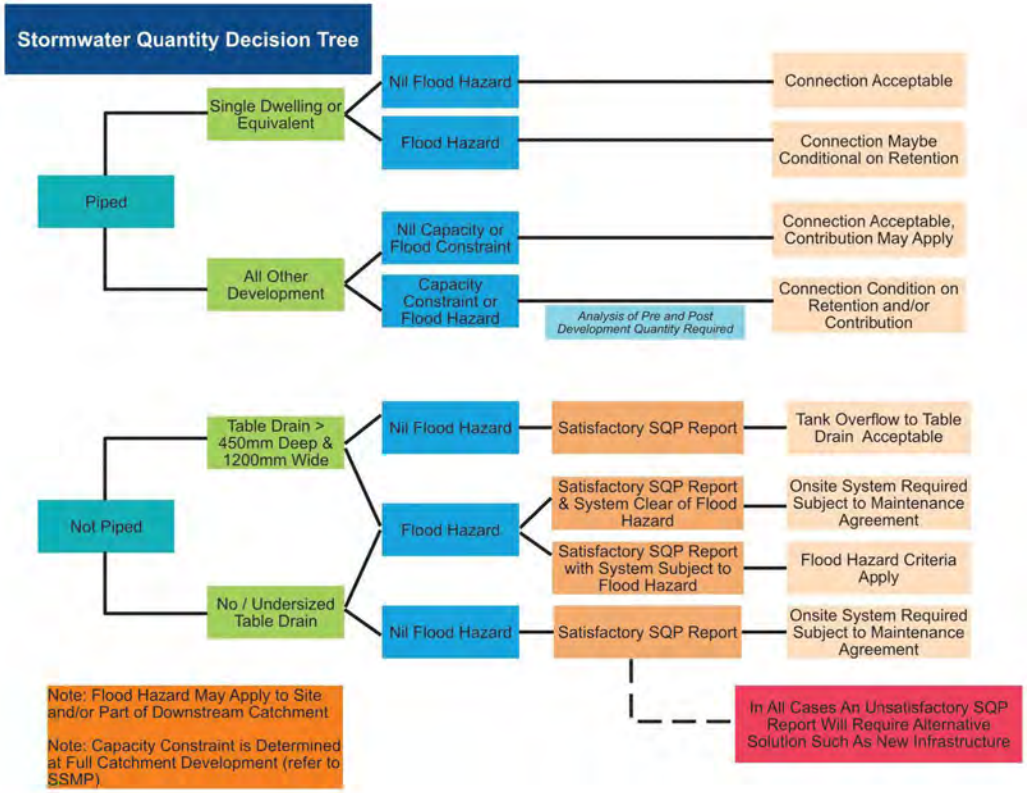
H1.1 Buildings and structures, including rainwater tanks and exempt or low risk buildings, must not be placed wholly or partly within a drainage easement on title or a statutory easement under section 13(1)(b) of the *Urban Drainage Act 2013*.

For sites constrained by easements, topography or other factors, the General Manager may consent to buildings and structures within an easement subject to a Part 5 Agreement whereby the owner acknowledges that Council has the right to remove any building or structure at the owners costs and without notice to or approval of the owner.

Driveways, sealed parking areas and landscaping is permitted in an easement provided that:

(a) Vehicular access, such as for a vacuum truck, is maintained to any maintenance hole;
(b) Any maintenance hole is unobstructed at all times;
(c) If fill is placed on or near a maintenance hole, the owner obtains approval from the General Manager to increase the height of the chamber such that the maintenance hole lid is at all times equal to or above finished ground level.

Appendix 1.


Stormwater Quantity Decision Tree
Piped
Single Dwelling or Equivalent
Nil Flood Hazard
Connection Acceptable
Flood Hazard
Connection Maybe Conditional on Retention
All Other Development
Nil Capacity or Flood Constraint
Connection Acceptable, Contribution May Apply
Capacity Constraint or Flood Hazard
Analysis of Pre and Post Development Quantity Required
Connection Condition on Retention and/or Contribution
Not Piped
Table Drain > 450mm Deep & 1200mm Wide
Nil Flood Hazard
Satisfactory SQP Report
Tank Overflow to Table Drain Acceptable
Flood Hazard
Satisfactory SQP Report & System Clear of Flood Hazard
Onsite System Required Subject to Maintenance Agreement
Satisfactory SQP Report with System Subject to Flood Hazard
Flood Hazard Criteria Apply
No / Undersized Table Drain
Nil Flood Hazard
Satisfactory SQP Report
Onsite System Required Subject to Maintenance Agreement
In All Cases An Unsatisfactory SQP Report Will Require Alternative Solution Such As New Infrastructure
Note: Flood Hazard May Apply to Site and/or Part of Downstream Catchment
Note: Capacity Constraint is Determined at Full Catchment Development (refer to SSMP)

Appendix 2 – Spatial Application of *Urban Drainage Act 2013*.

A2.1 Dunalley

A2.2 Connelly's Marsh

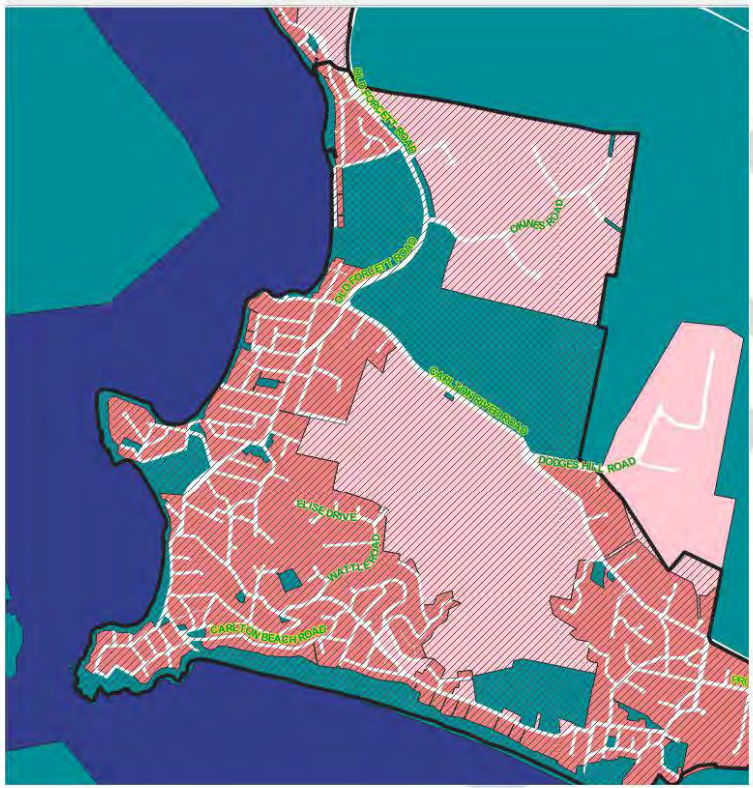
A2.3 Primrose Sands

Page **15** of **21**

A2.4 Carlton Beach

A2.5 Carlton

Page **17** of **21**



A2.6 Dodges Ferry

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A2.7 Lewisham

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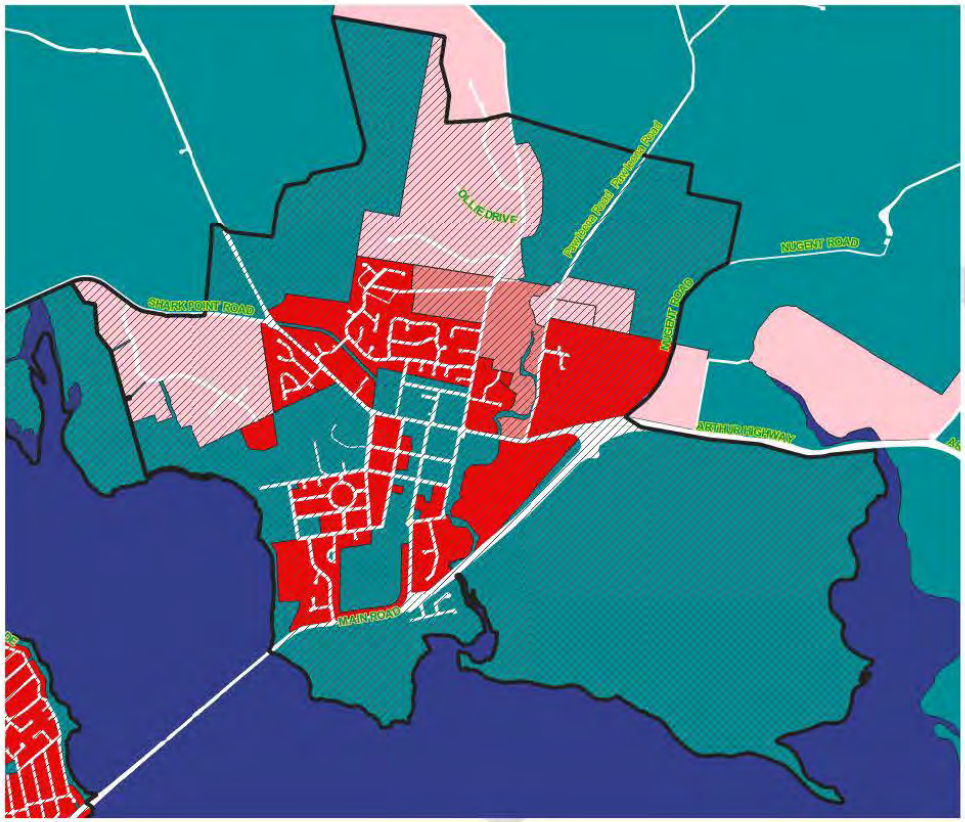
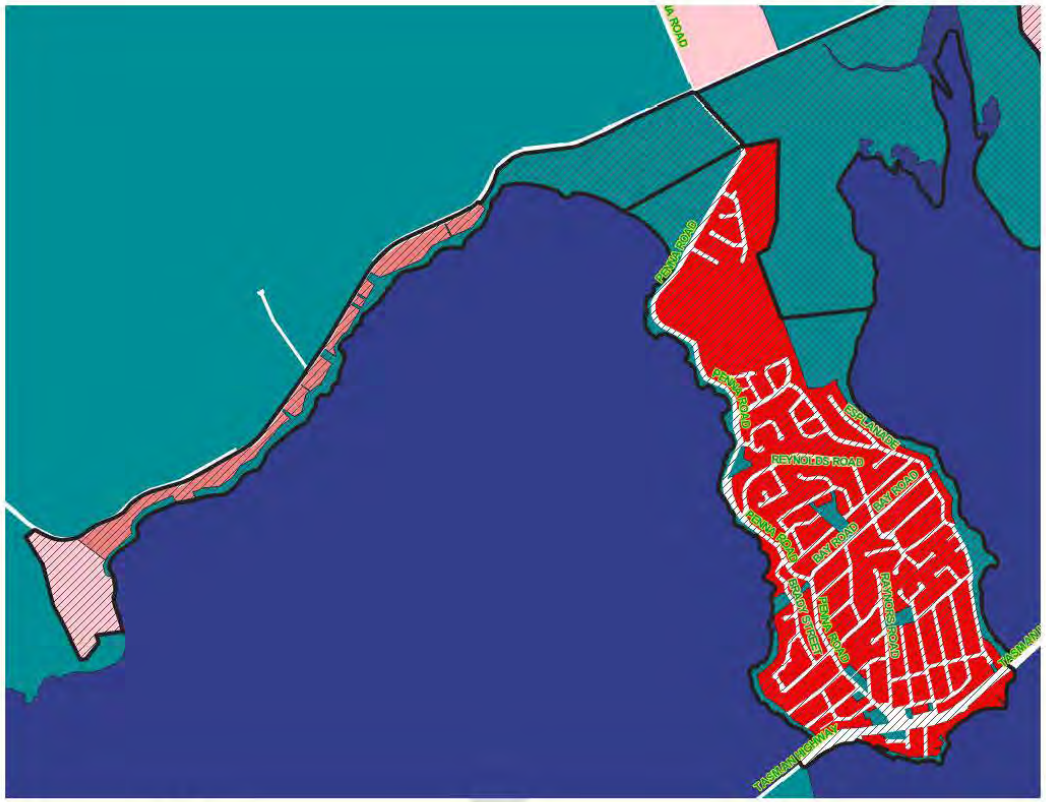

OLLIE DRIVE
Southern Outlet
Southern Outlet
NUGENT ROAD
SHARK POINT ROAD
NUGENT ROAD
ARTHUR HIGHWAY
MAIN ROAD

A2.8 Sorell



A2.9 Midway Point & Penna

5.3 CAR PARKING STRATEGY AND CASH IN LIEU OF CAR PARKING POLICY

RECOMMENDATION

"That Council, acting as a Planning Authority, resolves to:

i. Adopt the Cash in Lieu of Car Parking Policy as attached; and
ii. Adopt the Draft Car Parking Strategy as attached and commence consultation with business groups and owners as appropriate."

Introduction

The car parking strategy identifies short, medium and long-term actions to help ensure a sufficient supply of well-designed and sited public car parking as part of a broader sustainable transport network.

As our communities continue to grow, so too will our commercial areas. Car parking is necessary to support the growth in commercial areas. Well-designed and convenient car parking is important to support this growth. Future public and private car parking should be well connected to the street network to encourage walking across our settlements. Park and ride facilities are also an important part of a sustainable transport network.

This strategy identifies potential car parking areas that can increase the supply of public car parking and provide improved pedestrian connectivity whilst also providing practical access to new commercial floor area and buildings. The strategy recommends the adoption of a cash in lieu of car parking policy to provide flexibility in how much private car parking is provided on a site by site basis while fairly funding future public car parking. The strategy also identifies further options for park and ride facilities.

The cash-in-lieu of car parking policy will support the use of the existing cash-in-lieu of car parking rate prescribed in the annual fees and charges and to achieve outcomes consistent with the car parking strategy.

Strategic plan

Key objectives:

Objective 1 – To Facilitate Regional Growth
Objective 2 – Responsible Stewardship and a Sustainable Organisation

The strategy and policy will assist in the development approval process with respect to car parking decisions.

Annual plan

The proposal will not affect implementation of Council's Annual Plan 2023/2024.

Environmental implications

There are no significant environmental implications.

Asset management implications

Car parking is a road transport asset class. Council has made significant investments in car parking for various purposes and is an asset class with significant costs and long-lead times to plan and fund.

Risk management implications

The policy and strategy will assist in consistent and transparent decision-making which mitigates risks such as planning appeals and reputational risks.

Community implications

There are no significant community implications.

Report

Strategy

As the main commercial centre, the key considerations of the strategy are centred upon the township of Sorell. Considerations relate to:

- Supporting further investment in park and ride facilities, including new opportunities in Sorell and Dodges Ferry;
- The benefit of extending the Neil Davis car park, which was an option initially outlined in the Sorell Planning Scheme 1993;
- Potential new areas of public car parking across the LGA;
- Increasing pedestrian connectivity across settlements to minimise the need for vehicle trips;
- Car parking demand as a function of increasing commercial floor area; and
- Options to fund any new investment in car parking.

In terms of implementation, particularly with respect to new areas, it is expected that further evolution, discussions and negotiations with parties would be necessary before any particular project is confirmed. The opportunities are

presented as opportunities rather than firm outcomes within the framework of improving connectivity across the Sorell township.

Councillor feedback on the draft policy is provided below:

Comment	Response
Support to extend Neil Davis	Noted
Has it considered RACT 30 year vision?	Vision supports active transport. Can reference in background
Add "and improved public transport" to objective 3	Completed
Consider Park and Ride at Primrose	Include
Plan for EV charging station	This will be part of the NRM strategy but can be referred to
Has the formalised parking and footpath proposed near Park Beach Cafe been designed in keeping with local character - there's already a path across the reserve, so is another needed?	Path will be in road reserve not bush. Footpath essential for those with limited mobility
Signal Hill Car Park Needs Lighting and EV	Noted, not 100% on tenure
Consider parking at Snake Hollow	Will include a section of open space areas needing parking improvements over time. Flyway Park car park is included in the Financial Management Strategy.
Primrose Sands parking - the grassed area above the Community Centre/Gym?	Possibly, perhaps best addressed through structure plan
Non car trips - complete the Carlton-Dodges Ferry Loop path along Carlton Beach Road; include the proposal for a	For Tracks and Trails Strategy

bicycle/pedestrian path between Dodges Ferry and Sorell.	
Might there still be a future need for a Western Bypass of Sorell township and if so, where? Current signage suggests that in practice it has shifted to Penna Road and/or Cambridge Rd.	In an ideal world and western and northern bypass or route would exist to keep trucks out of the town
Don't use Cash in Lieu for Park and Ride	Have modified
Park and Ride at Nugent Road/Bypass is too far from shops.	Valid point. My thinking is that it is close enough (800m to Cole St Roundabout) that people would drive into Sorell after returning to their vehicles as this would be more convenient than carrying groceries on the bus and it is otherwise a wasted area. Is Arthur St preferred?
Need to ensure staff parking is off-street	Noted. Reflected in policy.
Dodges Ferry park and ride: • How has the location been chosen? Is it because that's the only available council owned land in the area? It seems out of the way of concentration of commercial/educational, activity. It also seems far from traffic flow, isolated, and potentially unsafe? • It looks like this might be better located between the two existing commercial areas or	Agree – there are other potential sites –documents needs to outline the key considerations for siting park and ride

even closer to the towns edge? • Would it be better to state in the document that the right place will be investigated?	
Effect of working from home and online shopping on parking	Hasn't been considered – the assumption is Sorell will always be car dependant.
Park and Ride Station Lane • Is there anyway of assessing who is using the Park and Ride as long stay carparking for Sorell and not using the buses? As a frequent user of the service I have noticed the carpark has more cars parked in it every time. • The bus shelters are not adequate to social distance or keep out of weather • Is Long Stay carparking advertised/signposted. Could Pembroke Park or the Stadium parking be used for this during the day time?	Now have figures from DSG and Redline. DSG suggest a number plate survey to identify where customers are from.
The lane ways from the Neil Davis car park to the main street are poky and untidy and only known to locals. There is a cross over with streetscape here. A bit of a tidy and signpost would make it feel more part of considered infrastructure. There is a little setback space by the Discount Chemist store which could be tidied a chair	Lane-ways are privately owned and access could be taken away. Also difficult to spend if not owned. Agree they should be more appealing.

added and more mural in these spaces would be good.	
Is the new pedestrian access to Gateway Plaza still applicable considering the recent approved application for office spaces on Station Lane?	Yes. Approved building is designed to link into a redeveloped Gateway.
Electric car charging spots. Fire risk at charge stations. Charging points in Hobart carparks are located at the entrance/exit, thus blocking any exit from the carpark.	Noted
Support the concept of extra car parking off the Cultural precinct - even more so if footpath can be created onto Tasman Highway creating loops around the commercial areas.	Noted
The car parking around Dodges shops can be a bit random. Is there a way of investing in the carparks to formalise the parking and create a few more spaces. This includes outside the butchers and bakers. Will the businesses contribute to line making etc. They will benefit in the long run.	Agree. For structure plan.
Could the football oval in Dodges be used for a Park and Ride facility. The Oval is generally occupied by vehicles at the weekend and evenings?	The area beside Old Forcett Road and the recreation ground access could be suitable based on size, location of key road and proximity to school and commercial area.

Policy

Council can accept cash-in-lieu of car parking for planning applications. At present, those funds can be utilised to develop or bring forward capital expenditure that is outlined in the long-term financial plan. All LTFP car parking expenditure is short-term and it is necessary to consider medium and longer-term considerations for the supply and demand of all forms of public car parking. The strategy outlines

medium and long-term opportunities for car parking and assists in understanding where and how cash-in-lieu of car parking contributions can be utilised in the public interest.

The policy largely confirms existing practices with respect to cash-in-lieu of car parking. Expressing practice through a policy is important to strengthen the decision-making process and to increase transparency.

Conclusion

The proposed policy and strategy will assist in the management of car parking as the communities of Sorell continue to grow.

Shane Wells
PLANNING MANAGER

Attachment:
Revised Policy

CASH-IN-LIEU OF CAR PARKING POLICY

RESPONSIBLE OFFICER: **Manager Planning**

APPROVED BY COUNCIL:

RESOLUTION NO:

AMENDED ON:

REVIEW DATE:

1. INTRODUCTION

1.1. The car parking provisions in the planning scheme provide for the taking of a cash-in-lieu of car parking contribution for on-site car parking that is required, but not provided, by a proposed use or development.

1.2. Across an activity centre, concentrated public parking can be more efficient than dispersed private car parking through:

1.2.1. A reduction in the total amount of land required for car parking;

1.2.2. The higher usage of car parking spaces through the day;

1.2.3. Assisting in the activation of a pedestrian priority street;

1.2.4. More efficient use of land for commercial and community services in activity centres which can have broader community benefits through increased opportunities to access employment and services.

1.3. Cash-in-lieu of car parking contributions help fund car park investments by Council.

2. PURPOSE

2.1. This policy assists in implementing the Sorell Car Parking Strategy.

2.2. This policy assists in maintaining a consistent and transparent decision-making process and is designed to provide a reasonable level of certainty to developers, who may make the contribution, and for financial and infrastructure planning within Council.

2.3. This policy applies to all land in the municipal area.

2.4. This policy applies to every application for use or development under the *Land Use Planning and Approvals Act 1993*.

2.5. This policy facilitates contributions to be used to increase the supply of car parking, improve the

safety and accessibility of existing car parks and to improve vehicle or pedestrian access to car parks.

2.6. The policy provides options for how the developer's obligation to provide car parking is delivered.

3. OBJECTIVE

3.1. The purpose of this policy is to guide how cash-in-lieu of car parking contributions are utilised to assist Council manage the supply and use of public car parking across the municipal area.

4. LEGISLATION AND REFERENCES

4.1. This policy is intended to complement and be implemented in conjunction with:

4.1.1. *Tasmanian Planning Scheme – Sorell*;
4.1.2. *Land Use Planning and Approvals Act 1993*;
4.1.3. Sorell Council *Strategic Plan 2019-2029*;
4.1.4. Sorell Council Financial Management Strategy;
4.1.5. Sorell Council Long Term Financial Plan;
4.1.6. Sorell Council Asset Management Strategy Plans; and
4.1.7. Sorell Council Transport Asset Management Plan 2021.

5. DEFINITIONS

5.1. "Construction cost" means the design and construction costs associated with earthworks, structures, accesses, drainage, pavement, kerbing, line marking, signage and landscaping works.

5.2. "Land cost" means the cost to value, survey, lease or acquire land on which to construction public car parking or facilitate pedestrian or vehicles access to public car parking.

5.3. "Parking plan" means a plan adopted by Sorell Council outlining a program of capital works, management measures or other activity to increase or upgrade car parking supply or usage and/or connectivity to car parking and related measures.

5.4. "Parking precinct plan" means a plan relating to on-site parking of cars within a defined area of land, shown on an overlay map in the relevant Local Provisions Schedule.

5.5. "Pedestrian priority street" means a road shown on an overlay map in the relevant Local Provisions Schedule, as having active street frontages where pedestrian movement and activity take priority over siting of vehicle parking and access.

5.6. "Planning scheme" means the *Tasmanian Planning Scheme – Sorell*.

6. PROCEDURE

6.1. General

6.1.1. This policy may be supported by complementary Parking Plans prepared for specific areas to

detail investment in car parking including how cash-in-lieu contributions would be utilised.

6.1.2. Planning permits that require a cash in lieu contribution may be issued under delegation where that contribution can be used on an existing capital project identified in either the long-term financial plan, a parking plan or other Council resolution. In all other cases, applications will be considered by the Sorell Planning Authority.

6.2. Planning scheme assessment considerations

6.2.1. The car parking requirement for a use or development is determined under the relevant planning scheme standard and is achieved either by compliance with an acceptable solution or satisfaction of the performance criteria:

6.2.1.1. The acceptable solution provides a set number of parking spaces usually determined by a floor area ratio.

6.2.1.2. The performance criteria can vary the acceptable solution ratio having regard to the reasonable needs of the use and the characteristics of the site.

6.2.2. The car parking requirement should be provided either onsite, through arrangements on other land or a cash-in-lieu of car parking contribution.

6.3. Determining the number of car parking spaces for the cash-in-lieu of car parking contribution

6.3.1. The number of car parking spaces subject to a cash-in-lieu of car parking contribution is the car parking requirement less the number of car parking spaces provided on private land.

6.3.2. Council is not obliged to accept a cash-in-lieu of car parking contribution:

6.3.2.1. if it is practicable and desirable to provide the required number of car parking spaces on private land, such as for staff parking; or

6.3.2.2. where there is no current or feasible plan for new or expanded public car parking in the settlement; or

6.3.2.3. where the residual land and construction cost to be funded by Council is excessive to the extent it is not in the public interest.

6.4. Determining the value of a cash-in-lieu of car parking contribution

6.4.1. The amount of a cash-in-lieu of car parking contribution is the combination of the construction cost and any land cost.

6.4.2. 30m² is the amount of land required for a car parking space (inclusive of proportionate areas for access and manoeuvring).

6.4.3. A land cost applies only where it is necessary to acquire land in lease or freehold or change the use of existing Council land to car parking. To maintain equity between different sites across a settlement and over time while also avoiding undue influence on investment decisions, the land cost is to be discounted and incorporated into the construction cost at a rate equal to the construction cost.

6.4.4. The construction costs will be set as a prescribed fee that has regard to current cost for Council to construct car parking and reviewed annually.

6.5. Payment of the cash-in-lieu of car parking contribution

6.5.1. Payment is to be made prior to the issue of a Building Permit or, where no Building Permit is required, prior to the commencement of use.

6.5.2. The General Manager may accept terms for the staged payment. This is subject to the terms being stipulated in a Deed between the developer, the land owner and the Council, or a Part 5 Agreement, pursuant to section 71 of the *Land Use Planning and Approvals Act 1993* registered prior to the commencement of works or use if works are not proposed. The cash-in-lieu of car parking contribution payment is to be a debt due to the Council recoverable in a court of competent jurisdiction.

6.6. Contributions or other actions equivalent to a cash-in-lieu of car parking contribution

6.6.1. A cash-in-lieu contribution can be met, offset or reduced through actions including but not limited to:

6.6.1.1. The gifting of land; or
6.6.1.2. Capital work by the developer on land external to the principal development site.

6.6.2. Any such alternative shall be accepted or declined by the Council having regard to equivalent benefit of the alternative, the public interest and any relevant provision of this policy or the Sorell Car Parking Strategy.

6.7. Use of cash-in-lieu contributions

6.7.1. All contributions received are to be applied to a cash-in-lieu of car parking contribution fund.

6.7.2. Funds may be used to:

6.7.2.1. acquire land for car parking in the municipal area;
6.7.2.2. construct public parking, both on-street and off-street;
6.7.2.3. improve existing public parking facilities and on-street parking, including vehicle or pedestrian access to public parking facilities;
6.7.2.4. servicing of loans obtained to provide public car parking; or
6.7.2.5. construct or upgrade public transport, walking or cycling infrastructure which would result in a reduced demand for car parking.

6.7.3. Council is not required to consult with the developer on any matter related to the expenditure of any contribution.


Sorell Car Parking
Strategy
Draft 2023

Version Control				
Version	Date	Description	Author	Approver
1	March 2023	Councillor draft	SW	
1.1	July 2023	Updated with Councillor comments	SW	

Context

Car parking is one part of a sustainable and integrated transport system, along with bus, cycling and walking.

Council has made significant investments in all parts of the transport system, including a park and ride facility with amenities for drivers and users, the Neil Davis car park and extensive upgrades of footpaths and walkways.

Given the location of the Sorell LGA within the southern region, the scale of settlements and long-established patterns of land use, the transport system is skewed to private vehicle use.

While this strategy focuses on car parking, Council will continue to support a sustainable transport network. This strategy, for instance, emphasis pedestrian connectivity to car parking areas to limit unnecessary vehicle movements within settlements and help encourage active lifestyles. This strategy also supports further investment in park and ride facilities.

For Council, the provision and maintenance of car parking is a significant expense and requires a long-term focus as to the need for, and the siting of, car parking spaces whilst also maximising opportunities for individuals to choose from a range of safe, convenient and sustainable transport options.

Figure 1.Park and Ride Facility, Sorell

Introduction

Purpose

This strategy provides the first car parking strategy for the Sorell local government area (LGA). The purpose is to identify short, medium and long-term opportunities and actions to ensure a sufficient supply of well designed and sited public car parking as part of a broader sustainable transport network.

Key considerations include the ongoing support for bus services and minimising movements within settlements by encouraging walking between businesses and services.

The strategy has been prepared in the context of multiple drivers and changes including:

- significant population and employment growth across the LGA with long-established annual population growth of rates 3%;
- increased business and commercial construction activity;
- the long-term time horizons associated with planning for any acquisition and development of car parking; and
- the opening of the Sorell Southern Bypass.

The strategy will need to be adaptable and flexible in response to the timing of development and how development seeks to manage car parking.

This strategy:

- Reviews existing car parking provision;
- Anticipates future parking provision based on future development scenarios and potential travel demand;
- Considers opportunities to expand the car parking supply and improve pedestrian access to car parking areas;
- Considers opportunities for public transport and active transport;
- Discussions how the collection and expenditure of cash in lieu of car parking charges can support the implementation of this strategy.

Car dependance in a regional centre such as Sorell is difficult to reduce, with many strategies outside of Council's direct control. This includes the provision of public transport services and broader societal trends that preference private vehicles over other modes. Car dependance has a range of associated costs, including:

- Environmental costs of congestion if drivers circulate to find available parking spaces;
- Competition with other land uses with reduced opportunity for commercial, residential or community land uses;
- Capital costs of car parking provision; and
- Maintenance costs of car parking and road networks.

Contemporary car parking and traffic management strategies seek to reduce demand for parking through encouraging other modes of transport, rather than increase supply. This strategy adopts this perspective but also recognises that rates of growth will generate a demand for additional public and private car parking.

The strategy begins with an overview of related strategies and plans to provide context. It then provides an overview of key demographic and employment characteristics of the area, followed by an analysis of car parking demand; car parking supply; planning scheme considerations, land and construction costs and ends with a number of strategies for car parking ands sustainable transport.

Figure 2. Example of new development in Sorell

Related Strategies and Projects

Sorell Council Strategic Plan

This strategy seeks to build upon the four key objectives of the Sorell Council Strategic Plan 2019 to 2029, and to:

- support the facilitation of regional through through the provision of infrastructure in support of community and business needs and to help support business investment;
- assist in responsible stewardship and a sustainable organisation through assisting long-term financial and capital strategies and through establishing a car parking contributions fund;
- ensure a liveable and inclusive community through supporting increased connectivity and walkability within townships; and
- support increased community confidence in Council through supporting consistent and transparent decision-making.

Sorell Strategic Transport Network Assessment

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 Sorell southern bypass; and
- review the theoretical capacity of the future road network and confirm the suitability of the future transport network to accommodate planned growth, such as through the Sorell East growth corridor.

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 Sorell East growth corridor for residential, industrial, school and local convenience use will generate 18,398 average daily trips.

Full development in the Sorell East growth corridor, together with other traffic growth, may exceed the capacity of the two bypass roundabouts but will not exceed the capacity of the transport network within the town.

The assessment noted that traffic generation for shopping centres does not generally increase as floor area increases. Rather, as additional retail choice comes online the actual number of trips will reduce as the role shifts from meeting daily consumer needs to meeting weekly.

Sorell East Growth Corridor

Future residential growth will occur on the eastern side of the Sorell southern bypass. Future development in this area will also include a school, convenience retail and industrial land use.

Through the Strategic Transport Network Assessment for Sorell, Council has adopted a road network plan up to the bypass corridor which establishes:

- Land between the Sorell Rivulet and bypass will have road connectivity via a roundabout at Pawleena Road and a crossing of Sorell Rivulet at Parsonage Place;
- Connectivity to the eastern side of the bypass via the northern roundabout constructed as part of the bypass and a new flyover; and
- A series of collector roads.

Figure 2. Extract of Strategic Transport Network Assessment showing potential collector roads

The collector road network is the focus on shared pedestrian and cycle facilities, which coupled with a new pedestrian and cycle crossing of Sorell Rivulet, will encourage active transport.

Other Sorell Council Plans and Strategies

Car parks are part of the transport network and are managed through the Transport Asset Management Plan 2021. Council manages 25,292m² of sealed car parking areas and 33,924m² of unsealed car parking areas with a total replacement value of $4.2 million. The current condition rating has 41% in new or very good condition, 45% in good condition and 14% in poor condition. Council also manages a number of public transport stops and shelters with a replacement value in excess of $600,000.

Since 2010 Council has made the follow key investments in car parking:

- Park and Ride, Sorell $307,000 on improvements and reseal from 2019 to 2021;
- Neil Davis Car Park, Sorell $340,000 on land and construction in 2014-15.

Sorell Council has a number of streetscape improvement programs, including the Sorell Streetscape Plan 2021.

Sorell to Hobart Corridor Plan

The Department of State Growth released the Sorell to Hobart Corridor Plan in 2020 (the Corridor Plan). The plan outlines priorities to reduce congestion and improve travel time reliability through road infrastructure, public and active transport, intelligent transport systems upgrade and land use.

Car Parking and Sustainable Transport Investment Timeline

Some of the initiatives described in the Corridor Plan include:

- Transit lands between the Cambridge interchange of the Tasman Bridge for priority access for buses, taxis and multi-occupant vehicles;
- Improve bus frequency and establishing park and ride facilities, including at Midway Point, and Sorell;
- Completing missing cycle path links;
- Improve bus access from the Rosny interchange to improve travel times;
- Provide an alternative Tasman Highway access at Pass Road; and
- Link Flagstaff Gully to the Bowen Bridge.

South East Traffic Solution

The South East Traffic Solution (SETS) encompasses works at Midway Point, the Hobart International Airport flyover, the Sorell Southern Bypass and the duplication of the Tasman Highway from the Hobart International Airport to Sorell.

The Sorell Southern Bypass, the Hobart International Airport flyover and Midway Point intersection works were complete in 2023, with causeway duplications schedule to be completed from 2024.

The scope of SETS works will:

- improve travel time reliability from Sorell to Rosny Park and other eastern shore locations;
- remove some cars and heavy vehicle movements from Sorell township, with amenity benefits of less traffic noise and less through traffic; and
- provide new opportunities for Park and Ride facilities, including new policy measures and incentives to encourage bus patronage within existing contract framework.

The SETS may:

- have a negative influence on travel time reliability from Sorell

to Hobart CBD and other western shore locations by improved traffic flows to the eastern shore potentially resulting in more peak traffic at the Tasman Bridge; and

- create an opportunity or need to provide bus transit lane in the causeway duplications to improve travel times for bus services.

RACT Greater Hobart Mobility Vision - 30 Year Strategy

The 30 year transport vision by RACT seeks to shift travel behaviour from private vehicle to alternative transport such as buses, bicycles, f.. Through increasing the range and affordability of transport choice.

Various initiatives are outlined, including increased residential densification around public transport routes, a single ticketing system, park-and-ride facilities, new ferry routes and improved cycleways. For Sorell, the key initiative is the rollout of 'end of line' park-and-ride facilities.

Sorell Township Urban Master Plan 2015 Update

The 2015 master plan update was prepared before much of the recent growth and activity in Sorell. This is reflected in discussions regarding the amount of vacant commercial land and how the new Sorell Plaza (i.e., Coles) may have flooded the market for new commercial floor space and see existing vacant parcels remain so for some time.

Since this time, critical commercial growth has occurred with low commercial vacancy rates, newer and more diverse business offerings and new proposals for most vacant commercial lots.

Key town centre objectives discussed in the master plan include:

- a multi-functional town centre with a strong sense of local identify and character;
- streetscape improvements to the existing retail street network;
- maintain and enhance a distinction between unique, finer grain high street retail along Cole Street and Gordon Street and larger big box type commercial use;
- high levels of pedestrian accessibility and amenity; and
- clear and consistent signage.

When the master plan was prepared, vacant commercial lots consisted of:

- one 5ha Council owned lot;
- one 2.2ha private lot along Dubs and Co Drive;
- ten small Dubs and Co Drive lots totally 0.65ha; and
- various residential properties in commercially zoned areas.

Since this time:

- The majority of the Council land has been developed principally for community purposes such that the formally underdeveloped north-west section of the commercial area now has a clear community purpose function;
- Developments are under construction or approved for the majority of the Dubs and Co sites, with all approved developments deficient in car parking spaces due to the narrow width and small size of the lots;
- A number of new businesses have commenced with effectively all floor space occupied across the town; and
- The Sorell Southern Bypass will reduce private and heavy vehicle movements through the town.

The bypass is a significant opportunity to improve the amenity of the town. The economic effects are expected to be positive with the bypass unlikely to reduce trade to any significant degree.

Demographic and Employment Considerations

Age and demographics

The demographic character of the Sorell LGA is mixed. Relative to Greater Hobart, there is a higher proportion of people aged 0-4 years and 10-14 years and a higher proportion of people between 50 and 74 years. There is relatively fewer people aged between 20 and 39 years with similar proportions of people aged 40 to 49 years. That the population is both relatively older and younger is an important consideration to how people access retail centres given both older and younger people have less mobility choice. This is also indicative of a strong community that is ageing in place as well as a growing number of young families. Both demographic shifts correspond with the increase in dwelling construction activity since 2018.

Industries & Employment

As at July 2021, a total of 3,232 jobs exist in the Sorell LGA. The major sectors by employment are Retail Trade; Construction; Accommodation and Food Services; Agriculture, Forestry and Fishing; and Manufacturing. Relative to Southern Tasmania, more people are employed in each of these sectors. There are relatively less jobs in Health Care and Social Assistance: Education and Training; Professional, Scientific and Technical Services; Arts and Recreation Services, Wholesale Triode and Transport, Postal and Warehousing.

https://economy.id.com.au/tasmania/employment-capacity?WebID=880

Between 2015/16 and 2020/21, significant employment growth occurred in Agriculture, Forestry and Fishing; Accommodation and Food Services; Construction; Manufacturing; Electricity, Gas, Water and Waste Service and Education and Training with a fall in Retail Trade.

Key industries in terms of economic output are Agriculture, Forestry and Fishing; Construction; Manufacturing (particularly food product manufacturing); Health Care and Social Assistance and Retail Trade.

Travel to Work

The majority of residents choose to commute outside the Sorell LGA for employment. In 2021 there were 3,232 jobs within the Sorell LGA and 7,917 employed residents equating to a jobs to residential ratio of 0.42[1]. In general terms, this means that should the majority of residents desire to work within the LGA, there would not be enough jobs. The ratio's for nearby LGAs are Brighton (0.46), Tasman (0.91), Clarence (0.65) and Derwent Valley (0.66). Increasing the employment base is important for a wider range of choice for residents.

Within Sorell, the sectors with the highest jobs to resident ratio are accommodation and food services (0.73), agricultural, forestry and fishing (0.72), retail trade (0.61), manufacturing (0.56) and retain, hiring and real estate services (0.49). The lowest sectors are information media and telecommunications (0.12), public administration and safety (0.17) and electricity, gas, waste and waste services (0.21).

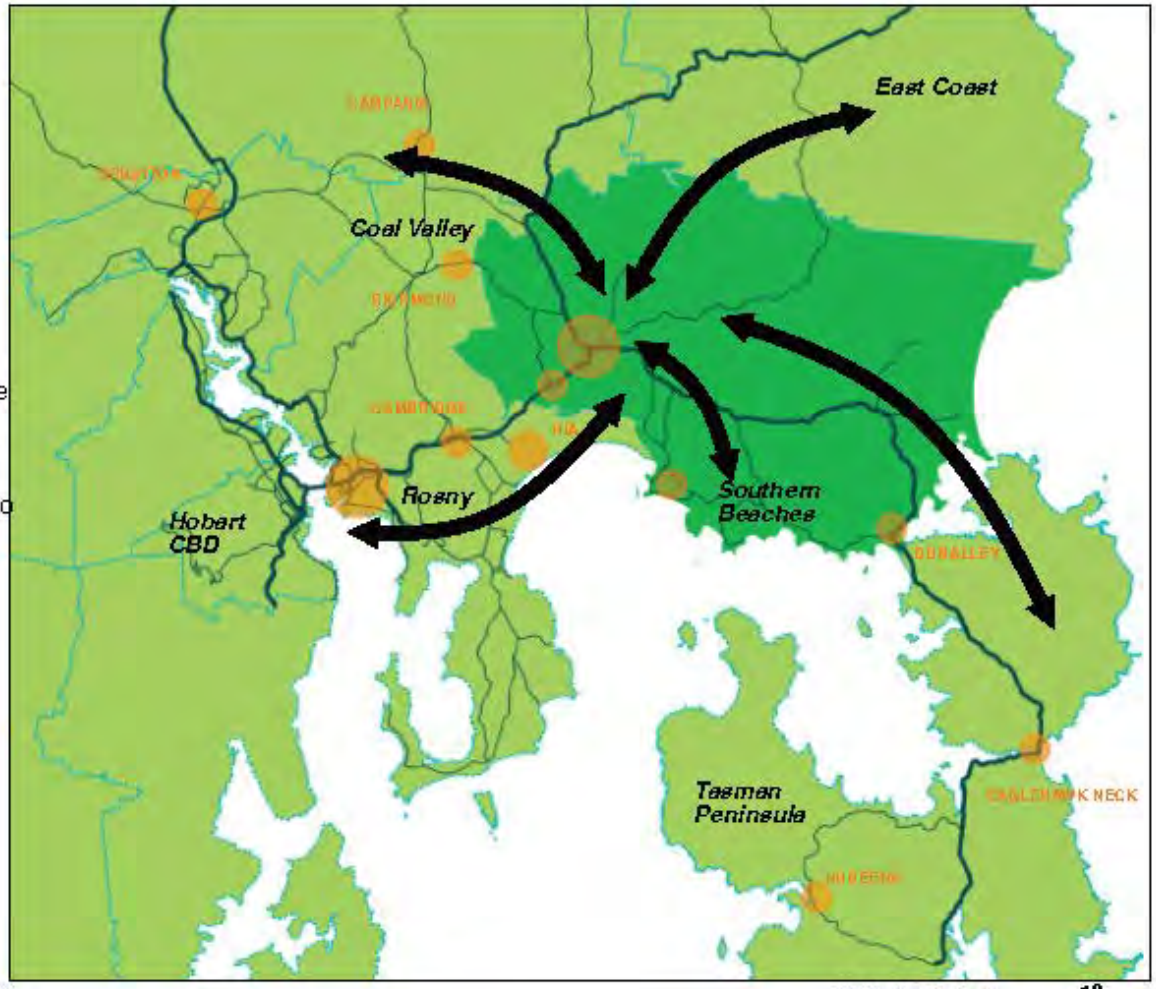
How people travel to work affects how they travel to retail areas. Many vehicle trips to retail areas are made on the way to or from employment.

Car Ownership

The average number of vehicles across the LGA is 2.1 per household, which is higher than the Tasmanian average. More than 27% of households have 3 or more registered vehicles, which is also higher than the Tasmanian rate of 22%. The rate of car ownership within the main settlements of Midway Point and Sorell is lower at 1.9 and 1.7 vehicles per household respectively. Car ownership, and in turn, reliance on private vehicles is high and reflective of the location of the LGA within the southern region, the dispersed settlement pattern and existing levels of self-sufficiency for employment and social services. Greater use of sustainable transport methods such as cycling, walking and public transport can be encouraged through providing increased opportunities and choice. This can be through park and ride facilities, shared paths and high levels of connectivity across an urban environment.

South East Region

The Sorell LGA is the central hub of Tasmania's south-east. The LGA is the gateway to the Tasman Peninsula and to the east coast as well as being located in close proximity to the Hobart International Airport (HIA).



Car Parking Demand

How much public or private car parking can be anticipated for a local centre can be estimated through consideration of:

- expected changes and increases in land use and floor area within an activity centre, which are both influenced by population and demographic change;
- assessing the likely parking requirements associated with the above; and
- considering how parking can be provided given existing conditions and constraints, such as the road network and established development.

Car parking demand is generally driven by increased floor area for retail, office and related land uses. Floor area growth is, in turn, driven by population change. The LGA total population is expected to grow to almost 23,000 by 2042 from 16,734 in the 2021 census. Thus, floor area will increase over time.

As commercial centres expand their floor area, the range of services increases and individuals are more likely to make multi-use trips. As noted in the Sorell Transport Network Assessment, as floor area increases the rate of traffic generation decrease (i.e., traffic will increases but at a slower rate for each additional square metre of floor area). Traffic generation can be further reduced by good pedestrian connectivity across the activity centre which encourages walking from premise to premise where possible.

In terms of how much additional floor area may be anticipated in Sorell township, some approximations can be made based on population. For instance, a ratio of 2.2m² of new retail floor area per additional resident is a commonly used approach to estimating demand.

There is approximately 41,800m² of floor area in Sorell township across retail, service industry, healthcare, community, food & beverage and professional services. For a LGA population of 16,743 this is a ratio of 2.5m² of floor area to each resident. This actual ratio of floor area to population is close to the 2.2m² rate and therefore it is reasonable to apply the 2.2m² rate for current purposes.

Based on the ratio of 2.2m² of floor area per resident, the population growth is likely to create a demand for 13560m² of additional floor area to year 2042 or 645m² per year.

Assuming one car parking space per 40m² (as a rough average across retail, office and food & beverage uses), would equate to 339 additional parking spaces.

In terms of the allocation of private to public, in comparable regional townships there is a typical ratio of 50% public to 50% private owned car parking. This public car parking includes on-street and off-street parking. On this basis, it is reasonable to anticipate a demand for 170 public car parking spaces by 2042.

Whether a this demand is realised, or a higher or lower amount is realised, will obviously depend on the future rate of development and how these developments provide car parking and support pedestrian movements through the town.

Car Parking Supply

Vehicle parking in towns and settlements is a comprised of off-street public and private car parking spaces and on-street spaces. Public spaces are principally provided by Council but are also provided by the Parks and Wildlife Service, particularly in coastal recreation areas.

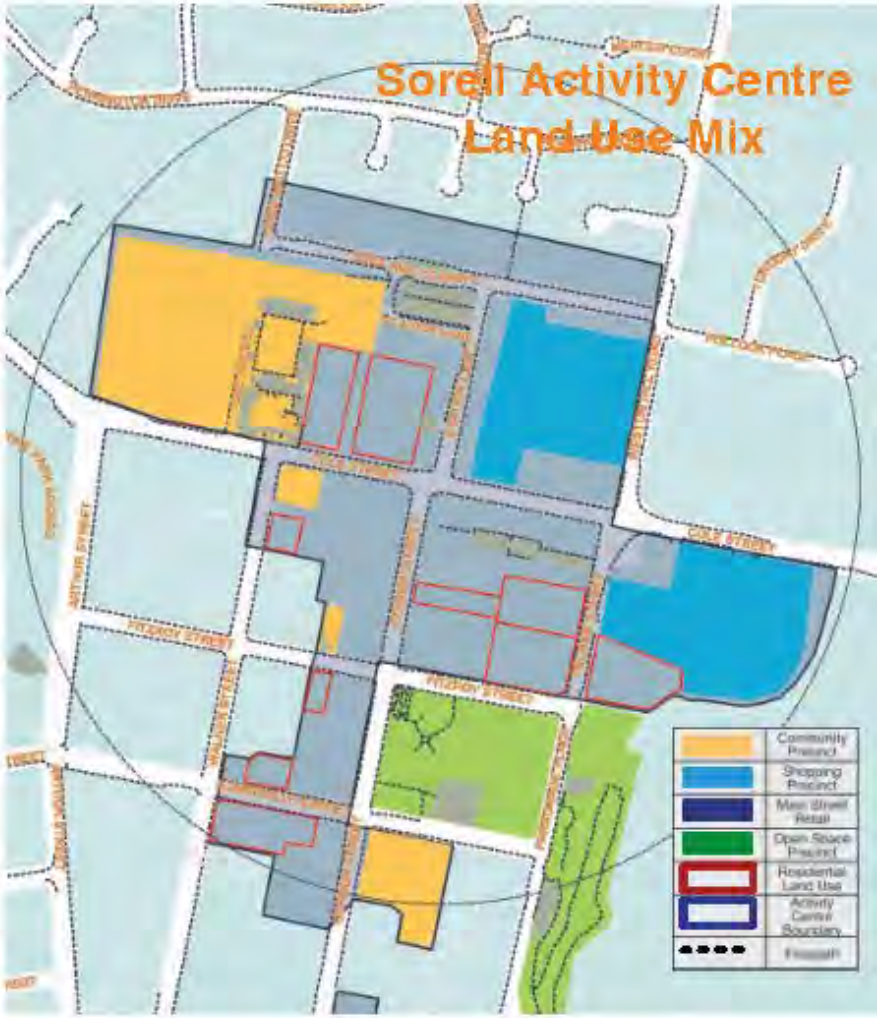
The following is a summary of car parking in commercial and other activity areas for each settlement.

Sorell

Sorell is a regional hub for retail, health, education and community services. Sorell is also one of the fastest growing populations centres in Tasmanian with annual growth rates above 2%.

The Sorell activity centre is principally focused on Gordon Street and Cole Street across a total area of some 27 hectares. The activity centre is zoned General Business and extends north-south from Parsonage Place to Dubs and Co Drive (900m) and east-west from Arthur Street to the Sorell Rivulet (750m).

The north-west area of the activity centre is focused on community services such the Council CAC (civic administrative centre), the new emergency services hub, health centre and RSL/memorial hall. The north-east area contains the two supermarket centres. The remaining parts of the activity centre are a mix of strip retail, food services and other uses.



A number of different parts of the activity centre which in total occupy a significant amount of land have a dominant residential use.

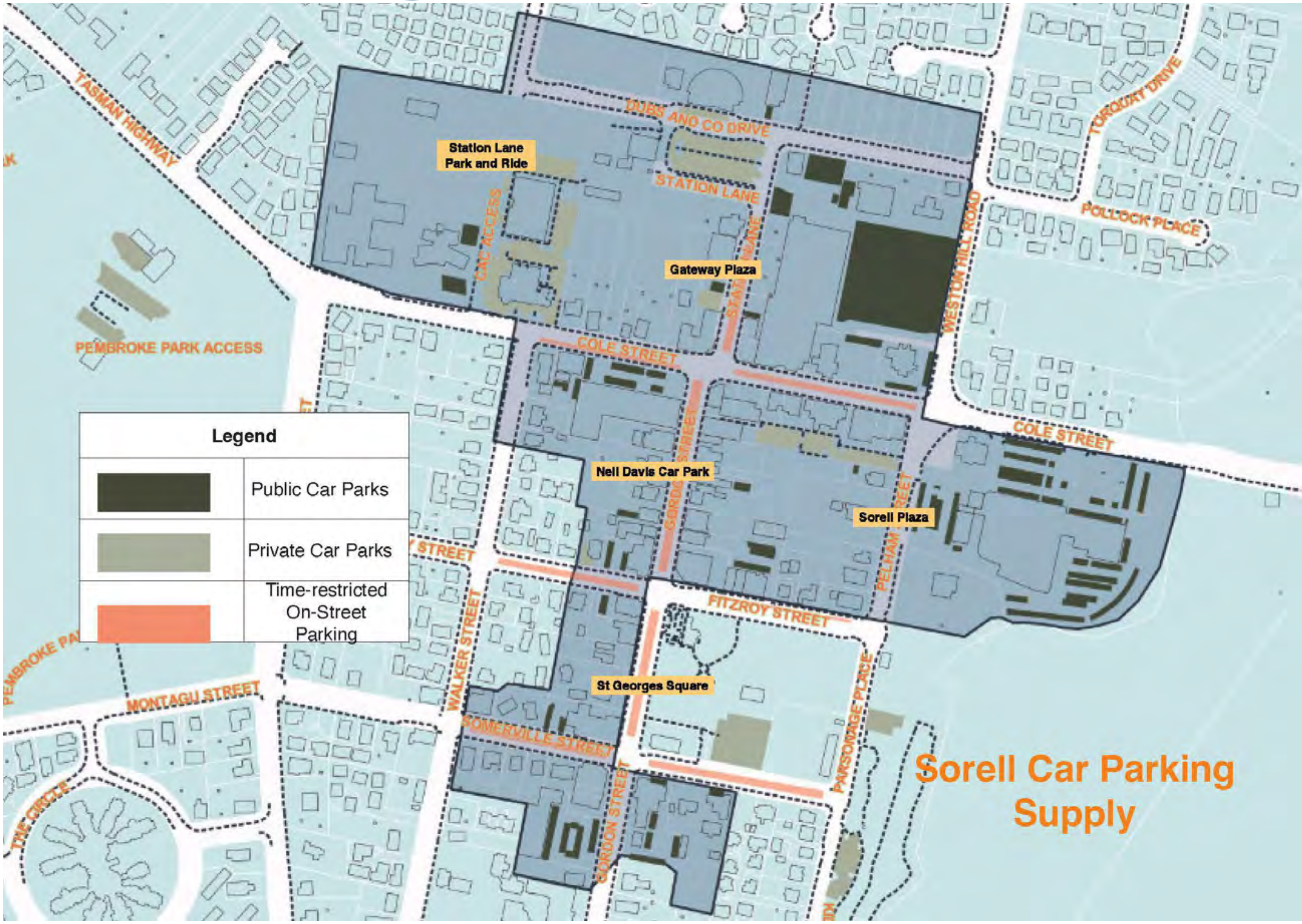
The township function is, at present, heavily car dependent. All traffic to Tasmania's east and south-east coasts from Hobart runs through Sorell. Through traffic has reduced with the Sorell Southern Bypass, although this has not yet been quantified by the Department of State Growth. The bypass creates an opportunity to reconsider the street level amenity of the town and the destination-based movement of vehicles and pedestrians. Convenient public car parking is important in this respect, particularly that which enables individuals to walk to multiple services in the town.

There are good levels of car parking in terms of numbers and spread through the town, although this is inclusive of the two private supermarket plaza car parks. Movement of pedestrians from car parks is, however, limited due to the effects of pass-through private vehicles, heavy vehicle movements, the limited number of pedestrian refuges and limited connectivity through private commercially zoned land.

Car parking surveys show available capacity in all off-street parking areas with a strong demand for short-term car parking spaces along Cole Street and Gordon Street.

Table 1. Sorell car parking spaces

Off-Street (Council)	Neil Davies	51	Refer discussion below
	CAC, Memorial Hall & RSL	112	Refer discussion below
	Pioneer Park	40	For tennis court and playground.
	Pembroke Park	50 at ovals &166 at stadium	
Off-Street (Public)	St Georges Square (Somerville Street)	50	Refer discussion below
Commuter	Station Street	70	Refer discussion below
Off-Site (Private)	Coles Complex	320	Refer discussion below
	Woolworths Complex	383	Refer discussion below
	Others	250 (est.)	
On-Street (Line-Marked)	Fitzroy	26	One hour time limit
	Cole	67	One hour time limit
	Gordon	86	One hour time limit
	Station Lane	8	One hour time limit


Sorell Car Parking Supply
Legend
Public Car Parks
Private Car Parks
Time-restricted On-Street Parking
Station Lane Park and Ride
Gateway Plaza
Nell Davis Car Park
Sorell Plaza
St Georges Square
TASMAN HIGHWAY
DUBS AND CO DRIVE
STATION LANE
CAC ACCESS
COLE STREET
COLE STREET
WESTON HILL ROAD
TORQUAY DRIVE
POLLOCK PLACE
PEMBROKE PARK ACCESS
FITZROY STREET
PELHAM STREET
WALKER STREET
MONTAGU STREET
SOMERVILLE STREET
GORDON STREET
PARSONAGE PLACE
THE CIRCLE

Sorell Park and Ride

Description

Sorell Park and Ride provides 70 spaces for commuter purposes, of which four are disabled spaces. Access is from Station Lane with a dedicated bus lane from Dubs and Code Drive through to Station Lane. Facilities include bus shelters and street lighting.

Typically, 55% of spaces are occupied the day. Figures from 2022 indicate that between 50 and 55 customers board services each day from the facility. As a commuter facility, there are no weekday time restriction.

As further development takes place along Dubs and Co Drive, the facility will become more centralised and convenient for short and medium term parking. The adjacent Gateway Complex has a significant oversupply of car parking spaces and is in effect a quasi-public car park.

Discussion

The majority of Dubs and Co Drive lots are small and narrow, limiting options to provide car parking on site. This constraint may increase usage of the park and ride facility for short and medium term parking, particularly as there is no other public car parking within 100m to 200m of the site. A challenge to manage the park and ride facility is the inability to limit users to commuters only. Spaces that are not taken up by early morning commuters may therefore be utilised for short-term parking by customers of nearby businesses which will constrain parking by commuters using services later in the day. It is reasonable to expect that with further business growth in the northern part of the activity centre, there will be increased usage of short and medium term public car parking. The Gateway Complex does, at present, fulfils a public car parking role given its central location and the large supply of spaces. This may change, however, depending on the numbers of car parking provided when the Gateway Complex is redeveloped at some future point in time.

Neil Davis Car Park

Description

The Neil Davis Car Park provides 51 sealed car parking spaces, of which two are disabled access spaces, and approximately 16 informal spaces to the rear. Vehicle access is via Pelham Street. The car park is conveniently located to the rear of Cole Street properties from Pelham Street to Gordon Street with pedestrian access to Gordon Street and Cole Street available at four locations through private property.

Usage is variable. The site is heavily utilised during peak usage of the Zap gym and generally has a 40% to 50% occupancy at other times.

The vehicle access to the site is close to the roundabout and can be difficult to access at peak times.

Discussion

There is potential to extend the car park through the rear of Pelham Street and Gordon Street properties and to Fitzroy Street. Doing so could facilitate new development at the rear of existing properties, increase the number of car parking spaces and, importantly, increase the number of pedestrian access points and functionality of the car park.

Sorell CAC, Memorial Hall and RSL

Description

Car parking is for users of the various facilities. Access is via the CAC access road which is a two-way dead-end road that will, in the future, provide a northbound one-way connection to Dubs and Co Drive for use of the emergency services hub.

Discussion

There is an oversupply of car parking in this area, particularly adjacent to the Council CAC. However, the limited road connectivity and distance from retail spaces limit a broader usage. The current oversupply may also be taken up over time as further community facilities are taken up by the jobs hub, park, cultural precinct, expansion of the health centre and future development of remaining vacant land.

Gateway Centre and Sorell Plaza

Description

The two shopping centres provide 741 car parking spaces. These are, by some distance, the dominant parking areas.

Discussion

Table 2 lists Council off-street parking provided in other settlements. The provision of off-street parking is generally limited and tied to land use, such as recreation and open space facilities.

Table 2. Car Parking Supply in other settlements		
Dodges Ferry		
Council Off-Street	Boat-ramp	20 approx.
	Blue Lagoon	20 approx.
	Skate Park	18
Other	Recreation Ground	80 approx.
	School	120
Midway Point		
Council Off-Street	Community Centre	15
Lewisham		
Council Off-Street	Nil	Nil
Other	Boat Ramp	20 approx.
Dunalley		
Council Off-Street	Foreshore	36 approx.
	Hall	27
	Skate Park	23
	Cannery	26
Carlton		
Council Off-Street	Nil	Nil
Other	Surf Club	30 approx.
Primrose Sands		
Council Off-Street	Nil	Nil
Other	Boat Ramp	Nil formal

Car parking for the newer Sorell Plaza is principally provided for customers of the Plaza. The location of Sorell Plaza is such that it is not convenient for people to park and walk to business not on the Plaza site. The larger Gateway Centre car park is centrally located and does provide a quasi public car park role. Gateway also has significant redevelopment potential given the age of buildings and the extent of undeveloped land.

St George's Square (Off Somerville Street)

Description

This is a privately owned car park attached to the St George Square block. There are approximately 50 car parking spaces accessed from Somerville Street and principally used by the adjacent bowls club and for church services. The car park can be accessed via paths within St Georges Square which connect to Fitzroy Street, Gordon Street and Somerville Street. There is no footpath direct from the car park to Parsonage Street.

Discussion

The car park, being private, has no signage from Gordon Street or Parsonage Place for passing traffic and is underutilised.

St George's Square is the largest area of open space in Sorell. It is centrally located, flat and has strong street presence. It is also an underutilised area which is largely limited to occasional events in addition to church use.

Bus Network & Stops

A long standing challenge for the community is the absence of a Metro bus services. Bus services are provided through a private operators, Redline and Tassielink, on long-term contracts with the Tasmanian Government. Relative to a metro service, the services are more costly and less frequent.

Sorell Council, with the support of the Department of State Growth, has made significant investments to encourage bus usage through the construction a park and ride facility in Sorell and the allocation of land for a proposed facility in Midway Point. Council has also renewed all school and private bus stops with signage, concrete pads and weather shelters. These works have sought to improve the convenience, safety and amenity of bus users.

The current bus service consists of:

- Eight weekday services from Sorell to the Hobart Interchange: 6am, 7.20am, 7.30am x 2, 9am, 11am, 12pm, 2pm, 4pm and 5pm. Only one service is direct to Hobart which runs only on school days. Other services run to the Rosny Interchange, with some also running through Midway Point and Cambridge Park. These services are a 40 minute to 55 minute trip.
- Seven weekday services from Carlton to the Hobart Interchange via the Southern Beaches and Sorell: 6.25am, 6.45am, 7.25am, 9.25am, 12.25pm, 2.25pm and 5.05pm. These services are generally a 75 minute trip.
- Five weekend services from Sorell to the Hobart Interchange: 9am, 11am, 12.15pm, 1pm and 5.45pm.
- Four weekend services from Carlton to the Hobart Interchange via the Southern Beaches and Sorell: 7.25am, 9.40am, 1.55pm and 2.25pm.

From 10 July 2023, some adult and concession fares are reduced with adult fares being $7.20 one-way from Sorell to Hobart and $8.80 from Carlton to Hobart, with a 20% discount available for a 10 trip pass card. Concession fares are $2.40 for Sorell and $4.40 for Dodges Ferry / Southern Beaches.

Redline also plan to roll out new, larger buses during 2023 and 2024.

Usage numbers are in the order to 8,500 customers per month and are increasing. It is expected that the combination of reduced fares, new buses and increased park and ride will further increase usage above 10,000 per month.

There are a limited range of levels available to Council to support bus usage. However, Council can continue to:

- Provide and maintain good pedestrian connectivity to bus stops
- Advocate for improved travel time reliability through express bus services and provision of transit lanes.

Area Connect run a twice weekly service from Primrose Sands to Sorell that is pre-booked and collects patrons from the door. This service is currently $5.50 for adult and $2.80 for concession.

Planning Scheme Provisions

Car Parking Ratio's

The State Planning Provisions establish car parking requirements for land uses, as summarised in Table 3.

The planning scheme provides discretion on the number of car parking spaces to be required which as regard to:

- The likely rate of car parking generated by the specific land use proposed, which may establish that a lesser (never greater) car parking demand will be generated having regard to the nature and intensity of the use; and
- The availability of public car parking in the vicinity of the site.

Numbers can also be reduced having regard to the availability and frequency of public transport, which is not applicable to the Sorell LGA.

Generally, the ratio's applied in the planning scheme are conservative as they do not account for multiple-use trip or multiple uses on a site or across a broader area.

Car Parking Design Standards

Design requirements are specified in the planning scheme and in Australian Standard AS 2890 – Parking facilities, Parts 1 – 6. There are some inconsistencies between the two documents with the scheme adopting lesser requirements for aisle width and passing in certain circumstances. The Australian Standard should prevail in the event of inconsistencies.

Table 3 State Planning Provisions Car Parking Rates

Use		Car Parking	Bicycle Spaces
Bulky Goods Sales	Bulky Goods Sales	15 spaces or 0.5 spaces per 100m² of site area	No requirement
Business and Professional Services	Bank, real estate agency, travel agent	1 space per 50m² of floor area	1 space per 500m² of floor area
	Office	1 space per 40m² of floor area	1 space per 500m² of floor area
	Doctors' surgery or clinic	4 spaces per practitioner	2 spaces for each 8 practitioners
	Veterinary centre	4 spaces per practitioner	No requirement
Community Meeting and Entertainment	Art and craft centre	1 space per 30m² of floor area	1 space per 50m² floor area or 1 space per 40 seats
	Library or public art gallery	1 space per 20m² of floor area	4 spaces plus 2 spaces for each 1500m² of floor area
	Cinema, place of worship, civic centre, or function centre	1 space per 15m² of floor area, or 1 space per 3 seats	1 space per 50m² floor area or 1 space per 40 seats
General Retail and Hire	General Retail and Hire	1 space per 30m² of floor area	1 space per 100m² of floor area

Cash in Lieu of Parking

Where a development cannot provide for some or all of its car parking demand onsite, a cash in lieu of parking contribution can be imposed. If that contribution is applied to planned public car parking provision, net benefits to the developer and the community can arise, given that:

- the development site can be developed, or more intensively developed, than would otherwise be the case, which maximises the broader economic benefits of additional employment and services;
- public car parking will support a number of businesses and premises in the area;
- public car parking is often more efficient and better utilised than private car parks; and
- the overall provision of parking can be more efficient in how land is used across a commercial area.

Cash in lieu is appropriate where there is a direct nexus between the proposed land use and the need for additional car parking above that provided on site together together with a clear plan by Council to fund additional car parking.

Council has an adopted fee of $7,500 per space (for the 2020/21 financial year).

Development of a policy for the taking and expenditure of cash in lieu of car parking is necessary to ensure the process is applied in a consistent and transparent fashion. The policy should also consider establishing a car parking fund similar to how other development contributions such as public open space are managed.

Cost Analysis

Land Cost

Land sales in the Sorell activity centre, principally along Dubs and Co Drive, from 2020 indicate a market rate ranging from $355 to $470 per square metre. Assuming 30m^2 per car parking space inclusive of aisle, this equates to $10,650 to $14,100 per space.

Construction Cost

An open bitumen car park inclusive of drainage and line marking will cost from $2,850 to $3,450. This assumes 30m^2 per space and a rate of $95 to $115 per square metre.

Two to three storey car parking structures have an estimated cost from $22,400 to $29,120. This assumes 32m^2 per space and a rate of $700 to $910 per square metre.

Implications

Car parking is a significant cost. With respect to cash in lieu contributions, Council's either specify a rate based on construction cost and requiring an land value for acquisition or a consolidate rate per space. Cash in lieu contributions may influence investment decisions if one site is subject to a construction cost and another site a construction cost and land value. A consolidate rate apportions costs across development sites and can be factored into all investment


Woolworths
Gateway Plaza

Car Parking Strategy

The following outcomes a number of strategies related to car parking, including:

- Commuter car parking;
- Funding and contributions; and
- Township specific opportunities.

Vision and objectives

The vision for the ongoing provision of public car parking in the Sorell LGA is that:

> *Car parking provision is fair and efficient through balancing business and community needs, the cost of car park construction and the need to further develop a sustainable travel network of increased public transport, walking and cycling opportunities.*

Progress towards this vision is to be furthered through delivering on four key objectives and a number of strategies. No one objective or strategy has priority over the other. Some strategies are more immediate whilst others will require implementation over the long-term.

Objective 1: Car parking is fair through:

- enabling safe access to all community members;
- monitoring the need for, and provision of, disability access parking;
- new infrastructure is provided within a reasonable user pays framework;
- new infrastructure is well located to meet the needs of multiple business and community functions; and
- the need for new infrastructure, other than park and ride facilities, is minimised through support of sustainable travel patterns including walking, cycling and public transport.

Objective 2: Car parking is efficient through:

- ensuring high turnover of the most utilised car parking spaces in high activity areas;
- encouraging pedestrian connectivity and walkability;
- enabling contributions by private development towards consolidated public car parking where public car parking will be highly utilised across the activity centre;
- high-cost public expenditure on car parking is minimised in the long-term through increasing use of sustainable transport networks within and between settlements.

Objective 3: Car parking supports a sustainable transport system through:

- facilitating convenient access to Sorell from the broader south-east region;
- providing high levels of walkability from public and private car parks to multiple destinations within settlements; and
- continued sound investment in park and ride infrastructure and improved public transport.

Objective 4: Car parking enhances public spaces though:

- siting behind front facades to maintain street level activity and an emphasis on active and attractive building design;
- high quality landscape treatments;
- safe and convenient road crossings; and
- good lighting and crime prevention design strategies.

The following details a number of strategies to implement these objectives through six themes:

1. On-street car parking control
2. Commuters and travel between settlements
3. Funding
4. Signage & wayfinding
5. Township considerations
6. Non-car trips

Strategy 1: On-street car parking control

Parking restrictions ensure that a regular turnover of high demand spaces occurs by limiting longer-term parking and ensure available parking for disability access.

Council implements one hour parking limits along several streets. These limits appear to work effectively in ensuring these highly trafficked parking spaces are regularly turned over and utilised for short-term use associated with nearby businesses. Similarly, disable parking spaces are provided adjacent to healthcare services.

Strategy

1.1 Recognise that the need for, and period set, time-based parking restrictions is dependant on adjoining land uses and these will change over time.

1.2 Continue to monitor the effectiveness of time restrictions and adjust as appropriate.

1.3 Provide on-street accessibility parking in appropriate locations where demand is high and where off-street alternatives do not exist.

Strategy 2: Commuters and travel between settlements

To support more frequent, reliable and utilised bus services, Council will continue to support bus patronage. Commuter Park and Ride facilities, to date, have been an important investment to support patronage through a convenient and secure parking services. Park and Ride facilities also support the business community by avoiding long-term occupancy of parking spaces that should be turned over throughout the day.

There are a number of considerations with respect to the siting of park and ride facilities:

- a location central to a residential catchment to maximise the service area population and potential users
- a location adjacent to major roads and highways can act as self-promotion of the service and also make use of otherwise underdeveloped road reservations, and
- locating close to business areas can reduce the overall number of trips within a settlement and help support overall business activity and will often be close to other amenities such as public toilets.

There is a need to have or provide continuous footpath and pathway connectivity and to incorporate bicycle storage.

It will not always be possible to identify available sites that meet all of these considerations and some trade-offs will be necessary.

Additional commuter car parking will improve the convenience of bus transport and support usage and service increases. Moreover, it is anticipated that the existing park and ride facility at Sorell will transition to short and medium-term parking, particularly if no other public car parking facilities are provided. Commuter car parking through the Southern Beaches should also be prioritised.

Strategy

2.1 Advocate for further investment in park and ride facilities by the State Government, building upon their current commitment to Midway Point.

2.2 Monitor usage of the Station Lane park and ride facility and seek to maximise usage and lifespan.

2.3 Explore two opportunities in Sorell for a second park and ride facility in Sorell to support bus patronage and provide an alternative to the Station Lane facility.

2.4 Advocate for further implementation of the South East Traffic Solution to improve travel time reliability for bus services.

2.5 Explore opportunities in Dodges Ferry, Lewisham and Carlton for Park and Ride facilities.

2.6 Advocate for an expansion of the Redline bus service to Primrose Sands, which could also capture Dunalley, and support through Park and Ride facilities.

2.6 Ensure bus shelters are sufficiently large to accommodate social distances and protection from sun, wind and rain.

Dodges Ferry Opportunities: Junction Street & Shark Park

The area off Junction Street is a wide road reservation that is currently used for private property accesses for a number of lots using a gravel formation. The area could accommodate 35 vehicles and is within 250m of the local retail area. This area is convenient for the majority of Dodges Ferry residents and is accessible from Carlton Beach Road and Bally Park Road.

The wide road reservation at the entrance to Shark Park could also accommodate a large number of vehicles. This area is opposite the second business area in Dodges Ferry and is more accessible for Carlton residents who use Carlton River Road.

Sorell Opportunity 1: Northern by-pass roundabout

Between the alignment of the by-pass, the roundabout and Nugent Road there is more than one hectare of underutilised land. Park and Ride in this location would be convenient to users being close to the Arthur Highway, be highly visible to potential uses and also be within 1000m of retail services.

A bus loop could be established linking Station Lane to this site. This site would suit commuters from the east, while Station Lane would suit commuters from Sorell township and further west or north.

Sorell Opportunity 2: Arthur Street

The road verge along Arthur Street, adjacent to the main oval, is a wide road reservation within 400m of the Coles Street and Gordon Street intersection. There are no land acquisition costs. Users would be closer to retail services compared to the by-pass roundabout option but with enough separation that the car park would not be used for short-term purposes.

Existing Arthur Street frontage

Draft Sorell Car Parking Strategy

Car Parking Strategy 26

Strategy 3: Funding

The acquisition of land and provision of infrastructure for public car parking is a significant cost. Given the location of the Sorell LGA within the southern region and the existing free car parking policy within the Clarence LGA, user pays charging for short-term parking is not viable at this stage.

User pays charging should be considered if a specific use is the reliant on, and the sole user of, public car parking spaces.

As noted earlier, cash in lieu of car parking spaces is an existing tool that can assist both developers and Council achieve their respective aims.

Strategy

3.1 Adopt a cash in lieu of car parking policy that will enable consolidated parking areas to be provided and maintained, inclusive of paths and associated infrastructure that support sustainable transport methods.

Strategy 4: Signage, Wayfinding & Lighting

Maximising the use of existing supply requires useful information to drivers as to the location and availability of parking within an area.

Sufficient lighting of car parking areas is important to provide safety and to support the safe movement of people through car parking areas.

Strategy

3.1 Provide wayfinding signage in all commercial areas.

3.2 Improve lighting to public car parking and to parking at Council owned buildings and facilities.

Strategic Theme 5: Township opportunities

Sorell

Notable considerations for car parking in Sorell include:

- Recent development of child care, retail and food services developments along Dubs and Co Drive. These narrow lots are restricted in onsite car parking demand and are close to the Park and Ride facility;
- Whether the remaining under-developed sections of the activity centre, such as between Station Lane and the Council CAC will be consolidated and re-developed;
- The quasi-public car parking provided at the Gateway Plaza;
- Walkability is limited in some locations through excessive use of blank building facades, limited pedestrian islands, limited seating and shade; and
- Potential to extend Neil Davis Car Park.

Strategy:

5.1 Maintain Park and Ride facilities in one or more convenient locations.

5.2 Increase the supply of public car parking.

5.3 Enhance connectivity to public car parking through paths and design requirements for new building.

5.4 Establish appropriate urban design and car parking outcomes for private development, particularly key redevelopment sites such as the Gateway Plaza.

5.5 Ensure staff parking is provided onsite.

Strategy 5.1 Park and Ride - Implementation Options

The Station Lane Park and Ride facility will, over time, be increasing used for short to medium term parking. The site is centrally located and that there is no practical way to regulate for exclusive long-term occupancy without adopting a payment system. This situation necessitates a need to consider a second Park and Ride facility and additional short-term parking.

The Station Lane Park and Ride facility should be managed to prolong its role as long as possible. If a second facility is required, Station Lane could be modified to better suit short-term use and provide an increase in public car parking supply (see strategy 5.2).

Strategy 5.2 Increased Supply - Implementation Options

Opportunities to increase supply include:

- A Station Lane loop;
- The expansion of the Neil Davis car park; and
- Securing St Georges Square.

These options are outlined in following pages.

Strategy 5.3 Connectivity - Implementation Options

While foot, cycle and bus movements will increase, and will be actively supported, it is reasonable to anticipate that Sorell will, like any equivalent rural service centre, remain car dependant.

Private car movements within the activity centre can be minimised by conveniently located public car parks that have good connectivity to multiple streets and good levels of safety, lighting, amenity and weather proofing. Connectivity and amenity will encourage walkability between business premises.

It is important that siting and design of new public car parking emphasises the movement of pedestrians through town blocks. Direct entrances from car parks to buildings is important for the convenience of customers and avoiding longer and more weather exposed routes. This outcome can be supported through requiring buildings greater than 250m^2 to have entrances from each road frontage and from adjoining public land or car park (where applicable).

Council can also work with land owners to improve the amenity and safety of existing pedestrian access points to Neil Davis Car Park.

Strategy 5.4 Redevelopment Sites - Implementation Options

Parking is Sorell is principally private with the two supermarket sites providing the dominant supply. The Gateway Plaza has an oversupply of 190 spaces relative to current planning scheme requirements. Future redevelopment of Gateway Plaza may or may not maintain an excess of supply. The site cannot, however, be relied upon to fulfil a role as a public car park. Nevertheless, the supply of car parking will be a key consideration for any redevelopment of either supermarket sites and consideration should be given to encouraging or supporting an oversupply if other supply increases are not secured. The Gateway Plaza is a major re-development site occupying some 2.3 hectares and the majority of the towns central block. Pedestrian access to the site from all four streets and full development at ground level should be key outcomes for this site.

Station Lane Loop Supply Option

There is one hectare of land between Station Lane and the Council CAC across six lots (five of which have residential use). Many lots are narrow and deep and difficult to develop. Council is further developing the land to the west with the jobs hub, cultural precinct and plaza at. This will consolidate a community precinct in the west and business precinct in the east, placing greater need for improved connectivity between the two areas.

A looped access road, as shown, would facilitate additional car parking and development potential and, importantly, provide additional connectivity between the community and retail precincts in Sorell. Equivalent benefits would flow from any east-west connection across the area.

The concept plan would require approximately 1500m^2 of land for the loop and 90 degree parking and a further 600m^2 to 1000m^2 area for a off-street car park.

Implementation of the concept would require coordination between Council at the effected landowners. A staged approach may be necessary.

Neil Davis Expansion Supply Option

The central location and good pedestrian connectivity to Neil Davis car park can be expanded by a southern extension. The rationale is to enhance pedestrian connectivity through this part of Sorell and the enable additional commercial development to the rear of existing sites.

This arrangement is similar to the parking plan outlined in the 1993 planning scheme.

The key outcomes are:

- Ensure pedestrian access to Cole Street and Gordon Street is maintained or enhanced in any site redevelopment or obtaining public rights of way.
- Monitor usage and seal the gravel section when required using available cash in lieu funds.
- Secure additional land and/or right of way to enable the car park to be extended in a southerly direction and maximise pedestrian connectivity and amenity between Cole, Gordon and Fitzroy Street.

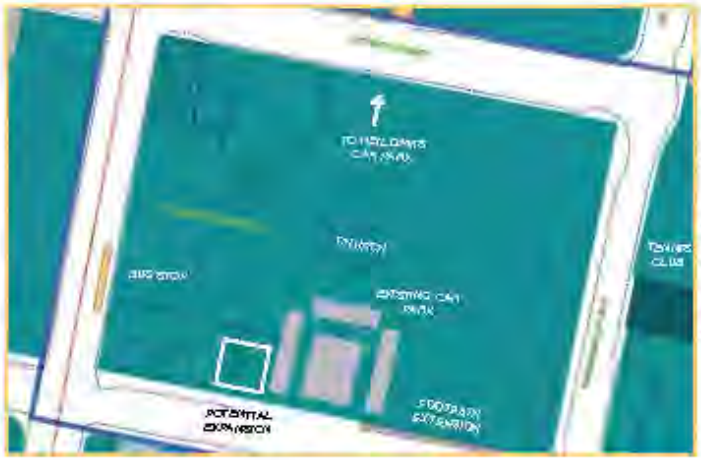
Again, this concept involves multiple owners.

St George's Square Supply Option

The southern part of the Sorell activity centre has no public car parking area. Most businesses currently meet their parking demand onsite or on-street. Securing an off-street public facility is considered important as commercial activity will intensify over time, particularly as six of the twelve General Business zoned properties along Somerville Street are current dwellings.

A solution, in the medium to long-term, is to acquire or lease the car park to ensure its continuity and adequate maintenance.

In the short-term, subject to owner consent, measures could be implemented to improve signage and way-finding and encourage wider usage.



Dodges Ferry

Notable considerations for car parking in Dodges Ferry include:

- Adequate car parking currently exists at the main shopping area at Signal Hill Road;
- Significant improvements are necessary to parking along Payeena Street; and
- Provision of park and ride parking facilities.

Signal Hill Road Shopping Area

Adequate car parking exists at the main shopping area at Signal Hill Road. Council owns two lots, to the south and to the east, of the shopping centre and receives no income. Future local area or structure planning may show that the shopping area should be expanded to encourage greater self-sufficiency within the Southern Beaches.

In the short-term, a number of small-scale improvements could be made to car parks and footpaths, including:

- footpaths to the northern side of Carlton Beach Road near the bus stop opposite Signal Hill Road;
- footpaths to Signal Hill Road; and
- indented parking bay to Signal Hill Road.

Cash in lieu contributions for any short-fall in car parking should be put to these improvements.

Payeena Street Café's

Two café's operate from Payeena Street with informal gravel car parking available on the opposite side of Payeena Street. Payeena Street is accessed as a left-only entry for southbound traffic along Carlton Beach Road. No exit is possible from Payeena Street to Carlton Beach Road and all vehicles must exist via Reninna Street (sealed) or Talantee Street (gravel). A school bus stop is opposite Payeena Street. The area is within walking distance of the Carlton Beach car park and two pedestrian aisles have been provided on Carlton Beach Road for this purpose. There is no footpath to Payeena Street.

Cash in lieu contributions have been taken for one of the two café's.

Works required include footpath extension, sealed car parking and stormwater.

Midway Point

There are three separate but grouped commercial areas in Midway Point; the service station and retail space of Southern Lane; the hotel and the strip from the local shop to the child care centre. The first two sites are fully developed with on-site parking provided. The strip area has significant redevelopment potential. Car parking for the child care centre is entirely off-site with limited drop-off and collection space.

Public off-street parking opportunities are limited. Future development must accommodate its car parking demand on-site. Any short-fall must be limited in proportions and be subject to a cash contribution in lieu of parking.

Vehicle access should be consolidated as far as reasonably possible to maximise on-street parking opportunities. Wilson Lane should be utilised to provide car parking at the rear.

Lewisham

Commercial areas

There are two commercial areas in Lewisham, the tavern and the local shop. The local shop includes six other properties all of which are used for residential purposes.

Further commercial activity is Lewisham is constrained by these existing uses however future growth should be anticipated as additional dwellings are constructed and older dwellings renewed with much larger housing stock. Public off-street parking opportunities are limited. Future development must accommodate its car parking demand on-site. Any short-fall must be limited in proportions and be subject to a cash contribution in lieu of parking.

Vehicle access should be consolidated as far as reasonably possible to maximise on-street parking opportunities.

Any cash contribution should be used to:

- Widen Lewisham Scenic Drive, Mary Street, John Street or Elizabeth Street for line-marked on-street parking; or
- Improved car parking at the boat ramp.

Dunalley

Dunalley has a Village Zone over 25 lots, of which two are used for commercial purposes. The Village Zone is opposite the foreshore which has a large car parking area. The Arthur Highway reservation is also wide and provides ample on-street parking. Additional public car parking is unlikely.

Carlton

There are no public car parking facilities other than for the surf life saving club. There are no properties zoned for commercial activity.

Other Areas

In all other areas, a short-fall of car parking demand may be subject to a cash in lieu of parking contribution subject to there being an opportunity to increase public car parking within 400m of the site through one or more of the following:

- Widening existing carriageways;
- Improved walkway or footpath connectivity between existing car parking and the site;
- Construction of off-street public car parking.

The requirement for a cash in lieu contribution shall be subject to a reasonable cost to benefit analysis that considers the total cost of the works, the value of any Council contribution to the total project and the public benefit. If a contribution is not viable, the developer must provide an adequate number of car parking to match demand.

Strategy 5: Non-car trips

Council can continue to support non-car trips through a range of low cost initiatives.

Strategy

6.1 Install bike racks in strategic locations.

6.2 Require shared paths in the Sorell urban expansion area to support foot and bike usage.

6.3 Provide pedestrian aisles in commercial centres.

6.4 Work with the community and bus operators to optimise routes, timing and amenity of bus services.

Strategy 7: EV Charging

Public EV charging infrastructure is necessary across the LGA and Council's NRM strategy will explore how this can be rolled out. EV charging should be located in business areas or key destinations but should not occupy high turnover spaces.

Strategy

7.1 Increase public and private EV charging infrastructure.

7.2 Locate EV charging infrastructure in spaces allocated for long-term parking.

Strategy 8: Parking for Halls and Public Open Space

As user demographics and rates of use change, existing provision of parking at key halls and public open space will require upgrade.

Strategy

7.1 Provide off-street car parking for:

- Snake Hollow Reserve
- Flyway Park
- Madison Lyden park
- Dodges Ferry Reserve (off-lead area)
- Lewisham Boat Ramp (and formalise private driveways)

7.2 Line-mark and illuminate Midway Point Community Hall car park.

7.2 Formalise existing parking areas adjacent to each building and sports facilities at Pembroke Park.

Consultation

Prior to final adoption consultation will occur with:

- The Sorell Business Association
- The Department of State Growth (public transport)
- Redline Bus Services
- Owners of land included as supply options.

Implementation

Many of the outcomes and actions outlined in this strategy will be considered overtime and in response to development proposals and rates of usage of car parks and bus services. Moreover, many outcomes will require ongoing negotiation and advocacy by Council.

Other outcomes relate to actions that can be implemented directly over a five year period and include:

- The Payeena Street upgrades (funded by LTFP)
- Discuss lease, licence or acquisition of St George's Square car park
- Adopt a cash-in-lieu of car parking policy
- Continue to rollout pedestrian refuges
- Audit lighting of car parking including Council buildings and parks.

Actions that require further investigation and analysis, such as through streetscape plans, mobility strategy, structure plans or reserve management plans include:

- Provision of car parking for playgrounds and reserves
- Locations of any new park and ride facilities.


Sorell Park & Ride
2013
$XXX,XXX Council investment
Footpath Renewal & Upgrade
2014
In excess of $1 million spent at Midway Point, Sorell and Southern Beaches
Neil Davis Car Park
2015
$300,000 Council investment
Fitzroy Street Streetscape Complete
2016
$XXX,XXX Council investment
Kidbrook Loop & Rivulet Bridge
2017
$XXX,XXX Council investment
Pedestrian Crossing Upgrades
2018
Municipal wide
Bus Stop Upgrades
2019
Municipal wide
Sorell Park & Ride Upgrade
2020
$300,000 Council investment in public toilet and bus stops
2021
Sorell Streetscape Upgrade Funding
$775,000 Council investment
Dodges Ferry Bus Upgrades
2023
$XXX,XXX Council investment