From: Jo Oliver | Terra Firma Town Planning <jo@terrafirmaplanning.com.au>
Sent: Friday, 27 January 2023 2:50 PM
To: TPC Enquiry
Cc: McCrossen, Samuel; Jan Febey
Subject: Latrobe Council - Submission to Latrobe Draft LPS - TPC Post Hearing Directions - Email 1 of 2
Attachments: Latrobe Draft LPS - Post Hearing Directions - Council Response Jan 2023.pdf

Categories:

Dear TPC

On behalf of Latrobe Council, please find attached Council's response to the post hearing directions of the delegated panel, dated 6/1/23.
I have also attached a tracked changes version of the revision of the Devonport Airport PPZ. Please note that the Devonport Airport will provide a response to this submission.
A copy of the Port Sorell Strategic Plan Review will follow in a separate email due to file size.

If you have any queries regarding the above, please do not hesitate to call.

Regards

Jo

Jo Oliver
Director

jo@terrafirmaplanning.com.au
0408 129 133

LATROBE DRAFT LOCAL PROVISIONS SCHEDULE - JANUARY 2023

TPC POST-HEARING DIRECTIONS TO LATROBE PLANNING AUTHORITY

PLANNING AUTHORITY RESPONSE

TPC Direction		**Planning Authority Response**
1.	*Provide a copy of the Port Sorell Strategic Plan Review 2017-2018.*	Provided under separate cover.
2.	*Provide a map/diagram, and any other information, that demonstrates where the proposed Attenuation Area overlay for the Latrobe Speedway would be applied.*	Refer Attachment 1.
3.	*Provide a copy of any existing land use approvals for the Latrobe Speedway, including planning permit and Environment Protection Notice.*	Refer Attachment 2. - Place of Assembly licence under s.78 of the Public Health Act 1997; and - Planning permit for function centre and facilities. - Latrobe Speedway Management Plan
4.	*Clarify whether the Agriculture Zone is proposed for Hamilton Street, Latrobe FR 146040/1 and the unidentified Crown land adjacent to the southern boundary of FR 146040/1.*	FR146040 and adjoining Crown land to the southern boundary is proposed to be Agriculture Zone, contiguous to proposed and recommended Agriculture Zone to the west and north. Council's response to this direction is per below, provided to TPC on 5/12/22: *Correction of error – Title reference 146040/1 should be in recommendation for Agriculture Zone in accordance with the representation diagram, and not the Rural Living Zone.* *Crown land adjacent to the south of 146040/1 is recommended for Agriculture Zone.*
5.	*Provide a revised draft of the proposed Devonport Airport Particular Purpose Zone that addresses the issues identified by the Panel at the hearings. The response must confirm that TasPorts (representation 40) has been consulted on the changes.*	Refer Attachment 3. Draft revision of PPZ. Awaiting response from Devonport Airport
6.	*Clarify what areas of the Waterway and Coastal Protection Area and Priority Vegetation Area overlays are proposed to be removed from the Devonport Airport at 13 Airport Road, Wesley Vale FR 130335/1. The response must confirm that TasPorts (representation 40) has been consulted on the changes.*	Refer Attachment 4. Awaiting response from Devonport Airport

ATTACHMENT 1

Attachment 1

Proposed Latrobe Speedway Attenuation Area Overlay – C9.0 Attenuation Code

The proposed Attenuation Area overlay for the Latrobe Speedway is shown in Figure 1 below, over the proposed zoning in the Latrobe Draft LPS. The overlay equates to the 55Db(A) noise contour, determined by noise modelling undertaken by Pitt & Sherry, submitted in Council's representation and subsequent Section 35F Report.

The 55Db(A) contour represents the extent of noise impact, whereby the potential for environmental nuisance at sensitive receptors can be reasonably managed taking into account the regulatory parameters around the speedway use, the number of occurrences of speedway events during the year and the mitigating effect of normal building components.

The Pitt & Sherry Noise Assessment of 25 May 2022 calibrated the model to include the ambient traffic environment of the Bass Highway. The assessment refers to the greatest risk factor to the amenity of residences being sleep disturbance, as a result of race meetings being conducted to 11pm and the activity associated with vehicle movements in exiting the site.

The *Tasmanian Environmental Protection Policy (Noise)* (the EPP) sets the thresholds for the management of noise impacts which are *implemented through the provisions of other instruments*.[1] The Latrobe Speedway has been in operation since 1964 and is regulated through a Place of Assembly Licence under s.78 of the *Public Health Act* 1997, issued annually by the Latrobe Council.

The EPP sets 45dB(A) as the guideline level for sleep disturbance, measured outside an open bedroom window. Section 14(3) of the EPP states that intrusive noise characteristics of noise emissions from an activity should be reduced to the greatest extent reasonably practical.

The authorising legislation for the EPP is the *Environmental Management and Pollution Control Act* (EMPCA) 1994. This Act outlines the general environmental duty in s.23A(1) that "*a person must take such steps as are practicable or reasonable to prevent or minimise environmental harm or environmental nuisance caused, or likely to be caused, by an activity conducted by that person".* Section 2 further states…

(2) In determining whether a person has complied with the general environmental duty, regard must be had to all the circumstances of the conduct of the activity, including but not limited to –
(a) the nature of the harm or nuisance or likely harm or nuisance; and
(b) the sensitivity of the environment into which a pollutant is discharged, emitted or deposited; and
(c) the current state of technical knowledge for the activity; and
(d) the likelihood and degree of success in preventing or minimising the harm or nuisance of each of the measures that might be taken; and
(e) the financial implications of taking each of those measures.

The EMPCA recognises that emitting activities were established prior to commencement of the legislation, EPP's and regulations. In regard to improving the noise performance of current commercial activities the EPP considers this on a case-specific basis having regard to the environmental risk, the practicability of reducing the emission of noise, the economic cost of upgrading and capacity of the activity to support this cost. In considering potential for environmental nuisance due to noise, s.53(3) of EMPCA contains tests of 'reasonableness' having regard to:

(a) its volume, intensity or duration; and
(b) the time, place and other circumstances in which it is emitted; and

[1] *Tasmanian Environmental Protection Policy (Noise)* 2009 p5

(c) *in the case of noise emitted from residential premises, whether it is, or is likely to be, audible in a habitable room in any other residential premises.*

The components for considering and managing environmental impact under the EMPCA are relevant when considering the application of an attenuation area overlay under the Tasmanian Planning Scheme, particularly in regard to the consideration of reasonableness and regulatory impact on uses in dealing with noise emissions. The application of the performance criteria to the speedway use relate to not causing an unreasonable impact on sensitive uses having regard to operational characteristics, scale and intensity, degree of pollution, hours of operation, existing emissions and management or mitigation measures. These considerations are consistent with those contained in the EMPCA and the EPP.

The performance criteria that would apply to any sensitive uses within an attenuation area however, are much more blunt in the outcome to be achieved, which in the context of an existing facility in operation since 1964 and established General Residential zoning and hospital at Latrobe, results in an entirely inappropriate regulatory impost for normal and anticipated development within the Latrobe township. This occurs in both the triggering of discretion and the potential inability to demonstrate that a sensitive use *will not interfere with or constrain* a listed activity. This is a mandatory disposition, as opposed to the performance type considerations on a case-by-case basis that are included in the EMPCA and the EPP and section C9.5.1 of the code. Clearly this is something that requires re-consideration in the review of the SPP's.

In applying the overlay at the 55dB(A) contour, the potential for noise nuisance is considered and determined 'up-front' under the criteria described in the EMPCA and the EPP in conjunction with whether applying the overlay achieves any practical purpose. The Pitt and Sherry noise assessment describes that the difference between a normal residential dwelling achieving the acceptable acoustic indicator for sleep at 45dB(A) and not, is the closing of windows. No other extraordinary measures are required outside of the 55dB(A) contour to mitigate noise to the acceptable threshold. The question of appropriateness is whether this is a reasonable management/mitigation option under the circumstances or whether there is any benefit in applying the overlay and the associated regulatory interrogation that ensues?

In considering *volume, intensity and duration* of the noise emissions, the period for which sleep is relevant is, in the majority of circumstances, for approximately 5 hours on 13 days out of 365 in a year, noting this includes the winter period when open windows in bedrooms in the evening is less likely. Whilst unmitigated volume is higher than the sleep indicator (noting the graduated mitigating effect of distance), the closing of windows as a response is considered reasonable in the circumstances, effectively proven by the lack of complaint within the established residential environment that exists within the area between the 45dB(A) contour and the 55dB(A) contour. (Refer Figure 2.)

In considering the *time, place and other circumstances* in which noise is emitted, the long-standing co-location of the Speedway with the Latrobe township is a factor in the acceptance of its short-lived impacts. It is a prominent facility and it is considered that there is a very low risk of conflict, such that an impractical and unreasonable regulatory burden through the provisions of the Attenuation Code should not be applied to established residential zoning and the Mersey Hospital, when mitigation is reasonably achievable without any additional costs to normal development.

It is simply not practicable to achieve a reduction in the speedway noise volume through physical measures at the speedway site. Similarly, it is not practical, nor does it constitute fair and orderly use and development, to impose overregulation to established zoning through the planning scheme when sufficient evidence exists to demonstrate that the impacts are generally accepted and the scientific analysis demonstrates that mitigation to align to the accepted threshold is reasonably, and readily, achievable. The emissions are managed through a Place of Assembly licence to accord with the provisions in the EMPCA and

the EPP, noting that at any time in the future, should the Council consider that the noise emissions need additional management, the Council can issue an EPN under EMPCA which will override any existing terms of permits or licences. The Place of Assembly licence sets a maximum noise emission which the Speedway operators manage on-site through a noise meter.

Council submits that it is evident that an environmental nuisance will not occur beyond the 55dB(A) contour and this is the appropriate extent of the Attenuation Area overlay.

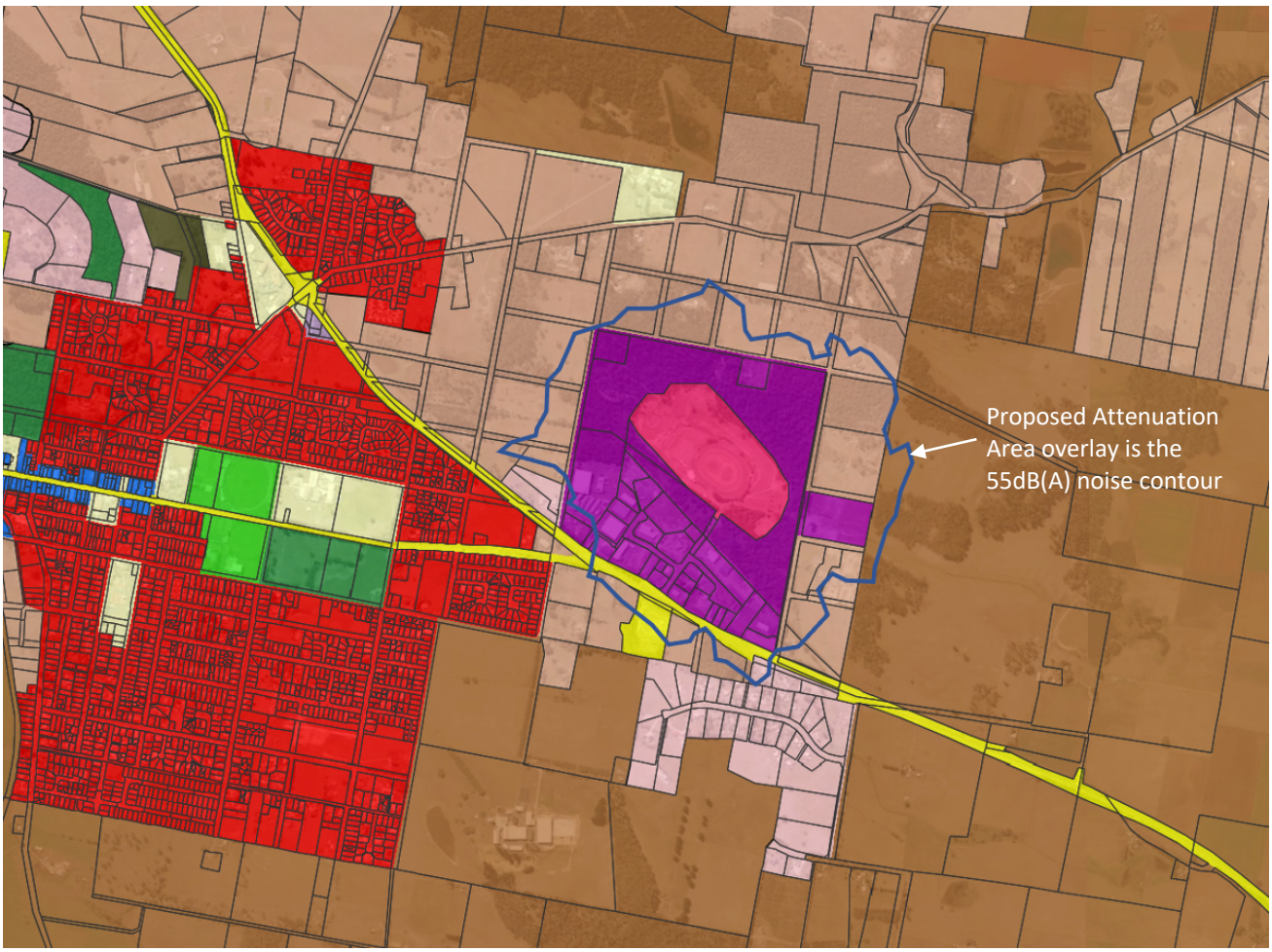

Figure 1: Proposed Latrobe Speedway Attenuation Area overlay over Latrobe Draft LPS zoning.

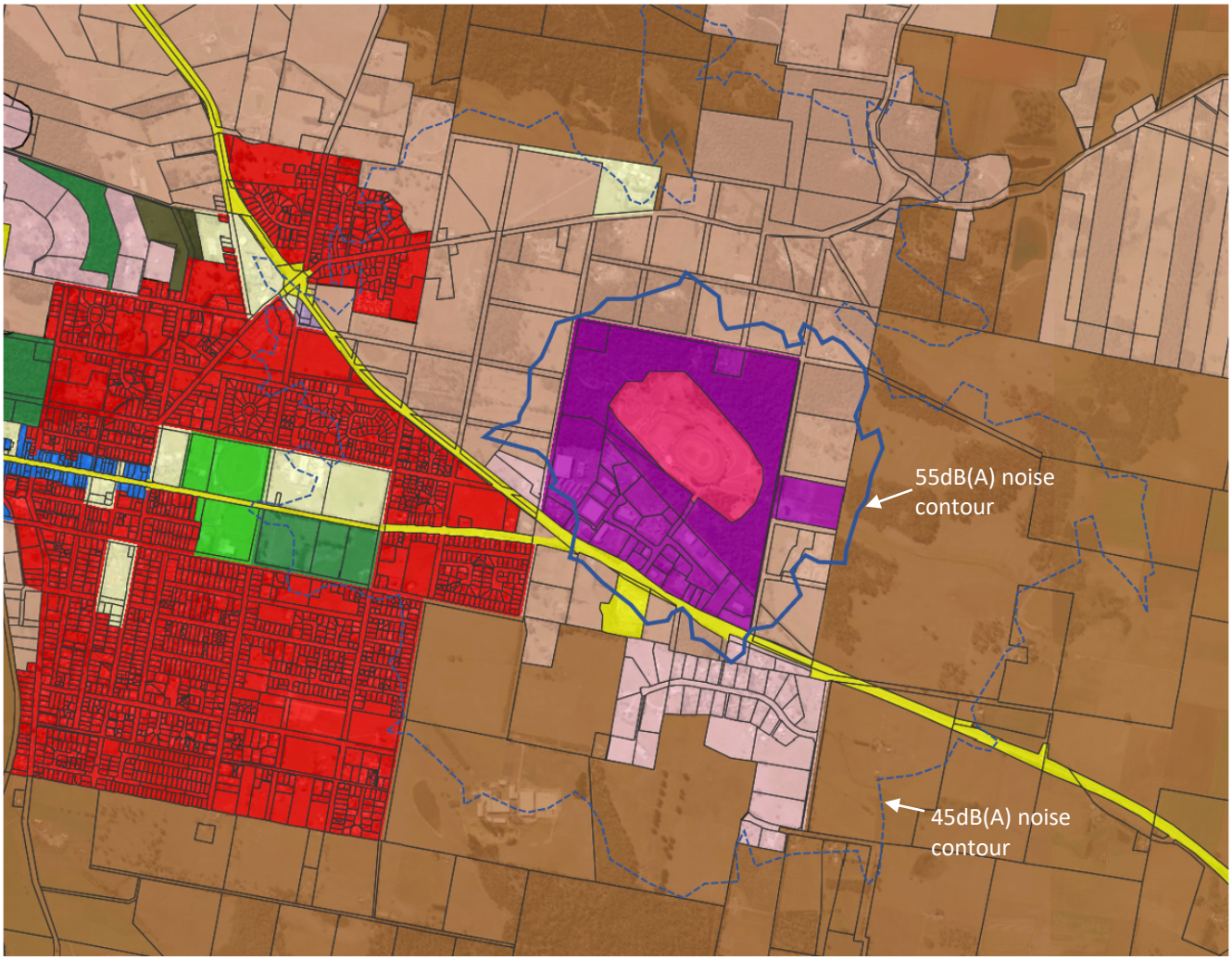

Figure 2: 55dB(A) and 45dB(A) noise contours over Latrobe Draft LPS zoning.

ATTACHMENT 2

ATTACHMENT 2

LATROBE COUNCIL

Our Ref:
Your Ref:

Place of Assembly – Licence

S.78
Public Health Act 1997

Place of Assembly Details:	
Trading Name:	Latrobe Speedway Pty Ltd
Address:	37 Speedway Drive Latrobe TAS 7307
Event Type:	Commercial
Event Start Date:	12 November 2022
Event Finish Date:	1 April 2023

Conditions of Registration:

Kentish Council, pursuant to s78 of the *Public Health Act 1997,* hereby registers the above-mentioned activity to operate, use, manage, or conduct any entertainment, lease or offer for lease a place of assembly subject to the following conditions, expiring 31 July 2023 –

1. This Licence must be displayed in a prominent position.
2. Comply with any relevant guidelines published by the Director of Public Health.
3. Operate the event/ in a manner that does not pose a threat to Public Health.
4. Ensure all permanent or temporary structures display their relevant Certificate of Occupancy issued by a Building Surveyor.
5. Ensure the signed Annual Maintenance Certificate is displayed in a prominent place visble to the public.
6. Comply with any directions or conditions issued by Tasmanian Police.
7. Comply with any conditions of the Liquor Licence.
8. Comply with the Smoke Free Management Plan requirements.
9. Ensure only Registered Food Business are permitted to sell and/or supply food to patrons.
10. Maximum number of patrons permitted: 6,000 persons.
11. Spectators are not to be situated inside the security fence during track use.
12. Comply with the Emergency Evacuation Plan and provide a copy to Latrobe Council.
13. Noise must not exceed 95dB(A) as outlined in the Event Management Plan and data must be made available to Latrobe Council upon request.
14. Racing dates for the speedway competition are:
    - 12 November 2022
    - 3 December 2022
    - 27 December 2022
    - 13 January 2023
    - 14 January 2023
    - 27 January 2023
    - 28 January 2023
    - 18 February 2023
    - 18 March 2023
    - 1 April 2023
15. The hours of operation are from 4pm to midnight on Friday's and Saturday's unless otherwise specified on this Licence.
16. Ensure all emergency assembly points are cleared marked/sign-posted.
17. Comply with with any permit conditions/directions by Workplace Standards with respect to fireworks.

170 Gilbert Street
Latrobe Tasmania 7307
www.latrobe.tas.gov.au

Phone (03) 6426 4444
Fax (03) 6426 2121
Email council@latrobe.tas.gov.au

Review:

You may apply to the Magistrates Court (Administrative Appeals Division) for a review of the decision to impose a condition on this registration within the prescribed period (28 days from the date on which the decision was notified, unless a statement of reasons is requested when different time limits apply). Written request may be made to request to the decision-maker for a statement of the reasons for the decision.

Signed:	Glenys Nicholls		19/09/2022
Title:	Environmental Health Officer	Certificate No:	L-EnvPOA012/08

Latrobe Council

Preserving the Past … Promoting the Present … Planning for the Future

Our Ref: MGH/CM DA 99/2008
Your Ref:
Phone: (03) 6421 4650
Fax: (03) 6426 2121
Email: council@latrobe.tas.gov.au

30 January, 2009

Latrobe Speedway Pty Ltd
PO Box 134
LATROBE TAS 7307

Dear Sir/Madam,

DEVELOPMENT APPLICATION – ANCILLARY BUILDING
SPEEDWAY DRIVE, LATROBE

I am pleased to advise that Council has approved your development application for an ancillary building including kiosks, administration and first aid rooms, storage area/museum, toilets, training room, private members and patrons viewing area and kitchen facilities at Speedway Drive, Latrobe.

Enclosed is the permit and list of conditions that apply to the approval. The conditions have been applied either to protect the amenity of the area or to ensure your development progresses in an orderly manner and is consistent with other similar developments in the municipality.

Please accept the Council's best wishes on your development. If you have any queries regarding your planning permit, please contact Council's Planning Officer, Mike Haberle on 6421 4650.

Yours faithfully,

Gerald Monson
GENERAL MANAGER

Encl.

Latrobe Planning Scheme No. 1 of 1994

Planning Permit DA 99/2008

In accordance with Division 2 of the *Land Use and Planning Approvals Act 1993*, the Latrobe Council (Planning Authority) hereby grants a permit –

PO Box 134
LATROBE TAS 7307

ADDRESS OF LAND:

SPEEDWAY DRIVE, LATROBE

THIS PERMIT ALLOWS FOR:

An ancillary building including kiosks, administration and first aid rooms, storage area/museum, toilets, training room, private members and patrons viewing area and kitchen facilities at Speedway Drive, Latrobe (PID 6536404), in accordance with application DA 99/2008, and subject to the following conditions:

1. Consent is for the proposed development substantially in accordance with submitted plans.
2. Consent is for the building to include 2 kiosks, administration and first aid rooms, storage area/museum, toilets, training room, private members and patrons viewing area and kitchen facilities.
3. A private building surveyor is to assess the building for place of assembly requirements upon completion of works.
4. The building is to be used only in conjunction with the car racing facility and Council's Place of Assembly Licence. No private functions are to be held within the building.
5. A suitably qualified person is to certify that the existing capacity of the sewerage and stormwater infrastructure will meet the additional volumes created from the proposed development. This information must be submitted with the plumbing application.
6. The kitchen and kiosk are to comply with food safety standards and relevant legislation.
7. Privately certified building plans to be lodged with Council and a building permit issued prior to the commencement of on-site works.
8. A permit issued by the Crown for the proposed development to be lodged with Council with the building application.

Gerald Monson
GENERAL MANAGER

Date of Permit: 30 January, 2009

THIS IS NOT A BUILDING PERMIT

NOTES:-

A Attention is directed to Sections 61 and 62 of the Land Use Planning and Approvals Act 1993 (as amended) which relate to appeals. These provisions should be consulted directly, but the following provides a guide as to their content:

- A planning appeal may be instituted by lodging a notice of appeal with the [redacted]
- Any planning appeal must be instituted within 14 days of the date the Council serves notice of the decision on the applicant.

B This permit lapses after a period of two years from the date of granting of this permit if the use or development has not substantially commenced within that period.

C A copy of the Council report prepared in relation to this application is available upon request.

D This permit does not imply that any other approval required under any other by-law or legislation has been granted.

E Separate Building Approval is required prior to commencement of this development and use.

F This permit does not constitute authority to erect or construct buildings or works over or upon any drain or sewer vested in the Council or upon any drainage or other easement whether registered or statutory.

G Substantial commencement is considered as the commencement of physical works on site for a project. This does not include clearing the site or minor excavations.

H The *Building & Construction Industry Training Fund Act* introduced a levy of 0.2% of the estimated value of building or construction work costing more than $12,000. The levy is to be paid into a fund administered by the Tasmanian Building & Construction Industry Training Board (TBCITB). The levy must be paid before Council approval can be given for the building or construction work to commence (building application). If building approval is not required, the levy must be paid before work commences. The levy can be paid at Council (building application) or it can be paid to the TBCITB. The project owner must complete a voucher to accompany payment. Vouchers associated with building work (building application) are available from Council. Vouchers for other payments are available form the TBCITB. Further information can be obtained by telephoning the TBCITB on (03) 6223 7804 or the internet site www.tbcitb.com.au.

28000

GLASS (VIEWING TO TRACK)

12900

20000

FUNCTIONS ROOM (Class 6)

AREA = 27.6 x 12.9 = 356sqm
CAPACITY @ 1/sqm = 356 No (178/178 m/f)

TOILETS
184 FEMALE: 5 WC's up to 200
3 Basins over 150

180 MALE: 2 WC's up to 300
4 Urinals up to 200
2 Basins up to 200

EXITS
362 No.: 200 reqs 2.0m
162 @ 0.5/60 = 1.5m
TOTAL EXIT Width = 3.5m
(3 @ 1.170)
(Door width may be 1170-250=920)

Escape Ramp @ 1:8

Escape Ramp @ 1:8
BCA Part D2.10(b)(ii)

EXIT
EXIT
EXIT
920
920

LOCK
LOCK
D/P WC
CHAIR STORE
BAR
COOL ROOM
KITCHEN
AREA = 8.86 x 6.55 = 58sqm
CAPACITY @ 1/10sqm = 6 No
FEMALE
MALE
1440
LIFT & STAIR
TO ROOF ABOVE
KITCHEN STORE
KIOSK DUCT
KIOSK DUCT
KITCHEN DUCT

3300

TOP FLOOR LEVEL

LATROBE COUNCIL
CERTIFICATE OF APPROVAL
DIRECTOR OF DEVELOPMENT SERVICES
DATE 30/01/2009

PROPOSED TRAINING FACILITY
LATROBE SPEEDWAY
SPEEDWAY DRIVE
LATROBE

DRAWING CONCEPT DRAWINGS
TOP FLOOR PLAN
DATE 14/4/(
SCALE 1:100
JOB/DRG No. SK- C 04

NORTH

PLANS by: Tas Laughlin
ABN 83 849 671 093
56 SUNBEAM CRES., E/DEV. Ph(03)64270898AT
P.O. BOX 1092, DEVONPORT 7310.
Building Practitioner Accreditation No. CC 379
GOD HAS A PLAN FOR EVERY LIFE

28000

13000

14250

920 EXIT

920 EXIT

13800

TRAINING ROOM CLASS 9(b)

AREA: 13.8 x 13.0 = 180sqm
CAPACITY @ 1/2sqm = 90 No.

7350

FEMALE TOILET (PUBLIC)

MALE TOILET (PUBLIC)

HALL

20000

920 EXIT

SERVERY HATCHES

7360

2.4x4.8 Display Coolroom

EXIT

920

PUBLIC KIOSK

5710

BOARD ROOM

OFFICE

1440

LIFT & STAIR

STORE

KIOSK DUCT

KIOSK DUCT

5450

4010

3300

1900

2400

10150

MIDDLE FLOOR LEVEL

LATROBE COUNCIL
CERTIFICATE OF APPROVAL
DIRECTOR OF DEVELOPMENT SERVICES
DATE 30/07/2009

PROPOSED TRAINING FACILITY
LATROBE SPEEDWAY
SPEEDWAY DRIVE
LATROBE

NORTH

DRAWING CONCEPT DRAWINGS
MID-LEVEL FLOOR PLAN

DATE 14/4

SCALE 1:100

JOB/DRG No. SK- C 03

B

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ABN 83 849 671 093
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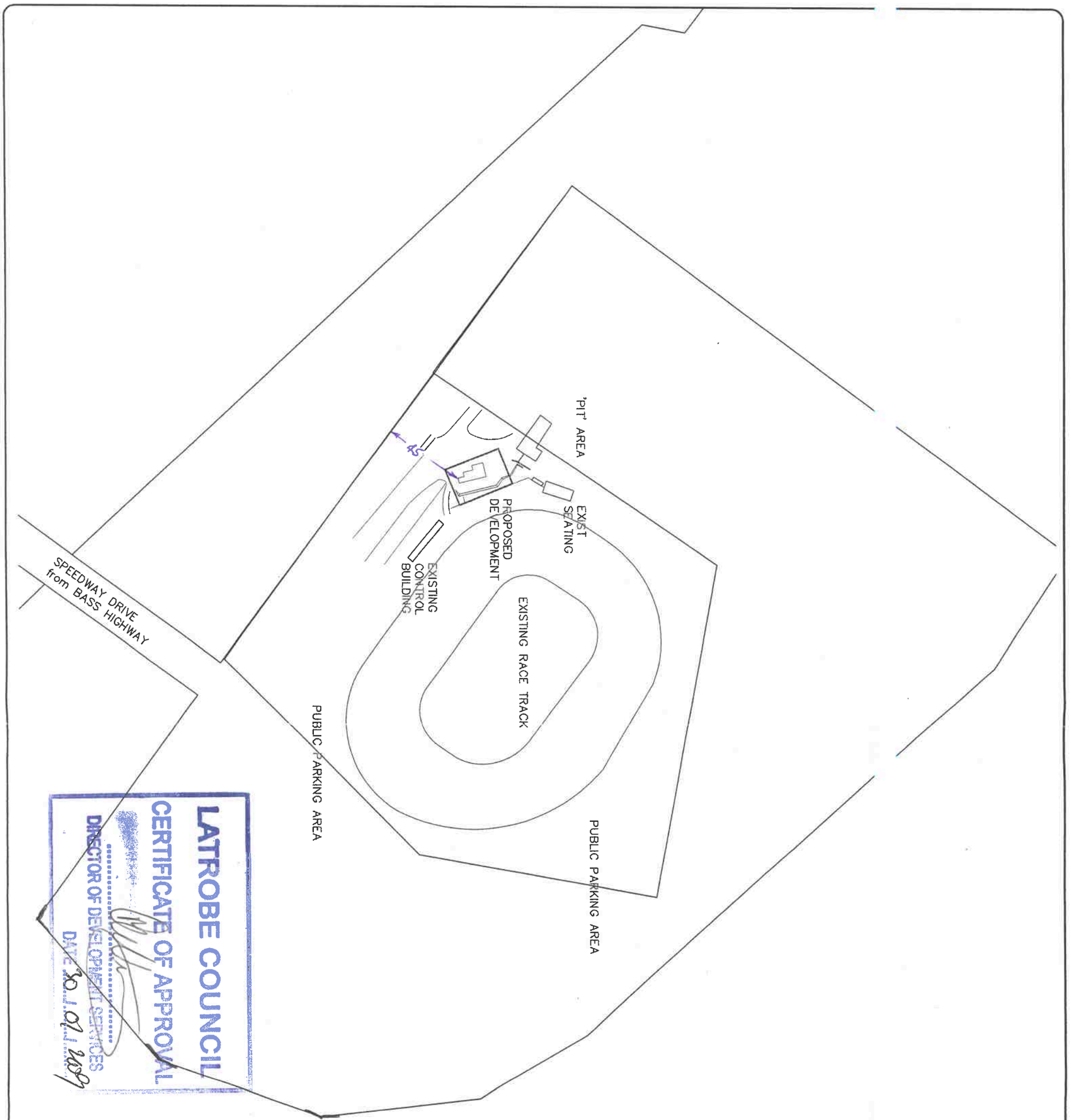

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PROPOSED
TRAINING FACILITY
LATROBE SPEEDWAY
SPEEDWAY DRIVE
LATROBE

NORTH

DRAWING CO[illegible]PT DRAWINGS
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DATE 8/12/[illegible]
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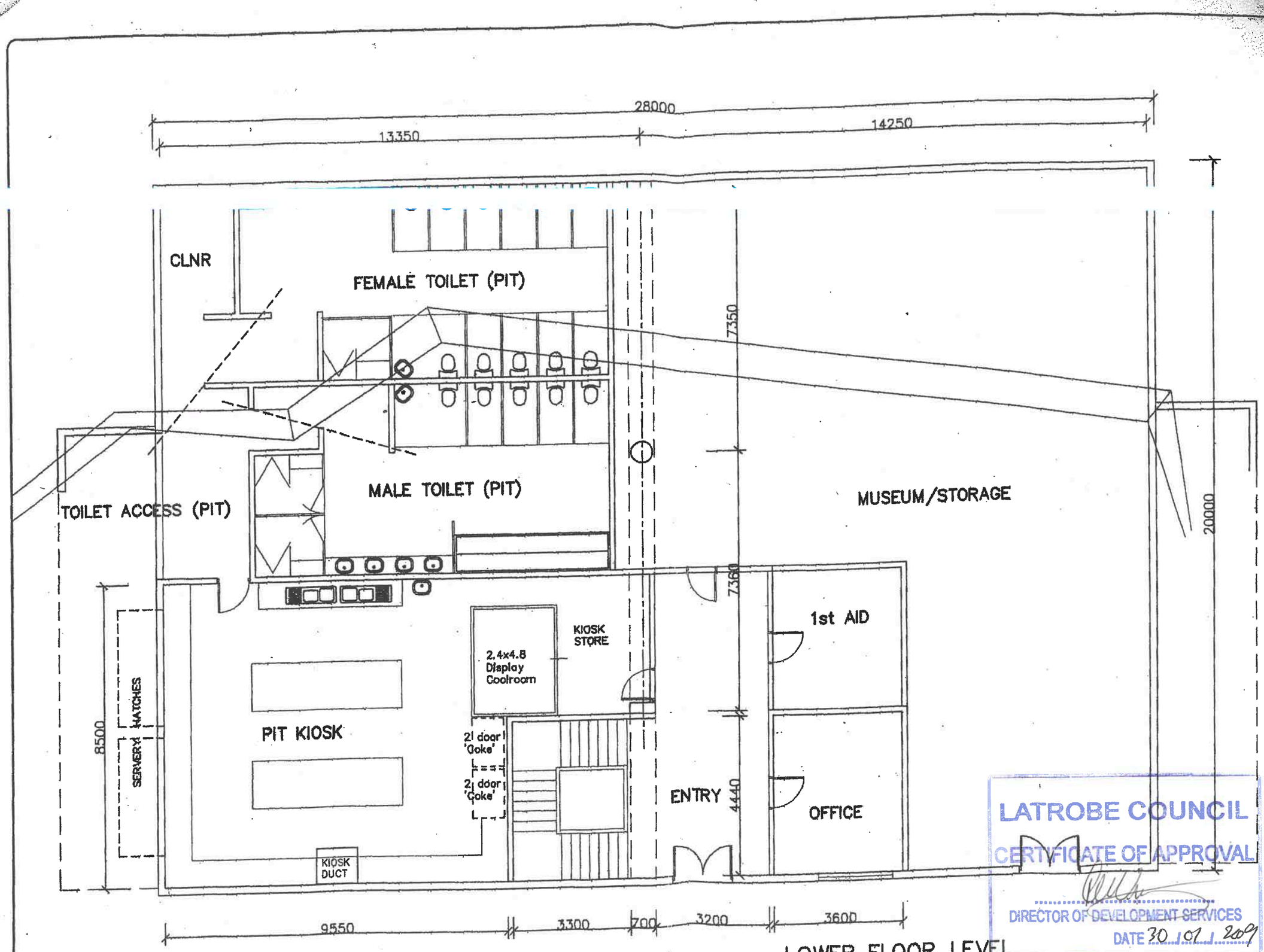

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GOD HAS A PLAN FOR EVERY LIFE

PROPOSED TRAINING FACILITY
LATROBE SPEEDWAY
SPEEDWAY DRIVE
LATROBE

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DRAWING G
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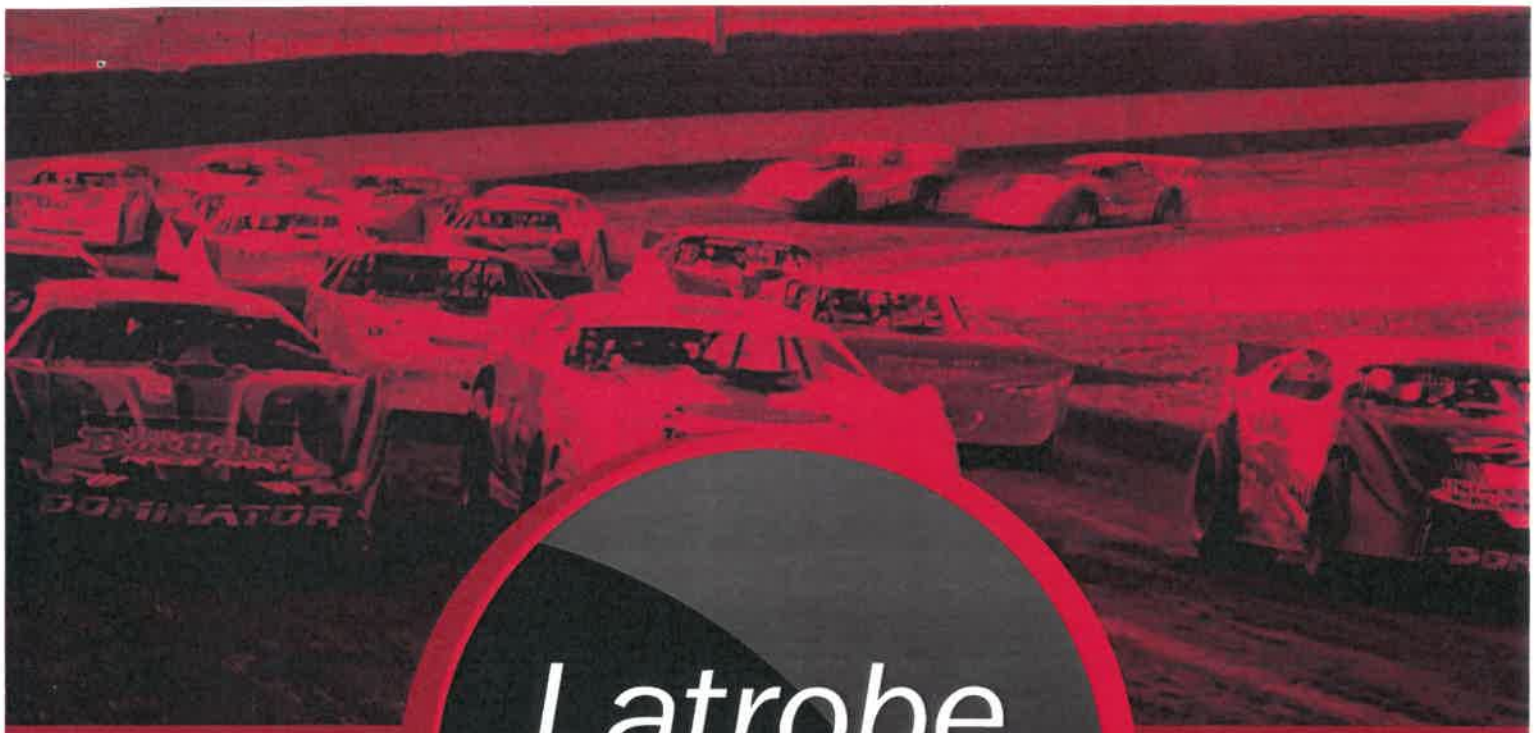

Latrobe
SPEEDWAY
PTY LTD

EVENT MANAGEMENT PLAN For Latrobe

Date of Effect: 26TH August 2019
Date of Review: 9th October 2021

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Overview

??

1 - Event Details

1.1 - Event Place & Times

Regular speedway shows as listed below on either Friday or Saturday within the hours of operation from 4pm until 12 midnight. For rain dates the hours of operation will be from 3pm until 10:30pm.

1.2 – 2020-2021 season Calendar

Date:	Day:	Event Type:	Patronage:	include drivers /officials	Security no:
5 Dec Fireworks	Saturday	Normal	2000	2500	4
27 Dec	Saturday	Normal	2500	3000	4
16 Jan	Friday	Grand Prix	1500	2000	4
17 Jan	Saturday	Grand Prix	2500	3000	4
29jan	Friday	Aust super sedan title	3000	3500	4
30 jan	Saturday	Aust Super sedan Title	3000	3500	4
2sd feb rain date					
29 Feb	Saturday	Normal	1500	2000	4
14 March	Saturday	Normal	1500	2000	4
10 April	Friday	Normal	1500	2000	4
11april	Saturday	Aust formula 500 title	2000	2500	4

1.3 - Event Director

Guy Thompson is the Event Director for Latrobe Speedway Pty Ltd.
Mobile: 0417 593 518
Email: gwthompson2008@bigpond.com

1.4 - Target Audience

The target audience is families within the state, with the majority from the North Western Region.

For major shows such as the Grand Prix and Australian Titles there is a significant interstate patronage

1.5 - Traffic Management

Traffic flow doesn't normally cause any problems. On shows where a larger then usual crowd is expected, tickets are pre-sold, and this enables much quicker access to the complex on race days.

The complex has car parking space of 3000. Patrons access the speedway, leave their vehicles and enter the spectator banks via two (2) strategically ticket boxes. This system allows for a smoother access to the complex and since its inception we have not experienced and back up of vehicles to the main road.

To assist with smooth traffic flow and parking, the services of a security company are normally used. For events with anticipated larger than normal patronage the services of the local service clubs are engaged as well.

2 - Contact

2.1 – Contact Personnel

Latrobe Speedway	Office	03 6426 1733
Guy Thompson	Event Director	0417 593 518
Police	Latrobe	131444
Tas Ambulance	Administration	03 6230 8750
St John Ambulance	Administration	03 6271 033
Essential Security	administration	0418332632

3 - Insurance

Insurer:	Marsh Pty Ltd
Address:	GPO Box 2637, Adelaide, SA 5001

4 - Licences

4.1 – Food Business Certificate

Food business certificate of registrations are issued by the Latrobe Council.

4.2 – Public Assemble Permit

Public Assembly Permit issued by the Latrobe Council.

4.3 – Police Permits

Police permits issued by Tasmania Police.

5 – The Venue

5.1 – Alcohol Policy

The venue has and enforces a no alcohol policy at its events. All vehicles and bags are checked for glass and alcohol, and items found are confiscated to be returned at end event.

5.2 – Emergency Vehicle Access

The Tasmanian Ambulance and St John Ambulance attend all meetings.

Should any additional emergency vehicle be required they will be met at the entrance to the complex and directed by authorised personnel to the required area.

5.3 – Access & Egress

Traffic flow into the complex does not cause any problems, due to patrons being able to access the arena, park their vehicles, and then walk to the two (2) ticket boxes that allows entry to the spectator banks.

An identifiable pedestrian access route is in place for those patrons who wish to park their vehicles off the complex.

5.4 – Noise

The complex has a noise limit policy of 95 DBA and encourages all participants to operate within this limit.

During the meeting spot noise checks are made and offending vehicles are issues with and infringement notice. Should the noise not be reduces as required the offending vehicle is not permitted to race until it meets the required noise limit.

5.5 – Disabled People

A car parking area is available for patrons with a disability. Likewise there is a disabled toilet.

5.6 – Smoking Policy

As per current legislation requirements, smoking is not permitted on any section of the spectator banks.

For those patrons who wish to smoke, there are two (2) sign posed designated areas, namely:

- Outside the main gate to the pit area.
- At the rear back straight grand stand and tongs sheet metal canteen

No Smoking signs are strategically placed on the spectator catch fence.

During the event, the track commentators make regular PA statements to patrons of the no smoking policy and where they are able to smoke should they wish to do so.

5.7 Fire Works

All fireworks will comply to work safe Tasmania permit

They will be fire vertically from designated area on infield, this is done generally at 9.15to 9.30 depending on daylight conditions

All fireworks are totally controlled by Howard & sons pyrotechnics

6 – Officials Training

A formal training program has been developed by sports peak body, Speedway Australia. All club officials undertake mandatory safety training on a continuous basis.

6.1 – Structure

- Rules and Regulations
- OH&S
- Legal Issues
- Roles and Responsibilities
- Dress Code

6.2 – Safety

- Rules and Regulations
- Safety Apparel
- First Aid
- Safety Equipment
- Rescue
- Practical Exercises

6.3 – Fire Training

- Fuel and Oils
- Safety Apparel
- Fire Extinguishers
- Practical Exercises

6.4 – Medical

- First Aid Certificate
- Injury Awareness
- Treatment Regimes
- Neck and Spine Immobilisation
- Head and Neck Restraint Devices

7 – Communication Systems

7.1 – Briefings

Prior to any meeting commencing representatives from participating groups, and complex personnel undergo a briefing to outline the flow of the program and to highlight and potential problems that may arise and how they are to be handled. All participating groups sign off as having attended.

7.1 – Communications Systems

All officials communicate via UHF Radio using the designated radio channel 30.28 or 29.

Use of mobile phones is to be undertaken when discretion is required.

The public address system is used to keep patrons informed and there is a back-up generator should the need arise.

8 – Information Centre

Race Control which is located between turns four (4) and one (1) and is the place to go for patrons requiring assistance.

9 – Event Staff & Volunteers

All track personnel undergo and induction process and sign off accordingly and are assessed as being competent to perform their allocated duties.

All club officials who participate in the staging of a meeting are duly signed off as being competent to perform their tasks and are correctly insured.

All competing drivers undergo an annual medical to determine their suitability to race and are duly insured via respective clubs.

9.1 – Dress Code

- Fire Marshals – Use of relevant fireproof clothing.
- Ambulance Personnel – Wearing of issued apparel.
- Other Infield Crew – Long trousers, enclosed footwear and safety vest.

10 – Security & Crowd Control

Event security is provided by Essential Security. Depending on the status of the meeting the number of security employed ranges from three (3) to seven (7).

11 – First Aid

St John Ambulance attends all meetings to provide initial first aid care.

The Tasmanian Ambulance Service provides a higher degree of assistance should this be required.

12 – Waste Management

12.1 – Waste Contractor

JJ Richards Waste Management is contracted to remove all waste from the complex.

12.2 – Staff Role

Ground staff are responsible for the complex maintenance and cleaning up of the rubbish after race meetings.

13 – Infrastructure / Facilities

13.1 – Toilets

There are three (3) female toilet blocks with a combined total of 24 WC,

There are three (3) male toilet blocks as follows:

- Block one (1) has 5 WC and a 3 metre urinal.
- Block two (2) has 2 WC and a 3 metre urinal.
- Block three (3) has 5 WC and a 10 metre urinal.

Corporate centre 5 female WC2 unisex WC 2 men WC and 3 urinals

All toilet blocks are well maintained, have hand basins with fresh water, soap dispensers, sanitizer and hand towels.

There are 6 separate disabled toilet.

13.2 – Access to Water for public

Water is available to the public through various food vendors the sell bottled water.

13.3 – Telephones

Telephones are located in the Pit Manager's office, and in the Manager's Office. It is anticipated that the majority of the public would use their mobile phones should a need arise.

14 – Public Safety

14.1 – Lighting & Power

Prior to the commencement of each race season a light audit is performed, and rectifications made where necessary. Likewise a qualified electrisation performs a check of all power sources and outlets.

14.2 – Tradesman on Site

For all major meetings there is a qualified plumber and electrician in attendance to attend to any problems / emergencies that may arise.

14.3 – Fire Extinguishers & Appliances

Fire extinguishers are located on each end of the race track and in the Fire and Rescue Vehicle, which resides in the middle of the infield. This vehicle provides first in contact in all race track incidents. Extinguishers are serviced prior to the commencement of each race season,

Extinguishers are also located in the pit area, with each competing vehicle, Race Control and Kiosks.

15 – Risk Assessment

HAZARD / RISK	ACTION
Competitor Safety	Wearing of approved safety equipment
Competitor Injury	Attendance by Tasmanian Ambulance Personnel
Spectator Injury	Attendance by St John Ambulance and when required by Tas. ambulance
Vehicle Movement	Parking attendants and Security observance
Food Poisoning	Registered providers and observance of food safety handling practices
Uneven Surfaces	Levelling out of uneven surfaces or placement of safety markers / barriers
Fire in Spectator Area	Ensure area understand grandstands are kept well mown and clear of any flammables. Encourage people to put cigarette butts in rubbish bins. Security to observe for non-compliance or naked flames.
Fire in Pits or Race Track	Strict observance of non-smoking policy in pit area and on race track. Use of approved fire extinguishers and having competent fire crew on site.
Lost Children	Reporting to manager's office and use of public address system and security to locate the missing child.
Inclement Weather	Meeting will be abandoned once rain makes the racing surface un-usable, or patrons are at risk of being injured.
Non-Acceptable Behaviour	To be monitored by security and if not moderated, person/s will be removed from complex.
Terrorism	Security Check all bags

16 – Register of Incidents / Actions Taken

The Event Director will maintain a register of incidents that may occur during a meeting.

This will consist of the following:

- Safety incidents and accidents.
- All official reports
- Site Safety complaints.
- Other issues as they arise and notified.

17 – Evaluation of Event Management Plan

This is a live document and can be reviewed / altered at any time and to be reviewed annually.

18 – Covid Plan attached

ATTACHMENT 3

LAT-P5.0 Particular Purpose Zone – Devonport Airport

LAT-P5.1 Zone Purpose

The purpose of the Particular Purpose Zone – Devonport Airport is:

LAT-P5.1.1 To provide for aviation, passenger transport, freight, emergency services, utilities and tourism activities directly associated with the Devonport Airport.

LAT-P5.1.2 To provide for use and development related to aviation industry training.

LAT-P5.1.2 To provide for other compatible use and development that supports, relies on, or enhances the function of the airport as a regional facility for air freight and passenger transport, that does not compromise the role and function of Business and Industrial zones in the Devonport and Latrobe municipalities.

LAT-P5.1.3 To provide for use and development that does not adversely impact upon the operation of the airport.

LAT-P5.1.4 To provide visual amenity in the presentation of the airport site to roads and the primary public access.

LAT-P5.2 Local Area Objectives

This sub-clause is not used in this particular purpose zone.

LAT-P5.3 Definition of Terms

LAT-P5.3.1 In this Particular Purpose Zone, unless the contrary intention appears:

primary public access	means a road or the extent of a constructed vehicular access that serves as the public entry and exit to the Devonport Airport and extends to the terminal building and to the entry and exit points of the car parking areas.

LAT-P5.4 Use Table

Use Class	**Qualification**
No Permit Required	
Natural and cultural Values Management	
Passive Recreation	
Utilities	If for minor utilities
Permitted	
Bulky Goods Sales	If for motor vehicle sales associated with car hire
Emergency Services	
Storage	
Transport Depot and Distribution	
Utilities	If not listed as No Permit Required
Vehicle Parking	

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Discretionary	
Educational and occasional care	
Food Services	
General Retail and Hire	
Manufacturing and processing	
Recycling and Waste Disposal	
Resource Processing	
Service Industry	
Tourist Operation	If for a visitor centre
Vehicle Fuel Sales and Service	
Visitor Accommodation	
Prohibited	
All other uses	

LAT-P5.5 Use Standards

LAT-P5.5.1 All uses

Objective:	That external lighting does not impact on the safety and operation of the airport.

Acceptable Solutions	**Performance Criteria**
A1 External lighting must be aligned or baffled so that direct light is not visible to approaching aircraft and does not extend into the operational areas of the airport, unless for the specific provision of airport lighting.	**P1** No Performance Criterion

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LAT-P5.5.2 Discretionary uses

Objective:	That discretionary uses support the purpose of the zone.

Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1** A use listed as Discretionary, must support the purpose of the zone and not unreasonably compromise business and industrial precincts zoned for that purpose, having regard to: (a) the characteristics of the site; (b) the size and scale of the proposed use; (c) the impact of the proposal on the operation of the airport; (d) association with, and degree of support to, the primary air freight handling, logistics, tourism and servicing activities of the airport; (e) the extent that the proposed use would support increased product and commodity export through the airport; and (f) whether the use is more appropriately located in other business or industrial precincts in the Devonport or Latrobe municipalities.

LAT-P5.6 Development Standards for Buildings and Works

LAT-P5.6.1 Building height

Objective:	To provide for a building height that: (a) is necessary for the operation of the use; and (b) is compatible with the presentation of the airport site as viewed from roads and public places.

Acceptable Solutions	**Performance Criteria**
A1 Building height must be not more than: (a) 10m; or (b) 15m if for a structure, such as a tower, pole or similar.	**P1** Building height must be necessary for the operation of the use and is not out of character with infrastructure and buildings on the airport site when viewed from roads and adjoining public land, having regard to: (a) the bulk and form of the building; (b) the visual character of the area (c) the topography of the site; (d) the visibility of the building from adjoining roads and public spaces; (e) any existing or proposed screening by vegetation or other measures.

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LAT-P5.6.2 Setbacks

Objective:	That building setbacks are: (a) appropriate for the site and minimise potential conflict with use on adjoining sites; and (b) provide for visual amenity through landscaping to public roads and the primary public access.

Acceptable Solutions	**Performance Criteria**
A1 Buildings, excluding light poles, must have a setback from: (a) the frontage to Mill Road of not less than 15m; and (b) the primary public access of not less than 10m.	**P1** Buildings must have a setback from a frontage and the primary public access that provides adequate space for landscaping for visual amenity, vehicle access and parking , having regard to: (a) the design and presentation of the development on the site, including the provision of vehicle access and parking; (b) retention of existing vegetation or proposed landscaping; (b) the setback of buildings on adjoining properties; and (c) the safety of road users.
A2 Buildings, excluding structures for communications and light poles, must have a setback from side or rear boundaries of not less than: (a) 5m; or (b) an existing building on the lot.	**P2** Buildings are sited to provide for adequate vehicle access and not cause an unreasonable impact on adjoining uses having regard to: (a) the topography of the site; (b) the size, shape and orientation of the site; (c) the setback of existing buildings on the site and on adjoining properties; (d) the bulk and form of proposed buildings; (e) vehicle access and circulation requirements.

LAT-P5.6.3 Outdoor storage

Objective:	That outdoor storage areas do not detract from the appearance of the site when viewed from roads or the primary public access.

Acceptable Solutions	**Performance Criteria**
A1 Outdoor storage areas, excluding any goods for sale, must not be visible from any road adjoining the site or the primary public access.	**P1** Outdoor storage areas, excluding any goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.

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LAT-P5.6.4 Access presentation and landscaping

Objective:	That: (a) the primary public access to the airport is presented and landscaped to provide visual amenity and enhancement of the streetscape or vehicular access; (b) the frontage along Mill Road is landscaped to provide visual amenity and enhancement of the streetscape; and (c) development that takes access from, or has a boundary shared with, the primary public access, is designed to enhance the visual amenity of the the primary public access.

Acceptable Solutions	**Performance Criteria**
A1.1 Development must not have: (a) frontage to the primary public access if a road; or (b) a shared boundary with the primary public access if not a road. **A1.2** Development provides landscaping to the frontage of Mill Road to a depth of not less than15 metres that: (a) is not developed for buildings; (b) includes a contiguous line of trees that will achieve a minimum height of 12 metres; and (c) includes not less than 20% of the area planted with shrubs.	**P1** Development provides for visual amenity in the presentation of the airport site to public roads and the public access driveway, having regard to: (a) the movement of vehicles and pedestrians; (b) the safety of junctions, driveways and footpaths; (c) requirements for infrastructure and services; (d) the degree of visibility from public roads and access points; (e) the need for visibility for commercial uses; and (f) signage.

LAT-P5.7 Development Standards for Subdivision

LAT-P5.7.1 Subdivision

Objective:	That each lot: (a) has an area and dimensions appropriate for use and development in support of the zone purpose; (b) is provided with appropriate frontage to a road.

Acceptable Solutions	**Performance Criteria**
A1 Each lot, or lot proposed in a plan of subdivision, must: (a) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities; or (c) be for the consolidation of a lot with another lot provided both lots are within the same zone.	**P1** Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: (a) the relevant requirements for development of buildings on the lots; (b) existing buildings and the location of intended buildings on the lot; (c) the topography of the site; and (d) the presence of any natural hazards.
A2 Each lot, or lot proposed in a plan of subdivision, must have a frontage, or legal connection to a road by a right of carriageway, of not less than 20m.	**P2** Each lot, or lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the

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	intended use, having regard to: (a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (b) the topography of the site; (c) the functionality and useability of the frontage; (d) the anticipated nature of vehicles likely to access the site; (e) the ability to manoeuvre vehicles on the site; and (f) the ability for emergency services to access the site.
A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	**P3** Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; and (d) the pattern of development existing on established properties in the area.

LAT-P5.7.2 Services

Objective:	That the subdivision of land provides adequate services to meet the projected needs of future development.

Acceptable Solutions	**Performance Criteria**
A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must: (a) be connected to a full water supply if the frontage of the lot is within 30m of a full water supply service; or (b) be connected to a limited water supply service if the frontage of the lot is within 30m of a connection to a limited water supply service, unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.	**P1** No Performance Criterion.
A2 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	**P2** Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating or connecting to an on-site wastewater treatment system adequate for the future use and development of the land.

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A3 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	**P3** Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of providing an on-site stormwater management system adequate for the future use and development of the land, having regard to: (a) the size of the lot; (b) topography of the site; (c) soil conditions; (d) any existing buildings on the site; (e) any area of the site covered by impervious surface; and (f) any watercourse on the land.

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ATTACHMENT 4

Attachment 4 – Devonport Airport – Natural Assets Code Overlays to be Modified

Proposed Priority Vegetation Area overlay to be removed shown in red outline.

Proposed Waterway and Coastal Protection Area overlay to be removed shown in red outline.

From: Jo Oliver | Terra Firma Town Planning <jo@terrafirmaplanning.com.au>
Sent: Friday, 27 January 2023 2:51 PM
To: TPC Enquiry
Cc: McCrossen, Samuel; Jan Febey
Subject: Latrobe Council - Submission to Latrobe Draft LPS - TPC Post Hearing Directions - Email 2 of 2
Attachments: Port-Sorell-Strategic-Plan-Review-Report-June-2018-final.pdf; Attachment 3 - Revised Draft Devonport Airport PPZ - Tracked Changes - TPC Post Hearing Directions.docx

Categories:

Email 2 of 2

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Director

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PORT SORELL STRATEGIC PLAN REVIEW 2017-18

An Integrated Framework for the Future Growth and Development of Port Sorell

Draft Outcomes Report 01 June 2018

Prepared by

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1. Introduction and Background to the Project

1.1 Overview

The Latrobe Council, in consultation with the community, decided in late 2016 to review the *Port Sorell and Environs Strategic Plan 2008*, which was developed followingan Enquiry By Design Workshop held in March 2008. This workshop was run by Ecologically Sustainable Design Pty Ltd in conjunction with Council.

The Strategic Plan itself was prepared in a public consultative process by Council in mid 2008andformally adopted by Council in late 2008.

In the over eight years since the adoption of the Strategic Plan, many key elements of the Plan have been realised and the town is now a much more self-sufficient community with improved shopping, education and community facilities. In summary, the major items achieved include:

- The establishment of the Port Sorell Primary School on the former Camp Boomerang site.

- The transfer of the ownership of Camp Banksia from State Government to the Latrobe Council, and the construction of the Banksia Centre - formally known as the Port Sorell Community, Recreation and Performing Arts Centre.

- The establishment of the Port Sorell Shopping Centre, anchored by Woolworths, on the corner of Alexander Street and Poyston Drive.

- The rezoning and release of the former Luck land (bounded by Dumbleton and Joyce Streets) for residential development the Jochro land to the west of Rubicon Grove aged care facility and Reddicks land off Hawk Hill Road as well as the release of other residential land accessed from Alexander Street via Bryan Street.

- The expansion of the Rubicon Grove aged care facility.

- The purchase of the Lillico land on Port Sorell Rd for the proposed THEA Centre, and the clearing of scrub from the land.

- The rezoning of land bounded by Wilmot Street and Darling Street for residential purposes, tourist development and a sea wall to protect the Port Sorell township from sea level rise.

With respect to population growth, Port Sorell has continued to grow. However the rate of growth has been slower than anticipated in 2008. The 2016 Census figures indicate Port Sorell, Shearwater and Hawley Beach have a combined population of around 4269 people. This includes the rural residential population south and west of the urban area. In 2006 there were 3583 people, indicating an increase of 686 people over ten years.

In the Demographic Study accompanying the 2008 Strategic Plan, a population of 4905 was predicted for 2016, based on the then growth rates, with a longer term target of around 7000. Other UTAS modelling in 2008 gave a wide range population prediction for 2016 of 4429 to 7257 people. However, the achieved population by 2016 was below both of these estimates

In addition, over the last eight years, there have been extensive investigations into sea level rise, stormwater management, water supply capacity and sewer capacity. All of these issues are now significant influences on growth in Port Sorell.

These achievements, studies and consideration of infrastructure provision indicate that it is now an appropriate time to review the *Port Sorell Strategic Plan 2008*.

1.2 Key Purposes of this Outcomes Report

The purposes of this Outcomes Report are:

1. To summarise the major issues and outcomes of investigations to date. The proposed changes or improvements are outlined.

2. To identify the issues on which there is no clear direction yet, and where further consideration by Council and community is needed. In Sections 6 to 9 of this Report, topics are outlined and a series of recommendations for each topic included.

3. To identify actions which could proceed in the near term. Many of the outcomes sought by the community in this Review relate to possible improvements to the public realm, including street tree planting and upgrading of some key public spaces. The community is keen to progress some of these items, and it may be that they can be separated out from this Report in its final form, as they do not directly relate to the town planning process.

4. To place this document on public exhibition to gain community feedback prior to its finalisation.

5. To feed information into the current drafting of the local planning provisions for the new Tasmanian Planning Scheme to complement the new Statewide Planning Provisions.

Following a detailed review of this report and its recommendations by Council officers and Councillors in response to community feedback, together with concurrent reviews of the outputs of a separate Camp Banksia Futures Study, this report will be finalised as the primary reference to inform the future *Port Sorell Strategic Plan 2018*.

2. The Scope of the Project

The Project will provide an integrated framework for the future growth and development of Port Sorell and environs. It will provide the background for production of an updated *Port Sorell Strategic Plan* by Council.

The Project Brief, issued in February 2017, outlines the key aims of the project as follows:

- A detailed Review of the *Port Sorell Strategic Plan 2008*, documenting what has progressed, what has not progressed and what has varied, in order to inform an update of the Strategic Plan by Council.A review of the demographics of the area
- Evaluation of both the benefits of the new town centre and its impacts, particularly on the Shearwater village centre
- Evaluation of the impacts of recent residential development, including the issue of possible oversupply of lots
- Review the need to retain various parcels of Council owned land, including the property on corner of Port Sorell Main Road and Alexander Street (CT226636/1)
- Prepare a development concept and design principles for the triangular land parcel owned by Fairbrother Pty Ltd (CT165535/1) in the town centre
- Review the traffic functioning of Alexander Street in the town centre area, including the Poyston Drive intersection impact and facilitation of commercial development on the east side of Alexander Street
- Prepare a development concept and/or design principles for the Alexander Street frontage land parcel owned by WD Edwards (former Shearwater Golf Club land– (CT169982/1), taking into account possible timing for release as well as requirements for stormwater management
- Review the amount of land identified for Rural Living purposes and identify any current issues, including the need to ensure an adequate street network
- If a new Waste Transfer Station is considered necessary and if so where should it be located?
- Review street connectivity options in the Camp Banksia area, in conjunction with the separate review of the facility which is now underway
- Investigate options for providing an improved sports ground in Port Sorell
- Identify the need for and possible locations for additional civic uses in Port Sorell, including a library, on-line access centre etc
- Explore ways in which construction of the proposed 'Pink Street' route parallel to Alexander Street might be brought forward.

3. Community Consultation and Stakeholder Engagement

The project formally commenced in February 2017. A detailed site inspection of the town was conducted prior to this, in December 2016, together with several key stakeholder consultations.

3.1 February Opening Public Meeting

In February 2017, further key stakeholder consultations were held, together with a Public Meeting to open the Project held on Thursday 23rd February at the Port Sorell Memorial Hall. The event was widely publicised, including the distribution of flyers and articles and advertisements in local papers.

Flyer for Opening Public Meeting

The Port Sorell Strategic Plan Review information session held at the Port Sorell Memorial Hall drew a remarkable turnout of approximately 180 people. T Council's consultant, Wendy Morris spoke about the scope of the review before discussing what had occurred as a result of the adoption of the 2008 plan, and outlining what the key issues were for this Review.

A detailed Power Point presentation entitled *Port Sorell Strategic Plan Review 2017 Introductory Presentation* was produced and made available on Council's website.

Crowd at Opening Public Meeting

Attendees were then invited to voice their views on several issues including traffic and parking, stormwater and flooding, sporting facilities and residential development issues. Comments received at the meeting were collated and made available for public viewing on Council's website.

Members of the public were also invited to lodge further submissions in regard to any issue they would like considered in the review. Submissions closed on March 24, and a few were received.

3.2 April 2017 Community Workshop

On Saturday 8th April 2017 an all-day community workshop was held, again at the Port Sorell Memorial Hall. It too was widely advertised and very well attended.

The workshop was divided into several design and discussion sessions on the topics listed below. Some topics had more than one group working on them to ensure that the groups were not too big to enable all participants to make a contribution. The groups were run by Council officers, some Councillors and ESD.

Workshops

PORT SORELL STRATEGIC PLAN

As a follow up to the community meeting held in February Council will be conducting a number of workshops at the Port Sorell Memorial Hall on **Saturday 8th April, 2017**. Details of workshops as follows:

9.00am to 11.00am	11.30am to 1.00pm	2.00pm to 3.30pm	2.00pm to 3.30pm	4.00pm to 5.30pm
Town Centre/ Alexander Street Precinct including traffic management, parking and future development	**Street Tree Planting and Public Realm Beautification**, including looking at Club Drive, Wilmot Street and Alexander Street	**Sporting Facilities** including upgrading existing oval and other sportsfield/ facility needs	**Waste Transfer Station and waste management** (session running parallel to Sporting facilities session)	**Shearwater Village Revitalisation**

Latrobe Council

Please contact Council at **council@latrobe.tas.gov.au** or on **6426 4444** to register your interest and nominate which workshop/s you are interested in attending. Registrations due **Thursday 6th April, 2017**.

8th April 2017 Workshop flyer

The April Workshop timetable and topics were:

9.00am to 11.00am – Town Centre/Alexander Street Precinct including traffic management, parking and future development

11.30am to 1.00pm – Street Tree Planting and Public Realm Beautification, including looking at Club Drive, Wilmot Street and Alexander Street

2.00pm to 3.30pm – Sporting Facilities including oval upgrade, Bowling Club and other sports field/facility needs

2.00pm to 3.30pm – Waste Management Options

4.00pm to 5.30pm - Shearwater Village Revitalisation

The Workshop outcomes were documented graphically on the plans and in notes prepared following the workshop. The outcomes provided very valuable directions on each of the issues, although few groups reached clear resolution on outcomes.

3.3 Concurrent Activities feeding into the Review

At the same time as the above community engagement processes, a separate study had been commissioned on the future of Camp Banksia. This study is being done by a team led by Lange Design.. It is looking at a range of use and development options for the site, together with the economic viability of these options.

Another important initiative has been taken by the Shearwater Village Traders, to set up a Shearwater Village Revitalisation Group to address the many issues confronting this centre following its decline after the opening of the Port Sorell Town Centre retail complex. Council's Tourism and Economic Development Officer is assisting this group.

4. Base Maps

A range of updated aerial base maps were produced by Latrobe Council to inform the study. They were derived from 2016 aerials, so were quite up to date.

The new base maps covered the following areas:

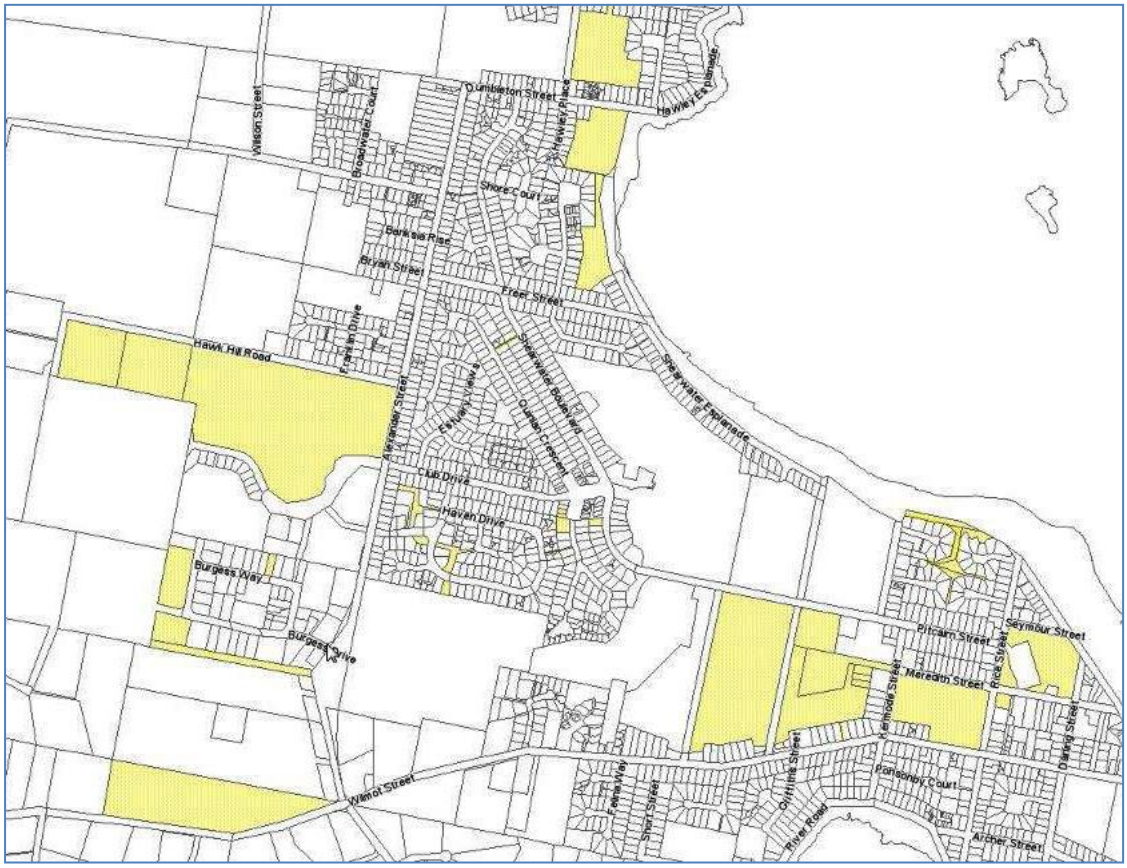
- Town Centre and central segment of Alexander Street
- Shearwater Village Centre
- Port Sorell Village including Primary School, Recreation Ground, Camp Banksia and Wilmot Street east
- Town Entry area - Port Sorell Road, Alexander Street south and Wilmot Street West
- Club Drive, linking Alexander Street to Shearwater Village
- Will Edwards' land fronting Alexander Street (former Golf Course land)
- Industrial precinct and land to its south, down to Lillico Land.

The following maps are examples of this new base map series.

Port Sorell town centre – map extract

Port Sorell Burgess St Industrial Area – map extract

In addition, a map of Council-owned land was produced. This is included below.



Council-owned land as at February 2017

5. Overview of Progress with implementing the *Port Sorell and Environs Strategic Plan 2008*

A significant number of the major initiatives included in the *Port Sorell and Environs Strategic Plan 2008* have been partially or completely implemented over the past eight years. As a result, the town is now a much more self-sufficient community with much improved shopping, education and community facilities.

In summary, the major items achieved include:

- The establishment of the Port Sorell Primary School on the former Camp Boomerang site.

- The transfer of the ownership of Camp Banksia from State Government to the Latrobe Council, and the construction of the multi-purpose Banksia Centre - formally known as the *Port Sorell Community, Recreation and Performing Arts Centre*. A current study is examining future options for the Camp Banksia site.

- The establishment of the Port Sorell Shopping Centre, anchored by Woolworths, on the corner of Alexander Street and Poyston Drive,. This also involved the construction of Poyston Drive West, an important town centre street.

- The rezoning and release of the former Luck's land (bounded by Dumbleton and Joyce Streets) for residential development the Jochro's land to the west of Rubicon Grove aged care facility and Reddick's land off Hawk Hill Road as well as the release of other residential land accessed from Alexander Street via Bryan Street.

- The expansion of the Rubicon Grove aged care facility including a community chapel.

- The purchase of the Lillico land on Port Sorell Road for the proposed THEA Centre and the clearing of scrub from the land.

- The rezoning of the Port Sorell 'Marina' site on Wilmot Street for a mix of housing, together with tourist development, and the proposed incorporaton of a sea wall to protect the Port Sorell township from sea level rise.

- Rezoning and subdivision of the land identified for the Hawley Beach Tourist Accommodation Complex.

- Purchase of a land parcel on Alexander Street by Council to enable creation of Bryan Street as the westerly extension to Freer Street, one of the key street linkages identified.

- Various studies completed of the former land fill site and preparation of a Draft Central Park Plan for the whole site in 2015. More studies are underway to refine a rehabilitation strategy.

- A study completed for Shearwater Park with some improvements made in the vicinity of the Surf Club, including the addition of a children's playground and a

fitness centre. The 2008 proposal for a new barbeque, playground and toilet node north of Freer Street was rejected by surrounding residents.

- Rezoning of several of the identified future Rural Residential parcels and commencement of residential development on them.

The following major items have not occurred, or are yet to be substantially implemented:

- Rezoning of the southern extension of the Industrial estate, incorporating the Conway and Badcock properties. A rezoning was prepared and exhibited in 2009, but the Tasmanian Planning Commission refused to approve it on the basis of it being premature in light of the industrial land supply available in the area.

- Minimal upgrades undertaken in Shearwater Village. A key building was constructed on the north east corner of Club Drive, completing the streetscape in the core main street section. No other major initiatives to revitalize the centre have occurred.

- Establishment of the Alternative Access Road known as 'Pink' Street, to provide a westerly route parallel to Alexander Street.

6. Key Issues and Interim Outcomes

6.1 Introduction

In this chapter, under each of the topics below, are outlined the outcomes to date on most of the key issues, together with some recommendations and some key unresolved matters for Council and community consideration.

In this chapter, the Town Centre is addressed first, and then the former landfill site, followed by Shearwater Village. The issue of Street Tree Planting is then addressed, followed by Sports fields and Sports Facilities, a future High School site, the Surf Club Precinct, progress with the establishment of 'Pink' Street as well as other key street links, the former Golf Club land, Waste Management and finally Civic and Community Uses.

6.2 The Town Centre

The Port Sorell Town Centre has taken shape in the past ten years, and now has a Woolworths supermarket-anchored shopping centre together with a medical centre, child care centre, and to the west, the Rubicon Grove aged care facility. The only remaining vacant land in the town centre is a large triangular parcel north of the existing shopping centre that is held in private ownership.

Town Centre – southern area

6.2.1 The Shopping Centre

The Shopping Centre has been established, although not built in the manner envisioned in the *Port Sorell Strategic Plan 2008*, where it was proposed as a more traditional street front-based centre with car parking in behind. The reason for this being there was no formal design control within the zoning that applied to the site. Despite extensive endeavours by Council and negotiations with the proponent, it was not regarded as feasible by the developer to build a street-front based centre at that time. The shopping

centre has been set back facing onto a large car park and a central street, the Poyston Drive extension, was built.

The community made it clear that they are appreciative of the shopping facilities, but disappointed in its appearance and amenity. They have identified a range of issues with the current shopping centre, and some opportunities for its enhancement to become a more attractive town centre core. These issues included:

- Blank walls and vacant parcels facing Alexander Street, leading to a very poor presentation of the centre to its major street frontage. There are opportunities for infill retail or commercial development that could front Alexander Street, and this infill should be combined with better landscaping.

- Difficulties for drivers and pedestrians at the Alexander Street/Poyston Drive intersection, which is controlled by Stop signs on Poyston Drive either side of Alexander Street. The community strongly sought a roundabout for this intersection. This issue is outlined in more detail below.

- Difficulties in using the recently-built indented parking spaces along Alexander Street, as the travel lane is perceived as too narrow for the speed of the traffic, making it difficult to both park and to safely get out of the car. There is potential for the central painted median to be reduced slightly in width.

- Difficulties with entering and exiting the shopping centre car park, and desire for the two entries to be converted to one way in and one way out. Since the Workshop, the Bendel Group has been consulted, and whilst they did not agree to a one way system, they have recently undertaken work to widen the entries.

- Perceptions of a shortage of parking spaces, yet virtually no use is made of the on-street capacity on both sides of Poyston Drive. There would be benefit in painting in 2m-wide parking spaces along both sides of the new section of Poyston Drive's 10m wide pavement. In addition, the presence of the parking lane should help ensure cars entering the Shopping Centre car park do so in a more perpendicular action, thereby reducing the risk of cars crossing over the entry centre-line.

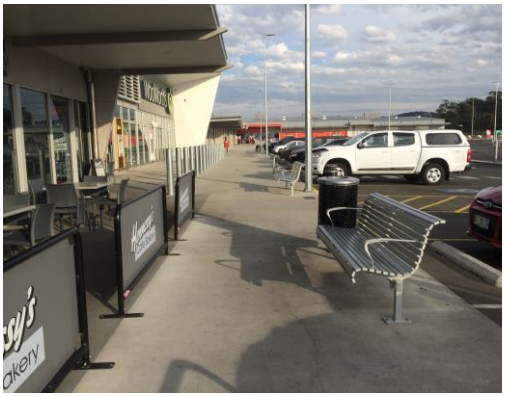
- Poor landscaping to the car park, the Poyston Drive frontage and the Alexander Street frontage. The landscaping throughout the shopping centre is minimal. There are small plants in some areas that do little to beautify the space. There is a lack of shade trees and no landscaping to break up the big expanse of bitumen that is the car park area.

- Poor amenity, low attractiveness and limited shelter along the footpath directly in front of the Woolworths and nearby shops. There are few seats and rubbish bins in this area. Only some of the footpath frontage is effectively sheltered by the verandas. The bare concrete footpath area in front of the north-facing shops needs to be enhanced and some shade trees added, together with potentially some feature paving and some art works. The privatized segments of the footpath under the verandas should be changed to provide a continuous path under shelter for pedestrians.

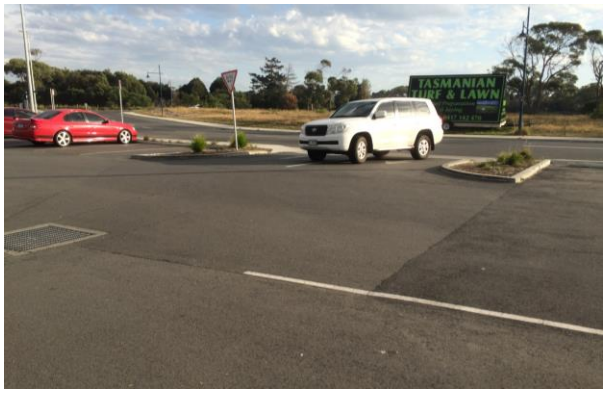
- Absence of any public square or community gathering space. There is a landscaped area at the back of the BWS building, facing Alexander Street. If the site to the south was developed for shops, and one shop faced out towards this

space, there may be benefit in trying to develop some of this space as a small public plaza, possibly designed to step down to Alexander Street.

Front of shopping centre dominated by the barely landscaped car park



Bleak and bland footpath in front of main shops, with little shelter



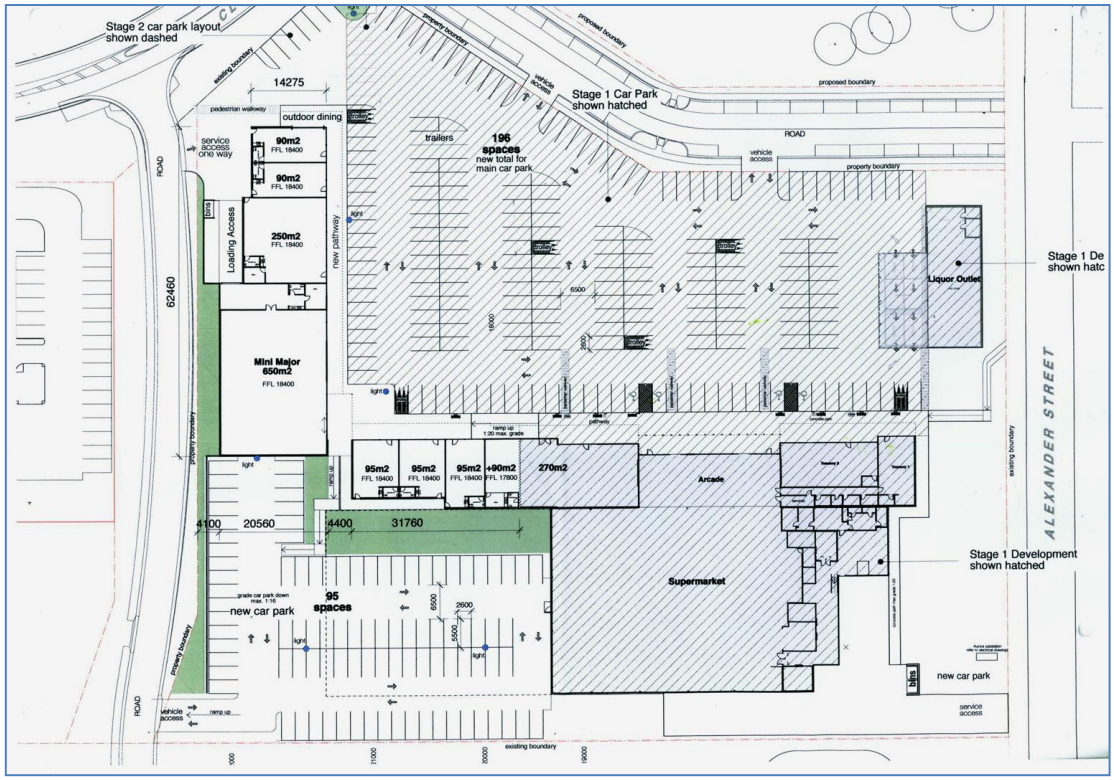
Cars cross the centreline when entering the car park, blocking exiting vehicles

Bland and empty Alexander Street frontage of shopping centre. Basic landscaped space on left

Shopping Centre Parking

There was some community concern that there is, or soon could be, a shortage of parking spaces, as the shopping centre car park is periodically very busy. There was also concern that this may act as a constraint to future infill development on the shopping centre site, including the sites fronting Alexander Street.

A review of the original plan for the shopping centre reveals that there is an as yet unbuilt car park of 95 spaces tucked away at the rear of the Reject Shop, and there are the as yet unpainted and unused spaces on Poyston Drive. These spaces are shown on the following plan.



Plan of shopping centre showing unbuilt car parking area at rear, and on-street spaces to be marked on Poyston Drive

The proposed spaces behind the Reject Shop will be well-screened from the front of the centre, and will not further contribute to the visual expanse of car parking. They are very convenient to the shops, by virtue of a pedestrian access next to the Reject Shop. Providing some of this parking may enable the possible Alexander Street infill sites to be developed, as well as possibly enabling addition of some substantial trees into the existing car park in return for the loss of a few spaces.

It is understood that the parking spaces shown on the plan behind the Reject Shop may in part be linked to a possible future extension of the supermarket.

6.2.2 Possible roundabout for Alexander Street/Poyston Drive intersection

The community raised significant concerns about the current operation of this key town centre intersection. These included concerns with regard to right-turning traffic and the high speed of traffic on Alexander Street. There was strong community support for a roundabout.

Addition of a roundabout is technically possible here. A concept design was prepared by Council's engineers. The design for the roundabout allows for it to be fully mountable by trucks and e very similar to the newly-built roundabout at the Gilbert and Victor Streets intersection in Latrobe. It can be fitted into the existing kerbs, meaning it would be relatively cost-effective to install.

Alternative lower cost traffic control measures were also explored for this intersection, primarily based on the idea of prohibiting south-bound right turns out of Poyston Drive West into Alexander St. This would however see southbound traffic either having to exit to the north via the Club Drive roundabout, or use Burgess Link and exit southwards through the industrial estate.

It is envisaged that a new roundabout would also help to slow the traffic on Alexander Street, thereby improving the access to and use of the indented on-street parking bays. The central painted Alexander Street median could be narrowed slightly to widen the travel lane a little and make the on street parking easier to use.

Alexander St/Poyston Drive Roundabout Concept

RECOMMENDATIONS FOR THE SHOPPING CENTRE & POYSTON DRIVE

R1 Council agree to meet with Bendel Group to encourage them to undertake a wide range of upgrades to the shopping centre. These to include infill development, landscaping, public space upgrades, and the construction of additional car parking, if required, for the infill retail floor space.

R2 Introduce a roundabout at the Poyston Drive/Alexander Street intersection to enhance both safety and accessibility in the town centre. A mountable 4m radius roundabout can be constructed without needing to alter the existing kerb lines.

R3 Repaint the Alexander Street median south of Poyston Drive in a slightly narrower form opposite the indented parking bays.

R4 Paint in the on-street parking bays along the new section of Poyston Drive West in the town centre. The bays should be painted at only 2m wide, to ensure cars are parked close to the kerb.

6.2.3 The Vacant Triangular Town Centre Parcel

This land is the only vacant parcel remaining in the Town Centre. It is approximately 1.5ha in area and is privately owned. It is understood that the owner is keen to develop the land.

The site is fully bounded by street frontage, with only the shortest leg, Poyston Drive, currently with sufficiently capacity for on street parking. The site is relatively flat and there are no significant trees on it. The northern part is criss-crossed by three underground drains and a sewer line, which together quite constrain the northern third of the site. The main access point is currently via an already-constructed roundabout on Club Drive. The land to the north and west of the site is part of the former land fill, which is currently proposed to be developed as passive parkland.

Town Centre – privately owned vacant site at northern end of town centre

At the present time, there is little additional demand for either retail or commercial uses in Port Sorell. This is in part because population growth has slowed, and also because there is still vacant land on the existing Shopping Centre site for up to 5-6 shops or offices.

In addition, there is substantial retail or commercial floor-space nearby in the Shearwater Village Centre that has not yet been re-occupied , and is currently available at modest rentals.

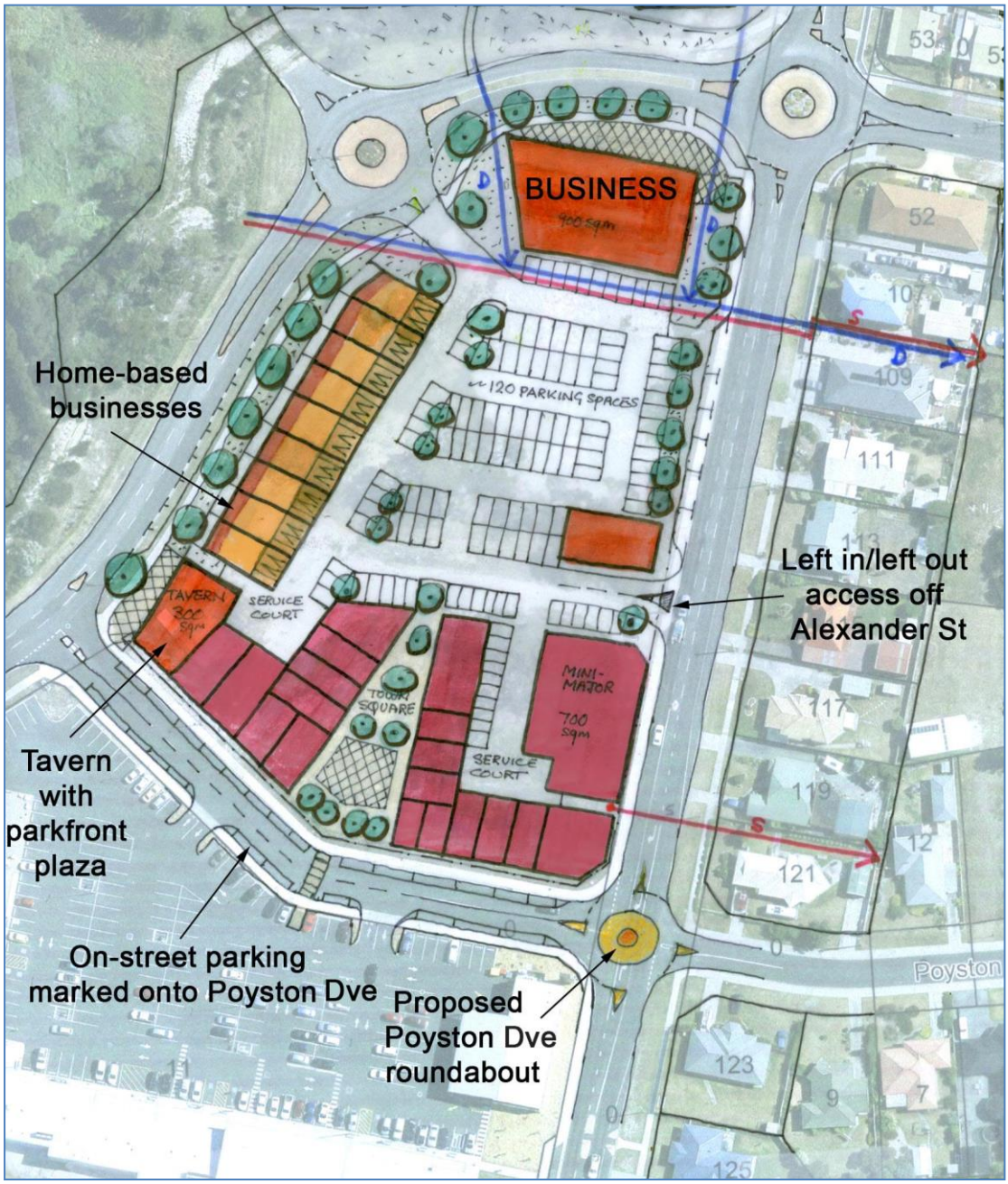
Looking to the longer term, the triangular parcel represents a key asset that, if done well, could help the Town Centre mature into an attractive and more diverse centre.

Indeed, the site is critical, as there are few other sites on which to expand the Town Centre.

The site has a major design challenge because of its extensive street frontages, each of which should have development fronting them, rather than blank walls or car parks.

The northern end is a landmark corner fronting both Club Drive and Alexander Street; the southern edge fronts Poyston Drive, the 'centre' of town; the eastern edge provides an opportunity for development to address Alexander Street, taking advantage of the frontage exposure; and the western edge provides an opportunity for development to overlook the proposed parkland.

This site was extensively discussed at the April 2017 workshop, and its potential was tested by design. A refined version of those designs has been produced and is included below.



Indicative Concept Plan for future development of the Triangular Site

The key design principles underlying the proposal include:

- Development frontage to all surrounding streets, with only a limited segment of car parking exposed to Alexander Street.

- Retail shops fronting onto Poyston Drive, with good veranda coverage along the whole length. These shops to be set back around 1.5-2m from the current site boundary, enabling the existing somewhat narrow Poyston Drive footpath to be

widened to a normal width, of around 4.5-5m, for street-based retail. An upper storey of residential development is also appropriate to front this edge.

- Provision of a Town Square (actually a Town Triangle) abutting Poyston Drive, and fronted with shops. The southern part of the Square as shown on the concept plan is around 20m wide, which is quite large enough for such a space. The Town Square should be developed with shade trees, seats and other amenities, and could incorporate a stage or similar, providing for events and performances.

- Extensive car parking provided north of the Town Square, to encourage pedestrian movement through the Square, together with a pedestrian crossing provided on Poyston Drive to safely connect pedestrians to the existing shopping centre to the south.

- Incorporation of a mini major retail business (comparable to The Reject Shop) to act as a retail anchor for this northern site. It can be provided with both Alexander Street frontage and car park frontage, and would be expected to front both, with minimal blank walling. Verandas to be provided on both these frontages.

- The main access is provided via the existing Club Drive roundabout, with a secondary access off Alexander Street, set up as a left in/left out only access. Two internal service/ loading courts are provided. Each can serve several shops.

- The western frontage to Club Drive and overlooking the proposed parkland is shown on this plan with two-storey home-based business terraces. Alternatively this frontage could provide three-storey apartments.

- The constrained northern corner is shown with a business/commercial/office or tourist/hotel premise, ideally at least two storeys high to create a prominent landmark. An extensive area of street reserve abuts its northern edge, and this to be landscaped into a sunny north-facing plaza, providing a public forecourt to the building.

- On the south-west corner of the site, a small tavern/wine bar is shown. It also abuts a proposed small plaza area, ideal for outdoor seating;, in this case with the benefit of facing the afternoon sun and the park.

- On street indented parking is shown added into parts of both the Club Drive frontage and the Alexander Street frontage, together with parking bays painted onto Poyston Drive. These areas provide around 30 on-street parking spaces. In addition, around 120 parking spaces are shown on the site.

The key challenge with this proposal is the lack of current demand for most of these uses, and the risk of the developer seeking to proceed with an alternative -development or car-focussed development of the site. Cognisant of this, the idea was floated during the April Workshop that Council should consider buying the site and land-banking it until demand is more certain. This idea was discussed and Council decided not to buy the site.

There was also interest in exploring whether there are any community or civic uses that could be justified for this site. This was found to be unlikely, especially giving regard to the extra cost of purchasing private land when Council has other land it owns in Port

Sorell that could be suitable. It was noted though, that Council owns no suitable land in the Town Centre for future community facilities. Section 6.14 summarises the current situation with respect to community facilities across Port Sorell.

RECOMMENDATIONS RELATING TO THE TRIANGULAR TOWN CENTRE SITE

R7 The Concept Plan outlined above should be adopted as the preferred development approach for the triangular site, and the key principles behind it developed into a Special Area Plan, to be incorporated into the Planning Scheme.

6.3 The Former Landfill Site

The former land fill site surrounds the Town Centre to its north. Since the 2008 *Port Sorell and Environs Strategic Plan*, which proposed a wide range of uses for the former landfill site, including sports fields, a possible school site, and some housing development complementary to the town centre, more studies have been done in relation to its development capacity and rehabilitation requirements and costs. The central parts of the site have now been confirmed as unsuitable for most uses, including for sporting fields, due to the cost of placing a clay cap over the site to prevent water from irrigation penetrating the sub-soils and the possibility of leaching.

The community has recently supported the whole site being developed into a large passive park, and a report with a draft plan showing this use has been prepared and endorsed by Council in 2015.

This is an expensive plan and a plan that removes a couple of key options for future development on limited parts of the site that may be useable to help address some important future needs. At the 8th April 2017 workshop, community members expressed diverse views about whether the whole of the former landfill site should be a park or not, especially given the significant costs involved for both its establishment and maintenance.

The plan following shows the updated analysis of the areas constrained by significant land fill use in the past. Of these areas, Area B is the most constrained. Area C, whilst used for land fill, is not regarded as beingsubstantially constrained. Area A was used for pulp waste and may be moderately to severely constrained. The corner of land to the south of Area A has not been excavated at all but is understood to be low lying.

Map of tip site showing extent of tip filling activity as Areas A, B and C

The former land fill site is currently used as the town's Waste Transfer Station. This occupies a large area within Area B above. It is presently very spread out for such a facility. If it is to be retained on site, there is the option of rebuilding it as an upgraded Waste Transfer Station on a much smaller footprint, and integrated into the proposed Park. More discussion of the Waste Transfer Facility options is covered in Section 6.13.

In addition, Council's Depot is located just north of Area C, abutting Hawk Hill Road. This is essentially a large shed and a fenced outdoor storage area.

Draft Former Landfill Site Park Plan 2015

The plan below shows the Draft Former Landfill Site Park Plan for the site prepared in June 2015. Since that plan was released, there have been further thoughts about relocating the Active Youth Zone shown at the western end to a more central place in the park and nearer to the town centre. The components of the Active Youth Zone are anticipated to include a new high quality skate park, raising the possibility that the existing skate park in the Shearwater Village may be de-commissioned.

Draft Former Landfill Site redevelopment as major passive park, 2015

This plan also includes a section of the proposed 'Pink' Street parallel access route running through it, yet there is no development to abut it to help contribute to the funding its construction. The current residential subdivision layout for the Jochro land to the south of the western end of the former landfill site has been approved. Unfortunately it includes the potential for back fences abutting the park, which will provide a poor public park interface with no passive surveillance of the park.

It has also been noted that there is no proposed development activity anywhere within this large park that might provide any passive surveillance to park users and park equipment.

This parkland plan still requires further consideration, which is being done in conjunction with ongoing studies into the former landfill site rehabilitation requirements, methods and costs.

RECOMMENDATIONS FOR FORMER LANDFILL SITE

R8 Continue to review and refine the draft Former Landfill Site Park plan of June 2015, in the light of ongoing investigations into both the remediation process and the Waste Transfer Station options.

R9 On the Draft Park Plan, consider whether the Active Youth Zone should be relocated to an area closer to the Town Centre, and whether it should include a state of the art skate park. If so, then determine whether the Shearwater Village skate park should be de-commissioned.

R10 The Council Depot could be relocated to the Burgess Industrial Estate, to occupy most of the 8000sqm site in Council ownership in the south west corner of the Estate.

6.4 Alexander Street east-side housing as future Mixed Use

In the 2008 Strategic Plan, dwellings fronting Alexander Street opposite the Town Centre were identified as having potential to transform from residential use over time into a range of small businesses. This is typical of most town centres, where commercial businesses grow within appropriately located housing fronting major streets.

In 2008 it was recommended that this land be rezoned to an appropriate Mixed Use Zone. This has not yet happened. Given that the Alexander Street shopping centre is now established, it may be an appropriate time to proceed with this rezoning. The recent formalising of the Alexander Street road pavement has provided on-street parking along its eastern side, which is very useful for supporting gradual transformation to business uses.

A key concern is that because of the unexpectedly slow population growth of Port Sorell over the past ten years, there are now several empty or under-used shops in Shearwater Village, some undeveloped sites in the shopping centre complex, as well as the vacant triangular town centre parcel opposite. Because of this substantial capacity, there is no shortage of retail or business space at present.

As noted above, given the identified longer term land constraints to the Town Centre, the conversion of existing housing will, in due course, provide a valuable additional resource for growing the business base of the Town Centre. This does not need to occur in the short term.

The use of these houses for home-based businesses can already be achieved under the Planning Scheme and such uses should be encouraged in the short term.

RECOMMENDATION FOR ALEXANDER ST EAST SIDE HOUSING

R11 In the medium term, consider rezoning all housing lots fronting Alexander Street south of Club Drive to an appropriate Mixed Use or Business Zone, and encourage their use for small service businesses such as vets, physiotherapists, beauty salons etc.

6.5 Indicative Long Term Extent of Town Centre

There may be value in again defining an updated indicative boundary to the Town Centre, synthesising all the above proposals. In the 2008 Strategic Plan, the Town Centre was essentially defined as only the Shopping Centre land and the vacant triangular site, plus the housing opposite, on the east side of Alexander St.

In the longer term, this extent will be insufficient to allow the Port Sorell Town Centre to grow and mature to serve a population of 7000 plus.

Possible extent of Town Centre

The plan opposite has been prepared to inform this proposition. It defines the Town Centre as approximately 600m long and 240m wide, giving an area of around 14 hectares in total.

This size is broadly comparable to the extent of town centres in similar-sized Tasmanian towns, such as Wynyard, George Town and Latrobe.

Some land and buildings within the Industrial Zone and some land on the former golf club site has been included in the boundary, as this land is in close proximity to the shopping centre, and could in future be developed for commercial uses.

Alexander Street provides the spine of the town centre, and its visual enhancement to an attractive urban street in this segment should be undertaken.

RECOMMENDATION

R12 Endorse the indicative longer term extent plan for the Port Sorell Town Centre as shown in the above plan.

6.6 Shearwater Village

In the 2008 *Strategic Plan* and the 2008 Enquiry by Design (EBD) process, Shearwater Village was investigated in terms of potential revitalisation actions that could be done to help support and strengthen the centre through what was anticipated to be a major retail disruption, following the opening of the Port Sorell Town Centre. Detailed proposals for upgrading the public realm, parking and completing the building footprint were included in the 2008 EBD report.

Unfortunately very little has been done, and following the 2014 opening of the Port Sorell Shopping Centre complex, the vitality and viability of the Shearwater Village has suffered significantly. This may, in large part, be because of the much slower than anticipated growth in the town's population over the past 10 years, rather than directly because of the lack of revitalisation works.

As Port Sorell continues to grow, the increased population will become sufficient to support both centres. Just waiting for this growth is not the only or best option for the Shearwater Village Centre. It needs to pro-actively re-invent itself, now that it has a good understanding of the specific impacts caused by the new Town Centre.

In late 2016, a Shearwater Traders Group set itself up, supported by Council's Tourism and Economic Development Officer. This is a very promising initiative. In June 2017, a report was prepared for Council stressing the need for a comprehensive Revitalisation Plan to be prepared for the centre, jointly by Council and Traders.

Shearwater Village suffers from several significant structural problems including:

- Its location off the major traffic movement economy
- Its extensively one-sided and spread-out layout
- Its very wide streets and vast expanses of bitumen dominating the centre
- The weakness of the Shearwater Resort as a major anchor for the centre
- Its poor and indirect connections to the water and beach.

These five structural aspects create a challenging retail environment for the Village. To prosper in spite of these problems, it must strengthen its role as a destination, through a focussed and well-considered revitalisation.

With this in mind, the retail vitality can be improved, but it will require creative approaches to defining a role for the centre, an appropriate business mix, innovative traders, events and promotions, together with building on any targeted niche markets, undertaking shopfront improvement and retail presentation, and tapping in to tourism. The recent very successful mulled wine festival held on Saturday 26 May 2018 is a good example of an event to attract people to the Village.

The quality and extent of landscaping and public realm amenity is currently poor. The public realm is an important aspect of the village that can be enhanced relatively easily.

Existing trees, additional planting, street furniture, poles, wires and paving should all be reviewed.

There are still a number of vacant sites in Shearwater Village, mainly on the western edge. These create an unfinished character for the centre, and ideally they should be developed in the near future. Council owns some of this land. There is clearly little demand for retail, so other uses should be investigated.

As proposed in 2008, additional tourist development or housing should be added to the front entry area of the Shearwater Resort, to better integrate it with the Centre, and to reduce the visual dominance of car parking at the front of the Resort.

Shearwater Village Centre

At the 8th April 2017 Workshop, a wide range of ideas were put forward by the community for consideration, which were documented. These ideas should be thoroughly considered. It is appropriate for the Traders Group to take the lead in addressing the retail mix, shopfront presentation and marketing issues, whilst Council could play a major role in undertaking a range of public realm improvements.

In relation to the public realm, there is a short-term need to undertake a detailed landscaping project, which involves planting of appropriately scaled trees to canopy over some of the bitumen expanses, whilst providing appropriate visibility across the streets underneath the trees.

Many parking bays are too long, and in the case of Fairway Crescent, the cars butt up against footpaths or property boundaries. There would be benefit in shortening some parking bays and adding in a grassed verge, to again reduce the visual effect of the paving expanse. In 2008, it was proposed that some ninety-degree on street parking be reconfigured to 60 degree angle parking, to enable the access aisles to be narrower. This option should be explored again.

Part of Club Drive – the Village main street – very wide with landscape and visual barrier in the centre median

Western entry to Village – vast expanse of paving and poor landscaping

Very prominent blue round seating, with poor trees creating minimal shade

Parapet in need of repainting and updated signage

Increasing residential development close to the Village Centre

One supportive initiative for the Village could be to increase the number of people living or staying in the village centre.

There are still some undeveloped sites in the village centre, mostly on the west side of Fairway Crescent. The sites on the south west corner of Fairway Crescent and Club Drive are privately owned and are understood to be in one ownership. At the present time, these vacant lots on the western sides of Fairway Crescent, and those on Quinlan Crescent, are zoned Local Business. As such, they represent the last vacant business use sites in Shearwater Village.

The main Council-owned land in the Village is the Fairway Crescent site containing the toilet block and the skate park, together with the vacant site immediately to the south. The toilet block is a valuable facility but is not appreciated by some due to its rather prominent position and appearance. The future of the skate park is also understood to be under review, whether it should be relocated to the proposed park on the former landfill site. Some anti-social activity has been associated with this facility. If the skate park is retained or expanded, it is recognised that this acts as a deterrent for residential or visitor accommodation uses to establish next to it.

The toilet block and skate park site is also zoned Local Business, and this zoning could be reviewed if the skate park is relocated.

If the Skate Park were to be relocated, and the site rezoned, then the two Council sites could be put up for sale together for townhouse or apartment development. There could be a requirement imposed to incorporate a new public toilet complex into the

development. Alternatively, this combined site might be retained for an as-yet unidentified future community facility.

Council also owns a car park on the south-east side of the village, fronting to Shearwater Boulevard. This car park is underutilised and not really needed for the Village. It could be sold and developed, potentially for townhouses. It is only a single lot of approximately 680sqm, already zoned for residneital use and having frontage to both a lane and the street, makes it quite efficient to develop. Should the Village revitalise, the car park may be needed in future.

RECOMMENDATIONS FOR SHEARWATER VILLAGE

R13 Support the ongoing activities of the Shearwater Village Trader's Group, to assist in revitalising and transforming the village businesses. This involving the Traders Group and Council jointly working together to produce a comprehensive *Shearwater Village Action Plan* within the next two years ie. by mid-2020. As part of this work, a review to be undertaken of all revitalisation proposals identified in the 8th April 2017 Workshop, and the revitalisation proposals included in the earlier 2008 EBD Report, and program action identified.

R14 In the near term, undertake, in conjunction with the Traders Group and the community, a design review of the public spaces, and commence a major tree planting and re-planting program throughout the village. Upgrading of some street furniture may also be included as part of this initiative. This public space upgrade would initially benefit from Council funding the preparation of a Landscape Plan to document, cost and stage the proposed works. This plan and its related implementation works should all be completed by late 2020.

R15 Council could appoint a part time Town Centre Manager in the near term to implement R13 and R14 above, in association with the Traders Group.

R16 Determine the future of the Skate Park. Should it be retained as is, expanded, or relocated to the proposed former landfill site park. Its future will influence the land use options for abutting sites.

R17 Once the future of the Skate Park is determined, investigate ways to promote development on the vacant sites in the Village, especially those on the western side of Fairway Crescent, which are the most visible. This may or may not include rezoning.

R18 Continue to promote and facilitate the establishment of home-based businesses along Club Drive, from Alexander Street, as put forward in the 2008 *Strategic Plan*. This will create a stronger sense of business connection and commercial activity between the new Town Centre and Shearwater Village.

R19 If efforts to rejuvenate the Shearwater Village are not succeeding by late 2020, sell off the Council car park at the south eastern corner of the centre, fronting Shearwater Boulevard, for multi-unit housing.

6.7 Street Tree Planting

The idea of establishing a street tree planting program was not addressed directly in the 2008 EBD or 2008 *Strategic Plan*, but it has become an important focus for sections of the community in recent years.

Whilst there is no requirement to address street tree planting and related public realm upgrades such as drainage or footpaths in a Strategic Plan, it will be considered and documented here because it has emerged as a key community issue. Implementation can proceed at any time, totally independent of finalising this Strategic Planning Review.

Existing Situation

The lack of good street tree planting is evident throughout Port Sorell. Most streets have no street trees, especially in the older areas of town. There are some streets with some trees, but these are rarely healthy, well-themed or effective in providing both shade and amenity. There has previously been limited Council records kept of the current street tree situation in Port Sorell. Recognising this, Council officers completed a Street Tree Audit in early 2018. This Audit confirmed that very few streets in Port Sorell have street trees.

At the 8th April 2017 Workshop, three groups were tasked with exploring the issues and options associated with street tree planting in three pilot street segments. The case study segments were:

- Club Drive, between Alexander Street and Shearwater Village
- Alexander Street between the Port Sorell entry roundabout and Club Drive
- Wilmot Street in Port Sorell.

The groups explored the pros and cons of street tree planting, examined practical aspects such as upgrades needed to underground services and the choices of tree species. Indicative plans were not drawn up during the workshop for each segment, but the idea of undertaking these three segments as priorities in the near future was well-supported.

It is envisaged that street tree planting will become an integral part of Council's works program, with a list of priority streets to be compiled and a selection of streets planted each year. It is important to co-ordinate street tree planting with works involving upgrading or addition of underground services in streets.

There is interest from the Garden Club to be involved in some of the street tree planting and town beautification, and this should be strongly encouraged for areas suited to the Garden Club's expertise. For those streets requiring properly-protected advanced trees, it may be more appropriate for this work to be undertaken by Council staff.

In order to progress a Street Tree Planting initiative for Port Sorell, it could be very useful to establish a Tree Planting Special Committee or similar, which could be made up of interested and informed citizens working together with relevant Councillors and Council officers. This Committee could provide guidance, advocacy and support to Council to promote a street tree planting program for Port Sorell, working closely with Council in relation to budget and works programming.

RECOMMENDATION FOR OVERALL STREET TREE PLANTING

R20 Council should establish a Port Sorell Street Tree Planting Program by using the recently-completed audit of existing street trees to formulate a *Street Tree Planting Strategy* covering suitable tree species, identifying a street tree planting program for the next 5 to 10 years, together with management and maintenance arrangements and education and information programs. This Program could be guided by a Tree Planting Special Committee of Council, or similar, to be established involving both community and Council representatives.

6.7.1 Club Drive Case Study Area, between Alexander St and Shearwater Village

There is strong interest in using tree planting to help upgrade the key link between the Town Centre and the Shearwater Village Centre. There are currently no street trees planted along this street segment and as a result it appears bland and bare. It is lined by single dwellings, with access via individual driveways crossing the verge.

The street is about 18m wide, the verges are about 4.5m wide and the pavement about 9m wide. The segment is around 500m long. In terms of infrastructure, there is a footpath against the northern boundary, together with a grassed verge on the northern side of the street and a grassed verge only on the southern side. There are power poles and overhead wires on both sides of the street.

In terms of underground infrastructure, there is a water main along the northern boundary, most likely located under the footpath, and an underground drain in the southern verge, running east from Haven Drive. There is an additional underground drain on the northern side, only at the eastern end and for about 80m. It is understood from Council's engineers that there is a proposal to replace the existing relatively old underground drain with a new plastic drain. This would be unlikely to leak and therefore be more compatible with street trees planted near it.

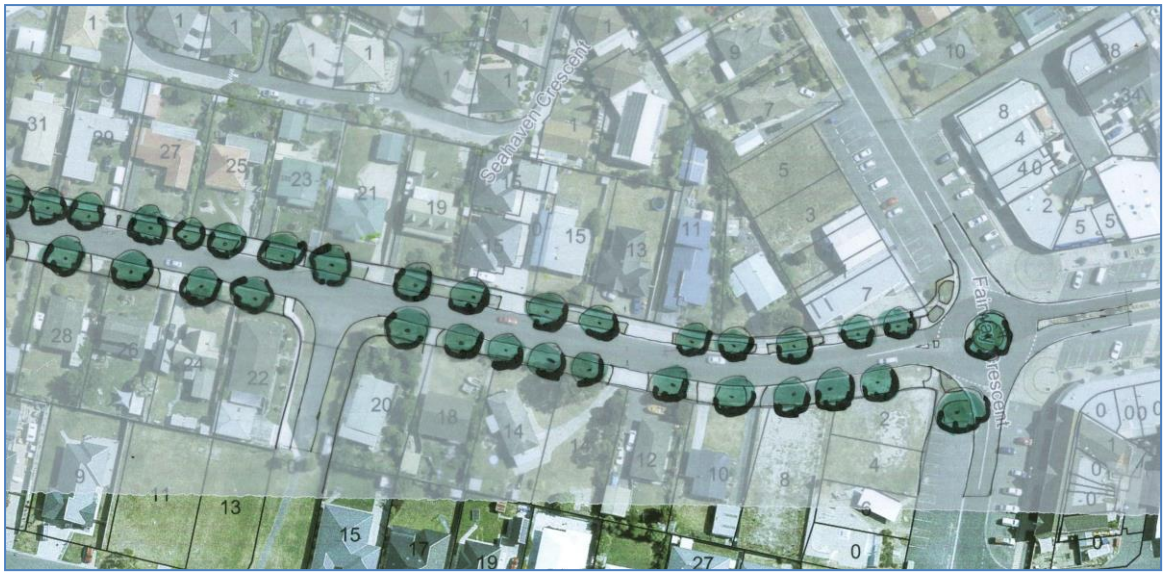
There are roundabouts at both ends of this street. There is space for a substantial specimen tree in the centre of both.

Concept Design for Club Drive Street Tree Planting

Following the Workshop, a concept design was done for street tree planting in Club Drive. This is shown below. It shows 58 trees in the street verges plus one in each roundabout, giving a total of 60 trees, which is a little over one tree per property frontage.

The trees should be planted as semi-mature species (approx 3m high) and dual-staked and tied to protect them from wind. Tall metal tree guards should be installed. These tree guards are required to help protect the trunks from vandalism and damage. The tree guards can be chosen to add colour and interest to the street whilst the trees are young. Tree guards should be of a removable design so that they can be used elsewhere once the trees are well established and the trunks are substantial.

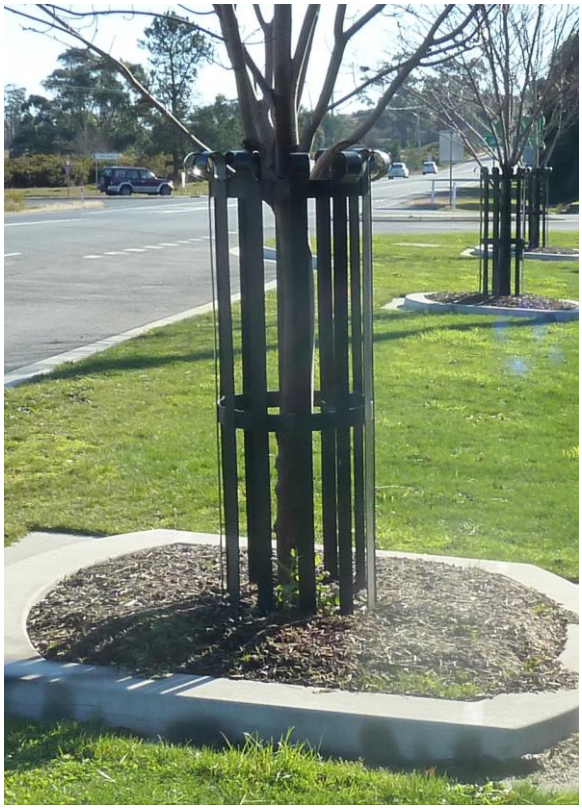
Club Drive street tree planting – western half



Club Drive street tree planting – eastern half

At the 8th April 2017 Workshop, there was extensive discussion about suitable and unsuitable tree species, and various species were proposed but no final recommendation made. It was agreed that only one type of tree should be used in each street segment, that clear trunk forms were required, that the tree canopy should be spreading rather than columnar, that good shade needed to be generated and that trees which drop nuts or seeds should be avoided.

For Club Drive, there appears to be good verge space available, but overhead wires exist on both sides of the street. Consequently the tree species chosen will need to be medium in height. A good canopy spread would be valuable, helping to break up the expanse of bitumen as well as provide footpath shade. Some ornamental pears can take this shape and melaleucas were also suggested.



Tree guard used by Longford Council in Perth

Tree guard made by ForPark Australia

RECOMMENDATIONS FOR CLUB DRIVE STREET TREE PLANTING

R21 Council engineers to review the existing stormwater drainage in Club Drive and confirm the timing for its replacement. The drain's new location to be as close to the kerb as practical to retain good space for street trees as well as allowing for a future footpath on the southern side of the street.

R22 Implement the Club Drive street tree planting as a priority pilot project. More investigation is needed to determine a preferred tree species.

6.7.2 Alexander Street Case Study Area, between the Port Sorell entry roundabout and Club Drive

At the 8th April 2017 Workshop, a second group looked at Alexander Street from the Port Sorell entry roundabout up to Club Drive. The group also discussed the west end of Wilmot Street and the town entry section of Port Sorell Road opposite the Lillico land.

These three street segments are key town entry streets and their presentation is critical to creating a good image of the town. It is also important to note that most of this street frontage is still essentially rural in character and the street pavement is still rural, as well as the abutting land use. Any planting in these areas needs to be cognisant of future kerbing, drainage and foot/cycle path works, as well as possible impacts resulting from abutting urban development and future access point requirements.

Planting in these southern segments should aim to establish a longer term avenue of substantial trees, possibly using native species that can be planted as younger, smaller

trees without the expense of metal tree guards. Additional shrub and ground cover planting can be used in certain areas to enhance these entries. It is understood that the Port Sorell Garden Club may be keen to contribute to the planting of these sections. It is also understood that a planting program for part of the Port Sorell Road town entry has already been agreed with the State Government for the northern side of Port Sorell Road west of the Lillico land. This planting is scheduled for May 2018 and will involve the planting of some 18 Oyster Bay Pines.

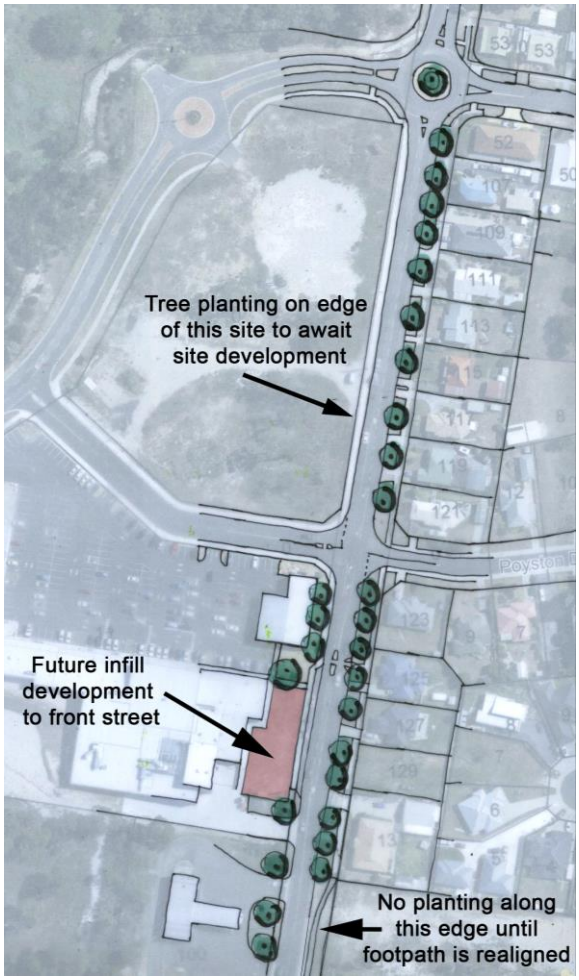
It was also noted that there are some unattractive segments of open drain around the Port Sorell entry roundabout and along Alexander Street in this area. These areas should be cleaned up and resolved by Council before any tree planting occurs in the vicinity.

Street segments for street tree planting at the entry to Port Sorell

Alexander Street Town Centre Segment

The section of Alexander Street from the service station northward (shown as Alexander Strret Central on the above map) is different in character to the southern part, as it is more urban in character with full roadside kerb construction.

This is the very important Town Centre section and the street tree planting should be done in a different way here, to highlight and complement the town centre. It is likely that relatively larger scale deciduous trees may be most suitable, to provide shade to footpaths in summer, but letting winter sun through.



This town centre section of Alexander Street should be planted as a high priority. This segment requires a detailed layout plan. It has footpaths established on both sides. The eastern side has a wide verge with no power lines overhead.

The western side of the street has no verge available for planting for much of its length. In some places plantings could be carried out, with owner agreement, on the adjacent private property to screen the blank walls of buildings such as BWS liquor shop.

In other sections it may be better to establish fronting buildings with verandas over the footpath, rather than try to find space for trees. This new built development may need to be set back 1.5m to 2m from the Alexander Street boundary to ensure adequate width is provided for footpaths and verandas.

The concept plan pictured has been prepared as a preliminary plan for discussion. It shows around 28 trees at around 10m - 15m spacings, where land is available.

Planting needs to be done in a similar way to that outlined above for Club Drive, that being use of semi-mature trees, double-staked for wind protection and provided with a tall metal tree guard. Such a treatment will ensure a relatively near-term positive impact in terms of softening and enhancing this key town centre segment.

RECOMMENDATIONS FOR ALEXANDER ST AND ENVIRONS STREET TREE PLANTING

R23 Council to continue to work with the Garden Club to undertake a planting program for Alexander Street South, for sections of Port Sorell Road and potentially Wilmot Street West. Council to also undertake drainage remediation works in the vicinity of the Alexander Street entry roundabout, to enhance the overall amenity of the town entry.

R24 In the near term, Council to undertake appropriate street tree planting of the Alexander Street Central segment, to enhance the Town Centre.

6.7.3 Wilmot Street Case Study in Port Sorell

There is a challenging segment of Wilmot Street in the centre of Port Sorell that was examined at the 8th April 2017 Workshop. The segment investigated stretches from the pedestrian path to the Port Sorell Primary School to just beyond Rice Street and the local shops grouped around the Wilmot and Rice Street intersection. It is about 640m long and characterised by a very wide expanse of pavement and very narrow verges. The Wilmot Street pavement width narrows east of Rice Street, creating a verge width more suitable to conventional street tree planting.

Main segments of Wilmot Sr reetinvestigated in the Port Sorell Village core

In relation to street tree planting, this segment proved the most challenging of the three at the 8th April 2017 Workshop. Wilmot street presents as a vast and bland space. It does not provide an attractive street environment either for the heart of Port Sorell or for its important role as a key entry street leading to the Port Sorell beach and boat ramp.

The pavement is around 12m – 14m wide. There is plenty of space for on-street parking, yet this is very little used, further adding to the sense of emptiness and potentially encouraging excessive driving speeds.

In this segment, there are footpaths on both sides for most of its length. On the southern side of the street, the footpath is located along the kerb edge rather than along the property boundary. Power lines run along the narrow verge on both sides.

In terms of underground services, most are under the verge, with the exception of one length of sewer, which is on the southern side under the road pavement from opposite 63 Wilmot Street and running eastward. This sewer pipe is under the parking lane and varies in its offset, up to 1.8m out, from the kerb and its depth is about 1.3m to 2m.

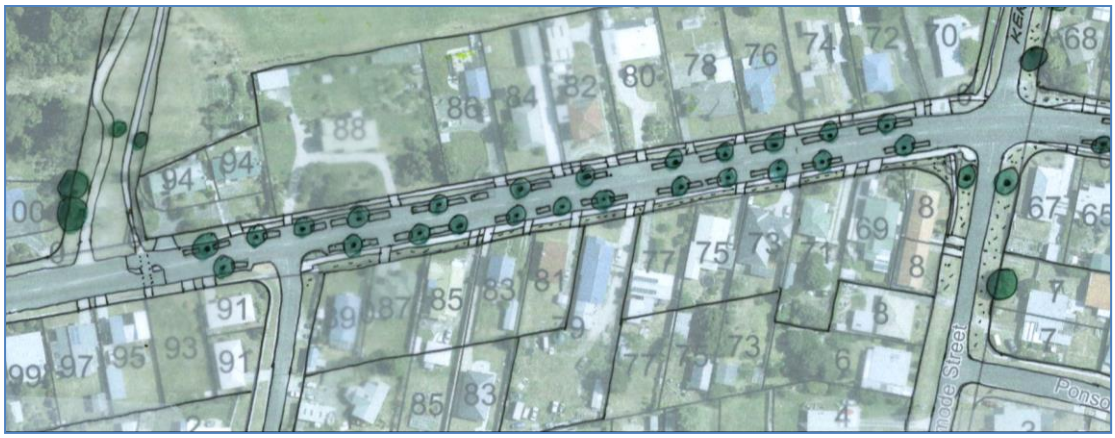
Due to the very narrow verges and wide pavement, the logical place to plant the trees is in the parking lanes. Typically these would be planted at around an average of 14m centres and carefully located relative to driveways to create efficient on street parking spaces between a driveway entry and a tree. The trees will need an area of at least 1.2m square cut out of the pavement, together with a concrete plinth located to stop parking cars hitting the trunks. They will need double staking, and be a species that will grow well in a salty sub-soil. The trees will benefit from road stormwater runoff.

More investigation will be needed into the section with the sewer under the road, to ensure trees can be planted in the roadway in that section. Alternatively, there may be potential to plant some trees in the abutting verge, as it does widen slightly there. Consideration will need to be given to the water main in that southern verge. It is

understood that TasWater has recently surveyed the accurate location of this water main. Again more detailed investigation is required.

After the trees are planted, there may be benefit in marking out the parking spaces along the road. Because of the quite wide pavement, the spaces could be marked at around a relatively wide 2.3m. This will help visually narrow the road and contribute to slowing traffic speeds.

The following plans show an indicative street tree planting layout for the whole segment except for the area affected by the sewer. In the area west of Kermode Street, approximately 24 trees are shown in the parking lanes. In the area between Kermode and Rice Streets, about 15 trees are shown in the parking lanes. The area affected by the sewer is shown unplanted at this stage. Some additional planting is shown in nearby verges that could contribute to the greening of this segment of Wilmot Street.



Wilmot St west of Kermode St - indicative street tree planting in parking lanes

Wilmot St east of Kermode St – indicative street tree planting in parking lanes

RECOMMENDATIONS FOR WILMOT STREET, PORT SORELL STREET TREE PLANTING

R25 Council to undertake more detailed investigations into the section affected by the sewer in the parking lane, to finalise the design in this section.

R26 Council to then undertake street tree planting generally as shown in the plan, to enhance this key segment of Port Sorell. This area is seen as the third priority for planting, after Club Drive and Alexander Street Central.

6.8 Sporting Facilities

At the 8th April 2017 Workshop, two groups explored issues relating to the town's outdoor sporting facilities. Most of the focus was on sports fields, with some consideration also given to issues at the Bowls Club. The need for netball courts was explored, but not pursued because of the excellent regional complex at Spreyton. The existing tennis facilities were seen as satisfactory.

Port Sorell has made good progress in the last eight years towards achieving the key facilities normally associated with a town of 5000 - 7000 people. One key missing facility is a proper sports field complex. It has the existing oval in Rice Street, Port Sorell but this oval is both undersized and poorly drained, limiting its use to B/C-Grade cricket and at times for only half the season. It could be properly drained and protected from rising groundwater by installing a waterproof layer, at a cost of around $200,000, however it would still be undersized.

Contemporary Tasmanian country town sporting complexes have a minimum of two sports fields, with the bigger one being suited to district-level Australian rules football (ARF) and A Grade cricket. A smaller one provides for B/C grade and junior cricket and some ARF grades, and can double as a rectangular ground for soccer and hockey. With the recent expansion of women's teams into both ARF and cricket, there is now an even greater demand for sports fields in local communities. A recent example in similar sized towns is the new dual-oval multi-purpose Dial Sporting Complex facility at Penguin. Many other comparable north coast towns, including Wynyard, Latrobe and Georgetown, already have multi-sports field facilities.

Port Sorell is recognised as not yet providing well for younger members of the community, and a proper outdoor sporting complex will be a key facility for this part of the community.

Consultation occurred in April 2017 with a Port Sorell Cricket Club representative, who clearly outlined the major constraints of the present oval and their need for the two-field facility, as outlined above, in order to grow into a competitive club. In relation to ARF, the nearest club is based at Wesley Vale. To date, the Wesley Vale Football Club has not been consulted, though it is understood that some members may like to see it to relocate to an appropriate facility in Port Sorell and become the Port Sorell Football Club. Alternatively, a new ARF club might be set up at a new facility in Port Sorell.

In terms of sites for sports fields, several options in Port Sorell were examined. In summary, only two possible options were identified to create a full-sized oval plus a junior oval that can double as a rectangular sports field – one split facility in Port Sorell itself and the other an integrated facility near the town entry.

Pitcairn Reserve was tested by design for a possible sports fields complex, but it could only incorporate two sports fields if the abutting Crown Land was also included. This would also unfortunately result in almost the entire clearance of the existing bushland and remove the potential for Pitcairn Reserve to become the site for a future high school.

The site formerly favoured for sports fields in 2008 was the former land fill site, which has since been found to be unsuitable for a range of reasons.

6.8.1 Port Sorell - Separated Sports fields Option

This option involves establishing two separated fields. There potentially could be a new full sized oval on Camp Banksia, together with a fully-upgraded smaller oval at the existing cricket ground in Rice Street.

These two sports fields are shown on the map below. They are about 600m apart. This arrangement would require the retention of the existing clubhouse that is located just off Wilmot Street, plus a new clubhouse and grandstand facility constructed to serve the full-sized Camp Banksia sports field.

Port Sorell separated sports fields option

The use of the Camp Banksia site for a full-sized A-grade sports field is only one of several options under investigation in the concurrent *Camp Banksia Master Plan Options Report* and related investigations. The other two main options for the site retained and upgraded the Camp Banksia facility. Of these two retention options, known as Options 1 and 2, one option (Option 2) included creating a medium sized oval suited to most cricket and some ARF competitions, by filling in the canoe pond. No clubhouse, grandstand or cricket nets have been incorporated in the Option. In addition it would need to be available for Camp Banksia use, so unlikely to be an appropriate facility for the Port Sorell Cricket Club or ARF use.

Recent design testing of providing a full-sized oval on the Camp Banksia site illustrates that the bulk of the Camp Banksia Centre would need to be removed in order to fit the oval in to be properly oriented north-south, together with its required clearances and facilities. This option is known as Option 4 in the *Camp Banksia Master Plan Options Report* and is shown in the plan on the next page. This oval is 150m wide and 165m long, and would have a synthetic cricket wicket. Two cricket practice nets are included,

along with a clubroom and grandstand. It suits Tasmanian Division 1 cricket and all ARF requirements.

The Banksia Centre would be retained and would share increased parking with the sports field.

Camp Banksia Master Plan Options Report – Option 4 – full sized A–grade sportsfield

Because of the low elevation above sea level and the high water table in Port Sorell, both the existing Rice Street oval and the proposed Camp Banksia sports field would likely require the installation of a waterproof layer below the turf, to stop rising saline seepage affecting the surface.

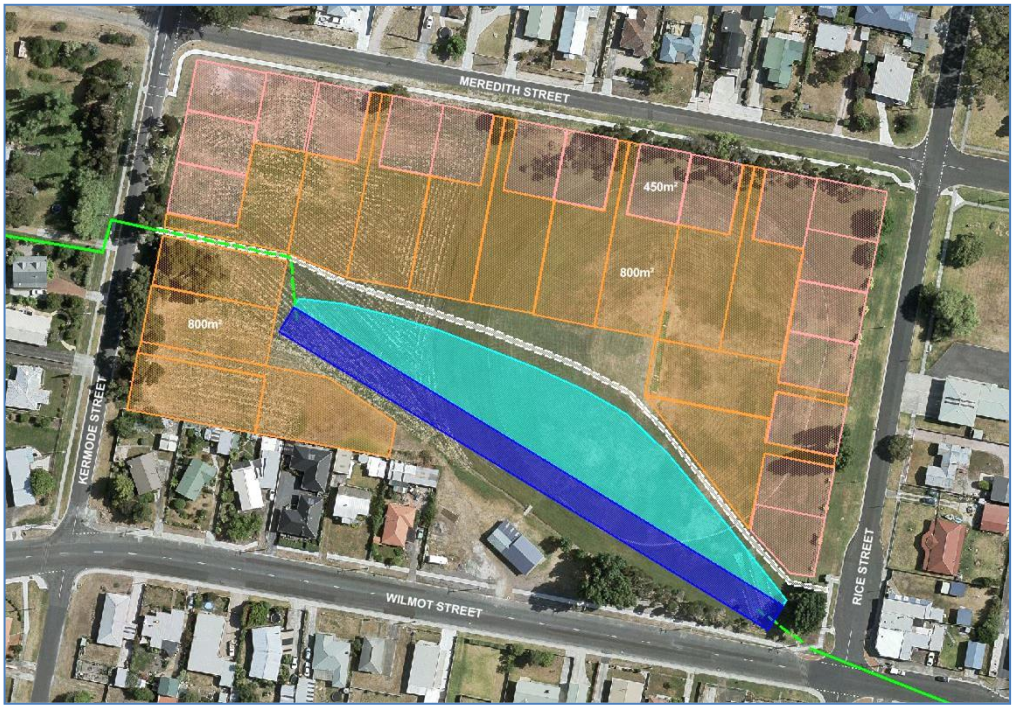
The possible future establishment of a High School on the Pitcairn Reserve site west of the primary school could enable the addition of another junior oval on the school site in future, which could contribute an extra nearby facility for weekend use. This school site is around 300m or more south west of the proposed Camp Banksia sports field.

This full-sized sports field proposal on the Camp Banksia site is expensive, as it involves major clearance of existing buildings and facilities, underground drainage works, significant fill to raise up the level of the oval, possible lining of the oval to prevent saline water incursion, and construction of a new clubhouse, grandstand and cricket nets to serve only a single oval. In addition, the Rice Street oval will require a lining to prevent saline water incursion, and surface upgrading, together with ongoing maintenance of its own clubhouse and nets.

At this stage, the key limitation with the Port Sorell separated sports fields option is that it is too early to tell whether the Camp Banksia Option 4 for a full-sized sports field will be chosen as the preferred Option for the Camp Banksia site.

In order to help pay for the development of a new sports complex, the site of the existing undersized and poorly-drained oval in Rice Street could be redeveloped for residential use surrounding a park incorporating a grassed stormwater detention basin. This would better address the present stormwater management problems in the area, as well as providing a well-located infill residential development.

A concept plan for the redevelopment of the existing Rice Street cricket ground has been prepared and is shown below. The redevelopment plan shows a yield of 34 residential lots.



Indicative housing and parkland development on existing Rice St oval site

The site would require filling to 3m-3.5m AHD under the building footprints and need to be carefully designed to address the stormwater issues associated with this low elevation site. The site is easily serviced. Sewer and water services are available, and existing street frontages can provide access for all lots.

The existing drainage line would need to be retained and enhanced as a passive linear park incorporating a stormwater detention area, calculated as 8000m^2 in area, with gentle grades suited to the establishment of grassed areas and mowing. The stormwater detention area will provide for a one in a hundred year storm, and assumes no outflow.

The existing cricket clubhouse with public toilets could be retained in the park as a community facility, and possibly be used as a History or Arts Centre or similar community use.

At this stage, no financial feasibility study for this redevelopment has been prepared. It should be quite a viable redevelopment proposition, largely because of the excellent services and access situation. The drainage works could be undertaken and the development site be subdivided for private sale. This could contribute substantial revenue towards establishment of an alternative sporting complex.

RECOMMENDATIONS FOR SPORTS FIELD OPTIONS

R27 Undertake a thorough evaluation of the choices for a new sports field complex in Port Sorell. This to involve further design investigations of the options together with a costing and funding analysis. At an early stage, the options should be discussed with the Port Sorell Cricket Club and with either a new Port Sorell Football Club or a relocated Wesley Vale Football Club, in regard to their commitment to be the primary users.

6.8.2 Port Sorell Bowls Club

The Port Sorell Bowls Club occupies an elevated site in Rice Street and contains two greens. The Club owns an unusual shaped parcel of land, which is surrounded by Council-owned lan, including the caravan park on the lower slopes to the east.

At the 8th April 2017 Workshop, there was considerable discussion about the future needs of the Club, as there had recently been a wish expressed by the Club to expand to three greens, which would require the Club to rebuild at a new site. It is now understood that a third green is no longer sought and the Club is happy to remain at its present site.

An issue has arisen with the current 'perched' facility. The car parking is at the bottom of a quite steep slope and as many players are elderly, this makes access difficult for some. It was explained that this problem could be fixed by allowing the Club to use an area of elevated Council land immediately behind the Club for some parking. This is in essence formalising what happens now.

The plan on the following page shows an indicative accessway and parking layout that would provide some parking at the same elevation as the clubhouse and greens.

Port Sorell Bowls Club, showing possible future parking to the east of the facility

RECOMMENDATION RELATING TO THE PORT SORELL BOWLS CLUB

R28 Council to investigate, with the Bowls Club, possible short to medium term lease arrangements of Council land to enable the Club to provide some parking to the east of the Club, at the same level as the Clubhouse and greens.

6.8.3 Other Sports and Recreation Facilities

During the community consultation in February and April 2017, the provision or upgrading of several other sporting facilities was discussed. These are outlined below.

Soccer/hockey

There are few sports facilities in Port Sorell. There is no rectangular sports field suited to soccer or hockey or other similar sports. If a new sportsground complex proceeds, then such a use could share the new ovals, as explained earlier. It may be possible that there is such high demand on those facilities from cricket and ARF, that the rectangular games may not get adequate access. If the Camp Banksia site is not given priority to be

developed for a full-sized sportsground, then an option for consideration is to upgrade the informal Camp Banskia sports field area to a small oval that can also be used as a rectangular ground.

All competition soccer and hockey games are played on the Devonport soccer and hockey complexes, so the only need in Port Sorell for these sports is for training grounds.

Athletics Facilities

There is a grassed five lane 100m athletics track and a long jump sandpit area at the northern area of Camp Banksia. There is interest in expanding the facilities for athletics in Port Sorell. These types of facilities can potentially be either incorporated into a new outdoor sporting complex, or into an upgrade of Camp Banksia.

Swimming Pool and Gym

There is strong community interest in Port Sorell gaining a swimming pool. This is despite Port Sorell having the benefit of a coastal location, providing summer beach swimming opportunities.

Within the region, there is a substantial heated public swimming pool complex in Devonport and a heated outdoor pool complex at Latrobe. Given the challenging economics of public pools, it is considered unlikely that a new public pool could be provided at Port Sorell.

A private gym with a heated lap pool plus managed activities would be a great asset to Port Sorell. Something comparable to 'Wynyard Fitness' may be attracted. This is a private boutique gym offering an intimate environment and a complete well-being experience. That facility comprises a 15m, 34^0 heated pool, infra red sauna, fully equipped air-conditioned state of the art gym/cardio suite, aerobic studio and massage facilities.

There are two pools at the Shearwater Resort, one of which is heated. It may be worth exploring options for local residents to be able to use these pools for a fee during non-peak resort periods. It is understood some local people may have joined up as time share owners in order to use the Club facilities.

Indoor Roller Skating Facility

This facility was suggested by a resident, to go on Camp Banksia. There are only a couple of these in Tasmania, in Launceston and Hobart. They are privately run facilities. Port Sorell is unlikely to be a large-enough centre to support such a facility.

6.9 Surf Club Precinct

The Surf Club Precinct is located at the northern end of Shearwater Park, and is accessed via Dumbleton Street. The Surf Club area was investigated in the 2008 EBD, and then again as part of Council's *Shearwater Park* study, finalised in 2010. That Study proposed a range of new facilities in the centre of Shearwater Park, including toilets, barbeques and picnic facilities as well as a playground accessed via Freer Street. Community opposition to these ideas resulted in no facilities going into that area and reinforced the Surf Club precinct as the major coastal recreation node in Port Sorell. Since 2008, a children's playground, bike parking facilities and a fitness node have all been contructed near the Surf Club. A good paved walking and cycle path runs behind the beach, from Dumbleton Street to Freer Street and beyond.

The Port Sorell Surf Life Saving Club(PSSLSC) itself is now a double storey building, with the upper storey added since 2008. In addition to some parking at the clubhouse, there is also a relatively new car park (post 2008) constructed off Dumbleton Street serving the precinct. The land behind the Surf Club is bushland, known as the Rubicon Reserve. Walking paths run through this bushland from the Dumbleton Street car park to the beach.

At the eastern end of Dumbleton Street, there is a public toilet block with basic changing facilities, and an informal car park together with an access track down to the beach. From Dumbleton Street northward, the water at low tides is relatively close to shore. South of Dumbleton Street, the low tide creates a very wide sandy flat and is not very suitable for swimming.

In 2008, there was a local corner shop nearby and it was proposed that additional small home-based businesses might establish in the vicinity. That shop has since closed, leaving no retail outlet near the Surf Club precinct.

Beach opposite Surf Club

Playground near Surf Club

Outdoor fitness centre south of Surf Club

Surf Club with new upper storey

Rubicon Reserve is owned by Council, and the Surf Club site is leased to the Surf Club. Land to the east of the Surf Club is Crown land. The Rubicon Reserve boundary and other features are shown on the map below. The Dumbleton Street toilet block is shown outlined in light blue.

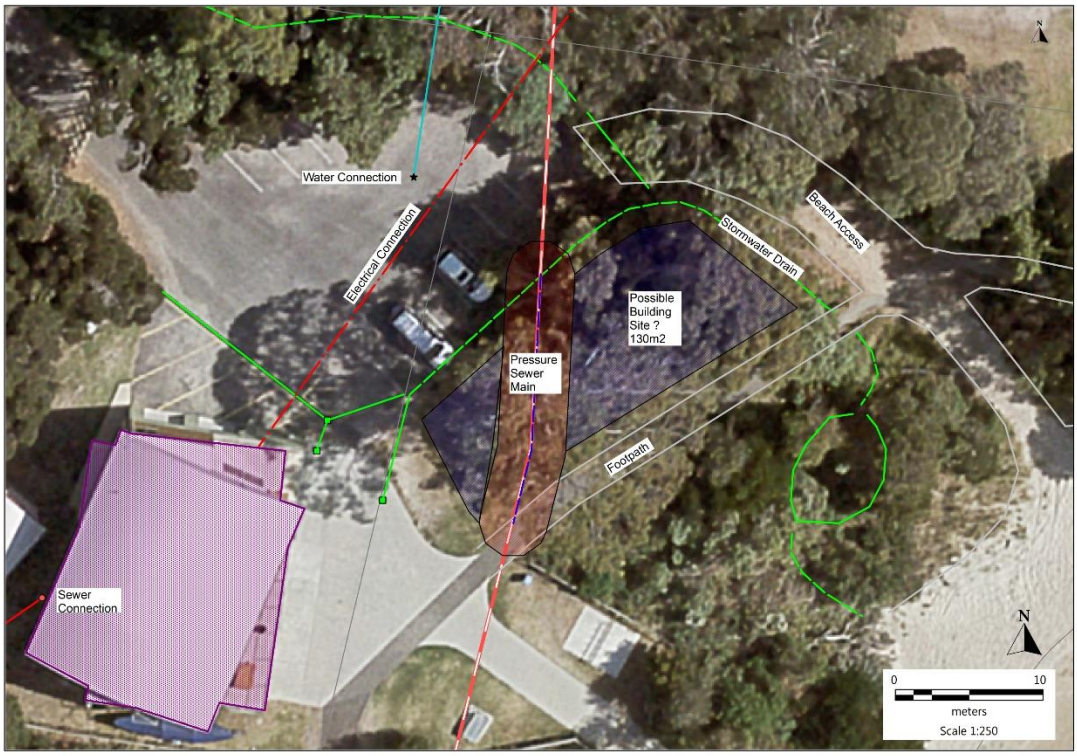
Map showing the Surf Club Precinct together with sewers (red) and paths (green), and the Rubicon Reserve boundary (in purple)

There is strong interest amongst the PSSLSC members to see the Surf Club area become an important public beachfront community heart.

They have plans for a second stage to be added to the Clubhouse, incorporating public toilets and a Nippers Club, and possibly an expanded upper storey on top, at a later stage.

In the interim, options have been investigated for a temporary container-style café and recreation equipment hire facility in the vicinity. A map showing the location of the site being investigated is shown below. Once investigations are finalised Council will call for expressions of interest for the proposed new business facilities.

In the longer term, it may be possible to establish a café as part of an upstairs extension to the Surf Club.



Location of proposed container café and recreation equipment hire facility

6.9.1 Proposed Stage 2 Surf Club extension

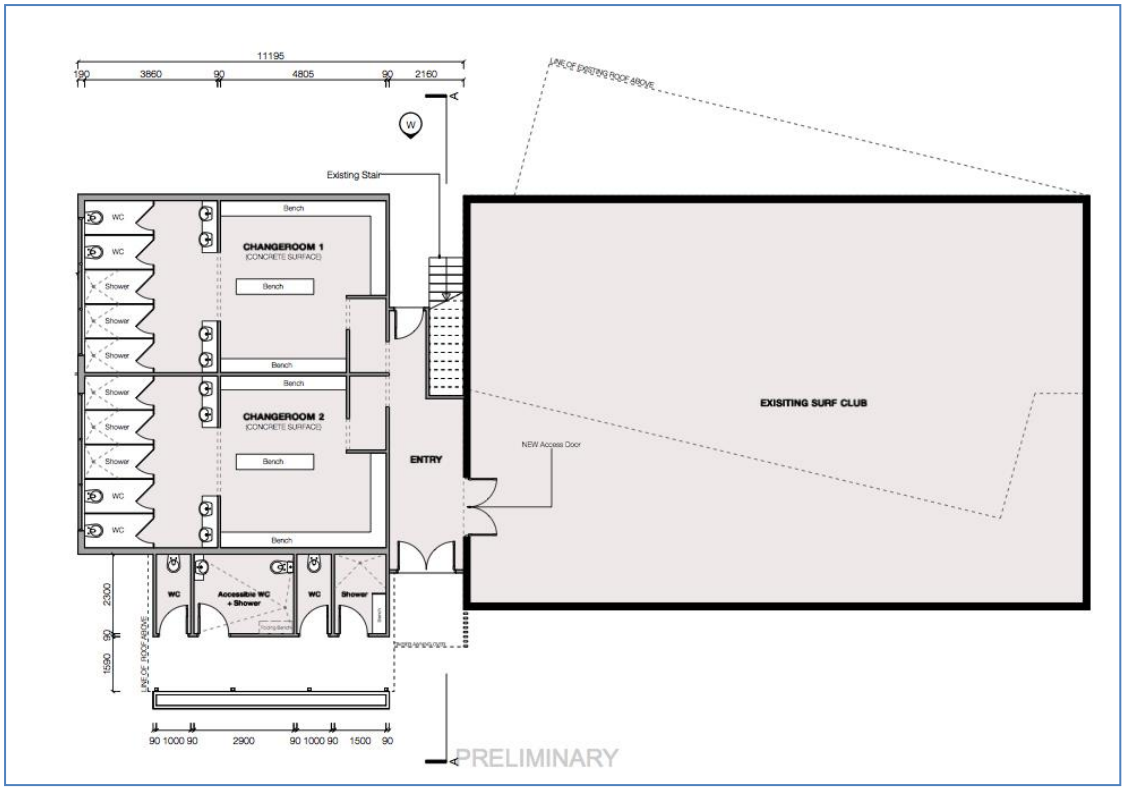
In October 2017, the Surf Club identified their wish to lease from Council a further area of 500m^2, dimensioned as 20m x 25m, immediately south of the existing building. They provided a preliminary concept plan for development of this area, which is shown below.

It proposes a public toilet block and the Nippers Club change rooms. A five metre wide fire break will be required around the proposed extension to the south and west.

This proposal will require agreement from Rubicon Coast and Landcare to the clearing of this area of native vegetation.

The PSSLSC is in receipt of approval for a $40,000 grant towards the proposed extension.

The addition of public toilets and showers in this area will help support the Surf Club morphing into much more of a community node.



Preliminary Concept Plan for Surf Club extension

6.9.2 Other facility upgrades in the vicinity of the Surf Club.

The Surf Club and other community members have examined the surrounds of the Surf Club, and believe that its role as a key summer community node would be further enhanced by the following:

- Relocation further southward of the large bike rack facility near the main beach access. It currently occupies part of a prime beach access and the vista point in front of the Surf Club.

- Addition of an outdoor shower for beach users, generally at the main beach access point, where the bike rack is currently located.

- Addition of a roofed public barbeque into the area. The preferred site is a little further south from the Surf Club, in the wide mown area near the children's playground. The Lions Club has indicated interest in constructing this. Services are yet to be resolved, to provide power and possibly water to the barbeque.

- Provision of additional picnic tables and benches throughout the area, including in the vicinity of the proposed barbeque.

- Upgrading and clarification of the various paths that now run from the south end of the Dumbleton Street Car Park towards the Surf Club, the beach and the Fitness Centre.

- Minor enhancements to the Dumbleton Street toilet block and its pathway to the Surf Club.

- Upgrading of signage and information on the approaches to the Surf Club Precinct.

- Enhancement of the Surf Club building itself, to ensure it adds visual interest to the precinct and appears welcoming to those not directly involved in the Surf Club.

Bike rack to be relocated and beachfront access area to be enhanced

Proposed location for barbeque in grassed corner north of playground

Together with the new toilets and showers, these enhancements will create a much more functional and attractive beachfront node set in the attractive surrounds of the Rubicon Reserve bushland with an excellent view across the Rubicon Estuary to the mountains of the Narawntapu National Park beyond. Responsibility for undertaking some of these works is yet to be resolved.

Whilst the water just out from the Surf Club is very shallow, especially at low tides, it is excellent for young children. Deeper water, more suited to swimming, is within walking distance to the north, making the site suitable for all ages.

If, in future, the provision of a café/recreation equipment hire facility occurs on site, then the Surf Club Precinct will indeed become a powerful community node, especially in summer.

Another option for a food outlet is to explore possible locations for one or two food trucks (eg like the Doo-Liscious Food Van on the Tasman Peninsula) to set up nearby. The elevated area near the Dumbleton Street toilet block, or the grassed waterfront area a little further north, off Hawley Esplanade, might be appropriate. The van or vans may only need to be there over summer and school holidays. These sites would have good exposure and reasonable on-street and crown reserve parking availability.

RECOMMENDATIONS FOR THE SURF CLUB PRECINCT

R29 Council to endorse the concept of the Surf Club Precinct becoming the primary waterfront recreation node for Port Sorell. Council to work through the details of each component of the enhancement, defining an implementation program for each of them.

R30 Council to continue to work with the Surf Club and Rubicon Coast and Landcare to resolve the issue of the vegetation clearance required to facilitate the Surf Club extension for the public toilets and the Nippers Club, and finalisation of an agreed lease extension area.

6.10 Future High School Site – Pitcairn Reserve

With the Port Sorell Primary School now successfully established, potentially the next education facility needed in Port Sorell will be a high school. At this stage it is uncertain how soon this will be required. It is important to identify and protect a suitable and well-located site .

A suitable parcel of Council-owned land exists just to the west of the Primary School. It is rectangular, around 8 hectares in area, relatively flat and well-drained, and has good frontage to Pitcairn Street as well as potential access from Wilmot Street. It is zoned General Residential.

This land is known as Pitcairn Bushland Reserve and is currently relatively dense bushland containing a network of well used walking paths. The most undisturbed bushland appears to be in the west and south west of this site extending westward across an area of Crown Land until the bushland meets the golf course.

The whole site is an appropriate size for a conventional high school. If it is desirable to retain some of the site as bushland, then a compact school layout, focussed towards the north east corner, possibly with double-storey buildings, could be used in order to limit the developed area. This would be in contrast to the spread-out school layout used on the Primary School site. A compact model would be enhanced further if Camp Banksia has been redeveloped to include a suitable sports field that the High School could use, instead of providing its own sports field. Naturally, some bushland would need to be cleared as a fire break around the school complex.

Proposed High School site next to Primary School

Another possible option for a future High School site may be the Camp Banksia site. The current Camp Banksia Master Plan Options Study is testing several options for the future of the site.

If any of the Camp Banksia retention options are only viable and practical in the short to medium term, then one possible longer term future for the site could be for an urban-style multi-storey High School, with the buildings concentrated towards the Pitcairn Street frontage. This southern half of the site could be filled to a level compatible with predicted sea level rise.

RECOMMENDATIONS IN RELATION TO THE HIGH SCHOOL SITE

R31 Identify the Council-owned land parcel on Pitcairn Street, immediately west of the Port Sorell Primary School and known as Pitcairn Reserve, as the preferred future Port Sorell High School site.

R32 If the Camp Banksia site becomes available prior to a High School being required, investigate whether the Camp Banksia site would be a better alternative. This would require extensive modelling of how to design the school in response to rising sea levels.

6.11 Progress of 'Pink Street' parallel street route, and other street links

A key plan included in the 2008 Port Sorell Strategic Plan is the Street Connectivity Plan, included as Appendix 2. The most significant street proposed is the western alternative access road commonly known as 'Pink' Street. This section discusses how to progress 'Pink' St. It is also been important to review other proposed street links and identify some new ones, as described elsewhere in this Report.

6.11.1 'Pink' Street

'Pink Street' is the term used to describe a proposed new north-south street running parallel to and to the west of Alexander Street. We note that is now appropriate for this street to receive a proper name. Until that time, this Report will continue to be called 'Pink' Street.

'Pink' Street is very important to the movement of vehicles in Port Sorell in that it:

- provides an alternative access route and emergency exit for the town that does not involve the Alexander Street roundabout;
- provides a way of spreading traffic loads off Alexander Street, which is currently the only north south route;
- will enable alternative access into the existing and proposed industrial estates from the west, to reduce heavy vehicle movement on Alexander Street.

'Pink' Street must be constructed by landowners as part of any development of affected sites. Due to the town's relatively slow growth, to date, only the Jochro land immediately west of the town centre has been approved for subdivision and the street forms part of this residential subdivision layout, none of which is constructed at present.

There is community concern about the lack of progress with 'Pink' St since 2008. This concern is tied in with concern about the lack of any reliable emergency access out to the west.

Emergency Exit to West

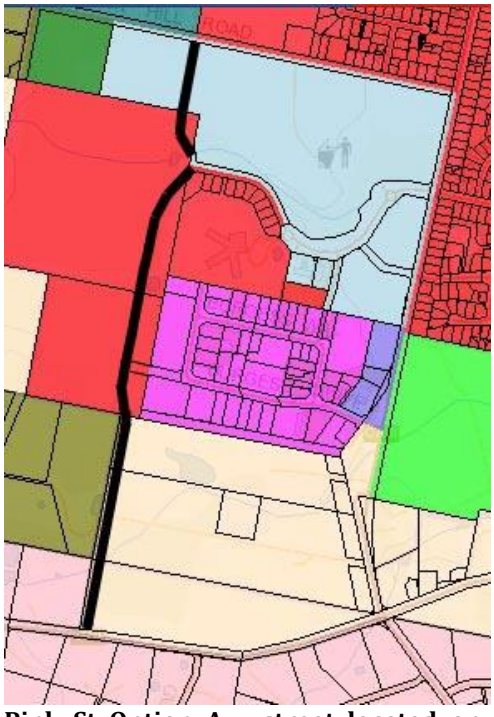
There is, in fact, an emergency access to the west, linking Hawk Hill Road through to Summerhill Drive albeit controlled access with a locked gate. Council and the Port Sorell Fire Brigade have the keys to this gate. The route is hilly and passes through a rural residential bushland estate. It is not considered suitable as a permanent public road, largely because of concern about increased traffic using this quiet precinct on a regular basis.

Until 'Pink' St is completed, it is imperative that this emergency access be maintained as a workable emergency exit for all types of vehicles, both in relation to possible bushfire attack from the south and if the Alexander Street roundabout or the nearby sections of Port Sorell Road become blocked by accident, flooding or other emergency.

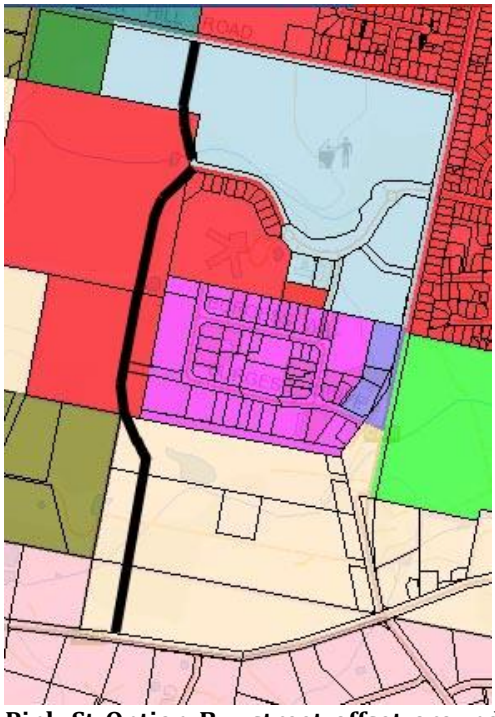
The 'Pink' Street Route south of Hawk Hill Road

The ultimate 'Pink' Street stretches from Port Sorell Road northward as far as the former Luck land, the current Hawley Beach Estate. The section south of Hawk Hill Road is the most critical to establish.

The indicative route of 'Pink' Street south of Hawk Hill Road is shown the plans below as a black line, in conjunction with the present land use zoning. There are two options for the alignment of the southern third of the route, and the choice of option will be influenced by the timing and form of future use and development of the at-present Rural zoned land south of the Industrial estate.



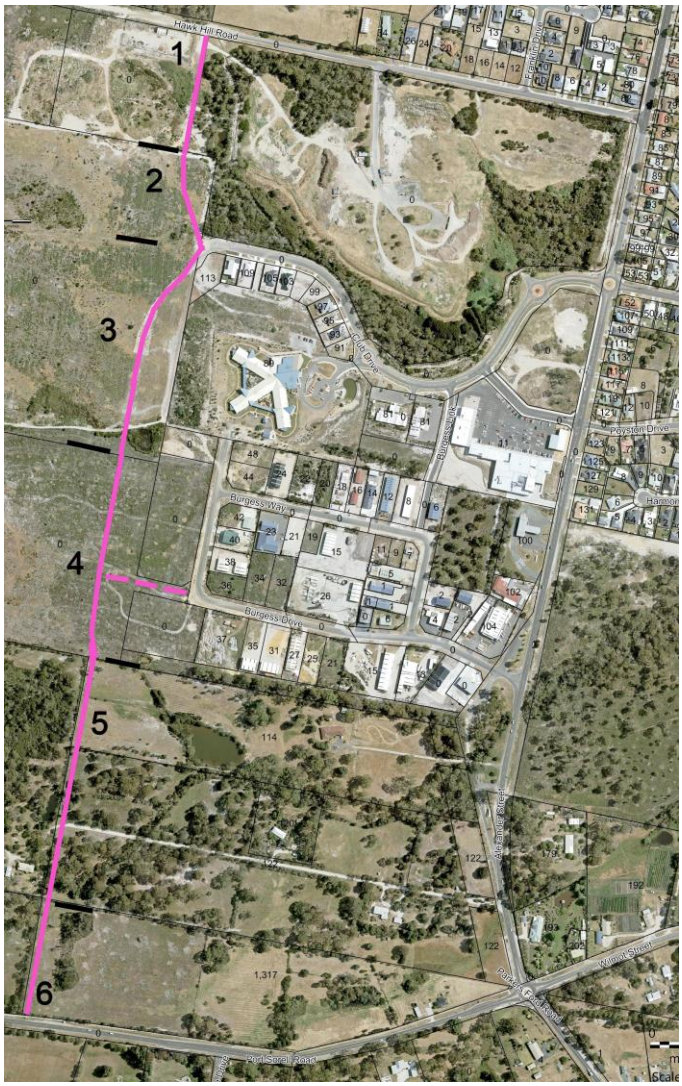
Pink St Option A – street located on west boundary of Badcock/Conway and Lillico lots. This location acts as a fire break along the western boundary of the urban area.



Pink St Option B – street offset around 30-40m from west boundary of the Badcock/Conway and Lillico lots, enabling future development on both sides of it.

The key segments of 'Pink' Street south of Hawk Hill Road

The aerial photo following shows the six major segments of this segment of the proposed 'Pink' Street, the present development status of the land, together with possible options to progress its construction.



'Pink' St Route with segments identified (1-6)

Segment 1 – Approx 160m
Council-owned land; former tip site. Proposed to become park. Links to Hawk Hill Road.

Segment 2 - Approx 125m
Jochro residential estate - Stage 1B, not yet constructed. This segment links into the western end of Club Drive.

Segment 3 - Approx 300m
Jochro residential estate - Stage 1A. Subdivision approved and lots released for sale. 'Pink' Street formed as a gravel track.

Segment 4 - Approx 275m
Residential-zoned land owned by Jochro. No subdivision proposed yet, but it is proposed to continue 'Pink' Street as per segment 3 above. Link into Burgess Drive.

Segment 5 – Approx 330m
Rural zoned lots owned by Conway and Badcock. Identified as future industrial land but timing is uncertain.

Segment 6 - Approx 165m
Council-owned land. Former Lillico site. Rural zoned land.

In summary, the total length of 'Pink' Street from Port Sorell Rd to Hawk Hill Rd is 1355m. Two segments totalling 325m are through Council-owned land. These comprise the northern and southern ends of Pink Street. Three segments totalling 700m are through residentially-zoned land owned by Jochro. And one segment of 330m runs through privately-owned rural land owned in part by Conway Properties and in part by the Badcock family, that is identified for future iIndustrial use.

The Jochro segments are unlikely to be built much ahead of the development front, and at present, land sales for that subdivision are slow.

There is no incentive for the Badcock/Conway segment to be constructed in the short term. This situation will not improve until after the land is rezoned, as proposed, to industrial.

If the construction of 'Pink' Street is to be brought forward, it is likely that Council will need to proactively propose to construct and fund most of the street, potentially as a 6m wide sealed rural road within a nominal 20m road reserve.

Costings for the construction of each of these segments is outlined as follows:

Section	**Length**	**5m wide "track" (~$250/m)**	**Road (~$1500/m)**
Port Sorell Road to Burgess Drive	600m	150,000	900,000
Burgess Drive to Club Drive	450m	112,500	675,000
Club Drive to Hawk Hill Road	300m	75,000	450,000
Hawk Hill Road to Arthur Street	550m	127,500	825,000
Arthur Street to Taroona Street	950m	237,500	1,425,000
Total	**2850m**	**$712,500**	**$4,275,000**

Council will need to negotiate with Jochro to get their agreement to Council constructing the street ahead of need in Segment 4, including the short link into Burgess Drive to serve the Industrial Estate. This may require a subdivision to be undertaken to create this segment of the road reserve.

Jochro should be encouraged to construct Segments 2 and 3 as a fully-formed urban street, with its timing to coordinate with Council's construction of other segments.

Whilst the location of Segments 1 to 4 is essentially fixed, the exact location of segments 5 and 6 is not so clear, as illustrated earlier. In essence, there are two choices:

- Construct the street along the western property boundary lines, or
- Construct the street some 30—40m east of that boundary line, in order to allow future industrial development to occur on both sides of it.

Consultation with the Badcocks and Conways about the merits of each should occur. If the land in Segment 5 needs to be acquired by Council, there may be benefit in considering a land swap, trading the unmade council-owned road reserve that runs along the southern boundary of the industrial estate, for that part of Segment 5 of 'Pink' Street that runs through the Conway land.

One possible future for the Council-owned Lillico land is its use as a sporting complex. If this Option is pursued, then the street is best placed along the western boundary.

If it is considered important to retain several clumps of the rare *Eucalyptus ovata* trees near the western boundary, the boundary route is better. Location of 'Pink' Street on the western boundary alignment of Segments 5 and 6 would also provide a useful bushfire protection/access interface for the town, separating it from the rural living land to the west.

Optimising 'Pink' Street as an alternative Traffic Route

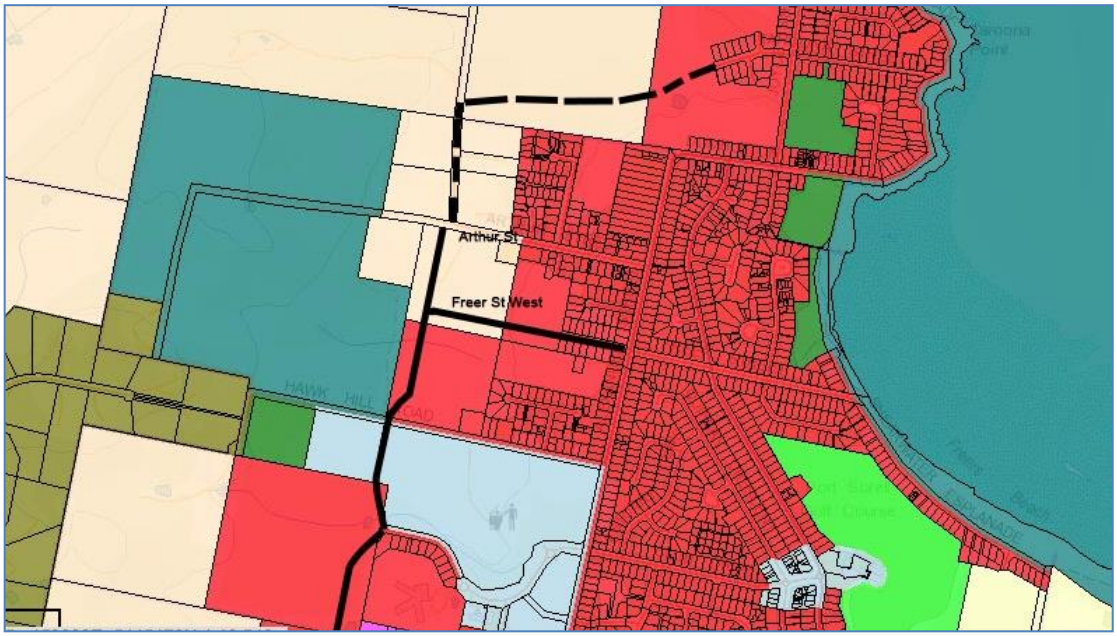
One of the key roles of 'Pink' Strret is to reduce traffic loads on Alexander Street. In order to achieve this aim, it is critical that it extends northward directly from Hawk Hill Road up to Arthur Street, and ultimately beyond to connect into Joyce Street in Hawley.

A cross road at Hawk Hill Road, possibly in future controlled by a roundabout, should be used in order to maximise ease of use for north-south traffic flowing to 'Pink' Street. This should not be an offset T-Intersection, as such a treatment will deter through traffic from using the 'Pink' Street South/'Pink' Street North route.

In addition, an east-west street should be connected from 'Pink' Street North directly east into Bryan Street, connecting then to Freer Street and through to Freers Beach.

The extension of 'Pink' Street further north of Arthur Street is also very important. The 2008 Strategic Plan had it continuing north eastward to link into the Hawley Beach Estate and out to Joyce Street. This requires that the land identified for future residential use north of the Dumbleton Street alignment in the 2008 Plan ultimately gets developed.

The first segment of the street off Joyce Street has now been built as part of the Hawley Beach Estate and the approved subdivision plan for the whole of the site allows for a link to the adjoining title to the west in anticipation of the identified links being realised.



Indicative Route of Pink St North, to Arthur St and potentially on to Joyce St

RECOMMENDATIONS RELATING TO 'PINK' STREET

R33 The emergency western link from Hawk Hill Road through to Summerhill Drive be maintained in a serviceable condition for all vehicles, and that the arrangements for accessing the key be efficient, and be well understood by the community.

R34 In order to test whether the construction of 'Pink' Street could be brought forward, Council to consult with each landowner along 'Pink' Street to

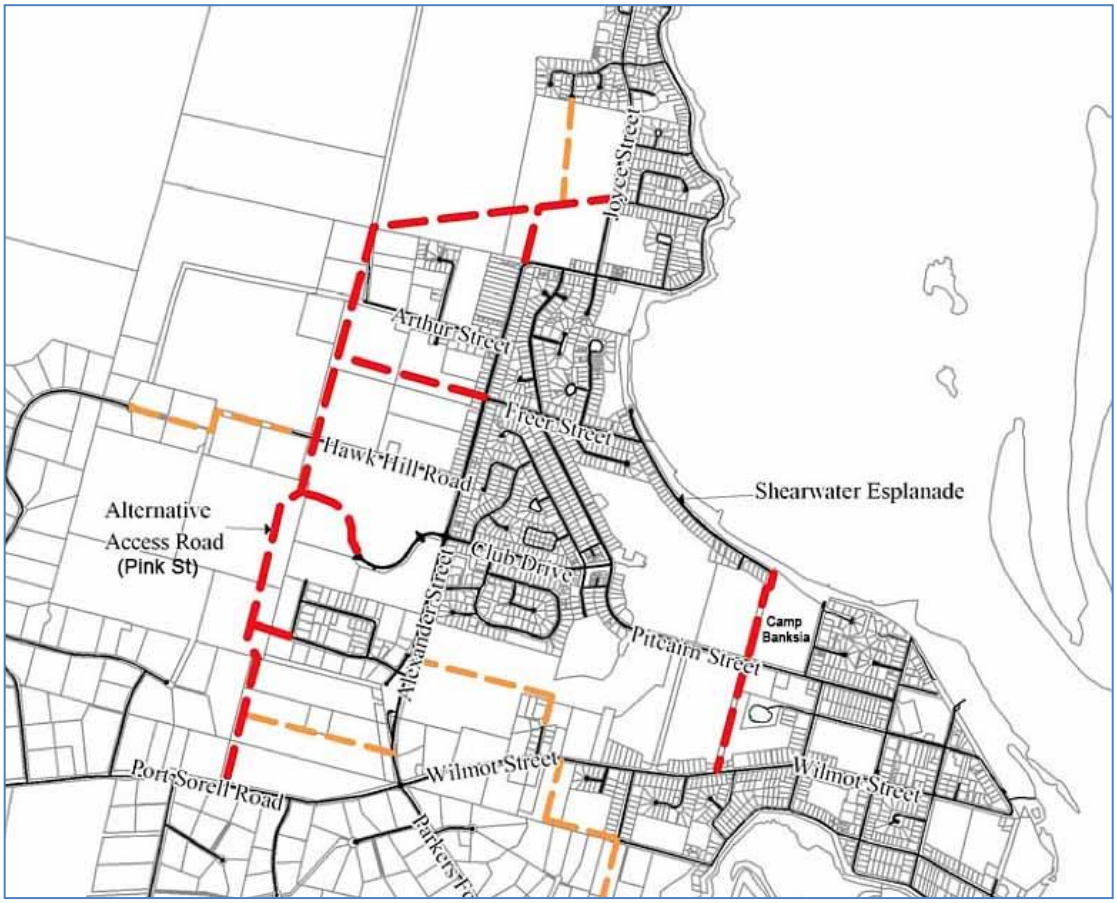
identify issues and opportunities associated with each segment. Priority should be given to the southern section, linking Burgess Drive through to Port Sorell Road.

R35 The key required street linkages shown on the 2008 Strategic Plan for 'Pink' Street, 'Pink' Street North, 'Pink' Street North East, and the Freer Street West (Bryan St) link to Pink Street should be retained.

6.11.2 Other Key Street Links in the Urban Area

In the 2008 Strategic Plan, the Street Connectivity Plan, included as Appendix 2, shows a series of key street links to be provided as the town develops. Of these, 'Pink' Street as discussed above, is the most critical. The Club Drive extension westward to 'Pink' Street has been constructed. The east west link to allow Freer Street to connect across Alexander Street and beyond to 'Pink' Street required purchase of a vacant house lot on Alexander Street by Council, which has occurred. This has allowed for the westward street (now called Bryan Street) beyond to be constructed.

The required street network shown for the previous Luck land in Hawley is provided for in the approved subdivision plan, and parts of the network are already built.



Extract from 2008 Strategic Plan showing Appendix 2 Street Linkages Plan

Another important link in the 2008 Plan is the one shown connecting Shearwater Esplanade through to Pitcairn Street and then through to Wilmot Street in Port Sorell. This has not been constructed.

Since 2008, the southern segment of this link, between Pitcairn Street and Wilmot Street has been constructed as a walkway and emergency fire access track as part of the Port Sorell Primary School complex, but not as a street. The long term plan remains to construct a street along this alignment, to improve vehicle circulation around the school and to improve access from Shearwater to Port Sorell. This street connection will be critical if a High School is constructed in the area. The walkway/cycle path should be re-worked into the street design, ensuring it is generous and safe for student use.

The northern segment of this link, connecting Shearwater Esplanade to Pitcairn Street, as shown in the plan above, was proposed to run along the western side of Camp Banksia. This link has been reviewed as part of this study looking at future options for Camp Banksia.

Work to date on the Camp Banksia options has recognised benefits in constructing the southern part of this street, from Pitcairn Street as far north as the drain and using it as provision of parking and access requirements for activities on the Camp Banksia site.

It is now understood that there are three possible routes for a connecting street between Shearwater Esplanade and Pitcairn Sreett. These are shown on the plan below. It is important to note that none of these routes are straightforward to build or fund.

Possible routes for a street link between Shearwater Esplanade and Pitcairn Street

Option A is the direct north south route. A dwelling has recently been built in Shearwater Esplanade, effectively on the northern end of the (former) road

reserve. This route will now need to either bend around this house at the northern end or move over entirely into the Camp Banksia property. The key issues with this direct route is its cost due to its length, its requirement to cross a significant drainage line and the lack of any abutting development to help fund it.

Option B is the east west link, connecting into the top of Anderson Street. It has an advantage of being the shortest route and the drainage line crossing is much smaller near its coastal outlet, and therefore cheaper to construct. Whether this link is possible will depend on whether the frontage dune area can be increased in height and width to achieve at least an elevation of 3m AH, and whether the land and street can be stabilised against future storm surge damage. This could be challenging.

Option C is the longest route, and connects Princess Street through to Pitcairn Street, in part going through a state-owned bushland area and in part using the existing road reserve west of Camp Banksia. This option could allow for around six residential lots to be created on the back of the existing dune area. This development would help fund the street. The elevated area shown for residential use does not affect the environmentally sensitive area of the gully and drain.

Given that the Camp Banksia options to date suggest construction of the street in some form between Pitcairn Street and the drain, it appears that Options A and C are the more likely options.

RECOMMENDATIONS FOR THE STREET LINK BETWEEN SHEARWATER ESPLANADE AND WILMOT ST

R36 Retain the requirement on the Street Linkages Map for a street link from Pitcairn Street to Wilmot Street. Ensure the street design incorporates and prioritises the public pedestrian and cycle path used by students along this alignment.

R37 Retain the requirement for a future street link between Shearwater Esplanade and Pitcairn Street. Determine a preferred street link option in conjunction with the consideration of the future options for Camp Banksia. Recognise that its construction may be in the longer term.

6.12 Former Golf Club land fronting Alexander Street

A large roughly square land parcel abutting Alexander Street and previously owned by the Golf Club has been sold to a private investor. It is relatively flat and bisected by two stream lines, one of which is Poyston Creek. This creek is known to contain sites of the endangered burrowing crayfish. In addition, these streamlines are recognised as being critical in managing stormwater through this part of Shearwater and Port Sorell. More detailed technical investigations on both these matters are required. The landowner has been briefed on these requirements.

The land is not zoned for urban development. In the 2008 EBD, it was proposed to be developed for a mix of commercial and residential uses, whilst providing extensive areas for storm detention purposes. By locating these detention basins off the main streamline, the burrowing crayfish were to be protected.

The Alexander Street frontage of the site, particularly the area north of Poyston Creek, is seen as a key part of the longer term Port Sorell Town Centre. The frontage south of Poyston Creek is less critical and could be either commercial or residential in use. Buildings should address and front Alexander Street, with car parking located behind or beside buildings.

Because of the excellent location of this site close to the town centre, the rest of the site is suited to medium density residential, with a range of housing types and lot sizes being appropriate to this potentially very attractive site.

Golf Club land Option 2 from the 2008 EBD report

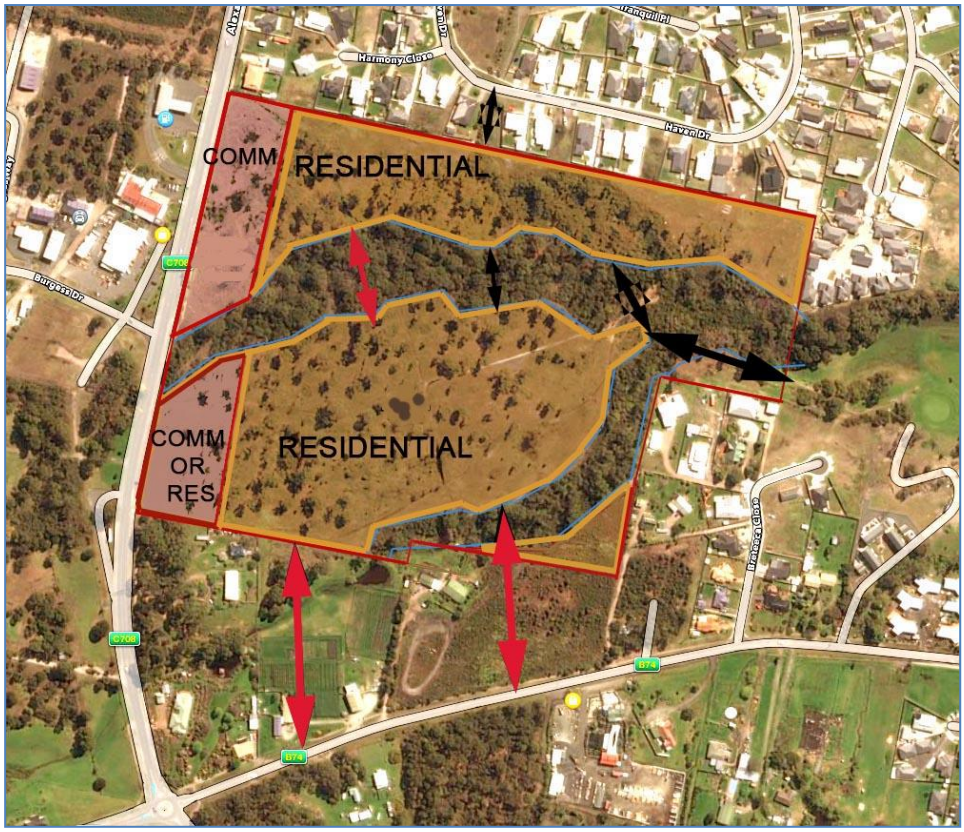
This site has very poor street or pedestrian connectivity to abutting land.

The future development of the site will need to provide a minimum of two street link opportunities to future development to its south, and a pedestrian/cycle link northward through to Haven Drive, as well as a future walking/cycle path from Alexander Street along Poyston Creek and connecting east through to the golf course.

The Concept Plan opposite, taken from the 2008 EBD Report, is still indicatively valid. Not all street links to the east and south shown here can now be provided, due to the change in ownership and subsequent developments.

Depending on the stormwater management and drainage infrastructure requirements, this site may or may not be suited to standard Commercial and Residential zones. It may instead be more suited to a Particular Purpose Zoning or a Special Area Plan in the planning scheme.

The new concept plan for the site below, shows indicative land uses and linkages for the site. The amount and shape of land shown as drainage/parkland on this plan is indicative only. It may need to change significantly following detailed stormwater and burrowing crayfish habitat investigations.



Former Golf Club Site – showing indicative development areas and linkages. Future street linkages are shown in red and pedestrian/cycle linkages in black.

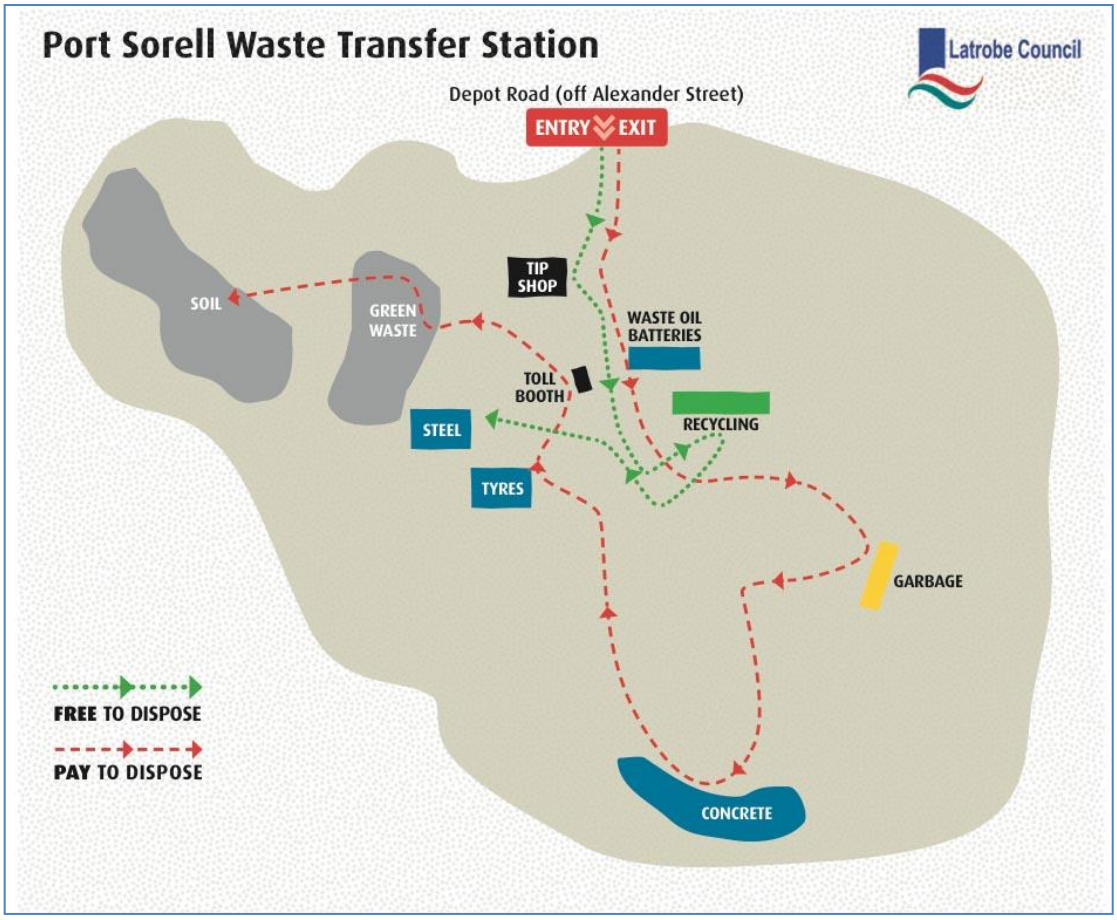
RECOMMENDATIONS FOR FORMER GOLF CLUB LAND

R38 Continue to identify the site for a mix of commercial, residential, stormwater and parkland uses. Encourage the landowner to progress the required detailed site drainage and environmental investigations so that a suitable rezoning strategy can be determined with Council. This is likely to require the preparation of either a Particular Purpose Zone or a Special Area Plan. In the interim, include the whole site in a Future Urban zoning.

R39 Update the Street Linkages map in the 2008 Strategic Plan to clarify the locations for the two streets to be provided south from the site to connect to Wilmot Street.

6.13 Waste Transfer Station Options

The present Waste Transfer Station for Port Sorell is on the former land fill site. It is spread out across the central part of the site, as can be seen in the diagram below. There is some community support for it to be relocated to another site in or near Port Sorell, or another waste management system introduced, so that the former landfill can begin its transformation to a major Central Park for the Port Sorell community.



The current Waste Transfer Station on the Tip Site in Port Sorell

Waste Transfer Stations are designed as a depot for recyclable waste generated by the community, which is then dealt with by Council.

Unlike the existing spread-out layout, contemporary Waste Transfer Stations (WTS) can be designed to take up far less land than the current facility, possibly down to 4000m^2 (around 60m x 70m), with much of the facility being within an enclosed shed.

At the April 2017 Workshop, the various options for an alternative waste management system for Port Sorell were explored by a group of community members and Council representatives. Discussion included consideration of a range of possible WTS sites, both in Port Sorell and nearby at Wesley Vale, as well as alternative collection methods.

There are a range of alternative ways in which Councils can provide equivalent waste services, such as a regular Green Waste or FOGO (Food Organics and Green Organics) collection, combined with a periodic hard rubbish collection.

In relation to establishing an alternative service to a WTS, at its October 2017 meeting Council considered whether to introduce a Food Organics and Green Organics (FOGO) bin service to Port Sorell. The additional annual cost to households was estimated at $130pa. Council decided at that meeting not to proceed with this initiative because of the significant cost implications to ratepayers, although they agreed the issue would be revisited in 2025.

Possible alternative Waste Transfer Station sites

The main sites examined at the April 2017 Workshop for a new WTS within Port Sorell included the Council-owned Lillico land, which is located at on Port Sorell Road at the town entry, and an 8000m^2pacrcel of land owned by Council- at the far end of Burgess Drive within the Port Sorell Industrial Estate.

Following the April 2017 Workshop, further work was done on both the current and alternative sites. As a result of this work, it has been found that the new Tasmanian Planning Scheme that will come into being in the near future will make it highly unlikely that any alternative sites within or next to the Port Sorell township can be used for a new WTS as the State Planning Provisions require a minimum setback for a WTS of 150m from any residential or rural residential dwelling areas. This indicates that only rural sites, such as those at Wesley Vale, can be considered for a new facility, which could possibly be set up to also serve Latrobe residents, who currently use the regional facility at Spreyton run by Devonport City Council. The State Planning Provisions allow consideration of re-development of the existing site.

There may be community support for the Port Sorell WTS to stay where it is, albeit in a modernised and more compact form.

Another option for consideration is to require all residents of the Latrobe Municipality to use the Devonport WTS facility at Spreyton, despite the travel distance from Port Sorell being significant.

Whilst convenience is a key factor in deciding which option to adopt, one of the key considerations for both Council and the community is cost. The current Port Sorell WTS costs $220,000 pa to run, and the cost for Latrobe township residents to use Spreyton WTS is another $200,000 pa, totalling $420,000pa for the municipality. A new WTS facility is estimated to cost $700,000 to build, excluding land.

RECOMMENDATION FOR WASTE MANAGEMENT

R40 Council to further investigate the identified Wesley Vale sites for a new Municipal Waste Transfer Station and compare these to the option of requiring all residents to use the Devonport WTS at Spreyton, or the option of rebuilding the existing Port Sorell WTS in a more compact form on its existing site, including costings for the option being considered.

6.14 Future Civic and Community Uses

During the community consultation phase in 2017, people expressed interest in Port Sorell gaining additional civic and community facilities including a library and on-line access centre. There was also interest in other community facilities being established, though nothing specific was identified. It was more a feeling that Port Sorell was poorly provided with such. This may be true, given the town's mainly recent development history compared to towns such as Latrobe, established many years ago, which typically do have a far greater range of community facilities and buildings.

Investigations revealed that a library and on line access facilities were unlikely to be provided, given the existence of similar facilities in the Latrobe township. These

facilities are provided by the State Government and the availability of funding is considered unlikely.
The recently completed Banksia Centre on the Camp Banksia site now provides some community meeting rooms, plus a basic performance space doubling as an indoor sports hall. It includes facilities for the University of the Third Age (U3A), as well as space for the Port Sorell History Society to meet and store materials. The U3A is its principal user.

The 2008 community desire for a Port Sorell Visitor Information Centre, integrated with a Heritage, Environment and Arts facility (the THEA concept), appears to be no longer there. The Lillico land at the town entry was bought for this purpose. The Rubicon Arts Centre group has since gained a new facility in the Latrobe township. The History Society is now accommodated in the Banksia Centre. This leaves only the question of whether a Visitor Information Centre is required. The recently relocated Visitor Centre in Latrobe also covers Port Sorell. It may be that Port Sorell is adequately served by the large tourism-related Information Bay off Alexander Sreett, provided it is regularly updated.

Despite the current situation where no specific new community or civic facility can be identified, it is still possible that some future need could be identified for a specific facility. Whilst such a facility may be best suited to a location within the Town Centre, depending on its requirements, it could possibly go into a vacant building in the Shearwater Centre, or a new building could be built on Council land in Shearwater Village.

Alternatively, it could go onto the Camp Banksia site. There is vacant land east of the Banksia Centre, for example, that could suit a new facility. Both options would be more cost-effective to Council than purchasing part of the vacant triangular town centre site for a new facility.

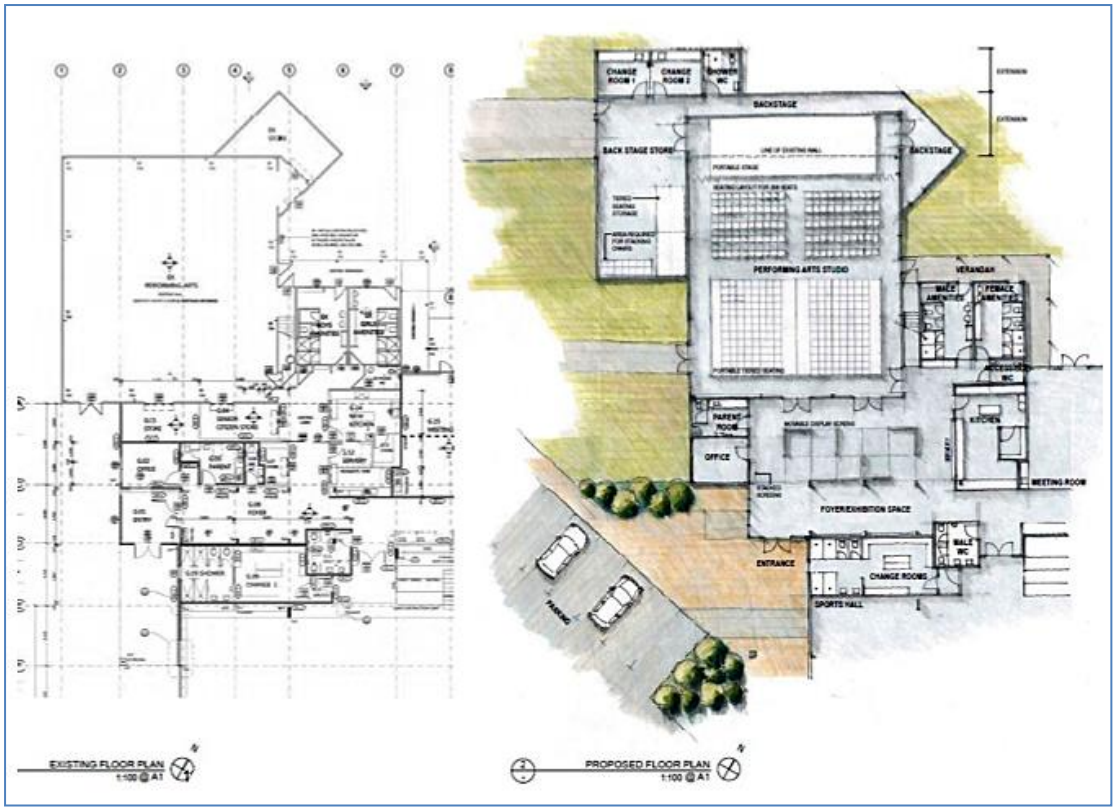
Expanded Banksia Centre for Performing Arts

Since 2016, there has been a community initiative for a new public facility, which is for an expansion of the Banksia Centre to upgrade its capacity as a Performing Arts Centre (PAC), which is currently a minor role. Plans have been drawn up and costed. They involve expanding the existing building to add a stage plus some backstage areas, together with various facility upgrades to support its use as a PAC. The existing and proposed plans are shown below.

Estimated capital cost for the PAC upgrade is around $910,000, together with ongoing operational costs.

In February 2018, in anticipation of State Government pre-election funding, Council endorsed the PAC proposal, subject to matching funding being offered. At this point in time no State funding has been committed. Without external funding, it is unclear how much community support there may be for this PAC facility, relative to Council's resources for Port Sorell being spent on other community-supported initiatives such as the rehabilitation of the former landfill site and the parkland proposed on that site, street tree planting, the establishment of Pink Street, revitalisation of the Shearwater Village public realm, the Poyston Drive roundabout, and possible upgrades to Camp Banksia.

There is a clear need for the community to gain an understanding of the costs and time frames for the full list of civic upgrades in Port Sorell and to endeavour to set priorities.



Banksia Centre – existing floor plan and proposed floor plan to accommodate a PAC

R41 **Despite community interest in new publicly funded Community Facilities, no specific facility has been identified as both needed and feasible to provide either within the Town Centre or in the broader Port Sorell area. There is no need to identify any land on the town centre triangular site or elsewhere for community facilities.**

R42 **Continue to investigate options for expanding the Banksia Centre to significantly upgrade its capacity as a Performing Arts Centre. This to be done in the context of Council and the community together endeavouring to set priorities for future Council funding for the full range of civic upgrade initiatives identified for Port Sorell in this Report.**

7. Industrial Development

In this chapter consideration is given to an overview of land availability for industrial purposes.

In 2008, the Badcock and Conway rural land south of the existing Port Sorell Industrial Estate was identified as future industrial land. In 2009, Council supported and application for this rezoning to occur. The Tasmanian Planning Commission rejected the application as being premature, deeming there to be sufficient vacant industrial area in Port Sorell available for development in the foreseeable future.

Since 2008, there have been several new buildings constructed in the Port Sorell Industrial Estate. There are still several vacant lots available for sale within the Estate.

Council owns all the sites along the western edge of the Estate, abutting land now zoned for residential purposes. These sites are vacant. Whilst these Council sites may have some limitations on their development and use as a result of the now abutting residential zone, they are still suited to a wide range of Light Industrial uses.

Industrial estate circa 2010

Industrial estate circa 2016

There is also an undeveloped road reserve owned by Council running along the southern boundary of the Industrial estate, which is not needed as a road. It is zoned Light Industrial, but is impractical to use as such unless land to the south is rezoned for industrial us.

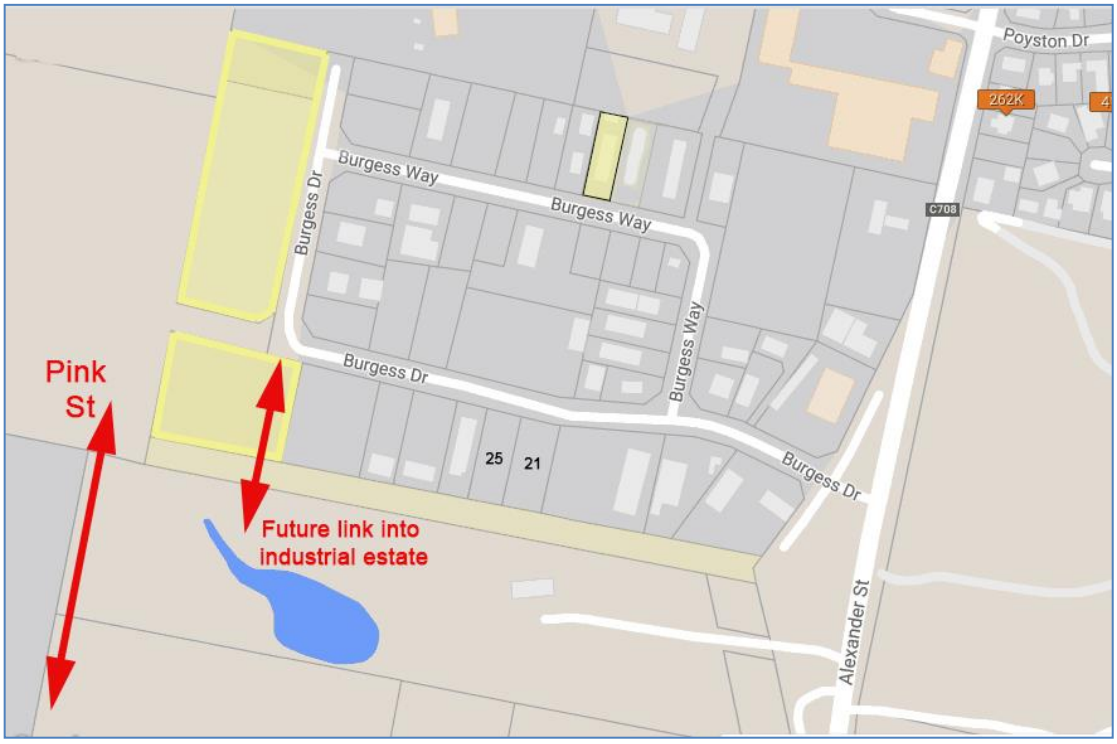
One of the limitations of the existing Industrial Estate is the generally small size of most of the lots. There may be demand for larger sites that cannot be satisfied in the current estate. In order to promote ongoing industrial development in Port Sorell, further investigations into the preferred lot types and sizes may be beneficial.

It is considered prudent to continue the 2008 strategy to identify the Badcock and Conway land south of the existing Industrial Estate for future industrial expansion. It will also be useful to have a street from the existing Estate directly connecting to the proposed area to its south. It is likely that the only practical way of linking the two is to provide a new street south from Burgess Drive using Council's land in the south west corner.

The plan below shows in yellow, all the Council-owned industrial land parcels, together with the proposed location for the direct street link between the two areas. This street

link would ensure that industrial traffic between the two industrial areas would not need to use Alexander Street, or the proposed 'Pink Street' via a future residential area.

If Council's site is not to be used for the road link, a more central vacant site, in the middle of Burgess Drive, could be used. This would entail a land purchase or land swap. Of the central lots, the vacant No 21 Burgess Drive appears the most likely to be suitable.



Plan showing Council-owned sites in yellow, together with proposed street link between existing and future Industrial estates. 'Pink' St is also shown.

Lillico land on Port Sorell Rd

An issue presenting is what should occur with the Council-owned Lillico land, a 7ha site located along the Port Sorell Road and at the entry to the town. This site was purchased by Council in 2008 with strong community support for establishing a THEA (Tourism, Heritage, Environment and Arts) Centre on this prominent town entry site. Since purchase, the house on the site has been leased out, and the bushland has been largely cleared, leaving several attractive stands of *Eucalyptus Ovata* across the site.

It appears that the community's need for and interest in an integrated THEA Centre has decreased over recent years. This has been discussed in Section 6.14. The western edge of the site is to be in part used for the future 'Pink' Street.

Three main options have been identified for the Lillico site:

1. Council to retain it for an unspecified future use, i.e. land banking, and continue to rent out the property;
2. Council to use the site for a sports field complex or creating a corner commercial lot, with strong amenity protection for the Port Sorell Road frontage.
3. Council designate the whole site as part of the future industrial precinct and sell the land. Protection of the amenity of the Port Sorell Road frontage, possibly with

buffer planting, will be critical under this option. This Option may not be preferred, because of the risk to the amenity of the town entry.

RECOMMENDATIONS FOR INDUSTRIAL

R43 Council to consider selling its existing industrial land parcels on the western side of Burgess Way. Retain the 8000m^{2}land parcel for a possible relocated Council Depot together with a possible street link to the future industrial area.

R44 Council to resolve the future of the unmade road reserve running along the south side of industrial estate. It could in part be land-swapped with Conway land for their segment of 'Pink' Street and their part of a future street link up to Burgess Drive, and then be incorporated into the Conway property.

R45 As in 2008, continue to identify the Badcock and Conway lands as future industrial land. The four small narrow lots on the Alexander Street frontage are appropriate to identify for Commercial uses, as in the 2008 Strategic Plan.

R46 Council to determine a future option for the Lillico land. Options identified include a sports field complex or low intensity industrial or commercial uses. The key is to ensure the site contributes positively to the amenity of this key town entry.

R47 Council's Economic Development Officer to undertake investigations into future demand for various types of industrial sites in Port Sorell and develop a strategy to inform appropriate lot sizes in the future Industrial area and to promote industrial development in Port Sorell.

8. Residential Development

In this chapter there is a discussion of land available for residential purposes.

In 2008, there was a view amongst landowners and developers that there was a shortage of future residential land identified in Port Sorell. Residential growth at that time was booming.

As a result of the 2008 EBD and the Strategic Plan, substantial new areas were identified for residential uses and several of these sites have since been rezoned. The key sites rezoned included:

- Well-located Jochro land west of the Town Centre. A first subdivision stage has been approved and marketing has begun, although the first segment of what will be part of 'Pink' Street is not yet constructed;

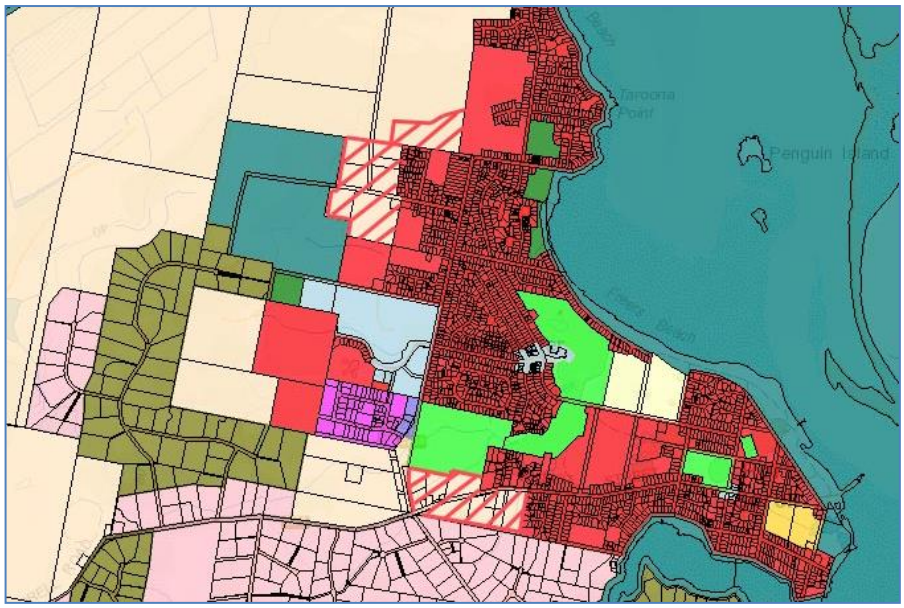
- Elevated and attractive former Luck land at Hawley. Development is underway on this site, with fronts Dumbleton Street and Joyce Street;

- Land west of Alexander Street between Hawk Hill Road and Arthur Street. In various ownerships and some lots are slowly being developed;

- Land bounded by Wilmot Street and Darling Street. A Particular Purposes Zoning has been approved, linked to a Concept Plan showing around 108 dwellings and some tourist-related commercial uses, together with a sea barrage. Approval has been granted for Stage 1 comprising 14 lots and a sea wall but construction has not yet commenced.

Future Residential land yet to be rezoned

There still remains three significant future residential areas, which identified in 2008 that have not yet been rezoned. These are shown as red striped areas on the map below.



Port Sorell zoning plan as at September 2017, together with three red-striped areas which were identified for future Residential in the 2008 Plan but are not yet rezoned.

These three areas include:

- Land west of Alexander Street and flanking Arthur Street;
- Land immediately west of the former Luck land, which is currently native forest, but is required for the 'Pink' Street link through to Hawley Beach;
- Land flanking the west end of Wilmot Street, near the Alexander Street roundabout. This land is also recognized as having some potential for future business use. It contains some existing semi-rural businesses.

Other Areas with Residential Potential

There are at least three other areas that have, or may have, some residential development potential. All of these areas are very well located within the greater Port Sorell township area.

The first area is as outlined in Section 6.12 - the former Golf Club land fronting Alexander Street, which has been identified as having potential for substantial residential and some commercial development.

The second area relates to the existing sports field site in Rice Street, Port Sorell. Under a scenario of construction of a new Sports field complex, this recreational area could be redeveloped for approximately 34 residential lots as outlined in Section 6.8.2.

The third area includes some small sites in Shearwater Village that are zoned for Local Business but have remained vacant because there is no commercial demand at present.

Residential Land Supply

Whilst a detailed survey has not been conducted of the current residential lot supply across Port Sorell, extensive anecdotal evidence together with developers' in house surveys indicate that there is currently a substantial oversupply of both serviced residential lots and zoned residential land.

Growth rates have slowed substantially since 2008, whilst at the same time significant new supply has been provided.

Another factor that may be relevant to supply has been the changes to residential subdivision controls, which now allow development of much smaller lots, down to $330m^2$, rather than the typical $720m^2$ minimum that prevailed in 2008. This means not only can more lots be produced per hectare released, but also that existing vacant lots can more easily be subdivided into two or more lots. It is noted that to date, most lots created in Port Sorell are typically still around $700m^2$. The Briggs' Wilmot Street site, by contrast, does contain approved lots in Stage 1, which are around $450m^2$ average size.

There are still a significant number of vacant lots within already-developed subdivisions, and there is always a good selection of these on the market.

Prices of vacant residential lots are quite static, and currently seem to range from around $90,000 to $140,000.

In summary, there is currently an ample supply of vacant residential land, both in available fully-serviced lots and in zoned, but not yet developed, land. There does not

appear to be any need to progress the rezoning of additional greenfield residential land sites in the near future. Of the remaining identified future residential areas, the Wilmot Street West sites should have priority over the Arthur Street precinct sites.

In terms of overall priorities, it will be more important to facilitate the development of any of the three potential residential infill sites outlined above.

TasWater servicing issues

TasWater has undertaken several recent investigations into water supply and sewerage capacity in Port Sorell. Both services have a variety of constraints. A program for upgrading the infrastructure has been prepared. It is still possible that there may occasionally be a mismatch between development needs and servicing availability.

Sea Level Rise Predictions

An updated report and map of areas in Port Sorell that are predicted to be affected by rising sea levels through to 2100 has been completed. A map for maximum predicted inundation for the year 2100 is shown below, and highlights the extensive areas affected along Shearwater Esplanade. It also highlights the Port Sorell township area and the Briggs' Wilmot Street site.

This map again emphasises the critical importance of the tidal barrier now approved for the Briggs site, to run along the Port Street Reserve between Wilmot Street and Archer Street. This tidal barrier, at ultimately 3m AHD, is anticipated to provide good protection to the low-lying area from Port Street west to the centre of Port Sorell.

Updated Port Sorell Sea level rise map, showing maximum inundation predicted at 2100

RECOMMENDATIONS FOR RESIDENTIAL LAND SUPPLY

R48 The existing supply of residential zoned land is sufficient for quite some time. At this stage none of the three future residential areas identified in 2008, that not yet zoned, should be put forward for rezoning. These could be considered for inclusion in a new Future Urban Zone, under the local planning provisions for the Tasmanian Planning Scheme.

R49 Priority for any short-term rezoning to residential should be given to the three identified infill sites within the urban area. Of these three, the highest priority should be given potentially to the Council's Rice Street cricket ground site, if the sports field is to be relocated.

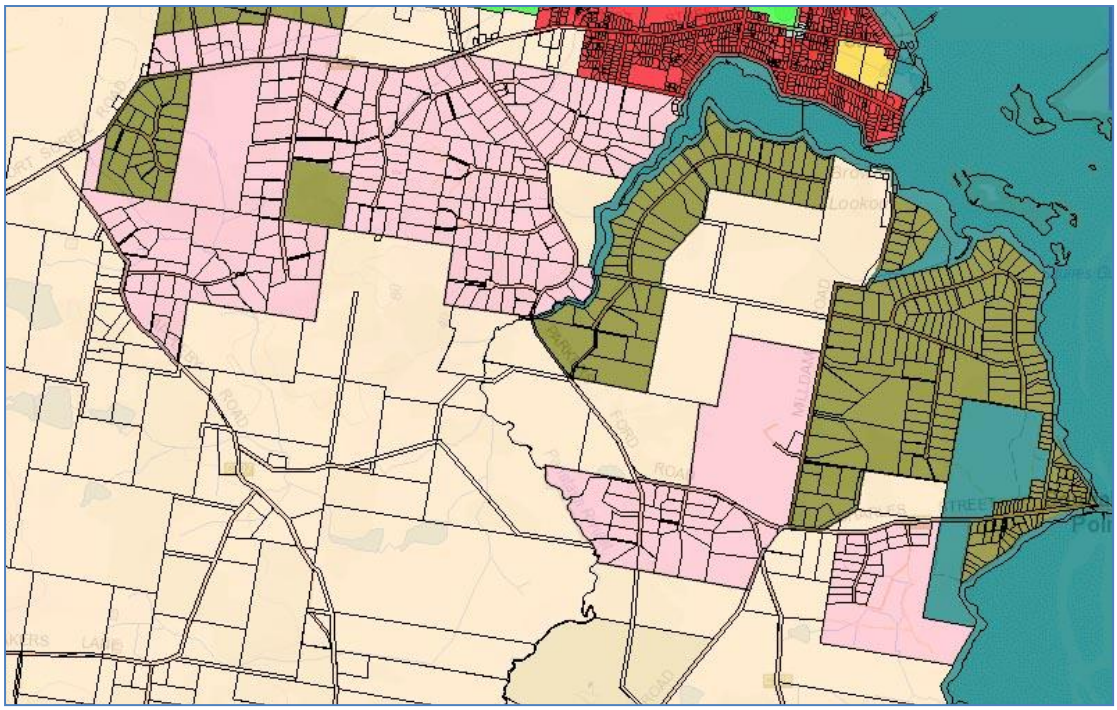
R50 The third infill site is the former Golf Club land fronting Alexander Street. It should also be included in a Future Urban Zone.

9. Rural Residential Development

In this chapter there is a discussion of land available for rural residential purposes.

In 2008, considerable attention was paid to understanding the issues, challenges and costs associated with the extensive rural residential development, that had already occurred around Port Sorell. Whilst there was significant pressure from some landowners in 2008 to get their land changed from a rural zoning to a rural residential zoning, only a limited amount of additional land has been rezoned since 2008.

Some new subdivisions have been approved and development has commenced. The market does appear to have slowed since 2008. There are still a significant number of rural residential lots available for sale, both vacant and containing dwellings.



Areas zoned for Rural Residential in pink and green, at 2017, showing indicatively the currently subdivided lots and the remaining vacant Rural Residential zoned land

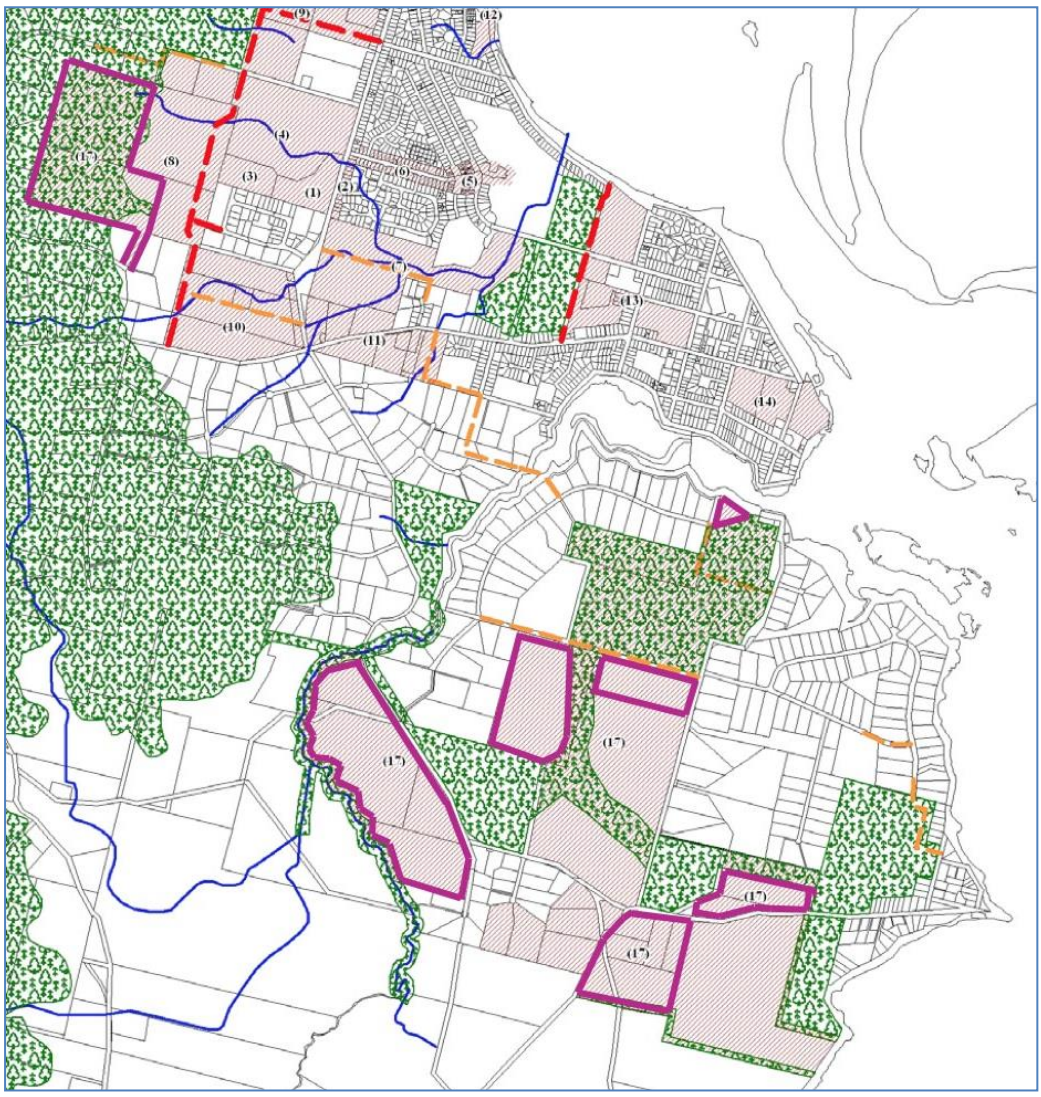
In addition to the recently zoned but undeveloped land, there are still extensive areas available for rezoning to Rural Living as identified in the 2008 Strategic Plan. In that Plan, each of the proposed rural residential areas was detailed in an Appendix, together with relevant development requirements.

The main parcels identified for Rural Residential that have not yet been rezoned include:

- two elevated lots west of the Town Centre, and east of Summerhill Drive (Appendix 19/2008 Strategic Plan)
- an area on the south west side of Parkers Ford Road (Appendix 20/2008)
- several lots east of Woodbury Lane and flanking Squeaking Point Road (part of Appendix 21/2008)
- an extensive area between Gardams Road and Milldam Road (Appendix 22/2008)

- a small area at the northern end of Panatana Drive. (Appendix 23/2008).

These areas are outlined in purple on the plan below.

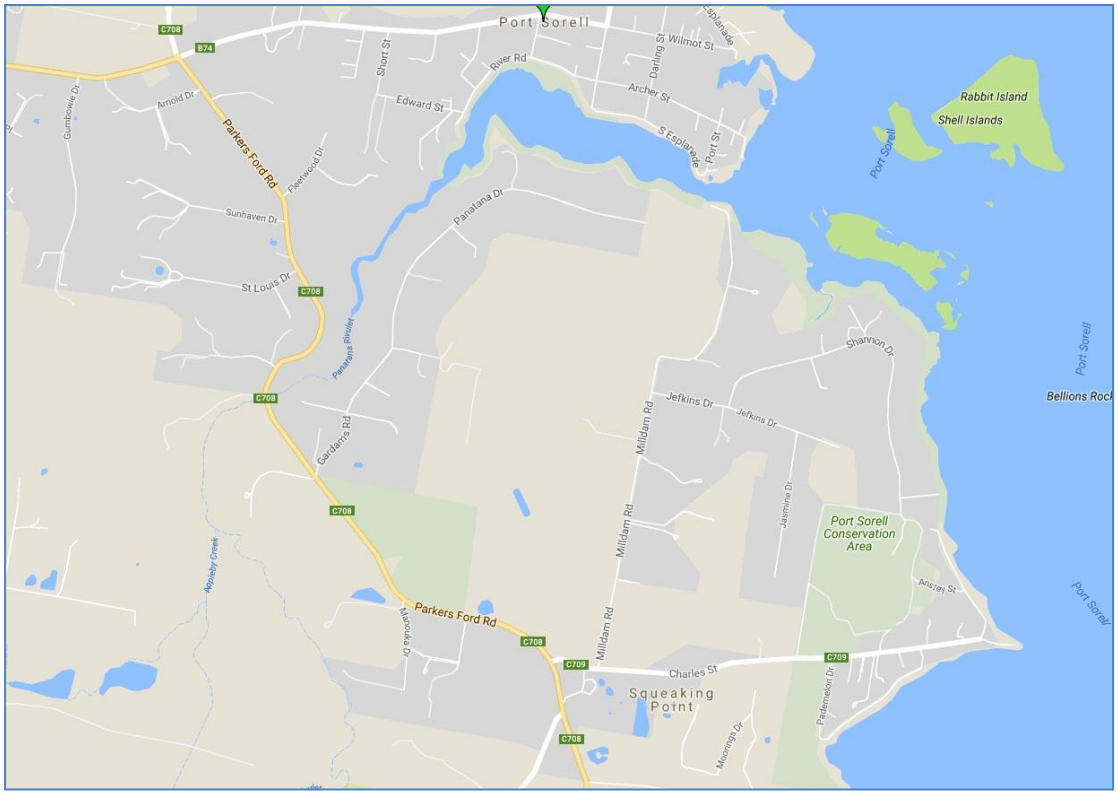


Areas outlined in purple are future Rural Residential areas approved in 2008 but yet to be rezoned

Based on both current supply and the overall concern about the sustainability of rural residential development, it is neither appropriate nor necessary to identify more land for additional rural residential development in Port Sorell.

Progress with Street Linkages in the Rural Residential Areas

The rural living areas south of the township have been developed with very poor street connectivity. Long cul de sacs predominate, and these create several significant problems including longer travel distances, inefficient routes for walking or cycling, and particularly poor access and egress during bushfires.



Map showing the very poorly connected street pattern in the Rural Residential area south of Port Sorell. Most streets are cul de sacs.

In 2008 this poor street connectivity in the rural residential areas was recognised. A series of future streets were shown on the Street Linkages plan included as Appendix 2 in the 2008 Strategic Plan, to try to improve street connections in the area south of Panatana Rivulet. These are shown in orange on the map below. Many of these connections were recognised as being difficult to achieve because of land ownership patterns and intervening rural zoned areas.

Extract from Appendix 2 in the 2008 Strategic Plan showing required street connections

By 2017, none of these links had been achieved. They still remain valid, and the requirement to construct them, where they can be done in association with new development, should be retained.

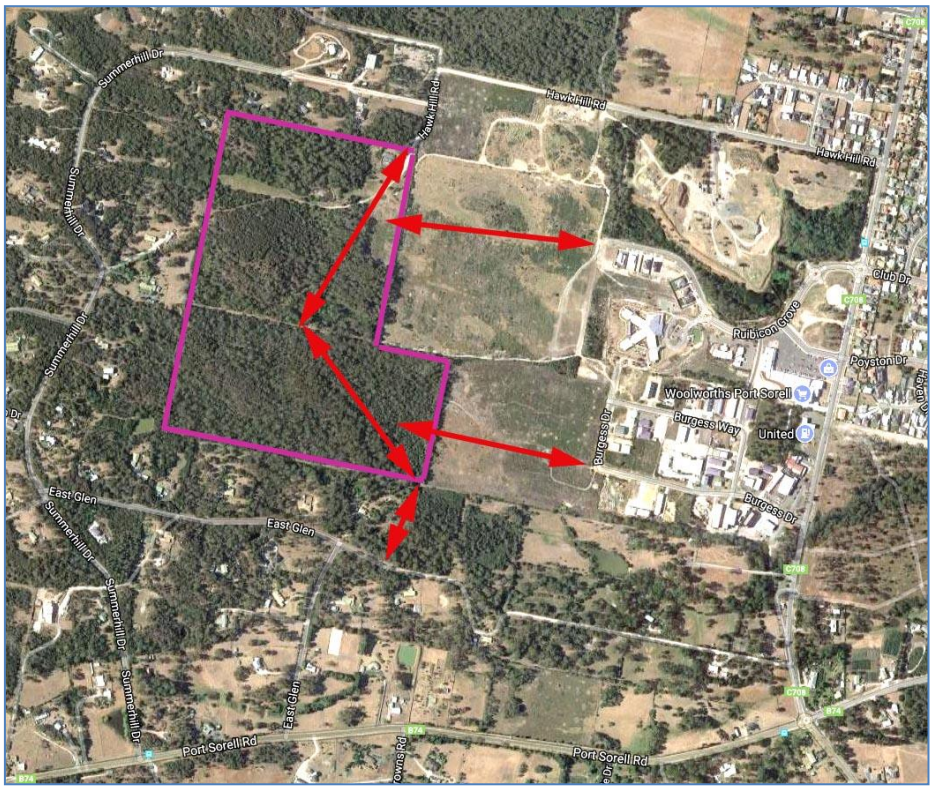
In addition to these key links, streets in all new rural residential subdivisions should be constructed as through links or potential through links, or at a minimum as loop roads where through routes are not possible, rather than cul de sacs. In addition, provision should be made for future street links through to any undeveloped land beyond, including rural-zoned land.

The inherently poor street connectivity that exists in the rural residential areas south of Port Sorell Road would benefit from a further review, in association with the Tasmanian Fire Service, to establish a series of emergency fire exits/fire access routes across private land. This should include establishing tracks and gates to link cul de sac heads, for use during a fire.

Linkages for the proposed Rural Residential area west of Town Centre

As mentioned earlier in this Section, there are two abutting large bushland lots immediately west of the urban area, and east of Summerhill Drive, that were identified in the 2008 Strategic Plan as future rural residential land.

At present, on the 2008 Street Linkages map, there are no mandatory linkages specified for these sites. It is critical that development of these sites provides both a north south street connection, linking the end of Hawk Hill Road through to East Glen, and at least two connections east to the abutting residential zoned land to provide relatively direct links through to Club Drive and Burgess Drive.



Future Rural Residential land west of the town centre, outlined in purple, shown together with indicative street links

RECOMMENDATIONS FOR RURAL RESIDENTIAL DEVELOPMENT

R51 Retain the extent of future rural residential land as identified in the 2008 Strategic Plan. It is not appropriate or necessary to identify more.

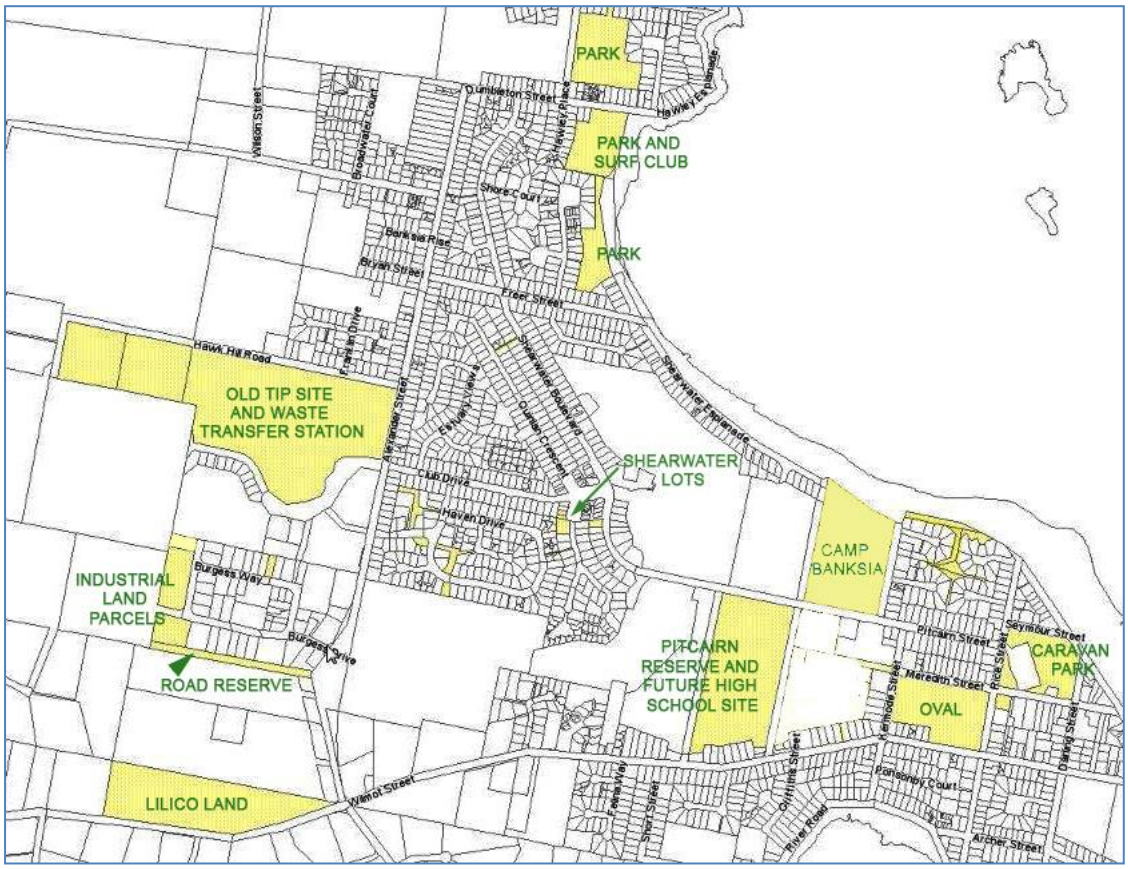
R52 Retain required street linkages through the rural residential area as identified in the 2008 Strategic Plan. In addition, include the three key street linkages identified above, relating to the bushland area west of the town centre.

R53 Require all new rural residential subdivisions to provide for future connections to abutting land, as well as ensuring they use through roads or loop roads, rather than cul de sacs, within the developments.

10. Review of Council-owned land parcels

One of the requirements of this Study Brief was to review all Council-owned land parcels and propose what should be done with them. Many of these parcels have been discussed in various sections of this report. This Chapter is now a synthesis of the possible options for each of these parcels.

The map below shows all Council-owned land, coloured in yellow, with a short description of each of the key sites, written on them. Some drainage reserves etc are not identified.



Council-owned land parcels as at October 2017

In summary, the following proposals for the future use of various parcels have been made in this Report.

A. Lillico land – various options are in this report, including sports field development, partial future commercial use, low intensity industrial uses and sale of part or all of land.

B. Road Reserve on south side of Port Sorell Industrial Estate – use it as a land swap with the landowner to the south, Conway Property Nominees, for part of the future 'Pink' Street road reserve through their land, and for their part of a direct street connection north to Burgess Drive through Council's land as part of a future industrial development.

C. Industrial land parcels – three on the western end of the Port Sorell Industrial Estate and one small one within the Estate. Consider selling the two north-western parcels facing Burgess Drive for private industrial development. The small site at 14 Burgess Way is now developed for the Port Sorell Men's Shed, so should be retained. The south western parcel of 8000m^2 should be retained as a possible future Council Depot site and provision for a street link south into the Conway land.

D. Former Landfill Site and Waste Transfer Station – this report proposes that the site become a major central parkland area. The whole site should be retained in Council ownership. The Council Depot could be relocated onto the south-western lot in the Port Sorell Industrial Estate.

E. Shearwater Village - 6 and 8 Fairway Crescent. Consider the options in this report to enable either one or both of these lots to be sold. This is in part dependant on whether the skate park at 6 Fairway Crescent is to be relocated to the proposed park on the former landfill site. If so, the combined sites could be sold as residential lots. If the Skate Park is not to be relocated, consider retaining the 8 Fairway Crescent site for an unspecified future civic use.

F. Shearwater Village - 20 Shearwater Boulevard. This lot is currently developed as a car park. If revitalisation of the Village Centre does not occur within two years and the car park remains under-used, consider selling this relatively unused site for residential development

G. Open Space areas around Surf Club – there are three parcels of Council land in the north east corner of the town. These are the Aub Luck Reserve, Shearwater Park and Rubicon Reserve, which contains the Surf Club. All these areas should be retained. The Surf Club leasehold should be expanded in consultation with the Club to allow for a Stage 2 building and possibly interim uses including a container café and water sports equipment hire outlet.

H. Pitcairn Reserve– this bushland area immediately west of the Port Sorell Primary School site is has been identified as a future high school site. It is understood that when the timing is right for a high school to be built, the land would be transferred to State Government ownership. Until then it should be retained in Council ownership.

I. Camp Banksia - Camp Boomerang was closed and the Primary School constructed. Pending decision on the options for Camp Banksia, the whole site should be retained in Council ownership.

J. Port Sorell Cricket Ground – this oval is currently Port Sorell's main sports field. It has been found to be too small and is poorly drained for its purpose. In this report there are two options for upgrading Port Sorell's sports fields, one of which retains and upgrades this oval as the secondary town oval. The other option proposes to create a new sports field complex elsewhere, and to sell off most of this site for residential development, to help fund a new sports field complex.

K. Caravan Park – The Caravan Park is not discussed in this report but it is to be retained. Adjoining the western part of the site is the privately owned Port Sorell Bowls Club. There is an elevated area at the rear of the Bowls Club, which is

proposed to be made available (and possibly leased) to them to enable additional parking at the same elevation as the Clubhouse and bowling greens.

Specific and more detailed recommendations relating to these sites are embedded in the earlier sections of this report.

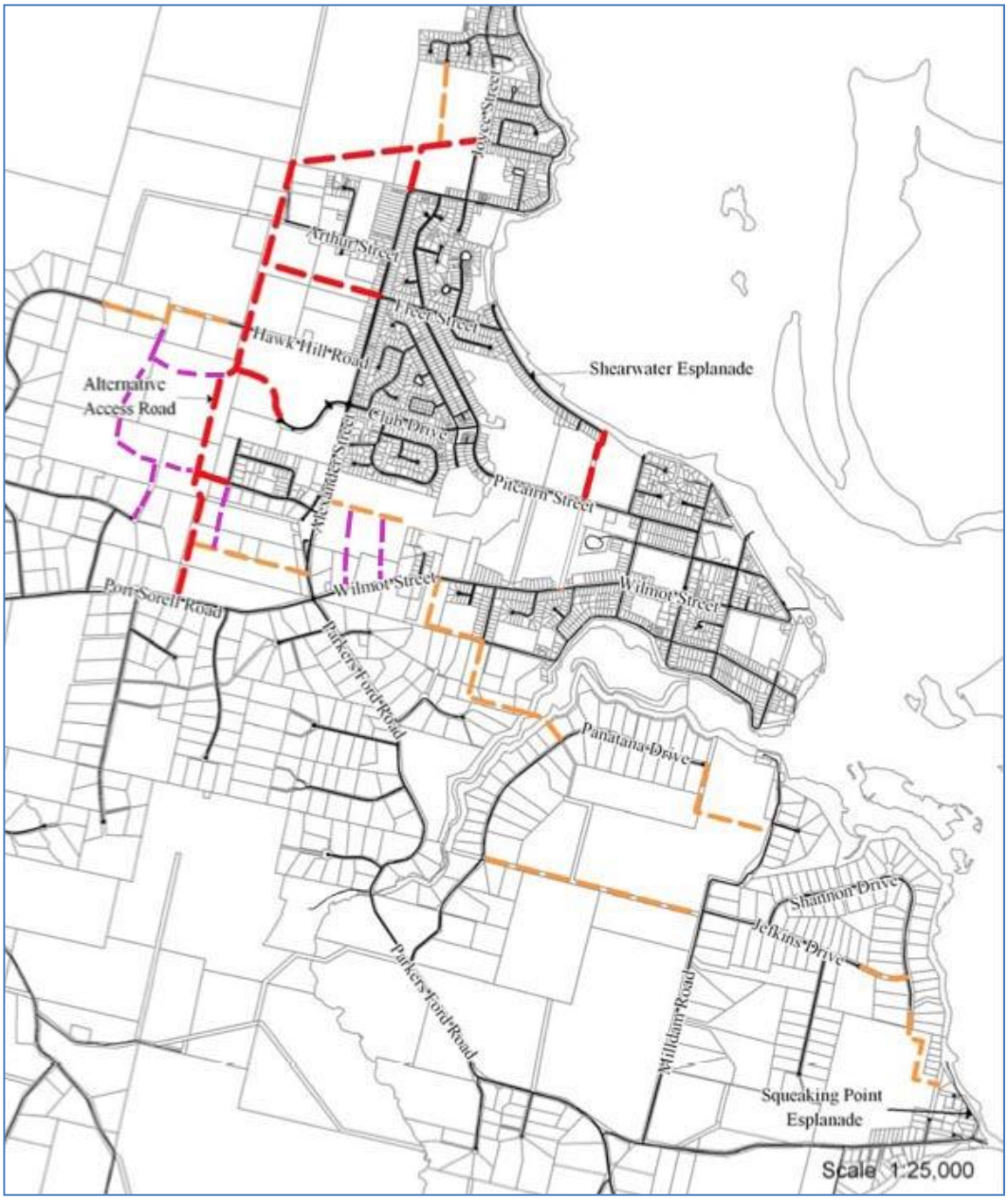
RECOMMENDATION IN RELATION TO COUNCIL-OWNED LAND PARCELS

R54 Endorse items A to K above as a proposed strategy for dealing with Council-owned land parcels in Port Sorell.

11. An updated Street Linkages Plan

This chapter introduces an updated Street Linkages Map.

In various sections of this report, a range of proposals have been made to amend the 2008 Street Linkages Plan. These are summarised into the proposed updated Street Linkages Plan below.



Proposed updated Street Linkages Plan

RECOMMENDATIONS RELATING TO STREET LINKAGES

R55 Council to endorse this updated Street Linkages Plan for inclusion in the revised Port Sorell And Environs Strategic Plan and ensure that the linkage requirements are formalised into the Latrobe Planning Scheme.

12. Conclusion

This report contains a comprehensive set of draft design concepts and proposals. The next step in the project is to place this draft report on public exhibition to better facilitate community consultation and receive comment.

The representations received will be considered by Council and the design concepts and proposals reviewed in light of community comment.

It is expected that the final report will be adopted by Council for use by Council and the community as a guide to future projects proposed to invigorate and enhance the town and to act as an aid to Council in regard to forward planning and budgets.

It is also proposed that the final report will inform development of the revised Port Sorell and Environs Strategic Plan.

Through this process a framework will be agreed that will guide the future development of the Port Sorell area into one to be expected for a town of its size and with the capacity to absorb significant future growth under recommendations in this report..

LAT-P5.0 Particular Purpose Zone – Devonport Airport

LAT-P5.1 Zone Purpose

The purpose of the Particular Purpose Zone – Devonport Airport is:

LAT-P5.1.1	To provide for aviation, passenger transport, ~~supply and storage~~freight, emergency services, utilities and tourism ~~-~~activities directly associated with~~of~~ the Devonport Airport.
LAT-P5.1.2	To provide for use and development related to aviation industry training.
LAT-P5.1.2	To provide for other compatible use and development that supports, relies on, or enhances the function of the airport as a regional facility for air freight and passenger transport, that~~and~~ does not compromise the role and function of Business and Industrial zones in the Devonport and Latrobe municipalities.
LAT-P5.1.3	To provide for use and development that does not adversely impact upon the operation of the airport.
LAT-P5.1.4	To provide visual amenity in the ~~public~~ presentation of the airport site to roads and the primary public access.

LAT-P5.2 Local Area Objectives

This sub-clause is not used in this particular purpose zone.

LAT-P5.3 Definition of Terms

LAT-P5.3.1 In this Particular Purpose Zone, unless the contrary intention appears:~~This sub-clause is not used in this particular purpose zone.~~

primary public access	means a road or the extent of a constructed vehicular access that serves as the public entry and exit to the Devonport Airport and extends to the terminal building and to the entry and exit points of the car parking areas.

LAT-P5.4 Use Table

Use Class	Qualification
No Permit Required	
Natural and cultural Values Management	
Passive Recreation	
Utilities	If for minor utilities
Permitted	
Bulky Goods Sales	If for motor vehicle sales associated with car hire
Emergency Services	
Storage	
Transport Depot and Distribution	
Utilities	If not listed as No Permit Required
Vehicle Parking	

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Discretionary	
Educational and occasional care	
Food Services	
General Retail and Hire	
Manufacturing and processing	
Recycling and Waste Disposal	
Resource Processing	
Service Industry	
Tourist Operation	If for a visitor centre
Vehicle Fuel Sales and Service	
Visitor Accommodation	
Prohibited	
All other uses	

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LAT-P5.5 Use Standards

LAT-P5.5.1 All uses

Objective:	That external lighting does not impact on the safety and operation of the airport.
Acceptable Solutions	**Performance Criteria**
A1 External lighting must be aligned or baffled so that ~~.~~ direct light is not visible to approaching aircraft and does not extend into the operational areas of the airport, unless for the specific provision of airport lighting~~it does not cause direct light emissions that would impact the operation of the airport~~.	**P1** No Performance Criterion

LAT-P5.5.2 Discretionary uses

Objective:	That ~~:~~ ~~a)~~ discretionary uses support the ~~primary air freight handling, logistics, tourism and servicing activities of the airport~~purpose of the zone.~~; and~~ ~~b) discretionary uses do not compromise the role and function of the Business and Industrial zones in the Devonport and Latrobe municipalities.~~
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1** A use listed as Discretionary, must support the ~~role~~ purpose of the zone ~~of the airport~~ and not unreasonably compromise business and industrial precincts zoned for that purpose, having regard to: (a) the characteristics of the site; (b) the size and scale of the proposed use; (c) the impact of the proposal on the operation of the airport; (d) association with, and degree of support to, the primary air freight handling, logistics, tourism and servicing activities of the airport; (e) the extent that the proposed use would support increased product and commodity export through the airport; and (f) whether the use is more appropriately located in other business or industrial precincts in the Devonport or Latrobe municipalities.

LAT-P5.6 Development Standards for Buildings and Works

LAT-P5.6.1 Building height

Objective:	To provide for a building height that: (a) ~~(a)~~ is necessary for the operation of the use; and (b) ~~(b)~~ is compatible with the presentation of the airport site as viewed from roads and public places.
Acceptable Solutions	**Performance Criteria**

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A1 Building height must be not more than: (a) 10m; or (b) 15m if for a structure, such as a tower, pole or similar.	**P1** Building height must be necessary for the operation of the use and is not out of character with infrastructure and buildings on the airport site ~~as~~ when viewed from roads and ~~other~~ adjoining public land ~~places~~, having regard to: (a) the bulk and form of the building; (b) the visual character of the area (c) the topography of the site; (d) the visibility of the building from adjoining roads and public spaces; (e) any existing or proposed screening by vegetation or other measures.

LAT-P5.6.2 Setbacks

Objective:	That building setbacks are: (a) ~~(a)~~appropriate for the site and minimise potential conflict with use on adjoining sites; and (b) ~~(b)~~provide for visual amenity through landscaping~~ed presentation~~ to public roads and the primary public access.

Acceptable Solutions	**Performance Criteria**
A1 Buildings, excluding light poles, must have a setback from: (a) the ~~a~~ frontage to Mill Road of not less than 15m; and (b) the primary ~~airport entrance driveway~~public access ~~of~~ of not less than 10m.	**P1** Buildings must have a setback from a frontage and the primary public access that provides adequate space for ~~vehicle access, parking,~~ landscaping for~~and~~ visual amenity, vehicle access and parking ~~for the entrance to the airport and presentation to public roads~~, having regard to: (a) the design and presentation of the development on the site, including the provision of vehicle access and parking; ~~(a)~~ (b) retention of existing vegetation or proposed landscaping; (b) the setback of buildings on adjoining ~~djacent~~ properties; and (c) the safety of road users.
A2 Buildings, excluding ~~a~~ structures for communications~~such as a tower~~ and~~,~~ light poles~~pole or similar~~, must have a setback from side or rear boundaries of not less than: (a) 5m; or (b) an existing building on the lot.	**P2** Buildings~~, excluding a structure such as a tower, pole or similar,~~ are sited to provide for adequate vehicle access and not cause an unreasonable impact on adjoining uses having regard to: (a) the topography of the site; (b) the size, shape and orientation of the site; (c) the setback of existing buildings on the site and on adjoining properties; (d) the bulk and form of proposed buildings ~~as viewed from roads and public spaces~~;

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	(e) vehicle access and circulation requirements.~~;~~ ~~and~~ ~~(g) any existing screening or the ability to implement screening.~~

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LAT-P5.6.3 Outdoor storage

Objective:	That outdoor storage areas do not detract from the appearance of the site ~~or surrounding area~~when viewed from roads or the primary public access.

Acceptable Solutions	**Performance Criteria**
A1 Outdoor storage areas, excluding any goods for sale, must not be visible from any road adjoining the site or the primary public access.	**P1** Outdoor storage areas, excluding any goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.

LAT-P5.6.4 Access presentation and landscaping

Objective:	That: (a) the primary ~~ncipal~~ public access to the airport is presented and landscaped to provide visual amenity and enhancement of the streetscape or vehicular access ~~driveway~~; (b) the frontage along Mill Road is landscaped to provide visual amenity and enhancement of the streetscape; and (c) development that takes access from, or has a boundary shared with, the primary~~ncipal~~ public access ~~access road or access driveway to the airport~~, is designed to ~~complement~~ enhance the visual amenity of the ~~streetscape or access driveway~~the primary public access.

Acceptable Solutions	**Performance Criteria**
A1.1 Development must~~does~~ not have: (a) frontage to the ~~principa~~primary~~l~~ public access if a road; or (b) a shared boundary with the ~~principal~~ primary public access if not a road ~~driveway~~. **A1.2** Development provides landscaping to the frontage of Mill Road ~~at a width~~to a depth of not less than15 metres that: (a) is not developed for buildings; (b) includes a contiguous line of trees that will achieve a minimum height of 12 metres; and (c) includes not less than 20% of the area	**P1** Development provides for visual amenity in the presentation of the airport site to public roads and the public access driveway, having regard to: (a) the movement of vehicles and pedestrians; (b) the safety of junctions, driveways and footpaths; (c) requirements for infrastructure and services; (d) the degree of visibility from public roads and access points; (e) the need for visibility for commercial uses; and (f) signage.

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planted with shrubs.	

LAT-P5.7 Development Standards for Subdivision

LAT-P5.7.1 Subdivision

Objective:	That each lot: (a) has an area and dimensions appropriate for use and development in support of the zone purpose; (b) is provided with appropriate frontage to a road.

Acceptable Solutions	**Performance Criteria**
A1 Each lot, or lot proposed in a plan of subdivision, must: (a) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities; or (c) be for the consolidation of a lot with another lot provided both lots are within the same zone.	**P1** Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: (a) the relevant requirements for development of buildings on the lots; (b) existing buildings and the location of intended buildings on the lot; (c) the topography of the site; and (d) the presence of any natural hazards.
A2 Each lot, or lot proposed in a plan of subdivision, must have a frontage, or legal connection to a road by a right of carriageway, of not less than 20m.	P2 Each lot, or lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to: (a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (b) the topography of the site; (c) the functionality and useability of the frontage; (d) the anticipated nature of vehicles likely to access the site; (e) the ability to manoeuvre vehicles on the site; and (f) the ability for emergency services to access the site.
A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	**P3** Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; and

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	(d) the pattern of development existing on established properties in the area.

LAT-P5.7.2 Services

Objective:	That the subdivision of land provides adequate services to meet the projected needs of future development.
Acceptable Solutions	**Performance Criteria**
A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must: (a) be connected to a full water supply if the frontage of the lot is within 30m of a full water supply service; or (b) be connected to a limited water supply service if the frontage of the lot is within 30m of a connection to a limited water supply service, unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.	P1 No Performance Criterion.
A2 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	P2 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating or connecting to an on-site wastewater treatment system adequate for the future use and development of the land.
A3 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	P3 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of providing an on-site stormwater management system adequate for the future use and development of the land, having regard to: (a) the size of the lot; (b) topography of the site; (c) soil conditions; (d) any existing buildings on the site; (e) any area of the site covered by impervious surface; and (f) any watercourse on the land.

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