

From: [Planning Policy](#)
To: [Sorell Council](#)
Cc: [Carroll, Patrick](#)
Subject: Draft Sorell Local Provisions Schedule
Date: Monday, 16 August 2021 1:41:02 PM
Attachments: [image001.png](#)
[State Growth submission - Sorell Council Draft LPS.pdf](#)

To the General Manager,

Please find attached correspondence from the Director, Transport Systems & Planning Policy, Department of State Growth regarding the Draft Sorell Local Provisions Schedule.

Should you have any questions or queries, please do not hesitate in contacting us.

Kind Regards,

Patrick Carroll | Principal Land Use Planning Analyst
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Please note, I do not work Wednesdays

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Mr Robert Higgins
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Tasmanian Planning Scheme – Draft Sorell Local Provisions Schedule

Dear Mr Higgins,

Thank you for the opportunity to comment on the Draft Sorell Local Provisions Schedule (LPS).

The Department of State Growth (State Growth) has reviewed the Draft LPS, supporting mapping and overlay information and believes it largely reflects a sound translation from the *Sorell Interim Planning Scheme 2015* in accordance with the Tasmanian Planning Commission's *Guideline No. 1 Local Provisions Schedule (LPS): zone and code application*.

A detailed review has however highlighted a small number of issues that will require rectification or further discussion with Council officers and the Tasmanian Planning Commission. I have outlined each of the issues in the attached document for your consideration.

Please do not hesitate to contact Patrick Carroll, Principal Land Use Planning Analyst at Patrick.Carroll@stategrowth.tas.gov.au or on 03 6166 4472 who can arrange for relevant officers to respond to the matters raised in this submission.

Yours sincerely

James Verrier
Director, Transport Systems and Planning Policy

16 August 2021

Attachment 1 – State Growth Comments – Draft Sorell Local Provisions Schedule

Attachment I. State Growth comments - Draft Sorell Local Provisions Schedule

State Road Network

Zoning of the State Road Network

Sorell Bypass

Consistent with UZ 1 of *Guideline No. 1 – Local Provisions Schedule (LPS): zone and code application* (the ‘Guidelines’)¹ the vast majority of State Roads have been zoned Utilities, based on the State Road Casement layer published on the LIST. This layer was developed to assist Councils in drafting their LPSs, with the intent to clearly identify land forming part of the State road network for inclusion within the Utilities Zone.

The Sorell Bypass is now under construction and has been included in the State Road Casement layer. Consistent with the above approach, the corridor should now be zoned Utilities. There is no longer a requirement to apply the existing Particular Purpose Zone to the corridor.

Future Road Proclamation

There is an existing proclamation, pursuant to Section 9A of the Roads and Jetties Act, that affects the Tasman Highway from the eastern causeway to the Sorell Bypass, adjacent to 82 Main Road, Sorell.

Long-term planning recently undertaken as part of the South East Traffic Solution has identified that a wider road footprint is required at this location, allowing for a potential future dual carriageway between the eastern causeway and Sorell Bypass.

The corridor will need to be approximately 75m in width, measured from the northern boundary of the existing highway boundary (see Figure 1).

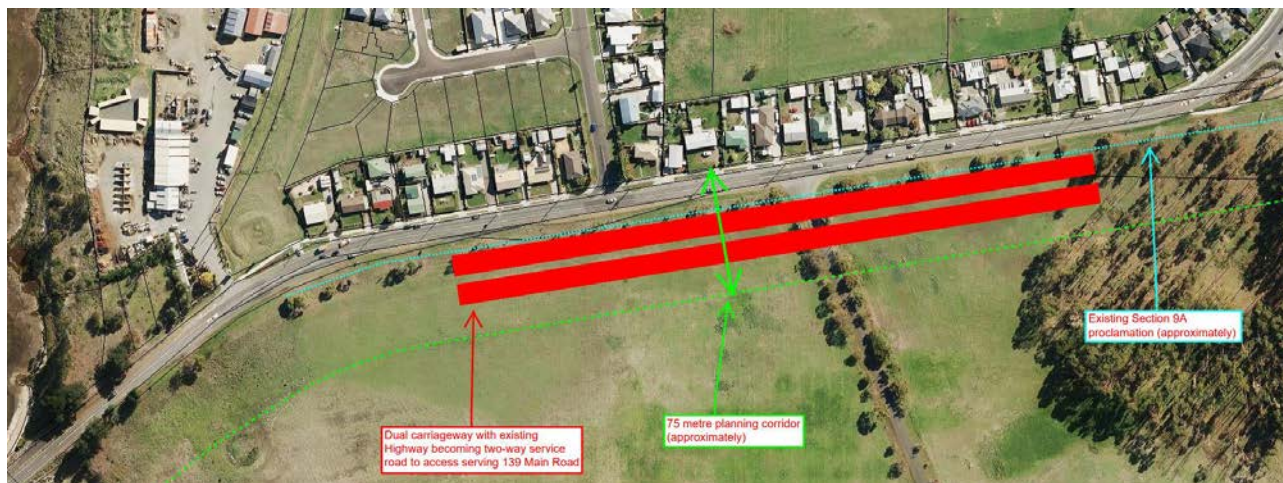


Figure 1. Map depicting existing highway, existing s.9A Road Proclamation (blue), and future road corridor to enable a dual carriageway (green).

¹ Tasmanian Planning Commission (2018) *Guideline No. 1 – Local Provisions Schedule (LPS): zone and code application*. Version 2.0. https://www.planning.tas.gov.au/_data/assets/pdf_file/0006/583854/Section-8A-Guideline-No.-1-Local-Provisions-Schedule-LPS-zone-and-code-application-version-2.pdf

The widened corridor should be protected in the LPS, preferably through the application of the Utilities Zone. Alternatively, Particular Purpose Zone 2 – Future Road would also provide suitable protection for the corridor.

State Growth is otherwise satisfied with Council's application of the Utilities Zone to the State Road Casement.

Application of Road and Railway Attenuation Area

State Growth supports Council's approach to rely on the written application of the Road and Railway Attenuation Area provisions, rather than applying the Attenuation Area via overlay mapping. The latter approach would require the overlay mapping to be updated via a Planning Scheme Amendment each time a parcel of land is acquired or disposed of for road purposes.

The approach taken will also ensure consistency with other approved LPSs, such as Brighton, Meander Valley, West Coast, Circular Head, Burnie and Devonport.

Midway Point Park and Ride

State Growth has held detailed discussions with Sorell Council to develop a park and ride facility at Midway Point. As part of these discussions, Council has agreed to relocate an existing playground to accommodate the park and ride design.

To facilitate the park and ride, four parcels will need to be rezoned. These parcels are identified below in Table 1 and shown in Figure 2.

Title Reference	Ownership	Interim Scheme Zoning	Proposed LPS Zoning	Proposed State Growth Amendment
179029/100	Crown	Community Purpose	Community Purpose	Zone as Utilities
82303/6	Council	Open Space	Open Space	Zone as Utilities
Part of 199953/1	Private Ownership	General Residential	General Residential	Zone as Utilities
198549/1	Private Ownership	Open Space	Open Space	Zone as Utilities

Table 1. Parcels proposed to be zoned Utilities to facilitate Midway Point park and ride

Given these parcels will ultimately form part of the State Road network, State Growth considers all should be zoned Utilities, consistent with UZ 1 of the Guidelines, as the land is intended to be used for major utilities infrastructure.



Figure 2. The boundaries of the four parcels identified in Table 1 are shown in red. The adjoining State Road is highlighted in yellow.

Natural Assets Code

There are several instances where the Natural Assets Code overlay maps Priority Vegetation Areas over the existing carriageway of the State Road Network. Application of this overlay to the State Road Network has the potential to constrain future use and development of the road network.

As per NAC 11 of the Guidelines, it is requested that - unless sufficient justification can be provided - the Natural Assets Code Overlay Maps be reviewed to ensure that Priority Vegetation Areas do not overlap with any State Roads, which are to be zoned Utilities.

It is recommended that the draft Natural Assets Code overlay maps are removed from all State Road parcels.

Mineral Resources

Landslip

A property at 459 Shark Point Road, Penna has reported structural damage due to landslide movement. The existing hazard planning mapping, which has been applied consistent with the Guidelines, classifies this property as being located partially within a low hazard band, based on slope.

Mineral Resources Tasmania (MRT) has not yet undertaken its planned detailed reporting, modelling and mapping for this area. Once this has been undertaken, MRT will provide a report and advise Council if there is any need to update the statutory mapping.

Potential Changes to the Urban Growth Boundary at Lot 2 Arthur Highway, 3 Kidbrook Road, 136 Arthur Highway, Lot 1 Arthur Highway, and 188 Arthur Highway, Sorell

State Growth notes the inclusion of the *Sorell Land Supply Strategy 2017* (the ‘Strategy’) within Council’s supporting report. This analysis was commissioned by Council and updated in 2019. It outlines a preferred sequence of residential development across infill and new greenfield areas, and opportunities for new commercial and industrial areas.

The Strategy identifies the future development of a major new greenfield area to the east and south-east of the new Sorell Bypass. This area is located outside the existing urban growth boundary and will require the extension of new infrastructure and services, including for transport.

State Growth notes Council's original intention to zone the land as Future Urban², based on the analysis undertaken within the Strategy. However, as a result of discussions between the Council and the Tasmanian Planning Commission, several amendments have been made to the original LPS so that the exhibited version of the LPS meets the criteria required by the Act³.

State Growth encourages any development of this scale to be considered at a broader metropolitan level, considering population growth and housing demand and supply across Greater Hobart. It should also consider appropriate targets for greenfield and infill, noting the Strategy adopts a 70 per cent greenfield target, while the *Southern Tasmanian Regional Land Use Strategy* adopts a 50 per cent target.

² Sorell Council (2019) *Local Provisions Schedule Supporting Report - April 2021*, p.84. Accessed at <https://www.sorell.tas.gov.au/wp-content/uploads/2021/06/Local-Provisions-Schedule-Supporting-Document-Sorell-updated-April-2021.pdf>

³ Sorell Council (2019) *Local Provisions Schedule Supporting Report - April 2021*, p.145. Accessed at <https://www.sorell.tas.gov.au/wp-content/uploads/2021/06/Local-Provisions-Schedule-Supporting-Document-Sorell-updated-April-2021.pdf>