

PORT SORELL AND ENVIRONS



STRATEGIC PLAN 2008



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PORT SORELL AND ENVIRONS STRATEGIC PLAN 2008

The Port Sorell and Environs Strategic Plan 2008 is applicable to the settlement areas of Port Sorell, Shearwater and Hawley and Squeaking Point and the land between them that links these areas. The Plan area is broadly defined to the west and southwest by the ridgeline of the surrounding hills and to the north and the east by the water. The boundaries of the area considered in the development of this Plan are shown in the plan at Figure 1.

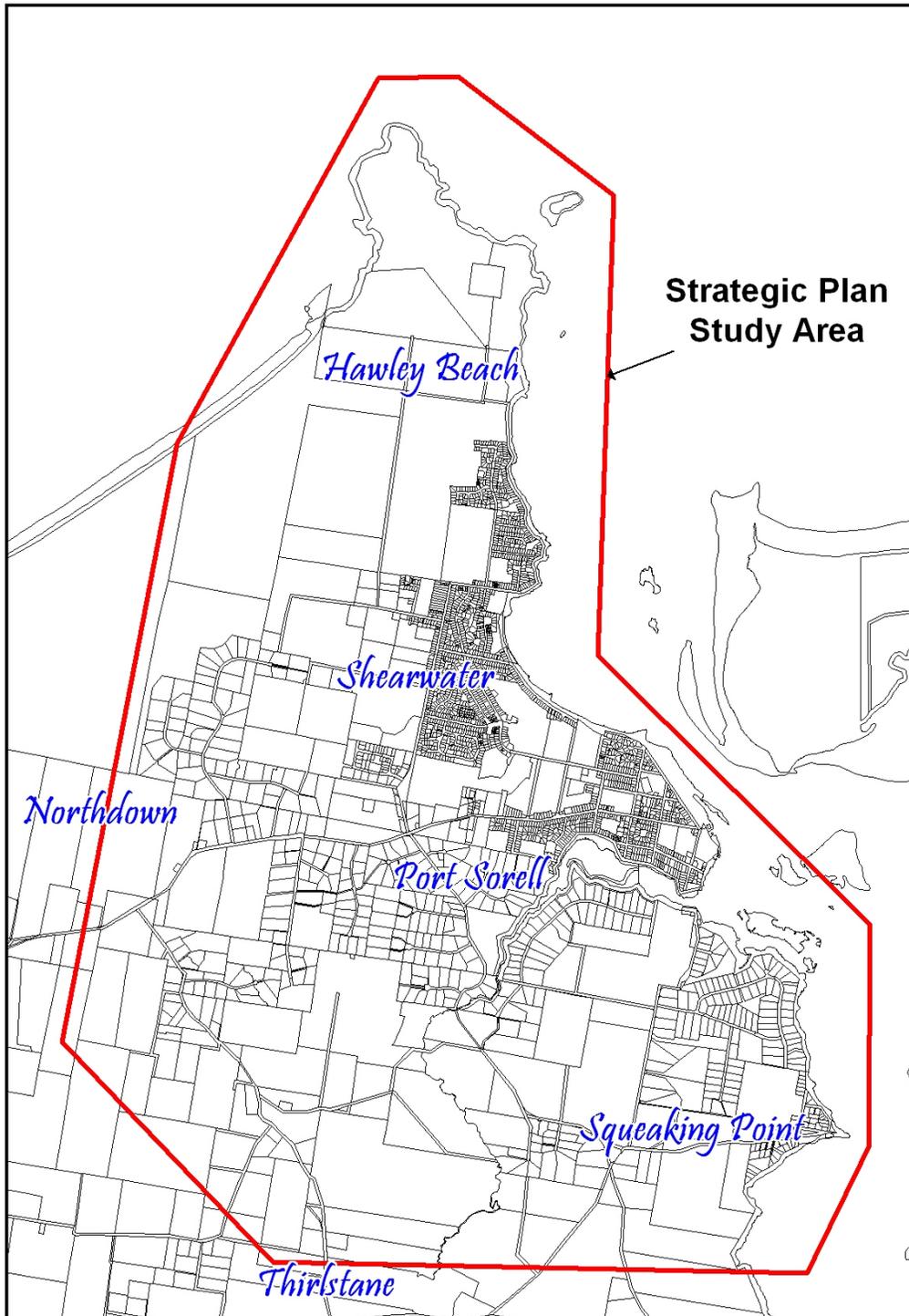


Figure 1 Strategic Plan Study Area

1 Purpose of the Port Sorell and Environs Strategic Plan 2008

The purpose of the Port Sorell and Environs Strategic Plan is to guide future development in Port Sorell and its environs. Its aim is to ensure that the settlement areas of Port Sorell, Shearwater, Hawley and Squeaking Point, and the adjacent rural residential areas grow and mature into a more sustainable, attractive and better functioning settlement area that provides a quality lifestyle for residents and an appealing environment for visitors and investors, whilst ensuring protection of the agricultural land that abuts them.

2 Objectives of the Port Sorell and Environs Strategic Plan 2008

The Objectives that inform this Plan are:

2.1 Economic:

- a) To attract more visitors as well as investment in residential, commercial and industrial opportunities;
- b) To create local job opportunities,
- c) To design a settlement area that will reduce car dependency,
- d) To expand residential, commercial and industrial use where extension of Council services can be achieved, and
- e) To protect agricultural land in the area.

2.2 Social:

- a) To provide a safe and liveable community with high amenity,
- b) To provide a site for a school to service the area,
- c) To provide for community facilities and venues to facilitate engagement in social and sporting activities in the area,
- d) To encourage physical activity as part of the lifestyle of the area,
- e) To provide for a range of residential lifestyle opportunities,
- f) To preserve and enhance the existing natural values of the area, which are vital to it's 'sense of place' and liveability, and
- g) To protect farming practices on agricultural land in the area.

2.3. Environmental:

- a) To effectively manage the natural values of the area, including the foreshore, waterways, vegetation and wildlife habitat,
- b) To effectively guide residential, commercial and industrial expansion in tandem with protection of environmental integrity in the area,
- c) To provide for recreational opportunities which pose limited or no impact on natural values, and
- d) To recognise the factors that impact upon, and the potential impacts, of climate change.

3. The Port Sorell and Environs Strategic Plan

The Port Sorell and Environs Strategic Plan incorporates the Port Sorell Structure Plan and a series of plans for specific sites.

The Port Sorell Structure Plan identifies proposed use for all areas covered by the Plan, the way in which they are to be linked and the preferred order in which these areas are to be developed.

Site specific development provisions include plans, related text to inform use and development on those sites and graphic representation where required to illustrate the proposed outcomes.

All proposals are to be developed in response to the guidelines applicable to their specific sites and to contribute to the broad principles for the town as a whole which are explained further in relation to the Port Sorell Structure Plan.

4 Port Sorell Structure Plan

The Port Sorell Structure Plan, as shown in Appendix 1, is informed by the following key factors:

- Framing the town,
- Developing an efficient and effective town structure,
- Improving Street Connectivity, and
- Maturing the town structure.

4.1 Framing the town

The town frame is designed to provide a permanent green edge to the urban area, to give the town a green backdrop when viewed from the water and the foreshore, to preserve bushland close to the township areas, to protect the ridgeline from development and to encourage urban development around the new town centre.

In order to protect the establishment of this frame the following principles are to apply:

For areas along the northern edge:

- a) Urban development is not to be permitted north of the Hawley House property;

For areas along the western edge:

- b) Urban development is to be confined below the 40m contour level to protect the integrity of existing skyline and allow for the sustainable delivery of town water supply,
- c) Clearance of any vegetation above the 40m contour level is only to be in accordance with a permit issued by The Planning Authority,
- d) Development above the 40m contour level is to be limited to low density residential development and can only occur on Certificates of Title 34572/3 and 30184/3, and
- e) This development is to be controlled to minimise the visual intrusion of development on the elevated area;

For areas along the southern edge:

- f) Development to the south of Panatana Rivulet and including the existing rural residential development areas south of Wilmot Street and Port Sorell Main Road must acknowledge the importance of the natural values of the area, which include the water courses, the existing vegetation and the wildlife habitats,
- g) Clearance of any vegetation in these areas is only to be in accordance with a permit issued by The Planning Authority,
- h) Any residential development is to be designed to minimise the visual intrusion of the development on the natural values of the area,

- i) Revegetation of existing rural residential properties which have undergone vegetation removal and roadside reserves is to be actively encouraged, and
- j) Residential development west of Parkers Ford Road and south of Charles Street is to be limited to allow attenuation between residential use and farming practice on the adjacent agricultural land.

4.2 Developing an efficient and effective town structure

An efficient town structure ensures that the majority of residents are within walking distance of a centre that provides a range of basic services and local employment opportunities, creates an attractive node that provides a sense of place and identity for the local community and enables good legibility so people can move around the area with ease of understanding and access.

The primary town centre is to be the new town centre on Alexander Street, with secondary neighbourhood centres being the existing Shearwater Village, Hawley Beach Shop and the Port Sorell commercial area around the Wilmot/Rice Street intersection.

To facilitate development of an efficient town structure the following principles are to apply:

- a) New development is to be concentrated around the new Alexander Street town centre and the Hawley neighbourhood centre before extending out towards the green edge of the urban settlement area;
- b) The new town centre is to be an attractive destination supported by useable and effective public space areas to encourage community interaction and provide for retail development and other related services; one that will seek to create a strong community identity accessed by an appealing and safe street and track network;
- c) Development in the Shearwater neighbourhood centre should seek to establish a niche role to service the greater area through provision of opportunities to attract and support tourism and leisure activities;
- d) New and infill residential development as well as neighbourhood commercial and community facilities must aggregate around neighbourhood centres to create strong local nodes that provide a range of services within walking distance of most of the neighbourhood;
- e) Urban streams and areas of bush are to be protected and enhanced as green corridors;
- f) Rural Residential growth is to be contained proximal to areas that already contain rural residential subdivision;
- g) New rural residential development will be required to establish, or retain habitat corridors to link existing significant bushland areas.

4.3 Improving Street Connectivity

Improvements to street connectivity will:

- Minimise congestion,
- Improve legibility,
- Connect communities
- Reduce travel distances,
- Keep travel volumes reasonable
- Reduce the likelihood of traffic lights,
- Improve bushfire safety and emergency service access, and
- Maintain long term urban connection options.

Improvements to connectivity will be achieved by recognition of future road links as per the Port Sorell and Environs Street Connection Plan shown in Appendix 2.

These road links will include:

- a) Alternative access route from Port Sorell Road north to Hawk Hill Road, then Arthur Street and Hawley,
- b) Shearwater Esplanade to Wilmot Street via a new street to be constructed on the western boundaries of Camps Boomerang and Banksia,
- c) Freer Street extension westward to the new alternative northern access route,
- d) Extension of Club Drive westwards to meet the new alternative northern access route,
- e) Summerhill Drive through to Hawk Hill Road,
- f) Access routes linking Mill Dam Road and Panatana Drive/ Gardams Road,
- g) Link from Jefkins Drive to Shannon Drive,
- h) Longer term access route north west across Panatana Rivulet to Port Sorell township extension, and
- i) Link from Shannon Drive through Port Sorell Conservation Area to Squeaking Point Esplanade for fire emergency access.

These road links are to be supported by street connections from new development areas.

4.4 Maturing the town structure

Maturing the town structure will require:

- a) New and infill residential development around neighbourhood centres;
- b) Transition towards more medium density residential development to service these neighbourhoods and the changing demographics of the area, acknowledging the area's trend towards an ageing population and decrease in household size;
- c) Provision of pedestrian and cycling tracks to improve access to services and encourage alternatives to car travel throughout the area;
- d) Attraction of commercial and industrial investment and job creation encouraged by proactive strategies supported by Council and the community and adjustment of use in locations suitable for these activities to occur, as the town grows.

5 Site Specific Use and Development

5.1 Alexander Street Town Centre

The new Alexander Street Town Centre site comprises Certificate of Title 152561/4. This Title is shown hatched on the plan in Appendix 3.

Use and development in the Alexander Street Town Centre is to be in accordance with the following guiding principles:

- a) Configuration of the site is to allow for a street-based town centre and must be substantially in accordance with the indicative design shown in Figure 2 with the darker red sections being pedestrian based retail operations, the brighter red being commercial operations, the blue being a childcare centre and the orange being high density residential development;



Figure 2 Indicative Design for Alexander Street Town Centre

- b) Shops and other businesses must have active frontages onto the street with residences to be only on upper stories;
- c) Shade structures, including verandahs and awnings are permitted on commercial buildings;
- d) Residential development may occur west of the southern access road to the industrial area;
- e) Residential development is to be limited to two storeys, with a permitted height of 6.5m;
- f) The Planning Authority may approve a residential building up to a maximum of 8.0m;
- g) The streetscape design must provide an attractive environment for pedestrians and include tree lined footpaths;
- h) Parallel parking for cars is to be provided on the street;
- i) Additional car parking is to be provided behind the shops and supermarket;
- j) Buildings lining the western edge of Alexander Street must actively front onto Alexander Street;
- k) Residential lots west of the southern access road to the adjacent industrial area must be a maximum of 450m²;

- l) A rear lane access is required to separate the residential development from the adjacent industrial development;
- m) All residential development must actively front the street;
- n) Car parking for residential development must utilise rear lane access or be contained behind the dwelling building line;
- o) A new street is to be constructed between the town centre and the industrial area on the south of the site;
- p) A new street is to be constructed between Club Drive and the industrial area to the south;
- q) Access is to be provided to the adjacent Rubicon Grove site;
- r) The section of Alexander Street on the eastern boundary of the Town Centre must be reconstructed substantially in accordance with the Alexander Street cross-section shown in Appendix 24;
- s) All other roads are to be constructed substantially in accordance with the Local Street or Laneway cross-sections, whichever is appropriate, as shown in Appendix 24;
- t) Use in the Alexander Street Town Centre must to be in accordance with the following table;

Table 1 Table of Use - Alexander Street Town Centre

Permitted	
Defined Use	Qualification
Car Park	
Civic Building/Centre	
Consulting Room/Health Centre	
Cultural Facility	
Educational Establishment	
Home Occupation	
Hotel	
House	Only on second or third stories above commercial buildings
Local Shop	
Major Shop or Shopping Complex	
Motel	
Office	
Professional Office	
Shop	
Take-away Food Shop	
Utility Services Minor	
Discretionary	
Defined Use	Qualification
Community Building	
Emergency Services Facility	
House	Only on land east of the southern access road to the adjacent industrial area
Markets Intermittent	
Place of Assembly	
Restaurant	
Service Centre	

Prohibited
All other defined Uses

5.2 Additional Commercial Development – Alexander Street

- a) Properties lining the eastern edge of Alexander Street, as shown hatched on the plan in Appendix 4 may be developed as commercial operations in conjunction with commercial development on the western counterpart of that street;
- b) Commercial development in this area is to limited to 8.0m in height;
- c) Car parking is to be provided on street and behind the building line on the lot, at the discretion of the Planning Authority;
- d) Use on these properties must to be in accordance with the following table;

Table 2 Table of Use - Additional Commercial Development East Alexander Street

Permitted	
Defined Use	Qualification
Consulting Rooms/Health Centre	
Educational Establishment	
Home Occupation	
House	
Office	
Professional Office	
Discretionary	
Defined Use	Qualification
Emergency Services Facility	
Veterinary Establishment	Domestic animals only
Prohibited	
All other defined uses	

5.3 Rubicon Grove

The Rubicon Grove site comprises Certificate of Title 150419/1. This Title is shown hatched on the plan in Appendix 5.

Use on this site is to be for the provision of facilities for aged care and supporting services.

Development on the Rubicon Grove site is to be in accordance with the following guiding principles:

- a) Buildings should actively front Club Drive, the watercourse or any streets constructed within the Title;
- b) Access is to be provided to the adjacent Town Centre;
- c) Residential lots must be a maximum of 450m²;
- d) A rear lane access is required to separate any residential development from the adjacent industrial development;
- e) Car parking for residential development must utilise rear lane access or be contained behind the dwelling building line;
- f) All roads are to be constructed in accordance with the Local Street, Park Edge Street or Laneway cross-section, whichever is appropriate, as shown in Appendix 24;
- g) A landscaped area, with a width of 5m is to be provided either side of the watercourse.

5.4 Transfer Station Site Re-development Area

The Transfer Station Site Re-development Area comprises Certificates of Title 152561/5, 242588/1 and 149353/1. These Titles are shown hatched on the plan in Appendix 6. Certificate of Title 149353/1 is to be zoned Closed Residential.

Use on this site is for the provision of facilities for sporting activities, which could include a sports field and supporting activities and services, and residential and commercial development where appropriate to the physical characteristics of the site.

Development on these Titles will occur in accordance with an Outline Development Plan, which is to be formulated for the area.

The Transfer Station Site Outline Development Plan is to be in accordance with the following guiding principles:

- i) Various sporting facilities may be constructed on this site, including a sports field and supporting activities and services;
- ii) Development ancillary to these sporting facilities is permitted;
- iii) Car parking for sporting facilities is to be provided on-street and in a car park located on the site;
- iv) An access road is to be constructed between Club Drive and Hawk Hill Road;
- v) Access to the sporting precinct is to be from Hawk Hill Road or via the access road off Club Drive;
- vi) Any residential development is to have a maximum lot size of 500m²;
- vii) Residential development is to be limited to two storeys, with a permitted height of 6.5m;
- viii) The Planning Authority may approve a building up to a maximum of 8.0m;
- ix) Car parking for residential development must utilise rear lane access or be contained behind the dwelling building line;
- x) Commercial development is to actively front Alexander Street, Club Drive, the new access road from Club Drive to Hawk Hill Road and Hawk Hill Road where possible;
- xi) Commercial development is to be in accordance with the Table of Use for the Alexander Street Town Centre;
- xii) Car parking for commercial development is to be provided on-street and in a car park located behind the commercial buildings;
- xiii) Any land not set aside for development is to comprise allocated public open space;
- xiv) Public Open Space is to comprise the landscaped areas and include public facilities;
- xv) A vegetation buffer is to be provided along both sides of the watercourse, with the dimensions of the buffer to be at the discretion of the Planning Authority;
- xvi) The relevant portion of the alternative northern access route is to be constructed in accordance with the Alternative Access Route (South of Hawk Hill Road) cross-section as shown in Appendix 24;
- xvii) The section of Alexander Street on the eastern boundary of the Transfer Station Site must be reconstructed as per the Alexander Street cross-section shown in Appendix 24;
- xviii) All other roads are to be constructed in accordance with the Local Street, Park Edge Street or Laneway cross-section, whichever is appropriate, as shown in Appendix 24.

5.5 Shearwater Village

The Shearwater Village is shown hatched on the plan in Appendix 7.

Development in the Shearwater Village is to be in accordance with the following guiding principles:

- a) Configuration of the site is to allow for a street-based town centre and must be substantially in accordance with the design shown in Figure 3 with the darker red sections being pedestrian based retail operations and the brighter red being business/commercial operations;



Figure 3 Shearwater Village

- b) Site at keynote 1 can be developed as a two or three storey commercial building with residential, tourist or office accommodation above the ground floor level;
- c) Site at keynotes 2 and 3 can be re-developed into a two or three storey commercial buildings with residential, tourist or office accommodation above the ground floor level;
- d) Sites at keynotes 3 when re-developed may consider a boundary relocation to enable encroachment onto the existing street reserves to utilise excess developable land;
- e) Single storey, medium density residential or holiday accommodation, or additional car parking can be developed at the site of keynote 4;
- f) Car parking in Quinlan Crescent and Fairway Crescent can be reconfigured as per keynote 5;
- g) Shearwater Boulevard car parking can be reconfigured as per keynote 6, to provide dual sided angle parking with chicanes at entry points to slow traffic and modified roundabout entry points to match;
- h) All streets are to be enhanced by the placement of street trees as per Figure 3;
- i) Additional car parking is to be provided behind the properties bounded by Shearwater Boulevard, Club Drive, and Quinlan Crescent to the north;

- j) All new buildings are to have verandahs and encouragement is to be given to provision of awnings on existing structures;
- k) Consideration is to be given to reducing, waiving or taking cash in lieu of car parking provision for new development that is likely to have peak parking times outside normal daytime parking peaks.

5.6 Club Drive Properties

- a) Properties lining Club Drive between Alexander Street and Shearwater Village, as shown hatched on the plan in Appendix 8 may be developed as Home Businesses;
- b) Buildings in this area are limited to two stories;
- c) Car parking is to be provided on street and behind the building line on the lot;
- d) Use on these properties must to be in accordance with the following table;

Table 3 Table of Use - Club Drive Home Business Area

Permitted	
Defined Use	Qualification
Consulting Rooms/Health Centre	
Educational Establishment	
Home Occupation	
House	
Office	
Professional Office	
Discretionary	
Defined Use	Qualification
Bed and Breakfast Accommodation	
Residential Building	
Self-contained Visitor Accommodation	
Special Care Building	
Tourist Accommodation	
Prohibited	
All other defined uses	

5.7 Shearwater Country Club Resort Land

The Shearwater Country Club Resort Land comprises Certificate of Title 134652/1. This Title is shown hatched on the plan in Appendix 9.

Use and development on this Title is to be in accordance with the following guiding principles:

- a) Retain existing golf course with minimal changes;
- b) Recognition and protection of the environmental values present, through restoration and enhancement of the natural watercourse passing through the site,
- c) Maximise residential development close to new town centre;
- d) Provision of attractive park amenity to support housing;
- e) Provision of an irrigation lake for the golf course operations;
- f) Provision of stormwater retention ponds to enable slow dispersal of stormwater flow;
- g) Vegetation buffers are to be provided along edge of ponds and the watercourse, with the dimensions of these buffers at the discretion of the Planning Authority;

- h) Provision of connecting pedestrian/cycling links to surrounding developments, including Shearwater Village;
- i) Provision of street connections to surrounding development and Alexander Street;
- j) Configuration of the site must be substantially in accordance with the indicative plan shown in Figure 4 with the orange sections being high density residential development, the yellow sections being medium density residential development and the bright red sections being commercial development fronting Alexander Street;



Figure 4 Indicative Plan for the for Shearwater Country Club Resort Land

- k) All roads are to be constructed substantially in accordance with the Local, Park edge Street or Laneway cross-section, whichever is appropriate, as shown in Appendix 24;
- l) A mix of high and medium density residential development as approved by The Planning Authority with lots sizes ranging from 450m² to 720m²;
- m) All residential development must actively front the street;
- n) Car parking for residential development must utilise rear lane access or be contained behind the dwelling building line

5.8 Residential Development West of Rubicon Grove

Residential Development, west of Rubicon Grove, may occur on Certificates of Title 150746/4 and 144981/19. These titles are to be zoned Closed Residential and are shown hatched on the plans in Appendix 10.

Use and development on these Titles is to be in accordance with the following guiding principles:

- a) Maximise residential development close to new town centre;
- b) Provision of attractive park amenity to support housing;
- c) Provision of stormwater retention ponds to enable slow dispersal of stormwater flow;
- d) Vegetation buffers are to be provided along edge of ponds and the watercourse, with the dimensions of these buffers at the discretion of the Planning Authority;

- e) A mix of high and medium density residential development as approved by The Planning Authority with lots sizes ranging from 450m² to 720m²;
- f) All residential development must actively front the street;
- g) Car parking for residential development must utilise rear lane access or be contained behind the dwelling building line;
- h) Provision of connecting pedestrian/cycling links to surrounding existing and potential development sites and public open space areas
- i) Construction is to occur of the relevant portion of the alternative northern access route in accordance with the Alternative Access Route (South of Hawk Hill Road) cross-section as shown in Appendix 24;
- j) Provision of street connections to surrounding existing and potential development sites and the alternative northern access road;
- k) Road between residential development and adjacent bushland is to be constructed in accordance with the Bush Edge Street cross-section as shown in Appendix 24;
- l) All other roads are to be constructed substantially in accordance with the Local Street, Park Edge Street or Laneway cross-section, whichever is appropriate, as shown in Appendix 24;

5.9 Arthur Street Area Residential Development

Residential Development, north of the new town centre, can occur on Certificates of Title 240658/3, 239196/6, 104636/1, 104336/1, 238989/5, 237802/15, 224269/1, 144534/1, 142310/1, 143391/5 and 212748/3.

Titles 240658/3, 239196/6, 104636/1, 104336/1, 238989/5, 237802/15, 224269/1, 144534/1, 142310/15 and 212748/3 are to be zoned Closed Residential and are shown hatched on the plans in Appendix 11.

Use and development on these Titles is to be in accordance with the following guiding principles:

- a) Provision of residential development close to new town centre;
- b) Provision of attractive park amenity to support housing;
- c) Provision of street connections to surrounding existing and potential development sites and the new alternative access road;
- d) Provision of connecting pedestrian/cycling links to surrounding existing and potential development sites and public open space areas
- e) Configuration of the site must be substantially in accordance with the indicative plan shown in Figure 5 with the orange sections being high density residential development and the yellow sections being medium density residential development;



Figure 5 Indicative Plan for the Arthur Street Area Residential Development

- f) A mix of high and medium density residential development as approved by The Planning Authority with lots sizes ranging from 450m² to 720m²;
- g) Residential Development on Certificate of Title 237802/15 is to consist of medium density housing with a minimum lot size of 600m²;
- h) All residential development must actively front the street;
- i) Car parking for residential development must utilise rear lane access or be contained behind the dwelling building line;
- j) Construction is to occur of the relevant portion of the alternative northern access route in accordance with the Alternative Access Route cross-section (North of Hawk Hill Road) as shown in Appendix 24
- k) Road between residential development and adjacent bushland is to be constructed in accordance with the Bush Edge Street cross-section as shown in Appendix 24;
- l) All other roads are to be constructed substantially in accordance with the Local Street, Park Edge Street or Laneway cross-section, whichever is appropriate, as shown in Appendix 24;

5.10 Town Entry and Industrial Expansion

The town entry and industrial expansion areas comprise Certificates of Title 213449/1, 250916/1, 24841/1, 107174/1, 107174/2 and 226636/1 as well as land owned by The Crown fronting Alexander Street. Certificate of Title 226636/1 is shown hatched in yellow, Certificates of Title 213449/1, 250916/1 and 24841/1 are shown hatched in purple and Certificates of Title 107174/1 and 107174/2 and land owned by The Crown are shown hatched in red on the plan in Appendix 12.

Use and development on these Titles is to be in accordance with the following guiding principles:

- a) Configuration of the site must be substantially in accordance with the indicative plan shown in Figure 6.



Figure 6 Indicative Plan for Town Entry Development and Industrial Expansion

- b) Certificate of Title 226636/1 is to be zoned Special Purpose and is to be developed as the site for a Tourist, Heritage, Environment and Arts Centre and is also to contain Council's works depot and a waste transfer station, with provision for relocation for emergency services facilities if required;
- c) Adequate car parking is to be provided on-site for the Tourist, Heritage, Environment and Arts Centre;
- d) Industrial expansion is to be on Certificates of Title 213449/1, 250916/1 and 24841/1;
- e) Commercial development is to occur on Certificates of Title 107174/1 and 107174/2 and property owned by The Crown fronting Alexander Street;
- f) Commercial use on these properties must to be in accordance with the following table;

Table 4 Table of Use Town Entry Commercial Development

Permitted	
Defined Use	Qualification
Consulting Rooms/Health Centre	
Educational Establishment	
Office	
Professional Office	
Discretionary	
Defined Use	Qualification
Emergency Services Facility	
Service Centre	
Funeral Parlour	
Service Station	
Showroom	
Veterinary Establishment	
Prohibited	
All other defined uses	

- g) Provision of stormwater retention ponds to enable slow dispersal of stormwater flow;
- h) Vegetation buffers are to be provided along edge of ponds and the watercourse, with the dimensions of these buffers at the discretion of the Planning Authority;
- i) A dense vegetation buffer is to be provided between Council's works depot and the waste transfer station and Port Sorell Road to protect the visual amenity of the town entry,
- j) Construction is to occur of the relevant portion of the alternative northern access route in accordance with the Alternative Access Route (South of Hawk Hill Road) cross-section as shown in Appendix 24;
- k) Provision of street connections to Alexander Street and the new alternative access road;
- l) All other roads are to be constructed substantially in accordance with the Local Street cross-section, as shown in Appendix 24;

5.11 West end of Wilmot Street

West Wilmot Street properties comprise Certificates of Title 8068/2, 149275/2, 149275/1, 8068/3 and 119052/1 on the northern side of Wilmot Street and Certificates of Title 107178/1, 140529/2, 140529/1, 57292/1, 57293/1 and 50672/3 on the southern side of Wilmot Street. These Certificates of Titles are shown hatched on the plan in Appendix 13.

Use and development on these Titles is to be in accordance with the following guiding principles:

- a) Commercial development can occur on properties fronting Alexander Street and Wilmot Street;
- b) Development in this area is to limited to two stories;
- c) Car parking for commercial development is to be provided on-site;
- d) Commercial development is to be in accordance with the Table of Use for Town Entry Commercial Development;
- e) Residential Development can occur on properties in this area and is to consist of medium density housing with a minimum lot size of 600m²;

- f) All residential development must actively front the street;
- g) Car parking for residential development must be contained behind the dwelling building line;
- h) Provision of street connections to surrounding existing and potential development sites;
- i) All roads are to be constructed substantially in accordance with the Local Street cross-section, as shown in Appendix 24.

5.12 Rubicon Reserve, Surf Club and Shearwater Park

Rubicon Reserve, Port Sorell Surf Club and Shearwater Park comprise Certificates of Title 137992/1, 25592/163, 22592/164, 7326/2. These Titles are shown hatched on the plan in Appendix 14.

Development on these Titles will occur in accordance with an Outline Development Plan, which is to be formulated for the area.

The Rubicon Reserve, Surf Club and Shearwater Park Outline Development Plan is to be informed by the following guiding principles:

- a) Provide for expansion of surf club facilities;
- b) Functionality of the surf club site;
- c) Encourage tourism, social and recreational use consistent with the conservation of the area's natural and cultural values;
- d) Provision of facilities, including children's play equipment, toilets and picnic facilities, for visitors and community members;
- e) Provision of safe environment for all users of the area;
- f) Provision of safe and reasonable vehicular access to the area;
- g) Provision of adequate car parking facilities
- h) Provision for access to the water for small boats and personal water craft;
- i) Provision of trees for shading purposes;
- j) Origin, destination and connection points for internal movement pathways and linkages to surrounding development areas;
- k) Building design should complement the natural amenity of the area;
- l) Effective management of vegetation and wildlife habitat
- m) Protect and enhance the quality of water courses;
- n) A climate change risk management plan defining the vulnerability of the area to the impacts of extreme weather events and sea level rise, coastal erosion, storm surge and wave inundation;
- o) Consideration of adjoining land uses;
- p) Consideration of capability of existing infrastructure.

5.13 Port Sorell Village

The Port Sorell Village area comprises Camp Banksia, Camp Boomerang, which is proposed as the potential Port Sorell school site, and the local area adjacent to them. This area is shown hatched on the Plan in Appendix 15.

Enhancement of the Port Sorell Village area is to occur in accordance with the following guiding principles:

- a) Camp Banksia is to be retained and expand its role to include provision of community facilities;
- b) Camp Boomerang is to be re-developed as a school site, with limited residential development on the south of the Title;
- c) Provision of a multi-purpose community centre at Camp Banksia;
- d) Configuration of the area must be substantially in accordance with the indicative plan shown in Figure 7;



Figure 7 Indicative Plan – Port Sorell Village

- e) A mix of high and medium density residential development as approved by The Planning Authority with lots sizes ranging from 450m² to 720m²;
- f) All residential development must actively front the street;
- g) Car parking for residential development must utilise rear lane access or be contained behind the dwelling building line;

- h) Construction of a new street link between Wilmot Street and the north foreshore, with the Pitcairn Street and Wilmot Street section as stage 1 and the Pitcairn Street and Shearwater Esplanade section as stage 2;
- i) The Wilmot Street/Shearwater Esplanade street link is to be constructed in accordance with the Park Edge Street cross-section, as shown in Appendix 24;
- j) All other roads are to be constructed in accordance with the Local Street cross-section, as shown in Appendix 24;
- k) A wetland is to be created west of sport field area to improve drainage and landscaped to provide an attractive passive park area;
- l) Vegetation is to be planted along the eastern boundary sports field to provide shade opportunities and improve drainage;
- m) Tennis courts can be located in north west corner of the sports field area;
- n) Amenity of the commercial area is to be improved through the addition of street trees and shop front verandas.

5.14 Proposed Port Sorell Marina Site

The Port Sorell Marina is proposed for land comprised of Certificates of Title 16057/1, 128469/2 and 34898/1. These Titles are to be zoned Special Purpose and are shown hatched on the plan in Appendix 16.

Use and development on these titles is to be in accordance with the following guiding principles:

- a) A marina can be developed on the site if environmental and engineering feasibility is demonstrated to the satisfaction of the Planning Authority;
- b) A climate change risk management plan defining the vulnerability of the area to the impacts of extreme weather events and sea level rise, including storm surge and wave inundation;
- c) Configuration of the marina development is to be substantially in accordance with any of the indicative plans shown in Figures 8, 9 and 10, with red denoting commercial development, and orange and yellow denoting high and medium density residential development respectively;
- d) Storm water management is to be demonstrated to the satisfaction of the Planning Authority;
- e) Car parking for residential development must utilise rear lane access or be contained behind the dwelling building line;
- f) Commercial development can occur in conjunction with the marina proposal to a height of 10m;
- g) The Planning Authority may approve a commercial building up to a maximum of 12.0m;

- h) Commercial Use on this site must be in accordance with the following table:

Table 5 Table of Uses - Port Sorell Marina Site Commercial Area

Permitted	
Defined Use	Qualification
Educational Establishment	
Home Occupation	
House	Only on second or third stories above commercial buildings
Local Shop	
Markets Intermittent	
Office	
Professional Office	
Restaurant	
Shop	
Take-away Food Shop	
Tourist Accommodation	
Utility Services Minor	
Discretionary	
Defined Use	Qualification
Car Park	
Consulting Room/Health Centre	
Hotel	
Place of Assembly	
Motel	
Self Contained Visitor accommodation	
Tourist Operation	
Prohibited	
All other defined uses	

- i) A mix of high and medium density residential development as approved by The Planning Authority with lots sizes ranging from 450m² to 720m²;
- j) All residential development must actively front the street;
- k) Residential development is to have a permitted height of 6.5m;
- l) The Planning Authority may approve a building up to a maximum of 8.0m;
- m) Provision of street connections to surrounding existing and potential development sites;
- n) Provision of connecting pedestrian/cycling links to surrounding developments and public open space areas;
- o) All roads are to be constructed in accordance with the Local Street or Laneway cross-section, whichever is appropriate, as shown in Appendix 24;
- p) Any alternative development on the site is to be responsive to the site's physical and environmental characteristics;



Figure 8 Marina - Option A

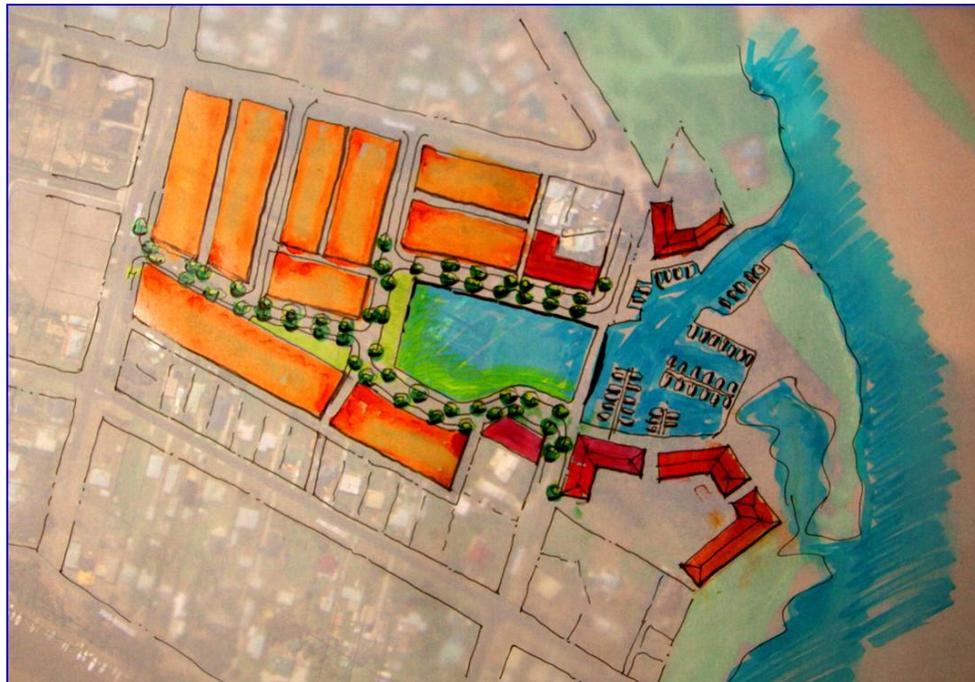


Figure 9 Marina Option B



Figure 10 Marina - Option C

5.15 Expansion of Residential Development – Hawley

Expansion of residential development in Hawley is to comprise Certificates of Title 131371/1 and part of 145396/1. These Titles are to be zoned Closed Residential and are shown hatched on the plan in Appendix 17.

Development on these Titles is to be in accordance the following guiding principles:

- a) A mix of high and medium density residential development as approved by The Planning Authority with lots sizes ranging from 450m² to 720m²;
- b) Provision of street connections to surrounding existing and potential development sites;
- c) Provision of connecting pedestrian/cycling links to surrounding existing and potential development sites and public open space areas;
- d) All residential development must actively front the street;
- e) Car parking for residential development must utilise rear lane access or be contained behind the dwelling building line;
- f) Storm water management is to be demonstrated to the satisfaction of the Planning Authority;
- g) Road between residential development and adjacent bushland is to be constructed in accordance with the Bush Edge Street cross-section as shown in Appendix 24;
- h) All roads are to be constructed in accordance with the Local Street, Park Edge Street or Laneway cross-section, whichever is appropriate, as shown in Appendix 24.

5.16 Hawley Beach Tourist Accommodation

Tourist accommodation may be developed on the south-eastern portion of Certificate of Title 145396/1. This site is shown hatched on the plan in Appendix 18.

Development of Hawley beach Tourist Accommodation is to be in accordance with the following guiding principles:

- a) Development is to provide for accommodation in the Hawley Beach area;
- b) Development is to consist of one large accommodation complex complemented by an additional 5 separate self contained holiday units, substantially in accordance with the design shown in Figure 11;

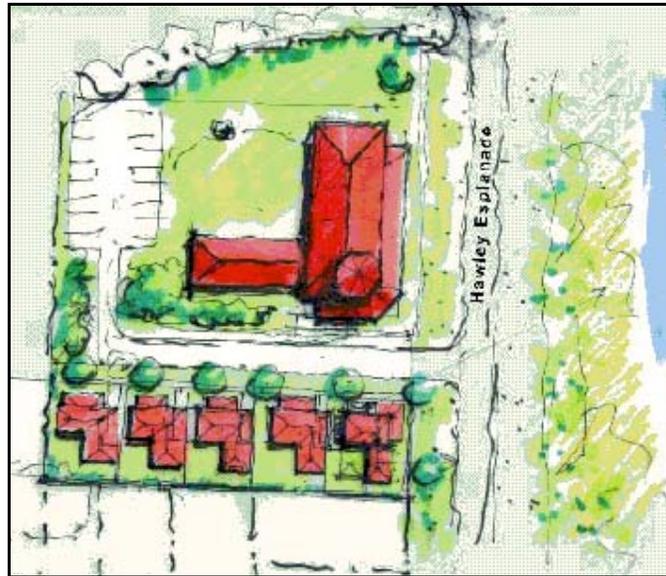


Figure 11 Hawley Beach Tourist Accommodation

- c) Design of all buildings is to relate to and respect the character of Hawley House;
- d) The building setback from Hawley Esplanade is to be 4.5m for both the unit development and the larger accommodation complex;
- e) Development is to be limited to three storeys for the large complex and two storeys for the holiday units;
- f) The large complex is to have a permitted height of 8.0m and the unit development a permitted height of 6.5m;
- g) The Planning Authority may approve a height for the large complex up to a maximum of 10.0m for the large complex and up to 8.0m for the unit development,
- h) Substantial landscaping is required on the site to protect the amenity of each of the units;
- i) Car parking for large complex is to be located west of the building;
- j) Car parking for each unit is to be contained within each unit development;
- k) A climate change risk management plan defining the vulnerability of the area to the impacts of extreme weather events and sea level rise, including storm surge and wave inundation.

5.17 Rural Residential Development

Rural residential development may occur on identified land parcels according to the following criteria:

- a) Certificates of Title 34572/3 and 30184/3 are to be zoned Rural Residential and are shown hatched on the plan in Appendix 19;

Development on these Titles is to be in accordance with the following guiding principles:

- i) A co-ordinated approach to management of the site's natural resources,
- ii) Provision of small residential clusters sited sensitive to the environmental constraints of the Title,
- iii) Retaining the balance of property as an ecologically integrated habitat nature reserve,
- iv) Minimising the demand on public infrastructure by reducing the need and demand for reticulated utility services,
- v) Internal road infrastructure is to be limited,
- vi) Maintain a safe bushfire management regime for the locality
- vii) Storm water management is to be demonstrated to the satisfaction of the Planning Authority;
- viii) Lots are to have a minimal area, consisting of a building envelope that will enable all on-site waste water management to occur in a sustainable manner and minimise bush fire hazard to all buildings and residents on any lot,
- ix) Specific design guidelines for future dwellings and fences to minimise their visual intrusion on this elevated area with respect to materials, colour, height, profile and roof pitch and recognition of the requirement of the Building Code of Australia for designated bush fire prone areas,
- x) Operational management for staging of development is to be demonstrated to the satisfaction of the Planning Authority,
- xi) Provision of a Nature Reserve Management Plan with respect to:
 - Private management of the balance nature reserve,
 - Protection of vegetation communities and populations of threatened or significant flora and fauna species,
 - Protection of the Reserve from damage by introduced plants and animals, disease and inappropriate management regimes,
 - Protection of water course corridors for wildlife and natural flora enhancement,
 - Protection of water quality, and
 - Safety of residents and visitors to the Reserve.
- xii) Provision for controlled public access for pedestrian and cycling traffic through the nature reserve, connecting to surrounding development sites and public open space areas, consistent with conservation and fire hazard management outcomes,
- xiii) Verification for the Planning Authority, the community and the future owners of the lots that the environmental and community benefits of the proposal will be realised.

- b) Certificates of Title 9398/3, 208977/1, 20974/1 and 221299/1 are to be zoned Rural Residential and are shown hatched on the plan in Appendix 20;

Development on these Titles is to be in accordance with the following guiding principles:

- i) A co-ordinated approach to management of the site's natural resources,
- ii) Minimising the demand on public infrastructure by reducing the need and demand for reticulated utility services,
- iii) Internal road infrastructure is to be limited,
- iv) Access to lots is to be achieved through provision of an internal road network to minimise traffic access points onto Parkers Ford Road,
- v) Maintain a safe bushfire management regime for the locality,
- vi) Storm water management is to be demonstrated to the satisfaction of the Planning Authority;
- vii) Establishment of a dense native vegetation buffer, with a minimum width of 30m, along the length of the water course on the western boundary of certificate of Title 9398/3 and the south-western boundary of Certificates of Title 208977/1 and 221299/1,
- viii) Establishment of this vegetation buffer is to be included in Stage 1 of the development,
- ix) Provision of a Nature Reserve Management Plan with respect to:
 - Private management of the vegetation buffer along the water course,
 - Protection of the buffer from damage by introduced plants and animals, disease and inappropriate management regimes,
 - Protection of water course corridors for wildlife and natural flora enhancement, and
 - Protection of water quality,
- x) Building envelopes on subdivided lots are to be identified, consistent with a design that will enable all on-site waste water management to occur in a sustainable manner, minimisation of bush fire hazard to all buildings and residents on any lot and protection of remnant vegetation,
- xi) Specific design guidelines for future dwellings and fences to minimise their visual intrusion on the natural amenity of the area, with respect to materials, colour, height, profile and roof pitch and recognition of the requirement of the Building Code of Australia for designated bush fire prone areas;

- c) Certificates of Title 138717/1, 10582/1, 10582/2, 10582/3, 10582/4, 66827/1, 10716/1 may be zoned Rural Residential and are shown hatched on the plan in Appendix 21;

Development on these Titles and Certificates of Title 41034/9, 41034/10, 41034/17 and 41034/18, also shown hatched in Appendix 21, is to be in accordance with the following guiding principles:

- i) Certificate of Title 10716/1 may only be subdivided into two titles with the common boundary of each of the new titles running in an east/west direction to minimise the potential for effect of residential use on adjoining agricultural land practice,

- ii) No further subdivision is to occur of any of the remaining Titles in order to prevent an increase in residential use and the potential for fettering of use on agricultural land in their immediate vicinity,
 - iii) Establishment of a dense native vegetation buffer, with a minimum width of 50m, along the length of the southern boundary of Certificates of Title 10716/1 and 66827/1, which abut agricultural land,
 - iv) Provision of a Nature Reserve Management Plan with respect to private management of any vegetation buffer developed on these boundaries and protection of the buffer from damage by introduced plants and animals, disease and inappropriate management regimes;
- d) Certificates of Title 236837/1, 146335/1, 117647/1, 109132/1, 21090/1, 210704/1, 202825/1, 216582/1 and 66812/2 may be zoned Rural Residential and are shown hatched on the plan in Appendix 22.

Development on these Titles and all other properties bounded by Panatana Rivulet to the north and northwest, Parkers Ford Road and Charles Street to the southwest and south and Rubicon Estuary to the northeast and east, including all those in Squeaking Point Village, is to contribute to the natural attributes present in the area and to enhancement of the area as a residential nature reserve. All development in this area is to be informed by the following guiding principles:

- i) A co-ordinated approach to management of the site's natural resources,
- ii) No further subdivision of Certificate of Title 216582/1,
- iii) Provision of small residential clusters sited sensitive to the environmental constraints of each title on all other Titles,
- iv) Retaining the balance of each of these Titles as an ecologically integrated habitat nature reserve within the larger area,
- v) Establishment of dense vegetated habitat corridors substantially in accordance with those indicated on the Port Sorell Structure Plan as shown in Appendix 1,
- vi) Establishment of vegetation buffers is to be included in Stage 1 of the development,
- vii) Minimising the demand on public infrastructure by reducing the need and demand for reticulated utility services,
- viii) Design of road access is to be substantially in accordance with the Port Sorell and Environs Street Connection Plan shown in Appendix 2,
- ix) Street connectivity is to be encouraged to existing and potential development sites,
- x) All roads should have adequate width to accommodate horse traffic on their verges,
- xi) Cul-de-sac development is to be discouraged,
- xii) Maintain a safe bushfire management regime for the locality
- xiii) Storm water management is to be demonstrated to the satisfaction of the Planning Authority;
- xiv) Lots are to have a minimal area consisting of a building envelope that will enable all on-site waste water management to occur in a sustainable manner and minimise bush fire hazard to all buildings and residents on any lot,

- xv) Specific design guidelines for future dwellings and fences to minimise their visual intrusion on this elevated area with respect to materials, colour, height, profile and roof pitch and recognition of the requirement of the Building Code of Australia for designated bush fire prone areas,
 - xvi) Operational management for staging of development is to be demonstrated to the satisfaction of the Planning Authority,
 - xvii) Provision of a Nature Reserve Management Plan with respect to:
 - Private management of all balance nature reserve areas,
 - Protection of vegetation communities and populations of threatened or significant flora and fauna species,
 - Protection of the Reserve from damage by introduced plants and animals, disease and inappropriate management regimes,
 - Protection of water course corridors for wildlife and natural flora enhancement,
 - Protection of water quality, and
 - Safety of residents and visitors to the Reserve.
 - xviii) Provision for controlled public access for pedestrian and cycling traffic through the nature reserve, connecting to surrounding existing and potential development sites and public open space areas, consistent with conservation and fire hazard management outcomes,
 - xix) Verification for the Planning Authority, the community and the future owners of the lots that the environmental and community benefits of the proposal will be realised.
- e) Certificate of Title 215173/1 may be zoned Rural Residential and is shown hatched on the plan in Appendix 23.

Development on this Title is to be in accordance with the following guiding principles:

- i) A co-ordinated approach to management of the site's natural resources,
- ii) Minimising the demand on public infrastructure by reducing the need and demand for reticulated utility services,
- iii) Internal road infrastructure is to be limited,
- iv) Access to lots is to be achieved through provision of an internal road network,
- v) Connectivity to Charles Street is to be achieved at two points from the Title,
- vi) Cul-de-sac development is to be discouraged,
- vii) Storm water management is to be demonstrated to the satisfaction of the Planning Authority;
- viii) Maintain a safe bushfire management regime for the locality,
- ix) Establishment of a dense native vegetation buffer, with a minimum width of 50m, along the length of the southern boundary of the Title and that section of the western boundary of the Title which abut agricultural land,
- x) Establishment of a dense native vegetation buffer, with a minimum width of 30m, along the length of the boundaries of the Title which abut the Port Sorell Conservation Area and the foreshore,
- xi) Establishment of vegetation buffers is to be included in Stage 1 of the development,

- xii) Provision of a Nature Reserve Management Plan with respect to:
 - Private management of the vegetation buffer which abuts adjacent agricultural land,
 - Private management of the vegetation buffer along the common boundary with the Port Sorell Conservation Area and the foreshore, and
 - Protection of each of the buffers from damage by introduced plants and animals, disease and inappropriate management regimes,
- xiii) Residential boundaries on the southern boundary of the Title are to be limited to minimise the potential for fettering of agricultural practices on adjoining agricultural land,
- xiv) Building envelopes on subdivided lots are to be identified, consistent with a design that will enable all on-site waste water management to occur in a sustainable manner, minimisation of bush fire hazard to all buildings and residents on any lot and protection of remnant vegetation,
- xv) Specific design guidelines for future dwellings and fences to minimise their visual intrusion on the natural amenity of the area, with respect to materials, colour, height, profile and roof pitch and recognition of the requirement of the Building Code of Australia for designated bush fire prone areas;
- xvi) Provision for pedestrian and cycling traffic connections to surrounding development and public open space areas, consistent with conservation and fire hazard management outcomes,
- xvii) Verification for the Planning Authority, the community and the future owners of the lots that the environmental and community benefits of the proposal will be realised.

6 Traffic Management and Road Design

6.1 Street Network

- a) Vehicular connectivity, in and between the Port Sorell settlement areas and the adjacent rural residential and rural development areas is to be achieved by adherence to the Port Sorell and Environs Street Connection Plan, which is shown in Appendix 2;
- b) Connections shown in red on the Port Sorell and Environs Street Connection Plan are primary access routes and construction of these is to be given priority as development occurs on the sites through which they pass;
- c) Connections shown in orange on the Port Sorell and Environs Street Connection Plan are secondary access routes and construction of these is to be given address as development of the sites through which they pass progresses;
- d) These connections are to be supported by street connections from new development areas;
- e) Street connectivity is to be required throughout and between new subdivision developments;
- f) Cul-de-sac development is to be discouraged,

Any variance to these requirements must be adequately justified by or to Council during project initiation.

6.2 Streetscape and Road Designs

- a) All roads are to be constructed in accordance with the Street Cross-sections relevant to the site for which they are to be developed;
- b) Streetscape and road designs for all types of road construction in the Port Sorell area are shown in Appendix 24,

Any variance to these requirements must be adequately justified by or to Council during project initiation.

7 **Development Staging Priorities**

7.1 Urban Residential Development

Priority Status should be given to residential development that will support the new Alexander Town Centre and the Hawley neighbourhood centre, is able to connect to existing infrastructure with the capacity to service it and will provide street links as shown on the Port Sorell and Environs Street Connection Plan.

Priority development should comprise:

- New residential development around the Alexander Town Centre, including the Transfer Station Site re-development area and ancillary development on the Rubicon Grove site,
- Residential development west of the Rubicon Grove site,
- Residential development south of Freer Street in the Arthur Street residential development area, and
- Residential development on the southern slope of the portion of the Hawley residential expansion site owned by the Luck family.

Secondary status should be given to development that supports priority development and contributes to the maturing of the urban area.

Secondary development should comprise:

- Any development nominated as priority but not commenced,
- Residential development on the northern portion of the Hawley residential expansion site owned by the Luck family and on the Houghton land south-west of this title,
- Residential development on land owned by the Shearwater Resort Country Club.

Any variance to these requirements must be adequately justified by or to Council during project initiation.

7.2 Non-residential Development

Priority Status should be given to non-residential development that will provide local jobs and community services.

Priority development should comprise:

- The Alexander Street Town Centre,
- The Transfer Station Redevelopment Site,
- The Port Sorell School
- The Tourist, Heritage, Environment and Arts Centre,
- Infill development of Shearwater Village,
- Enhancement of Shearwater Village,
- Southward expansion of the existing industrial area,

- Expansion of Camp Banksia facilities,
- Storm water detention and cleansing works on land owned by the Shearwater Resort Country Club,
- The Port Sorell marina,
- Port Sorell Village commercial area, and
- The Hawley beach Tourist Accommodation development.

Secondary status should be given to development that supports priority development and contributes to the maturing of the urban area.

Secondary development should comprise:

- Commercial development along the eastern edge of Alexander Street,
- Development of Home Business Area along Club Drive, and
- Commercial development along the western end of Wilmot Street.

Any variance to these requirements must be adequately justified by or to Council during project initiation.

7.3 Rural Residential Development

Priority Status should be given to development will provide street links as shown on the Port Sorell and Environs Street Connection Plan, provides protection for significant vegetation and water quality in water courses in the area.

Secondary status should be given to development that supports primary development and contributes to the maturing of the rural residential area

Priority development should comprise:

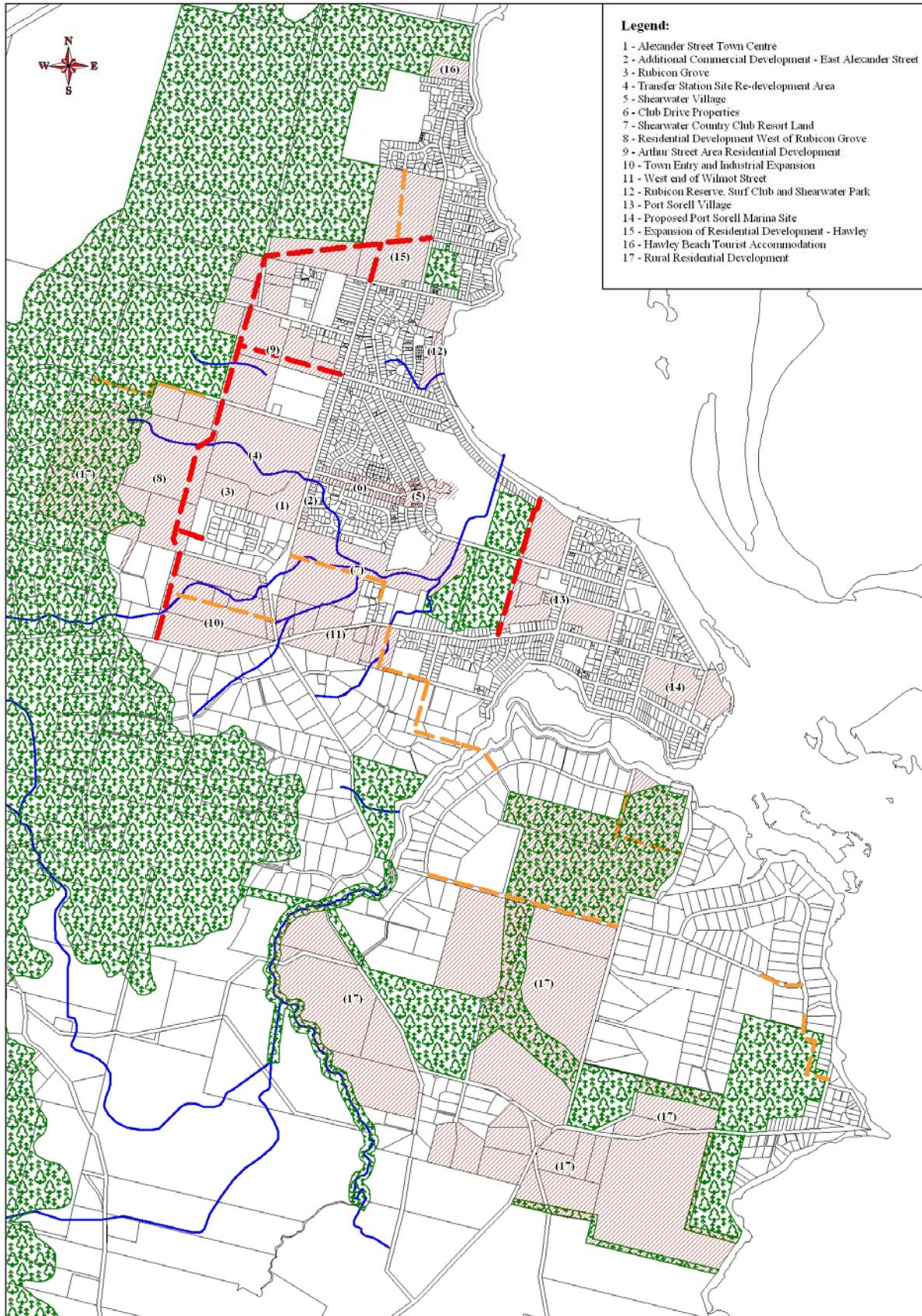
- Development of Certificate of Title 236837/1 as it provides a street link between Panatana Drive and Mill Dam Road and provides protection for significant vegetation in the area,
- Development of Certificates of Title 34572/3 and 30184/3 to provide management of bushland vegetation adjacent to proposed urban residential expansion, and
- Development of the four titles west of Parkers Ford Road as this development will provide re-vegetation along the water course and protection and enhancement of the quality of water in that course.

Secondary development should comprise:

- Development of the land north of Charles Street and west of Mill Dam Road which will enable establishment of substantial vegetation and provision of habitat corridors for wildlife, and
- Development of the land south of Charles Street.

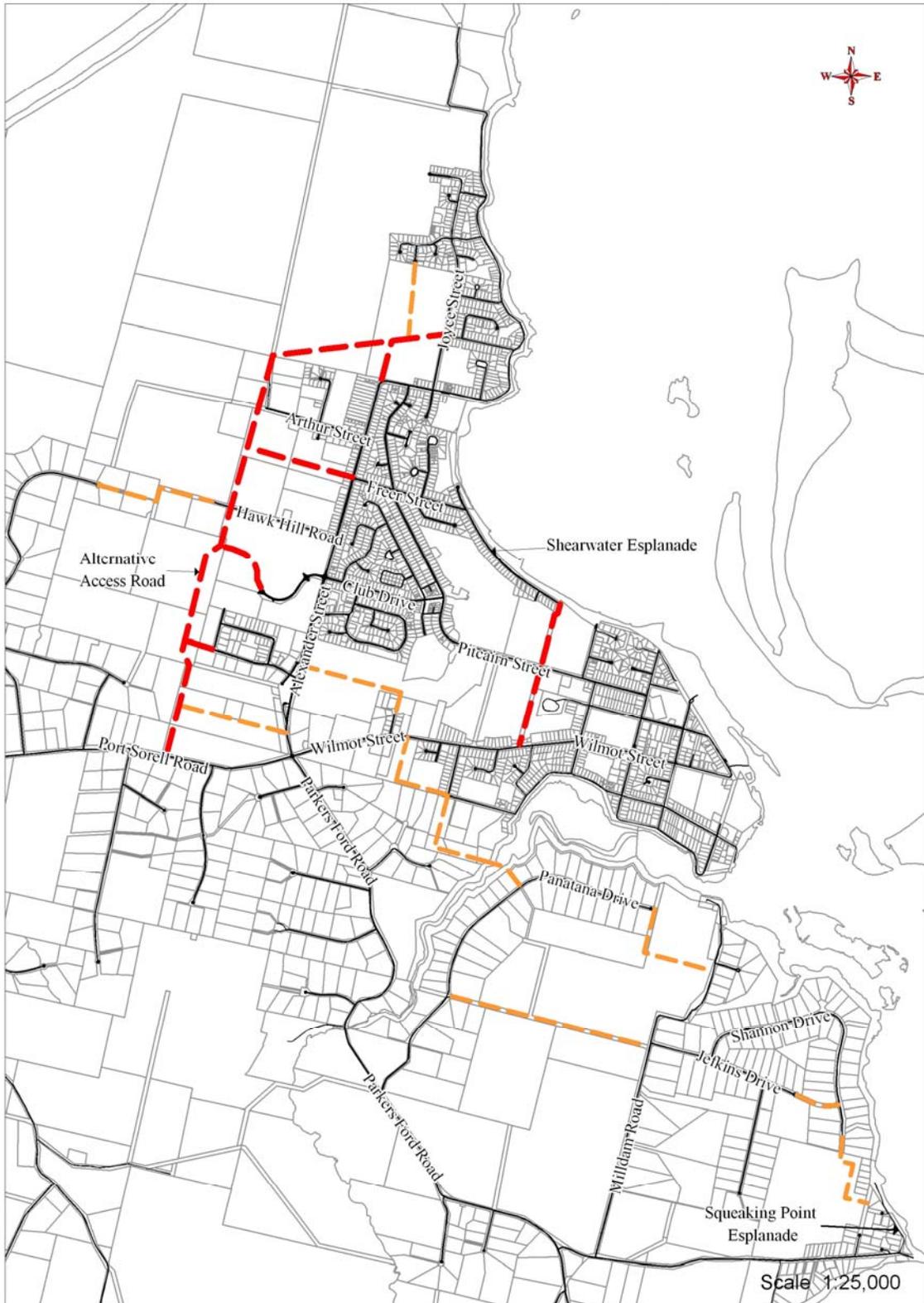
Any variance to these requirements must be adequately justified by or to Council during project initiation.

Appendix 1 Port Sorell Structure Plan



Appendix 2 Port Sorell and Environs Street Connection Plan

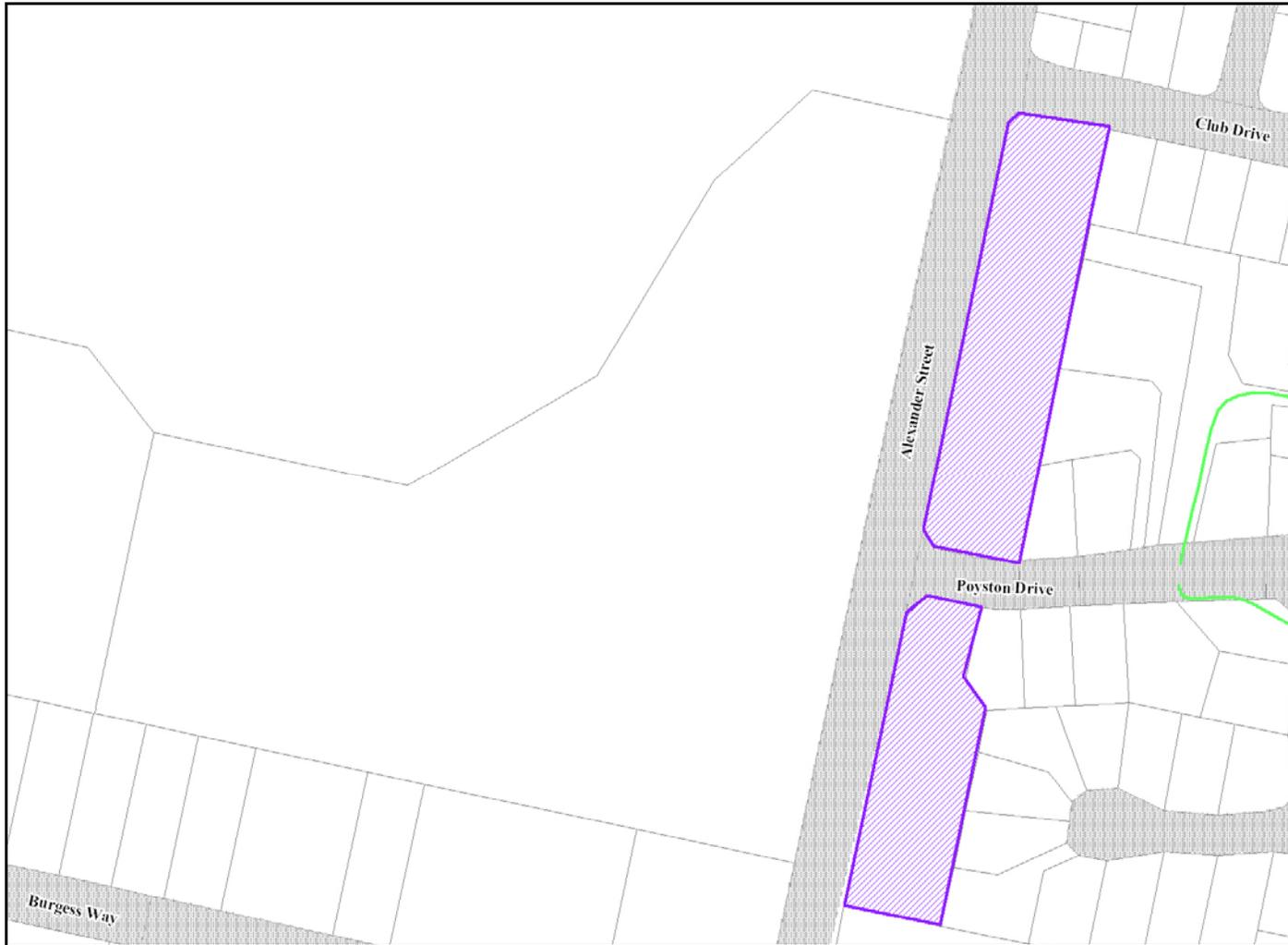
Port Sorell - Street Connectivity



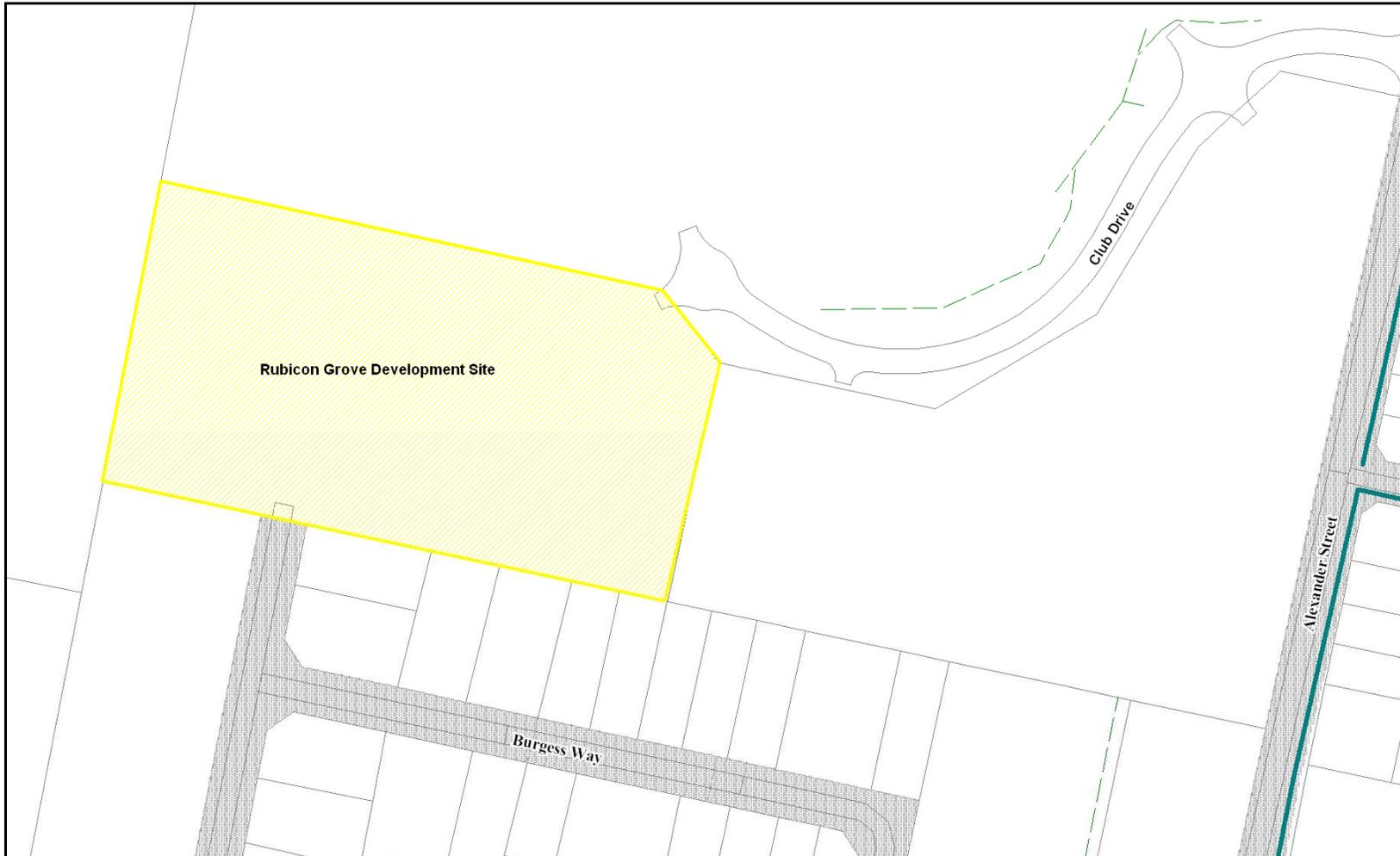
Appendix 3 Alexander Street Town Centre



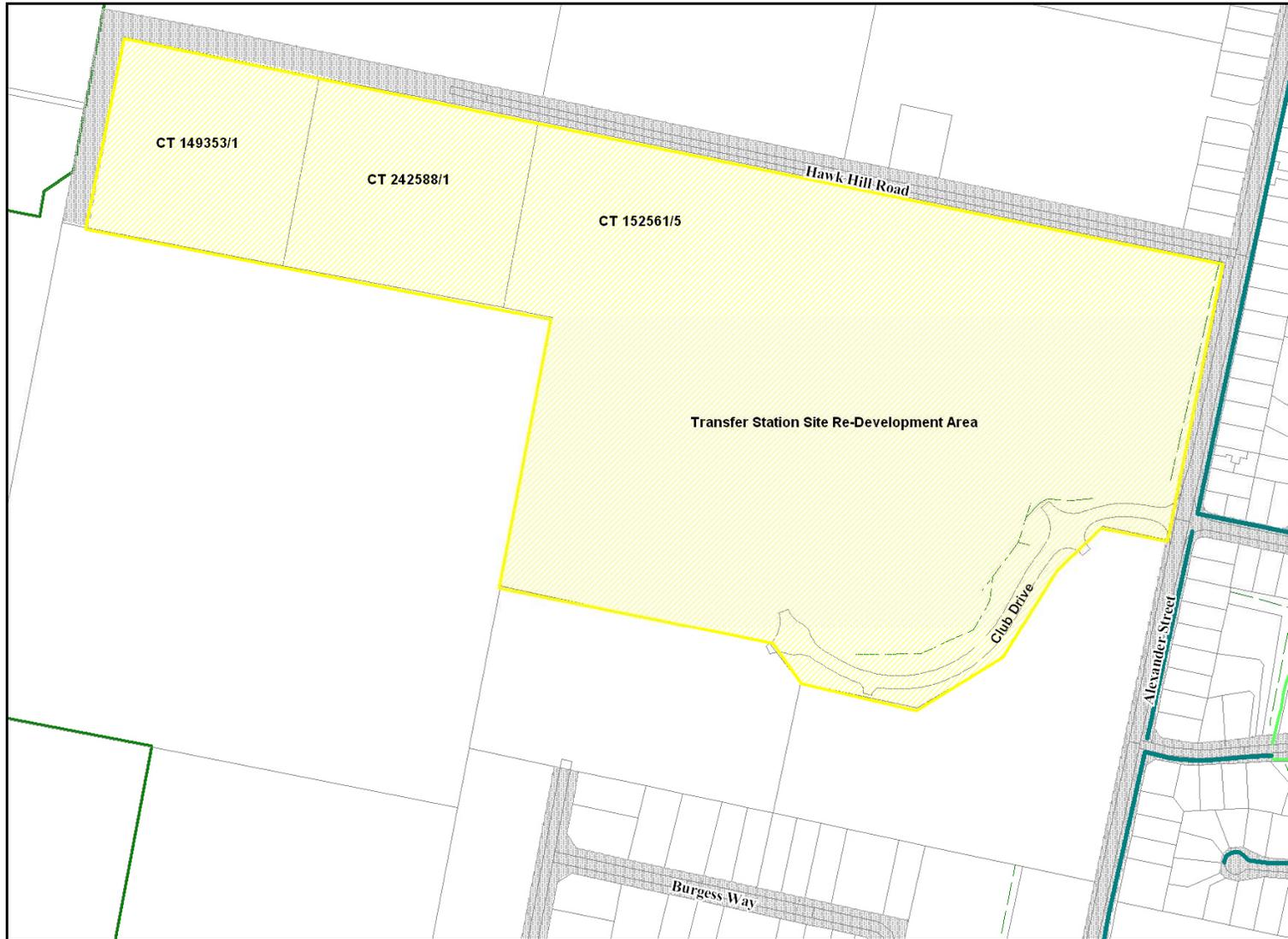
Appendix 4 Additional Commercial Zoning - Alexander Street



Appendix 5 Rubicon Grove Site



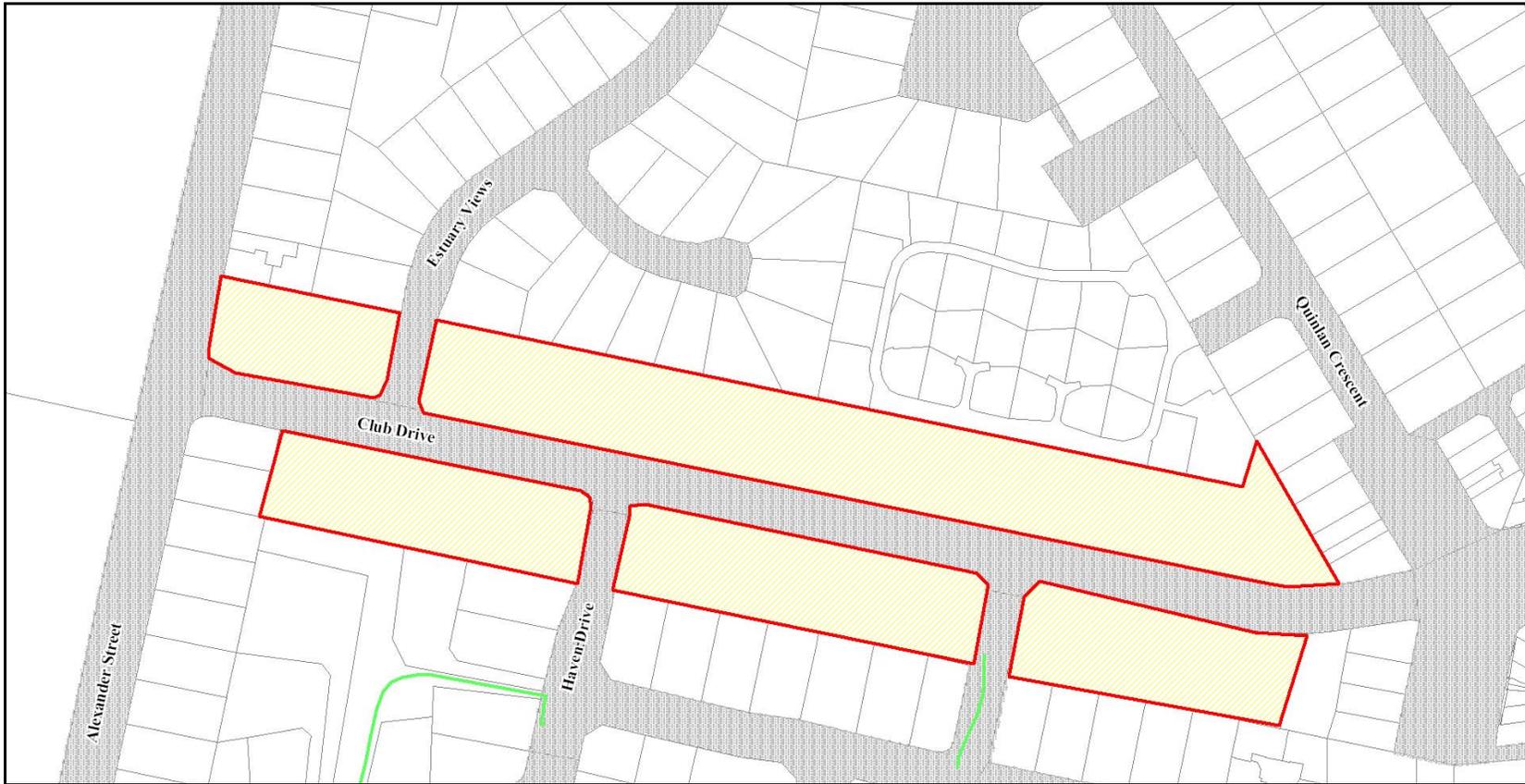
Appendix 6 Transfer Station Site Re-Development Area



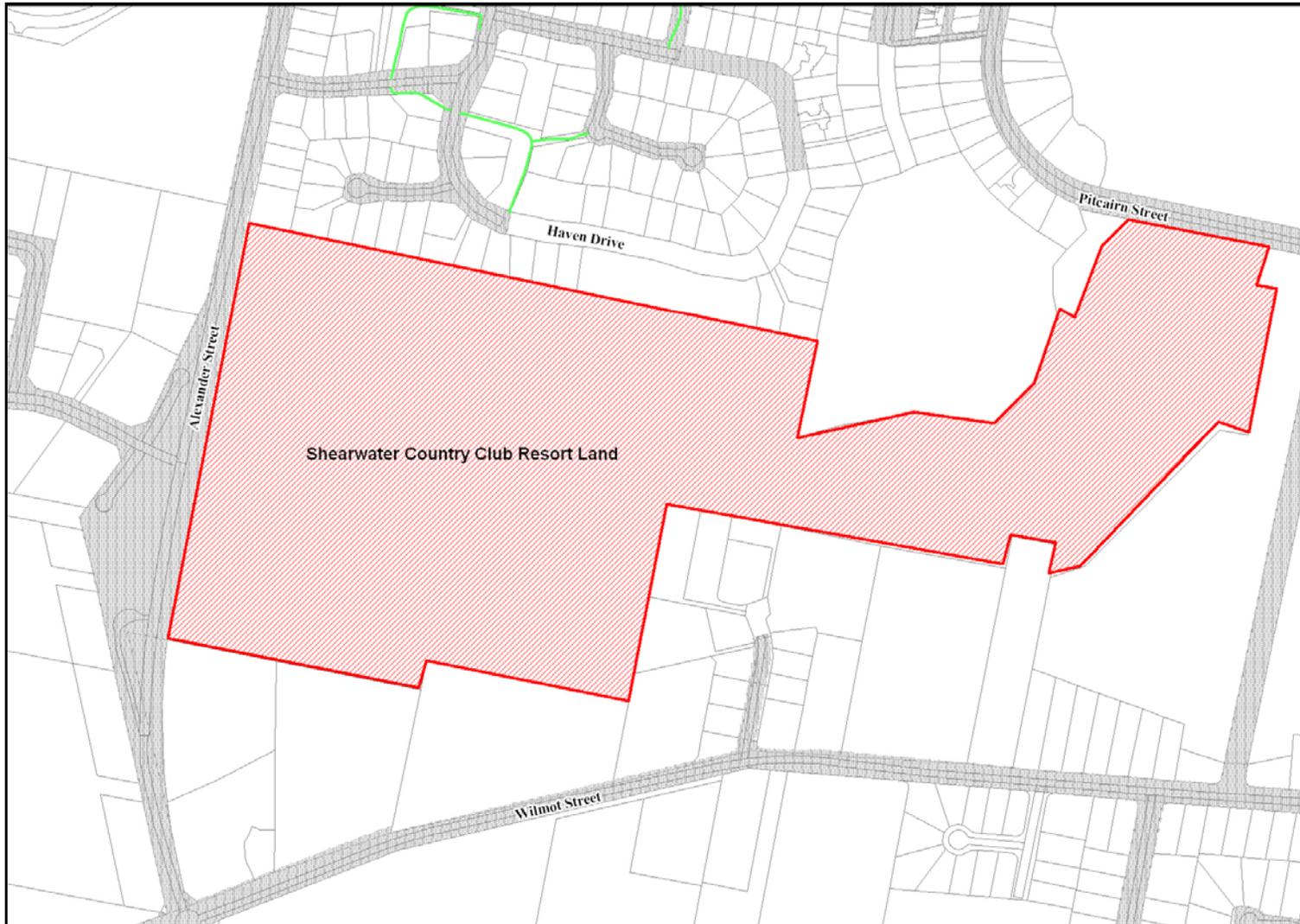
Appendix 7 Shearwater Village



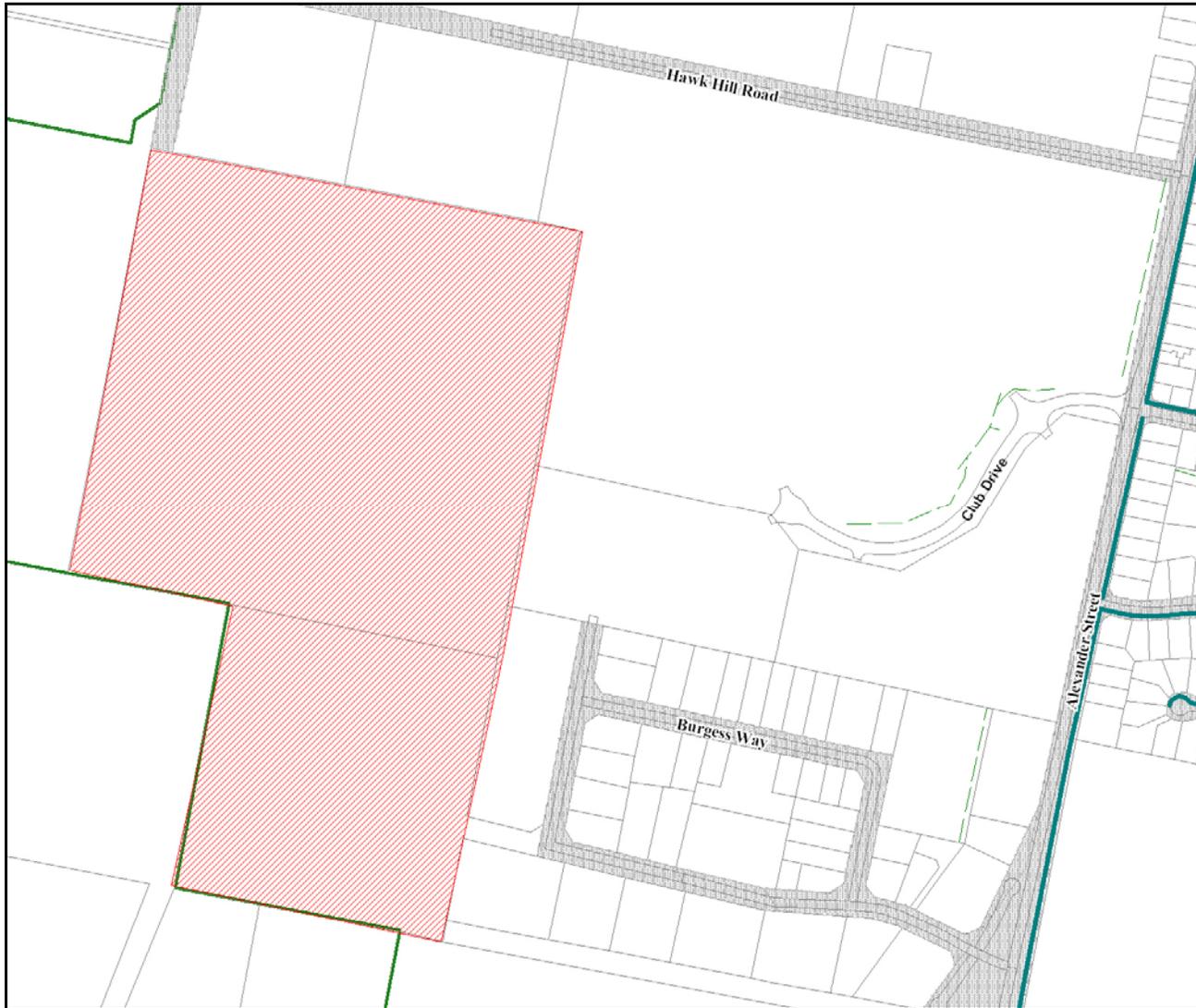
Appendix 8 Club Dive Home Business Area



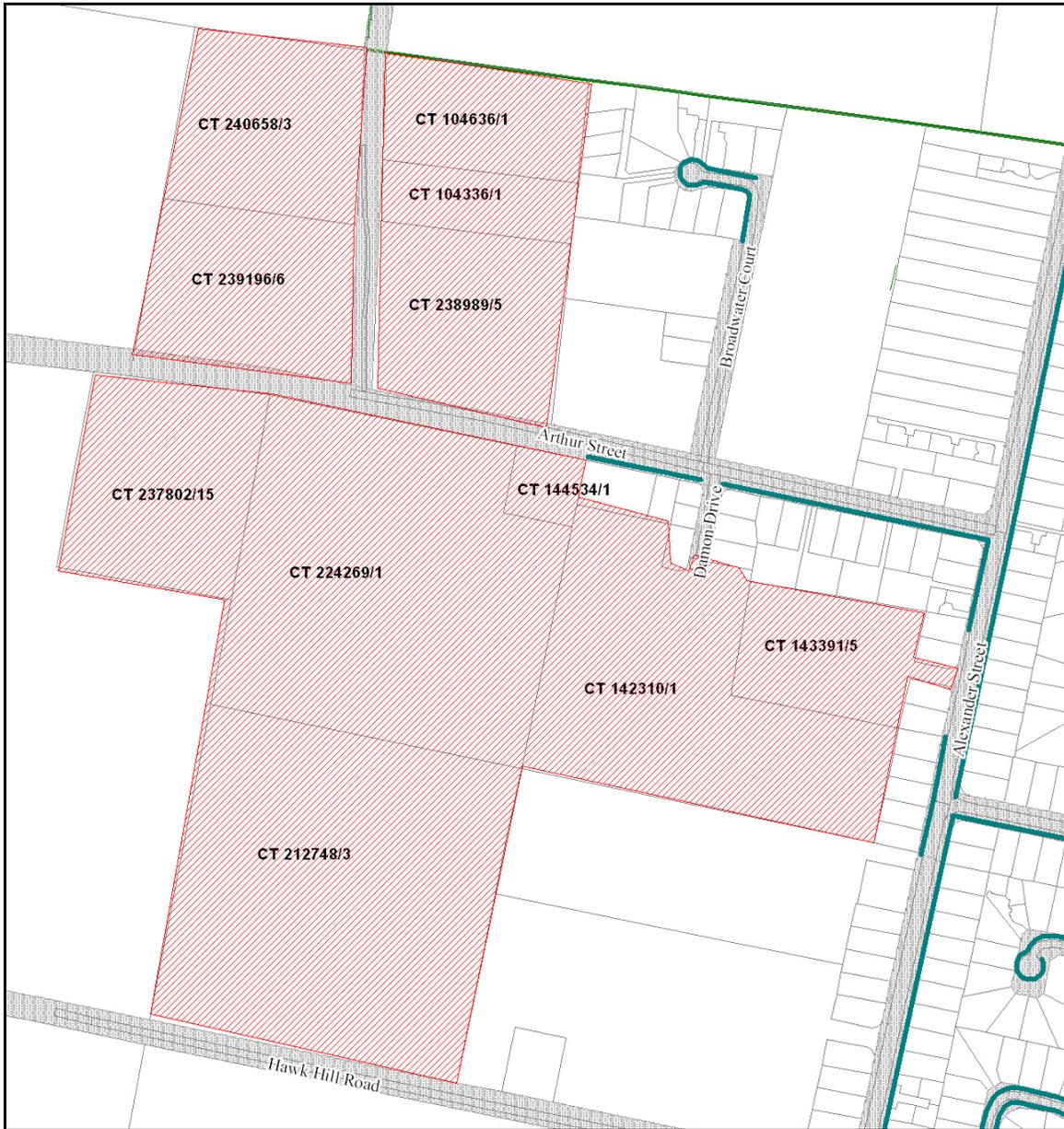
Appendix 9 Shearwater Country Club Resort Land



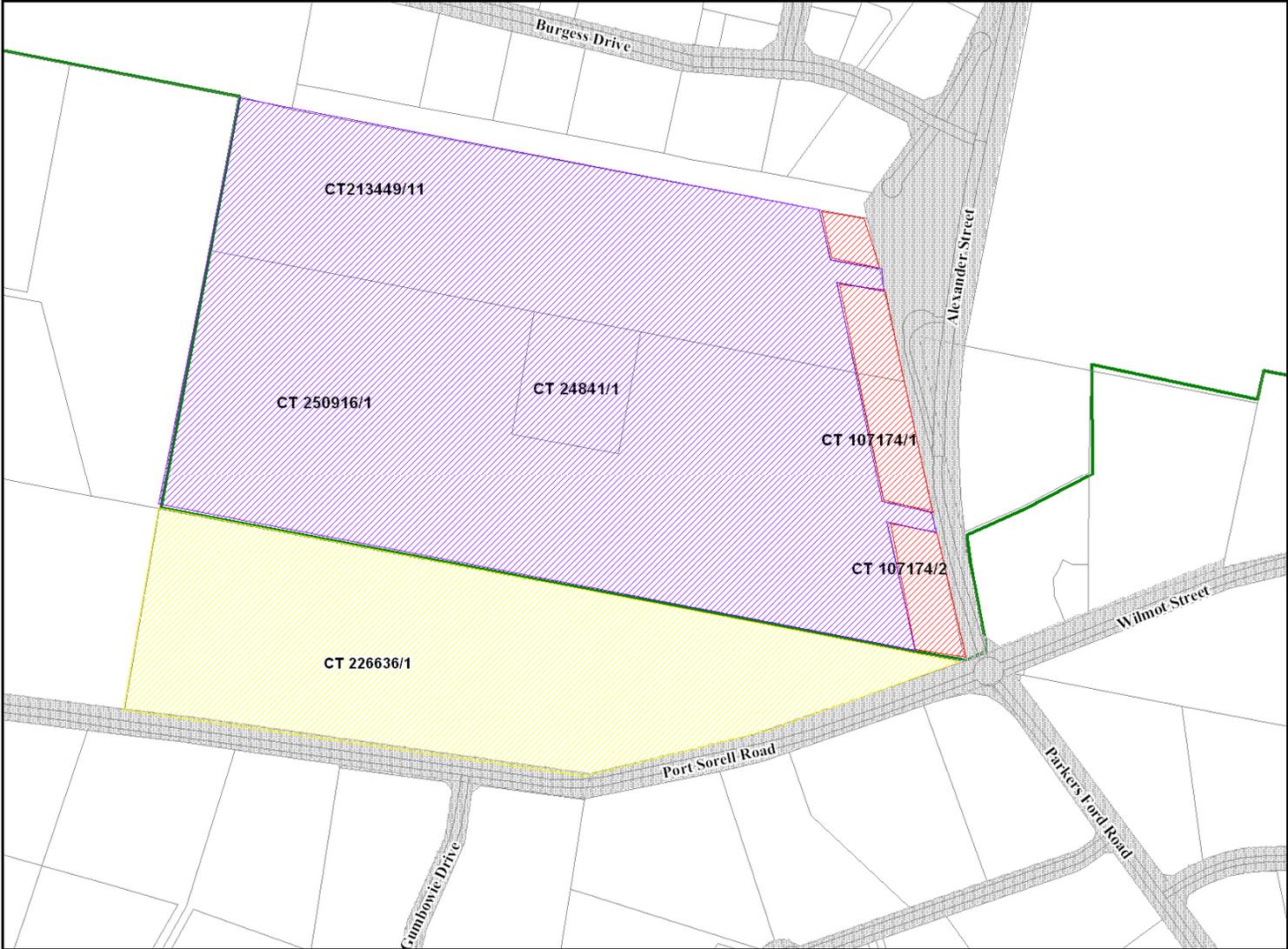
Appendix 10 Residential Development - West of Rubicon Grove Site



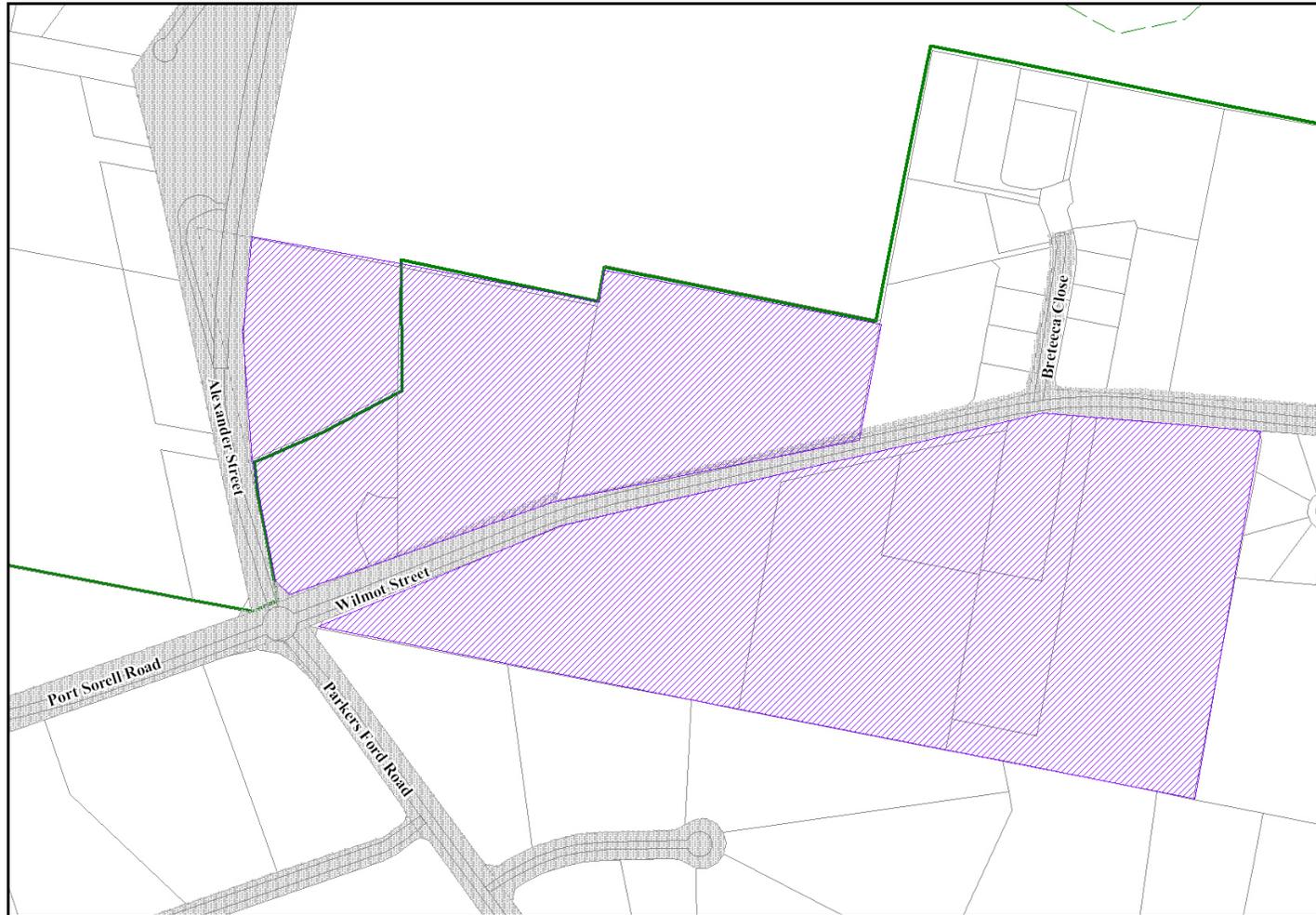
Appendix 11 Arthur Street Area Residential Development



Appendix 12 Town Entry and Industrial Expansion Area



Appendix 13 Western end of Wilmot Street Properties



Appendix 14 Port Sorell Surf Club & Shearwater Park



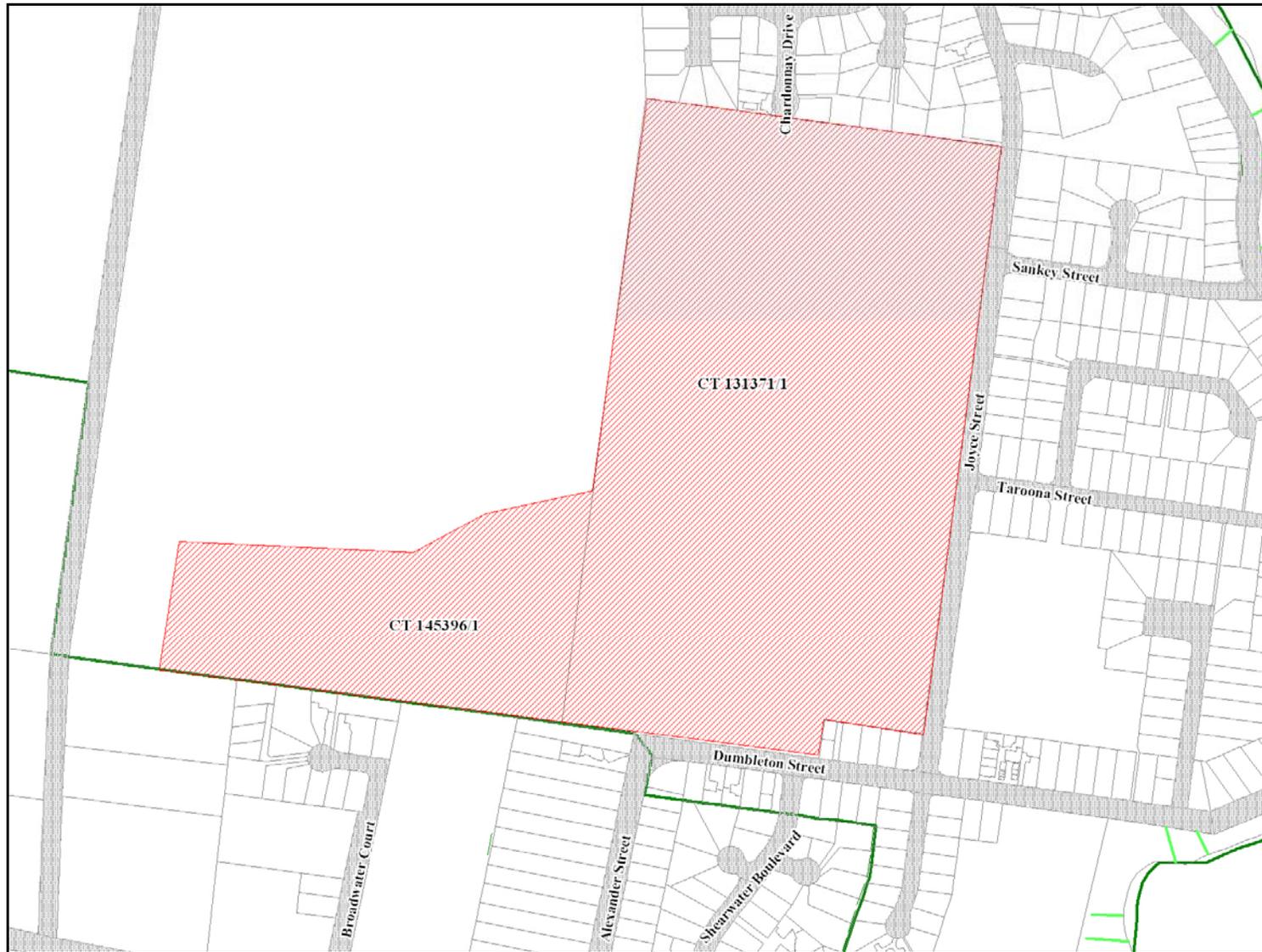
Appendix 15 Camps Banksia and Boomerang and Port Sorell Sports Ground



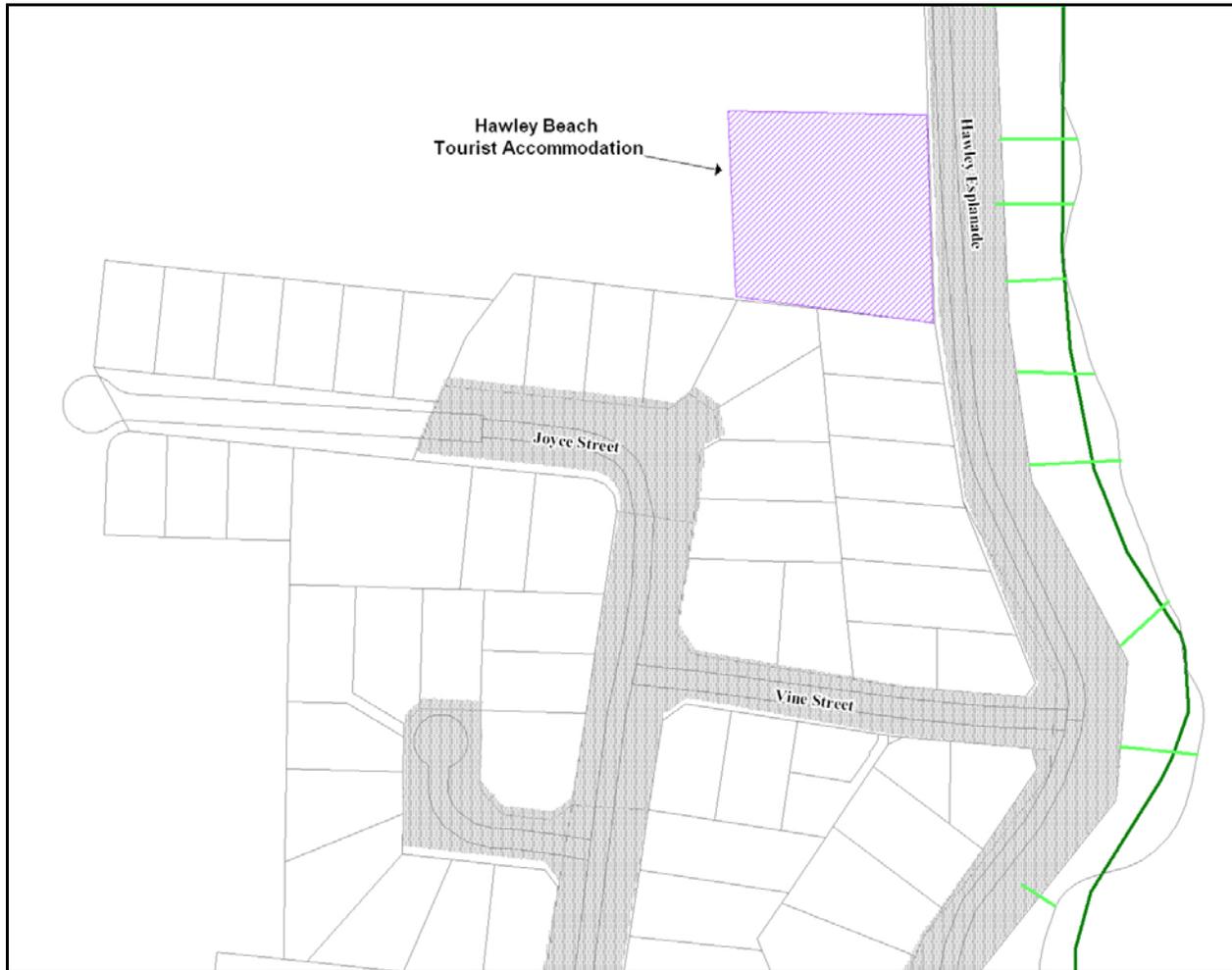
Appendix 16 Port Sorell Marina Site



Appendix 17 Hawley Residential Expansion



Appendix 18 Hawley Beach Tourist Accommodation Development Site



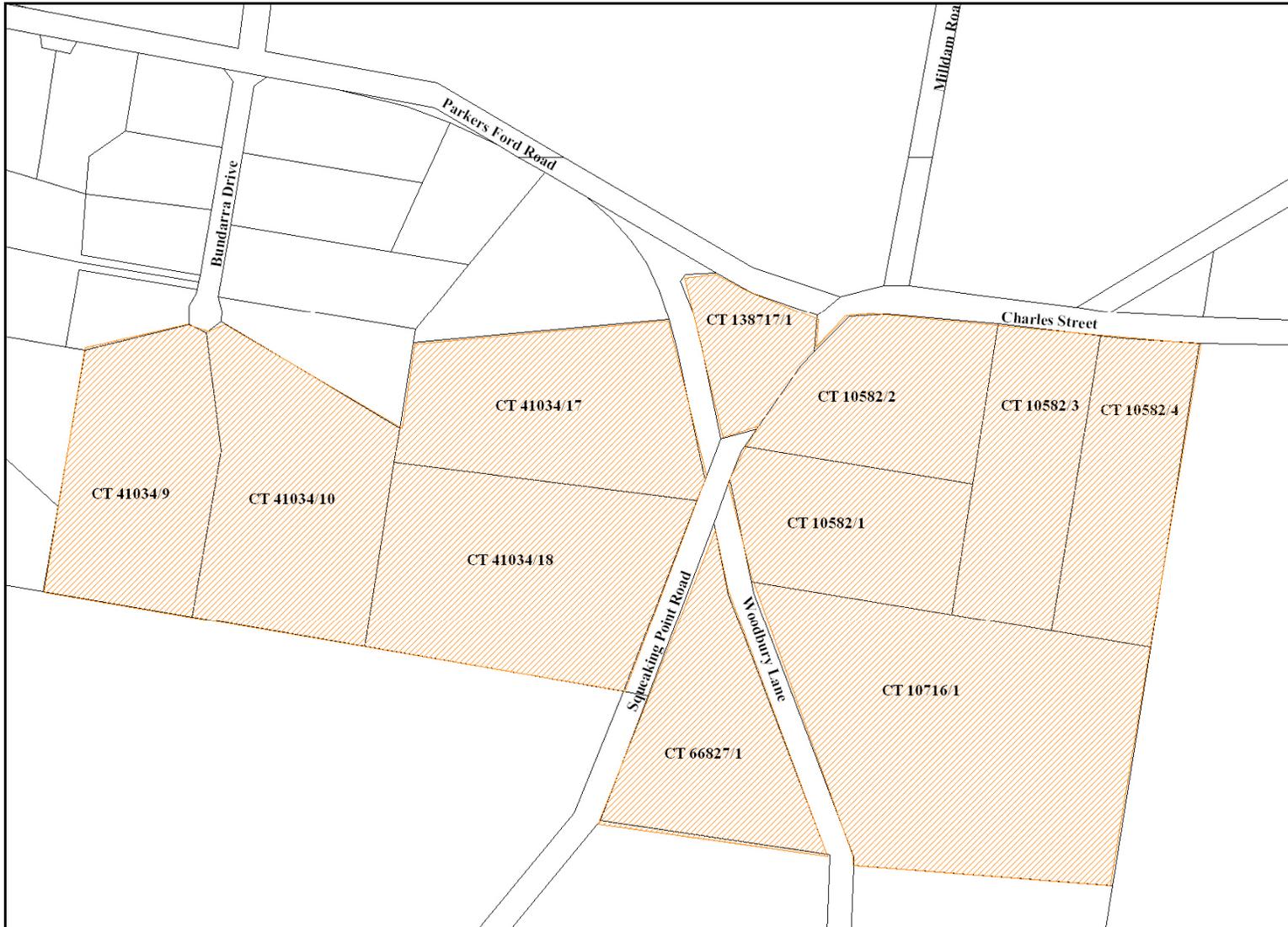
Appendix 19 Rural Residential Development - Certificates of Title 34572/3 and 30184/3



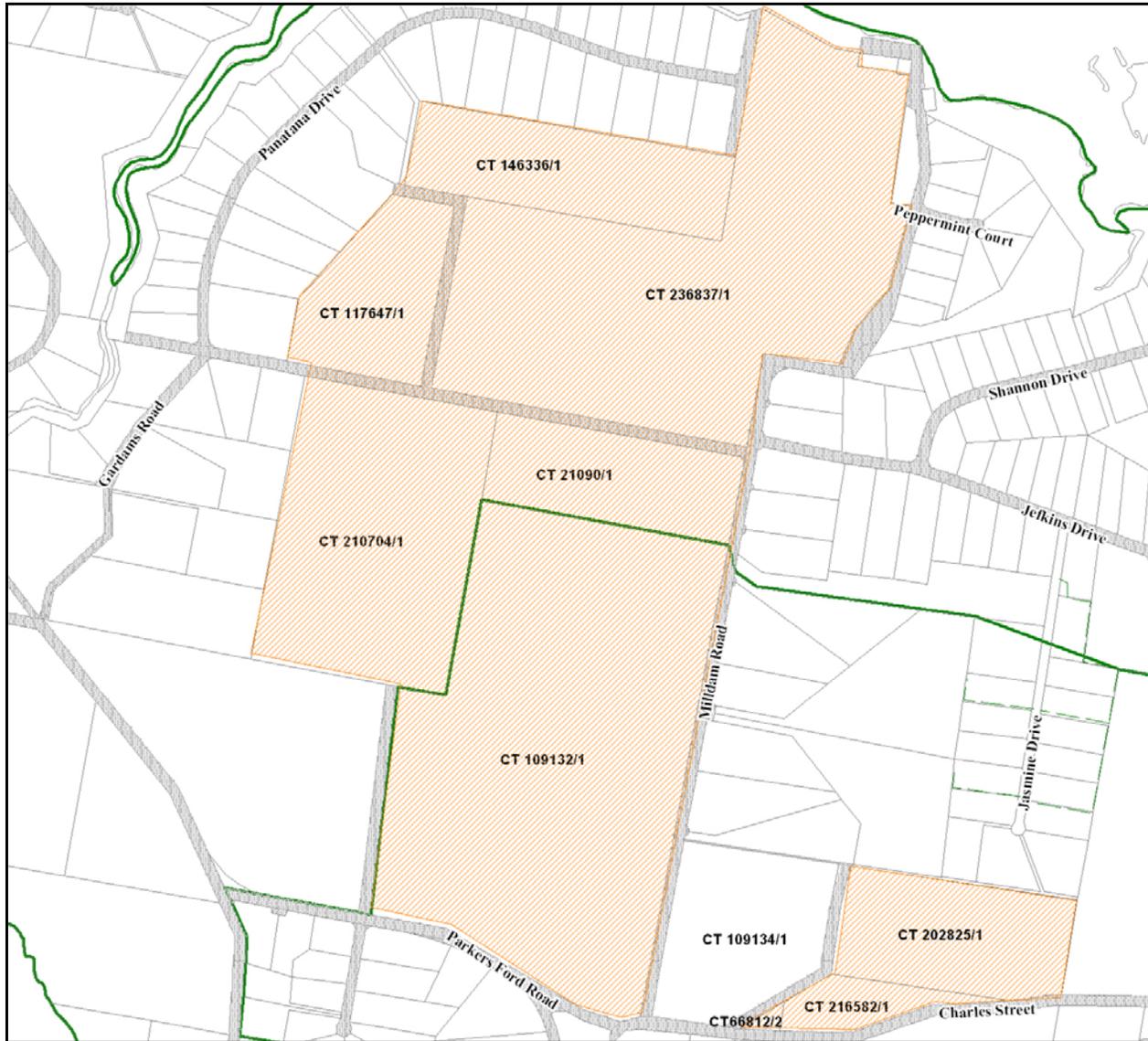
Appendix 20 Rural Residential Development - Certificates of Title 9398/3, 208977/1, 20974/1 and 221299/1



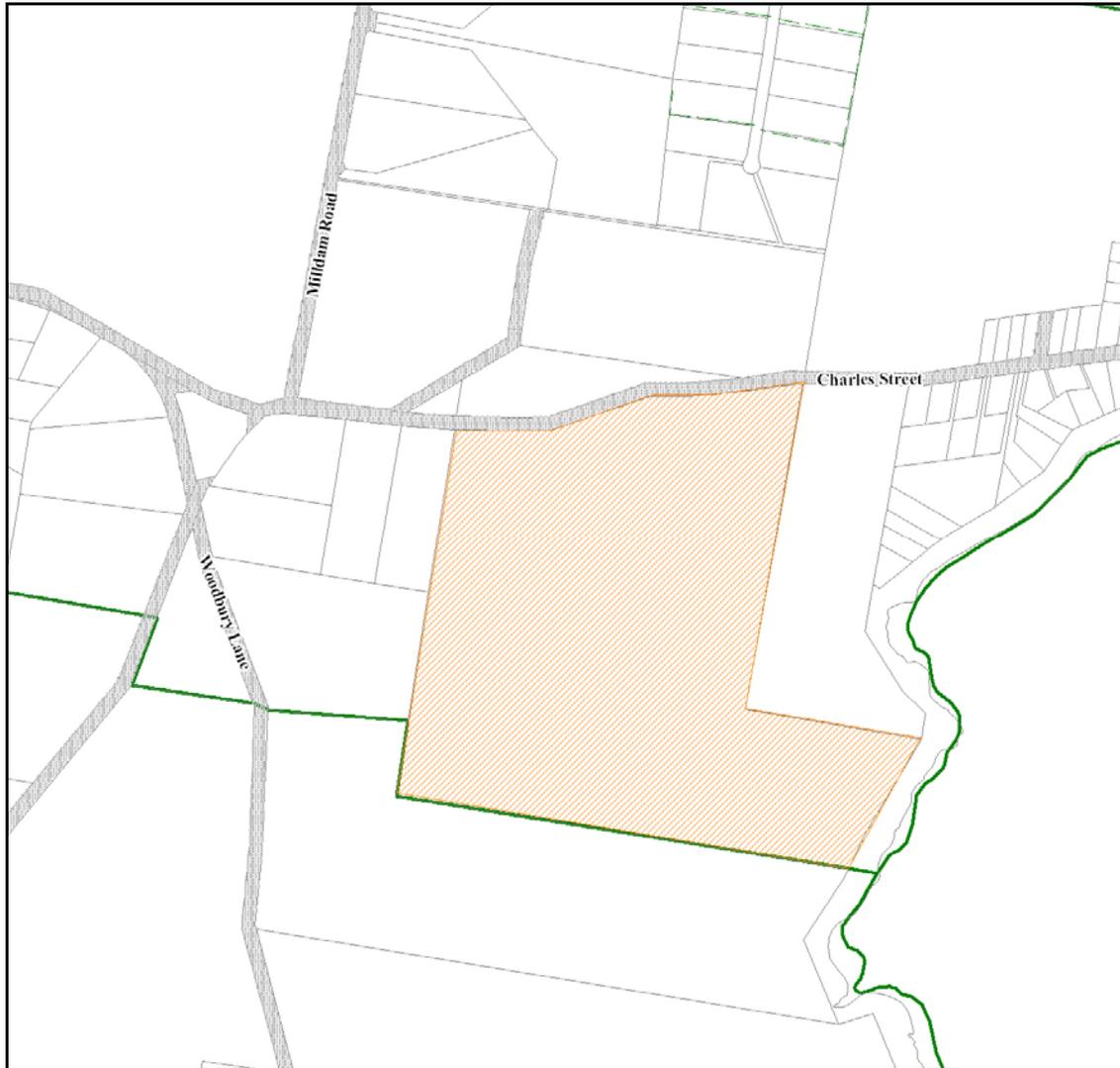
Appendix 21 Rural Residential Development
Certificates of Title 41034/9, 41034/10, 41034/17, 41034/18, 138717/1, 10582/1, 10582/2, 10582/3, 10582/4, 66827/1 and 10716/1



Appendix 22 Panatana Rivulet and Squeaking Point Development Area

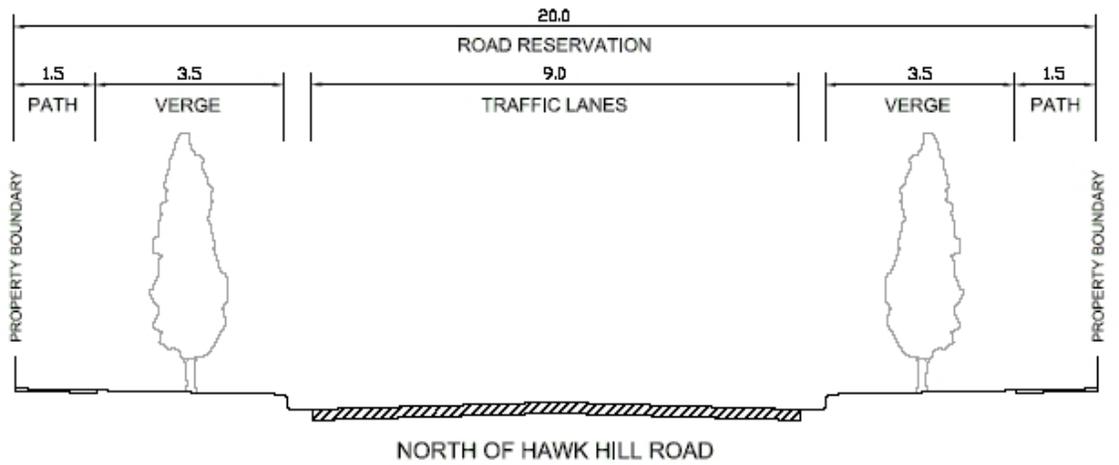
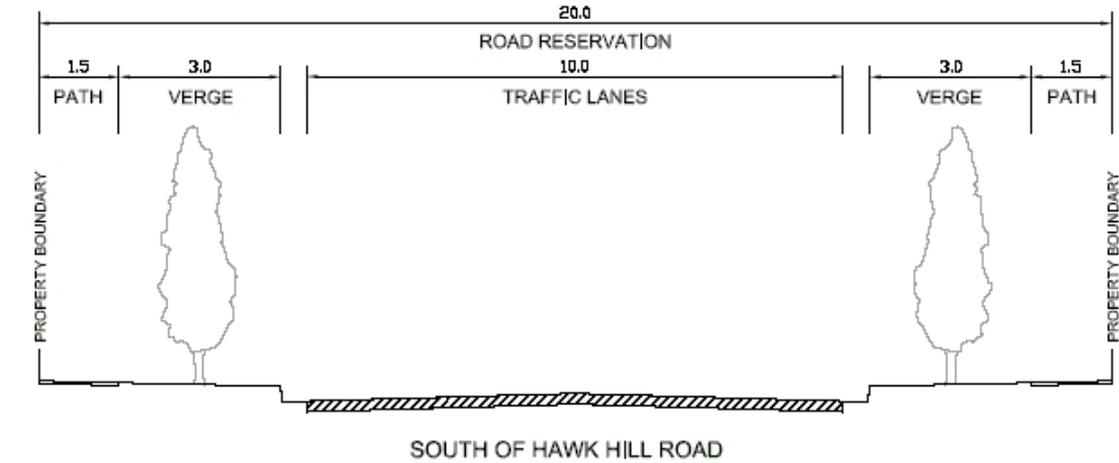


Appendix 23 Rural Residential Development - Certificate of Title 215173/1



Appendix 24 Street Cross-Sections

ALTERNATIVE ACCESS ROUTE USE 2.0m KERB OUTSTANDS AT INTERSECTIONS AND ACCESS POINTS



ALEXANDER STREET, SOUTH OF HAWK HILL ROAD

