
Southern Beaches Plan Discussion Paper

era

July 2026

ERA Advisory Pty Ltd

ABN 67 141 991 004

Level 1, 125A Elizabeth St Hobart 7000

(03) 6165 0443

enquiries@era-advisory.com.au

era-advisory.com.au

Cover image: Sorell Council

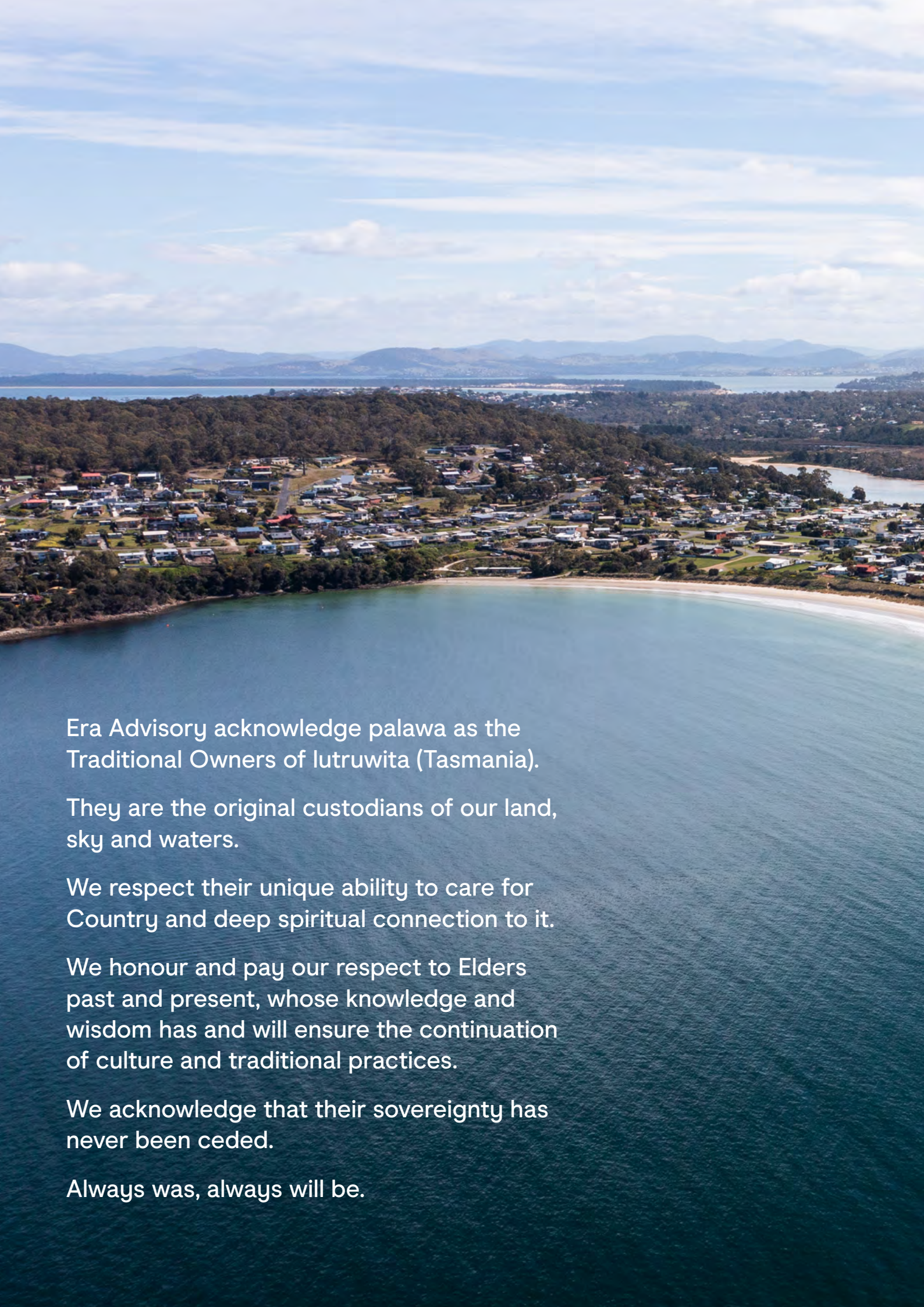
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Glossary

Abbreviation/term	Definition
District centre	A larger centre than a local centre (see below) that provides a wider range of retail, services and community facilities for a broader district or region. In this context, Sorell performs this role.
LGA	Local Government Area
Local centre	A small activity area that provides day-to-day shops, services and community functions for the surrounding local area.
LUPA Act	<i>Land Use Planning and Approvals Act 1993</i>
Onsite servicing	Water, wastewater or stormwater systems that are managed on the property itself rather than through a reticulated public network.
PAL Policy	State Policy on the Protection of Agricultural Land 2009
Ramsar	An internationally recognised wetland listed under the Ramsar Convention on Wetlands.
REMPAN	Consultant engaged by the Tasmanian Government to support the development of the Southern Tasmanian Regional Land Use Strategy, including population projections
Reticulated services	Infrastructure networks that provide services such as water, sewerage or electricity through a connected public system.
Social infrastructure	The facilities, services and spaces that support community wellbeing, such as schools, halls, health services, childcare and community centres.
STRLUS	Southern Tasmania Regional Land Use Strategy
TPPs	Tasmanian Planning Policies

An aerial photograph of a coastal town in Tasmania, Australia. The town is nestled on a peninsula, surrounded by dense green forest. The foreground shows a large, calm bay with a sandy beach. In the background, there are rolling hills and mountains under a blue sky with scattered white clouds.

Era Advisory acknowledge palawa as the
Traditional Owners of lutruwita (Tasmania).

They are the original custodians of our land,
sky and waters.

We respect their unique ability to care for
Country and deep spiritual connection to it.

We honour and pay our respect to Elders
past and present, whose knowledge and
wisdom has and will ensure the continuation
of culture and traditional practices.

We acknowledge that their sovereignty has
never been ceded.

Always was, always will be.





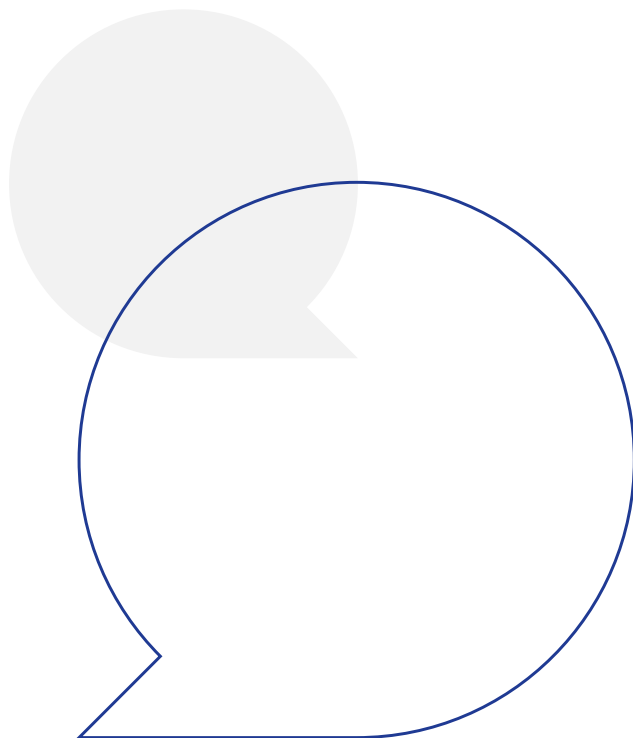
Have Your Say

Sorell Council is progressing the Southern Beaches Plan, which will help guide the long-term future of Dodges Ferry, Lewisham, Carlton, Carlton River and Primrose Sands. The Plan will support a connected community, protect local character, and plan for the services and infrastructure needed over time.

Earlier this year, more than 300 people shared their views through a community survey.

Many highlighted the importance of safety, access to beaches and natural areas, walking and cycling paths, and maintaining a strong sense of community. There was also strong appreciation for the area's relaxed coastal lifestyle and environmental values.

If you've got ideas, local knowledge to share or questions we'd love to hear from you. Engagement runs from Thursday 16 July to Wednesday 12 August 2026.



How to get involved

Survey

We'd love to hear what matters most to you and your community. Visit Council's website to take the survey.

Community pop-ups

Have a casual chat with the project team and share your thoughts at a local pop-up session. These are informal sessions so you can drop in at any time.

Lewisham Tavern

Friday 24 July 2026, 4:30pm – 6:30pm

Park Beach Café

Saturday 25 July 2026, 9:00am – 11:00am

Primrose Sands RSL

Friday 31 July 2026, 4:30pm – 6:30pm

Workshop

Come along to a workshop and be part of the conversation about future land use, character, services and infrastructure. Please RSVP to help us plan for the session: sorell.council@sorell.tas.gov.au

Okines Community House

Wednesday 29 July 2026, 5:30pm – 7:30pm

Visit Council's website for more information

www.sorell.tas.gov.au/southern-beaches-plan-shaping-a-sustainable-future/



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Introduction

The Southern Beaches Plan will set a shared vision for the future of Dodges Ferry, Lewisham, Carlton, Carlton River and Primrose Sands. It will guide land use, housing, infrastructure, natural hazard management, transport, and the protection of the area's unique environmental and community values.

1.1 The Southern Beaches Plan

1.1.1 Project overview

The Southern Beaches is one of the most distinctive and valued areas of the Sorell municipality. With a growing community, increasing visitor interest and a natural environment that people deeply care about, this Plan will help Council make clear, future-focused decisions so the area can continue to thrive. The Southern Beaches Plan will guide how the area evolves over the next 20 years, to 2046.

The Plan will:

- Focus on local needs and opportunities to help shape places where people want to live, work and visit
- Address longstanding issues and support more sustainable infrastructure and land use
- Support a growing and diverse community with better housing, transport and social facilities
- Protect the environment and landscape while responding to growth and changing community values
- Support Council to work with long-term and newer residents to build a shared vision
- Set a direction for future housing and essential infrastructure, including roads and footpaths.

This project is being led by Sorell Council in partnership with Era Advisory and a broader project team consisting of Playstreet, Urban Enterprise and Avandra Advisory.

1.1.2 Discussion paper

This discussion paper gives a snapshot of the Southern Beaches today, including the area's character, strengths and challenges, and looks at future trends.

This discussion paper will:

- Review the relevant studies and strategies. This will help explain the current and past issues affecting the area, and how ongoing issues might be addressed
- Consider residential and seasonal population trends, and the factors that affect the future capacity of land, utilities and community infrastructure
- Build an understanding of the desired future character of each township, based on the community's vision for the area
- Look at the study area in relation to the settlement hierarchy and activity centre hierarchy for the Sorell municipal area and southern region
- Consider current and future natural values and hazards, including the challenges the area may face as the climate changes.

Note:

The Southern Beaches Plan will function as a traditional Structure Plan and be developed in line with the Draft Structure Plan Guidelines from the State Planning Office.

The decision to name the project 'The Southern Beaches Plan' is to ensure the intent and scope of the project is understood and accessible to the community, recognising the term 'Structure Plan' is not common vocabulary.

**Building a shared vision
for the Southern Beaches
that balances growth,
community and the
environment.**



1.2 Supporting reports

This Discussion Paper is informed by a series of supporting reports prepared by the project team.

These reports provide the evidence base for the discussion paper and help identify the main issues, opportunities and future directions for the area.

Economic Analysis Report

The Economic Analysis Report, prepared by Urban Enterprise, provides an evidence-based overview of population, employment, retail and business land trends in the Southern Beaches.

It looks at how the local economy is functioning, including where people work, the role of local centres, and the extent of retail, commercial and industrial land supply. It also considers likely future demand for retail, commercial and service-industrial activity to help inform the long-term direction of the Plan.

Transport Background Report

The Transport Background Report, prepared by Avandra Advisory, provides an overview of how people move around the Southern Beaches, including travel patterns, road conditions, public transport, active transport and parking.

It looks at the transport role of the different townships and precincts, identifies key issues affecting safety, access and local movement, and highlights opportunities to improve walking, cycling, streets and connections as the area grows. It will help inform future transport and movement directions in the Plan. The report is also informed by the Lewisham Scenic Drive Traffic Study (GHD).

Social Infrastructure Needs Assessment

The Social Infrastructure Needs Assessment, prepared by Era Advisory, reviews the community facilities, services and open spaces that support daily life in the Southern Beaches. These include schools, childcare, health services, halls, parks, beaches and recreation spaces.

It identifies current strengths, gaps and future needs by looking at population change, access, benchmarks and community feedback. Its focus is on how the area can support a growing and changing population. It will help inform future planning for community infrastructure, recreation and local services as part of the Plan.

Precinct Plans

The precinct plans, prepared by Playstreet, focus on three locations identified for potential urban design, landscaping, placemaking and transport improvements. The plans explore how these places could become safer, more attractive and better connected for everyday community life and local activity. The precincts are:

The Dodges Ferry Shopping Precinct is centred on the Hill Street IGA, bakery and surrounding shops on Carlton Beach Road; it functions as the main village centre for local day-to-day services.

The Dodges Ferry Community and Recreation Precinct is focused around Dodges Ferry Primary School, Dodges Ferry Hotel and surrounding commercial uses, Okines Community House and the new swim centre on Old Forcett Road.

The Primrose Sands Community Precinct is focused around the service station, general store and community hall on Primrose Sands Road.

State of Play Report

The State of Play Report, prepared by Era Advisory, brings together research on planning, population, infrastructure, settlement patterns, natural values and hazards to help identify the main issues and opportunities the Plan needs to respond to.

Read the reports

The reports are available on Council's project website: [Click here](#)

1.3 Project timeline

Work completed to date has included project initiation, background review, technical investigations and early analysis to shape the discussion paper and emerging options.

The next stages will focus on community consultation, preparation of the draft Southern Beaches Plan, public exhibition, and finalisation of the Plan for Council endorsement.

1	February – March 2026 Project initiation and engagement plan
2	March – April 2026 Technical assessments and community survey
3	April – July 2026 Emerging options and discussion paper
4	July – August 2026 Community consultation
5	August – October 2026 Draft Southern Beaches Plan
6	October – November 2026 Public Exhibition
7	December 2026 Final Southern Beaches Plan
8	Ongoing Implementation

2



The Southern Beaches

The Southern Beaches is a network of coastal townships along Frederick Henry Bay and the lower Carlton River. These places are connected by short local roads and share strong environmental, community and service relationships.

Natural features such as surf beaches, bays, headlands and coastal reserves play a strong role in shaping the form and character of local townships.

Study area



2.1 Local context



Dodge's Ferry Primary School is planned for a major redevelopment to deliver new contemporary learning environments, support spaces and amenities. This will help the school respond to growing enrolments as more families settle in the area.



Okines Community House plays a vital role in the Southern Beaches as a trusted local hub where people can connect, access support, join activities and strengthen community networks. It provides practical services alongside social, learning and wellbeing programs, making it an important part of everyday community life in Dodge's Ferry and surrounding townships

2.1.1 Dodge's Ferry

Dodge's Ferry is the largest township in the Southern Beaches and is surrounded by several well-known beaches, including Tiger Head Beach, Carlton Beach and Park Beach. These are among the most popular beaches in southern Tasmania for swimming and surfing, with boat ramps, jetties and moorings for water-based recreation.

The township contains local services including Dodge's Ferry Primary School, neighbourhood shops, community facilities such as Okines Community House, and several recreation reserves. Over time, Dodge's Ferry has changed from a shack settlement to a more permanent residential community, while keeping its strong coastal feel, beach access and local identity.

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2.1.2 Lewisham

Lewisham sits in a narrow coastal corridor, with Pitt Water along its western edge and a suburban pattern shaped by the coastline and surrounding low-lying land. The township is known for its water views, relaxed coastal setting and access to Lewisham Jetty.

The foreshore and jetty area are an important part of local identity and everyday use. Lewisham is mainly residential and relies on nearby Dodges Ferry and Sorell for most higher-level services.

2.1.3 Carlton and Carlton River

Carlton and Carlton River sit around the Carlton River estuary, with residential areas extending into more rural properties inland. The area includes the mouth of the Carlton River, Steele's Island, Carlton Bluff and the eastern end of Carlton Beach, bringing together recreation values and important natural features.

The area relies on Dodges Ferry for schools, services and community facilities. Development in Dodges Ferry has extended along much of Park Beach, making the boundary between Dodges Ferry and Carlton River less distinct than it once was.

2.1.4 Primrose Sands

Primrose Sands marks the southern end of the Southern Beaches and is bordered by the Carlton River to the north and the coast to the west and south. The township still has a strong shack character, and it is more physically separated from the other Southern Beaches township.

Primrose Sands has a permanent residential population and local facilities such as a community centre, RSL club and general store with post office. Primrose Sands Road is the only way into the town, which adds to its sense of separation while still maintaining practical links to Dodges Ferry and Sorell.



Lewisham Jetty is an important historic landmark that reflects the township's long connection to the water and remains a valued part of the foreshore landscape and local identity. More recently upgraded to support boating access, it continues to serve as both a practical community asset and a reminder of Lewisham's coastal history.



Carlton Park Surf Life Saving Club is a major community asset that helps keep Carlton Beach safe. It also brings people together through volunteer patrols, training, Nippers and community events. The club plays an important role in local life by building skills, supporting youth participation and strengthening connection to the beach and wider community.



Primrose Sands Community Hall is an important local meeting place that supports events, recreation and day-to-day community activity. It provides Primrose Sands with a flexible indoor space in a township that is more physically separated from other services.

2.2 Regional context

Sorell is one of Tasmania's fastest-growing LGAs, serving as the gateway between Hobart, the Tasman Peninsula and the east coast.

2.2.1 Sorell municipality

The Sorell municipality sits in the south-east of Greater Hobart and forms an important gateway between Hobart, the Tasman Peninsula and Tasmania's east coast. About 25 kilometres from the Hobart CBD, it covers 583 square kilometres of coastal and rural landscapes, including beaches, estuaries and forested hills.

Sorell is part of a growing peri-urban area, with strong commuting links to Hobart. It is also one of Tasmania's fastest-growing municipalities, driven by relative affordability, coastal lifestyle and access to metropolitan services.

2.2.2 Sorell township

Sorell township is the main service centre for the municipality and surrounding communities, including the Southern Beaches. It provides higher-level services such as major retail, supermarkets, medical centres, government services, schools, recreation facilities and civic administration. Its location at the meeting point of the Tasman and Arthur highways also makes it an important transport hub for residents, visitors, freight and services moving through Tasmania's south-east.

Sorell is continuing to grow through new housing and urban expansion, consistent with its role as a major growth area close to Hobart. Its role as a district centre for jobs, education, community infrastructure and business activity is likely to become even stronger, reinforcing its importance within the municipality and the wider region.

2.2 Active centre hierarchy

The Southern Beaches sits within a broader settlement and service hierarchy that helps explain how people access shops, services, jobs, community facilities and other destinations.

Some everyday needs are met locally within the townships, while higher-order retail, commercial, civic, health, education and employment functions are concentrated in Sorell and, beyond that, in Greater Hobart and across Southern Tasmania.

Understanding this relationship is important because it shapes travel patterns, the role of local centres, and the kinds of land uses and services that are realistic and appropriate within the Southern Beaches. Table 1 summarises the settlement, service and activity hierarchy as relevant to the Southern Beaches.



Table 1: Settlement, service and activity hierarchy

Hierarchy	Role	Uses and assets	Catchment	Local application
Hobart CBD and Principal centre	Accommodate higher-order services, major employment, regional retail and specialised civic, health, education and transport functions. These centres serve broad regional catchments and are not expected to be replicated in smaller settlements.	Major hospitals, tertiary education, regional shopping, principal employment areas, cultural institutions, freight infrastructure and specialist government services.	Large regional catchments across Greater Hobart and Southern Tasmania.	Residents of the Southern Beaches rely on Greater Hobart for tertiary education, major health care, specialist retail, major employment and higher-order cultural and government services. This reinforces the Southern Beaches as part of a wider commuter and service catchment within the southern region.
District centre	Provides the main higher order day-to-day and weekly services for the municipality and surrounding settlements. Supports a broader mix of retail, commercial, civic, health, education and employment functions than smaller towns and villages.	Supermarkets, schools, civic administration, medical and allied health services, district sporting facilities, aged care, larger-format retail, offices and service businesses.	Municipal and district-wide catchments, generally accessed by short to moderate vehicle trips.	Sorell is identified in the draft STRLUS as the district centre for the municipality and is the main higher order service, employment and retail hub for the Southern Beaches. Its role means the Southern Beaches is not expected to accommodate the full range of district-level retail, commercial or civic functions locally.
Towns and villages	Provide locally accessible housing, community life and a limited range of convenience retail, services, recreation and meeting places. Towns generally have a stronger local hub role, while villages provide more limited local-serving functions and rely more heavily on larger centres.	Neighbourhood shops, cafes, schools, halls, parks, beaches, boat ramps, small commercial and service uses, recreation spaces and community facilities.	Local and nearby township catchments, often accessed within the Southern Beaches by short local trips.	The draft STRLUS identifies Dodges Ferry as a town, with Lewisham, Carlton Beach and Primrose Sands identified as villages. Dodges Ferry therefore performs the strongest local hub role, with the broadest mix of shops, school, community facilities, recreation assets and small-scale commercial activity. Across the Southern Beaches, villages and smaller local nodes continue to play an important role in supporting local identity, everyday convenience and access to beaches, jetties, halls, reserves and other community assets.

3



Strategic Planning

The Southern Beaches Plan will be a strategic document used by Sorell Council to guide planning, land use and development in a local area. It can also help inform how the planning scheme is applied through zoning, overlays and specific provisions.

The Plan will help manage expected growth and change based on an understanding of the planning environment. It will set clear priorities for where change should occur, such as housing, shops and industry, and where land should be protected because of environmental values, natural hazards or other constraints.

3.1 About the Southern Beaches Plan

The Plan will apply state and regional planning policies at the local level, including State Policies and the Southern Tasmania Regional Land Use Strategy. It will also look at key activity areas and the desired future character of each township in the Southern Beaches.

The Plan will be based on sound evidence and realistic assumptions. It will consider population trends, community needs, the local planning context, economic drivers, development trends, and land supply and demand.

To help explain how the Plan will be prepared and what influences it, it is useful to understand the broader planning environment it sits within. This includes the policy, legislative, regional and local factors that shape what the Plan can respond to and how change can be managed over time. The planning environment has three main parts:

- The macro, external ‘big picture’ environment. This includes the broader economic, social, technological, environmental, legislative and policy factors that shape the Plan. Council cannot control these factors. They include the Tasmanian planning system, climate change, and state and federal economic and social policy.
- The micro, external ‘regional picture’ environment. This includes external factors that Council can influence to some extent, such as community views, population projections, and industrial and economic drivers.
- The internal ‘local’ environment. This includes local factors such as land characteristics, infrastructure capacity and Council’s strategic plan.

3.1.1 Why do we need a plan for the Southern Beaches?

Evolving community needs

The Southern Beaches has shifted from a holiday settlement to a collection of coastal townships people now call home. This process presents a chance to connect neighbourhoods, support a diverse population, and proactively plan for a sustainable future.

Enhancing infrastructure and services

With a growing population, there’s an opportunity to improve and expand local infrastructure. Thoughtful planning can deliver upgraded roads, better community facilities, and innovative approaches to water, sewerage, and stormwater management that meet the needs of a thriving, year-round population.

Fostering liveability

Rising expectations around amenity, coastal access, and environmental quality invite us to enhance the unique lifestyle the Southern Beaches offer. This plan is a tool to balance growth with protection of natural assets, championing sustainable tourism and recreational opportunities while maintaining the area’s character.

Managing environmental challenges

By anticipating and preparing for risks like coastal erosion, inundation, bushfire and flooding, the region can lead in climate resilience. Strategic, place-based planning allows the community to adapt to changing conditions, safeguarding homes and landscapes for the future.

Setting a shared vision

A plan provides a clear, actionable framework to guide land use, infrastructure investment, and community decision-making, ensuring development is coordinated, safe, and reflects local values and aspirations.

3.2 Council's Role

The future of the Southern Beaches will be shaped through collaboration between Council, stakeholders and the community.

As we plan for the future of the Southern Beaches, Council, stakeholders and the community need to work together to create a liveable and sustainable place that provides for the needs of today's community and for the next generation.

While Council has an important role in preparing and delivering the Southern Beaches Plan on behalf of the community, it is not solely responsible for its implementation. Many of the challenges and opportunities facing the Southern Beaches are complex and beyond the direct control and influence of Council.

Council works with various stakeholders and partners, including other levels of government, local businesses and industry, health and education bodies, community groups and service providers. Council's role in delivering The Southern Beaches Plan can be described using the following terms:



Deliver

Council delivers programs and services, including waste collection, maintenance of local roads and public spaces, recreation facilities and community support. Council is directly responsible for achieving the strategies by delivering its services and implementing the Strategic Plan and Financial Management Strategy.



Collaborate

In some areas, Council has partial or shared responsibility. Council builds strategic partnerships with federal and state government agencies, the private sector, and other stakeholders who contribute to delivering local priorities.



Advocate

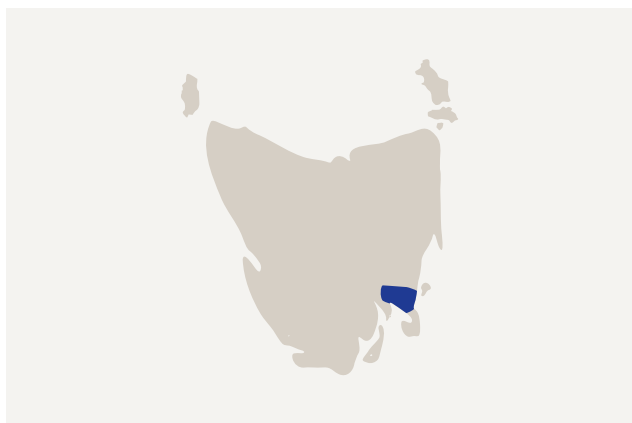
Numerous community issues sit outside Council's control. Council gives a voice to the needs and aspirations of the community by advocating for changes in policy and action at relevant levels of government and industry.



Regulate

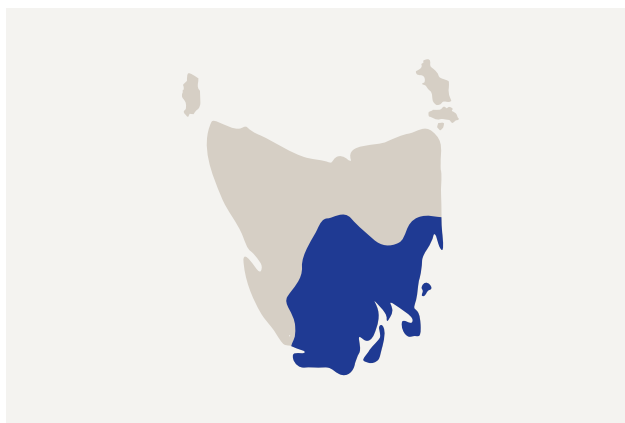
Council is responsible for administering the Tasmanian Planning Scheme and assessing development applications. Through its role as the planning authority, Council helps manage where and how development occurs through applying zones, overlays and preparing local provisions. This ensures new projects are assessed against planning requirements that align with strategic documents.

3.2.1 Overview of service delivery



Delivered at the local level

Local roads, footpaths, waterways, stormwater and drainage, waste management and collection, recreation and community facilities, planning assessment and building approvals.



Delivered at the regional level

Regional planning, natural resource management and water catchment management.



Delivered at the state level

State roads and highways, health care, community and social housing, public transport, education, emergency services, parks and reserves, planning policy and regulation.



Delivered at the national level

Defence, trade and commerce, social service payments and funding, census and statistics, telecommunications, biosecurity, foreign policy, taxation and immigration.



3.3 Best practice planning

3.3.1 Infrastructure sequencing, delivery and connections

One of the biggest influences on sustainable growth in communities is access to infrastructure, and how it is rolled out across suburbs. The Southern Beaches has established road connections and networks, and stormwater infrastructure established in parts of the study area. However, the area does not have access to reticulated water and sewerage services, which is important for the development of communities.

Stormwater and wastewater are currently managed through a combination of larger lot sizes, which are generally about twice the size of the original subdivisions, and planning scheme provisions that set specific requirements for onsite stormwater and wastewater management.

Any expansion of infrastructure must occur in a logical fashion, to enable physical infrastructure, such as roads or piping, to be installed and connected to the existing network. This also enables the existing network to be upgraded as required to accommodate increased capacity. Development in the Southern Beaches should be located where it is able to connect to services, where those services have capacity. This will influence suitable locations for future housing.

3.3.2 Environmental constraints and resilience

One of the attractions of the Southern Beaches is its natural environment, including expansive coastal areas and native bushland. Development in the Southern Beaches needs to protect these natural values by retaining vegetation and managing stormwater runoff into coastal areas.

These values can also introduce hazards that limit development. These hazards include inundation from stormwater or sea level rise in parts of the community which are very low lying. Other hazards include coastal erosion, or bushfire risk from proximity to native bushland. Future development should be located away from such hazards, to provide the community with resilience and safety during significant events.

3.3.3 Diversity and equity

The Tasmanian community is changing: we are ageing and having smaller families, and this is reflected in the Southern Beaches. Across Tasmania, housing supply is dominated by single detached dwellings, often 3-4 bedrooms in size.

For many families, this suits their requirements. However, with our ageing demographic and smaller family size, we need to provide a greater variety of housing sizes and types, including 1-2 bedroom dwellings to allow first home buyers an opportunity to enter the market, or a single person the capacity to own a home consistent with what they need.

While Southern Beaches cannot currently accommodate medium density housing due to the lack of servicing, encouraging greater housing diversity will ensure that everyone in the community can have access to housing that is suitable for them.

3.4 Planning and policy context

3.4.1 Policy framework

Land use and development in Tasmania is undertaken within the Resource Management and Planning System (which is commonly known as the planning system). The planning system comprises a suite of legislation, supported by planning schemes, policies and strategies.

A plan must be consistent with the policies and strategies in this planning system. In other words, the Plan does not start with a 'blank slate'; it already has a robust policy foundation from which it must be developed. The core planning legislation is the *Land Use Planning and Approvals Act 1993* (LUPA Act).

Key planning system documents include the Southern Tasmania Regional Land Use Strategy (STRLUS) and the Tasmanian Planning Scheme – Sorell.

3.4.2 State policies and strategies

The Plan must be consistent with four State Policies:

State Policy on the Protection of Agricultural Land 2009 (PAL Policy)

Land zoned Agriculture is located at the western edge of the Southern Beaches study area near Forcett. Under the PAL Policy, agricultural land is to be protected from encroachment by incompatible land uses and development that could constrain the land's ongoing or future productive use. The project must consider how land use change can affect the operation and long-term viability of nearby agricultural land.

State Policy on Water Quality Management 1997

The State Policy on Water Quality Management requires consideration of how urban development may affect water quality, and the policy supports the protection of creeks, rivers and other waterways. This is particularly relevant in the study area given its coastal setting and the presence of significant water bodies, including the Carlton River, Blue Lagoon and Pitt Water.

State Coastal Policy 1996

The State Coastal Policy directs new urban development in coastal areas towards existing settlements and away from land exposed to coastal

erosion and related hazards. It also discourages ribbon development along the coast. This is particularly relevant when considering any future expansion of townships within the Southern Beaches.

National Environmental Protection Measures (recognised as State Policies under the LUPA Act)

The National Environment Protection Measures are statutory instruments that set national standards for a range of environmental matters. They are recognised as State Policies under the LUPA Act and are generally most relevant at more detailed stages of planning and development assessment.

3.4.2.1 Tasmanian Planning Policies

The Tasmanian Planning Policies (TPPs) are the highest-level land use planning policies in Tasmania and will take effect from 1 July 2026. They set the strategic direction for the planning system and guide how regional land use strategies, the Tasmanian Planning Scheme and future planning reforms are prepared and reviewed. Their purpose is to establish shared planning aims across the state, including sustainable development, environmental protection, community wellbeing, liveability, and better integration of land use and infrastructure.

The TPPs cover seven policy areas: Settlement, Environmental Values, Environmental Hazards, Sustainable Economic Development, Physical Infrastructure, Cultural Heritage, and Planning Processes. Within each area, they set out objectives, strategies and implementation statements to guide long-term planning outcomes and support more consistent decisions about where and how development should occur.

The TPPs will inform updates to regional land use strategies, the State Planning Provisions and Local Provisions Schedules. They are intended to support planning decisions that are transparent, consistent and aligned with statewide priorities, while protecting important values and responding to growth, resilience and future community needs.

The Southern Beaches Plan will consider these policies in testing options and shaping its final recommendations.

3.4.2.2 Statewide Industrial Land Strategy

The Statewide Industrial Land Study 2025 was prepared for the Department of State Growth to assess current and future industrial land requirements across Tasmania and inform strategic planning for industrial precincts. Sorell's industrial land is relatively limited and dispersed, with no regionally significant industrial precinct identified in the municipality.

The study did not identify the Southern Beaches study area specifically, suggesting any future service-industrial activity in places like Dodges Ferry is likely to remain small-scale and locally focused.

3.4.3 Regional policies and strategies

3.4.3.1 Southern Tasmanian Regional Land Use Strategy

The Southern Tasmania Regional Land Use Strategy (STRLUS) sets the long-term strategic direction for land use and development across Southern Tasmania (including the Sorell LGA). First created in 2011 and most recently amended in 2025, the strategy is being updated to reflect changing regional conditions, such as population growth, housing pressures, and shifts in the planning system, to ensure it continues to shape a resilient, well-planned future for the region.

Public consultation on the draft STRLUS was open from 19 November 2025 to 22 February 2026, inviting community submissions to refine the final document before it proceeds to the Tasmanian Planning Commission. This consultation builds on earlier engagement undertaken during 2024 and 2025 on the associated background analysis.

The draft STRLUS provides a contemporary view of the Southern Beaches and identifies Dodges Ferry as a town, with Lewisham, Carlton Beach and Primrose Sands identified as villages. Dodges Ferry, Carlton Beach and Primrose Sands are also recognised as transforming places, reflecting the way these townships are changing in response to population growth, changing housing patterns and visitor demand. This is a shift from the current STRLUS, which classifies them as dormitory suburbs with low or very low growth expectations. Another shift of note is the nominated town boundary for Dodges Ferry and Lewisham which may form an important piece of the supply and demand investigation in the context of long-term change.

The draft STRLUS also reinforces Sorell's role as the district centre and main higher-order service and employment hub for the municipality, including the Southern Beaches. Within this hierarchy, the strategy points towards growth being managed mainly through infill and consolidation within existing town and village boundaries, rather than outward expansion. The State of Play report notes that this direction reflects the Southern Beaches' role as a major unserved residential area, its coastal and environmental constraints, and the need to align future growth with realistic infrastructure and servicing capacity.

3.4.4 Local policies and strategies

3.4.4.1 Sorell Strategic Plan 2019–2029

The Sorell Council Strategic Plan 2019–2029 sets a 10-year framework to guide how Council manages growth, invests in infrastructure, supports its communities, and upholds its 'Community, Coast, Country' identity. The plan outlines Council's purpose, vision and values, and establishes four core objectives:

-
- To facilitate regional growth
 - Responsible stewardship and a sustainable organisation
 - To ensure a liveable and inclusive community
 - Increased community confidence in Council.

The Plan was developed through community engagement and internal workshops, and provides direction for budgeting, advocacy, operational priorities and long-term decision-making. It aims to balance population growth with environmental protection, financial sustainability and quality service delivery.

3.4.4.2 Tasmanian Planning Scheme – Sorell

The Tasmanian Planning Scheme – Sorell took effect on 21 December 2022. This planning scheme comprises the State Planning Provisions, which provide consistency on use and development standards across the state, and the Local Provisions Schedule (LPS), which provides the zoning, overlays and planning rules specific to the Sorell local government area (LGA).

The zoning of land within the LGA informs the potential supply of future residential land; the overlays guide development on land subject to constraints such as bushfire, inundation and values like natural assets.



4



People and housing

This chapter draws on information in the Economic Analysis Report prepared by Urban Enterprise and the State of Play Report prepared by Era Advisory. These reports can be found on Council's project page: www.sorell.tas.gov.au/southern-beaches-plan-shaping-a-sustainable-future

4.1 Overview

4.1.1 Population growth

The Southern Beaches is changing from a collection of holiday settlements to a more permanent residential community. In 2021, the area had about 6,863 residents, an increase of 790 people on 2016, indicating a time of strong growth.

Population forecasts suggest that the Southern Beaches will be home to about 1,000 additional people over the next 20 years. While this is a slower increase than has been experienced in recent years, it represents strong growth that requires careful planning. This projection adopts a relatively low annual growth rate from REMPLAN.

The growth between 2016 and 2021 averaged about 2.5% to 2.6% per year, which was slightly below the Sorell LGA but still represents one of the fastest growing areas in Tasmania. Dodges Ferry remains the largest township, accounting for about 35% of the population, followed by Carlton and Primrose Sands. Carlton recorded the strongest recent population growth, increasing by about 50 residents per year.

Monitoring actual growth rates and demographic change against population projections is important as higher than expected growth can have significant effects on housing supply and affordability.

4.1.2 Demographic change

This growth is occurring alongside a changing demographic profile. The population is relatively older and ageing, with more than 40% of residents aged 50 years and over. Household composition reflects this pattern: couples without children make up 29% of households, and lone person households 26%.

Families with children still make up about one quarter of households, and Carlton and Carlton River have a comparatively younger profile than other parts of the study area. Average household size was 1.8 persons per dwelling in 2021, which is below the Greater Hobart average of 2.4, and points to a need to think carefully about how well the current housing stock matches local household needs.

6,863
Residents in 2021

790
New residents
between 2016–2021

1,000
Additional residents
forecast by 2046

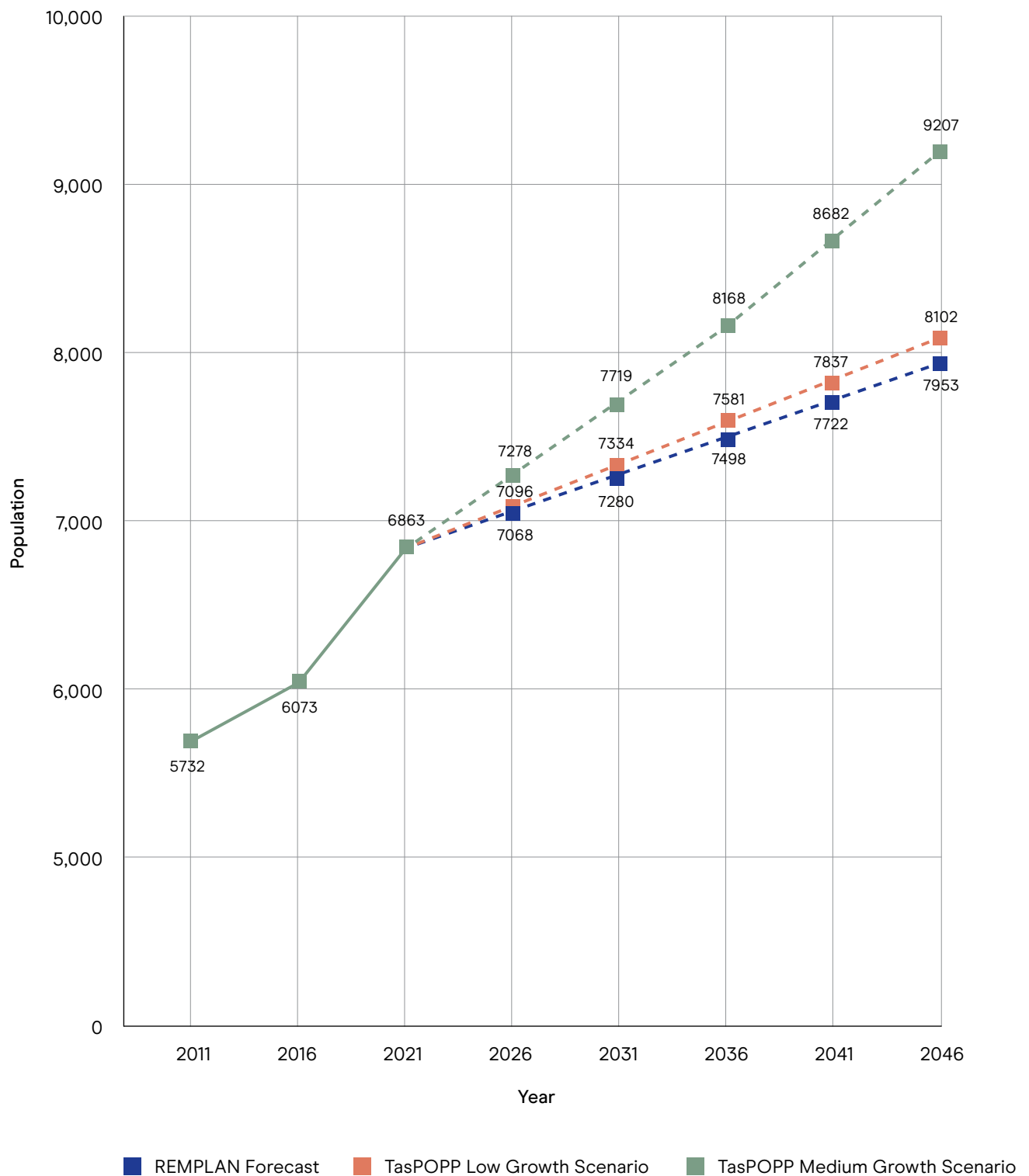


The Southern Beaches Plan is being prepared during a Census year, but new Census data will not be available until after the Plan is finalised.

This means we need to look carefully at the available data and test it through stakeholder engagement and other sources. This will ensure recommendations are reliable even though the most up-to-date Census data is not yet available.

Southern Beaches population forecasts

Table 2: Population forecasts



4.1.3 Housing profile

The housing profile shows a strong reliance on separate houses and limited housing diversity. In 2021, the study area contained about 4,048 dwellings, representing about half of all dwellings in the Sorell LGA. Between 2016 and 2021, dwelling stock increased by about 407 dwellings, or about 81 dwellings per year.

Three-bedroom homes dominate the housing stock, making up 50% of all dwellings, followed by two-bedroom homes at 23% and four-bedroom homes at 18%. This creates a mismatch between the types of homes available and the area’s relatively small household sizes. Home ownership is high, with about 83% of dwellings owner-occupied, while rental supply is tight. Holiday homes remain an important part of the housing mix.

Rental pressure is an important part of this housing picture. Despite high home ownership, rental availability in the Southern Beaches is very limited; the vacancy rate is about 1.2%, well below the 3% that is considered healthy.

Holiday homes and short-stay accommodation continue to make up a notable part of the local housing mix, particularly in Primrose Sands. This can reduce the supply of homes available for long-term residents and adds to the challenge of maintaining housing affordability and choice for people who want to live in the area year-round.



Median house sale prices and median weekly rent (REA, 2026). House prices and rents increased strongly between 2021 and 2026 in both Dodges Ferry and Primrose Sands. Dodges Ferry remains the higher value market, but the scale of growth across both townships points to rising housing costs and increasing affordability pressure across the Southern Beaches.

Median house price	2021	2026
Dodges Ferry	\$490k	\$720k
Primrose Sands	\$490k	\$530k

Median weekly rent	2021	2026
Dodges Ferry	\$405	\$540
Primrose Sands	\$350	\$460

Rental availability in the Southern Beaches is very limited; the vacancy rate is about 1.2%, well below the 3% that is considered healthy.



4.1.4 Development trends

Dwelling occupancy increased from 73% in 2011 to 77% in 2021, showing a shift towards more permanent residency. Unoccupied dwellings remain a significant part of the housing picture, especially in Primrose Sands, where 45% of dwellings were unoccupied on Census night in 2021. This suggests the Southern Beaches continues to function as both a residential area and a holiday home market.

Between 2015 and June 2025, about 462 dwellings were approved across the study area, averaging about 45 approvals per year; the highest levels were in Dodges Ferry, Primrose Sands and Carlton. Approvals peaked in 2021 and have declined since 2022, which may point to tighter supply conditions, development constraints or changing market conditions.

4.1.5 Land supply and demand

Land supply and demand in the Southern Beaches needs to be understood in a practical way, not just through population forecasts or capacity per land use zone. While the Southern Beaches is likely to experience continued housing demand, this demand will need to be tested carefully against the area's servicing constraints, environmental limits and development feasibility.

Recent land supply work prepared to support the draft STRLUS suggests the Southern Beaches could be home to about 1,000 additional residents by 2046, with demand for 559 occupied private dwellings and 183 unoccupied private dwellings over that period and an associated 22 years of land supply to meet this level of demand.

A years-of-supply figure is a common planning measure, but it can be blunt and may not reflect changing market conditions, social change or broader influences in the planning environment. Based on the range of growth rates in Table 2, the identified supply may be insufficient if higher levels of growth occur.

The work underpinning the draft STRLUS was undertaken at a broad suburb level, as opposed to considering individual titles and circumstances, meaning the identified supply needs further testing. More recent analysis indicates that supply in the Low Density Residential Zone may be exhausted within the planning horizon due to the following constraints:

- Hazards including flood inundation
- Lot layouts that are not conducive to further development
- Onsite wastewater and stormwater requirements being unable to be met
- Zoning that does not allow for further development.

Vacant land in the Southern Beaches also needs to be treated with caution, as early analysis suggests about one third of land recorded as vacant is already occupied by informal dwellings, caravans or sheds being used as dwellings or holiday accommodation. The analysis also does not capture the role that existing homes may play as more holiday dwellings become occupied permanently.

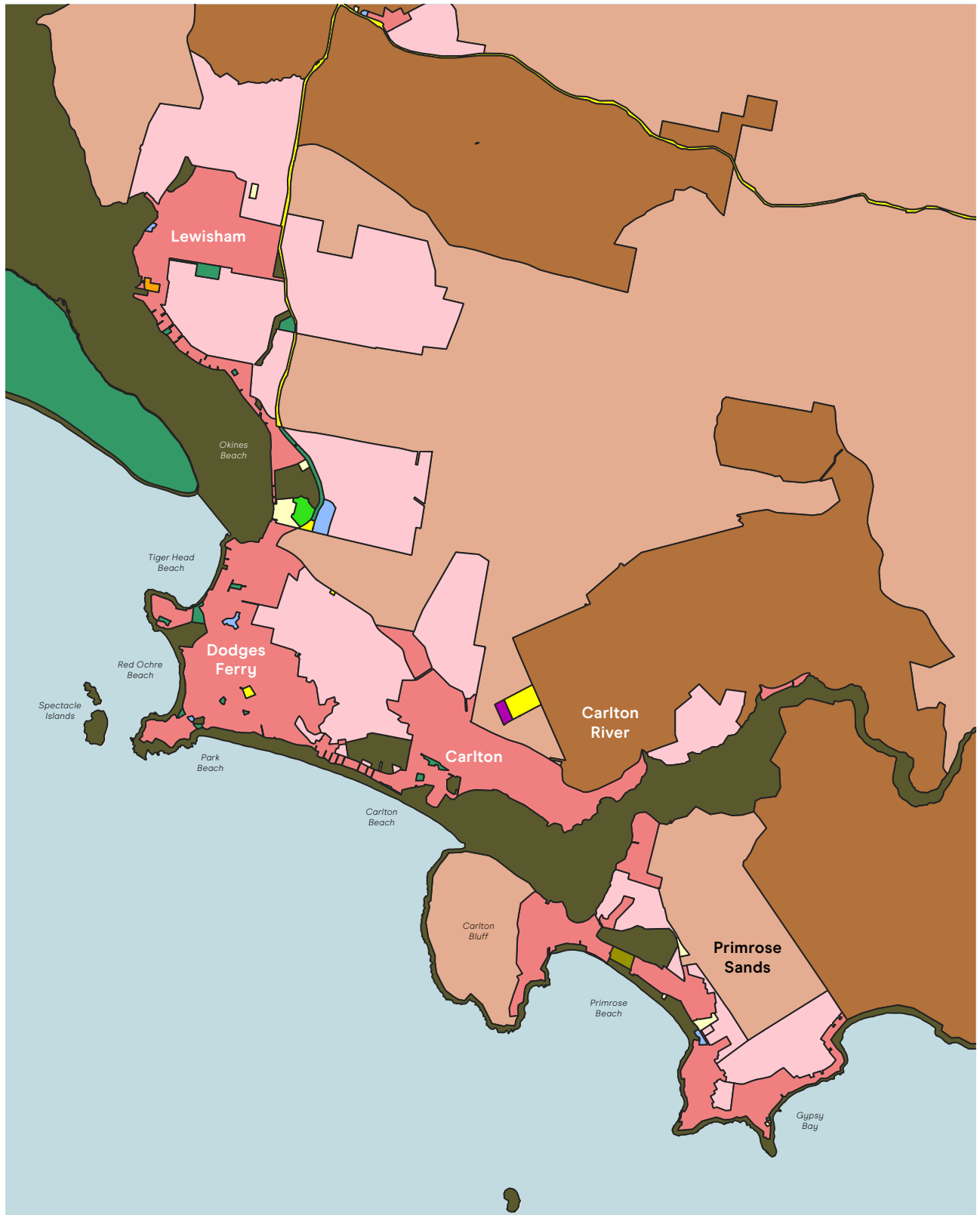
Together, these factors affect the true developability of that land and mean headline supply figures may overstate the amount of land that is realistically available for future housing. This means future planning will need to look beyond a single dataset and carefully test what land is genuinely suitable and available to meet housing need over time.

REMPAN analysis did not consider land within the study area's Rural Living Zone, resulting in an incomplete picture of the land supply pipeline. There are sizable clusters of land zoned Rural Living A and D within the study area; some of this land lies within the nominated town boundary for Dodges Ferry and Lewisham per the draft STRLUS, which is an important piece of the supply and demand investigation that could drive long-term change.

Land use zoning

KEY

- | | |
|--|--|
|  Agriculture |  Open space |
|  Community purpose |  Recreation |
|  Environmental management |  Rural |
|  Landscape conservation |  Rural Living |
|  Light Industrial |  Utilities |
|  Local business |  Village |



4.2 What we heard

Early engagement and recent background work suggest that people are aware the Southern Beaches is becoming a more permanent residential area and want future planning to respond to this in a practical way. Housing affordability, access to rentals, everyday liveability and the pace of population growth are all part of that discussion.

“
People want housing change to be managed carefully, with concern about affordability, rental availability and whether future housing will meet the needs of smaller households, older residents and families.
”

“
The lack of reticulated water and sewerage is seen as a constraint on future housing change, with many residents expressing support for maintaining the low-density coastal character of the Southern Beaches.
”

“

Background work points to concerns about the slowdown in housing delivery, the role of holiday homes in the local market, and the challenge of maintaining housing choice in an area with limited servicing and environmental constraints.

”

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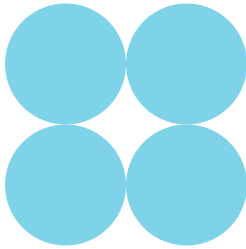
There is a strong sense that the Southern Beaches is becoming a more permanent residential area, and that services, schools, transport and community facilities need to keep up with this change.

”

4.3 Emerging Ideas

These ideas outline possible directions for people and housing in the Southern Beaches and are intended to support discussion about how the area can respond to a changing population.





Future planning may need to respond more directly to an ageing population, smaller household sizes, and the likely growth in demand for housing that supports ageing in place, downsizing and lower-maintenance living.



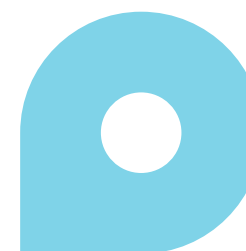
There may be opportunities to broaden the housing mix within existing suburbs, while still respecting local character and the practical limits created by servicing, access and environmental constraints.



The shift from holiday homes to more permanent occupation may continue to increase demand for local services, schools, parks, community facilities and transport, even without major outward growth.



Housing supply should be considered in practical terms, not just through zoned capacity. This includes testing how natural hazards, lot layout, access, onsite servicing requirements and development feasibility affect what land is realistically available for housing.



The Plan may need to consider how planning settings can better support rental availability, housing diversity and a more balanced mix of homes.

5



Local Economy

This chapter draws on information from the Economic Analysis Report prepared by Urban Enterprise. The report can be found on Council's project page: www.sorell.tas.gov.au/southern-beaches-plan-shaping-a-sustainable-future

5.1 Overview

The Southern Beaches has a modest, local-serving economy and functions mainly as a residential and lifestyle area. In 2021, about 3,508 residents were employed, but there were only about 688 local jobs, which shows the area remains strongly reliant on Sorell and Greater Hobart for employment.

About 20% of employed residents travelled to Hobart for work, 17% worked in the Dodges Ferry–Lewisham area, and 14% worked in the Sorell–Richmond area. Local jobs are concentrated in construction (17%), education and training (14%), and accommodation and food services (10%), reflecting the area’s service-based and population-serving role.

Background work to date indicates that incremental rather than transformational economic change is more appropriate for the Southern Beaches, with Dodges Ferry to remain the main focus for retail, commercial and service-level industrial activity, supported by smaller nodes at Park Beach, Lewisham and Primrose Sands.

5.1.1 Industrial

Industrial activity in the Southern Beaches is limited and mainly serves local needs, although anecdotally there is a level of light industrial service activities occurring on residential properties. Existing uses are concentrated around the Dodges Ferry Commercial Precinct and include automotive, marine servicing, storage and contractor-style businesses. There is also light industrial land at Josephs Road, and a landscape supplies business in Lewisham outside a business zone.

There may still be value in allowing some further service-industrial growth near Dodges Ferry, particularly around the approved Old Forcett Road development. However, land is limited, subject to hazards, and infrastructure constraints remain strong, especially for wastewater. Any future growth is therefore likely to be small, targeted and consolidated in existing business areas.

5.1.2 Retail

Retail activity in the Southern Beaches is modest in scale and focused on everyday convenience, food and beverage, local services and visitor needs. Dodges Ferry is the main retail location, anchored by the Hill Street Grocer in the Dodges Ferry Shopping Precinct and supported by surrounding specialty retail, takeaway and service uses.

Smaller retail and hospitality offerings are located at the Dodges Ferry Commercial Precinct, Park Beach Cafe Precinct, Lewisham Village and Tavern, and the Primrose Sands Precinct. This reflects the role of the Southern Beaches as a local and neighbourhood-scale retail area, while Sorell continues to perform the higher-order district centre role for weekly shopping and broader retail needs. A recently approved rezoning of 9 ha of land to General Business with capacity to provide for a wide range of retail businesses has reinforced the role of Sorell as the higher-order district centre.

Maintaining a clear activity centre hierarchy is important. This direction comes from both the TPPs the STRLUS, so retail growth in the Southern Beaches should remain locally focused rather than expanding to a scale that would undermine Sorell’s role as the district centre. Refer to Section 2.2 for further detail.

The Economic Analysis Report estimates existing retail floorspace at about 3,900 square metres, increasing to about 5,000 to 5,500 square metres by 2046¹. This suggests an additional 1,100 to 1,600 square metres may be needed over the next 20 years and that such growth is likely to be gradual. Limited land, servicing constraints and the small number of existing precincts mean that most expansion would need to occur through incremental change in places, such as Dodges Ferry, rather than through new standalone centres.

¹ The analysis identifies around 50% of this demand is in food, liquor and grocery retailing with a further 10% in food catering which typically falls under the Food Services use class in the planning scheme rather than General Retail and Hire. Only 10% of the demand is for other forms of retailing.



***Park Beach Café** is a small coastal hospitality node serving residents and visitors near one of Dodges Ferry's most popular beach areas. It supports the area's relaxed seaside character and provides a local gathering point linked to beach access, recreation and seasonal activity.*



***Hill Street Grocer**, together with nearby businesses such as the post office, bakery, takeaway and local services, forms the main everyday shopping and service node in Dodges Ferry. This cluster supports the town's role as the primary local centre for the Southern Beaches, providing day-to-day convenience, informal social interaction and a focal point for local trips.*

5.1.3 Business and employment land

Business and employment land in the Southern Beaches is limited, dispersed and mostly already occupied. Activity is concentrated most strongly in Dodges Ferry, including the Dodges Ferry Shopping Precinct, the Dodges Ferry Commercial Precinct and nearby land on Old Forcett Road.

Smaller business locations include Lewisham Village and Tavern, the Park Beach Cafe Precinct, the Primrose Sands Precinct and the light industrial land at Josephs Road on the edge of the study area. These precincts provide only a small amount of business land and floorspace, which limits opportunities for new businesses to establish or expand.

5.1.4 Commercial

Commercial activity is expected to remain small-scale and focused on local services. Existing uses include a medical centre, fitness businesses and a few other service-based premises. Background work points to demand for more allied health, personal services, flexible workspace and small local tenancies.

The Economic Analysis Report suggests commercial demand could increase by about 800 to 1,000 square metres over the planning period. This remains modest, but challenging to accommodate because business land and vacant premises are both limited. Future commercial activity will need to be focused in or next to existing centres, especially Dodges Ferry, with careful use of mixed-use formats where they can support local services without changing the low-scale character of the area.

5.2 What we heard

Engagement to date suggests that the Southern Beaches economy is valued for its local role, but is constrained by limited premises, infrastructure and the size of existing centres. There is support for local services, facilities and small businesses that make everyday life easier without undermining local character or competing with Sorell's higher-order role.



Businesses reported limited availability of commercial premises, especially in Dodges Ferry, which is constraining new business establishment and expansion. This has contributed to some home-based businesses in areas such as health, personal services, professional services and small trades.



Engagement noted gaps in services such as medical and allied health, childcare, hospitality and flexible work or co-working spaces, particularly for a growing permanent population.



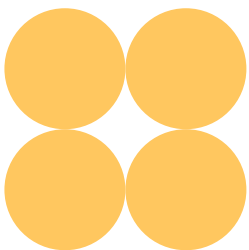
Engagement highlighted parking shortages, pedestrian safety issues and poor local connectivity around the Dodges Ferry Shopping Precinct, the Dodges Ferry Commercial Precinct and beach-related business areas such as Park Beach area.

Digital connectivity, transport limitations, and the lack of reticulated water and sewerage were consistently identified as practical constraints on business viability and future economic activity.

The community survey showed support for local services and facilities that better meet everyday needs, but also strong expectations that any new business growth should remain small-scale and fit the character of the Southern Beaches.

5.3 Emerging Ideas

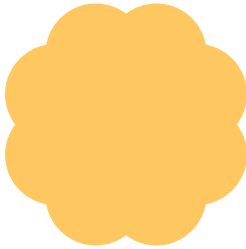
These ideas outline possible directions for the Southern Beaches economy and are intended to support discussion about how retail, commercial and employment activity could change in ways that support local needs and fit the role of the area.



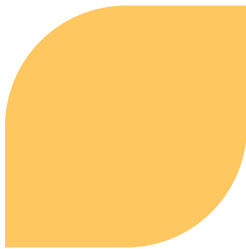
Dodges Ferry could continue to strengthen its role as the main local retail, commercial and employment area, with most future growth focused in or around the Dodges Ferry Shopping Precinct, the Dodges Ferry Commercial Precinct and the approved Old Forcett Road development. Smaller local and visitor-serving activity could continue at places such as Park Beach, Lewisham Village and Tavern, and Primrose Sands.



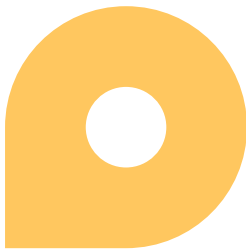
Retail and commercial growth is likely to be modest and incremental, rather than transformational. Available land in the study area is limited, so future floorspace will need to be accommodated mainly through infill, redevelopment and efficient use of existing precincts rather than new standalone centres.



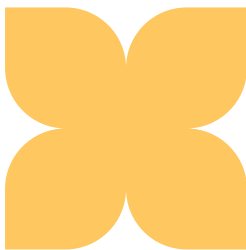
There may be opportunities to support additional small-scale commercial uses, such as allied health, personal services, co-working, shared business spaces and flexible local tenancies, within or next to existing centres where they can cluster with retail and community activity. Given the limited land supply, flexible mixed-use formats may become increasingly important where they can support local services without changing the low-scale character of the area.



Industrial and service-industrial activity is likely to remain limited and local-serving, focused on trades, storage, marine and automotive services, building services and local contractors. Existing business and employment land in and around the Dodges Ferry Commercial Precinct should be retained and protected, with any longer-term expansion considered in a consolidated way because there is little available land elsewhere in the study area.



Visitor demand will remain an important part of the local economy, especially for food, drink and tourism-related activity, but growth should complement local needs and avoid undermining the role of Sorell as the district centre.



Infrastructure constraints, especially water, wastewater, digital connectivity and transport, will remain a key factor in determining what kinds of economic development are realistic within the 20-year planning period.

6



Environment and landscape

The environment and landscape are central to how the Southern Beaches is experienced and valued. The area is defined by beaches, headlands, estuaries, dunes, vegetation and wide coastal views, all of which shape local identity, recreation and the relationship between each suburb and the natural environment.

These same landscape qualities also bring constraints and sensitivities. Natural values, cultural landscapes and exposure to hazards such as bushfire, flooding, inundation and erosion all influence how the area functions today and what kinds of change may be realistic in the future.

6.1 Overview

6.1.1 Coastal landscape

The Southern Beaches is shaped by a highly valued coastal landscape of long beaches, rocky headlands, estuaries, dunes and low coastal plains. This includes Frederick Henry Bay, the Carlton River estuary, Pitt Water, Blue Lagoon, Carlton Beach, Park Beach, Primrose Sands Beach, Tiger Head Beach, Red Ochre Beach and Okines Beach.

These places are central to how the area is experienced and are one of the main reasons people choose to live in, visit and invest in the Southern Beaches. They also influence settlement form, recreation patterns, and the way each township relates to the coast.

6.1.2 Natural values

The area has important natural values, including scenic protection areas, threatened vegetation communities, wetlands, and habitat for significant species. Scenic protection areas include the agricultural and vegetated landscapes along the Arthur Highway near Forcett, the hill face between Shellfish Point and Jones Bay, Steeles Island in the Carlton River estuary, and Carlton Bluff.

Important natural systems also include the Pitt Water–Oriental Lagoon Ramsar wetland near Lewisham, Blue Lagoon in Dodges Ferry, the Carlton River, and remnant coastal vegetation and bushland reserves across the townships. In the Southern Beaches, these values are sensitive to development pressure, vegetation clearing, stormwater runoff, informal tracks and increasing recreation, particularly around foreshore edges, dunes, lagoons and reserves.

6.1.3 Natural hazards

Natural hazards are a major consideration across the Southern Beaches, but they affect places in different ways. Bushfire-prone land extends across most of the area. Coastal erosion is a particular issue, while flood and inundation risk affects low-lying land around the Carlton River, Dodges Ferry, Lewisham and Primrose Sands, including some existing residential areas and sections of Carlton River Road and Lewisham Scenic Drive.

Climate change is expected to intensify many of these risks, including heavier rainfall, coastal inundation, infrastructure damage, and pressure on evacuation routes and emergency response. Together, these hazards influence where future development is realistic, where caution is needed, and how resilience and adaptation need to be considered across different suburbs.

6.1.4 Cultural landscape and heritage

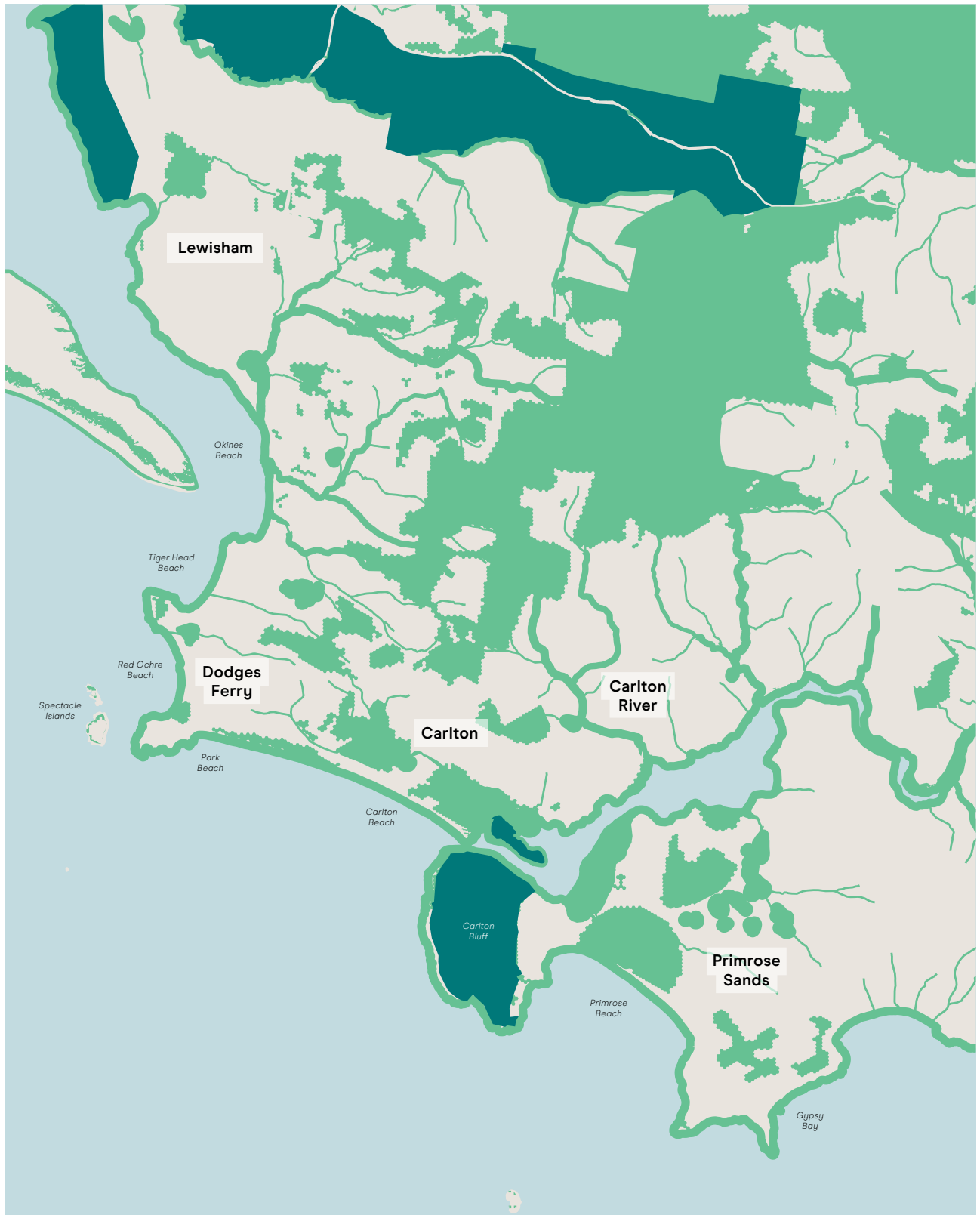
Heritage in the Southern Beaches is closely tied to the coastal landscape and to the community places people use every day. Aboriginal heritage is embedded in estuaries, lagoons, wetlands and shorelines such as Pitt Water, the Carlton River estuary and Blue Lagoon. These values may not always be visible, but they remain a living part of Country and should be recognised when thinking about access, use and change in public places.

Historic heritage is also closely tied to the landscape and public places of the Southern Beaches. The area has transitioned from early farming and coastal uses, to shack settlements, to permanent communities. Places such as Ferry Farm, Lagoon Farm and Lagoon Park, Ferry Hall, Postmans Quarters at Carlton River, Lewisham Jetty and historic shacks reflect this. Even where places are not formally listed, they contribute to local identity and help explain why certain foreshore areas, access routes and gathering places matter today.

Natural values

KEY

- Scenic Protection Code
- Natural Assets Code



Natural hazards

- KEY
- Bushfire-prone areas
 - Landslip hazard
 - Coastal erosion area
 - Coastal inundation hazard



Flood-prone areas

KEY

■ Flood-prone areas



6.2 What we heard

The community survey showed strong support for protecting the Southern Beaches' coastal and natural environment. Access to beaches and waterways, protecting natural areas, and managing natural hazards were all identified as some of the things that matter most to people's experience of living in the area.

“
Residents strongly
associate the Southern
Beaches with its coastal
setting, describing the
area as coastal, quiet,
relaxed and family-friendly.
”

“
There was strong support
for future planning that
protects and restores natural
and coastal environments,
with this being one of the
most-supported future vision
directions.
”

“
Coastal and environmental protection was one of the top priorities selected for the Southern Beaches Plan, alongside sustainable growth and better walking and cycling connections.
”

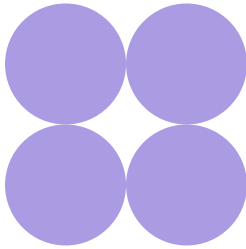
“
Recent background work shows that people value the cultural and historical layers of the landscape, including jetties, halls, shack areas, lagoons, estuaries and foreshore places that carry local meaning and identity.
”

“
People value the environment not only for its ecological importance, but because it shapes everyday liveability, local identity and the distinct village character of the area.
”

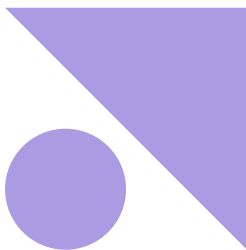
6.3 Emerging Ideas

These ideas outline possible directions for environment and landscape across the Southern Beaches and are intended to support discussion about how natural values, hazards and landscape character may shape future planning.

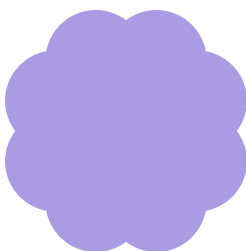




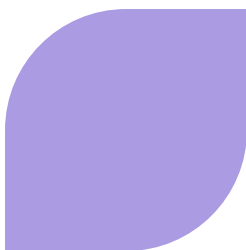
Environmental values and landscape character will be central to how the Southern Beaches is planned. This reflects the importance of the coast, waterways, vegetation and scenic qualities to local identity and liveability.



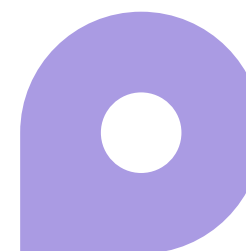
The Plan will need to respond carefully to natural hazards, including bushfire, flooding, inundation and erosion, and ensure that future land use directions are realistic in light of these risks. In some locations, exposure to hazards will limit the feasibility of development.



The relationship between the townships and surrounding natural systems will need to be managed carefully. This includes issues such as stormwater impacts, vegetation clearing, informal access and the cumulative effects of gradual change.



The Plan should consider how environmental protection and landscape management can support recreation and liveability, rather than treating them as constraints. Well-managed natural assets are part of what makes the Southern Beaches an appealing place to live and visit.



Future planning should recognise Aboriginal cultural landscapes and local historic places as part of the broader environment and landscape story. This may include more sensitive design, interpretation, access improvements and place-based upgrades that strengthen understanding of local identity without erasing character.



Transport and movement

This chapter draws on the information in the Transport Background Report prepared by Avandra Advisory. The report can be found on Council's project page: www.sorell.tas.gov.au/southern-beaches-plan-shaping-a-sustainable-future

7.1 Overview

Transport is critical to how the Southern Beaches functions today. The area is made up of several coastal suburbs with strong day-to-day links to each other, to Sorell and to Greater Hobart. People travel between home, school, shops, beaches, community facilities and work in different parts of the area, while also relying heavily on Sorell for higher-order services.

Current travel relies heavily on private vehicles, reflecting limited public transport coverage, fragmented walking and cycling routes, and a settlement pattern that has grown without a fully connected transport network. While many local destinations are within relatively short distances, existing conditions can make it difficult for people to move around safely and comfortably without a car.

7.1.1 Local centres

Local centres and activity areas in the Southern Beaches generally function around roads that prioritise vehicles. In places such as Carlton Beach Road, Old Forcett Road and Primrose Sands Road, people move between shops, schools, community facilities, reserves and recreation areas in environments where footpaths, crossings, shade, seating and places to stop are limited or inconsistent.

In practice, this means many short local trips are still made by car, even where destinations are close by. It also means local centres are harder to use for children, older people, people with prams or mobility devices and anyone who is less confident walking near traffic. There are opportunities to improve these locations through lower-speed settings, more continuous footpaths, safer crossings and more comfortable public spaces.

7.1.2 Walking and cycling

Walking and cycling connections are incomplete across much of the study area. While some destinations are relatively close together, the network is often fragmented, with missing links, limited connections to bus stops, and variable conditions around schools, shops and community facilities. In some areas there are footpaths or informal paths, while in other locations people need to walk on road edges or through spaces that feel exposed, narrow or uncomfortable.

This makes it harder for people to walk or ride for local trips, even where distances are short and the trip could otherwise be practical. Streets such as Lewisham Scenic Drive, Carlton Beach Road, Old Forcett Road and Primrose Sands Road currently prioritise vehicle movement and offer limited space for walking, cycling and social activity.

7.1.3 Local roads and streets

Key roads such as Old Forcett Road, Lewisham Scenic Drive and Carlton River Road currently serve several functions at once. They carry through traffic, provide local access to homes and community destinations, and in some places operate in constrained street environments shaped by topography, subdivision patterns and narrow road reserves.

This can create tension between movement, access and safety, especially where school traffic, heavy vehicles, buses and local pedestrian movement all share the same roads. Changes may be needed to improve safety and access, including speed management, intersection upgrades, bus stop access and better provision for pedestrians and cyclists.

7.1.4 Public transport

Public transport is limited in coverage and frequency across the Southern Beaches. Regular services mainly support trips towards Sorell and Hobart, while coverage is more limited for places such as Carlton River and Primrose Sands. This reinforces dependence on private vehicles and can make access more difficult for people who do not drive.

The quality of bus stop infrastructure also affects how accessible and comfortable public transport is to use. There may be opportunities to improve links to Sorell Park & Ride and to explore more flexible transport responses for areas with weaker regular service coverage.

7.1.5 Parking

Parking and access pressures are most visible during peak summer periods, particularly at Park Beach, Carlton Beach and Primrose Sands. At these times, informal parking can extend into nearby streets and create safety and amenity issues for residents, visitors and people walking between cars and the foreshore.

Outside peak periods, parking pressure is less obvious, but growth in the permanent population is still increasing demand on a transport network that was not originally planned for the level of year-round use now occurring across the Southern Beaches. This means that transport issues are no longer only seasonal, but part of how the area functions day to day.

There are opportunities to improve these locations through lower-speed settings, more continuous footpaths, safer crossings and more comfortable public spaces.

7.2 What we heard

Engagement to date shows that transport and movement are central to how people experience the Southern Beaches. Feedback highlights concern about walking and cycling safety, limited public transport options, and the need for practical improvements that make local trips safer and easier, particularly around schools, shops, beaches and community facilities.

“
Walking and cycling
paths are one of the
things that matter most
to people’s experience
of living in the Southern
Beaches.
”

“
Among survey respondents,
47% rate public transport
options as poor or very poor,
and 42% rate walking and
cycling conditions poorly.
”

“

Safer walking and cycling connections were one of the most frequently selected priorities for the Southern Beaches Plan, nominated by 56% of survey respondents.

”

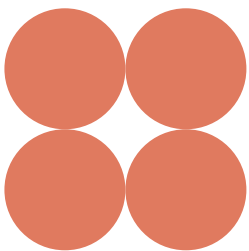
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Residents placed high value on feeling safe, and on access to beaches, waterways and natural areas. This highlights the importance of transport and movement in supporting everyday liveability and access to the coastal environment.

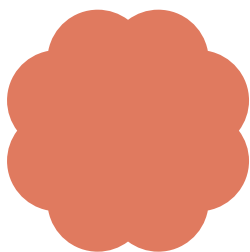
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7.3 Emerging Ideas

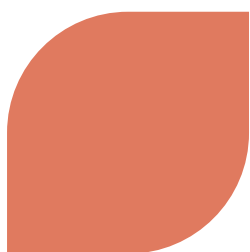
These emerging ideas will guide conversations on where change may be needed, and what kinds of practical improvements could make it safer and easier to move around the Southern Beaches.



Parking, beach access and seasonal traffic management are important opportunities for discussion at Park Beach, Carlton Beach and Primrose Sands Beach, including whether parking areas should be formalised and pedestrian access improved.



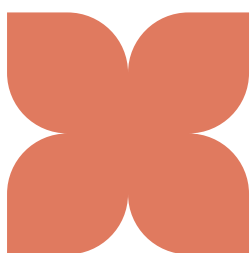
Future development should help deliver transport improvements, including connected local street networks, walking and cycling links, and better access to local centres, schools and community facilities.



Old Forcett Road, Lewisham Scenic Drive and Carlton River Road could become safer and more comfortable local access streets, including speed management, intersection improvements, bus stop access, and better provision for pedestrians and cyclists.



Stronger public transport connections to Sorell and Hobart remain important, including better links to Sorell Park & Ride, upgraded bus stop infrastructure, and exploration of more flexible transport options for places such as Carlton River and Primrose Sands.



Intersections with the Arthur Highway remain important regional connection points and may require targeted safety and access improvements.



Walking and cycling improvements could focus on closing network gaps and improving everyday access to schools, shops, community facilities and bus stops.

8



Community infrastructure and recreation

This chapter draws on information from the Social Infrastructure Needs Assessment prepared by Era Advisory. The Report can be found on Council's project page: www.sorell.tas.gov.au/southern-beaches-plan-shaping-a-sustainable-future

8.1 Overview

Open space and community infrastructure shape everyday life in the Southern Beaches. They support recreation, wellbeing and social connection, and include the halls, schools, parks, reserves, beaches, trails and meeting places people rely on across the townships.

These assets are not distributed evenly. Dodges Ferry has the strongest concentration of facilities, while other places rely more on dispersed local assets, shared spaces and access to services in Sorell. This means questions of access, quality and local fit are as important as the facilities themselves.

8.1.1 Community infrastructure

Community infrastructure is central to how the Southern Beaches works as a year-round community. These facilities and the services they deliver shape everyday life, support wellbeing, and provide places for people to meet, participate and access support.

Council has already done important work in this area through the Sorell Social Strategy and recent engagement on Ferry Hall and community facilities. That work provides a strong foundation and highlights the need to test how well existing facilities, parks and meeting spaces are responding to change.

8.1.1.1 Local facilities and service nodes

Dodges Ferry has the strongest cluster of community infrastructure in the area. It includes Dodges Ferry Primary School, Okines Community House, Dodges Ferry Medical, the ambulance station, the fire station, local shops and nearby recreation facilities. This gives it an important day-to-day role for families, children, older residents and community groups across the Southern Beaches.

Okines Community House is especially important because it supports food relief, learning and wellbeing programs, community events, volunteering, digital access, youth activities and other practical support. It is one of the clearest examples of place-based community infrastructure in the study area.

8.1.1.2 Dispersed assets and local gaps

Outside Dodges Ferry, community infrastructure is more limited and dispersed. Primrose Sands Community Hall plays an important local role as a council-owned multipurpose facility, supporting events, meetings, recreation and community activity in a suburb that is more physically separated from the rest of the Southern Beaches.

Carlton, Lewisham and Carlton River have fewer formal community facilities. This increases reliance on shared facilities in Dodges Ferry and Sorell, especially for people with limited transport options.

This pattern increases the value of smaller local facilities such as halls, schools, meeting spaces and outreach services. Council's work through the Sorell Social Strategy and Ferry Hall engagement also suggests a need to test whether existing indoor spaces are flexible, affordable and accessible enough for changing local needs.

Access to community infrastructure varies across the Southern Beaches, making connections as important as the assets themselves.

8.1.2 Recreation, open space and coastal assets

8.1.2.1 Coastal recreation network

Recreation, open space and coastal assets are one of the Southern Beaches' defining strengths. They are also shaped by the coastline, the foreshore and the pattern of townships.

The coast is the area's main shared open space system. It extends south from Lewisham Jetty through Park Beach, Carlton Beach, Okines Beach, Red Ochre Beach and Tiger Head Beach to Primrose Sands Beach. These places are used every day for walking, swimming, surfing, fishing, boating, beach play and socialising.

Assets such as the Lewisham to Carlton coastal trail, the Dodges Ferry and Gypsy Bay boat ramps, Carlton Park Surf Life Saving Club and the network of jetties and foreshore reserves help make the coastline a working recreation network. Together, they support both local residents and seasonal visitors, and play a major role in local identity.

These coastal places are also vulnerable to erosion, inundation, storm impacts and other climate-related pressures, which means their care and long-term resilience matter. The work of Southern Beaches Landcare Coastcare plays an important role in supporting revegetation, education and on-ground stewardship across foreshore and reserve areas.

8.1.2.2 Parks, play spaces and recreation

Beyond the foreshore, the Southern Beaches also has a broader network of everyday recreation assets that support local life in different ways across the townships.

In Dodges Ferry, the Recreation Ground, skate park, community recreation centre, Healthy Horizons gym and the new swim centre create a strong concentration of organised and informal recreation opportunities. Carlton Beach and the surf club add another major activity node, while in Primrose Sands the Community Hall precinct combines indoor recreation with a playground, skate and BMX facilities, and local gathering space.

Smaller reserves, parks and play spaces also matter because they provide local access to play, rest, walking and everyday outdoor activity close to home. Examples include Lewisham Boat Ramp, Lewis Court Reserve, Snake Hollow Park, Blue Lagoon Park, Lagoon Park and Samuel Thorne Reserve. Council's draft Sorell Play space Strategy is relevant because it raises questions about distribution, catchment and quality that will need to be tested further in the Southern Beaches context.

8.1.3 Access and distribution

A key issue is not just what assets exist, but how they are distributed and how easy they are to reach. Community infrastructure and recreation assets are concentrated most strongly in Dodges Ferry, with smaller or more dispersed assets in Lewisham, Carlton, Carlton River and Primrose Sands.

This means access varies across the Southern Beaches, especially for people who are less able to drive or who need facilities close to home. Walking and cycling links, local roads, public transport and the relationship to Sorell all shape whether existing assets work well in practice. As the area changes, the Plan will need to consider not only where upgrades or new assets may be needed, but also how better connections, shared use and more even access can improve the network as a whole.

8.2 What we heard

Here's what we heard about open space and social infrastructure through the recent Southern Beaches community survey and previous engagement.



Parks, playgrounds, beaches and coastal reserves were consistently described as important to daily life, with strong interest in well-maintained, welcoming public spaces that include shade, seating, toilets and safe access.



People placed high value on access to community facilities, local shops and services, attractive public spaces, and places that support a sense of community and belonging.



“

Access to childcare, health services, youth opportunities and safe ways of getting to facilities were also raised as important issues, especially as the area continues to grow and change.

”

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People highlighted the importance of local, accessible and well-maintained facilities and open spaces that support day-to-day life, not just seasonal use, across all of the Southern Beaches.

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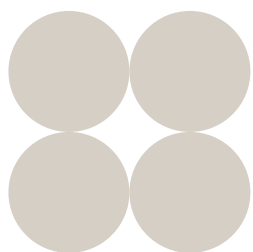
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The survey and recent community facility engagement pointed to demand for flexible, affordable indoor community space, including meeting rooms, multi-use venues and places that support events, informal gatherings and activities across different age groups.

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8.3 Emerging Ideas

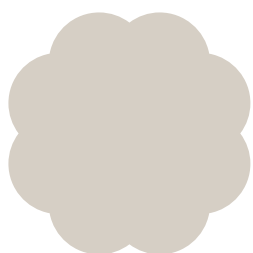
These ideas outline possible directions for open space and social infrastructure across the Southern Beaches and are intended to support discussion about where change may be needed and what kinds of improvements could be most helpful.



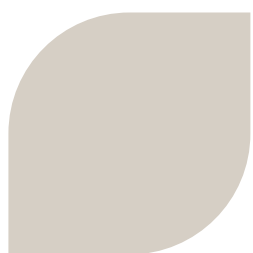
Dodges Ferry could strengthen its role as the main local hub for community facilities, recreation and family services, building on assets such as Okines Community House, Dodges Ferry Primary School, Shark Park and the new swim centre.



There may be opportunities to improve the flexibility, accessibility and day-to-day function of local meeting and activity spaces, including support for smaller gatherings, shared use and multi-purpose community programs.



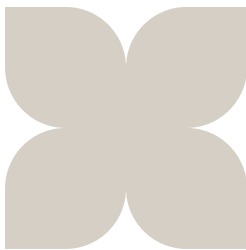
Parks, play spaces and foreshore reserves in Lewisham, Carlton and Primrose Sands may need upgrades or better supporting amenities, particularly where there are gaps in shade, seating, toilets, play variety or walkable access.



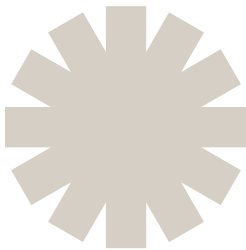
Dodges Ferry and Carlton contain important recreation assets, including the skate park, recreation ground, surf lifesaving club and beaches, which may provide a stronger base for year-round community use, youth activity and informal recreation.



Across the Southern Beaches, village centres and everyday public places could play a stronger social role through more welcoming gathering spaces, informal seating, meeting points and improved connections between shops, services and community facilities.



Childcare, health and family services remain important areas for discussion, including whether more local provision is needed in the Southern Beaches or whether stronger links to services in Sorell are the more practical response.



Youth support and programming may need a stronger local presence, including outreach from new services in Sorell and better use of existing facilities and recreation spaces across the Southern Beaches.



Future growth areas also raise opportunities to improve how new neighbourhoods connect to beaches, parks, trails, schools, halls and other everyday community infrastructure so that social infrastructure works as a connected network rather than a collection of separate assets.

9



Service and utility infrastructure

Service and utility infrastructure plays a major role in how the Southern Beaches functions today. The area relies on a mix of local systems and services to support everyday living, including water supply, wastewater and stormwater management, waste collection, electricity and telecommunications.

Unlike more fully serviced urban areas, the Southern Beaches does not have reticulated water or sewerage, and this shapes what kinds of development are realistic and how environmental risks need to be managed. Even where services are generally working well, future growth and changing conditions may place greater pressure on capacity, resilience and reliability.

9.1 Overview

9.1.1 Water supply

The Southern Beaches is not served by reticulated water. Residents rely on rainwater tanks and water carters. Water carting is also a practical transport issue, with heavy vehicles moving through residential areas and adding pressure to narrow roads. Climate change will also affect water security, with longer dry periods and more variable rainfall increasing pressure on household rainwater supply.

There is currently no indication by TasWater that reticulated water will be provided in the Southern Beaches. This means water supply will continue to constrain growth, land use intensity and the scale of commercial or community uses that can be supported.

9.1.2 Wastewater and stormwater

The Southern Beaches relies on onsite wastewater systems and local stormwater management rather than reticulated sewerage. Council manages this through the Southern Beaches On-site Wastewater and Stormwater Management Specific Area Plan, which recognises that lot size, land capability and drainage conditions are critical to whether development can occur safely.

This is becoming more important as the permanent population grows and more lots are used year-round. Wastewater and stormwater systems carry environmental and public health risks if they are not functioning well, particularly in a coastal area with waterways, wetlands and low-lying land that can be affected by flooding, inundation and heavier rainfall

Water supply will remain a key constraint on growth, land use intensity and the scale of commercial or community uses that can be supported.

9.1.3 Waste management

Waste services are generally well established in the Southern Beaches, including kerbside garbage and recycling collection and access to recycling facilities in Dodges Ferry and Sorell. This provides an important base level of service for a dispersed coastal community. Sorell Council will be incorporating FOGO (Food Organics Garden Organics) into their waste management service from July 2026.

Population growth and peak holiday demand can increase pressure on collection systems, transfer points and the local road network that supports them. Waste management is not a major strategic constraint in the same way as water or sewerage, but it is still part of the broader servicing picture as the area continues to transition to a more permanent residential community.

9.1.4 Electricity and telecommunications

Electricity and telecommunication services provide an important base level of support for residents, businesses and emergency communication across the Southern Beaches. Service coverage is generally reasonable, including good mobile coverage in most areas, which helps support day-to-day living and remote work.

These systems still need to be considered through the lens of resilience, capacity and reliability, especially in a coastal area where emergency events, bushfire risk and more extreme weather may place greater pressure on infrastructure.



9.2 What we heard

While service and utility infrastructure is less visible than topics such as housing, environment or transport, recent engagement and background work show that people are concerned about whether the Southern Beaches can keep pace with change while remaining safe, liveable and environmentally sustainable.

“

People are concerned about whether infrastructure such as water supply, wastewater, stormwater and local roads can support a growing permanent population without increasing environmental and servicing problems.

”

“

Engagement to date points to concern about emergency access, environmental risk and infrastructure resilience, especially in a dispersed coastal area exposed to flooding, inundation, bushfire and heavier rainfall.

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“

Practical service issues, including water supply, road wear from water carters, and the long-term limits of on-site servicing are part of the everyday reality of living in the Southern Beaches and shape how people think about future growth.

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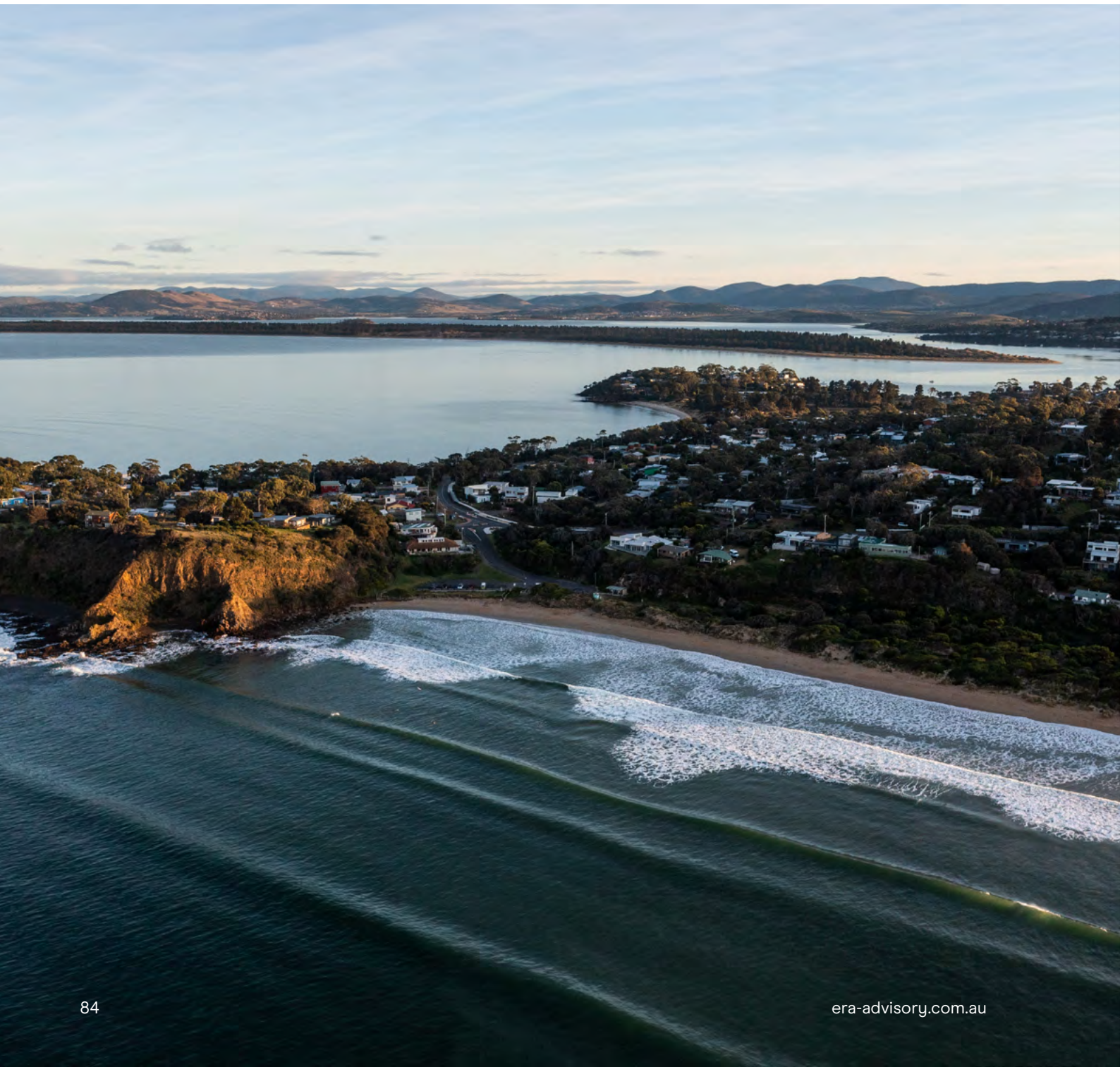
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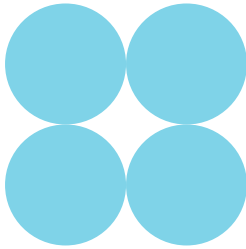
People value the coastal environment and want growth to be well managed, which highlights concern about stormwater, wastewater and the cumulative impacts of development on waterways, beaches and natural areas.

”

9.3 Emerging Ideas

These ideas outline possible directions for service and utility infrastructure across the Southern Beaches and are intended to support discussion about how infrastructure constraints may shape future planning.





The absence of reticulated water is likely to remain a major constraint on growth, land use intensity and development type across the Southern Beaches. This means future options may need to be tested against realistic servicing assumptions, not just planning intent.



On-site wastewater and stormwater systems may place stronger limits on lot size, density and development feasibility, particularly where land is constrained by soil conditions, slope, groundwater or flood risk.



There may be opportunities to strengthen how stormwater, wastewater and environmental management are considered together, especially in a coastal area where waterways, beaches and natural systems are highly valued and sensitive.



Waste, electricity and telecommunications services provide an important base for the community, but future growth may still raise questions about capacity, resilience and reliability, including during peak periods and emergency events.



Infrastructure servicing may need to be treated as a core structuring issue for the Plan, helping shape where change is realistic, where caution is needed, and what kinds of development can be supported.

10



Precinct Plans

The draft precinct plans, prepared by Playstreet, focus on three locations in the study area that have been identified for potential urban design, landscaping, placemaking and transport improvements.

These are the Dodges Ferry Shopping Precinct, the Dodges Ferry Community and Recreation Precinct, and the Primrose Sands Community Precinct. The plans explore how these places could become safer, more attractive and better connected for everyday community life and local activity.

10.1 The process

The three selected precincts are high-use community places with strong potential for improvement.

Community feedback to date has also highlighted a clear desire to see them improved, beautified and made more active. They are places people already use for shopping, services, recreation, community life and everyday movement, so improvements here can have a broad benefit.

Good urban design, placemaking and native landscaping help to create shared spaces that

are safe, welcoming and easy to use, while also strengthening local identity, supporting social connection and reflecting the coastal character of the Southern Beaches.

The precinct plans were prepared by Playstreet in collaboration with Council and the wider project team. They are intended to support discussion and are subject to community and stakeholder consultation, with the expectation that they will be refined in response to feedback.



10.2 The precincts

Dodges Ferry Shopping Precinct

This precinct centres around Hill Street Grocer and nearby shops on Carlton Beach Road. This precinct functions as a local village centre for day-to-day shopping, services and informal community activity.

The landscape analysis highlights several issues, including oversized intersections, poor pedestrian access, conflicts between vehicles and people walking, unsafe and informal parking, limited footpath continuity, and an underused public space at the heart of the centre.

The precinct plan proposes a safer and more connected village centre through traffic calming, improved crossings, better pedestrian links, more organised parking and upgraded bus stop areas. The plan also proposes street tree planting, coastal landscaping, opportunities for seating and public art, and the creation of a small village square and more welcoming public spaces.

Dodges Ferry Community and Recreation Precinct

This precinct is focused around Dodges Ferry Primary School, Okines Community House, the recreation ground, the new swim centre and nearby commercial uses on Old Forcett Road. It is an important local destination for education, recreation, community services and everyday activity.

The landscape analysis highlights several issues, including fragmented pedestrian and bus connections, busy intersections, limited crossing opportunities, gravel shoulders and hardstand areas, drainage and overland flow paths, and the need to retain important bushland character and existing vegetation.

The precinct plan proposes safer walking connections to the school and pool, traffic calming and new crossing points, improved arrival points and entry features, and upgraded open space areas. It also includes seating and gathering areas, coastal planting and gardens integrated with stormwater management, and protection of the precinct's bush and rural character while making it easier to move between destinations.

Primrose Sands Community Precinct

This precinct is focused around the general store, service station, community hall, beach access and surrounding open space on Primrose Sands Road. It functions as a small but important local hub for community life, recreation and visitor access.

The landscape analysis highlights an underused park frontage, multiple vehicle entry points, pedestrian and parking conflicts, informal gravel paths and parking areas, limited street presence, and weak connections between the hall, shops, parkland and beach.

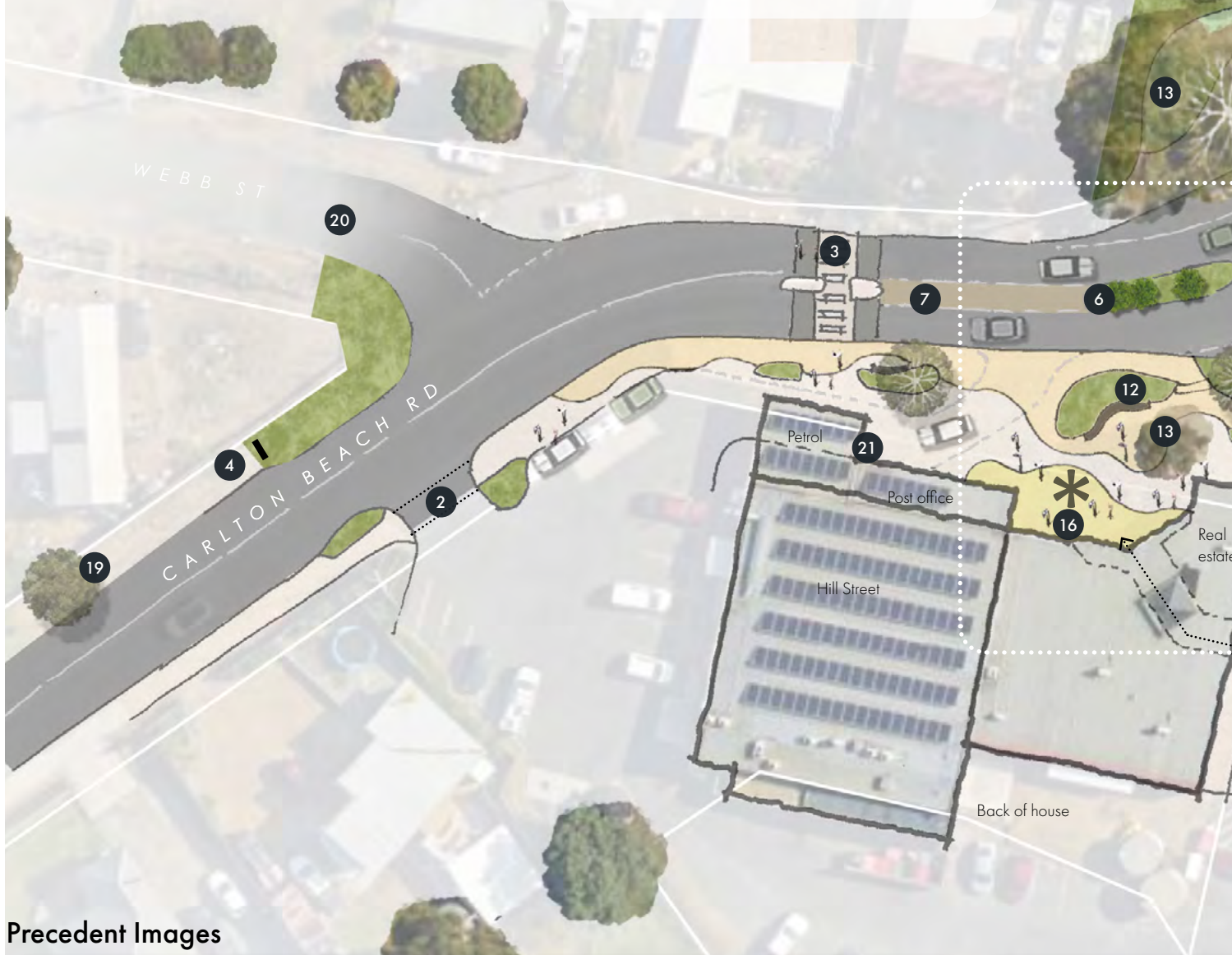
The plan proposes a more connected and active community precinct, with safer crossings and traffic calming, formalised paths and parking, stronger pedestrian links, and upgraded parkland and play spaces. It also includes new seating and landscaped gathering areas, improved street tree planting and coastal gardens, and better integration between the community hall, local businesses, open space and beach access.

DODGES FERRY SHOPPING PRECINCT

Precinct plan

Village Centre (Heart)

Opportunity for coastal landscape areas with raised seating edges to help manage level changes. Integrate shade, seating, mixed pavement textures, opportunities for playful artwork integration. Refer precinct concept imagery below.



Precedent Images





Legend

- 1 Narrow down intersection and allow safe crossing
- 2 Potential surface upgrade
- 3 Opportunity for raised wombat crossing/traffic calming
- 4 Village entry / signage/ landscape
- 5 Relocate bus stop
- 6 Landscaped island with narrow native coastal trees (*Banksia* or similar)
- 7 Textured road treatment to central median for traffic calming and more colour warmth
- 8 Reposition car parking for safety reasons while increased retail frontage to provide improved connectivity/ landscaping/ seating opportunities
- 9 Small native coastal trees when under power lines
- 10 Reconfigure parking to become parallel or angled parking
- 11 Opportunity to formalise path and add landscaping
- 12 Landscaping/ native trees
- 13 Retain and protect existing trees
- 14 Opportunity to rationalise car parking
- 15 Wheelchair accessible parking
- 16 Village artwork opportunity
- 17 Upgrade bus shelter
- 18 Gravel footpath
- 19 Potential street trees
- 20 Potential connection to Tiger Head Beach day use area
- 21 Consider removing petrol bowsters and associated drive through traffic

**PLAY
/ST.**



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DODGES FERRY COMMUNITY + RECREATION PRECINCT

Precinct Plan



Dodges Ferry Primary School

Sharks football club

Dodges Ferry Recreation Park

Okines Community House

Residential edge/ character (to 1 side)

OLD FORCETT RD

JETTY RD

Residential edge/ character (both side)

Precedent Images





Legend

- 1 Native bush character/wildlife corridor. Retain, protect and enhance
- 2 Entry /signage/ landscape opportunity
- 3 Opportunity for raised wombat crossing/traffic calming
- 4 Linear open space connecting pedestrians with amenities up to Okines Rd. Featuring gravel footpaths amongst coastal landscape with integrated stormwater management, seating areas as potential artworks/ sculpture trail
- 5 Open space area with seating, shelter/umbrellas, small amount of play equipment, lawn, clusters of tree planting and area for food vans/ small community events
- 6 Gravel footpath with integrated seating areas
- 7 Parking
- 8 Coastal landscape with integrated stormwater management
- 9 Public artwork opportunity/ sculpture trail and seating areas
- 10 Extension of concrete footpaths to school and swimming pool for improved safety
- 11 Large remnant vegetation/ bush character. Retain, protect and enhance.

**PLAY
/ST.**

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PRIMROSE SANDS COMMUNITY PRECINCT

Precinct Plan



Precedent Images





Legend

- 1 New integrated teenage play area with pump track/skate park. Retain existing half basketball court, BBQ shelter and shade sails
- 2 Consider new high quality playground/ BBQ areas with street presence
- 2a Swings and flying fox within trees
- 2b Nature play area within trees
- 2c Potential location for new public toilet with seating areas and new BBQ shelter
- 2d Street frontage presence/ playground entry and sculpture opportunity. Safe crossing to shops
- 3 Formalise pull over area
- 4 Proposed concrete footpath
- 5 Work with land owner to improve connectivity
- 6 Integrate native plantings to rock line table drains/overland flow path
- 7 Street tree planting and landscape to emphasis pedestrian use
- 8 Feature native coastal landscape to corner
- 9 Opportunity for raised wombat crossing/traffic calming to create strong pedestrian connection to upgraded parkland
- 10 Open space area with concrete footpath, seating node, lawn and soft landscaping e.g. trees and garden beds
- 11 Improve streetscape interface and pedestrian connectivity and parking



**PLAY
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11



SWOT Analysis

This chapter summarises the main strengths, weaknesses, opportunities and threats emerging from this discussion paper. It is intended to provide a simple overview of the key issues, local differences and future choices that will be explored through The Southern Beaches Plan.

11.1 Strengths, weaknesses, opportunities and threats

	Strengths	Weaknesses
People and housing	- Dodges Ferry is the main residential anchor, with growth in Carlton and Primrose Sands. - The area is shifting from holiday shack areas to a more permanent residential community. - High home ownership across Dodges Ferry, Lewisham, Carlton and Primrose Sands supports a stable population base.	- Housing diversity is limited, with detached three-bedroom homes dominating across all townships. - Rental supply is tight, and holiday homes, especially in Primrose Sands, reduce year-round housing choice. - Servicing limits, hazards and lot layout constrain practical housing supply.
Local economy	- Dodges Ferry is the main local service and business hub, centred on its Shopping Precinct, Commercial Precinct and Old Forcett Road. - Smaller nodes at Park Beach, Lewisham and Primrose Sands help meet day-to-day needs and support local identity. - A resident workforce of more than 3,500 people and a strong visitor economy support local trades, hospitality and services.	- The Southern Beaches remains mainly residential, with most residents commuting to Hobart, Sorell or nearby areas for work. - Business land is limited and mostly occupied, with very little vacant land beyond a few sites in Dodges Ferry and Primrose Sands. - Wastewater and water constraints limit stronger business growth in local centres.
Environment and landscape	- The Southern Beaches has a strong coastal identity shaped by Carlton Beach, Park Beach, Primrose Sands, Blue Lagoon and the Carlton River estuary. - Natural assets such as Pitt Water–Orielson Lagoon, Blue Lagoon and foreshore reserves contribute strongly to scenic quality, biodiversity and recreation. - Heritage places and Aboriginal heritage add an important layer of meaning and local identity.	- Natural assets are sensitive to incremental development, vegetation clearing, stormwater impacts and informal recreation access. - Multiple hazards affect different townships. - The close relationship between townships and the coast means environmental constraints are immediate and place-specific.
Transport and movement	- Many daily destinations in Dodges Ferry are close enough to support more walking and cycling. - Old Forcett Road, Lewisham Scenic Drive, Carlton River Road and Primrose Sands Road already structure local movement between townships. - Carlton Beach Road and Old Forcett Road are key local centre streets with potential to support better place and movement outcomes.	- The Southern Beaches remains highly car dependent, with few practical alternatives for many local and regional trips. - Walking and cycling networks are fragmented, especially in Lewisham, Carlton River and Primrose Sands. - Bus coverage and frequency are limited, particularly for Carlton River and Primrose Sands.
Community infrastructure and recreation	- The Southern Beaches has strong local assets, including Okines Community House, Dodges Ferry Primary School, Primrose Sands Community Hall and Carlton Park Surf Life Saving Club. - Dodges Ferry has the clearest concentration of community facilities and recreation assets, giving it a strong hub role. - Beaches, parks, halls and recreation spaces are central to daily life, local identity and social connection.	- Facilities are unevenly distributed, so places such as Primrose Sands rely more on Dodges Ferry and Sorell. - There are gaps in flexible indoor space, youth support, childcare and local health access. - Access often matters as much as provision, with transport and walking links shaping who can use local facilities easily.
Service and utility infrastructure	- The Southern Beaches has strong local assets, including Okines Community House, Dodges Ferry Primary School, Primrose Sands Community Hall and Carlton Park Surf Life Saving Club. - Dodges Ferry has the clearest concentration of community facilities and recreation assets, giving it a strong hub role. - Beaches, parks, halls and recreation spaces are central to daily life, local identity and social connection.	- The lack of reticulated water and sewerage remains one of the clearest structural constraints on future growth and sustainability. - Reliance on onsite wastewater and stormwater systems makes land capability and environmental risk central to development feasibility. - Water carting and dispersed service arrangements add pressure to roads, households and environmental management.

Opportunities	Threats
• Broaden housing choice within existing townships, especially around Dodges Ferry where services are concentrated. • Respond better to ageing in place, downsizing and smaller households. • Support more permanent occupation of existing homes without relying only on outward expansion.	• The lack of reticulated water and sewerage may continue to constrain housing capacity across all townships. • Flooding, erosion, inundation and bushfire risk may further reduce realistic development options. • Holiday home pressure and a tight rental market may worsen affordability for local workers, younger households and older residents.
• Strengthen Dodges Ferry as the main local centre. • Support more local services such as allied health, childcare, hospitality and flexible workspaces. • Allow small-scale activity to grow at appropriate locations that bring vibrancy and connection	• If servicing constraints remain, local business growth may stay below what population change could support. • Over-expansion could weaken the activity centre hierarchy and conflict with Sorell's district centre role. • Without better premises and access, more informal or home-based business activity may create pressure in residential areas.
• Use landscape-led planning to reinforce the distinct character of the area. • Combine environmental restoration, foreshore management and cultural recognition to strengthen place identity and resilience. • Improve public access and recreation in ways that better protect sensitive beaches, reserves and estuaries.	• Climate change is likely to intensify existing risks through sea level rise, coastal erosion, heavier rainfall and bushfire. • Unmanaged growth around dunes, estuaries, wetlands and foreshore edges could damage the values that define the area. • Without stronger adaptation, places such as Carlton Beach, Blue Lagoon and Lewisham foreshore may become harder to protect and maintain.
• Improve key routes so they work better as community streets, not just vehicle corridors. • Make it easier to reach Dodges Ferry shops, school, Okines Community House, beaches and parks without driving. • Strengthen public and community transport, including better access to Sorell Park & Ride and improved services for Primrose Sands and Carlton River.	• Population growth and rising permanent occupancy may increase pressure on local roads, intersections and parking areas. • Seasonal demand at Park Beach, Carlton Beach, Primrose Sands and Lewisham foreshore may continue to intensify parking and safety issues. • Without upgrades, existing road safety issues on Old Forcett Road, Lewisham Scenic Drive and Arthur Highway intersections may worsen.
• Upgrade existing assets, local parks, foreshore reserves and play spaces. • Strengthen Dodges Ferry as the main local hub for schools, recreation, family services and community programming. • Improve links between beaches, parks, halls, schools and village centres so they work more as a connected network.	• If demand grows without coordinated upgrades, existing facilities in Dodges Ferry and Sorell may come under increasing pressure. • Uneven access to halls, recreation spaces, youth support and local services may deepen social inequities. • Without ongoing investment, everyday places such as foreshore parks, halls and recreation nodes may fall behind community expectations.
• Use servicing realities directly in strategic planning so future growth matches what is practical and safe. • Integrate stormwater, wastewater and environmental management, especially in low-lying and sensitive areas. • Make water security, emergency preparedness and infrastructure resilience strong organising themes for future planning.	• Water insecurity may worsen under climate change, especially if longer dry periods increase reliance on rainwater tanks and carting. • Onsite wastewater or stormwater failure could create local health and environmental impacts near beaches, estuaries and low-lying land. • Emergency events, bushfire, flooding and power outages may place growing stress on already constrained local infrastructure systems.

Era Advisory

Level 1, 125A Elizabeth St
Hobart 7000

(03) 6165 0443

enquiries@era-advisory.com.au

era-advisory.com.au

era

