

From: [REDACTED]
To: [Latrobe Planning](#)
Subject: Letter Regarding Draft Amendment L-PS003/2025
Date: Monday, 27 April 2026 4:10:15 PM

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Draft Amendment L-PS003/2025

32 Cherry Hill Rd

To Latrobe Council,

We are writing this email regarding the proposed rezoning of 32 Cherry Hill Road from Agricultural to General Residence.

We have some concerns around this proposed rezoning and the impacts that a potential subdivision will have on this town (as per the concept subdivision on page 7).

Within the notice there is evidence that the town's infrastructure is well below standard to accept this proposal.

1. As per the Taswater advice, the Latrobe STP is unable to accept additional loads, with the town requiring an "additional emergency storage" or a "new sewer pump station" to bypass constraints.

2a. Traffic management is another significant concern associated with this proposal. The rezoning has the potential to add a minimum of 350 vehicles to the streets of Latrobe if the proposed subdivision proceeds. Gilbert Street and Cotton Street would become the main access roads for potential new residents travelling to the town's business centre. Latrobe Primary School, the new Child Care Centre, and Bosworth Park are all connected to Cotton Street. Latrobe High School and St Patrick's School are both located on Gilbert Street. It is reasonable to expect this would substantially increase traffic flow around these important learning centres, and the safety of children in these areas should be carefully considered before proceeding.

2b. The intersection of Gilbert Street and Bass Highway is already heavily utilised each day by commuters, particularly produce trucks travelling to and from Cherry Hill Coolstores. Delays are already experienced at this intersection, and traffic movements would almost certainly increase further if the proposed subdivision proceeds.

Unfortunately, we are limited in exit points within Latrobe, and the Bradshaw Street exit at the hospital roundabout seems to already be operating at capacity due to the Hospital, Health department buildings, and the close proximity of schools. If we choose to use the Bradshaw Street exit because of delays at the Gilbert Street/ Bass Highway intersection, we are only adding to another existing problem.

3. The business area of Gilbert Street is also becoming increasingly busy and frustrating to access for the community's daily needs. The surrounding streets adjacent to Gilbert Street are becoming congested with employees, customers, and resident's vehicles due

to the lack of parking within the town centre. With the anticipated increase in traffic that Gilbert Street and nearby streets will need to accommodate, traffic flow will be significantly impacted, creating frustration within the community.

In conclusion, it would be reassuring to see the council consider the information this application has presented and move forward with the required upgrades prior to approval of this application. It is important that appropriate safety measures are implemented to accommodate the anticipated growth that Latrobe is expected to experience.

We value our town and would like to see the council act proactively rather than reactively to the risks this proposal may create. If these upgrades are completed prior to rezoning and any pending subdivision works, it would help minimise disruption to the community.

Upgrades should include, but not be limited to:

1. Latrobe STP
2. Traffic management measures relating to traffic flow and community safety.
3. Improvements to the Gilbert Street intersection onto the Bass Highway.

Thanks and Kind Regards

Rachel and Justin Tomlin

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Latrobe, TAS, 7307