



1 October 2026

Tasmanian Planning Commission

Email: tpc@planning.tas.gov.au

Dear Mr Howlett,

DRAFT AMENDMENTS 1-2026 AND 2-2026:

32 CHERRY HILL ROAD, LATROBE

3232 RAILTON ROAD AND 229 PERCIVAL STREET, LATROBE

Thank you for your letter dated 27 August 2026 in relation to draft amendment 1-2026 for 32 Cherry Hill Road in Latrobe, and 2-2026 for 3232 Railton Road and 229 Percival Street in Latrobe. Please find the following submission points providing clarification and additional information on the matters raised:

1. Status of Draft Latrobe Structure Plan

Please find attached to this email a summary document identifying the consultation outcomes by topic and work in progress regarding the Latrobe Structure Plan.

2. Combined consideration of Cradle Coast Regional Land Use Strategy 2010-2030

Please find attached to this email a combined consideration of the draft amendments in relation to the requirements of the Cradle Coast Regional Land Use Strategy 2010-2030.

3. Council minutes of endorsement of Section 40K Report for Draft Amendment 1-2026

Please find the Council Minutes from the Meeting held on 27 July 2026, endorsing the Section 40K report and the addendum incorporating the assessment of the Tasmanian Planning Policies.

4. Consideration of application of SSQ to Folio of Register 117000/1

The land identified as CT 117000/1 is part of the Cherry Hill Cool Stores land holding addressed as 32 Cherry Hill Road Latrobe (PID 3114839). As the land is under the same ownership as the land subject to the draft amendment, there are no land owner consent matters identified contrary to Section 37 of The Act.

Attached below is a diagram that shows the subject site (outlined in blue) and its broader context. The adjoining land parcels to the west highlighted in a more solid blue represent the properties that were notified as part of the amendment exhibition process. The diagram also highlights the land CT 117000/1 proposed to be included in the SSQ. The larger land parcel to the west, addressed as 95 Stanley Street extends from the south-western corner of the subject site 115 metres south. The Planning



Officer, Mr. Newton considers that all adjacent landowners to the west that would have a reasonable interest in the draft amendment have been notified.

In relation to the provision of a 20m buffer shown in green on the diagram, it is recognised that the subdivision of the land to provide a strip of land for public open space purposes does not require a rezoning to facilitate the subdivision. The subdivision standards of the Agriculture Zone facilitate subdivision for public use purposes by Council, which is consistent with the intent of providing land for public open spaces purposes for pedestrian/cycling connectivity and vegetation buffering to the adjacent cool store use. The rationale for the SSQ is to tie the land CT 117000/1 to the subject site in considering future residential subdivision to ensure an adequate buffer is provided for to the south of any future residential subdivision. Any development application for subdivision would be discretionary in status and would be advertised as part of the assessment process.

The land parcels to the west are separated from the subject land parcels by Robert Street and the unmade road reserve casements. In advertising any future development application for subdivision, Council would notify the properties identified in the diagram as part of this process.



5. Assessment of TPP's concerning Draft Amendment 2-2026

Noting that proposed amendments in the form of the *Land Use Planning and Approvals (Miscellaneous Amendments) Bill 2026* are yet to be approved, an

assessment of the Tasmanian Planning Policies concerning Draft Amendment 2-2026 is attached.

Should you require further clarification please contact Council's Planning Officer, Andrew Newton on 64264444.

Yours faithfully,

A black rectangular box used to redact the signature of Jan Febey.

Jan Febey
DIRECTOR
DEVELOPMENT AND REGULATORY SERVICES

Latrobe Structure Plan

Consultation Outcomes by Topic and Work in Progress

The following points summarise the submissions to the consultation of the draft concept plans, discussion in the public information sessions and questions put to the Latrobe community regarding the lived experience in Latrobe and the community's vision for the future. Council's consideration of directions on various aspects outlined below have been motivated by that input, however the draft of the Latrobe Structure Plan that will be subject to another round of consultation is yet to be finalised with Council.

High level summary of consultation feedback and Council's current consideration:

- There was general support for growth, recognising the high-quality levels of service in the town, it's distinct character and liveability and its attractiveness to all demographic cohorts.
- That management of growth is important to ensure opportunities are not lost, current issues are not exacerbated and character is protected.
- Understanding that growth provides resources and opportunities for town improvements in sharing the costs of improvements with the current rate base and in some cases providing a direct physical contribution to town improvements through future development.
- That the plan needs to take a long-term view for cohesive programs for improvements, rather than a fragmented approach to individual sites. The longer term growth areas identified are to be retained.
- Submissions on providing specific services at the hospital or for additional private health, childcare and public transport services are noted and are generally beyond the scope of a structure plan, however Council can facilitate outcomes in other ways, such as the new child-care centre on Cotton Street and advocate for public transport service improvements.
- Suggestions for readily achievable projects and results have been incorporated, such as parking and electric vehicle charging and streetscape improvement. The structure plan will co-ordinate with and not duplicate the *Latrobe Town Centre Enhancement Structure Plan 2024*, the *Kentish & Latrobe Open Space, Sport and Recreation Plan 2024-2034*, which address a number of submissions for town centre improvements and connectivity for pedestrians.
- The structure plan will co-ordinate with the *State North-West Hospitals Master Plan 2024* and Council are considering a precinct approach to integrate the master planning for the Mersey Community Hospital, manage traffic, parking and pedestrian connectivity in the area and the relationship to surrounding properties and how to better provide for support aspects, such as efficient housing for employees within close proximity and the direct connection to public transport.

Issue	Outcome
Parking	
Insufficient public parking at eastern end of central business area.	The Latrobe Town Centre Enhancement Structure Plan (LTCE) 2024 identified existing parking areas to the eastern end, but did not resolve the expressed shortage of public parking in the vicinity of Council offices and businesses at the eastern end. The large car park at Mackey's Royal Hotel is a private facility for hotel patrons. The James Street frontage to the Town Hall has sufficient width to re-orient streetside parking to a 45^o configuration to provide an additional 10-13 spaces. Re-arrangement of parking to work in with the urban design recommendations of the LTCE Structure Plan for the Gilbert St/James Street corner. Road surface treatments across the junctions of James St to visually indicate a precinct and surface enhancements to the western side of James Street recommended.

	 Figure 1: James Street parking and urban enhancements
Identify locations for electric vehicle charging points.	James Street location as part of additional parking – see Figure 1 above. Council car park behind the Hill St supermarket/Station Square – Power supply available adjacent to toilet block.  Figure 2: Location for electric vehicle charging
Liveability Town connectivity and interaction: Places for people to meet in addition to Gilbert Street.	- Largely addressed through the LTCE Structure Plan – noting other suggested improvements to recreation facilities in the Open Space, Sport and Recreation Plan 2024-2034. - Improved connectivity to the town centre and recreation points for active transport (incl. mobility aids) – key routes identified are

• Semi-outdoor public and business areas with suitable cover. • Accessibility suitable to an ageing community profile – linkages to well distributed parking areas. • Safe and pleasant opportunities for recreation destinations and recreational walking.	subject to more intense improvements, noting the infeasibility of providing this level of service on every street. Most streets are within a short distance of the key routes. • Standard dimensions and arrangements for roads do not readily provide for the intended on-ground outcomes, particularly for future climate mitigation, not yet part of the system and practices for street design standards – forward thinking for future development regarding quality and nature of connectivity + retrofitting existing road corridors. • Legible and logical walking/cycling routes for access to services and recreation – development as an enabler of opportunity and improvements to existing issues. • Holistic approach to purpose as well as amenity – routes are not just about getting to a particular service, but have a purpose in encouraging activity – destinations, journey + environmental quality and safety.
Services: • Increased public transport frequency and accessibility. • Provision for Mersey Community Hospital to augment existing services and expand allied health services. • Provision for expanded or additional childcare services – additional capacity required. • Provision for additional aged care places and independent living units. • Provision for additional private medical services – not reliant upon hospital.	• Access to public transport and current and potential future bus stops, is a component of the identification of the key walking/cycling routes, facilitating a better on-ground environment to enable access and encourage use of public transport. • Frequency of service is beyond scope of the plan – continue to liaise with service providers to understand requirements and commercial realities. • Combinations of services, such as the bus stop at the Mersey Community Hospital – enable functional improvements e.g. under-cover access from hospital building to the bus-stop shelter. • A precinct plan is being drafted for the area around the hospital that provides for the Mersey Community Hospital Master Plan (MCHMP) in a way that considers the interactions with the surrounding existing land uses, the road and pedestrian network in order to improve pedestrian connectivity and by consequence access to public transport, and manage traffic. Precinct approach is directly linked to the State Bass Highway Options Study which has not yet released any preliminary findings, therefore assumptions need to be relied upon in regard to known traffic behaviour and congestion issues around the hospital at peak times. The MCHMP provides for additional allied health services. • Additional aged care opportunity is available on the current aged care site, which may include a higher density provision for independent living units. • A large, vacant residential zoned site within close proximity to the hospital has been identified as suitable for substantially increased density of development, which is appropriate for independent living units. However, it is noted that the market will be the greatest determinant of the type of housing that will eventuate. The Council owned properties that currently have social housing units are identified as substantially underutilised and provide opportunity for redevelopment for additional social housing or independent living units. • Private medical and childcare services can be established in a number of zones, noting that there are very limited undeveloped

	sites, or sites with capacity for expansion, within proximity to the town centre. A new childcare centre with capacity for 119 places is to be constructed at 88 Cotton Street, 440 metres from the Cherry Hill Rd growth area land.
Townscape & Landscape: • Retain and protect the natural setting of the town, particularly the landscape of Dooley's Hill. • Improve streetscapes with more trees, design treatments and better provision for safe movement of ageing population, such as mobility aids. • Celebrate the town through gateway treatments at town entrances. • Mersey Main Road area at Tarleton has a strong relationship to the Latrobe township and effectively forms the gateway to the locality. Planning should incorporate this area to manage mixed uses and impacts and the visual landscape as the entrance to the municipality and the Latrobe area. • Heritage character – protecting the town centre whilst facilitating development.	• Much of the southern face of Dooleys Hill and the backdrop to the town centre is in Council or Crown Land ownership. The vegetated band on the eastern face of Dooleys Hill is in Council ownership and has an important role in scenic management in screening rural residential land use on the higher elevations, when viewing Dooley's Hill from the Bass Highway. This land is to be retained in a natural state to maintain the visual landscape. There is opportunity however, to improve and expand recreational trails through the bushland on the southern face of Dooley's Hill and connect to the town centre and residential areas to encourage participation in walking activity and physical exercise. There was clear community support to develop a recreational movement network which can be complemented by public exercise equipment. Trails provide good opportunities for interpretation of the town's history and also telling the story of first nations people and their country. • Key walking and cycling pathways have been identified for enhanced treatments that involve wider paths, clearer separation between pedestrians and traffic, more intensive tree planting for urban shade in a warming climate, additional landscaping and junction/crossing treatments that emphasize the pedestrian route. The key pathways are based on logical routes to social and retail services to encourage active transport to these destinations, but also that the route becomes a destination in itself with high amenity and a range of distances to encourage people to walk and ride to a level that suits their abilities. The philosophy behind the enhanced key pathways is that it will take more than the standard footpath on the side of a road with the odd street tree, to encourage people outdoors and walking. A different approach is required in the context of climate change.
Providing for population growth – Development expansion and infill	
• Properties within 2 blocks of town centre should provide for increased density. Potentially incorporate access lanes for units. • More housing in unused areas • Increased affordability by incorporating apartments • More considered provision of green space and trees to integrate/offset closer building and the impact of the bulk of hard materials. • Facilitate retirement living type housing close to the hospital, however need to address the noise impacts	• Due to the established, built, extent of the town and areas of flood risk, there is very little opportunity at very close proximity to the town centre to provide viable, higher density infill. However, sites with proximity to the town centre, the hospital and bus stops that have practical potential for a higher housing yield (including for independent living type units) through greater density have been identified. These sites are being considered for a type of zoning, such as Inner Residential Zone, or a Specific Area Plan, to enable higher density outcomes to be achieved. It is noted however, that the SPP's for the General Residential Zone are being reviewed to provide for higher density outcomes, which may suffice, however the market will be the primary determinant as to whether these types of densities are commercially viable and actually eventuate. • The maintenance of the growth areas to the eastern and southern side of the town are reinforced as necessary to properly provide for longer-term housing and industrial demand, with high-quality connectivity to the town centre and services and provision for key infrastructure, such as options for alternate access to the Bass

from the Bass Highway, particularly for outdoor spaces. • Cherry Hill Rd and Hamilton St (Calthorpe) are natural urban expansion areas due to agricultural constraints and access to services. • Support for the southern growth area and opportunity for recreational walking enhancement. • Support for additional industrial land through consolidating natural boundary of industrial precinct to the east. Access to the Bass Highway and ability to make right hand turns is critical. • Opportunity for rural residential density housing on low productivity land on Dooleys Hill, low visibility in the broader landscape due to topography and scenic protection provisions.	Highway when right hand turning is restricted in the future. There will be a logical sequencing of development that radiates from the established town edge and whilst the Bass Highway Options Study is not yet finalised, the structure plan can provide for identified infrastructure corridors that are incrementally implemented, to ensure that future options for connectivity are not compromised. • Sequencing will be an important factor in the way in which the longer-term development horizon will be implemented. In taking a longer-term view, the Structure Plan can ensure that important components, such as linkages for active transport connectivity and road corridors, as well as extensions or augmentation of water, sewer and stormwater services, are co-ordinated and provided through the relevant increments to create a cohesive township. Sequencing is not just relevant to the co-ordination of services, it also has an important role in ensuring that land supply is provided through multiple, competitive development fronts and is not constrained by monopolies, which often has the effect of inflated land pricing and the subsequent impacts this has on affordability. As infill land, some of which can be regarded as greenfield supply, is steadily being subdivided and taken up for housing or multiple dwellings, and in the case of Cotton Street, a new childcare centre, and with forecast supply being below the minimum 10 year requirement under the CCRLUS, prudent strategic planning looks beyond just the parcels adjoining the current urban edge to envisage a whole of town benefit that stems from growth. As land is taken up and developed, this provides sufficient timeframes to provide the basis for decisions to be made in regard to potential negotiations with landowners to bring forward connective infrastructure, in advance of the development of the land, so that the opportunities for public benefit can be realised earlier. Figure 3. below indicates Council's current consideration of a logical sequencing outcome. • Council owned properties that contain social housing have been identified as underutilised and are recommended for investigation with housing providers to look at ways at which these sites can be augmented for additional units. • Noise impacts due to proximity to the Bass Highway are readily mitigated indoors due to the current building standards, however outdoor areas will always experience ambient and peak noise from the highway. This can be mitigated somewhat by noise barriers and the impacts are not considered unreasonable such that it would preclude the development of land for housing in proximity to the hospital. • One additional property at 34 Torquay Rd, close to the hospital, is to be included in the growth boundary of the structure plan, as shown in Figure 4 below. Currently containing a single dwelling, the site has capability for development of approximately 3000m² above the flood affected area for higher density housing and represents the extent to which land can gravity connect to reticulated services.
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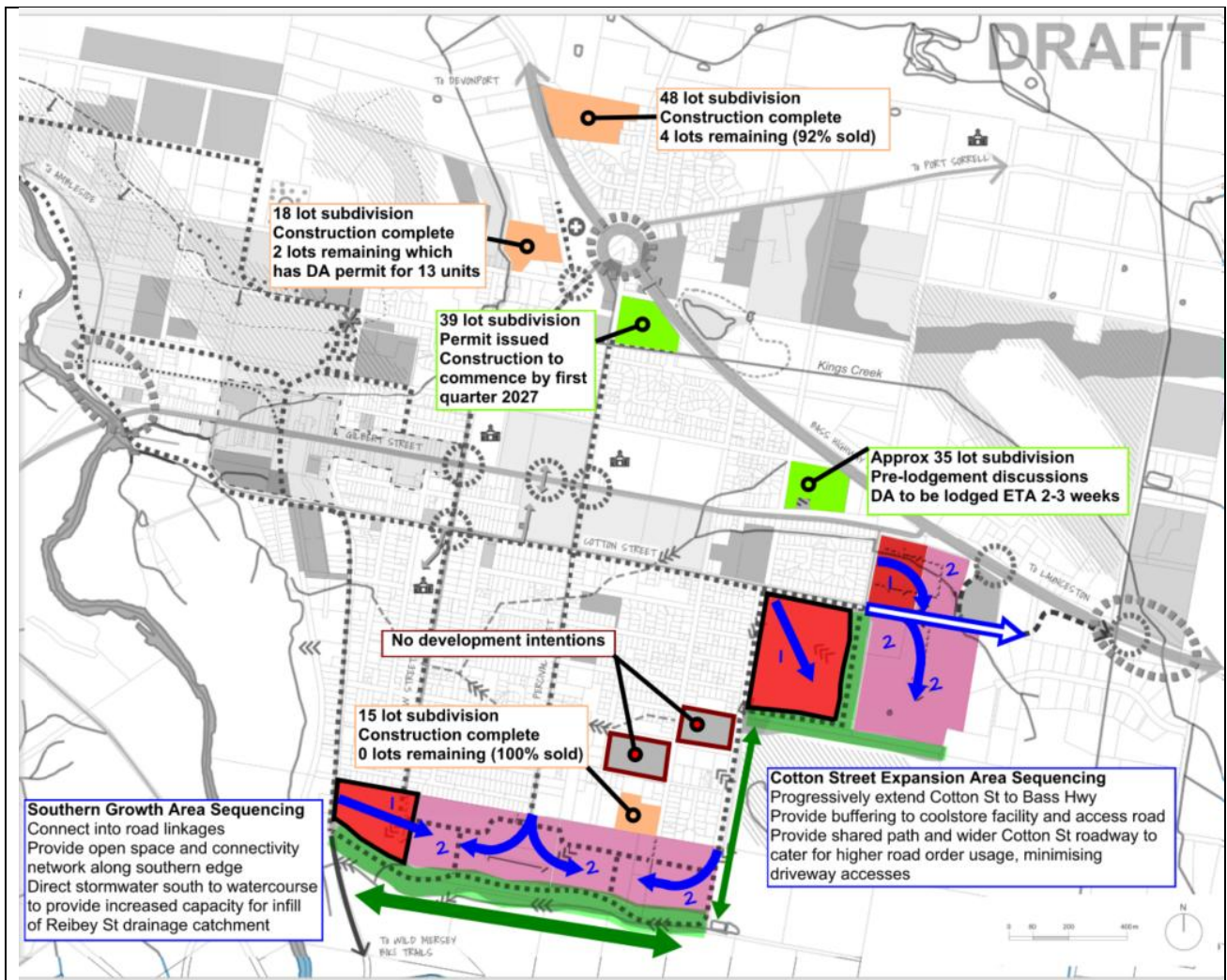


Figure 3: Draft Sequencing Diagram

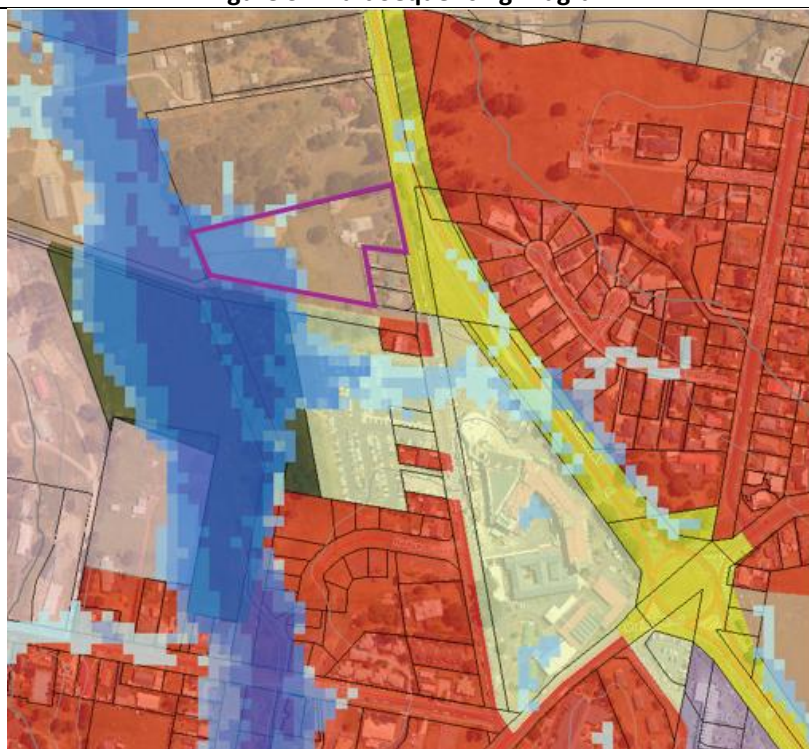


Figure 4: 34 Torquay Rd

	• The identified growth areas to the south provide a unique ability to enhance the existing watercourse corridor and effectively complete a high-quality recreational walking loop with a more natural environment. This area will become a recreational destination and encourage people to engage in walking routes and is considered an important feature of the structure plan. • The Remplan Residential Land Demand and Supply Study identified a modest level of demand for rural-residential housing at Latrobe, which includes the Tarleton area. The Rural Living zoned area of the agricultural property behind the crest of Dooley's Hill can be expanded over the less productive area to provide additional opportunity for this housing choice as an incremental expansion to the established Rural Living zoned area and will be screened through the application of the existing and expanded scenic protection overlay.
Traffic, Transport and Roads	
• Access to the Bass Highway and traffic network within the town – congestion at peak times at the Moriarty Rd/Bass Highway roundabout, access to hospital. • Heavy vehicles through the town centre on Gilbert St. • Safer pedestrian crossing opportunities, particularly at roundabouts • Work with DSG through the Bass Highway Future Options Study • Cotton St has potential to take some load off Gilbert St • Improved turning facilities on Hawkins St • Connectivity from Tarleton to Spreyton services and also to Latrobe.	• Master planning for the hospital and Council's planning for the road network will both need to consider the options for traffic management and the safest ways to provide for pedestrian crossing to the hospital and parking areas. • Awaiting the initial outcomes of the State Bass Highway Options Study, however the structure plan work has made some pre-emptive assumptions about types of treatments and integration with the key walking and cycling network. • The structure plan cannot reconcile current traffic arrangements due to the broader network and heavy vehicle requirements for accessing the Bass Highway, which is typically Gilbert St to Moriarty Rd and the Bass Highway roundabout, or the full extent of Gilbert St for eastbound traffic. Council will continue to work with the State in regard to heavy vehicle routes, however Council is clear in its objective to avoid directing heavy vehicle traffic through residential areas. • The key walking and cycling pathways have a clear objective to prioritise and improve pedestrian crossing points, which will require some innovative and non-standard approaches to achieve the intended outcomes. Crossing points on State roads, such as Gilbert Street, will require liaison and approval by the State Government. • Tarleton – Latrobe Council will continue to liaise with Devonport City Council in looking at ways to improve pedestrian and cycling connectivity from Tarleton to services at Spreyton and linking with the Spreyton Connector Pathway to Devonport CBD. This includes access to the existing bus stop network along Mersey Main Rd and the improvements identified in the State <i>Devonport to Cradle Mountain Corridor Strategy 2026</i>. Council is considering an investigation into linking the Coastal Pathway from Latrobe to Spreyton, along Mersey Main Rd, to complete the Coastal Pathway loop.
Recreation and Open Space	
• Improvements to recreational facilities: - Bosworth Park has potential to provide for better	• The Structure Plan will align with the <i>Kentish & Latrobe Open Space, Sport and Recreation Plan 2024-2034 (OSSRP)</i> to the extent practicable and co-ordinates with the recommendations of the Town Centre Enhancement Structure Plan and the public open space areas

recreational activities aimed at different age groups – better quality pump track, climbing wall, basketball, soccer plus expanded BBQ/covered/rest areas for increased shade. Improvements would result in more community engagement. - Exercise circuit/park incorporated into the movement network. - Opportunity for a community garden. - Improvements to Bells Parade area.	within that precinct. Public submissions to that process are largely reflected in submissions to the draft concept plans, however some additional observations have been submitted to the structure plan process that have not been considered in the OSSRP, such as the suggestion of a community garden. • The structure plan concepts go a little further than the OSSRP in looking at potential new active exercise locations and the use of trails and topography, such as on Dooley’s Hill beyond the current trail location. • The endorsed improvements in the OSSRP master plans for existing parks provides high quality public open space in proximity to the growth areas, which is augmented by the concepts for the key walking and cycling pathways that connect those parks as part of a intentional looping route making the most of environmental features and retrofitting existing road corridors as much as possible.
Natural Values and Environmental Hazards	
• Use and development should be compatible with the natural hazard risk profiles of the land. • Identify coastal hazards as a separate issue to flood hazards. • Incorporate the <i>Tasmanian Strategic Flood Mapping</i>. • SES: Submission on land within the flood affected area was made to the Town Centre enhancement project – avoid intensification/development in areas behind the levee in case of overtopping or failure – residual risk management for existing uses. • Conserve natural areas and plant more trees.	• The extent and management of natural hazards has been taken into account through the State flood mapping, more detailed local flood mapping that was undertaken for the levee and the ability to manage potential risks arising from landslip and bushfire. • Some areas within the current established township extent, including infill land, are constrained due to the creek and drainage lines that bisect the town and the need to maintain stormwater overland flow paths for peak storm events and the flood levels of the Mersey River. • The land on Cotton Street immediately behind the flood levee has been identified as suitable for non-sensitive uses. • Together with the LTCE Structure Plan, and the OSSR Plan, the concept plan identifies improvements to public open space areas through additional plantings with a focus on treatment of the key walking and cycling pathways as not just connective corridors between the public open spaces and to services, but also as a destination in themselves through a higher environmental amenity. A particular feature of this is the ability to rejuvenate and enhance the natural values of the watercourse that borders the southern growth area, as part of a linear park that completes a higher value recreational walking loop and also serves as an overland flow path.
Specific Sites	
Bennetts Petroleum: • Increasing levels of visitation and the role of the site as an important truck stop. • Parking for heavy vehicles is limited, potential to enhance the site as a rest stop. • Future restrictions on right hand turning across the Bass Highway will have a critical impact on the business and future alternate routes should include consideration for	• The Wattle Hill service station is a key stakeholder in looking at potential future options for an eastern link road and also the State Bass Highway Options Study. The site adjoins a Crown road reserve with Council land to the other side of the road reserve, which together with acquired road parcels along the bass Highway, provides land area to investigate concepts such as service roads. This cannot be finalised into a firmer direction until the results of the Bass Highway Options Study are known. However, it is important that a range of future options are not compromised until that direction can be determined.

access to the site and the relationship to the Bass Highway. Supports the concept of a service road and a turning facility.	
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Direction 2:

A combined consideration of both draft amendments on their consistency with the Cradle Coast Regional Land Use Planning Strategy 2010-2030 (CCRLUS).

In responding to this direction, Council notes that each of the assessment reports for the Council decision to prepare Draft amendments 1 and 2/2026, considers the detailed policies of the relevant sections of the CCRLUS. In particular, the reports submit the same information in regard to the current and evolving circumstances of the demand for, and supply of, land and relates the explanation back to the Latrobe specific analysis conducted by Remplan in the *Latrobe Council Residential Demand and Supply Study 2024*. The reports make distinctions in regard to the spatial characteristics of each site and its context, in regard to the particular policies of the CCRLUS on matters such as environmental hazards, infrastructure and services. As such, a repetition of those details is not the approach of this response, focussing instead on the higher order principles and those policies that go to the heart of the analysis of why the two land areas should be supported for rezoning and make a contribution to the overall land supply at Latrobe, at the same time. To this end, this response includes additional information and observations relating to subdivisions and the current status of land supply, that Council considers is relevant to the perception of, and the practical realisation of, land supply.

Part C- Section 1 sets out the higher order imperatives for the statutory strategy for implementation, the *Land Use Outcomes for Implementation* being very broad, which summarised, provides that the strategy and policies:

- *“respect the natural environment, facilitate a robust and successful regional economy, provide liveable communities and a sustainable pattern of settlement, and guide new use and development toward a secure and prosperous future”;*
- *“consolidates and aligns land use planning with related strategies... and places them into an overall context of an integrated regional land use strategy”;*
- *provides for “coordination of future actions and initiatives... and promotes arrangements which optimise benefit for regional communities”;*
- *commence a “process to provide a strategic regional perspective and a coordinate framework for consistent regulatory action”.*

Whilst a number of the implementation actions of the original 2011 CCRLUS have not been undertaken in subsequent years, the *Principles for Implementation* outlined in section 1.5 still provide reasonable guidance for an overarching view of whether proposed land use change is consistent with the intent of the CCRLUS.

The principles are addressed as follows:

- a. *All levels of government, industry and the community work collaboratively, share responsibility, and are accountable for sustainable land use*
- b. *Strategies, policies and decisions for land use are integrated across all levels of government, industry and the community*

The process and work undertaken toward the preparation of a structure plan for the Latrobe settlement commenced with a more localised analysis of the demand for, and supply of, residential land. This work included local demographic and market analysis that further distilled the information in the Remplan regional study to a more detailed level, in order to understand the influences that were affecting the evolution of the township over time. Integral to this, was consultation with local development industry stakeholders who provided valuable insight into not only their customer base, the demographics and reasoning that people were choosing to invest and live in Latrobe, but also the commercial realities of trying to meet demand for diverse housing types, at an affordable level. Some of the information was surprising and not able to be picked up in usual processes such as the

Census, but explained some of the data that was a little unusual. For example ... the role of the Mersey Community Hospital in attracting residents was not limited to the older demographic as would be expected, but was also an important factor for younger cohorts, such as families with children or parents that have chronic health issues, such as asthma. Coupled with the high-quality primary and secondary schools, recreation facilities, retail and other services, ease of mobility, reasonably regular public transport and visual character, the Latrobe township has been seen as an attractive choice for liveability, reflected in consistent demand and take up of land over a long time. This was recognised in the original CCRLUS where it states in *Appendix 1 Cradle Coast Region Demand and Supply Analysis* (p.156) that the “municipality has the highest growth prospect within the Region, with an anticipated increase of 2,600 on a 2006 base of almost 9,000’ for the period to 2030. The 2021 Census recorded a population of 13,062, higher than the projection for 2030. The Latrobe municipality (inclusive of Port Sorell) peaked as the highest growth rate in Tasmania in the post-covid period that experienced unprecedented growth in the State. This was also the result of being well-prepared with a good forward supply and available turnover of land.

Without a local level of interrogation, these aspects that influence settlement demand in the township, and the ability to meet it, would remain unappreciated. In the regional context, this can result in less sophisticated and blunt outcomes that do not properly appreciate why people choose to live where they do across the Cradle Coast.

Equipped with this information, through the structure plan preparation, Council has, and is continuing to, liaise with State agencies and stakeholders, particularly Building Tasmania in regard to the Bass Highway Options Study and Taswater, in regard to future infrastructure requirements. This process informs and supports the proposed amendments as it reinforces the consistent degree of demand for Latrobe and provides some clarity around the nature of physical and social infrastructure that will be the subject of augmentation, improvement and additional provision. One example of this is the new childcare centre being constructed on Cotton Street, which is a substantial facility located only 430 metres from the 32 Cherry Hill Rd site.

c. Land is a limited, non-renewable resource and is not wasted.

Policies are to promote opportunities for use and development to accommodate future population and employment growth without unnecessary or unreasonable adverse effect.

Land is to be used in the manner best matched to its highest capability to support social, cultural and economic endeavour while always protecting health of the environment.

Policies are to identify the priority use for land and allow adaptability, flexibility and innovation in the rules and technical requirements applying for matters such as zoning, conforming land use mix, development density, site coverage and urban, building, utility and community service design and provision.

Land is to be provided for –

- Conservation*
- Primary production*
- Economic activity*
- Housing*
- Community purposes*

Implementation requires repositioning on many established land use conventions. There must be an acceptance that progress, change and transition will continually occur within the established order of use and development.

In order to determine how land can be used to its best capability, in accommodating future population growth without unnecessary or unreasonable adverse impacts, it is appropriate to identify the current physical extent of the township and the nature of land use that occurs within it.

It is noted that actual land use is not necessarily related to current land zoning, as a number of uses have eventuated that are not the primary purpose of the zone and there is legacy zoning in moving from the Interim Planning Scheme to the TPS that could not be addressed through the LPS process. An example is the substantive industrial development for the cool stores at 32 Cherry Hill Road which is now in the Agriculture Zone under the TPS and a number of rural residential properties and industrial uses that are in the Rural and Agriculture zones. To some degree Latrobe Council has supported Agriculture zoning at the periphery of the settlement as a protective measure until further strategic planning is undertaken, however this is not to be taken as a default position on current or future land use.

The extent of the settlement is relevant when considering this principle along with higher order policies in the CCRLUS and the TPPs relating to infill and consolidation. Figure 1. below shows the extent of 'settlement' based on the definition contained within the TPP's, which is... *"land developed, or designated for, the concentration of occupation by human activity in urban or rural areas and which may contain a mix of land use. While predominantly referring to land developed as cities, towns and villages, it also includes land that has been modified from its natural state to provide for a mix of land uses which are not reliant upon natural resources, such as rural residential, utility and industrial uses"*.

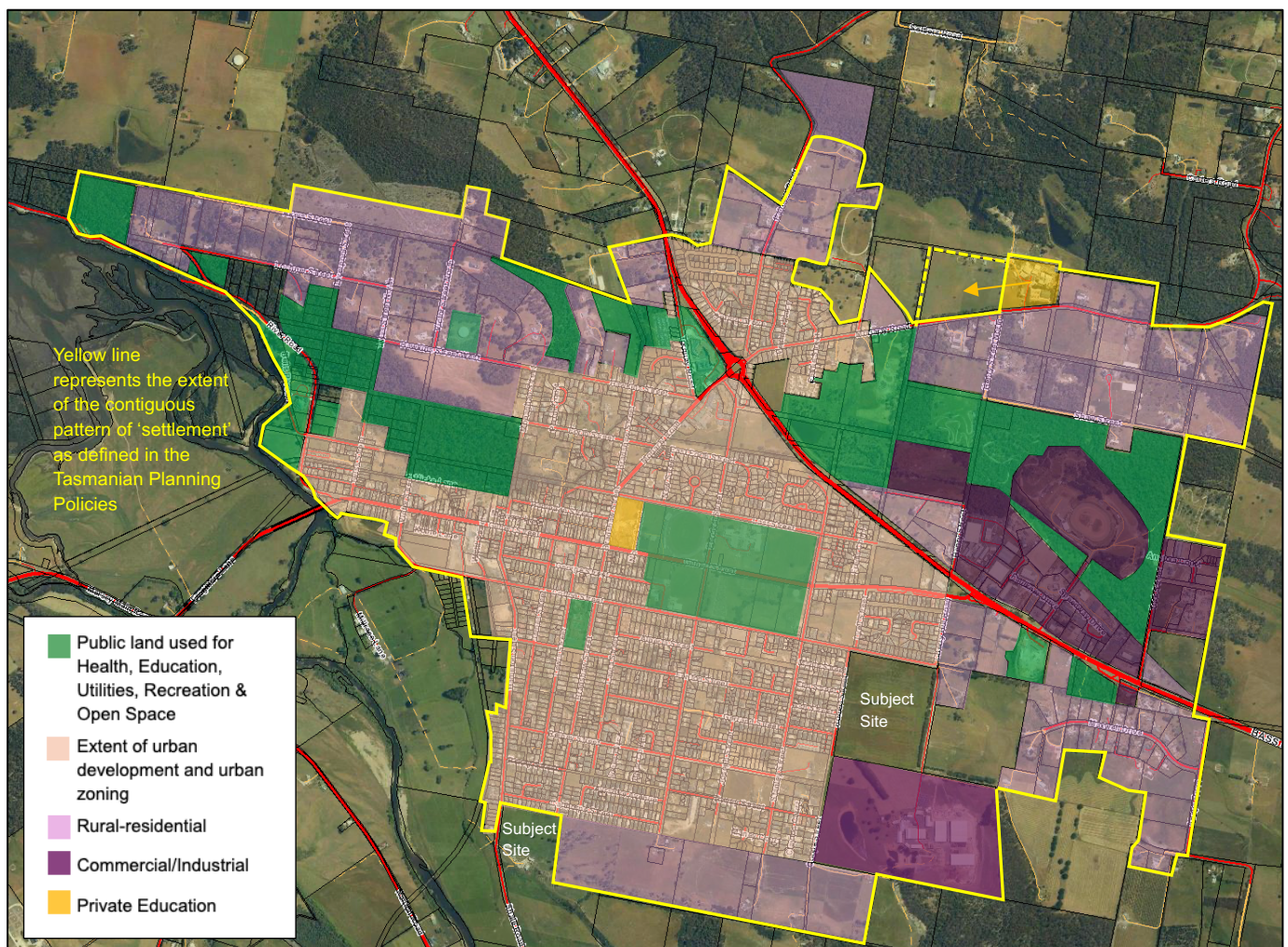


Figure 1: Settlement Extent

As an aggregated continuum of land uses, the on-ground extent of the Latrobe settlement is greater than perhaps an initial appreciation would be of the urban extent. Formalised definition in policy assists in taking a more holistic view of the way in which land is currently being used and efficiencies that may be gained in using land in a way that is 'best matched to its highest capability', in

consolidating potentially underutilised land for a more intensive land use to meet demand for housing, social services or economic activity. This is considered to be the best way to ensure that 'land is not wasted' and the physical circumstances of the settlement may necessitate that a longer-term view is taken, as land use patterns do not always neatly fit a 20 year timeframe in strategic documents. In considering the location and rate of intensification, the reasonable and feasible management of on-site and potential off-site impacts and constraints, such as flood hazard and the management of anticipated increases in peak stormwater due to climate change, are taken into account, as are policies for the protection of agricultural land.

As is the case with the identified southern growth area for the township, the intensification or conversion of land use may provide opportunities to alleviate current capacity constraints in infrastructure, such as that part of the southern urban stormwater catchment that can be diverted to the watercourse that forms the southern edge of the growth area and will become a managed linear park environment.

Figure 1 above shows how looking at the settlement holistically, the draft amendment site and adjoining title at 32 Cherry Hill Rd are fully bound by established 'settlement' development, with the urban edge to the west and north, industrial development to the south, rural residential use to the east on Maxwell Drive and rural- residential, utilities and commercial uses to the north and east.

The draft amendment site at 3232 Railton Rd is subject to differing circumstances being part of a broadacre farm. However, the area subject to the draft amendment is a topographically discreet plateau with physical characteristics that align with the spatial attributes of the township periphery, being on the same level plane as the residential land that is adjacent to the north, west and east, effectively binding the land on three sides. In addition, the edge of the plateau is crossed by the watercourse that forms the southern edge of the growth area and the stormwater overland flow path, where it drops to the Mersey River flood plain below.

In seeking logical settlement boundaries, the consideration of the combination of physical attributes and providing for opportunities for recreation and stormwater management, which will also establish a buffer between residential use and adjoining agriculture at the edge, results in a natural conclusion that the use of the area subject to the draft amendment has a high capability to support social outcomes for housing and open space and recreation. This is considered a better use of land that contributes to whole of settlement benefit, rather than a relatively small, constrained area that is retained with the farm. The PAL Policy contemplates the conversion of non-prime agricultural land in consideration of the local and regional significance of the land and CCRLUS contemplates the conversion of agricultural land for settlement as part of a settlement strategy, for which a structure plan can be reasonably substituted. These matters are addressed in detail in the application and the assessment report for the preparation of the amendment.

The combination of the two draft amendments establishes a firm future direction that effectively 'bookends' the identified growth area and enables progress toward tangible benefits in connectivity and recreational opportunities for the residents of the Latrobe township.

d. Facilitate use and development

Land use strategy is to encourage use and development including the recognition of appropriate opportunities to consider and strategically plan for the sustainable growth of settlement areas. This requires consideration of the potential for adverse impacts on natural, economic and social systems so such impacts do not outweigh the benefits that the community may derive from the facilitation of use and development.

The overarching principle is that the CCRLUS is a mechanism to encourage use and development through planning for sustainable growth. Sustainable growth meets demand in a way that does not cause environmental harm and does not unreasonably draw down on services or the economy, such

that the effect of the use and development is the delivery of positive outcomes and that impacts can be managed to be reasonable. The current appreciation of the demand for and supply of residential land, and the need for the land that is the subject of both amendments, is discussed in detail below under principle f.

The impacts of development of both parcels of land for urban purposes have been considered. Being cleared land used for grazing and dairy, there are no values of conservation significance with the environmental impact being limited to managing stormwater outputs to the existing watercourse. Formalising the stormwater overland flow path over the watercourse on 3232 Railton Rd as the first step in part of the identified southern growth area, provides for environmental improvements, where this corridor will be part of a linear parkland and network connecting through to the eastern growth area. This provides the opportunity to alleviate stormwater system constraints to the north as well as improving a somewhat degraded waterway into recreational area that benefits the whole township, because it completes the network.

Services are available with capacity available in the Latrobe primary and secondary schools, private and public health services at the Latrobe Family Medical Practice and the Mersey Hospital and a new child care centre with 199 places soon to be completed. High-quality retail services are available in the town centre, for which a structure plan has also recently been prepared, which identified improvements that the Council has endorsed and a comprehensive Open Space, Sport and Recreation Plan has been prepared, which includes enhancements to a number of existing parks and recreation facilities within walking distance of both sites.

In consideration of both draft amendments in terms of location relative to each other and the Latrobe urban area, their proximity to services and opportunities to provide public benefit in the alleviation of stormwater infrastructure constraints and contribution to recreation and connectivity, this overarching principle is upheld in that impacts are manageable and reasonable and the public benefit derived from developing the land is clear.

e. *Improve the liveability and sustainability of communities*

Planning policy assists to provide communities with pleasant, efficient and safe places in which to live, work and visit. Land use has a profound impact on liveability.

Liveability is a foundational component of urban strategic planning whereby in making provision for population growth, the resident population has reasonable access to services and facilities so that their lives are pleasant, safe and efficient ... and Council would add 'affordable' to this equation. The ability for a township to be provided with high-quality services is directly related to the resources to which it has access. For services to be sustainable, including private sector services such as retail, and therefore retained or increased, the resident population has an important role in supporting those uses. Growth plays an important part in ensuring that activity centres, public services and private sector services remain viable and distributes costs over a greater number of people and properties, which in turn assists in alleviating the burden of cost increases on the established population. The levels of growth that settlements can sustain will vary across the region.

Effective strategic planning looks at ways that growth supports not only the socio-economic sustainability of a settlement, but how greater benefit can be leveraged so that the whole town can enjoy improvements to liveability. Ideally, growth should provide for more than just a small corner park space with a swing and a slide, that only serves the subdivision area.

In undertaking the process toward a structure plan for Latrobe, discussion with the Latrobe community provided some clear input that improvements to pedestrian connectivity for access to shopping and other services, as well as walking for exercise and recreation required improvements in functionality and amenity. The parks and recreation spaces were, for the most part, regarded as of good quality as destinations and additional improvements are identified in

the Open Space, Sport and Recreation Plan. However it was the network between them that the community felt fell short and discouraged walking activity, along with the ability of those that relied on mobility aids to 'get out and about' amongst the community. There was a view expressed that traffic prevailed as a priority over people and with an ageing population, there needed to be some re-prioritisation.

The process for developing the structure plan has looked at key connective routes that addressed these concerns, where there would be more intensive investment to create a network of walkable/rideable corridors that have improved amenity and safety through landscaping and urban design treatments, appropriate separation between traffic and shared or pedestrian pathways. The southern growth area provides a unique opportunity to link this through a more natural environment, through improvements along the watercourse that forms the southern edge of the growth area, which eventually will become a destination in itself, as well as being part of a broader looping network. There is substantive research and literature through organisations such as the Heart Foundation, that demonstrates the health and social benefits of creating good quality and connected environments in towns and cities that encourage people to walk for utility purposes as well as for exercise and recreation.

Where do the draft amendments fit in?

The two sites are pivotal locations on the key walking and cycling pathway network that has been identified through the structure plan process and as greenfield sites, as opposed to retrofitting established areas, they both provide a unique and tangible ability to instigate and contribute to the implementation of the network at the quality envisaged, which is an important feature of the township's liveability in the future.

As discussed above, there is capacity in Latrobe services to sustain additional population resulting from both sites with additional population supporting Latrobe's retail and commercial sector. The combined effect of the two sites being available to the market results in a greater benefit.

f. Land and resources are consumed at a rate sufficient to meets social and economic needs of the present generation without compromise to the ability of future generations to also meet their own needs.

The principle of sustainable development is central to the Tasmanian land use planning system. Sustainable development helps to enhance the long-term viability of urban and rural places. Implementation action must have regard to the rate and efficiency of consumption and to the cumulative effect of use and development.

Future benefit takes precedent over short-term expediency. The principle of inter-generational responsibility is to apply for all forms of land use. Decisions must be mindful of the long-run consequence on the economic, social and environmental capacity of land and resources for future generations.

The planning system requires a custodial responsibility to ensure land and resources remain available to be used into the future - whether or not for the same purpose.

The rate at which land is consumed is typically a response to the demand for, and supply of, land to the economic market. Inherently, each is critically dependent on the other. It follows that if there is no supply of land in a locality over time, the data will inevitably show that there is a lack of demand. Conversely, if there is readily available supply of land to the market, and that land is taken up for housing or other types of development, the data supports a case that demand exists. Potential or projected demand is typically linked to higher order population projections for a State, region or locality. The 'art' of trying to predict what the market wants

and to provide for it ensues, or worse... planning tries to force the market to places it doesn't want to go. This can result in stagnation in economic development and the provision of housing.

In considering future demand for land at Latrobe, Council commissioned Remplan to undertake a more local level analysis of the demand for, and supply of, residential land, which is the *Latrobe Council Residential Demand and Supply Study 2024*. Shortly following this work, the Tasmanian Government TasPop project, developed its own series of population projections, based on the three typical scenarios of low, medium and high. The methodologies are different. Remplan describes the difference in methodologies as follows:

REMPLAN differs from the TasPop data as it includes a more detailed and locally responsive forecast:

- *to incorporate household propensity model, which links population changes to how people form households (e.g. lone person, couple families); and*
- *use a housing unit model, which assesses dwelling demand based on age-specific migration trends, dwelling types, and local housing preferences.*

The other key distinction is that the approaches between the two data sets are substantially different. The TasPop data uses a top-down method, starting with state-level forecasts that are then distributed down to LGAs. In comparison, REMPLAN uses a combined top-down and bottom-up approach. This means the forecast is focused on small-area data, incorporates local planning inputs, development activity, and builds up to the LGA level.¹

The assessment reports for the draft amendments provide a diagram at Figure 11 that updates the Remplan 2024 assessment of land supply for vacant and underutilised land and notes the status of various subdivisions, as at the date of the draft amendment assessment in March 2026. However, the circumstances have evolved further since that assessment in March.

Irrespective of the theoretical numbers, at the time of drafting this response, it is astonishing to ascertain that there are only four (4) lots available on the open market in Latrobe through internet platforms. Two of these lots are in the recent Hedges Court subdivision opposite the Mersey Community Hospital and are large lots with approvals for multiple dwellings in place, and as such can be discounted from the general supply. With the Blackwood Avenue subdivision being completed and titles being recently issued, Council's planner contacted the owner/developer of that 48 lot subdivision identified in the diagram, to seek information about when the lots were to go to market. The developer advised that in fact 44 of the lots are committed to buyers and that there are only 4 lots available to the open market. This subdivision was not advertised on internet platforms.

In practical terms, this means that Latrobe has an effective available land supply of six (6) lots. It is noted that a number of the active subdivisions with vacant retail lots indicated in the assessment report diagram are now fully taken up, or lots are being held, such as Maney Court to the south. By any standard, this would be regarded as a critical shortage of forward land supply.

The original 2011 CCRLUS noted a single dwelling take-up rate for Latrobe of 30 dwellings per year. The 2024 Remplan report forecasts a dwelling rate of 26 per year. When considering the 66 building approvals issued since the end of December 2023 (as at March 2026), which is a rate of 31.4 per year, if the 44 committed Blackwood Avenue lots obtain building approval by end of year, this will increase the rate to 36 per year.

It is interesting to note that despite a downturn being experienced in a number of locations in Tasmania and reducing State population predicted by the TasPop project and evident in

¹ Pers. Communication to Jo Oliver – Remplan email, 5 May 2025

updated ERP data, Latrobe has demonstrated consistent demand for at least 30 dwelling per year, demand being considerably higher than this during peak periods.

Why should both rezoning amendments be supported for approval now?

Put simply ... on the basis of consistent market behaviour, because the anticipated available supply of retail lots to the market will likely be exhausted within approximately 2-3 years. The approved 39 lot subdivision on Percival Street has now resolved all outstanding issues for infrastructure and is expected to commence construction soon. The Gilbert Street parcel that can accommodate 35 lots is anticipated to be the subject of a subdivision application before the end of the year. Together with minor subdivisions that are yet to be completed, it is anticipated that there will be approximately 90 lots available over the next 3 years. The remaining land is highly uncertain, underutilised land, and for a couple of large holdings, unlikely to be developed in the short to medium term.

It will take some time to fully resolve infrastructure upgrade designs for the land that is subject to the draft amendments, which means that it is likely to be at least 2 years before the sites will be at a stage of marketability. In regard to maintaining a rolling supply of available land, the CCRLUS requires a minimum of 10 year's supply, the TPPs require a minimum of 15 year's supply. If in two year's time, the majority of the existing and forthcoming known supply is exhausted, the draft amendments combined at approximately 240 lots, provide for 8 years supply, still below the current 10 year minimum and further short of the TPP minimum.

The staging of development on both sites provides for appropriate sequencing and forward planning for the installation of infrastructure. Importantly, ensuring there are a number of competitive development fronts is the best way to ensure that monopolies are not created, which can have an adverse impact on the rate of supply and affordability in the market. Figure 2 below demonstrates Council's expectations for sequencing of development fronts in the identified growth areas. Current and imminent infill subdivisions on General Residential zoned land are categorised as current development fronts.

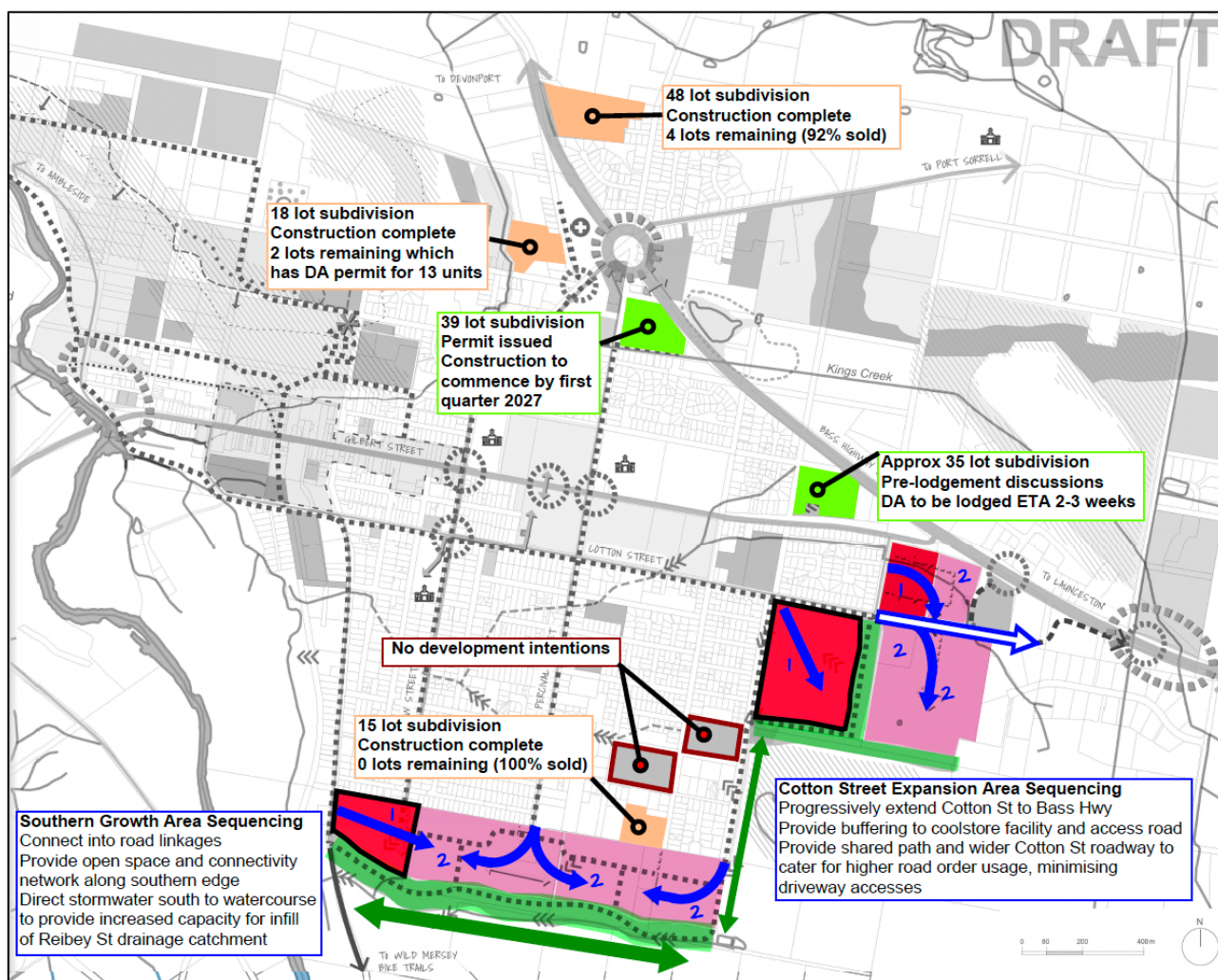


Figure 2: Current development fronts and growth area sequencing (Source base map: Latrobe Council Draft Concept Map prepared for initial consultation)

The demonstrated consistent demand at Latrobe and the rate of take-up provide sufficient evidence that the Latrobe settlement meets the social and economic needs of a component of the population that clearly values the services and lifestyle that Latrobe offers. It is evident that this is a choice made by the market, and not a deflection or redirection of demand due to a lack of supply elsewhere, as the take-up of residential subdivisions in Devonport occurs simultaneously and at much the same rate.

Providing rezoning of both sites now enables Council to co-ordinate the range of outcomes and benefits described above.

g. Decisions and choices are informed by science and expert knowledge.

Knowledge based decisions require authoritative and defensible information.

Implementation actions must focus on objective information and analysis of direct and substantive relevance.

There is an imperative to fill knowledge gaps and to ensure the currency and completeness of information on which strategies and policies are founded. Decisions with a subjective basis and unfettered discretion are avoided.

Both draft amendments are supported by qualified assessments relating to agricultural land, bushfire hazard and infrastructure services. The Remplan Residential Demand and Supply Study commissioned by Council has conducted an in-depth analysis utilising a methodology that more effectively looks at on-ground factors that influence the market demand for residential land at Latrobe. This, coupled with Council's data, provides clear credibility to the position that Latrobe is a settlement that is a desirable place to live and both sites will make a valuable contribution to meeting that demand.

- h. Consider the complete and cumulative effect of past, present and likely future use and development on the health or carrying capacity of a natural or human system.*

Assessment for the immediate impact of use and development on a proposal by proposal basis does not allow understanding on the combined impacts over time or identification of appropriate management requirements.

The principle of Inter-generational equity is encompassed within the notion of sustainable development. It warrants particular consideration in the context of regional land use strategy. From a land use perspective the principle implies that use or development should meet the needs of the present without compromising the ability of future generations to meet their own needs. In practical terms, this means that planning decisions should account for the impact not just on present generations, but also on generations to come.

This principle reinforces responses above relating to taking a longer-term view through structure planning and the ability to co-ordinate components toward building better liveability aspects and providing environmental and infrastructure improvements.

- i. Where there are threats of serious or irreversible social, economic or environmental damage the lack of scientific certainty is not to be used as a reason for postponing measures to prevent harm or degradation.*

The precautionary principle is an essential element in the concept of sustainable development. The principle requires that where the known likelihood of adverse effect cannot be ignored for the reason only that there is an absence of scientific certainty for the magnitude of such impact.

Implementation action must adopt a risk management perspective and ensure planning policy and decisions are made having regard to an acceptable level of risk and appropriate measures to avoid, remedy or mitigate risk of serious or irreversible damage.

The draft amendments have appropriately considered risk due to environmental hazards and the impacts on the town's infrastructure systems. All can be managed and in the case of the southern growth area, contributes to environmental improvement. Growth that results from the rezoning of both sites makes a positive contribution to the town economy and there is capacity in services.

- j. Decisions are responsive to changing economic, environmental and social circumstance.*

Strategy policies reflect the current state of knowledge and an alignment with policy of relevance. The Strategy is not a static instrument. It recognises influences and circumstances of relevance within the region are dynamic.

Implementation actions must continually monitor and adjust policy content and response from a regional perspective as new data, understanding and direction emerge.

The CCRLUS was amended in February 2024 to address the significantly changed circumstances in the Cradle Coast since declaration in 2011 in regard to population projections and the allocated Growth Scenarios and Settlement Strategies. The original CCRLUS was founded on a premise that the region would experience low demand for growth. As has been the case across the State, both before and after Covid, the Cradle Coast region experienced a spike in demand where the data outstripped the 2011 projections.

A focus of the 2024 amendments was to add criteria to section 4.3.1 Urban Settlement Areas, to enable consideration of, and give weight to, contemporary land demand and supply analysis in the consideration of providing additional land for growth for the settlements listed in Table 4.3. Whilst it is clearly evident that demand has exceeded the Medium Growth Scenario, the Contained Strategy for Latrobe allocates a mixture of infill (general definition as intended in the 2011 CCRLUS, not the narrow TPP definition) and expansion land to provide for growth. The discussion under principle f. above regarding the practical available and anticipated forward supply of land, describes the status of zoned infill land and how it will not be sufficient to meet the minimum 10 year land supply required by the CCRLUS.

Both draft amendment rezonings are required to ensure that when the anticipated infill land is taken up within a relatively short timeframe, there will be a sufficient rolling supply of lots to meet demand.

- k. *Principles and policies are reviewed for possible correction, replacement or repeal where negative unintended consequences are identified.*

The appropriateness, adequacy, and continued relevance of policy and implementation action for all circumstances of the Region must be maintained and adjusted as required.

As above, section 4.3.1 of the CCRLUS was amended in 2024 due to the negative impacts of strict policy based on outdated data. These amendments, and the Remplan analysis of demand and supply of residential land, enable adjustments to account for additional supply that is greater than was originally anticipated.

- l. *Maintain and enhance state, national and international connectedness and competitiveness*
Extra-regional and global influences on Strategy must be recognised and considered.

The principle reflects a reality that the Region does not exist and cannot function in isolation from connection with the world beyond its boundaries.

The Strategy has a responsibility to ensure activity within the Region reflect and match trends and requirements necessary to remain relevant and productive from a global perspective. The Region has national and global responsibility for the consequences of its actions.

Not relevant to the draft amendments.

- m. *Assessment processes and decision criteria are specific, measurable, reasonable, robust, and attainable.*

Planning instruments derived from the Strategy provide certain, clear, consistent and credible outcomes which are not subject to political, economic or social expediency, and avoid unreasonable or unnecessary impost on the cost of development and compliance.

Rules and requirements are supported by clear jurisdictional authority and apply only to matters for which intervention is necessary and appropriate.

It is noted that the 2011 CCRLUS was drafted before the LUPA Act was amended for the TPS, which allows for localised provisions in LPS's that augment, or override certain provisions in the TPS. The policy environment has also evolved since the implementation of the TPS, with the TPPs commencing operation this year. The TPPs invoke a more specific obligation to address the impacts of climate change and to take a more definitive position on growth areas, with a minimum 15 year time horizon. The local strategic approach for the Latrobe settlement accounts for these obligations and takes a pro-active stance for a longer-term period in order to secure the best outcomes for the settlement as a whole, rather than in a piecemeal fashion.

The most secure way to provide for some aspects, such as the key walking and cycling pathways, which in order to account for the future impacts of a warming climate need to incorporate novel approaches that are not yet part of typical standards, is to utilise the authority available under s.34(2) of the LUPA Act and include local provisions through site specific qualifications or a Specific Area Plan.

- n. Market-based mechanisms and incentives are used as an alternative to regulatory control wherever feasible.*

Planning instruments are not always the only or most effective tool for delivering desired land use actions.

Implementation authorities must consider a range of alternate options.

Council will continue to work with landowners, developers, infrastructure authorities and the community to pursue the best overall outcomes for the township. This necessitates a good understanding of mechanisms available to address and co-ordinate the provision of infrastructure and on-ground outcomes over time, to progress the strategic program and achieve the objectives agreed with the community, through the strategic planning process.

- o. Decisions and actions provide for broad community involvement on issues which affect them.*

The land use planning system intends a shared responsibility between government, industry and the community; and encourages public involvement in land use planning processes.

The process toward the Latrobe Structure Plan has included consultation with the community who have engaged with the process in a very positive manner, contributing ideas that clearly understand that growth can leverage benefits for the whole town. Of particular note is community feedback from the current resident population that Latrobe has unique lifestyle and liveability attributes and that these should be available to more people, particularly in attracting the family demographic, which was considered to be good for the town.

Jan Tunstall

Q - Has Council heard that the AI data centre is going to approach TasWater for agricultural water to be used as a coolant at the proposed 'data centre'? She has a bore and there was nothing in it last summer. What are the farmers going to do?

Mayor Freshney advised that as Council has not received the complete development application as yet, Council has not approached anyone at this stage, except to seek more information from the proponent. He commented that he is aware the applicant let it 'slip' that they were going to ask Tas Irrigation to use their waste water. Council will wait until they receive the development application before clarification is sought from either TasWater or Tas Irrigation.

Mayor Freshney reiterated he understands how crucial that water is to irrigation and the viability of the farming community in that area. He thanked Ms Tunstall for the question.

Tony Pearce

Mr Pearce commented that Costas have just moved their operation from East Devonport out next to Biomar at Wesley Vale. They rely heavily on bees to pollinate the berries.

Mayor Freshney commented that he is aware and suspects that Costas will submit a representation should they have any concern. Mayor Freshney thanked Mr Pearce for his concern.

The Chairperson advised that was the end of Public Question Time at 5.36pm.

11 PLANNING AUTHORITY

In accordance with Clause 29(1) of the *Local Government (Meeting Procedures) Regulations 2025* the Chairperson advised that Council will now act as a Planning Authority.

11.1 PROPOSED PLANNING SCHEME AMENDMENT - 32 CHERRY HILL RD, LATROBE

Cr Jacki Martin moved and Cr Gerrad Wicks seconded:

That the report by the Statutory Planning Officer concerning Proposed Planning Scheme Amendment – 32 Cherry Hill Rd, Latrobe, be received and that Council:

1. Endorse the Planning Authority report, pursuant to Section 40K of the *Land Use Planning & Approvals Act 1993* relating to Amendment 3/2026 (L-PS001/2025);
2. Council delegate to the Director Development and Regulatory Services its powers and functions to:
 - a. modify the report submitted under Recommendation 1 if a request or a direction for further information is received from the Tasmanian Planning Commission; and
 - b. represent the planning authority at hearings of the Tasmanian Planning Commission pursuant to Section 40L of the *Land Use Planning & Approvals Act 1993*.

CARRIED UNANIMOUSLY
8 / 0

FOR: Mayor Peter Freshney, Cr Claudia Baldock, Cr David Fidler, Cr Garry Sims, Cr Gerrad Wicks, Cr Graeme Brown, Cr Jacki Martin and Cr Lucy Gorniak
AGAINST: Nil

11.2 CEASE TO ACT AS PLANNING AUTHORITY

Cr David Fidler moved and Cr Lucy Gorniak seconded:

That Council cease to act as a Planning Authority.

CARRIED UNANIMOUSLY
8 / 0

FOR: Mayor Peter Freshney, Cr Claudia Baldock, Cr David Fidler, Cr Garry Sims, Cr Gerrad Wicks, Cr Graeme Brown, Cr Jacki Martin and Cr Lucy Gorniak
AGAINST: Nil

Mr Newton left the meeting at this time, 5.55pm.

12 DEVELOPMENT AND REGULATORY SERVICES DEPARTMENT

12.1 BUILDING DEPARTMENT REPORT - JUNE 2026

Cr Garry Sims moved and Cr David Fidler seconded:

That the report advising of Building and Plumbing Applications and Notifications received for the month of June 2026 be received.

CARRIED UNANIMOUSLY
8 / 0

FOR: Mayor Peter Freshney, Cr Claudia Baldock, Cr David Fidler, Cr Garry Sims, Cr Gerrad Wicks, Cr Graeme Brown, Cr Jacki Martin and Cr Lucy Gorniak
AGAINST: Nil

12.2 PLANNING DEVELOPMENT APPLICATION STATUS REPORT - JUNE 2026

Cr Garry Sims moved and Cr David Fidler seconded:

That the status report of development applications for the month of June 2026 be received.

CARRIED UNANIMOUSLY
8 / 0

DRAFT AMENDMENT 2/2026 (L-PS001/2026)

TASMANIAN PLANNING POLICIES ASSESSMENT – S.34(2) da)

Section 34(2) da) of the *Land Use Planning and Approvals Act 1993* states that a draft amendment to the Local Provisions Schedule (LPS) must satisfy the relevant criteria in relation to the Tasmanian Planning Policies (TPP's). When Council agreed to prepare the draft amendment pursuant to Section 38(2) at its Council Meeting on 22 June 2026, the TPP's were not in force at that time.

The TPP's came into effect on 1 July 2026. Council has previously made submissions to the State Planning Office concerning the lack of savings provisions and the complexity and duplication that the implementation of the TPP's would cause. The lack of savings provisions was acknowledged by the State Planning Office with the commencement of consultation on a draft bill from March 2026. The *Land Use Planning and Approvals (Miscellaneous Amendments) Bill 2026* proposes a raft of changes to The Act, including the aforementioned inclusion of savings provisions to enable LPS amendments to be assessed under the planning provisions that applied at the time of certification under section 40F of The Act. Despite changes to The Act in the form of the Bill being progressed through State Parliament, the Bill has not yet been passed, and consequentially the savings provisions proposed in that Bill cannot have any effect. As a result, this draft amendment is required to be assessed against the provisions of the Tasmanian Planning Policies.

It must be noted that the Regional Land Use Strategy in force at the time of preparing the draft amendment is the Cradle Coast Regional Land Use Strategy 2010-2030 (CCRLUS) version dated 28 February 2024. Noting that new iterations of the Regional Land Use Strategies will be made in reference to the TPP's, there are some elements of the current CCRLUS that are not directly aligned to the strategies listed within the TPP's. The Tasmanian Planning Commission published an Information Sheet that provides initial guidance on potential implications and considerations for current assessments noting the commencement of the TPP's and proposed legislative amendments:

“As the current three regional strategies pre-date the commencement of the TPPs, there may be instances where elements of those strategies are not fully aligned with the policy direction established by the TPPs. In such circumstances, variances or divergences may arise where regional strategy provisions do not fully reflect or give effect to the more contemporary policy framework established by the TPPs. In these cases, considered and reasoned judgment is required to reconcile any variance or divergence between instruments...”

Consequently, the following assessment against the provisions of the Tasmanian Planning Policies has been included below to ensure compliance with Section 34(2) da) of The Act:

Tasmanian Planning Policies	
1.0	SETTLEMENT
1.1	Growth
1.1.1	Application
	Applies to existing settlements and land that has been proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements unless that rural residential settlement, or part of it, has been identified for infill growth at urban densities and included within an urban or settlement growth boundary.
1.1.2	Objective
	Applies to existing settlements and land that has been proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements unless that rural residential settlement, or part of it, has been identified for infill growth at urban densities and included within an urban or settlement growth boundary.
	The subject site is located at the southern edge of the Latrobe settlement. The land has been identified future settlement growth within the Latrobe Draft Structure Plan and proposed to be allocated within the settlement boundary of the future Cradle Coast Regional Land Use Strategy.
1.1.3	Strategies
	1. Provide for at least a 15 year regional supply of land that is available, identified or allocated, for the community's existing and forecast demand for residential, commercial, industrial, recreational and community land to support the economic, social and environmental functioning of settlements across the region. In considering the current CCRLUS to address this section, Part C – Section 4.3 of the CCRLUS contains strategies covering Land Use Policies for Managing Growth and Development. Section 4.3.1 (c) states: <i>“Match land supply to need and provide sufficient land within the designated urban settlement boundaries of each centre to meet forecast need for a time horizon of not less than 10 years but not exceeding 20 years, unless a contemporary land supply and demand analysis demonstrates that additional urban land should be made available to accommodate growth.”</i> The CCRLUS does not explicitly consider a 15 year <i>regional</i> supply as specified in the TPP's, but a 10-20 year supply within the settlement boundaries for each centre. While there is a variation between the current CCRLUS and the TPP's in this instance, the variation is largely in how the regional supply is calculated. While the current CCRLUS seeks to identify land supply per settlement (centre), it is considered that the cumulative total of each centre's land supply would equate to the total regional land supply. This work is being conducted as part of the draft CCRLUS and has yet to be exhibited or endorsed by the Minister.

As discussed within this report, it is evident that Latrobe's current retail-retail land supply is below the minimum land supply level required by the current CCRLUS. The Draft Latrobe Structure Plan has identified land suitable for residential land supply to provide a minimum 20 year land supply, including the site subject to this draft amendment. The work behind the land supply for the Draft Latrobe Structure Plan has been utilised as part of the regional land supply calculations for the draft CCRLUS.

2. Plan for growth that will:

- a) prioritise and encourage infill development, consolidation, redevelopment, re-use and intensification of under-utilised land within existing settlements, prior to allocating land for growth outside existing settlements;
- b) prioritise the development of land that maximises the use of available capacity within existing physical and social infrastructure networks and services;
- c) integrate with existing or planned transport systems; and
- d) discourage the development of land that:
 - i. is not well serviced by existing or planned physical and social infrastructure, or that is difficult or costly to service;
 - ii. is subject to environmental hazards where a tolerable level of risk cannot be achieved or maintained;
 - iii. has high environmental or landscape values;
 - iv. is agricultural land, especially land within the more productive classes of agricultural capabilities; or
 - v. is used for extractive industries or identified as strategic resource areas and deposits.

- a) Settlement growth boundaries have been drafted as part of the draft Cradle Coast Regional Land Use Strategy. The draft CCRLUS administered by the Cradle Coast Authority has identified the subject site as being within the settlement growth boundary for Latrobe. The location of the proposed rezoning is situated immediately adjacent to the existing urban residential area. The proposed expansion is logical given its close proximity to the Township centre and ability to readily connect into required infrastructure. Whilst located at the southern edge of the established urban area, the site is consistent with infill strategies, given the established General Residential zoned land to the west on Hamilton Street, with the subject site being effectively in line with the southern-most extent of this zoning and consistent with the topographical extent of the land. The amendment area is located upon higher ground situated above the Mersey River floodplain, with the agricultural land being separated by distance and elevation by a defined escarpment. The proposed location for the rezoning to facilitate increased residential development is reasonable and efficient noting the proximity of the land to urban development and its serviceability. The steady take-up of other zoned infill land, means that land supply through consolidation alone will not be sufficient to address the predicted shortfall, particularly given there should be a rolling land supply of 10 years under the current CCRLUS, with the imminent TPP's requiring a minimum of 15 years land supply.

- b) Reticulated water infrastructure is situated adjacent to both frontages of the subject site. TasWater advised that the water network has sufficient capacity, however some infrastructure restrictions that currently exist would need to be upgraded.

In relation to sewerage infrastructure, the subject site is located just outside of the sewer servicing area. TasWater have stated *“some sewer pipes will require upsizing, and additional emergency storage will need to be constructed near the existing pump station. Alternatively, a new sewer pump station may be required to bypass these constraints.”* It is noted however, that the anticipated upgrades to the reticulated pipe network and pump stations is viable for the projected subdivision yield.

A stormwater servicing report was provided with the application by qualified hydraulic engineers from Rare Engineering. Noting capacity constraints in the downstream stormwater network, future residential development would require the provision of stormwater detention basins. The report concludes that *“In summary, as detention storage can be suitably sized to accommodate stormwater catchment flows from the site, and downstream infrastructure can be sized to accommodate both post-development flowrates and any further contributing catchments, both catchments contributing to the site area can be serviced if rezoned for general residential development.”* The design of the stormwater system for the future development of the site will be required to account for the predicted impacts of climate change on flow volumes and rates. The land is of sufficient area such that any increases as a result of climate change calculations, can be readily accommodated.

Underground electricity infrastructure exists along both Robert and Cotton Streets. TasNetworks have advised that “based on the information provided, TasNetworks have no issues to raise regarding the proposed planning scheme amendment.” The amendment and any future subdivision is unlikely to result in any electricity infrastructure constraints or adversely affect TasNetworks’ operations.

The subject site has frontage to both Cotton and Robert Streets, which are maintained by the Council in its role as the road authority. Council’s Manager of Infrastructure & Assets is satisfied that suitable roads providing access from both Cotton and Robert Streets to future residential lots can be accommodated on the subject site, noting the input of the road authority to the recommended SSQ’s.

- c) The applicant has provided a traffic impact assessment (TIA) to accompany the draft amendment. The TIA considered that traffic generation rates from residential dwellings in a future subdivision upon the land would be in the region of 9 trips per day per dwelling, and that as the land has the potential for a 220 lot subdivision, this would equate *“to traffic generation of 2,000 vehicles per day and 187 vehicles per hour at peak times.”*

The TIA has *“estimated 50% of the generated traffic will travel to and from Latrobe (West of the development site) and to and from the Bass Highway (East of the development site).”* The TIA undertook an assessment of the intersections that would interact with the traffic volumes generated from a future residential subdivision development. The TIA has made recommendations in relation to upgrading three State and Council road intersections to meet anticipated traffic volumes. The TIA concludes that *“evidence provided demonstrates that the proposal can comply with the Road and Railway Assets Code C3 of the Tasmanian Planning Scheme - Latrobe. Overall, it has been concluded that*

the proposed use, subject to the recommendations will not create any traffic or safety issues and traffic will continue to operate safely and efficiently on the surrounding road network. Based on the findings of this report, the proposal is supported on traffic grounds."

It is noted that Mr Burk's assessment is strictly in accordance with current technical engineering standards and relates more to the carrying capacity of affected roads. The recommended SSQ's, as discussed above, are aimed at providing for a more nuanced and higher quality outcome than the baseline technical standards. This does not conflict with Mr Burk's assessment however, and is considered more an augmentation of the on-ground outcomes for a better quality result.

The land forms an integral component of Council's strategic planning for the future of Latrobe. In particular, Council's documented intention to establish an improved network of pedestrian and bike connectivity that plans for the future impacts of climate change on the urban environment, has been well received by the community through the consultation undertaken for the initial concepts that underpin the Latrobe Structure Plan (currently in progress). The Draft Latrobe Structure Plan identifies the provision of improved pedestrian and cycling infrastructure for Hamilton and Bradshaw Streets and identifies Hamilton Street as being the main connector to a new bike/pedestrian connectivity network. A new shared path for pedestrian and cyclist use is proposed along the southern edge of the proposed urban development area, to be located within an area of public open space serving as a buffer to the watercourse and drainage lines to the south and grazing land beyond. These linkages will provide the primary active transport corridor for residents of the new subdivision to access the recreational facilities nearby. The location of the site is practically located between established recreation and sporting facilities within the Latrobe settlement to the north, and the Warrawee Conservation Area to the south comprising of bushwalks and the Wild Mersey Mountain Bike trail network. Hamilton Street also forms part of the Tasmanian Trail, the state's only long distance (480km) multi-use trail connecting Devonport to Dover in the state's south.

- d) Land to the south of the amendment area is proposed to be continued to be used for agriculture by the proponents as a beef breeding/finishing enterprise. The amendment area is located upon higher ground situated above the Mersey River floodplain, with the agricultural land being separated by distance and elevation by a defined escarpment. The line of the escarpment with a drainage running parallel at its base, will form the natural and physical boundary to the amendment area. The subdivision concept plan provided with the application shows provision of a green buffer running along the southern edge consistent with the Draft Structure Plan documentation. The area of public open space along the top of the escarpment in addition to the physical separation afforded by the escarpment itself, will minimise the potential for land use conflict between the beef grazing enterprise and future sensitive use. The escarpment also ensures that future residential development will not be subject to risk of flood inundation from the Mersey River. Overland flows from the eastern drainage line can be comfortably accommodated within future stormwater infrastructure.

The area of the proposed amendment would adjoin Agriculture zoned land to the east and to the south. Land adjoining to the east of the proposed amendment (CT 39011/2 approximately 14 ha) is currently zoned Agriculture and is described by the agronomist

as being “covered by open pastureland and various paddock trees, used for agriculture as per grazing livestock, and a residential dwelling is present. Best characterised as lifestyle block.” The limited scale, nature and intensity of grazing of livestock on this adjoining land parcel will not result in their being any confining or restraint to the adjoining land from future residential development.
3. Identify regional settlement hierarchies and allocate growth scenarios to settlements based on: a) population projections and forecast demographic change; b) the functional characteristics of the settlement and any specific role it plays in the State or region; c) the social, environmental and economic characteristics of the settlement; d) the availability of goods and services, including social infrastructure, to support the needs of the community; e) access to employment and training opportunities; f) efficient and accessible transport systems; and g) capacity and cost-efficient upgrading of physical infrastructure.
4. Support the growth of settlements that is in accordance with their allocated growth scenario.
In considering Points 3 and 4 jointly, the current CCRLUS in Section 4.3.1 has regional settlement hierarchies and growth scenarios identified through a settlement management strategy. The current CCRLUS utilises an activity centre framework rather than settlement hierarchies: <i>“What the Framework proposes is that the scale and function of each centre be focused to deliver key community requirements in a manner which is complimentary and efficient to the needs of the resident and catchment population of that centre and to the Region as an entity. It suggests the Region’s centres be considered as part of a sustainable and efficient network.</i> <i>An activity centre policy does not impose a hierarchy of economic, social or cultural importance. Rather the concept is to ensure a continuum of size and function, and an absence of unnecessary dysfunction for activities which are regionally important and which rely on a regional population.”</i> Latrobe is described as a “District Activity Centre.” The Planning Officer notes that the description of the population and services for such a centre is comparable to the proposed settlement hierarchy description of Latrobe as a “Large Town” in the draft CCRLUS. In relation to growth considerations, the settlement management strategy (noting this was drafted in 2010) identified Latrobe as having a medium growth scenario with a Contained settlement strategy: <i>“A Contained Strategy which promotes a mix of intensification and strategically planned expansion to retain compact urban form and provide a mix of development and growth opportunities. The mix does not need to occur in balanced proportion. The approach allows for optimum use of available and planned infrastructure in both established and new release areas CCRLUS growth.”</i>

In addition to the requirements specified in Section 4.3.1 d) of the current CCRLUS, part e) provides for the variation of the designated growth scenario or settlement strategy where a contemporary land supply and demand analysis indicates that additional land should be made available to accommodate growth.

As discussed within this report, it is evident that Latrobe's current retail-retail land supply is below the minimum land supply level required by the current CCRLUS. The Draft Latrobe Structure Plan has identified land suitable for residential land supply, including the subject site, to provide for the development of additional dwellings to meet the forecast demand in the Latrobe settlement.

5. Actively address impediments to infill development, particularly in the major urban centres.

6. Promote the preparation of structure plans that provide for the effective planning and management of land use and development within a settlement, or part of a settlement, that, as a minimum, considers:

- a) the identified values, physical constraints, environmental hazards, and the strategic context of the location;
- b) urban or settlement growth boundary;
- c) movement networks, including street hierarchy and pedestrian and cycling paths for active transport modes;
- d) location of land for the purpose of residential, commercial, open space, recreation and community use and development, the relationship between uses and their positioning to limit or manage land use conflict;
- e) any staging or sequencing of development of land;
- f) the use of existing physical infrastructure and the logical and efficient provision of additional physical infrastructure; and
- g) impacts on broader physical and social infrastructure, including health and education facilities, strategic transport networks, public transport services, stormwater, water and sewerage.

The draft amendment takes into account a number of strategic considerations within established state policies and strategic plans concerning the proposed rezoning of the subject site for residential use and development.

In 2023, Council engaged economic and demographic specialists REMPLAN to undertake a Residential Demand and Supply study (LRDSS) with intent to obtain a factual analysis of demographic change and the current state of the residential land and housing market. The LRDSS states that the report's conclusions provide Council with an understanding of the expected population and dwelling demand across the municipality and in its key settlement areas, together with data on current residential land supply and insights into the areas where future focus might be required. The LRDSS provides up to date and relevant data to inform Council's future plans and strategies relating to settlement planning across the municipality to enable sound strategic planning decisions concerning residential development in the area.

Concerning point 5, the total supply includes land identified in the land supply maps as being "underutilised," which due to landowner intentions and land constraints cannot be relied upon to provide a consistent source of future land supply. The total number of dwellings identified on

“underutilised” land with known constraints to development potential totals 111, while the total number of dwellings identified on the two vacant land parcels with known constraints in the diagrams below total 54. This combined total of 165 dwellings equates to just over 6 years of supply based on forecast dwelling demand. Excluding the aforementioned land parcels from the supply count with known constraints and/or remote likelihood of development, vacant land supply would be exhausted by 2032, while total supply including remaining underutilised land would be exhausted by the end of 2036. Noting the large number of land parcels with known constraints and/or remote likelihood of development, the proposed amendment represents a logical and sustainable infill to ensure availability of sufficient land to meet the increase in Latrobe’s population.

In considering point 6, The process to prepare the Latrobe Structure Plan, informed by the findings and recommendations of the REMPLAN LRDS, identifies the subject land as appropriate for future residential use consistent with the strategic directions of the 2009 Latrobe Township Strategic Plan. The data from the REMPLAN LRDS, reconciled with feedback received concerning underdeveloped, remnant infill land parcels, indicates that vacant land supply is likely to be exhausted within 6 years. This information provides a more realistic representation of land supply within the Latrobe settlement, that demonstrates that additional land needs to be made available to ensure a 15-year supply of residential land is available.

7. Create urban or settlement growth boundaries that clearly identifies the spatial extent of growth, including the allocation of sufficient land to meet projected growth.

Settlement growth boundaries have been drafted as part of the draft Cradle Coast Regional Land Use Strategy. The draft CCRLUS administered by the Cradle Coast Authority has identified the subject site as being within the settlement growth boundary for Latrobe. At the time of assessing the draft amendment, the draft CCRLUS has yet to be exhibited or approved by the Minister.

8. Land identified for proposed growth on land located outside an existing urban or settlement growth boundary must be strategically justified, based on:
 - a) projected population growth;
 - b) site suitability, such as having regard to identified values, agricultural capabilities, physical constraints and environmental hazards;
 - c) regional and local land supply and demand analysis (including infill and greenfield);
 - d) the extent of achieving infill targets and consideration of the release of greenfield sites within the existing urban or settlement growth boundary;
 - e) existing physical and social infrastructure networks and services;
 - f) supporting the regional settlement hierarchy; and
 - g) preventing the distortion of growth strategies in other settlements.

Settlement growth boundaries have been drafted as part of the renewed Cradle Coast Regional Land Use Strategy. The draft CCRLUS administered by the Cradle Coast Authority has identified the subject site as being within the settlement growth boundary for Latrobe.

9. Identify the role and function of activity centres within settlements and encourage use and development that complements and supports that role and function.

The activity centre framework within the current CCRLUS describes Latrobe as a “District Activity Centre.”

District Activity Centre

These towns have a larger population base for a discrete part of the Region and provide services and facilities which meet needs of the local community and an immediate discrete hinterland and may also contain some activity which is of a regional scale.

These towns offer a range of services in education, health, culture and entertainment, community support, personal service, and convenience and comparison retail options where sustainable service levels can be supported across a number of sites.

District centres are to offer a range of employment and business opportunity.

The Planning Officer notes that the description of the various services for such a centre is comparable to the proposed settlement hierarchy description of “Large Town” in the draft CCRLUS.

The draft amendment will contribute to employment opportunities within Latrobe and the Cradle Coast region. The location of the proposed rezoning situated immediately adjacent to the existing urban residential area, constitutes a logical expansion given the site’s close proximity to the Latrobe township centre and key infrastructure. The rezoning would increase the local population in the Latrobe settlement area, expanding the catchment for businesses and services located nearby, providing greater demand for retail, hospitality and service industries, which in turn creates local employment opportunities.

10. Encourage the concentration of commercial, administrative, major retail, entertainment and cultural use and development within activity centres that are highly accessible by public and active transport.

Point 10 is not applicable as the draft amendment proposes rezoning to General Residential which does not facilitate concentrated commercial, administrative, major retail, entertainment or cultural uses.

11. Provide for and identify preferred development sequences in areas of growth to enable better coordination and more cost-effective planning and delivery of physical infrastructure including addressing impediments to the development of suitably zoned land (e.g. land banking).

The site of the proposed amendment area is identified in the Draft Latrobe Structure Plan as part of the southern growth area in providing urban development within the structure plan period. It is proposed as part of the structure plan to sequence future development within the identified growth front area to provide for the orderly development of future subdivision, infrastructure, active networks and public open space. The multiple land holdings is important to minimise likelihood of monopoly development and land banking situations that would increase land purchase costs and restrict supply respectively.

The site of the proposed amendment area is directly adjacent to existing urban, serviced land, with such services able to be connected to and augmented to facilitate future development.

1.2 Liveability
1.2.1 Application
Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements.
The subject site is within the Latrobe settlement on land that is both allocated and identified for future settlement growth in the form of residential development.
1.2.2 Objective
To improve the liveability of settlements by promoting a pattern of development that improves access to housing, education, employment, recreation, nature, health and other services that support the wellbeing of the community.
The location of the proposed rezoning situated immediately adjacent to the existing urban residential area, constitutes a logical expansion given the site's close proximity to the Latrobe township centre.
1.2.3 Strategies
1. Promote the location of residential use and development in areas that are close to, or are well connected to, activity centres or secure and reliable employment sources.
2. Facilitate access to, and a diverse range of, employment opportunities in settlements by: a) promoting the provision of, and access to, safe and efficient public transport; b) encouraging telecommunications infrastructure to support the ability to work remotely and access global markets; and c) enabling businesses that promote local characteristics, resources and produce.
In jointly considering Points 1 and 2, the location of the proposed rezoning situated immediately adjacent to the existing urban residential area, constitutes a logical expansion given the site's close proximity to the Latrobe township centre, key services, and public transport.
3. Support growth in the skilled workforce and increase opportunities for innovation, research and technology by encouraging tertiary education and vocational training institutions to be located: a) in settlements that are within the higher tiers of the settlement hierarchy; and b) within close proximity to residential areas, or highly accessible by public transport; unless the particular educational or training course requires a remote location or an area with particular characteristics to teach the particular skills being offered.
Point 3 is not relevant to this assessment. The draft amendment in facilitating a change of zone to General Residential is not proposing any development for the purposes of tertiary education or vocational training institutions.

4. Provide for a network of accessible, interlinked and inviting open and green spaces close to and within residential areas and activity centres to encourage active lifestyles, connection with nature and social interaction.
5. Provide for connectivity within settlements, especially between residential areas, activity centres and open space networks, through a network of legible, safe and accessible infrastructure dedicated to active transport modes, including end of trip facilities.
6. Provide integrated transport networks that allow people to move safely and efficiently between and within settlements utilising different transport modes, including public transport, cycling and walking, to reduce car dependency.
In jointly considering Points 4-6, the Latrobe Draft Structure Plan proposes the provision of an active transport network for improved pedestrian and cycling linkages. The active transport network proposes linkages to major social infrastructure within Latrobe including schools, public open space, the hospital, as well as the Latrobe activity centre. It is proposed that future residential subdivision of the subject land will provide shared path infrastructure to connect to these linkages as detailed on the draft structure plan. The location of the site is practically located between established recreation and sporting facilities within the Latrobe settlement to the north, and the Warrawee Conservation Area to the south comprising of bushwalks and the Wild Mersey Mountain Bike trail network.
7. Support measures to mitigate the impacts of climate change on urban environments by encouraging urban forests, community gardens, street plantings, garden roof tops (green roof), water sensitive urban design and integration of shade and water features into public spaces.
Although noted that no development is proposed as part of this amendment, the measures identified in this section can be facilitate upon future subdivision. The draft plan provided is consistent with the outcomes of the Draft Latrobe Structure Plan in providing for public open space along the southern edge, buffering the watercourses and drainage lines, and street tree plantings, which can further opportunities to pursue water sensitive urban design and urban greening.
8. Improve neighbourhood amenity by managing incompatible use and development.
Land to the south of the amendment area is proposed to be continued to be used for agriculture by the proponents as a beef breeding/finishing enterprise. The amendment area is located upon higher ground situated above the Mersey River floodplain, with the agricultural land being separated by distance and elevation by a defined escarpment. The line of the escarpment with a drainage running parallel at its base, will form the natural and physical boundary to the amendment area, minimising the potential for land use conflict between the beef grazing enterprise and future sensitive use.
9. Provide for a range of cultural, recreational and community facilities that support wellbeing, social cohesion and cultural identity and understanding.

10. Protect and enhance those settlements, or part of settlements, that contain unique or distinctive local characteristics that contribute, or have the potential to contribute to, the community's identity and sense of place.
11. Facilitate place-making and recognise the contribution it makes to the local economy, environmental amenity and social wellbeing of the community.
In jointly considering Points 9-11, it is noted that Latrobe retains a country-town aesthetic in relation to the spatial characteristics of the area. The farming areas to the west and south of the town within the Mersey floodplain, as well as in the higher areas further north and east will continue to frame the town coupled with the retention of established native vegetation, such as Dooleys Hill, Staggs Hills and Oppenheim Hill. In relation to the subject site, future residential development is situated adjacent to existing urban development, extending upon the existing urban form atop the elevated area above the Mersey River floodplain and surrounding farmland, while maintaining a buffer to drainage lines and watercourses draining to the river. The retention and buffering of the watercourses, and provision of additional street plantings as part of future subdivision, will provide a higher quality active connectivity and visual outlooks compared with previous residential development in the area. The provision of key pedestrian/bike pathway linkages to the north and east of the subject site as well as improving active connectivity, will also contribute to future natural amenity to the recreational pathway along the edge of the southern growth area. This will provide an active network loop providing both positive amenity and health outcomes.
1.3 Social infrastructure
1.3.1 Application
Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements, other than for the provision of social infrastructure that supports the safety of those communities such as rural fire services.
The subject site is within the Latrobe settlement on land that is both allocated and identified for future settlement growth in the form of residential development.
1.3.2 Objective
To support the provision of adequate, accessible and inclusive social infrastructure to promote the health, education, safety and wellbeing of the community.
The Latrobe Draft Structure Plan proposes the provision of an active transport network for improved pedestrian and cycling linkages. The active transport network proposes linkages to major social infrastructure within Latrobe including schools, the hospital and the town centre. It is proposed that future residential subdivision of the subject land will provide shared path infrastructure to connect to these linkages as detailed on the draft structure plan.
1.3.3 Strategies

1. Provide for a sufficient supply of land to support the community's existing and forecast demand for social infrastructure, including, but not limited to, schools, health care, libraries, social services and child and aged care.
As part of community and stakeholder consultation into the Draft Latrobe Structure Plan, state health and education departments were contacted. The state health department responded and provided information concerning the future growth of the Mersey Community Hospital through the North West Hospitals Masterplan. The draft amendment does not adversely impact the supply of land to support the community's existing and forecast demand for social infrastructure. Further, the subject site is not located immediately adjacent to or adjoining any primary or high school.
2. Facilitate the co-location of suitable and compatible social infrastructure.
3. Maximise the use of existing well-located social infrastructure, including the re-use and multi- use of sites, to meet the changing needs of the community.
Points 2 and 3 are not applicable to this assessment as the draft amendment does not propose the use or development of land for social infrastructure.
4. Integrate public and active transport networks with major social infrastructure.
5. Promote the location of social infrastructure in close proximity to, or highly accessible by, residential areas.
The Latrobe Draft Structure Plan proposes the provision of an active transport network for improved pedestrian and cycling linkages. The active transport network proposes linkages to major social infrastructure within Latrobe including schools, the hospital and the town centre. It is proposed that future residential subdivision of the subject land will provide shared path infrastructure to connect to these linkages as detailed on the draft structure plan.
6. Facilitate the provision of services that support vulnerable or at-risk people, including crisis accommodation, neighbourhood houses, youth-at-risk centres, women's shelters and men's shelters.
No development is proposed as part of the draft planning scheme amendment. The use and development of land for accommodation and services that support vulnerable or at-risk people under the Residential and Community Meeting & Entertainment use classes have approval pathways within the General Residential zone.
7. Protect major health and emergency services facilities (including associated airspace) from land use conflict by limiting the encroachment or intensification of surrounding incompatible use and development.
8. Support the temporary or intermittent use of recreational, educational and community facilities for a range of cultural and creative activities that promote community participation and social inclusion.

9. Encourage the provision of housing to accommodate employees that support essential social infrastructure in remote areas¹.

¹ Strategies to accommodate housing for employees in the tourism, agriculture and extractive industries sectors in remote areas are addressed under their respective policies.

Points 7 to 9 are not applicable to this draft amendment, as the draft amendment:

- will not encroach upon the major health and emergency services facilities at the Mersey Community Hospital;
- does not propose any cultural or creative activities or land use; and
- is not located in a remote area.

1.4 Settlement types

1.4.1 Application

Applies to all existing settlements and all land that is proposed, allocated or identified for future settlement growth including rural residential development.

The subject site is within the Latrobe settlement on land that is both allocated and identified for future settlement growth in the form of residential development.

1.4.2 Objective

To plan for the sustainable use and development of settlements that have particular characteristics or values.

The Latrobe Town Centre is a river town surrounded by a series of influential natural and built features, including significant bushland on Dooleys Hill directly to the north and the Mersey River to the west. The town centre is subject to local heritage planning scheme controls under the LPS, as well as containing a number of properties on the state heritage register. The Latrobe Conservation Area applies for that part of Latrobe centred on Gilbert Street where there is a high proportion of intact commercial, community and residential buildings for the early periods of the settlement during which the township had an important role in the development of north west Tasmania.

1.4.3 Strategies

1. Promote the vibrancy and character of specific activity centres, hubs or inner-city locations that have good connectivity, housing choices and access to goods and services that support urban lifestyles, where the impacts associated with mixed use and higher density residential use can be managed.

The provision of an active transport network for improved pedestrian and cycling linkages as proposed within the Latrobe Draft Structure Plan, will provide improved active transport linkages to the town centre. Future residential subdivision of the subject land will connect to these linkages as detailed on the draft structure plan.

2. Establish urban or settlement growth boundaries around coastal settlements to ensure that growth in coastal areas is directed to existing settlement areas and prevents linear development along the coast.
3. Facilitate the provision of social and physical infrastructure to support the seasonal fluctuations in populations experienced by coastal or other settlements that are characterised by holiday homes.
Points 2 and 3 are not applicable to this assessment. The settlement is not classified as a coastal settlement, noting that the subject site is more than 1.0km from the high water mark of the Mersey River estuary as indicated by the Coastal Zone. Latrobe is not a settlement characterised by holiday homes.
4. Identify and protect the key values and activities of rural towns and villages, and support use and development that enhances these values and activities.
Point 4 is not applicable as Latrobe is not characterised as a rural town or village under the current or future Regional Land Use Strategy.
5. Avoid allocating additional land for the purpose of rural residential use and development, unless: a) the amount of land to be allocated is minimal and does not constitute a significant increase in the immediate vicinity, or the existing pattern of development reflects rural residential type settlement; b) the land is not within an urban or settlement growth boundary; c) the location of the land represents an incremental, strategic and natural progression of an existing rural residential settlement; d) the land is not strategically identified for future development at urban densities, or has the potential for future development at urban densities; e) growth opportunities maximise the efficiency of existing services and physical infrastructure; f) agricultural land, especially land within the more productive classes of agricultural capabilities, cultural heritage values, landscape values, environmental values and land subject to environmental hazards are, where possible, avoided; g) the potential for land use conflict with surrounding incompatible uses, such as extractive industries and agricultural production is avoided or managed; and h) it contributes to providing for a mix of housing choices that attracts or retains a diverse population.
Point 5 is not applicable as the draft amendment does not propose rural residential use and development.
1.5 Housing
1.5.1 Application
Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth.

The subject site is within the Latrobe settlement on land that is both allocated and identified for future settlement growth in the form of residential development.

1.5.2 Objective

To provide for a sufficient supply of diverse housing stock, including social and affordable housing, that is well-located and well-serviced to meet the existing and future needs of Tasmanians.

The location of the proposed rezoning situated immediately adjacent to the existing urban residential area, constitutes a logical expansion given the site's close proximity to the Latrobe township centre and key infrastructure. The rezoning would increase the supply of residential land in the Latrobe settlement area to meet forecast demand.

Rezoning the land to General Residential will enable the development of social and affordable housing. New housing would be located in close proximity to the Latrobe Township activity centre, and be well connected to existing infrastructure, services, education and public open space, both locally and in the broader Devonport area.

1.5.3 Strategies

1. Provide the timely supply of land for housing in locations that are, or can be, easily connected to, and integrated with, the range of services including social and physical infrastructure, access to community, health and education facilities, public transport, and employment, consistent with the policy outcomes that deliver liveable settlements.

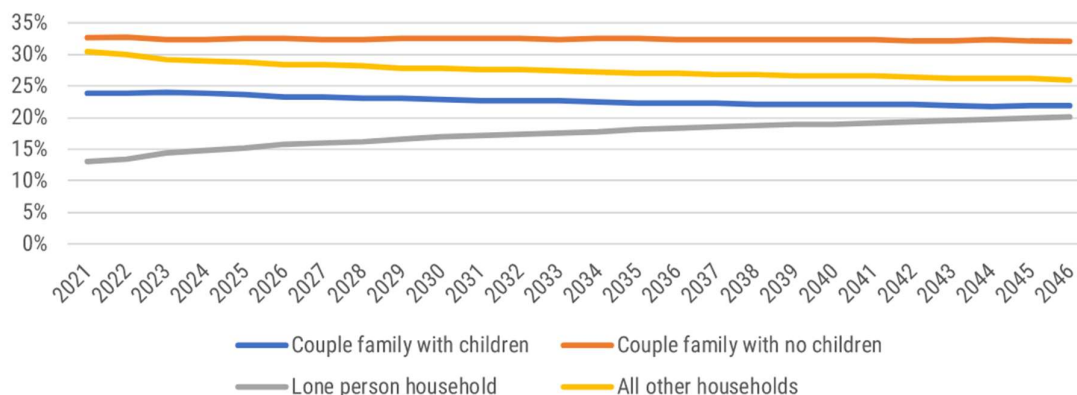
The data from the REMPLAN LRDSS, reconciled with feedback received concerning under-developed, remnant infill land parcels, indicates that vacant land supply is likely to be exhausted within 6 years. This information provides a more realistic representation of land supply within the Latrobe settlement, that demonstrates that additional land needs to be made available to ensure a 15-year supply of residential land is available. Noting the large number of land parcels with known constraints and/or remote likelihood of development, the proposed amendment represents a logical and sustainable infill to ensure availability of sufficient land to meet the increase in Latrobe's population.

2. Supply land, including infill, reuse and greenfield sites, for housing that meets the projected housing demand, which is to be based on the best available evidence, to improve housing availability and affordability.

The LRDSS has determined that based on the forecast demand, *it is estimated that the ... Latrobe Settlement is expected to account for 28% of population growth and 34% of dwelling growth (within the Latrobe LGA). The differences in proportions of population and dwelling growth relate to the demographics of each area, with Latrobe Settlement for example needing a higher percentage of dwellings to account for its decreasing household size, meaning more houses are needed to accommodate the existing population as well as the new population).*

Source: REMPLAN

Figure 4-5: Forecast household structure for Latrobe Settlement



Source: REMPLAN

Figure A: Forecast household formation – Latrobe settlement

In considering the Latrobe settlement, the LRDSS have forecast a growth in population from 4,524 people in 2021 to 5,719 people in 2046: an increase of 1,195 people. To accommodate the changing population structure and household formations, the number of dwellings required to meet this demand is expected to increase from 2,025 (in 2021) to 2,684 (in 2046): an increase of 659 dwellings.

Table 1: Forecast population and dwelling demand 2021-46

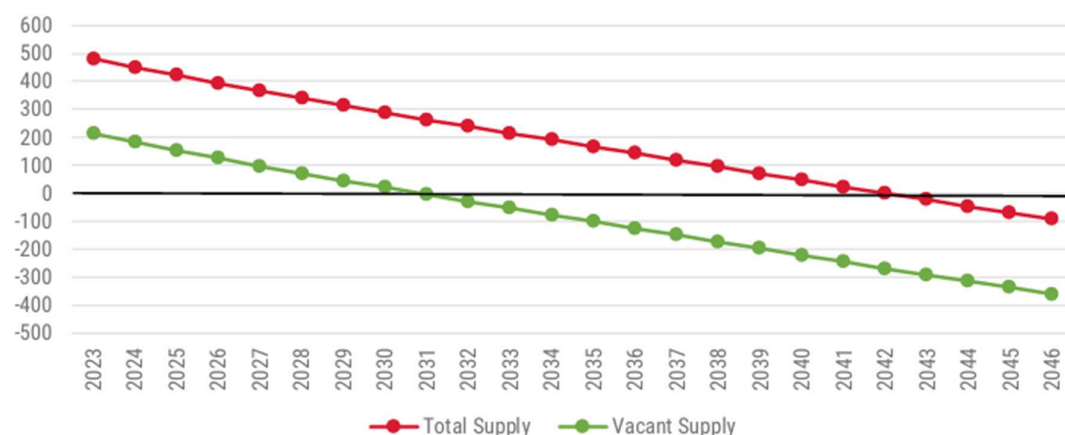
	Forecast Total Population			Forecast Total Dwellings			
	2021	2046	Change	2021	2046	Change	Per annum
Latrobe LGA	12,697	16,953	+4,256	5,790	7,718	+1,928	77
Latrobe Settlement	4,524	5,719	+1,195	2,025	2,684	+659	26
Port Sorell Settlement	3,934	6,092	+2,158	2,095	2,899	+804	32
Port Sorell Hinterland	1,410	1,897	+487	550	796	+246	10
Tarleton Rural Res	421	558	+137	155	209	+54	2
Latrobe Balance	2,408	2,687	+279	965	1,130	+165	7

Source: REMPLAN Forecast

Figure B: Forecast population and dwelling demand – Latrobe settlement

The LRDSS considered the forecast dwelling demand based on the population projections in relation to the vacant land supply. *If all of Latrobe Settlement's dwelling demand was met just on vacant zoned residential land (the green line in the figure below), the identified land supply would be exhausted in around 6 or 7 years. If underutilised land supply was added to meeting the demand (the red line), then there is around 18 years of supply available.*

Figure 6-2: Latrobe Settlement Lot Supply



Source: REMPLAN

Table 10: Latrobe Settlement Residential Demand and Land Supply Summary

	Forecast Dwelling Demand and Lot Supply					
	2023	2026	2031	2036	2041	2046
Latrobe Settlement						
- Cumulative dwelling demand	0	88	218	338	458	573
- Total Supply	482	394	264	144	24	-91
- Vacant Supply	214	126	-4	-124	-244	-359

Source: REMPLAN

Figure C: Lot Supply (top) and Residential Demand and Land Supply summary (bottom)

With demand for 573 lots forecast, and 214 lots on vacant land identified, land for another 359 lots will need to be found across Latrobe Settlement between now and 2046, noting that there is potential for 268 lots on currently identified underutilised land.

In addition to the above figures, vacant land parcels were mapped to spatially represent both retail-ready allotments as well as land considered to be underutilized or with subdivision potential to increase dwelling yield.

Since the end of December 2023 when the REMPLAN land supply map was drafted, there have been an additional 66 building approvals issued in Latrobe for both single and multiple dwelling developments, equating to a total of 120 additional dwellings having been constructed. The 66 new building approvals reduces the vacant land supply to 148. Since December 2023, three residential subdivisions have been completed, adding an additional 43 lots to the vacant land supply, equating to an updated vacant land supply of 191 lots. These construction rates are consistent with the forecast number of dwellings per annum.

At the time of the amendment assessment, four other subdivision developments were in progress, ranging in status from DA assessment, permit issued and actively under construction. Upon completion, these subdivisions combined would add an additional 107 lots to the vacant land supply. This would still result in the Latrobe settlement having less than a 15 year supply of vacant retail-ready land, with vacant land supply being exhausted by 2035 based on demand forecasts. It must also be emphasised however that at the time of preparing this report, only 53% of the 107 lots identified are guaranteed to be developed and thus contribute to retail-ready

vacant land supply. The other two subdivisions are yet to be constructed, and there are no guarantees on timeframes concerning the commencement of construction.

Updated Forecast for dwelling demand and lot supply - including new vacant supply						
	2023	2026	2031	2036	2041	2046
Latrobe settlement	→→→	Land Supply		10 yrs	15 yrs	
Cumulative dwelling demand	0	88	218	338	458	573
Total Supply	482	318	295	175	55	-60
Vacant supply	191	116	93	-27	-147	-262

2026: new approvals, plus new vacant retail lots, minus rural res
 2031: addition of 107 retail-ready lots, assuming approval and completion of four DA's

Vacant land supply provides the most certainty representing retail-ready land lots that have been approved and constructed. The total supply includes land identified in the land supply maps as being “underutilised,” which the above table theoretically indicates there being 15 years of supply. The REMPLAN LRDS describes “underutilised” land as *“less likely to come online for a variety of reasons, the most relevant being landowner motivations (i.e. some people purchase a large lot because they want or need a large lot, while others purchase a large lot with a view to one day subdividing it). As a result, it is recommended to focus on the supply figure for vacant land only.”*

“In most cases, it will require a range of factors to align before any action is taken to subdivide an underutilised lot which include landowner preparedness, landowner capability, and commercial viability. Therefore, it is useful to be aware of underutilised land as a potential land supply, but it should not be assumed to be a consistent source of future land supply.”

The total number of dwellings identified on “underutilised” land with known constraints to development potential totals 111, while the total number of dwellings identified on the two vacant land parcels with known constraints in the diagrams below total 54. This combined total of 165 dwellings equates to just over 6 years of supply based on forecast dwelling demand.

By removing the land parcels identified in the above figures, as well as removing the 10 rural residential allotments captured in the data, the below table represents a more realistic representation of land supply within the Latrobe settlement. Excluding the aforementioned land parcels from the supply count with known constraints and/or remote likelihood of development, vacant land supply would be exhausted by 2032, while total supply including remaining underutilised land would be exhausted by the end of 2036.

Updated Forecast for dwelling demand and lot supply - minus identified parcels						
	2023	2026	2031	2036	2041	2046
Latrobe settlement	→→→	Land Supply		10 yrs	15 yrs	
Cumulative dwelling demand	0	88	218	338	458	573
Total Supply	317	153	130	10	-110	-225
Vacant supply	137	62	39	-81	-201	-316
Total supply, minus identified underutilised parcels and two vacant parcels described above						
Vacant supply, minus two vacant parcels described above						

The data from the REMPLAN LRDSS, reconciled with feedback received concerning under-developed, remnant infill land parcels, indicates that vacant land supply is likely to be exhausted within 6 years. This information provides a more realistic representation of land supply within the Latrobe settlement, that demonstrates that additional land needs to be made available to ensure a 15-year supply of residential land is available. Noting the large number of land parcels with known constraints and/or remote likelihood of development, the proposed amendment represents a logical and sustainable infill to ensure availability of sufficient land to meet the increase in Latrobe's population.

3. Facilitate social and affordable housing to meet the needs of the community that is located close to services, employment and public transport networks.

Rezoning the land to General Residential will enable the development of social and affordable housing. New housing would be located in close proximity to the Latrobe Township activity centre, and be well connected to existing infrastructure, services, education and public open space, both locally and in the broader Devonport area.

4. Plan and provide for a diverse range of quality housing types that meet the needs of the community by:
 - a) responding to demographic trends including changing household size and composition;
 - b) supporting the provision of well-designed social and affordable housing;
 - c) promoting good amenity through the provision of solar access and quality private open space relative to the density and location;
 - d) catering for the ageing population, including facilitating ageing in place and providing for different levels of dependency and transitioning between them;
 - e) catering for people requiring crisis accommodation;
 - f) considering the needs of people living with disability, including the level of support and care required for different levels of dependent and independent living options; and
 - g) supporting co-living scenarios to help address housing availability and affordability.

The Latrobe Residential Demand and Supply Study (LRDSS) has determined that based on the forecast demand, *it is estimated that the ... Latrobe Settlement is expected to account for 28% of population growth and 34% of dwelling growth (within the Latrobe LGA). The differences in*

proportions of population and dwelling growth relate to the demographics of each area, with Latrobe Settlement for example needing a higher percentage of dwellings to account for its decreasing household size, meaning more houses are needed to accommodate the existing population as well as the new population).

In considering the Latrobe settlement, the LRDSS have forecast a growth in population from 4,524 people in 2021 to 5,719 people in 2046: an increase of 1,195 people. To accommodate the changing population structure and household formations, the number of dwellings required to meet this demand is expected to increase from 2,025 (in 2021) to 2,684 (in 2046): an increase of 659 dwellings.

The General Residential zone is the most appropriate zoning to apply in order to seek the variety of housing types and outcomes identified in this policy and confirmed by the LRDSS.

5. Encourage higher density housing in suitable locations that:
 - a) have been identified for urban consolidation;
 - b) are within close proximity to an activity centre;
 - c) have good access to employment, social and physical infrastructure, open space and active and public transport networks;
 - d) the potential impacts associated with increased residential density and land use conflict can be managed; and
 - e) do not significantly impact environmental values and are not constrained by topography and environmental hazards.

Development applications for higher density housing beyond the acceptable density controls of the current General Residential zone provisions can be considered at the discretion of the planning authority. The Latrobe LGA has a high social housing need, and there are existing social housing developments a managed by Council, state government and non-government service providers. Any application for higher density residential development, with support from a social housing provider that demonstrates the need for social housing in the Latrobe area is normally supported by Council as it would have a clear, significant community benefit and wider social benefits.

1.6 Design

1.6.1 Application

Applies to existing and proposed urban spaces.

1.6.2 Objective

To create functional, connected and safe urban spaces that positively contribute to the amenity, sense of place and enjoyment experienced by the community.

While this amendment does not propose subdivision as part of this assessment, the concept plan is consistent with Council's preference for the future development of residential allotments with a development layout consistent with adjacent urban development and the intentions of the Draft Latrobe Structure Plan.

1.6.3 Strategies

1. Encourage the use of urban design principles that creates, or enhances, community identity, sense of place, liveability, social interaction and climate change resilience.
2. Respect the characteristics and identities of neighbourhoods, suburbs and precincts that have unique characteristics by supporting development that considers the existing and desired future character of the place.

The land forms an integral component of Council's strategic planning for the future of Latrobe. In particular, Council's documented intention to establish an improved network of pedestrian and bike connectivity that plans for the future impacts of climate change on the urban environment, has been well received by the community through the consultation undertaken for the initial concepts that underpin the Latrobe Structure Plan (currently in progress). This particular site provides key linkages in the future network that connects the southern growth area to the town centre via improved pedestrian and cycling infrastructure for Hamilton and Bradshaw Streets, and to the future natural amenity, recreational pathway through the southern growth area.

3. Support sustainable design practices that are energy and resource efficient, address temperature extremes and reduce carbon emissions, including:
 - a) reduce the urban heat island effect by promoting the greening of streets, buildings and open space with vegetation, preferably locally native species where appropriate;
 - b) implement sustainable water and energy solutions for climate change adaptation, including water sensitive urban design and renewable energy production;
 - c) promote consolidation of urban development;
 - d) integrate land use and transport; and
 - e) encourage active transport through the provision of safe and shaded rest areas with urban furniture, drinking fountains and similar amenity measures.

Although noted that no development is proposed as part of this amendment, the measures identified in this section can be facilitate upon future subdivision. The draft plan provided is consistent with the outcomes of the Draft Latrobe Structure Plan in providing for public open space along the southern edge, buffering the watercourses and drainage lines, and street tree plantings, which can further opportunities to pursue water sensitive urban design and urban greening.

4. Provide public places that are designed to connect with, and respond to, their natural and built environments, enhancing and integrating environmental values that contribute to a sense of place and cultural identity.
5. Encourage public places that are designed to promote:
 - a) equal access and opportunity and to cater for the various needs and abilities of the community; and

b) safety, social interaction and cultural activities, enabling a sense of wellbeing and belonging.
Council's documented intention to establish an improved network of pedestrian and bike connectivity that plans for the future impacts of climate change on the urban environment, has been well received by the community through the consultation undertaken for the initial concepts that underpin the Latrobe Structure Plan (currently in progress). This particular site provides key linkages in the future network that connects the southern growth area to the town centre via improved pedestrian and cycling infrastructure for Hamilton and Bradshaw Streets, and to the future natural amenity, recreational pathway through the southern growth area. The shared pathway infrastructure in connecting the proposed residential area to the activity centre and key services will provide accessibility infrastructure for all ages and abilities in providing modal choice and independence.
6. Promote subdivision design that considers the existing and future surrounding pattern of development and provides for connection and integration of street networks, pedestrian and bicycle paths and the efficient provision of services.
While this amendment does not propose subdivision as part of this assessment, the concept plan is consistent with Council's preference for the future development of residential allotments with a development layout consistent with adjacent urban development and the intentions of the Draft Latrobe Structure Plan.
7. Promote subdivision design that provides a functional lot layout that: a) is responsive to topography, site constraints and environmental values and hazards; b) provides a convenient, efficient and safe road network; c) supports efficient and effective public transport access; d) provides safe active transport; e) uses urban land efficiently; f) provides for well-located public open space that meets the needs of the local community; g) supports the intended future use and development of the lot; h) provide diverse lot sizes for residential use, in appropriate locations, that supports the future provision of diverse housing choices that meets the needs of the local community; i) promotes climatically responsive orientation of buildings; and j) allows passive surveillance of public spaces promoting community safety;
Although the draft amendment does not propose any development in the form of subdivision, a concept subdivision plan was prepared by the applicants as part of the amendment application. The concept plan is consistent with Council's preference for the future development of residential allotments. The subdivision concept plan received is consistent with the matters raised in this section, noting that the amendment responds directly to natural values and hazards

identified on the land. Transportation connectivity can be readily accommodated and improved catering for public transport, road and active transport modes. Public open space provision is identified along the edge of the elevated land area, forming a separation buffer to the agricultural land and floodplain. The subdivision concept plan provided with the application shows provision of a green buffer running along the southern edge consistent with the Draft Structure Plan documentation. It is further noted that components relating to future residential lot sizes, orientation and development will be addressed as part of a future subdivision against the General Residential zone provisions.

8. Encourage the design, siting and construction of buildings to positively contribute to:
- a) the site and surrounds;
 - b) the wellbeing of the occupants including the provision of solar access and private open space, considering the proposed use of the building and the context of the site and surrounds;
 - c) the public realm;
 - d) neighbourhood amenity and safety;
 - e) incorporate energy efficient measures;
 - f) maintaining water quality by promoting best practice stormwater management approaches; and
 - g) safe access and egress for pedestrian, cyclists and vehicles.

Point 8 is not applicable as the draft amendment does not propose the development of any buildings.

1.7 Development contributions

1.7.1 Application

Applies to existing settlements and new areas of settlement growth.

1.7.2 Objective

To support the equitable sharing of costs between developers and the wider community associated with the provision of new, or upgraded, infrastructure to service growth.

1.7.3 Strategy

1. Where development contributions are applied to new use and development, they are fair, reasonable and transparent to support the effective provision of public infrastructure such as, stormwater, roads, footpaths, public amenities, reticulated services and public open space

Public infrastructure can be upgraded to mitigate the current capacity constraints identified for water, sewerage and stormwater. Such required upgrades can be facilitated through the obvious

opportunity to seek developer contributions as part of future development through the development application process.

2.0 ENVIRONMENTAL VALUES

2.1 Biodiversity

2.1.1 Application

Statewide.

2.1.2 Objective

To contribute to the protection and conservation of Tasmania's biodiversity.

Although the majority of the land is converted land, biodiversity values in the traversing watercourses and drainage lines have been offered buffering from future residential development, as identified in the concept plan and consistent with the Draft Latrobe Structure Plan. The watercourse is currently in a degraded ecological condition due to the modifications and activities previously undertaken upon the land. Containing the watercourse in future public open space consistent with the Draft Latrobe Structure Plan will enable rehabilitation and improvement of biodiversity values.

2.1.3 Strategies

1. Identify biodiversity values, appropriately rank the significance of those values and map their location.
2. Unless there are significant social, environmental or economic benefits, avoid designating land for purposes that will require substantial land clearance in areas identified as having high biodiversity values.

The land area subject to the draft amendment is not identified as having biodiversity or threatened species habitat as informed by TASVEG 5.0 mapping data, noting that the land has been modified for pasture and associated milking buildings. No substantial vegetation clearance is proposed.

3. Prior to designating land for a particular purpose:
 - a) consider the biodiversity values of that land and the potential impacts of the range of future use and development will have on those values; and
 - b) determine if they are compatible and can be managed to avoid or minimise the impact on biodiversity values, especially high biodiversity values.

4. Provide for a level of restriction and regulation of use and development that will reflect its potential impact on, and be relative to, the biodiversity value.

5. Promote use and development to be located, designed and sited to avoid impacts on biodiversity values, and if avoidance cannot be achieved, or is not practicable, the impacts to biodiversity values will be minimised prior to considering and applying offsets.
In jointly considering the requirements of points 3-5, the Natural Assets Code and Waterway and Coastal Protection Area overlays apply to the land and will continue to apply into the future. The provisions provide adequate regulation to ensure any adverse impacts to the ecological function of the watercourses are mitigated. The watercourse is currently in a degraded ecological condition due to the modifications and activities previously undertaken upon the land. Containing the watercourse in future public open space consistent with the Draft Latrobe Structure Plan will enable rehabilitation and improvement of biodiversity values. Noting that the land comprises of modified land and is not identified as having biodiversity or threatened species habitat as informed by TASVEG 5.0 mapping data, the designation of future residential use and development is considered appropriate.
6. Promote and maintain connectivity between isolated and fragmented vegetation communities to support habitat corridors and promote viable ecological processes.
The Draft Structure Plan identifies the retention of the watercourse and its drainage function along the southern edge of the allocated growth area to the base of the escarpment.
7. Promote use and development of land that prevents or minimises the spread of environmental weeds and disease.
Standard conditions of approval pertaining to soil and water management controls and weed controls are to be stipulated upon a planning permit for subdivision.
8. Protect and enhance areas that provide biodiversity and ecological services that maximise opportunities for carbon storage.
The Draft Structure Plan identifies the retention of the watercourse and its drainage function along the southern edge of the allocated growth area to the base of the escarpment. The proposal also provides an adequate buffer to the agricultural land located on the floodplain.
9. Support early action against loss of biodiversity as a result of climate change.
10. Promote natural resilience by reducing threats to biodiversity, caused by inappropriately located use and development, thereby increasing the ability of species, ecological communities and ecosystems to adapt to climate changes.
No biodiversity values vulnerable to climate change impacts were identified on the subject land. Any adverse impacts to natural values, particular those concerning the watercourses, are mitigated by buffering these areas from future residential development. The watercourse is currently in a degraded ecological condition due to the modifications and activities previously undertaken upon the land. Containing the watercourse in future public open space consistent with the Draft Latrobe Structure Plan will enable rehabilitation and improvement of biodiversity values.

11. Identify ecological communities that are most vulnerable to climate change and develop strategies that consider improving resilience, mitigating impacts, planning retreat and facilitating adaptation to support their long-term survival.
12. Identify and enable retreat pathways for endangered ecosystems in coastal zones.
13. Support land managers or regulators of land within the Tasmanian Reserve Estate to manage that land in accordance with approved management plans and specific reserve objectives.
Points 11, 12 and 13 are not applicable. No vulnerable ecological communities are identified in the draft amendment area. The land is not within a coastal zone nor located within a reserve.
2.2 Waterways, wetlands and estuaries
2.2.1 Application
Statewide.
2.2.2 Objective
To protect and improve the quality of Tasmania's waterways, wetlands and estuaries.
Biodiversity values in the traversing watercourses and drainage lines are to be buffered from future residential development, as identified in the concept plan and consistent with the Draft Latrobe Structure Plan.
2.2.3 Strategies
1. Identify areas that support natural systems within waterways, wetlands and estuaries, including their riparian zones and groundwater recharge areas.
2. Avoid designating land in, or around, waterways, wetlands and estuaries for use and development that has the potential to cause point source or diffuse pollution or would require considerable disturbance of riparian or foreshore vegetation and soil, unless the use and development: a) relies specifically on being located within close proximity to aquatic environments; b) is for flood mitigation measures; or c) has considerable social, economic and environmental benefits; d) and can demonstrate that the risk of environmental harm can be managed.
The Draft Structure Plan identifies the retention of the watercourse and its drainage function along the southern edge of the allocated growth area to the base of the escarpment. The concept subdivision plan provided with the amendment application is consistent with the intended outcomes of the draft structure plan by buffering the watercourse within public open space. The watercourse is currently in a degraded ecological condition due to the modifications and

activities previously undertaken upon the land. Containing the watercourse in future public open space consistent with the Draft Latrobe Structure Plan will enable rehabilitation and improvement of biodiversity values.

Future stormwater design for the road and dwelling development can accurately model the volume and velocity of stormwater for peak events and incorporate measures in the design to ensure that stormwater is adequately managed and adverse impacts on water quality are mitigated. Conditions of approval as considered necessary by the planning authority may be placed on a permit incorporating erosion and stormwater volume and quality controls pursuant to section 6.11.2 of the TPS.

Ground level changes are anticipated in relocating a drainage line to facilitate future development. The realignment of the drainage line in the south-eastern portion of the amendment area would be to maximise the developable area for residential development while also providing stormwater drainage benefits for the site and adjoining land. In referring the application to Council's Infrastructure & Assets Department, the department did not identify any constraints that would prevent a sufficient stormwater management system being developed. Infrastructure and Assets noted that the development would be able to serve in also draining stormwater from the adjacent system to the north in relieving the Calthorpe Street infrastructure. The design of the stormwater system for the future development of the site will be required to account for the predicted impacts of climate change on flow volumes and rates. The land is conveniently located adjacent to existing drainage lines within the Mersey River floodplain and is of sufficient area such that any increases because of climate change calculations, can be readily accommodated.

3. Encourage the protection of waterways by retaining, creating or improving vegetated riparian zones to maintain their natural drainage function and minimise unnatural or accelerated erosion of stream banks while providing riparian habitat corridors and protecting landscape values.

The subdivision concept plan provided with the application shows provision of a green buffer running along the southern edge consistent with the Draft Structure Plan documentation. The area of public open space along the top of the escarpment in addition to the physical separation afforded by the escarpment itself, will minimise the potential for adverse impacts to the watercourse.

The realignment of the drainage line in the south-eastern portion of the amendment area would be to maximise the developable area for residential development while also providing stormwater drainage benefits for the site and adjoining land. The realignment and subsequent works will ensure the drainage line can continue to perform its natural drainage function whilst also accommodating increased flows generated from urban development in the future.

4. Use and development located on land in, or around, waterways, wetlands and estuaries will:
 - a) minimise the clearance of native vegetation;
 - b) promote the retention and restoration of, and linkages between, terrestrial and aquatic habitats;

c) protect the natural form and process of the landform assemblage, including aquatic areas; d) avoid land disturbance or manage soil erosion and changes in sediment loads entering the water caused by land disturbance; e) not significantly change the rate and quantity of stormwater (such as by utilising water sensitive urban design techniques) or increase pollutants entering the water; and f) be designed and sited to maintain or enhance significant views and landscape values.
Future stormwater design for the road and dwelling development can accurately model the volume and velocity of stormwater for peak events and incorporate measures in the design to ensure that stormwater is adequately managed and adverse impacts on water quality are mitigated. Conditions of approval as considered necessary by the planning authority may be placed on a permit incorporating erosion and stormwater volume and quality controls pursuant to section 6.11.2 of the TPS.
5. Promote the collaboration and coordination of catchment management across the State and the implementation of integrated catchment management that considers the downstream impacts of land use and development on water quantity and quality, and freshwater, coastal and marine environments.
Point 5 is not applicable as the proposal does not involve collaboration or coordination of catchment management.
6. Promote the protection of the ecological health and environmental values of surface and groundwater to prevent water quality degradation due to construction activities, point source pollution, diffuse land use impacts, or chemical reactions such as acidification.
Future stormwater design for the road and dwelling development can accurately model the volume and velocity of stormwater for peak events and incorporate measures in the design to ensure that stormwater is adequately managed and adverse impacts on water quality are mitigated. Conditions of approval as considered necessary by the planning authority may be placed on a permit incorporating erosion and stormwater volume and quality controls pursuant to section 6.11.2 of the TPS.
7. Provide for the availability of clean, high-quality drinking water by promoting the protection of water catchments and water supply facilities.
Point 7 is not applicable as the site is not within water supply catchment area.
8. Promote and encourage the efficient and effective use of water resources.
Efficient water use for future residential use and development will be managed by the NCC and TasWater requirements.
2.3 Geodiversity

2.3.1 Application
Statewide.
2.3.2 Objective
To protect and conserve land containing high conservation value geodiversity and to promote natural geological, geomorphological and soil processes that support broader, and more balanced, ecological functions.
The agricultural report provided by Pinion Advisory undertook an assessment of the geology and soils of the subject site. The report did not identify any geological features of high conservation or scientific value. ListMap Geology layers and Natural Values Atlas search also did not report or identify any geological features of high conservation or scientific value for the subject site. Policy 2.3 is not applicable to the draft amendment.
2.3.3 Strategies
2.4 Landscape values
2.4.1 Application
Statewide.
2.4.2 Objective
To protect and enhance significant landscapes that contribute to the scenic value, character and identity of a place.
The strategies within this policy section require consideration of significant landscapes, scenic areas or scenic corridors. While the land surrounding the subject site has not been identified as being a significant landscape, scenic area or corridor, it is noted that Latrobe retains a country-town aesthetic in relation to the spatial characteristics of the area. The farming areas to the west and south of the town within the Mersey floodplain, as well as in the higher areas further north and east will continue to frame the town coupled with the retention of established native vegetation, such as Dooleys Hill, Staggs Hills and Oppenheim Hill. As there are no significant landscapes, scenic areas or scenic corridors identified, Policy 2.4 is not applicable to this assessment.
2.4.3 Strategies
2.5 Coasts
2.5.1 Application
Applies to the Coastal Zone as defined in the State Coastal Policy 1996, which is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the high-water mark.

Response: As the subject site is situated 1.9km inland from the highwater mark of the Mersey River estuary, Policy 2.5 is not applicable to this assessment.

~~2.5.2~~ Objective

~~2.5.3~~ Strategies

3.0 ENVIRONMENTAL HAZARDS

3.1 Bushfire

3.1.1 Application

Statewide.

3.1.2 Objective

To prioritise the protection of human life and to support the resilience of settlements and communities by reducing the potential impacts of bushfire on life, property and infrastructure.

Mitigation from natural hazards such as bushfire are subject to the provisions of the Bushfire-Prone Areas Code of the Tasmanian Planning Scheme. The bushfire hazard assessment has determined that future residential development can achieve and maintain a tolerable level of risk.

3.1.3 Strategies

1. Identify and map land that is exposed to bushfire hazards, including consideration of the potential impacts of future bushfire conditions as a result of climate change, based on the best available scientific evidence.
2. The protection of human life from harm caused by bushfire will be considered and prioritised at every stage of the planning process.
3. Avoid designating land for purposes that expose people, property and supporting infrastructure to risk arising from bushfire hazards, especially significant risks. Where it is not practical to avoid bushfire hazards, use and development is to:
 - a) identify the risk of harm to human life, property and infrastructure caused by bushfire;
 - b) incorporate bushfire protection measures that manage the identified risk and reduce it to within a tolerable level; and
 - c) provide a higher level of risk mitigation for uses deemed particularly vulnerable or hazardous.
4. Support the efficient and safe intervention of firefighting personnel and emergency evacuation.

5. Facilitate the provision of firefighting infrastructure and support emergency services and the community to prevent, prepare, respond and recover from bushfire events.
6. Consider the cumulative effects of planning decisions so new use and development will not result in an unacceptable increase to bushfire risks for existing use and development.
7. When designating land for particular purposes and considering use and development in areas subject to bushfire hazards: a) priority should be given to minimising the impacts, associated with implementing future bushfire protection measures, on environmental values and on the cost to the community as a result of defending properties from bushfire; and b) where possible, avoid locations that require bushfire hazard management to be undertaken on land external to the site where that land is publicly owned and managed for conservation purposes.
8. Allow the implementation of bushfire protection measures that are carried out in accordance with an endorsed plan, including hazard reduction burns.
A bushfire hazard assessment prepared by Scott Livingston of Livingston Natural Resource Services was provided to accompany the scheme amendment. A bushfire building area analysis was undertaken which considered two scenarios in relation to future potential BAL ratings for land to the east of the site, being either low threat and managed, or the existing woodland and grassland being maintained. In both scenarios, all of the land can provide a tolerable and manageable level of risk with Bushfire Attack Level ratings ranging from BAL Low, which represents the lowest level of bushfire risk to BAL 12.5 - BAL 19. The difference between the scenarios in relation to buildable area would be either 5.9ha (95%) developable or reducing to 5.5ha (88%) if the existing vegetation was maintained. The bushfire assessment concludes that lot yields are unlikely to be significantly impacted in either scenario and that a future development can provide and maintain a tolerable level of risk for future sensitive uses. The assessment determined that suitable arrangements for site access and water supply can also be achieved to comply with the requirements of the Bushfire-Prone Areas Code and concludes that the proposed rezoning is appropriate.

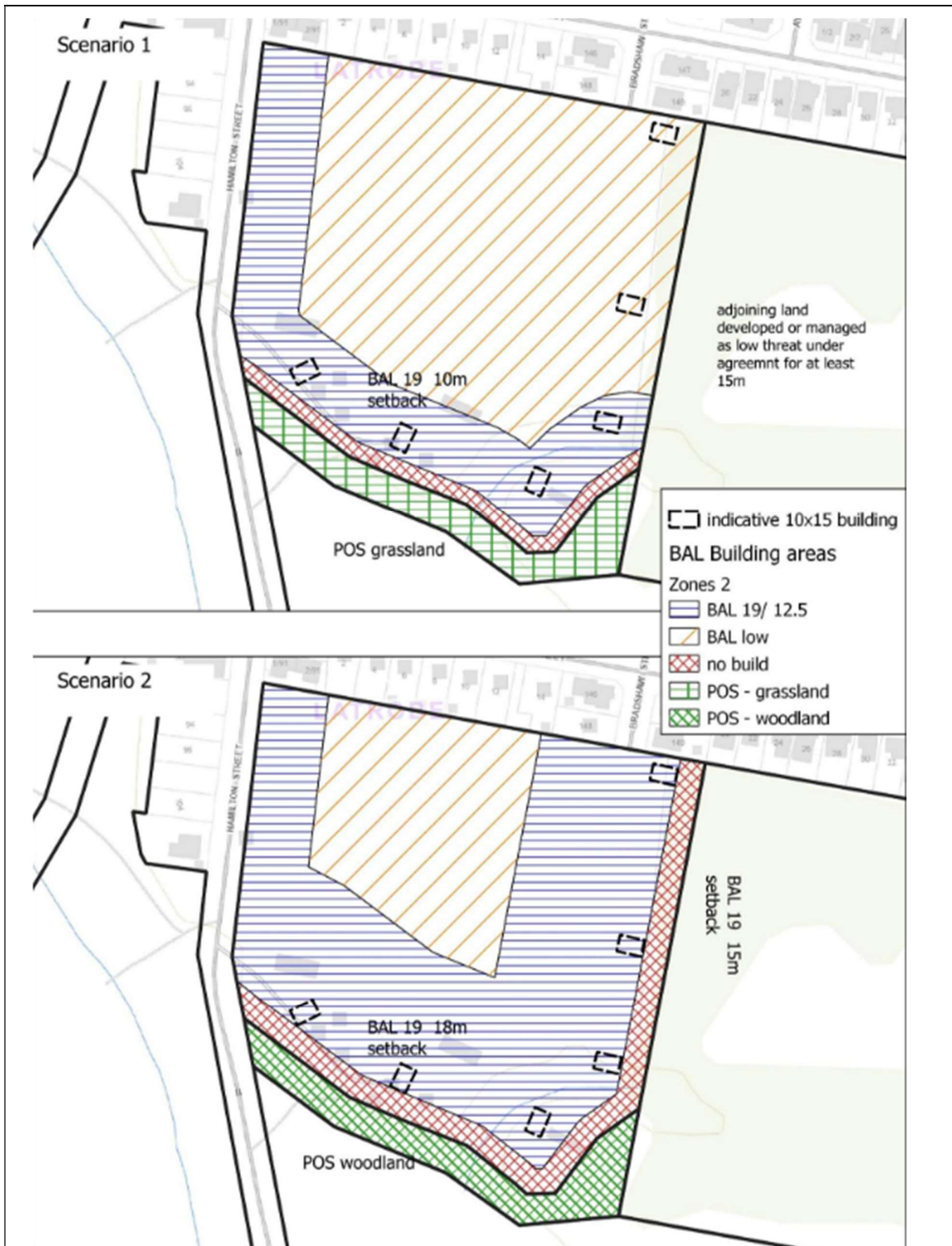


Figure D: Bushfire Hazard Scenario Plans

3.2 Landslip

3.2.1 Application

Statewide.
3.2.2 Objective
To reduce the risk of harm to human life, property and infrastructure from the adverse impacts of landslip hazards.
The strategies contained within this policy concern the identification, mapping and assessment of land susceptible to landslip hazards. The land is not identified as being subject to risk of landslide either in the current landslide maps or the Interim 2025 Landslide Planning Maps, and consequently Policy 3.2 is not applicable to this assessment.
3.2.3 Strategies
3.3 Flooding
3.3.1 Application
Statewide.
3.3.2 Objective
To minimise the impact of flood hazards that have the potential to cause harm to human life, property and infrastructure and to reduce the cost to the community as a result of flood events.
Parts of the site have been identified as being subject to risk of flooding on the SES State Flood Hazard Mapping data on ListMap. The level of flood water and risk is low, with impacts able to be comfortably accommodated in future built urban development and stormwater infrastructure.
3.3.3 Strategies
1. Identify and map land that is vulnerable to flooding based, as a minimum, on a 1% Annual Exceedance Probability (AEP) flood event, or an alternative as determined by the State Government for the management of flood risks associated with climate change and other matters.
2. Avoid designating land for purposes that provide for incompatible use and development to be located on land that exposes people, property and infrastructure to flood hazards that cannot achieve and maintain a level of tolerable risk from flood.
3. Consider and plan for the cumulative impacts of use and development on flooding behaviour.
4. Avoid locating, or intensifying, incompatible use and development on land subject to flood hazards unless hazard reduction and protection measures are considered and, where appropriate, incorporated into the planning and ongoing functioning of the use

and development to reduce the level of risk to people, property and infrastructure to a tolerable risk level.

The amendment area is located upon higher ground situated above the Mersey River floodplain, with the agricultural land being separated by distance and elevation by a defined escarpment. The line of the escarpment with a drainage running parallel at its base, will form the natural and physical boundary to the amendment area. This ensures that future residential development will not be subject to risk of flood inundation from the Mersey River.

Overland flows from the eastern drainage line can be comfortably accommodated within future stormwater infrastructure. Drainage lines traverse the site in draining overland stormwater flows from the east to the Mersey River to the west. The drainage lines are predominantly shallow to the east of the amendment area, increasing in depth as the water drains down the escarpment to the flood plain. Flood hazard and depth modelling from SES Tasmanian Strategic Flood Map (TSFM) Design Flood Event (DFE) outputs is provided in Figures 18 and 19 showing flood hazard and depth indicators for a 1.0% AEP Climate Change scenario. It must be emphasised and noted however, that the indicated drainage line heading south from Calthorpe Street to the north intersecting with the east-west drain has minimal flows following the development and urbanisation of the stormwater drainage along Calthorpe Street. Stormwater that flows south into Calthorpe Street currently drains westwards along Calthorpe Street to any outlet further north of the amendment area. The reduced area of overland flow can be comfortably accommodated within future stormwater infrastructure, while the southern drainage line is proposed to be contained within a public reserve and open space forming a green belt along the southern edge of the urban development area identified in the Latrobe Draft Structure Plan.



5. Avoid locating use and development on land subject to flood hazards, where a level of tolerable risk cannot be achieved and maintained, that involves:

a) the storage of hazardous materials that if impacted by flooding may result in the release of materials, increasing the risk to public health and the environment caused by the flood hazards; b) activities where vulnerable people are gathered, who may not be able to respond, evacuate or protect themselves in the event of a flood; and c) public infrastructure that is required to be functional to assist in the delivery of emergency responses during and in the recovery phase of a flood event.
Point 5 is not applicable to this assessment, as no hazardous materials storage, vulnerable uses or significant public infrastructure is proposed.
6. Consider and support use and development that will assist in managing emergency responses and recovery to flood events including the provision of, and safe and efficient access to, evacuation centres, emergency accommodation and medical centres.
The subject site is not located in area that would be subject to levels of flood inundation that would cause the land to be isolated or cut off from the Latrobe township. No impediments to access to medical services and emergency evacuation centres are evident.
7. Support the development of flood mitigation infrastructure that has the capacity to lower the risk of flood hazards and provide greater protection to human life, property and infrastructure, if: a) the flood hazard is not diverted to an area that will expose people, property and infrastructure to an increased risk of harm where a level of tolerable risk cannot be achieved and maintained; b) the impact on environmental values are considered and minimised; c) the cost to the community is considered and minimised; and d) careful consideration is given to the appropriateness of intensifying the use and development of the area being protected to avoid exposing additional people, property and infrastructure to flood hazards, especially considering the unpredictability of climate change induced flood events.
Point 7 is not applicable as no flood mitigation infrastructure is proposed.
8. Support the use of Water Sensitive Urban Design systems to mitigate flooding and manage peak flows in urban catchments.
The draft plan provided is consistent with the outcomes of the Draft Latrobe Structure Plan in providing for public open space along the southern edge, buffering the watercourses and drainage lines, and street tree plantings, which can further opportunities to pursue water sensitive urban design and urban greening. Future stormwater design for the road and dwelling development can accurately model the volume and velocity of stormwater for peak events and incorporate measures in the design to ensure that stormwater is adequately managed and adverse impacts on water quality are mitigated. Conditions of approval as considered necessary

by the planning authority may be placed on a permit incorporating erosion and stormwater volume and quality controls pursuant to section 6.11.2 of the TPS.
9. Consider any upstream dam infrastructure when strategically planning land use to protect the viability of the dam infrastructure, and the impacts on human life, property, critical infrastructure and community assets as a result of potential dam failure.
Point 9 is not applicable as there is no upstream dam infrastructure.
3.4 Coastal hazards
3.4.1 Application
Applies to the Coastal Zone as defined in the State Coastal Policy 1996, which is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the high-water mark.
Response: As the subject site is situated 1.9km inland from the highwater mark of the Mersey River estuary, Policy 2.5 is not applicable to this assessment.
3.4.2 Objective
3.4.3 Strategies
3.5 Contaminated air and land
3.5.1 Application
Statewide.
3.5.2 Objective
To consider the impacts of past, present and future land use and development that has involved, or is proposed to involve, potentially contaminating activities, and to minimise the risk of harm to human health, property and the environment arising from exposure, or potential exposure, to contaminants or nuisances caused by those activities.
Cattle dips associated with the dairy farm infrastructure is listed as a potentially contaminating activity under the Potentially Contaminated Land Code of the State Planning Provisions. Demolition works as part of future development will require approval pursuant to the requirements of the code.
3.5.3 Strategies
1. Identify and map land that has been used, or is being used, or has been affected by use and development involving potentially contaminating activities.
2. Avoid allowing incompatible use or development on contaminated or potentially contaminated sites, unless, where appropriate measures such as remediation works,

protection measures and a site assessment demonstrates the land is suitable for the future intended use and development.
3. Manage land use conflict by applying and maintaining appropriate separation between potentially contaminating activities and incompatible use.
The agricultural assessment provided with the application identifies that any dairy operation cannot recommence or be intensified due to attenuation distance requirements given the proximity of residential development. Land contamination risks associated with the former dairy infrastructure, such as cattle dips and previous agricultural activity is capable of assessment and management at the subdivision stage under the Potentially Contaminated Land Code requirements of the State Planning Provisions. The draft amendment does not propose any changes to the code. The area of the land subject to the proposed amendment is not subject to any other identified contamination risks that would prevent or constrain future residential development.
4.0 SUSTAINABLE ECONOMIC DEVELOPMENT
4.1 Agriculture
4.1.1 Application
Statewide.
4.1.2 Objective
To promote a diverse and highly productive agricultural sector by protecting agricultural land and the resources on which agriculture depends, while supporting the long-term viability and growth of the agricultural sector.
The area of land subject to the draft amendment is not categorised as being within the higher classes of agricultural land capability, and is identified as being highly constrained noting proximity of the urban development. The balance of the subject site is to be retained for agricultural use associated with the recently established beef breeding and finishing enterprise.
4.1.3 Strategies
1. Identify agricultural land, and potential agricultural land, and apply a contemporary land capability classification mapping system based on land capability data that considers: a) land and enterprise suitability modelling; b) availability of irrigation water; c) capability of land to sustain long term agricultural uses, including under forecast climate change scenarios; and d) long term agricultural land use trends.
The applicant has provided an agricultural assessment report prepared by agronomist Jason Lynch of Pinion Advisory to support the application. The agricultural report covers the various

aspects of the activities associated with and surrounding the subject site. The agricultural report confirms that Mr Lynch is a suitably qualified person for the purposes of this assessment, being a certified practicing agriculturalist with over 25 years' experience in the agricultural industry in Tasmania.

The area of land subject to the draft amendment is not categorised as being within the higher classes of agricultural land capability. The land consists predominantly of Class 4 and Class 5, excluding the slopes of the escarpment and the dairy buildings. Land of higher capability within the Mersey River floodplain is to be retained for agricultural use associated with the recently established beef breeding and finishing enterprise.

The subject site is not located within an irrigation district, nor does it adjoin an irrigation district. The proponents have water licenses issued to a combined total of 1,225 ML of water that can be drawn from the Mersey River for irrigation purposes. The agricultural report affirms that future residential development upon the northern portion of the site *"will not have any negative impact on the ability of the proponent to access the Mersey River and utilise the existing irrigation water allocations."*

In considering future agricultural land use trends and factors, the planning report accompanying the application states that *"consideration must be given not only to agricultural capability, but also to the practical and ongoing agricultural utility of the land within its broader locality context."* The agronomist states within the report that *"...due to the limited area of this land, fragmented position from the balance of the property, very significant fettering from existing close proximity residential use and imposition of the TPS Attenuation code preventing the renewal and replacement of the milking shed and associated effluent system, the current and use of this land is severely constrained. These limitations are clearly significant and therefore the subject property is not compatible and/or commensurate with the recognised assessment of agricultural land."*

2. Protect land that is identified as being within the higher classes of agricultural capability by designating it specifically for agricultural use and development or for purposes that prevent the permanent loss or conversion of the land's agricultural potential.

Point 2 is not applicable as there is no land identified as being prime agricultural land of Class 1, 2 or 3 being the higher classes of agricultural capability.

3. Allow compatible land uses to operate on agricultural land, where they do not cause unreasonable fettering or fragmentation and minimises the sterilisation of agricultural land.

4. Protect land with significant agricultural capabilities, and agricultural land within irrigation districts, by affording them the highest level of protection from fettering, fragmentation or conversion to non-agricultural uses.

5. Prevent fettering of agricultural land by considering the impacts of agricultural uses on surrounding future use and development to prevent land use conflict and protect the productivity and viability of agricultural uses.

In jointly considering points 3, 4 and 5, the subject property has a total land area of 34.9 hectares of which 6.3 ha is subject to the proposed planning scheme amendment. The agricultural report

undertook a land capability assessment of the area of land subject to the proposed scheme amendment. The report determined that the majority of the land was classified as Class 5 agricultural land, while the northern portion adjacent to the existing residential development was classified as Class 4 with limitations. While Class 4 land has a soil profile suited to grazing and occasional cropping, the effectiveness of the land is constrained by a number of factors, including erosion, waterlogging and proximity of sensitive uses. The agronomist states that *"...due to the small area of land it would be challenging to crop the land due to immediately adjacent presence of multiple residential dwellings."* The Class 5 land, in addition to erosion and waterlogging limitations, is unsuitable for cropping or perennial horticulture.

The proponents have recently transitioned their agricultural enterprise from dairy to beef grazing. A significant catalyst for this change concerns the milking shed and its associated infrastructure including the effluent management system, all of which now require renewal and replacement. Upgrading and development of new milking shed infrastructure would require planning approval on account of the requirements of the C9.0 Attenuation Code. The agronomist states in his assessment that demonstrating compliance with the performance criteria of the Code would be a *"significant challenge"* noting that the milking sheds and dairy effluent systems are both within the minimum attenuation distances of the established residential uses to the north and west. The agronomist report demonstrated that due to the significant cost to renew and replace the dairy milking infrastructure and effluent management would *"present as an unacceptably high operational and environmental risk."*

The proximity of established residential development to the north of the amendment area constrains the ability to utilise the land on an unrestricted basis for agricultural enterprise. The proximity of the sensitive uses *"severely fetters the current and potential for routine agricultural land use operational activities, such as the application of agricultural chemicals and grazing livestock due to the probability of complaints in relation to the loss of the residential amenity caused by odour, noise, dust, chemical trespass..."* These constraints are relevant not only to the ability to renew and replace the dairy milking facility, but also in relation to other forms of agricultural enterprise that may require irrigation due to the *"potential for irrigation water boundary overspray. The fettering would impact livestock and cropping land use activities, regardless of them being dryland and/or as irrigated production systems."*

The subject site is not located within an irrigation district, nor does it adjoin an irrigation district. The proponents have water licenses issued to a combined total of 1,225 ML of water that can be drawn from the Mersey River for irrigation purposes. The agricultural report affirms that future residential development upon the northern portion of the site *"will not have any negative impact on the ability of the proponent to access the Mersey River and utilise the existing irrigation water allocations."* The agronomist also states that the irrigation capability in relation to the *"balance of the subject property as well as the proponents other adjacent and nearby land holdings can and would still continue to be used for agriculture, as a beef breeding/finishing enterprise."* The area of the land subject to the proposed amendment is already impacted by a degree of fettering from adjacent residential development to the north, with addition residential development expected shortly adjacent to the western edge fronting Hamilton Street. This fettering restricts the successful use of irrigation water without land use conflict to the adjoining sensitive uses.

6. Encourage the protection of viable agricultural uses by preventing the fragmentation of agricultural land.

7. Protect agricultural land by avoiding the permanent conversion of agricultural land to non- agricultural land uses unless:

- a) the land is strategically identified for growth;
- b) the scale of the conversion or sterilisation is minor in terms of the overall agricultural operation of the site, local area or region; or
- c) the conversion contributes to the viability of the agricultural use of the site, local area or region;

and the intended use will not cause land use conflict, fetter or impact the viability of surrounding agricultural uses.

In jointly considering Points 6 and 7, the agronomist has identified that 32.9 hectares of the subject land as being arable, representing less than 0.002% of the total Forth land capability mapping area. The area subject to the proposed amendment comprises *“5.3 hectares (not including the 1.1 hectares of exempt land), which represents less than 0.0003% of the total Forth land capability mapping area.”*

The agronomist states that the *“study area’s agricultural value and prominence have become exposed to severe constraints, and its current and future agricultural use has been progressively diminished due to a range of factors...”* The factors identified include low land capability, erosion issues, nearby residential development, lack of irrigation and supporting infrastructure, unsuitability for higher-value use such as cropping, and the impracticality of renewing former dairy infrastructure under current attenuation requirements.

The agronomist’s report has concluded that the *“subject site has a negligible level of local and regional agricultural prominence, represents a negligible area of the Forth land capability mapping area, and is highly restricted in the current and potential land use options (e.g. limited to small scale and low intensity grazing purposes).”* The draft Latrobe Structure Plan, informed by the findings and recommendations of the REMPLAN LRDSS, which identifies a shortfall in the future supply of residential land at Latrobe. Given the existing constraints to agricultural use from adjacent sensitive uses, and the prohibitive cost in intensifying agricultural enterprise, such as replacement and upgrade of the dairy milking sheds, the land has a higher significance in meeting a future housing need. The agronomist does emphasise however, that *“it is important to note that the balance of the subject property as well as the proponents other adjacent and nearby land holdings can and would still continue to be used for agriculture, as a beef breeding/finishing enterprise.”*

8. Support diversification and value-adding of the primary industries sector by supporting effective agricultural production and processing, innovation in rural industries and farm-related retailing and agritourism that is ancillary to the principal use, to enable sustainable growth of the sector and strengthen its ability to adapt to climate change, natural disasters and market challenges.

9. Allow residential use where it is part of, or supports, an agricultural use, such as workers’ accommodation, where it does not unreasonably fetter, fragment or convert agricultural land uses.

Points 8 and 9 are not applicable. The draft amendment does not propose an agricultural use, nor any ancillary uses or residential use associated with an agricultural use.
10. Support the retention of small farms close to urban areas and acknowledge the contribution, or potential contribution, that they make in supplying local produce to local markets, the agrifood economy and tourism.
The balance of the subject land will continue to be utilised for agricultural purposes, specifically a beef breeding/finishing enterprise.
11. Facilitate the provision and protection of infrastructure that supports the diversification and improved productivity of the primary industries sector.
Point 11 is not applicable, as no infrastructure is proposed to facilitate diversification and improved productivity of the primary industries sector.
12. Encourage the protection of the viability of upstream dam infrastructure when strategically planning land use and development.
Point 12 is not applicable as there are no upstream dams.
4.2 Timber production
4.2.1 Application
Statewide.
4.2.2 Objective
To contribute to the protection of Tasmania's timber resources.
This section applies to existing areas of timber production and to land adjoining timber production and associated activities. There are no areas of timber production in the area and consequently Policy 4.2 is not applicable to this assessment.
4.2.3 Strategies
4.3 Extractive industry
4.3.1 Application
Statewide.
4.3.2 Objective
To identify and protect existing and potential extractive industry resources, and supporting infrastructure, to facilitate economic growth and support efficient infrastructure and urban development.

This section applies to land used for existing extractive industries and for land with potential future mineral extraction. The land is not utilised for any extractive industry, and the potential for the land to be used for that purpose is effectively extinguished by the close proximity of existing, established urban residential development. Policy 4.3 is not applicable to this assessment.

4.3.3 Strategies

4.4 Tourism

4.4.1 Application

Statewide.

4.4.2 Objective

To promote the sustainable development of the State's tourism industry.

The draft amendment proposes the rezoning of the land to General Residential. Within this zone, tourism uses are prohibited other than for the purposes of visitor accommodation, which is a permitted use. The strategies contained within this policy section concern key tourist sites, and tourism use and development. Given the proposed draft amendment and the concept subdivision plan provided, the strategies contained within Policy 4.4 for Tourism are not applicable to this assessment.

4.4.3 Strategies

4.5 Renewable energy

4.5.1 Application

Statewide.

4.5.2 Objective

To promote renewable energy use and development to support economic and employment opportunities and strengthen the State's economy, while also supporting emissions reduction.

The strategies outlined in this policy section concern renewable energy generation through identifying suitable resource areas and supporting the construction and provision of infrastructure of renewable generation sources. Renewable resource areas have been identified in proposed Renewable Energy Zones (REZ's) by the State Department: Renewables, Climate and Future Industries Tasmania (ReCFIT). REZs are highly prospective renewable resource areas identified as optimal locations for the delivery of additional renewable energy supply, such as wind, solar and hydro generation. Latrobe is not identified as being within the Proposed North West REZ.

Renewable energy generation in the form of domestic-scale solar generation is either exempt under the provisions of the Tasmanian Planning Scheme, or for larger proposal, considered

within the development assessment framework for the General Residential zone. Consequently, the objective and strategies under Policy 4.5 are not applicable to the proposed draft amendment.
4.5.3 Strategies
4.6 Industry
4.6.1 Application
Statewide.
4.6.2 Objective
To protect industrial land, facilitate sustainable industrial use and development and ensure there is sufficient availability of suitable industrial land to meet the existing and future needs of Tasmania.
The subject land is not currently utilised for industrial activities, nor identified for future industrial land use. The strategies contained within Policy 4.6 are not applicable to this assessment.
4.6.3 Strategies
4.7 Business and commercial
4.7.1 Application
Statewide.
4.7.2 Objective
To promote business and commercial activities at a scale and intensity suited to the location to support diverse economic and employment opportunities and strengthen the State's economy.
Although the draft amendment does not propose any business or commercial land use or activities, the proposed scheme amendment will provide opportunity for new housing to support the increasing population in Latrobe. The land is located in close proximity to the Latrobe Township activity centre, and can readily connect to existing infrastructure, services, education and public open space, both locally and in the broader Devonport area, contributing to employment opportunities within Latrobe and the Cradle Coast region.
4.7.3 Strategies
1. Identify and allocate a sufficient supply of land within existing settlements or areas identified for future growth of settlements, to provide for commercial and business use and development based on existing and projected demands, considering: a) the nature and scale of the catchment being serviced;

b) consumer demand and demographic forecast; c) efficient use of existing infrastructure; d) accessibility to existing transport networks and services; e) access to workforce; f) the activity centre hierarchy; and g) the regional settlement hierarchy.
2. Identify an activity centre hierarchy that is based on the scale, role, function and accessibility of activity centres.
3. Support the activity centre hierarchy by promoting complimentary use and development to strengthen efficiencies within activity centres and, where possible, avoid unnecessary competition between activity centres.
Points 1-3 are not applicable to this draft amendment. No commercial or business uses are proposed, nor is the subject site within the Latrobe activity centre.
4. Encourage the intensification and growth in, and around, higher order activity centres that are highly accessible and which promote the efficient use of infrastructure and services.
Although the draft amendment does not propose any business or commercial land use or activities, the proposed scheme amendment will provide opportunity for new housing to support the increasing population in Latrobe. The new housing would be located in close proximity to the Latrobe Township activity centre, and be well connected to existing infrastructure, services, education and public open space, both locally and in the broader Devonport area, contributing to employment opportunities within Latrobe and the Cradle Coast region The land is contiguous with the existing urban area of Latrobe, and noting the site's close proximity to key services, infrastructure, and transport networks, these factors represent logical and orderly development. The increase in population, demand for goods and services, and employment opportunities, equate to benefits for the local and regional economy. The land is able to readily facilitate connections to urban infrastructure and services, including water, sewerage, stormwater and road networks.
5. Support the redevelopment of commercial and business use and development in existing activity centres prior to considering the establishment of new activity centres, unless it is part of a new greenfield development or a natural progression of an existing activity centre, and is highly accessible to its catchment of users.
6. Discourage activity centres from being located outside urban or settlement growth boundaries.
Points 5 and 6 are not applicable to this draft amendment, as no commercial or business uses are proposed, nor is the subject site within the Latrobe activity centre.

7. Support home-based businesses where the impact does not cause an unreasonable loss of residential amenity to the surrounding area.
No development is proposed as part of this draft amendment. It is noted however, that the provisions of the Tasmanian Planning Scheme provide a permitted use pathway for assessing home-based businesses within the General Residential zone.
8. Provide for small scale commercial or business opportunities in residential and industrial areas that meets the needs of local residents or workers, is conveniently located and, in the case of residential land, does not cause an unreasonable loss of residential amenity.
No development is proposed as part of this draft amendment. It is noted however, that the provisions of the Tasmanian Planning Scheme provide appropriate use and development standards in assessing appropriate non-residential uses within the General Residential zone.
9. Support mixed use, including residential uses, in activity centres that are highly accessible and where the potential for land use conflict can be managed.
Point 9 is not applicable to this draft amendment as the subject site is not within the Latrobe activity centre.
4.8 Innovation and research
4.8.1 Application
Statewide.
4.8.2 Objective
To promote innovation and research, and the institutions and infrastructure that drives learning and prepares a skilled workforce, that will support existing and emerging opportunities and contribute to a diverse and resilient economy.
The draft amendment in facilitating a change of zone to General Residential is not proposing any development for the purposes of innovation and research purposes, tertiary education or training institutions. Policy 4.8 is not applicable to this draft amendment.
4.8.3 Strategies
5.0 PHYSICAL INFRASTRUCTURE
5.1 Provision of services
5.1.1 Application
Statewide.
5.1.2 Objective

To promote the efficient, effective, sustainable and safe delivery of services including reticulated water and sewerage, stormwater management, electricity, gas, telecommunications and recycling and waste management.

The subject site is located immediately adjacent to the existing Latrobe urban area, and the land is able to readily facilitate connections to urban infrastructure and services.

5.1.3 Strategies

1. Identify, allocate and protect a sufficient amount of appropriately located land to accommodate servicing infrastructure that will provide for the existing and future service needs of the community.
2. Identify whether existing infrastructure has the capacity to deliver services to accommodate growth and prioritise designating land use for the purpose of making efficient use of that available capacity.

In jointly considering points 1 and 2, in preparing the Draft Latrobe Structure Plan, the proposed urban development areas were referred to TasWater to confirm the feasibility of servicing the land. The subject site is located within both the water and sewer servicing areas. Reticulated water and sewerage infrastructure is situated adjacent to both frontages of the subject site.

TasWater has previously advised Council officers that should land be rezoned to facilitate further residential development and subdivision, that “the developer will be responsible for extending the network into the development and undertaking any necessary upgrades to the existing network to support additional demand.” As part of the Draft Structure Plan preparations, TasWater has advised Council officers that the water network has sufficient capacity, however some infrastructure upgrades would be required to ensure an ongoing water supply and pressure targets are achieved.

In relation to sewerage infrastructure, TasWater have previously advised that parts of the existing reticulated sewerage system are approaching capacity, which may require contributions to the upgrading and/or provision of emergency storage. No such concerns were explicitly stated for the area subject to the proposed amendment, other than the existing sewerage pumping station located to the south of Calthorpe Street. The existing pump station would need to be augmented to ensure it has sufficient capacity to accommodate additional loadings that would be generated from a future residential development. With the pump station being located along the northern boundary of the site and the amendment area, changes to the natural ground level are foreseen to provide sufficient fall to enable sewerage to drain to the north into the existing system.

In referring the application to Council’s Infrastructure & Assets Department, the department did not identify any constraints that would prevent a sufficient stormwater management system being developed. It was noted that the development would be able to serve in also draining stormwater from the adjacent system to the north in relieving the Calthorpe Street infrastructure. The design of the stormwater system for the future development of the site will be required to account for the predicted impacts of climate change on flow volumes and rates.

3. Where there is no infrastructure, no available infrastructure capacity or no non-infrastructure solution, promote the most logical and effective solution to deliver services to growth areas of existing settlements while minimising environmental impacts.
Point 3 is not relevant to this assessment as there is either sufficient infrastructure or the ability to augment existing infrastructure to support the proposed draft amendment.
4. Support the installation and/or upgrading of infrastructure to deliver services that meet the future long-term needs of the community and the environment, including under climate change conditions.
In assessing the status of existing infrastructure, and in determining the level of infrastructure required to service future residential development, engineers engaged by the applicant, as well as engineer personnel from Council and TasWater, are required to consider contemporary climate-change scenarios in ensuring future infrastructure provides adequate levels of service.
5. Provide an integrated approach to the planning and engineering design of new subdivision and subsequent use and development, promoting the coordinated and efficient provision of physical infrastructure.
The supporting documentation provided with the draft amendment integrates planning and engineering expertise. The referral of the draft amendment to the relevant state agencies and Council's Infrastructure & Assets Department enables thorough consideration of physical infrastructure requirements for future subdivision. This ensures the efficient and coordinated provision of the required infrastructure to facilitate the timely provision of serviced land for future residential development.
6. Provide for reticulated sewerage at the time of subdivision or require lots, created by the subdivision, to be capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.
Future development approval for subdivision require statutory referrals to TasWater as part of the assessment process. Conditions of approval stipulated through TasWater's Submission to Planning Authority Notice are encapsulated within the planning permit conditions ensuring reticulated sewerage infrastructure is provided for future residential lots.
7. Provide for reticulated electricity supply at the time of subdivision or require lots created by the subdivision are capable of accommodating an alternative source of power adequate for the future use and development of the land.
Electricity transmission infrastructure exists along both Hamilton and Bradshaw Streets. TasNetworks were contacted for comment and provided a copy of the draft amendment for their response. No issues were raised by TasNetworks concerning any electricity infrastructure constraints or adversely impacts to operations. Any future subdivision will require standard statutory referral to TasNetworks to provide advice on any electricity infrastructure constraints or aspects of future development that may adversely affect TasNetworks' operations. The referral process ensures that adequate infrastructure is supplied as part of any future residential development.

8. Encourage the connection of new lots, or provide for potential future connection to, telecommunication services at the time of subdivision, where the land is in a serviceable area and there is a reasonable expectation that the future use of the lot will require telecommunications services.
In assessing an application for subdivision, Council needs to be satisfied prior to sealing the final plan of survey that the proposed lots are development ready for the intended and likely future use and development. People moving into new properties expect ready access to modern telecommunications, including voice and broadband services. The reliance upon internet services has continually increased and now forms a necessary part of communications, data sharing, and education for businesses and residential applications. The Australian Government's Telecommunications Infrastructure in New Developments Policy (TIND Policy) applies to the provision of telecommunications infrastructure in all developments. The latest policy, issued on 17 February 2024, expands the scope from the provision of fixed voice and broadband services to include mobile coverage. Where mobile coverage is not included in the design of new developments or expanding suburbs, there will be diminished digital connectivity and inclusion outcomes for residents in those areas. Importantly, there could be a risk during emergencies or natural disasters as diminished or no mobile coverage limits people's ability to call Triple Zero outside of their premises. Developers are responsible for organising, and meeting the costs of pit and pipe infrastructure and telecommunications network infrastructure in their developments, so that services are available when people move into premises. The Australian Parliament passed laws that require all developers to arrange for fibre-ready pit and pipe infrastructure to be installed in proximity to building lots or building units before those developers sell or lease the building lots or units. These laws are contained in Part 20A of the <i>Telecommunications Act 1997</i> and associated rules. Written confirmation from NBN Co or the relevant Statutory Infrastructure Provider (Telstra, for example) is required confirming that telecommunications network infrastructure has been constructed and installed prior to Council sealing the final plan of survey.
9. Encourage the protection of significant existing and future water, gas, electricity, sewerage, stormwater and telecommunications infrastructure assets and waste disposal and resource recovery facilities, sites and infrastructure corridors from sensitive and incompatible use and development encroaching those assets, facilities, sites or corridors.
Point 9 is not applicable to this assessment as there are no significant infrastructure sites or corridors that may be impacted by future sensitive uses.
10. Encourage the siting, design, management and rehabilitation of waste disposal facilities to prevent or minimise contamination of groundwater and surface waters; and minimise litter, odour, dust and noise.
Point 10 is not applicable as the draft amendment does not involve waste disposal facilities.
11. Facilitate access to a variety of recycling stations to encourage community participation in recycling and waste reduction.

The SPP's facilitate access to container refund facilities by providing exemptions for both temporary and permanent container refund facilities.
12. Support the provision of contemporary telecommunications and information technology that are widely accessible and meet the needs of business, industry, public infrastructure and domestic users.
Refer to response in Point 8.
13. Where appropriate, promote service corridors that support the co-location of physical infrastructure, including roads, to service use and development.
The provision of service corridors within future road reserves and easements will be determined at future subdivision stage in coordination with the required utility service providers. This will be pursued to ensure the development can provide for street tree plantings to provide urban cooling, with sufficient land area to protect against encroachment into infrastructure.
5.2 Energy infrastructure
5.2.1 Application
Statewide.
5.2.2 Objective
To protect electricity infrastructure, including infrastructure to support energy efficiency and renewable energy, and provide for a safe, secure and reliable energy system to meet the needs of the community, businesses and industry.
Electricity transmission infrastructure exists along both Hamilton and Bradshaw Streets. TasNetworks were contacted for comment and provided a copy of the draft amendment for their response. No issues were raised by TasNetworks concerning any electricity infrastructure constraints or adversely impacts to operations.
5.2.3 Strategies
1. Promote the protection of existing energy infrastructure corridors and ancillary facilities from conflicting and incompatible land use and development.
Point 1 is not relevant as there are no energy infrastructure corridors such as electricity transmission or gas pipeline corridors or easements affecting the subject site.
2. Plan for and facilitate energy-related use and development (including ancillary facilities) in appropriate locations.
3. Support infrastructure required for distributed energy resources including rooftop solar, battery storage and at home electric vehicle chargers.

Electricity transmission infrastructure exists along both Hamilton and Bradshaw Streets. TasNetworks were contacted for comment and provided a copy of the draft amendment for their response. No issues were raised by TasNetworks concerning any electricity infrastructure constraints or adversely impacts to operations.

4. Contribute to improved energy efficiency through urban design and urban settlement pattern, and support for the use of alternative transport modes.

The provision of improved active transport infrastructure along Hamilton and Bradshaw Streets, as well as along the future southern edge public open space, will contribute to improving energy efficiency outcomes through support for the use of alternative transport modes.

5.3 Roads

5.3.1 Application

Statewide.

5.3.2 Objective

To plan, manage and maintain an integrated road network that supports efficiency, connectivity, travel reliability and safety.

The Traffic Impact Assessment provided with the draft amendment has concluded that traffic volumes generated from future residential development and subdivision, will not create any traffic or safety issues and traffic will continue to operate safely and efficiently on the surrounding road network. This conclusion is based on the fulfillment of recommendations pertaining to future road development and upgrades. The recommendations and findings of the report have been supported by Council's Road Authority.

5.3.3 Strategies

1. Identify and promote the protection of the following key road corridors from encroachment by incompatible land use and development:
 - a) Burnie to Hobart transport corridor, Tasmania's premier passenger and freight corridor, facilitating the movement of high volumes of people and heavy freight between major ports, intermodal hubs, population and industrial centres;
 - b) Key urban passenger transport corridors; and
 - c) Last mile urban freight routes.

The subject site will be serviced by Hamilton and Bradshaw Streets which filter traffic to Gilbert Street as the primary collector road. Gilbert Street is a state road that forms part of Tasmania's regional road network. The TIA demonstrates that the traffic to be generated from future residential development can be safely and appropriately accommodated within the road network, and does not constitute incompatible encroachment from future sensitive use, or unsustainable traffic volumes generated from future residential development.

2. Identify and promote the protection of future road corridors.
The Draft Latrobe Structure Plan identifies future road connections to Hamilton and Bradshaw Streets. The subdivision concept plan provided with the amendment provides linkages to the existing road network consistent with the Structure Plan Concept.
3. Recognise the role of Tasmania's regional road network in providing connectivity and access between regional and rural communities, major production and processing centres and tourism destinations.
4. Support heavy vehicle access that is responsive to industry needs and appropriate to the use and function of a road.
Other than heavy vehicle access for residential servicing needs (refuse collection, utility maintenance, etc.), heavy vehicle movements along Shale Road and onto Hamilton Street would be as a result of primary industry activity south of the subject site. Two forest areas, one state and one private, are situated off Old Deloraine Road, which is accessed off Shale Road. These forests however, do have existing forestry roads and access tracks heading further east to Native Plains Road in Sassafras, and it is understood that existing log truck movements have utilised Native Plains Road due to the urban environment and traffic constraints on Hamilton Street. Traffic movements associated with agricultural activities would concern stock movement. Stock movements by truck would occur occasionally and the low number of movements can be accommodated by the existing road network.
5. Provide for new and upgraded road infrastructure on key urban and local corridors to allocate space for servicing infrastructure, public transport, walking and cycling modes.
The Local Government Association of Tasmania authored Tasmanian Municipal Standards (TMS) consist of set standards for local government civil infrastructure and land development projects. In relation to road construction, the TMS documents predominantly achieve the aims of this component of the policy through TMS Specifications and Drawings. The specifications and guidelines are referenced through standard practice by conditioning of any planning permit. The land forms an integral component of Council's strategic planning for the future of Latrobe. In particular, Council's documented intention to establish an improved network of pedestrian and bike connectivity has been well received by the community. The Draft Latrobe Structure Plan identifies the provision of improved pedestrian and cycling infrastructure for Hamilton and Bradshaw Streets and identifies Hamilton Street as being the main connector to a new bike/pedestrian connectivity network. A new shared path for pedestrian and cyclist use is proposed along the southern edge of the proposed urban development area, to be located within an area of public open space serving as a buffer to the watercourse and drainage lines to the south and grazing land beyond. These linkages will provide the primary active transport corridor for residents of the new subdivision to access the recreational facilities nearby.
6. Provide for land use planning frameworks and decisions to support, and be informed by, road investment programs.

7. Support the targeted expansion and improvement of the urban road network based on future use, safety, and in response to strategic urban growth corridors.
Points 6 and 7 are not directly applicable to this proposal. No road investment programs or strategic urban growth corridors are proposed.
8. Provide for road networks to be protected from incompatible use and development.
The subject site is located away from the Bass Highway which ensures incompatible use and development in the form of sensitive use encroachment is mitigated.
9. Minimise the environmental, heritage and social impacts associated with new and upgraded transport infrastructure and services.
The Local Government Association of Tasmania authored Tasmanian Municipal Standards (TMS) consist of three related documents that set standards for local government civil infrastructure and land development projects. In relation to road construction, all three TMS documents achieve the aims of this component of the policy through TMS Specifications and Drawings, TMS Subdivision Guidelines, and the TMS Stormwater Policy Guidance and Standards for Development. The specifications and guidelines are referenced through standard practice by conditioning of any planning permit or council policy as the development standards required for public infrastructure to minimise the environmental impacts associated with new and upgraded road infrastructure.
The applicant has provided a traffic impact assessment (TIA) to accompany the draft amendment. The TIA was prepared by Mark Petrusma of Ratio Consultants Pty Ltd. The TIA considered that traffic generation rates from residential dwellings in a future subdivision upon the land would be in the region of 9.9 trips per day per dwelling (7.53 + 20%). The TIA surmised that for the purpose of this assessment, <i>"...access to the site is assumed to be distributed equally between the two site access points on Hamilton Street and Bradshaw Street. Accordingly, traffic volumes are expected to be shared between the two streets, with each accommodating the following site generated volumes:</i> — <i>Daily 348 trips per day (two - way)</i> — <i>AM peak 38 trips per hour (two - way)</i> — <i>PM peak 39 trips per hour (two - way)."</i> The TIA acknowledges Latrobe's grid-like nature of its road network is advantageous in providing multiple access routes, providing choice for drivers and ample opportunities to minimise travel time and distance for users. As a result, there is no significant concentration of traffic movement onto any particular road or street, and residential traffic is effectively dispersed through the network. The TIA considered the future residential development's potential impact to traffic efficiency posed by the increase in vehicle movements: <i>"Based on effective number of dwellings serviced, the existing daily traffic volumes at the northern end of each of these roads are estimated as follows:</i> — <i>Bradshaw Street ~2,500 vehicles per day (based on 280 dwellings)</i> — <i>Hamilton Street ~ 720 vehicles per day (based on 80 dwellings)</i>

The addition of around 350 vehicle movements daily to each of these roads would result in the following traffic volumes:

— Bradshaw Street ~2,850 vehicles per day

— Hamilton Street ~1,070 vehicles per day

Based on the above, the expected increase in daily traffic is considered acceptable and would remain within the practical traffic capacity of both roads.”

Mr Petrusma concludes that *there are “no significant detrimental road safety impacts are foreseen for the proposed rezoning. This is based on the following:*

- A review of the five - year crash history did not identify any specific road safety deficiencies in the vicinity of the subject site.*
- The two major north - south routes (Hamilton Street and Bradshaw Street) are provided with roundabouts at their intersections with Gilbert Street . Roundabouts typically have a good safety record compared to other types of intersections due to vehicle speeds and minimal conflict points.*
- The proposed future traffic volumes are consistent with the functions of both Bradshaw Street and Hamilton Street.*
- A new intersection can be provided on Hamilton Street located such that there is sufficient sight distance in both directions for the prevailing vehicle speeds.”*

5.4 Passenger transport modes

5.4.1 Application

Statewide.

5.4.2 Objective

To support a safe, reliable, efficient and accessible passenger transport system that provides people with modal choice and is well integrated with land use.

The subject site is located within 300m of the existing bus route. Future road development as part of future residential subdivision can facilitate future expansion of the bus route south if endorsed by the public transport provider. Modal choice will be further enhanced through the provision of a new bike/pedestrian connectivity network as part of the Draft Latrobe Structure Plan.

5.4.3 Strategies

1. Support integrated land use and infrastructure and network planning that increases mode choice to access employment and essential services and encourages community participation in different modes of transport.

The active transport network proposes linkages to major social infrastructure within Latrobe including schools, public open space, recreation destinations, the hospital, as well as the Latrobe activity centre. It is proposed that future residential subdivision of the subject land will provide

path infrastructure to connect to these linkages as detailed on the draft structure plan. The existing passenger bus route along Reibey Street is situated 300m to the north of the subject site, which promotes walkable accessibility to the existing public transport service. There is further potential for the public transport operator to extend the existing service south to Calthorpe Street or to be within future roads of future subdivision.

2. Promote medium to high density development and mixed use in proximity to high frequency passenger transport corridors.

3. Integrate land use with existing and planned passenger transport infrastructure and services.

4. Identify and promote the protection of key sites required to support the expansion of public transport services and modes.

Points 2-4 are not applicable to this assessment. No high frequency passenger transport corridors exist or are proposed within the area. No passenger transport infrastructure (other than bus stops on Reibey Street 300m north) exists or is proposed adjacent to the amendment area.

5. Provide an active transport network within key urban areas that is integrated across State and local government networks, and which includes dedicated infrastructure, appropriate signage, and end of trip facilities.

6. Encourage public transport corridors to be supported by active transport networks and bus stops that are safe, accessible and provide for better passenger amenity.

7. Provide for subdivision design that:

- a) supports efficient and effective public transport access if located within a serviceable area;
- b) encourages walking and cycling, with the provision of appropriate and direct site-through links; and
- c) considers the subsequent, and surrounding, use and development, promoting the coordinated and efficient provision of passenger transport systems.

The land forms an integral component of Council's strategic planning for the future of Latrobe. In particular, Council's documented intention to establish an improved network of pedestrian and bike connectivity has been well received by the community. The Draft Latrobe Structure Plan identifies the provision of improved pedestrian and cycling infrastructure for Hamilton and Bradshaw Streets and identifies Hamilton Street as being the main connector to a new bike/pedestrian connectivity network. A new shared path for pedestrian and cyclist use is proposed along the southern edge of the proposed urban development area, to be located within an area of public open space serving as a buffer to the watercourse and drainage lines to the south and grazing land beyond. These linkages will provide the primary active transport corridor for residents of the new subdivision to access the recreational facilities nearby. The proposed bike/pedestrian network intersects the existing bus route providing improved accessibility and connectivity.

8. Promote the location of use and development that attracts high numbers of people within existing activity centres, in areas adjacent to major urban public transport corridors or in areas that support the logical extension of existing public transport services, unless the use and development relies on a non-urban setting.

9. Support the targeted expansion and improvement of public transport services, and supporting infrastructure, based on travel demand, including latent demand, and in support of strategic urban growth corridors.

The existing passenger bus route along Reibey Street is situated 300m to the north of the subject site, which promotes walkable accessibility to the existing public transport service. There is further potential for the public transport operator to extend the existing service south to Calthorpe Street.

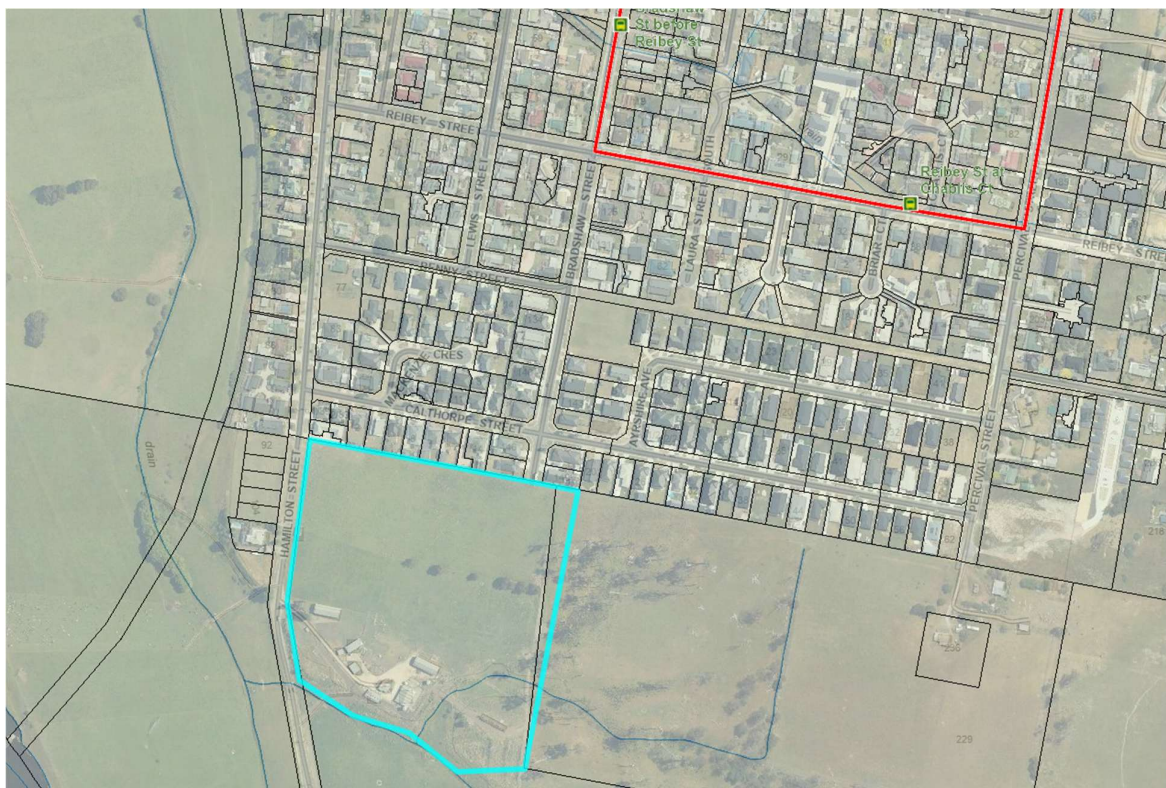


Figure F: Location of existing bus route

10. Encourage land use planning frameworks that can support and adapt to changing passenger transport needs, modal options, and technologies.

11. Recognise carparking as a key travel demand management measure, and appropriately manage carparking provision to support a modal shift.

In facilitating a General Residential zoning of the land, the provisions of the Tasmanian Planning Scheme have appropriate use and development controls for parking for future residential development. Modal choice is provided given the site's walkable proximity to the existing bus route.

12. Provide infrastructure to support the use of electric vehicles, including a public network of high-quality electric vehicle charging stations, and the inclusion of 'electric vehicle ready' carparking as part of new residential and commercial developments.
In facilitating a General Residential zoning of the land, the provisions of the Tasmanian Planning Scheme have appropriate use and development controls to provide electricity infrastructure for future residential development through subdivision approval. Developers are able to liaise directly with TasNetworks in order to provide electric vehicle home charging solutions.
5.5 Ports and strategic transport networks
5.5.1 Application
Statewide.
5.5.2 Objective
To recognise and protect Tasmania's strategic freight system, including key freight networks, rail, airports, ports, intermodal hubs and industrial estates.
Response: The subject site is 1.1km from Gilbert Street, a state road with a Category 4 state road hierarchy. The vast majority of traffic generated from future residential subdivision will interact with Gilbert Street, which serves as an important connector road to the key freight corridors of Latrobe Road and the Bass Highway, being Category 3 and 1 roads respectively. Points 8 and 9 are applicable to this assessment and are addressed below.
5.5.3 Strategies
1. Identify and promote the protection of existing and future freight infrastructure and industrial and distribution centres.
2. Promote use and development at, and adjacent to, the Burnie, Devonport, Launceston and Hobart ports, and the Brighton Transport Hub, that is compatible with proximity to a major port and reinforces the role of these ports as freight and logistics hubs.
3. Recognise the regional ports at Grassy, Lady Barron and Cape Barren as critical links in the freight supply chains of the Bass Strait Islands.
4. Encourage the protection of key freight corridors and assets from encroachment by incompatible land use and development.
Points 1-4 are not relevant to this assessment, as the site does not relate to existing or future freight or industrial infrastructure, transport centres, or seaports. There are no key freight corridors that could be encroached upon by future residential development.
5. Protect major airports by applying appropriate buffers that prevent the encroachment of incompatible use and development.

6. Support major airports by designating adjacent land to accommodate complementary use and development.
7. Locate industrial, freight and intermodal developments in areas with good access to existing, high-volume freight networks.
Points 5-7 are not relevant to this assessment. The land is not in proximity to any major airports, industrial, freight or intermodal developments.
8. Support the protection of the Burnie to Hobart freight corridor as Tasmania's premier land transport network for both road and rail.
Future residential development of the subject land would result in an increase in traffic movements of approximately an additional 348 vehicle movements onto Gilbert Street, spread across both the Hamilton and Bradshaw Street intersections. Gilbert Street serves as an important connector road to the key freight corridors of Latrobe Road and the Bass Highway. The number of vehicle movements that would be accommodated by Gilbert Street can then be comfortably facilitated onto the Bass Highway due to the comparatively low increase in traffic volumes.
9. Encourage land use planning frameworks that can support and adapt to a changing freight system, including changes to freight volumes and demand, and emerging technologies.
Any potential increase in freight volumes along Shale Road and onto Hamilton Street would be as a result of primary industry activity south of the subject site, including any forestry and agricultural activities. Two forest areas, one state and one private, are situated off Old Deloraine Road, which is accessed off Shale Road. These forests however, do have existing forestry roads and access tracks heading further east to Native Plains Road in Sassafras, and it is understood that existing log truck movements have utilised Native Plains Road due to the urban environment and traffic constraints on Hamilton Street. Traffic movements associated with agricultural activities would concern stock movement, noting that milk tanker movements will cease in the near future. Stock movements by truck would occur occasionally and the low number of movements is not anticipated to substantially increase.

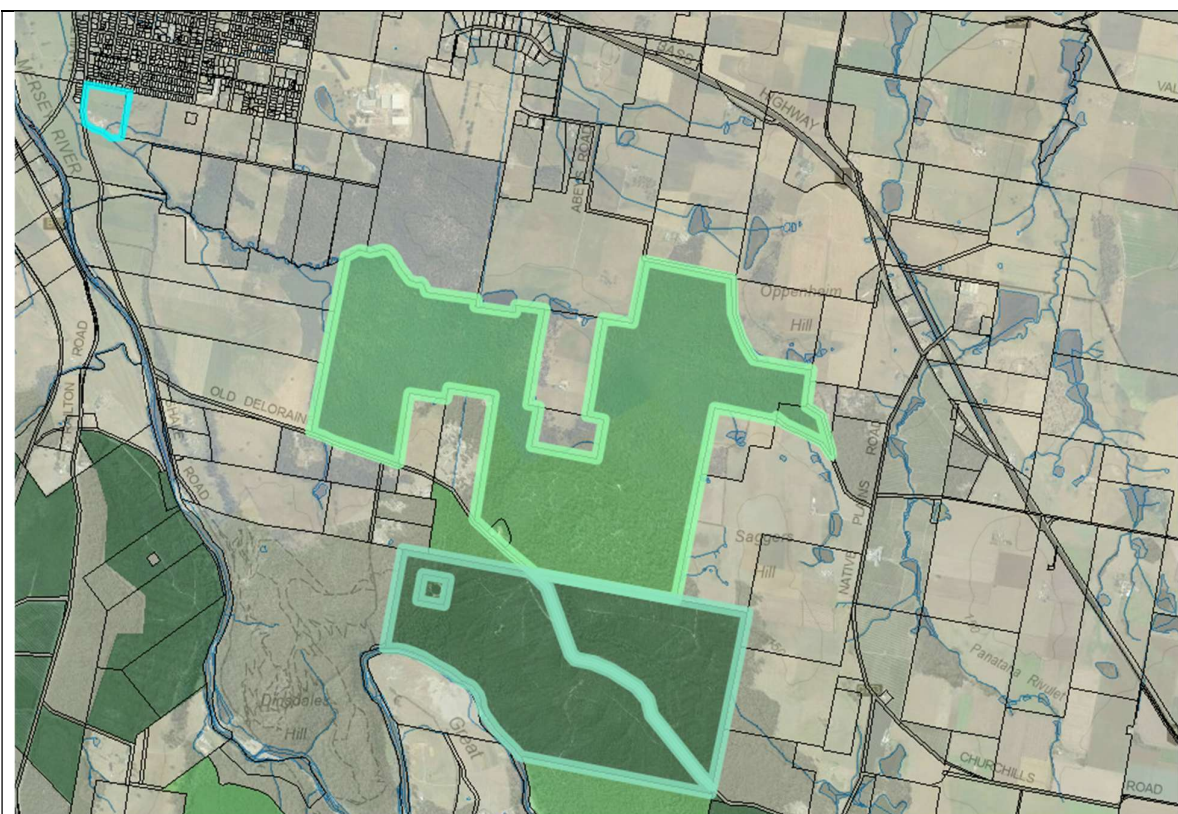


Figure G: Location of forestry land outlined in green, south-east of the subject site

10. Support major freight generating activities by designating land for purposes that protect the on-site operational efficiency.

11. Identify and safeguard locations along key freight corridors for heavy vehicle rest areas.

12. Recognise the strategic value of non-operational rail corridors.

13. Support the operational rail network by:

- a) recognising that it is an important strategic infrastructure asset for the distribution of freight; and
- b) protecting its safety, efficiency and operability by:
 - i. applying appropriate measures to prevent the encroachment of incompatible use and development;
 - ii. recognising that land within the defined rail corridor is for the exclusive purpose of supporting safe and efficient rail operations and activities: and
 - iii. considering the compatibility of the range of allowable uses when designating surrounding land for particular purposes.

Points 10-13 are not relevant to this assessment. No major freight generating activities are proposed, and the site is not adjacent to a key freight corridor. While the former railway alignment does traverse the subject site, the majority of this alignment is now under private ownership and/or utilised for agricultural use, and in any case would not be impacted by this

rezoning or future development in the amendment area. It is further noted that the site is more than 800m from the active rail network to the west.

6.0 CULTURAL HERITAGE

6.1 Aboriginal cultural heritage

6.1.1 Application

Statewide.

6.1.2 Objective

Support the protection and Aboriginal custodianship of Aboriginal Cultural Heritage values including places, objects and practices.

Land Use Planning supports the protection of Aboriginal Cultural Heritage by working alongside the Aboriginal Heritage Act 1975, requiring heritage issues to be identified and managed during development assessment. Council is also supportive of ongoing legislative reforms designed to increase Aboriginal leadership in heritage decision-making, and the support of Aboriginal custodianship through consultation and increasing recognition of Aboriginal custodianship and decision-making authority over Country and cultural heritage.

6.1.3 Strategies

1. Land use planning is to:
 - a) recognise, respect and accept that Tasmanian Aboriginal people are the custodians of their cultural heritage;
 - b) acknowledge that Aboriginal Cultural Heritage is living and enduring;
 - c) promote the protection of Aboriginal Cultural Heritage values; and
 - d) support Tasmanian Aboriginal people to identify, manage and, where appropriate, continue to use and culturally identify with, Aboriginal Cultural Heritage places.

Council is supportive of ongoing legislative reforms currently in progress and community consultation phases, designed to increase Aboriginal leadership in heritage decision-making, and the support of Aboriginal custodianship through consultation and increasing recognition of Aboriginal custodianship and decision-making authority over Country and cultural heritage

2. Encourage the understanding and consideration of Aboriginal Cultural Heritage and support the investigation of land for the presence of Aboriginal Cultural Heritage places and objects where that land is proposed to be designated for use and development that could potentially harm any Aboriginal Cultural Heritage values associated with that land.

The *Aboriginal Heritage Act 1975* is the applicable legislation providing for the preservation of Aboriginal relics. Aboriginal Heritage Tasmania (AHT) is the department who manage the assessment process. While the assessment concerning Aboriginal heritage itself is independent

of the draft amendment and development permit process being considered by the Planning Authority, matters of Aboriginal heritage are a consideration of the draft amendment process.

All Aboriginal sites and are protected and will be identified and managed in consultation with Tasmanian Aboriginal people in accordance with relevant State and Commonwealth legislation.

The proposed rezoning does not remove the protection for places or cultural heritage items. As is standard development practice, if any relics are unearthed or identified as a result of the works, the works would be subject to the assessment requirements of the *Aboriginal Heritage Act 1975*. Should AHT determine that an Aboriginal Heritage Assessment Report is required, then the applicant/developer will be directed to engage an Aboriginal Heritage Practitioner to prepare the report to provide to AHT for their review. AHT will then determine whether a permit pursuant to Section 14 of the *Aboriginal Heritage Act 1975* is required.

3. Avoid designating land for incompatible land use and development where investigations identify, or it is known that there are, or are highly likely to be, Aboriginal Cultural Heritage values unless it is demonstrated that the impact on Aboriginal Cultural Heritage values can be appropriately managed.

The *Land Use Planning & Approvals Act 1993* considers the requirements of other approvals in other Acts. Any permit issued under the *Land Use Planning & Approvals Act 1993* only becomes effective once any approvals required under this Act or any other Act are obtained. This has application to affording protection for the processes under the *Aboriginal Heritage Act 1975*.

6.2 Historic cultural heritage

6.1.1 Application

Statewide.

6.2.2 Objective

To support the strategic consideration of places listed on State, National and world heritage registers and identification and conservation of significant local historic cultural heritage buildings, part of buildings, infrastructure (for example bridges), places/features, precincts and landscapes and promote sympathetic design solutions and responses that preserve or complement those cultural heritage values and facilitate appropriate adaptive reuse.

No sites or buildings listed on State, National and world heritage registers have been identified adjacent to the subject site. Policy 6.2 is not applicable to this assessment.

6.2.3 Strategies

7.0 PLANNING PROCESSES

7.1 Public Engagement

7.1.1 Application

Statewide.

7.1.2 Objective
To improve and promote public engagement processes to provide for the community's needs, expectations and values to be identified and considered in land use planning.
Public engagement processes have been transparent and compliant with legislation, with communication provided to all parties and the community.
7.1.3 Strategies
1. Facilitate the community's understanding of the planning system, land use planning issues and how they might be impacted, to encourage meaningful public engagement in land use planning.
2. Promote public engagement that is fair, inclusive, respectful and genuine, allowing people to express themselves freely and strengthening their confidence in participating in land use planning.
3. Support public engagement processes, and the outcomes generated from them, that are informative and transparent.
In jointly considering Points 1-3, following endorsement of the draft amendment at the March 2026 Council Meeting, the draft amendment was placed on public exhibition between Wednesday 1 July to Wednesday 29 July 2026. It is noted that there no representations received concerning the proposed draft amendment. The planning outcomes as recommended in the draft amendment provide an appropriate and sustainable balance of social, economic and environmental interests.
4. Provide supporting information that adequately explains and justifies the reasons for proposed planning policies, strategies and regulation to facilitate public engagement and understanding of planning process.
Supporting information accompanying the application was advertised as part of the assessment process as is standard practice. The Section 37 report provides a thorough assessment providing reasoning and rationale for the required overriding provisions.
5. Acknowledge that planning outcomes, derived through public engagement processes, involves compromise and trade-offs that balance the community's social, economic and environmental interests.
The planning outcomes as recommended in the draft amendment provide an appropriate and sustainable balance of social, economic and environmental interests. It is noted that there no representations received concerning the proposed draft amendment.
7.2 Strategic Planning
7.2.1 Application

Statewide.
7.2.2 Objective
To encourage the strategic consideration of land use planning issues by promoting integrated and coordinated responses that balance competing social, economic, environmental and inter-generational interests to provide for the long-term sustainable use and development of land.
The draft amendment, in consideration of local, regional and state planning policies, demonstrates consistency with this policy section and in furthering the objectives as set out in Schedule 1 of The Act concerning sustainable land use and development.
7.2.3 Strategies
1. Support the application of the precautionary principle where the implications of planning decisions on the environment, now and into the future, is not fully known or understood.
The precautionary principle is upheld in respect of this draft amendment in that environmental impacts and considerations from the proposed development, especially pertaining to stormwater and wastewater, have been thoroughly investigated.
2. Promote the identification, establishment and implementation of long-term land use planning priorities, that are environmentally sound, to strengthen inter-generational equity, allowing future generations to have access to the resources they need.
The sustainable development and management of resources is a core component of the objectives of the Resource Management and Planning System of Tasmania. In demonstrating that the proposed draft amendment furthers the objectives as set out in Schedule 1 of The Act, the draft amendment is consistent with this policy in ensuring land use planning processes are environmentally sound and strengthen inter-generational equity.
3. Strengthen the use of scientific-based evidence to make informed decisions about land use planning.
Scientific-based evidence is relied upon to demonstrate compliance with various statutory and strategic planning policies and standards.
4. Promote the integration and coordination of land use planning with population strategies and social and physical infrastructure planning.
Population strategies at local, regional and state level are now relied upon to provide sound land use planning integrating social and physical infrastructure planning.