

## Department of State Growth

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Our Ref: D22/69202



Mr Gerald Monson  
General Manager  
Latrobe Council  
PO Box 63  
LATROBE TAS 7307

By email: [submissions@latrobe.tas.gov.au](mailto:submissions@latrobe.tas.gov.au)

Dear Mr Monson,

### **Tasmanian Planning Scheme – Draft Latrobe Local Provisions Schedule**

Thank you for your invitation to comment on the Draft Latrobe Local Provisions Schedule (LPS).

The Department of State Growth (State Growth) has reviewed the Draft LPS, supporting mapping and overlay information and believes it largely reflects a sound translation of the *Latrobe Interim Planning Scheme 2013* in accordance with the Tasmanian Planning Commission's *Guideline No. 1 Local Provisions Schedule (LPS): zone and code application*.

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

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

Yours sincerely

A handwritten signature in blue ink, appearing to read "James Verrier".

James Verrier  
Director, Transport Systems and Planning Policy

18 March 2022

Attachment I – State Growth Comments – Draft Latrobe Local Provisions Schedule

## Attachment I. State Growth comments - Draft Latrobe Local Provisions Schedule

### Application of Future Urban Zone, Port Sorell & Shearwater

The draft LPS proposes to rezone 60 hectares of land within Port Sorell and Shearwater from the Rural Resource and Recreation Zones to the Future Urban Zone. The rezoning is based on recommendations made within the *Port Sorell and Environs Strategic Plan 2008* in relation to future infill and greenfield residential development.

The area of land proposed to be rezoned is significant. It will require the extension or upgrade of infrastructure and services, including transport. The rezoning does not appear to be supported by an infrastructure strategy to determine the nature and cost of the infrastructure upgrades required to facilitate the development. It is noted that State Growth has no plans to upgrade transport infrastructure at this location.

Given the scale of the rezoning, it is appropriate the proposal is assessed within the context of the regional land use strategy (*Living on the Coast: Cradle Coast Regional Land Use Strategy 2010-2030*). This will allow a strategic assessment of the proposal against population growth, and housing demand and supply across at least the key metropolitan centres within the North West.

This approach is consistent with FUZ I of *Guideline No. 1 – Local Provisions Schedule (LPS): zone and code application* (the ‘Guidelines’)<sup>1</sup>, which states that the Future Urban Zone may be applied to land that is consistent with the relevant regional land use strategy, or supported by a local strategic analysis, which is consistent with the regional land use strategy.

### State Road Network

#### Zoning of the State Road Network

Consistent with UZ I of the Guidelines, the vast majority of State Roads have been zoned Utilities, based on the State Road Casement layer published on the LIST. This layer was developed in 2018 to assist Councils in drafting their LPSs, with the intent to clearly identify land forming part of the State Road network for inclusion within the Utilities Zone.

However, the State Road Casement has not been applied correctly to private properties located adjacent to the Bass Highway, south of the Latrobe roundabout through to Sassafra. The boundary of the State Road Casement is based on an intended new line that has been proclaimed under section 9A of the Roads and Jetties Act 1935, applying to relevant properties adjoining the Highway.

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

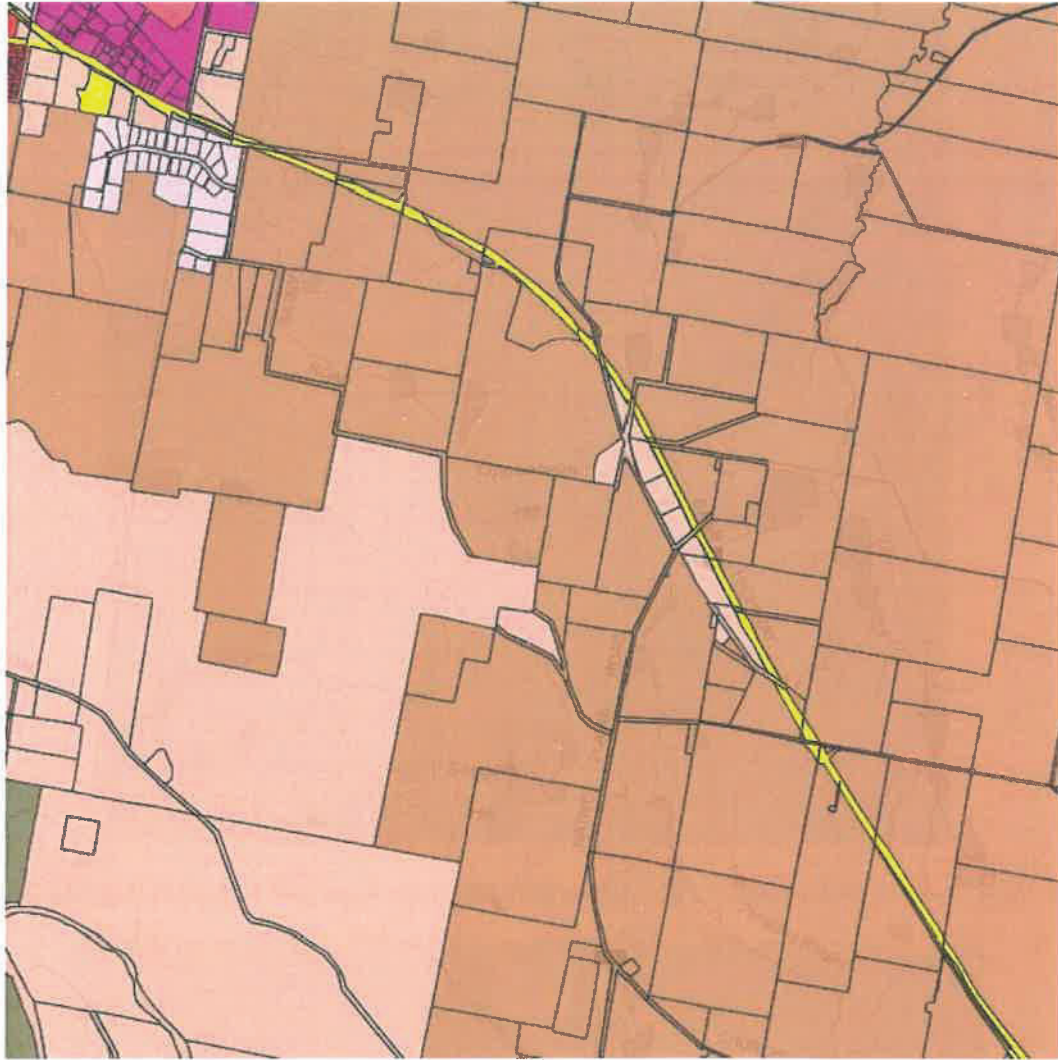


Figure 1. Zoning of the Bass Highway under the Latrobe Draft LPS (Latrobe/Sassafras). Yellow denotes the Utilities Zone.



Figure 2. State Road Casement layer in the vicinity of Abeyes Road and surrounds, Latrobe.





Figure 3. State Road Casement layer in the vicinity of Richardsons Road and surrounds, Latrobe.

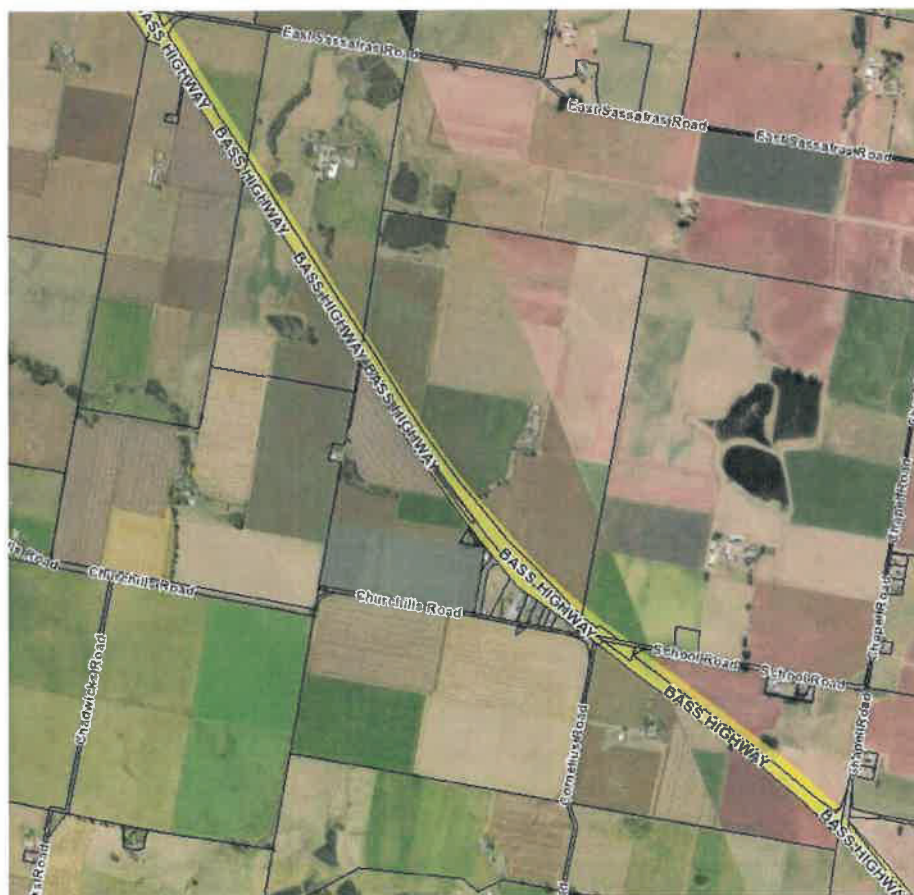


Figure 4. State Road Casement layer in the vicinity of Churchills Road and surrounds, Sassafras.

### Application of Road and Railway Attenuation Area

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

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