

Client
6ty Degrees

Date
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Planning

Transport

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Civil Engineering

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Transport Impact Assessment

Proposed Rezoning – General Residential

3232 Railton Road, Latrobe



ratio:

Project
3232 Railton Road, Latrobe

Prepared for
6ty Degrees

Our reference
24610T

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Version	Date	Issue	Prepared by	Checked by
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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Background

Ratio Consultants were engaged by 6ty Degrees to prepare a Transport Impact Assessment for the proposed rezoning of land at 3232 Railton Road, Latrobe, from the existing Agricultural to the General Residential Zone.

1.2. Purpose and structure of this report

This report sets out an assessment of the transport impacts to the surrounding network and any responses as part of the proposed rezoning of the land. This includes consideration of the following:

- The existing street network and traffic considerations surrounding the site.
- The anticipated vehicle access strategy for future subdivision and development of the rezoning study area.
- The adequacy of pedestrian, bicycle and public transport provisions for access to and from the site.
- The acceptability of the traffic impacts of the proposed rezoning.

1.3. References

In preparing this report, reference has been made to the following:

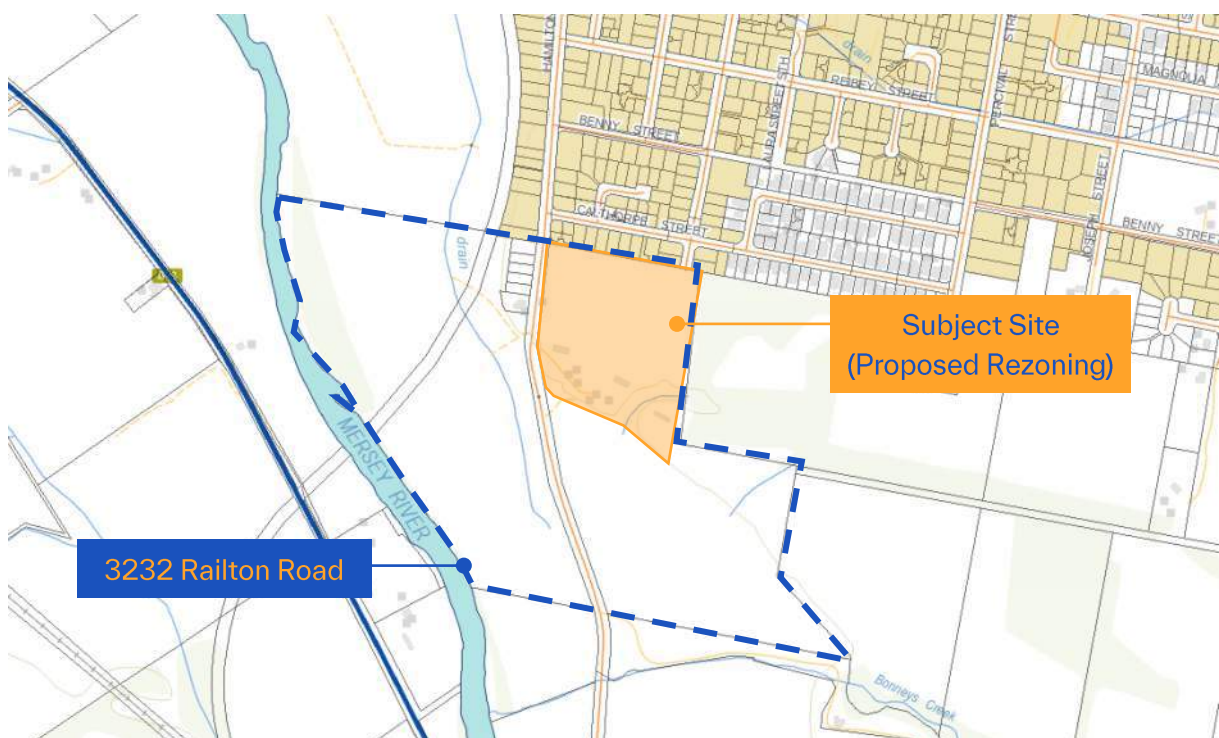
- Caltorpe Stud Farm Proposed Subdivision, Rezoning Proposal Concept Layout, prepared by 6ty on 21/04/2026, Dwg No. 25.303-Cp01, Issue 1 (as attached in Appendix A)
- *Tasmanian Planning Scheme – State Planning Provisions*
- Latrobe Local Provision Schedule
- Latrobe Draft Structure Plan
- Traffic volume and crash data as outlined in this report.
- Other documents as nominated.

2. Site Locality and Context

2.1. Location and Environment

The Subject Site is located at the southern end of Latrobe, east of the Mersey River. It is mostly vacant, and currently used for farming. The location of the site in the context of the immediate surrounding area is provided in Figure 2-1.

Figure 2-1: Locality Plan

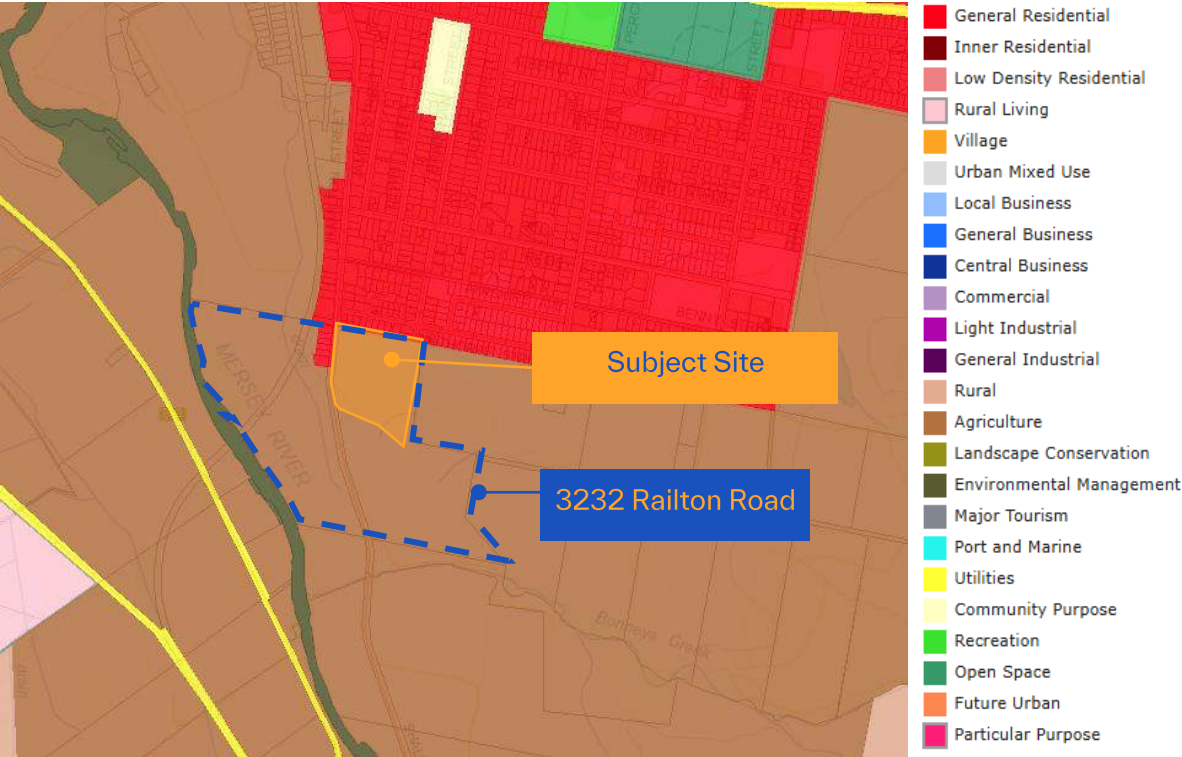


Source: LISTMap State of Tasmania (www.thelist.tas.gov.au)

The subdivision land is irregular in shape and has an approximate area of 6.6 ha. The site has a western frontage to Hamilton Street.

The site is currently located within the Agricultural Zone under the Planning Scheme and is proposed to be rezoned to the General Residential Zone. Surrounding land uses comprise a mix of General Residential and Agricultural zoned land, as shown in Figure 2-2 below.

Figure 2-2: Land Zoning Map



Source: LISTMap State of Tasmania (www.thelist.tas.gov.au)

An aerial image of the rezoning study area and surrounds is displayed in Figure 2-3.

Figure 2-3: Aerial Image of the Site and Surrounds



Source: LISTMap State of Tasmania (www.thelist.tas.gov.au)

2.2. Existing Access Arrangements

No existing vehicle crossovers or access points are currently provided to the rezoning land parcel. However, the land benefits from direct frontage to Shale Road along the western site frontage, as well as a connection to the existing Bradshaw Street at the north-eastern edge of the site.

2.3. Road Network

For the purpose of this assessment, the transport network comprises Hamilton Street and Bradshaw Street.

Hamilton Street is a Council-managed local road that runs in a north–south direction. The road continues south as Shale Road, which terminates as a dead-end road along the Mersey River at the Warrawee Forest Reserve. North of Gilbert Street, the road continues as Hamden Street.

Along the site frontage, the road comprises an approximately 5-metre-wide carriageway accommodating two-way traffic movements. A constructed footpath is provided on the western side of the road, and the eastern side of the road provides a gravel shoulder.

North of the site (between the subject site and Gilbert Street) the eastern side of Hamilton Street is generally constructed to an urban standard with kerb and channel, and concrete footpath, whereas the western side of Hamilton Street includes both urban and rural sections.

A default speed limit of 50 km/h applies to Hamilton Street. The view of Hamilton Street near the subject site is shown in Figure 2-4 below.

Figure 2-4: Hamilton Street Facing North



Source: google.com/maps (image dated March 2025)

Bradshaw Street is a Council managed local road running generally in a north–south alignment between Last Street to the north and currently terminating at the southern boundary of 148 and 149 Bradshaw Street and is expected to continue southwards as the southern land parcel develops.

Bradshaw Street generally functions as a key local through road, providing a primary access route for the southern residential catchments of Latrobe to and from the Latrobe Town centre at Gilbert Street where it connects at a four-leg roundabout.

Bradshaw Street has a carriageway width of approximately 9 metres, accommodating two-way traffic movements, with unrestricted on-street parking permitted on both sides of the road. Constructed footpaths are provided on both sides of the street. A default speed limit applies to Bradshaw Street.

A view of Bradshaw Street is shown in Figure 2-5 below.

Figure 2-5: Bradshaw Street Facing South



Source: google.com/maps (image dated March 2025)

2.4. Sustainable Transport

Existing public transport in the area is limited due to the site's regional location. The closest bus stop, located on Bradshaw Street before Reibey Street approximately 550 metres north-east of the subject site, is serviced by Route 178 towards Devonport.

Walking and Cycling

There are no established bicycle facilities in the vicinity of the site. However, footpaths are provided along one side of Hamilton Street and on most surrounding streets.

2.5. Crash History

A review of the most recent five-year crash history reporting period (April 2021 to April 2026), obtained from the Department of State Growth, identified no recorded crashes within 100 metres of the site along Hamilton Street or Bradshaw Street.

3. Latrobe Draft Structure Plan

3.1. Overview

The proposed development is located within the area covered by the Latrobe Draft Structure Plan. The subject site is nominated as an ‘urban development within plan period’ zone and includes key bicycle and pedestrian connectivity network continuing southward from Bradshaw Street through the site and along the site’s southern boundary.

An excerpt of the Latrobe Draft Structure Plan with context to the nominated subdivision land is shown in Figure 3-1.

Figure 3-1: Excerpt of the Latrobe Draft Structure Plan



Source: www.latrobe.tas.gov.au

The Latrobe Draft Structure Plan notably nominates a key bike/pedestrian connection running east-west along the southern edge of the subject site connecting to planned facilities along Hamilton Street. Other land to the east of the site is also nominated for future development and interconnectivity between these areas is a key consideration.

4. The Proposal

4.1. Overview

The proposed rezoning is located within the land parcel addressed at 3232 Railton Road, Latrobe, and is anticipated to result in an estimated lot yield of around 74 lots. At a high level, the site is proposed to be accessed via a new intersection with Hamilton Street, together with a continuation of Bradshaw Street further south into the site.

This assessment has been prepared with reference to the indicative subdivision layout plan provided in Figure 4-1 below, noting that the layout of any future subdivision of the site would be subject to further consideration and refinement as part of a subdivision application process.

Figure 4-1: Proposed Subdivision Concept Plan



Source: 6ty, Dwg No. 25.303-Cp03 (dated 21/04/2026)

4.2. Access Arrangements

It is expected that vehicular access to the land would be provided via two access points, as follows:

- An extension of Bradshaw Street to the south, providing a north–south connection through the development and forming a southward continuation of the existing road network.
- A new intersection on Hamilton Street, providing an east–west connection through the subdivision between Hamilton Street and the extension of Bradshaw Street.

Only one new external intersection is proposed at Hamilton Street.

In addition, future road connection would be proposed along the shared eastern boundary to the developable land to the east.

4.3. Walking and Cycling Connectivity

The pedestrian pathway is understood to connect to and integrate with the existing footpaths along Bradshaw Street, thereby providing pedestrian connectivity to surrounding land uses. In addition, a public reserve and shared pedestrian/cycle pathway are proposed along the southern boundary of the site adjacent to the existing waterway, generally aligning with the indicative pedestrian and cycling connectivity network identified in the Latrobe Draft Structure Plan as shown in Figure 3-1.

5. Traffic Generation

5.1. Traffic Generation

The expected trip generation has been estimated based on the *Transport for NSW Guide to Transport Impact Assessment* (GTIA 2024).

The applicable rates for ‘low density residential dwellings’ for regional areas are as follows:

- Daily vehicle trips = 7.53 vehicle per dwelling
- Weekday average AM peak hour vehicle trips = 0.83 vehicle per dwelling
- Weekday average PM peak hour vehicle trips = 0.84 vehicle per dwelling

Given that the proposed subdivision does not include any internal services (e.g. schools, shops etc.) it is appropriate to add up to an additional 25% to the above rates, which would result in the following estimated site generated volumes:

- Daily 696 trips per day (two-way)
- AM peak 76 trips per hour (two-way)
- PM peak 78 trips per hour (two-way)

5.2. Traffic Distribution

Given that traffic is expected to predominantly originate from the north, due to Gilbert Street being the primary road located approximately 1.2km north of the site and the absence of further development south of the site along Hamilton, traffic distribution to the external road network has been assumed to be 100% northbound during both the AM and PM peak hours.

For the purpose of this assessment, 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:

- Daily 348 trips per day (two-way)
- AM peak 38 trips per hour (two-way)
- PM peak 39 trips per hour (two-way)

6. Traffic Impact Assessment

6.1. Road Design Standards

The LGAT Tasmanian Standard Drawing TSD-R06-v3 *Urban Roads Typical Section and Pavement Widths* provides design standard for residential streets as follows:

Table 6-1: Road Requirements (Extract from Table 1 of TSD-R06-v3)

Road Types	Road Type	Road Length/ Number of Tenements	Minimum Road Width	Minimum Reservation Width	Minimum Footpath Requirements
1 – Arterial					
					Detail Design Required
2 – Sub Arterial					
3 – Collector	Through Road	Any Length	11.0m	20.0m	Both Sides
	Through Road	Any Length	8.9m	18.0m	One Side Only
	Cul-De-Sac	Length > 150m	8.9m	18.0m	One Side Only
4 – Local					
	Cul-De-Sac	Length ≤ 150m and / or No. of equiv. tenements ≤15	6.9m	15.0m	One Side Only

The Standard Drawing does not nominate maximum traffic volumes for each class of road, however based on a review of modern standards in other jurisdictions, the following target volumes have been adopted:

Table 6-2: Target Traffic Volumes Based on Road Type

Road Class	Target Volume
1 – Arterial	> 12,000 veh/day
2 – Sub-Arterial	7,000-12,000 veh/day
3 – Collector Through Road	3,000-7,000 veh/day
4 – Local Through Road	1,000-3,000 veh/day

Road Class	Target Volume
4 – Local Cul-De-Sac (> 150m)	300-1,000 veh/day
4 – Local Cul-De-Sac (< 150m)	< 300 veh/day

Both Hamilton Street and Bradshaw Street are identified as “key roads” in the Latrobe Draft Structure Plan, along with Percival Street located further to the east. With respect to the above road typologies, both would be defined as ‘Local Through Road’ with a nominal capacity of up to 3,000 vehicles per day.

It is noted that while Bradshaw Street currently has a width of around 9 metres, the construction of Hamilton Street is currently sub-standard resulting in a lesser capacity.

The existing road network within the southern residential area of Latrobe is generally laid out in a grid arrangement such that there is no clear road hierarchy. In particular, there are numerous north-south routes providing connection between residential areas and Gilbert Street (which forms the primary route through the Latrobe town centre).

As a result, there is no significant concentration of traffic movement onto any particular route, and residential traffic is effectively dispersed through the network.

In this case, both Hamilton Street and Bradshaw Street, which are the primary access routes to and from the subject site, are located in close proximity to other alternatives including James Street and Lewis Street.

6.2. Impact to Traffic Efficiency

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:

- Bradshaw Street ~2,500 vehicles per day (based on 280 dwellings)
- Hamilton Street ~720 vehicles per day (based on 80 dwellings)

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 having regard to the nominal capacities outlined above.

It is further noted that the subject land represents the southern-most extent of land to be developed under the Latrobe Draft Structure Plan and therefore, aside from some minor infill development within Latrobe, it is unlikely that traffic volumes on either Bradshaw Street or Hamilton Street would increase significantly from the above figures.

The additional peak hour traffic to be experienced on key roads would be up to around 1 additional vehicle every 1.5 minutes or so. This level of traffic can be readily accommodated by the road network without any material impacts on the road capacity and performance.

While the intersection of Bradshaw Street and Gilbert Street is relatively busy at certain times of the day (including the school drop-off and pick-up period) the roundabout generally operates well and provides a suitable intersection treatment to manage traffic access to and from the arterial road network.

Similarly, the existing roundabout at Hamilton Street and Gilbert Street provides a safe, high-capacity access point to the southern areas of Latrobe.

The grid-like nature of the Latrobe road network, and multiple access routes available, provide choice for drivers and ample opportunities to minimise travel time and distance for users.

6.3. Impact to Road Safety

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.

6.4. Walking, Cycling and Public Transport Access

The proposed zone would be the General Residential Zone, resulting in an urban street network with footpaths to be provided along at least one side of all internal roads, consistent with the surrounding residential local road network.

Additional connections would be provided as described in Section 4.3, including a shared pedestrian and bicycle path along the southern boundary adjacent to the existing waterway, with connection to planned facilities on Hamilton Street.

No impacts to public transport are anticipated, however the proposal would allow for the extension of bus routes into the southern end of Latrobe if desired. This would be the responsibility of the Department of State Growth to implement.

7. Planning Scheme Assessment

7.1. Preamble

The land to be rezoned to the General Residential Zone would be subject to a future residential subdivision application. The potential for a future subdivision to achieve compliance with the relevant clauses of the Planning Scheme is discussed in the following sections.

7.2. Development Standard for Subdivision

Clause 8.6.2 is assessed in Table 7-1 below.

Table 7-1: Assessment against Clause 8.6.2-P1

8.6.2 Roads	
Objective: That the arrangement of new roads within a subdivision provides for: (a) safe, convenient and efficient connections to assist accessibility and mobility of the community; (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.	
P1 The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:	
<i>(a) any road network plan adopted by the council</i>	There are no constraints on the site or in the proposed rezoning that would prevent a road network to be developed generally in accordance with the Latrobe Draft Structure Plan, as outlined in Section 3 of this report. This includes the extension of Bradshaw Street and future connection to land located further east.
<i>(b) the existing and proposed road hierarchy</i>	The subject site would be serviced by local roads and any internal roads would be designed in accordance with the Tasmanian Standard Drawings. This is considered appropriate in the context of the future development of any adjacent land parcels to the east and the ultimate road network.

<i>(c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;</i>	Any future subdivision is capable of providing road connections, and pedestrian and cycling paths, to the common boundary of the developable land to the east.
<i>(d) maximising connectivity with the surrounding road, pedestrian cycling and public transport networks;</i>	There are three potential points of connectivity for vehicle access, including a new intersection on Hamilton Street, the extension of Bradshaw Road, and a connection to the adjacent developable land to the east. Further walking and cycling connections are discussed in Section 4.3.
<i>(e) minimising the travel distance between key destinations such as shops and services and public transport routes.</i>	Permeability through the site would be provided via roads and separate walkways. Any subdivision would be designed to minimise internal travel by limiting the provision of cul-de-sacs and providing direct connection to existing external roads and paths.
<i>(f) access to public transport</i>	As discussed in Section 2.4, the site will have access to public transport, with the closest bus stop located approximately 550 metres northeast from the subject site. However there is the potential for changes to public transport routes to better service the southern areas of Latrobe. This would be the responsibility of the Department of State Growth.
<i>(g) the efficient and safe movement of pedestrians, cyclists and public transport;</i>	The proposed access arrangements and internal road layout and considered to provide efficient and safe movement outlined in Section 6, Error! Reference source not found. , 6.4 of this report.
<i>(h) the need to provide bicycle infrastructure on new arterial and collectors roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;</i>	Not applicable as any proposed subdivision would not contain an arterial or collector road.
<i>(i) The topography of the site; and</i>	There are no extreme gradients on the subject site that would require specific consideration. Any future subdivision would be designed in response to the topography.
<i>(j) the future subdivision potential of any balance lots on adjoining or adjacent land.</i>	There are no specific constraints on the site that would prevent at least one connection to the common boundary to facilitate any potential future subdivision extending east of the site, as discussed in Section 4.2.

Based on the above assessment, the future subdivision of the land is capable of complying with the relevant design requirements, and the proposed road access and walking and cycling connections broadly align with the Latrobe Draft Structure Plan.

7.3. Road and Railway Assets Code

Clause C3.5.1-A1.2 of the Planning Scheme state that:

“A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.

A future subdivision of the subject land would require one new intersection to be provided at the western boundary on Hamilton Street. This intersection would connect to the internal road network and is necessary to ensure a network that is consistent with the principles of Clause 8.6.4.

This report has found no reason why an intersection could not be accepted by the road authority at this location. In particular:

- There would be sufficient sight distance in both directions along Hamilton Street in accordance with the prevailing vehicle speeds.
- There are no capacity issues due to generally low through volumes travelling further south along Hamilton Street.

Based on the above, future subdivision of the site is considered capable of satisfying the Acceptable Solution of Clause C3.5.1.

8. Conclusion

This report has been prepared to assess the potential traffic and transport impacts associated with the proposed rezoning of part of 3232 Railton Road, Latrobe, to the General Residential Zone.

The proposal is anticipated to have a potential yield of around 74 new residential lots and any future subdivision would likely include a new intersection at Hamilton Street, an extension of Bradshaw Street to the south, and future road connection(s) to adjoining developable land to the east.

The key findings of this report are outlined as follows:

- The proposed rezoning would generate approximately 696 vehicle movements per day (two-way), with around 76–78 vehicle trips per hour during the AM and PM peak periods. These traffic volumes are expected to be distributed evenly across the two site access points via Hamilton Street and Bradshaw Street.
- Both Hamilton Street and Bradshaw Street are ‘Local Through Roads’, are designated as ‘Key Roads’ in the Latrobe Draft Structure Plan, and are capable of accommodating the additional traffic due to the proposed rezoning.
- There are no specific constraints on the site that would prevent a future subdivision application from providing an internal road network that provides adequate pedestrian and cycling connectivity, suitable internal road connections, and consistency with the Latrobe Draft Structure Plan.
- Future subdivision of land is considered capable of complying with the relevant provisions of the Planning Scheme, subject to further development and refinement of the layout.

Based on the findings of this report, the proposed rezoning is supported on traffic and transport grounds.

Appendix A Subdivision Concept Layout Plan

PLEASE NOTE

1. INTENDED USE OF PLAN
THIS PLAN WAS PREPARED TO ACCOMPANY A DEVELOPMENT APPLICATION TO COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DETAILS ARE SUBJECT TO CHANGE AND IN PARTICULAR NO RELIANCE SHOULD BE PLACED ON THE INFORMATION ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THIS LAND.
2. LAYOUT MEASUREMENTS
ALL MEASUREMENTS, AREAS AND LOTS SHOWN ARE INDICATIVE ONLY AND SUBJECT TO CHANGE DUE TO FINAL FIELD SURVEY, DETAILED DESIGN AND CONSTRUCTION
3. SERVICES
ALL SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN
4. DETAILED DESIGN APPROVALS
ROAD, DRIVEWAYS, FOOTPATHS, SEWER, STORMWATER, WATER AND LANDSCAPING SHOWN IS PRELIMINARY ONLY AND SUBJECT TO CHANGE. ALL CHANGES DURING DETAILED DESIGN AND CONSTRUCTION ARE SUBJECT TO THE APPROVALS OF THE RELEVANT SERVICE AUTHORITIES
5. DEVELOPMENT STAGING
THIS DEVELOPMENT WILL BE CONSTRUCTED IN STAGES WITH STAGE EXTENTS TO BE CONFIRMED DURING CONSTRUCTION. STAGE BOUNDARIES AND INFRASTRUCTURE PROVISIONS WITHIN EACH STAGE ARE SUBJECT TO AUTHORITY INFRASTRUCTURE DESIGN APPROVAL.

THIS NOTE IS AN INTEGRAL PART OF THIS PLAN

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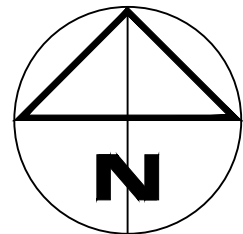
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01	21.04.26	CONCEPT	-

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Planning Exhibition Documents

Planning Administration

Date Advised: 01/07/2026Ref. Number: L-P5001/2026

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PROJECT: CALTHORPE STUD FARM
PROPOSED SUBDIVISION
AT: 3232 RAILTON RD, LATROBE
C.T. 188912/7
FOR: M. PERKINS

DRAWING: REZONING PROPOSAL
CONCEPT LAYOUT

DESIGNED: M.C.V. DRAWN: M.C.V. CHECKED: G.W.

SCALES: 1:1000 AT A1 SIZE DRAWING SHEET

PROJECT No: 25.303 DRAWING No: Cp03 REV: -