

LATROBE TOWNSHIP & ENVIRONS



STRATEGIC PLAN

2009



Adopted by Council on 14 September 2009

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EXECUTIVE SUMMARY

The Latrobe Council local government area is one of the fastest residential growth areas in Tasmania.

The Latrobe Township is showing strong residential growth and it is envisaged that this trend will continue. Devonport, Latrobe's nearest settlement area, is reaching its limit in the provision of areas for residential and industrial growth, making future development in the Latrobe area even more likely.

In order to deal with the issues that will present from the potential development expected in the Latrobe Township and surrounding areas, a land use strategy is a valuable tool for Council. A strategic focus will guide Council in its decision-making in relation to future land use development and provide a forum through which development can occur in a sustainable manner.

A comprehensive study was undertaken by Council to identify issues that shape the manner in which land use and development occur in Latrobe and its environs, including:

- Latrobe's regional role and demographic profile,
- assessment of trends in development activity,
- review of land supply with particular attention to land suitable for residential and industrial activity,
- review of current zoning,
- identification of areas suitable for residential, commercial and industrial expansion,
- review of infrastructure and its capacity for extension to service existing and potential development,
- identification of township amenity and environmental and cultural values that may require enhancement or protection.

The resultant analysis of land use, infrastructure and demographics identified a number of opportunities and constraints in relation to future development in the Study Area.

The opportunities recognised include:

- strategic advantage to residential and industrial investment in Latrobe due to location and ease of access within greater region,
- advantage for elderly persons residence due to topography and extent of services and facilities in Latrobe Township,
- variety of natural and cultural attractions to encourage tourist visitation,
- suitable sites to extend investment in commercial activity,
- high levels of residential and public open space amenity in close proximity to town centre,
- areas suitable for consolidation and expansion of existing closed residential area,
- suitable locations for well-spaced open space areas with the ability to be linked to existing open space areas to provide for and encourage participation in physical activity and reduce reliance on cars.

The constraints identified include:

- uncertainty surrounding construction of proposed Bass Highway bypass,
- possibility of threatened flora and fauna species in areas identified as being suitable for industrial expansion,
- reluctance of land owners to realise full development capacity of land parcels in existing Closed Residential and Rural Residential zone.

The major recommendations of this Strategy are;

1. Extension of residential development eastwards of the existing residential area;
2. Establishment of public open space areas, in strategically identified locations, to service areas of residential development;
3. Establishment of vital street connections, to facilitate an efficient town structure and ensure appropriate linkage between existing and future development sites by extension, where possible, of the existing grid street network;
4. Development of road and streetscape design standards, for inclusion into the Latrobe Planning Scheme, to ensure establishment of desired streetscape amenity;
5. Redevelopment of Reisz' car park to establish a vital link between the high amenity open space area of Kings Park and the town centre;
6. Further assessment of Heritage Overlay area, with regard to expansion of existing area and effectiveness of existing standards for development, to enable the desired outcomes for the township to be achieved;
7. Extension of existing commercial area eastward, to include businesses that have been operational for a number of years;
8. Extension of existing tourist operation, *The Cherry Shed*, to include a restaurant and function centre;
9. Further assessment of area bounded by Bass Highway, Moriarty Road and those properties fronting York Street with regard to future land use and inclusive of the following issues,
 - construction of Bass Highway Bypass,
 - possibility for industrial expansion,
 - presence of threatened flora and fauna species,
 - future residential use,
 - environmental protection and open space provision,leading to the formulation of an Outline Development Plan for that area;
10. Correction of zoning anomalies in closed residential and rural areas;
11. Review of Latrobe Planning Scheme standards for development, with attention to the effectiveness of existing standards for development in the Closed Residential and Industrial zones, to enable the desired outcomes for the township to be achieved;
12. Further assessment of existing Rural Residential and Rural A zoned areas, with regard to effectiveness of current zoning and existing and potential use for those land parcels within them.

LATROBE TOWNSHIP AND ENVIRONS STRATEGIC PLAN 2009

The Latrobe and Environs Strategic Plan 2009 is applicable to the Latrobe Township settlement area and the rural and rural residential areas that surround it.

The Latrobe Township is located on the Mersey River, 9 km southeast of Devonport. The rural and rural residential areas that immediately surround the township extend north and east towards the rural locations of Moriarty and Wesley Vale and include Tarleton and East Spreyton to the west and southwest.

The Strategic Plan area is bounded to the west by the municipal boundary with Devonport; to the north, from the summit of Dooleys Hill extending east to include land south of the Frankford Highway; to the east to include properties fronting Red Hills Road; south-east to include properties abutting the existing township boundary and south-west to include many properties fronting Coal Hill Road.

The boundaries of the area considered in the development of this Plan are shown in the map at Figure 1.

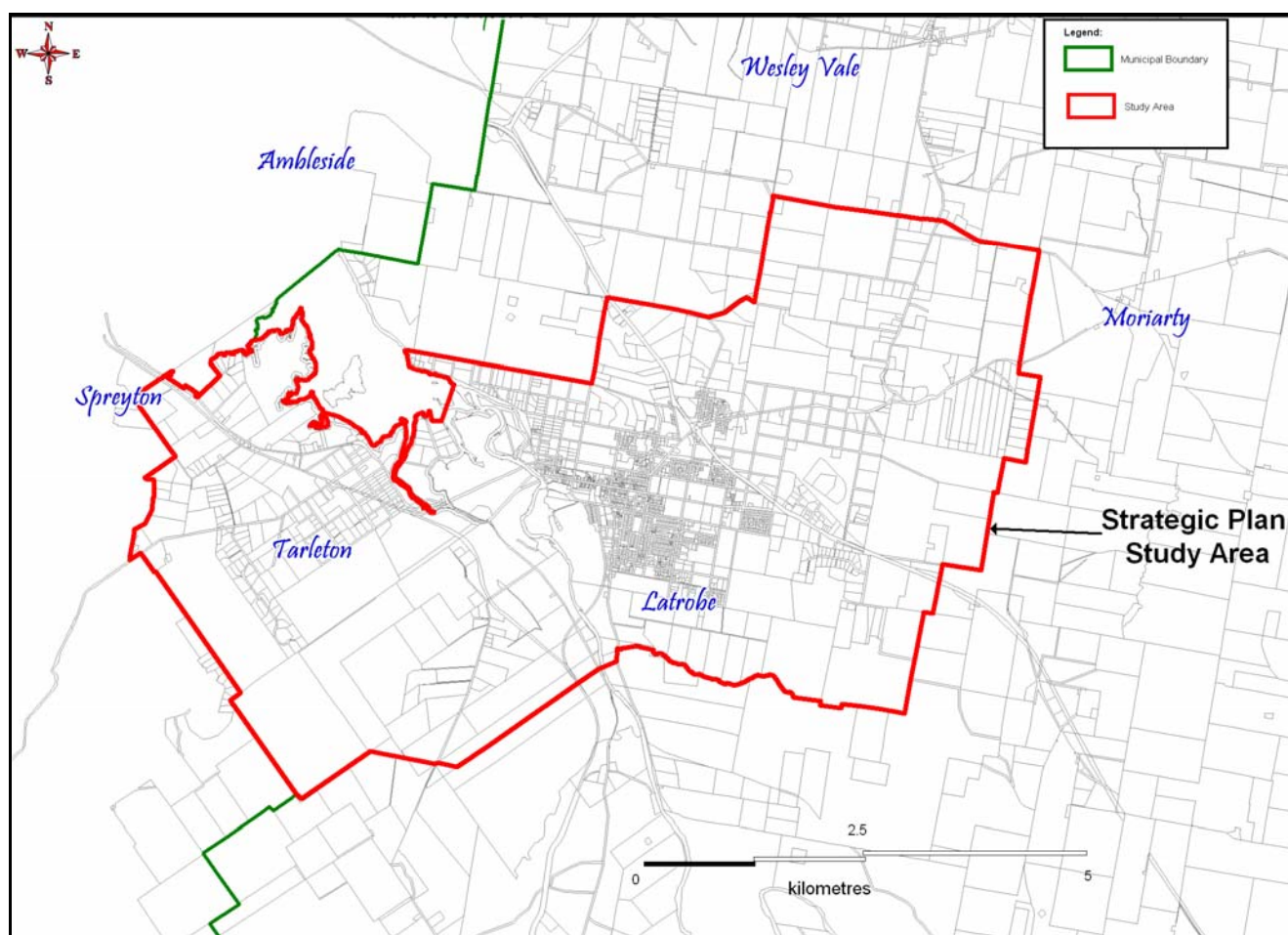


Figure 1 Strategic Plan Study Area

1. Purpose of the Latrobe and Environs Strategic Plan 2009

The purpose of the Latrobe and Environs Strategic Plan is to guide future use and development in the Latrobe Township and the rural and rural residential areas in close proximity to it. The aim is to:

- identify suitable land uses within the Strategic Plan Area;
- specify areas for rezoning to accommodate anticipated residential, commercial and industrial expansion and address anomalies in current zoning for pre-existing uses where applicable;
- identify areas suitable for public open space, for which contribution can be made to enable future provision;
- recognise elements that will require amendment of the Latrobe Planning Scheme, and
- identify areas and issues that require additional consideration and assessment.

2. Objectives of the Latrobe and Environs Strategic Plan 2009

The Objectives that inform this Plan are:

1.1 Economic:

- a) To attract and accommodate more visitors as well as investment in residential, commercial and industrial opportunities;
- b) To create and invigorate local job opportunities;
- c) To expand residential, commercial and industrial use where extension of Council services can be achieved;
- d) To reduce potential for conflict of use in the Strategic Plan area;
- e) To protect agricultural land in the Strategic Plan area.

1.2 Social:

- a) To provide a safe and liveable community with high amenity;
- b) To encourage a lifestyle that includes physical activity for residents and visitors in the Strategic Plan area;
- c) To preserve and enhance the existing natural values of the Strategic Plan area, which are vital to it's 'sense of place' and liveability;
- d) To protect farming practices on agricultural land in the Strategic Plan area.

1.3 Environmental:

- a) To effectively guide residential, commercial and industrial expansion in tandem with protection of environmental integrity in the Strategic Plan area;
- b) To provide for recreational opportunities which pose limited or no impact on natural values.

1. BACKGROUND CONTEXT

Latrobe Township and its immediate surrounds exhibit a diverse character. The township, which may be regarded as a commuter settlement for Devonport and is a service node for the surrounding farming communities of Moriarty, Wesley Vale, Sassafras and Harford and the rural residential community at Tarleton, has modern business and community facilities with a heritage façade and quiet urban residential amenity. Suburban overspill from Devonport, and the town's importance as a retirement location, have contributed to its growth. Rural areas supporting agricultural activities and larger residential blocks surround the town.

An area supporting light industrial activity is located off the Bass Highway just outside the eastern town boundary.

Heritage and landscape values are the foundation of the township's character and inducement for tourist visitation, through provision of historical, natural and recreational attractions including nature reserves and walking tracks. These values contribute significantly to the area's sense of place.

Sustainability of the area in regard to maintenance of its residential amenity and tourism attraction depends upon this sense of place and it is vital that adequate development controls exist to protect it.

2. OPPORTUNITIES FOR GROWTH

2.1 Closed Residential Development

Opportunities for residential development in the Strategic Plan Area are currently hindered by lack of interest in developing existing Closed Residential parcels of land. There are a substantial number of single vacant lots, which have existed within the township fabric for a number of years that are yet to be developed and most lots within the newly created subdivisions have been sold and contain dwellings.

The land available for closed residential development comprises these infill lots within the established township area and a parcel of land, with an area of 11.8ha, south of the current developed residential area of the township which was rezoned from Rural A to Closed Residential in 2005. This land has the capacity to provide up to 120 closed residential building lots, however no application to subdivide has yet been received by Council.

To enable expansion of the current urbanised area, rezoning will need to occur.

2.2 Rural Residential Development

Rural Residential development is limited to three areas within the Strategic Plan Area; at Tarleton, the northeast section of Coal Hill Road and Maxwell Drive which abuts east Latrobe. There are substantial parcels of land in the Rural Residential zone that have the capability of being further developed.

2.3 Industrial Development

Opportunity for industrial development in the Strategic Plan Area is hindered through lack of appropriately zoned land. There is very limited opportunity for industrial development on lots within the Latrobe Industrial Estate as the majority of lots are already fully developed.

2.4 Commercial Development

Council has received very few applications in recent years for development in the commercial sector. At present there is still potential for some growth to be accommodated on vacant lots in the current commercial zone.

3. LAND USE ISSUES

Latrobe's location and genre is able to offer a range of opportunities for residential development, whereas these are becoming very limited in the neighbouring municipality of Devonport.

Residential development in the Strategic Plan Area is currently hindered by lack of interest in developing larger parcels of land that are already zoned for residential use.

Industrial development is somewhat constrained by the identification of a threatened flora species on vacant titles surrounding the existing industrial area.

In addition, the proposed route for a Bass Highway bypass places constraints upon planning for development on the northern side of the existing highway route. The by-pass corridor is hatched in red on the map at Appendix 1.

This corridor impacts planning for development in the Latrobe area as it creates an artificial barrier, in addition to the existing highway, to expansion of the existing township and industrial area. Also, the uncertainty that surrounds the construction of the bypass imposes restraint on rezoning and development of areas within or adjacent to this corridor and adjacent to the existing highway route.

A framework to guide, support and manage the expected growth and development is required to ensure sustainability for Council and provide protection of those elements that impart the area's character.

4. AMENITY, LANDSCAPE AND HERITAGE VALUES

It is recognised by the community that the Latrobe Township contains a variety of assets, which contribute significantly towards the landscape and heritage values inherent in the area. These values make a substantial contribution to enjoyment and liveability of the area, through provision of amenity for those who visit or reside within the township. They are vital drawcards in attracting tourists and encouraging physical activity, a vital contributor to healthy urban living practices.

In order to preserve these values, all development proposals or changes in land use that may present issues in regard to retention of significant vegetation and heritage elements, must be assessed against controls that will enable their protection.

Clause 7.5 and Schedule 11 in the Latrobe Planning Scheme provide management tools for protection of landscape and heritage values in identified areas.

5. ENVIRONMENTAL ISSUES

Most significant flora and fauna communities within the Latrobe Township exist in conservation areas or on land owned by Council.

However, a desktop review using the State's database and previous subdivision activity has revealed the presence of burrowing crayfish and the eastern barred bandicoot, both of which are threatened fauna species and require protection. Any land exhibiting characteristics that could provide habitat for threatened species will require a more comprehensive assessment before development can be considered.

6. SERVICE PROVISION

6.1 Water Infrastructure

The North Western Region Water and Sewerage Corporation, Cradle Mountain Water, currently provides water connections via a reticulation network to properties within the areas of the Latrobe Township and to some outer rural and rural residential areas along pipeline routes including a significant portion of Tarleton.

There is currently an ample supply to the township itself, and there are no expected issues in increasing this supply should further residential development occur, however the current system is somewhat vulnerable due to lack of duplication in trunk mains and reservoirs feeding the township.

The Latrobe Township is set out in a grid formation and the water mains are generally 100mm or 150mm in diameter and follow all formed streets. This is an efficient means of supplying a township and provides numerous opportunities for running the system when outages occur and provides the best means of sharing supply loads between pipelines. These existing networks are located in close proximity to the proposed infill development sites and will provide a suitable supply for these sites and proposed expansion areas if the grid network and intersecting street link pattern is continued.

6.2 Sewerage Infrastructure

Connections to Cradle Mountain Water's sewerage treatment system are limited to those properties within the Latrobe Township boundary. Historically there have been some storage and pumping capacity concerns with sewerage in Latrobe, especially in winter; mainly caused by storm and ground water inflow and infiltration and partly resultant from the high water table and poorly draining soils.

The main pumping station for Latrobe is the Gilbert Street sewerage pump station. This station underwent a substantial wet weather storage capacity upgrade in the 2008/09 financial year to store flows during wet weather and power outages. An additional purpose of the upgrade was to lower the "tailwater" level in the pump station, thereby increasing the flow capacity of the existing gravity sewer network which feeds the station. The need for further stages of upstream gravity pipe network upgrades has been identified but construction will be dependent on the results of the pump station upgrade.

There are already pipes installed around the base of Dooley's Hill should there be the need to extend Cradle Mountain Water's sewerage system from the town to its waste water treatment plant in River Road.

Vacant land proposed for development within the township can be connected to the existing pipe network, however depending on later detailed survey and design it may be necessary for additional pumping facilities to be provided. Any additional pump stations could be configured to "talk" with the Gilbert Street sewerage pumping station via telemetry, to better utilise pump station storage capacities within the network during power failures or wet weather.

6.3 Road Infrastructure

Areas under consideration for residential expansion are within close proximity of existing transport routes. Although the State Government Department of Infrastructure Energy and Resources (DIER) is responsible for the maintenance of some major routes, road maintenance for all other roads is an ongoing responsibility and financial commitment for Council's resources.

There are unformed road reservations within Latrobe that would require construction should expansion of the current closed residential areas occur. The construction of these would be driven by such development and would be required of the developer as part of any subdivision approval.

All proposals for future expansion and rezoning will require appropriate linkage and connectivity to existing routes and should follow Latrobe's already established grid pattern.

Proposals for development have been considered in light of their proximity to existing road infrastructure in order to minimise developer outlay and maximise Council's ongoing efficiency including financial outlay in its provision of on-going road maintenance activities. Staging of development should also give regard to these elements. Development of some identified areas may initiate or assist in setting priorities for the future prioritisation of upgrades to roads and pathways between development areas and the town centre, recreational areas and schools. Headworks charges from developers may be considered to allow these upgrades to be funded.

6.4 Stormwater and Drainage Infrastructure

Stormwater collection, reticulation and disposal is a concern in the Latrobe Township area, which is sited for the most part on a flat, clayey base at the bottom of a valley. Absorbency, after significant rainfall activity is low. Kings Creek, which winds throughout the Township is the conduit for drainage from a large catchment area. A detention basin is situated over Kings Creek prior to it passing through the township. All drainage from the catchment runs ultimately into the Mersey River.

Localised flooding has been noted around the township and has impacted at times upon the town's sewerage system. The stormwater disposal system that services the southern area of Latrobe is nearing capacity and future subdivisional development is likely to require the construction of stormwater detention facilities. Some of the problems noted in these areas may be a combined result of downstream development; from landowners infilling the natural drainage system in the pursuit of agricultural activities, the very low land gradients and the increase in impervious areas caused by residential development.

Residential expansion in southern Latrobe may enable modification of the stormwater system that would service the southern and eastern areas of the town; through the provision of an alternative disposal route to the Mersey River and constructed as part of subdivisional activity in that area.

7. CRITERIA FOR ASSESSMENT OF AREAS FOR RESIDENTIAL EXPANSION

7.1 Closed Residential

- a) Assessment of existing stock
- b) Site suitability and availability
- c) Site constraints
- d) Locational characteristics
- e) Ability to be connected to Council and Cradle Mountain Water services
- f) Capacity of Cradle Mountain Water infrastructure for extension to service potential development
- g) Safety and Amenity
- h) Relationship to immediate surrounds

- i) Proximity to existing closed residential development, maximisation of infill opportunities to avoid ribbon development.

7.2 Rural Residential

- a) Assessment of existing Stock
- b) Site suitability and availability
- c) Site constraints
- d) Locational characteristics
- e) Land Class – suitability for land to sustain agricultural activity
- f) Safety and Amenity
- g) Relationship to immediate surrounds
- h) Proximity to existing rural residential development, to avoid nodal or ribbon development.
- i) Economic viability – likelihood of development

8. RESIDENTIAL DEVELOPMENT

8.1 Closed Residential

There are 46 land parcels in the Closed Residential zone within the Latrobe Township with the capacity to be further subdivided. These parcels of land are identified in red on the map that forms Appendix 2. They are located towards the current outer town boundary and have the potential to supply an additional 450 lots, based on the current minimum lot size of 720m².

Council is currently in receipt of a closed residential subdivision application which will, if approved, release 31 lots. Council has also, within the past 18 months, issued three permits for closed residential subdivision which will, once construction is complete, supply 30 lots.

There remain 6 parcels of land suitably zoned with the potential for subdivision into 20 lots or more and 8 parcels with the potential for subdivision into 10-19 lots or more. The remaining 28 land parcels with the appropriate zoning comprise larger house lot sizes which have maintained their current development status for a number of years.

The trend in the Closed Residential area of Latrobe clearly shows an increase in dwelling and unit development responsive to new subdivision construction. This is illustrated by the chart shown in Figure 2, which was derived from the data in Table 1.

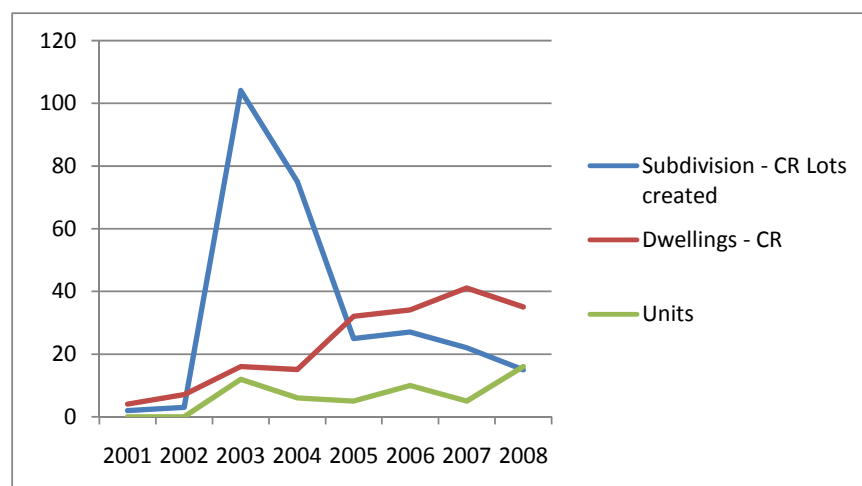


Figure 2 Closed Residential (CR) development activity

Table 1 Closed Residential development activity

Year	Lots created	Dwellings	Units
2001	2	4	0
2002	2	7	0
2003	104	16	12
2004	75	15	6
2005	25	32	5
2006	27	34	10
2007	22	41	5
2008	15	35	16
Average 2003-2008	45	29	9

Significant subdivision construction, which was triggered by approvals in 2003, was followed by a steady rise in the number of dwelling and unit building permits issued. This corresponded almost directly with the number of new titles released.

Although there is an existing land supply, until this land is released by the property owners for development, residential expansion in the Latrobe Township will be severely constrained. At present, it appears that these titles are unlikely to become available to develop in the short to medium term as the property owners are showing no desire to change their present status.

Council has been approached by developers who wish to subdivide some land parcels that have become available, however development is constrained by the unsuitability of the current zoning of the land. It is recommended that further land be rezoned to facilitate closed residential subdivision, to enable ongoing investment and residential development to occur within the township area. The data in Table 1 indicates a need for at least 30 – 40 vacant lots per annum to facilitate the current rate of development. Figures for the first six months of 2009 further support this statement; Council having received applications for an additional 32 dwellings and 24 units during this period.

Analysis of current land use abutting the existing residential area and the capacity of existing infrastructure to be extended to service any expansion has been undertaken to identify land parcels most suitable for residential development, and facilitate development that will proceed in a sustainable manner.

Land has been recognised for residential expansion and comprises the land parcels nominated in Table 2, identified in solid red on the map in Figure 3. These areas are a logical extension to the existing Closed Residential zone.

Table 2 Properties identified for Closed Residential expansion

PID	Certificate of Title	Property Address	Area	Lot Potential
6542791	133326/2	69 Reibey Street	0.4047ha	4
	133326/3		0.7960ha	7
	123879/1		4.88ha	55
	123879/2		2.34ha	25
1653345	125714/1	95 Stanley Street	2.097ha	20
1819480	128536/1	Cherry Hill Road	7.868ha	80

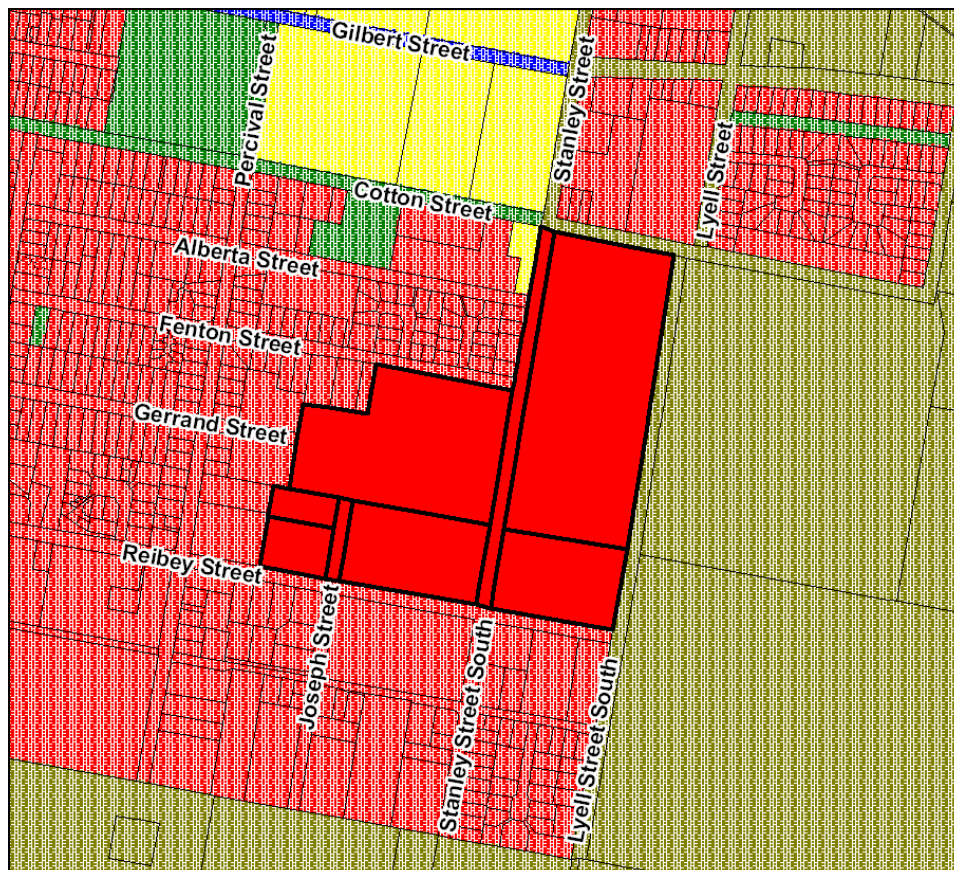


Figure 3 Proposed Closed Residential Expansion Properties

Currently these titles are zoned Rural A and comprise pasture land used for grazing. According to the class definition and methodologies outlined in the Land Capability Handbook for Tasmania (Grose, K, DPIWE, 1999), these titles have been assessed as Class 4 agricultural land.

Class 4 land is a significant contributor to the agricultural economy in Tasmania, however agricultural use of this land is somewhat compromised by the growth in residential activity which now surrounds it on three sides.

There is ample capacity for the land to be adequately serviced by extension of existing water, sewerage and drainage infrastructure. In some cases, road reserves have preserved potential links between already constructed streets. Any new road development resultant of subdivision of these proposed new development areas will be required to support the existing street patterns and provide connectivity both to them and adjoining titles.

Rezoning of these parcels of land, and the undeveloped land already appropriately zoned, should ensure an adequate supply of land for residential development for the next 10 years should the current rate of development remain stable or even increase.

Closed Residential expansion onto these titles will consolidate residential development into a readily defined area, prevent ribbon development and urban sprawl and allow agricultural use to continue on the lots surrounding the residential area to proceed with minimal fettering.

Lyell Street South and the eastern section of Cotton Street will form the new eastern town boundary. These streets will provide a buffer between the residential use to the north and west and agricultural use on the larger land parcels to the east and south of the township boundary. No further expansion of the Closed Residential zone is proposed at present beyond these borders.

8.2 Street Connectivity

To facilitate an efficient town structure, consideration needs to be given to connectivity between existing and future development sites. All proposals for future expansion and rezoning will require appropriate linkage and connectivity to existing routes. New connections should support and continue Latrobe's already established grid pattern.

Provision of effective street connectivity will:

- Ensure an efficient and safe flow of traffic,
- Reduce travel distances,
- Improve permeability and legibility, and
- Maintain long term urban connection options.

There are some existing road reserves linking the north and south of the town, namely Stanley Street and Lyell Street. Joseph Street will need to be extended northward to meet Gerrard Street to provide effective street connectivity in the south-eastern residential area of the town.

The Reibey Street road reserve provides connection between west and east Latrobe. Alberta, Fenton and Gerrard Streets will need to be extended eastward to Lyell Street South to facilitate a connected street network.

Appropriate street connectivity also needs to be considered in relation to the future development of a large parcel of vacant land in south Latrobe, which is zoned Closed Residential. The only road reserve available to service this title is the central section of Benny Street that runs between Bradshaw and Percival Streets. This road reserve is 10m in width, which is inadequate for the standard of street construction required to service a residential area. Recent development of a 22 lot subdivision bounded by Reibey Street, Percival Street and the Benny Street road reserve has resulted in a number of residential lots backing onto the shared boundary with the Benny Street road reserve. It is preferred by Council that properties have active road frontages.

Future development of this road reserve would involve provision, by a private property owner, of a substantial amount of land for road construction. It is recommended that an alternative route to enable connectivity between Hamilton and Percival Streets across this land parcel be provided.

Effective street connectivity will be provided through recognition of the future road links, outlined in blue on the street connection plan in Figure 4. Those street links indicated by a solid blue line are to be constructed as per the marked location. Those street connections marked as a broken blue line are indicative connections. Council may be willing to grant some flexibility in regard to the location of these connections, as subdivision design may prompt a slight variation. Council will still require the connections between the nominated areas to be constructed.

The proposed road links are to be supported by street connections from new development areas.

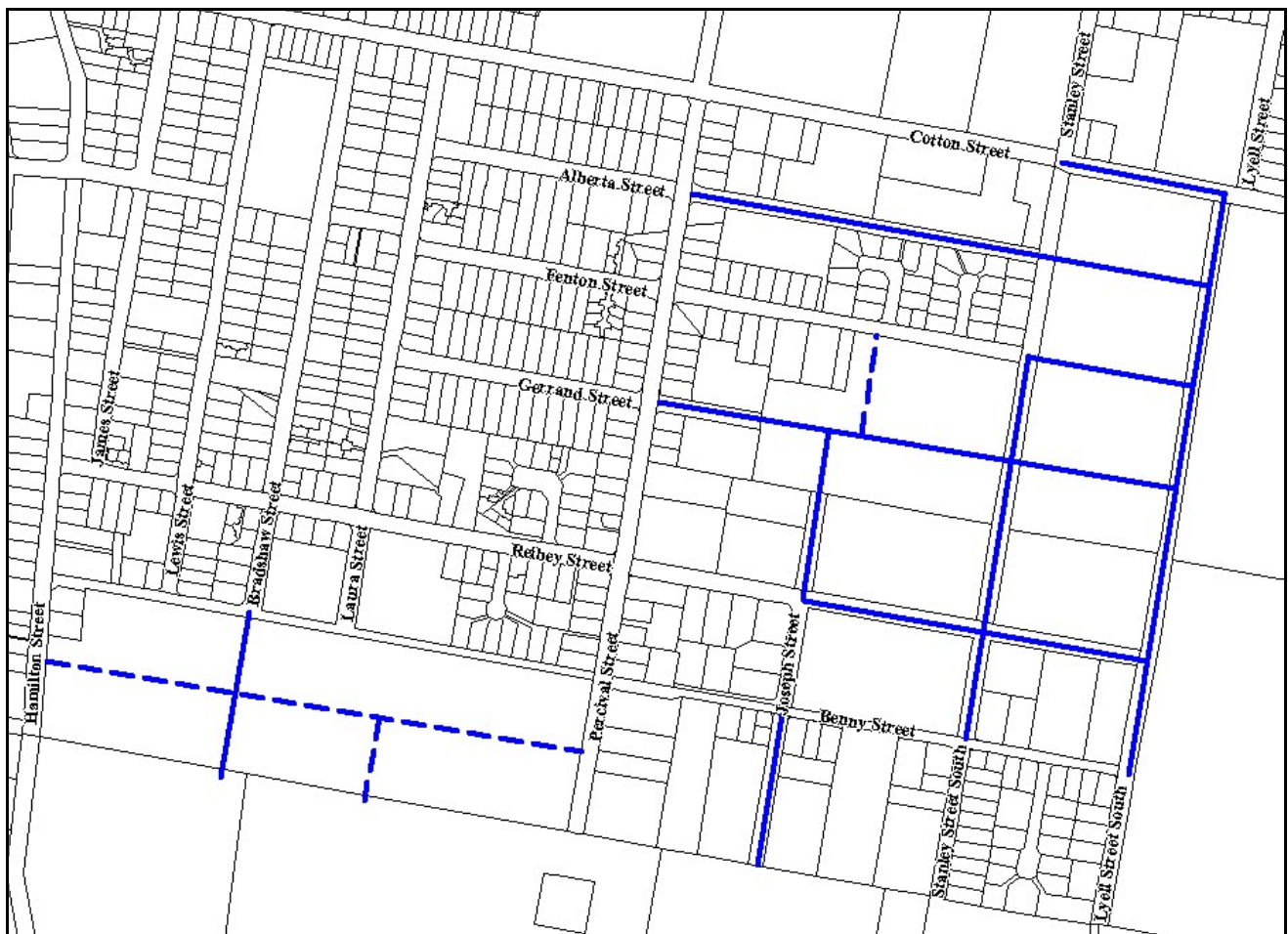


Figure 4 Future Street Connections

8.3 Closed Residential Development Standards

Although the rate of unit development over the last five years has risen, statistics show that the majority of residents in Latrobe prefer to live in dwellings on larger area lots. Changing demographics, the increasing trend towards smaller household sizes, the growth of an ageing population nation-wide, the emerging need for affordable housing and public focus on the benefits of physical activity and reducing carbon emissions may prompt a trend towards smaller households that benefit from being located close to the centre of town. It is recommended that smaller lot sizes be proposed for those areas in close proximity to the town centre; to encourage denser housing development that will require less land but still provide for a house to be built to accommodate a smaller household size in an affordable housing price range.

It is recommended that Council review the provisions for residential development in its Planning Scheme; that minimum lot sizes towards the outer areas of the township should remain at 720m² but some flexibility be given to lot size for land able to be subdivided within a five minute walk, or 400m, of the town centre.

There have been concerns raised by both Council staff and members of the community that the current Standards for development in the Closed Residential zone may, in some cases, be deficient in enabling desired outcomes. This is particularly in regard to the standards for grouped house and outbuilding development.

In light of this and the proposal to give consideration to flexibility in regard to the current minimum lot size for those areas close to the town centre, the development standards that apply to building siting, height and lot coverage for dwellings, outbuildings and unit development should be reviewed in order to enable development of an attractive settlement area with high urban and residential amenity.

8.4 Elderly Persons Units

The Latrobe Council owns and operates several complexes of Aged Persons Home Units within Latrobe. Council has endeavoured to site each complex within easy walking distance from shops, doctors, churches, the post office and the Latrobe Senior Citizens Club. An Advisory Committee, comprised of tenant and Council representation, manages the units.

Units comprise of one or two bedrooms and are designed to meet the needs of the aged still able to care for themselves. There are currently 57 elderly persons units in Latrobe. They can be found on lots in Last Street, Weld Street, Laura Street, Hampden Street, New Street, on the corners of James and Cotton and Lewis and Cotton Streets and between Gilbert and Madeline Street.

Latrobe has been identified, in accordance with figures gathered from the 2006 Census by the Australian Bureau of Statistics (ABS), as one of six local government areas in Tasmania where residents are paying over 30% of their gross household income on housing costs.

Under the 2006 Census age profiles for Latrobe there were 83 persons in the 55+ age group identified as being in low income households. In addition, 70 persons within that group were experiencing rental stress. Latrobe was identified as having one of the lowest vacancy rates; 2% of available rental properties in the township area. Latrobe has also been identified as an area that can expect some of the greatest population growth in the forthcoming years 2007-2032.

With reference to the data in the ABS Census 2006, an increase in the availability of suitable housing options will provide better social and economic outcomes for disadvantaged persons in the local community.

The flat nature of the Latrobe Township area in close proximity to the town centre and a well-serviced public transport route has the potential to provide housing, for elderly or mobility impaired persons, with ease of access to facilities and social opportunities that would encourage community participation and social inclusion, leading to healthier living practices within the community.

Further development of units for elderly or mobility impaired persons is to be encouraged to assist the housing, rental crisis for low income earners in receipt of either aged, invalid or service pension.

8.5 Closed Residential Anomalies

There are some anomalies in regard to zoning in the Closed Residential area due to inaccuracies of mapping boundaries.

These include:

- a parcel of land in Moriarty Road comprising 988m² owned and approved for subdivision from the current title and sale by Latrobe Council, and
- the component of PID No. 2600843 north of the road in The Avenue, upon which the second stage of subdivision is nearing completion.

The property in Moriarty Road is part of Certificate of Title 101927/4 and was historically part of a road reservation. Council have no intention of allowing an additional intersection with Moriarty Road.

The properties in The Avenue comprise Certificates of Title 148025/49, 148025/48, 148025/47, 148025/46, 148025/45, and the southern portions of Certificates of Title 139152/201, 139152/202 and 139152/203. Historically these parcels of land also contained a road reservation, which has since been purchased by the current property owner.

All of these land parcels are currently zoned open space but form no part of Council's public open space allocation. They are shown hatched in blue on the maps in Figures 5 and 6.

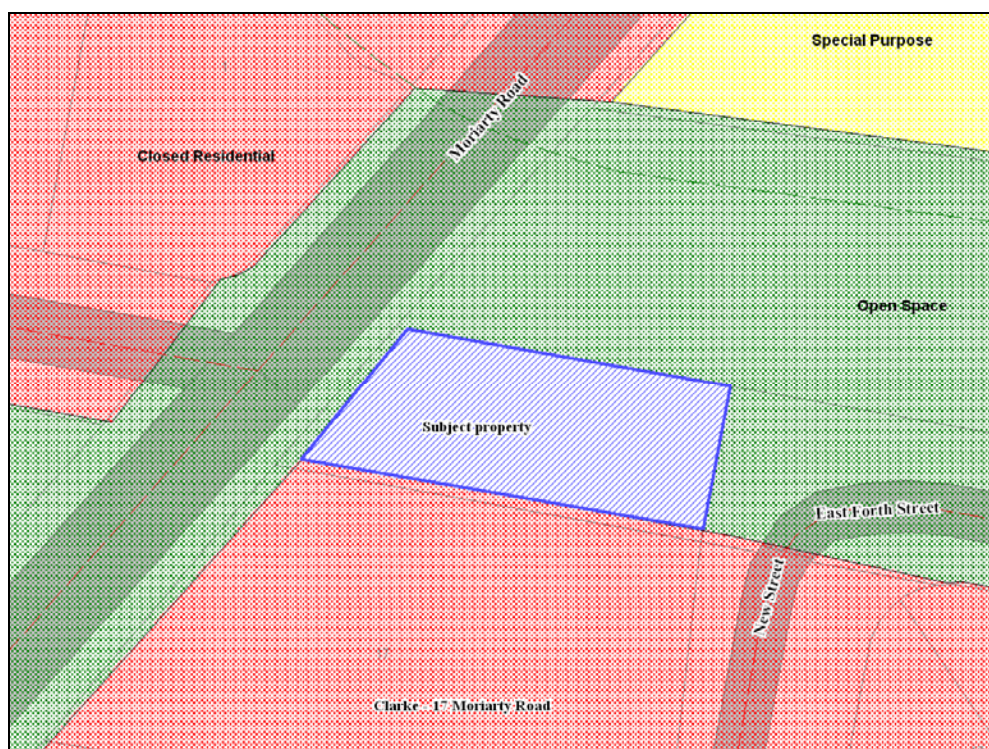


Figure 5 Moriarty Road Property

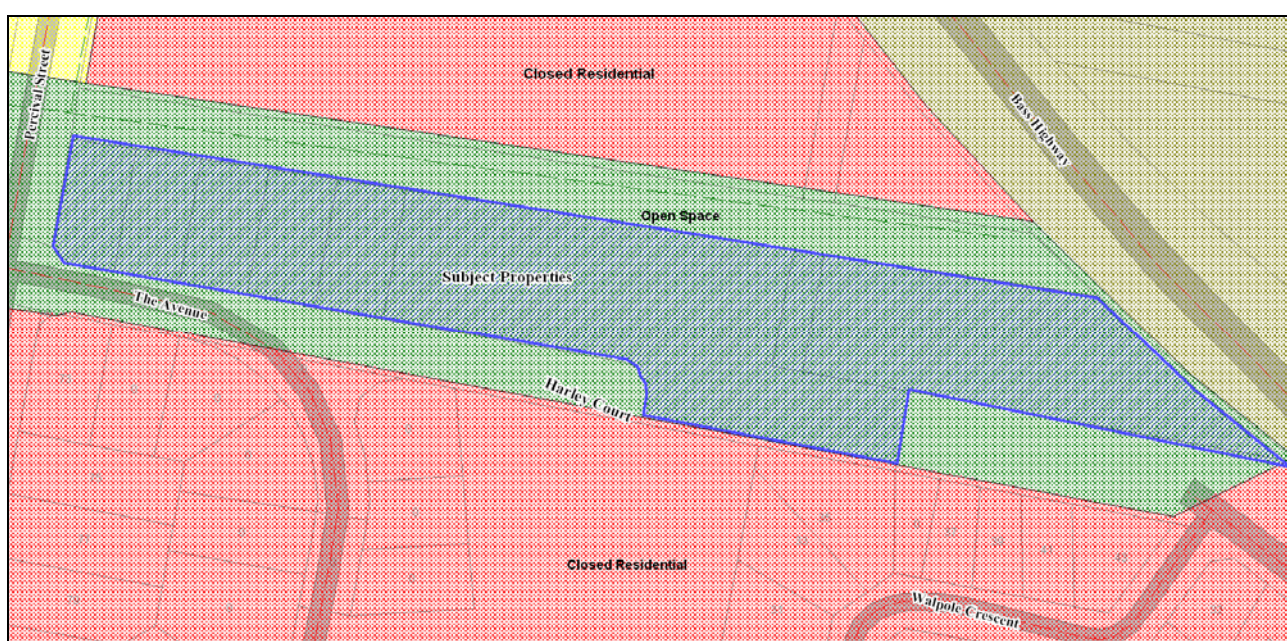


Figure 6 The Avenue Subdivision Properties

8.6 Rural Residential

Within the Strategic Plan area there are currently 216 parcels of land zoned Rural Residential, 39 of which are vacant and 27 that have the potential to be further subdivided into a further 64 lots. Vacant land parcels are shown in red on the maps at Figures 7 and 8 below and properties with potential for further subdivision are shown in red on the map in Appendix 3.

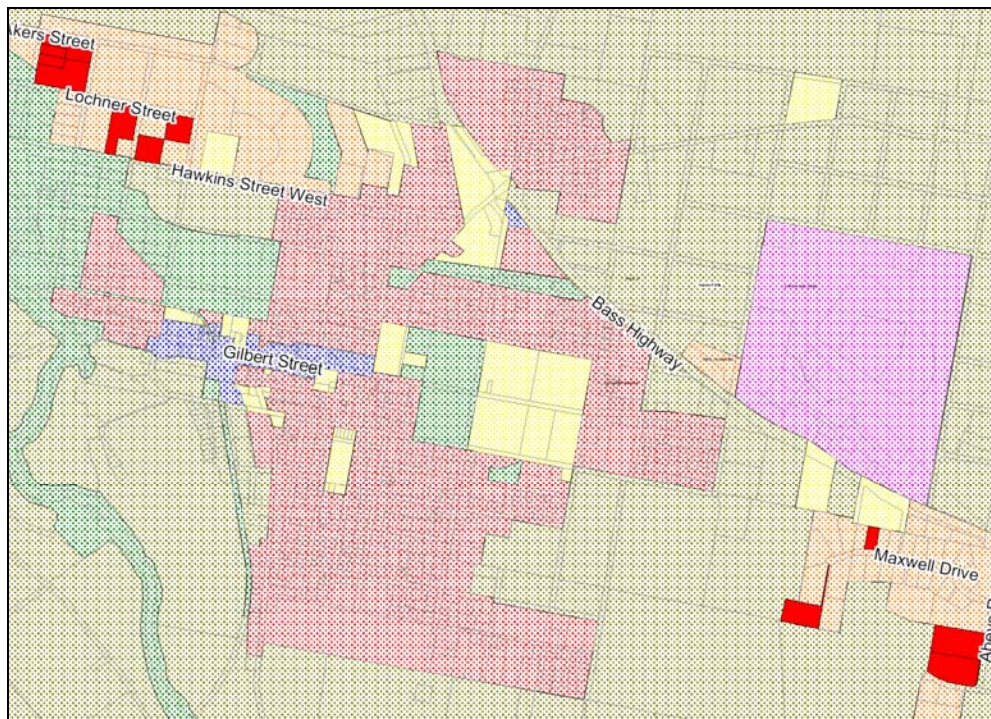


Figure 7 Vacant Rural Residential Properties – Latrobe

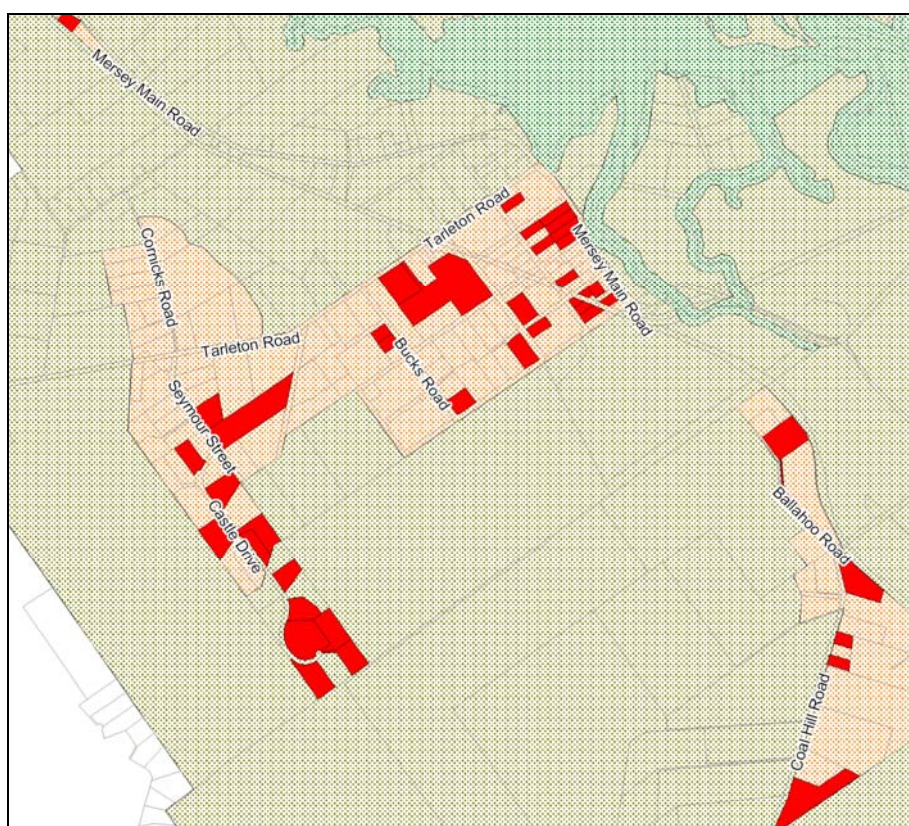


Figure 8 Vacant Rural Residential Properties – Tarleton

Analysis of the statistics for development activity in the Rural Residential zone over the past eight years, as per Figure 9 and Table 3 below, indicate that Rural Residential development is somewhat infrequent and spasmodic; that it follows little or no trend and responds to no identifiable stimuli.

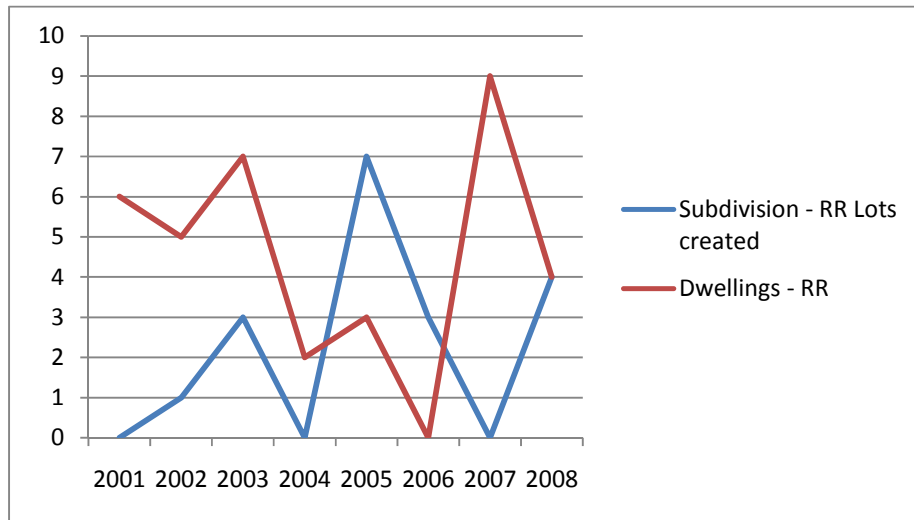


Figure 9 Rural Residential development activity

Table 3 Rural Residential development activity

Year	Lots created	Dwellings
2001	0	6
2002	1	5
2003	3	7
2004	0	2
2005	7	3
2006	3	0
2007	0	9
2008	4	4
Totals	18	36

The current rate of development, which over the last 8 years comprises an average of 2 - 3 new titles created and 4 - 5 dwellings constructed per annum, implies there is a sufficient supply of existing Rural Residential zoned land to satisfy the community's needs for up to the next 20 years. It is therefore recommended that no further land be rezoned to facilitate further development for Rural Residential purposes immediately.

There have been concerns raised by some members of the community that the existing rural residential area is not suitable, for varying reasons, for further development and that other areas currently zoned Rural A should be considered for rural residential development.

It is recommended that:

- further assessment of existing Rural Residential zoned areas in relation to effectiveness of current zoning and rate of development be considered; and
- further assessment of areas of land zoned Rural A, especially those titles with inadequate area for agricultural use and within the vicinity of Rural Residential zoned land be considered in relation to effectiveness of current zoning and potential use of those lands.

8.7 Rural Residential Anomalies

Anomalies in regard to zoning in the Rural Residential area occurred due to subdivision approval being given just prior to zoning being applied when the Latrobe Planning Scheme came into existence in 1994. This applies to 13 properties in the southern section of Castle Drive at Tarleton, which are currently zoned Rural A.

These properties comprise Certificates of Title 109267/11, 129953/1, 129953/2, 129953/3, 129953/4, 129953/5, 129953/7, 129953/8, 129953/9, 129953/10, 129953/11, 129953/12, 129953/13 and are hatched in blue on the map in Figure 10 below.

Subdivision approval was given for a rural residential subdivision as the zoning at that time was Rural Residential. Apart from one title, all of these properties comprise less than 2ha in area where no further subdivision can occur, either under the current zoning or should the zoning be changed to Rural Residential. Certificate of Title 129953/5 comprises 2.45ha. Subdivision of this title could occur, creating one additional title, under Rural Residential zoning.

It is recommended that these properties be rezoned to Rural Residential. Rural Residential zoning will reflect the nature of use in Castle Drive and enable greater protection of any existing vegetation that contributes to the amenity of the area as any proposed further development will be required to be in accordance with Rural Residential development standards under the Latrobe Planning Scheme.

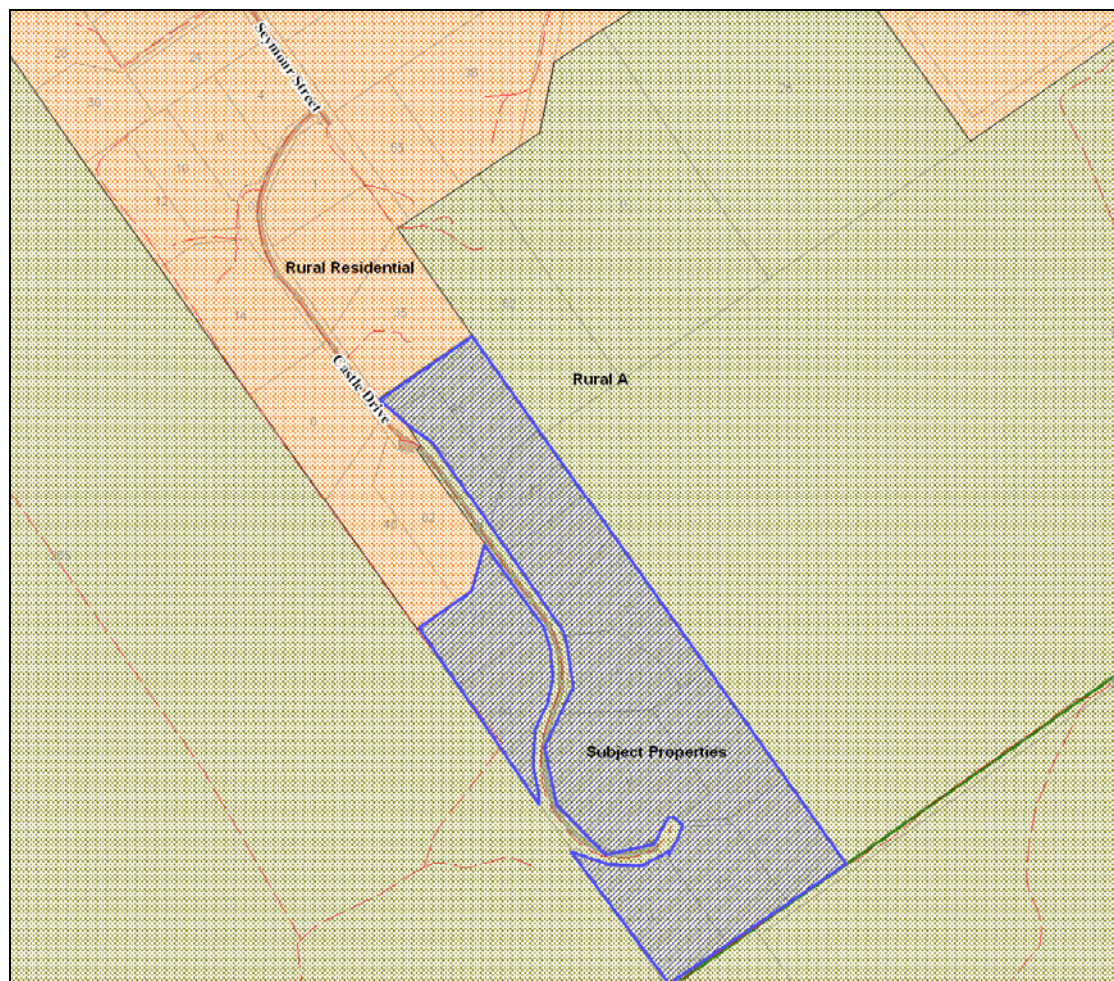


Figure 10 Castle Drive residential properties

9. COMMERCIAL DEVELOPMENT

The existing commercial area of Latrobe comprises a linear strip of properties fronting Gilbert Street, and a couple of small shop fronts in Barclay Street, which connects Gilbert Street with Kobie Lane that leads into the car park behind Station Square.

The success of all commercial centres depends on their amenity, as well as ease of access and movement. Car parking situated in areas that encourage pedestrian movement improves the efficiency and use of a centre and protects the amenity of the area.

Latrobe's commercial centre comprises retail, business and community service facilities, representative of a variety of interests including a number of cafes and restaurants, antique shops, hairdressers, retail outlets, professional and community service businesses. The current commercial strip is 880m long and many of the buildings from which commercial and service activities operate exhibit a heritage façade that enhances the amenity of the area.

There are four vacant sites, two churches and a number of residential premises both at ground floor and upper levels.

The centre is serviced by on-street parking and car parks located in western Gilbert Street adjacent to Kings Creek, north of Gilbert Street through to Kings Park at the base of Dooleys Hill, south of Gilbert street behind Station Square and on a vacant block on the corner of Gilbert and Bradshaw Streets.

Station Square is a focal point of the Latrobe town centre. It provides a valuable public open space area, where people can congregate in pleasant surroundings and community services, such as the post office, library, on-line access centre and banks are located close by. It is recommended that additional commercial development be encouraged to support this area.

There are four properties on the southern side of Gilbert Street at the eastern end of the commercial strip which are currently zoned Closed Residential, even though those on the opposite side of the street are zoned Commercial. These properties are identified in dark blue on the map in Figure 11 below.

One of these properties, that being on the corner of Gilbert and Lewis Streets, has been in continuous commercial operation for many years. It was originally Rudge's Garage and is now a premise from which the sale and repair of motorcycles takes place. Another of these properties, that being on the corner of Gilbert and Bradshaw Streets has been a car park for a number of years, providing car parking for the funeral parlour over the road.

It is recommended that these four properties be rezoned to Commercial in line with the use to which two of them have been put for a number of years and the fact that existing Commercial zoning fronts them on the opposite side of the road.

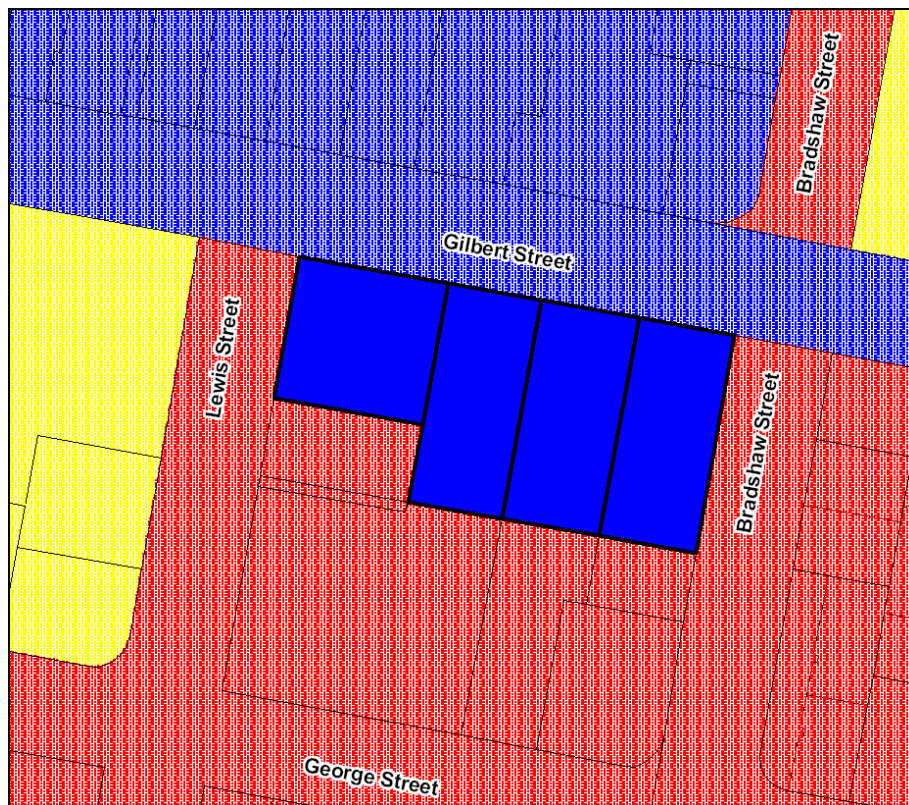


Figure 11 Proposed Commercial Expansion Properties

10. KINGS PARK - GILBERT STREET DEVELOPMENT AREA

Council has recently completed a major reconstruction of the Station Square area in Gilbert Street. Opposite this area, on the northern side of Gilbert Street is a car park that separates the existing town centre from Kings Park.

Kings Park leads upwards to Dooleys Hill, which provides a highly visual skyline above the town. This thickly vegetated backdrop encourages an intimacy to the area by giving the impression of enclosing the town centre.

The area between Gilbert Street and Kings Park is a strategic location for potential future commercial development, car parking and passive recreation. It is a substantial area of land that has the potential to provide a valuable connection between Station Square, the town centre itself and the passive recreation public open space areas to the north of them. Kings Park provides access to the walking tracks that traverse the wooded slopes of Dooleys Hill and Sheean Walk, which lead down to the public open spaces areas of Thompsons Park and Bells Parade.

This area is shown in conjunction with the current commercial properties that surround it in the zoning map in Figure 12 below.

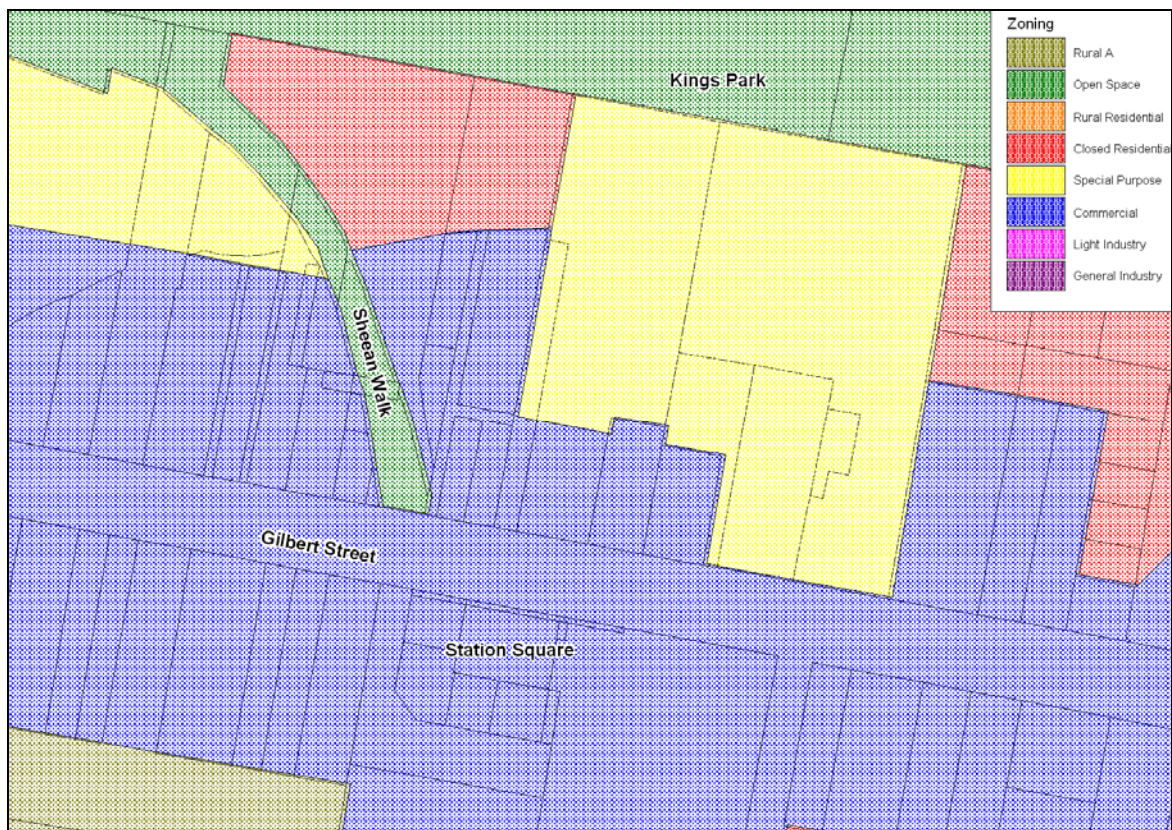


Figure 12 Kings Park - Gilbert Street Potential Development Area

This area could be developed to extend the current open space congregation area of Station Square and provide a vibrant space in which commercial operations could expand; one with high amenity enhanced by the pleasant outlook over the open space areas that abut them. Development of the area in this manner is likely to encourage the length of stay of out of town visitors and participation in physical recreational opportunities by residents and visitors alike, in an area with high visual and aesthetic amenity.

Council has commenced preparation of an outline development plan for the area of land that links Gilbert Street to Kings Park opposite Station Square in light of its potential to provide a valuable connection from Station Square, the town centre itself and the passive recreation public open space areas to the north of them. Community consultation is to be a significant component of this project.

The Latrobe Heritage Overlay does not apply to all of this area. Connection between the overlay area and adjacent land needs to be facilitated in a manner sensitive to the existing visual and cultural amenity, which is currently protected by the Landscape Value and Heritage Overlay provisions in the Latrobe Planning Scheme.

It is recommended that consideration being given to extending the Heritage Overlay Area to include those properties adjacent to Kings Park on its southern boundary as shown hatched in pink in Figure 13 below.

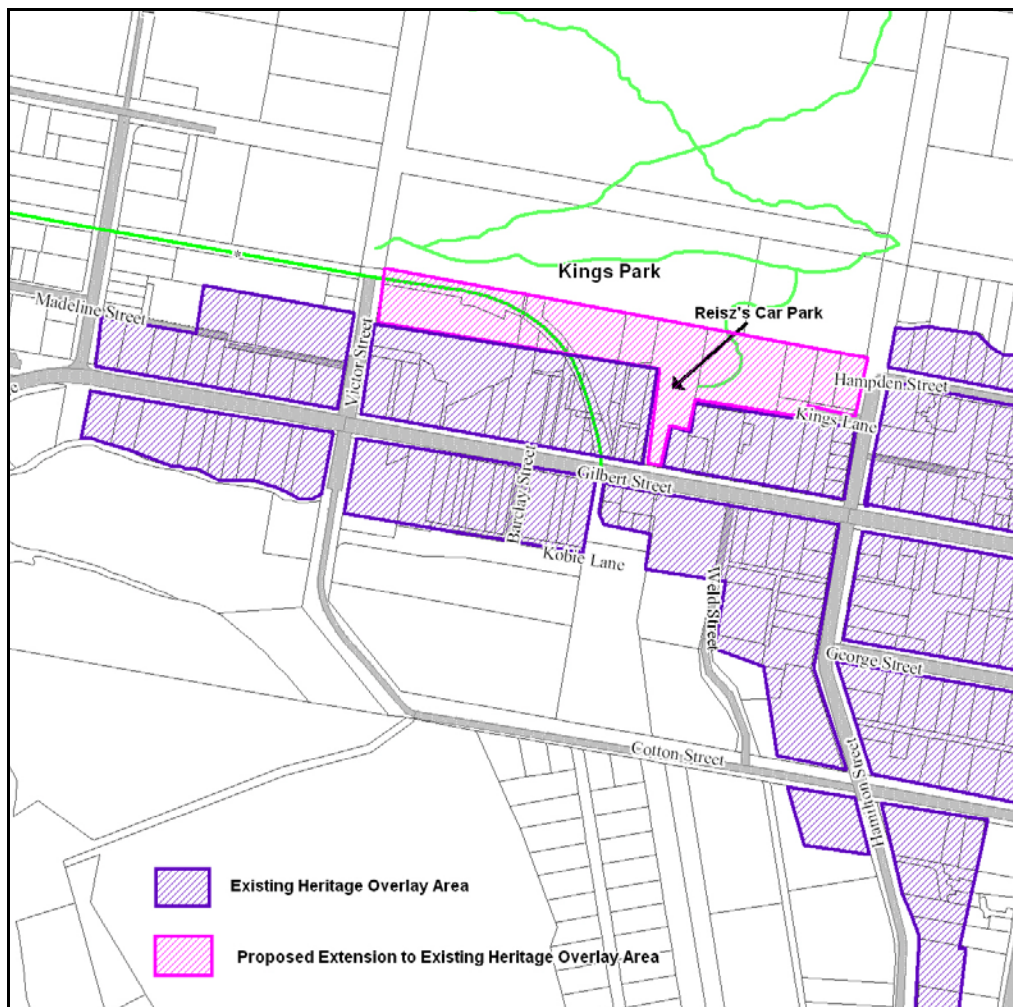


Figure 13 Existing Heritage Overlay Area and Proposed Extension

11. LANDSCAPE AND CULTURAL VALUE AREAS

11.1 Preservation and Enhancement of Natural Skylines

Dooleys Hill provides an attractive backdrop to the inner and outer township areas of Latrobe. Preservation of this skyline vistas is vital to the amenity of the Latrobe area. Currently this skyline vista is protected by Landscape Value Area provisions in Clause 7.5 of the Latrobe Planning Scheme.

These provisions read as follows:

7.5 LANDSCAPE VALUE AREAS

- (1) Any use or development in any area listed in Schedule 5 of this Planning Scheme shall be in accordance with these provisions.
- (2) Notwithstanding the provisions of Clause 4.3 and 4.4 of this Planning Scheme any use or development which is within any area listed in Schedule 5 shall require the application for and issue of a permit, which at its discretion, the Planning Authority shall grant with or without conditions or refuse.
- (3) A permit, pursuant to Clause 7.5(2), shall only be granted if the use or development would preserve, reveal or enhance the areas landscape values which include forested skylines and prominent ridgelines and hills.

Two properties on the southern side of Dooleys Hill, Certificates of Title 106960/1 and 106960/2, which were originally zoned rural residential, had Open Space zoning applied to them when the Latrobe Planning Scheme came into existence in 1994. Both of these properties are within the Landscape Value Area which covers much of Dooleys Hill. They are identified in the map in Figure 14.

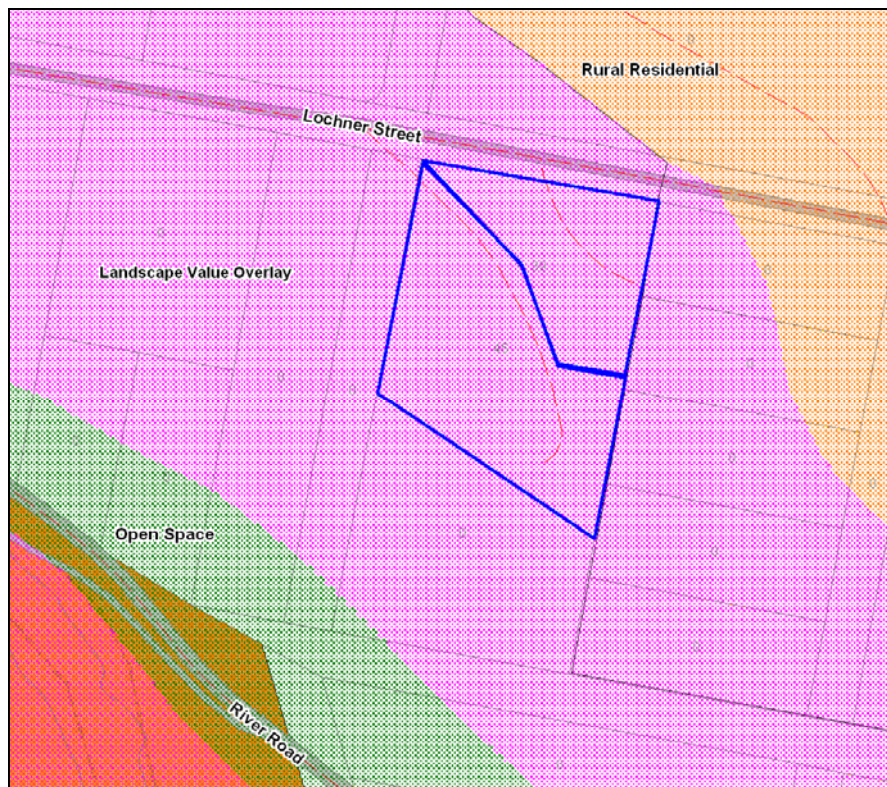


Figure 14 Location of Open Space zoned properties

Although these properties currently exhibit a rural residential use, rezoning would imply the potential for further residential development in the area, which is inappropriate in light of the clear intent of the landscape value area provisions, especially Clause 7.5 (3).

It is recommended that these titles be retained in the Open Space zone to limit development opportunities, which could further erode the landscape amenity provided by the dense vegetation on Dooleys Hill.

Two titles, adjacent to one already owned by Council along Moriarty Road, that are densely vegetated could be considered for addition to the Palmers Hill Landscape Value area. Zoning on properties which surround these titles is Rural A. Development that is currently occurring on the surrounding titles has the potential to erode the quality of the existing vegetation, which is currently protected to maintain the amenity provided by the existing skyline.

These titles are currently owned by Crown Lands. Adding them to the existing landscape value area has the potential to provide an additional buffer between development in the area and the land already protected from vegetation removal by Clause 7.5 of the Planning Scheme. It also has the potential to provide a significant boost to the health and viability of existing vegetation on those parcels of land already under protection by the increase in vegetated area. The location of these titles is shown in relation to the existing Landscape Value area in Figure 15 below.

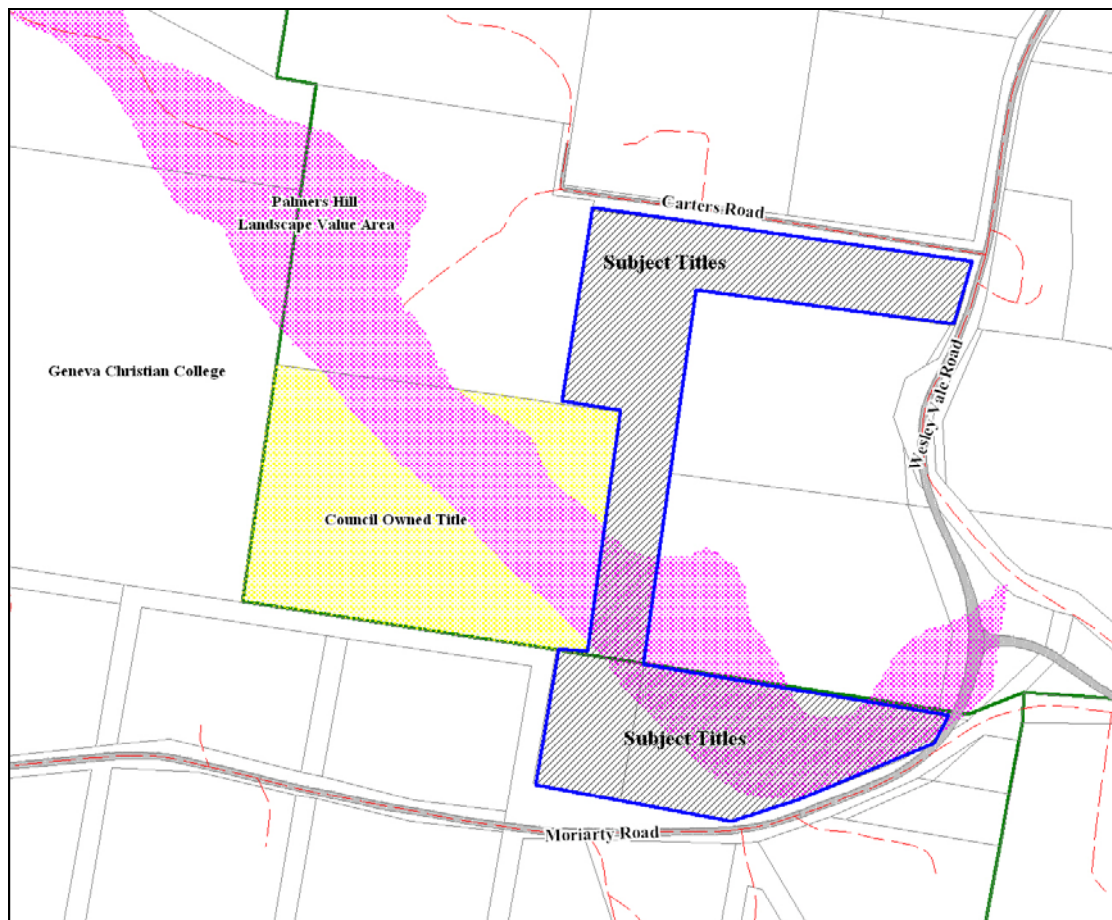


Figure 15 Palmers Hill Landscape Value Area - Moriarty/Wesley Vale Roads Intersection

11.2 Preservation And Enhancement Of Heritage Values

Heritage values, which are evident in the commercial and inner residential areas of Latrobe provide significant amenity to the town and contribute significantly to attracting visitors to the area. Preservation of these cultural values is controlled through the application of a heritage overlay to the area concerned and by provisions in the Latrobe Heritage Schedule contained in Council's Planning Scheme.

The western entry to the township area is enhanced by the mature trees that line Frogmore Land on its approach to Gilbert Street, which is the main street of Latrobe. This western section of Gilbert Street is included in the Heritage Overlay Area. Heritage and landscape amenity at this entry point to the township provides an attractive welcome to both visitors and residents.

Landscape amenity continues from this entry north along River Road, past Thompsons Park and Bells Parade, which are popular tourist and passive recreation destinations, however the heritage overlay area ends at the corner of Twiss and Gilbert Street.

It has been previously recommended in this Plan to extend the Heritage Overlay Area to include those properties that abut Kings Park on its southern boundary. It is recommended that consideration also be given to extending the Heritage Overlay Area to include properties that overlook the public open space areas in the western area of the township; to complement the existing landscape amenity and extend the connectivity between the heritage and landscape values as proposed for the Kings Park redevelopment area. Kings Park is linked to Thompsons Park and Bells Parade by Sheean Walk, which is well utilised by both residents and visitors to the area.

Those additional properties recommended for consideration in the proposed extension of the Heritage Overlay Area are hatched in red in Figure 16 below.

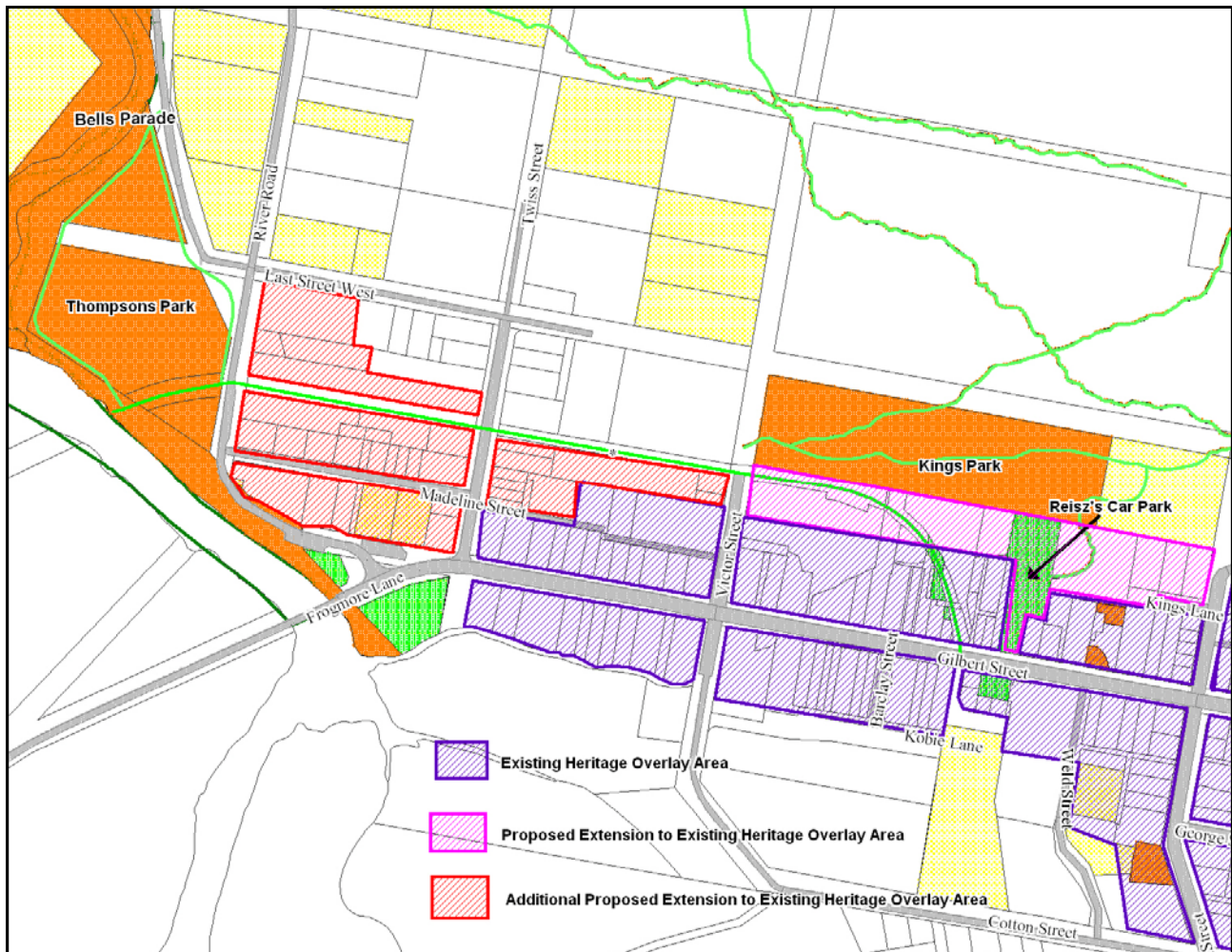


Figure 16 Existing Heritage Overlay Area and Additional Proposed Extension

In order to preserve existing and potential cultural values all development proposals or changes in land use, which may present issues in regard to retention of significant heritage elements, must be assessed against controls that will enable their protection. Concerns have been expressed that the provisions of Latrobe Heritage Schedule may be deficient in some cases to enable desired outcomes for the intended use and amenity of the Heritage Overlay Area.

To further protect these values it is recommended that a review of the existing provisions in the Planning Scheme be undertaken in order to ensure the desired outcome for the area.

12. INDUSTRIAL DEVELOPMENT

All land in the Strategic Plan study area that is currently zoned industrial falls within the Latrobe Industrial Estate, which is bounded by Bass Highway, Henry Street, Shaw Street and York Street, as indicated on the map in Figure 17. The land is a mix of privately owned titles and titles owned by Council and Crown Land Services.

The proximity of the Latrobe Industrial Estate to the Bass Highway and its level of service provision have previously made it an attractive investment option. Most of the titles in the Estate are fully developed and expressions of interest are constantly sought from developers, as to the availability of strategically located industrial land.

The zoning that applies to this area is Latrobe Industrial and Light Industrial. The standards that apply to use and development in this area are to be found in the Latrobe Planning Scheme under the provisions for each of these zones. At present there is development in the area that does not comply with these standards and there has been some criticism of the standards by developers and potential investors, who claim they impinge upon the viability of investment in the area.

Council has recently approved an amendment to the Latrobe Planning Scheme to open up a large area of land close to the Devonport Airport and this area is seen by both the Latrobe and Devonport Councils as being the prime investment area for industrial development. This area is proposed to attract investment in larger scale industrial development; however there is a need for industrial land closer to the Latrobe township area to service the area's domestic needs.

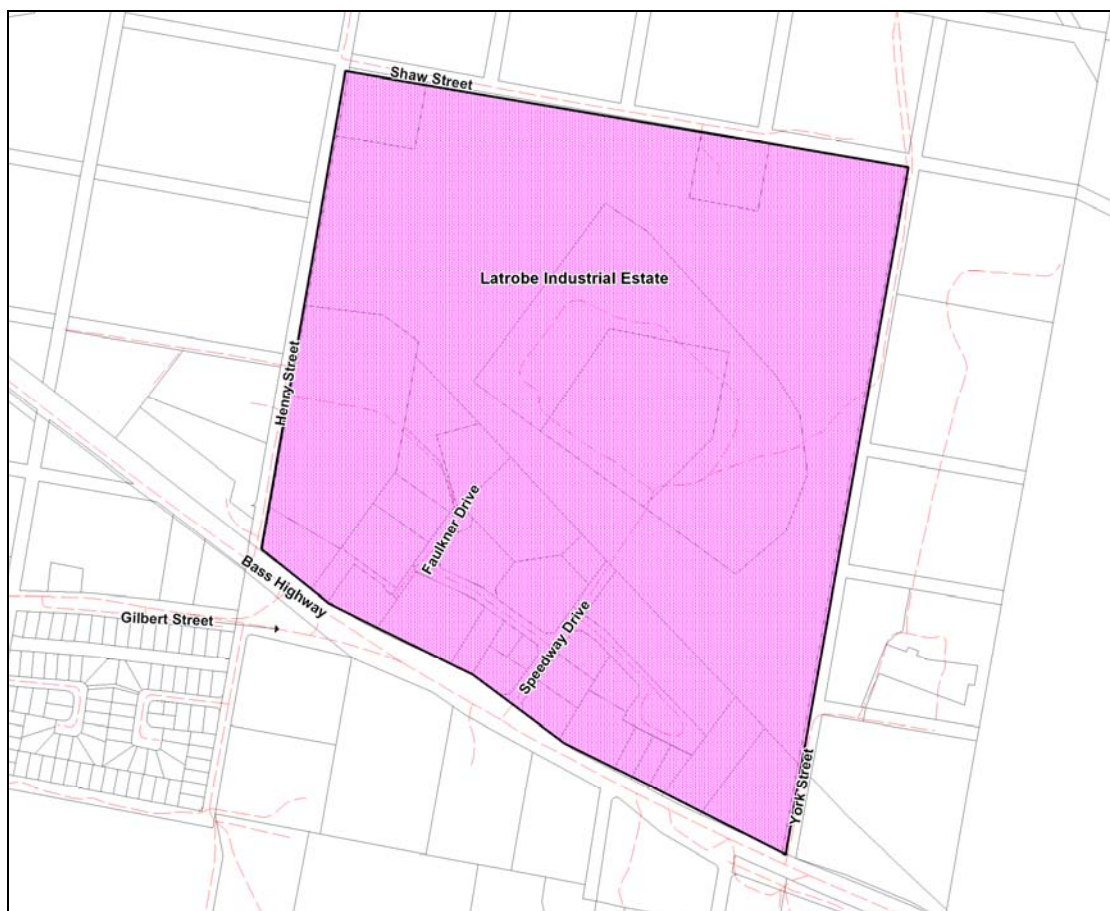


Figure 17 Latrobe Industrial Estate

Previous studies, to identify land suitable for industrial expansion in the region, considered expansion of the current Latrobe Industrial Estate. An assessment of land owned by Crown Lands in the area identified the dominant native vegetation around the speedway area to be *Eucalyptus ovata* forest. The extent of this community is illustrated in Figure 18. The *Eucalyptus ovata* forest is identified by the dark olive green hatching and marked with the TasVeg classification code *DOV*.

Eucalyptus ovata forest is classified as a threatened forest type statewide. It is protected from clearance or conversion under the *Forest Practices Act 1985* and *Forest Practices Regulations 2007*.

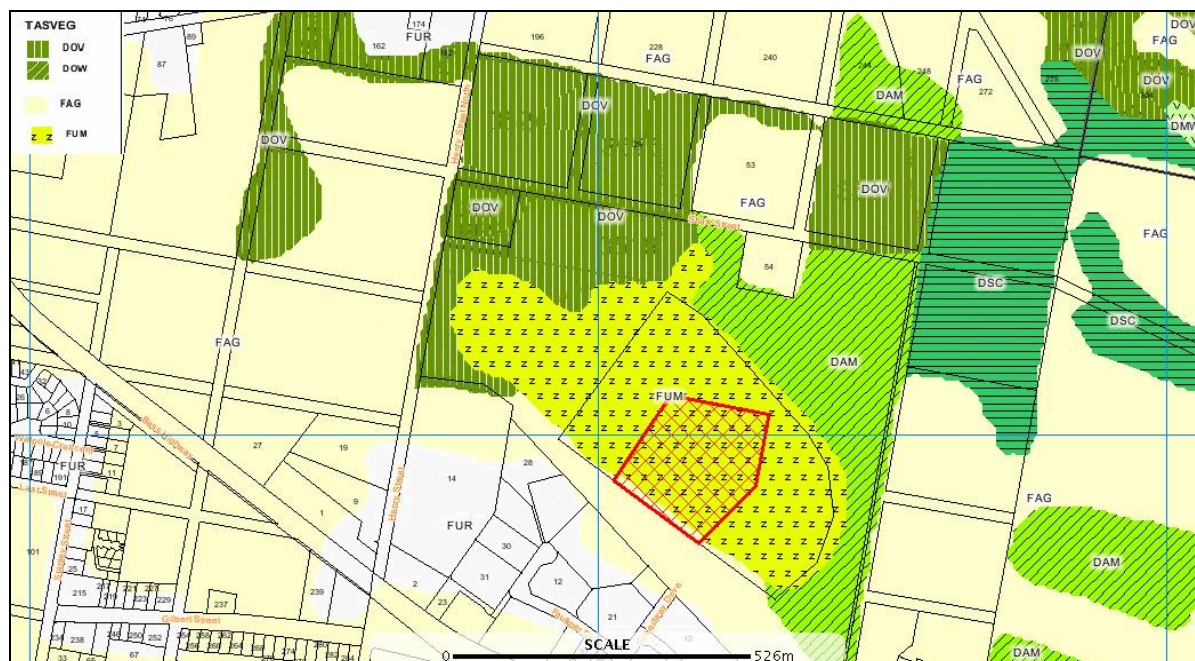


Figure 18 TasVeg Identification Map - Latrobe Industrial Area

There are a number of other land parcels in the vicinity that do not appear to be impacted by the presence of this species. These titles include a privately owned land parcel, Certificate of Title (CT) 229984/1 to the west of the current industrial and a title owned by Crown Lands that is currently for sale, CT 149351/1 and privately owned titles, Certificates of Title 238565/1, 238565/2, 150407/1 and 125928/1 to the east of the existing industrial estate. These land parcels are all currently zoned Rural A. The Crown land title to the north east of the current industrial area contains a stand of *Eucalyptus amygdalina* and *Eucalyptus obliqua* damp sclerophyll forest, identified by the dark green hatching and marked with the TasVeg classification code *DSC* in Figure 18, which is not considered a threatened forest type.

In addition there are four titles to the southwest of the Latrobe Industrial Estate, Certificates of Title 108581/1 and 108581/2, which are zoned Rural A and Certificates of Title 242758/1 and 242759/1, which are zoned Rural Residential that due to their close proximity to the Latrobe Industrial Estate and the Bass Highway also show potential for industrial development.

All these titles are identified in solid pink on the map in Figure 19 below.

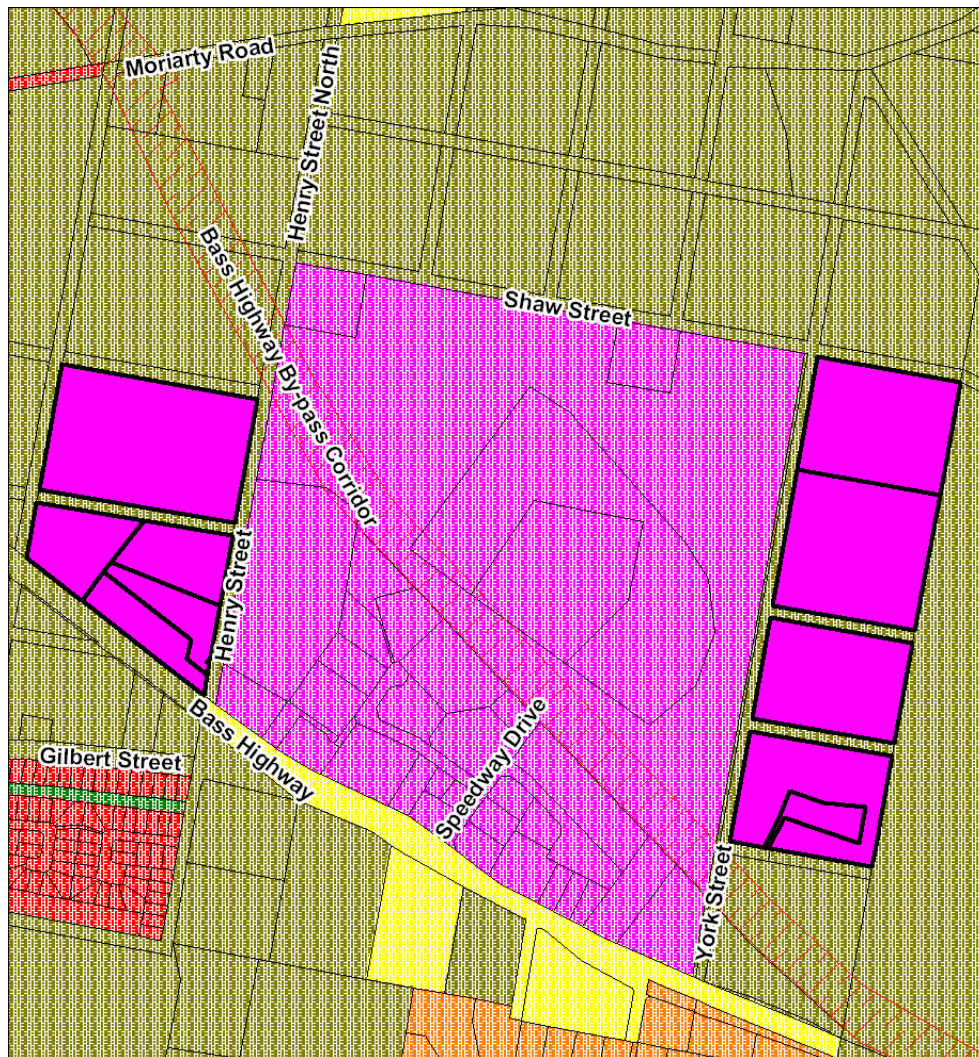


Figure 19 Proposed Industrial Expansion Properties

A desk top review of the area reveals some sightings of the endangered fauna species, *Engaeus granulatatus* - Central North Burrowing crayfish and *Paramelotes gunnii* – Eastern Barred Bandicoot. A map identifying these sightings is shown in Figure 20.



Figure 20 Location of Sightings of Threatened Species

Although there are no identified locations on the titles under consideration, as they fall within a 100m radius of the identified sightings, a detailed field assessment would be required to rule out their existence.

Zoning of these land parcels to industrial would provide the Latrobe Township and its surrounding areas with a means for industrial expansion, with little further impact on the amenity of the township as residential development in the vicinity is minimal. Further assessment of the natural values on these titles would need to be carried out to rule out the existence of any threatened species on them in light of their presence on other titles within their vicinity.

There are concerns that some of the existing development in the Latrobe Industrial Estate does not comply with the standards for development of that area as set out in Clause 2.12 of the Latrobe Planning Scheme; that in some instances these standards are deficient in providing the desired outcomes for industrial development in that area.

It is recommended that further assessment be undertaken in order to properly evaluate what land is suitable for industrial development, establish the likelihood of construction of the Bass Highway by-pass and consider the desired outcomes from any standards for development in the Latrobe Industrial Zone.

In close proximity to these titles is land owned by Council, which comprises 3 separate titles and contains a stormwater detention basin that is currently being developed as a wetland area and has the potential to contain picnic facilities and walking at a future date. These titles are currently zoned Rural A and are shown hatched in blue in the map at Figure 19 below. It is recommended that these titles be considered for Open Space zoning as they have the potential to provide public open space amenity to all existing or future development in the vicinity.

Also in close proximity to these titles are another three land parcels, which are owned by Crown Lands and through which the proposed Bass Highway By-pass corridor runs. They include Certificates of Title 125928/1 and 222989/1 to the east of the Latrobe Industrial Estate and Certificate of Title 125928/1, which is to the west. These titles are shown hatched in green in Figure 19. The eastern titles contain small stands of *Eucalyptus ovata* forest.

Again in close proximity to those titles proposed for further investigation in relation to industrial expansion are a number of land parcels, many of which are currently used for residential purposes, that are zoned Rural A. These land parcels are shown hatched on orange in Figure 19.

Two of these, Certificates of Title 112429/1 and 112429/2, contain *Eucalyptus ovata* forest, which as discussed earlier is protected from clearance or conversion under the *Forest Practices Act 1985* and *Forest Practices Regulations 2007*. In addition to these are another 2 titles in the area, owned by Council and zoned Rural A. These comprise Certificates of Title 151364/2 and 245085/1, which are vacant land that abuts the closed residential development along the southern edge of Moriarty Road. These are shown hatched in light blue in Figure 21.

In light of the points raised in relation to all land parcels covered in the discussion above, it is recommended that once all recommended assessment is complete, an Outline Development Plan for the area should be developed to give existing property owners and future developers certainty as to the potential of their investment.

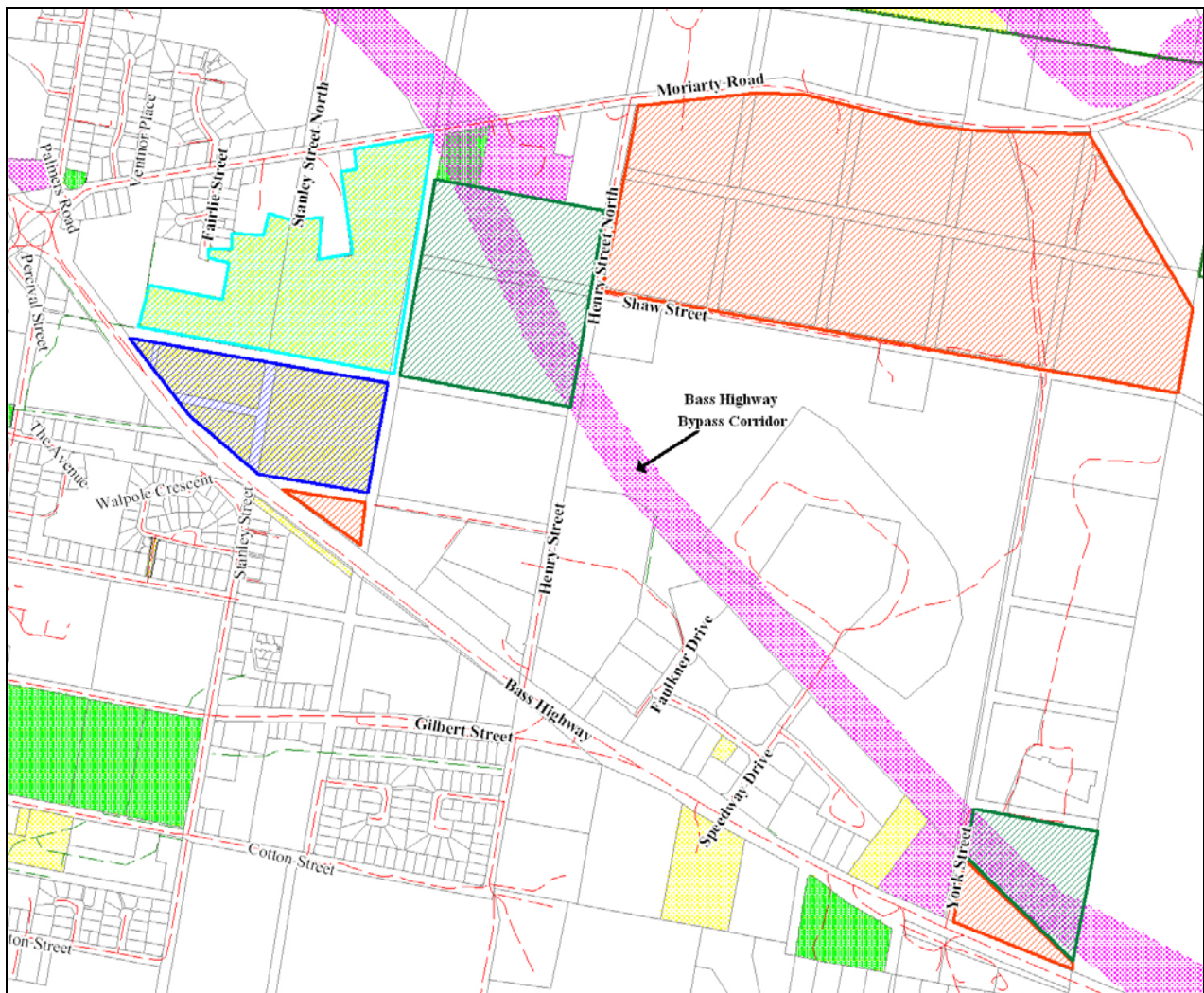


Figure 21 Land parcels in vicinity to Latrobe Industrial Estate

13. UNCERTAINTY OF FUTURE BASS HIGHWAY ROUTE

For a number of years Latrobe Council has been faced with uncertainty in regard to the construction of the proposed Bass Highway bypass. An area is marked on the Latrobe Planning Maps identifying the corridor through which the proposed route is planned to pass. Under the Latrobe Planning Scheme, any proposed development in or adjacent to this corridor and the existing Bass Highway is required to be referred to the Department of Infrastructure, Energy and Resources (DIER) for their comment; in order to assess and address any perceived conflict of use resultant of further development in the area.

There are three titles, zoned Closed Residential, which abut the existing Bass Highway route. They are outlined in blue on the map at Figure 22. Council would require advice from a suitably qualified source, in relation to the impact of noise from traffic on residents due to the close proximity of the highway, should an application be received to develop these titles for residential use. Council may require substantial mitigation measures from any developer of these titles, in consideration of the traffic noise level and possible recommendations from DIER. This would not be an issue for these sites if the proposed bypass were constructed. Considering an alternative solution, where the proposed bypass is not constructed and the existing Highway route is widened to accommodate double lane traffic, any residential use proposed on these titles has the potential to be even closer to the highway and its traffic.

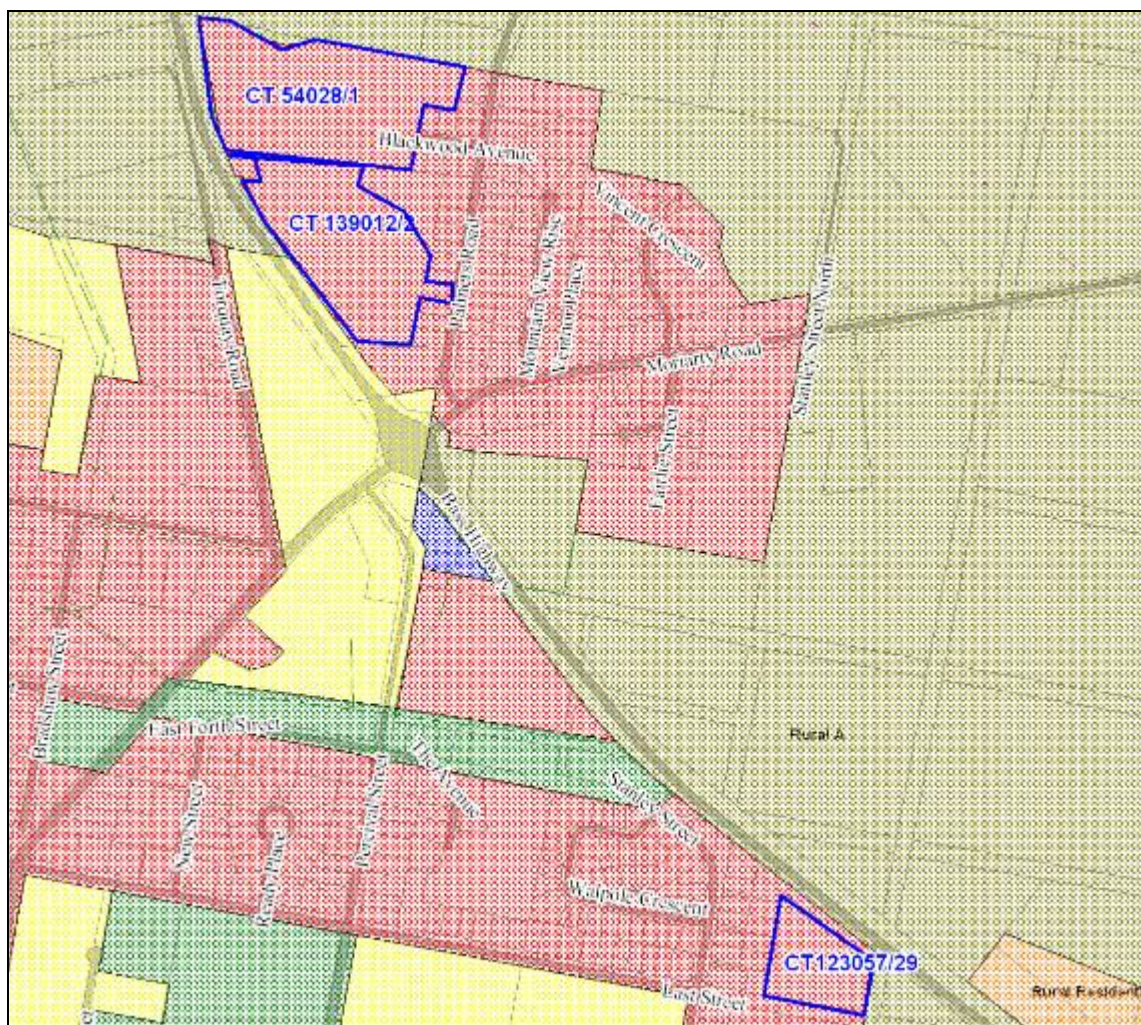


Figure 22 Existing Closed Residential Zoned Titles abutting Bass Highway

Another concern for Council is titles, currently zoned Rural A, which may be considered appropriate for residential development in light of their proximity to existing Closed Residential zoned areas that also abut the Bass Highway. These titles are outlined in blue on the map at Figure 23.

Rezoning of these properties would not be considered wise at present due to their proximity to the existing Bass Highway route and the uncertainty in regard to construction of the Bass Highway bypass. These titles also have minimal potential for viable agricultural use due to their size, proximity to existing residential development, poor drainage and land classification.

Purchasers and developers are actively seeking vacant land for residential development in the Latrobe Township area. Extension of potential residential areas in the vicinity of Bass Highway would be highly desirable should the bypass be constructed; however should the bypass not be constructed there would be significant impact on residential amenity from traffic along this transport route. Council would be better able to make decisions in regard to land use in the vicinity of these areas should DIER be able to give certainty to Council in regard to its forward planning for the Bass Highway,.

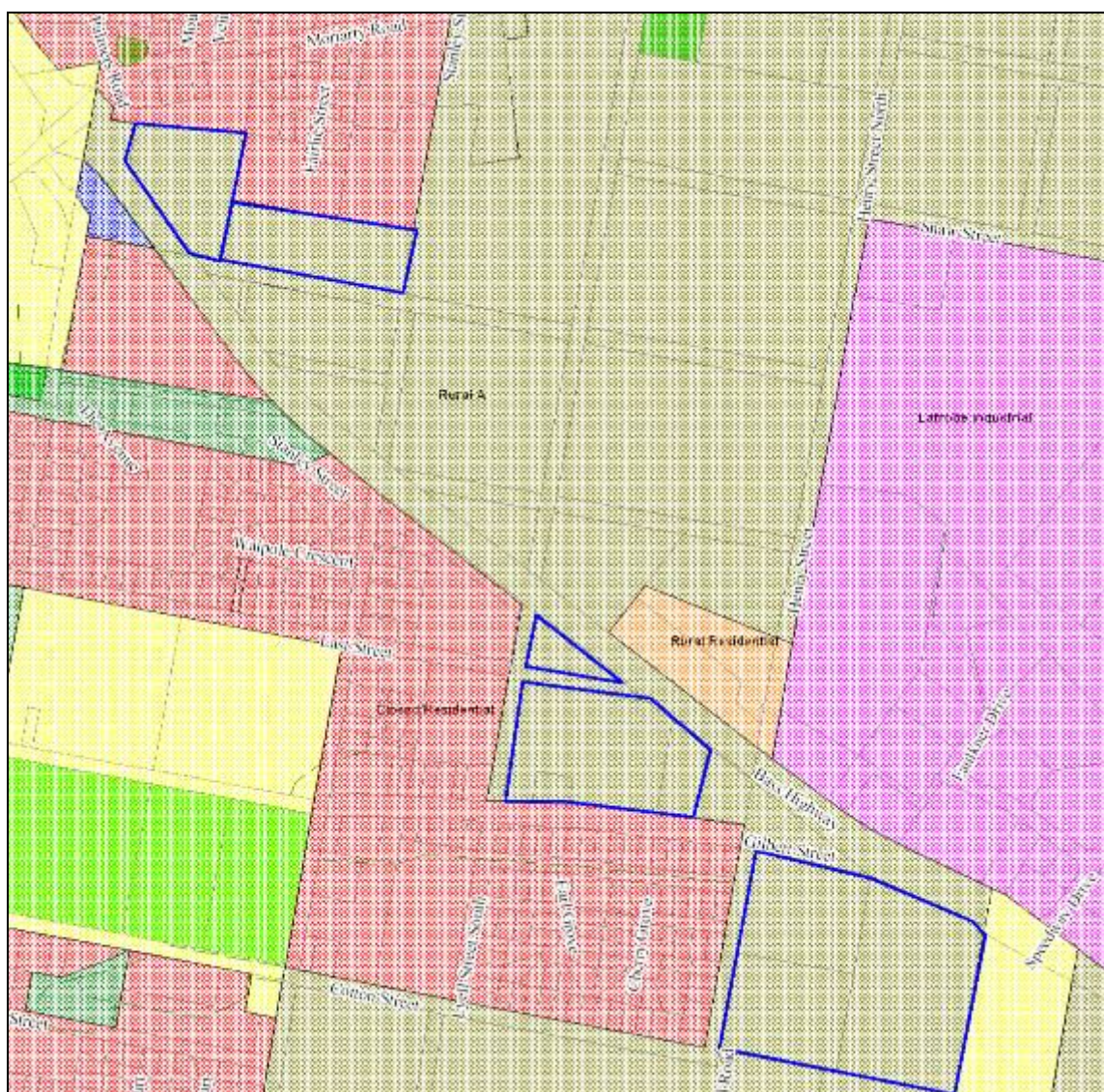


Figure 23 Additional Land Parcels Suitable for Residential Development

It is recommended that Council continue discussions with the State Government; requesting that as a matter of urgency a decision be made on whether the existing Bass Highway will be widened to cater for future traffic growth or the area marked on the Latrobe Planning Scheme maps will be used to construct a Bass Highway Bypass.

14. EXTENSION OF TOURIST OPERATION – GILBERT STREET, LATROBE

Council is in receipt of an expression of interest to expand the business operations on the site known as *The Cherry Shed*, located on Certificate of Title 241631/1 at the eastern end of Gilbert Street Latrobe and zoned Rural A.

This business has a permit issued by Council to operate as a tourist operation under the existing zoning. The owners wish to expand their business to include a restaurant, function centre and substantial signage to advertise their operations, all of which are prohibited in that zone. The owner initially requested a rezoning of the title to commercial. Should this be approved, it would result in an isolated node of commercial development on the eastern township boundary. Although Council has a preference to consolidate commercial development closer to the existing town centre, it can see the economic merit in expanding the business operations on the site.

It is recommended that Council consider a specified departure to the existing provisions for use and development of this site; to enable insertion of site specific development provisions into the Latrobe Planning Scheme, which will allow for development of a restaurant, function centre and appropriate signage.

15. PROPOSED SPECIAL AREA

There exist two titles, in close proximity to the current commercial centre and adjacent to Council's car park and mobile self-contained home camping reserve area, that are currently zoned Rural A and have been used for grazing of dairy cattle for many years.

These titles have the advantage of having a significant area, being relatively flat and very close to the town centre. Although there is no proposal for use on these titles at present, formal recognition could be given to the potential of this site, that would facilitate approval of any proposal which Council may consider having merit in the future. The two titles are coloured bright yellow in the map in Figure 24 below.

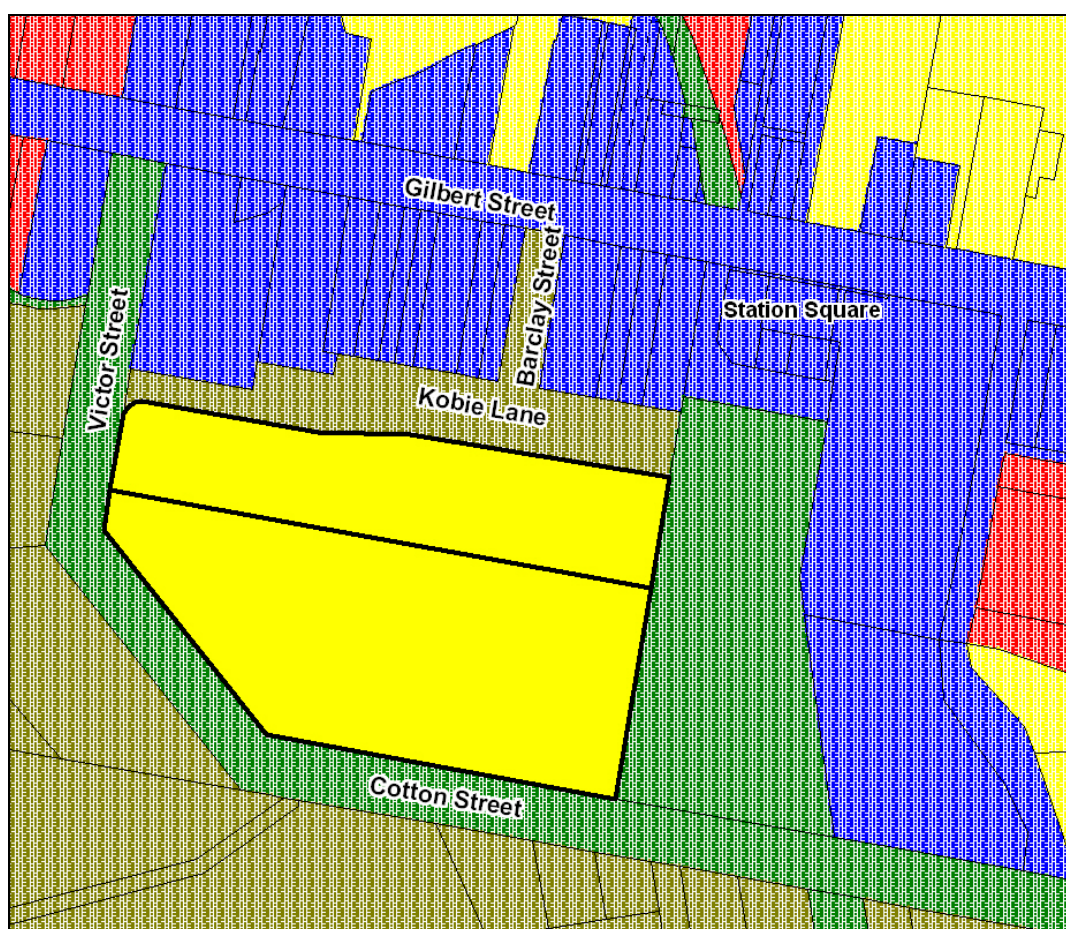


Figure 24 Titles Proposed for Special Area Consideration

Latrobe has a history of periodic flooding resultant of rain events impacting not only the township itself, but from those impacting the upper catchment areas of the Mersey River. The river flat areas upon which much of Latrobe was historically settled are low lying and Kings Creek which meanders throughout the township is the recipient of much of the valley's stormwater run-off.

This fact is recognised in the Latrobe Planning Scheme through the application of an overlay across the identified floodplain area. Development is able to occur in this area but as per Clause 7.8 of the Planning Scheme, all use and development is to be treated as discretionary.

The two subject titles fall within this area. However, should there be any concerns in regard to proposed development of this site an engineering assessment should be sought to provide assurance to Council and the community.

It is recommended that the two titles in close proximity to the current commercial centre, which are currently zoned Rural A, be given formal recognition in light of their:

- proximity to the town centre,
- size,
- topography, and
- ability to be fully serviced.

It is recommended that Council give further consideration to the importance of this area, especially in regard to zoning and potential use; that appropriate merit is assigned to the strategic advantages these titles have to offer during assessment of future proposals of development that could utilise them.

16. PUBLIC OPEN SPACE

The term ‘public open space’ applies to space in the public realm that is freely accessible. It refers to areas such as parks, reserves, playgrounds and playing fields for sport, and it includes creek corridors, riparian reservation areas, walking and cycling paths, skate parks and public plazas, which provide opportunities for people to meet and socialise. Public open space may be grassed or paved depending upon its function.

16.1 The Role of Open Space

Open Space areas are vital to creating a ‘sense of place’ and providing high quality urban amenity and liveability. They play an important role in meeting people’s recreational, health and fitness needs, encouraging community interaction and the social development of children, and enabling a sustainable approach to resource management through the provision of opportunities for:

- Leisure and Recreation – with recognition of the benefits of leisure and recreation, both structured and unstructured, to people’s well-being and ‘quality of life’;
- Conservation and Biodiversity – including the protection of natural features and cultural sites and development of natural habitats;
- Amenity – encouraging the greening of the urban environment, and providing an increase in aesthetic values for areas within a balanced mix of land uses;
- Utility – stormwater management (as an example);
- Transport and Access – encouraging the provision of pedestrian and cycle linkages and networks with established open space areas; and
- Tourism – providing and promoting tourism destination value and linkage between attractions.

Well-designed and maintained open space areas engender a strong sense of community pride and identity.

16.2 Existing Public Open Space

Council has an obligation and is empowered by the *Local Government (Building and Miscellaneous Provisions) Act 1993* in respect to Public Open Space.

This legislation enables Council:

- to require a subdivider of land to provide to Council up to 5% of the land being subdivided;
- to require public open space in excess of the 5% contribution as part of any subdivision proposal subject to appropriate compensation; or
- to require the subdivider to make a contribution of cash in lieu of the provision of land either in part or whole.

Under the Latrobe Planning Scheme public open space areas are zoned Open Space. The primary intent of this zone is to:

- Protect lands that should be developed and/or managed for public and/or private recreation purposes and/or their scenic and environmental values.
- Allow the use and development of appropriate facilities which are designed and accessible for general public use or club use including playgrounds, sporting facilities, picnic facilities, walking tracks, boat ramps, toilets, visitor information and the like.
- Protect existing vegetation from being destroyed.
- Encourage the active management, restoration and enhancement of the foreshore and river reserves.

Bells Parade and Warrawee Forest Reserve are interest, activity and educational nodes; known and used by local people and visitors to Latrobe. The Mersey River is a connecting element between these locales and serves as an interest and activity node in its own right. The township provides for circulation between the two areas.

Within the township itself, Kings Park provides a central open space area connected to Bells Parade by Sheean Walk and to Dooleys Hill by various walking tracks maintained by Council.

Other public open space areas within the township include an area for passive recreation at St Georges Park in Moriarty Road, areas for active recreation at:

- the Latrobe Recreation Ground and Perkins Park in Gilbert Street, which includes the Youth Centre,
- the Latrobe Swimming Pool in George Street;

and areas that provide for amenity and environmental management comprising:

- an area in Cotton Street behind the commercial centre that accommodates overnight stays for self-contained caravans and motor-homes;
- a small block of vacant land on the corner of Twiss Street North and Hawkins Street West;
- two areas of vacant land off Hawkins Street West,
- a larger flood prone block in Cotton Street, and
- a riparian reserve along the bank of Kings Creek, which extends east from Moriarty Road to the Bass Highway.

16.3 Public Open Space Provision

Consideration of usage, analysis of predicted changes in the town's demographic and social profile and careful management of Council's assets is required to efficiently and effectively meet existing as well as future public open space needs in the Latrobe Township.

Current demographic and rate of development data indicate a continuance in the rise in Latrobe's population. Change is also occurring in the type of dwelling development occurring in the Latrobe Closed Residential zone, with an increase of unit development and larger-sized dwellings which is resulting in increased lot coverage by building footprints and a corresponding decrease in the private open space areas on titles. This shift implies potentially a greater dependence by residents in Latrobe on public open space to engage in recreational and social pursuits.

The provision of public open space needs to be considered in the context of neighbourhood and broader community needs.

Linkages provide ready access to a variety of open space areas and by encouraging use of them enrich the user's experience. Streetscapes provide opportunities for public use, particularly for communal meeting and exercise. Design of streetscapes should respond to the needs of these potential uses.

Until now there has been no strategy to guide the provision of public open space. Council has dealt with open space needs on an issues presenting basis, with justification on a current needs analysis.

Latrobe contains adequate provision for structured activities at tennis courts, football, hockey, softball and cricket fields as well as a 25m heated swimming pool.

The town also has ready access to extensive areas for passive recreation and leisure activities both in a natural and landscaped environment. Streetscapes provide opportunities for public use, particularly for communal meeting and exercise.

Linkages between these areas are well developed in the western section of the town, however the eastern area is poorly serviced in regard to open space within a walkable distance, amenity, and connectivity to existing open space areas within the town.

All residential areas should have a recreation space within walking distance so as to encourage core family and social recreational activities such as walking, cycling, jogging, walking the dog, relaxing, playing informal ball games and playing on playground equipment. The public should have access to open space irrespective of their age and state of mobility.

17.CRITERIA FOR ASSESSMENT OF PUBLIC OPEN SPACE PROVISION

Public Open Space areas should:

- be convenient and accessible,
- be useable,
- provide connectivity,
- be safe,
- cater for diversity of recreational needs, and/or
- protect areas of natural and cultural value

Identification of areas for open space provision should include consideration of:

- a) Site suitability and availability, including:
 - i Site constraints,
 - ii Location,
 - iii Proximity to existing closed residential development, and
 - iv Relationship to immediate surrounds;
- b) Economic viability - capacity of Council to maintain; and
- c) Provision of safety and amenity.

18. FUTURE OPEN SPACE PROVISION

Rapid development in the eastern residential development area of Latrobe and proposed expansion of the current Closed Residential zone further towards the eastern boundary of the township area requires immediate address of the public open space needs of that community.

An assessment has been undertaken of each area of the potential public open space contribution required from all existing and proposed residential expansion areas and the provision of walkable access to these new residential areas in east and south Latrobe. In light of the area of land proposed for residential expansion all potential developers will contribute a substantial area for public open space. Minimum public open space allocation for each of the proposed areas is identified in Table 4 below.

Table 4 Potential Public Open Space Contribution - area

PID	Certificates of Title	Property Address	Total Area	Public Open Space Potential - Area
6542791	133326/2	69 Reibey Street	8.4207ha	4210m ²
	133326/3			
	123879/1			
	123879/2			
1653345	125714/1	95 Stanley	2.097ha	1048m ²
1819480	128536/1	Cherry Hill Road	7.868ha	3934m ²
2051936	34/703	214 Hamilton Street	11.8ha	5905m ²
6532593	10435/1	77 Benny Street	2.438ha	1219m ²

Existing open space areas, outside of the open space areas that line the Mersey River, and areas identified as for provision of future open space opportunities are identified on the map in Appendix 4. A circle has been drawn around each existing and proposed open space area to illustrate the recommended 5 minute walkable access radius for each space to the residential areas they will serve and the total coverage across the township. Existing footpaths are marked in dark green.

Consideration of the importance of linkages being provided to all other public open space areas in the township has led to the development of the Latrobe Open Space Strategy Plan (LOSSP), which is shown in the map at Appendix 5.

Council has a concern that some developers have an expectation that open space areas can also be used to manage storm water drainage issues. Managing storm water in this manner has the potential to compromise the effectiveness of an open space area in providing for family and social recreation opportunities.

It is recommended that storm water management be addressed as a separate issue to the allocation of public open space at the time of subdivision of any residential area of Latrobe.

It is recommended that allocation of all future public open space shall be substantially in accordance with the Latrobe Open Space Strategy Plan and that guidelines be formulated in regard to the design and landscaping of public open space areas and streetscapes within the Municipality.

19. STAGING OF CLOSED RESIDENTIAL EXPANSION

Certificate of Title 128536/1, located east of Stanley Street and south of Cotton Street, has been identified as a title suitable for future residential use. Residential development on this title will enable establishment of a much needed public open space area as part of the subdivision proposal, which will service existing and future closed residential development in east Latrobe. Development of this title will also enable establishment of additional street linkages in the area; by extension of Lyell Street and Stanley Street and connections between Lyell Street and the existing western residential areas south of Gilbert Street. Extension of the existing street network will provide alternative access routes for traffic between these areas.

It is recommended that rezoning of Certificate of Title 128536/1 to Closed Residential be given priority status, and that those other titles flagged for residential development be given secondary status.

20. MANAGEMENT OF REZONING OF PROPOSED AREAS

Council recognises that the zoning anomalies identified earlier in this Plan are the result of circumstances that were not caused by the property owners themselves.

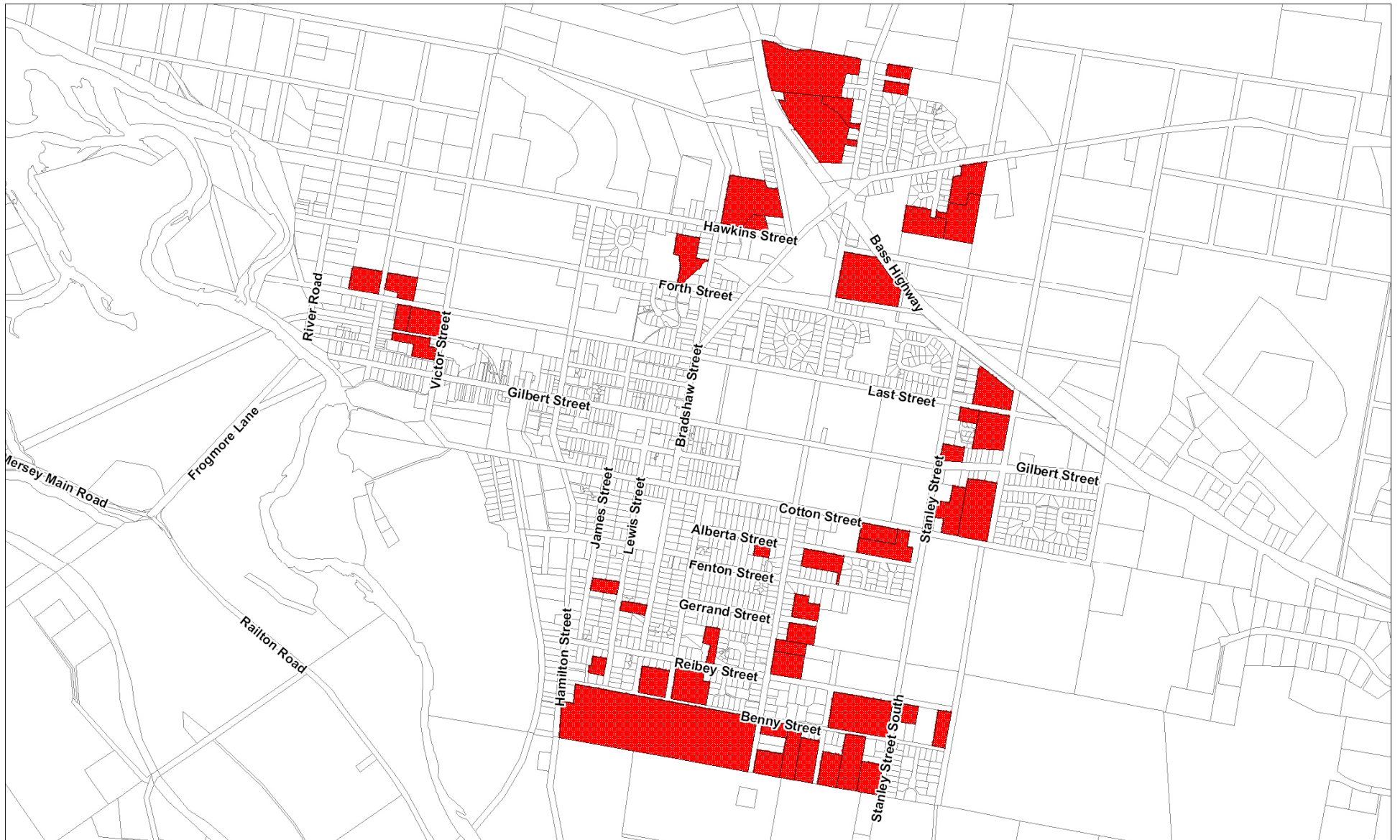
It is recommended that Council proceed to correct these anomalies by rezoning the identified titles according to the proposed zoning.

The four titles identified for expansion of commercial development, between Lewis and Bradshaw Street, are under ownership of three different bodies. Recognising that rezoning the properties on the corners of Lewis and Gilbert Streets and Bradshaw and Lewis Streets will bring commercial uses that have been in continuous use for many years into conformity, it is recommended that Council consider the rezoning of these four properties as a single application under its management.

Appendix 1 Bass Highway By-Pass Corridor



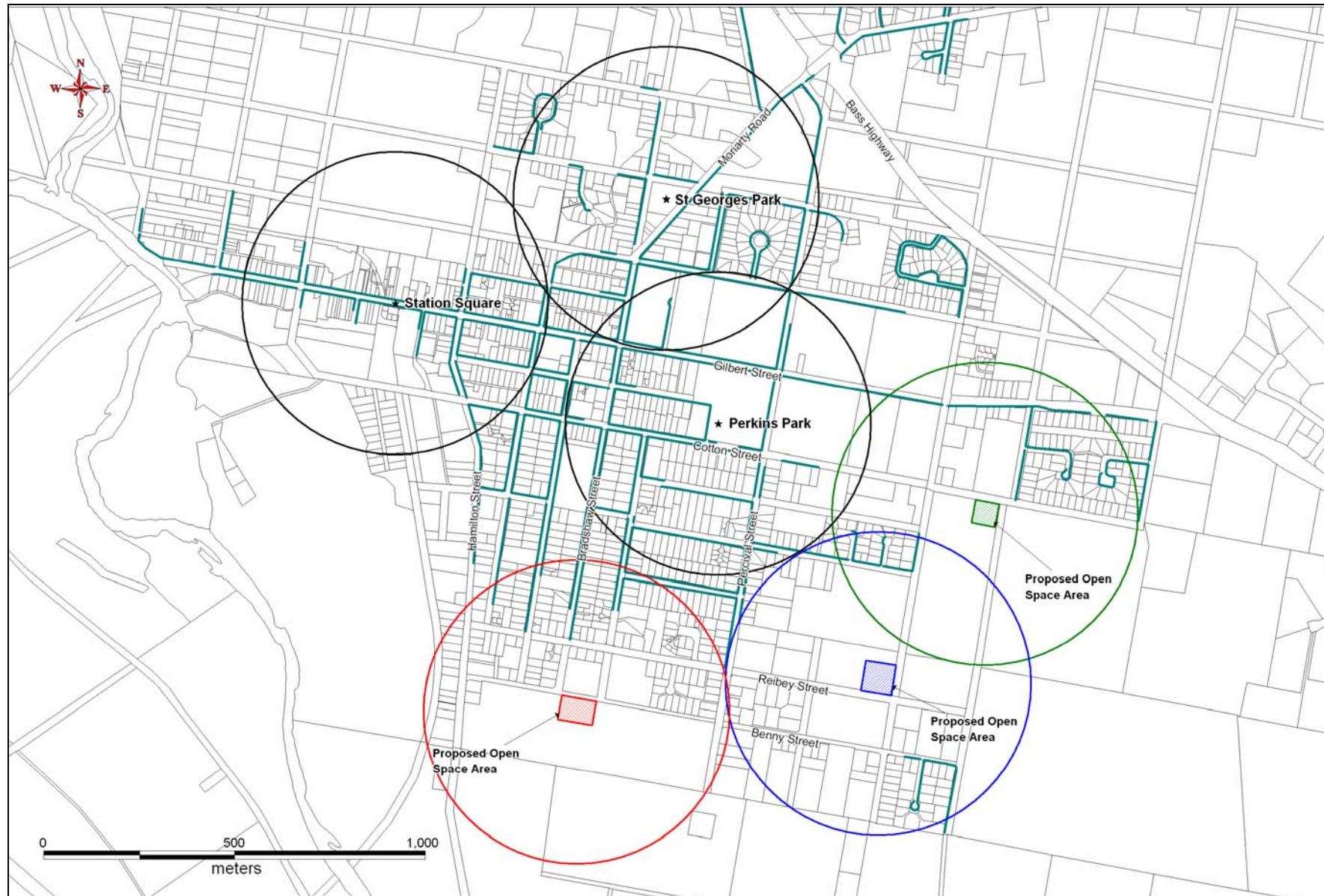
Appendix 2 Properties with capability for further subdivision - Closed Residential Zone



Appendix 3 Properties with capability for further subdivision - Rural Residential Zone



Appendix 4 Existing and Proposed Public Open Space with 400m Pedsheds



Appendix 5 Latrobe Open Space Strategy Plan – Existing and Proposed open Space Areas and Linkages

