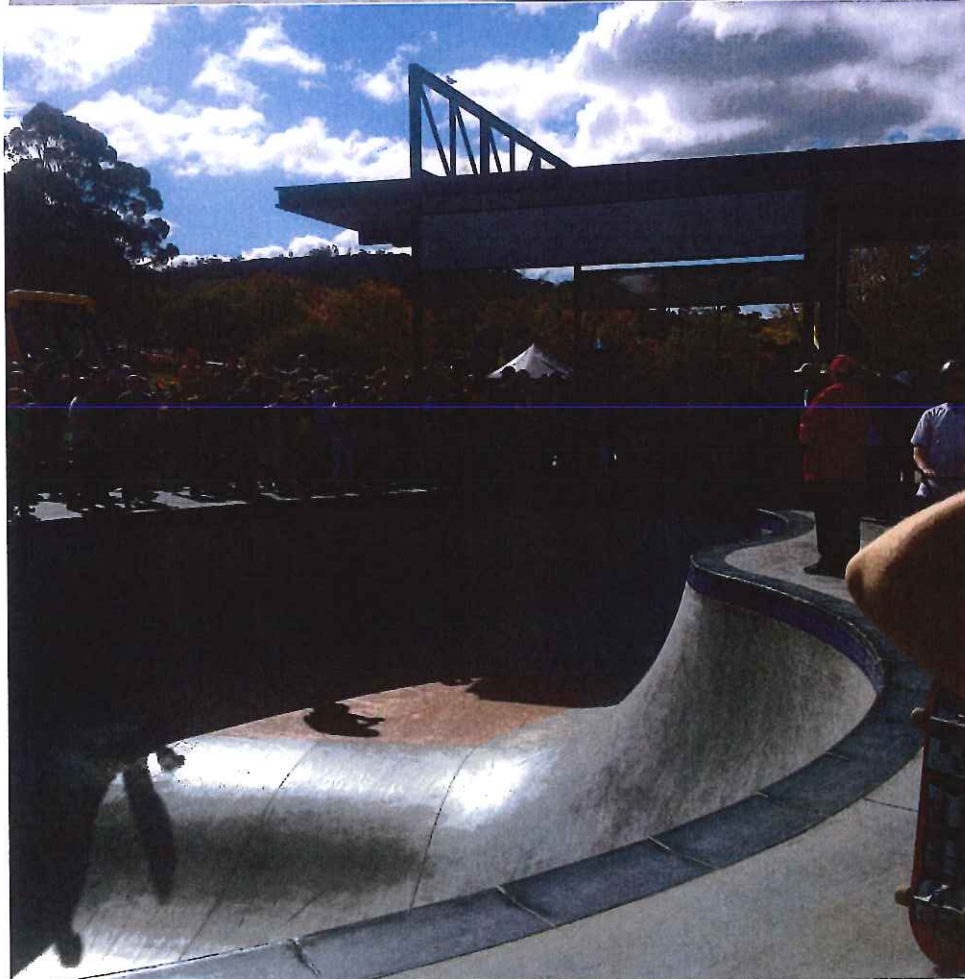
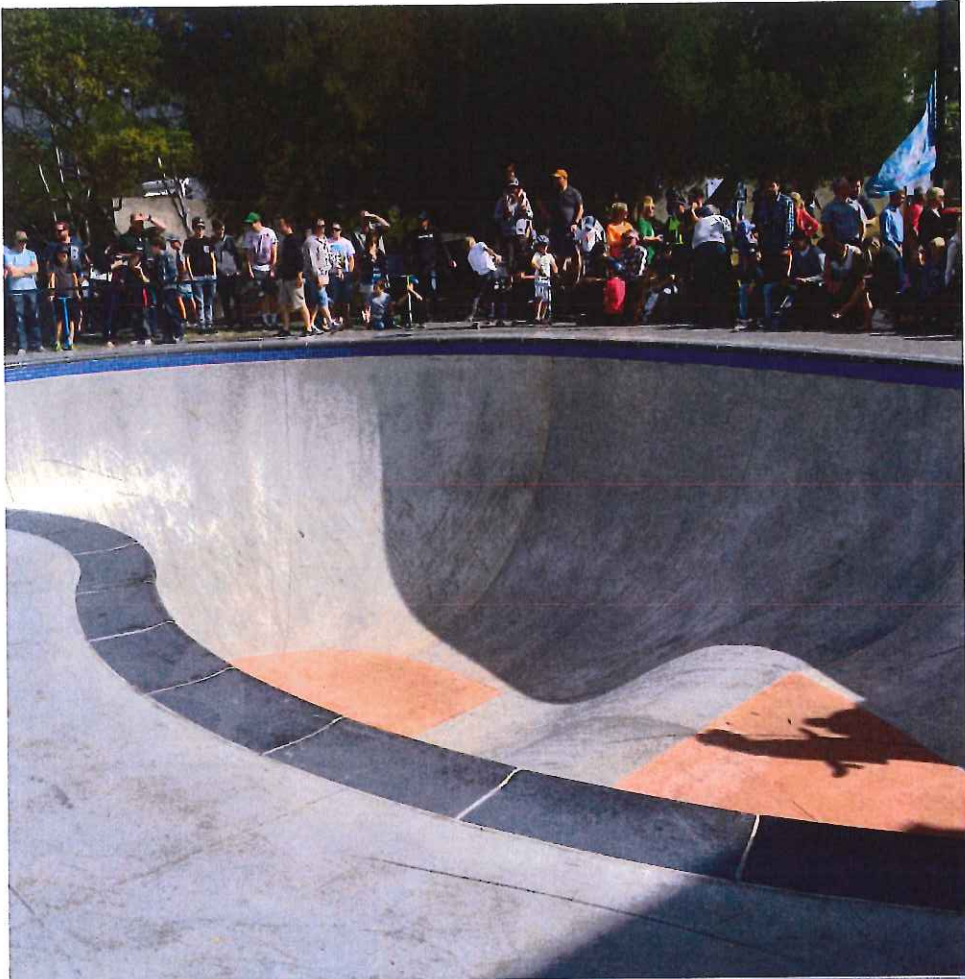




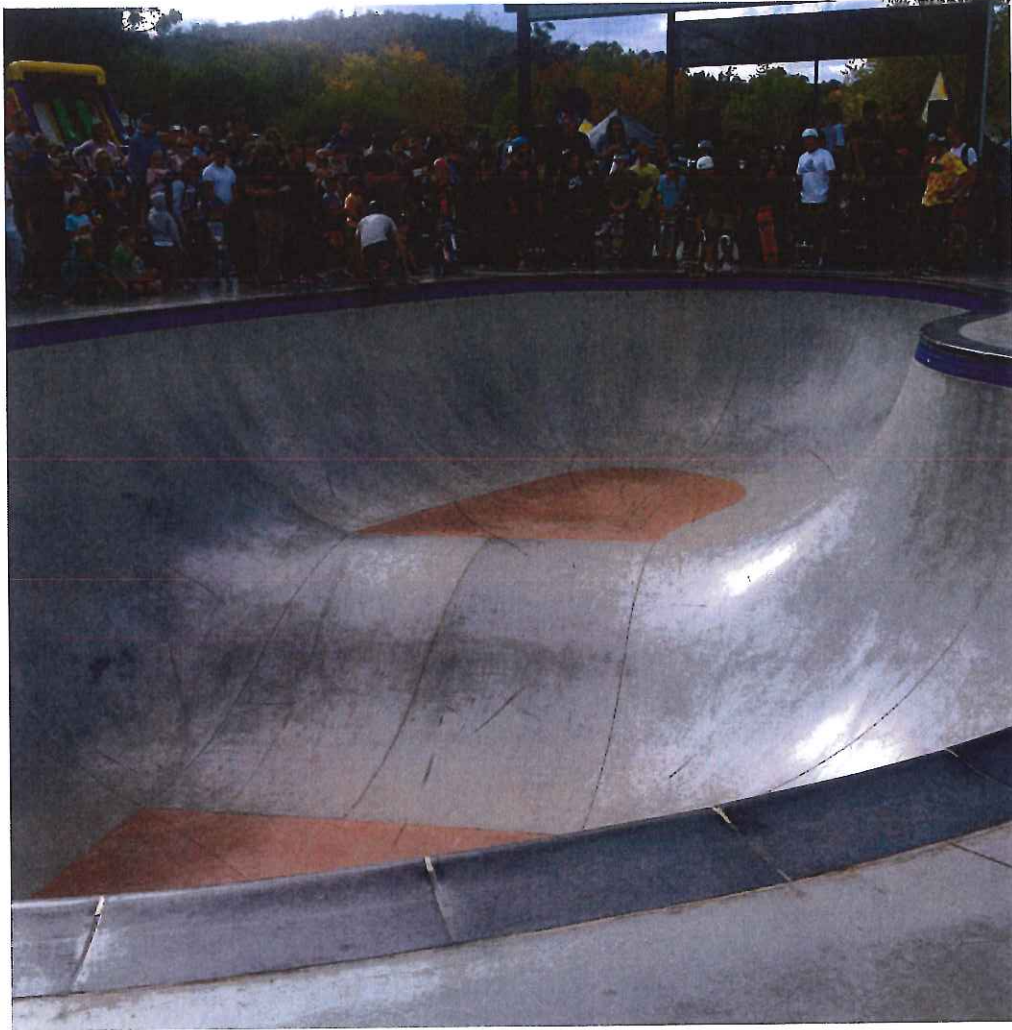
Dog Park off Union Street (boat ramp precinct) <sup>1-112</sup>



Skate Bowl – Clarence City Council <sup>1-113</sup> (1)



Skate Bowl – Clarence City Council <sup>1-114</sup> (2)

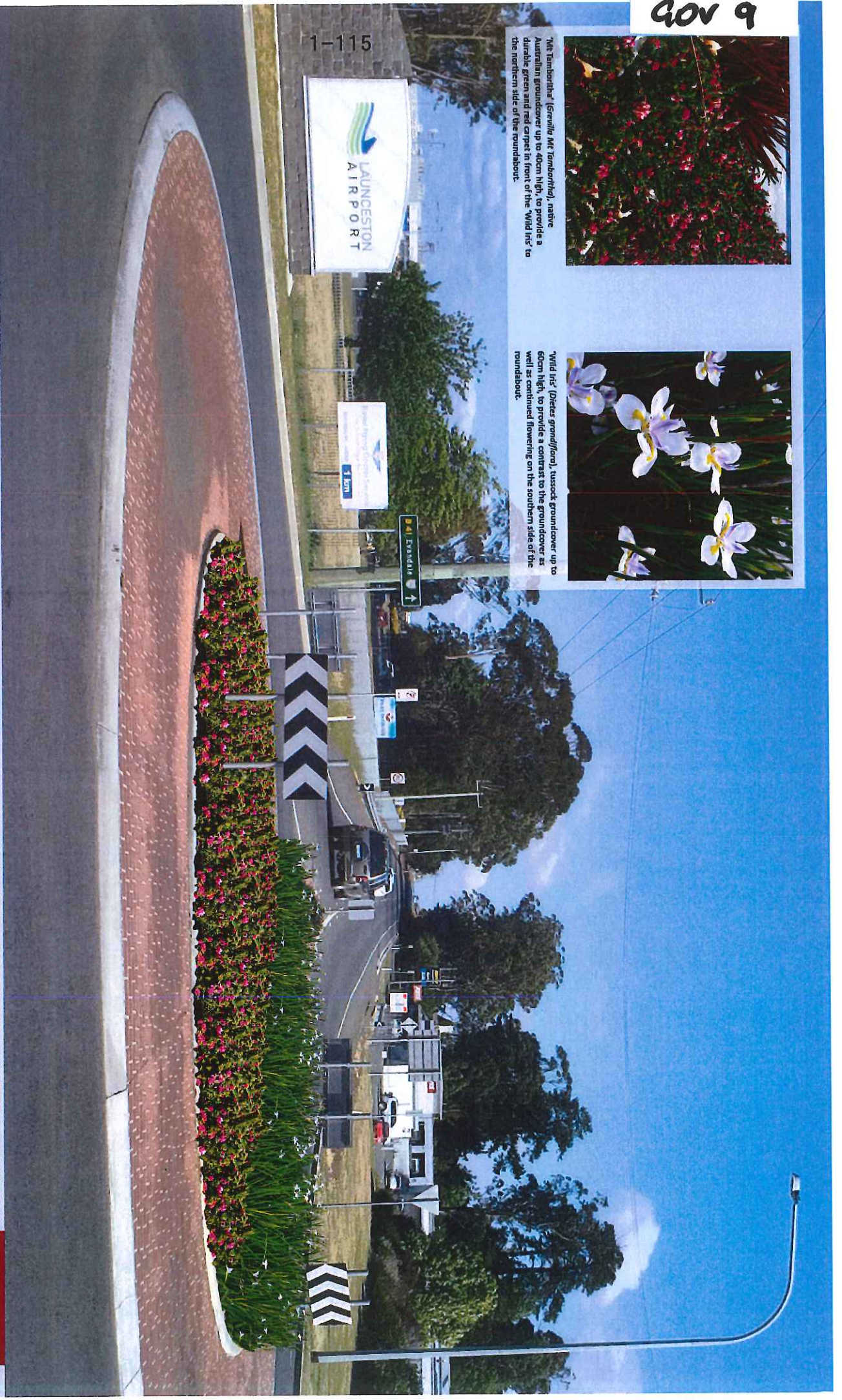




'Mt Tamborithal' (*Gerwilla Mt Tamborithal*), native Australian groundcover up to 10cm high, to provide a durable green and red carpet in front of the 'Wild Iris' to the northern side of the roundabout.



'Wild Iris' (*Dietsa grandiflora*), tussock groundcover up to 60cm high, to provide a contrast to the groundcover as well as continued flowering on the southern side of the roundabout.



1-115



# LAUNCESTON AIRPORT ROUNDABOUT ENHANCEMENT CONCEPT

Evandale Road - Hudson Fysh Drive Roundabout Breadalbane Tasmania

**LANGE**

design  
landscape architecture

June 6, 2017



Gov 10

LORD MAYOR'S OFFICE  
TOWN HALL  
MACQUARIE STREET  
HOBART  
TASMANIA

His Worship the Mayor of Northern Midlands  
Councillor David Downie  
Northern Midlands Council  
PO Box 156  
LONGFORD TAS 7301

Dear Mayor Downie

I write to seek your support on a motion the City of Hobart is intending to submit to the Local Government Association of Tasmania (LGAT) General Meeting on 26 July 2017.

The motion is as follows:

**Motion**

*That LGAT be requested to lobby Tasmania's 29 councils to consider efforts they could take to lobby the federal government to change the date of recognition of Australian Day.*

Every year there are ever increasing public rallies by both indigenous and non-indigenous people protesting against the current legislated date for Australia Day because Aboriginal people view it as Invasion Day; rallies held this year in capital cities drew tens of thousands of supporters. There is a growing acknowledgement that 26 January is not a day of celebration for all Australians. The current date has only been in practice since 1994 and before that time it was celebrated on a long weekend in January.

If consideration is given to changing the date that we recognise as Australia Day it provides an opportunity to find a more inclusive date for all Australians to celebrate.

The Council will also be submitting a motion on this topic to the Australian Local Government Association (ALGA) National General Assembly (NGA).

I appreciate your consideration of this matter and would be happy to discuss it with you if you have any questions.

Yours sincerely

Alderman Sue Hickey  
**LORD MAYOR**

Friday 12 May 2017

SEARCHED	INDEXED	SERIALIZED	FILED
MAY 18 2017			
REC'D 18 MAY 2017			
Attachments			
Priority			
To No.			
Location			
NORTHERN MIDLANDS COUNCIL			

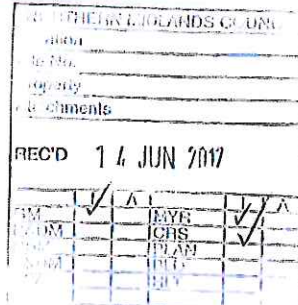
CITY OF HOBART



PARLIAMENT OF AUSTRALIA - THE SENATE

9<sup>th</sup> June 2017

Deputy Mayor Richard Goss  
Northern Midlands Council  
PO Box 156  
LONGFORD TAS 7301



Senator the Hon  
**Eric Abetz**  
Liberal Senator for Tasmania

Dear Deputy Mayor,

**Keep Australia Day on the 26<sup>th</sup> of January**

The Hobart City Council has embarked on a divisive and distracting campaign seeking the support of your ratepayers and Council to change Australia Day.


The Prime Minister Malcolm Turnbull has already dismissed this ill-conceived idea. The Federal Government's position on Australia Day being celebrated on the 26<sup>th</sup> of January is clear and unambiguous. It has my full support.

Since my public opposition to the proposal by the HCC the feedback for my stand has been overwhelmingly strong.

Mostly, people want Australia Day to remain being recognized on the 26<sup>th</sup> of January. Many others agree this is not core business for local councils which have genuine issues with which to deal.

For your interest I attach an article by a local government councillor – Councillor Jacinta Price from Alice Springs which is self-explanatory. She sums up the issue exceptionally well which leads to the obvious conclusion that you and your Council should not be distracted by this HCC campaign and your ratepayers should be spared its distraction and division.

Yours sincerely,

  
**Eric Abetz**  
**Liberal Senator for Tasmania**

**...advancing Tasmania's interests.**

## THE AUSTRALIAN



## Australia Day date change won't end abuse of Aboriginal people

JACINTA NAMPIJINPA PRICE THE AUSTRALIAN 12:00AM January 28, 2017

I keep hearing that Aboriginal people want to change the date of Australia Day. Well, what about the Aboriginal people who do not want to change the date? Do we not count because our opinions differ? And why aren't these people who protest about changing the date as concerned about the Aboriginal people affected by domestic violence, alcohol and drug abuse? Why aren't the marches for murdered Aboriginal women as big as the marches on Australia Day?

Yes, let's learn about our history, but how is changing the date going to do a thing for the Aboriginal women dying at the hands of Aboriginal men, the Aboriginal children who miss out on school, and the Aboriginal children who are living in dysfunctional circumstances? I can bet you London to a brick they are not concerned with a date change. It is the Aboriginal middle class who are concerned about date changes and those pushing the agenda come from privilege in comparison to the Aboriginal people who are the country's most marginalised. But let's all make a huge deal out of this, an even bigger deal out of this than actually saving the lives of Aboriginal people who are living among us now.

I'm pretty sure if we are pressured enough to change the date then there will be something else for the Aboriginal middle-class activists and guilt-ridden whitefellas to be offended about. After all, has saying "sorry" stopped domestic violence and dysfunction? Has saying "sorry" saved an Aboriginal life? I know it did absolutely nothing for me, but most token symbolism does very little for me because in my opinion only hard work, responsibility and real action can make real change.

The future is far more important to me than our past. Our future is where we should be focused so that the most marginalised Aboriginal people of this country, whose first language is usually not English, who do not have access to media, whose lives are affected at alarming rates of family violence, can have the same opportunities as those who claim to feel pain because a country celebrates how lucky we are on a date that marks the arrival of the First Fleet at Sydney Cove.

People want to call it a day of mourning. Well, we Aboriginal people have become professional mourners. We are constantly in a state of mourning it seems. So why do we want to stay in such a state? What do we have to benefit from being in a constant state of mourning? Mourning does not give us freedom: it imprisons us, and I have had enough. I bury my family far too regularly and that is all the mourning I can handle.

I want everyone in this country to have opportunity. I want to pull my people out of the crippling state of mourning and I don't want anyone to feel guilty or bad for feeling joy and celebrating a country we love. The future is ours to make the best of and this will be done only if we do it together.

*Jacinta Nampijinpa Price is an Alice Springs councillor. This was her Australia Day Facebook post*



Gov 11

LONGFORD LOCAL DISTRICT COMMITTEE

NORTHERN MIDLANDS COUNCIL					
Location					
File No.					
Property					
Attachments					
REC'D 8 MAY 2017					
GM					
P&DM			MYR		
CSM			CRS		
E&DM			PLAN		
MA			BLD		
			CHCT		

4 May 2017

Mr Des Jennings  
 General Manager  
 Northern Midlands Council  
 Smith Street  
 Longford  
 Tas 7301

Dear Mr <sup>Des</sup>Jennings,

At its April meeting, the Longford Local District Committee discussed the LINC closure and noted that once the renovations have been completed the library intends to close its doors to the public on Mondays.

The committee expressed its concern at this considerable loss of amenity to the community and believes that such a drastic reduction in service is not justified.

It also moved that Council be advised in writing about these concerns and ask that they also be conveyed to the Northern Manager of LINC and the Minister for Education and Training.

Sincerely,



Linus Grant  
 Chairman

## **OVERVIEW**

Launceston LINC is intending to undertake community consultation in October regarding a number of proposed changes to the Longford Library. The proposed changes include:

- Realigning opening hours to better meet community need
- Adjusting staff rosters to create more capacity for service delivery
- Undertaking some minor refurbishments to the interior of the building.

## **CURRENT OPERATION**

Longford Library is currently open for 36 hours per week from Monday to Friday.

The centre generally opens at 11am and closes between 5 and 7pm, depending on the day.

The original intent of these operating hours was to maximise the amount of time the centre would be open. This was achieved by rostering only one person on at the centre for most of the day. The exception was over the lunch period to enable staff breaks.

## **PROPOSED CHANGES**

LINC Tasmania is proposing to maintain existing staff hours but to reduce the centre's opening hours from 36 to 28 hours per week.

This will enable two staff to be rostered to work for most of each day and will enable the delivery of community-driven programs such as children's programs, community learning programs and literacy support.

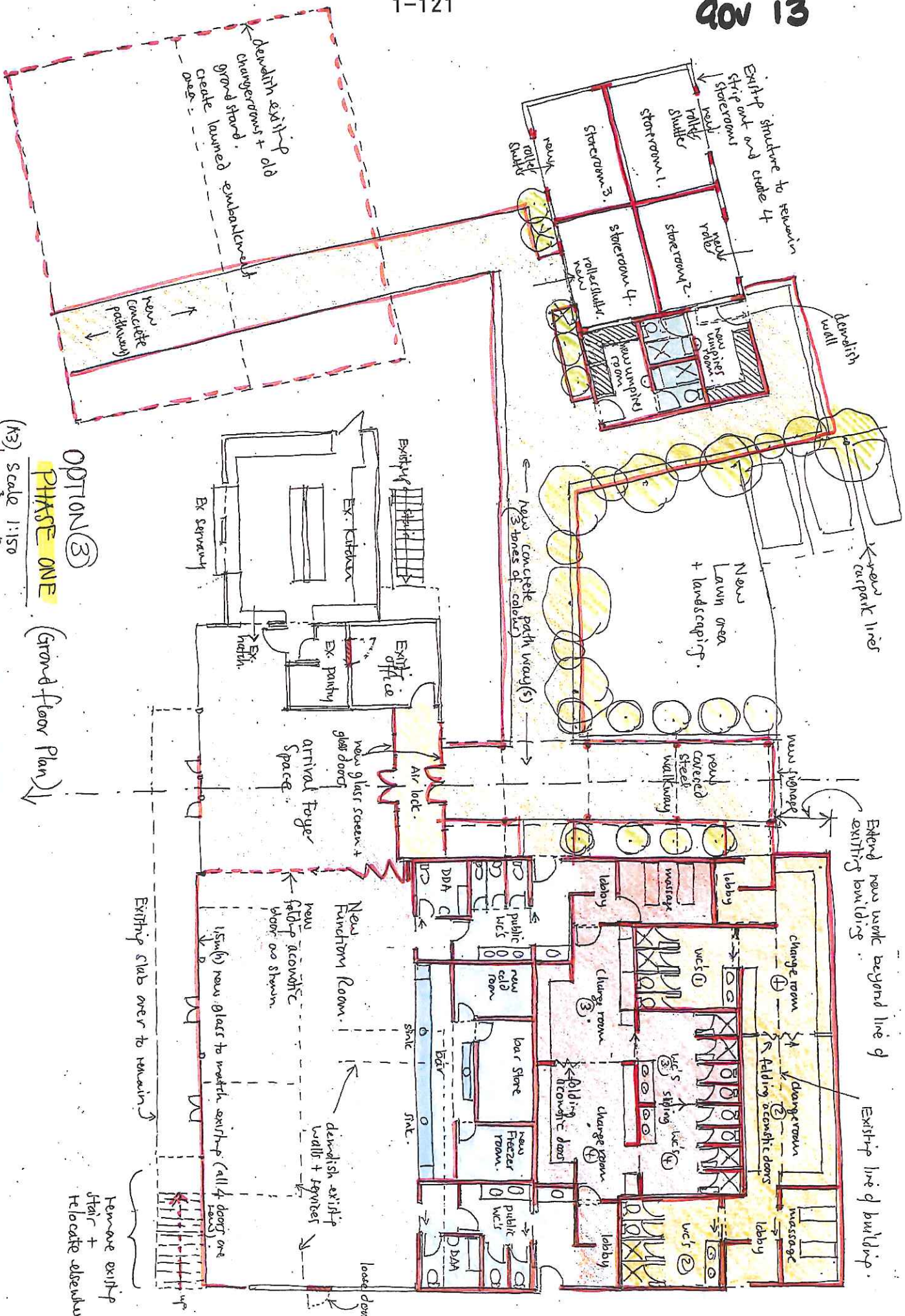
LINC Tasmania will also invest funds to refurbish the interior and make the space more inviting and functional.

## **COMMUNITY CONSULTATION**

LINC Tasmania wishes to engage in community consultation around these changes. This will be achieved through a community survey, available online and in hardcopy at the Longford Library.

We will promote this consultation through:

- Point of placement advertising in the Longford Library
- An advertisement in the local newspaper
- Communication with local schools and hopefully in their school newsletters
- Through the Northern Midland Council's Facebook page.



**OPTION 3**

**PHASE ONE**

**(Grand floor Plan)**

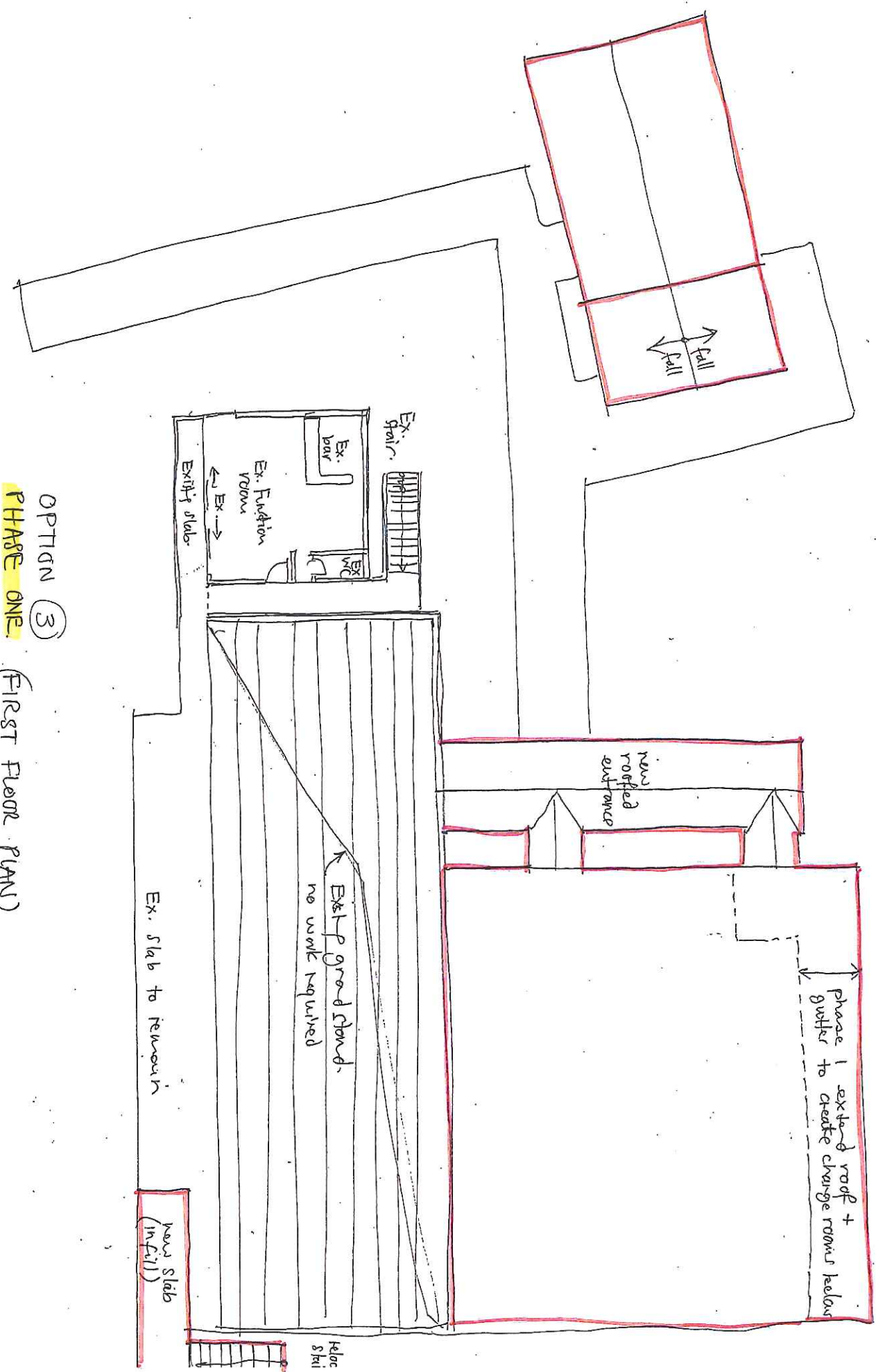
(K3) Scale 1:150

10m

Remove existing stairs + relocate elsewhere

Extend new work beyond line of existing building

Existing line of building



OPTION 3

PHASE ONE

scale 1:150.

(FIRST FLOOR PLAN)

0 1 2 3 4 5m

low.

oval.

Phase 1 - extend roof + gutter to create change rooms below

Exit ground level, no work required

Ex. slab to remain

New Slab (infill)

new roofed entrance

fall

Ex. stairs

Ex. bar

Ex. Function room

Exit slab

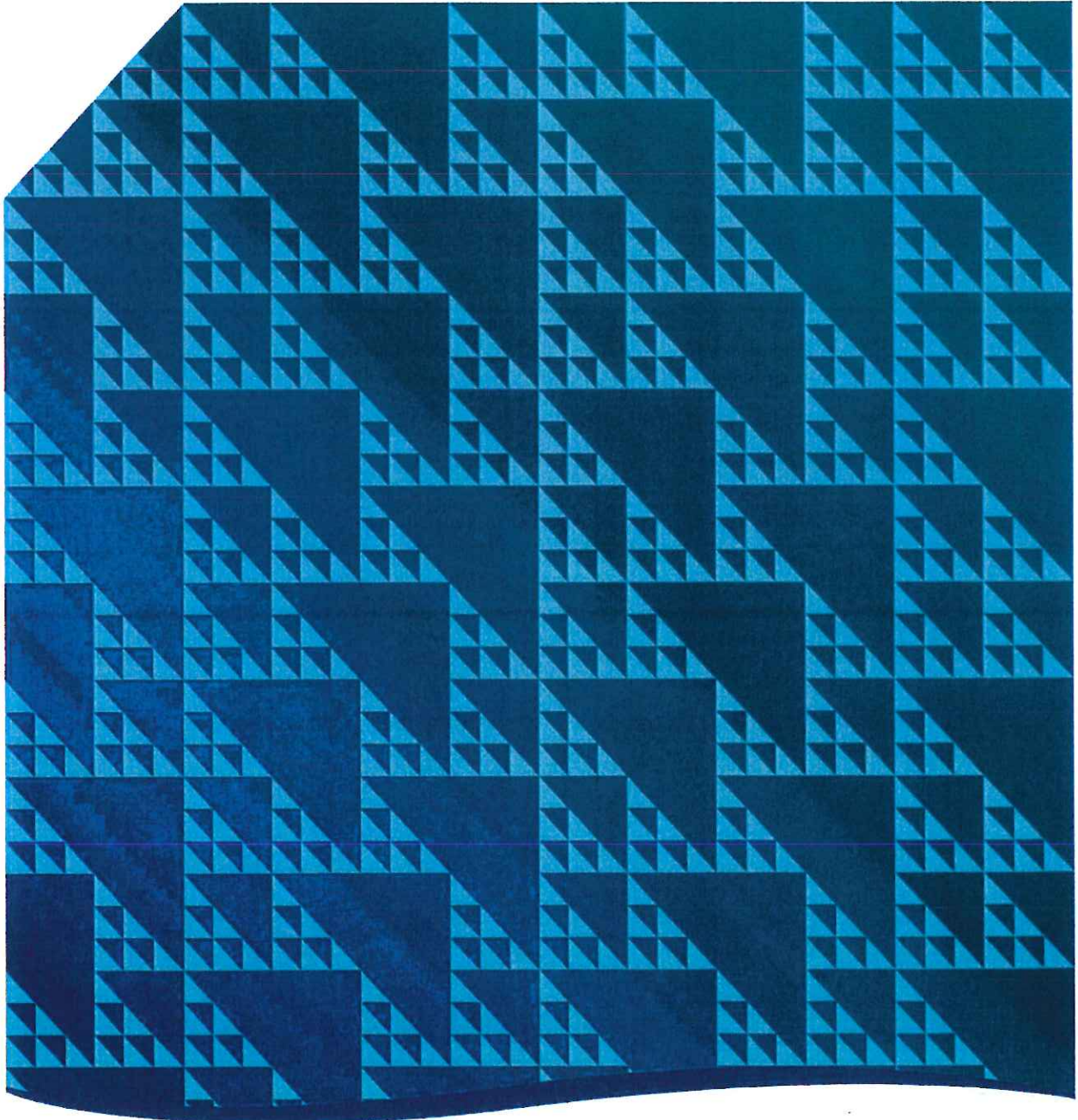
telec slab

C10V 14

Consultation Summary

31 May 2017

# Perth Link Roads



## Introduction

The Perth Links project will contribute to positive changes within the community of Perth.

The Department of State Growth recognises that this project will impact on residents, landowners and business in different ways. We are committed to engaging directly with the Perth community and other key stakeholders and providing them with multiple and varied opportunities to view, understand, comment and provide feedback on what is being proposed.

The analysis of the consultation to date indicates majority support for the proposed design. This is based on feedback from the community at two well-attended public displays, an online public forum and direct correspondence with the department. The feedback received continues to inform the detailed design process.

It is clear there is further work required to resolve a number of genuine concerns raised by the Perth community. People want to know more about appropriate noise mitigation, landscaping and screening, and stormwater mitigation. A key issue for some in the community is local access from the Illawarra Road junction into west Perth.

Ongoing stakeholder engagement will occur for the full life-cycle of the project.

## Project Objectives

The Perth Link Road project will:

- Improve the safety and amenity of Perth by removing through traffic, including heavy vehicles, from the town centre and residential streets.
- Ensure continued access to the Perth Town Centre for passing and local traffic.
- Provide improved, high-speed connections along the Midland Highway – a key freight corridor – leading to ongoing economic benefits through more efficient freight and passenger vehicle transport across the State.

## Background

The Department of State Growth has, either directly or through its consultant GHD, undertaken active engagement with a range of stakeholders to date. These include the Northern Midlands Council, Perth Local District Committee, business owners, commercial operators, landowners and Perth residents. There has also been consultation with bus operators, the RACT, Tasmanian Transport Association and Heritage Tasmania.

Stakeholder engagement activities undertaken include:

- Briefings to Northern Midlands councillors and council management, including the Perth Local District Committee
- Meetings and ongoing contact with individual landowners and residents
- Two public displays of the preliminary project design
- An online forum.

The project also has a website at [www.midlandhighway.tas.gov.au/projects/perth\\_link\\_roads](http://www.midlandhighway.tas.gov.au/projects/perth_link_roads)

The website is regularly updated and will continue to be an important source of information about future construction programming and traffic management. The website address is included on all promotional material.

## Community Engagement Summary

The Department has received considerable feedback from the local community. This includes:

- Around 230 people attending two public displays
- 34 comments on an online forum, with 31 endorsements or disapprovals of those comments
- 9 letters and emails to the Department

Feedback from forums such as third party social media, the Examiner website poll, letters to the editor, or radio talkback (where commenters were not aware of or consenting to their comments being used for the purpose of formal input to the project) have not been included.

The public displays and online forum were advertised by:

- Web – project webpage and Northern Midlands Council web page
- Facebook sites – Council and RACT
- Email – Council groups, including the local district committees
- Print media adverts – Examiner newspaper
- Poster – local businesses
- Letter drop to all houses in Perth (second display only).

### Public displays

Two separate events provided community members with the opportunity to view the design plans and project information, and provide feedback. These were held at the Perth Community Centre with approximately 110 people attending the first on the afternoon of Saturday, 18 March 2017 and around 120 attending the second on the evening of Wednesday, 17 May 2017.

Project team members were available to answer questions and to actively seek and record feedback from attendees.

The design was also displayed at the Northern Midlands Council offices in Longford from 20 March to 3 April 2017.

### Online forum

An online forum (Social Pinpoint) was provided to gather feedback at:

<https://stategrowthtas.mysocialpinpoint.com/perthlinks#/> This was available from 10 - 17 May 2017.

Social Pinpoint allowed the public to provide general feedback about the project or to 'pin' specific comments to a location of their choice on the design plan, with the ability for others to like or dislike comments made. 34 comments were made and 30 likes and 1 dislike of the comments recorded.

### Direct contact with State Roads

Nine individual letters and emails relating to the project were sent directly to the Department.



## Feedback

The majority of feedback received at the public displays, via correspondence and Social Pinpoint was positive, with participants seeing the proposal as an opportunity for the town to unite. Positive feedback also related to the timing of construction (bringing it forward), safety improvements (heavy vehicles away from Main Street), and the bicycle connection.

Concerns were raised over the impact of noise and light on residential amenity, the potential impact of stormwater and flooding, the bridge not being replaced as part of the project, and tree plantings and screenings.

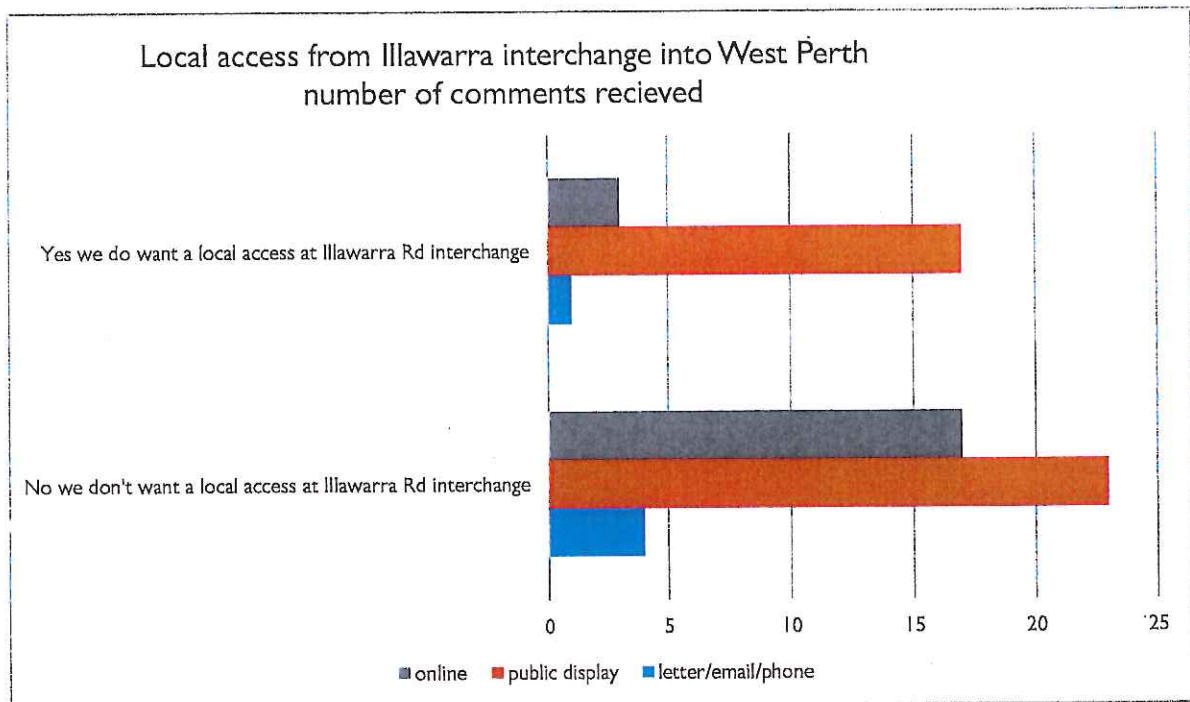
It should be noted that where a concern has been raised, this does not necessarily indicate that the respondent was unhappy with the overall design, simply that they wished to raise a question or concern about the particular theme identified.

To maximise response, a number of different options for giving feedback were made available. In a small number of instances where we were unable to identify the respondent, comments by the same individual may be duplicated, for example at the public display and on-line.

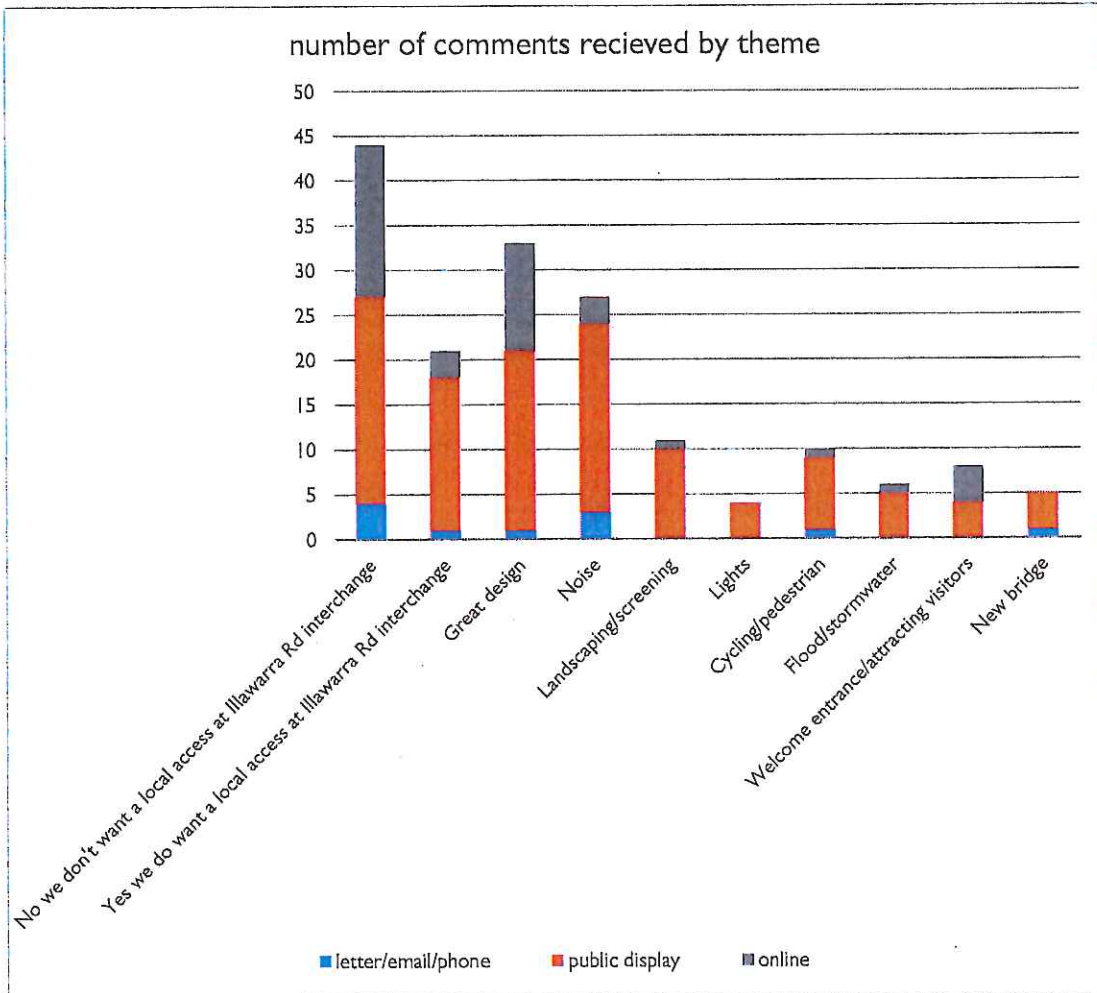
### Local access at Illawarra Road interchange into west Perth

The local access at the Illawarra Road interchange was the most commented upon issue. It was raised as both a positive (improved amenity and safety) and negative (increased travel time for west Perth residents on the journey between Perth and Longford).

Across the public displays, Social Point and correspondence, the feedback recorded showed the majority (68%) of respondents not wanting local access at the Illawarra Road interchange, and 32% in favour of local access at the Illawarra Road interchange into west Perth.



Other Themes



A number of comments congratulated the Department on a “great design”. Reasons given for this included taking heavy vehicles off the Perth main street and providing Perth residents with a high standard road for the future. Respondents were often keen for the project to commence as soon as possible

Concerns about noise impact from the highway came mainly from residents around the outskirts of Perth. This theme was closely related to calls for screening and landscaping.

There was considerable interest in the design of the cycling connection to Perth.

There was concern that the design could exacerbate existing stormwater issues.

Some participants wanted to ensure commercial activity in Perth was not reduced and that visitors were still attracted into Perth.

Some respondents wanted the South Esk River Bridge upgraded to 4 lanes.

A more detailed list of representative summarised comments made by community members can be found at Appendix A.

## Departmental Response

The Department is considering the feedback received from the community and undertaking further design work as part of consideration of the local access at Illawarra Road interchange. A final decision will be made as part of the Development Application submission to Council in June 2017.

The Department is completing noise modelling and will communicate the results with those landowners who raised concerns. Noise mitigation will be installed where required in accordance with the Department's guidelines.

A landscaping plan is under development in consultation with Northern Midlands Council. Most landscaping / screening will need to occur on private land and is subject to agreement with landowners.

As a result of the interest in the provision of cycling/pedestrian infrastructure, the shared path from Perth to Illawarra Road has been extended to Pateena Road. This path will provide for the safety of cyclists/pedestrians and will be considered for extension beyond Pateena Road as part of future road upgrades.

The Department continues to liaise with Northern Midlands Council as part of the West Perth Flood working group. The new road and stormwater system has been designed so that it reduces the risk of properties flooding.

The Department is also working with Northern Midlands Council to design welcome entrances to the town and make the main road more appealing for shopping. Signage will also be provided on the highway highlighting key Perth attractions.

The bridge over the South Esk River has a 50 year life and is not yet due for replacement.

The Department is aiming to award a construction contract in January 2018 that will enable construction to start in the first half of 2018.

## Appendix A – Representative summarised examples of comments on main themes

Theme	No. of comments	Examples of summarised comments
Great design	33	<p>Taking heavy vehicles off streets</p> <p>Sooner the better</p> <p>Good for the future</p>
Local access at Illawarra Road interchange into west Perth (don't want it)	44	<p>Safety benefits outweigh inconvenience.</p> <p>West Perth resident do not want link.</p> <p>It is a drag strip.</p> <p>Makes sense to have access via Main Road.</p> <p>Safety concerns with railway crossing.</p> <p>A few minutes! What the problem?</p> <p>It will improve safety, noise, and diesel fumes for all residents along Drummond St &amp; Illawarra Road.</p> <p>Vast improvement to turn it into a cul-de-sac. Will gladly drive a minute or two further to get to Longford if it means my street will have no heavy vehicles on it.</p> <p>I do not want a slip lane.</p>
Local access at Illawarra Road interchange into west Perth (want connection)	21	<p>Extra travel time</p> <p>Older people do not like driving on and off highways.</p> <p>Important to community services.</p> <p>Want full access.</p> <p>Like slip lane in only.</p> <p>Shoppers will drive to Kings Meadows instead of Longford.</p>
Noise	27	<p>What sound protection will there be for Napoleon, Philip, Edward Streets and Illawarra Road near cul de sac?</p> <p>New development needs noise barriers.</p> <p>Now getting echo from new Perth- Breadalbane highway.</p> <p>Noise impact on township a concern.</p> <p>Would like noise mitigation in place prior to construction.</p> <p>Heavy vehicle deceleration noise on the approach to the river roundabout.</p>
Landscaping / screening	11	<p>Screening very important.</p> <p>Concerned about visibility of road to township.</p> <p>Screening detail along Napoleon Street?</p> <p>When will details be available?</p> <p>Prefer natural look.</p> <p>Having timber fence up is good but having trees and shrubs goes a long way when it comes to eye appeal to residents and travellers but also brings more wildlife to the place more reason for people to stop.</p> <p>Need landscaping to hide Illawarra interchange</p>

<b>Lights</b>	<b>4</b>	Concerned about lights from highway impacting residences.
<b>Stormwater / flood</b>	<b>7</b>	Roads flood badly and will get worse as more properties are built. Flood issues opposite Napoleon Street Block off Youl Rd after the Edward St intersection and create a huge flood detention basin
<b>Cycling and Pedestrian</b>	<b>10</b>	Would like a cycling track to Longford. Cycling track should be sealed not gravel. Cycle track should extend through Perth. Maintain walking access under bridge. Greater cycle linkage of Launceston through Perth to Evandale and surrounds?
<b>Commercial activity</b>	<b>9</b>	Truckies won't stop for food. Should support local business, supermarket. Signage and landscaping needs to be done to maximize this asset, so people will stop. We need to make the river a major drawcard. Perth needs more than attractive entrances.
<b>Bridge</b>	<b>5</b>	Why not duplicate the bridge?

## INFORMATION PROVIDED BY THE DEPARTMENT OF STATEROADS

The consideration is in regards to two options.

Option A – no local access at Illawarra Road interchange, retain full access at the southern and northern interchanges.

Option B – addition of local in-only access at Illawarra Road interchange and the removal of the slip lane (in-only) at the northern interchange.

## Option A

- Illawarra interchange optimised as a safe and high speed system interchange allowing the efficient movement of all vehicle types.
- Focus of access to the northern and southern interchanges onto the main road with good signage and access to businesses and all areas of Perth.
- Majority of residents will have no change or improved travel times to Longford. Some residents in West Perth will have an increase of a couple of minutes in travel times between Perth and Longford.
- 68% of respondents to this issue during the Community Consultation process supported no local access at Illawarra Road interchange.

## Option B

- Addition of a local in-only access will introduce safety risks and potential traffic efficiency reductions. Potential substandard road design, multiple merge points in a high speed (110km/hr) environment.
- Direct connectivity at this location would provide benefit to a relatively small number of residents. Thus the additional access at Illawarra Road interchange would be offset by the removal of the slip lane from Illawarra Road at the northern interchange.
- Increase in traffic on residential areas including Youl Main Road and Drummond Street reducing amenity.
- Reduced safety of West Perth residents due to an increase in traffic volumes (up to 1500 vehicles per day based on in-only access and growth of 2043). Crash data for the last five years for Drummond Street and Youl Main Road is 34 crashes including 10 casualties.
- Maintain road traffic interaction with a level railway crossing.
- Additional design could potentially further delay approvals and construction.
- 32% of respondents to this issue during the Community Consultation process supported local access at Illawarra Road interchange.
- Additional \$1 million to the project cost (local in-only access ramp at the Illawarra Road interchange is an additional \$2 million with a saving of \$1 million by removing the slip lane (in-only) at the northern interchange.)

Diagram below showing the approximate location of a local in-only access at Illawarra Road interchange.

