

2023-08-21 ORDINARY MEETING OF COUNCIL - OPEN COUNCIL ATTACHMENTS

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PERTH COMMUNITY CENTRE MANAGEMENT COMMITTEE (PCCMC)

COMMITTEE GENERAL MEETING MINUTES

Perth Community Centre, 173 Fairtlough Street, Perth, on Tuesday June 6th, 2023. Meeting commenced at 7.05 pm.

PRESENT

Acting Chair Judi McGee, (JM), Jo Saunderson (JS), Ralph McGee (RM), Glenn Leighton (GL), Cr. Dick Adams OAM (DA)

APOLOGIES Katrina Freeman (KF)

ABSENT None

MINUTES OF PREVIOUS MEETING

Moved: JM Seconded: RM that the minutes from previous meeting Tuesday April 4th, 2023 as read be accepted as a true record

CARRIED

BUSINESS ARISING & ACTION SHEET FROM PREVIOUS MINUTES

- GL advised that the toilets sign has been fitted.
- The centres Defib is still showing inside the foyer on the web site so JS is going to contact St Johns Ambulance to try and get an alternative contact.
- RM advised that the handles on the urn have been replaced.
- JM advised that 2 alarm remotes have been ordered through Jacksons.
- JM advised that 50 new knives have been purchased for the kitchen however some of the other cutlery pieces look like they have dwindled. A full count of cutlery will be done when child care vacate.

NEW BUSINESS

- JS suggested that as the centres piano is not worth fixing that it be converted into a planter box. The committee liked the idea and are open to suggestions where this could be placed – the foyer was suggested.
- JS advised that she has had donated to her a set of black glass crockery including serving trays (approx. 16 placing's). It was suggested that these were placed in the function room cupboard for use in that room. JS to advise on exact numbers of pieces.
- DA advised that council will be having their budget meeting soon and rates and garbage collection will most likely rise.
- JM advised that the Child Care will be vacating the centre on June 19th. They will be setting up the existing rooms as a flow on for ASC later in the year and will notify us when this happens. She mentioned that the fee of \$25 per day used should adequately cover the cost of power but that there has been some talk again about that area having their own power installed. They will no longer need the laundry facilities so JM to request to council that the area be converted back to ladies showers. **ACTION SHEET.** They will also be vacating the centre office in the foyer but may need access at some stage for their IT. The shelving behind the roller door

belonging to them will also be removed along with the cupboard in the Kitchen. They are still in discussion with the building supervisor in regard to the blue cupboards and Kate will notify us when they decide if they still want them.

- JM advised that Jacksons Security will need to be advised of change in contact details if alarm is set off through the day in the child care area once they have moved. **ACTION LIST**
- RM advised that there is a box of spare carpet tiles (approx. 16 tiles) that have been stored in the Lions room for safe keeping.

TREASURERS REPORT

GL reported that as of Tuesday June 6th the bank balance was \$12,189.92 and that the new carpet has been fully paid for. There are no outstanding debts.

Moved GL that the report be accepted.

Carried

CORRESPONDENCE

Emails from Child care re moving.

Meeting closed at 7.35 pm

Next Meeting.

GENERAL MEETING

Tuesday August 1st commencing at 7.00pm

KATRINA FREEMAN

CHAIR

**Minutes**

Northern Midlands Youth Advisory Group – Local Youth, Future Thinkers

Date: 6/07/2023**In Attendance:** Tiffany, Kayla, Lola, Erich, Liam**Apologies:** Mayor Mary Knowles, Natalie Dell- Youth Officer**Chairperson and Secretary(minute taker):** Tiffany**Meeting started:** 3:34pm, Meeting finished: 4:33pm

Item	Discussion	Action	Who	When
1. Business from the previous meeting	<p>1.1 Art Competition- discussed having the competition open to all artists (10-25) as this will not limit the participants. We discussed age brackets they decided to have age 3 divisions. Primary, High School and Open.</p> <p>Discussed prizes and there was talk about doing a range of different prizes, but we narrowed it down to the following: For each of the age brackets will be 1st, 2nd 3rd and honourable mention. Young people would like prizes to be a trophy and a gift. To show young people are appreciated/acknowledged would like participants to receive certificate.</p>	The group discussed having a workshop session next Thursday and for Nat and Tiff to email them to confirm.	To confirm the workshop – Nat and Tiff	By Monday
	<p>1.2 Logo for the group- Tiff showed the group range of Logo ideas and the group really liked them.</p>	YAG to go away and design the logo	YAG members	By workshop or next meeting

Minutes

Northern Midlands Youth Advisory Group – Local Youth, Future Thinkers

	No one had any to submit but decided to go away and have a go at designing.			
2. New Business	<p>2.1 Getting the word out to young people about YAG.</p> <p>The group discussed advertising on Facebook, especially the noticeboards and Schools. Speaking to the classes about the group, newsletter. Liam said that he will keep in contact with Nat but also talk to some of the young people he knows and tell them about the group.</p>	<p>Advertising posts for Facebook</p> <p>Organising something with the schools</p> <p>Newsletter ad</p>	Nat, Tiff and YAG Members	Ongoing
	<p>2.2 After-school and Lunchtime activities:</p> <p>The group discussed that doing both is better. Having lunchtime activities (accessible to all). After-school activities the best time is right after school - 3:30pm.</p>			Ongoing
	<p>2.3 Bullying and Rumours:</p> <p>Member A brought this topic up as something they and young people are extremely worried about, and an issue young people are facing. Member B also said that young people are struggling with mental health because of this. Group interest in an interactive workshop at the school to spread awareness around; bullying and mental health.</p>	<p>YAG members to go away and think about what they really want to focus on. This is to get a better understanding of what they want to do as an event.</p> <p>Discuss this at workshop more.</p>	<p>YAG Members</p> <p>Nat and Tiff</p>	Workshop



Minutes

Northern Midlands Youth Advisory Group – Local Youth, Future Thinkers

3. Advice to the council	Nothing was brought up during this meeting			

Minutes of PLDC meeting held on July 11th at The Perth Community Centre commencing at 5.30.p.m.

PRESENT: Russell MacKenzie, Jo Sauderson, Tony Purse, Jon Targett, Councillor Paul Tertrtt

APOLOGIES: Don Smith Michelle Elgersma Sam Beattie

GUEST: Trent Atkinson Projects Officer NMC

2 Acknowledgment of Country: Conducted by Russell

Acknowledgement of Country:

In keeping with the spirit of reconciliation, The Perth Local District Committee acknowledges the First Peoples- the traditional owners of the plipatumila land where we live and work. We recognise their continuing connection to land, water, sky and community. We pay respects to Elders -past, present and emerging- and acknowledge the important roles Tasmanian Aboriginals continue to play as part of our community.

3 Procedural:

Confirmation of minutes of previous meeting

Moved Jo Sauderson

Seconded: Jon Targett

3.2 Declaration of any Pecuniary Interest by a Member of a Special Committee of Council

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

* *It should be noted that any person declaring an interest is required to notify the general manager, in writing, of the details of any interest declared within 7 days of the declaration.*

Noted that

- Mr Tony Purse is consulting and/or has an involvement in the following projects currently being undertaken by Council:
 - Perth Community Centre Master Plan
 - Perth Recreation Ground Master Plan
 - South Esk River Parkland Proposal, including owner/developer of adjacent property

As we did not have a quorum Trent Atkinson was asked for his presentation on the Main St Beautification and the proposed bike lane down the main street.

Trent first of all talked about the storm water drainage that needed to be done in Drummond Street before any changes could be undertaken in the Main St. There is also storm water drainage that needs to be undertaken at Taliske r/Scone St intersection. 4,5,6 weeks depending on contractor.

The council had decided to add bicycle treatments to both Longford and Perth Main Sts so a redesign was needed. There were 5 options presented ranging in price from a few hundred dollars to 900,000 dollars. Option one was Trents preferred option which is signage and minimum invasion of roadway. There was also information

regarding joining up of all the bicycle pathways .

Main St is still technically State Growth but with an understanding that council can proceed with certain works.

Clarence St /Main St intersection to be re-aligned.

Old Servo - no change in status

Development Application will come out shortly and community consultation will occur.

Discussion of Napoleon St Park

Thank you to Trent Atkinson for his presentation.

Discussion of attachments to agenda.

Future of Local Government. Information in letterbox to come.

Reduction of speed limit in main St 40kph Fairtlough to Drummond St.

Discussion regarding usage secretarial money for newsletter.

Land next to railway is privately owned.

Russell has been asked to attend council workshop on August 7.

Also discussion regarding Youth Council.

Meeting schedules to be returned to original times.

Budget info to read

Budget action table to be returned to agenda. Discussion on land values and re-evaluation of land values in different towns.

Paul discussed annual plan. Russell stated it would be helpful to have a summary in paragraph form rather than reading 45 pages of info.

Jo asked the question as to what is likely time frame for NAPOLEON ST development.

Jo stated that she thought the bbq at William St reserve was active.

RAP - Council has stated that Rap has been sent to Tas aboriginal reconciliation Group for approval.

Meeting closed at 6.45p.m.

Next meeting 1st August 5.30p.m. at Perth Community Centre

ROSS COMMUNITY SPORTS CLUB INC.

MINUTES

DATE: 12th July 2023
 TIME: 4.15 pm
 LOCATION: Ross Community Sports Club

ATTENDEES

Candy Hurren	Sue Kay	Owen Kay	Sally Langridge
Karen Donlon	Molly Jones	Jeanette Draper	Keith Draper
Julie Smith	Michael Smith	Dennis Rule	

APOLOGIES

Ricky Hebbard	Tim Dyer	Marcus Rodrigues	Cr. Richard Archer (NMC)
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IN ATTENDANCE

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ITEMS

NO.	ITEM	ACTION
1.	CONFLICTS OF INTEREST DECLARATION	
	Nil	No Further Action
2.	CONFIRMATION OF PREVIOUS MINUTES	
	2.2 Moved by Sue Kay and seconded by Candy Hurren that the Minutes of the meeting of 14 June 2023 be accepted.	No Further Action
3.	BUSINESS ARISING	
	3.1 Proposed purchase of Club shirts. <i>Michael Smith advised we were still waiting for Logo design from Brett Harris. Candy Hurren provided information from the Tasmanian Clothing Company and Keith Draper advised he will investigate cost of shirts.</i>	Ongoing
	3.2 Preparation of formal budget/financial statement template. <i>Sally Langridge and Michael Smith to get together to discuss format.</i>	Ongoing
	3.3 Purchase and installation of heat pump. <i>Michael Smith advised that Maree Bricknell (NMC) had sent an email as follows: "Council allocated \$50,000 to its Works Building Dept towards the Ross clubroom kitchen and other improvements. Council also allocated \$5,000 to the committee towards heating or other improvements subject to approval of Council's Building Supervisor Damien Wilson." Sally Langridge advised that she had organised a meeting with Damien Wilson (NMC) at 1000 on 19/07/23 re the heat pump and all Committee members can attend. There was unanimous agreement from the Committee to purchase the heat pump regardless of Council's contribution.</i>	Ongoing
	3.4 Veterans Cricket matters. <i>Michael Smith advised that a letter should be ready for the next meeting in August for Committee discussion prior to sending to Veterans Cricket.</i>	Ongoing
	3.5 Club volunteer inductions. <i>Michael Smith agreed to meet at the Club at 0930 on 19/07/23 to complete inductions with any Committee members requiring assistance.</i>	Ongoing
	3.6 Veterans Cricket proposal for removal of trees. <i>It was agreed unanimously by the Committee to remove the smaller trees in the SW corner but to retain the larger trees at the entrance to the grounds. Michael Smith will check with NMC regarding the Club's previous enquiries regarding these trees.</i>	Ongoing

	<p>3.7 Purchase of outdoor exercise equipment. <i>Candy Hurren advised that a Development Application for installation of gym equipment has been posted by Council open until 21 July 2023.</i> <i>3 pieces of equipment have been proposed with one provided by monies raised by Candy Hurren, one provided by NMC and one to be paid by the Club.</i></p>	<p>Ongoing</p>
	<p>3.8 Swimming pool expenses. <i>Tim Dyer and Sally Langridge advised that the Defibrillator was replaced at a cost of \$2835 which was a substantial amount of the swimming pool expenses invoice from NMC.</i> <i>A question was asked if there was an MOU with NMC for the swimming pool, and it was suggested that we should write to Council re the Club's responsibilities in this regard.</i></p>	<p>Ongoing</p>
	<p>3.9 Swimming pool land title. <i>Julie Smith advised that this was not an issue as the said property was the subject of a lease with Council and could be removed.</i></p>	<p>No Further Action</p>
<p>4.</p>	<p>FINANCIAL REPORTS</p>	
	<p>4.1 Moved by Candy Hurren and seconded by Keith Draper that the Treasurer's Report be accepted and that accounts be passed for payment.</p>	<p>No Further Action</p>
<p>5.</p>	<p>CORRESPONDENCE</p>	
	<p>5.1 Inwards</p> <ul style="list-style-type: none"> • Thank You card from Arb Lockett for the donation re Hockey Representative • Commonwealth Bank Merchant Tax Invoice 01/04/23. • IGA Statement 30/04/23. • Commonwealth Bank Society Cheque Account Statement 01/05/23. • Commonwealth Bank Merchant Tax Invoice 03/05/23. • IGA Statement 31/05/23. • Commonwealth Bank Merchant Tax Invoice 01/06/23. • Northern Midlands Council 12/06/23 – Email re Response to condition of trees at grounds. • Veterans Cricket 16/06/23 – Email re 3rd party request for ground hire. • Northern Midlands Council 20/06/23 – Email re response to Community Expo • Northern Midlands Council 21/06/23 – Invoice Electricity (17 Feb to 19 May – \$393.41). • Northern Midlands Council 22/06/23 – Invoice Cleaning (30 May to 13 June – \$354.36). • Northern Midlands Council 26/06/23 – Letter re Liquor License Application. • Northern Midlands Council 26/06/23 – Email re cleaning invoice. • Northern Midlands Council 26/06/23 – Email re carpet replacement in Library. • Northern Midlands Council 26/06/23 – Letter re Liquor License Application. • Northern Midlands Council 28/06/23 – Email re breakdown of costs for swimming pool charges. • Northern Midlands Council 28/06/23 – Invoice GST Payable 2022 (\$977.58). • New Horizons Tasmania 28/06/23 – Email re Ground booking 23/07/23 • Northern Midlands Council 30/06/23 – Invoice Cleaning (30 May to 28 June – \$531.54). • New Horizons Tasmania 30/06/23 – Email re Ground booking • Northern Midlands Council 05/07/23 – Email re Maintenance request Pool footpath. • Northern Midlands Council 10/07/23 – Email re capital works at the Club. • Various emails re facility hire. 	
	<p>5.2 Outgoing</p> <ul style="list-style-type: none"> • Various emails re facility hire. • Barrel Racing 13/06/23 – Email re booking availability. • Northern Midlands Council 19/06/23 – Email re response to Community Expo. • Northern Midlands Council 19/06/23 – Email re Club Liquor Permit. • Northern Midlands Council 23/06/23 – Email re Invoice details. • Veterans Cricket 23/06/23 – Email re proposed hire dates and contact details for 3rd party hirer. • Northern Midlands Council 23/06/23 – Email re carpeting for Library. • Northern Midlands Council 26/06/23 – Email re follow up to Club Liquor Permit. • Northern Midlands Council 27/06/23 – Email re follow up to carpeting for Library. • Northern Midlands Council 27/06/23 – Email re follow up to Invoice details. • Northern Midlands Council 27/06/23 – Email re Invoice breakdown and cost of defibrillator and first aid. 	

	<ul style="list-style-type: none"> New Horizons Tasmania 29/06/23 – Email re Ground booking Northern Midlands Council 10/07/23 – Email re capital works (heat pump) at the Club. Northern Midlands Council 10/07/23 – Email re follow up to condition of trees at grounds. 																		
	5.3 Comment was made by Julie Smith that Veterans Cricket had again injected themselves as the booking contact for the grounds rather than passing the Clubs contact on to the 3 rd party (New Horizons) involved. This was rectified for this booking.																		
	5.4 Moved by Sally Langridge and seconded by Julie Smith that all inward Correspondence be received, and that outward Correspondence be approved.																		
6.	GENERAL BUSINESS																		
	<table border="1"> <tr> <td>6.1 Booking Report Julie Smith provided an update on bookings and the date for the next Bingo, and also advised that we now have 134 Facebook followers.</td> <td>No Further Action</td> </tr> <tr> <td>6.2 Candy Hurren raised the matter of Chairperson Ricky Hebbard’s absence from meetings due to ongoing medical needs. It was moved by Keith Draper to grant Ricky Hebbard a leave of absence and this was seconded by Molly Jones.</td> <td>No Further Action</td> </tr> <tr> <td>6.3 Candy Hurren advised that the owners of the old school (David) had offered the use of their tennis courts for public use if the Club was interested in managing this i.e. take bookings, provide equipment and maintain.</td> <td>Ongoing</td> </tr> <tr> <td>6.4 Tim Dyer raised the issue that we should be mindful of our finances, particularly in light of the talk of a basketball court at the grounds. Tim Dyer also advised that Council had finished bird proofing the toilets at the pool and had replaced the windows.</td> <td>No Further Action</td> </tr> <tr> <td>6.5 Julie Smith advised that the Barrell Racing club had requested a number of dates for events and also camping at the grounds. This was forwarded to the Booking Officer via Ricky Hebbard who had been contacted by Bob Brown (Rodeo). Julie advised Ricky that some of the dates had already been booked and we don’t double book and also that we are unable to camp at the grounds and requested that Ricky get the organisers to contact her to confirm details and provide required paperwork incl insurance. Julie emailed twice in an attempt to get details with the contact at the Rodeo being unaware of any details.</td> <td>Ongoing</td> </tr> <tr> <td>6.6 Sally Langridge advised that we should also consider having the roller for the cover checked for use as has happened at Cressy.</td> <td>Ongoing</td> </tr> <tr> <td>6.7 Sally Langridge recommended that the Club purchase an assortment of games for the Friday Games. This was moved by Molly Jones and seconded by Sue Kay. Sally Langridge to purchase.</td> <td>Ongoing</td> </tr> <tr> <td>6.8 It was moved by Jeanette Draper and seconded by Owen Kay that the turbine vents (whirlybirds) are checked and replaced at the same time as the heat pump is installed.</td> <td>Ongoing</td> </tr> <tr> <td>6.9 Dennis Rule advised that the next Trivia Night has been scheduled for 5 August at a cost of \$10 per head which will include a Pasta supper.</td> <td>No Further Action</td> </tr> </table>	6.1 Booking Report Julie Smith provided an update on bookings and the date for the next Bingo, and also advised that we now have 134 Facebook followers.	No Further Action	6.2 Candy Hurren raised the matter of Chairperson Ricky Hebbard’s absence from meetings due to ongoing medical needs. It was moved by Keith Draper to grant Ricky Hebbard a leave of absence and this was seconded by Molly Jones.	No Further Action	6.3 Candy Hurren advised that the owners of the old school (David) had offered the use of their tennis courts for public use if the Club was interested in managing this i.e. take bookings, provide equipment and maintain.	Ongoing	6.4 Tim Dyer raised the issue that we should be mindful of our finances, particularly in light of the talk of a basketball court at the grounds. Tim Dyer also advised that Council had finished bird proofing the toilets at the pool and had replaced the windows.	No Further Action	6.5 Julie Smith advised that the Barrell Racing club had requested a number of dates for events and also camping at the grounds. This was forwarded to the Booking Officer via Ricky Hebbard who had been contacted by Bob Brown (Rodeo). Julie advised Ricky that some of the dates had already been booked and we don’t double book and also that we are unable to camp at the grounds and requested that Ricky get the organisers to contact her to confirm details and provide required paperwork incl insurance. Julie emailed twice in an attempt to get details with the contact at the Rodeo being unaware of any details.	Ongoing	6.6 Sally Langridge advised that we should also consider having the roller for the cover checked for use as has happened at Cressy.	Ongoing	6.7 Sally Langridge recommended that the Club purchase an assortment of games for the Friday Games. This was moved by Molly Jones and seconded by Sue Kay. Sally Langridge to purchase.	Ongoing	6.8 It was moved by Jeanette Draper and seconded by Owen Kay that the turbine vents (whirlybirds) are checked and replaced at the same time as the heat pump is installed.	Ongoing	6.9 Dennis Rule advised that the next Trivia Night has been scheduled for 5 August at a cost of \$10 per head which will include a Pasta supper.	No Further Action
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7.	NEXT MEETING																		
	7.1 The next meeting is scheduled for Wednesday 09 August 2023 at 4.15pm at the Ross Community Sports Club.																		
8.	MEETING CLOSURE																		
	8.1 The Chair announced the meeting closed at 5.00 pm																		

OUTSTANDING ACTIONS

NO.	ACTION	RESPONSIBLE PERSON	DATE
1.	Lifetime membership has been changed to a Life Member Shield for the Club room. Investigate & cost design for this from Brett Harris. Members with 10+ years incl: Molly Jones/Karen Donlon/Sue Kay/Owen Kay/Sally Langridge/Rose Goss/Eddie Goss		
2.	Complete Commonwealth Bank account signatory change.	Michael Smith	

**MINUTES OF THE CRESSY LOCAL DISTRICT COMMITTEE HELD AT THE CRESSY TOWN HALL ON
WEDNESDAY, 26 JULY 2023 COMMENCING AT 7:00 PM**

1 PRESENT

Helen Williams, Ann Green, Peter Goss, Helen Howard, Maurita Taylor, Daniel Rowbottom

2 IN ATTENDANCE

Richard Goss

3 APOLOGIES

Angela Jenkins, Andy Byard & Katie Lamprey

4 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

a) has an interest; or

b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

**It should be noted that any person declaring an interest is required to notify the general manager, in writing, of the details of any interest declared within 7 days of the declaration.*

5 CONFIRMATION OF MINUTES

COMMITTEE DECISION

Moved Ann Green, seconded Peter Goss

That the minutes of the Cressy Local District Committee meeting held on 31 May 2023 be confirmed as a true and correct record of proceedings.

- Carried

6 BUSINESS ARISING FROM THE MINUTES

6.1 Cressy Recreation Ground development

Stage 2 - Stage two is inclusive of the outdoor/BBQ facility, car park/dump point and landscaping.

Updates: the installation of the dump point has been arranged and contractor engaged to complete.

Peter Goss informed of some updates. Lights around ground have been upgraded, practice nets including cement, BBQ to be installed in undercover area, seating being installed in front of clubrooms around boundary fence.

Daniel informed of a bollard has been placed in proximity of where Dump point will be.

6.2 Cressy Swimming Pool - Heated pool sign

COMMITTEE RECOMMENDATION

Moved Daniel Rowbottom, seconded Maurita Taylor that Council purchase new signage with the CLDC money (secretary), for banners outside pool, which could include pool signage and other general Cressy related themes.

Carried

6.4 Minutes - Cressy District High School. Not commenced.

Daniel to follow up with School.

Other items from 29 March 2023 minutes:

- **RV Overnight area at Brumby's Creek** – Is this possible? -
Update: this property is owned and maintained by Hydro Tasmania not Council.
- **Street Library** – is it possible to have a 2nd one placed in Cressy, contact to be made with Men's Shed for construction of this. Feedback has been requested. *Andy Byard to follow up.*
- **Play equipment in the park** – This must be addressed, other councils are receiving upgrades, but it has been some time since Cressy has received anything new. Referred to the Manager of Works for feedback.
Update: Council is continually upgrading all parks and Cressy will also be included however, no timeline can be advised at this time.
Councillor Goss informed that Park is included in budget.

COMMITTEE RECOMENDATION

Moved Peter Goss, seconded Helen Williams

That play equipment be the priority and Committee would like to discuss with council on what will be installed.

Carried

- **Water Tower** – please keep on agenda - Advice has been received from TasWater who said, the project was assessed as a safety issue as there is tight constraints regarding the fence and limited ability to get height safety equipment into the compound.

Update: The Safety Officer who was in attendance for the duration of the installation of the Avoca Water Tank Mural, has advised she will take another look at the location of the Water Tower in Cressy to see if there are any other options available regarding access, however, has confirmed this is not a guarantee that the project can proceed.

More information will be provided to the committee when it becomes available.

- **Speed Limit** – please keep on agenda, this is a matter of urgency. (Why 50km at the entrance and 60km through the town)?
Update: The Manger of Works has reviewed this and can confirm that the 50km speed limit is at the southern end of Cressy and is related to the school zone.
This is not the case. Speed limit is 60km throughout the Main Street, and only during school times it's reduced to 40km in that zone.
Could the last study report done by made available to committee?

7 NEW BUSINESS

1. *Helen Howard - 4 Prunis trees mentioned previously need replacing. Noted that this may be in next budget.*
2. *Daniel Rowbottom - Request has been made for swimming pool to be made available for elderly swim session twice a week prior to opening to public.*
3. *Maurita and Councillor Goss - Pool committee are looking at external funding options which would help to cover costs.*
4. *Councillor Goss - Trout Expo will be on October 8th, 2023, which coincides with Free Fishing Day.*

8 CLOSURE & NEXT MEETING

The Chairperson closed the meeting at 7:55pm.

The next meeting to be held **Wednesday 27 September 2023.**



NORTHERN
MIDLANDS
COUNCIL

BICYCLE ADVISORY COMMITTEE

MEETING # 4

MINUTES

WEDNESDAY, 27 JULY 2023

COUNCIL CHAMBERS
13 SMITH STREET, LONGFORD

1 ATTENDANCE

1.1 Members

Cr Lambert
Mr Cullimore
Mr Aalbregt
Mr Cocker
Mr Miller
Mr Mackinnon
Mr Atkinson

1.2 Apologies

Cr McCullagh
Mr Burston

2 DECLARATIONS OF ANY PECUNIARY INTEREST BY A MEMBER (OR CLOSE ASSOCIATE OF THE MEMBER) OF A SPECIAL COMMITTEE OF COUNCIL

As per the *Local Government Act 1993*, Part 5, S48A – S56, a councillor or member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the councillor/member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A councillor/member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

Local Government Act 1993, Part 5 - Pecuniary Interests

48. Declaration of pecuniary interest by councillor

(1) A councillor must not participate at any meeting of a council, council committee, special committee, controlling authority, single authority or joint authority in any discussion, nor vote on any matter, in respect of which the councillor–

- (a) has an interest; or
- (b) is aware or ought to be aware that a close associate has an interest.

Penalty: Fine not exceeding 20 penalty units.

(2) A councillor must declare any interest that the councillor has in a matter before any discussion on that matter commences.

Penalty: Fine not exceeding 50 penalty units.

(3) On declaring that he or she has an interest, the councillor is to leave the room in which the meeting is being held.

Penalty: Fine not exceeding 20 penalty units.

(4) The councillor, by notice in writing, is to advise the general manager of the details of any interest that the councillor has declared under this section within 7 days of so declaring.

Penalty: Fine not exceeding 20 penalty units.

(5) The general manager is to –

- (a) ensure that the declaration of interest is recorded in the minutes of the meeting at which it is made; and
- (b) record the details of any interest declared in the register of interests kept under section 54 .

(6) In addition to any penalty imposed under this section, a court may make an order –

- (a) barring the councillor from nominating as a candidate at any election for a period not exceeding 7 years; and
- (b) dismissing the councillor from office.

48A. Declaration of pecuniary interest by member

(1) At any meeting of a special committee or controlling authority, or the board of a single authority or joint authority, a member must not participate in any discussion, or vote on any matter, in respect of which the member –

- (a) has an interest; or
- (b) is aware or ought to be aware that a close associate has an interest.

Penalty: Fine not exceeding 20 penalty units.

(2) A member must declare any interest that he or she has in a matter before any discussion on that matter commences.

Penalty: Fine not exceeding 50 penalty units.

(3) On declaring an interest that he or she has, the member is to leave the room in which the meeting is being held.

Penalty: Fine not exceeding 20 penalty units.

(4) A member of a special committee or controlling authority, by notice in writing, is to advise the general manager of the details of any interest that he or she has declared under this section within 7 days of that declaration.

Penalty: Fine not exceeding 20 penalty units.

(5) A member of a board of a single authority or joint authority, by notice in writing, is to advise the chief executive officer of that authority of the details of any interest declared by the member under this section within 7 days of that declaration.

Penalty: Fine not exceeding 20 penalty units.

(6) The general manager or chief executive officer is to –

- (a) ensure that the declaration of interest is recorded in the minutes of the meeting at which it is made; and
- (b) record the details of any declared interest in the register of interests kept under section 53B or 54A .

3 COMMITTEE ESTABLISHMENT & APPOINTMENTS

3.1 Committee Establishment

The Bicycle Advisory Committee was established as a special committee of the Northern Midlands Council on 28 June 2021 (min. ref. 212/21) pursuant to section 24 of the *Local Government Act 1993*

At the Council meeting of 16 May 2022, Minute reference 22/170, the Membership of the Committee was appointed, membership comprises:

- Health Sector Representative:
 - Marcus Burston, Perth
- Recreation Sector Representative;
 - Tony Cullimore, Longford
- Community Members representing the Cycling Community
 - Eric Aalbregt, Longford
 - Hugh Mackinnon, Longford
 - Colin Cocker, Longford
 - Sam Miller, Perth

Mr Trent Atkinson has been appointed as the Council's officer delegate to the Committee.

At the Council Meeting of the 28th November 2022 Minute reference 22/390 the following Councillors were appointed

- Councillors Lambert and McCullagh

3.2 Purpose & Roles And Responsibilities

The Terms of Reference has identified the following:

Purpose:

The Bicycle Advisory Committee ('the Committee') has been established to provide advice and recommendations on:

- Preparation of the Northern Midlands Council: Municipal Bicycle and Shared Path Plan; and
- Implementation of actions identified in the Northern Midlands Council: Municipal Bicycle and Shared Path Plan that include:
 - Planning for the development of bicycle pathways and routes which link key assets of our municipality;
 - Prioritisation of developments, ensuring changes are coordinated and reflect the needs of the community and users;
 - Improvements to the safety of users and community members accessing the bicycle pathways;
 - Opportunities to increase participation in cycling usage across the municipality.

Roles & Responsibilities

The Committee is empowered to do the following:

- Recommend development of bicycle tracks and shared pathways;
- Provide feedback regarding suggested changes or modifications to bicycle tracks and shared pathways;
- Identify and report public risk issues relevant to bicycle tracks and shared pathways;
- Consult with users and the local community so that, where possible, funding allocations and improvements reflect the needs of bicycle tracks and shared pathways users;
- Disseminate information to user groups and interested parties relevant to bicycle tracks and shared pathways.

The Committee does not have the power to commit Council to any decision or action, or to direct Council staff in their duties. The Committee may make recommendations for consideration by Council, but Council reserves the right to accept or reject recommendations from the Committee. This includes recommendations regarding the expenditure of funds allocated to the Committee, if applicable.

3.3 Appointment Of Chairperson

RECOMMENDATION

That Cr Lambert be appointed as Chairperson of the Bicycle Advisory Committee until the conclusion of the term at 30 June 2024.

[Decision](#)

[Unanimous](#)

[Voting for the motion](#)

[Mr Cullimore, Mr Aalbregt, Mr Cocker, Mr Miller, Mr Mackinnon and Mr Atkinson](#)

3.4 Appointment Of Deputy Chairperson

RECOMMENDATION

That Mr Cullimore be appointed as Deputy Chairperson of the Bicycle Advisory Committee until the conclusion of the term at 30 June 2024.

[Decision](#)

[Resolved to keep deputy chairperson, unanimous](#)

3.5 Meeting Schedule

In accordance with the Terms of Reference, meetings of the Committee will be held on a bi-monthly basis.

It is suggested that meetings be held at 4pm on the first Wednesday of the month.

The following schedule of dates has been identified for the remainder of the 2023 calendar year:

- 6 September 2023
- 6 December 2023

4 NEW BUSINESS

4.1 Town Maps – Potential Bicycle Treatments

Discussion on all the towns showing potential bicycle treatments.

- Great discussion on town maps
- Additional connectivity maps to be added
 - Pateena road to Prospect
 - Longford to Cressy (2 options)
 - Cressy to Brumby's Creek
- Committee members Shared pathway priorities
 - Priorities collected to date – to be confirmed
 - Mr Mackinnon – 1-Youngtown - Breadalbane
 - 2-Pateena Rd – Launceston (Prospect)
 - 3-Alternate route to Cressy (Bishopsbourne)
 - 4-Mill Rd – Evandale
 - Mr Miller – 1- Perth - Longford
 - Mr Cullimore - 1-Patena Rd - Longford
- Ease of implementation and costings of shared pathways
- Issues with crossing the South Esk River at Longford
- Crossing South Esk at Long Bridge location for loop/connectivity

General Business

- Reminder of roles and responsibilities of the committee members
- The committee needs to start somewhere, put ideas/plans/items to paper and agree as a committee, then we can put to Council for consideration
- Investigate funding stream/process of the Devonport to Ulverstone shared pathway
- Concerns on input to funding applications and timing
- Attending meetings and having a quorum and making decisions is required for progressing items
- Committee members to RSVP for meetings. If RSVP numbers do not meet quorum meeting will be cancelled, need to utilise time well.
- Missed this year's Council Budget to table items for Council consideration. We have to start now for next year.
- Pinch points in Longford Main Street proposal
- Inclusion of Bicycle treatments to Perth Main Street Proposal
- Austroads and associated documents
- Funding streams

Action Items

- **All**
 - Review and make comment on all maps
 - List of priorities for each Committee member
 - Details of current grant to be provided to committee

- **Council officer (Trent Atkinson)**
 - Send out updates maps with inclusions discussed
 - Send out maps with connections from Longford to Perth
 - Funding streams available
 - Austroads Guidelines
 - Bicycle/shared pathways principles for location and types

CLOSURE & NEXT MEETING

The Chairperson closed the meeting at 5:12pm.

The next meeting to be held at the Council Chambers on 6th September at 4:00pm

Minutes of the Campbell Town District Forum Meeting held 1 August 2023

MINUTES

1 OPENING

The Chairperson welcomed everyone and declared the meeting open at 9.32am.

2 ATTENDANCE

Jillian Clarke	Chairperson
Jill Davis	Member
Danny Saunders	Member
Owen Diefenbach	Member (to 10.25am)
Christopher Beach	Member
Elizabeth Porter	Member

IN ATTENDANCE

Paul Terrett	Councillor
Alison Andrews	Councillor
Lorraine Wyatt	Executive & Communications Officer (Minutes)

APOLOGIES

Sally Hills	Member
Leisa Gordon	Member

ABSENT

Nil

GALLERY

Barry Pyke

2 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

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3 CONFIRMATION OF MINUTES

Committee Decision

Moved Dany Saunders, seconded Chris Beach

That the minutes of the meeting of the Campbell Town District Forum held on **Tuesday, 4 July 2023** be confirmed as a true and correct record of proceedings.

CARRIED

Meeting Dates for 2023

5 September
3 October
7 November
5 December

4 BUSINESS ARISING FROM THE MINUTES

4.1 Outcome of recommendations made to Council discussed at the Council meeting.

Nil

4.2 Actions from the Previous Minutes

4.2.1 - Campbell Town, Town Hall Sale

This item will be updated at the September meeting.

Forum members advised that they were disappointed Council did not see fit to restore/renovate the Town Hall in the same manner as the Longford Memorial Hall. Concern was expressed that funds from the sale of the hall would be placed into municipal funds and spent on projects in other locations which was thought to be unfair.

4.2 - King Street Reserve

This is still under consideration by Council. Additional information has been requested so is still a work in progress at this time. An update will be provided when available.

Forum members enquired if council had any plans to construct a playground in this area as community members had suggested however, Council representatives advised that this had not been discussed.

Campbell Town currently has three parks: Valentines Park located on High Street in the centre of Campbell Town; Blackburn Park located on Midlands Highway and Lions Park Located on Esplanade. All parks cater to differing demographics with differing equipment/facilities available.

5 NEW BUSINESS

5.1 – Community Notice Board

[Forum Recommendation](#)

[Moved Liz Porter, seconded Chris Beach](#)

[That Council consider the construction of a community notice board, in a central location that is accessible to the public.](#)

[CARRIED](#)

Forum members suggested that the construction/installation of a notice board in a central location such as Valentines Park, would provide the opportunity for community members to be better informed by placing a copy of the District Committee minutes on the board. It was suggested that the IGA noticeboard would also achieve this however, it was agreed that the public board would be more accessible, generally if located in a public space.

5.2 – West Street Deterioration

Concern was expressed about the standard of reconstruction of West Street. As a comparison, Bridge Street has been well constructed. It was suggested that Council may wish to undertake the remedial construction of West Street to ensure the road was maintained to an appropriate standard.

5.3 – West Street Lawn Verge

The lawns around the water works' do not get mowed. Why?
Acton: Cr Andrews will follow this up.

5.4 – Responsible Dog Ownership

There has been some improvement in the public areas with owners cleaning up after their dogs when out walking however a reminder via Facebook would be appreciated.

5.5 – Campbell Town, Town Hall

5.5.1 - Relocation of the Information Centre

The Information Centre will need to be relocated once the Hall is sold and it was suggested this will be at great expense. The Centre will only have two volunteers as there has recently been resignations and it was queried if there was enough interest/usage in the Centre to maintain it.

Councillor Andrews advised that Council has committed to maintaining the Information Centre if/when the Hall is sold. Councillor Terrett advised that this will be coordinated when required and will include Service Tas as Council does not want to lose the services.

Further discussion will occur when they are required.

5.5.2 – Town Hall as an Entertainment Venue

Enquiries were made about the lack of parking around the hall and if this would be an issue if it was sold as an entertainment venue? Further, members enquired about the ownership of the land where the fire station and library are located; does Council own this land, and could this area be an option for prospective buyers?

Councillor Terrett advised that there will be an opportunity to make comment on these matters if a Development Application is submitted after the Hall is sold.

Councillor Andrews advised she will follow up about the ownership of the land and report back to the September meeting.

5.6 – Future of Local Government Review and Amalgamations

Members advised they were pleased that amalgamations were reportedly now off the table and supported Council's position.

Councillor Terrett advised that the Review Board would be holding Community Hearings in the coming days and that Council would also be making a presentation to the Board.

Lorraine will provide further information to the members via email.

It was reported that the ERM survey had reached some members by phone and that others had taken the opportunity to participate face to face outside the IGA. Comment was made regarding the age restriction of participants however this was rectified by ERM.

Council would like to thank Owen Diefenbach and Eliabeth Porter for their assistance in ensuring the flyers were distributed to residents. This was very much appreciated.

5.7 - Budget Estimates

Members asked if the budget estimates for had been decided and what the outcome was regarding the items submitted by CTDF?

Lorraine will follow this up and advise prior to the September meeting.

5.8 - Council Communications – Community Comments

Members reported that some commentary in the community regarding Council was quite negative and it was disappointing to hear and unnecessary.

Discussion continued and it was suggested that local representation was not adequate. Members were asked for options that may address this issue as nobody had nominated at the 2022 Local Government elections despite significant canvassing for a representative. It was also noted that Councillor representatives have consistently been present at each of the Local District Forum meetings. The Chairperson thanked councillors for their support and advised that their commitment is appreciated.

5.9 – Medical Services in Campbell Town

It was reported that new Doctors would be arriving in Campbell Town next month. There will be one full time Doctor (5 days per week).

Owen Diefenbach left the meeting at 10.25am

5.10 – West Street/Elders Location

An enquiry was made regarding access issues for turning vehicles (large/heavy haulage).

Councillors advised they would follow this up.

6 CLOSURE

The Chairperson thanked everyone for their attendance and input and declared the meeting closed at 10.36am.

7 NEXT MEETING

Next meeting to be held **on 5 September 2023 commencing at 9.30am** at the Town Hall, upstairs meeting room.

MINUTES

THE ROSS LOCAL DISTRICT COMMITTEE MEETING HELD AT THE READING ROOM, ROSS, ON TUESDAY 1st AUGUST 2023, COMMENCING AT 11.10AM.

1 PRESENT

Arthur Thorpe (Chairperson), Christine Robinson, Sally Langridge, Julie Smith, Michael Smith, Ann Thorpe (Hon Secretary).

2 IN ATTENDANCE

Councillor Alison Andrews, Councillor Paul Terrett, Councillor Richard Archer.

3 APOLOGIES

Mayor Mary Knowles OAM, Helen Davies, Jill Bennett, Marcus Rodrigues,

4 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

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A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

It should be noted that any person declaring an interest is required to notify the General Manager, in writing, of the details of any interest declared within 7 days of the declaration.

Nil Declared

5 CONFIRMATION OF MINUTES

*That the minutes of the meeting of the Ross Local District Committee held on **Tuesday 4th July, 2023** be confirmed as a true and correct record of proceedings.*

Christine Robinson / Sally Langridge

6 BUSINESS ARISING FROM THE MINUTES

6.1 Closure Of High Street Pedestrian Rail Crossing

NMC has agreed to apply to TasRail for a license to build a new, legally compliant crossing. \$60,000 has been allocated in the 2023/2024 budget for the construction of this crossing.

No further update at this time, however Chair thanked NMC Councillors for their support with this village project.

Matter ongoing.

6.2 Maintenance Of Ross Footpaths

Several gravel footpaths around Ross need remediation; photos have been sent to Council, and Customer Request 78015 has been raised.

Council has replied –

“Unfortunately, due to the recent weather events this has disrupted multiple works throughout the municipality. Our priority atm is for roads to be repaired, but we do acknowledge your request and will have them addressed as soon as practicable.”

Attendees discussed and agreed that the path from the Town Hall to the Female Factory is the most important one and should be repaired as a matter of priority.

Update requested from Council 24.7.23. Chair recently met with Works Manager, and asked that the priority item mentioned be repaired as soon as possible.

Matter ongoing.

6.3 Pedestrian Railway Crossing Chicane Portugal Street

Pedestrian Railway crossing at Portugal St, appears to have one complete chicane barrier removed and not replaced when recent maintenance work was completed on the eastern (cemetery) side of the rail line

This matter raised with NMC a number of times, and Jonathon Galbraith (NMC Engineer) has been in touch with TasRail several times. To date, TasRail has not yet responded to Council’s request for the chicane to be reinstated.

Matter ongoing.

6.4 Review Of Local District Committee Structure

Council has agreed to extend the terms of appointments of all LDC’s and Forums until December 2023, while the Local District Committee structure review is being undertaken.

The review will examine the LDC’s role and function, membership, meeting times, funding and communication with the local community.

Cr Terrett kindly advised that the governance area of NMC is currently working on this item. Council feel that having input / comments from all local committees is ideal and will take on board their input. Any changes should come from the committees.

The important “*Future of Local Government*” review has unfortunately pushed this project into some delay. It is hopeful that the updated committee/forum review will be presented to council before the end of December, but unfortunately, this is not a definite. There may need to be an extension of current positions, however this not written in stone as it will depend on a number of issues, including legality. Chair mentioned that extending the terms of appointments another 6 months from December, would bring membership periods back into line with usual timeframe, i.e. end of June 2024.

There was some general discussion and the very important issue of communication both to and from committees was mentioned, with some groups looking at ways to improve this, i.e. noticeboards, newsletters, etc.

Matter ongoing.

6.5 Future Of Local Government Review

The Local Government Board is developing a package of reforms to improve the way Tasmanian councils work for their communities into the future, and a report has been released by the Tasmanian State Government that proposes serious changes to the Northern Midlands Council (NMC).

Premier Rockliff has announced that there will be no forced Council mergers, however the Northern Midlands Council has asked residents to still make submissions and complete surveys/interviews etc, so that Council may gauge community opinion in relation to mergers.

Frustration has been felt from all areas of councils and the public. There has been a lack of communication as not everyone was aware of what the issues were and why amalgamations were sought. Although NMC has asked the state government to retain the status quo, with NO changes, there are some councils that may seek amalgamation. NMC already share some operational aspects with Meander Valley Council which works well.

Councillors feel the fight is not yet over. Forced amalgamations are only one part; another part appears to be that some important planning issues would be taken over by state government, which will be impactful to not only councils but to all their ratepayers.

Next week a number of hearings will be held in various locations for the whole of Tasmania Local Government Review, even though the government stated “no forced amalgamations”.

7 NEW BUSINESS

Arthur Thorpe

- Village Green capping stones not able to be repaired under warranty. Unfortunately the builder has gone out of business. NMC will conduct the repairs. Chair felt there were Health & Safety issues, as the capping stones can be tipped over which is quite dangerous.
- Off Lead Dog Park advisory sign at Village Green, Council will give more thought to this issue, however are waiting for the appointment of a new Animal Control Officer. Part of this will be the review of all signs at all of Councils off-lead dog exercise areas.
- Village Green Christmas Tree; Works Manager is happy to purchase a Christmas tree and discussion was held regarding his suggestion of choice of tree. Also discussed power to the tree, vandalism etc. Christine Robinson to contact Ross Arborist Fiona Doe for her input on choice of tree.

- NMC has already fertilised street garden boxes and beds.
- Supper room water damage not apparent, however Chair and Sally Langridge to have a look after the meeting to source issue. May be in the wall itself as there appears to be no apparent damage.
- Weed killer around the bollards; staff will be advised not to be so heavy handed in future, and NMC will over sow the bare earth when weather is suitable.
- Cement bollards will be replaced where necessary. Council make their own, so they are readily available.
- Road edge maintenance looked at and discussed; staff will look at this as a regular ongoing maintenance issue, with the public also able to request repairs through Council's on-line Customer Request system.
- Gravel at the old quarry; as this will be used around the village in the near future there is no point in moving it in the interim, and an inspection of the area revealed that there is more than enough parking for all types of vehicles.
- Chair toured all village streets and only a couple of very small Gorse patches found near the entry to the Old Burial Ground at the top of Park Street. Perhaps NMC staff can lop these small bushes off and the large mower will cut back again later in the year. Some gorse has been noted as growing through from private land which council can't spray, and which is the responsibility of the land owners concerned, not the Council.
- Chair clarified that the dog trough at the dog park was not stolen as originally reported, and has now been permanently re-installed.
- All roads that were recently resealed have now had their intersections re-marked. Thanks to Council's Jonathan Galbraith for his prompt attention to this matter.
- The sandbags placed by the SES around the base of the Caravan Park accommodation block, have now been removed.

Ann Thorpe

- Asked on behalf of another community group for any further information on the proposed Community Garden at the Men's / She Shed. Advised it was only conceptual at this point.

C Robinson

- Water leak from Councils nature strip watering system outside the Man-O-Ross is still happening. Infrastructure is very old and would appear to be unrepairable. Chair to contact Works Manager and asked for it to be shut off permanently.

8 NEXT MEETING/CLOSURE

The Chair closed the meeting at 11:50am.

Next meeting – Tuesday 5th September 2023 commencing 11.15am in the Ross Reading Room.

MINUTES EVANDALE ADVISORY COMMITTEE

Notice of the Committee Meeting Held at The Evandale Community Centre on Tuesday, 1 August 2023, 4.03pm

1 ATTENDANCE

John Lewis	Chairman
Henrietta Houghton	Member
Stephanie Ann Kensitt	Member
Barry Lawson	Member

In Attendance:

Janet Lambert	Deputy Mayor
Paul Terrett	Councillor
Lorraine Wyatt	Executive & Communications Officer (Minutes)

2 APOLOGIES

Bruce Argent-Smith	Member
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ABSENT

Louis Sauer	Member
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3 CONFIRMATION OF MINUTES

COMMITTEE DECISION

Moved Stephanie Ann Kensitt, seconded Henrietta Houghton

That the minutes of the ordinary meeting of the Evandale Advisory Committee held on Tuesday, 6 June 2023 be confirmed as true and correct record of proceedings.

CARRIED

4 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

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- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive, or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

** It should be noted that any person declaring an interest is required to notify the general manager, in writing, of the details of any interest declared within 7 days of the declaration.*

Nil declarations were received.

5 PRESENTATIONS

Nil

6 BUSINESS ARISING FROM THE MINUTES

6.1 Dump Point Update

MINUTE NO. 23/0172

DECISION

Cr Terrett/Cr Andrews

That Council provides an update to the Evandale Advisory committee regarding the status of the installation of a dump point including where it will be located.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Deputy Mayor Lambert, Cr Adams, Cr Andrews, Cr Archer, Cr Brooks, Cr Goss, Cr McCullagh and Cr Terrett

Voting Against the Motion:

Nil

Cr Terrett advised that Honeysuckle Banks is the location where the dump point will be installed and that Council is currently waiting for the engineer to sign off on the project before commencing.

6.2 - PLANNING CONSULTATION PROCESSES – FROM 4 APRIL 2023

MINUTE NO. 23/0112

DECISION

Cr Terrett/Cr Adams

That Council continue to consult with the community on relevant matters as required when matters arise.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Deputy Mayor Lambert, Cr Adams, Cr Andrews, Cr Archer, Cr Brooks, Cr Goss, Cr McCullagh and Cr Terrett

Voting Against the Motion:

Nil

Officer Recommendation:

That Council continue to consult with the community on relevant matters as required when matters arise.

Committee Recommendation:

That Committees be advised of Planning consultation processes so that members are aware and can make submissions individually.

Officer Comment:

Members of the Evandale Advisory Committee believed that strategic and structural planning related to Northern Tasmania has occurred and that they had not been informed about this, therefore were unable to make representation about matters concerning the Evandale community.

This item was presented to the committee as it had been previously missed.

7 MATTERS FOR NOTING

7.1 Meeting dates 2023

In accordance with the MOU meetings of the Committee will be held at 4pm on the first Tuesday of the month, schedule of dates follows:

Meeting Dates for 2023

5 September

3 October

7 November

5 December

8 MATTERS PENDING

Nil

9 COMMUNITY GROUP REPORTS

9.1 Community Centre

Numbers at the community centre had been a little slow. The Evandale Community and Information Centre - Annual General Meeting (AGM) will be held next Tuesday 8 August 2023 at 1.00pm. Mayor Knowles, Deputy Mayor Janet Lambert and Councillor Paul Terrett will be in attendance.

9.2 Memorial Hall

The quiet (back) meeting room is now complete including installation of carpet flooring. A new stage has been purchased and the old one will be offered to other community organisations before it is advertised for sale.

9.3 Neighbourhood Watch

Nothing to report at this time as no meeting has been held.

Moved Henrietta Houghton, seconded Barry Lawson

That the community group reports be received.

CARRIED

10 NEW BUSINESS**10.1 – Hedge – Morvern Park**

Correspondence was tabled from the Evandale Historical Society who advised they “would prefer to see the hedge retained if the only other option was to remove it and leave the existing cyclone wire fence in place. If however the current fence was to be replaced by a suitable timber white picket fence, the Society would prefer this option over retention of the hedge. The view of the members is that a suitable picket fence along the Barclay Street side of Morven Park would contribute to a heritage country village sports ground atmosphere. If a picket fence is not to be approved, the Society strongly urges the Council to have the current hedge rejuvenated by the removal of the non-hawthorn shrubs and replaced with new hawthorn plants.”

10.2 – Leighlands Road Speed Zones

Moved Henrietta Houghton, seconded Barry Lawson

That Council approach State Growth to

- A) relocate the 50m sign on Leighlands Road to before the bridge and*
- B) the 50km sign Evandale main road over the railway crossing be changed to 60km when coming up the hill.*

CARRIED

10.3 – Future of Local Government Review (FOLGR)

Cr Terrett advised that NMC has made a submission to the FOLGR and advised that it is not taking anything for granted. the review is about more than amalgamations and NMC via EMRS has been consulted (survey) with the community. Members advised that some people were advised they were “too old” to participate in the survey and they found that to be offensive.

10.4 – Planning Matters

Planning is also under review. When planning (state) matters over a certain value, Developers will have a choice of going to Council or, the independent commission.

Members advised concern about subdivision of blocks within the Evandale boundary. Councillor Deputy Mayor Lambert advised that Council is reviewing heritage zones (across the municipality) to make sure they are right however cautioned that this would take some time.

10.5 – TasWater Sink Holes (Inspection Plates), Murray/McQuarrie Street

Members advised that the inspections plates were not level with the road surface.

10.5 – Significant Tree Register

This has been delayed as the consultant has not been able to commence within the allocated timeframe. Council is currently considering its options going forward. Barry Lawson has compiled a large body of work that he would like to provide to Council.

11 CLOSURE & NEXT MEETING

Chairperson thanked everyone for their attendance and closed meeting at 4.45pm.

The next meeting to be held at the Evandale Community Centre on Tuesday, **5 September 2023 at 4pm.**

MINUTES FOR THE MEETING OF THE LLDC HELD AT THE LONGFORD PRIMARY SCHOOL STAFFROOM ON WEDNESDAY 02 August 2023. COMMENCING AT 5.30PM

MINUTES

1. **PRESENT** – Tim Flanagan (chair), Neil Tubb, Annette Aldersea, Bronwyn Baker, Doug Bester, Jo Clark, Peter Munro, Dennis Pettyfor.
2. **IN ATTENDANCE** – Cr Dick Adams
3. **APOLOGIES**- Simon Bower, Cr Matthew Brooks.

4. DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

In accordance with the provisions of the *Local Government Act 1993*, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive, or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

No declaration of any financial interest was declared by any person present

5 CONFIRMATION OF MINUTES

The minutes of the meeting of the Longford Local District Committee held on 05 JULY 2023 to be confirmed as a true and correct record of proceedings.

Moved – J Clark Second – B Baker

6. ARISING FROM MINUTES

PROMOTIONAL ISSUES:

6.1. Signage for Longford Roundabout (cf minutes of all meetings since November 02, 2022)

Cf minutes 6.1 at our meeting on May 04: 'The LLDC thank the NMC for providing us with the options for a 'Longford' sign at the roundabout on the northern edge of our town, and unanimously endorsed option 1.

We presume it will be two sided, and be lit up after dark.'

Officer Recommendation to May NMC meeting: That Council note the appreciation of Longford Local District Committees appreciation for providing options for the "Longford" sign at the roundabout on the northern side of Longford.

On hold – Nothing further

6.2. Motor racing themed Street Sign in Longford

Cf. minutes from Feb 01,2023 item 7.2 was accepted by NMC at their February meeting, officers to investigate.

No further information at hand at meeting on May 08, or June 07, July 05, 2023

02 August 3, 2023

Motion:

LLDC request NMC provide a timeline for the Longford motor racing themed street signs as per the LLDC motion 01 February 2023.

Moved - N Tubb Second – D Pettyfor

01 February 2023 Motion - 'That the NMC consider new street signs that promote motor-racing'. Moved N Tubb, seconded D Bester.

NMC have advised works department now involved.

LLDC thought motions are to be submitted to NMC rather than customer requests.

District committees are conduit to council.

D Adams highlighted lack of resources.

6.3. Longford Tourism – Street Map

Cf. minutes 6.4 – Motion: 'The LLDC request the NMC consider new signage and beautification of the visitor information shelter on the corner of Archer and Wellington Streets'.

Moved A Aldersea, seconded P Munro

A Aldersea picked up another box of Longford maps 27th June and is currently distributing them.

Visitor Information shelter currently being painted on the exterior. Lorraine - Council requested clarification of beautification, A Aldersea replied to email requesting replacement of Visitor Information sign and additional planting to garden beds (with photos).

02.08.2023 – A Aldersea tabled four options for new Visitor Information sign received from NMC – Fiona Dewar. LLDC selected option 2, with embellishment if possible.

6.4. Directory of Clubs and other organizations and their branches in Longford-

Any ideas need to be forwarded to L. Wyatt

On 08.05.2023 Members thought it would be wise if the LLDC was represented at the expo of local community groups to be held in the Sports Centre in September 2023.

A Aldersea to register LLDC. 02.08.2023 – A Aldersea has registered LLDC, photo taken of committee for A Aldersea to provide to NMC – Fiona Dewar.

L. Wyatt to update after September 09, 2023 Expo.

SAFETY & AESTHETIC ISSUES:

6.5. Pullover area on Pateena Road.

2023-05-08, 2023-06-07: No further action

Awaiting advice from Tas Networks.

NMC Minutes 26.06.23 – Tas Networks advised council this area is within their power-line easement and for safety reasons will not allow construction of a viewing platform in that area.

Action - LLDC will explore an alternative location.

P Munro will circulate photo PDF again. A Aldersea to arrange a joint car trip to Pateena Road.

02.08. 2023 – LLDC re-visited Pateena Road on 26th July.

Revised PDF of four suggested alternative vista point locations circulated to LLDC. N Tubb and P Munro to meet with NMC - Leigh McCullagh and Jonathon Galbraith to discuss the alternative options for the viewing/pullover point and will report back to next LLDC meeting.

6.6. Illawarra Road Response State Growth- again nothing further
2023-05-08, 2023-06-07, 2023-05-07 No further action

Motion: “LLDC request 80 KM/h speed limit from merger off ramp from Perth to Longford roundabout, in view of accidents at Pateena Rd intersection, until issues with Pateena road junction resolved”

COUNCIL DECISION 26.06.2023 - Cr Adams/Cr Andrews

That Council writes to State Growth requesting the speed limit be reduced to 80km/hour and advises the of safety concerns of the Longford Local District Committee who are representing the Longford community.

02.08.2023 – NMC awaiting response from State Growth

Cf. minutes 9.3 June 07, 2023 under new business Launceston downgrade of speed limits – Pete Munro, who will get info from L'ton.

6.7. Wellington & Marlborough Streets Intersection (Sticky Beaks) –

Cf minutes 6.8: traffic counters were on Wellington St

NMC Minutes 26.06.23 – Council has made further contact with Dept. State Growth requesting timeline for provision of the independent traffic study.

02.08.2023 – from 17.07.2023 Council minutes – “Subject to available funding, DSG have advised they have an in-principle agreement in place to review the works”.

6.8. Environmental & noxious weeds

2023-05-08, 2023-06-07: Awaiting further developments from Lorraine Wyatt, NMC.

June 07, 2023, meeting A Aldersea offered to write to L Wyatt.

05.07.2023 – NMC - L Wyatt advised that the consultant who was engaged to complete the Weed Management Plan has been delayed and has not started. Council is currently looking at other options to get this done.

02.08.2023 – nothing further.

Green swamp weed overtaking Mill Dam – see 6.14.

6.9: Improvements on website – See 6.16.

TOWN IMPROVEMENT ISSUES

6.10. Longford Racecourse signage (N Tubb). – Discussion re: heritage signage for the Cracroft and Anstey Street corner.

05.07.2023

Motion: “The LLDC request that Council provide an update on the status of the Longford Racecourse Masterplan”.

Moved D Pettyfor Second – J Clark

02.08.2023 - Motion will be tabled at 21 August 2023 Council meeting.

02.08.2023 – N Tubb and D Pettyfor reported they met with Tasracing. Tasracing will fund signage, formal confirmation to be obtained. Query if landscaping will be included? MP Madelaine Ogilvie (then Racing Minister) confirmed she will support the proposed heritage signage. N Tubb advised planning approval from NMC will be required.

6.11. cf minutes May 04, 2023, 7.1 Street name: Request that all or part of Smith Street, be renamed ‘Mulga Way’ to further honor Frederick James ‘Mulga’ Davies (1921-1961) the person who arguably brought more fame and delight to this town than anyone else.

Cr M Brooks reported on NMC discussions on proposed dual Mulga Way signage from Hay St. Only 4 houses affected.

05.07.2023 – Cr Brooks advised Council has agreed to place an extra sign for “Mulga Way” under the Smith Street sign at the Smith Street/Hay Street intersection. Street name not changing, no need to alert residents or AusPost etc.

6.12. Developers granted planning permits in flood zone areas

B Baker expressed concerns re this at 05.07.2023 meeting but no action recorded in minutes.

02.08.2023 – discussions re: concerns with corner Herbert Way and Bulwer Street, no action at this stage.

RECREATIONAL ISSUE:

6.13. Access to levee banks (T. Flanagan) – Initially High Street to Malcombe Street cf minutes from Feb 01, 2023 6.11 Motion for NMC to consider: That the NMC consider creating a walking track along the levee from High Street to Malcombe Street’.

2023-05-08: Councilor Brooks reported that officers were concerned about having to increase the height of the levee banks due to climate change.

Cr M Brooks commended the levee bank walk to the left of Charles St bridge in Launceston.

Cr Adams discussed the possibility of a walk along railway bank taking into account the 100 year levee and effect of climate change.

05.07.2023 – Nothing further. 02.08.2023 – Nothing Further.

6.14. Deterioration of facilities @ Mill Dam (D Adams)

Members of the LLDC visited the Mill Dam 03.07.2023. The weed taking over is sedge, as well as gorse and dock. Overall condition disappointing.

05.07.2023

Motion: “In regard to Mill Dam, LLDC request clarification of the following:

(1) Ownership of Mill Dam site?

(2) Does the Mill Dam Committee still exist?

(3) What is the council's level of commitment regarding maintenance of the Mill Dam site?"

Moved – B Baker Second – J Clark

AND:

Motion: "Following an on-site visit to Mill Dam the LLDC request that Council

(1) Prioritise slashing and spraying of invasive weeds – particularly Sedge, Gorse and Dock. See attached photos.

(2) Contract an arborist to provide a health assessment of the prominent trees and provide remedial works as required.

(3) Paint toilets and change rooms and replace toilet pans and fixtures as necessary.

(4) Install bench seats on the walk to the dam and within the dam area.

(5) Consider a surveillance camera at the road entrance gate to the Mill Dam Reserve.

(6) Consider allowing sheep to run on the reserve to assist with weed control (as in the past)".

Moved – A Aldersea Second – D Pettyfor

02.08.2023 – Motions will be tabled at council meeting 21st August 2023

6.15. Bike Rack outside JJ's Bakery (B Baker).

CF meeting 05.07.2023 – B Baker still following up.

02.08.2023 – B Baker has spoken with JJ's owner (Steve Johnson), viewed the suggestion of a bike rack favourably. Willing to take up the offer from J Clark of the bike rack no longer in use at her business premises. B Baker to continue following up.

HERITAGE ISSUES:

6.16. Significant Trees Register (A Aldersea)

02.08.2023 – T Flanagan will speak with S Bower regarding this issue.

J Clark suggested LLDC have Significant Tree Nomination forms at Community Expo.

GOVERNANCE ISSUES

6.17. Review of MOU between NMC & LLDC:

N Tubb to prepare submission about the process to ensure action from NMC when motions lodged.

05.07.2023

Motion: "Regarding the NMC District Committees Memorandum of Understanding:

(1) The District Committee MOU states "Complaints should be directed to the Council"
The LLDC request clarification of a complaint.

(2) The LLDC requests Council puts in place a procedure to handle complaints or report an issue, including acknowledgement of receipt of the complaint/issue and a reference number allocated. Please see attached example.

(3) The LLDC requests that the Homepage of the NMC website include a clear link for "Report an Issue or make a complaint". Please see attached example.

Moved – J Clark Second – P Munro

02.08.2023 – Motion will be tabled at 21 August 2023 Council meeting.

6.18. Vision impaired markers (yellow tactile pads) markers on footpaths in poor repair (cf minutes April 05, 2023 9.5, photos attached).

05.07.2023 – P Munro reported some of the markers have been removed to date.

02.08.2023 – P Munro reported more markers have been removed.

6.19. Council Amalgamation- cf email from Lorraine Wyatt June 02, 2023, and minutes June 07, 2023 meeting 7.1 and 9.4, and our motion to NMC

“LLDC supports idea that NMC consults with community regarding mergers, and asks the NMC to organise community meetings” Which was carried unanimously.

NMC Minutes 26.06.23 – Noted LLDC recommendation in Report.

COUNCIL DECISION

“That the Northern Midlands Council (NMC) rejects all the scenarios presented in the Local Government Review as they pertain to the existing boundaries of the NMC”.

“That Council has rejected all scenarios presented in the Local Government Review and the preferred option is for the Northern Midlands Council (NMC) to remain in its current form, however, should council be placed into a position to forcibly be amalgamated that NMC and Meander Valley Council merge in their entirety”.

“That the Northern Midlands Council (NMC) undertake an immediate and extensive information campaign for the municipality, outlining its decision and the rationale for the decision. The campaign to include media release, press conference, talk back radio, letter drops, social media saturation, and community meetings”.

A Aldersea and B Baker volunteered to assist with letter drop. A Aldersea to email committee when ready to do.

02.08.2023 – A Aldersea reported community members carried out letter drop on behalf of NMC. The LLDC note and thank the volunteers who assisted – Peter Munro, Bron Baker, Jane Hansen, Jo Ng, Rob Aldersea, Annette Aldersea.

Council will be presenting their submission at the Local Government Board Hearing at Campbell Town on 9th August.

8.REPORTS FROM SUB-COMMITTEES

8.1. Railway Committee – Successful Model train exhibition held 21st & 22nd July.

8.2. Longford Legends - Nothing further until spring.

8.3. Cultural Committee (aka Longford Town Hall Arts Committee) – 10 day Art Exhibition currently being held in conjunction with Launceston Arts Society.

8.4. Norfolk Plains History Committee – Upstairs library space scheduled to be ready for use by the end of August. Awaiting update from National Trust re: packing of collection for move to Longford.

9. NEW BUSINESS

9.1. – Traffic Concerns re: Proposed new development – Petrol Station/Truck Stop at 26 Tannery Road Longford. Discussion on concerns with proposed access point adjacent to Swifts Meats entrance. Old traffic report used, new report should be required. Doubt there is room for turning area required for semi-trailers and B Doubles.

10. OTHER BUSINESS

P Munro – Suggestion by Cr Brooks that LLDC should consider its own Facebook page. After a brief discussion it was decided this would not be feasible.

11. NMC Meeting dates for 2023:

21 August
18 September
16 October
20 November
11 December

11. CLOSURE- 6.57pm

12. NEXT LLDC MEETING – September 06, 2023

MINUTES OF THE NORTHERN MIDLANDS LOCAL RECYCLING COMMITTEE MEETING HELD AT THE COUNCIL CHAMBERS, 13 SMITH STREET LONGFORD ON TUESDAY 8TH AUGUST 2023, COMMENCING AT 4PM

1. ATTENDANCE:

Present: Roderick Cuthbert, Maureen Shadbolt, Jonathan Galbraith, Lisa McEachern
In Attendance: Mayor Mary Knowles (A/Chair), Lorraine Green
Apologies: Councillor Dick Adams, Owen Diefenbach
Absent: Councillor Matthew Brooks

2. DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

In accordance with the provision of the Local Government Act 1993, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

a) has an interest; or

b) is aware or ought to aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive, or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

Nil declared.

3. CONFIRMATION OF MINUTES

Recommendation: The minutes of the meeting of the Local Recycling Committee held on Tuesday 4th April 2023 be confirmed as a true and accurate record of proceedings.

Moved R Cuthbert Seconded M Shadbolt CARRIED

4. BUSINESS ARISING FROM THE MINUTES

1. Issues Framework

The Issues Framework was worked through, the recommendations proposed in the right hand column were discussed, and the way forward agreed. The updated Issues Framework is attached.

2. Other Business

2.1. Committee Memorandum of Understanding

It is noted that the Committee's current MOU expired on 30 June 2023. The MOU is to be reviewed by Council officers and a proposed next edition of the MOU be presented to Council for approval. Nominations for Committee membership will then be called for (existing members are eligible to apply for another two year term).

2.2. Committee Meeting Times

There was consensus that 4-5pm on Tuesdays is a suitable time for the committee meetings and when membership of the committee is advertised it should include that applicants need to be available for this time slot.

2.3. Recycling by local businesses

The issue of local businesses with bins/skips holding all waste including recyclables was raised and it was agreed to discuss this at the next meeting.

3. Next Meeting: (to be advised when the new Committee is in place)

4. Closure of the Meeting: 5pm



Ref: 13/011-EM

17/07/2023

Tasmanian Housing Strategy
GPO Box 65
HOBART TAS 7001

Dear Sir/Madam

Re: Tasmanian Housing Strategy | Exposure Draft

Thank you for the opportunity to provide a submission on the draft Tasmanian Housing Strategy (the Strategy). I note that local government, via the Local Government Association of Tasmania (LGAT) has secured an extension of time to provide feedback until 5pm, 17th July 2023, and we appreciate the extension being granted.

This submission deals with issues across a range of strategy themes, as well as general omissions and considerations for the Strategy, and is therefore detailed below, rather than directly responding to the templated questions.

1. Action Plans

General

The work undertaken to date is positive; however, the Strategy lacks the ability to be measured for success, without the accompanying action plans being offered for consultation. The Strategy states: "A robust reporting and governance process will accompany the implementation of the Strategy. It will be supported by action plans that will outline specific initiatives to help us achieve our housing vision for Tasmania." It is vital that the action plans that deliver the Strategy are made available for consultation, to ensure that relevant stakeholders are aware and supportive of their role in enabling and executing the Strategy, particularly as Local Government are named as being a facilitator of the action plans.

2. Data

General

Tasmania's population projections are not sufficiently detailed to provide local context and it is unclear to what extent factors such as underutilisation and land banking are considered in

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determining future housing demand. Local data is important in understanding where, and what type of housing is needed, to address identified shortfalls. The Tasmanian Housing Exposure Draft – Data Dashboard provides important dwelling demand projections and the mix of housing required; however, this has not been well represented within the Strategy.

3. Definition of affordable housing

Theme 1 – Scaling up

The commitment to deliver 10,000 social and affordable homes is undermined by the general interpretation of what affordable housing is, versus the definition within the Strategy document - which would be more appropriately defined as accessible/adaptable housing. The NSW Department of Communities and Justice definition is more aligned with community expectations of what affordable housing is, and is defined as follows:

“Affordable housing is housing that is appropriate for the needs of a range of very low to moderate income households and priced so that these households are also able to meet other basic living costs such as food, clothing, transport, medical care and education. As a rule of thumb, housing is usually considered affordable if it costs less than 30% of gross household income.” (source:

<https://www.facs.nsw.gov.au/providers/housing/affordable/about#1>)

4. Housing Tasmania vs private development

Theme 1 – Scaling up

Insufficient incentives or regulation currently exists to promote adequate affordable housing within the private sector, as a) the Private Rental Incentives Program (PRI) capped price has not kept pace with the current rental trends, and b) there is no mandate for a portion of affordable housing (as per NSW definition) within new developments. Housing Tasmania, backed by appropriate legislation and acquisition options, is best placed to be a pro-active development agency and increase the stock of affordable housing and explore alternative housing models, that provides a pathway for private development.

5. Barriers to infill development

Theme 1 – Residential land

Barriers to infill development have been well analysed in the document *Toward Infill Housing Development 2019*, prepared by Place Design Group for the Department of State Growth. This report contains a range of recommendations that are yet to be implemented in their entirety, beyond the promotion of ancillary dwellings. Key recommendations of the report include:

- Infrastructure charges/developer contributions to gain sufficient benefits from increased density.
- Review infrastructure capacity to allow best use of existing infrastructure.
- Complete review of State Planning Provisions and Regional Land Use Strategy with focus on enabling infill for developer confidence and to set expectations.

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- Community buy-in of increased density and education of associated benefits (i.e., improved services).

6. Planning approvals

Theme one – Building regulations and planning approvals

Tasmania is at the tail end of a significant planning reform program, which has seen numerous iterations residential development provisions rolled out. While consistency across the state has improved, there is has not been significant changes to approval timeframes. Assessment timeframes, as required by the *Land Use Planning and Approvals Act 1993* (LUPAA), are consistently met; however, delays are perceived when further information is required to undertake an assessment. The regulated assessment timeframe should not be reduced, to ensure consultation can occur adequately and meaningfully and ensure the Schedule 1 objectives of LUPAA are met. Resources are therefore best allocated to:

- improving design guidelines to aid best practice design and comprehensive applications;
- improved infrastructure to facilitate development opportunities and ease of development; and
- community education on planning regulation and processes.

7. Short Stay Accommodation

Theme Four - Short Stay Accommodation

Despite the *Short Stay Accommodation Act 2019* requiring booking platform providers to provide short stay premises information to the Director of Building Control (CBOS) on a quarterly basis, the associated reporting is almost a year behind schedule and contains numerous data quality issues. Nevertheless, based on the information provided, the impact of short stay accommodation on rental vacancy rates outside of the Hobart and key tourist areas, is minimal, with energy and resources better directed to other aspects of housing provision.

8. Other considerations

Other matters that require consideration within the Strategy include:

- The needs of culturally and linguistically diverse peoples is not well represented within the Strategy.
- Collaboration between Housing Tasmania and Local Government to ensure alignment in allocation of future services.
- Importance of placemaking and streetscape design in creating liveable communities/neighbourhoods.
- Land banking and associated incentives/disincentives.
- Underutilisation and vacant housing.
- Consideration of timeframes from 'concept' to 'move in' in terms of a rolling reserve of land supply.

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- The need for community acceptance regarding densification.

Thank you again for the opportunity to provide comment. Should you have any further questions, please do not hesitate to contact me, either by email erin.miles@nmc.tas.gov.au or by phone 6397 7303.

Yours Sincerely



**Erin Miles
Strategic Projects Officer
NORTHERN MIDLANDS COUNCIL**

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PLANNING APPLICATION

Phone: 6397 7303
E-mail: planning@nmc.tas.gov.au

PLANNING APPLICATION Proposal

Description of proposal:

To insert a Site Specific Qualification (SSQ) for 19 Johns Street, Western Junction.

to the existing Specific Area Plan - TransLink Specific Area Plan,

to allow Equipment and Machinery Sales and Hire as a Permitted Use to

Table NOR-S1.5.2 - Area 2 for 19 Johns Street, Western Junction.

.....
(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1..... 2..... 3.....

Site address: 19 Johns Street, Western Junction TAS 7212

.....
CT no: 150770/8

Estimated cost of project \$1000
(include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No
If yes – main building is used as workshop and showroom with associated office and amenities.....

If variation to Planning Scheme provisions requested, justification to be provided:

Please refer to attached documents


.....
(attach additional sheets if necessary)

Is any signage required? Yes -n as provided on plan
(if yes, provide details)

PLANNING APPLICATION

Applicant / owner details

Applicant: Woolcott Surveys

Signature of Applicant:  Date: 28 JUNE 2023

Applicant's Details:

Postal address: PO Box 593 Mowbray TAS 7248

Phone: 6332 3760 Mobile:

E-mail: planning@woolcottsurveys.com.au @

I agree to receive communication regarding this application via email (please tick)

Name of Owner/s of subject site: FIELDWICK HOLDINGS PTY LTD
(as per certificate of title)

(If the subject site is Crown land, owned by the Council or administered by the Council or the Crown, the application must be signed by either the responsible Minister of the Crown (or the Minister's delegate) or by the General Manager of the Council, and must be accompanied by written permission of that Minister or general manger to the making of the application.)

If the proposal involves works to an existing access or a new access the application must be signed by either the responsible Minister of the Crown (or the Minister's delegate) or by the General Manager of the Council and must be accompanied by the written permission of that Minister or general manager to the making of the application.

Owner's postal address: 6178 FRANKFORD RD WESLEY VALE TAS 7307

Owner's email address: greg@fieldwicks.com.au

As the owner of the land, I consent to the application being submitted,

Signed: Date:

OR

As the applicant, I declare that I have notified the owner of the application

Signed:  Date: 28 JUNE 2023

Right of Way:

If the subject site is accessed via a right of way, the owner of the ROW must also be notified of the application.

Name of Owner/s of ROW:

ROW Owner's Postal Address:

As the applicant, I have notified the owner of the ROW of the application

Signed: Date:
(attach extra page if required)

Office use only:

Paid \$..... Date: Receipt No: (Code 01)

Ref: P1...../ Discretionary / Permitted / No Permit Required

Attachments:

- Site plan (A4 or A3) showing:**
 - new buildings, works and alterations
 - north point, relative site and floor levels
 - lot boundaries, contours, road frontages, rights of way, easements and any services over the land
 - location of any existing buildings or structures on the land or adjoining lots
 - existing natural features such as trees, watercourses etc
 - items to be demolished, areas to be cut and filled
 - vehicle access points to roads and provisions for car parking & manoeuvring
 - provision of open space, including gradients, dimensions, access and adjoining open spaces
 - provisions for drainage
 - a completed environmental supplement for commercial or industrial developments

- Adequate information to fully explain proposal, its intent, compatibility with environs & justification for any variation of Scheme provisions**

- Locality plan showing:**
 - nearby streets
 - nearby buildings & features

- Landscape plans & elevations (A4 or A3) showing:**
 - existing vegetation
 - proposed plantings
 - trees to be removed or land clearing and measures to prevent site soil erosion / pollution

- Proposal plans/drawings (A4 or A3) showing:**
 - floor plan (inc area in m²)
 - building elevations (inc heights of building)
 - external materials and proposed colour scheme
 - type and colour and construction materials on all external surfaces
 - details of external lighting including the location, direction and strengths of external lights and proposed baffle devices
 - details of signage required

- Consent of the property owner;**

- Copy of title plan & easements** (available from Service Tas)

- Other reports** (eg engineering)

- Fees**
Application fees are based on estimates provided by the applicant when the planning application is made – an adjustment may be levied when a project cost is provided at building application stage.

Applications may be emailed to Planning@nmc.tas.gov.au, and application fees may be paid over the phone to Council's receptionist.

PRIVACY STATEMENT

The Northern Midlands Council abides by the *Personal Information Protection Act 2004* and views the protection of your privacy as an integral part of its commitment towards complete accountability and integrity in all its activities and programs.

Collection of Personal Information: The personal information being collected from you for the purposes of the *Personal Information Protection Act, 2004* and will be used solely by Council in accordance with its Privacy Policy. Council is collecting this information from you in order to process your application.

Disclosure of Personal Information: Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the *Building Act 2016*. This information will not be disclosed to any other external agencies unless required or authorised by law.

Correction of Personal Information: If you wish to alter any personal information you have supplied to Council please telephone the Northern Midlands Council on (03) 6397 7303. Please contact the Council's Privacy Officer on (03) 6397 7303 if you have any other enquires concerning Council's privacy procedures.

TASMANIAN PLANNING COMMISSION

Form No. 1

Owners' consent

Requests for amendments of a planning scheme or Local Provisions Schedule and applications for combined permits require owners' consent. This form must be completed if the person making the request is not the owner, or the sole owner.

The person making the request must clearly demonstrate that all owners have consented.

Please read the notes below to assist with filling in this form.

1. Request made by:

Name(s):

Woolcott Surveys Pty Ltd

Email address

planning@woolcottsurveys.com.au

Contact number:

6332 3760

2. Site address:

Address:

19 JOHNS STREET, WESTERN JUNCTION TAS 7212

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

PID 2774202

CT 150770/8

3. Consent of registered land owner(s):

Every owner, joint or part owner of the land to which the application relates must sign this form (or a separate letter signed by each owner is to be attached).

Consent to this request for a draft amendment/and combined permit application is given by:

Registered owner :

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable): Director / Secretary

Signature: Date:

Registered owner (please print):

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable):

Signature: Date:

Registered owner (please print):

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable):

Signature: Date:

NOTES:

a. When is owners' consent required?

Owners' consent is required for:

- amendments to an interim planning scheme or to a Local Provisions Schedule¹; or
- combined permits and amendments².

Owners' consent must be provided before the planning authority determines to initiate, certify or prepare the amendment.

b. Who can sign as owner?

Where an owner is a natural person they must generally sign the owner's consent form personally.

Where an owner is not a natural person then the signatory must be a person with legal authority to sign, for example company director or company secretary.

If the person is acting on behalf of the owner under a legal authority, then they must identify their position, for example trustee or under a power of attorney. Documentary evidence of that authority must also be given, such as a full copy of the relevant Trust Deed, Power of Attorney, Grant of Probate; Grant of Letters of Administration; Delegation etc.

Please attach additional pages or separate written authority as required.

c. Strata title lots

Permission must be provided for any affected lot owner and for common property for land under a strata title under the *Strata Titles Act 1998*. For common property, permission can be provided in one of the following ways:

- a letter affixed with the body corporate's common seal, witnessed by at least two members of the body corporate (unless there is only one member, in which case the seal must be witnessed by that member) and which cites the date on which the body corporate or its committee of management met and resolved to give its consent to the application; or,
- the consent of each owner of each lot on the strata plan.

d. Companies

If the land is owned by a company the form is to be signed by a person with authority in accordance with the *Corporations Act 2001 (Cwth)*.

e. Associations

If the land is owned by an incorporated association the form is to be signed by a person with authority in accordance with the rules of the association.

f. Council or the Crown

If the land is owned by a council or the Crown then form is to be signed by a person authorised by the relevant council or, for Crown land, by the Minister responsible for the Crown land, or a duly authorised delegate.

The name and positions of those signing must be provided.

Effective Date: September 2021

¹ under section 33(1) of the former provisions of the *Land Use Planning and Approvals Act 1993* or section 37 of the current provisions.

² under section 43A of the former provisions or section 40T of the current provisions of the Act



WOOLCOTT SURVEYS



EAST COAST
SURVEYING
CONSULTING SURVEYORS
& LAND PLANNERS

s.40T- Planning Scheme Amendment

Site specific Planning Scheme Amendment
19 Johns Street, Western Junction

Woolcott Surveys

June 2023

Prepared by: Michelle Schleiger

Town Planner

Reviewed by: James Stewart

Senior Planner

Version control	Description	Date
1	Draft	2 June 2023
2	Draft	5 June 2023
3	Draft	15 June 2023
4	Draft	19 June 2023
5	Draft	21 June 2023
6	Final	28 June 2023
7	Further information	10 August 2023

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1. Introduction

This application is to be read in conjunction with the following supporting documentation:

Document	Consultant
Site plan and development plans	Engineering Plus

This application for a scheme amendment applies to a part of the lot known as Volume 150770 Folio 8 described in this report as the 'subject site'.

1.1 Application summary

Proposal	To insert a Site Specific Qualification (SSQ) to the existing Specific Area Plan - TransLink Specific Area Plan, to allow Equipment and Machinery Sales and Hire as a Permitted Use to Table NOR-S1.5.2 - Area 2 for 19 Johns Street, Western Junction.
Address	19 Johns Street, Western Junction TAS 7212
Property ID	2774202
Title	150770/8
Title agreements and easements	Drainage easement
Land area	3698m ²
Current zone	General Industrial
General Overlay	Translink Specific Area Plan
Overlays	Airport obstacle limitation area Airport noise exposure area (partial)
Planning Authority	Northern Midlands Council
Planning Scheme	Tasmanian Planning Scheme – Northern Midlands (Scheme)
Legislative instrument	<i>Land Use Planning and Approvals Act 1993 (Act)</i>
Applicable Section	<i>s.40T Land Use Planning and Approvals Act 1993</i>
Existing development	34m x 12m (approx.) building – vacant building with workshop area, showroom area and office facilities. Two smaller outbuildings – sheds. Stormwater drainage
Services	
Water and Sewer	TasWater serviced
Stormwater	Serviced

Access	Dual access as existing from Johns Street
Vegetation	Cleared – not applicable
Topography	Flat and even
Watercourses	None

1.2 Background

Woolcott Surveys has been engaged to undertake a Planning Scheme Amendment to insert a Site-Specific Qualification (SSQ) to the existing Specific Area Plan - TransLink Specific Area Plan, to allow Equipment and Machinery Sales and Hire as a Permitted Use to Table NOR-S1.5.2 - Area 2, for the site at 19 Johns Street, Western Junction.

The site is on land identified as Volume 150770; Folio 8 (the subject site) at 19 Johns Street, Western Junction. This amendment is paired with a planning application for Use (Equipment and machinery sales and hire) and associated signage.

The site is within the municipality of Northern Midlands Council and subject to the planning provisions of the *Tasmanian Planning Scheme – Northern Midlands*, (the Scheme). It is zoned General Industrial with a Specific Area Plan (Translink Specific Area Plan) (SAP) applied.

The site is developed with a building (workshop and showroom) and two outbuildings, all currently vacant. The building was developed in 2010 and was previously occupied by a furniture maker. The current owner purchased the site in January 2023 for its industrial application potential. Being aware of the zoning, the owner considered the site to be flexible in future applications under that zone given the location of the site. It has been vacant since the new owner has purchased it.

The prospective tenants, Tasmac, consider the site ideal for their operation, but find that the proposed activity is prohibited under the Specific Area Plan. This application seeks to allow the Use on the site and is made under the provisions of section 40T of the *Land Use Planning and Approvals Act 1993*.

1.3 Rationale for the amendment.

The proposed Use is Permitted under the General Industrial Zone (GIZ) clause 19.2. The Translink Specific Area Plan (SAP), which replaces the General Industrial Zone - clause 19.2 Use Table, does not include Equipment and Machinery Sales and Hire within the table, relegating the Use as prohibited under the Scheme.

The land has been developed with a building (workshop and office space) suitable for uses anticipated in the General Industrial Zone. The building is currently vacant and available for tenancy. Take up of the site is limited to the restricted uses that the SAP allows.

The proponent wishes to establish the site as a branch location for Tasmac, a well known farm machinery and equipment dealership. The business includes sales of machinery aimed at the agricultural industry as well as the construction, lifestyle and specialised mowing industries. The sales are supported by the supply of parts and servicing. The business has four locations currently across Tasmania.

The subject site represents an ideal location for the business, being in proximity to northern and central midland region farming communities, and the Airport. A sector of the proponent's parts and servicing sales is directly to the Launceston Airport and the proponents hope to build on this with the competitive advantage that the location offers. As such, the location is ideally suited to the proposed Use and the proponent's established business.

The purpose of the GIZ is:

19.1.1	To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on adjacent uses.
19.1.2	To provide for use or development that supports and does not adversely impact on industrial activity.

The purpose of the SAP is:

NOR-S1.1.1	Provide for industrial and commercial uses and developments which serve the strategic needs of the Launceston and Northern Midlands region and the State, and which would derive a particular benefit from a location having proximity to Launceston Airport, access to the State's road and rail network or links to the port of Bell Bay.
NOR-S1.1.2	Cater primarily for storage, transport and industrial uses.
NOR-S1.1.3	Provide for a limited range of retail or other activity, which supports storage, transport and industrial uses.
NOR-S1.1.4	Provide for a limited range of retail or other activity, which can demonstrate that the location offers a particular strategic advantage.
NOR-S1.1.5	Provide an area within which business-support facilities for the Translink Industrial Zone and Airport operations can locate.

NOR-S1.1.6	Provide opportunities for the development of accommodation adjacent to and serving the Airport.
NOR-S1.1.7	Provide detailed guidance on use and development within the General Industrial Zone at Translink, particular to the unique characteristics of the area.

In comparing sections of the two purpose statement tables, the GIZ supports and allows for industrial uses including repair and distribution of goods. The GIZ also allows for other activities that will not cause an impact or restriction on the primary purpose.

The SAP also provides for industrial and commercial uses, but differentiates those which serve the strategic needs of the Launceston and Northern Midlands region and which would derive particular benefit from the location's proximity to Launceston Airport.

The proponent's business serves the agricultural and agribusiness sector of the northern and central midlands agricultural region which is intrinsically linked through transport networks to the Translink precinct. The location will serve to increase service availability to this significant sector of the local and State economy. Tasmac has sold machinery to the Launceston Airport (tractor, slasher) and has a record of servicing and parts sales from 2018 to current time for said machinery. Tasmac hopes to build on this relationship, and would derive particular and direct benefit from this location in terms of ongoing servicing for the Launceston Airport machinery needs. By servicing the Airport in this way, support to the strategic transport role of the area is provided, forming a more holistic approach to the purpose of the SAP.

The Translink SAP covers an area of approximately 256ha and is divided into 7 areas, or precincts. These are governed by separate Use tables. Area 7 is the only area that includes Equipment and Machinery Sales and Hire, as a Discretionary Use. The map included in the Scheme indicates that Area 7 is the southern most section of the SAP, which has the underlying zone of Agriculture and a small separated parcel zoned GIZ. (See Figures 5-6 & 25-27). This area consists of four parcels, three of them in same ownership, and clearly, used for agricultural purposes at present. The land pre-selected by the SAP for the proposed Use is not available for development at this time. Indeed, information published by the Tasmanian Government shows that this section of land is an 'expansion area' (Tasmanian Government, 2018) and not yet developed. There is no indication that development of this area is pending.

The delegation of Use that is prescribed by the Translink SAP represents an unrealistic plan on how the land can be used if the area is to provide a strategic advantage for businesses that could benefit from the location. The 256ha stretch of land shares the same transport network, similar proximity to the Airport and freight services, and proximity to major urban centres and to rural areas. In context of the surrounds, the limited area covered by the SAP and the underlying zones, this separation of uses by Area delegation appears arbitrary and desultory. It limits the use of the already established lots to the point of creating vacancies or limited development uptake.

This submission includes a planning application for the said Use and includes the extent of development required, being the addition of signage. This proposal nominates the Use (Equipment and Machinery Sales and Hire) as Permitted, reflecting that of the General Industrial Zone.

2. Subject Site

2.1 Site location

The subject site is located at 19 Johns Street at Western Junction. Johns Street runs parallel to Evandale Road off Translink Avenue.

The Translink Precinct within Western Junction describes the industrial land in proximity to the Launceston Airport. The Launceston Airport is less than 1km south east of the site and the site is 11km south of the Launceston CBD. The surrounding road network stems from Evandale Road, which connects to the Bass Highway via Hobart Road/Midland Highway approximately 9km to the north. The Midland Highway also serves as the main network connection to the agricultural communities throughout the northern, central and southern midlands.

The subject site is 3698m² in area with north east frontage to Johns Street. Surrounding lots are regular in shape and are laid out in an orderly manner with direct frontage and access. Adjoining use and development evident include a pest control service and metal fabrication/processing. There is a fuel station on the north east side of the road from the subject site. Established uses in the surrounding area include: manufacturing, storage and freight related business. There are also construction and construction supply businesses and those that supply to and support the agricultural sector; including businesses that keep large scale equipment and machinery on site.

Figures 8-27 provide further detail on the site and area.

2.2 Existing infrastructure

Reticulated water and sewer

The site has access to reticulated water and sewer.

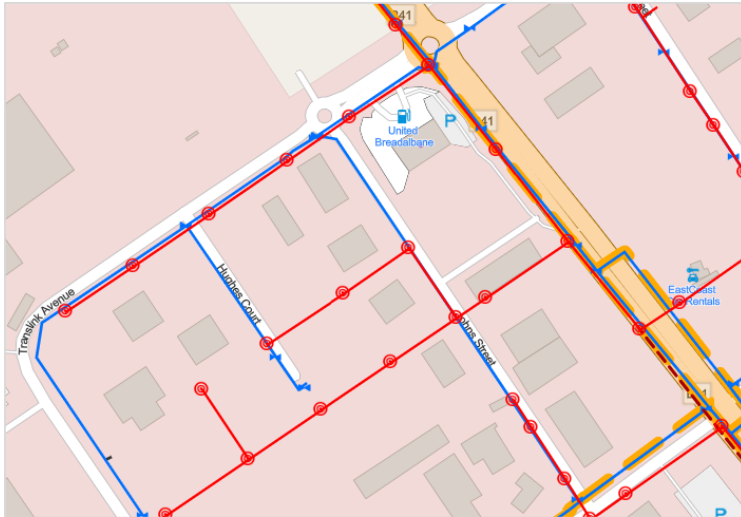


Figure 1 Reticulated services for the subject site

Stormwater

There is stormwater infrastructure servicing the site and surrounding area.



Figure 2 Showing Stormwater infrastructure in relation to the subject site

Gas

The area is not serviced by gas infrastructure or with a declared gas pipeline planning corridor.

2.4 Transport network and access.

The subject site is in proximity to the Midland and Bass Highways, with Evandale Road serving as a connector. Proximity to the Launceston Airport also factors into broader transport networks.

Johns Street is accessed via Evandale Road and Translink Avenue. The subject site is accessed from Johns Street by two existing vehicle crossings.

2.5 Heritage

There is no identified or known Aboriginal or cultural heritage on the site or adjoining land. The land has previously been disturbed and is highly modified.

2.6 Current zone

The subject site falls within the municipal area of Northern Midlands Council and is zoned General Industrial. The GIZ area is predominantly adjoined to the Agriculture Zone with a section of Low Density Residential Zone (Devon Hills) several hundred metres to the west. See at Figure 4.

2.7 General overlays

The subject site is within the Translink Specific Area Plan. See at Figure 5.

2.8 Code Overlays

The site is covered by the Airport obstacle limitation area overlay. The site has a very small encroachment from the Airport noise exposure area overlay on the south east boundary.

2.9 Subject site and surrounds – images



Figure 3 Aerial image of the subject site and showing the Launceston Airport

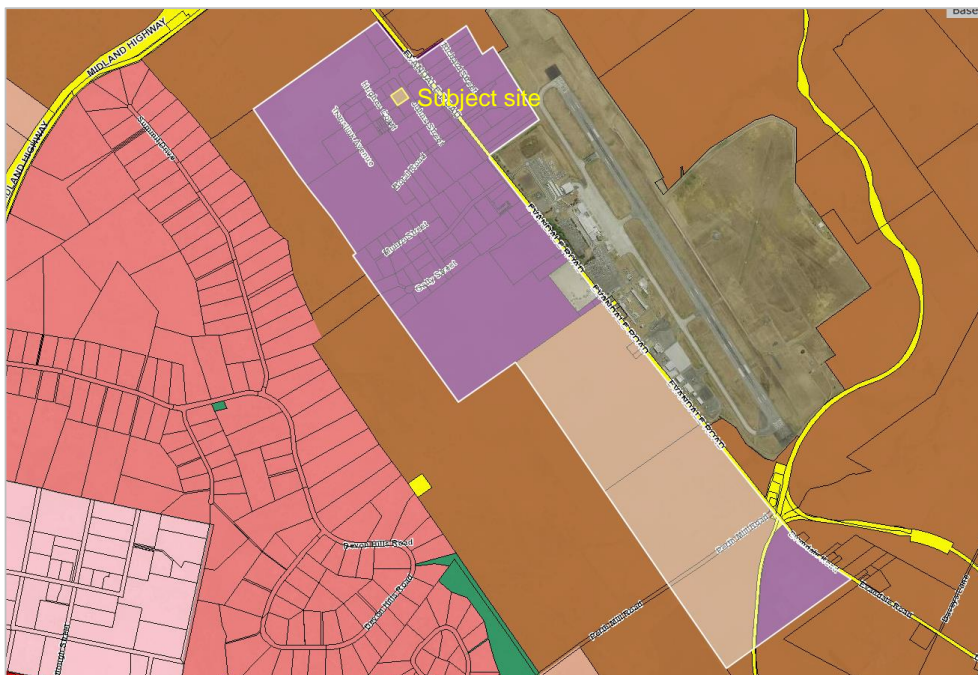


Figure 4 Zoning for the subject site is General Industrial. The area is predominantly surrounded by the Agriculture Zone



Figure 5 Area affected by Translink Specific Area Plan with white outline and the underlying zones. Area 7 is predominantly in the Agriculture Zone. Detail shown in Figure 6.

Figure 6 Area 7 of the SAP in the Agriculture Zone.

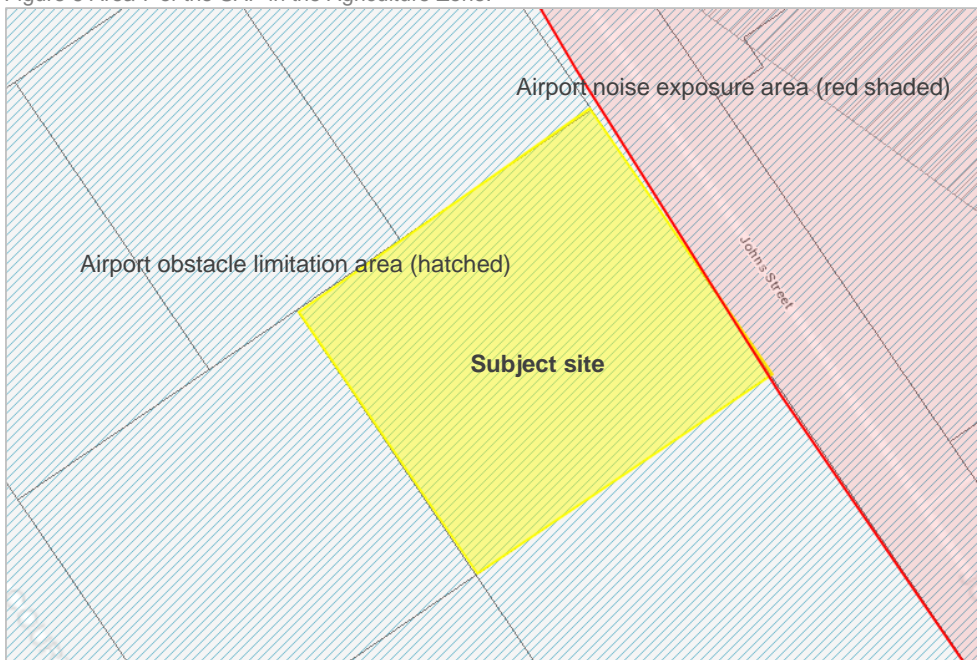


Figure 7 Overlays affecting the subject site



Figure 8 Subject site – east elevation



Figure 9 Subject site - north east elevation



Figure 10 Subject site from access looking south east



Figure 11 Subject site from access looking north west



Figure 12 From subject site looking north east



Figure 13 From subject site looking east



Figure 14 From subject site looking south east



Figure 15 Development at 17 Johns Street



Figure 16 Development at 15 Johns Street



Figure 17 Development at 12 Boral Road



Figure 18 Development at 1 Boral Road



Figure 19 Development at 21-23 Boral Road



Figure 20 Translink Avenue extension, facing south



Figure 21 Translink Avenue extension, facing south



Figure 22 2 Gatty St - forestry equipment



Figure 23 41 Translink Ave - agricultural use support



Figure 24 - 6 Munro St – Machinery sales - forestry



Figure 25 Frontage to 362 Evandale Road - looking north west



Figure 26 Frontage to 362 Evandale Road - looking west



Figure 27 Frontage to 362 Evandale Road - looking south west

3. Planning Scheme amendment

3.1 Proposal

This request is made pursuant to section 40T of the *Land Use Planning and Approvals Act 1993* to insert a Site Specific Qualification (SSQ) to the existing Specific Area Plan - TransLink Specific Area Plan, to allow Equipment and Machinery Sales and Hire as a Permitted Use to Table NOR-S1.5.2 - Area 2 to the land identified as Volume 150770 Folio 8 at 19 Johns Street, Western Junction. This application is only in relation to this lot.

The Use table under the clause would be changed to the following if implemented:

NOR-S1.5.2 - Area 2 (refer to Figure NOR-S1.2.1)

Permitted	
Equipment and Machinery Sales and Hire	If at 19 Johns Street, Western Junction folio of the Register 150770/8

(See Section 3.10 for full table extraction)

The site has existing development, however, a development proposal is included with this request to seek planning permission for Use of the site and signage.

3.2 Land Use and Planning Approvals Act 1993

3.2.1 Land Use and Planning approvals Act 1993 – Sections 40T, 37 and 38

This application is made in accordance with section 40T of the *Land Use Planning and Approvals Act 1993*. The relevant section under the *Act* is shown below.

Division 4 - Combined permit and amendment process

40T. Permit application that requires amendment of LPS

- (1) A person who requests a planning authority under section 37 to amend an LPS may also, under this subsection –
- make an application to the planning authority for a permit, which permit could not be issued unless the LPS were amended as requested; and
 - request the planning authority to consider the request to amend the LPS and the application for a permit at the same time.

Response

Pursuant to section 40T of the *Land Use Planning and Approvals Act 1993* an amendment to the scheme is requested as part of this application.

Division 2 - Requests for amendments of LPSs

37. Request for amendment of LPSs

- (1) A person may request a planning authority to amend an LPS that applies to the municipal area of the planning authority.

Response

This application requests that the Northern Midlands Council amend the *Tasmanian Planning Scheme – Northern Midlands*, to insert a Site Specific Qualification (SSQ) to the existing Specific Area Plan - Translink Specific Area Plan, to allow Equipment and Machinery Sales and Hire as a Permitted Use to Table NOR-S1.5.2 - Area 2 to the land identified as Volume 150770 Folio 8 at 19 Johns Street, Western Junction.

- (2) A request under subsection (1) is to be in a form approved by the planning authority or, if a form has been approved by the Commission, is to be in that form.

Response

The request to amend the *Tasmanian Planning Scheme-Northern Midlands* includes a form approved by the Tasmanian Planning Commission, and a Council application form (signed).

- (3) A request under subsection (1) by a person to a planning authority to amend the zoning or use or development of one or more parcels of land specified in an LPS must, if the person is not the owner, or the sole owner, of the land –
- a) be signed by each owner of the land; or

- b) be accompanied by the written permission of each owner of the land to the making of the request.

Response

The amendment affects one title under the ownership of Fieldwick Holdings Pty Ltd.

Woolcott Surveys, as the applicant, is requesting the scheme amendment.

- a) The form has been signed by the relevant signatories of the owners of the land.
- b) There is no requirement for written permission as the form has been signed by the owner.

Division 2 - Requests for amendments of LPSs

38. Decision in relation to request

- (1) A planning authority, before deciding whether to prepare a draft amendment of an LPS in relation to a municipal area in accordance with a request under section 37(1), must be satisfied that such a draft amendment of an LPS will meet the LPS criteria.

Response

The LPS Criteria is referred to in Section 34. See **Item 3.2.2**.

3.2.2 Land Use Planning and Approvals Act 1993 – Section 34

Division 2 - Contents of LPSs

34. LPS criteria

- (2) The LPS criteria to be met by a relevant planning instrument are that the instrument –
- a) contains all the provisions that the SPPs specify must be contained in an LPS; and
 - b) is in accordance with section 32; and
 - c) furthers the objectives set out in Schedule 1; and
 - d) is consistent with each State policy; and
 - (da) satisfies the relevant criteria in relation to the TPPs; and
 - e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and
 - f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates; and
 - g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and
 - h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.

Response

- a) The amendment seeks for the proposed insert to the Translink Specific Area Plan as applied by the Tasmanian Planning Scheme – Northern Midlands.
- b) Not applicable to this proposal.
- c) See **Item 3.3** of this report for a response to Schedule 1

- d) **Item 3.5** of this report addresses State policies.
- e) **Item 3.7** of this report addresses the relevant sections of the regional land use strategy (Northern Tasmania Regional Land Use Strategy).
- f) Items under **3.8** and **3.9** of this report consider the Council Strategic Plan and local strategies.
- g) Local provisions of the Scheme are referred to at **Item 4** of this report. The subject site does not adjoin other municipal areas. The municipal area is in proximity to the municipal area of Launceston. Both Meander Valley and Launceston municipal areas operate under the Tasmanian Planning Scheme.
- h) **Item 3.6** of this report addresses the Gas Pipelines Act 2000.

3.3 Objectives of the Land Use and Approvals Act 1993

3.3.1 Schedule 1, Part 1 Objectives

Section 34 (2) c) of the *Land Use Planning and Approvals Act 1993* (The Act) require that in determining an application, the planning authority must seek to further the objectives set out in Schedule 1 of the Act. Schedule 1, Part 1 is examined and responded to below.

Objective	Response
a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and	The land is earmarked and developed for industrial use. The area is already cleared of native vegetation within the confines of the built up area. See Item 3.4.1 for an expanded response.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and	The proposal is in keeping with fair, orderly and sustainable development.
(c) to encourage public involvement in resource management and planning; and	The planning application process under section 40G of LUPAA provides a public consultation period of 28 days. During this period, the public can make comment on the proposed application. Following this period, hearings held, as needed, by the Tasmanian Planning Commission ensure all stakeholders have an opportunity to have input and be part of the decision making process.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and	The development will facilitate economic development and make best use of a vacant building in a well suited zone and location. The establishment of this dealership fosters economic benefit within the business but also in the servicing of associated business that rely on parts and machinery for ongoing operation. Particularly in the agriculture and air freight industries. Item 3.4.2 provides elaboration on economic factors.
(e) to promote the sharing of responsibility for	Each level of government and the private

resource management and planning between the different spheres of Government, the community and industry in the State.

sector have their distinct roles to play in the development process. This proposal is compliant with, and dependant on, these processes.

3.4 Impact on the region

3.4.1 Environmental

The site has full reticulated servicing and is already developed. The environmental impact of the proposed is negligible on the already developed site, making efficient use of the existing development.

The proposal does not require the removal of native vegetation as the land has previously been cleared. The proposed Use has no significant adverse environmental effect and is well suited to an industrial zone.

3.4.2 Economic

The proposal represents significant economic benefit. The site was selected for its prominent strategic advantage including proximity to the airport and to the rural agricultural areas in the Tasmanian midlands and surrounding region. The Translink precinct is essentially the gateway to the rural and actively farmed areas of the Tasmanian midlands. The economic benefits are evident for the proponent, having excellent proximity to transport networks and a significant portion of their customer base but also for their customers. Shortened distance to customers, including the Launceston Airport, means benefits in travel time, fuel expenditure and overall efficiencies in land use and the transport network. The branch location means that local customers can more easily access machinery, parts and service. For those that depend of this service, access to parts and repairs can be a vital part of their livelihood.

The 'Competitiveness of Tasmanian Agriculture for 2050' White Paper (Tasmanian Government, 2020) and the associated Discussion Paper, include areas of discussion over competitiveness in Tasmanian Agriculture and the contributing factors towards the ability to remain competitive.

As competitors are always working to gain an edge in the market, maintaining or improving competitiveness requires constant productivity improvements and innovation.

At the same time, continuing productivity and profitability depends on good risk management and sustainable farming practices. (Tasmanian Government, 2020)

While there are many economic influences that contribute to competitiveness, the ability to mitigate or control factors produces an advantage. For the proponent of this application, in playing a supporting role to the agriculture and agribusiness sectors, the location within the Translink precinct contributes to their competitiveness through transport access and proximity to the client base.

The Tasmanian Government has a plan to continue to grow the annual value of the State's agriculture to \$10 billion by 2050. They report that Tasmania is experiencing economic growth and that the agriculture sector plays a significant part in that growth (Tasmanian Government, n.d.). The north area

of Tasmania's agricultural production contributes to 45% of Tasmania's farmland, with 1013 farm businesses counted at the time of reporting. The potential agricultural land (initial analysis) is shown in the following figure:

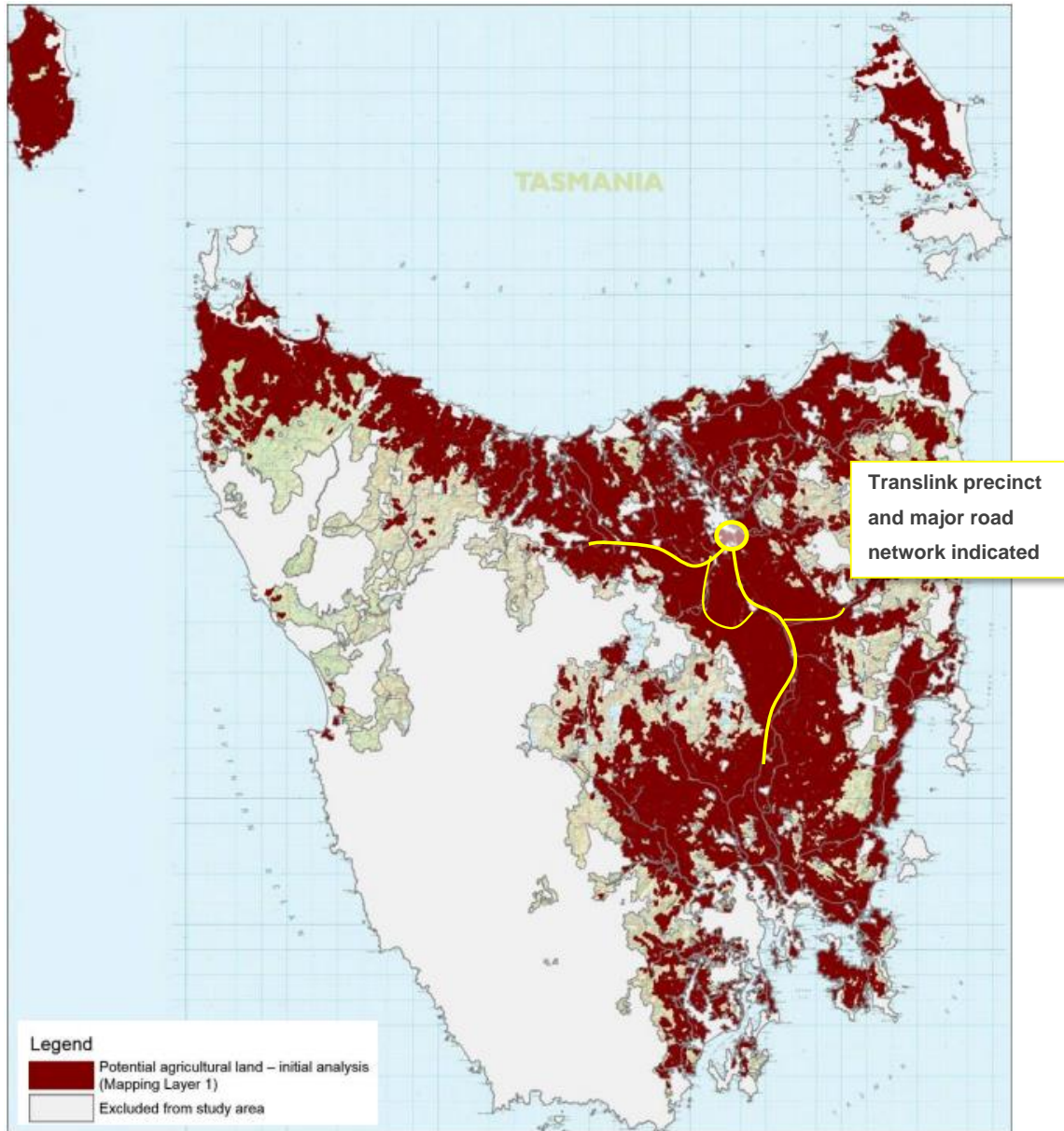


Figure 28 Agricultural Land Mapping Project; Background Report Page 14)
(Department of Justice, Planning Policy Unit, 2017)

The mapping shows that the potential client base is best accessed from the subject site and provides an advantage that serves the proponent and the customer in terms of transport and proximity. The location and available road network provide access to a great deal of agricultural land, as demonstrated by the report provided by the Department of Natural Resources and Environment (DNRET), subsequently providing a small but distinct contributor to competitive advantage for the industry sector.

The proponent has an established sales relationship with the Launceston Airport that includes the provision of ongoing servicing.

December 2012	Machinery sale (slasher)
July 2017	Machinery sale (tractor)
January 2018	Service
September 2019	Service
25 September	Service
February 2021	Parts sales
May 2022	Parts sales
April 2023	Service
May 2023	Parts sales

The proponent naturally aims to build on this relationship and offer a distinct speed advantage in terms of parts supply and servicing of the machinery needed for continued airport operation. This will be of strategic and economic advantage to the proponent and to the airport.

3.4.3 Social

Social benefits are more closely associated with the aspects that can't be seen. By locating this business in an appropriate zone, in an already established area that is entirely suited, the business is not compelled to locate in a less appropriate zone or location. The subject site is well distanced from residential areas and zones that may have a lower rate of compatibility.

Further social benefits can be found in the access networks from the site to residential areas, making it easy and efficient for a workforce to reside in reasonable proximity to a workplace.

3.5 State Policies

3.5.1 State Policy on the Protection of Agricultural Land 2009

The State Policy on the Protection of Agricultural Land 2009 aims to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.

The proposal does not use land that is considered or zoned agricultural. The proposal conforms with the goals of the Policy.

3.5.2 State Coastal Policy 1996

The State Coastal Policy has been created under the State Policies and Projects Act 1993. The policy principles guide the outcomes of the State Coastal Policy:

- natural and cultural values of the coast shall be protected;
- The coast shall be used and developed in a sustainable manner;

- Integrated management and protection of the coastal zone is a shared responsibility.

The subject site is not within a coastal zone or locality.

3.5.3 State Policy on Water Quality Management 1997

The objectives of this policy are to manage Tasmania's water bodies and public water systems sustainably. The provisions of this State policy are generally practically captured in the Natural Assets Code in the Scheme.

The proposal utilises existing connections to the stormwater system and reticulated sewer system, thereby mitigating effects of urban stormwater runoff and wastewater.

3.5.4 Natural Environment Protection Measures

The Natural Environment Protection Measures (NEPMs) apply to factors such as air quality, land contamination and waste control and other pollutant matters between states and territories in Australia. The NEPMs relate to matters that are not affected by this proposal. The site is not considered to be contaminated.

3.6 Gas Pipelines Act 2000

The Act lists Regulated activities as:

- construction of, or alteration to, a pipeline for carrying natural gas, petroleum or another regulated substance;
- operating and maintaining a pipeline for carrying natural gas, petroleum or another regulated substance;
- construction of, or alteration to, a pipeline facility for processing gas or another regulated substance;
- operating and maintaining a pipeline facility used for processing gas or another regulated substance;
- any other activities for which a licence is required under the regulations.

The proposal does not involve any of these activities.

3.7 Northern Tasmania Regional Land Use Strategy (RLUS)

Section 34 2 (e) requires that an amendment be consistent with the regional land use strategy for the regional area to which the amendment relates to. The subject site sits within the Northern Midlands municipality and the Regional Land Use Strategy of Northern Tasmania applies. The relevant sections of the strategy are discussed as follows.

3.7.1 Regional Strategic Planning Framework

C.4.1 Goal 1: Economic Development

To facilitate economic development and productivity through integrated land use and

infrastructure planning.

Strategic Direction G1.1

Capitalise on the region's sources of competitiveness by identifying future opportunities for sustainable competitive advantage.

This will be achieved by the following strategies:

- a) Facilitate innovation and capitalise on the co-location of industry in strengthened 'clusters' of economic and employment activity.
- b) Add value, diversify the economy and generate jobs.
- c) Develop the preconditions for business competitiveness through merits-based planning and development assessment processes that:
 - Flexibly consider the location of economic development having regard for the changing economic environment; and
 - Focus on community-specific outcomes and environmental impacts, rather than a standards-based approach.
- d) Facilitate the needs of small business, including working from home and other flexible/non-traditional locations.
- e) Support high value adding and downstream activities to natural resources including small scale manufacturing and processing enterprises.

Response

Section C.4.1 of the NTRLUS relates to economic development in the region. Strategic direction is provided outlining how economic development can be facilitated through land use and infrastructure planning.

The proposed is in line with the goals of strategic direction G1.1 in that it strengthens the cluster of economic and employment activity that the Translink area strives for. The dealership will be an additional site for the business (Tasmac) which will require economic input, generating commercial activity and job creation as an expansion project for the dealership.

The inclusion of agricultural machinery to the cluster is in line with the type of business encouraged there. It is evident that the precinct includes business sectors that involve the use, storage and dispatch of commercial scale machinery and equipment. Given that the location serves as a gateway to the Launceston Airport and the rural and agricultural activity in central Tasmania; the proposed dealership will strengthen the offering of services within the industrial cluster of the precinct with reference to the strategic location within northern Tasmania.

The Translink SAP as it is applied, does not have capacity to flexibly consider the location of economic development within the said area. It has a standards based approach that does not align with the desired outcomes. The inflexibility of the SAP prevents suitable development to occur and closes off opportunities for business competitiveness. In reference to **Item 3.8**, the Northern Tasmanian Industrial Land Use Strategy notes the need for a flexible approach to the provision of industrial land and adaptability to respond to corresponding changes in commercial demand. This proposal seeks to redress the inflexibility of the SAP.

The proposed is directly supportive of natural resource activities, being a supplier and servicer for equipment used for said industries. The proximity of the site to relevant industry sectors is a distinct advantage for the business and the customer base (rural and regional areas of central Tasmania), including the Launceston Airport.

Tasmac currently sell to and service machinery used by the Airport. The location of the subject site represents a distinct advantage towards continued supply in parts and servicing. When the Airport experiences a sudden machinery breakdown or parts requirement, the location means that those parts or repairs can be actioned with a distinct speed advantage, having the potential to play a vital factor in Airport operations. Regular service and maintenance can be more easily arranged, contributing to smoother operational circumstances for the Airport, and lower transport costs for Tasmac.

Strategic Direction G1.3

Develop a thorough understanding of key industry needs, including future demand and location requirements.

This will be achieved by the following strategies:

- a) Support agricultural and related primary industries by:
 - Recognising the complex jurisdictions and the role of Natural Resource Management (NRM) organisations;
 - Applying the State Policy on the Protection of Agricultural Land Policy (2009) consistently across the region;
 - Supporting the forest practices system and ongoing structural reforms;
 - Promoting appropriate aquaculture development;
 - Identifying and mapping key mineral assets, protecting key resources; and
 - Supporting appropriate mining and mineral development, and protecting that resource from encroachment by sensitive land uses.
- b) Support tourism, culture and arts by:
 - Recognising the 'drivers' of tourism, including natural values, heritage, food and wine, and local character; and
 - Providing for development of tourism products including accommodation.
- c) Support retail and commercial development by:
 - Developing a Regional Activity Centres Hierarchy.
- d) Support industrial development, including freight distribution and logistics by:
 - Identifying the growth and infrastructure needs of the key transport hubs of Bell Bay and the Launceston Airport precinct; and
 - Identifying key intra-regional freight links to outside the region (south and north-west).
- e) Provide a sufficient supply of appropriately zoned and serviced land ready for development in strategic locations to advance employment and a variety of industrial and commercial land uses.
- f) Identify a hierarchy of key employment sites, including:
 - Regionally significant precincts;
 - Strategic employers (including universities, hospitals and government research facilities);

- Business enterprise parks; and
- Local industry and services employment nodes.

Response

The proposed directly supports the agricultural industry and the freight and distribution industry. The SSQ will better enable the supply of agricultural machinery that is needed by local primary industries and the Airport.

The Translink SAP aims to (d) support the development of freight distribution and logistics, indeed the Translink area has several transport and distribution companies in operation. However, by excluding the proposed, additional localised support to these industries is omitted. The proposed is well suited to be included in this 'business park' type enterprise and is demonstrated to be of direct benefit to the operation of the Airport.

C.4.2 Goal 3: Sustainability

To promote greater sustainability in new development and develop stronger community resilience to social and environmental change.

Strategic Direction G3.2

Establish planning policies to support sustainable development, address the impacts of climate change, improve energy efficiency and reduce environmental emissions and pollutants.

This will be achieved by the following strategies:

- a) Support good building design, reuse and recycling by:
 - Increasing the energy efficiency of new development in line with national building design codes, standards and international best practice;
 - Providing strategic support and incentives for the reuse of old buildings and other redevelopment in preference to 'Greenfield' development; and
 - Identifying known or foreseeable impacts of climate change, such as rising sea levels, flood risk and land instability, and adopting a precautionary approach to the location of new development.
- b) Continue improving environmental management (air and water) by:
 - Identifying and controlling the emission of pollutants to sensitive receiving waters and to air to reduce carbon dioxide (CO₂) and other greenhouse gas emissions;
 - Promoting sustainable water use and conservation measures including innovative water collection practices, and recycling measures; and
 - Implementing and securing sustainable urban drainage systems such as water sensitive urban design practices.
- c) Integrate sustainable transport design by:
 - Reducing reliance on private vehicle transportation and promoting opportunities and infrastructure for sustainable transport;
 - Promoting improved access to walking, cycling, and public and freight transport networks; and
 - Planning for residential and freight transportation needs when locating new development.
- d) Support renewable/alternative energy by:
 - Promoting and protecting future renewable energy opportunities including wind, tidal,

- geothermal and hydro generation; and
- Strengthening strategic support for the development of renewable energy infrastructure.

Response

The proposed represents utilisation of an existing building in a purpose-built development area. The site has been developed and selected for industrial use by design. The building and site can be re-purposed without further development of any significance.

The location, having excellent access and proximity to strategic service locations means fuel reduction by way of travel efficiency and distance reduction. In servicing the Launceston Airport’s needs the effect is dramatic. By design, the site is well positioned for effective transport and freight operation.

3.7.2 Regional Land Use Categories

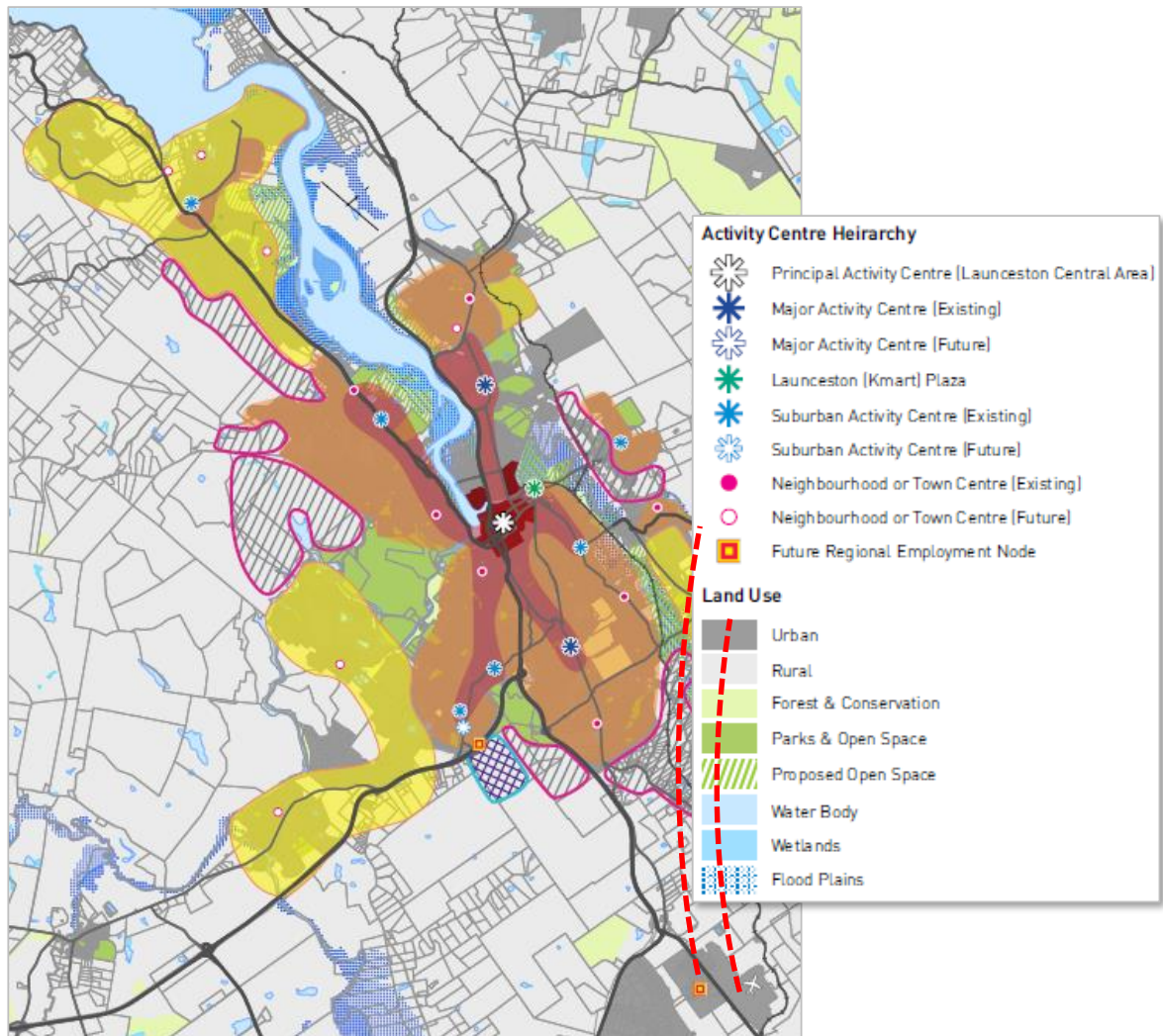


Figure 29 Map D.1 Regional Framework Plan
 The subject site is mapped as Future Regional Employment Node and Urban land Use.

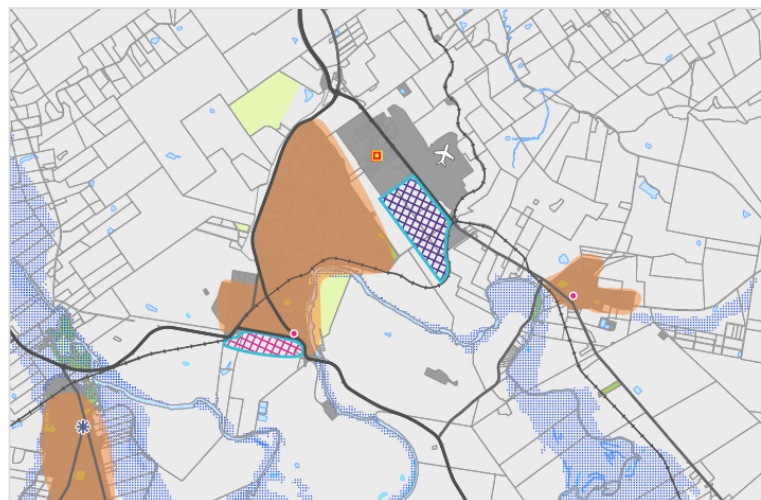
Figure 30 Map D.3 Regional
Framework Plan: Northern Townships
(Longford, Perth and Evandale)

E.3 Regional Activity Centre Network Policy

E.3.3 Key Activity Centre Network Strategies

Planning for and development of the Regional Activity Centre Network should apply the following strategies:

- Implement a regional activity centre network to support a wide range of land uses and activities consistent with the role and function of centres described in the Regional Activity Centre Hierarchy (Table E.3).
- Strengthen the Region's capacity to deliver high order government, community, commercial and private sector services and facilities through an integrated network of activity centres.
- Support the primacy and role of the Launceston PAC
- Enable the provision and retention of critical services and facilities, particularly in rural areas, by containing the network to a limited number of strategically located rural centres that can be conveniently and widely accessed and efficiently supported.
- Promote accessibility of employment to support sustainable development.
- Promote efficient land use, transport and infrastructure planning to reduce dependence on private vehicle travel.
- Plan the development of each activity centre relative to its identified function, role and



anticipated catchment to:

- Create economic growth by co-locating a mix of land uses;
- Concentrate goods and services more efficiently;
- Provide appropriate locations for government investment in public transport, health, education, cultural and entertainment facilities;
- Provide a focus for community and social interaction;
- Promote sustainable travel and access to transport infrastructure and networks;
- Integrate land use and transport to support walking, cycling and public transport; and
- Accommodate higher density residential development, employment and multiple trip generating activities.

Response

The Key strategies seek a network that supports a wide range of land uses, consistent with the role and function of the Regional Activity Centre Hierarchy. This is shown at Section 3.7.3 (E.2.3).

3.7.3 Regional Planning Policies

E.2 Regional Settlement Network Policy

E.2.3 Key Settlement Network Strategies

Specialist Centres - Launceston Airport / Translink, UTAS City Campus

(Table E.2 Northern Tasmanian Regional Activity Centre Hierarchy_

Role

To provide for activity of a specialist nature as defined through specific local area or precinct structure plans.

Specialist nature maybe (sic) of a major infrastructure, educational, health or other research of other institutional style facility of regional significance that provides a strong employment and economic development role.

Employment

Dependent on specialist characteristics.

Response

The subject site is included in the Translink Specific Area Plan (Area 2). While the SAP aims to control development in the area, it excludes the proposed opportunity by omission. This application, as proposed, seeks to rectify this. The proposed aligns with the provision of critical services and facilities, particularly in rural areas, by the provision of agricultural machinery, parts and servicing. This provision is also to the Launceston Airport, thereby providing an essential service vital to the ongoing role and function of the area.

E.4 Regional Infrastructure Network Policy

E.4.3 Key Infrastructure Network Strategies

Planning and development of the Regional Infrastructure Network should apply the following strategies:

- Support development that consolidates and maximises the use of existing infrastructure

- capacity and planned infrastructure;
- Develop and protect transport assets and systems to promote a sustainable transportation network, having regard for access and choice and including public transport, cycling and walking movements;
 - Promote greater coordination between government sectors in infrastructure planning to achieve greater alignment with land use planning and more efficient and effective land use outcomes;
 - Promote infrastructure planning that leverages renewable energy opportunities;
 - Support transport planning initiatives that improve accessibility; and
 - Advance and demonstrate consistency with the strategic planning projects and priorities promoted by the Tasmanian Infrastructure Strategy (2010).

Response

The subject site is within land identified as Specialist Centre (see Figure 30). The subject site is located within the Translink SAP and the proposed use aligns well with the role of the area. The proposal makes best use of existing development including reticulated services infrastructure and transport networks.

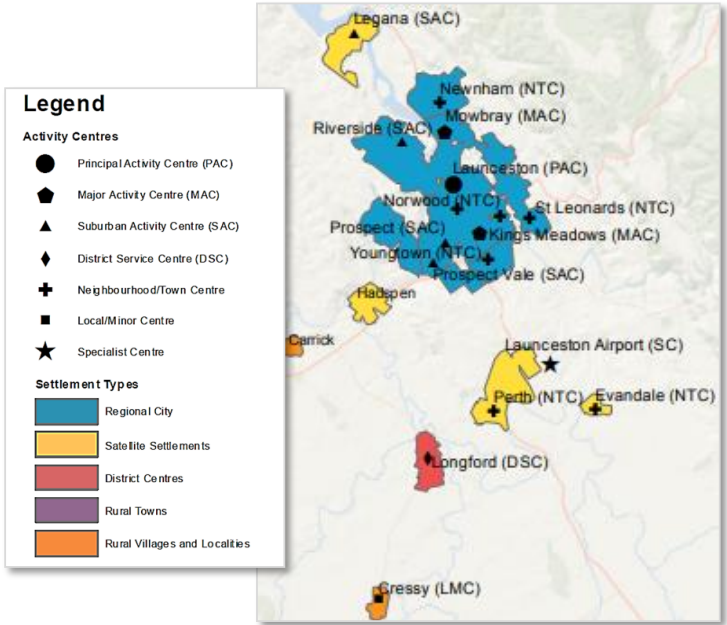


Figure 31 Extracted from the Northern Tasmania RLUS - Map E1 Regional Settlement and Activity Centre Networks.

E.4.4 Specific policies and actions	
Policy	Actions Response
<p>RIN-P3</p> <p>Direct new development towards settlement areas that have been identified as having spare infrastructure capacity.</p>	<p>RIN-A3</p> <p>Take up land and development in the Translink Industrial Park has been sporadic. There are lots as yet undeveloped or vacant indicating that the area controlled by the SAP has spare infrastructure capacity. The site is well equipped with infrastructure and transport networks.</p>

<p>RIN-P5</p> <p>Recognise the region’s port, airport and other intermodal facilities (existing and planned), including operations, and protect from development that will preclude or have an adverse impact on existing and future operations.</p>	<p>RIN-A4</p> <p>The proposed use will be within the existing development on the site. The Use is aligned with that of the GIZ and surrounding uses, as demonstrated. There are other sites with machinery for forestry or other industries kept within the Industrial Park. The proposed would be in line, similar, with these uses, causing no conflict. Given this is how the GIZ operates, with the proposed Use as permitted, it stands to reason that the site and surrounding area can accommodate the proposed Use without conflict.</p> <p>As the surrounding area demonstrates similar uses, there is no reason to suspect that the Airport would be impacted with adverse effects.</p> <p>The proposed has a specific need to be in good proximity to the Airport as it is a parts and service supplier to the airport.</p> <p>By allowing the SSQ to the SAP, the planning mechanism in place will further the support of the Airport’s role without any adverse impact. Given there are other uses in similar proximity to the site, the proposed would create no difference in the use of the area.</p> <p>Transport infrastructure is in place and is designed to accommodate the various use and development within the Translink Industrial Park.</p>
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E.5 Regional Economic Development Policy
E.5.3 Key Economic Development Strategies
<p>Planning for Regional Economic Development should apply the following strategies:</p> <ul style="list-style-type: none"> ▪ Develop the economic and employment profile and role of Northern Tasmania as the major freight and tourist gateway for the State and as the key link between Tasmania and mainland Australia, particularly Melbourne. ▪ Pursue a range of new and innovative investment and product development opportunities in locations and sectors generally not previously targeted and resourced. ▪ Support new investment initiatives with major upgrades to the regional infrastructure network. ▪ Promote the protection and enhancement of manufacturing, industrial and tourist business service locations. ▪ Promote efficient access, including expansion of air and sea ports, and land freight connections and operations. ▪ Promote protection of significant agricultural land and natural productive resources in accordance with the State Policy on the Protection of Agricultural Land (2009). ▪ Recognise, and provide long-term protection, for all potentially irrigable areas. ▪ Ensure the integrity of agricultural values is maintained whilst allowing for a transition of non-agricultural land uses between land within Rural Areas and Urban Growth Areas.

- Promote and support agricultural production areas.
- Identify and protect regionally significant extractive industry resources.
- Advance and demonstrate consistency with State and regional planning policies, projects and initiatives.

Response

In line with the key strategies listed, it makes sense to allow Equipment and machinery sales and hire, to the agriculture sector and to the Airport at the location of the subject site. The site has upgrades and State significant roads for excellent transport to the rural and agricultural areas and to the Airport itself.

E.7.4 Specific policies and actions	
Biodiversity and Native Vegetation	
Policy	Actions Response
<p>ED-P2</p> <p>Provide for land use planning and infrastructure networks to support the development of:</p> <ul style="list-style-type: none"> • High value agriculture and food products; • Digital economy (including the NBN); • Vibrant, creative and innovative activity centres as places of employment and lifestyle; and • Diverse tourism opportunities. 	<p>The land controlled by the Translink SAP is also zoned for General Industrial. The land would contribute to the supply of industrial land, however, the proposed Use is prohibited under the SAP and so cannot take advantage of the appropriately zoned land.</p> <p>As a result, a significant opportunity for economic growth is hindered. There are few sites with appropriate zoning that have excellent access to the farming regions without the need for greenfield development in either the rural or agriculture zone.</p>
<p>ED-P3</p> <p>Provide a 10 year supply of industrially zoned and serviced land in strategic locations</p>	

Landscape and scenic amenity	
Policy	Actions Response
<p>LSA-PO1</p> <p>Consider the value of protecting the scenic and landscape amenity of key regional tourism routes having regard to the routes identified in Map E3 and local circumstances, as well as the:</p> <ul style="list-style-type: none"> ▪ Importance of scenic landscapes as viewed from major roads and tourist routes/destinations as contributing to economic basis of the tourism industry as well as local visual amenity; ▪ Importance of natural/native vegetation in contributing to scenic values of rural and coastal areas generally, with particular emphasis on prominent topographical features; and ▪ Need to protect skylines and prominent hillsides from obtrusive development/works. 	<p>LSA-A01</p> <p>The subject site is well set back from the major thoroughfare and without impact to scenic views.</p> <p>LSA-A03</p> <p>The site is within a developed area without proximity or direct line of site to prominent natural features.</p>

LSA-PO2

Protect specific topographic or natural features of significant scenic/landscape significance.

3.8 Northern Tasmania Industrial Land Use Strategy

The Northern Tasmanian Industrial Land Study was undertaken by SGS Economics in 2014. The purpose of the study was to look at existing industrial land in the region, and provide for the projected demand of industrial land.

The study shows that Industrial precincts need to be positioned and developed in a way that they can support:

- a) Sustainable economic and spatial development with consideration for
 - a. natural values, water supply and catchment and natural hazards
 - b. significant agricultural land, and
 - c. liveability and a pleasant, efficient and safe working, living and recreational environment
- b) Efficient use of existing infrastructure capacities where possible
- c) A less dispersed settlement pattern
- d) Equitable access to jobs
- e) The integration of land use and transport infrastructure planning. (SGS Economics and Planning, 2014)

The strategy identifies Translink as Regionally Significant Precinct, intended to accommodate future land demand for export oriented industries and transport and warehousing. The precinct is considered to be well positioned, being part of the Launceston Gateway Precinct, consisting of the Launceston Airport and the Translink Hub.

The Greater Launceston Plan supports opportunities for consolidation of the Translink precinct as part of the broader Launceston Airport Gateway project. The Launceston Gateway Precinct is a planned integrated consolidation of the Launceston Airport. The Translink industrial precinct is aimed at further developing the key logistics precinct in Tasmania and the major gateway for passengers and freight. At the time of this report release, Translink had experienced a modest uptake of industrial land.

Demand for industrial land has been generated primarily by general industrial uses (workshops, light industry and local service industries) and transport and warehousing. There has also been some development of bulky goods retailing (Department of Economic Development, Tourism and the Arts, 2012, p 28). (SGS Economics and Planning, 2014).

How the freight system operates in Tasmania is directed by changes and increases in demand. The increase in and improvements to agricultural infrastructure has an impact to freight and freighting needs.

Industrial land is required where freight can be optimised; this can change over time.

The goals for freight for Northern Tasmania are:

- The delivery of a regional network that can cater for current and future freight requirements, including intrastate, interstate and international linkages. The freight network must support lowest cost, efficient and reliable supply chains.
- A safe freight transport system including road, rail, bridges, ports, airports and intermodal facilities
- Integrated, evidence-based planning for the freight system which provides a long-term plan for the future.

Land Use Planning: The plan recognises that the location of residential and industrial areas, retail, education, employment and medical centres has a major impact on how people use the transport system. Priorities include,

- Analyse transport demand in support of regional growth areas
- Plan for industrial development, activity centre and residential growth which better utilises, rather than extends, the existing transport system

From the analysis of state and regional land use planning policies the conclusion is:

- Industrial precincts should be positioned and developed in a sustainable way, while they also support the co-location of appropriate industrial uses to promote innovation.
- Industrial precincts need to be strategically positioned to ensure better use of available industrial land and possible transition of uses to benefit and complement the economic or urban environment of the sites.
- Redevelopment or transition of uses is particularly relevant to address compatibility of uses, amenity issues, inner city revitalisation and consolidation for residential and commercial activities. The redevelopment and reuse of derelict sites should be supported where beneficial, and with the use of the available planning instruments.

Response

The conclusions of the Study note that industrial areas need to support changing and evolving needs of industry and that co-location of industrial uses is encouraged.

The Study supports flexibility in the approach to how industrial land is used. Connections to freight links are vital and the revitalisation of agricultural land activity spurs greater demand from supporting infrastructure. It is reasonable to conclude that the Translink Industrial Park should respond to the evident demand for Equipment and machinery sales and hire within the industrial complex, given the innate suitability of the site and demonstrated need from surrounding use and activity.

3.9 Northern Midlands Council Strategic Plan 2021-2027

The Northern Midlands Council (NMC) Strategic Plan (Northern Midlands Council, 2021) focuses on the elements of the municipality that contribute to liveability factors. Four priorities are set: Lead, Progress, People, Place, and these are supported by strategic outcomes, actions and projects. These are broad and overarching in nature, not relating specifically to the Translink SAP, however, the *TRANSLink Precinct* is listed as a part of the Integrated Priority Projects Plan.

The NMC Integrated Priority Projects Plan (Northern Midlands Council, 2021) is dated May 2021. The Translink Intermodal facility is included under 'Foundation Projects' which are projects assessed to show multiple benefits, or transformational impact, to the community. Council considers these projects to be a focal point for investment. The Translink Intermodal facility, as it is termed in this paper, is considered to be a foundation project because it is...

...adjacent to the Launceston Airport and growing quickly. With an increasing number of businesses producing high-end agriculture products, the construction of an intermodal facility would improve access to interstate and overseas markets and open up additional land for development.

The details focus on how the SAP area might be extended and built on to improve internal road network and to include a rail extension, as well as open up another 59ha of land for development. The paper reports that there are currently about 30 vacant parcels in the precinct and the region is set to benefit from recent investment in irrigation schemes and a growing need to transport niche, high value agricultural products. The construction of the intermodal facility will help in meeting this demand. The need for this investment is described by stating:

As a small and dispersed island state, Tasmania relies on efficient transport networks to bring people together and connect businesses to their trading partners. The TRANSlink industrial precinct is a key component of this network and is an important distribution point for goods and services in Northern Tasmania.

Highlighting advancement in the agriculture sector (irrigation schemes) and a growing sector of niche and high value agricultural products, indicates that the Translink area is as much of a transport gateway for the agricultural sector as it is for the freight and distribution sector. The precinct is described as a key component of the transport network and distribution point for goods and services.

Response

The inclusion of this project as a *foundation* project amplifies the strategic importance of the precinct by recognising the agricultural gateway as well as the freight and logistics advantage of the site. The project is earmarked for expansion, indicating the growing sense of importance to the region. Responding to current and changing needs, specifically, the agriculture sector, appears to be as strategically important as the freight and distribution opportunities. The SAP must also have the flexibility to respond to changing needs and demand where suitable and appropriate.

3.10 Land Use Conflict

This application seeks to insert a Site Specific Qualification (SSQ) to the existing Specific Area Plan - TransLink Specific Area Plan, to allow Equipment and Machinery Sales and Hire as a Permitted Use to Table NOR-S1.5.2 - Area 2.

The SSQ allows the following use classes, according the *Tasmanian Planning Scheme – Northern Midlands*, within the Translink Specific Area Plan.

NOR-S1.0 Translink Specific Area Plan

NOR-S1.5.2 - Area 2 (refer to Figure NOR-S1.2.1)

This clause is in substitution for General Industrial Zone - clause 19.2 Use Table.

Use Class	Qualification
No Permit Required	
Passive Recreation	
Utilities	If for minor utilities.
Permitted	
Equipment and Machinery Sales and Hire	If at 19 Johns Street, Western junction folio of the Register 150770/8
Storage	If not for a liquid fuel depot or solid fuel depot
Transport Depot and Distribution	If not for a passenger transport terminal.
Vehicle Parking	
Discretionary	
Bulky Goods Sales	If for: (a) a showroom; or (b) motor vehicle, boat or caravan sales.
Business and Professional Services	If for an office.
Emergency Services	
Food Services	If for existing.
Manufacturing and Processing	
Resource Processing	If at 13 Richard Street, Western Junction folio of the Register 129904/5.
Transport Depot and Distribution	If not listed as Permitted.
Prohibited	
All other uses	

The land in the General Industrial Zone and Clause 19.2 Use Table is replaced by clause NOR-S1.5.2.

The Use would entail the storage and display of machinery, aimed at the agricultural, construction and lifestyle sectors. The dealership provides sales, service and parts.

The Use would be as it would in the General Industrial Zone, which is demonstrated to be suitable in terms of land use conflict.

4. The Development Proposal

The development application is assessed against the provisions of the Translink Specific Area Plan of the *Tasmanian Planning Scheme – Northern Midlands*.

The application includes a proposal for Use of the land for Equipment and Machinery Sales and Hire and associated signage. The proposal utilises the existing building and development on the site.

4.1 Zone assessment

NOR-S1.0 Translink Specific Area Plan

NOR-S1.1 Plan Purpose

NOR-S1.1.1	Provide for industrial and commercial uses and developments which serve the strategic needs of the Launceston and Northern Midlands region and the State, and which would derive a particular benefit from a location having proximity to Launceston Airport, access to the State's road and rail network or links to the port of Bell Bay.
NOR-S1.1.2	To provide for the efficient utilisation of available social, transport and other service infrastructure.
NOR-S1.1.3	Provide for a limited range of retail or other activity, which supports storage, transport and industrial uses.
NOR-S1.1.4	Provide for a limited range of retail or other activity, which can demonstrate that the location offers a particular strategic advantage.
NOR-S1.1.5	Provide an area within which business-support facilities for the Translink Industrial Zone and Airport operations can locate.
NOR-S1.1.6	Provide opportunities for the development of accommodation adjacent to and serving the Airport.
NOR-S1.1.7	Provide detailed guidance on use and development within the General Industrial Zone at Translink, particular to the unique characteristics of the area.

Response

The proposed will provide for industrial and commercial use that will specifically serve the strategic needs of the Launceston and Northern Midlands region's agricultural sector. The location has immediate and direct transport links to the regional area, known for agricultural use in the outer Launceston, Northern Midlands, and the Meander Valley areas. For the servicing of these areas, the location is of benefit, coupled with the proximity to Launceston Airport. As the Airport is a customer for machinery, parts and service, the location forms a vital part of the decision to operate from this site. This is in direct alignment with the purpose of the Plan.

NOR-S1.6 Use Standards

NOR-S1.6.1 External lighting

Objective

That external lighting does not impact on the operational safety of the Launceston Airport.

Acceptable Solutions		Performance Criteria	
A1	External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.	P1	No Performance Criterion.

Response

A1 The acceptable solution is achieved. External lighting will be used as existing. Existing external lighting is directed to the ground.

NOR-S1.6.2 Environmental quality

Objective			
That development does not:			
a) result in environmental harm to the local area; or			
b) impact on the operational safety of the Launceston Airport.			
Acceptable Solutions		Performance Criteria	
A1	Emissions must not cause a hazard to the safe operation of Launceston Airport.	P1	No Performance Criterion.
A2	Emissions must not cause a hazard to the residents in the Devon Hills Low Density Residential Zone.	P2	No Performance Criterion

Response

A1 The acceptable solution is achieved. No emissions of any significance are anticipated.

A2 The acceptable solution is achieved. No emissions of any significance are anticipated.

NOR-S1.6.3 Residential use

Objective			
That airport operations are not adversely affected by residential.			
Acceptable Solutions		Performance Criteria	
A1.1	Residential use must be incidental to another use on-site; and	P1	No Performance Criterion.
A1.2	Residential use must be incorporated into the main building; and		
A1.3	Development for residential use must meet Australian Standard 2021-2000 "Acoustics – Aircraft Noise Intrusion – Building Siting and Construction".		

Response

Not applicable

NOR-S1.6.4 Liquid and solid fuel depot

Objective	
That airport operations are not adversely affected by liquid and solid fuel depots.	
Acceptable Solutions	Performance Criteria
A1 The applicant must provide advice that the relevant airport safety authority has determined that the use will not pose a threat to the safety and amenity of the airport.	P1 No Performance Criterion.

Response

Not applicable

NOR-S1.6.5 General retail and hire

Objective	
That general retail and hire is of a scale suitable to the area.	
Acceptable Solutions	Performance Criteria
A1 The floor area must not exceed 250m ² .	P1 No Performance Criterion.

Response

Not applicable

NOR-S1.6.6 Car Parking and numbers

Objective	
That adequate on-site parking is provided.	
Acceptable Solutions	Performance Criteria
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: <ul style="list-style-type: none"> a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; b) the site is contained within a parking precinct plan and subject to Clause C2.7; c) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> i. the number of on-site car parking spaces for the existing use or development specified in 	P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: <ul style="list-style-type: none"> a) the availability of off-street public car parking spaces within reasonable walking distance of the site; b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> i. variations in car parking demand over time; or ii. efficiencies gained by consolidation of car parking spaces; c) the availability and frequency of public transport within reasonable walking distance of the site;

<p>Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p>ii. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p>iii. $N = A + (C - B)$ N = Number of on-site car parking spaces required</p> <p>iv. A = Number of existing on site car parking spaces</p> <p>v. B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>vi. C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>d) the availability and frequency of other transport alternatives;</p> <p>e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>g) the effect on streetscape; and</p> <p>h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development, or</p>
	<p>P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p>a) the nature and intensity of the use and car parking required;</p> <p>b) the size of the dwelling and the number of bedrooms; and</p> <p>c) the pattern of parking in the surrounding area.</p>
	<p>P1.3 Within Area 5 (refer to Figure NOR-S1.2.1), the car parking requirement may be reduced where the discretion involves the protection of the heritage item or the recycling of heritage buildings for new uses and where Council deems that the car parking generated by the use and development can be effectively accommodated in some other way.</p>

Response

A1 The acceptable solution is achieved. Table C2.1 specifies 1 space per 50m² of floor space. This equates to 18 spaces. Twenty spaces are available on the site.

NOR-S1.7 Development Standards for Buildings and Works

No building development is proposed apart from Signage. Landscaping is proposed to be as existing with maintained lawn.

19.0 General Industrial Zone

19.1 Zone Purpose

19.1.1	To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on adjacent uses.
19.1.1	To provide for use or development that supports and does not adversely impact on industrial

activity.

Response

The proposed will provide for the distribution of goods and materials and for the servicing of machinery. The Use is suited to the GIZ.

19.3 Use Standards

19.3.1 Discretionary uses

Objective	
That uses listed as Discretionary do not compromise the use or development of the land for industrial activities that may have impacts on adjacent uses.	
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 A use listed as Discretionary must not compromise the use or development of surrounding properties for industrial activities that may have impacts on adjacent uses, having regard to: <ul style="list-style-type: none"> a) the characteristics of the site; b) the size and scale of the proposed use; and c) the functions of the industrial area.

Response

A1 The proposed is listed as Permitted and so this clause is not applicable. Applicable clauses under the SAP have been addressed.

4.2 Code assessment

C1.0 Signs Code

Table C1.3 Sign Type Definitions



Table C1.6 Sign Standards

C1.6 Development Standards for Buildings and Works

C1.6.1 Design and siting of signs

Objective

<p>That:</p> <ul style="list-style-type: none"> a) signage is well designed and sited; and b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area. 	
Acceptable Solutions	Performance Criteria
<p>A1 A sign must:</p> <ul style="list-style-type: none"> a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and b) meet the sign standards for the relevant sign type set out in Table C1.6, <p>excluding for the following sign types, for which there is no Acceptable Solution:</p> <ul style="list-style-type: none"> i. roof sign; ii. sky sign; and iii. billboard. 	<p>P1.1 A sign must:</p> <ul style="list-style-type: none"> a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and b) be compatible with the streetscape or landscape, having regard to: <ul style="list-style-type: none"> i. the size and dimensions of the sign; ii. the size and scale of the building upon which the sign is proposed; iii. the amenity of surrounding properties; iv. the repetition of messages or information; v. the number and density of signs on the site and on adjacent properties; and vi. the impact on the safe and efficient movement of vehicles and pedestrians <p>P1.2 If a roof sign, sky sign or billboard, the sign must:</p> <ul style="list-style-type: none"> a) be located within the applicable zone for the relevant sign type set out in Table C1.6; b) meet the sign standards for the relevant sign type in Table C1.6; and c) not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to: <ul style="list-style-type: none"> i. the size and dimensions of the sign; ii. the size and scale of the building upon which the sign is proposed; iii. the amenity of surrounding properties; iv. the repetition of messages or information; v. the number and density of signs on the site and on adjacent

		properties; and vi. the impact on the safe and efficient movement of vehicles and pedestrians.
A2	A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.	P2 A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to: a) the topography of the site and the surrounding area; b) the relative location of buildings, habitable rooms of dwellings and private open space; c) any overshadowing; and d) the nature and type of the sign.
A3	The number of signs for each business or tenancy on a road frontage of a building must be no more than: a) 1 of each sign type, unless otherwise stated in Table C1.6; b) 1 window sign for each window; c) 3 if the street frontage is less than 20m in length; and d) 6 if the street frontage is 20m or more, excluding the following sign types, for which there is no limit: i. name plate; and ii. temporary sign.	P3 The number of signs for each business or tenancy on a street frontage must: a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and b) not involve the repetition of messages or information.

Response

- P1 The performance criteria are addressed. The sign dimensions are compliant in relation to the Blade Sign. The Wall sign/s exceed the allowable 4.5m².
- a. The Blade and Wall signs, as proposed are allowable in the General Industrial Zone.
 - b. The sign/s are compatible to signage typical to an industrial area. The wall signage consists of the business identification of the tenant and the industry signage of the equipment and machinery offered. The business identification sign is approximately 3.5m x 1.5m (5.25m²). The industry signage together equates to approximately 9.5m². The largest of these signs is estimated at 2.25m². Together with the business identification, the signage represents 14.8m² across the building’s front facing elevation equating to 9.8% of the front elevation. Given the size of the front elevation (150.6m²), and the setback of the building to the street, and the staggered setback of the elevation, the signage is commensurate to the scale of the building.
The signage is contained to the lot and static in nature, no affect to amenity of surrounding lots is anticipated.

The repetition is minimal and serves to provide recognisable information to customers. Adjoining properties generally have business identification signage as wall or window signs and/or freestanding signs at the boundary. The area is not unduly signed and visual clutter from signage is relatively low. However, there are vacant lots in the vicinity as well as older established businesses that do not lean on visitation, having less need for signage at the premises.

Signage on surrounding properties tends to be large and bold, due to the size of buildings and the setbacks. However, the signage is intermittent in the streetscape as the overall building density is low and spaced out.

There are no anticipated affects to vehicle and pedestrian safety. The blade sign is within the lot boundary and causes no obstruction to line of sight on the road. There are no illuminated or moving signs proposed.

A2 The acceptable solution is achieved. The proposed signage is not in proximity to a residential zone.

P3 The performance criteria are addressed. There are seven wall signs proposed which exceeds the allowable limit of six, under the acceptable solution.

The number of signs represents the number of supplier businesses the dealership represents. The setback of the building and spacing of the signs leads to a reduction in visual clutter by perception.

The signage is representation of the particular product available and replicated only between the two sign types.

C1.6.2 Illuminated signs

No illuminated signage is proposed

C1.6.3 Third party sign

No third party signs are proposed.

C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts

Not applicable.

C2.0 Parking and Sustainable Transport Code

C2.5 Use Standards

C2.5.1 Car parking numbers

This clause is substituted by NOR-S1.6.6 Car Parking and numbers.

C3.0 Road and Railway Assets Code

C3.5 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective	
That general retail and hire is of a scale suitable to the area.	
Acceptable Solutions	Performance Criteria
<p>A1.1 or a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> a) a new junction; b) a new vehicle crossing; or c) a new level crossing. 	<p>P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <ul style="list-style-type: none"> a) any increase in traffic caused by the use; b) the nature of the traffic generated by the use; c) the nature of the road; d) the speed limit and traffic flow of the road; e) any alternative access to a road; f) the need for the use; g) any traffic impact assessment; and h) any advice received from the rail or road authority.
<p>A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p>	
<p>A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p>	
<p>A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> a) the amounts in Table C3.1; or b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road. 	

A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.	
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Response

- P1 The performance criteria are addressed. A1.4 applies. The estimation for light vehicles is compliant to the acceptable solution but freight movements, using vehicles longer than 5.5m are likely to exceed 5 movements per day. As the vehicle movements of the last tenant are not known, a percentage of increase cannot be estimated.
- a. The Use will have ten employees and up to an estimated ten visitors daily – averaging 40 vehicle movements daily. Freight is estimated to include 14 movements daily, with seven visitations anticipated and averaged over the week. Visitations vary, depending on the day.
 - b. The nature of the traffic will be commensurate to an industrial area, being made up of light and heavy vehicles.
 - c. The road network in the Translink precinct is planned and built for a variety of vehicle types, being specifically planned for industrial use.
 - d. The speed limit is 50km/h within the precinct and at Johns Street. The streets are wide and from a regular pattern, allowing ease of transport. The precinct adjoins Evandale Road which carries through traffic. Traffic to the Translink precinct is generally specific in nature and destination oriented.
 - e. There are no alternatives to the access.
 - f. The need for the Use is detailed throughout this report, with focus on the availability of the subject site and proximity to the customer base.
 - g. No traffic assessment has been made. The increase to the estimated traffic is considered to be minor in the context of the transport network which is built for purpose.
 - h. No specific advice has been sought and Council is the road authority.

C16.0 Safeguarding of Airports Code**C16.4 Use or Development Exempt from this Code**

C16.4.1 The following use or development is exempt from this code:

- (a) development that is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area.

The development is existing and compliant with the code restrictions.

5.0 Conclusion

This application is for a Site Specific Qualification to the existing Specific Area Plan - TransLink Specific Area Plan, to allow Equipment and Machinery Sales and Hire as a Permitted Use to Table NOR-S1.5.2 - Area 2 at 19 Johns Street, Western Junction.

This report has demonstrated that not only is the proposed use complimentary to the surrounding uses, but it is well aligned with the purpose of the Plan. The business has an existing customer base in the