

18 March 2022

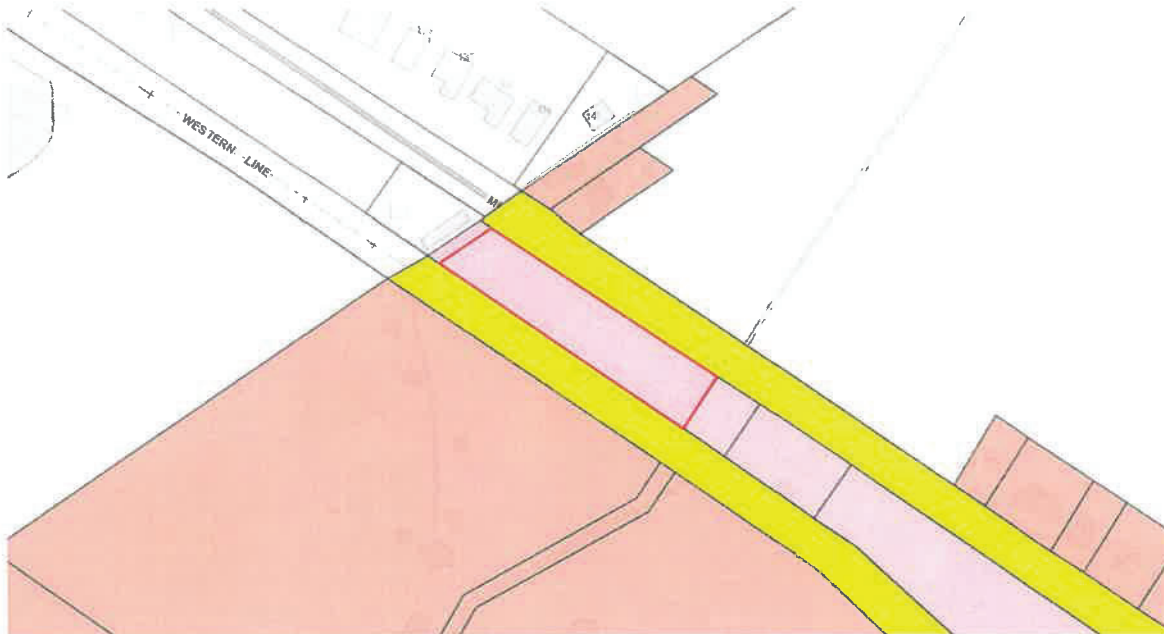
To the Latrobe Council

Sent by email to: [submissions@latrobe.tas.gov.au](mailto:submissions@latrobe.tas.gov.au)

Dear Latrobe Council,

**REPRESENTATION - LOCAL PROVISIONS SCHEDULE - 186 MERSEY MAIN RD SPREYTON**

We refer to the notification recently received from Council regarding the continued Rural Living zoning of land located at 186 Mersey Main Road, Spreyton (the site) as Rural Living. We have provided a map below, showing the site in red.



*Map taken from plans on public exhibition.*

My wife and I have owned this site since 2004. We understood that the zoning of the site at that time permitted a wide range of light industrial/storage/commercial type uses and in accordance with that, we have run a number of towing businesses here including Advanced Towing, Pages Towing and Devonport Towing. At one time it was largest tow truck businesses in the state with police contracts / rosters and contracts with insurance companies and Targa Tasmania.

In around 2014, with the introduction of the Latrobe Interim Planning Scheme 2013, the land was rezoned to Rural Living. We were not aware of the change until well after the opportunity to object or have any influence over the decision. We met with Council staff, who upon realising the nature and the

history of the property, agreed that this was most likely a mistake as a result of a Rural Living zone being applied like a blanket along Mersey Main Road.

At that point in time our options were to rezone the site (at our expense) to something more appropriate or to continue our successful towing business under existing use rights but with constraints on further development. Faced with this adversity, we chose the latter but with a degree of frustration that we should be put in such a position.

The property itself is 4061m<sup>2</sup> and almost all of it sealed by concrete. It is surrounded by a secure perimeter fence, supported by security and alarm systems. We've worked hard to manage and develop this site and spent many months and tens of thousands of dollars maintaining the premises inside and out, to keep it in a safe and presentable condition for customers and the general public.

The sheds are specialised buildings, constructed with concrete foundations that have a thickness of up to 1m and they are able to sustain substantial weight without distortion. We've looked for suitable commercial properties in the greater Devonport area that are similar in size and on a main road. They simply do not exist or are not for sale. All new commercial properties are hidden out of sight which for a business like mine would have detrimental impacts on walk in customers and sales. We have provided some photos below of the site.



*Photo looking south towards the main shed from Mersey Main Road*



*Photo looking north-west along the Mersey Main Road frontage.*

The financial impact on us of the Rural Living Zone is that when we wish to sell the site, we will only be able to sell to a very limited range of purchasers - people wanting to carry out a very similar business and who have no interest in growing. This undermines the true value of the site to us and the community and it represents a substantial loss to our superannuation savings and our ability to support our retirement.

From a community perspective, the Rural Living Zone would be a substantial lost opportunity to the local economy, which relies on land for commercial/storage/light industry and similar businesses for employment and wider economic benefit. It would not be consistent with the Regional Land Use Strategy to persist with an error made almost 20 years ago, that converted productive employment land to non-productive non-employment land. It would also not be consistent with the economic, social and environmental objectives of the State's Land Use Planning System. We intend to address these matters in more detail at a hearing should it be necessary.

Aside from the loss of this valuable commercial infrastructure, the waste and environmental harm caused by dislodging and disposing of such a large amount of concrete and steel would be significant. We can provide further detail regarding demolition cost and environmental impact at a hearing if necessary.

It's hard to imagine how any person, faced the cost of the land followed by the cost and logistics of demolition would see it worthwhile to construct a dwelling in between a rail line and an arterial road in the midst of an industrial area. It's simply not land that Latrobe people would think has any potential for residential use.

We strongly believe it is in the local community's interest, the regional strategic interest and that it would be consistent with the objectives of the State's land use planning system for this land to be in the Rural Zone. This would make it consistent with the majority of surrounding properties and would enable us (or other businesses in future) to use the site to its potential and to continue to generate economic benefit to for the local community.

We also request an opportunity to be heard and to provide further explanation in relation to these matters at any forthcoming hearing.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read 'John Page', with a stylized flourish at the end.

John Page on behalf of John and Suzanne Page

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