

Minutes

of Ordinary Meeting

16 MAY 2011

Note:
Minutes subject to confirmation at
a meeting of the Council to be held on
20 June 2011.

ORDINARY MEETING – 16 MAY 2011

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- 136/2011 Confirmation of minutes
- 137/2011 Council workshops
- 138/2011 Mayor's communications
- 139/2011 Mayor's diary
- 140/2011 Pecuniary interest declarations
- 141/2011 Public question time
- 142/2011 Councillor reports
- 143/2011 Leave of absence
- 144/2011 Deputations
- 145/2011 Petitions
- 146/2011 Councillors' questions without notice
- 147/2011 Councillors' questions on notice
- 148/2011 Development & Regulatory Services determinations
- 149/2011 Council acting as a planning authority
- 150/2011 Rezoning and Hotel industry (bottle-shop) at 4 Eastland Drive, Ulverstone – Application No. DA210305
- 151/2011 Public question time
- Minute No. 150/2011 continued...
- 152/2011 Regional Land Use Strategy – Draft Cradle Coast Regional Land Use Planning Framework 2010–2030 (408A/2010 – 13.12.2010)
- 153/2011 Interim Car Parking Cash-In-Lieu Contribution Policy (279/2006 – 21.08.2006 and 429/2007 – 19.11.2007)
- 154/2011 Minutes and notes of committees of the Council and other organisations
- 155/2011 Schedule of Appointments to Statutory Bodies, Groups and Organisations, Council and Special Committees, Community Advisory Groups and Working Groups (122/2009 – 20.04.2009)
- 156/2011 Schedule of Appointments to Statutory Bodies, Groups and Organisations, Council and Special Committees, Community Advisory Groups and Working Groups (349/2009 – 03.11.2009)
- 157/2011 Buttons Creek Caravan Park
- 158/2011 Corporate & Community Services determinations made under delegation
- 159/2011 Correspondence addressed to the Mayor and Councillors
- 160/2011 Common seal
- 161/2011 Financial statements
- 162/2011 Tenders for bridge repairs and associated civil works
- 163/2011 Tenders for construction works and demolition – Leven River Wharf Precinct Stage 1.1A
- 164/2011 Meeting closed to the public
- 165/2011 Minutes and notes of other organisations and committees of the Council

Minutes of an ordinary meeting of the Central Coast Council held in the Council Chamber at the Administration Centre, 19 King Edward Street, Ulverstone on Monday, 16 May 2011 commencing at 6.00pm.

Councillors attendance

Cr Jan Bonde (Mayor)	Cr Tony van Rooyen (Deputy Mayor)
Cr Lionel Bonde	Cr Garry Carpenter
Cr John Deacon	Cr Amanda Diprose
Cr Cheryl Fuller	Cr Ken Haines
Cr Gerry Howard	Cr Brian Robertson
Cr Philip Viney	

Cr David Dry attended at 6.17pm

Employees attendance

General Manager (Ms Sandra Ayton)
Director Corporate & Community Services (Mr Cor Vander Vlist)
Director Development & Regulatory Services (Mr Michael Stretton)
Director Engineering Services (Mr Bevin Eberhardt)
Executive Services Officer (Miss Lisa Mackrill)
Land Use Planning Group Leader (Mr Ian Sansom)
Senior Accountant (Mr Vernon Lawrence)

Media attendance

The Advocate newspaper.

Public attendance

Seven members of the public attended during the course of the meeting.

Prayer

The meeting opened in prayer.

CONFIRMATION OF MINUTES OF THE COUNCIL

136/2011 Confirmation of minutes

The Executive Services Officer reported as follows:

“The minutes of the previous ordinary meeting of the Council held on 18 April 2011 have already been circulated. The minutes are required to be confirmed for their accuracy.

The *Local Government (Meeting Procedures) Regulations 2005* provide that in confirming the minutes of a meeting, debate is allowed only in respect of the accuracy of the minutes.”

- Cr Robertson moved and Cr Viney seconded, “That the minutes of the previous ordinary meeting of the Council held on 18 April 2011 be confirmed.”

Carried unanimously

COUNCIL WORKSHOPS

137/2011 Council workshops

The Executive Services Officer reported as follows:

“The following council workshops have been held since the last ordinary meeting of the Council.

- . 02.05.2011 – Cradle Mountain Water/Parking cash-in-lieu Policy
- . 09.05.2011 – Ulverstone and Penguin Cultural Precincts/Turners Beach Local Area Plan.

This information is provided for the purpose of record only.”

- Cr Howard moved and Cr Diprose seconded, “That the Officer’s report be received.”

Carried unanimously

MAYOR'S COMMUNICATIONS

138/2011 Mayor's communications

The Mayor reported as follows:

"I have no communications at this time."

139/0211 Mayor's diary

The Mayor reported as follows:

"I have attended the following events and functions on behalf of the Council:

- Ulverstone Visitor Information Centre – farewell morning tea for volunteer Derek Barfoot
- Central Coast Council/Tasmanian Government – Agri-food Business Networks and Business Development Opportunities workshop
- Community Safety Partnership Committee meeting
- Tasmanian Academy, Don Campus – Evening of Excellence (Devonport)
- Returned & Services League of Australia, Ulverstone Sub-Branch – Anzac Day Commemoration Service
- Northern Tasmanian Football League – Anzac Day match between Penguin and Ulverstone Football Clubs
- Housing Tasmania – launch of Grove Street supported accommodation by Minister for Human Services
- Turners Beach Bowls Club – annual dinner
- Ulverstone Bowling Club – annual dinner
- City of Devonport – official opening of the Devonport Mersey Bluff Precinct and City of Devonport 30th Anniversary Family Day (Devonport)
- The Country Women's Association, Central Coast Branch – annual general meeting
- Ulverstone Senior Citizens Club – 43rd birthday social
- Ulverstone Surf Life Saving Club – annual dinner
- Australasian Cave and Karst Management Association (ACKMA) biennial conference – welcome address
- Central Coast Council – 2011 Volunteer Awards celebration evening
- Local Government Association of Tasmania – Special Meeting re water and sewerage pricing (Launceston)."

■ Cr Diprose moved and Cr Robertson seconded, "That the Mayor's report be received."

Carried unanimously

140/2011 Pecuniary interest declarations

The Mayor reported as follows:

“Councillors are requested to indicate whether they have, or are likely to have, a pecuniary interest in any item on the agenda.”

The Executive Services Officer reported as follows:

“The *Local Government Act 1993* provides that a councillor must not participate at any meeting of a council in any discussion, nor vote on any matter, in respect of which the councillor has an interest or is aware or ought to be aware that a close associate has an interest.

Councillors are invited at this time to declare any interest they have on matters to be discussed at this meeting. If a declaration is impractical at this time, it is to be noted that a councillor must declare any interest in a matter before any discussion on that matter commences.

All interests declared will be recorded in the minutes at the commencement of the matter to which they relate.”

Cr Deacon reported as follows:

“I will be declaring an interest in respect of the Rezoning and Hotel industry (bottle-shop) at 4 Eastland Drive, Ulverstone – Application No.DA210305 (Minute No. 150/2011).

141/2011 Public question time

The Mayor reported as follows:

“At 6.40pm or as soon as practicable thereafter, a period of not more than 30 minutes is to be set aside for public question time during which any member of the public may ask questions relating to the activities of the Council.

Public question time will be conducted as provided by the *Local Government (Meeting Procedures) Regulations 2005* and the supporting procedures adopted by the Council on 20 June 2005 (Minute No. 166/2005).”

COUNCILLOR REPORTS

142/2011 Councillor reports

The Executive Services Officer reported as follows:

“Councillors who have been appointed by the Council to community and other organisations are invited at this time to report on actions or provide information arising out of meetings of those organisations.

Any matters for decision by the Council which might arise out of these reports should be placed on a subsequent agenda and made the subject of a considered resolution.”

Cr Viney reported on a recent visit to Canada, particularly noting meetings he had with the Hon. Hector Goudrea MLA, Minister of Municipal Affairs for the province of Alberta and with Stephen Mandel, Mayor and Jane Batty, Deputy Mayor of Edmonton.

APPLICATIONS FOR LEAVE OF ABSENCE

143/2011 Leave of absence

The Executive Services Officer reported as follows:

“The *Local Government Act 1993* provides that the office of a councillor becomes vacant if the councillor is absent without leave from three consecutive ordinary meetings of the council.

The Act also provides that applications by councillors for leave of absence may be discussed in a meeting or part of a meeting that is closed to the public.

There are no applications for consideration at this meeting.”

DEPUTATIONS

144/2011 Deputations

The Executive Services Officer reported as follows:

“No requests for deputations to address the meeting or to make statements or deliver reports have been made.”

PETITIONS

145/2011 Petitions

The Executive Services Officer reported as follows:

"No petitions under the provisions of the *Local Government Act 1993* have been presented."

COUNCILLORS' QUESTIONS

146/2011 Councillors' questions without notice

The Executive Services Officer reported as follows:

"The *Local Government (Meeting Procedures) Regulations 2005* provide as follows:

- '29 (1) A councillor at a meeting may ask a question without notice of the chairperson or, through the chairperson, of –
- (a) another councillor; or
 - (b) the general manager.
- (2) In putting a question without notice, a councillor must not –
- (a) offer an argument or opinion; or
 - (b) draw any inferences or make any imputations –
- except so far as may be necessary to explain the question.
- (3) The chairperson must not permit any debate of a question without notice or its answer.
- (4) The chairperson, councillor or general manager who is asked a question without notice may decline to answer the question.
- (5) The chairperson may refuse to accept a question if it does not relate to the activities of the council.
- (6) Questions without notice, and any answers to those questions, are not required to be recorded in the minutes.

-
- (7) The chairperson may require a councillor to put a question without notice in writing.'

If a question gives rise to a proposed matter for discussion and that matter is not listed on the agenda, Councillors are reminded of the following requirements of the Regulations:

- '8 (5) Subject to subregulation (6), a matter may only be discussed at a meeting if it is specifically listed on the agenda of that meeting.
- (6) A council by absolute majority... may decide at an ordinary meeting to deal with a matter that is not on the agenda if the general manager has reported –
- (a) the reason it was not possible to include the matter on the agenda; and
 - (b) that the matter is urgent; and
 - (c) that (qualified) advice has been provided under section 65 of the Act.'

Councillors who have questions without notice are requested at this time to give an indication of what their questions are about so that the questions can be allocated to their appropriate Departmental Business section of the agenda.”

The allocation of topics ensued.

147/2011 Councillors' questions on notice

The Executive Services Officer reported as follows:

“The *Local Government (Meeting Procedures) Regulations 2005* provide as follows:

'30 (1) A councillor, at least 7 days before an ordinary meeting of a council or council committee, may give written notice to the general manager of a question in respect of which the councillor seeks an answer at that meeting.

(2) An answer to a question on notice must be in writing.'

It is to be noted that any question on notice and the written answer to the question will be recorded in the minutes of the meeting as provided by the Regulations.

Any questions on notice are to be allocated to their appropriate Departmental Business section of the agenda.

No questions on notice have been received.”

DEPARTMENTAL BUSINESS

DEVELOPMENT & REGULATORY SERVICES

148/2011 Development & Regulatory Services determinations

The Director Development & Regulatory Services reported as follows:

“A Schedule of Development & Regulatory Services Determinations made during the month of April 2011 is submitted to the Council for information. The information is reported in accordance with approved delegations and responsibilities.”

The Executive Services Officer reported as follows:

“A copy of the Schedule has been circulated to all Councillors.”

■ Cr Deacon moved and Cr Haines seconded, “That the Schedule of Development & Regulatory Services Determinations (a copy being appended to and forming part of the minutes) be received.”

Carried unanimously

149/2011 Council acting as a planning authority

The Mayor reported as follows:

“The *Local Government (Meeting Procedures) Regulations 2005* provide that if a council intends to act at a meeting as a planning authority under the *Land Use Planning and Approvals Act 1993*, the chairperson is to advise the meeting accordingly.

The Director Development & Regulatory Services has submitted the following report:

‘If any such actions arise out of Minute No. 150/2011, they are to be dealt with by the Council acting as a planning authority under the *Land Use Planning and Approvals Act 1993*.’

The Executive Services Officer reported as follows:

“Councillors are reminded that the *Local Government (Meeting Procedures) Regulations 2005* provide that the general manager is to ensure that the reasons for a decision by a council acting as a planning authority are recorded in the minutes.”

DEVELOPMENT & REGULATORY SERVICES

- Cr Deacon moved and Cr Howard seconded, "That the Mayor's report be received."

Carried unanimously

150/2011 Rezoning and Hotel industry (bottle-shop) at 4 Eastland Drive, Ulverstone – Application No. DA210305

The Director Development & Regulatory Services reported as follows:

"The Land Use Planning Group Leader has prepared the following report:

<i>DEVELOPMENT APPLICATION NO.:</i>	DA210305
<i>APPLICANT:</i>	Ireneinc obo Marcus Kelly Property Developments P/L
<i>LOCATION:</i>	4 Eastland Drive, Ulverstone
<i>ZONING:</i>	Residential (current) and Local Business (proposed)
<i>PLANNING INSTRUMENT:</i>	Central Coast Planning Scheme 2005 (the Scheme)
<i>ADVERTISED:</i>	N/A
<i>REPRESENTATIONS EXPIRY DATE:</i>	N/A
<i>REPRESENTATIONS RECEIVED:</i>	N/A
<i>42-DAY EXPIRY DATE:</i>	N/A
<i>DECISION DUE:</i>	16 May 2011

PURPOSE

The purpose of this report is to consider an application to rezone the subject property from Residential to Local Business, and for a Hotel industry (bottle-shop) development on the land. The proposal is submitted under s.43A of the *Land Use Planning and Approvals Act 1993* (LUPAA).

BACKGROUND

The site is the former service station site at the corner of Eastland Drive and Main Street, Ulverstone. The site has been vacant for some years and the former use is deemed to have been abandoned under s.20(4) of LUPAA.

The site was zoned Business (BB) Satellite under the previous Planning Scheme. The purpose of the zone was to accommodate local level servicing businesses like shops, and the needs of the travelling public.

The site was zoned Residential under the current Scheme because the commercial use of the site had ceased and because a lesser traffic-generating development was preferable given the inadequacy of the adjacent intersection. It was not considered appropriate to rezone to Local Business in the last round of Scheme amendments.

The proposed development comprises the following elements:

- . demolition of the existing service station building;
- . erection of a 520m² bottle-shop building including retail and storage areas;
- . a nine space covered drive-through customer vehicle service area on the southern side of the lot; and
- . a covered truck delivery area on the northern side of the lot (adjacent to Eastland Drive).

The site contains three former underground fuel storage tanks, situated on the eastern side of the site. A report prepared in December 2005 concluded that there was some evidence of fuel leakage in the soil from service lines to the pumps. The level of contamination was below the threshold level for further investigation as outlined in the Department of Primary Industries, Water and Environment Information Bulletin No. 109.

Section 43A of LUPAA allows for the Council to consider a rezoning proposal concurrently with a development application. LUPAA contains certain requirements that a scheme amendment must satisfy, as follows:

- . seek to further the objectives set out in Schedule 1 of the Act;
- . be prepared in accordance with State Policies;
- . avoid potential land use conflicts with surrounding development (s.32); and
- . have regard to the impact on the region in environmental, economic and social terms.

The process for considering a proposal submitted under s.43A is as follows:

- . The Council determines whether to support the proposed rezoning and development within 42 days.
- . If the application is approved, the Council notifies the Tasmanian Planning Commission (TPC) of its decision (together with its

statement of compliance with requirements under s.32) within seven days.

- . The Council advertises the draft Scheme amendment.
- . Any submissions received are forwarded to the TPC in a report under s.39(2) of the Act.
- . The TPC will hold a hearing to consider submissions.
- . The TPC makes its decision and advises the Council on action it must take.

Annexure 1 is a copy of the application. Annexure 2 is a location plan.

REZONING –

Issues relating to the proposed rezoning include:

- . use (local service – Commercial zoning or central location?);
- . traffic access and generation;
- . residential expectation.

These issues are discussed below.

Use –

The Local Business zoning purpose statements indicate that the Zone is intended to accommodate uses that serve the local area. Local area is taken to mean neighbourhood level as opposed to settlement wide (or broader) level.

Clause 11.1.4 of the Purpose further illustrates the business strategy in its intention to focus business activity according to a hierarchy, as follows:

- (a) Queen Street, West Ulverstone;
- (b) Forth Road and Leith Road, Forth; and
- (c) local shops.

This can be interpreted as meaning providing for local level commercial functions in areas of local business nodes (West Ulverstone and Forth), and outside these, local shops on individual sites throughout the urban area. This is a logical and legitimate land use policy framework. A local shop is generally taken to be a small shop that offers a range of domestic products

including groceries, fruit and vegetables, newspapers and in some cases take-away food.

There are some Local Business zoned sites in the area around the proposed site - at 48 Eastland Drive which accommodates a take-away food/grocery shop and house, and 119 Main Street which accommodates a take-away food/grocery store and house. The site is also relatively close to and within walking distance (750m) of the Ulverstone CBD.

There is no demonstrated need for additional Local Business zoning in this area of Ulverstone, for a local level commercial servicing function. It might be argued that a local level alcohol sales outlet could be a required local service. However the type and scale of the proposed bottle-shop is likely to be well beyond the local service function: it is likely to serve the wider Ulverstone area. As such it is of a type that is more appropriate in the Business or Commercial Zones, as in the case of Furners, River Arms (town centre) and Big Bargain (West Ulverstone) bottle-shops.

Traffic volume and movement is also an issue at the proposed site. A former application for a service station was refused by the Council in part because of the impact of traffic associated noise on neighbouring residents and the adequacy of traffic management arrangements to provide safe outcomes.

Any development of the site should be a low generator of traffic and not cause a nuisance to surrounding residents, for example from headlight glare, door closing and engine start-up and acceleration noise. A local service activity like a corner shop is unlikely to generate a high level of traffic or cause an unreasonable impact on neighbouring owners. Such a use (and rezoning to Local Business) may be appropriate in this circumstance, but a development involving significant traffic generation and potential for nuisance to neighbouring residents is not appropriate in a residential area and any rezoning that facilitates such development would also not be appropriate.

DEVELOPMENT –

The development has been assessed under the proposed Local Business zoning provisions contained in the following table:

CLAUSE	ASSESSMENT AND COMMENT
2.0 (a) Objectives for Planning	Compliant. The development would be a commercial use in the existing urban area.

DEVELOPMENT & REGULATORY SERVICES

<p>11.1.1, 11.1.3 and 11.1.4 Purpose of Local Business Zone</p>	<p>Non-compliant.</p> <p>Clause 11.1.1 requires that retailing, offices and community services serve the local area. The proposal is a retail use but is likely to serve a catchment that is wider than “the local area”.</p> <p>Clause 11.1.3 requires that any conflict between adjoining commercial and residential activities is minimised. The proposed hours of operation and level of traffic generation could not reasonably be construed as “minimised”.</p> <p>Clause 11.1.4 requires that local business activity is focused in business nodes including Queen Street, West Ulverstone, Forth and Leith Roads, Forth, and local shops. The proposed use is not located at either the Queen Street or Forth locations and cannot reasonably be described as a “local shop”.</p>
<p>11.2.1 Use Table</p>	<p>Compliant.</p> <p>Hotel industry is a discretionary use in the Local Business Zone.</p>
<p>11.3.1 Land near a Residential Zone Acceptable Solution (AS)</p>	<p>Non-compliant.</p> <p>The AS requires that a use within 50m of a Residential Zone must not operate before 7.00am or after 9.00pm daily.</p> <p>The proposal is within 50m of 10 residences and intends to operate between 9.00am and 11.00pm.</p>
<p>Performance Criteria (PC)</p>	<p>Non-compliant.</p> <p>The PC allows for an extension of hours where there is no unreasonable reduction in residential amenity from noise, traffic movements, light spillage or odour or other emissions.</p> <p>Houses in the vicinity and particularly</p>

	<p>those adjacent to the proposed development (93 Main Street and 6 Eastland Drive) are likely to receive the greatest impact of vehicle noise and light spillage (car headlights) up to 11.00pm. This type of impact is not consistent with ensuring that an unreasonable reduction in residential amenity would not occur.</p> <p>The traffic volume in the lower end of Main Street is likely to rise significantly: all customer traffic to the site would enter via Main Street at the average rate of about one every 30 seconds at peak times. The likely impact of such traffic would be to undermine the residential amenity of this area.</p>
<p>11.4.3 Building design and siting</p> <p>(A1) Building height</p> <p>(A2) Building façade</p> <p>(a) Wall area</p> <p>(b) Glazed area</p> <p>(c) Entry</p>	<p>Compliant.</p> <p>The maximum building height under the AS is 8m. The proposed height would be 6.2m.</p> <p>Compliant.</p> <p>The AS requires a minimum façade of 25% of the frontage. Proposed façade proportions are:</p> <p>Eastland Drive: 49% Main Street: 49%</p> <p>Non-compliant.</p> <p>The AS requires a minimum glazed area of 25% of the façade. Proposed glazed proportions are:</p> <p>Eastland Drive: 19% Main Street: 35%</p> <p>Compliant.</p> <p>The AS requires an entrance be recessed 1.5m.</p> <p>The proposed entrance is recessed 1.5m.</p>

DEVELOPMENT & REGULATORY SERVICES

<p>(A3) Awning</p> <p>Acceptable Solution</p>	<p>Non-compliant.</p> <p>The AS requires that buildings sited on the street frontage are to provide a cantilevered awning of 3m depth along the building frontage.</p> <p>The proposal sites the building on the Main Street boundary but does not provide an awning.</p>
<p>Performance Criteria</p>	<p>Non-compliant.</p> <p>The PC requires that the building provide for the adequate protection of the public from adverse weather conditions.</p> <p>It may be appropriate to provide weather protection through the use of an awning but in this case only placing an awning on the Main Street frontage would produce an awkward design solution that would be inappropriate in a streetscape sense. The building should be redesigned to incorporate awnings in an appropriate manner. It is considered that the proposal does not meet the PC.</p>
<p>(A4) Storage</p>	<p>Compliant.</p> <p>The AS requires that storage areas are effectively screened from public view.</p> <p>The proposal includes store room within the building and as such would be screened from public view.</p>
<p>11.4.4 Building access and services</p> <p>(a) Road</p> <p>(b) Water</p>	<p>Compliant.</p> <p>Access constructed to Municipal Drawing SD-1003.</p> <p>Compliant.</p> <p>Connected to water supply.</p>

<p>(c) Sewer</p> <p>(d) Stormwater</p> <p>(e) Telecommunications</p> <p>(f) Electricity</p>	<p>Compliant.</p> <p>Connected to sewage system.</p> <p>Compliant.</p> <p>Connected to stormwater system.</p> <p>Compliant.</p> <p>Connected to telecommunications system.</p> <p>Compliant.</p> <p>Connected to electricity supply.</p>
<p>11.4.5 Crime prevention</p> <p>(A1) Front door visibility</p> <p>(a) Visibility from road</p> <p>(b) Lighting</p> <p>(c) Visibility from inside building</p>	<p>Compliant.</p> <p>The AS requires that the front door of a building must be visible from a road within 50m. The front door of the proposed building faces the car parking lane and is arguably not a front door. In any event it is visible from Main Street which is 15m away.</p> <p>Compliant through condition.</p> <p>The front door of the building is required to be artificially lit. Front door lighting is likely but not indicated on the plan. If approved, a condition should be imposed to achieve compliance.</p> <p>Compliant.</p> <p>The external area of the front doorway is required to be visible from inside the building. The sliding entrance door is proposed to be clear glass which would enable the required visibility.</p>

<p>(A2) Arcade/footpath lighting</p> <p>(a) Lighting standard</p> <p>(b) Light spillage</p> <p>(c) Visibility from public space</p>	<p>Compliant through condition.</p> <p>Lighting is required to be provided to AS1158 and AS4282 standard.</p> <p>The proposal indicates flood lighting of the driveway area, which may be shared with pedestrians, but the Standards are not indicated on the plan. If approved, a condition should be imposed to achieve compliance.</p> <p>Compliant through condition.</p> <p>The AS requires that no light spillage to windows of any adjacent habitable rooms should occur. The lighting standards are not indicated on the plan, but it is considered possible, if not likely, that light spillage to windows of the two adjacent houses could occur. If approved, it should be a condition that lighting is not to spill onto the windows of habitable rooms of any adjacent house.</p> <p>Compliant.</p> <p>The AS requires that arcades/footpaths are visible from a public space.</p> <p>The proposed vehicle entrances and exits would also provide pedestrian access. Both points would be visible from Main Street or Eastland Drive.</p>
<p>11.4.6 Delivery areas</p> <p>(a) On-site provision</p> <p>(b) Separation</p>	<p>Compliant.</p> <p>The AS requires a goods loading/unloading area to be provided on-site.</p> <p>The development would provide an on-site loading and unloading area.</p> <p>Compliant.</p> <p>The AS requires the goods loading/unloading area to be separate from public areas.</p>

DEVELOPMENT & REGULATORY SERVICES

(c) Other tenancies	<p>The goods loading/unloading area would be located on the other side of the building to the entrance and would be separate from public areas.</p> <p>Compliant.</p> <p>The AS requires that the goods loading/unloading area must be accessible to other tenancies.</p> <p>There are no other commercial tenancies proposed.</p>
<p>11.4.7 Refuse areas</p> <p>(a) Accessibility; and</p> <p>(b) Visibility</p>	<p>Compliant through condition.</p> <p>The AS requires that an on-site refuse facility must be provided, which is accessible for collection and not visible from public spaces.</p> <p>The proposed development does not provide a dedicated refuse storage facility. The applicant claims that refuse would be stored inside the building though no provision is obvious on the plan.</p>
Performance Criteria	<p>The PC requires provision of a refuse disposal area that is capable of servicing the needs of the development.</p> <p>Bottle-shops typically have material like pallets and boxes on-site. It is possible, though unlikely, that such items would be stored inside the proposed building. It would be appropriate for a separate refuse facility that is screened or enclosed, to be provided on the site, and if approved this should be a condition.</p>
RELEVANT SCHEDULES	
S1 Application Requirements	<p>Compliant.</p> <p>Sufficient information provided for assessment.</p>

<p>S2 Road and Rail</p> <p>S2.5.1(A3) Sight Distance</p>	<p>Non-compliant.</p> <p>The AS requires a sight distance of 105m based on a traffic speed of 60km/h.</p> <p>The available sight distances are:</p> <p>Eastland Drive – East: 120m West: 85m.</p> <p>Main Street – North: 120m South: 170m East: 15m (delivery truck exit).</p>
<p>(P3) Performance Criteria</p>	<p>Non-compliant.</p> <p>The PC allows for a lesser sight distance where the sight distance meets the requirements of the relevant road authority (including the Institute of Public Works Engineering Australia – Tasmania Division Municipal Standard Drawings), or can demonstrate through a traffic impact assessment (TIA) that an adequate sight distance is provided in relation to the speed of through traffic.</p> <p>The TIA states that sight distances onto Eastland Drive comply with the absolute minimum requirement of the Austroads Guide of 114m. The TIA would appear to be in error: the western sight distance from the site is only 85m, a distance considered insufficient for the speed and volume of traffic at this location.</p> <p>It is considered that traffic should be left-turn only from the site, if the bottle-shop is approved, to avoid a potential traffic conflict.</p>

<p>S2.5.3 (A3) Access to a Category IV, V or VI Road</p> <p>(P3) Performance Criteria</p>	<p>Non-compliant.</p> <p>The AS requires that areas in a 60km/h speed zone must only provide one x 2-way access or two x 1-way accesses.</p> <p>The development proposes two x 1-way accesses for cars and two x 1-way accesses for delivery vehicles.</p> <p>Non-compliant.</p> <p>The PC requires that for development generating more than 40 vehicles per day, the applicant must demonstrate that road safety and the efficiency of roads is not unreasonably reduced by the use of accesses and junctions.</p> <p>In this case the accesses themselves are unlikely to cause problems. The volume of pedestrian traffic is low in this area, and delivery vehicle volumes servicing the site limited.</p> <p>Adequate vehicle and pedestrian traffic management outcomes could be achieved through a clearer delineation of crossing points incorporating reinstatement of kerbing. At present the majority of the street frontage has a crossing profile which encourages vehicle access at any point along the frontage.</p>
<p>S2.5.7 (A3) Setback of Buildings from Roads and Rail Lines</p>	<p>Compliant.</p> <p>The use is not a sensitive use and therefore the setback of 50m from a rail line does not apply.</p>
<p>S5 Contaminated land</p>	<p>Compliant.</p> <p>The AS requires that sporting, recreational and sensitive uses on potentially contaminated land must have a satisfactory site investigation report.</p> <p>While the proposal is not a sporting, recreational or sensitive use, it will require approval of the</p>

DEVELOPMENT & REGULATORY SERVICES

	<p>Council's Environmental Health Officer, which will also require 'sign-off' by the Environment Protection Authority (EPA) because it would activate one of the three triggers contained in the legislation - the protection of workers.</p>
<p>S11.0 Car parking</p> <p>S11.3.1 Number required</p>	<p>Non-compliant.</p> <p>There are 14 car parking spaces provided.</p> <p>The AS requires the number of spaces required to be in accordance with Table S11.3.2: (one per employee + 10 per 100m² of floor area):</p> <p>Two staff = 2 spaces Floor area: 520m² (approx.) = 52 spaces Total = 54 spaces</p>
<p>(P1) Performance Criteria</p>	<p>The PC allows for a waiving or reduction in the number of spaces required where there is:</p> <ul style="list-style-type: none"> (a) no adverse effect on the streetscape; (b) no traffic congestion or traffic hazard would be caused; and (c) there would be no adverse impact on the amenity of the area. <p>The TIA provided with the application assessed the required parking at 12 spaces, based on the central lane in the covered vehicle waiting area providing no parking. The report also states that the facility is a drive-through type and not a park and browse. Based on the TIA's findings and research for a similar facility in Lindisfarne, it is considered that the Scheme requirement is excessive. The TIA concluded that the more reasonable requirement is 12 spaces - this would require reducing the exit to Eastland Drive from two lanes to a single lane.</p>

<p>S11.3.3 Car park design and construction</p>	<p>Compliant through condition.</p>
<p>(A1) Design standard</p>	<p>The AS requires that designs must comply with AS/NZS 2890.1-2004 Parking facilities - Off Street Parking.</p> <p>If approved, it should be a condition that the AS/NZS 2890.1-2004 Parking facilities - Off Street Parking, be complied with.</p>
<p>(A2) Paving</p>	<p>Compliant through condition.</p> <p>The AS requires that car park areas must be paved, graded, drained, kerbed and marked out.</p> <p>If approved, it should be a condition that car park areas must be satisfactorily paved, graded, drained, kerbed and marked out.</p>
<p>(A3) On-site turning</p>	<p>Compliant through condition.</p> <p>The AS requires that on-site turning for vehicles must be provided.</p> <p>The plan indicates some room for turning from the parking spaces on the eastern boundary and side of the building.</p> <p>If approved, a condition should require that on-site turning must comply with AS/NZS 2890.1-2004.</p>
<p>(A4) Landscaping</p>	<p>Compliant through condition.</p> <p>The AS requires that car park areas must be designed in accordance with a landscape plan.</p> <p>If approved, a condition should require development of a satisfactory detailed landscape plan.</p>

<p>S12 Signs Schedule</p> <p>S12.4 Use or development not requiring a permit</p>	<p>Compliant.</p> <p>S12.4.2 provides for wall signs to be exempt where they:</p> <ul style="list-style-type: none"> (i) relate only to the site; (ii) have an area not more than 5m² (iii) are non-illuminated; and (iv) do not obscure architectural features of the building. <p>The proposal comprises three wall signs which all appear to comply with the exemption provisions, though full details have not been provided.</p> <p>Two signs are situated at pediment level on the northern wall of the building facing Eastland Drive, and the third would be situated on the eastern wall facing the internal car park.</p> <p>If the development is approved then it should be a condition that each wall sign must satisfy the requirements of S12.4.2.</p>
<p>S12.5.2 Design and siting for business areas (P2) (a) Compatibility</p>	<p>Compliant through condition.</p> <p>S12.5.2 requires that pole signs in the Local Business Zone must:</p> <ul style="list-style-type: none"> (a) be compatible with the building; (b) not be visually intrusive; (c) where illuminated, not spill light over the site boundary; and (d) not create a traffic hazard. <p>One pole sign is proposed and is a replacement of an existing sign. There are no details provided on the height, area or illumination of the sign, and it would be located in a section of the land dedicated on the title as "road". In the event that the road area is taken for widening of the Main Street/Eastland Drive intersection, the sign would need to be moved.</p>

	<p>Signage in the area around the site should be limited and restrained, to reflect its general residential use, visual character and amenity.</p> <p>Should the application be approved, it should be a condition that the pole sign conforms to the size and impact requirements of S12.4.2 (e) as follows:</p> <ul style="list-style-type: none"> (i) has a display area not more than 5m² per side; (ii) is not more than 5m high; and (iii) will not create a traffic hazard or compromise safety.
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Issues –

Issues relating to the proposed rezoning include:

- . use;
- . traffic access;
- . vehicle parking;
- . streetscape character; and
- . site contamination.

These issues are discussed below.

1 Use

As discussed earlier under Rezoning, the proposed use is of a business nature that is likely to go beyond the level of a local service that would be considered appropriate in a residential area.

As such it is not consistent with the purpose of the Zone to “serve the local area”, or with focusing “local business activity in business nodes including Queen Street, West Ulverstone, Forth Road and Leith Road, Forth and local shops”.

The impact of the development is likely to be significant on surrounding residents, particularly as it is intended to operate up to 11.00pm. Noise sources would include voices, starting of car engines, vehicle acceleration and car doors closing.

The bottle-shop would generate a significant amount of traffic, assessed by the TIA as 117 vehicles per hour at peak times. All customer traffic would enter the site from Main Street and it is likely that with the left-turn only onto Eastland Drive, the volume of traffic travelling west on Main Street (Eastland Drive to Heathcote Street) and north on Heathcote Street (Main Street to Eastland Drive) will increase.

Traffic counts from 2006 put the peak traffic volume travelling west on Main Street at 110 vehicles per hour (vph). This is likely to increase by about 50%. For Heathcote Street the increase could be greater, possibly from say 30 vph to 90 vph. Whilst the road network is more than capable of handling these volumes, it is likely there would be an impact on residential amenity, particularly during peak operating times. Such an increase could not reasonably be regarded as consistent with residential amenity expectations.

For this reason the proposed development is not consistent with clause 11.3.1 Land near a Residential Zone, Performance Criteria P1 in that there is likely to be an unreasonable reduction in residential amenity caused by noise and traffic movements. There are no grounds to allow an extension of hours to 11.00pm.

The Council's Environmental Engineer has determined that the sight distance available to right turning vehicles exiting the site would be significantly inadequate and unsafe as a consequence. He recommends that if approved, the development should provide left only turning onto Eastland Drive. Some customer cars exiting the site will need to travel east towards East Ulverstone and the Bass Highway. This manoeuvre would necessitate vehicles driving through the residential streets around the site in order to return to Eastland Drive.

Delivery vehicles exiting the site would need to turn left and travel along Main Street and through the residential area. It is estimated that up to three delivery vehicles would visit the site daily.

The impact of customer cars and delivery vehicles on the residential amenity of the surrounding area is likely to be significant and while it would be within the capacity of the streets to accommodate, it would likely be noticeable to residents and not consistent with their expectations for the residential area.

Consequently, the development is not considered to be consistent with the zone purpose to "ensure that conflict between adjoining commercial and residential activities is minimised".

2 *Traffic access*

Outside the issue of traffic generation and its impact on the residential amenity of the area, the traffic that would be generated by the development, were it permitted, would require careful management to optimise efficiency and safety.

The impact on the traffic flow and movement was modelled by the traffic consultant. Various traffic scenarios were assessed, the outcomes of which indicated that the impact on the transport network and road safety would not be significant. The findings of the traffic consultant in respect to this aspect appear to be reasonable.

Required measures would be:

- . kerbing/delineating accesses;
- . left only turns onto Eastland Drive by customer traffic with a possible extension of the central traffic island to prevent right turns;
- . left only turns onto Main Street from delivery vehicle exit (right-turn not possible);
- . a traffic island bulb near the site entry in Main Street.

If approved, the development would need to incorporate these traffic management measures. With these in place it is considered that the proposal would satisfy S2.S.3 Use of Accesses and junctions onto Category IV, V and VI Roads, P3 of the Road and Rail Schedule, to ensure that the safety and efficiency of the roads is not unreasonably reduced. Consequently, it is considered that an exercise of discretion on A3 regarding the four x 1-way accesses would be justified.

3 *Vehicle parking*

The proposal plan indicates 14 on-site car parking spaces which is 40 less than the Scheme requirement. The applicant's TIA calculates the on-site parking required at 12 spaces on the basis that the facility is a drive-through type use and not a park and browse. The advice of the report is accepted in this case and the minimum provision of 12 spaces is considered appropriate.

The TIA also recommended that:

- . the central parking lane of the covered vehicle area adjacent to the entrance should be kept clear to enable drive-through; and
- . to avoid cars queuing on Eastland Drive at peak times (e.g. Christmas)

a driveway attendant be employed to move vehicles efficiently through the site and to direct drivers to parking spaces.

These are sensible suggestions and if the development is approved they should be made a condition and/or note.

With these conditions, plus those identified in the table above for parking layout and construction, the proposal is considered to satisfy the requirements of the Car Parking Schedule.

4 *Streetscape*

The streetscape is an important element in the area around the proposed site. It is strongly residential in use and appearance, characterised by predominantly single-storey development with pitched roofs, oriented to the street and with generous and well maintained front garden areas in front of the dwelling.

These are the design cues that the proposal should respond to. It does so as follows:

STREETSCAPE ELEMENT	AREA CHARACTER	PROPOSAL RESPONSE
Height	Single storey	Single storey
Roof form	Pitched	Pitched
Orientation	To the street	Internal
Setback	Typically 4 to 5 metres	0.5m to Main Street and 0.272m to Eastland Drive

There are some differences between the established character and the proposal but of greatest concern is the building's internal orientation and lack of address to Eastland Drive. The public focus of the building is its entrance which is situated at the rear of the building. The Eastland Drive presentation is mostly a blank wall (there are three narrow windows in a section of the façade) and the truck loading and unloading facility which is screened. The façade of a building in this location would be more appropriate with a celebrated pedestrian entrance facing Eastland Drive and a greater degree of window area. It would also be more appropriate to place

the truck loading and unloading facility at the rear of the site or at the eastern side of the building.

Commercial buildings in a residential area (e.g. a shop) are commonly situated on the street edge boundary and without a garden area. These differences are not significant in this case.

The relevant streetscape provisions of the Scheme are:

- 11.4.3 A2 Minimum glazed area of 25% of the façade (Eastland Drive: 19%).
- 11.4.3 A3 A cantilevered awning of 3m depth along the building frontage (no awning provided).

Non-compliance with these two provisions triggers considerations under the relevant Performance Criteria. The PC are not particularly helpful in dealing with the streetscape issues raised in this application. Better guidance is provided by the Objective for Building design and siting, which states:

“To ensure that the height and design of buildings:

- (1) complement the streetscape;
- (2) provide comfort for the public; and
- (3) have minimal adverse impact on the vicinity.”

The design of the proposed building is not considered to be consistent with this Objective because of:

- 1 the internal focus of the building;
- 2 the lack of an address to Eastland Drive; and
- 3 the location of the truck loading/unloading facility on the Eastland Drive frontage.

Consequently it is considered that an exercise of discretion on the AS in this case would not be justified.

5 *Site contamination*

The site is a former service station and contains some underground fuel storage tanks on the eastern side of the lot. The development will involve demolition of the existing building and adjacent hardstand area followed by construction of a new bottle-shop building.

The proposal satisfies the provisions of the Scheme, in particular the Contaminated Land Schedule that only applies to Sports and Recreation and sensitive uses: the proposal is neither of these. However, the development has potential to cause an environmental nuisance under the *Environmental Management and Pollution Control Act 1994* (EMPCA) with respect to noise, dust, erosion and sediment control, possible site contamination and use.

The previous uses on the site include Level 1 activities as prescribed under EMPCA mainly involving ancillary automotive uses. These activities have had the capacity to potentially contaminate the site.

The trigger for consideration of land contamination matters is where development and associated works are proposed – in this instance the demolition of the building and hardstand area that may cause exposure pathways that could result in a risk to human health and the environment.

The National Environment Protection (Assessment of Site Contamination) Measure 1999 (the NEPM), produced by the National Environmental Protection Council prescribes Health Investigation Level Guidelines for the assessment of soil and groundwater contamination. A Health Investigation Level (HIL) is the concentration of a contaminant above which further appropriate investigation and evaluation is required.

As a result of the potentially contaminating activity identified on-site, the applicant has provided the Council with an investigative report dating back to 2005. The report is based on standards other than the NEPM. The site is required to be reassessed against the current legislative requirements and updated to determine if contamination of the site has occurred and a risk is evident.

The potential for site contamination may be an issue regulated by the NEPM. The NEPM is adopted by the *State Policies and Projects Act 1994* and is required to be considered as a part of the assessment made under LUPAA.

To facilitate compliance with EMPCA the following procedure should apply in relation to the development:

- 1 Before a building permit for demolition is issued an investigation of soil and groundwater is to be conducted in accordance with EPA requirements.
- 2 Building approval for demolition issued and may require additional follow-up site investigation research.

- 3 Where contamination is identified then a satisfactory Contamination Management Plan is to be prepared.
- 4 Contamination Management Plan to be approved by the EPA.
- 5 Building application for construction issued – to include Site Management Plan requirements which may involve tank and soil removal.

CONSULTATION

If the Council decides to initiate the Scheme amendment process the application will be formally notified as required under LUPAA.

IMPACT ON RESOURCES

This report has no impact on resources other than the usual resources in assessment of the application and preparation of a report. Additional resources required in the event of an appeal are unknown.

CORPORATE COMPLIANCE

The Central Coast Strategic Plan 2009–2014 includes the following strategies and key actions:

The Shape of the Place

- Adopt an integrated approach to land use planning

The Environment and Sustainable Infrastructure

- Contribute to a safe and healthy environment.

CONCLUSION

The combined rezoning and development proposal must satisfy the requirements of s.43A of LUPAA, and in particular the objectives of Schedule 1 of the Act and State Policies. The Act also requires that potential land use conflicts with surrounding development are avoided.

Specifically, the proposed combined rezoning and development application performs against these pieces of legislation as follows:

LUPAA – SCHEDULE 1 OBJECTIVES	PERFORMANCE
(a) Promote the sustainable	Proposal is consistent in that it would

DEVELOPMENT & REGULATORY SERVICES

development of natural and physical resources and the maintenance of ecological processes and genetic diversity.	be built and serviced in a manner that is unlikely to have a material or detrimental effect on natural and physical resources or ecological processes and genetic diversity.
(b) Provide for the fair, orderly and sustainable use and development of air, land and water.	Proposal is not consistent in that it is not a fair or orderly use of the subject land, because it is not a local service and is likely to cause an adverse impact on neighbouring residents and the residential amenity of the area.
(c) Encourage public involvement in resource management and planning.	Proposal is consistent in that the opportunity for public involvement will be provided through the required advertising process, should the Council approve the rezoning/development.
(d) Facilitate economic development in accordance with the above objectives.	Proposal would not be consistent in that while the development is economic development, it would not be in accordance with Objective (b).
(e) Promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.	Proposal is consistent to the extent that it will be considered through the planning processes of LUPAA.
STATE POLICY – PROTECTION OF AGRICULTURAL LAND	PERFORMANCE
The purpose of the <i>State Policy on the Protection of Agricultural Land 2009</i> is to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture.	The site is wholly within the urban area and does not affect any agricultural land. The Policy does not apply in this case.

DEVELOPMENT & REGULATORY SERVICES

STATE POLICY – COASTAL	PERFORMANCE
<p>The <i>State Coastal Policy 1996</i> applies to all the area of State waters and to all land to a distance of one kilometre inland from the high-water mark (HWM).</p>	<p>The site is on land within the town of Ulverstone that is approximately 760m from HWM. The Policy applies to the proposal.</p>
<p>The principles of the State Coastal Policy are:</p> <ul style="list-style-type: none"> • Natural and cultural values of the coast shall be protected. 	<p>The site has been highly modified and in a non-natural state for many years. There are no obvious natural or cultural coastal values on the site that require protection.</p> <p>The proposal is consistent with this principle.</p>
<ul style="list-style-type: none"> • The coast shall be used and developed in a sustainable manner. 	<p>The principle has little direct relevance to the proposed development. The site is in an established urban area and other than in a collective sense, the proposal would not affect the sustainability or otherwise, of the coast.</p>
<ul style="list-style-type: none"> • Integrated management and protection of the coastal zone is a shared responsibility. 	<p>Management of the coast and water quality is a function of the different levels of government, community interests and landowners, under current planning and environmental legislation.</p> <p>This principle is of limited relevance to the proposal.</p>
STATE POLICY – WATER QUALITY	PERFORMANCE
<p>The purpose of the <i>State Policy on Water Quality Management 1997</i> is to achieve the sustainable management of Tasmania's surface water and groundwater resources</p>	<p>The principal issue affecting the site and proposed development is the possible contamination of groundwater from fuel storage tanks and pipes.</p>

<p>by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System.</p>	<p>The Policy purpose would be met through conditions relating to site testing, remediation, ongoing management and monitoring, assuming the development is permitted.</p> <p>The requirements of the Policy would be satisfied.</p>
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The *State Policies and Projects Act 1993*, provides that NEPMs are to be considered a State Policy.

There are numerous NEPMs, however the most relevant of these to this case is the Assessment of Site Contamination. If approved, the process of site investigation, remediation, management and monitoring would be consistent with the NEPM and State legislation (principally EMPCA).

On the remaining requirement under LUPAA for potential land use conflicts with surrounding development to be avoided, it is considered that the development is likely to result in a land use conflict:

- . between neighbouring residents - the noise impact of the development late into the night is not consistent with a residential amenity or expectations;
- . the residential amenity of the area - the building is not adequately sympathetic with the character of the area and the likely increase in traffic (including trucks) on surrounding residential streets is unlikely to be consistent with residential amenity or expectations.

Consequently under the requirements of LUPAA to consider State Policies and the need to avoid land use conflicts (s.32) the proposal fails because:

- 1 It is not consistent with the fair or orderly use of land under the Schedule 1 Objectives;
- 2 While the development is economic development, it would not be in accordance with the requirement for development to be fair and orderly under the Schedule 1 Objectives;
- 3 The proposal would constitute a likely land use conflict under s.32 of LUPAA.

It is therefore considered that the rezoning of the land from Residential to Local Business, to facilitate the proposed bottle-shop development, would not be appropriate.

There are some grounds for allowing a non-residential use on the site, including its previous Business (BB) Satellite zoning, prominent location and possible site rehabilitation costs. However, the proposed use is not the appropriate use for the site for the reasons given above. A less intensive use with a lower traffic generation on this site would be more appropriate. A rezoning to accommodate a lesser impact use may be viewed more sympathetically.

RECOMMENDATION

It is recommended that:

- A The application to rezone the property at 4 Eastland Drive, Ulverstone, from Residential to Local Business, be refused and the process of amending the Central Coast Planning Scheme 2005 not be initiated on the following grounds:
- 1 It is not consistent with the fair or orderly use of land under the Schedule 1 Objectives of the *Land Use Planning and Approvals Act 1993*;
 - 2 While the development is economic development, it would not be in accordance with the requirement for development to be fair and orderly under the Schedule 1 Objectives *Land Use Planning and Approvals Act 1993*; and
 - 3 The proposal would constitute a likely land use conflict under s.32 of the *Land Use Planning and Approvals Act 1993*.
- B The application for a Hotel industry (bottle-shop) at 4 Eastland Drive, Ulverstone, be refused on the following grounds:
- 1 It is not consistent with section 6.2 of the Central Coast Planning Scheme 2005 in that the use is prohibited in the Residential Zone;
 - 2 It is not consistent with section 11.1 Purpose of the Local Business Zone, of the Central Coast Planning Scheme 2005, in that the use is not a local service in the Local Business Zone;

- 3 It is not consistent with clause 11.3.1 Land near a Residential Zone, of the Central Coast Planning Scheme 2005, in that the use is likely to cause an unreasonable reduction in residential amenity for properties in the Residential Zone; and
- 4 It is not consistent with the Objective of clause 11.4.3 Building design and siting, of the Central Coast Planning Scheme 2005, in that the design of the building would not complement the streetscape.'

The report is supported.”

The Executive Services Officer reported as follows:

“A copy of the Annexures referred to in the Land Use Planner Group Leader’s report have been circulated to all Councillors.”

Cr Dry joined the meeting at this stage.

Cr Deacon, having declared an interest, retired from the meeting and left the Chamber for that part of the meeting relating to the consideration, discussion and voting on the matter of the Rezoning and Hotel industry (bottle-shop) at 4 Eastland Drive, Ulverstone – Application No. DA210305.

■ Cr Haines moved and Cr (L) Bonde seconded, “That the matter of the Rezoning and Hotel industry (bottle-shop) at 4 Eastland Drive, Ulverstone – Application No. DA210305 be dealt with as two separate items.”

Carried unanimously

■ Cr Haines moved and Cr (L) Bonde seconded, “That based on the following reasons:

- . The proposal is consistent with the Council’s business strategy in that it is a local retail use serving a local area;
- . Subject to the conditions recommended for the development approval, the proposal would not create an adverse effect on the surrounding residential area;
- . The proposal is consistent with section 2.0 Objectives for Planning of the Central Coast Planning Scheme 2005;
- . The proposal is consistent with the purpose of the Central Coast Planning Scheme 2005, Local Business Zone;

- . The proposal is consistent with the requirements of the State Policy on the Protection of Agricultural Land, the State Coastal Policy, the State Policy on Water Quality Management, and all the relevant National Environment Pollution Measures;
- . The zoning would be consistent with the Schedule 1 Objectives of the *Land Use Planning and Approvals Act 1993*;

the draft Amendment, identified as 1/2011 (a copy being appended to and forming part of the minutes), be initiated to the Central Coast Planning Scheme 2005 to rezone land at 4 Eastland Drive, Ulverstone from Residential to Local Business.”

Carried unanimously

■ Cr (L) Bonde moved and Cr Fuller seconded, “That, based on the following reasons:

- . The proposed development is consistent with clause 11.1.1 Purpose of the Local Business Zone in that it is a retailing operation that serves the local area;
- . The proposed development is consistent with clause 11.1.3 in that it would minimise conflict between adjoining commercial and residential activities;
- . The use would not cause an unreasonable reduction in residential amenity for properties in the adjacent Residential Zone, as required under section 11.3.1 of the Central Coast Planning Scheme 2005;
- . The architectural features of the building would complement the characteristics of the buildings in the locality, as required under section 11.4.3 of the Central Coast Planning Scheme 2005;
- . The building would provide adequate weather protection for the public through the cover over the drive-through facility; and
- . The proposal satisfies all relevant Schedules of the Central Coast Planning Scheme 2005;

the application for a Hotel industry (bottle-shop) at 4 Eastland Drive, Ulverstone, be approved subject to the following conditions:

- 1 The development must be substantially in accordance with the application for the permit, unless modified by a condition of the permit.
- 2 The use must not operate before 9.00am or after 9.00pm daily.
- 3 The development must be in accordance with the conditions of Form 02 from Cradle Mountain Water.

DEVELOPMENT & REGULATORY SERVICES

- 4 Prior to a Building Permit being issued, the applicant must implement suitable traffic controls to prevent traffic from turning right when exiting onto Eastland Drive. The traffic controls must be completed to the satisfaction of the Director Engineering Services.
- 5 Prior to a Building Permit being issued, the applicant must implement suitable traffic controls to prevent delivery vehicle from turning right when exiting onto Main Street. The traffic controls must be completed to the satisfaction of the Director Engineering Services.
- 6 The egress and access points along the Eastland Drive frontage must be defined to the satisfaction of the Director Engineering Services, at the owner's/applicant's cost, and will involve the reinstatement of kerb and channel and naturestrip areas, and the installation of new driveways.
- 7 Any works associated with existing footpaths, kerb and channel, naturestrips, stormwater infrastructure or other Council services will be undertaken by the Council, at the owner's/applicant's cost, unless alternative arrangements are approved by the Council's Director Engineering Services or his representative.
- 8 Any access and driveway must be constructed in accordance with Standard Drawing SD-1003 Urban Roads - Typical Vehicle Crossing (copy to be enclosed with the permit), noting that any work associated with the road, kerb crossover or footpath infrastructure will be undertaken by the Council at the property owner's cost, unless alternative arrangements are approved by the Council's Director Engineering Services.
- 9 A Road Reserve Permit must be issued by the Council's Public Safety Officer, or his representative, prior to any works or activity being undertaken within the road reservation. Application forms are available from the Engineering Services Department and a fee applies.
- 10 Any damage or disturbance to footpaths, kerb and channel, roads, naturestrips, stormwater infrastructure or existing services must be rectified, noting that this work will be undertaken by the Council at the owner's/applicant's expense, unless alternative arrangements are approved by the Council's Director Engineering Services or his representative.
- 11 Prior to a Building Permit being issued, the applicant must undertake additional investigations into potential contamination of soil and groundwater. These investigations are to be undertaken by a suitably qualified person and must take into consideration the full previous history of the site and potential receptors during development and use, in accordance with the appropriate Standards, Policies and Guidelines determined by the Environment Protection Authority.

- 12 Where any contamination is identified, a Contamination Management Plan is to be developed by a suitably qualified person, to the satisfaction of the Director Development & Regulatory Services. This Plan is to be based on the findings of the additional investigations.
- 13 No sound is to be emitted from any device or from any source or activity on the land so as to become a proven environmental nuisance to the occupiers of properties nearby.
- 14 No liquids other than unpolluted rain water are to be allowed to discharge or drain to the Council's stormwater system or receiving bodies or watercourses.
- 15 All solid/inert waste materials generated by the activity are to be disposed of to a waste disposal facility which is approved by the Director of Environmental Management under the *Environmental Management and Pollution Control (Waste Management) Regulations 2000* or reclaimed/recycled if possible.
- 16 The external area of the building adjacent to its front door is to be provided with artificial lighting operated by a sensor or from within the building.
- 17 The pedestrian pathways on the site are to be artificially lit in a manner that complies with Australian Standard AS1158 and AS4282, and does not cause any light spillage onto windows of any adjacent habitable rooms.
- 18 No artificial lighting is to spill onto any window of any adjacent habitable room.
- 19 The access, dimensions and design of car parking spaces must comply with Australian Standard AS/NZS 2890.1:2004 - Parking facilities - Part 1: Off-street parking.
- 20 Car parking areas, including spaces, accesses and turning areas must be paved with concrete, masonry blocks or bituminous seal and graded, drained, kerbed and marked out to the satisfaction of the Director Engineering Services or his representative.
- 21 Preparation and submission of a landscape plan for the site, including the car park area, by a suitably qualified and experienced person, prior to the issue of a Building Permit and to the satisfaction of the Director Development & Regulatory Services.
- 22 Provision of a satisfactory on-site refuse storage facility that is accessible for collection and not visible from public areas.

DEVELOPMENT & REGULATORY SERVICES

- 23 The proposed pole sign is to be modified to comply with S12.4.2(e) of the Signs Schedule of the Central Coast Planning Scheme 2005, to the satisfaction of the Director Development & Regulatory Services.
- 24 The proposed wall signs are to comply with S12.4.2 of the Signs Schedule of the Central Coast Planning Scheme 2005, to the satisfaction of the Director Development & Regulatory Services.

Notes:

- 1 A planning permit remains valid for two years. If the use or development has not substantially commenced within this period an extension may be granted if a request is made before this period expires. If the permit lapses, a new application must be made.
- 2 The Contamination Management Plan must include consideration of the National Environment Protection (Assessment of Site Contamination) Measure 1999, the Environmental Management and Pollution Control (Underground Petroleum Storage System) Regulations 2010 and Information Bulletins 105, 109, 112 and 112a issued by the Environment Protection Authority (Tasmania).
- 3 Building and plumbing permits are required for the proposed development. A copy of the planning permit should be given to your building surveyor.
- 4 The location of the sewer, water and stormwater connection points, and the suitability of these to service the proposed development, should be confirmed prior to the commencement of construction."

Continued after Minute No. 151/2011.

151/2011 Public question time

The time being 6.40pm, the Mayor introduced public question time.

Cr Deacon returned to the meeting at this stage.

There were no questions from the public at the time.

Cr Deacon left the meeting at this stage.

Minute No. 150/2011 continued...

Voting for the motion

(9)

Cr (J) Bonde

Cr (L) Bonde

Cr Carpenter

Cr Diprose

Cr Dry

Cr Fuller

Cr Howard

Cr Robertson

Cr Viney

Voting against the motion

(2)

Cr Haines

Cr van Rooyen

Motion

Carried

Cr Deacon returned to the meeting at this stage.

152/2011 Regional Land Use Strategy – Draft Cradle Coast Regional Land Use Planning Framework 2010–2030 (408A/2010 – 13.12.2010)

The Director Development & Regulatory Services reported as follows:

“PURPOSE

The purpose of this report is to consider the endorsement of the draft Cradle Coast Regional Land Use Planning Framework 2010–2030 ('the Framework'). A copy of the Framework is appended to this report (Annexure 1).

BACKGROUND

In 2009 the State Government amended the *Land Use Planning & Approvals Act 1993* ('LUPAA') to facilitate the efficient introduction of planning schemes amended through the regional planning initiative process.

Section 30C of LUPAA requires that regional land use strategies be developed for each regional area:

- '...(3) The Minister, by notice in the *Gazette*, may declare a regional land use strategy for each regional area.
- (4) The Minister must keep all regional land use strategies under regular and periodic review.'

The Cradle Coast Regional Planning Initiative has prepared a draft Strategic Framework entitled '*Living on the Coast*' to fulfil the requirement under s.30(c) of LUPAA. Once gazetted by the Minister, the Framework will have status as a planning instrument of regional application and each council planning scheme in the Cradle Coast region must be consistent with and further the policies contained therein.

At the Council meeting on 13 December 2010, the Council resolved (Minute No. 408A/2010) to endorse the draft Cradle Coast Regional Land Use Planning Framework 2010-2030 as suitable for public release and agreed that a period of exhibition be undertaken to allow community consideration and comment.

Following the Council's decision, the Framework was released for a nine week community consultation period on 22 December 2010.

DISCUSSION

Prior to endorsing the Framework as being suitable for public release at its December 2010 meeting, the Council committed a great deal of time to consider and review the draft document. The Council had a number of concerns with the draft document and these were discussed at a Councillor Workshop on 25 October 2010. Following this Workshop the Mayor and Council staff met with members of the Regional Planning Initiative Steering Committee to outline the Council's concerns with the document and to discuss necessary refinements. The Steering Committee was extremely responsive to the Council's concerns and made amendments to Framework. It was then concluded that the Framework is a sound strategic document which substantially accords with the Council's Strategic Framework for Settlement and Investment.

The recent community consultation period exposed the draft Framework to review by government agencies, industry and individuals. There were 63 written submissions received. The Regional Planning Initiative Steering Committee has prepared a report (Annexure 2) to present and discuss the matters raised in the submissions and to provide suggestions on the nature of any modifications required to address the matters raised.

The Steering Committee has stated that, '...the matters raised in submissions are not fatal for the Framework...'. There are some aspects of the background content raised in the submissions for which additional detail or minor modification may be made. While in respect to the Framework's strategic purpose and directions, it is proposed to undertake slight revision to improve clarity, however, the intent of the strategic purposes or directions are not proposed to be altered.

CONSULTATION

Consultation over the Framework has occurred between Council staff, Councillors and the Regional Planning Initiative.

A Councillor Workshop to consider the draft Framework was conducted on 25 October 2010.

A nine week public consultation period on the draft Framework was conducted from 22 December 2010 to 28 February 2011.

IMPACT ON RESOURCES

A decision to endorse the Framework will have no direct impact upon Council resources. The Central Coast Planning Scheme 2005 will have to be revised and then replaced by an Interim Planning Scheme to give effect to the policies contained in the Framework. This task will require a significant amount of Planning Officer time.

CORPORATE COMPLIANCE

The Central Coast Strategic Plan 2009–2014 includes the following strategies and key actions:

The Shape of the Place

- . Conserve the physical environment in a way that ensures we have a healthy and attractive community
- . Encourage a creative approach to new development

A Connected Central Coast

- . Improve community wellbeing

Community Capacity and Creativity

- . Facilitate entrepreneurship in the business community

The Environment and Sustainable Infrastructure

- . Invest in and leverage opportunities from our natural environment
- . Contribute to a safe and healthy environment
- . Develop and manage sustainable built infrastructure
- . Contribute to the preservation of the natural environment

Council Sustainability and Governance

- . Effective communication and engagement

- Improve the Council's financial capacity to sustainably meet community expectations
- Strengthen local-regional connections

CONCLUSION

A review of the draft Framework has been undertaken which has concluded that the Council's concerns with the document have been addressed. The proposed alterations to the Framework following the public consultation process are minor in nature and do not present any concerns for the Council. Therefore, it is recommended that the Council note the actions of the Steering Committee in finalising the Cradle Coast Regional Land Use Planning Framework 2010-2030 and endorse its decision to refer the document for consideration by the Minister responsible for Planning."

The Executive Services Officer reported as follows:

"A copy of the Cradle Coast Regional Land Use Planning Framework 2010-2030 dated April 2011 has been circulated to all Councillors."

- Cr Fuller moved and Cr Haines seconded, "That the Council note the actions of the Regional Planning Initiative Steering Committee in finalising the Cradle Coast Regional Land Use Planning Framework 2010-2030 and endorse its decision to refer the document for consideration by the Minister responsible for Planning."

Carried unanimously

153/2011 Interim Car Parking Cash-In-Lieu Contribution Policy (279/2006 - 21.08.2006 and 429/2007 - 19.11.2007)

The Director Development & Regulatory Services reported as follows:

"PURPOSE

The purpose of this report is to consider the endorsement of the Interim Car Parking Cash-In-Lieu Contribution Policy to provide direction for the Council's powers and obligations under the Central Coast Planning Scheme 2005 ('the Scheme') in respect of the requirement for cash-in-lieu contributions for on-site car parking not provided in a proposed development.

BACKGROUND

In 1994 the Council resolved to suspend the cash-in-lieu provisions for car parking under the previous Planning Scheme pending a review (refer Minute No's 141/94 – 28.02.1994, 574/95 – 20.11.1995 and 279/2006 – 21.08.2006). This was predominantly based on the view that the financial impost of such payments made capital investments in CBD properties unviable.

On legal advice, the Council reviewed this policy in 2007 (Minute No. 429/2007 – 19.11.2007) and resolved that:

- '1 a figure of \$11,000 per carparking space be adopted, and the charge be reviewed as part of the annual Fees and Charges adopted as part of the Estimates; and
- 2 a parking strategy be developed and implemented, taking into account current and future uses and trends, especially when it comes to the availability and purchase of land in high-demand areas.'

The parking strategy is currently being developed, however, in recognition of the fact that the Council is continuing to receive development applications requiring parking relief it is recommended that an Interim Car Parking Cash-In-Lieu Contribution Policy be adopted. The need for an Interim Policy is largely because the current charge of \$11,000 per parking space has proven to be too great for developers due largely to the economies of scale for development on the North West Coast. This is evidenced by the fact that the Council has not collected any cash-in-lieu of parking despite approving various developments with parking shortfall since 2007.

DISCUSSION

Schedule 11.0 'Car parking' of the Scheme prescribes the number of on-site car parking spaces which need to be provided for different land uses [S11.3.1(A1)]. However, under Performance Criteria S11.3.1(P1) the Council may waive or reduce the number of required on-site car parking spaces if:

- (a) there is no adverse impact on the streetscape;
- (b) the number or size of vehicles will not create a traffic hazard or create on-street parking congestion; and
- (c) there is no adverse impact on the amenity of the surrounding locality.

In waiving or reducing the number of required on-site car parking spaces, the Council may require a cash-in-lieu contribution for the number of car parking spaces not provided. The amount of the cash-in-lieu contribution is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

The Interim Car Parking Cash-In-Lieu Contribution Policy will:

- (a) provide a set of guidelines for the equitable acceptance of cash-in-lieu contributions for on-site car parking spaces not provided for a development; and
- (b) provide a set of guidelines for the use of funds held in trust for the provision or improvement of car parking and/or transport infrastructure for public transport, walking or cycling in Central Coast.

The Interim Policy would apply to all uses and development in all zones of the Scheme, with the exception of the Ulverstone Wharf Area defined in Schedule 14.

The Interim Policy would operate as follows:

Determining the Number of Parking Spaces Required –

When assessing a development application in which a reduction or waiver of car parking spaces is sought, Planning Officers would ensure that sufficient information is provided with the application for the Council to consider if the reduction accords with S11.3.1(P1). Justification is to include the following:

- an empirical assessment of car parking demand in the locality;
- a quantitative assessment of any car parking deficiencies or surplus associated with the existing use of the locality;
- the availability of public transport in close proximity to the development including an assessment of whether the public transport results in a reduced demand for parking for the development;
- an assessment of any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; and
- an assessment of the peak demand for the proposed use and whether it would be staggered with existing uses in the locality.

If it is determined that the proposal satisfies Clause S11.3.1(P1), a parking reduction may be considered and a cash-in-lieu contribution would be required in accordance with the Interim Policy. If, however, it is determined that the development must provide the required number of on-site car parking spaces because the proposal does not satisfy clause S11.3.1(P1), the development application would either:

- (a) be conditional upon the developer providing the required number of parking spaces on site; or
- (b) be refused if the parking spaces cannot be accommodated on-site.

Calculation of the Value of a Cash-In-Lieu Parking contribution -

The Scheme requires that the amount of cash-in-lieu for parking is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

Determining Cost of Land -

In determining the cost of land, advice was sought by a Registered Valuer, who stated:

'In relation to the assessment of land values, there appears to be two ready options:

1. Adopt the existing land values as assessed by the Valuer General for the latest revaluation. On this basis, each property has been separately assessed or
2. Assess current land value adopting a desktop basis, and undertaking some smoothing to produce a more consistent market based outcome.

Both methods can also be adopted as a base and figures (values) increased by a factor annually, or as required.

The use of the Valuer General land value determination makes a sound base from which to apply the agreed formula. They can be reviewed and amended for the cash in lieu purpose, and updated by applying a factor if necessary. The figures have been accepted by land owners, and thus the basis of any calculation is not in dispute.'

A desktop assessment of current Valuer General land values in the Penguin CBD, Ulverstone CBD and West Ulverstone areas has been carried out along with some smoothing to provide a cost of land for a 30m² car parking space as \$3,670.

Determining Construction Cost -

The Interim Policy adopts Australian Standard *AS/NZS 2890.1:2004 Parking facilities, Part 1:Off-street car parking* for the design of a car parking space. The Australian Standard estimates that providing a Class 3 90-degree parking module arrangement requires a minimum parking area of 22m² per car parking space, assuming a car is allowed to park either side of the parking aisle. This requirement increases to 30m² per car parking space when a car is only allowed to park on one side of the parking aisle. Accordingly, 30m² has been adopted as the requirement for a car parking space.

The construction costs per square metre are established by determining the average capital costs associated with the provision of car parking spaces in Council constructed car parks. The average construction cost for a Council car park is $\$100/\text{m}^2 \times 30\text{m}^2 = \$3,000$.

Community Benefit Factor -

The Interim Policy recognises that the community derives many benefits from parking provided by developers. It also recognises that if parking were provided strictly in accordance with the Scheme there would be an oversupply of parking. Accordingly, to prevent such an oversupply from occurring, the cash-in-lieu contribution calculation applies a community benefit reduction of 50%. The purpose of this reduction is to recognise that public parking spaces constructed with the revenue from cash-in-lieu allow shared parking among different sites and therefore fewer spaces are required to meet parking demand. Additionally, it is recognition that cash-in-lieu contributions provide funds for improvements to the communities parking and transport infrastructure and therefore that it is reasonable for the community fund a proportion of the cost for the provision of public parking.

The reduction is also intended to encourage developers to share on-site car parking spaces for use by the general public and not just be their customers, thereby allowing efficient use of car parking spaces.

Cash-In-Lieu Parking Contribution -

The cash-in-lieu contribution is the cost of land (\$3,670) plus the cost of construction (\$3,000) multiplied by the community benefit reduction factor (0.5). Therefore, the contribution for one car parking space is:

$$\begin{aligned} &= (\$3,670 + \$3,000) \times 0.5 \\ &= \$6670 \times 0.5 \\ &= \underline{\underline{\$3,335}} \end{aligned}$$

Utilisation of Cash-In-Lieu Contributions –

Monies collected by the Council as cash-in-lieu of car parking contributions are to be accounted for separately to general revenue in a Parking Reserve.

Under the Interim Policy the guidelines for the expenditure of cash-in-lieu parking funds would be as follows:

- expenditure must be in accordance with the Central Coast Parking Strategy (once developed);
- funds are to be used for the following:
 - acquisition of land for parking in the municipal area;
 - construction of public parking, both on-street and off-street;
 - improvement to existing parking facilities and on-street parking;
 - servicing of loans obtained to provide parking;
 - maintenance of public parking areas; and
 - public transport, walking or cycling infrastructure which would result in a reduced demand for parking in that area.

CONSULTATION

The Interim Policy has been developed by officers from the Development & Regulatory Services and Engineering Services Departments and has been subject to assessment and review by the Senior Management Team. A Councillor Workshop was conducted on Monday, 2 May 2011.

IMPACT ON RESOURCES

A decision to endorse the Interim Policy will have no direct impact upon Council resources. Any decision to expend funds will be undertaken as part of the Council's normal annual planning and budgeting processes.

CORPORATE COMPLIANCE

The Central Coast Strategic Plan 2009–2014 includes the following strategies and key actions:

The Shape of the Place

- Conserve the physical environment in a way that ensures we have a healthy and attractive community
- Encourage a creative approach to new development

A Connected Central Coast

- Improve community wellbeing

The Environment and Sustainable Infrastructure

- Contribute to a safe and healthy environment
- Develop and manage sustainable built infrastructure.

CONCLUSION

It is recommended that the Council:

- (a) endorse the Interim Car Parking Cash-In-Lieu Contribution Policy until such time as it is superseded by the Central Coast Parking Strategy; and
- (b) set the value of a cash-in-lieu contribution for one car parking space at \$3,335 for the remainder of the 2010-11 financial year."

The Executive Services Officer reported as follows:

"A copy of the draft Interim Car Parking Cash-In-Lieu Contribution Policy has been circulated to all Councillors."

■ Cr van Rooyen moved and Cr Howard seconded, "That the Council:

- (a) endorse the Interim Car Parking Cash-In-Lieu Contribution Policy until such time as it is superseded by the Central Coast Parking Strategy; and
- (b) set the value of a cash-in-lieu contribution for one car parking space at \$3,335 for the remainder of the 2010-11 financial year."

Carried unanimously

GENERAL MANAGEMENT

154/2011 Minutes and notes of committees of the Council and other organisations

The General Manager reported as follows:

“The following (non-confidential) minutes and notes of committees of the Council and other organisations on which the Council has representation have been received:

- . East Ulverstone Swimming Pool Management Committee – meeting held on 7 April 2011;
- . Riana Community Centre Committee – meeting held on 13 April 2011;
- . Central Coast Community Safety Partnership Committee – meeting held on 20 April 2011;
- . Youth Engaged Steering Committee – meeting held on 21 April 2011.

Copies of the minutes and notes have been circulated to all Councillors.”

- Cr Haines moved and Cr Deacon seconded, “That the (non-confidential) minutes and notes of committees of the Council be received.”

Carried unanimously

155/2011 Schedule of Appointments to Statutory Bodies, Groups and Organisations, Council and Special Committees, Community Advisory Groups and Working Groups (122/2009 – 20.04.2009)

The Executive Services Officer reported as follows:

PURPOSE

This report considers an amendment to the Committees and Representatives Register and in particular to membership of the Penguin Miniature Railway Management Committee (the Committee).

BACKGROUND

The Council at its meeting held on 20 April 2009 (Minute No. 122/2009), in respect of the Penguin Miniature Railway Management Committee at which time it recorded its membership as follows:

- . Mr Maurice Jones

GENERAL MANAGEMENT

- . Mr Geoff Patrick
- . Cr Terry McKenna
- . Mr Brandon Richardson (as a junior member)
- . Mr Paul Seggie
- . Mr Cor Vander Vlist
- . Mr Phillip Tregurtha
- . Cr Gerry Howard
- . Mr Alexander Cruickshank.

Correspondence has been received from the Committee, requesting that the Council consider confirming the following persons as members of the updated Penguin Miniature Railway Management Committee:

- . Mr Phillip Tregurtha
- . Mr Maurice Jones
- . Mr Cor Vander Vlist
- . Mr Gerry Howard
- . Mr Matey Ray
- . Mr Brandon Richardson (as a junior member)
- . Mr Janzen Reynolds (as a junior member)
- . Mr Simon Hutchinson
- . Mr Chris Cripps
- . Cr Cheryl Fuller (Council's liaison person).

DISCUSSION

The membership of the Penguin Miniature Railway Committee is required to be confirmed by the Council.

CONSULTATION

Consultation is not required in respect of this report.

IMPACT ON RESOURCES

There is no impact on resources.

CORPORATE COMPLIANCE

The Central Coast Strategic Plan 2009–2014 includes the following strategies and key actions:

- . Council Sustainability and Governance
 - . Strengthen local–regional connections.

CONCLUSION

It is recommended that the following persons be confirmed as members of the Penguin Miniature Railway Management Committee:

- . Mr Phillip Tregurtha
- . Mr Maurice Jones
- . Mr Cor Vander Vlist
- . Mr Gerry Howard
- . Mr Matey Ray
- . Mr Brandon Richardson (as a junior member)
- . Mr Janzen Reynolds (as a junior member)
- . Mr Simon Hutchinson
- . Mr Chris Cripps
- . Cr Cheryl Fuller (Council's liaison person)."

A copy of the correspondence received has been circulated to all Councillors."

- Cr Robertson moved and Cr Diprose seconded, "That the following persons be confirmed as members of the Penguin Miniature Railway Management Committee:

Mr Phillip Tregurtha
Mr Maurice Jones
Mr Cor Vander Vlist
Mr Gerry Howard
Mr Matey Ray
Mr Brandon Richardson (as a junior member)
Mr Janzen Reynolds (as a junior member)
Mr Simon Hutchinson
Mr Chris Cripps
Cr Cheryl Fuller (Council's liaison person)."

Carried unanimously

CORPORATE & COMMUNITY SERVICES

156/2011 Schedule of Appointments to Statutory Bodies, Groups and Organisations, Council and Special Committees, Community Advisory Groups and Working Groups (349/2009 – 03.11.2009)

■ Cr (L) Bonde (having given notice) moved and Cr Dry seconded, "That the Central Coast Council direct the Director Corporate & Community Services to facilitate the formation of a committee of the users of the Showground plus the Recreation Centre, at the Ulverstone Showground."

Cr Bonde, in support of his motion, submitted as follows:

- 1 The forming of this Committee would give an opportunity for each member of the Committee to make a combined approach to Central Coast Council or its Directors on any given topic of mutual interest of all concerned users, or as a single issue.
- 2 As a token of goodwill the Central Coast Council would make available a suitable meeting venue *free of charge* as a meeting place.
- 3 The formation of this Committee would give each user of the Showground plus the Recreation Centre some input into their future as a user of the facilities supplied by Central Coast Council on the West Ulverstone Showground, which they haven't got at present.
- 4 Costs of this Committee. A small affiliation fee is recommended of \$5 per annum per member which would cover cost of postage and clerical work. That is best decided by the Committee, but it must be kept at a price affordable to all members."

The Director Corporate & Community Services reported as follows:

"PURPOSE

The purpose of this motion is to request that the Director undertake the formation of a Committee made up of users of the Ulverstone Showground and Recreation Centre.

BACKGROUND

In recent years the Central Coast Council has undertaken significant development of both the Ulverstone Showground and Recreation Centre. This development has led

to an increase in both the number and the nature of the users of the facility. Not only has there been an increase in the number of sporting groups that have relocated to the facility such as Soccer and Judo, but there has also been the addition of Slipstream, Naval Cadets and the Community Shed as part of the shift to greater community participation in the facility.

DISCUSSION

The increase in the number and variability of the users has led to some conflicts over the availability of some parts of the venue at prime times, however to date, through working closely with the parties involved, the Council has been able to resolve these issues. The introduction of a major futsal competition and the successful hosting of the National U18 Basketball Championships are examples of how the Council has been able to work successfully with the users under the current consultative arrangement to achieve the best outcome for the community.

The complex currently caters for soccer, softball, squash, netball, basketball, futsal, judo, dog training, dog exercise, the Show Society, TS Leven Naval Cadets, Slipstream, the Community Shed, and will shortly add the Ulverstone Repertory Society to the mix. Many of the sports are played at junior, local, regional and in some cases national levels, with each of these having differing needs and obligations. Many of these groups are competing for access to the same space and times and it is understandable that in many cases they would continue to promote their own interest on any Committee. It is the Council's aim to maximise the use of the facility across the broadest range of community activities and it would aim to do this through ongoing consultation with the users.

Cr Bonde's motion does not define the role that the Ulverstone Showground and Recreation Centre Committee would undertake. Operational matters in this area are dealt with by staff while strategic issues have already been defined and are being dealt with. Plans for the site have been developed and these plans have led to the creation of the Community Precinct, and a plan for the ground layout that will ultimately incorporate additional outdoor netball courts, the installation of the softball fence and the relocation of the main soccer pitch. Funding to undertake the components of this plan have been included in the current budget as well as in the Estimates for 2011-12. The Council will continue to work towards this strategic plan as well completing the overall management plan for the Sports Complex as a whole.

CONSULTATION

The report outlines the consultation undertaken.

CORPORATE & COMMUNITY SERVICES

IMPACT ON RESOURCES

There would be minimal impact on resources apart from staff time out of hours to attend Committee meetings.

CORPORATE COMPLIANCE

The Central Coast Strategic Plan 2009–2014 includes the following strategies and key actions:

The Shape of the Place

- Improve the value and use of open space
- Encourage a creative approach to new development

A Connected Central Coast

- Connect the people with services
- Improve community wellbeing

Community Capacity and Creativity

- Cultivate a culture of creativity in the community

Council Sustainability and Governance

- Improve service provision

CONCLUSION

The motion on notice from Cr Bonde is submitted for consideration.”

- Cr Robertson moved and Cr Viney seconded an amendment to the motion, “That the Central Coast Council ask the Director Corporate & Community Services to facilitate the formation of an informal group of the users of the Showground plus the Recreation Centre at the Ulverstone Showground.”

Voting for the amendment

(5)

Cr (L) Bonde
Cr Dry
Cr Howard
Cr Robertson
Cr Viney

Voting against the amendment

(7)

Cr (J) Bonde
Cr Carpenter
Cr Deacon
Cr Diprose
Cr Fuller
Cr Haines
Cr van Rooyen

Amendment

Lost

Voting for the motion

(4)

Cr (L) Bonde

Cr Dry

Cr Robertson

Cr Viney

Voting against the motion

(8)

Cr (J) Bonde

Cr Carpenter

Cr Deacon

Cr Diprose

Cr Fuller

Cr Haines

Cr Howard

Cr van Rooyen

Motion

Lost

157/2011 Buttons Creek Caravan Park

■ Cr (L) Bonde (having given notice) moved and Cr Dry seconded, "That the Central Coast Council give consideration to converting the Buttons Creek Caravan Park into an overnight site for caravan and motor home campers, for all times other than school holiday times."

Cr Bonde, in support of his motion, submitted as follows:

"I am told that the Buttons Creek Caravan Park site is very basic standard as a full caravan site and is not worthy of the charge that is being made at present.

I have doubts that there is enough demand as a permanent extended holiday site to warrant the Council spending large sums of money to raise the standard of facilities. I believe there have been big changes in senior citizen caravan tours and that overnight of one or two nights is a much more popular mode of holiday.

My thoughts are that there is a lot of money being lost in Central Coast because we have not deliberately developed the overnight, short stay caravan and motor home sites, and that there is a definite market out there for such a venture.

I would go so far as to say we could, or should, be developing these overnight situations on a North West Coast tourism speciality for the senior citizen tourists.

Overnight Travellers and their requirements in Tasmania -

Should we refocus our views on Caravan Parks in Central Coast?

We as a Council are being criticised in some areas for encouraging and creating free overnight caravan localities in opposition to our caravan parks. We need to rethink our procedures and aims as a Council. We are challenged by our community service

providers to adopt the concept, is what is good for the trading industry is good for the community coffers.

Is there an opportunity for us to rethink the developing of overnight caravan and mobile home localities as a totally different proposal to our extended holiday campers, such as caravan sites, who would get their revenue from permanent residents and longer staying holiday campers. If we decided they were in future to all be judged as two separate forms of accommodation that worked in tandem rather than being seen as opposition to each other, then our Council decision in encouraging the provision of overnight caravan and motor home overnight facilities would be seen to be a definite acceptable need in the community.

I would suggest we would have to revisit the rent obtained from our Caravan Park (e.g.) the number of permanent sites occupied and the number of travelling camper sites occupied and the number of travelling camper sites offered to the public. It is my belief that there is considerable room for a readjusted viewpoint on this very contentious issue between permanent caravan parks and overnight camper locations which would be a definite advantage to all parties if sufficient investigative work was carried out.

Overnight locations would not be expected to provide the facilities of permanent caravan parks. They would cater for self-supporting holiday campers and would operate entirely different to our permanent caravan sites with all its comfort needs, but would be of equally important in the whole scheme of caravan and mobile home campers facilities, controlled by Central Coast Council.

Mention should also be made that the main Ulverstone caravan site cannot accommodate some of the very large caravans we see today.

To make better use of Buttons Creek Caravan Park, we could give thought to the site being a fully-fledged caravan park during the school holidays and Easter time and long weekends. All the other part of the year it could be used as a drive in mobile home and caravan overnighter and shoulder charges especially designed with prices suitable selected, with no hot water or showering facilities during that time. I would think \$10 per night.

We should set out to educate the travelling public that we are developing overnight situations absolutely separate from our main caravan sites, at Turners Beach, the main caravan park in Ulverstone and the Apex Caravan Park at West Ulverstone. I would envisage the Buttons Creek site could be converted very easily and other suitable sites could also be developed without a lot of expense. I believe it would be a winner for all areas concerned and we would see an increased influx of travelling

tourists if we decided to deliberately capture that market. We should look at Penguin and other areas for these overnight situations as well, in the future.

We would possibly have to review the controllers of the permanent parks as being the convenors of their parks and a different set of controllers for the overnight sites, because of the need to control the competition for travelling business, it could be detrimental to our objectives if these positions didn't work for the whole benefit of all concerned in the big picture.

I would expect to have a decision and positive judgement ideas put in place for the September school holiday period at best, and the Christmas holiday break as a last resort, we definitely should have everything in place for the 2011-12 tourist season, if we intend to take full advantage of the project. I have long had the view that there is a decided shift in design of caravan and mobile homes to being self-supporting and we need to accommodate that in our thinking.

Vouchers could be obtained from the Information Centre, I am told that could be a possibility."

The Director Corporate & Community Services reported as follows:

"PURPOSE

This motion is a request to consider converting the Buttons Creek Caravan Park to an overnight site for motorhomes, caravans and campervans for all times other than school holidays.

BACKGROUND

The Buttons Creek Caravan Park is a parcel of Crown land that is leased to the Council for three months of the year as a caravan park whilst for the remainder of the year the area is a public reserve. The Council subleases the Buttons Creek Caravan Park to Ulverstone Holiday Park for that period during which it is a caravan park as part of the overall lease for the Ulverstone Caravan Park and Ulverstone Holiday Park currently reimburse the Council for the cost of the Crown lease.

DISCUSSION

The Central Coast Council has enjoyed a very positive relationship with motorhome and campervan travellers and has successfully achieved RV Friendly Town status for both Penguin and Ulverstone. This has been achieved within the current policy on overnight stays and without the creation of specific areas or facilities for such stays.

Cr Bonde's motion is aimed at converting the Buttons Creek Caravan Park, with its toilets and amenities block, for use for overnight stays by motorhomes and campervans. Such a conversion from a seasonal use to an annual use would result in a significant increase in the Crown rental on the site and would be in direct competition with the local caravan park. Based on previous figures provided, an annual rental of between \$15,000 and \$20,000 would be anticipated. The Economic Regulator has raised the issue of competitive neutrality obligations with regard to camping services provided by councils and reminded Council that it is required to comply with the Competitive Neutrality Principles set out in the Competition Principles Agreement to which the Tasmanian Government is a signatory. As a consequence of this, were the Council to convert Buttons Creek Caravan Park to a park for overnight stays by motorhomes and campervans the Council would be obliged to charge an amount to cover all of the costs associated with such. The Council would be obliged to consider administration costs, repairs/maintenance costs, insurance costs, rubbish collection costs, mowing costs, depreciation, overheads, power, water and sewerage, consumables and lease costs. While Cr Bonde suggest an overnight fee of \$10.00, the fee that would need to be charged is likely to be at least triple this and could be significantly higher. The Council's own monitoring of numbers over recent years also suggests that the number of motorhomes and campervans travelling in the area reduces significantly after Easter to a point where full cost recovery would become impractical.

The Council has avoided being drawn into the issue of competitive neutrality obligations for camping services because it does not in fact encourage or provide free overnight caravan localities for motorhomes and campervans but rather encourages visitors to utilise local caravan parks. Where visitors choose not to utilise existing caravan parks the Council simply identifies some locations where parking is already allowed and asks visitors to minimise their impact on those areas. The Council does not provide any facilities at these sites and has not undertaken any works to make these areas more available for such a purpose.

The Council has also been approached by both of the lessees of the caravan parks in Ulverstone who wish to increase the number of cabins and decrease the number of caravan sites as this has been the nature of the change in demand. There is sufficient capacity within the current caravan parks to cater for those visitors who wish to avail themselves of this opportunity.

CONSULTATION

The report outlines the consultation undertaken.

IMPACT ON RESOURCES

Any impact on resources that might arise from the Council choosing to change the status of Buttons Creek Caravan Park would have to be recovered from those motorhomes and caravans utilising the site.

CORPORATE COMPLIANCE

The Central Coast Strategic Plan 2009–2014 includes the following strategies and key actions:

The Shape of the Place

- Improve the value and use of open space

Community Capacity and Creativity

- Community capacity–building
- Facilitate entrepreneurship in the business community

The Environment and Sustainable Infrastructure

- Invest in and leverage opportunities from our natural environment
- Contribute to a safe and healthy environment
- Develop and manage sustainable built infrastructure
- Contribute to the preservation of the natural environment

Council Sustainability and Governance

- Improve service provision

CONCLUSION

The motion on notice from Cr Bonde is submitted for consideration.”

Voting for the motion

(4)

Cr (L) Bonde
Cr Carpenter
Cr Dry
Cr Howard

Voting against the motion

(8)

Cr (J) Bonde
Cr Deacon
Cr Diprose
Cr Fuller
Cr Haines
Cr Robertson
Cr van Rooyen
Cr Viney

Motion

Lost

CORPORATE & COMMUNITY SERVICES

158/2011 Corporate & Community Services determinations made under delegation

The Director Corporate & Community Services reported as follows:

“A Schedule of Corporate & Community Services Determinations made during the month of April 2011 is submitted to the Council for information. The information is reported in accordance with approved delegations and responsibilities.”

The Executive Services Officer reported as follows:

“A copy of the Schedule has been circulated to all Councillors.”

■ Cr Haines moved and Cr Dry seconded, “That the Schedule of Corporate & Community Services Determinations (a copy being appended to and forming part of the minutes) be received.”

Carried unanimously

159/2011 Correspondence addressed to the Mayor and Councillors

The Director Corporate & Community Services reported as follows:

PURPOSE

This report is to inform the meeting of any correspondence received during the month of April 2011 and which was addressed to the ‘Mayor and Councillors’. Reporting of this correspondence is required in accordance with Council policy.

CORRESPONDENCE RECEIVED

The following correspondence has been received and circulated to all Councillors:

- . Letter thanking the Council for its support of Bike Week.
- . Letter relating to incident in Library.
- . Letter concerning stormwater run-off in Leith.
- . Letter relating to development application in Reibey Street.
- . Email inviting business operators to join Business Network International Leven Chapter.
- . Letter concerning the loss of the bridge on Purtons Road.
- . Letter concerning a barking dog matter.
- . Letter concerning the proposed amnesty on buildings built without approval.

Where a matter requires a Council decision based on a professionally developed report the matter will be referred to the Council. Matters other than those requiring

a report will be administered on the same basis as other correspondence received by the Council and managed as part of the day-to-day operations.”

- Cr Fuller moved and Cr Howard seconded, “That the Director’s report be received.”

Carried unanimously

160/2011 Common seal

The Director Corporate & Community Services reported as follows:

“A Schedule of Documents for Affixing of the Common Seal for the period 19 April 2011 to 16 May 2011 is submitted for the authority of the Council to be given. Use of the common seal must first be authorised by a resolution of the Council.

The Schedule also includes for information advice of final plans of subdivision sealed in accordance with approved delegation and responsibilities.”

The Executive Services Officer reported as follows:

“A copy of the Schedule has been circulated to all Councillors.”

- Cr Viney moved and Cr Haines seconded, “That the common seal (a copy of the Schedule of Documents for Affixing of the Common Seal being appended to and forming part of the minutes) be affixed subject to compliance with all conditions of approval in respect of each document, and that the advice of final plans of subdivision sealed in accordance with approved delegation and responsibilities be received.”

Carried unanimously

161/2011 Financial statements

The Director Corporate & Community Services reported as follows:

“The following principal financial statements of the Council for the period ended 30 April 2011 are submitted for consideration:

- Summary of Rates and Fire Service Levies
- Operating and Capital Statement
- Cashflow Statement
- Capital Works Resource Schedule.”

CORPORATE & COMMUNITY SERVICES

The Executive Services Officer reported as follows:

“Copies of the financial statements have been circulated to all Councillors.”

- Cr Deacon moved and Cr van Rooyen seconded, “That the financial statements (copies being appended to and forming part of the minutes) be received.”

Carried unanimously

ENGINEERING SERVICES

162/2011 Tenders for bridge repairs and associated civil works

The Director Engineering Services reported as follows:

PURPOSE

The purpose of this report is to make recommendation on tenders received for repair works to five bridges within the Central Coast municipal area. These bridges received substantial damage in the January 2011 floods. These works were determined to be beyond the capacity of the Council's available in-house resources due to other commitments as a result of the floods.

BACKGROUND

The Engineering Group Leader reported as follows:

'Design and construct tenders were called for the above bridge repairs on 2 April 2011, closing at 2.00pm on 3 May 2011. A scope of works was outlined, along with general evaluation criteria.

DISCUSSION

Tenders were received as follows (including GST and \$30,000 contingency):

	BRIDGEPRO ENGINEERING	VEC CIVIL ENGINEERING	TASSPAN CIVIL CONTRACTING	PRELIMINARY ESTIMATE
Leven River, Marshalls Bridge Road	\$40,040.00	\$98,460.00	\$40,877.00	\$20,000.00
Gawler River, Isandula Road	\$36,190.00	\$45,650.00	\$64,490.80	\$0.00
Wilmot River, Spellmans Road	\$107,140.00	\$124,620.00	\$216,612.00	\$50,000.00
West Gawler River, Isandula Road	\$49,610.00	\$35,460.00	\$49,897.10	\$25,000.00

ENGINEERING SERVICES

Leven River, Golf Club Road	\$37,180.00	\$24,620.00	\$54,764.60	\$0.00
Contingency	\$30,000.00	\$30,000.00	\$30,000.00	\$100,000.00
<i>TOTAL</i>	<i>\$300,160.00</i>	<i>\$358,810.00</i>	<i>\$456,641.50</i>	<i>\$195,000.00</i>

The scope of works specified was as follows:

43 - Leven River Bridge, Marshalls Bridge Road

- . Supply and install treated timber pile upstream of centre pier and replace headstocks, bracing and walers to suit.
- . Supply and install new headstocks, bracing and walers on all remaining pier assemblies.

Note : walers to be located as low as possible to allow for appropriate bracing angle.

656 - Gawler River, Isandula Road

- . Provide structural protection to existing bedlog foundation on north abutment.
- . Reinstate wingwall at northwest corner.

1120 - Wilmot River, Spellmans Road

- . Repair damaged concrete deck and reinstate galvanised steel posts and rails.
- . This work to include design and certification by suitably qualified engineer.
- . Reinstate protection around abutment on west (Central Coast) side with a more robust and durable solution.
- . Reinstate protection around abutment on east (Kentish) side with a more robust and durable solution.
- . Remove and rebuild retaining structure at south east corner on appropriate foundation.

- . This work to include any necessary design and certification by a suitably qualified engineer.

2262 – West Gawler River, Isandula Road

- . Remove remaining rock protection at four wingwall locations and reinstate with more durable and robust solution.

5171 – Leven River, Golf Club Road

- . Remove remaining rock armour on north (Lobster Creek Rd end) abutment and reinstate with a more durable and robust solution

Where specified above to replace or reinstate rock protection with a more robust and durable solution, dry pack rock pitching should not be an option. Recent flooding has highlighted an inability of this method to provide protection around abutment and wingwall areas during high flows.

Methods such as, but not limited to, mortar set rock armour, shotcrete, reinforced concrete or mass concrete will be favoured.

More than one option can be submitted for each bridge.”

As a result, a variety of options were received. Both BridgePro Engineering (BridgePro) and TasSpan Civil Contracting (TasSpan) provided supporting methodologies and sketches whilst VEC Civil Engineering (VEC) did not provide this information. Following is a table showing tenderers options:

BRIDGE NO./LOCATION	BRIDGEPRO	VEC	TASSPAN
43 – Leven River Marshalls Bridge Road	Replace pile. Renew all walers, crossheads and bracing.	Not supplied.	Replace pile. Renew all walers, crossheads and bracing.
656 – Gawler River Isandula Road	Mass concrete abutment repair. New mortar set rock armour wing wall.	Not supplied	Mass concrete abutment repair. New precast wing wall.

ENGINEERING SERVICES

1120 – Wilmot River Spellmans Road	Repair deck and install new posts and rails. MassBloc and rock abutment protection. Concrete wall to base of existing block wall.	Not supplied.	Repair deck and install new posts and rails. Gabion and rock abutment protection. New concrete/gabion wall upstream.
2262 – West Gawler River Isandula Road	Mortar set rock armour wing walls.	Not supplied.	Gabion and rock wing wall.
5171 – Leven River Golf Club Road	Mortar set rock armour wing wall/ abutment repair.	Not supplied.	Gabion and rock wing wall/ abutment repair.

The preference for these repairs is to provide an option that matches the remaining life of each of the structures. The three bridges at Leven River, Golf Club Road; West Gawler River, Isandula Road and Wilmot River, Spellmans Road are relatively new concrete bridges and are designed with a 100 year life expectancy. The other two timber bridges are approximately 10 years away from replacement. All options shown above would appear to satisfy this requirement.

In addition to these, BridgePro provided an option to replace the bridge on Marshalls Bridge Road with a concrete structure. Given the estimated remaining life of this bridge and the additional funds required this option is not considered necessary or affordable at this time. BridgePro also suggested additional works on the Spellmans Road bridge. As these are not issues caused by the flood they will be investigated further and considered for future maintenance programs.

TasSpan and VEC have both completed many projects for the Central Coast Council and are known widely in the industry. Bridgepro is a new local company with relevant and local industry experience. For this reason all three tenderers are considered as being competent to perform the works.

BridgePro presented a preferable works schedule with completion by the end of September 2011. TasSpan indicated completion by approximately December 2011. No schedule was provided by VEC.

The Council uses a weighted tender assessment method based on:

- . compliance with tender documents;
- . experience;
- . personnel;
- . construction period;
- . OHWS system and record;
- . tender price/value for money.

BridgePro achieved the highest rating based on this method.

CONSULTATION

This item has followed a public tendering process.

Local consultation and public notice will be provided at the time of construction.

IMPACT ON RESOURCES

The difference between the estimated cost and actual tender figures is due to a number of factors:

- . The budget figure was based on preliminary estimates prior to the full extent of damage being known.
- . The damage to the Leven River bridge at Golf Club Road and the Gawler River bridge at Isandula Road was not discovered until after preliminary budgets were advised. A contingency budget of \$100,000 was included for these type of occurrences.
- . This industry is currently very busy and this is reflected in tender prices submitted.

These unscheduled bridge repair works are a substantial impact on resources. This was outlined at the Council meeting on 21 February 2011 (Minute No. 49/2011). Funding will effectively consist of a 25% share from the Council and a 75% share from the Natural Disaster Local Government Relief Policy. Due to the construction period of this project, budget

ENGINEERING SERVICES

allocations will be required in both the 2010–11 and 2011–12 financial years.

The Council portion of approximately \$75,000 (25%) will be partially funded from the reallocated projects for 2010–11 and proposed allocations for 2011–12.

CORPORATE COMPLIANCE

The Central Coast Strategic Plan 2009–2014 includes the following strategies and key actions:

A Connected Central Coast

- Provide for a diverse range of movement patterns
- Connect the people with services

The Environment and Sustainable Infrastructure

- Contribute to a safe and healthy environment
- Develop and manage sustainable built infrastructure

Council Sustainability and Governance

- Improve service provision
- Improve the Council's financial capacity to sustainably meet community expectations.

CONCLUSION

It is recommended that the tender from BridgePro Engineering Pty Ltd in the amount of \$300,160 (inc. GST) for the bridge repair works be accepted and approved by the Council.

The Engineering Group Leader's report is supported."

■ Cr Deacon moved and Cr Haines seconded, "That the tender from BridgePro Engineering Pty Ltd in the amount of \$300,160 (inc. GST) for the bridge repair works at:

- Leven River – Marshalls Bridge Road;
- Gawler River – Isandula Road;
- Wilmot River – Spellmans Road;
- West Gawler River – Isandula Road; and
- Leven River – Golf Club Road

be accepted."

Carried unanimously

163/2011 Tenders for construction works and demolition – Leven River Wharf Precinct Stage 1.1A

The Director Engineering Services reported as follows:

"PURPOSE

The purpose of this report is to consider tenders received for the Leven River Wharf Precinct Stage 1.1A construction works and demolition.

BACKGROUND

The Leven River Wharf Precinct Redevelopment Stage 1.1A includes the demolition of the existing building and construction of a new building to provide a combination of retail, hospitality and associated exhibition space. Tenders for Stage 1.1A were called on Saturday, 12 March 2011 with a closing date of Thursday, 7 April 2011. Due to a request from tenderers for further time to tender, the closing date was extended to 2.00pm on Thursday, 28 April 2011.

During the tender process it was decided to lodge the planning application for Stage 1.1B of the project. Stage 1.1B will include the construction of a two-storey southern building section and outside awning, for General retail and hire and Business and professional services. In order to take advantage of the extended tender period the following notice (Addendum No. 4) to tenderers, (shown in part), was issued:

...Further to the Tender Invitation Documents, please note the following:

1. Tenderers are requested to submit a preliminary construction schedule with their tender indicating a date for practical completion based on acceptance of a tender at the Council meeting on Monday 16th May 2011. The expectation is that the Contract will be available the following Wednesday and site access the following Monday.
2. Council is in the process of planning and funding applications for Stage 1.1B for the Leven River Wharf Precinct Redevelopment Project.

Stage 1.1B will involve the construction of a two-storey southern building section and outside southern awning.

The Stage 1.1B southern awning is similar to that proposed in Stage 1.1A, hence the reason for showing the Stage 1.1A southern awning as a separate item in the Schedule of Trade Breakdowns.

Preliminary drawings of Stage 1.1B are provided for information to tenderers. Drawings included are:

1. Central Coast Council Drawing A00 – Ulverstone Wharf Redevelopment – South Western and Western Concept Plan. Dated 31.03.11
2. Central Coast Council Drawing A01 – Ulverstone Wharf Redevelopment – Site Plan. Dated 31.03.11.
3. Central Coast Council Drawing A02 – Ulverstone Wharf Redevelopment – Level 1 and Level 2 Floor Plans. Dated 01.04.11.
4. Central Coast Council Drawing A03 – Ulverstone Wharf Redevelopment – Elevations. Dated 31.03.11.

The planning application was advertised on Saturday 9th April 2011 and may be viewed at the Central Coast Council Development and Regulatory Services Department.

3. Subject to successful planning and funding applications for Stage 1.1B being advised in July 2011, it is proposed to call construction tenders during the construction of Stage 1.1A.

Design for Stage 1.1B will be commenced as soon as practical in order for this tender call to occur as quickly as possible.

4. The contractor for Stage 1.1A is regarded as having an advantage for a second tender with site establishment and integration of Stage 1.1A and 1.1B should this occur. One advantage is considered to be an ability to provide a lower cost project, for example due to the site establishment costs already incurred with physical assets in place. Another advantage may be that one builder may be able to better meet the specifications of the building and offer the best value for money in that respect. Another may be an earlier date of completion.

The Principal invites tenderers to consider the situational advantages of Stage 1.1B in conjunction with Stage 1.1A and comment on the advantages as mentioned above and raise any other points for consideration. Tenderers are invited to provide any options for the linking of both stages that they wish in their tender for Stage 1.1A.

5. South awning could be relocated to the south under Stage 1.1B.

6. Tenderers are to provide evidence of accreditation for the combined scope of works for Stages 1.1A and 1.1B.
7. No heavy construction traffic (vehicles in excess of 10t GVM) to transverse across the wharf area containing the existing wharf tie rods and associated anchor blocks (west of Grid C).
8. Allowance for Builders Profit and Overheads to be included in each trade, not as a separate item in the Schedule of Trade Breakdowns.
9. PC item – “Door Hardware Schedule (not scheduled)” has been removed. All Door Hardware has been scheduled.
10. Items shown in red and bold in Schedule of Trade Breakdowns are required to be costed accurately as they may be subject to variation.
11. External pavement work will be substantially changed from the current design
12. Concrete wharf edge may be deleted.

...

The following criteria were considered in the selection of the tenderer:

- . compliance with tender documents;
- . previous experience;
- . supervisory personnel;
- . construction program;
- . OHS Policy, procedures and record;
- . tender price;
- . quality assurance system.

Tenders received are as follows:

TENDERER	TOTAL STAGE 1.1A (Exc. GST)	ESTIMATED COMPLETION DATE
Vos Construction & Joinery Pty Ltd (Vos)	\$2,073,300	17 February 2012
Maci Constructions (Maci)	\$2,096,600	11 November 2011
De Jong & Sons Constructions Pty Ltd (De Jong)	\$2,174,500	21 December 2011
Fairbrother Pty Ltd (Fairbrother)	\$2,177,895	15 November 2011

ENGINEERING SERVICES

Mead Con	\$2,354,829	NP
Hazell Bros Group Pty Ltd	\$2,555,422	23 December 2011
<hr/>		
<i>ESTIMATE</i>	<i>\$2,133,402</i>	<i>March 2012</i>

DISCUSSION

Tenders received are very competitive in respect to price and are comparable to the quantity surveyor estimate provided pre-tender.

The tender of Hazell Bros Group Pty Ltd is the highest price and the tender of Mead Con was incomplete and reflects a higher price than the other four tenders. These tenders are not considered further.

The range in price of the four remaining tenders is only \$104,595. The lowest tenderer is Vos being \$60,102 less than the estimate.

At the time of tendering, detailed investigations and design of the wharf hardstand and landscaped areas were incomplete, with the result that a separate allowance was made in the schedule for external concrete pavement and a concrete wharf edge.

It is noted that the scope of the wharf works may expand when further investigations are undertaken on the condition of the wharf structure and underlying tie rods and anchors for the sheet pile wharf wall. These will be investigated further when the existing building is demolished.

All tenders contain a provisional sum of \$333,000 to cover the following items:

PC – Fire Extinguisher and Blankets	\$3,000.00
PC – Asbestos Audit	\$5,000.00
PC – Asbestos Removal	\$50,000.00
PC – External Toilet Area Screen and Seat	\$5,000.00
PC – Kitchen Fitout	\$100,000.00
PC – Kitchen – Builders Work	\$50,000.00
PC – Construction Contingency	\$120,000.00

The above analysis of tender prices only would indicate that any of the four tenderers are below or near the estimate for Stage 1.1A.

Construction period is another key criteria to the tender assessment.

The tender documents specified a 40-week construction period which results in a completion date of March 2012, subject to acceptance of a tender on 16 May 2011. All tenderers have indicated completion dates prior to March 2012.

Three tenderers have indicated completion prior to the end of December 2011. It is considered that this may be optimistic in view of potential issues with the wharf structure and delays with materials which will inevitably occur with such a large project.

It is also noted that completion of the car park and pathway connections by the Council will be required prior to occupation of Stage 1.1A.

The Council needs to be confident that the proposed tenant for Stage 1.1A can take possession of the building at an agreed practical completion date. This may be further complicated if Stage 1.1B proceeds during the construction of Stage 1.1A as design and tendering will be required of Stage 1.1B and will need to be integrated with Stage 1.1A. Stage 1.1B is likely to extend the total completion of the project to June 2012.

The construction programs and estimated completion dates are therefore considered acceptable from all four tenderers.

Other criteria relating to OHS Policy, procedures and record and quality assurance systems are considered important in the tender assessment. Vos and Fairbrother have certification for safety, quality management systems and environmental management systems. Maci has occupational health and safety policy certification and De Jong has a company health and safety policy.

Tenderers were invited to provide further information (as part of Addendum 4) as follows:

'The Principal invites tenderers to consider the situational advantages of Stage 1.1B in conjunction with Stage 1.1A and comment on the advantages as mentioned above and raise any other points for consideration. Tenderers are invited to provide any options for the linking of both stages that they wish in their tender for Stage 1.1A.'

Comments provided from Vos are as follows:

'With the design for stage 1.1B being commenced as soon as practical and the possible integration with stage 1.1A as one contract, we believe as a company we can offer major advantages to the principal.

These are as follows:

ENGINEERING SERVICES

- 1 If we were successful in the initial tender, site establishment would have already occurred which would lower the project cost and time associated with this.
- 2 As the chosen contractor for the first stage we would have a project manager off site and a site manager on site that was familiar with the building, the works could be staged such as the southern awning to reduce costs. There is also the possibility that the subcontractors used on the site are also the same as in the first stage to make for a better communication transition taking advantage of the economics of scale.
- 3 If we can be involved in the design process for the 2nd stage we can assist with building design mode and method, re-engineering, alternative material selection that can be implemented in the design phase to realise the full potential of the economic benefits from our and sub trades input.
- 4 Due to the above mentioned advantages we believe as a company, that we can offer you the client the best possible outcome within budget and program requirements.'

Fairbrother provided the following comments:

'As requested in Addendum No. 4, we advise that Fairbrother has several key staff members accredited to the Builder Open Category, one of these being accreditation no. CC2041H. Additionally we advise that we are pre-qualified with the Department of Treasury and Finance for State Government building works approved to the highest available limit of \$25M.'

Maci provided the following comments:

'Maci Construction have the ability and resources to construct stage 1.1B. Whether it be overlapping or directly following stage 1.1A. As stated there would be significant cost savings due to already being established on site.'

The integration of Stage 1.1B design and construction will be critical to the completion of the project.

CONSULTATION

This item has followed a public tendering process.

IMPACT ON RESOURCES

The total budget allowance for Stage 1.1A design and construction is \$2.65M over two years. Expenditure for 2010–11 for design, preliminaries and demolition is estimated at \$600,000. Any of the four tenders would be within the budget allowance for 2011–12.

CORPORATE COMPLIANCE

The Central Coast Strategic Plan 2009–2014 includes the following strategies and key actions:

The Shape of the Place

- Improve the value and use of open space
- Encourage a creative approach to new development

A Connected Central Coast

- Connect the people with services

Community Capacity and Creativity

- Facilitate entrepreneurship in the business community
- Cultivate a culture of creativity in the community

The Environment and Sustainable Infrastructure

- Develop and manage sustainable built infrastructure

Council Sustainability and Governance

- Improve service provision

CONCLUSION

It is recommended that the tender from Vos Construction & Joinery Pty Ltd in the amount of \$2,073,300 (exc. GST) [\$2,280,630 (inc. GST)], for the Leven River Wharf Precinct Stage 1.1A construction works and demolition be accepted.”

- Cr Deacon moved and Cr van Rooyen seconded, “That the tender from Vos Construction & Joinery Pty Ltd in the amount of \$2,073,300 (exc. GST) [\$2,280,630 (inc. GST)], for the Leven River Wharf Precinct Stage 1.1A construction works and demolition be accepted.”

Carried unanimously

Cr Diprose left the meeting at this stage.

CLOSURE OF MEETING TO THE PUBLIC

164/2011 Meeting closed to the public

The Executive Services Officer reported as follows:

“The *Local Government (Meeting Procedures) Regulations 2005* provide that a meeting of a council is to be open to the public unless the council, by absolute majority, decides to close the meeting or part of the meeting because it wishes to discuss a matter (or matters) in a closed meeting and the Regulations provide accordingly.

Moving into a closed meeting is to be by procedural motion. Once a meeting is closed, meeting procedures are not relaxed unless the council so decides.

It is considered desirable that the following matter be discussed in a closed meeting:

- Minutes and notes of other organisations and committees of the Council.

This is a matter relating to:

- information provided to the Council on the condition it is kept confidential.”

■ Cr Robertson moved and Cr Dry seconded, “That the Council close the meeting to the public to consider the following matter, it being a matter relating to:

- information provided to the Council on the condition it is kept confidential;

and the Council being of the opinion that it is lawful and proper to close the meeting to the public:

- Minutes and notes of other organisations and committees of the Council.”

Carried unanimously and by absolute majority

The Executive Services Officer further reported as follows:

“1 The *Local Government (Meeting Procedures) Regulations 2005* provide in respect of any matter discussed at a closed meeting that the general manager is to record in the minutes of the open meeting, in a manner that protects confidentiality, only the fact that the matter was discussed and is

not to record in the minutes of the open meeting the details of the outcome unless the council determines otherwise.

- 2 The *Local Government Act 1993* provides that a councillor must not disclose information seen or heard at a meeting or part of a meeting that is closed to the public that is not authorised by the council to be disclosed.

Similarly, an employee of a council must not disclose information acquired as such an employee on the condition that it be kept confidential.

- 3 In the event that additional business is required to be conducted by a council after the matter(s) for which the meeting has been closed to the public have been conducted, the Regulations provide that a council may, by simple majority, re-open a closed meeting to the public."

GENERAL MANAGEMENT

165/2011 Minutes and notes of other organisations and committees of the Council

The General Manager reported (reproduced in part) as follows:

“The following minutes and notes of committees of the Council and other organisations on which the Council has representation have been received:

...

The *Local Government (Meeting Procedures) Regulations 2005* provide in respect of any matter discussed at a closed meeting that ‘the general manager –

- (a) is to record in the minutes of the open meeting, in a manner that protects confidentiality, only the fact that the matter was discussed; and
- (b) is not to record in the minutes of the open meeting the details of the outcome unless the council or council committee determines otherwise.’

The details of this matter are accordingly to be recorded in the minutes of the closed part of the meeting.”

Closure

There being no further business, the Mayor declared the meeting closed at 8.35pm.

CONFIRMED THIS 20TH DAY OF JUNE, 2011.

Chairperson

(Imm:dil)

Appendices

- Minute No. 148/2011 - Schedule of Development & Regulatory Services Determinations
- Minute No. 150/2011 - Draft Amendment 1/2011 - Rezoning and Hotel industry at 4 Eastland Drive, Ulverstone - DA210305
- Minute No. 153/2011 - Interim Car Parking Cash-In-Lieu Contribution Policy
- Minute No. 158/2011 - Schedule of Corporate & Community Services determinations made under delegation
- Minute No. 160/2011 - Schedule of Documents for Affixing of the Common Seal
- Minute No. 161/2011 - Financial statements

QUALIFIED PERSON'S ADVICE

The *Local Government Act 1993* provides (in part) as follows:

. A general manager must ensure that any advice, information or recommendation given to the council is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.

. A council is not to decide on any matter which requires the advice of a qualified person without considering such advice unless the general manager certifies in writing that such advice was obtained and taken into account in providing general advice to the council.

I therefore certify that with respect to all advice, information or recommendation provided to the Council within these minutes:

(i) the advice, information or recommendation was given by a person who has the qualifications or experience necessary to give such advice, information or recommendation; and

(ii) where any advice was directly given by a person who did not have the required qualifications or experience that person has obtained and taken into account in that person's general advice the advice from an appropriately qualified or experienced person.

Sandra Ayton
GENERAL MANAGER

Appendices

CENTRAL COAST COUNCIL

I certify that this is the schedule referred to in
 Minute No. 148/2011 of a meeting of the
 Council held on 16.10.2011

[Signature]
 Executive Services Officer

Central Coast Council

List of Development Applications Determined

Period From: 01-Apr-2011 To 30-Apr-2011

Application Number	Property Address	Development Application Type	Description of Proposed Use	Application Date	Decision Date	Day Determined
DA210234	10 Mountain View Place Penguin 7316	Discretionary Development Application	Home occupation	27-Jan-2011	18-Apr-2011	80
DA210273	48 Water Street Ulverstone 7315	Permitted Development Application	Subdivision - additional lot and boundary relocation	03-Mar-2011	07-Apr-2011	34
DA210284	406 Penguin Road Penguin 7316	Discretionary Development Application	Outbuilding	09-Mar-2011	08-Apr-2011	29
DA210287	PID2540924 Preston Rd Preston 7315	Discretionary Development Application	Gravel quarry	10-Mar-2011	18-Apr-2011	38
DA210288	111 South Road Ulverstone 7315	Permitted Development Application	Two lot subdivision	11-Mar-2011	18-Apr-2011	37
DA210289	34 Enterprise Avenue Penguin 7316	Discretionary Development Application	Manufacturing and processing (sheetmetal workshop) - extension to existing building	11-Mar-2011	04-Apr-2011	23
DA210291	31 Sice Avenue Heybridge 7316	Discretionary Development Application	Residential extensions	16-Mar-2011	20-Apr-2011	35
DA210271	97-99 Reibey Street Ulverstone 7315	Discretionary Development Application	Food services at 97-99-101 Reibey Street, Ulverstone	17-Mar-2011	18-Apr-2011	32
DA210292	10 Albert Road Howth 7316	Permitted Development Application	Boundary Adjustment	21-Mar-2011	19-Apr-2011	29
DA210294	7 Fieldings Way Ulverstone 7315	Discretionary Development Application	Manufacturing and processing (precast concrete) - storage shed	22-Mar-2011	27-Apr-2011	33
DA210295	41 Linton Avenue Heybridge 7316	Permitted Development Application	Dwelling extension	22-Mar-2011	21-Apr-2011	30
DA210297	382 Preservation Drive Sulphur Creek 7316	Discretionary Development Application	Replacement of Residential dwelling - variation to setback to rail	23-Mar-2011	27-Apr-2011	32
DA210304	29 Westland Drive Ulverstone 7315	Permitted Development Application	Dwelling Addition	29-Mar-2011	04-Apr-2011	6
DA210306	1a Maud Street Ulverstone 7315	Discretionary Development Application	Dwelling extension	31-Mar-2011	21-Apr-2011	21

Application Number	Property Address	Development Application Type	Description of Proposed Use	Application Date	Decision Date	Day Determined
DA210307	9 Warreen Drive Penguin 7316	Permitted Development Application	Shed	31-Mar-2011	07-Apr-2011	7
DA210308	24 Coral Avenue Ulverstone 7315	Permitted Development Application	Residential dwelling	01-Apr-2011	05-Apr-2011	4
DA210311	49 Sushames Road Cuprona 7316	Discretionary Development Application	Dwelling	06-Apr-2011	28-Apr-2011	19
DA210313	53 Henslowes Road Ulverstone 7315	Permitted Development Application	Verandah	07-Apr-2011	08-Apr-2011	1
DA210314	1 Explorer Drive Turners Beach 7315	Permitted Development Application	Residential dwelling and shed	08-Apr-2011	27-Apr-2011	16
DA210315	260 Stubbs Road Ulverstone 7315	Permitted Development Application	Carport	11-Apr-2011	12-Apr-2011	1
DA210316	71 Stubbs Road Turners Beach 7315	Permitted Development Application	Shed	11-Apr-2011	12-Apr-2011	1
DA210318	19 Lovett Street Ulverstone 7315	Permitted Development Application	Residential dwelling extension - enclosed verandah	13-Apr-2011	14-Apr-2011	1
DA210319	5 Westland Drive Ulverstone 7315	Permitted Development Application	Addition/Awning	13-Apr-2011	20-Apr-2011	7
DA210322	111 Trevor Street Ulverstone 7315	Permitted Development Application	Deck	14-Apr-2011	18-Apr-2011	4
DA210321	439 West Pine Road West Pine 7316	Permitted Development Application	Shed	15-Apr-2011	20-Apr-2011	5
DA210326	35 Bowman Drive Penguin 7316	Permitted Development Application	Outdoor/sunroom	15-Apr-2011	19-Apr-2011	4
DA210317	5 Jackson Avenue Ulverstone 7315	Permitted Development Application	Residential extension - vergola	20-Apr-2011	21-Apr-2011	1
DA210320	67 Queen Street Ulverstone 7315	Permitted Development Application	Dwelling addition	27-Apr-2011	28-Apr-2011	1

Building Approvals – 35

<i>Type</i>	<i>No.</i>	<i>Total Value (\$)</i>
Dwellings	8	\$2,369,000
Flats/Units	21	\$5,500,000
Additions	12	\$474,200
Alterations	0	\$
Outbuildings	10	\$164,500
Other	4	\$264,200
The estimated cost of building works totalled		\$8,771,900

Amended Building Permit – 3

Plumbing Permits – 35

Special Plumbing Permits (on-site wastewater management systems) – 3

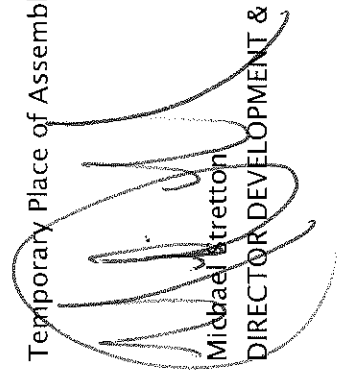
Public Health Risk Activity Licence & Registration – 1

Food Business registrations – 11

Place of Assembly licences – 4

Temporary Food Business registrations – 4

Temporary Place of Assembly licences – 1



Michael Stretton
DIRECTOR DEVELOPMENT & REGULATORY SERVICES

Central Coast Planning Scheme 2005

Amendment

1/2011

Plan 11

Proposed Zone:



Local Business



CENTRAL COAST COUNCIL
I certify that this is *Draft Amendment 1/2011*
Regarding Hotel Industry referred to in
Minute No. *150/2011* of a meeting of the
Council held on *16.05.2011*
[Signature]
Executive Services Officer

INSTRUMENT OF CERTIFICATION

The Central Coast Council resolved at its meeting on the 16th day of May, 2011 that, draft amendment 1/2011 of Central Coast Planning Scheme 2005 meets the requirements specified in section 32 of the Land Use Planning and Approvals Act 1993

THE COMMON SEAL of the Central Coast Council, Tasmania has been hereunto affixed pursuant to a resolution of the Council passed on the 16th day of May, 2011 in the presence of:


Sancha Syton
GENERAL MANAGER



CENTRAL COAST COUNCIL

I certify that this is A COPY OF
THE POLICY referred to in

Minute No. 153/2011 of a meeting of the
Council held on 16, 05, 2011



Executive Services Officer

Car Parking Cash-In-Lieu Contribution Policy

May 2011



CENTRAL COAST COUNCIL

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TABLE OF CONTENTS

<i>POLICY</i>	3
<i>PURPOSE</i>	3
<i>BACKGROUND</i>	3
<i>STANDARDS (INCLUDING RELEVANT LEGISLATION)</i>	4
<i>OBJECTIVES</i>	4
<i>REVIEW</i>	5
<i>RESPONSIBILITIES</i>	5
<i>PRINCIPLES</i>	5
<i>DEFINITIONS</i>	6
<i>PROCEDURE</i>	6
<i>APPENDICES</i>	9

POLICY

This Policy provides direction for the Council's powers and obligations under the Central Coast Planning Scheme 2005 ('the Scheme') in respect of the requirement for cash-in-lieu contributions for on-site car parking not provided in a proposed development.

The Policy is an acknowledgment that if parking were provided strictly in accordance with the Scheme's requirements there would be an oversupply of parking in Central Coast. While each development application needs to be assessed on merit, the Policy will provide a clear and consistent framework for applying the Scheme's provisions and determining parking requirements.

The Policy will specifically:

- (a) provide a set of guidelines for the equitable acceptance of cash-in-lieu contributions for on-site car parking spaces not provided for a development; and
- (b) provide a set of guidelines for the use of funds held in trust for the provision or improvement of car parking and/or transport infrastructure for public transport, walking or cycling in Central Coast.

The Policy applies to all uses and development in all zones of the Scheme, with the exception of the Ulverstone Wharf Area defined in Schedule 14.

PURPOSE

The concept of cash-in-lieu contribution for car parking is based on the planning philosophy of the Council assisting developments that have a shortfall of car parking by accepting money for the shortfall in order to provide public car parking facilities to meet needs in commercial centres.

The purpose of this Policy is to ensure that cash-in-lieu contributions taken for on-site car parking not provided for a development comply with the Scheme's Objective S11.3.1:

'To ensure that sufficient and safe parking is provided for cars.'

BACKGROUND

Schedule 11.0 'Car parking' of the Scheme (Appendix 1) prescribes the number of on-site car parking spaces which need to be provided for different land uses [S11.3.1(A1)]. However, under Performance Criteria S11.3.1(P1) the Council may waive or reduce the number of required on-site car parking spaces if:

- (a) there is no adverse impact on the streetscape;
- (b) the number or size of vehicles will not create a traffic hazard or create on-street parking congestion; and
- (c) there is no adverse impact on the amenity of the surrounding locality.

In waiving or reducing the number of required on-site car parking spaces, the Council may require a cash-in-lieu contribution for the number of car parking spaces not provided.

The amount of the cash-in-lieu contribution is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

The Council is not obliged to accept a cash-in-lieu contribution if it is practicable and desirable to provide the required number of car parking spaces on the land.

Each of Central Coast's towns, villages and rural areas have different characteristics and car parking requirements. These need to be considered when planning for their future development. Cash-in-lieu allows businesses to meet their parking requirements without on-site parking resulting in better urban design and safer, more walkable commercial areas. For instance, public parking spaces built with the revenue from cash-in-lieu allows for shared parking among different sites with differing peak parking times and therefore fewer spaces are required to meet the combined peak parking demand.

The Policy adopts Australian Standard *AS/NZS 2890.1:2004 Parking facilities, Part 1:Off-street car parking* for the design of a car parking space. The Australian Standard estimates that providing a Class 3 90-degree parking module arrangement requires a minimum parking area of 22m² per car

parking space, assuming a car is allowed to park either side of the parking aisle. This requirement increases to 30m² per car parking space when a car is only allowed to park on one side of the parking aisle. Accordingly, 30m² has been adopted as the requirement for a car parking space.

STANDARDS (INCLUDING RELEVANT LEGISLATION)

This Policy was developed in accordance with:

- Central Coast Strategic Plan 2009–2014;
- Central Coast Planning Scheme 2005;
- Central Coast Parking Strategy (*to be developed*);
- AS/NZS 2890.1:2004 Parking facilities, Part 1:Off-street car parking

OBJECTIVES

The objectives of this Policy are to:

- prevent duplication of parking facilities in Central Coast and enable developers to maximise the use of their land;
- ensure that the amount of parking provided for developments is sufficient to provide for adequate traffic management;
- ensure the provision of an appropriate number of car parking spaces in each locality;

- promote the efficient use of parking spaces through the consolidation of car parking facilities;
- provide for the equitable charging of cash-in-lieu contributions for on-site car parking spaces not provided for developments;
- detail the method of calculating the value of cash-in-lieu contributions in accordance with the Scheme; and
- provide a set of guidelines for the use of funds held in trust for the provision or improvement of car parking and/or transport infrastructure for public transport, walking or cycling in Central Coast.

REVIEW

This Policy will be reviewed annually during the Council's budget process unless organisational and legislative changes require more frequent modifications.

RESPONSIBILITIES

The Land Use Planning Group Leader/Town Planner/Planning Officer and Environmental Engineer are jointly responsible for undertaking assessments of development applications in respect of car parking.

The Director Corporate & Community Services is responsible for the annual review of the cost of land and car park construction cost in accordance with this Policy. The Director is also

responsible for administration of accumulated parking funds.

The Director Engineering Services is responsible for making recommendations to the Council concerning the use of accumulated parking funds.

PRINCIPLES

The principles to guide the implementation of this Policy are:

- The Policy does not replace a developer's obligation to provide on-site parking.
- The Policy adopts 30m² as the requirement for a parking space on a development site.
- Developments which satisfy clause 11.3.1(P1) of the Scheme and which require relief for parking spaces shall be required to make a cash-in-lieu contribution.
- Public parking spaces constructed with the revenue from cash-in-lieu make a significant contribution to the community. Therefore, in determining the amount of cash-in-lieu in accordance with clause S11.3.1(P1)(c) of the Scheme, the cost of land and construction costs are reduced by a community benefit factor of 0.5 (or 50%).
- Any car parking spaces provided as a result of cash-in-lieu contributions shall remain available to the public, be administered by the Council and

be subject to such fee structure as the Council may devise.

- The contribution of cash-in-lieu for parking is not a general revenue collection exercise, but rather is a means for the Council to accommodate the parking demand created in the locality by parking shortfall associated with development; and
- All cash-in-lieu contributions revenue is to be hypothecated for the provision or improvement of car parking and or infrastructure for public transport, walking or cycling in Central Coast.

DEFINITIONS

'Assessing Officer' – means the Land Use Planning Group Leader, Town Planner, Planning Officer and Environmental Engineer.

'the Scheme' – means the Central Coast Planning Scheme 2005.

'Construction cost' – means the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

PROCEDURE

DETERMINING THE NUMBER OF PARKING SPACES REQUIRED

Clause S11.2.2 of the Scheme requires that any proposal for use or development must demonstrate compliance with the standards for car parking set out in Clause S11.3. Compliance is to be determined as follows:

(1) If a proposal provides the number of required on-site car parking spaces as described in Table S11.3.2, the proposal satisfies Clause S11.2.2;

(2) If a proposal:

(i) cannot provide the required number of on-site car parking spaces; or

(ii) the developer proposes that the development does not need to provide the required number of on-site car parking spaces;

an assessment under clause S11.3.1(P1) is required.

Assessment Under Clause S11.3.1 (P1)

(1) The Council's ability to waive or reduce the required number of car parking spaces is constrained, specifically, by the list of considerations in Performance Criteria S11.3.1(P1). The considerations include:

(a) *there is no adverse impact on the streetscape;*

(b) *the number or size of vehicles will not create a traffic hazard or create on-street parking congestion; and*

(c) *there is no adverse impact on the amenity of the surrounding locality.*

When assessing a development application in which a reduction or waiver of car parking spaces is sought, the Assessing Officer is to

ensure that consideration is given to these three matters only.

(2) When assessing a development application in which a reduction or waiver of car parking spaces is sought, the Assessing Officer is to ensure that sufficient information is provided with the application for the Council to consider if the reduction accords with S11.3.1(P1). Justification is to include the following:

- a empirical assessment of car parking demand in the locality;
- a quantitative assessment of any car parking deficiencies or surplus associated with the existing use of the locality;
- the availability of public transport in close proximity to the development including an assessment of whether the public transport results in a reduced demand for parking for the development;
- an assessment of any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; and
- an assessment of the peak demand for the proposed use and whether it would be

staggered with existing uses in the locality.

(3) If the Assessing Officer determines that the proposal satisfies clause S11.3.1(P1) s/he may apply a parking reduction and require a cash-in-lieu contribution in accordance with this Policy.

(4) If, however, the Assessing Officer determines that it is necessary for the development to provide the required number of on-site car parking spaces because the proposal does not satisfy clause S11.3.1(P1), s/he may either:

- (a) recommend that the developer provide the required number of parking spaces on site; or
- (b) if the parking spaces cannot be accommodated on-site, recommend the proposal for refusal.

The decision making framework is outlined in Appendix 2.

CALCULATION OF THE VALUE OF A CASH-IN-LIEU PARKING CONTRIBUTION

Clause S11.3.1(P1)(c) of the Scheme requires that the amount of cash-in-lieu is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

Determining Cost of Land

In determining the cost of land, advice was sought by a Registered Valuer, who stated:

"In relation to the assessment of land values, there appears to be two ready options:

1. Adopt the existing land values as assessed by the Valuer General for the latest revaluation. On this basis, each property has been separately assessed, or
2. Assess current land value adopting a desktop basis, and undertaking some smoothing to produce a more consistent market based outcome.

Both methods can also be adopted as a base and figures (values) increased by a factor annually, or as required.

The use of the Valuer General land value determination makes a sound base from which to apply the agreed formula. They can be reviewed and amended for the cash in lieu purpose, and updated by applying a factor if necessary. The figures have been accepted by land owners, and thus the basis of any calculation is not in dispute."

A desk top assessment of current Valuer General land values in the Penguin CBD, Ulverstone CBD and West Ulverstone areas along with some smoothing is to be carried out on an annual basis to provide a cost of land for a 30m² car parking space.

Determining Construction Cost

The construction costs per square metre will be established by determining the average capital costs associated with the provision of car parking spaces in Council constructed car parks.

Community Benefit Factor

The Policy recognises that the community derives many benefits from parking provided by developers. It also recognises that if parking were provided strictly in accordance with the Scheme there would be an oversupply of parking. Accordingly, to prevent such an oversupply from occurring, the cash-in-lieu contribution calculation applies a community benefit reduction of 50%. The purpose of this reduction is to recognise that public parking spaces constructed with the revenue from cash-in-lieu allow shared parking among different sites and therefore fewer spaces are required to meet parking demand. Additionally, it is recognition that cash-in-lieu contributions provide funds for improvements to the communities parking and transport infrastructure and therefore that it is reasonable that the community fund a proportion of the cost for the provision of public parking.

The reduction is also meant to encourage developers to share on-site car parking spaces for use by the general public and not just be their customers, thereby allowing efficient use of car parking spaces.

CALCULATION OF A CASH-IN-LIEU PARKING CONTRIBUTION

The cash-in-lieu contribution is the cost of land plus the cost of construction multiplied by the community benefit reduction factor (0.5). Therefore, the cash-in-lieu

contribution for one car parking space is:

$$= (\text{cost of land} + \text{construction cost}) \times 0.5$$

UTILISATION OF CASH-IN-LIEU CONTRIBUTIONS

. The Council's Director Corporate & Community Services must ensure that:

- o monies collected by the Council as cash-in-lieu of car parking contributions are accounted for separately to general revenue in the Parking Reserve; and

. When making recommendations to the Council concerning the expenditure of cash-in-lieu parking funds, the Council's Director Engineering Services is to follow these guidelines:

- o expenditure must be in accordance with the Central Coast Parking Strategy (once developed);
- o funds are to be used for the following:
 - acquisition of land for parking in the municipal area;
 - construction of public parking, both on-street and off-street;
 - improvement to existing parking facilities and on-street parking;

➤ servicing of loans obtained to provide parking;

➤ maintenance of public parking areas; and

➤ public transport, walking or cycling infrastructure which would result in a reduced demand for parking in that area.

APPENDICES

APPENDIX 1: Central Coast Planning Scheme Schedule 11

APPENDIX 2: Decision making Framework

Sandra Ayton
GENERAL MANAGER

S11.0 Car Parking Schedule

S11.1 Purpose of Schedule

S11.1.1 The purpose of this schedule is to ensure that use or development has adequate and suitably designed and constructed car parking.

S11.2 Application of Schedule

S11.2.1 This schedule applies to all uses and developments in all zones except the Ulverstone Wharf Area as defined in Schedule 14.

S11.2.2 Proposals for use or development to which this schedule applies must demonstrate compliance with the standards set out in clauses S11.3.1 - S11.3.3 below.

S11.3 Standards for Use or Development for the Car Parking Schedule

S11.3.1 Car parking provision

Objective: To ensure that sufficient and safe parking is provided for cars.	
Performance Criteria	Acceptable Solution
<p>P1 Where the number of car parking spaces to be provided on-site does not satisfy the AS A1 or A2:</p> <p>(a) the number of car parking spaces may be waived or reduced if:</p> <p>(i) there is no adverse impact on the streetscape;</p> <p>(ii) the number or size of vehicles will not create a traffic hazard or create on-street parking congestion; and</p> <p>(iii) there is no adverse impact on the amenity of the surrounding locality;</p> <p>(b) the Council may require a cash-in-lieu contribution</p>	<p>A1 The number of car parking spaces to be provided on-site must be in accordance with the Car Parking Table S11.3.2 and:</p> <p>(a) where a development involves multiple uses, the car parking requirements must be the sum of the requirements for each of those uses;</p> <p>(b) where the use involves shifts, the number of employees is the maximum number of persons employed on-site in any given shift in the normal course of operations; and</p> <p>(c) where no standard is set in the Car Parking Table S11.3.2 for a use there is no acceptable solution for that use.</p>

<p>for the number of car parking spaces not provided; and</p> <p>(c) the amount of the cash-in-lieu is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.</p> <p>The Council is not obliged to accept a cash-in-lieu contribution if it is practicable and desirable to provide the required number of car parking spaces on the land.</p>	
<p>P2 The minimum on-site carparking spaces to be provided must demonstrate that the use including:</p> <p>(a) the anticipated vehicle movements;</p> <p>(b) number of employees in any shift;</p> <p>(c) number anticipated visitors on-site at any time; and</p> <p>(d) other relevant factors will not:</p> <p>(i) adversely impact on the streetscape;</p> <p>(ii) create a traffic hazard;</p> <p>(iii) create on-street parking congestion; or</p> <p>(iv) adversely impact on the amenity of the surrounding locality.</p>	<p>A2 Where there is no minimum standard set in Table S11.3.2, there is no acceptable solution.</p>

S11.3.2 Car Parking Table

Use	Minimum number of car parking spaces
Animal breeding, boarding or training	1 per employee plus 1 per 10 enclosures
Bulky goods sales	1 per employee plus 1 per 100 m ² of site area

Business and professional services	1 per employee plus 3 per 100m ² of net floor area
Community services: (a) emergency services and (b) cultural & recreation; (c) any other use	(a) and (b) 1 per employee plus 1 visitor space 1 per employee plus 10 per 100m ² of net floor area (c) No minimum standard set
Corrective institution	No minimum standard set
Educational and occasional care: (a) pre-school & child care; (b) primary, secondary & matriculation; and (c) tertiary (d) aged care; (e) any other use.	(a) (b) and (c) 1 per employee plus 1 per 5 students 1 per employee plus 1 per 20 students 1 per employee plus 1 per 2 students (d) 1 per employee plus 1 per 3 beds (e) No minimum standard set
Equipment and machinery sales and hire	1 per employee plus 1 per 150m ² of site area
Extractive industry	1 per employee plus 1 visitor space
Food services	1 per employee plus 7 per 100 m ² of net floor area
General retail and hire	1 per employee plus 7 per 100m ² of net floor area
Hospital services	1 per employee plus 1 per 2 beds
Hotel industry	1 per employee plus 1 per guest room plus 10 per 100 m ² of lounge, bar and beer garden floor area plus 10 per 100m ² of bottle shop gross floor area
Manufacturing and processing	1 per employee plus 1 visitor space (minimum 4 spaces)
Natural and cultural values management	No minimum standard set
Recycling and waste disposal	1 per employee plus 1 per 150m ² of site area
Research and development	1 per employee plus 2 visitor spaces
Residential	(a) For each dwelling unit in a strata scheme 1 space per dwelling unit and 1 visitor space per dwelling unit.

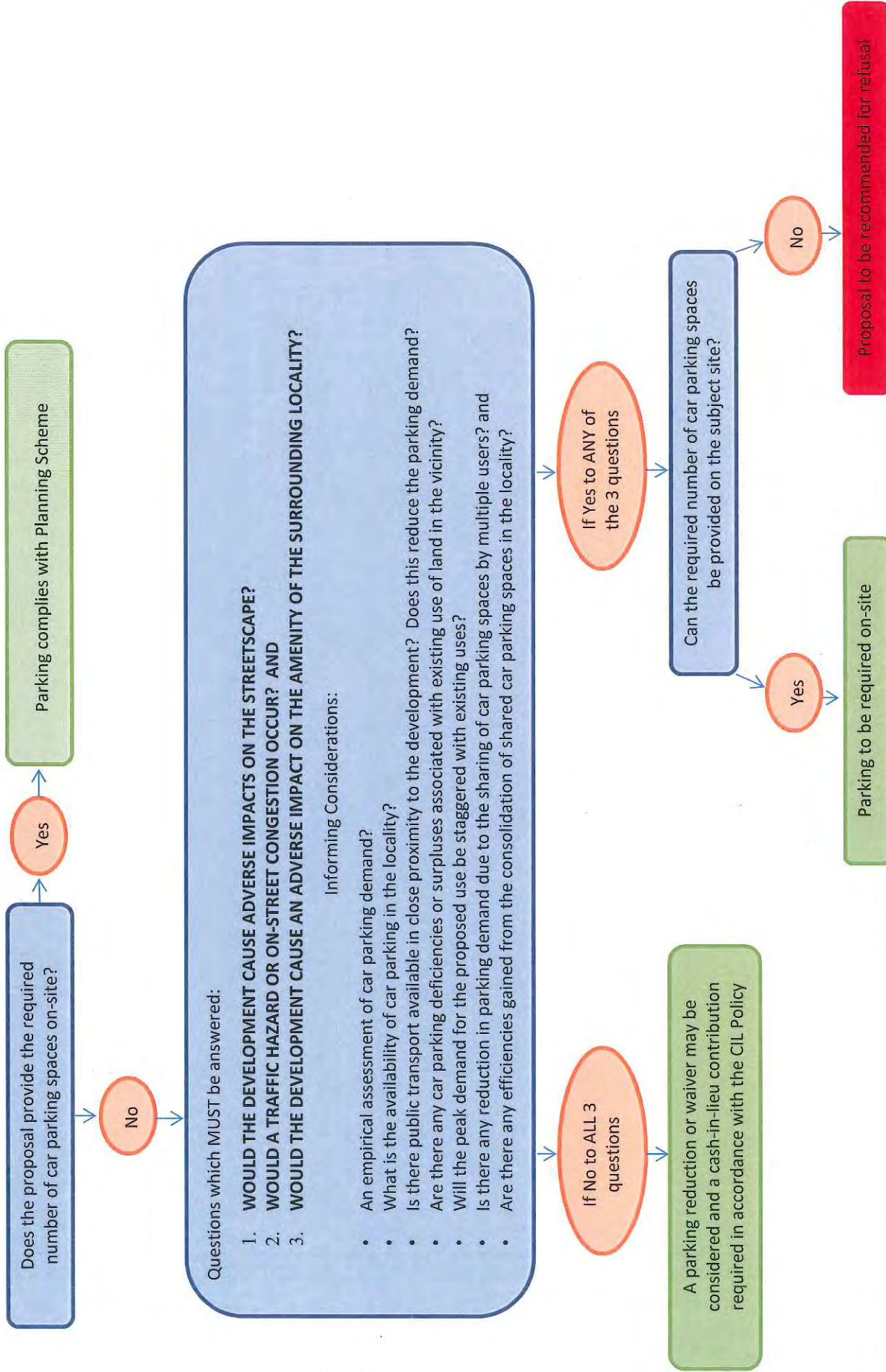
	(b) For all other Residential uses 2 spaces per dwelling unit less the number of spaces provided in a garage or carport.
Resource development	1 per employee
Resource processing	1 per employee plus 1 visitor space
Service industry	1 per employee plus 2 per 100m ² of net floor area
Sports and recreation	No minimum standard set
Storage	1 per employee plus 1 visitor space
Tourist accommodation	1 per employee plus 1 per each accommodation unit
Tourist operation	1 per employee plus 10 per 100m ² of net floor area plus 0.4 per 100m ² of site area
Transport depot and distribution	1 per employee plus 0.2 per 100m ² of site area
Utilities	1 per employee
Vehicle fuel sales and service	1 per employee plus 5 per 100m ² net floor area
Vehicle parking	At least 1 car park
Vehicle sales and hire	1 per employee plus 2 per 100m ² of net floor area plus 0.5 per 100m ² of outside display area.


S11.3.3 Car park design and construction

Objective: To ensure that car parks provide safe parking and are well designed and constructed.	
Performance Criteria	Acceptable Solution
P1 No performance criteria	A1 The access, dimensions and design of car parking spaces must comply with Australian Standard AS 2890.1-1993 Off Street Parking Part 1- Car Parking Facilities.
P2 No performance criteria	A2 (a) In the following zones parking spaces, accesses and turning bays must be paved with concrete, masonry blocks or bituminous seal and be graded, drained, kerbed and marked out: (i) Residential Zone; (ii) Industrial Zone; (iii) Local Business Zone; (iv) Business Zone; and

	(v) Commercial Zone; (b) In other zones, paving material must provide all-weather access.
P3 No performance criteria	A3 An on-site turning area must be provided where more than 2 car parking spaces are required or commercial vehicles enter the site.
P4 No performance criteria	A4 All public car parking areas must be designed and developed in accordance with a detailed landscape plan.

Appendix 2: Decision Making Framework



CENTRAL COAST COUNCIL
I certify that this is the schedule referred to in
Minute No. *158/2011* of a meeting of the
Council held on *16.05.2011*

Executive Services Officer

SCHEDULE OF CORPORATE & COMMUNITY SERVICES DETERMINATIONS
MADE UNDER DELEGATION
Period: 1 to 30 April 2011

Abatement notices issued

ADDRESS

PROPERTY ID

Declaration of Dangerous Dog

ADDRESS

Nil.

Kennel Licence issued

ADDRESS

11 Penguin Road, Penguin

OWNER

Hugh Andrew Robertson

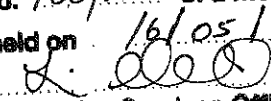


Cor Vander Vlist

DIRECTOR CORPORATE & COMMUNITY SERVICES



CENTRAL COAST COUNCIL

CENTRAL COAST COUNCIL
I certify that this is the schedule referred to in
Minute No. 160/2011 of a meeting of the
Council held on 16/05/2011

Executive Services Officer

SCHEDULE OF DOCUMENTS FOR AFFIXING OF
THE COMMON SEAL

Period: 19 April to 16 May 2011

Documents for affixing of the common seal

- Loan of \$1,000,000.00 for 25 years at 6.57% per annum
with a 10 year review period

Final plans of subdivision sealed under delegation

- Final Plan
195 Allport Street East, Leith
Application No. COM2004.3
- Final Plan
270 West Gawler Road, Gawler
Application No. PLA2009.46
- Final Plan
111 Penguin Road, West Ulverstone
Application No. DA210124



Sandra Ayton
GENERAL MANAGER

**A SUMMARY OF RATES & FIRE SERVICE LEVIES
FOR THE PERIOD ENDED 30 APRIL 2011**

	2009/2010		2010/2011	
	\$	%	\$	%
Rates paid in Advance	-	-	492,583.49	-4.15
Rates Receivable	444,586.68	-3.94	290,344.45	2.45
Demanded	315,622.42	2.80	12,084,578.35	101.70
	11,401,361.94	101.14		
	11,272,397.68	100.00	11,882,339.31	100.00
Collected	9,874,179.44	87.60	10,454,309.10	87.98
Add Pensioners - Government	799,195.25	7.09	739,366.43	6.22
Pensioners - Council	29,050.00	0.26	30,835.00	0.26
	10,069,668.37	94.94	11,224,510.53	94.46
Remitted	4,353.39	0.04	3,975.82	0.03
Discount Allowed	452,849.08	4.02	470,376.66	3.96
Paid in advance	391,748.67	-3.48	437,127.73	-3.68
Outstanding	504,519.19	4.48	620,604.03	5.23
	11,272,397.68	100.00	11,882,339.31	100.01

Andrea O'Rourke
ASSISTANT ACCOUNTANT

3-May-2011

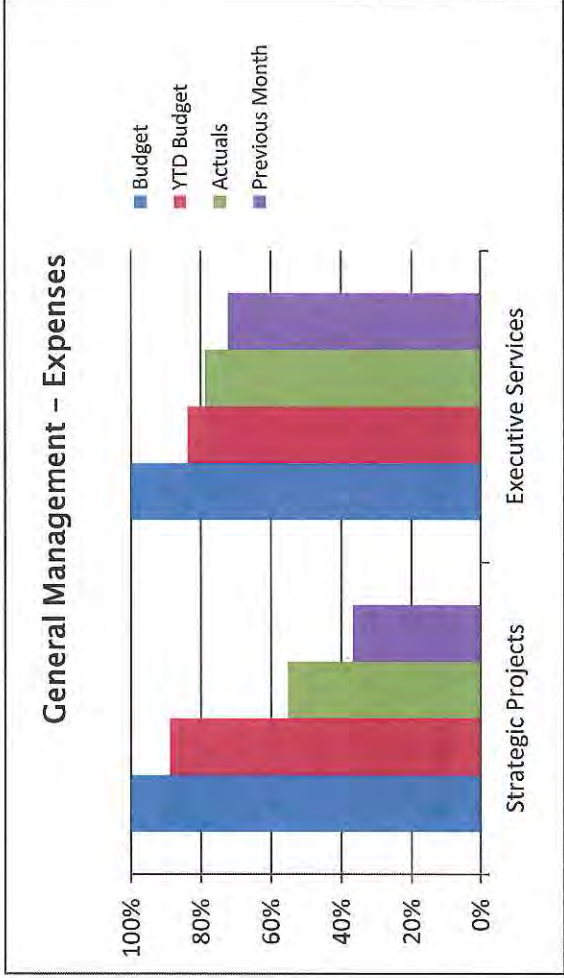
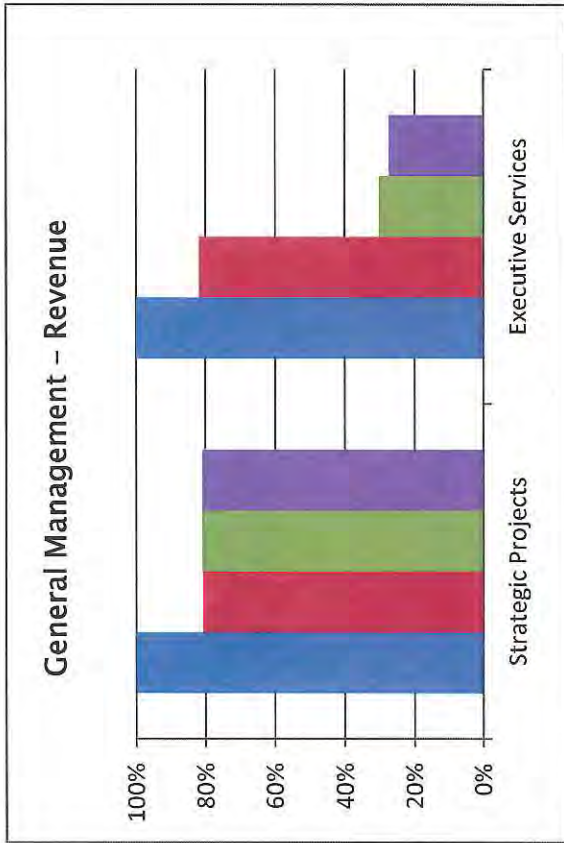
CENTRAL COAST COUNCIL

I certify that this is THE FINANCIAL STATEMENTS referred to in
Minute No. 16/2011 of a meeting of the
Council held on 16/05/2011

.....
Executive Services Officer

Finance Report – 30 April 2011

GENERAL MANAGEMENT	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Revenue							
Strategic Projects	(986,000)	(795,000)	(798,475)	(798,431)	3,475	(187,525)	81%
Executive Services	(24,000)	(19,640)	(7,242)	(6,556)	(12,398)	(16,758)	30%
Expenses							
Strategic Projects	102,000	90,600	56,145	37,377	34,455	45,855	55%
Executive Services	1,369,000	1,145,876	1,077,890	988,599	67,986	291,110	79%
	\$ 1,471,000	\$ 1,236,476	\$ 1,134,035	\$ 1,025,976	\$ 102,441	\$ 336,965	

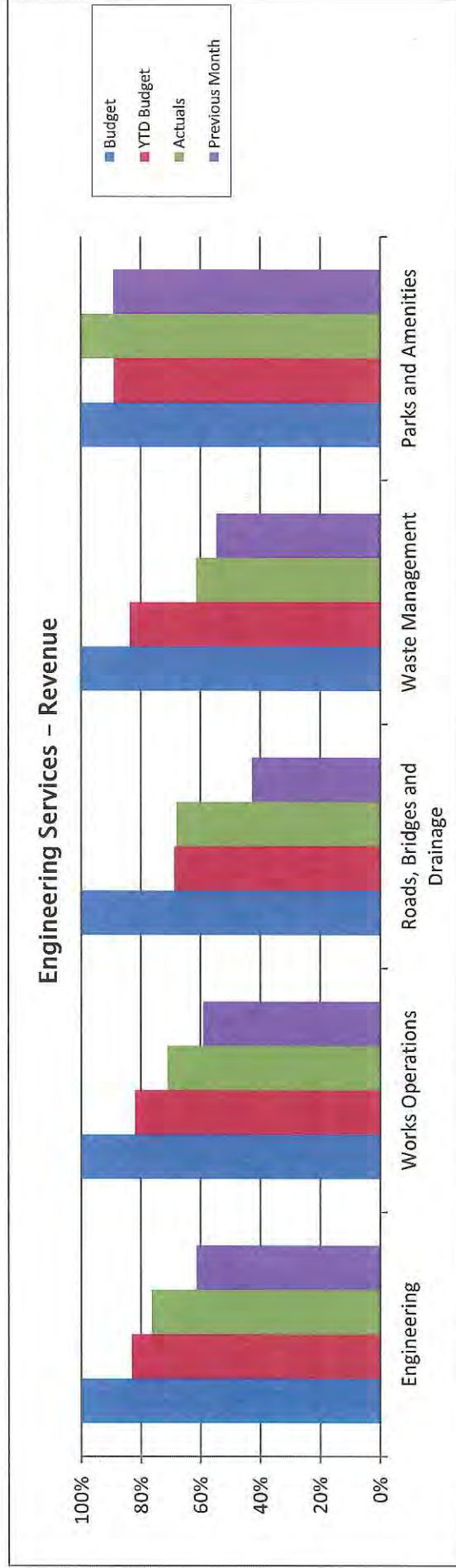


Variance

Executive Services	Revenue under YTD budget – plant allocations
Strategic Projects	Expenditure under YTD budget – timing
Executive Services	Expenditure under YTD budget – Councillor Allowances and Staff Costs

Finance Report – 30 April 2011

ENGINEERING SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Revenue							
Engineering	(1,087,000)	(903,750)	(830,963)	(667,092)	(72,787)	(256,037)	76%
Works Operations	(1,083,000)	(888,320)	(769,110)	(640,639)	(119,210)	(313,890)	71%
Roads, Bridges and Drainage	(1,502,000)	(1,032,920)	(1,020,580)	(641,354)	(12,340)	(481,420)	68%
Waste Management	(681,000)	(570,180)	(417,873)	(371,323)	(152,307)	(263,127)	61%
Parks and Amenities	(303,000)	(269,945)	(302,191)	(270,325)	32,246	(809)	100%
	\$ (4,656,000)	\$ (3,665,115)	\$ (3,340,717)	\$ (2,590,732)	\$ (324,398)	\$ (1,315,283)	

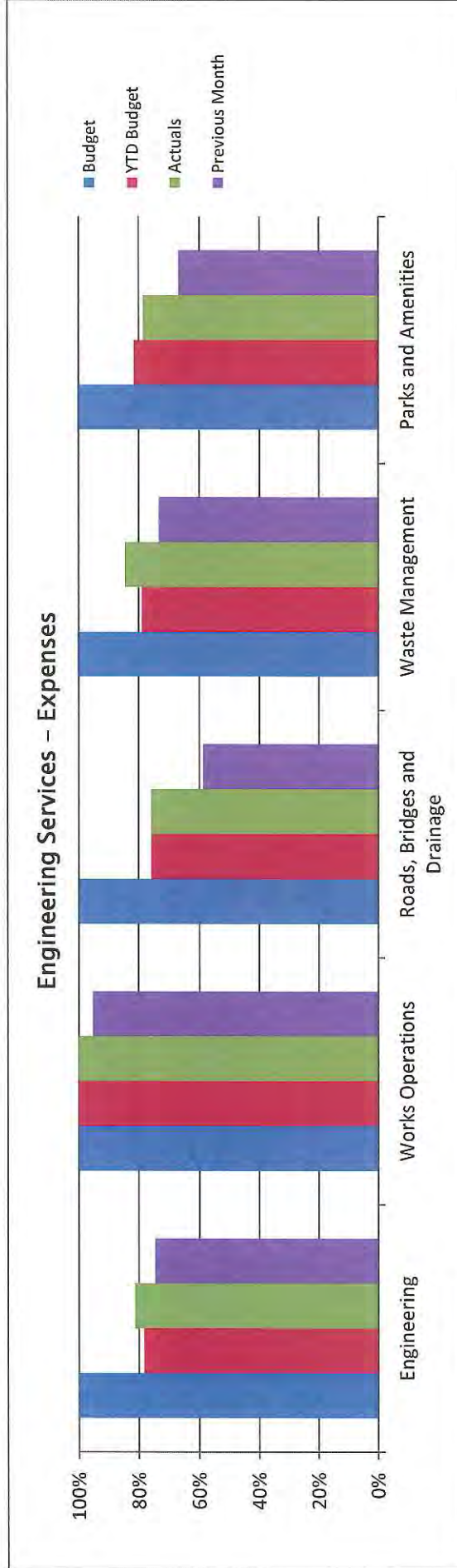


Variance

Engineering	Revenue under YTD budget – Engineering allocations
Works Operations	Revenue under YTD budget – Private works and allocations
Waste Management	Revenue under YTD budget – Resource Recovery Centre entry fees and scrap metal recovery
Parks and Amenities	Revenue over YTD budget – Plant allocated

Finance Report – 30 April 2011

ENGINEERING SERVICES Expenses	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Engineering	1,087,000	850,036	884,703	810,015	(34,667)	202,297	81%
Works Operations	1,147,000	1,452,400	1,319,750	1,093,367	132,650	(172,750)	115%
Roads, Bridges and Drainage	6,805,000	5,155,652	5,158,517	4,002,541	(2,865)	1,646,483	76%
Waste Management	2,886,000	2,278,160	2,440,147	2,111,206	(161,987)	445,853	85%
Parks and Amenities	2,087,000	1,703,420	1,638,319	1,392,796	65,101	448,681	79%
	\$ 14,012,000	\$ 11,439,668	\$ 11,441,436	\$ 9,409,926	\$ (1,768)	\$ 2,570,564	

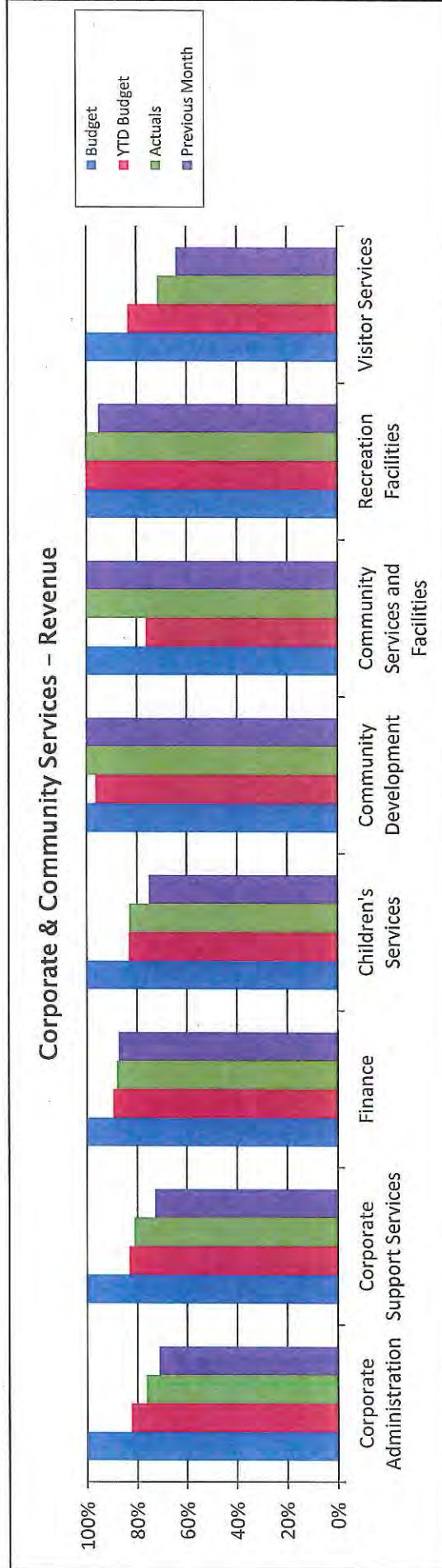


Variance

- Engineering Expenditure under YTD budget – Asset condition assessments YTD budget not included
- Works Operations Expenditure under YTD budget – Staff Costs and Private Works
- Roads, Bridges and Drainage Expenditure under YTD budget – Timing (vegetation management, emergency works, shouldering, grading)
- Waste Management Expenditure over YTD budget – Central Coast Landfill Area and timing

Finance Report – 30 April 2011

CORPORATE & COMMUNITY SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Revenue							
Corporate Administration	(39,000)	(32,220)	(29,809)	(27,800)	(2,411)	(9,191)	76%
Corporate Support Services	(2,936,000)	(2,446,700)	(2,385,481)	(2,143,319)	(61,219)	(550,519)	81%
Finance	(16,781,732)	(15,017,579)	(14,782,548)	(14,661,520)	(235,031)	(1,999,184)	88%
Children's Services	(1,165,000)	(970,900)	(967,593)	(876,376)	(3,307)	(197,407)	83%
Community Development	(51,000)	(49,192)	(57,481)	(51,476)	8,289	6,481	113%
Community Services and Facilitie	(807,000)	(616,537)	(887,365)	(874,494)	270,828	80,365	110%
Recreation Facilities	(416,000)	(421,530)	(420,705)	(395,647)	(825)	4,705	101%
Visitor Services	(100,000)	(83,500)	(71,546)	(64,055)	(11,954)	(28,454)	72%
	\$ (22,295,732)	\$ (19,638,158)	\$ (19,602,527)	\$ (19,094,685)	\$ (35,631)	\$ (2,693,205)	

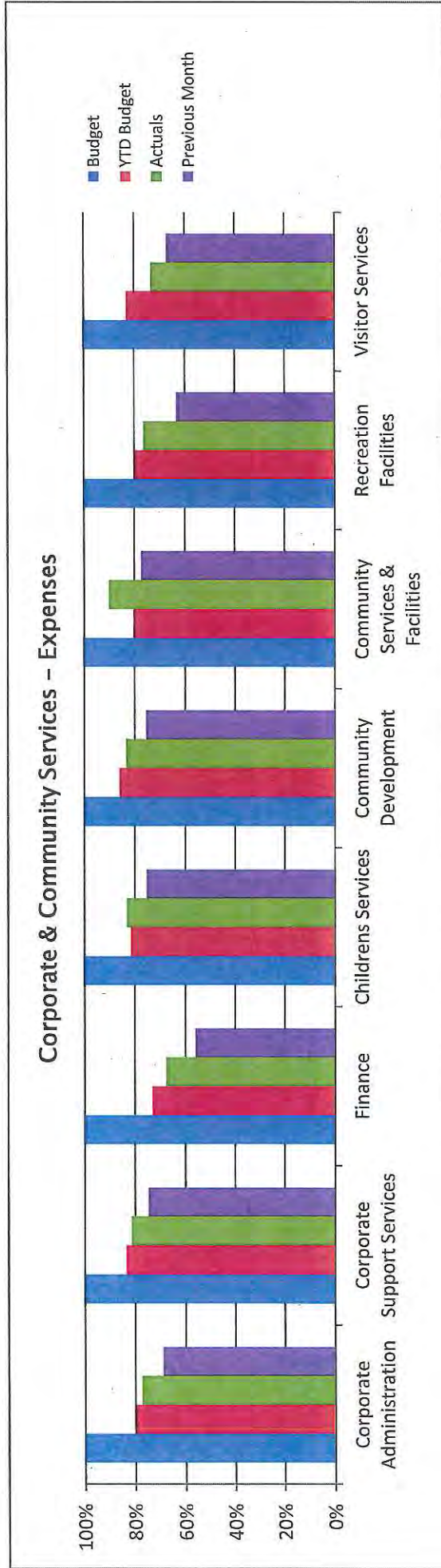


Variance

Community Development Revenue greater than YTD budget – Community Shed grant monies received
 Community Services and Facilitie Revenue greater than YTD budget – APH premiums and contributions received
 Visitor Services Revenue less than YTD budget – Sales, bookings and consignment sales

Finance Report – 30 April 2011

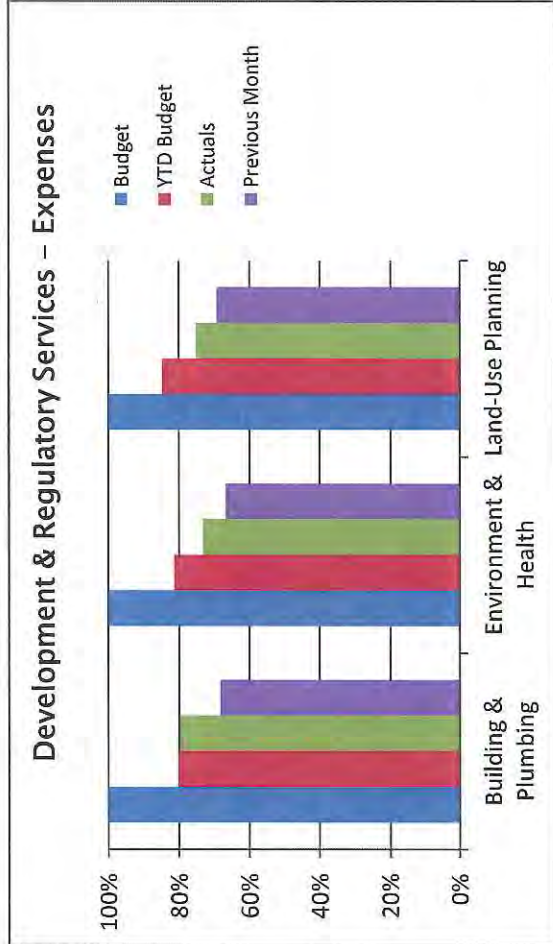
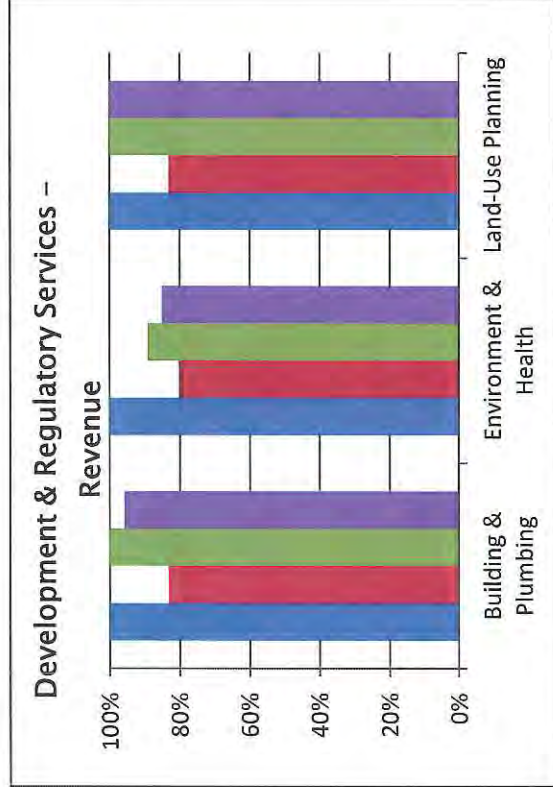
CORPORATE & COMMUNITY SERVICES Expenses	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Corporate Administration	765,000	610,410	591,099	526,923	19,311	173,901	77%
Corporate Support Services	3,622,000	3,020,920	2,948,122	2,698,727	72,798	673,878	81%
Finance	1,604,000	1,168,960	1,084,052	895,696	84,908	519,948	68%
Children's Services	1,173,000	956,036	975,062	881,465	(19,026)	197,938	83%
Community Development	504,000	433,608	419,869	379,619	13,739	84,131	83%
Community Services and Facilities	1,176,000	943,208	1,059,835	908,521	(116,627)	116,165	90%
Recreation Facilities	1,783,000	1,421,264	1,359,693	1,128,502	61,571	423,307	76%
Visitor Services	285,000	236,650	208,694	191,274	27,956	76,306	73%
	\$ 10,912,000	\$ 8,791,056	\$ 8,646,426	\$ 7,610,726	\$ 144,630	\$ 2,265,574	



Variance
 Corporate Administration Actuals less than YTD budget – Timing
 Finance Actuals less than YTD budget – Land Tax savings
 Community Services and Facilities Actuals greater than YTD budget – APH operational, maintenance and premiums refunded

Finance Report – 30 April 2011

DEVELOPMENT & REGULATORY SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Revenue							
Building and Plumbing	(295,000)	(245,360)	(306,978)	(282,606)	61,618	11,978	104%
Environment and Health	(82,000)	(65,400)	(73,070)	(69,784)	7,670	(8,930)	89%
Land-Use Planning	(151,000)	(125,670)	(176,645)	(156,299)	50,975	25,645	117%
Expenses	\$ (528,000)	\$ (436,430)	\$ (556,693)	\$ (508,690)	\$ 120,263	\$ 28,693	
Building and Plumbing	579,000	464,620	461,838	394,877	2,782	117,162	80%
Environment and Health	397,000	322,960	290,328	264,742	32,632	106,672	73%
Land-Use Planning	580,000	491,390	435,413	400,695	55,977	144,587	75%
	\$ 1,556,000	\$ 1,278,970	\$ 1,187,579	\$ 1,060,314	\$ 91,391	\$ 368,421	

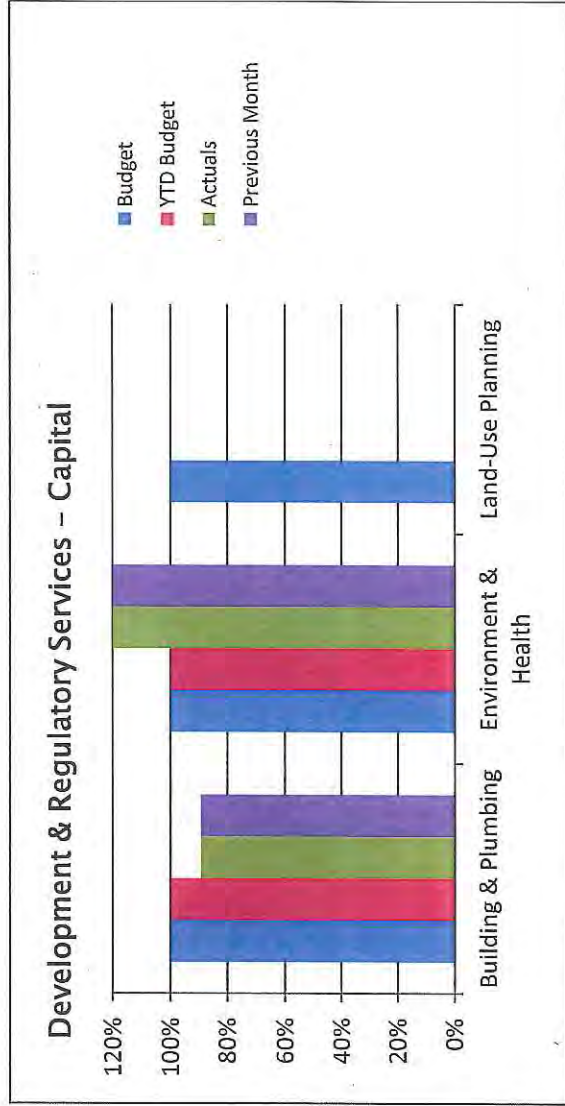
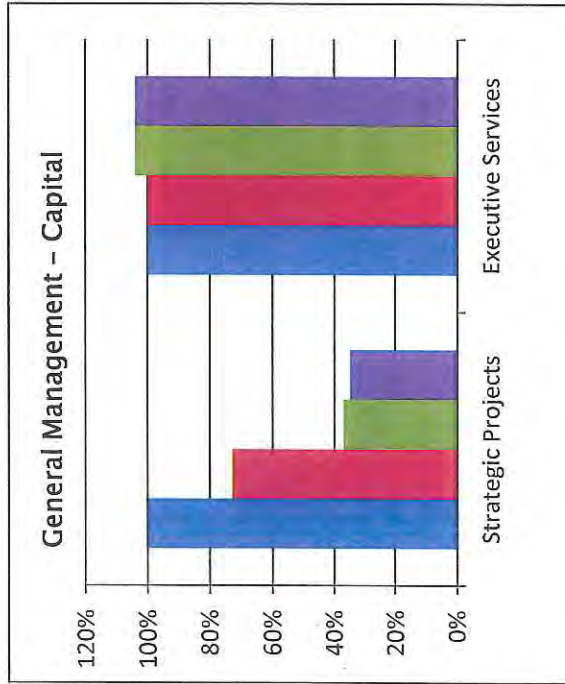


Variance

- Building and Plumbing Revenue greater than YTD budget – Inspection and connection fees and levies
- Land-Use Planning Revenue greater than YTD budget – Public Open Space contributions and planning fees
- Land-Use Planning Expenditure less than YTD budget – Timing (urban design guidelines and planning scheme)

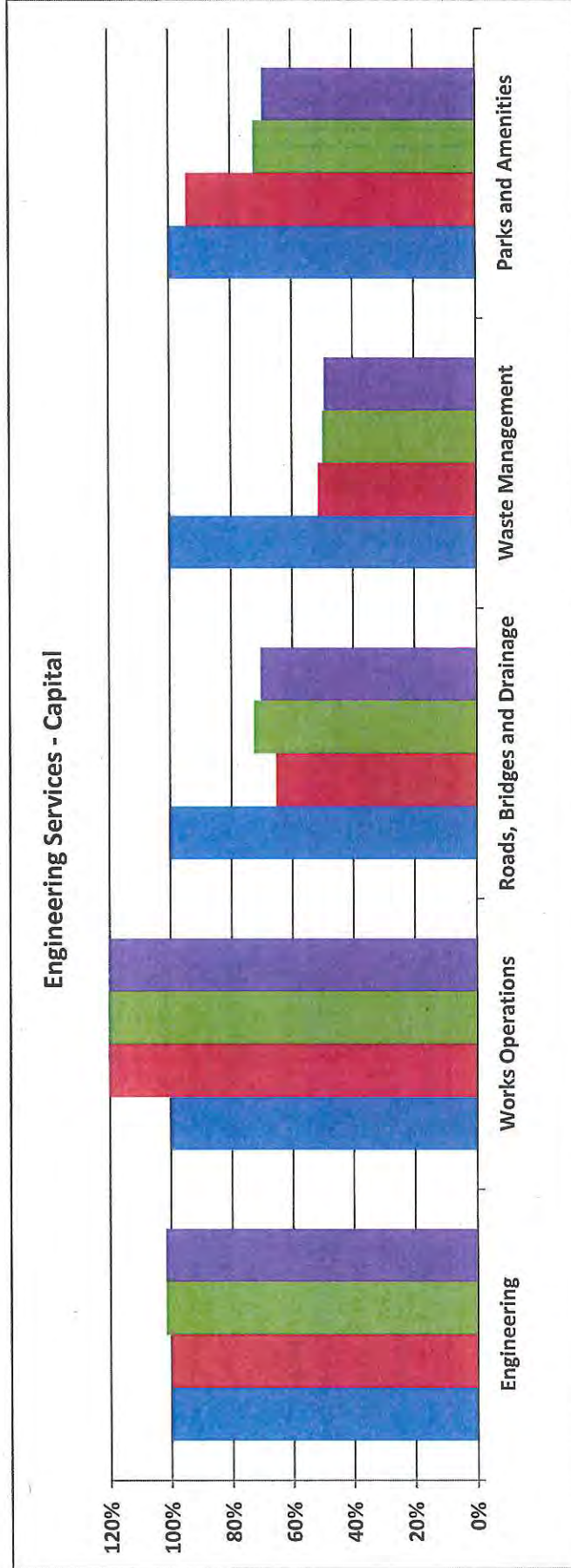
Finance Report - 30 April 2011

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
GENERAL MANAGEMENT							
Strategic Projects	5,028,000	3,658,330	1,854,248	1,742,848	1,804,082	3,173,752	37%
Executive Services	38,000	38,000	39,431	39,431	(1,431)	(1,431)	104%
	\$ 5,066,000	\$ 3,696,330	\$ 1,893,679	\$ 1,782,278	\$ 1,802,651	\$ 3,172,321	
DEVELOPMENT & REGULATORY SERVICES							
Building & Plumbing	30,000	30,000	26,760	26,760	3,240	3,240	89%
Environment & Health	33,000	33,000	61,955	61,955	(28,955)	(28,955)	188%
Land-Use Planning	-	-	-	-	-	-	0%
	\$ 63,000	\$ 63,000	\$ 88,715	\$ 88,715	\$ (25,715)	\$ (25,715)	



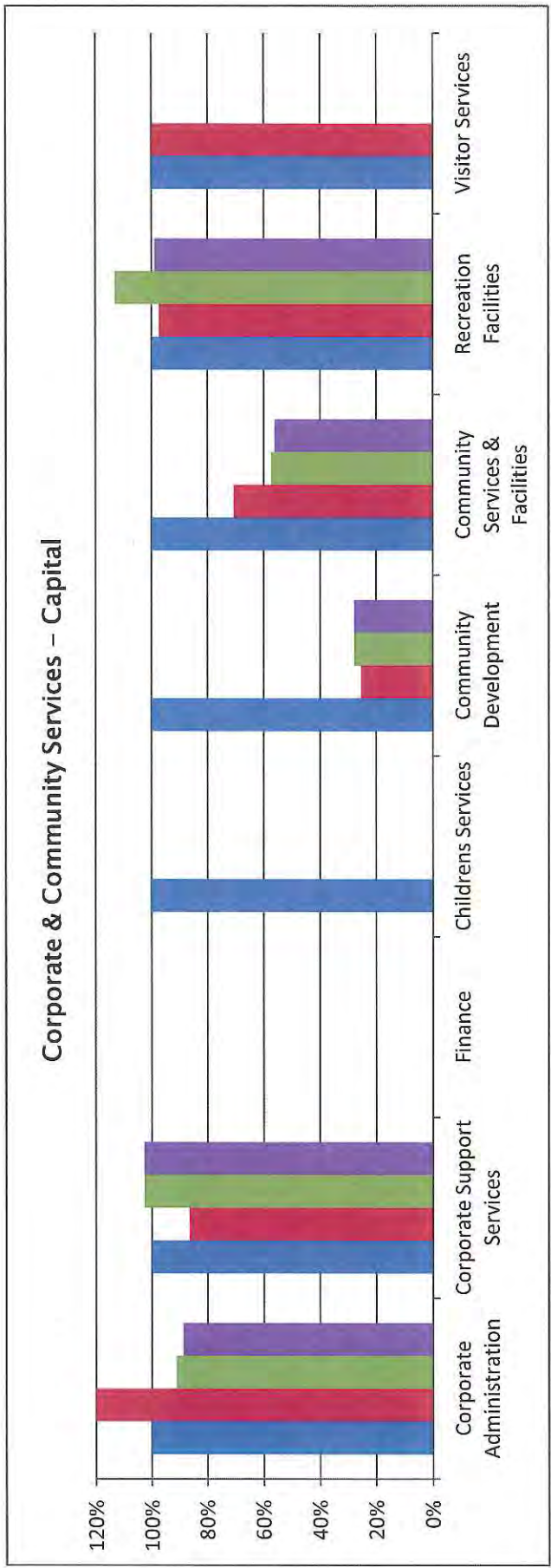
Finance Report – 30 April 2011

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
ENGINEERING SERVICES							
Engineering	86,000	86,000	87,475	87,475	(1,475)	(1,475)	102%
Works Operations	137,000	312,000	2,354,123	2,275,666	(2,042,123)	(2,217,123)	1718%
Roads, Bridges and Drainage	4,042,000	2,640,000	2,937,500	2,846,941	(297,500)	1,104,500	73%
Waste Management	521,000	266,666	259,200	256,432	7,466	261,800	50%
Parks and Amenities	836,000	789,245	606,424	580,141	182,821	229,576	73%
	\$ 5,622,000	\$ 4,093,911	\$ 6,244,723	\$ 6,046,656	\$ (2,150,812)	\$ (622,723)	



Finance Report – 30 April 2011

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
CORPORATE & COMMUNITY SERVICES							
Corporate Administration	13,000	18,416	11,868	11,545	6,548	1,132	91%
Corporate Support Services	156,000	135,000	160,242	160,242	(25,242)	(4,242)	103%
Finance	-	-	-	-	-	-	0%
Childrens Services	-	3,000	2,428	2,428	572	(2,428)	0%
Community Development	59,000	15,000	16,438	16,438	(1,438)	42,562	28%
Community Services & Facilities	215,000	151,537	123,150	120,707	28,387	91,850	57%
Recreation Facilities	434,000	422,416	491,377	429,479	(68,961)	(57,377)	113%
Visitor Services	3,000	3,000	-	-	3,000	3,000	0%
	\$ 880,000	\$ 748,369	\$ 805,504	\$ 740,841	\$ (57,135)	\$ 74,496	



BANK RECONCILIATION

FOR THE PERIOD 1 APRIL TO 30 APRIL 2011

Balance Brought Forward (31/3/2011)	5,004,410.57
Add, Revenue for month	732,704.66
	<hr/>
	5,737,115.23
	<hr/>
Less, Payments for month	1,732,541.48
	<hr/>
Balance as at 30 April 2011	4,004,573.75
	<hr/>
Balance as at Bank Account as at 30 April 2011	305,360.18
Less, Unpresented Payments	- 48,244.84
	<hr/>
	257,115.34
Add, Cash on Hand	- 12,657.24
	<hr/>
Operating Account	244,458.10
Interest Bearing Term Deposits	3,760,115.65
	<hr/>
	4,004,573.75
	<hr/>

Andrea O'Rourke
ASSISTANT ACCOUNTANT

04-May-2011

Works Programme 2010-2011

(Schedule indicates site construction only)

Task Name	Budget	Notes	July 2010	August 2010	September 2010	October 2010	November 2010	December 2010	January 2011	February 2011	March 2011	April 2011	May 2011	June 2011
CAPITAL WORKS PROGRAMME 2010-11	\$12,256,200													
Strategic Projects	\$3,232,000	Contribution.												
Leven River Bridge features - stage 1 Contribution.	\$344,000	Contribution.												
Levenson Wharf - land purchase	\$598,000	Payment.												
Levenson Wharf Redevelopment	\$2,260,000	Wharf Building and surrounds												
Property Management	\$1,527,000													
East Ulverstone Industrial Estate - Export Drive	\$300,000	Construct culdease and services												
East Ulverstone Industrial Estate - stage 2	\$440,000	Drainage and roadworks												
Former Penguin depot - remediation	\$50,000	Finalise contamination rectification												
Knights Road Rec.	\$416,000	Roadworks and services - Sub'fn												
Russell Avenue	\$324,000	Roadworks and services - Sub'fn												
Works Depot	\$17,000	Electrical switch board upgrade												
Switchboard Upgrade	\$7,000	Minor improvements												
Ulverstone Depot - office upgrade	\$10,000	Minor improvements												
Wash Down Bay - SW Interceptor	\$0	Deferred, flood...												
Emergency Services	\$2,527,000													
SES - Alarm System	\$5,000	Alarm for main building												
SES - Renew hard stand area	\$7,000	Concrete western part of site												
SES - Roller door controller	\$3,000	Remote control to open doors												
Bridge Replacement - Barrons Rd, Leven River (Prelim.)	\$182,000	Replace with concrete structure												
Bridge Replacement - Purtons Rd, Leven River (Prelim.)	\$230,000	Replace with concrete structure												
Bridge Replacement - Belchimbere Rd, Gawler River	\$380,000	Replace with concrete structure												
Barrons Road, Leven River - Bailey Bridge	\$155,000	Temporary Access												
Marshall's Bridge Rd, Leven River - Bridge Repairs	\$20,000	Replace pile, headstocks, waters and tie												
Johnsons Beach Rd, Penguin Creek - Bridge Repairs	\$180,000	Assess substructure												
Spallmans Rd, Wilmot River - Bridge Repairs	\$95,000	Repair guardrail & retaining wall												
Isandula Rd, West Gawler River - Bridge Repairs	\$20,000	Repair wingwalls												
Golf Club Rd, Leven River - Bridge Repairs	\$40,000													
Isandula Rd, Gawler River - Bridge Repairs	\$40,000													
Maclean's Bridge Repairs	\$20,000													
Purtons Flats Access Road	\$80,000	Emergency access from Ironcliffe Rd												
Barrons Road Access Road	\$60,000	Emergency access from Fabors Rd												
Isandula Rd - Reconstruction	\$50,000	Repair washed road at sections												
Gunnis Plains Rd - Reconstruction	\$20,000	Repair washed road sections												
Lambsons Rd - Reconstruction	\$40,000	Repair washed road sections												
Longgans Rd - Reconstruction & Slip Repair	\$80,000	Repair washed sections and slips												
Marshall's Bridge Rd - Reconstruction	\$10,000	Repair washed section												
Raymond Rd - Reconstruction	\$80,000	Repair washed sections												
Central Castra Rd - Landslip Repair	\$180,000	Re-instate road shoulder												
Gunnis Plains Rd - Landslip Repair	\$40,000	The Superload												
Gunnis Plains Rd - Landslip Repair	\$40,000	Bottom Guardrail												
Gunnis Plains Rd - Landslip Repair	\$50,000	Remo Matress												
Gunnis Plains Rd - Landslip Repair	\$40,000	100m east of Reno Matress												
Gunnis Plains Rd - Landslip Repair	\$50,000	2km from Preston Road												
Isandula Rd - Landslip Repair	\$40,000	North of Cox's Rd												
Lobaler Creek Rd - Landslip Repair	\$40,000	Sections against Leven River												
Raymond Rd - Landslip Repair	\$120,000	1km from Preston Rd												
Raymond Rd - Landslip Repair	\$40,000	3km from Preston Rd												
Preston Rd - Culvert Replacement	\$20,000	Near Raymond Rd												
Raymond Rd - Culvert Replacements	\$40,000	Upgrade culverts to box culverts												
Environment & Parks - Repairs	\$50,000	Repairs washed creek sections												
Roads - Urban Sealed	\$1,050,000													
Alexandra Road (Parking)	\$0	Deferred, funding transfer to Alex. Rd												
Alexandra Road (STISISUS)	\$416,000	Traffic calming in shared environm't												
Blackburn Drive	\$0	Deferred, funding transfer to Alex. Rd												
Claun Crescent/Naill Crescent	\$50,000	Reconstruct kerb & p/ment failures												
Crossowerram Ramp Improvements	\$20,000	Carried out as per priority list...												
Interception Lighting	\$7,000	Annual programme improvements												
King Edward Street/Main Street (Black spot)	\$100,000	Upgrade junction to improve safety												
Leighlands Avenue	\$45,000	Reconstruct kerb & p/ment failures												
Leven River Bridge Landscaping	\$80,000	Groundwork and plantings												
Leven Street	\$0	Deferred, ...												
Queen Street Crossing	\$0	Deferred, Funding transfer to Alex. Rd...												
Railway Crossings	\$20,000	Upgrades and improvements												
Safe Cycling Routes	\$5,000	Super Tuesday												
Sports Complex Avenue	\$0	Deferred, Flood...												
Street resealing	\$165,000	Annual programme												
Street resealing preparation	\$51,000													
Traffic Management/Signage improvements	\$10,000	Minor improvements from requests												
Westell Drive Safety Fencing (Black spot)	\$100,000	Guardrail west of Clayton Rivulet												
William Street (RTTR)	\$0	Deferred, Flood...												
Roads - Rural Sealed	\$1,017,000													

Works Programme 2010-2011

(Schedule indicates site construction only)

Task Name	Status	Budget	Notes	July 2010	August 2010	September 2010	October 2010	November 2010	December 2010	January 2011	February 2011	March 2011	April 2011	May 2011	June 2011
Gunn's Plains Road	⊙	\$0	Deferred, Flood...												
Lobster Creek Road	⊙	\$5,000	Deferred, Flood...												
Mannings Jetty Road	⊙	\$0	Deferred, Flood...												
Penguin Road - Lonah Landlip	⊙	\$50,000	IDER funded if req'd												
Picketts/Top Gowler Road Junction	⊙	\$310,000	Slip rectification												
Pine Road (R2R3)	⊙	\$100,000	Pavement reconstruction												
Raymond Road - Landlip	⊙	\$10,000	Annual rectification as req'd												
Raymond Road (R2R3)	⊙	\$0	Deferred, Flood...												
Road reselling	⊙	\$16,000	Annual programme												
Road reselling preparation	⊙	\$75,000													
South Riana Road	⊙	\$129,000	Upgrade west of Lowana Rd												
Traffic Management	⊙	\$0	Deferred, Flood...												
Wilmut Road - realignment	⊙	\$20,000	Establish emergency access route												
Roads - Rural Unsealed	⊙	\$23,000													
Leathenwood Drive - survey/relocation	⊙	\$23,000	Seal re-aligned road												
Footpaths	⊙	\$290,000													
Army Street (no. 9)	⊙	\$0	Deferred, funding transfer to Alex Rd...												
Dial Road	⊙	\$15,000	Missing section at Sports Comp. Av												
Forth Road	⊙	\$0	Deferred, funding transfer to Alex. Rd...												
Joncliffe Road	⊙	\$25,000	Upgrade section north of Giblin St												
Johnson Beach Road	⊙	\$22,000	Rail crossing												
Levan River Bridge - between bridge and wharf	⊙	\$110,000	Mixing section north of Swasei Ln												
Sunset Lane/South Road	⊙	\$17,000	Wesidala Dr to Forth Rd												
Turners Beach Road	⊙	\$101,000													
Bridges	⊙	\$395,000													
Crawford Creek - Preston Gasira Road	⊙	\$220,000	Replace with concrete structure												
Jean Brook - Smiths Plains Road (R2R3)	⊙	\$179,000	Replace with concrete structure												
Carparks	⊙	\$120,000													
Arnold Street No.4	⊙	\$3,000	Site Clean Up and Footpath Reinstatement												
Turners Beach Recreation Precinct	⊙	\$125,000	Upgrade of boat ramp area												
Uverstone Boat Ramp Carpark	⊙	\$67,000													
Drainage	⊙	\$4,000	Overcome blockage problems												
Army Street Outfall - Uverstone	⊙	\$19,000	Creek improvements												
Bulsons Creek - Uverstone	⊙	\$76,000	Upgrade existing line												
Fulton Street	⊙	\$27,000	Pipe open drain												
Linton Avenue	⊙	\$0	To be confirmed												
Miscellaneous drainage	⊙	\$2,500	Deferred												
Extensions - Walker Street	⊙	\$0	Deferred												
Extensions - Hopton Road, Sulphur Creek	⊙	\$0	Maintenance budget used instead												
Extensions - Westalla Drive, Turners Beach	⊙	\$25,000													
Richard Place	⊙	\$105,000	Replace existing line												
Side Entry Pills	⊙	\$5,000	Annual programme												
Trevor Street	⊙	\$0	Deferred, Flood...												
Trevor Street SEP	⊙	\$0	Deferred, Flood...												
Water Street - Uverstone	⊙	\$1,500													
Household Garbage	⊙	\$74,000													
Castia Transfer Station - Site Development & Rehabilitation	⊙	\$10,000	Signage, platform upgrade												
Penguin Refuse Disposal Site - site rehabilitation	⊙	\$270,000	Site closure works												
Preston Transfer Station - Site Development & Rehabilitation	⊙	\$0	Signage, platform upgrade												
Resource Recovery Centre - Entrance traffic improvements	⊙	\$4,000	Safety improvements, landscaping...												
Resource Recovery Centre - site development	⊙	\$8,000	Installation of pumps and shed												
Resource Recovery Centre - Fire fighting facility	⊙	\$62,000	Improve site access/revog.												
Resource Recovery Centre - Landscaping	⊙	\$4,000	Leachate containment facility												
Resource Recovery Centre - Leachate Improvements	⊙	\$21,000	Storage compliance												
Resource Recovery Centre - Oil/battery storage facility	⊙	\$70,000	Power supply to washdown facility												
Resource Recovery Centre - Power supply extension	⊙	\$0	For vehicle tyrene and maintenance												
Resource Recovery Centre - Washdown Facility	⊙	\$9,000	General improvements												
Resource Recovery Centre (RRC) - Site office/facilities	⊙	\$1,000	Rotocata transfer station from quarry												
South Riana Refuse Disposal Site - development	⊙	\$25,000													
Parks	⊙	\$312,500													
Atzac Park - concrete entry removal (slips assessment)	⊙	\$5,000													
Atzac Park - Rocker Reinstatement	⊙	\$10,000	Relaunch 2010/11 and reinstal 2011/12												
Blenheim Park - pathway	⊙	\$0	Deferred...												
Blenheim Pond	⊙	\$32,000	Rehabilitation and drainage to mouth of												
Community Coastcare Project - Turners Beach (CFOC)	⊙	\$16,000	Post Barriers												
Community Coastcare Project - site clearance & setup	⊙	\$3,000													
Community Coastcare Project - gravel/footpath	⊙	\$12,000	Installation of playground equipment												
Fairway Park - Beach Road	⊙	\$50,000													
Fairway Park - skate park	⊙	\$5,000	CMP audit works												

Works Programme 2010-2011

(Schedule indicates site construction only)

Task Name	Budget	Notes	July 2010	August 2010	September 2010	October 2010	November 2010	December 2010	January 2011	February 2011	March 2011	April 2011	May 2011	June 2011
Johnsons Beach Road - state park	\$22,000	Complete lockout												
Leven Canyon - edge track lockout	\$50,000	Deferred, Flood...												
Leven River Walls Assessment	\$0													
Park Signage Upgrade	\$20,000	New signage / upgrade of existing												
Playground equipment	\$40,000	Equipment in various locations												
Turners Beach (OC Ling Caravan Park Beach Access)	\$15,000	Access upgrade - sorting / funding require												
West Ulverstone - Penguin Road beach access	\$26,000	Upgrade and new beach access												
Solar light trial (Parks)	\$8,500													
Public Amenities	\$213,000													
Bus Shelters	\$15,000	Bus shelters as required												
Carpark lane - Door Replacements	\$15,000	Replace existing doors												
Merv Wright Memorial Fountain - upgrade	\$25,000	Refining of fountain...												
Public Convenience signage upgrade	\$10,000	New style signage in various locations												
Shrine of Remembrance - clock face (mechanism refurbishment)	\$15,000	Upgrade analogue clock mechanism												
Toilet Furniture Upgrade	\$10,000	Replace porcelain toilets with stainless steel												
Turners Beach - Esplanade East - Demolish Toilets	\$8,000	Demolish toilets												
Ulv Surf Lifesaving Club - changerooms	\$120,000	Deferred - some funds re-allocated...												
Cemeteries	\$186,000													
Memorial Park - new plinths	\$13,000	Provision for new graves												
Memorial Park - utility shed	\$165,000	New storage / admin building to replace existing												
Memorial Park - watering system	\$10,000	Provision for new graves												
Administration Centre	\$19,000	Minor office renovation												
Penguin Service Centre	\$9,000													
Admin Centre - office alterations	\$9,000													
Cultural Activities	\$15,000													
Ulv History Museum - repair/upgrade facade	\$15,000	Refurbish artwork on facade												
Control of Animals	\$5,000													
Cover pound walling area	\$3,000	Weather proof section of building												
Dog exercise areas - fencing	\$2,000	Fence at River Park II required												
Housing	\$117,700													
External rehabilitation	\$47,500	General external maintenance												
Gateway - carport	\$12,000	Deferred...												
HWC Renewal	\$12,000	Hot water cylinder renewal												
Internal rehabilitation	\$48,200	General internal maintenance												
Civic Centre	\$14,000													
Heat Pumps Gawler Room	\$3,000	Heat / cooling for Gawler Room												
Replace oven in Gawler Room	\$0	Deferred...												
Toilet Cistern Upgrade	\$11,000	Upgrade toilets												
Public Halls and Buildings	\$41,000													
Judo Hall Demolition	\$20,000	Funds transferred from swimming pool access												
Ulverstone Senior Citizens - rear door	\$15,000	Deferred - alternatives being investigated												
Penguin Railway Station - platform upgrade	\$6,000													
Caravan Parks	\$20,000													
Replace oil burner with electrical heating	\$20,000	Replace oil burner with electrical heating												
Swimming Pool and Waterfall	\$0													
Disabled access Learn to swim pool	\$0	Deferred - Education dept will not provide												
Active Recreation	\$205,000													
Penguin Athletic Track Power upgrade	\$17,000	Provision for power extension												
Shared Pathway - Turners beach to Ulverstone	\$90,000	Access upgrade												
Ulverstone Recreation Ground - lighting upgrade design	\$5,000	Provide extra lights where required												
Ulverstone showground - landscaping existing carpark	\$34,000	Landscaping between buildings and river												
Ulverstone showground - perimeter & dog fencing	\$10,000	Repair Alice street fence												
Ulverstone showground - softball fencing	\$30,000	Fencing behind home plate												
Recreation Centres	\$105,000													
Ulverstone Sports Centre - dormitory floor	\$24,000	Dormitory floor												
Ulverstone Sports Centre - kitchen bar equipment	\$58,000	Kitchen bar equipment												
Ulverstone Sports Centre - office admin refurb	\$15,000	Office refurbishment												
Ulverstone Sports Centre - security upgrade	\$10,000	Security upgrade												
Visitor Information Services	\$5,000													
Penguin Visitor Information Centre - brochure racks	\$3,000	Supply and install brochure racks												
Child Care	\$3,000													
Install Fence Around Fire Exit	\$0	Install Fence Around Fire Exit												
LEGEND	\$0													
Not Started	\$0													
Commenced (Construction or Preliminaries)	\$0													
Complete	\$0													
Deferred	\$0													