

CENTRAL COAST COUNCIL

Minutes

of an Ordinary Meeting
held at 6.00pm

18 APRIL 2010

Note:

Minutes subject to confirmation at
a meeting of the Council to be held on
16 May 2011.

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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, 18 April 2011 commencing at 6.00pm.

Councillors attendance

Cr Jan Bonde (Mayor)
Cr Lionel Bonde
Cr John Deacon
Cr David Dry
Cr Gerry Howard

Cr Tony van Rooyen (Deputy Mayor)
Cr Garry Carpenter
Cr Amanda Diprose
Cr Cheryl Fuller
Cr Brian Robertson

Councillors apologies

Cr Ken Haines, Cr Philip Viney

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)
Environmental Engineer (Mr Philip Adams)
Executive Services Officer (Miss Lisa Mackrill)
Land Use Planning Group Leader (Mr Ian Sansom)

Media attendance

The Advocate newspaper.

Public attendance

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

Prayer

The Meeting opened in Prayer.

CONFIRMATION OF MINUTES OF THE COUNCIL

102/2011 Confirmation of minutes

The Executive Services Officer reported as follows:

“The minutes of the previous ordinary meeting of the Council held on 21 March 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 Diprose seconded, “That the minutes of the previous ordinary meeting of the Council held on 21 March 2011 be confirmed.”

Carried unanimously

COUNCIL WORKSHOPS

103/2011 Council workshops

The Executive Services Officer reported as follows:

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

- . 28.03.2011 – Dial Master Plan
- . 04.04.2011 – General Manager’s quarterly review
- . 11.04.2011 – Precinct Master Plan for Wharf to Beach Road/Communications Strategy.

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

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

Carried unanimously

MAYOR'S COMMUNICATIONS

104/2011 Mayor's communications

The Mayor reported as follows:

- “ The Council has received a thank you certificate from the Ulverstone West Rotary Club, Ulverstone Rotary Club and the Rotaract Club of Central Coast in recognition of being a Community Works Partner following the Festival in the Park event held earlier in the year.
 - . A donation of \$2,000 has been received from the Sorell Council in recognition and support of this Council in dealing with the flood damage to infrastructure in January 2011. Mayor Carmel Torenus has advised that the donation is provided to help with a specific project following recent flooding.
- A small project or purchase will be determined in the near future and correspondence will be forwarded to the Sorell Council advising of same and thanking them for their very kind gesture.”

105/2011 Mayor's diary

The Mayor reported as follows:

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

- . Burnie Sports and Events announcement (Burnie)
- . Metro Tasmania dinner with Board members and CEO (Burnie)
- . Ulverstone High School – Leadership Award Presentation Assembly
- . State Grants Commission – North West hearings (Burnie)
- . Motton–Preston Scout Group – Annual General Meeting
- . Local Government Association of Tasmania – General Meeting (Launceston)
- . Integrity Commission – Community Leaders’ Breakfast (Burnie)
- . Central Coast Community Shed – opening function
- . Ulverstone District Girl Guides – Annual General Meeting.”

Cr van Rooyen reported as follows:

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

- . Local Government Association of Tasmania – General Meeting (Launceston)
- . Ulverstone High School – opening of Science Centre
- . Penguin Bowls Club – annual dinner

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- . Australian U18 National Basketball Championships – opening ceremony.”

Cr Howard reported as follows:

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

- . Naval Cadets – open day.”

Cr Fuller reported as follows:

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

- . Penguin High School – opening of Science and Sports Science facility.”

Cr Deacon reported as follows:

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

- . NWFA launch
- . Ulverstone Rotary Club – 54th birthday celebrations
- . Ulverstone Cricket Club – annual dinner.”

Cr Robertson reported as follows:

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

- . Australian U18 National Basketball Championships – closing ceremony.”

■ Cr Deacon moved and Cr Carpenter seconded, “That the Mayor’s, Cr van Rooyen’s, Cr Howard’s, Cr Fuller’s, Cr Deacon’s and Cr Robertson’s reports be received.”

Carried unanimously

106/2011 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 (J) Bonde reported as follows:

“I will be declaring an interest in respect of the review of option for the purchase of Council land at Park Avenue, Penguin (Minute No. 135A/2011).”

107/2011 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

108/2011 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 Diprose reported on meetings of the Festive Decorations Working Group, the Ulverstone Community House Committee and the East Ulverstone Swimming Pool Management Committee.

Cr Deacon reported on a Central Coast Chamber of Commerce meeting.

Cr Howard reported on a Riana Community Centre Committee meeting.

Cr (L) Bonde reported on a Bush Watch Committee meeting.

APPLICATIONS FOR LEAVE OF ABSENCE

109/2011 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

110/2011 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

111/2011 Petitions

The Executive Services Officer reported as follows:

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

COUNCILLORS' QUESTIONS

112/2011 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.

113/2011 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

114/2011 Development & Regulatory Services determinations

The Director Development & Regulatory Services reported as follows:

“A Schedule of Development & Regulatory Services Determinations made during the month of March 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 van Rooyen moved and Cr Robertson seconded, “That the Schedule of Development & Regulatory Services Determinations (a copy being appended to and forming part of the minutes) be received.”

Carried unanimously

115/2011 Forth Local Area Plan (Urban Design Guidelines) (32/2007 – 22.01.2007)

The Director Development & Regulatory Services reported as follows:

PURPOSE

The purpose of this report is for the Council to receive the Forth Local Area Plan (Urban Design Guidelines) (‘the Guidelines’) to enable the recommendations contained therein to be considered in future decision making concerning Forth.

BACKGROUND

The Forth Community Plan, which was adopted by the Council in 2007 (Minute No. 32/2007), includes a strategic objective to develop a plan to retain the village atmosphere through the development of urban design guidelines. The Plan also includes strategic objectives such as:

- plan and build the Forth pathway network for walking and cycling;
- build recreational potential, safety and cleanliness of the river;
- review the provision of family oriented recreational facilities;

- . improve road and pedestrian safety;
- . develop and implement the Forth cultural and heritage precinct plan; and
- . facilitate village business development.

The Guidelines have been developed to deliver these elements of the Community Plan.

In developing the Guidelines, Council staff undertook a consultation process in March 2010 which consisted of a workshop with the Forth Community Representatives Committee on Wednesday, 3 March 2010 and sessions with the Forth community on Friday, 12 March 2010 and Saturday, 13 March 2010. These sessions were attended by 28 people with participants being asked to complete worksheets on urban design, town planning, open space and recreation and transport/parking issues in the Forth village. An additional seven people, who did not attend the consultation sessions, completed worksheets. A consultation report has been compiled to summarise the outcomes from the consultation process (Annexure 1).

Council staff also undertook a Forth Traffic and Parking Study (Annexure 2) which is a key element in the development of the Guidelines. The objectives of the Forth Traffic and Parking Study were to:

- 1 examine the existing traffic and car parking situation in Forth; and
- 2 identify all necessary traffic and parking improvements.

The identified traffic and parking improvements have been included in the Guidelines.

Following the consultation process and the traffic and parking study, a tender process was undertaken in February/March 2010 to appoint consultants to develop the Guidelines. Four tenders were received, with the successful tenderer being GHD Pty Ltd ('the consultants').

The consultants then worked with Council staff to develop the Guidelines.

Once developed in draft form, the Guidelines were workshopped with the Councillors on 23 August 2010 and 15 March 2011 and the Forth Community Representatives Committee on 10 February 2011. Feedback from these workshops was provided to the consultants and alterations were made in the final Guidelines (Annexure 3).

DISCUSSION

Urban design in Forth has been guided over the past decade by a masterplan entitled 'FORTH: A Masterplan for the Village on the River', which was developed by John Mongard Landscape Architects in 2000. Among other key urban design considerations, this masterplan highlighted the need for better connections from the town centre to the assets surrounding the town, specifically the natural assets and even more specifically the Forth River. While the masterplan has helped to facilitate some excellent work to enhance the urban design of the Forth village, it was not incorporated into the previous Planning Scheme, and has not been incorporated into the current Planning Scheme.

It is intended to implement the key elements of the Guidelines through the Central Coast Planning Scheme. Most notably, the recommended alteration of the minimum lot size in the Low Density Residential Zone of Forth from 4,000m² to 2,000m² will occur through the Interim Planning Scheme which is being developed as part of the Regional Planning Initiative and is expected to be completed in late 2011.

All future works proposed in the Guidelines will be subject to future Council Estimates processes.

CONSULTATION

Consultation has been carried out with the Forth community, Councillors, Council staff and the Forth Community Representatives Committee during the development of the Guidelines.

IMPACT ON RESOURCES

Aside from the staff costs associated with the development of the Guidelines and the Traffic and Parking Study, the main financial impact to date has been the cost of the consultancy. Any further impact on resources will be dependent upon future Council decisions concerning the implementation of the recommendations contained in the Guidelines.

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
- . Adopt an integrated approach to land use planning

- . 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

- . Provide for a diverse range of movement patterns
- . Connect the people with services
- . Improve community wellbeing

Community Capacity and Creativity

- . Community capacity-building
- . Facilitate entrepreneurship in the business community
- . Cultivate a culture of creativity in the 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.

CONCLUSION

It is recommended that the Council receive the Forth Local Area Plan (Urban Design Guidelines) and consider the recommendations contained therein in future decision making concerning Forth.”

The Executive Services Officer reported as follows:

“A copy of the Forth Local Area Plan (Urban Design Guidelines) has been circulated to all Councillors.”

■ Cr (L) Bonde moved and Cr Howard seconded, “That the Council receive the Forth Local Area Plan (Urban Design Guidelines) (a copy being appended to and forming part of the minutes) and consider the recommendations contained therein in future decision making concerning Forth.”

Carried unanimously

116/2011 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 Nos 118/2011 and 120/2011, 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."

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

Carried unanimously

117/2011 Items referred from Development Support Special Committee

The Director Development & Regulatory Services reported as follows:

"In the event that any items listed for consideration by the Development Support Special Committee at its scheduled meeting on 28 March 2011 are referred, under its terms of appointment, to the Council or if the Committee is unable to make a determination within the relevant statutory time limit, such items will be placed before the Council at this time while it is acting as a planning authority under the *Land Use Planning and Approvals Act 1993*.

One such item has been referred from the meeting of the Development Support Special Committee on 28 March 2011 because the decision, although carried, was not a unanimous one.

Application No. DA210234 is accordingly to be dealt with by the Council at Minute No. 118/2011."

118/2011 Home Occupation – Business and professional services at 10 Mountain View Place, Penguin – Application No. DA210234

The Director Development & Regulatory Services reported as follows:

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

<i>DEVELOPMENT APPLICATION NO.:</i>	DA210234
<i>APPLICANT:</i>	Andrew & Janelle Fisher
<i>LOCATION:</i>	10 Mountain View Place, Penguin
<i>ZONING:</i>	Residential
<i>PLANNING INSTRUMENT:</i>	Central Coast Planning Scheme 2005 (the Scheme)
<i>ADVERTISED:</i>	26 February 2011
<i>REPRESENTATIONS EXPIRY DATE:</i>	12 March 2011
<i>REPRESENTATIONS RECEIVED:</i>	Two
<i>42-DAY EXPIRY DATE:</i>	24 February 2011 (extension to 30 March 2011)
<i>DECISION DUE:</i>	28 March 2011

PURPOSE

The purpose of this report is to make a determination on a change of use for a Home Occupation at 10 Mountain View Place, Penguin.

BACKGROUND

Annexure 1 is a copy of the application. Annexure 2 is a location plan. The applicant proposes to undertake a Home Occupation involving marketing of products for companies that have no Tasmanian representatives. It includes products sold in industrial and hardware stores.

The business is described by the applicant as follows:

- . An office for administration of the business.
- . Up to three family members are involved.
- . The office is located inside a large shed on the property.
- . No sales are made from the site: the owner visits sales outlets at other locations for the purpose of promoting their clients products.
- . There would be limited deliveries. Goods would not be stored on-site.
- . Delivery vehicles would be limited to courier vans, two to three times per week, and a small truck GVM less than 4.5 tonnes, once per week.

The Home Occupation Schedule limits uses to various categories including Business and professional services, conducted within the dwelling, an outbuilding or the curtilage. Business and professional services includes an office, which the development includes. However, the current operation also includes a significant area of shelving for the storage of samples. In the context of the business operation it is accepted that such storage is likely to be secondary to the primary function of the business as a product representative.

There is a point where the storage function could become a separate use in its own right. This point may or may not have been reached, but based on the floor area used by the business at present, the scale of the business is beyond that intended by the Home Occupation use category. It is about double the floor area required under the Home Occupation Schedule, being 60m².

Concerns regarding impact of the business amongst neighbouring residents may, in part, be a consequence of the scale of the business and the current floor area.

By limiting the total floor area of the business to the required 60m², the whole operation and the storage function in particular, should be brought back to a more domestic level, as intended through the Scheme provisions.

History –

The use has been operating on the site for the last 12 months. A neighbouring resident first contacted the Council about the use around March 2010. They expressed concern at the number of trucks visiting the site and the resultant fumes and pot-holes in the road. There were three previous letters from the neighbours expressing their concerns.

On 26 March 2010 and 27 September 2010, the Council wrote to the owner directing that he show how the operation is consistent with the Scheme, or that he cease the business on the site. This was followed by another letter on 17 November 2010, advising that unless the matter is resolved the Council would initiate legal action.

A preliminary application for planning approval for the business was lodged with the Council on 11 October 2010. An attached letter (part of Annexure 1) is dated 22 November 2010. In the time between March and November 2010 negotiations were held between Council's planning staff and the applicant.

The application was activated on 27 January 2011. On 4 February 2011 the neighbours were written to advising them that an application had been received and inviting them to make any comments to the Council regarding the proposal. They were advised that they would be unlikely to have a right to appeal the Council's decision.

Upon more detailed assessment of the application it was determined that two matters (gross floor area and delivery frequency) would require exercises of discretion, requiring advertisement. An extension of time was requested and granted by the applicant, and the application notified and neighbours sent letters.

DISCUSSION

The development has been assessed against the requirements of the Scheme, as follows:

Use -

<i>PROVISION</i>	<i>PROPOSED</i>
6.4.1 (A1) Residential amenity	Compliant. Would operate Monday to Friday between 8:30am and 4:30pm.

Schedules -

<i>PROVISION</i>	<i>PROPOSED</i>
S1 Application requirements	Compliant. Sufficient information to make a determination.
S10 Home Occupation S10.3 Definition of Terms	Compliant. Use is Business & professional services and is conducted in an outbuilding of the dwelling.

S10.4.1 Home Occupation	
A1 Location	Compliant. Operation to be conducted within an outbuilding on the property.
A2 Employment	Compliant. Involves employment of three residents of the dwelling.
A3 Storage area	Non-compliant. Gross floor area: approx. 64m ² .
P3	Compliant through condition. Impact of development should be limited through a reduction to 60m ² . See discussion below for details.
A4 Storage area location	Compliant. Limited storage would be provided in the outbuilding.
A5 Noise	Compliant. Noise levels associated with use are unlikely to exceed background levels.
A6 Emissions	Compliant. Unlikely to emit unreasonable levels of light, vibrations, smell, smoke, fumes etc.
A7(a) Vehicle use	Compliant: One business related vehicle is proposed.
A7(b) Vehicle use	Non-compliant. Transport vehicles are proposed to be:

	<ul style="list-style-type: none"> . Courier vans (two to three per week); . Small truck 4.2GVM (once per week). <p>This equates to four deliveries a week, which exceeds the Scheme's requirement of one delivery per week.</p> <p>All deliveries are proposed to be between stated operating hours.</p>
P7	Compliant through condition. A maximum of four delivery vehicles per week for the business is considered reasonable. See discussion below for details.
A8 Hours of operation	Compliant. Would operate Monday to Friday between 8:30am and 4:30pm.
A9 Childcare – max. number	Not applicable.
A10 Numbers waiting	Compliant. Clients visiting site likely to be one per month.
A11 Utilities load	Compliant. Operation unlikely to impose a load on utilities above a residential use.

The application meets most Acceptable Solutions in the Scheme, particularly those in the Home Occupation Schedule but there are two matters of non-compliance with an Acceptable Solution requiring assessment under the Performance Criteria. A submission received in response to notification raised an additional issue regarding the speed of delivery vehicles. These issues are discussed as follows:

Vehicle movements –

The application indicates that up to four deliveries are likely in the course of a week – delivery vans two to three times per week and a 4.2GVM tonne truck

once per week. The evidence provided by neighbours suggests that this figure may be exceeded, although it is claimed by the applicant that not all vehicular traffic visiting the site is related to the business and that claims regarding the size and volume of trucks were based on the situation that existed some months ago, and not as they now are.

In this case the Council can only consider the application before it, and that states a maximum of four deliveries per week, being those associated with the business. Residential related traffic cannot be a consideration. The question therefore is whether an exercise of discretion on the four deliveries (instead of one) is appropriate or not.

The Performance Criteria provides for consideration of more deliveries than once per week where there is no adverse effect on the residential amenity of adjoining properties.

There is no single test for what would be a reasonable volume of delivery vehicles visiting the site. The Scheme's Acceptable Solution suggests it is one vehicle per week. However, up to four vehicles in a week is unlikely to have an adverse effect on residential amenity for most people in a typical residential circumstance. Clearly the neighbours consider their amenity is adversely affected by up to three delivery vehicles per day.

The applicant advises that his best estimate of delivery vehicle visitation to the site is currently about three for domestic purposes and four for business purposes, on average per week.

The proposed volume of delivery vehicles (domestic and business related) of up to seven delivery vehicles per week is, on average, about one delivery vehicle per day over the period of a week. This is not an excessive volume of traffic in the street and is not considered unreasonable, particularly when combined with the other elements of the Acceptable Solutions being to limit vehicle size to those not over 4.5GVM tonnes and not involve deliveries outside 8.00am to 6.00pm Monday to Saturday.

Shed size –

The shed is large by suburban standards. The area indicated in the application to be used for the business is about half the area. The written description of the proposal says the area is 58m² but the plan indicates a larger area of 65m². While not a large discrepancy, the maximum allowable under the Schedule is 60m² and on this figure there is no discretion.

A site inspection indicated that the majority of the shed was used for the storage of clothing and equipment of various types, apparently safety type goods. The area used would certainly be more than 58m², and is estimated to be 100m². The applicant indicated that a rearrangement of the space was being undertaken to reduce the area used for storage, and in its place a boat would be stored. There was some evidence of a rearrangement underway and a boat could be stored in the space via access through a roller door at the back of the shed.

On the basis of the owner's stated intention to reduce the area used for the business in the shed, and the floor area applied for, it is considered that the maximum floor area of 60m² as stated in the Home Occupation Schedule would be an appropriate limit on the operation. It would also be appropriate to indicate to the applicant the discrepancy between the area that is currently used and what is required under the Scheme, and that he should take immediate steps to comply with the 60m² requirement.

Traffic speed -

A neighbour has expressed concern about fast moving delivery vehicles using the driveway at 10 Mountain View Place. Whilst it is not possible to test the claim, the driveway is over 120m in length, on which it could be envisaged that delivery vehicle drivers may be tempted to travel at inappropriate speeds. The impact of such activity could conceivably be regarded as a diminution of residential amenity for the nearest neighbours.

A neighbour's suggestion that signs be erected in the driveway warning vehicle drivers to travel at a slow speed has some merit. A reasonable maximum speed would be 20km/h and two signs should be installed, one on the owner's land near the intersection with Mountain View Place, the other at the top end of the driveway near the shed.

In addition the applicant should request that delivery vehicle drivers maintain a slow speed on the driveway.

CONSULTATION

The application was notified for a 14 day statutory period as required under s.57 of the *Land Use Planning and Approvals Act 1993*. Notification involved a notice placed on the site, an advertisement in "The Advocate" newspaper, and letters to adjoining property owners.

There were two submissions received from neighbouring residents. Their concerns are summarised and commented on as follows:

DEVELOPMENT & REGULATORY SERVICES

<i>CONCERN</i>	<i>COMMENT</i>
<p>Submission one</p> <p>1 Deliveries have been understated – it is two to three per day, not two to three per week.</p>	<p>There is conjecture about the number of delivery vehicles associated with the business and with the residence.</p>
<p>2 The shed used for the business is 165m² in area. About 75% (125m²) is probably being used, double the 60m² permitted in the Scheme.</p>	<p>The floor area being used for the business does appear to exceed the 60m² maximum under the Scheme although 64m² is applied for. A condition has been recommended to reduce the area used for the home occupant to 60m².</p>
<p>3 A “slow” sign should be erected in the Council’s part of the driveway (road reserve) to slow truck speed for child safety and dust and diesel fume suppression reasons. Their house is less than 10m from the driveway.</p>	<p>It is agreed that vehicles, particularly trucks, using the drive could cause noise and dust concerns for adjacent residents and that limiting vehicle speed would be an appropriate objective. A condition has been recommended to address this issue.</p>
<p>Submission two</p> <p>1 Large trucks make the street unsafe for children to play in.</p>	<p>It is not considered that the nature and volume of delivery vehicles stated in the application should would cause an unreasonable increase in traffic safety.</p>
<p>2 Large trucks can cause damage to the roads and cause noise and dust nuisance – undermines property values.</p>	<p>It is not considered that the nature and volume of delivery vehicles stated in the application would cause an unreasonable increase in noise or dust nuisance.</p>

<p>3 Proposed traffic volumes for deliveries is too much for residential area/zone. It should be situated in an area suited for the purpose.</p>	<p>The nature and volume of delivery vehicles stated in the application are not considered excessive in a residential area or beyond the level of safety and amenity sought to preserve by the Home Occupation use category.</p>
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A copy of the representations are provided at Annexure 3.

IMPACT ON RESOURCES

The proposal has no likely impact on Council resources outside those usually required for assessment and reporting, and possibly costs associated with an appeal against the Council's determination should one be instituted by the applicant or representor.

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

Community Capacity and Creativity

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

The Environment and Sustainable Infrastructure

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

CONCLUSION

The proposed Home Occupation is consistent with the majority of the requirements of the Home Occupation Schedule. A principal issue with the application (as well as the operation's current impact) is traffic volume and size of delivery vehicle. A volume of up to four delivery vehicles per week is considered reasonable and is what the applicant proposes. It would be appropriate to place this as an upper limit for delivery vehicles to/from the

site: this would be consistent with the Performance Criteria (P7) which requires that residential amenity of adjoining properties is not adversely affected.

The Schedule also limits the size of delivery vehicles to those not exceeding GVM4.5 tonnes: this too is considered appropriate as a means of limiting any adverse impact on residential amenity as required under Performance Criteria (P7).

A further element of residential amenity for the neighbour is the speed of delivery vehicles using the driveway. It would be an appropriate condition of the operation to require the installation of two signs, one at each end of the driveway on the applicant's land, requesting drivers to limit their vehicle speed to 20km/h.

Acceptable Solution (A3) of the Schedule limits the floor area of a Home Occupation to 60m². No discretion is available on this standard. The use should be conditioned to not extend beyond this floor area.

The application should be approved subject to the requirements of the Home Occupation Schedule in the Central Coast Planning Scheme 2005, and with the conditions outlined herein.

RECOMMENDATION

It is recommended that the application for a Home Occupation – Business and professional services at 10 Mountain View Place, Penguin, 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 Not more than four business related delivery vehicles per week are to visit the property.
- 3 No business related delivery vehicle is to exceed Gross Vehicle Mass 4.5 tonnes.
- 4 The total area of the shed to be used for the Home Occupation, including samples storage, is not to exceed 60m².
- 5 The installation of two appropriately designed signs, one at each end of the driveway on the applicant's land, requesting drivers to limit

their vehicle speed to 20km/h, to the satisfaction of the Director Development & Regulatory Services.

Notes:

- 6 The permit expires two years from the date the permit is signed unless the development has been substantially commenced. An extension of time to this period may be granted once only but only if the request is received prior to the expiry of the specified time. Substantial commencement will be considered to be the lodgement of a building permit application.
- 7 There appears to be a discrepancy between the area that is currently is used for the business, the amount of floor area applied for and what is required under the Central Coast Planning Scheme 2005. Immediate steps should be taken to reduce the total area of the business to 60m² in accordance with Condition 4.
- 8 The impact of delivery vehicles using the driveway and the speed they travel appear to be causing some disruption to neighbours. The required signs are intended to assist in this regard but by themselves may not be sufficient. It would be appropriate for you to request delivery vehicle drivers maintain a slow speed on the driveway.'

The report is supported."

The Executive Services Officer reported as follows:

"Copies of the annexures referred to in the Land Use Planning Group Leader's report have been circulated to all Councillors."

■ Cr Diprose moved and Cr Dry seconded, "That the application for a Home Occupation – Business and professional services at 10 Mountain View Place, Penguin, 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 Not more than four business related delivery vehicles per week are to visit the property.
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- 4 The total area of the shed to be used for the Home Occupation, including samples storage, is not to exceed 60m².
- 5 The installation of two appropriately designed signs, one at each end of the driveway on the applicant's land, requesting drivers to limit their vehicle speed to 20km/h, to the satisfaction of the Director Development & Regulatory Services.

Notes:

- 6 The permit expires two years from the date the permit is signed unless the development has been substantially commenced. An extension of time to this period may be granted once only but only if the request is received prior to the expiry of the specified time. Substantial commencement will be considered to be the lodgement of a building permit application.
- 7 There appears to be a discrepancy between the area that is currently is used for the business, the amount of floor area applied for and what is required under the Central Coast Planning Scheme 2005. Immediate steps should be taken to reduce the total area of the business to 60m² in accordance with Condition 4.
- 8 The impact of delivery vehicles using the driveway and the speed they travel appear to be causing some disruption to neighbours. The required signs are intended to assist in this regard but by themselves may not be sufficient. It would be appropriate for you to request delivery vehicle drivers maintain a slow speed on the driveway."

Voting for the motion

(4)

Cr (J) Bonde
Cr (L) Bonde
Cr Diprose
Cr Howard

Voting against the motion

(6)

Cr Carpenter
Cr Deacon
Cr Dry
Cr Fuller
Cr Robertson
Cr van Rooyen

Motion

Lost

Continued after Minute No. 120/2011.

119/2011 Public question time

The time being 6.41pm, the Mayor introduced public question time.

There were no questions from the public at this time.

120/2011 Food services (KFC restaurant) at 97-101 Reibey Street, Ulverstone -
Application No. DA210198

The Director Development & Regulatory Services reported as follows:

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

<i>'DEVELOPMENT APPLICATION NO.:</i>	DA210198
<i>APPLICANT:</i>	Yum! Restaurants Australia C/- Nielsen Architects
<i>LOCATION:</i>	97-101 Reibey Street, Ulverstone
<i>ZONING:</i>	Business
<i>PLANNING INSTRUMENT:</i>	Central Coast Planning Scheme 2005 (the Scheme)
<i>ADVERTISED:</i>	19 March 2011
<i>REPRESENTATIONS EXPIRY DATE:</i>	2 April 2011
<i>REPRESENTATIONS RECEIVED:</i>	Two
<i>42-DAY EXPIRY DATE:</i>	28 April 2011
<i>DECISION DUE:</i>	18 April 2011

PURPOSE

The purpose of this report is to consider an application for development of a KFC restaurant and drive-through facility at 97-101 Reibey Street, Ulverstone.

BACKGROUND

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

Proposal -

A KFC fast food chicken restaurant is proposed for the site that comprises three titles at 97, 99 and 101 Reibey Street, Ulverstone. The site is currently used by car sales and servicing businesses. The existing buildings on the site would be demolished.

Key elements of the proposed development include:

- 1 an 82 seat restaurant plus take-away building sited at the rear of the lot;

- 2 a 24 space customer car park at the front and side of the restaurant building;
- 3 a central pedestrian path from Reibey Street to the restaurant building;
- 4 a drive-through take-away food sales and collection point;
- 5 enclosed delivery and refuse storage areas;
- 6 two 2-way accesses onto Reibey Street;
- 7 signage to reflect the corporate image of KFC;
- 8 a 700mm high hedge along the Reibey Street frontage.

Calculation of the car parking requirement relates in part to the number of staff to be employed. The applicant advises that staffing of the restaurant would be in accordance with the following times:

TIME	NUMBERS
Day shifts 8.00am - 5.00pm Monday - Friday	Maximum number would be 7-8 staff and two managers (peaking over 11.30am - 2.30pm) on Fridays. Minimum would be 3-4 staff and one manager outside peak hours.
Night shifts 5.00pm - 10.00pm Monday - Friday	Maximum number would be 10-12 staff and two managers (peaking 5.00pm - 8.00pm) on Fridays. Minimum would be 3-4 staff and one manager outside peak hours.
Weekend day shift 8.00am - 5.00pm	Maximum number would be 10-12 staff and one manager (peak over 11.30am - 2.30pm). Minimum would be 5-6 staff and one manager outside peaks.
Weekend night shift 5.00pm - 10.00pm	Maximum number would be 10-12 staff and one manager.

Note: 70% of the weekend and night staff will not have a licence and/or car.

On the basis of the applicant's advice the maximum number of staff at the busiest days and times (i.e. Friday between 5.00pm and 8.00pm and weekdays between 11.30am and 2.30pm) would be 14. On this basis, and for the purposes of determining car parking demand, 14 spaces are required. It is accepted that a significant number of those staff are likely to be too young to own or drive a car.

DISCUSSION

The following table is an assessment of the relevant Scheme provisions:

CLAUSE	ASSESSMENT AND COMMENT
2.0(a) Objectives for Planning	Compliant. The development would be a commercial use in the existing urban area.
12.1 Zone purpose 12.1.1 and 12.1.3	Compliant. The proposal is a retail use in the concentrated area of the Ulverstone shopping centre, and is a business activity within the established business centre of Reibey Street.
12.2.1 Use Table	Compliant. Food services is a permitted use in the Business Zone.
12.4.3 Building design and siting (A1) Building height (A2) Building façade (a) Wall area	Compliant. The building height is proposed to be 5.2m which is below the maximum allowable height of 10m. Compliant. Frontage = 45m. Building front = 18m. Proportion = 40%. Minimum required is 25%.

<p>(b) Glazed area</p> <p>(c) Entry</p> <p>(A3) Awning</p>	<p>Compliant.</p> <p>Wall area = 98m². Glass = 50m². Proportion = 51%. Minimum required is 40%.</p> <p>Compliant.</p> <p>Entrance recessed 3.0m. Minimum required is 1.5m.</p> <p>Compliant.</p> <p>Buildings on frontage are required to provide an awning 3m deep, over the footpath, along whole frontage. The building is not proposed to be sited on the frontage of the site.</p>
<p>12.4.4 Building access and services</p> <p>(a) Road</p> <p>(b) Water</p> <p>(c) Sewer</p> <p>(d) Stormwater</p> <p>(e) Telecommunications</p> <p>(f) Electricity</p>	<p>Compliant.</p> <p>Access constructed to Municipal Drawing SD-1003.</p> <p>Compliant.</p> <p>Connected to water supply.</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>12.4.5 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 front door of a building is required to be visible from a road within 50m. The front door of the proposed building is visible from Reibey Street which is 25m away.</p> <p>Compliant through condition.</p> <p>The front door of the building is required to be artificially lit. Front door lighting is not indicated on the plan and therefore a condition has been recommended to achieve compliance.</p> <p>Compliant.</p> <p>The external area of the front doorway is to be visible from inside the building. The sliding entrance door is proposed to be clear glass.</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 to be provided to AS1158 and AS4282. The lighting standards are not indicated on the plan and therefore a condition has been recommended to achieve compliance.</p> <p>Compliant through condition.</p> <p>No light spillage to windows of any adjacent habitable rooms should occur. The lighting standards are not indicated on the plan, however, it is considered that no light spillage to windows of any adjacent habitable rooms will occur.</p> <p>Compliant.</p> <p>Arcades/footpaths are required to be visible from a public space. The proposed entry footpath is visible from Reibey Street.</p>

12.4.6 Delivery areas (a) On-site provision	Compliant. A goods loading/unloading area is provided on-site.
(b) Separation	Compliant. The goods loading/unloading area is proposed to be separate from public areas.
(c) Other tenancies	Compliant. Goods loading/unloading required to be accessible to other tenancies. There are no other commercial tenancies proposed.
12.4.7 Refuse areas (a) Accessibility	Compliant. An on-site refuse facility is provided which is accessible for collection.
(b) Visibility	Compliant. A secure area is provided in the building which is not visible from a public space.
RELEVANT SCHEDULES	
S1 Application Requirements	Compliant. Sufficient information provided for assessment.
S2 Road and Rail S2.5.1(A3) Sight Distance	Compliant. East: 120m. West: 120m. Required distance is 80m.
S2.5.3 (A3) Access to a Category IV, V or VI Road	Non-compliant. Two x 2-way accesses are proposed for the development.

	In the 60km/h zone only one x 2-way access or two x 1-way accesses are allowed. This is discussed later in the report.
S2.5.7 (A3) Setback of Buildings from Roads and Rail Lines	Compliant. The use is not a sensitive use and therefore the setback of 50m from a rail line does not apply.
S5 Contaminated land	Compliant. Sporting, recreational and sensitive uses on potentially contaminated land are required to have a satisfactory site investigation report. While the proposal is not a sporting, recreational or sensitive use, it will require Environment Protection Authority "sign-off".
S11.0 Car parking S11.3.1 Number required	Non-compliant. 24 spaces provided. The number of spaces required to be in accordance with Table S10.3.2: (one per employee + seven per 100m ² of floor area): 14 staff = 14 spaces Floor area: 210m ² (approx.) = 14 spaces Total = 28 spaces
S11.3.3 Car park design and construction (A1) Design standard	Non-compliant. Designs are required to comply with AS/NZS 2890.1-2004 Parking facilities – Off Street Parking. A blind aisle on the site will require the deletion of one car space and a condition is recommended to address this requirement.

(A2) Paving	<p>Compliant through condition.</p> <p>Car park areas are required to be paved, graded, drained, kerbed and marked out.</p>
(A3) On site turning	<p>Compliant.</p> <p>On-site turning for vehicles is to be provided.</p>
(A4) Landscaping	<p>Compliant through condition.</p> <p>Car park areas are required to be designed in accordance with a landscape plan. A condition has been recommended to achieve compliance with this requirement.</p>
<p>S12 Signs Schedule</p> <p>S12.5.1 Design and siting for business areas (P2)</p> <p>(a) Compatibility</p> <p>(b) Visual intrusiveness</p>	<p>Non-compliant.</p> <p>S12.4.2 only allows for one pole sign on a site and a maximum height of 5m.</p> <p>The proposal comprises five pole signs with the tallest being 8m. This is discussed later in the report.</p> <p>Compliant.</p> <p>All signs are consistent with corporate identity and image which is reflected on the proposed building.</p> <p>Non-compliant.</p> <p>Pole signs are required to not be visually intrusive.</p> <p>The proposed signs are considered to be visually intrusive in the Ulverstone context. This is discussed later in the report.</p>

(c) Light spillage	<p>Compliant through condition.</p> <p>This issue has not been addressed on the plan and a condition has been recommended to achieve compliance.</p>
(d) Traffic safety	<p>Compliant.</p> <p>Pole signs are required to not compromise traffic safety. It is considered that none of the signs are likely to block sight lines of traffic or pedestrians, or confuse traffic signals.</p>
<p>Wall Signs S12.6.1 Signs definition</p>	<p>Non-compliant.</p> <p>Wall signs are required to comply with the definition in S12.4.2 (must be non-illuminated and not greater than 5m²), otherwise they are prohibited under S12.6.1.</p> <p>The proposed wall signs are internally illuminated and one sign is 6.25m² [applicant proposes latter sign (“Colonel Sanders” image) to be a roof sign, which it is not]. This is discussed later in the report.</p>

Issues –

Principal issues associated with the proposed development are identified as follows:

- 1 Traffic access to Reibey Street.
- 2 Car parking.
- 3 Site contamination.
- 4 Streetscape character.
- 5 Building entrance and footpath lighting.
- 6 Number, type and illumination of signs.
- 7 Right-of-way on eastern boundary.

These are discussed below.

1 Traffic access to Reibey Street –

The applicant proposes two 2-way driveways from the site to Reibey Street, one on the western side of the property, the other on the eastern side. The western driveway and access would likely principally accommodate drive-through customers and delivery vehicles, the eastern side would principally accommodate exiting drive-through customers and users of the on-site car park.

The principal traffic concern regarding the proposed development is whether congestion would be caused in Reibey Street from vehicles entering and exiting the site, particularly at peak times.

Reibey Street is only wide enough for four vehicles across, i.e. two parking lanes and two traffic lanes. With any significant back up of traffic waiting to enter the site traffic movement in Reibey Street could be stopped, causing concerns about blocking the rail line and the Clock Tower roundabout.

A traffic impact report provided by the applicant modelled likely traffic impacts in Reibey Street based on 240 vehicle movements per hour (the more likely volume is 120 vehicle movements per hour) based on their experience with similar developments. Traffic volume data was provided by the Council for the river end of Reibey Street. The report indicates that two vehicles would be an average queue in Reibey Street towards the railway level crossing, at peak times. Queuing west on Reibey Street is less of a safety concern.

The figures used by the traffic consultant are conservative and they indicate that queuing on Reibey Street should not be problematic. However the views in the report are based on various assumptions and predictions based on averages, which may or may not apply at all times.

Additional modelling based on a doubling of Reibey Street traffic volumes and a redistribution of traffic volumes entering via the western access and exiting via the eastern access, was requested by the Council's Environmental Engineer in order to test the queuing sensitivity in Reibey Street. This showed that queues towards the rail line could increase to seven cars with an associated increase in queuing time. This length of queue would not extend to the rail line crossing. Given the conservative modelling approach, it is very unlikely that such a queue would eventuate as a normal occurrence.

On the basis of current traffic patterns, predicted vehicle generation and predicted traffic management effects, the impact of the development on traffic in Reibey Street should not be adverse.

In the event that traffic problems arise in the future, it would be necessary to review traffic management arrangements on and off the site and make changes where necessary, e.g. exiting vehicles could be redirected to the Quadrant. The co-operation of the operator would be likely as long queues and time delays on and off-site are likely to discourage patronage.

A note could be added to the permit to the effect that, "Traffic impact predictions indicate that on and off-site queuing and waiting times are unlikely to be problematic, however in the event that traffic problems do arise, the Council would seek the co-operation of the operator in resolving those problems, including the possible modification of traffic management arrangements on the site."

S2.5.3 (A3) Access to a Category IV, V or VI Road, requires one 2-way access or two 1-way accesses in the 60km/h zone. Two 2-way accesses are proposed in this case. The Performance Criteria (PC) requires that for a development generating more than 40 vehicle movements per day, it must be demonstrated that road safety and the efficiency of the road system is not unreasonably reduced. The applicant's traffic impact assessment does demonstrate that the use of two 2-way accesses would be appropriate and even preferable to two 1-way accesses.

It is considered that the PC (P3) of S2.5.3 has been satisfied and that an exercise of discretion on the Acceptable Solution (AS) (A3) is justified.

2 Car parking -

A preliminary proposal plan provided a total of 28 car parking spaces on the site: this accorded with the Car Parking Schedule requirement. An amended drawing containing an altered (and improved) on-site traffic management layout resulted in a reduction to 25 spaces. However the layout of parking on the eastern side of the proposed restaurant building does not comply with AS2890.1: 2004 Parking Facilities Part 1: Off-street car parking. This area is a blind aisle under the Standard and only allows a length of six spaces plus 1m. In this case seven spaces are proposed. The extra space invokes a requirement for a turning area to be provided at the end of the aisle. To bring the design into conformity with the Standard will cause a loss of one parking space. Consequently, the car parking provision can only be 24

spaces. There is therefore a shortfall in the amount of car parking provided of four spaces.

The Car Parking Schedule breaks up the required provision into restaurant floor area (14 spaces required) and staff numbers (14 spaces required). Advice from the applicant indicates that many (if not most) of the staff employed are unlikely to own a car or have a licence to drive. Consequently the need for car parking to cover the number of staff is likely to be less than 14. It is difficult to accurately determine whether 10 spaces would be adequate, but in general it is considered unlikely that more than 10 staff would have cars. The on-site demand for staff parking may be even less than 10 spaces.

It is considered that a reduction in the number of spaces from 28 to 24 is justified on the basis of likely demand. S11.3.1 Car parking provision, P1, provides for the waiving or reduction of parking spaces where:

- (i) there is no adverse effect on the streetscape;
- (ii) no traffic hazard or on-street congestion would be caused;
- (iii) there is no adverse effect on amenity.

It is unlikely that the four space reduction in on-site parking would create any of the above consequences.

It is considered that the development would provide sufficient on-site car parking and in so doing satisfies S11.3.1 of the Car Parking Schedule. An exercise of discretion on the number of required spaces from 28 to 24, is justified.

3 Site contamination –

The site was a former motor garage (Coastal Motors) that sold motor fuel as part of its operation. The site contains or contained a number of underground fuel tanks, possibly five, which may be a source of underground contamination. The applicant has conducted testing which indicated some elevated copper levels. However, these levels do not constitute a degree of contamination that would prevent its future use.

Sign-off by the EPA was requested by the Council in December 2010. It was considered that required works on the site could adversely affect workers undertaking demolition and construction, constituting a trigger for sign-off under the *Environmental Management and Pollution Control Act 1994* (EMPCA).

The EPA advised that it was not satisfied with the information provided by the applicant and that a more rigorous assessment conducted in accordance with identified standards and protocols was required before it could provide its sign-off.

The EPA also advised that the Council could include the sign-off process through its planning process and incorporate its decision within the Council's approval, or for the Council to issue its approval without EPA sign-off but with conditions related to the obtaining of sign-off. The latter course is being followed and the process would be:

- . a Building Permit would be granted for the demolition and the buildings demolished;
- . additional contamination investigations would be conducted;
- . a Contamination Management Plan would be developed and EPA sign-off obtained;
- . a Building Permit would be issued for the replacement development and construction commenced.

The Scheme's Contaminated Land Schedule does not apply to this development. The Schedule only applies to Sports and recreation and sensitive uses. Food services is not a sensitive use.

4 Streetscape character -

The development involves the restaurant building situated at the rear of the lot, 24m from the Reibey Street frontage. The presentation to the street would be principally of car parking with the building behind.

The proposal is at variance with the majority of commercial premises in the immediate area and the Reibey Street shopping strip more generally. The predominant development form in the area is buildings at the street edge with car parking in behind. The existing car sales and repair operation does have two open areas at the street edge for the display of cars, but also has a commercial building in the centre of the site that extends to the street edge. The presence of the building reduces the impact of the "gaps" either side.

The designer proposes to place a 700mm high hedge along the Reibey Street edge to establish an edge in streetscape terms.

The Scheme does not contain strong streetscape provisions. This has been acknowledged by the Council and is the principal reason for it commissioning the Ulverstone Urban Design Guidelines (the Guidelines) and implementation projects. The Guidelines reinforce the importance of building to the street edge in Reibey Street and to reduce the visual impact of off-street car parks. In the case of existing car parks, the Guidelines suggest new buildings or provision of landscape screening along the street edge.

There are no enabling provisions for the recommendations of the Guidelines report: these are in the course of preparation. However the Scheme does list as an objective for building design and siting in the Business Zone 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 locality.”

The siting and design of the proposed development could not reasonably be said to complement the streetscape or have minimal (visual) impact on the locality given its difference in siting and layout with the character of surrounding development, and with the direction given in the Guidelines.

In this case a decision can only be made only on the content of the Scheme in relation to streetscape.

Clause 4.9 Determining Applications, of the Scheme states that the Council must, “...give effect to all relevant standards...specified in this planning scheme.” The objective in this case is part of the Standards for Development in the Business Zone (clause 12.4, sub-clause 12.4.3). However, clause 4.3.3 limits consideration of the objective to, “...clarify the purpose of an acceptable solution or performance criterion...” or “...help determine whether a use or development meets an acceptable solution or performance criterion.”

In this context it would not be appropriate to depart from the stated AS or PC and as there is no doubt as to the purpose of the AS or PC, then the objective should not be used as a basis itself for determining “other” streetscape issues.

5 Building entrance and footpath lighting -

Clause 12.4.5 Crime prevention A1, requires various measures designed to deter any criminal behaviour, including visibility of the entrance from the

street, provision of lighting and visibility of the external area at the entrance from inside the building. All but the provision of lighting of the external area around the entrance have been demonstrated to meet the standards.

It is likely that the external area around the entrance would be artificially lit: the plans do not indicate the intention. This is a matter of detail. The requirement can be satisfied and if the development is approved it should be a condition of the permit that, "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."

Application of clause 12.4.5 A2, is similar: it requires that the pedestrian pathway (with unrestricted public access) is to be lit in a manner that does not cause light spillage onto windows of any adjacent habitable rooms. The adjacent property at 103 Reibey Street contains a flat which faces the proposed development. A2 also requires that the pathway is visible from the road, which it is in this case.

If the development is approved, the permit should include a condition that, "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."

6 Number, type and illumination of signs -

The development proposal includes numerous signs as follows:

- . an 8.5m illuminated pylon sign at the Reibey Street frontage;
- . four 1.8m illuminated directional signs located near the Reibey Street frontage either side of the two proposed accesses;
- . six illuminated wall signs positioned at pediment height on the restaurant building (south = three signs, north = two signs and east = one sign).

The signs have been assessed against the requirements of the Signs Schedule: its performance is outlined and discussed as follows:

Pylon sign

The pylon sign is best categorised as a "pole sign" under the Schedule. S12.4.2 exempts pole signs which:

- (i) relate only to the site;
- (ii) is the only pole sign on the site;

- (iii) has a display area not greater than 5m² per side;
- (iv) has a height not greater than 5m;
- (v) has a colour and design compatible with the development to which it relates;
- (vi) if illuminated does not spill light over the site boundary.

The proposed sign fails to meet (ii) – there are five pole signs on the site; (iii) – the pylon sign contains two faces of 11.8m² per side; and (iv) – the height is 8.5m. Therefore the proposed pylon sign is not exempt.

S12.5.1 Design and siting for residential and environmental areas, provides for the consideration of pole signs in the Business Zone under the PC, which requires that they must:

- (a) be compatible with the architectural features of the building;
- (b) not be visually intrusive;
- (c) where the sign is illuminated, not unreasonably spill light over the site boundary;
- (d) not create a traffic hazard or compromise safety.

There is little concern in relation to (a), (c) and (d). However, the visual impact of the proposed sign is of concern. The sign would be 8.5m high and would carry a considerable area of advertising.

The proposed sign would be significantly higher than an existing sign (roof sign) on the property and just over eaves level of the adjacent two-storey building at 103 Reibey Street. The height of the sign would also be significantly higher than the majority of buildings in the Reibey Street shopping strip and would project noticeably into the skyline of the town centre. Photographs 1 and 2 below provide an illustration of the height of the proposed sign.



Photo 1



Photo 2

The area of signage proposed on the pylon sign is also considerable and larger in area and impact (combined with the height) than signage in the Ulverstone town centre. It is a further 1.8m higher than the McDonalds sign on Kings Parade.

The sign could also compete visually with the Clock Tower memorial, which is an iconic landmark and reference point in Ulverstone. It is considered that such a competitive element as the proposed sign would not be appropriate.

It is considered that the proposed pole sign is not consistent with the character of Ulverstone and would be visually intrusive. For this reason the proposed pole sign is not consistent with the PC.

It is recommended that the applicant modify the pole sign to meet the PC and the objective to not detract from the appearance of the locality. A condition has been recommended to this effect.

Direction signs

The four direction signs would be 0.84m wide and 1.8m tall; they would indicate "entry" points and would contain an image of "Colonel Sanders". Their function is partly directive and partly advertising.

These signs are also not exempt under S12.5.1 Design and siting for residential and environmental areas because there is more than one pole sign on the site (the exemptions restrict the number of pole signs to one per site).

The signs also need to be considered under the PC P2 of S12.5.2 which requires that they must:

- (a) be compatible with the architectural features of the building;
- (b) not be visually intrusive;
- (c) where the sign is illuminated, not unreasonably spill light over the site boundary;
- (d) not create a traffic hazard or compromise safety.

The signs would be consistent with (a), (c) and (d) of these requirements. However, the number of signs and their not insignificant size (1.8m high), when combined with the proposed pylon sign, do suggest an excessive degree of advertising, i.e. the "Colonel Sanders" image would be displayed 10 times at the property frontage.

As the proposal currently stands the four (directional) pole signs would constitute a visual intrusion and a more restrained approach is considered to be appropriate in the context of the character of the Ulverstone shopping area. That character incorporates a generally conservative and restrained display of corporate advertising in the Business Zone, which is supported by the restrictive nature of signage controls in the Signs Schedule.

Consequently, the proposal for four pole signs (directional) does not satisfy the PC in that the signs would be visually intrusive.

A more appropriate level of advertising would be a reduction in the number of signs (e.g. one sign per entry) and a condition has been recommended to this effect.

Wall signs

The six wall-mounted signs on the restaurant building are all illuminated and comprise a shallow box or similar within which the lighting is contained.

The first test for these signs is their definition under S12.3.1 of the Signs Schedule. The application seeks to classify five of the smallest signs as projecting wall signs because the illumination casing projects from the wall.

While the signs do project (albeit by a small amount) they are more consistent with what are regarded generally by others (including the Hobart City Council) as a wall sign. The Scheme definition is consistent with this understanding: it defines a wall sign as being painted or attached to the wall or window of a building. The appropriate classification is considered to be wall sign for the five smallest signs.

The second test is whether the signs are exempt under S12.4.2 for signs in the Business Zone. S12.4.2 states that wall signs which:

- (i) relate only to the site;
- (ii) have an area not greater than 5m²;
- (iii) are not illuminated; and
- (iv) do not obscure any significant architectural feature of the building,

are exempt. The signs are illuminated which is not consistent with point (iii). Consequently, the signs are not exempt.

S12.5.2 Design and siting for business areas, is silent on the provision of wall signs in the zone, i.e. there are no standards to assess wall signs beyond those which are exempt under S12.4.2.

S12.6.2 of the Signs Schedule states that a sign not listed in clauses S12.4.2 and S12.5.2 (incorrectly identified as S11.4.2 and S11.5.2 in the Schedule) is prohibited. In this case the four wall signs do not meet the exempt requirements and are not listed in clause S12.5.2. As a consequence of the latter they are prohibited in the Business Zone.

The four smaller wall signs cannot be approved and a condition has been recommended to address this.

The sixth sign is an image of "Colonel Sanders" which would be positioned on the façade of the building facing Reibey Street. The application seeks to define this sign as a roof sign because it projects a small distance above the parapet of the building.

Roof signs are defined in the Schedule as a sign erected on a roof or parapet of the building. Clearly this sign is not positioned ON the roof or the parapet. It is mounted on the wall and a minor proportion of it projects above the parapet (even this section includes an area of support which reads as a section of parapet).

Roof signs are generally interpreted by others (including the Hobart City Council) as being placed on the roof, or at least principally on the roof. The most appropriate classification for the "Colonel Sanders" image is as a wall sign.

The second test is whether the signs are exempt under S12.4.2 for signs in the Business Zone. S12.4.2 states that wall signs which:

- (i) relate only to the site;
- (ii) have an area not greater than 5m²;
- (iii) are not illuminated; and
- (iv) do not obscure any significant architectural feature of the building,

are exempt. The sign is illuminated and greater than 5m² (6.25m² proposed) in area. These elements are not consistent with points (ii) or (iii) and consequently the sign is not exempt.

As discussed above S12.5.2 Design and siting for business areas, is silent on the provision of wall signs in the zone, i.e. there are no standards to assess wall signs beyond those which are exempt under S12.4.2.

S12.6.2 of the Signs Schedule states that a sign not listed in clauses S12.4.2 and S12.5.2 (incorrectly identified as S11.4.2 and S11.5.2 in the Schedule) is prohibited. In this case the sign does not meet the exempt requirements and is not listed in clause S12.5.2. As a consequence of the latter they are prohibited in the Business Zone.

The larger "Colonel Sanders" image wall sign cannot be approved and a condition has been recommended to address this.

7 *Right-of-way on eastern boundary*

The plans indicate a landscaped edge along the eastern side boundary from the Reibey Street frontage. This strip is actually a right-of-way for the adjacent property. The plan shows the access being moved to the eastern driveway for the restaurant traffic. The neighbour and beneficiary of the right-of-way has indicated that he is opposed to its removal in any form, although it is understood that the land owners are in discussion about the matter.

The proposed traffic arrangement would be preferable in that two accesses would be safer and more convenient than three in a relatively short section of footpath. The plan may require a minor change to the width and/or angle of driveway into the neighbouring lot.

The Council can consider the plan as proposed. Under the *Land Use Planning Approvals Act 1993* (the Act), the applicant only needs to demonstrate that the owner of other land that is part of the application has been advised of the development. In this case the neighbour is not the owner: he only enjoys a right-of-way across the neighbouring land.

The matter of the right-of-way is one for the land owners to resolve. It may only involve the Council where a layout is different to a plan approved by the Council.

CONSULTATION

In accordance with s.57(3) of the Act:

- a site notice was posted;
- letters to adjoining owners were sent;
- an advertisement was placed in the Public Notices section of "The Advocate" newspaper.

The application was referred to the Council's Planning and Assessment Team. Any relevant comments received from the Planning and Assessment Team are included in the recommendation of the application.

REPRESENTATION

Two submissions were received in response to notification of the application. A copy of the representations is provided at Annexure 3. The main points of each submission are identified and commented on in the following table:

Submission 1

CONCERN	COMMENT
1 Objects to any loss of right-of-way access to neighbouring property	This is a matter between the land owners to resolve which is not a valid consideration in determining this application.

Submission 2

CONCERN	COMMENT
1 KFC will send other chicken sales outlets out of business.	These are not matters that can be considered under the Scheme.
2 Owners have invested up to \$300,000 in their business and contributed \$15,000 to local community.	
3 The representor's and other businesses will be unable to sponsor local groups. The proposed business will only sponsor national events.	
4 News of the proposed development has caused café owners to enquire to real estate agents about selling.	

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

The proposal is consistent with these strategies and key actions.

CONCLUSION

The KFC restaurant proposal meets many of the elements of the Scheme including use, car parking, crime prevention and provision for loading/unloading and refuse storage.

A key aspect of the proposal is the effect the proposal could have on traffic movement in Reibey Street. This was the subject of detailed investigation by the applicant's traffic consultants. The consultant's report showed that major problems, principally involving delays resulting from cars waiting to enter the KFC site, were unlikely to occur when taken as an average. This is a matter that the operators and the Council would need to monitor over time and if traffic congestion was determined to be a problem, then traffic management arrangements would need to be reviewed. A note to this effect on the permit would be appropriate.

The form of the development is not consistent with the character of the Reibey Street shopping area – it will appear somewhat as a “toothless” gap in the streetscape, which is unfortunate. However, the Scheme provisions do not justify requiring an alternative design in this respect. Proposed incorporation of the Ulverstone Urban Design Guidelines into the Scheme in the future will be helpful in preventing unsympathetic development.

The Signs Schedule presents the applicant with a difficulty. The proposed pylon sign is too intrusive, particularly in its proximity to the Clock Tower memorial, and at a street level the proposed direction signs would present a gaudy appearance to Reibey Street. The impact of both needs to be lessened.

The proposed wall signs on the restaurant building cannot be approved under the Signs Schedule and therefore the operator will need to redesign them in accordance with the recommended conditions.

On balance it is considered that the proposal should be approved subject to appropriate conditions covering matters including signs and investigation of the site for contamination.

RECOMMENDATION

It is recommended that the application for a Food services restaurant development at 97-101 Reibey Street, 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 development must be in accordance with the conditions of the Form 02 from Cradle Mountain Water (to be enclosed with the permit).
- 3 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.
- 4 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.
- 5 The 8.5m high pylon sign is to be reduced to a height that is no higher than spouting level on the adjacent building at 103 Reibey Street.
- 6 The pylon sign is to be reduced in area to a maximum of 9.4m².
- 7 Only two 1.8m directional signs are to be provided on the site (one sign per entry).
- 8 All signs on the restaurant building are to be redesigned to meet the requirements for wall signs in the Central Coast Planning Scheme 2005 Signs Schedule to the satisfaction of the Director Development & Regulatory Services.

- 9 Prior to the issue of a building permit for construction of the development, additional investigations into potential contamination of soil and groundwater are to be conducted, taking 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, and by a suitably qualified and experienced consultant.
- 10 Where any contamination is identified, a Contamination Management Plan is to be developed by a suitably qualified and experienced consultant, to the satisfaction of the Director Development & Regulatory Services, based on the findings of the additional investigations, in accordance with appropriate standards, policies and guidelines determined by the Environment Protection Authority, for assessment and management of contaminated sites, which ensures the management of human health and environmental risks associated with development of the site, particularly where works involve the excavation and removal of soil and/or groundwater from the site.
- 11 The activity endorsed by the permit must be carried out in accordance with the requirements of the *Environmental Management and Pollution Control Act 1994*, and Regulations made thereunder.
- 12 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.
- 13 No liquids other than unpolluted rain water are to be allowed to discharge or drain to the Council's stormwater system or receiving water bodies or watercourses.
- 14 Food waste generated by the business is to be collected, stored and disposed of in an appropriate manner so as not to cause an environmental nuisance or present a risk to public health.
- 15 Prior to the commencement of operation the applicant is required to register as a food business in accordance with s.86 of the *Food Act 2003*.
- 16 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.

- 17 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 submission of the building application.
- 18 The Council will only allow two 6.0m-wide vehicle accesses from the Reibey Street frontage.
- 19 The two new 6.0m-wide vehicle accesses 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 applicant's/property owner's cost, unless alternative arrangements are approved by the Council's Director Engineering Services or his representative.
- 20 The existing accesses made redundant by the development must be removed, noting that any work associated with the road, kerb crossover or footpath infrastructure will be undertaken by the Council at the applicant's/property owner's cost, unless alternative arrangements are approved by the Council's Director Engineering Services or his representative.
- 21 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.
- 22 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.
- 23 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.
- 24 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.

- 25 Any works associated with existing roads, footpaths, kerb and channel, nature strips, stormwater infrastructure or other Council services will be undertaken by the Council at the applicant's/property owner's cost, unless alternative arrangements are approved by the Council's Director Engineering Services or his representative.
- 26 Any damage or disturbance to footpaths, kerb and channel, roads, nature strips, stormwater infrastructure or existing services must be rectified, noting that this work will be undertaken by the Council at the applicant's/property owner's cost, unless alternative arrangements are approved by the Council's Director Engineering Services or his representative.

Notes:

- 1 Pursuant to the *Building Act 2000*, the applicant's Building Surveyor must submit a Form 42 Request for any food related activities prior to any development occurring. The appropriate documentation referred to in Regulation 16 - *Building Regulations 2004 (Tas.)* is to be forwarded to the Council for comment. The documentation is to include diagrams, be drawn to scale and include the relevant elevations and be in accordance with the Design Construction and Fit Out of Food Premises Australian Standard 4674 - 2004 and the Tasmanian Part of the *Building Code of Australia* H102 - Food Premises.
- 2 Building and plumbing permits are required for the proposed development. A copy of the planning permit should be given to your building surveyor.
- 3 Any proposal to modify the streetscape adjacent to the development (landscaping, street furniture etc.) will require the approval of the Council's Director Engineering Services or his representative.
- 4 Traffic impact predictions indicate that on and off-site queuing and waiting times are unlikely to be problematic. However, in the event that traffic problems do arise, the Council would seek the co-operation of the operator in resolving those problems, including the possible modification of traffic management arrangements on the site.

- 5 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 the *Environmental Management and Pollution Control (General Waste) Regulations 2010* and Information Bulletins 105, 109, 112 and 112a issued by the Environment Protection Authority (Tasmania).'

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 Fuller moved and Cr van Rooyen seconded, "That the application for a Food services restaurant development at 97-101 Reibey Street, 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 development must be in accordance with the conditions of the Form 02 from Cradle Mountain Water (to be enclosed with the permit).
- 3 The restaurant building is to be re-sited to the Reibey Street frontage in accordance with the objection of section 12.4.3 Building design and siting of the Central Coast Planning Scheme 2005, being to better complement the streetscape, and with the Urban Design Guidelines for Ulverstone CBD, to the Council's satisfaction.
- 4 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.
- 5 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.
- 6 The 8.5m high pylon sign is to be reduced to a height that is no higher than spouting level on the adjacent building at 103 Reibey Street.
- 7 The pylon sign is to be reduced in area to a maximum of 9.4m².
- 8 Only two 1.8m directional signs are to be provided on the site (one sign per entry).

- 9 All signs on the restaurant building are to be redesigned to meet the requirements for wall signs in the Central Coast Planning Scheme 2005 Signs Schedule to the satisfaction of the Director Development & Regulatory Services.
- 10 Prior to the issue of a building permit for construction of the development, additional investigations into potential contamination of soil and groundwater are to be conducted, taking 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, and by a suitably qualified and experienced consultant.
- 11 Where any contamination is identified, a Contamination Management Plan is to be developed by a suitably qualified and experienced consultant, to the satisfaction of the Director Development & Regulatory Services, based on the findings of the additional investigations, in accordance with appropriate standards, policies and guidelines determined by the Environment Protection Authority, for assessment and management of contaminated sites, which ensures the management of human health and environmental risks associated with development of the site, particularly where works involve the excavation and removal of soil and/or groundwater from the site.
- 12 The activity endorsed by the permit must be carried out in accordance with the requirements of the *Environmental Management and Pollution Control Act 1994*, and Regulations made thereunder.
- 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 water bodies or watercourses.
- 15 Food waste generated by the business is to be collected, stored and disposed of in an appropriate manner so as not to cause an environmental nuisance or present a risk to public health.
- 16 Prior to the commencement of operation the applicant is required to register as a food business in accordance with s.86 of the *Food Act 2003*.
- 17 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.

- 18 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 submission of the building application.
- 19 The Council will only allow two 6.0m-wide vehicle accesses from the Reibey Street frontage.
- 20 The two new 6.0m-wide vehicle accesses 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 applicant's/property owner's cost, unless alternative arrangements are approved by the Council's Director Engineering Services or his representative.
- 21 The existing accesses made redundant by the development must be removed, noting that any work associated with the road, kerb crossover or footpath infrastructure will be undertaken by the Council at the applicant's/property owner's cost, unless alternative arrangements are approved by the Council's Director Engineering Services or his representative.
- 22 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.
- 23 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.
- 24 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.
- 25 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.
- 26 Any works associated with existing roads, footpaths, kerb and channel, nature strips, stormwater infrastructure or other Council services will be undertaken by the Council at the applicant's/property owner's cost, unless alternative arrangements are approved by the Council's Director Engineering Services or his representative.

- 27 Any damage or disturbance to footpaths, kerb and channel, roads, nature strips, stormwater infrastructure or existing services must be rectified, noting that this work will be undertaken by the Council at the applicant's/property owner's cost, unless alternative arrangements are approved by the Council's Director Engineering Services or his representative.

Notes:

- 1 The Council is concerned that the siting of the proposed restaurant building and car parking is not consistent with the intention of the Planning Scheme or with the Urban Design Guidelines, and is seeking the developer's co-operation in achieving a design outcome that is more appropriate to the Reibey Street character.
- 2 Pursuant to the *Building Act 2000*, the applicant's Building Surveyor must submit a Form 42 Request for any food related activities prior to any development occurring. The appropriate documentation referred to in Regulation 16 – *Building Regulations 2004 (Tas.)* is to be forwarded to the Council for comment. The documentation is to include diagrams, be drawn to scale and include the relevant elevations and be in accordance with the Design Construction and Fit Out of Food Premises Australian Standard 4674 – 2004 and the Tasmanian Part of the *Building Code of Australia H102 – Food Premises*.
- 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 Any proposal to modify the streetscape adjacent to the development (landscaping, street furniture etc.) will require the approval of the Council's Director Engineering Services or his representative.
- 5 Traffic impact predictions indicate that on and off-site queuing and waiting times are unlikely to be problematic. However, in the event that traffic problems do arise, the Council would seek the co-operation of the operator in resolving those problems, including the possible modification of traffic management arrangements on the site.
- 6 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 the *Environmental Management and Pollution Control (General Waste) Regulations 2010* and Information Bulletins 105, 109, 112 and 112a issued by the Environment Protection Authority (Tasmania)."

Voting for the motion

(6)

Cr (J) Bonde

Cr Diprose

Cr Dry

Cr Fuller

Cr Robertson

Cr van Rooyen

Voting against the motion

(4)

Cr (L) Bonde

Cr Carpenter

Cr Deacon

Cr Howard

Motion

Carried

Minute No. 118/2011 continued...

■ "Cr van Rooyen moved and Cr Fuller seconded, "That the development is inconsistent with the purpose of the Central Coast Planning Scheme 2005 Residential Zone and the representations have sufficient merit to warrant refusal, and that the application for a Home Occupation – Business and professional services at 10 Mountain View Place, Penguin, be refused."

Voting for the motion

(6)

Cr Carpenter

Cr Deacon

Cr Dry

Cr Fuller

Cr Robertson

Cr van Rooyen

Voting against the motion

(4)

Cr (J) Bonde

Cr (L) Bonde

Cr Diprose

Cr Howard

Motion

Carried

GENERAL MANAGEMENT

121/2011 Voting procedure

■ Cr (L) Bonde (having given notice) moved and Cr Howard seconded, "That the Local Government Association of Tasmania request the State Government to review the voting procedures for the elections of mayor and deputy mayor by councillors as outlined under Part 2 Division 1 of the *Local Government (General) Regulations 2005* to make it in line with the process outlined in Schedule 5 of the *Electoral Act 2004* (counting of Legislative Council votes)."

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

"The Council recently had to apply the system of counting votes in accordance with the process outlined in Part 2 Division 1 of the *Local Government (General) Regulations 2005*. This process required four separate ballots to take place and two candidates being excluded throughout the count on a drawing or casting of lots.

After being involved in this process, I have researched two alternative processes that should be considered. The two alternative processes are outlined in Part 2 of Schedule 7 of the *Local Government Act 1993* and Schedule 5 provisions under the *Electoral Act 2004* for the counting of Legislative Council votes.

Both Part 2 of Schedule 7 of the *Local Government Act 1993* and Schedule 5 of the *Electoral Act 2004* provide for only one ballot being required with councillors encouraged to vote for the number of candidates on the ballot paper in the order of their choice. The *Local Government Regulations* currently requires separate ballots as a candidate is eliminated unless one candidate has an absolute majority.

The main contentious issue is that due to the small number of votes being cast, there is a higher probability of candidates with equal number of votes being required to be excluded throughout the count. As with the *Local Government Regulations*, Part 2 of Schedule 7 of the *Local Government Act 1993* does not alleviate this situation as, if on any count, two or more candidates have an equal number of votes and one of them has to be excluded, the returning officer is to decide which candidate is to be excluded by the drawing or casting of lots in the prescribed manner. Alternatively, the provisions under Schedule 5 of the *Electoral Act 2004* does provide that if on any count two or more candidates have an equal number of votes and one of them is to be excluded, then whichever of those candidates was recorded as having the least number of votes at the last count at which they had an unequal number of votes is to be excluded.

It is therefore my recommendation that the process outlined in Schedule 5 of the *Electoral Act 2004* be implemented for the elections of mayor and deputy mayor by councillors.”

The General Manager reported as follows:

“PURPOSE

This report considers a notice of motion from Cr (L) Bonde concerning changes to the conduct of elections of mayor and deputy mayor by councillors as outlined under the *Local Government (General) Regulations 2005*.

BACKGROUND

Details have been provided by Cr (L) Bonde.

DISCUSSION

This motion provides an alternative process for the conducting of the ballot and voting process which is more consistent with the current processes in regard to Council General Elections and Legislative Council Elections. The alternate procedure identified in Schedule 5 of the *Electoral Act 2004* is probably a more widely known and understood process than the one currently used in the Regulations.

CONSULTATION

Public consultation was not required for this notice of motion.

IMPACT ON RESOURCES

Outside of advising the Local Government Association of Tasmania of the Council’s motion there would be no additional impact on resources.

CORPORATE COMPLIANCE

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

Council Sustainability and Governance
• Improve corporate governance

CONCLUSION

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

GENERAL MANAGEMENT

Voting for the motion
(1)
Cr (L) Bonde

Voting against the motion
(9)
Cr (J) Bonde
Cr Carpenter
Cr Deacon
Cr Diprose
Cr Dry
Cr Fuller
Cr Howard
Cr Robertson
Cr van Rooyen

Motion

Lost

122/2011 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:

- . Cradle Coast Authority - meeting of Representatives held on 24 February 2011
- . Development Support Special Committee - meeting held on 28 March 2011
- . Penguin Miniature Railway Management Committee - meeting held on 29 March 2011
- . Youth Engaged Steering Committee - meeting held on 31 March 2011.

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

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

Carried unanimously

CORPORATE & COMMUNITY SERVICES

123/2011 Australian Masters Games

■ Cr Fuller (having given notice) moved and Cr Robertson seconded, "That the Council provide in principle support for the Cradle Coast Authority to investigate the feasibility of the North West aiming to secure the 2017 or 2019 Australian Masters Games; and further,

that the General Manager forward this item to the Cradle Coast Authority for consideration at the next Representatives meeting in May 2011."

Cr Fuller, in support of her motion, submitted as follows:

"A small working group consisting of elected members from Devonport, Waratah-Wynyard and myself have met to discuss the potential for securing the 2017 or 2019 Australian Masters Games to the North West Coast.

It is the intent of the current small working group to work with the Cradle Coast Authority to seek funding through the likes of Events Tasmania to undertake a feasibility study for the hosting of the Australian Masters Games (AMG) in the North West/Northern regions in 2017 or 2019. This should include preparation of a business case to further discussions with the State Government and other stakeholders. This motion seeks to provide the Cradle Coast Authority with the mandate to further this project.

At the time of lodging this Notice of Motion, fellow elected colleagues at Devonport, Burnie, Waratah-Wynyard, Latrobe and Kentish will be lodging the same Notice of Motion, with similar efforts currently being sourced from Circular Head, West Coast and King Island Councils.

2017 is the 30th anniversary of the Australian Masters Games (AMG), with the first Games being held in Glenorchy, Tasmania in 1987.

A support letter was received by Ald Steve Martin (Devonport City Council) dated 17 March 2009 from the Central Coast Council as follows:

'Receipt is acknowledged of your letter dated 17 February 2009 regarding a request for Council support in hosting part of the 2014 Australian Masters Games.

The Central Coast Council believes strongly in the promotion of healthy living and contributes directly to a range of recreational facilities within the Central Coast area.

The Council would support the inclusion of Tasmania in the rotation for the holding of the Australian Masters Games and believes that we have a number of significant sporting venues, such as the Ulverstone Showground Complex, and the Penguin Sports Complex, that would be suitable for hosting appropriate events from the Games.'

Early approaches (2009) were also made to Tasmanian entities seeking their support, receiving such from:

- . Swimming Tasmania – 24 February 2009
- . Golf Tasmania – 20 July 2009
- . Softball Tasmania – 4 March 2009
- . Triathlon Tasmania – 2 April 2009.

At the 2009 12th AMG (Geelong):

- . there were 7,461 participants, along with 229 registered accompanying people, 2,734 non-registered adults, 1,303 children under 15, 1,211 volunteers and 13 AMG staff – Total 12,526 people involved;
- . total direct expenditure \$7,422,328 with an estimated direct expenditure into Geelong and surrounds of \$6,108,986;
- . 62 sports ranging from athletics, golf, futsal, rowing, triathlon and ten-pin bowling were competed in;
- . part of the strategy to gain the event was the collaborative work by Sport & Recreation Victoria, Victorian Major Events Company and the City of Greater Geelong with the Confederation of Australian Sport (who own and run the AMG) to expand the Games to be a regional Victorian event."

The Director Corporate & Community Services reported as follows:

"PURPOSE

This report considers a motion on notice from Cr Fuller.

BACKGROUND

Cr Fuller's motion is a request that the Council provide in principle support for the Cradle Coast Authority to investigate the feasibility of the North West aiming to secure the 2017 or 2019 Australian Masters Games.

DISCUSSION

The benefit of events such as the Masters Games to tourism and local businesses is significant. This is evidenced by the figures provided on the 2009 Masters Games held in Geelong, and the Council has experienced a similar benefit with the holding of the Ulysses AGM some years ago. The Council has a number of venues that would be suitable for use in such an event and should provide in principle support to the Cradle Coast Authority undertaking a study into the feasibility of the North West securing either the 2017 or the 2019 Masters Games.

CONSULTATION

No consultation has been undertaken.

IMPACT ON RESOURCES

There will be no impact on staff resources.

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

A Connected Central Coast

- Improve community wellbeing.

CONCLUSION

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

Motion

Carried unanimously

124/2011 Contracts and agreements

The Director Corporate & Community Services reported as follows:

“A Schedule of Contracts and Agreements (other than those approved under the common seal) entered into during the month of March 2011 has been submitted by the General Manager 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 van Rooyen moved and Cr Deacon seconded, “That the Schedule of Contracts and Agreements (a copy being appended to and forming part of the minutes) be received.”

Carried unanimously

125/2011 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 March 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 undertaking the painting of the visitor’s changerooms at the Penguin Recreation Ground.
- . Letter querying matters relating to maintenance charges on the Council’s Aged Persons Units.
- . Email relating to rising sea levels.
- . Letter reporting incident in Ulverstone Library.
- . Letter raising concerns over critical energy issues.
- . Letter querying progress on upgrade of Shipmakers Lane.
- . Letter relating to establishment of KFC business in Ulverstone.

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 Robertson moved and Cr Carpenter seconded, “That the Director’s report be received.”

Carried unanimously

126/2011 Common seal

The Director Corporate & Community Services reported as follows:

“A Schedule of Documents for Affixing of the Common Seal for the period 22 March 2011 to 18 April 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 Deacon moved and Cr van Rooyen 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

127/2011 Financial statements

The Director Corporate & Community Services reported as follows:

“The following principal financial statements of the Council for the period ended 31 March 2011 are submitted for consideration:

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

The Executive Services Officer reported as follows:

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

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

Carried unanimously

128/2011 Dog control – Fixing of registration fees for the 2011–2012 financial year and other fees under the *Dog Control Act 2000*

The Director Corporate & Community Services reported as follows:

“The Administration Services Group Leader has prepared the following report:

PURPOSE

This report considers the fixing of dog registration fees for the 2011–2012 financial year and other fees as required under the *Dog Control Act 2000* (the Act).

BACKGROUND

The *Dog Control Amendment Act 2009* provides for the Council to set dog registration fees and other associated animal fees such as kennel licences, dangerous dog licences and so on. This report enables the registration fees to be set and the registration forms and tags to be issued to dog owners before the commencement of the registration period, and other associated animal fees to be set for the 2011–2012 financial year.

Please note, the provisions of the *Dog Control Amendment Act 2009* have made the microchipping of dogs over six months of age compulsory as from 1 July 2011.

DISCUSSION

The dog control legislation requires that all dogs over the age of six months be registered with a local council and it provides for councils to set fees for the purpose of registration and management of the Act. All dogs over six months of age must be registered with a local council; the period of registration being 1 July to 30 June each year.

The dog registration system enables the Animal Control Officer to identify a dog’s owner and records information to enforce the regulations and provisions of the dog control legislation.

The Council will continue to offer a discounted fee in the following instances:

- should the dog registration be paid prior to 31 July 2011 for the 2011–2012 financial year, as an incentive to maximise dog registrations as at 1 July 2011;

- . should the dog be sterilised, to encourage the reduction in the instances of unwanted or abandoned dogs;
- . should the dog be obedience trained, to promote the value of obedience training;
- . should the dog be a registered working, pure bred, greyhound or hunting dog;
- . should the dog be owned and registered by a pensioner; and
- . newly registered dogs that have either recently been purchased or are up to six months of age.

The Council will continue to provide the registration services free of charge in the following instances:

- . should the dog be a registered and appropriately trained guide, hearing or companion dog (limited to one per person); and
- . should the dog registration be transferred from another Tasmanian council.

The Council has also chosen, in recognition of the fact that the discount for microchipping is no longer available, to maintain the current fee for pensioners which will result in a very real discount on the annual registration fee.

The Council is also working with the local veterinarians to provide some form of voucher for discounted microchipping to be sent with all registration renewals that will assist those persons who have yet to undertake the microchipping of their dog as will be required under law from 1 July 2011.

CONSULTATION

The review of fees for the registration of dogs has been compared with other similar size councils within Tasmania. Sixteen councils (of the 29 across Tasmania) were investigated to compare fees and charges for dog registration fees. The Central Coast Council falls within the range of the mid-sized councils and the proposed dog registration and associated fees fall within the range of fees charged by those Councils.

IMPACT ON RESOURCES

The proposed fee structure is based on retention of the current dog control procedures and is calculated to meet the projected cost of dog control in 2011–2012 with the exception of the community service obligation to be met from rates.

To ensure that the level of the community service obligation does not increase and to meet the increase in costs over the past year there is a need for an increase in the fees structure for 2011–2012.

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

A Connected Central Coast

- Improve community wellbeing

Council Sustainability and Governance

- Improve corporate governance
- Improve service provision

CONCLUSION

It is recommended that dog registration fees be fixed for the financial year 1 July 2011 to 30 June 2012 in respect of all dogs over the age of six months, at the following rates:

DESCRIPTION	INCENTIVE RATE (IF PAID ON OR BEFORE 31 JULY 2011)	FULL RATE (IF PAID AFTER 31 JULY 2011)
Unsterilised dog	\$45.00	\$80.00
Sterilised dog*	\$25.00	\$35.00

CORPORATE & COMMUNITY SERVICES

Greyhound registered with the Tasmanian Greyhound Racing Board*	\$25.00	\$45.00
Pure Bred dog* (kept for breeding whose owner is the holder of a current stud prefix recognised by the Tasmanian Canine Association)	\$25.00	\$45.00
Working dog kept for the purpose of working farm stock*	\$25.00	\$45.00
Hunting dog*	\$25.00	\$45.00
Guide, Hearing or Companion dog	Nil	Nil
Newly registered dog (purchased through the year) – first year of registration only	N/A	**Pro-rata registration rate
Newly registered dog (up to six months of age)* for the first year of registration only	N/A	**Pro-rata registration rate
Registration fee for each Declared Dangerous Dog	N/A	\$180.00
Pensioners rate***	\$22.00	\$27.50
Transfer of dog registration from another Tasmanian Council for the same registration period (evidence must be provided)	Nil	Nil
Discount for Obedience Certificate****	\$1.00	\$1.00

*Proof of evidence must be provided at the time of registration (such as a veterinarian certificate, Tasmanian Canine Association certificate,

Greyhound Racing Board certificate, current membership of a recognised hunting dog organisation).

- . **Pro rata registration rate – The rate is calculated as the Full Rate divisible by 12 and multiplied by the number of months or part thereof remaining in the financial year 1 July 2011 to 30 June 2012, or taken to be the Incentive Rate, whichever is the lesser. Note, the pro-rata registration rate does not apply where the owner has neglected to register a dog prior to being impounded.
- . ***Pensioners rate – The pensioners rate applies to ONE dog only (owned by a pensioner at the one property). Evidence such as the Pension Concession Card must be sighted at the time of payment.
- . ****Discount for Obedience Certificate – Proof of evidence must be provided at the time of registration a current certificate of obedience proficiency has been provided from an approved dog training organisation which has been accepted as a provider of an appropriate obedience certificate.

And that the following fees for the management of the *Dog Control Act 2000* also be fixed:

DETAILS	AMOUNT (\$)
Impounding fee (1 st impoundment)*	\$15.00
Impounding fee (subsequent)*	\$60.00
Daily pound fee (per week day or any part thereof)**	\$35.00
Out of hours release fee (additional charge). Note: available in special circumstances only and if an appropriate authorised person is available.	\$75.00
Investigation of nuisance complaint (non-refundable)	\$25.00
Kennel Licence Application (initial) (not including dog registration)	\$100.00

Kennel Licence renewal (per year)	\$40.00
Replacement tag	\$5.00
Dangerous dog collar (each)	Purchase price (plus 5% admin. fee and GST)
Dangerous dog sign (each)	Purchase price (Plus 5% admin. fee and GST)

- . *Charged for the collection and short-term (less than 12 hours) impoundment.
- . **Charged for long-term (12 hours or more) impoundment and in addition to the Impounding fee.'

The Administration Group Leader's report is supported."

The Executive Services Officer reported as follows:

"A schedule of fees fixed for the 2010-2011 financial year has been circulated to all Councillors."

■ Cr van Rooyen moved and Cr Dry seconded, "That dog registration fees be and are hereby fixed for the financial year 1 July 2011 to 30 June 2012 in respect of all dogs over the age of six months, at the following rates:

DESCRIPTION	INCENTIVE RATE (IF PAID ON OR BEFORE 31 JULY 2011)	FULL RATE (IF PAID AFTER 31 JULY 2011)
Unsterilised dog	\$45.00	\$80.00
Sterilised dog*	\$25.00	\$35.00
Greyhound registered with the Tasmanian Greyhound Racing Board*	\$25.00	\$45.00
Pure Bred dog* (kept for breeding whose owner is the holder of a current stud prefix recognised by the Tasmanian Canine Association)	\$25.00	\$45.00

CORPORATE & COMMUNITY SERVICES

Working dog kept for the purpose of working farm stock*	\$25.00	\$45.00
Hunting dog*	\$25.00	\$45.00
Guide, Hearing or Companion dog	Nil	Nil
Newly registered dog (purchased through the year) – first year of registration only	N/A	**Pro-rata registration rate
Newly registered dog (up to six months of age)* for the first year of registration only	N/A	**Pro-rata registration rate
Registration fee for each Declared Dangerous Dog	N/A	\$180.00
Pensioners rate***	\$22.00	\$27.50
Transfer of dog registration from another Tasmanian Council for the same registration period (evidence must be provided)	Nil	Nil
Discount for Obedience Certificate****	\$1.00	\$1.00

*Proof of evidence must be provided at the time of registration (such as a veterinarian certificate, Tasmanian Canine Association certificate, Greyhound Racing Board certificate, current membership of a recognised hunting dog organisation).

**Pro rata registration rate – The rate is calculated as the Full Rate divisible by 12 and multiplied by the number of months or part thereof remaining in the financial year 1 July 2011 to 30 June 2012, or taken to be the Incentive Rate, whichever is the lesser. Note, the pro-rata registration rate does not apply where the owner has neglected to register a dog prior to being impounded.

***Pensioners rate – The pensioners rate applies to ONE dog only (owned by a pensioner at the one property). Evidence such as the Pension Concession Card must be sighted at the time of payment.

****Discount for Obedience Certificate – Proof of evidence must be provided at the time of registration a current certificate of obedience proficiency has been provided from an approved dog training organisation which has been accepted as a provider of an appropriate obedience certificate.

And that the following fees for the management of the *Dog Control Act 2000* also be fixed:

CORPORATE & COMMUNITY SERVICES

DETAILS	AMOUNT (\$)
Impounding fee (1 st impoundment)*	\$15.00
Impounding fee (subsequent)*	\$60.00
Daily pound fee (per week day or any part thereof)**	\$35.00
Out of hours release fee (additional charge). Note: available in special circumstances only and if an appropriate authorised person is available.	\$75.00
Investigation of nuisance complaint (non-refundable)	\$25.00
Kennel Licence Application (initial) (not including dog registration)	\$100.00
Kennel Licence renewal (per year)	\$40.00
Replacement tag	\$5.00
Dangerous dog collar (each)	Purchase price (plus 5% admin. fee and GST)
Dangerous dog sign (each)	Purchase price (Plus 5% admin. fee and GST)

*Charged for the collection and short-term (less than 12 hours) impoundment.

**Charged for long-term (12 hours or more) impoundment and in addition to the Impounding fee."

Voting for the motion
(9)

Cr (J) Bonde
Cr Carpenter
Cr Deacon
Cr Diprose
Cr Dry
Cr Fuller
Cr Howard
Cr Robertson
Cr van Rooyen

Voting against the motion
(1)

Cr (L) Bonde

Motion

Carried

ENGINEERING SERVICES

ENGINEERING SERVICES

129/2011 **Engineering Services**

The Director Engineering Services reported as follows:

“There are no matters from the Engineering Services Department for decision at this meeting.”

CLOSURE OF MEETING TO THE PUBLIC

130/2011 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 matters be discussed in a closed meeting:

- . Ulverstone Wharf Redevelopment –Tenancy Expressions of Interest;
- . Maskells land – Exclusivity Agreement;
- . Ulverstone Caravan Park – Request to purchase (306A/2009 – 21.09.2009);
- . Proposal for sale of Council land – Knights Road, Ulverstone (165A/2009 – 18.05.2009); and
- . Review of option for the purchase of Council land at Park Avenue, Penguin (30/2005 – 24.01.2005).

These are matters relating to:

- . information provided to the Council on the condition it is kept confidential;
- . the personal affairs of a person;
- . proposals for the council to dispose of land."

■ Cr Robertson moved and Cr Deacon seconded, "That the Council close the meeting to the public to consider the following matters, they being matters relating to:

- . information provided to the Council on the condition it is kept confidential;
- . the personal affairs of a person;
- . proposals for the council to dispose of land

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

- . Ulverstone Wharf Redevelopment –Tenancy Expressions of Interest;

-
- . Maskells land – Exclusivity Agreement;
 - . Ulverstone Caravan Park – Request to purchase (306A/2009 – 21.09.2009);
 - . Proposal for sale of Council land – Knights Road, Ulverstone (165A/2009 – 18.05.2009); and
 - . Review of option for the purchase of Council land at Park Avenue, Penguin (30/2005 – 24.01.2005).”

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

131/2011 Ulverstone Wharf Redevelopment – Tenancy Expressions of Interest

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

“The Strategic Projects Manager has prepared the following confidential report:

...

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 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.”

132/2011 Maskells land – Exclusivity Agreement

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

“*PURPOSE*

The purpose of this report is to advise on the progress of negotiations...

...

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 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.”

CORPORATE & COMMUNITY SERVICES

133/2011 Ulverstone Caravan Park – Request to purchase (306A/2009 – 21.09.2009)

The Director Corporate & Community Services reported (reproduced in part) as follows:

“PURPOSE

The purpose of this report is to consider a request from the current lessee of the Ulverstone Caravan Park...

...

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 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.”

134/2011 Proposal for sale of Council land – Knights Road, Ulverstone (165A/2009 – 18.05.2009)

The Director Corporate & Community Services reported (reproduced in part) as follows:

“PURPOSE

The Council owns a parcel of land located at 6 Knights Road, Ulverstone; land that was previously known as the Knights Road Recreation Ground and previously housed the Ulverstone Soccer Club.

...

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 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."

135/2011 Review of option for the purchase of Council land at Park Avenue, Penguin
(30/2005 - 24.01.2005)

The Director Corporate & Community Services reported (reproduced in part) as follows:

"PURPOSE

The purpose of this report is to reconsider a proposal for an option on the purchase of certain Council owned property at Park Avenue, Penguin...

...

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 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 8.42pm.

CONFIRMED THIS 16TH DAY OF MAY, 2011.

Chairperson

(Imm:dl)

Appendices

- Minute No. 114/2011 – Schedule of Development & Regulatory Services Determinations
- Minute No. 115/2011 – Forth Local Area Plan (Urban Design Guidelines)
- Minute No. 124/2011 – Schedule of Contracts and agreements
- Minute No. 126/2011 – Schedule of Documents for Affixing of the Common Seal
- Minute No. 127/2011 – 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

List of Development Applications Determined

Period From: 01-Mar-2011 To 31-Mar-2011

Application Number	Property Address	Development Application Type	Description of Proposed Use	Application Date	Decision Date	Day Determined
DA2010069	2A Victoria Street Ulverstone 7315	Discretionary Development Application	Dwelling & Unit	27-Aug-2010	23-Mar-2011	86
DA210204	16 Beach Road Ulverstone 7315	Discretionary Development Application	Subdivision - 3 lot	15-Dec-2010	10-Mar-2011	34
DA210220	34 Alexandra Road Ulverstone 7315	Discretionary Development Application	Change Of Use to Business & Professional Offices - variation to carparking	12-Jan-2011	21-Mar-2011	45
DA210240	Explorer Drive Turners Beach 7315	Discretionary Development Application	Two units with a variation to front fence height (CT160828/13)	31-Jan-2011	09-Mar-2011	37
DA210243	147 Main Street Ulverstone 7315	Discretionary Development Application	Three Cluster Houses	01-Feb-2011	17-Mar-2011	43
DA210246	4 Oceanside Boulevard Sulphur Creek 7316	Permitted Development Application	Single dwelling	01-Feb-2011	04-Mar-2011	31
DA210248	5 Gollan Street Ulverstone 7315	Discretionary Development Application	Service Industry - Car Detailing	03-Feb-2011	16-Mar-2011	40
DA210253	12 Purtons Road North Motton 7315	Discretionary Development Application	Shed	07-Feb-2011	15-Mar-2011	35
DA210237	7 Beach Road Ulverstone 7315	Discretionary Development Application	Sports and recreation - toilet addition to turf club	11-Feb-2011	17-Mar-2011	33
DA210259	1456 South Riana Road Gunns Plains 7316	Discretionary Development Application	Storage Shed	11-Feb-2011	10-Mar-2011	27
DA210260	204 Pine Road Penguin 7316	Permitted Development Application	Dwelling addition	14-Feb-2011	07-Mar-2011	21
DA210256	430 Wyllys Road Riana 7316	Discretionary Development Application	Residential dwelling	15-Feb-2011	09-Mar-2011	22

CENTRAL COAST COUNCIL

I certify that this is the schedule referred to in
Minute No. 114/2011 of a meeting of the
Council held on 18.4.2011

[Signature]
Executive Services Officer

Application Number	Property Address	Development Application Type	Description of Proposed Use	Application Date	Decision Date	Day Determined
DA210262	160421/51 Explorer Dr Turners Beach 7315	Discretionary Development Application	New dwelling and outbuilding	18-Feb-2011	25-Mar-2011	34
DA210263	152 West Pine Road West Pine 7316	Permitted Development Application	Boundary adjustment between 315 Zig Zag Road, Sulphur Creek and 152 West Pine Road, West Pine	22-Feb-2011	10-Mar-2011	16
DA210266	39 Walker Street Uliverstone 7315	Permitted Development Application	Carport	25-Feb-2011	02-Mar-2011	5
DA210268	36-38 Industrial Drive Uliverstone 7315	Permitted Development Application	Equipment and machinery sales and hire extension of storage shed	28-Feb-2011	04-Mar-2011	4
DA210269	13 Jermyn Street Uliverstone 7315	Discretionary Development Application	Residential extension (deck) and extension to outbuilding (carport) - variation to side setback	28-Feb-2011	30-Mar-2011	29
DA210267	75 South Road Uliverstone 7315	Permitted Development Application	Educational and occasional care - pergola	01-Mar-2011	07-Mar-2011	6
DA210270	29 Rockliffs Road Uliverstone 7315	Permitted Development Application	Residential dwelling ancillary to resource development	01-Mar-2011	10-Mar-2011	9
DA210278	12 Top Gawler Road Gawler 7315	Permitted Development Application	Subdivision 1 lot	04-Mar-2011	21-Mar-2011	16
DA210277	4 Clarkes Road Riana 7316	Permitted Development Application	Dwelling addition - deck	04-Mar-2011	07-Mar-2011	3
DA210274	683 Penguin Road Penguin 7316	Permitted Development Application	Resource development - subdivision	07-Mar-2011	22-Mar-2011	14
DA210279	23 Berkshire Parade Penguin 7316	Permitted Development Application	Residential dwelling	08-Mar-2011	28-Mar-2011	19
DA210282	548 Bass Highway Heybridge 7316	Discretionary Development Application	Residential extension - variation to setback to Bass Highway	08-Mar-2011	30-Mar-2011	21
DA210281	94 Preston Road Gawler 7315	Discretionary Development Application	Subdivision and Utilities (gas off-take facility)	09-Mar-2011	29-Mar-2011	19
DA210286	144 Allison Road North Motton 7315	Permitted Development Application	Outbuilding - shed	10-Mar-2011	11-Mar-2011	1

Application Number	Property Address	Development Application Type	Description of Proposed Use	Application Date	Decision Date	Day Determined
DA210272	Lot 63 Stubbs Rd Turners Beach 7315	Permitted Development Application	New Dwelling & Shed	11-Mar-2011	25-Mar-2011	13
DA210290	8 Gilbert Street Forth 7310	Permitted Development Application	Residential dwelling extension	11-Mar-2011	16-Mar-2011	4
DA210283	58-60 Esplanade Turners Beach 7315	Permitted Development Application	Educational and occasional care - Turners Beach Playcentre shadesail	16-Mar-2011	30-Mar-2011	14
DA210293	66 Main Road Penguin 7316	Permitted Development Application	Removal of awning	22-Mar-2011	24-Mar-2011	2
DA210296	107 Stubbs Road Turners Beach 7315	Permitted Development Application	Extension to Shed	23-Mar-2011	24-Mar-2011	1
DA210299	1011 Preston Road North Motton 7315	Permitted Development Application	Shed	25-Mar-2011	28-Mar-2011	3
DA210300	535 West Pine Road West Pine 7316	Permitted Development Application	Shed	28-Mar-2011	30-Mar-2011	2
DA210302	2 Christina Court Turners Beach Rd Turners Beach 7315	Permitted Development Application	Residential dwelling and shed	29-Mar-2011	31-Mar-2011	2
DA210298	2159 Castra Road Upper Castra 7315	Permitted Development Application	Shed extension	29-Mar-2011	30-Mar-2011	1
DA210301	3 Flinders Avenue Ulverstone 7315	Permitted Development Application	Carport	29-Mar-2011	30-Mar-2011	1

Building Approvals – 28

Type	No.	Total Value (\$)
Dwellings	8	\$2,430,000
Flats/Units	1	\$90,000
Additions	6	\$236,875
Alterations	0	\$
Outbuildings	8	\$598,690
Other	5	\$1,195,875
The estimated cost of building works totalled		\$4,551,440

Amended Building Permit – 3

Plumbing Permits – 31

Special Plumbing Permits (on-site wastewater management systems) – 8

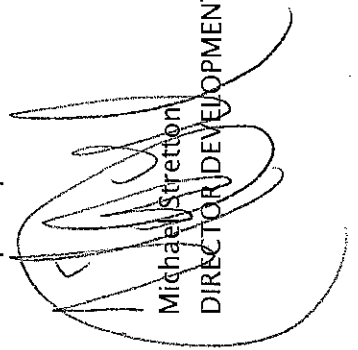
Public Health Risk Activity Licence & Registration – 1

Food Business registrations – 13

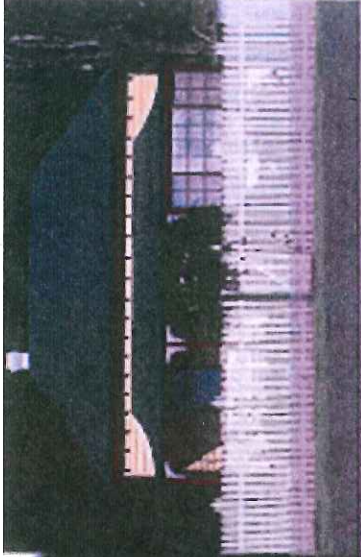
Place of Assembly licences – 6

Temporary Food Business registrations – 12

Temporary Place of Assembly licences – 6



Michael Stretton
DIRECTOR DEVELOPMENT & REGULATORY SERVICES



Forth LAP (Urban Design Guidelines)

October 2010

CENTRAL COAST COUNCIL
 I certify that this is *the Forth Local Area Plan (Urban Design Guidelines)* referred to in Minute No. *115/2011* of a meeting of the Council held on *18/14/2011*

 Executive Services Officer

CENTRAL COAST COUNCIL



CLIENTS PEOPLE PERFORMANCE

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1.1 INTENTION

The intention of the Forth LAP (Urban Design Guidelines) is to provide overarching strategic guidance to Council decision-making across its portfolios. It is intended to underpin the current Central Coast Planning Scheme 2005, while providing a framework to inform and justify when changes and adaptations need to occur.

1.2 THE TOWNSHIP OF FORTH

The township of Forth, formally known as Hamilton on Forth, is situated in a picturesque valley in a small historic township approximately ten kilometres east of Ulverstone. Located on the Forth River, the village is renowned for its well preserved heritage and cultural identity. Among the early settlers were Statesman and farmer Sir Edward Braddon, and explorer and writer, James Fenton.

The surrounding rural area of Forth is characterised by an ever changing patchwork of colour, derived from the various crops that contrast against the deep red soil of the region. Also near to Forth approximately 3.5km away is Turners Beach, a popular destination for holiday makers and locals alike. The close proximity of the ocean and the surrounding rural landscape not only positions Forth well strategically, but results in a village that is as unique as it is beautiful.

The town proper is a small rural village, characterised by the many historic buildings that line the main street, such as the Town Hall, Bridge Hotel, the old shops situated on Forth Road and the old Post Office. Surrounding the town are also a number of old historic rural properties. These old buildings, although not currently presented in their best light, hark back to an age of which many draw nostalgic delight. Also a favourite asset, running in a south to north direction along Forth is the Forth River. It effectively becomes the backdrop to the town and provides some opportunity for passive recreation and quiet reflection.

As a cultural destination Forth is also highly regarded. Regular food markets have occurred in the past, which have since ceased. In March each year however Forth plays regular host to Tasmania's premier Blues Festival (The Forth Blues Festival), and has done so since 1997. The Festival has showcased some of the very best in Australian Blues & Roots music talent and continues to attract many visitors.

1 Introduction



Although Forth is beginning to become a popular residential area, the township has changed little over the decades and retains its old world charm of yesteryear. There is a strong embedded sense of old world charm that echoes through the town, forming its unique identity that should at all costs be protected for future generations to experience and enjoy. It is clear the potential that exists to shape Forth in becoming a vibrant township that reflects its historic past whilst embracing its bright future.



Figure 1 - Wide Aerial View of Forth

Introduction

1.3 STUDY AREA

1.4 THE BRIEF

The Consultants Brief for the Development of a Forth Local Area Plan (Urban Design Guidelines) prepared by the Central Coast Council in February 2010 identifies the following priority issues:

- Retain the village atmosphere;
- Identify the future role and size of Forth in 100 years time;
- Assess location of existing urban boundaries and location of staged growth areas (incorporating the capacity of the existing zoning and development rates);
- Identify assets and values of the area to be retained and enhanced;
- Identify and address hazards affecting the area, including flooding and climate change;
- Identify sewerage and water servicing capacity constraints;
- Define future growth areas (including the need for any commercial growth);
- Identify residential development provisions such as housing density and minimum lot sizes (currently 4000m² within the Low Density Residential zone. Some residents would like this lowered to allow for a denser style of village living);
- Retain and enhance cultural and heritage values, as well as tourism values;
- Review the Forth desired character;
- Incorporate Council's Open Space and Recreation Strategy;
- In building the village community, the village atmosphere must be retained; and
- Any other issues agreed with Council.

1.5 RESPONSE TO BRIEF

In response to the Council's brief, consultants GHD undertook the following:

- Document Analysis;
- Urban Design Site Assessment;
- Planning Assessment;
- Heritage Analysis;
- Traffic Report; and
- Infrastructure Assessment.





1.5.1 DOCUMENT ANALYSIS

In seeking to understand the broader scope which underlines the requirements of the consultants brief, the following strategic documents have been reviewed to inform the development of the guidelines:

- Central Coast Planning Scheme 2005;
- Central Coast Council Strategic Plan 2009-14;
- Central Coast Arts and Culture Strategy;
- Central Coast Framework for Settlement and investment;
- Central Coast Community Profile;
- Forth Master Plan for the Village on the River (July 2000);
- Forth community Plan (Feb 2007);
- Forth Valley land Use Planning Guidelines (July 2000);
- Lower Forth Flood Response and Recovery Plan;
- Industrial Land Demand Tasmania;
- Penguin Urban Design Guidelines;
- Ulverstone Urban Design Guidelines;
- Central Coast Local Visitor Strategy – The Coast to Canyon Experience; and
- Forth Local Area Plan (Urban Design Guidelines) Project Consultation Report (2010).

Collectively, the strategic documents seek to develop the Central Coast area and Forth as a vibrant place of social and cultural activity which enhances the experience of residents and visitors whilst showcasing the area's identity and its many natural, cultural and heritage assets. The preparation of the Forth LAP (Urban Design Guidelines) is seen as an important component in achieving these objectives. Further details on the strategic document analysis can be found in Section 3.

1.5.2 URBAN DESIGN SITE ASSESSMENT

The identity of the village of Forth is based around its village atmosphere and picturesque location in the valley of the Forth River. It contains the defining elements which are generally accepted by urban designers as contributing to the image of a settlement: nodes, landmarks, precincts, paths and edges. Refer SK001 Urban Design Analysis.

Introduction

The major challenge in Forth is that the elements are very dispersed which weakens the village atmosphere and also limits opportunities for social interaction which impacts on the sense of community.

The commercial hub of any settlement is where regular informal social interaction occurs as people go about their daily business. This strengthens relationships within the community and establishes a sense of community. Due to Forth's small population, the commercial hub is small. It is also dispersed. Many businesses, which in a larger settlement would be part of a commercial hub, are home-based in Forth e.g. hairdresser, pet grooming. Whilst this is necessary for these businesses to be financially viable, it has the effect of dispersing and weakening the village heart and its sense of community.

A strong sense of place, based on authenticity, is attractive to visitors. Visitors stimulate the social, cultural and economic development of the community and contribute vitality. There are opportunities to build on Forth's assets to make Forth more attractive to visitors.

The following opportunities, challenges and ideas were identified during the site assessment. Refer to Section 4 - OPPORTUNITIES, CHALLENGES AND IDEAS.

Village atmosphere

Dictionary definitions of village focus on it being a collection of buildings, smaller than a town, in the countryside. Forth's small village heart has a relaxed atmosphere and human scale. It extends along Forth Road from the vacant shop opposite Walker Street to George Street with the main hubs of activity being the Community Hall, mechanics garage, Recreation Ground, shops and service station, Bridge Hotel and the Purple House. It is roughly 150 metres between the Community Hall and the shops, two of the main activity centres and approximately 250 metres further along Forth Road from the shops to the Bridge Hotel. Between the Community Hall and the shops is a paddock with sheep which brings a quirky rural character to the main street but constitutes a big gap in the village heart. The location of businesses on both sides of the river contributes to the further dispersal of the businesses along Forth Road. The large distances between areas of activity weakens the village atmosphere.

The commercially zoned land and recreation facilities are all on one side of Forth Road which is convenient and safe for pedestrians.

Vacant land and shops provide opportunities to increase main street activity and the riverside location of the shops provides an opportunity to develop outdoor dining.



Introduction



Sense of community

The community hall and multi-purpose recreation ground are great community resources and provide opportunities for community development. Children's play, festivals, informal and formal sports, barbeques and picnics are activities which strengthen the community and could be held in the recreation ground.

Social inclusion is an important aspect of community development and facilities which appeal to all members of the community and are accessible to all are part of this. Upgrading the toilets to provide an accessible WC and provision of accessible car parking close to the shops facilitate social inclusion.

The Community Hall provides a venue which could potentially be used for community meetings, special events, markets, art and craft exhibitions and a visitor information centre.

There is also an opportunity to purchase the garage next to the community hall for use as a community mechanical, metal and wood workshop where older members of the community can pass on their skills to young people. There may be opportunities for an initiative such as this to be implemented with government funding, local volunteers, a collaboration with the local school, a public/private enterprise or a combination of these.

Sense of place

Places with natural and cultural heritage value (not necessarily heritage listed) contribute to Forth's identity and provide attractions for visitors. These include: Bridge Hotel, MacKillop Hill, the vacant shop opposite Bridge Hotel, the Purple House, mechanics garage, the house opposite the Community Hall, Forth River and the picturesque views across the valley.

These assets need to be given more emphasis within the village. There are many ways of achieving this, for example:

- The development of a heritage walk e.g. up Forth Road to George Street to obtain views from MacKillop Hill, then down William Street;
- Interpretive or informative signage could be used beside cultural and natural assets e.g. the river is a natural asset and also has an interesting history as a port and transport corridor;
- Maintenance of assets e.g. cleaning the river of debris;
- Enhancement of assets e.g. opening up views to the river;
- Providing additional attractions to draw people to the asset e.g. a shared path beside the river; an outdoor dining area close to the shops overlooking the river parkland; and

Introduction

- It is also important that new development in the village responds to the sense of place and doesn't detract from it, by being out of scale or using discordant colours or materials.

Attractions for visitors

Forth's location close to Devonport and Ulverstone and on a route to Cradle Mountain make it an easy destination for Tasmanian and interstate visitors. For visitors arriving in Devonport, the route to Ulverstone through Forth instead of the Bass Highway is more scenic and part of the Coast to Canyon Drive. Forth is also on one of the routes from Devonport to Cradle Mountain, but this route is currently not well used.

There is, however, very little to entice visitors to stop in Forth. The provision of free overnight accommodation for campervans in the Recreation Ground is one enticement. Overnight stays could be encouraged and facilitated through the provision of good amenities such as renovated barbeque facilities and tree planting in the overnight stay area. Overnight stays provide an opportunity to develop associated attractions such as interpretive walks, art and craft gallery, and a good restaurant or café. A good eatery showcasing local produce may also encourage travellers to stop in Forth on their journey.

There is an opportunity to use the community hall for a visitor information centre, and gallery for local art and craft. There is also an opportunity to run local produce markets either in the hall or adjacent to it, to attract both locals and visitors.

Visitors are attracted to authentic places. Developments which have a vibrant sense of community and amplify sense of place will be most attractive to visitors.

Connectivity

Forth is well situated within the region to be an integral part of a network of cycle touring, long distance walking and driving routes.

Developing and promoting the infrastructure will encourage usage. There are opportunities to develop a shared path for walkers and cyclists to Turner's Beach and Ulverstone, a cycle touring route to Leith and to Devonport, promote the driving route to Cradle Mountain and the Devonport to Ulverstone Coast to Canyon Drive. Good signage and a sculptural gateway to Cradle Mountain at the corner of Wilmot Road would promote the routes.



Introduction



Within the village heart, connectivity between the dispersed elements is important. As well as strengthening the village identity, a connected and consolidated village heart encourages walking about the village and the resulting informal social interaction. The existing footpaths are discontinuous in places and also not well defined. Kerbs are generally roll over and large areas of asphalt adjacent to the road subsume footpaths and are often used for car parking. Kerbs with an upstand from the road provide a safe environment for pedestrians. Paths of 2.5 metre width minimum can function as shared paths for pedestrians and cyclists. Planting of street trees along Forth Road will also provide connectivity between dispersed elements along the road.

Environmental sustainability

There are opportunities to incorporate environmental sustainability into the future development of Forth's village heart.

Consolidation of development in the village heart would reduce car dependence and encourage active forms of transport such as walking and cycling. This may require rezoning.

The health of the river would benefit from willow removal, revegetation with endemic species on the riverbanks and clearing of debris from the river. The flood prone area next to the river has the potential for the development of a wetland where water sensitive urban design could be implemented to cleanse stormwater runoff from roads before it enters the river.

Council may wish to consider installing street lighting that utilise traditional technologies such as Metal Halide with new lamp technologies providing 10,000 - 20,000 hours of service provide surety of service and good efficiency.

Traffic and Parking

Forth Road would benefit from slower speed traffic. Visibility on entering the village travelling east along Forth Road is limited.

As mentioned above many cars appear to cross the rollover kerb and park in front of premises over footpaths. Adequate parking either in designated areas or on the roadside needs to be provided. There is inadequate parking around the Community Hall and in the recreation grounds. Parking outside the Bridge Hotel was also identified as being inadequate.



It was also noted that the cycle lane on Wilmot Road doesn't extend in front of the school boundary and that the Forth Road underpass was designed for pedestrian use only, not cyclists; there is not adequate area available to achieve a sufficient grade.

The area around the service station and shops has pedestrian and vehicle conflict, with no defined areas for pedestrians, no rational car parking layout and no defined entry and exit from the service station. There are also no designated accessible parking spaces.

This specific area was also outlined within Council's Traffic and Parking Study, recognising the lack of defined pedestrian areas. The study suggests the 'stamping' of pedestrian areas to clearly delineate its location in relation to vehicle areas. Such 'stamps' could be designed to depict aspects of Forth, such as natural assets and farm equipment, or could be designed by local school children.

Develop business opportunities

Increasing the number of local businesses will help create a more vibrant community and more attractions for visitors. The Bridge Hotel is a popular live music venue and the pub can help to organise the annual Blues Festival. These activities should be encouraged and supported.

There is an opportunity to develop a restaurant/café in the vacant shop opposite the Bridge Hotel. This building has a large north facing verandah, ideal for outdoor dining. If the restaurant specialised in local produce, this would be a big attraction for visitors. An example of a successful restaurant whose reputation attracts visitors from around the region is Wild at Penguin.

The Community Hall might include a small art and craft gallery for local artists and craftspeople to exhibit and sell their work. The hall might also be used for regular marketing days where local home based businesses could promote their services. Another suggestion for the hall is to run regular local produce markets.

The mechanics garage, if converted to a workshop for metal, wood and craft works, might also be an outlet for products created in the workshop.

The multi-use room as part of the Forth Primary School could also be utilised for community activities on non-school days. Activities here could be run in conjunction with activities in the Community Hall, or as a separate activity centre.



Introduction



1.5.3 PLANNING ASSESSMENT

The analysis reviewed the town precinct and growth boundary looking to the consolidation of the town and development density. Refer to Section 7 - Local Area Plan for detailed analysis.

1.5.4 HERITAGE ANALYSIS

This study involved consideration of the heritage values of Forth in a preliminary sense and provides general advice on future directions that will assist in guiding conservation. The study determined that Forth comprises of numerous places that would be worthy of conservation at either a local or state level, which currently have no statutory protection.

1.5.5 TRAFFIC REPORT

This study involved a review of relevant documents including the Forth Local Area Plan (Urban Design Guidelines): Consultation Report and Council policies and strategies relating to traffic and transport; review of previous consultation reports; a site visit; analysis of available traffic data from Council and DIER; review of current issues and development trends and modelling likely traffic and parking impacts; consideration of pedestrians, cyclists and public transport and overall assessment of traffic and parking in Forth with recommendations. The suggested key overall observation that should inform future development of road and access infrastructure involves the recognition of Forth being the gateway to Cradle Mountain.



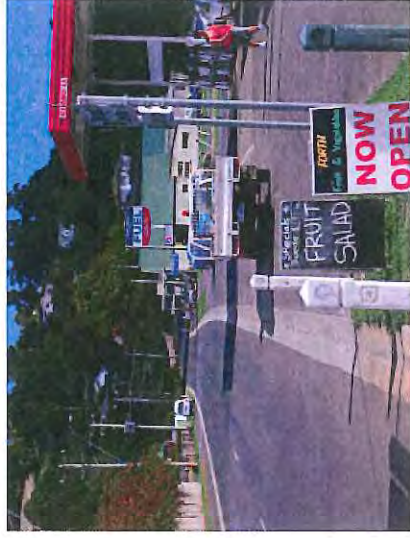
1.5.6 INFRASTRUCTURE ASSESSMENT

This study involved the analysis of existing infrastructure to provide an overview and establish recommendations. Constraints and opportunities were identified through analysis of the existing road network; coverage/practical access areas; unmade roads; streetscape; pedestrian access; parks; water services; sewerage services; and drainage. Further constraints and opportunities were identified through assessment of the existing provisions for water sensitive urban design; flood risk; dam-break risk; river hazards; and coastal vulnerability.



The following objectives are derived from the review of the various strategic documents and the site assessment. They provide a guiding framework for the development of principles, strategies and actions for the Forth LAP (Urban Design Guidelines).

1. Strengthen the village atmosphere
2. Strengthen sense of community
3. Enhance sense of place
4. Provide attractions for visitors
5. Make connections
6. Be environmentally sustainable
7. Resolve traffic and parking issues
8. Develop business opportunities



2 Objectives

3.1 STRATEGIC DOCUMENTS

In seeking to understand the broader scope which underlines the requirements of the consultants brief, the following strategic documents have been reviewed to inform the development of the guidelines:

- Central Coast Planning Scheme 2005;
- The Scheme objectives and zone intents and objectives have been analysed to inform the key objectives and intents of the Forth LAP (Urban Design Guidelines). The zone provisions have been assessed to establish the strategic basis of Acceptable Solutions and Performance Criteria, in particular to determine the appropriate response to dwelling density and site coverage. Within the brief, dwelling density is requested to be a key issue to establish the guidelines.
- Central Coast Council Strategic Plan 2009-14;
- Emphasises the need for sustainable societies that foster innovation and creativity. This innovation and creativity can be demonstrated through architectural and urban design practices, showcasing a particular society's personality. Areas must be affordable and highly desirable to live in.
- Central Coast Arts and Culture Strategy;
- Provides direction for cultural improvement within communities. Cultural values for a particular region need to be identified, and cultural events better recognised and provided for. Cultural activities are highly important in providing for community interaction and helping to establish a stronger sense of identity and connectivity within the community.
- Central Coast Framework for Settlement and investment;
- Expresses desire for a stronger sense of identity and place for each settlement. Sense of community is of high importance, and this revolves around strategically designed societies and spaces with connections between them that foster social interaction.
- Recognition of the environmental, cultural and heritage assets of a region are also a key factor in establishing a content and happy community with an established identity. Planning and urban design measures need to provide for the current and future needs of the community to allow for cultural expression and development within an environment that reflects upon its natural setting.



3 Background Research

- Central Coast Community Profile;
 - More relevant housing options are required that will provide for young families and in particular the increasing number of retirees. Planning measures need to be put in place to identify appropriate zoning for different residential zones.
- Forth Master Plan for the Village on the River (July 2000);
 - Highlights the need for better connections from the town centre to surrounding natural and built assets, specifically the Forth River natural asset.
 - A variety of open recreational spaces that can provide for a range of activities and groups is desired, particularly along the Forth River frontage. The aim should be to enforce the Forth River as the 'back yard' of the community. Streetscapes should be designed to reflect the natural assets and to respect the cultural and heritage values of the area. A variety of commercial and retail businesses are encouraged in the village centre to provide for a more active environment.
- Forth community Plan (Feb 2007);
 - Emphasises the importance of retaining and enhancing the community sense of belonging and identity. This is seen as achievable through fostering more cultural activities and opportunities and providing better public open space and recreational opportunities.
- Forth Valley land Use Planning Guidelines (July 2000);
 - Covers a variety of issues that are also covered throughout many of the other strategic documents.
 - It highlights the need for better recognition and connections between natural, cultural and historic assets, and the need for better public open spaces. The guidelines express desire for residential development to reflect more so the village lifestyle and not suburban sprawl. Tree planting is encouraged to soften the visual appearance and provide a connection with the natural environment.
 - Developments should compliment and enhance the surrounding assets, never drawing away from them as the focus.
- Lower Forth Flood Response and Recovery Plan;
 - A number of areas within Forth are prone to flooding or are identified as being at risk to flooding (including isolation due to flooding). The specific roads that are affected by flooding are listed within the *Lower Forth Flood Response and Recovery Plan*.



Background Research



- It is considered that to reduce vulnerability to future flood threats (climate change contributing to this, providing less frequent but more severe heavy rain events), any future development within an identified flood area should incorporate flood prevention design measures.
- Industrial Land Demand Tasmania;
 - Discusses the importance of making distinction between local service industries and export orientated industries to project future land use patterns. In projecting the future demand for land it is of utmost importance to acknowledge the importance of intensity of land use.
 - Approximately 60% of demand for export orientated industries is located in the North West and North together. The north has the resources, appropriate (flat) land and good infrastructure connections to the ports.
 - Land demand for export orientated industries in and around Burnie and Devonport is expected to increase. Correspondingly population is expected to increase and settlements such as Forth will become more populated and more frequently visited, thus the importance of establishing urban design guidelines to guide future development.
- Penguin Urban Design Guidelines;
 - In June 2008, the Penguin Urban Design Guidelines was undertaken by Parsons Brinckerhoff for the Central Coast Council. A number of strategies were suggested.
 - Of relevance to the development of the Forth LAP (Urban Design Guidelines), the Penguin Urban Design Guidelines has been developed to ensure the future form and functionality of the town maintains and enhances the existing coastal village character. It is recognised that a place continually evolves and that the character of a town is dynamic and reflects the changes within the community, built form and the natural environment. The Urban Design Guidelines assist to manage change in a sustainable way and to achieve the desired objectives for the town's future growth.



Background Research

- Ulverstone Urban Design Guidelines;

- The Ulverstone Urban Design Guidelines were prepared by GHD Pty Ltd on behalf of the Central Coast Council in 2009. The guidelines were developed to form part of Council's strategic documents to help guide the future development of the Ulverstone region. The goal of the guidelines was to develop Ulverstone as a town with a distinct identity which is derived from its natural setting, its heritage and its vibrant town centre. The strategic provisions of the guidelines were carefully designed to respond to community desires, to protect and enhance the character of the existing built environment and to provide for future residential, environmental and retail needs.



- The key objectives relevant to the development of the Forth LAP (Urban Design Guidelines) included enhancement of Ulverstone's identity and sense of community, enhancement of the physical connections between natural and cultural assets, enhancement of the CBD in terms of variety and vibrancy, and retention of the town's cultural identity.

- Central Coast Local Visitor Strategy – The Coast to Canyon Experience; and

- Tourism has been identified as a key industry player into the future, and as such should be better provided for in terms of attractions and useable spaces. Tourism is seen as an important element in maintaining a community's cultural identity as interaction with outsiders helps to enforce opinions and view points resulting in a stronger sense of community identity while ensuring that infrastructure remains of high quality.



- Forth Local Area Plan (Urban Design Guidelines) Project Consultation Report (2010).

- Emphasises the importance of retaining and enhancing the community sense of belonging and identity. This is seen as achievable through fostering more cultural activities and opportunities and providing better public open space and recreational facilities.

3.2 SUMMARY

Collectively, the strategic documents seek to develop the Central Coast area and Forth as a vibrant place of social and cultural activity which enhances the experience of residents and visitors whilst showcasing the area's identity and its many natural, cultural and heritage assets. The preparation of the Forth LAP (Urban Design Guidelines) is seen as an important component in achieving these objectives.



The strategic documents that will significantly inform the project will be the *Strategic Framework for Settlement and Investment, Strategic Plan 2009-14, Central Coast Arts and Culture Strategy, Forth: A Masterplan for the Village on the River, and Forth Valley Land Use Planning Guidelines – Planning for the future of Forth, Leith & Turner’s Beach*. Due to the many strategic documents that have been used to inform the Forth LAP (Urban Design Guidelines), the guidelines will be centred on the key connections between the strategic documents as summarised in Section 3. The links between the documents are important as there are common areas of concern that need to be identified in order to inform the foundational basis of the guidelines.

Specifically of relevance to establishing the Forth Forth LAP (Urban Design Guidelines) is the document titled *Forth: A Masterplan for the Village on the River (July 2000)*, prepared by John Mongard Landscape Architects in association with the Central Coast Council. This strategic document presents design ideas and pathways relevant to the achievement of the objectives listed throughout the strategic documents.

All strategic documents and suggested urban design initiatives have been analysed and assessed against one-another and the Central Coast Planning Scheme objectives and intentions, resulting in a number of identified key objectives and goals that have been established to provide the basis to the Forth LAP (Urban Design Guidelines).

GHD Pty Ltd has previously undertaken a similar project for the Central Coast Council to establish Urban Design Guidelines for Ulverstone. An experienced team of architects, urban designers, planners and engineers within GHD provided a wealth of knowledge and experience in the development of the guidelines. This same team of people were sourced in producing the Forth LAP (Urban Design Guidelines).

The full summary of the strategic documents can be located in Appendix A.



Background Research

4.1 INTRODUCTION

The three assessment tables located in Appendix B provide a graphical description of the identified links between the key themes and issues identified amongst the strategic documents and the site assessment. Each strategic document is assessed against 8 themes:

1. Village Atmosphere;
2. Sense of Community;
3. Sense of Place;
4. Visitor Attractions;
5. Connectivity;
6. Environmental Sustainability;
7. Traffic and Parking; and
8. Business development.

The three tables are headed:

- Opportunities - Key themes and issues;
- Challenges - Key themes and issues; and
- Ideas - Key themes and issues.

Under each theme the most recurring issues throughout the strategic documents are listed. The shaded cells indicate which documents provide mention of the issues, resulting in an overall indication of what the most prominent issues are. These have been specifically addressed and used to inform the development of the Forth LAP (Urban Design Guidelines).

The most recurring "key themes and issues" identified related to retention of the village atmosphere, enhancement of sense of place, and improved connectivity. Connectivity was the most prominent issue overall, identified as holding particular significance in achieving many of the other key objectives identified throughout the strategic documents.



4 Opportunities, Challenges and Ideas



Based on the above assessment tables, it is clear that the most recurring issue relates to connectivity. Connectivity provides a common ground between many of the identified key themes and issues within the strategic documents. For example, improved connectivity will provide better opportunities for interaction and thus a sense of community. It will also provide better recognition of key natural and cultural assets, incentive for tourist exploration, improved traffic and parking, and enhanced business opportunities. The other key themes and issues will also be significantly drawn upon to inform the urban design guidelines, but the theme of connectivity will be used as a framework for generating ideas and criteria for urban design development.

4.2 ASSESSMENT RESULTS SUMMARY

4.2.1 INFRASTRUCTURE ASSESSMENT

- Regarding roads, generally road access and coverage was assessed as good. It is considered that some sections of road reserve can be disposed of as they do not have any potential to serve as roads or even footpaths. Many of the access roads relating to the existing streetscape are rural style roads, wide enough to allow 2 cars to pass at moderate speed. The level of service provided by this standard of road is considered adequate. Parking on the road is not encouraged as it creates a potential hazard and many of the roads are too steep to permit parking regardless. It is also considered acceptable to have pedestrians share the road with vehicles as the streets have a low speed environment and the low density of the town does not justify provision of footpaths. Trees should be considered as they provide a valuable traffic calming function as well as reducing runoff and drying out wet areas;
- Regarding water services, there are no major constraints on the existing supply or on infill development. In some cases mains extensions will be required or small diameter mains replaced with 100mm diameter mains;
- Regarding sewerage there are no major constraints on the existing supply or on infill development although in some cases mains extensions will be required. If there is significant growth the pump station will require upgrading with larger pumps and more storage capacity;
- Regarding drainage, the current level of service although low is considered adequate for a rural village. Known flood paths have not been built upon and houses have adequate freeboard and rear drainage. As well as effecting general amenity (wet gardens, flooding) the lack of a formal drainage system adversely affects on site wastewater disposal and land stability and new development should be assessed against the criteria provided in the full infrastructure report;

Opportunities, Challenges and Ideas

- Regarding water sensitive urban design the current system of on-site disposal and open drains and low intensity development already encourages infiltration and filtration, slowing, reducing and treating runoff. Infill development and more piped systems will counter this. At Forth the benefits of WSUD are limited as the impact of the town runoff on the Forth River is negligible;
- Regarding flood risk it is common practice to prevent development in flood inundation areas or to require floor levels to be above the 100 year ARI flood height;
- Regarding coastal vulnerability the effect of coastal recession and inundation due to climate change is not expected to have a significant effect on Forth. It is likely to have a significant effect on the Forth Estuary and Turners Beach but Forth is upstream of the estuary and is relatively elevated.

4.2.2 HERITAGE

- It is understood that the heritage character of Forth is valued by the local community and an aspect of their town they wish to conserve. Indeed, the township contains numerous heritage places that are worthy of statutory protection;
- There are no heritage places listed specifically under the Central Coast Planning Scheme 2005 for local level protection. However, 2 items are listed under the Register of the National Estate (RNE), including 'Arniston', a two storey Georgian residence located at 65 Wilmot Road, Forth and the Forth River Rail Bridge on the Bass Highway;
- A general desktop assessment of the main street has been undertaken by GHD's heritage practitioner, including a review of statutory listings and photographs of the Main Street. Forth contains a number of historic features such as the collection of Victorian Georgian buildings and building details such as medium pitched hipped roof forms, verandahs under broken back or separate roofs, slender verandah posts, and simple chimneys;
- Forth has a number of community places which are likely to have social value from a heritage perspective. One striking example is the local sporting ground. While the fabric of the place alone might not be of significance, the meaning of the place and its history and continued community use is likely to support its conservation on heritage grounds;
- From considering the main street alone, it is apparent that Forth comprises numerous places that would be worthy of conservation at either a local or state level, which currently have no statutory protection. The planning



Opportunities, Challenges and Ideas



scheme schedule provides protection for places that are included on the Tasmanian Heritage Register. Many of the places identified in the review appear likely to be of significance at a local level.

4.2.3 SITE ANALYSIS, URBAN DESIGN

The urban design analysis forms a central element to the structure and content of the Forth Urban Design Guidelines. The site analysis and review of Council's strategic documents resulted in the following key strategies:

- Strengthen the village atmosphere;
- Strengthen the sense of community;
- Amplify the sense of place;
- Provide attractions for visitors (from within and outside region);
- Make connections;
- Be environmentally sustainable;
- Resolve traffic and parking issues; and
- Develop business opportunities.

The actions developed in response to these strategies are outlined further in this document.

4.2.4 TRAFFIC AND TRANSPORT

- Central Coast Council recently completed the Forth Traffic and Parking Study as a key element in the development of the Forth Local Area Plan. The report describes the existing situation in terms of population, key roads in the network, traffic volumes, road safety performance, parking provision, accessibility for cyclists and pedestrians and public transport. The key traffic and transport issues raised during the community consultation have also been taken into consideration, as well as the data gathered from numerous site visits;
- Council's Traffic and Parking Study report draws mainly on infrastructure solutions to address specific traffic and parking issues raised by the community during consultation. However, it is considered that the transport network should be viewed from a more strategic perspective to harness the role it can play to address existing issues and achieve the new

Opportunities, Challenges and Ideas

ideas that the community have put forward during consultation. A strategic view in relation to the management of the road network is desired, as opposed to addressing community concerns in an uncoordinated way as they arise with infrastructure solutions. This strategic approach could also extend to surrounding towns within the Municipality. A strategic plan would permit Council control over the implementation of upgrades and provide a decision making framework. Documentation such as a Road Network Strategy or an Integrated Strategic Transport Study could facilitate this strategic vision for Council;

- The key theme that came through the consultation was that Forth should be 'dressed up' as the gateway to Cradle Mountain and be promoted as a connection point between the coast, the valley and the Cradle wilderness region. Furthermore, there were calls for a visitor information centre, developing Forth Hall as a multi-use facility and creating an environment to attract new businesses, shops, cottage style commercial offerings, B&Bs, and possibly a local farmers market. The road network can play a significant role in achieving these ideas in terms of guiding people to and around Forth, through:
 - appropriate signage (message and siting are very important elements);
 - traffic management measures to calm drivers and invite all road network users into specific precincts; and
 - providing well-designed and inviting access points and parking.



Opportunities, Challenges and Ideas

Strategies	Actions
(a) Strengthen the village atmosphere	
<p>Increase the density of commercial and community use development in the village heart.</p>	<p>Rezone available land along northern side of Forth Road in village heart to Local Business, to promote village-centric activity.</p> <p>Encourage land subdivision, infill development and use of vacant shops along Forth Road.</p>
<p>Create active edges to Forth Road.</p>	<p>Encourage development which provides activity for the street.</p> <p>Provide adequate separation between shop fronts and car parking to ensure emphasis on pedestrian movement and safety.</p> <p>Rationalise car parking so that it does not dominate the street frontages.</p> <p>Develop outdoor café/dining area in front of shops beside river parkland and elsewhere as appropriate. Incorporate the use of umbrellas or sail cloths to define café areas and provide intimacy.</p> <p>Develop landscaped edge to service station and shops frontages.</p>
<p>Strengthen the connections between the existing commercial and community developments in Forth Road.</p>	<p>Plant street trees to provide a continuous element connecting community and commercial developments along Forth Road from the Community Hall to the Bridge Hotel.</p> <p>Provide a continuous kerb, nature strip and shared path along Forth Road from the Community Hall to the Bridge Hotel.</p>

5 Urban Design Principles, Strategies and Actions

Strategies	Actions
<p>(b) Strengthen the sense of community</p> <p>Provide facilities and activities which encourage community development.</p>	<p>Develop the community hall as the focus of the cultural/heritage precinct.</p> <p>Use the Community Hall as the venue for a regular produce market.</p> <p>Use the Community Hall for a regular marketing event for local home based businesses.</p> <p>Use the Community Hall for a local art and craft gallery.</p> <p>Reinforce recognition of the hall and surrounding area as a cultural precinct.</p> <p>Increase barbeques and picnic facilities in Recreation Ground.</p>
<p>Provide facilities and activities for children and young people.</p>	<p>Assess play equipment for compliance and renovate if necessary.</p> <p>Increase play equipment for young children.</p> <p>Fence play area for young children and provide seating and shade trees.</p> <p>Develop opportunities for play/fitness activities for young people such as a climbing wall or the like.</p> <p>Use of the garage as a community workshop for mechanical, metal and wood work where older people could pass on skills and knowledge to young people.</p> <p>Car parking to be provided adjacent together with redesign at the rear of the community hall linking to the main entry to the recreation area. The proposed car park currently covers three titles: Ct 139130/2 ("Forth Town Hall"); Ct 132129/1 ("Forth Town Hall"); and Ct 23926/1 ("Garage"). For access through to the car park from Mell Street, a portion of Ct 23926/1 will need to be purchased by Council to allow access through the garage title.</p>



Urban Design Principles, Strategies and Actions

Strategies	Actions
(b) Strengthen the sense of community	
Provide opportunities for social interaction within the village heart	<p>Provide defined areas for car parking which encourage short walks to destinations.</p> <p>Provide seating and shade trees around play equipment and tennis courts.</p> <p>Provide an off lead dog walking area within the Recreation Ground.</p> <p>Develop an interactive, un-staffed visitor centre as a point of public interaction (use of touch screens, interpretive art, public photo upload/display screen, visitor notebook, etc.).</p>
Increase accessible facilities	<p>Provide an accessible WC in public toilet block at the Recreation Ground.</p> <p>Provide accessible car parking spaces close to the shops.</p> <p>Use of directional signage to indicate location of facilities.</p>

Urban Design Principles, Strategies and Actions

Strategies	Actions
(c) Amplify the sense of place	
Develop access to Forth's natural assets: Forth River	<p>Replace the fence along the river with a shorter fence and incorporate low endemic planting.</p> <p>Develop a shared path for pedestrians and cyclists along the western riverbank and up Shipping Place Lane.</p> <p>Provide recreational facilities approximate to the river, subject to flood analysis and assessment.</p> <p>Provide directional signage to mark accesses to Forth River.</p>
Develop access to Forth's natural assets: Valley	<p>Develop a heritage walking route through the village, up Forth Road and along George Street to MacKillop Hill for views across river valley. It is suggested that the walkway up MacKillop Hill should be a 'zig-zag' track due to the steep gradient. This would afford visitors different orientation points up the hill - could be designed to take advantage of key view points, i.e. every 'corner' designed to orientate visitors towards key views.</p> <p>Develop interpretation for places with heritage value along this walking route e.g. mechanics garage, house opposite Community Hall, Bridge Hotel, Purple House, MacKillop Hill, history of the valley, church.</p>
Improve connections to surrounding natural assets	<p>Develop a shared path for pedestrians and cyclists to Turner's Beach and Ulverstone.</p> <p>Promote surrounding natural assets through signage/interpretive displays.</p>



Urban Design Principles, Strategies and Actions

Strategies	Actions
(d) Provide attractions for visitors (from within and outside the region)	
Continue to offer free overnight stays for visitors in campervans and tents at the Recreation Ground.	Implement tree planting at Recreation Ground to provide increased amenity for overnight stays.
Upgrade toilet, barbeque and picnic facilities at the Recreation Ground.	Renovate existing public toilets to provide accessible facilities. Provide more barbeques and picnic facilities at Recreation Ground.
Develop new attractions for visitors.	Establish the Community Hall as a visitor information and interpretation centre, gallery for local arts and crafts, venue for regular local produce market. Develop walking routes, with interpretation, around the village to places of heritage and scenic interest eg along the river banks, up MacKillop Hill, along Shipping Place Lane.
Promote cycle touring.	Construct a shared path to link Turner's Beach and Ulverstone with Forth.
Continue support for an annual Blues Festival on the Recreation Ground.	Council to continue providing support for the festival. Promote local artist events.

Urban Design Principles, Strategies and Actions

Strategies	Actions
(e) Make connections	
<p>Make connections from Forth to nearby towns and cities.</p>	<p>Develop a shared path for pedestrians and cyclists to Turner’s Beach and Ulverstone. Promote Leith Road and Forth Road as part of a cycle touring network linking Forth to Leith and Devonport respectively. Promote the Forth Road as part of the Coast to Canyon Experience (use of place identification/directional signage).</p>
<p>Promote Forth as the gateway to Cradle Mountain.</p>	<p>Develop innovative signage/public art defining the gateway to Cradle Mountain at the intersection of Forth Road and Wilmot Road.</p>
<p>Make connections within the village.</p>	<p>Improve the path along northern side of Forth Road to provide a continuous safe, accessible route within the village heart separated from the road by a nature strip and a kerb. Path should be a shared path for pedestrians and cyclists.</p>

Urban Design Principles, Strategies and Actions

Strategies	Actions
(f) Be environmentally sustainable	
Regenerate the riverbanks.	<p>Remove weeds, including willows, from the riverbanks and other weed infested areas.</p> <p>Revegetate riverbanks and other areas of weed infestation with endemic species to encourage biodiversity.</p> <p>Establish a community driven, 'River Care Group', whereby river issues can be discussed and kept within the community spotlight. Explore the potential for a Federal Grant Funding under the Banner of Natural Resource Management.</p>
Improve water quality in the Forth River.	<p>Remove debris from river.</p> <p>Create a bioretention basin to cleanse stormwater from Forth Road prior to discharge into Forth River. The bioretention basin would provide wetland habitat for birds and other aquatic fauna. The existing river flood water drainage channel will need to be incorporated into the design.</p> <p>The above needs to be reassessed - Council not in favour of a bioretention basin. May require a risk assessment due to the probability of the Forth River flooding.</p>
Increase biodiversity.	<p>Plant endemic species for food and habitat of native fauna (in Recreation Ground and possibly as street trees).</p> <p>Improve water quality to increase aquatic life in river.</p>

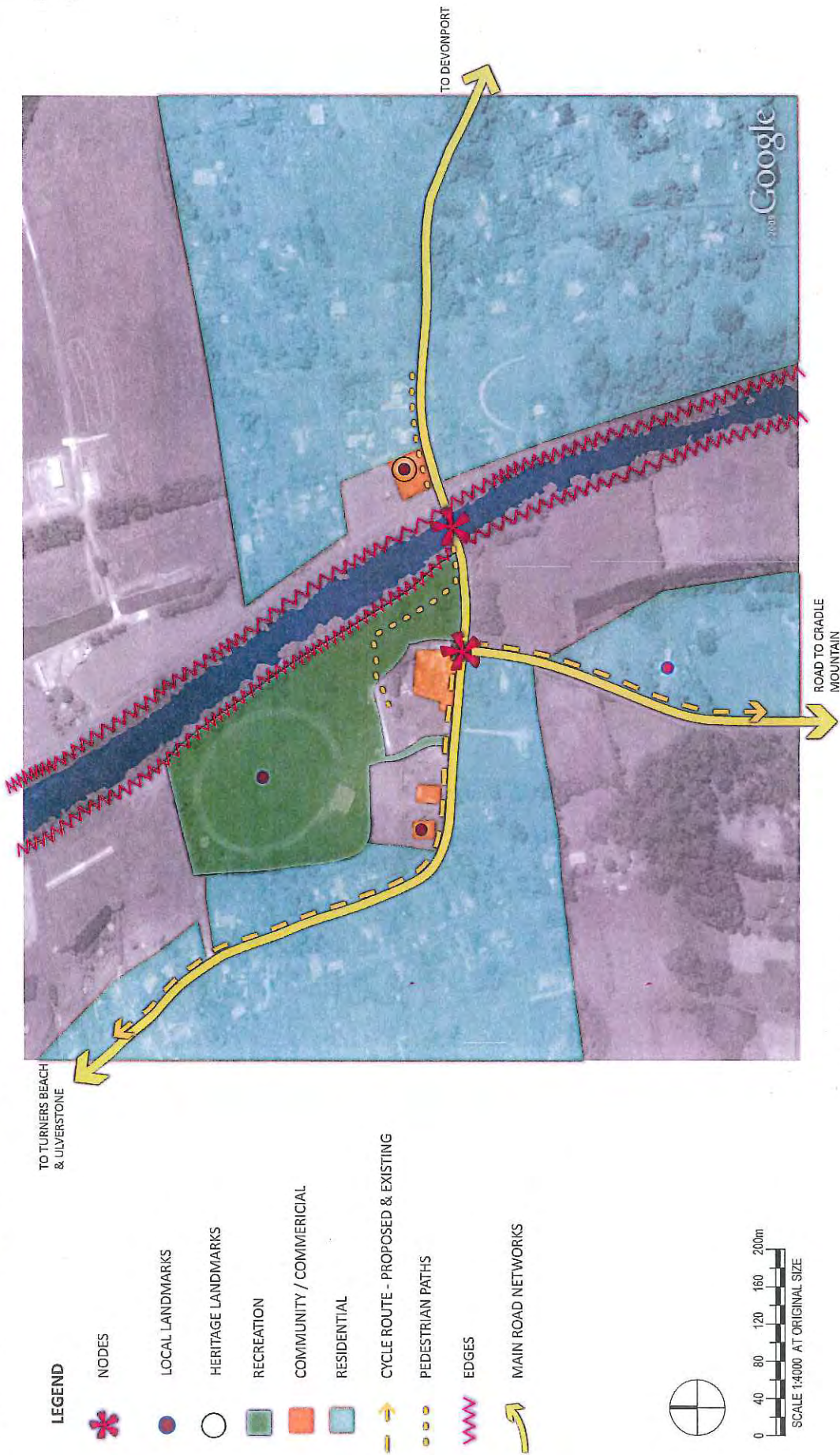
Urban Design Principles, Strategies and Actions

Strategies	Actions
(g) Resolve traffic and parking issues	
Improve safety at Leith Road/Forth Road intersection.	Relocate the giveway line on Leith Road further towards Forth Road.
Improve safety along Forth Road through village heart.	Implement a 50km/h speed limit in village heart. Potential to extend the 50km/h speed limit to the top of the hill at Kindred Road junction to provide for more of a speed reduction buffer area.
Improve pedestrian safety along Forth Road and crossing Forth Road.	Extend footpath along Forth Road to Shipping Place Lane. Investigate the feasibility of constructing ramped access under bridge near Wilmot Road.
Rationalise parking around shops and service station.	Create defined entry and exit to service station. Provide accessible, controlled parking outside shopfronts. Develop new parking area to west of service station.
Rationalise car parking around Community Hall.	Develop car parking area behind Community Hall and Garage. The proposed car park currently covers three titles: Ct 139130/2 ("Forth Town Hall"); CT 132129/1 ("Forth Town Hall"); and CT 23926/1 ("Garage"). For access through to the car park from Mell Street, a portion of CT 23926/1 will need to be purchased by Council to allow access through the garage title. Provide signage to car parking.
Rationalise car parking in Leith Road.	Develop angled car parking opposite the hotel in Leith Road and parallel parking on western side of Leith Road.
Improve legibility of entry to Recreation Ground.	Construct gate posts on Forth Road at entry to Recreation Ground.
Public transport (bus)management	Ensure a centralised laydown and collection area is maintained within the recreation precinct to reduce potential for traffic/pedestrian conflict.

Urban Design Principles, Strategies and Actions

Strategies	Actions
(h) Develop business opportunities	
Develop businesses in accordance with the Coast to Canyon Experiences: Angler's Access; Food, Produce and Agriculture; Tracks and Trails; Retail, Heritage and Cultural.	Develop an interactive, un-staffed visitor centre as part of the Community Hall as a point of public interaction (use of touch screens, interpretive art, public photo upload/display screen, visitor notebook, etc.). Develop a gallery for local arts and crafts in Community Hall, as well as a venue for a regular local produce market.
Support local businesses	Use the Community Hall for a regular marketing event for local home based businesses.
Increase attractions for visitors as a means of increasing local economic sustainability	See (d) above.

Urban Design Principles, Strategies and Actions



Site Analysis

Urban Design Principles, Strategies and Actions



- LEGEND**
- EMPTY SHOPS
 - LOCAL LANDMARKS
 - PLACES OF HERITAGE VALUE (CULTURAL & NATURAL)
 - LACK OF PARKING AROUND COMMUNITY HALL
 - RECREATION GROUND
 - DISPERSED CHARACTER OF MAIN STREET
 - OPEN SPACE PRONE TO FLOODING
 - LACK OF ACCESS TO RIVER
 - VEHICLE & PEDESTRIAN CONFLICT
 - HIGH TRAFFIC VOLUME & CRASHES
 - MAIN ROAD NETWORKS
 - GOOD VIEWS OVER VALLEY
 - VILLAGE HEART



Opportunities & Challenges

Urban Design Principles, Strategies and Actions

Implementation Plan		
Suggested actions and priorities (for discussion)	Responsibilities	Measurable outcomes
Highest priority		
Rezone available land along northern side of Forth Road in village heart to Commercial, Cultural/ recreation use and/or Village precinct.		Change to planning scheme. Consolidation of village heart.
Encourage land subdivision, infill development and use of vacant shops along Forth Road, particularly for development which provides activity for the street.		Change to planning scheme. Consolidation of village heart. Occupation of vacant shops.
Provide designated areas for car parking to satisfy demand, located away from fronts of buildings and located to encourage short walks to destinations. (Refer SK003 and SK004).		Adequate provision of car parking, appropriately located. Removal of parked cars from fronts of buildings. Informal social interaction.
Plant street trees in Forth Road where possible extending from Community Hall to Bridge Hotel. (Council advise however that tree planting options have been exhausted).		Connectivity along Forth Road.
Implement a 50 km/h speed limit in the village heart and extend the speed limit thru to Forthside.		Decrease in number of accidents and crashes on Forth Road.
Relocate the giveaway line on Leith Road further towards Forth Road.		Improved visibility at intersection. Decrease in number of accidents and crashes on Forth Road.
Reinforce use of the Community Hall as the focus of a cultural/heritage precinct.		Increased village identity. Increase in visitor attractions. Reinforcement of Coast to Canyon Experience.

6 Urban Design Implementation Plan

Implementation Plan		
Suggested actions and priorities (for discussion)	Responsibilities	Measurable outcomes
Highest priority		
Use the Community Hall as the venue for a regular produce market.		Reinforcement of Coast to Canyon Experience. Increase in visitors to Forth.
Use the Community Hall for a local art and craft gallery.		Reinforcement of Coast to Canyon Experience. Increase in visitors to Forth.
Establish an un-staffed visitor centre in the Community Hall and develop a system for managing and updating displays. This could involve a cooperative arrangement between Council and the Forth Hall Management Committee.		Reinforcement of Coast to Canyon Experience. Increase in visitors to Forth.
Develop a heritage walking route through the village, up Forth Road and along George Street to Mackillop Hill for views across river valley. Develop interpretation for places with heritage value along this walking route e.g. mechanics garage, house opposite Community Hall, Bridge Hotel, Purple House, Mackillop Hill, history of the Valley, Church.		Enhanced awareness and connections between assets.
Replacement of the fence along the river bank with a shorter fence with inclusion of low endemic planting.		Increased visual access to river. Increased biodiversity.
Remove weeds, including willows, from the riverbanks and other weed infested areas. Revegetate riverbanks and other areas of weed infestation with endemic species to encourage biodiversity.		Increased attractiveness of river. Increased visual access to river. Increased biodiversity.
Provide an off lead dog walking area within the Recreation Ground.		Increased informal social interaction.

Urban Design Implementation Plan

Implementation Plan		
Suggested actions and priorities (for discussion)	Responsibilities	Measurable outcomes
Highest priority		
Construct a shared path on northern side of Forth Road in the village heart, extending along the western riverbank and up Shipping Place Road and linking Forth with Turner's Beach and Ulverstone.		Increase in cycle touring. Encouragement of sustainable transport.
Rationalise area around service station to increase safety, accessibility and amenity by: <ul style="list-style-type: none"> ▶ Implement 'stamping' of pedestrian areas, to clearly delineate between pedestrian and vehicle areas, as outlined in Council's Traffic and Parking Study; ▶ reducing the cross-over to an entry lane and an exit lane; ▶ locating car parking in designated areas away from the fronts of buildings; ▶ providing accessible parking close to shops; ▶ developing an outdoor café/dining area in front of shops beside river parkland; and ▶ developing a landscaped edge to the street frontage. 		Reduced pedestrian vehicle conflict. Reduced congestion. Increased opportunities for social interaction.
Develop bus stops within Recreation Ground and on southern side of forth road (refer SK003).		Increase in sustainable transport. Increase in mobility for non-drivers.
Medium priority		
Improve the path along northern side of Forth Road to provide a continuous safe, accessible route within the village heart separated from the road by a kerb. Path should be a shared path for pedestrians and cyclists.		Improved pedestrian safety. Increase in cycle use.



Urban Design Implementation Plan

Implementation Plan		
Suggested actions and priorities (for discussion)	Responsibilities	Measurable outcomes
Medium priority		
Council to consider purchasing the garage next to the Community Hall to develop as a community workshop for mechanical, metal and wood work where older people could pass on skills and knowledge to young people.		Social inclusion. Increase in activities for young people and older people.
Assess play equipment for compliance and renovate if necessary. Increase play equipment for young children. Fence play area for young children and provide seating and shade trees.		Social inclusion. Safe play environments. Increase in activities for children and parents/carers.
Develop opportunities for play/fitness activities for young people such as a climbing net or climbing wall or rope suspension bridge across the river.		Social inclusion. Increase in activities for young people.
Renovate existing public toilets to provide accessible facilities.		Social inclusion. Increase in accessibility of public facilities.
Provide more barbeques and picnic facilities at Recreation Ground.		Increased opportunity for community events and community development.
Plant endemic species for food and habitat of native fauna (in Recreation Ground and possibly as street trees).		Increase in biodiversity.
Remove debris from river. Establish a community driven, 'River Care Group', whereby river issues can be discussed and kept within the community spotlight.		Improved water quality. Increased aquatic life in river, leading to possibility of angler's access (Coast to Canyon Experience).

Urban Design Implementation Plan

Implementation Plan		
Suggested actions and priorities (for discussion)	Responsibilities	Measurable outcomes
Lowest priority		
Extend footpath along Forth Road to Shipping Place Road.		
Implement tree planting at Recreation Ground to provide increased amenity for overnight stays.		Increased biodiversity. Increased visitor numbers.
Promote Forth Road as part of the Coast to Canyon Experience.		Increased visitor numbers.
Develop innovative signage/public art defining the gateway to Cradle Mountain at the intersection of Forth Road and Wilmot Road.		Increased visitor numbers.
Create a bioretention basin to cleanse stormwater from Forth Road prior to discharge into Forth River. The bioretention basin would provide wetland habitat for birds and other aquatic fauna. Retain the drainage channel for river flood waters through design of the bioretention basin. We note Council's concern in relation to risk management.		Increased biodiversity, especially wetland birds.
Construct gate posts on Forth Road at entry to Recreation Ground.		Increased legibility within village heart. Amenity for visitors.
Use the Community Hall for a regular marketing event for local home based businesses.		Increased economic sustainability.

Urban Design Implementation Plan

Implementation Plan		
Suggested actions and priorities (for discussion)	Responsibilities	Measurable outcomes
Lowest priority		
Provide seating and shade trees around play equipment and tennis courts.		Increased amenity and opportunity for social interaction.
Council to consider providing funding or in kind support for the annual Blues Festival.		Increased visitor numbers. Increased economic sustainability.
Provide a dedicated dog walking area, within the northern end of the recreation ground.		Increase opportunity for social interaction.
Provide additional barbeque facilities at the recreation ground.		Increased amenity and opportunity for social interaction.

Urban Design Implementation Plan

Key Planning Initiatives	
Introduce LAP	<p>The Local Area Plan (LAP) will be used to inform the future review of the planning scheme.</p> <p>The purpose of the LAP is to introduce a particular layer of control to guide future development, protect the particular values identified by the community and ensure that sustainability principles are applied to all development within the Area.</p>
Precincts	<p>The LAP will introduce two additional precincts identifying cultural heritage/recreation and village.</p> <p>These precincts are in addition to the existing zones which apply to the village.</p> <p>The Village precinct will replace the existing mixed use zone.</p> <p>Each precinct has its own particular use and development standards that reflect the intent of the precinct.</p>
Subdivision of land	<p>RESIDENTIAL SUBDIVISION - FORTH TOWNSHIP</p> <p>An issue which has been to the forefront in discussion with the community has been the density of lots within the Low Density zoned areas of the Forth village.</p> <p>The community's view that a density of 4,000m² should be maintained is recognised, and with it the view that this is appropriate for the Forth village. However in terms of maintenance of the character of the Forth settlement, the containment of development to the existing township boundary is considered imperative to maintaining the charm and ultimately the character of the settlement.</p> <p>The view is reinforced through consultation sessions as part of the visual analysis and the consideration of planning guidelines for future development. In 1997 the most significant issue for Forth Valley residents was: - "they would like small, managed changes and desire to maintain their quiet village lifestyle. The clear message being to keep the character and ambience that already exists and to reinforce this through any new development."</p> <p>Building development within the township is relatively static and demand for new residential lots is not high. Nevertheless the demand for residential development and therefore incremental growth can be expected over time. In terms of the town settlement and the patterns of development this will mean that unless containment is achieved the particular character of the township may be lost if better use of the existing opportunities is not taken.</p> <p>An analysis of future densities for residential development suggest an increase from 4,000 to 2,000m². Such a change in density might be expected to have a significant impact upon the amenity of properties and to redefine the character of these areas. However an analysis of land titles within</p>



7 Local Area Plan (Urban Design Guidelines)

Key Planning Initiatives

Subdivision of land

The Low Density area suggests that it may be possible to achieve a growth in blocks of up to 30% which would achieve an additional 49 allotments assuming an average density of 2,000m². This is based upon the assumption that it is not possible to double the lot yield within the existing settlement given the physical limitations characterised by the shape of the existing lots, access to roads and the arrangement of circulation and development. It is unlikely on this basis that a noticeable change to the patterns of development and character of these areas would result.

On the other hand establishing and maintaining the boundary between the residential areas and the rural zone is a key step in ensuring the character of Forth is maintained. The land zoned for Low Density development represents the transition to the countryside and the outer limits of the development boundary. It is this very transition through the rural countryside, low density developments and into the town ship which establishes the character of the area. This transition is most noticeable travelling south from Turners Beach into the Forth settlement.

On this basis and in considering the optimum density for residential development within the Low Density zone, there are two key factors which influence the direction for development of the Forth township into the future. These factors include:

- The character of the settlement; and
- The sustainable capacity of services.

For this reason it is proposed that the minimum lot size for the subdivision within the Low Density Zone be reduced from 4,000m² to 2,000m².

The proposed increase in density recognises the opportunity to achieve greater efficiency in the development of land allowing an increase in lot yield whilst maintaining the character of the village setting, reinforcing the need for containment through the transition to the rural resource.

The transition from the rural holdings beyond the village and immediate low density precinct is considered important in reinforcing the particular character of the settlement whilst facilitating redevelopment of allotments within the context of a contained settlement.

Further, a decrease in the minimum lot size will afford a more sustainable use of the available land resource.

Reducing the amount of land required for future residential development will ensure that growth can continue into the future without a significant residential spread, while still maintaining the 'rural' character of existing residential development in Forth.

It is desirable to contain residential development within the serviced node which will reinforce the central role of the village, as well as reducing pressure on infrastructure services and maintenance.

The increase in development density within the zoned area will reduce the pressure on the development of rural land surrounding the township.

Local Area Plan (Urban Design Guidelines)

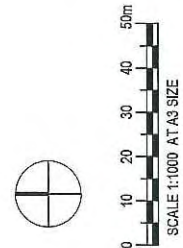


West River Bank Urban Design Recommendations

Local Area Plan (Urban Design Guidelines)



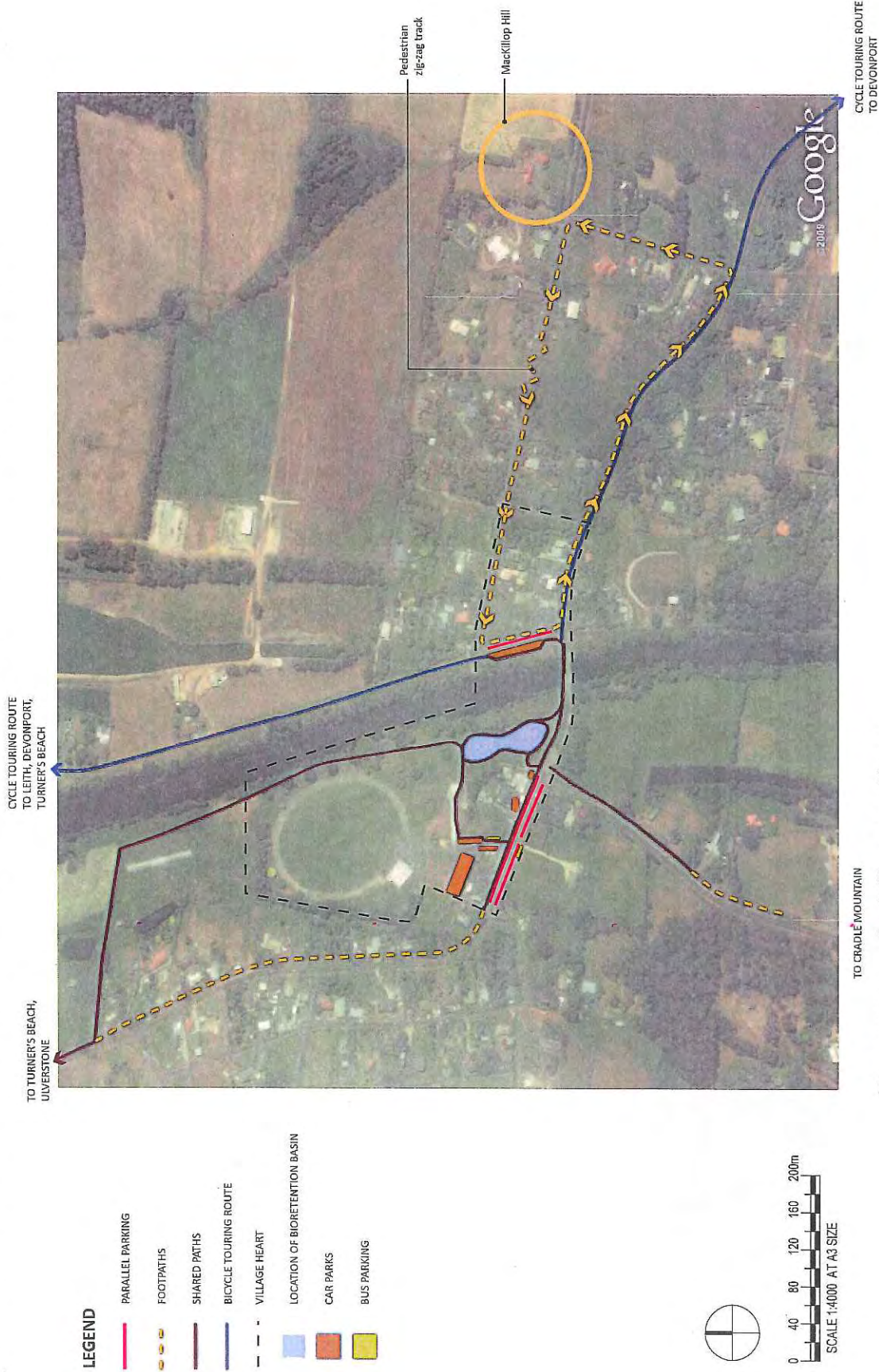
- Cycle touring route to Leith
- Shared path to Turner Beach & Ulverstone
- Walking track circuit to Mackillop Hill
- Develop Picnic area
- Remove debris from river. Remove willows & weeds. Revegetate with endemic species.
- Angled parking
- Kerb & shared path



East River Bank Urban Design Recommendations

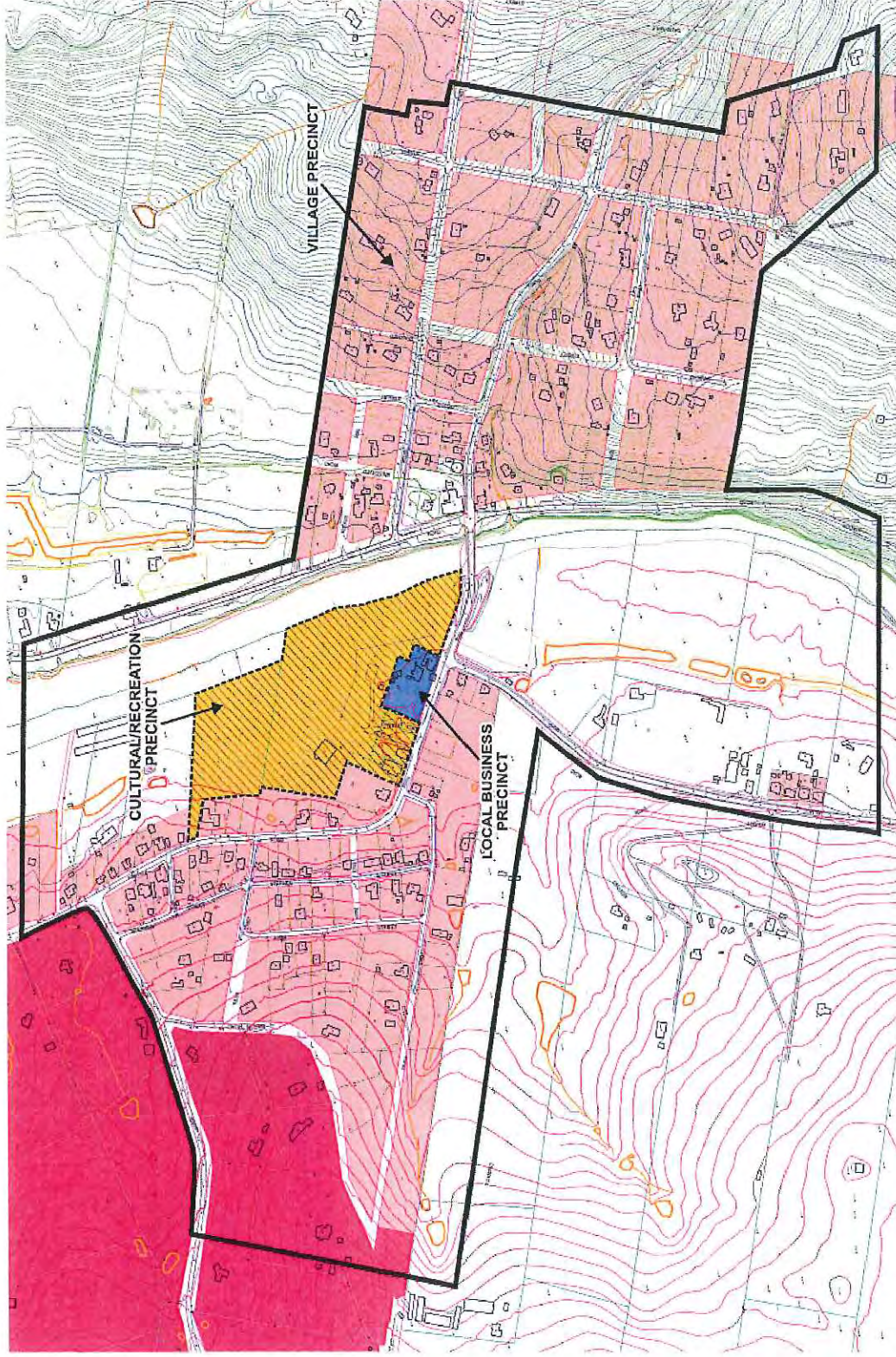
Specialty restaurant / cafe

Local Area Plan (Urban Design Guidelines)



Recommended Connections

Local Area Plan (Urban Design Guidelines)



Town Precincts

Local Area Plan (Urban Design Guidelines)

References

- Forth Local Area Plan (Urban Design Guidelines) Consultation report, Central Coast Council 2010.
- Lower Forth Flood Response and Recovery Plan, SES and Central Coast Council, March 2008.
- Upgrading the Forth River Dams R.I Herweymen.
- Intergovernmental Panel on Climate Change (IPCC).
- Chris Sharples (2006), Indicative Mapping of Tasmanian Coastal Vulnerability to Climate Change and Sea-Level Rise. Explanatory report 2nd Edition.
- Coastal Geomorphology of the Forth River Mouth at Turners Beach: Analysis of Recent Sedimentation Changes.
- Ellison, JC and Arkley, K and Bester, C and Dell, G and Taylor, E and Hannaford, R and Holland, S and Clark, M and Atkins, C and Foster, I and Morrison, B (2002) Coastal Geomorphology of the Forth River Mouth at Turners Beach: Analysis of Recent Sedimentation Changes. Technical Report. University of Tasmania.
- Central Coast Planning Scheme 2005.
- Central Coast Council Strategic Plan 2009-14.
- Central Coast Arts and Culture Strategy.
- Central Coast Framework for Settlement and investment.
- Central Coast Community Profile.
- Forth Master Plan for the Village on the River (July 2000).
- Forth community Plan (Feb 2007).
- Forth Valley Land Use Planning Guidelines (July 2000).
- Lower Forth Flood Response and Recovery Plan.
- Industrial Land Demand Tasmania.
- Penguin Urban Design Guidelines.
- Ulverstone Urban Design Guidelines.
- Central Coast Local Visitor Strategy – The Coast to Canyon Experience.

Appendix A

Strategic Documents Analysis

Central Coast Council
Forth LAP (Urban Design Guidelines)
Strategic Document Analysis

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1. Background Studies and Research

1.1 Introduction

In seeking to understand the broader scope which underlines the requirements of the consultants brief, the following strategic documents have been reviewed to inform the development of the guidelines:

- ▶ Central Coast Council Strategic Plan 2009-14;
- ▶ Central Coast Planning Scheme 2005;
- ▶ Central Coast Framework for Settlement and investment (draft);
- ▶ Forth Valley land Use Planning Guidelines (July 2000);
- ▶ Forth Master Plan for the Village on the River (July 2000);
- ▶ Forth community Plan (Feb 2007);
- ▶ Central Coast Community Profile;
- ▶ Central Coast Local Visitor Strategy – The Coast to Canyon Experience;
- ▶ Central Coast Arts and Culture Strategy;
- ▶ Penguin Urban Design Guidelines;
- ▶ Ulverstone Urban Design Guidelines;
- ▶ Lower Forth Flood Response and Recovery Plan;
- ▶ Industrial Land Demand Tasmania.

Collectively, the strategic documents seek to develop the Central Coast area and Forth as a vibrant place of social and cultural activity which enhances the experience of residents and visitors whilst showcasing the area's identity and its many natural, cultural and heritage assets. The preparation of the Forth Local Area Plan – Urban Design Guidelines is seen as an important component in achieving these objectives.

The strategic documents that will significantly inform the project will be the Strategic Framework for Settlement and Investment, Strategic Plan 2009-14, Central Coast Arts and Culture Strategy, Forth: A Masterplan for the Village on the River, and Forth Valley Land Use Planning Guidelines – Planning for the future of Forth, Leith & Turner's Beach. Due to the many strategic documents that have been used to inform the Forth Urban Design Guidelines, the guidelines will be centred around the key connections between the strategic documents (note – the

connections between the documents have been summarised in Section 8). The links between the documents are important as there are common areas of concern that need to be identified in order to inform the foundational basis of the guidelines.

Specifically of relevance to establishing the Forth Local Area Plan – Urban Design Guidelines is the document titled *Forth: A Masterplan for the Village on the River (July 2000)*, prepared by John Mongard Landscape Architects in association with the Central Coast Council. This strategic document presents design ideas and pathways relevant to the achievement of the objectives listed throughout the strategic documents,

All strategic documents and suggested urban design initiatives have been analysed and assessed against one-another and the Central Coast Planning Scheme objectives and intentions, resulting in a number of identified key objectives and goals that have been established to provide the basis to the Forth Local Area Plan - Urban Design Guidelines.

GHD Pty Ltd has previously undertaken a similar project for the Central Coast Council to establish Urban Design Guidelines for Uliverstone. An experienced team of architects, urban designers, planners and engineers within GHD provided a wealth of knowledge and experience in the development of the guidelines. This same team of people were sourced in producing the Forth Local Area Plan – Urban Design Guidelines.

2. Central Coast Council – Strategic Plan

The Strategic Plan focuses on the distinctiveness of the people's location, lifestyle and strengths to achieve the aspirations of the local communities and to set the direction for Council in determining how best to direct its resources and effort.

Four platforms

- ▶ Liveability
- ▶ Sustainability
- ▶ Innovation and Creative Energy
- ▶ Distinctiveness

Important Points

- ▶ Recognises the surrounding industries and production as a key supporter of economically viable communities that are a part of a thriving region;
- ▶ Desire to be at the cutting edge of local economic development, competitiveness, and place-based development;
- ▶ Strategic directions must be realistic and relevant to the intended outcomes and the community;
- ▶ The key natural assets of the Central Coast area need to be emphasised and better connections made to these areas from surrounding precincts;
- ▶ Promotion of energy efficient design desirable;
- ▶ Investigate a creative approach to new development design;
- ▶ Connectivity needs improvement both within Central Coast and within the region, making places more accessible and allowing people to connect;
- ▶ Community based solutions encouraged.

Planning Strategies

- ▶ Create a plan for a network of transport routes to connect communities and attractions throughout Central Coast;
- ▶ Develop a range of promotional activities to encourage greater use of walking routes.

Overall Summary/Observations

The *Central Coast Council – Strategic Plan* emphasises the need for sustainable societies that foster innovation and creativity. This innovation and creativity can be demonstrated through architectural and urban design practices, showcasing a particular society's personality. Areas must be affordable, and highly desirable to live in.

3. Central Coast Arts and Culture Strategy

Vision

"Leading a growing and innovative community"

Arts and Culture

Arts and culture is all about the relationship between the local community and the place where they live.

Arts and culture comprises all kinds of creative expression and activity whether recreational, professional or institutional. It includes both collective and individual expression and can assist in the development of our cultural identity and strengthen the links within our community.

Important points

- ▶ Introduce regular cultural orientated events to carry ideas through the year;
- ▶ Improved visitor infrastructure is needed, involving:
 - Relocated visitor centre and Council
 - Service Centre – gift shop
 - Expanded History display
 - Education and Interpretation Centre
 - Art space / gallery
 - Café
 - Long term parking
 - Bookings / pick up point for short tours/activities
 - District passive park and associated amenities

Priorities from the communities within the Central Coast:

- ▶ Culture and Heritage – the preserving and development of;
- ▶ Stage Community & Cultural Events;
- ▶ Develop and implement the Forth Cultural and Heritage Precinct Plan;
- ▶ Evaluate a suitable venue for a Cultural Heritage Centre;

- ▶ Build cultural activities in conjunction with existing events;
- ▶ Develop an Arts and Cultural Strategy;
- ▶ Develop a Festival and Events Strategy;
- ▶ Identify & develop Arts & Cultural Precincts;
- ▶ Examine the future development of the Penguin Railway Station Precinct for community purposes.

Overall Summary/Observations

The *Central Coast Arts and Culture Strategy* provides direction for cultural improvement within communities. Cultural values for a particular region need to be identified, and cultural events better recognised and provided for. Cultural activities are highly important in providing for community interaction and helping to establish a stronger identity and sense of connectivity within the community.

4. Central Coast Community Profile 2008-2013

Please see the Central Coast Community Profile 2008-2013 document for detailed information and specifications.

- ▶ The median age of people living within Central Coast as of June 2006 was 41.9, compared with 38.8 in 2001 and 35.4 in 1996;
- ▶ There are a growing number of elderly retired people moving to the Central Coast area – coastal communities being the preferred retirement destination;
- ▶ Population is increasing by a few percent a year;
- ▶ School attendances are generally increasing also;
- ▶ In 2001 there was a decrease in the number of lone person households for residents of flats, units or apartments;
- ▶ There is a growing demand for housing and other building infrastructure (441 planning approvals during 2006-2007).

Overall Summary/Observations

More relevant housing options are required that will provide for young families and in particular the increasing number of retirees. Planning measures need to be put in place to identify appropriate zoning for different residential zones.

5. Forth: A Masterplan for the Village on the river – July 2000

In July 2000, a masterplan for the village of Forth was undertaken by John Mongard Landscape Architects, in association with the Central Coast Council. A number of strategies were suggested that are outlined in the below summary of the document.

Throughout the document, a strong desire for community engagement is expressed with community opinion considered to be highly important in shaping future planning and design outcomes for Forth.

1. Village centre Create a unified and connected village that links the river to the green and the green to the street. The village centre should be a gateway to the valley, a place to stop, gather, wander and discover;

- ▶ Make use of the unique natural and cultural assets as points of discovery and orientation through the village centre;
- ▶ Environmental sustainability important;
- ▶ Better pedestrian access points to the river;
- ▶ Passive recreation zones along the river;
- ▶ Develop a network of mid-block laneways to enhance pedestrian connections between the main street and recreation ground;
- ▶ Develop a village square to facilitate community gathering and main street activities/events;
- ▶ Establish a safer and more legible structure of traffic and pedestrian movements, and carparking in commercial areas;
- ▶ Strengthen the main street/shop front interface along Forth Road;
- ▶ Establish a central tourist information and interpretive centre for the village incorporating public amenities;
- ▶ Promote the use of native and endemic plantings;
- ▶ Promote the development and display/installation of local arts and crafts;
- ▶ Improve the cross-river connection to the Forth pub;
- ▶ Enhance the integration of the recreation club, and future public facilities, with the parkland;

2. The community centre/information centre formed a major part of the plan, linking the village hall to the village retail shopfront of the service station and providing a gateway to the village green and recreation complex. The idea of the centre was to provide a place where local arts and crafts could be displayed/sold and where information could be displayed to entice passers through to stay a while longer.

3. The plan suggested creating a viewing platform to improve the frontage of the clubhouse. Cars could be relocated to other areas behind and to the side of the clubhouse so the whole of the village green could be used as a pedestrian area.
4. The fence between the river and the recreation complex should be removed, providing access to walkways and recreation areas along the river.
5. The village green should be strengthened by provision of a formal park area with trees, shelters and play areas, in order to create a communal heart to the recreation complex.
6. Low-lying areas of the parkland between the river and service station should be made into permanent pond areas, providing the presence of water in the centre of the green. The pond area would be part of an environmental interpretation walk, promoted through the village information centre.
7. Provision of a skate park, to provide for the needs of the local young people, and to keep a regular influx of young people within the area.
8. Forth Road to be improved overtime with shade trees, footpaths and streetlights.
9. The intersection of Wilmot Road and Forth Road to be improved to minimise the number of traffic movements, and to control the access points to and from the service station.

The Forth River

The forth River has been identified by the community as the most valuable and scenic natural asset. It is hidden, and residents wish for the riverfront to play a more active role in their daily lives. Willow trees and vegetation cuts of access to the river and provides a screen. These need to be modified to a better physical and visual connection can be established.

Issues identified by the forth community workshops:

- ▶ Poor access to riverbank and other valuable areas;
- ▶ Inadequate catchment management (e.g. Urban and rural run-off);
- ▶ Poor river maintenance (e.g. Turbidity, livestock access);
- ▶ Lack of funding;
- ▶ Need for community education;
- ▶ Weed infestation.

Key Words

- ▶ River Improvement

- ▶ Active village centre
- ▶ Practical and creative solutions
- ▶ Connections

Overall Summary/Observations

The *Forth: A Masterplan for the Village on the River* document highlights the need for better connections from the town centre to the assets surrounding the town, specifically the natural assets and even more specifically the Forth River.

A variety of open recreational spaces that can provide for a range of activities and groups is desired, particularly along the Forth River frontage. The aim should be to enforce the Forth River as the 'back yard' of the community. Streetscapes should be designed to reflect the natural assets and to respect the cultural and heritage values of the area. A variety of commercial and retail businesses are encouraged in the village centre to provide for a more active environment.

6. Forth Local Area Plan (Urban Design Guidelines): Consultation Report

The purpose of this report was to document the community consultation, undertaken for the development of the Forth Urban Design Guidelines. The community consultation has been undertaken to inform the project by:

- ▶ Providing information
- ▶ Seeking information
- ▶ Exchanging information
- ▶ Encouraging community participation

Participants were invited to complete a short survey to identify things they value about Forth, things they dislike and aspects they would like to see changed.

Forth Representatives Community Workshop, and Forth Community Consultation Sessions – outcomes

Urban Design

- ▶ Eclectic colours of the built form within the village – against a standardised colour scheme
- ▶ Village character to remain
- ▶ Environmentally sensitive development
- ▶ Desire to maintain Forth's cultural heritage
- ▶ Restrict development not in keeping with the village charm
- ▶ New buildings should be a style that is compatible with the existing village setting
- ▶ Forth should be 'dressed up' as the gateway to Cradle Mountain

Cultural/Heritage Issues

- ▶ Support for the re-development of Forth Hall to provide a history and cultural centre – adjoining garage could be used for carparking
- ▶ Development of a cultural/heritage centre – in Forth Hall
- ▶ Re-introduction of a craft market in the Forth Hall – as done in the 1990's
- ▶ Information centre, showcase of local art/craft, leveraging the area's cultural/historical assets should be carried out in the Forth Hall

- ▶ Desire for a visitor information centre and cultural precinct – not desired to be located on the land to the west of the service station

Land Use Zoning Issues

- ▶ Current minimum lot size in the Low Density Residential zone (4000m²) is appropriate
- ▶ Some support for reduced lot size – higher density desirable to attract people and business
- ▶ Need to retain the essential aesthetic of the village
- ▶ There are many undeveloped blocks in the village
- ▶ Residents like the choice of housing density
- ▶ Some residents believed infill development would cater for residential growth, while others expressed desire for a rezoning of a portion of the Rural Living zone to Low Density Residential
- ▶ Some residents in the eastern side of the village desire for the sewerage system to be extended to the George Street area

Connectivity

- ▶ Connectivity in and around the village is a major issue
- ▶ Development/improvement of existing walkways around the village
- ▶ Desire for use of interpretation plaques
- ▶ Desire for a Zig-zag path up the hill from the end of William Street
- ▶ Establishment of a walkway from the recreation ground to and along Wharf Road or Shipping Place Road
- ▶ Provide access to the Forth Hall from the recreation ground car park
- ▶ A laneway between Mell Street and the shop
- ▶ Provision of an access to a walkway network from the front of the fruit and vegetable shop to the recreation ground
- ▶ Provision of a path to the public toilets
- ▶ Forth not cyclist or pedestrian friendly
- ▶ Desire for a bike path/path from Forth to Turners Beach – possibly by route of the levee bank, made of gravel
- ▶ Provision of a coble stone effect for footpaths
- ▶ Establish a walkway from the CBD around the corner to the Forth Hotel area, with a better crossover to the hotel

- ▶ Update the pathway between the CBD and William Street
 - ▶ Establish a walking loop track to see points of interest in Forth
 - ▶ Provide footpaths and guttering along Wilmot Road
 - ▶ Provide versatile, multi-use open spaces, such as dog walking areas
- Picnic/Recreation Areas*
- ▶ Establishment of a viewing platform with tables and seats at road level opposite Forth Hotel
 - ▶ Concern surrounding establishment of a viewing platform near the pub -- should be located further to the north
 - ▶ Land near the end of William Street could potentially be developed as a river viewing area
 - ▶ No need for new river access – river hazardous
 - ▶ Could potentially fence the play areas rather than the river edge
 - ▶ Desire for the river banks to be cleaned up and maintained
 - ▶ No disabled public toilet, desire for improved toilet facilities
 - ▶ Picnic area enhanced through provision of additional barbeque/picnic facilities
 - ▶ Support for establishment of low maintenance gardens
 - ▶ Do not wish to see ‘avenues of trees’
 - ▶ Forth Valley Lions Club expressed interest in development of a garden area in the town centre
 - ▶ Desire for improved use of the open space in and around the village
 - ▶ Establish a picnic area by the river
 - ▶ More play equipment for children
 - ▶ Poor signage – need to indicate recreational/sporting areas
 - ▶ Scarce vegetation
 - ▶ Lighting for the tennis courts
 - ▶ The owner of 25 Wilmot Street has made an offer to provide a portion of his land to be used to establish an area to locate public facilities – accessible from the western side of the bridge

Local Economy and Tourism

- ▶ Village information centre desired – could be located in Forth Hall
- ▶ Village information centre needs a coffee shop/bakery adjacent, to attract tourists and cater for local needs
- ▶ Establishment of a Forth Farmers Market would provide benefits
- ▶ Desire for additional businesses – restaurant, coffee shop, bakery
- ▶ Village atmosphere could be enhanced through provision of more 'cottage style' commercial offerings
- ▶ B&B accommodation and provision for campervans should be encouraged
- ▶ New business needs to be attracted to Forth

Traffic and Parking

- ▶ Safety for children a major concern
- ▶ The school bus has no place to formally stop
- ▶ Carparking near the shop considered to be chaotic
- ▶ Designated carparking required
- ▶ Bollards and curbing needed along Forth Road
- ▶ Pedestrian barrier required to make walking safer from the bridge into Leith Road before crossing to Forth Hotel
- ▶ The vertical railing on the Forth Bridge impedes the viewing of drivers
- ▶ Cars speed through the township

Environmental

- ▶ Re-use of stormwater should be a priority

7. Forth Community Plan – Village lifestyle in a rural setting

Note: this community plan was set up by the Central Coast Council with its vision extending only over a 10 year period.

Vision

"Historic Forth by the river

Welcoming and safe

Village lifestyle in a rural setting".

Values

"A healthy environment and lifestyle

A sense of community and pride in our heritage and history

Friendliness and acceptance

Respect and support for each other"

Future directions

- ▶ Develop passive and active recreation facilities and opportunities;
- ▶ Improve infrastructure services;
- ▶ Build village community;
- ▶ Foster cultural activities and preserve heritage;
- ▶ Strategic Directions –
 - Plan and build the Forth pathway network for walking and cycling;
 - Build recreational potential, safety and cleanliness of the river;
 - Review the provision of the family orientated recreational facilities;
 - Improve road and pedestrian safety;
 - Develop and implement the forth cultural and heritage precinct plan;
 - Facilitate village business development.

Overall Summary/Observations

The *Forth Community Plan – Village lifestyle in a rural setting* document emphasises the importance of retaining and enhancing the community sense of belonging and identity. This is seen as achievable through fostering more cultural activities and opportunities and providing better public open space and recreational opportunities.

8. Forth Valley land Use Planning Guidelines (July 2000)

In July 2000, the Forth Valley land use Planning Guidelines for the village of Forth was undertaken by John Mongard Landscape Architects, in association with the Central Coast Council. A number of strategies were suggested that are outlined in the below summary of the document.

The most significant issue for the Forth Valley residents as a whole during the 1997 Community Planning Study was that:

They would like small, managed changes and desire to maintain their quiet village lifestyle, and to keep the character and ambience that already exists and to reinforce this through any new development.

The community do not want Forth to have a suburban character.

The Forth River

- ▶ Formalise walking paths to control pedestrian access through dune embankment;
- ▶ Limit the extent of vehicle access and parking;
- ▶ Upgrade picnic areas;
- ▶ Rehabilitate the riverbank (vegetation programs, bank stabilisation);
- ▶ Remove visually obtrusive structures (shelters, signs, toilets) and upgrade remaining facilities;
- ▶ To promote the riverbank area as a low use recreational area;
- ▶ Formalise walking paths;
- ▶ Eradicate weeds;
- ▶ Maintain existing views and panorama;
- ▶ Encourage endemic tree planting.

Residential Development

- ▶ Houses have associated garden spaces;
- ▶ Encourage street tree planting;
- ▶ Increase vegetation cover;

- ▶ Non urban type developments (e.g. driveways to be more informal and less regimented in character, houses to be less formal and more diverse, prohibit obtrusive fencing);
- ▶ New developments to use more natural materials, such as sandstone and timber;
- ▶ Residential development that reinforces the existing local character;
- ▶ To maintain an open swale drainage method for stormwater management;
- ▶ Housing styles that fit in with the landscape and that are articulated with verandas and overhangs with pitched rooflines.

Commercial and Village Centre

- ▶ Village commercial developments must promote the character of the village centre;
- ▶ Shops should address the street and provide awnings that shade and overhang the footpath;
- ▶ Materials should be mixed, utilising a timber and stone preference with colours that are sympathetic to the surrounding environment;
- ▶ New shops to incorporate a larger shop window front;
- ▶ Create a focus on the river, enforcing the river edge and connections to the associated recreation areas;
- ▶ Establish an inviting picnic and recreation area for small groups;
- ▶ Develop a village square to facilitate community gatherings;
- ▶ Establish a central information and interpretive centre;
- ▶ Promote the use of native materials and academic plantings;
- ▶ Promote the display of local arts and crafts;
- ▶ Improve the cross-over connection to the Forth pub;
- ▶ Enhance the community focus.

Village Recreation Areas

- ▶ Currently an ad-hoc development, with no coordinated theme or character: enhance the recreation areas as focal points for the communities;
- ▶ Rehabilitation of native vegetation;
- ▶ Encourage the use of the facilities for a wider range of activities;
- ▶ Produce large open recreational spaces with formal and informal parking;

- ▶ Establish improved pedestrian and cycle linkages between recreational areas and the village;
- ▶ Public buildings should integrate public open space.

Overall Summary/Observations

The *Forth Valley Land Use Planning Guidelines* document covers a variety of issues that are also covered throughout many of the other strategic documents.

It highlights the need for better recognition and connections between natural, cultural and historic assets, and the need for better public open spaces. The guidelines express desire for residential development to reflect more so the village lifestyle and not suburban sprawl. Tree planting is most encouraged to soften the visual appearance and provide more of a connection with the natural environment.

Developments should compliment and enhance the surrounding assets, never drawing away from them as the focus.

9. Lower Forth Flood Response And Recovery Plan

A number of areas within Forth are prone to flooding or are identified as being at risk to flooding (including isolation due to flooding). The specific roads that are affected by flooding are listed within the *Lower Forth Flood Response And Recovery Plan*.

It is considered that to reduce vulnerability to future flood threats (climate change contributing to this, providing less frequent but more severe heavy rain events), any future development within an identified flood area should incorporate flood prevention design measures.

10. Industrial land demand Tasmania – Short to medium term overview

Important points

- ▶ It is important to make a distinction between *local service industries* and *export orientated industries* in projecting future land use patterns. In projecting the future demand for land it is of utmost importance to acknowledge the *importance of land use*.
- ▶ Local service industries – depends on the local population for its demand. The amount of land area needed for these industries is strongly determined by the population of the area. Increased demand for this land is associated with population growth.
- ▶ Export orientated industries – drive population growth. The amount of land area needed for these industries is driven by factors associated with needs of the industry and capacity for growth in wider markets; they are not driven by local market conditions. They attract employment and wealth and grow populations.
- ▶ Local service industry activities are on smaller parcels of land with intense land use, and export industries are on large parcels with relatively few employees for the area used.

Tasmania and the Central Coast Area

- ▶ Approximately 60% of demand for export orientated industries is located in the North West and North together. The north has the resources, appropriate (flat) land and good infrastructure connections to the ports.
- ▶ Land demand for export orientated industries in and around Burnie and Devonport is expected to increase. Correspondingly population is expected to increase.
- ▶ Within Central Coast there are four industrial sites, of which one site has spare capacity for expansion. This site is well established by road. There is approximately 21 hectares of vacant land (as of 2008)
- ▶ In Tasmania in prime urban areas the industrial land use per employee is approximately 295m². In less intensive urban areas, land use per employee is 990m², nearly four times the land use ration in prime urban areas. Approximately 77% of industrial employment takes place on the often smaller parcels of land in and around cities.

11. Strategic Framework for Settlement and Investment (September 2008)

In September 2008, the Strategic Framework for Settlement and Investment was undertaken by the institute for regional development UTAS, and Landscape & Social Research Pty Ltd, for the Central Coast Council. A number of strategies were suggested that are outlined in the below summary of the document.

Council wish for better community awareness of the *Strategic Framework for Settlement and Investment*

Important points

- ▶ Recognises that consciously defining, cultivating, protecting, and growing the attributes of the Central Coast area is what ensures the area will remain unique;
- ▶ Seeks a way forward in terms of increasing the area's resilience (ability to deal with shocks and having the ability to absorb these and where necessary, change), generating new economic opportunities, and sustainability and future liveability;
- ▶ Central Coast Council pride themselves on being able to facilitate and enable change rather than drive it;
- ▶ Recognises an underlining 'naturalness' to the area, being the sole to each Central Coast Township;
- ▶ People aged 65 and over are the fastest growing population within the Central Coast area, accounting for 17% of the population;
- ▶ The character of areas such as Forth, is influenced by the relationships between the coastline, the rivers and ranges to the south.

Words used to describe the Central Coast Lifestyle

- ▶ Relaxed
- ▶ Iconic, intimate roadways and 'slow drives'
- ▶ Strong sense of community
- ▶ Outdoors Lifestyle
- ▶ Not too big
- ▶ Friendly, caring community
- ▶ Active – lots going on
- ▶ Small town feel
- ▶ Good services, close to home

- ▶ Affordable housing

Words to describe Recreational Opportunities

- ▶ Great places for recreation such as Leven Canyon, Leven River, the fantastic beaches
- ▶ Public open spaces and parks and gardens
- ▶ Open gardens
- ▶ Great beach walks
- ▶ Festivals and cultural events showcasing the regions' creativeness
- ▶ Family friendly environment and activities

Four platforms have been identified as providing a vital point of focus to underpin settlement and investment decisions. These include:

1. Liveability
2. Sustainability
3. Innovation and Creative Energy
4. Distinctiveness

The platforms follow on to support strategic directions. These include:

- ▶ The shape of the place;
- ▶ Local regional connections;
- ▶ Connected Central Coast;
- ▶ Lifestyle packages and housing choices;
- ▶ Natural capital and sustainability infrastructure;
- ▶ Community capacity and creativity.

The desired outcomes from the platforms include:

- ▶ Organisational best practice;
- ▶ Economic vitality;
- ▶ A strong identity;

- ▶ Choices, options and opportunities;
- ▶ A sense of community;
- ▶ Effective amenity provision;
- ▶ Creative energy.

The people of the Central Coast area associate their quality of liveability to:

- ▶ Access to quality landscapes;
- ▶ Recreational Opportunities;
- ▶ 'Clean and green' environments;
- ▶ Affordable housing;
- ▶ Creative and fun things to do;
- ▶ A sense of community and belonging;
- ▶ Access to good facilities.

Form and Structure of the Region

There needs to be a balance between the urban, rural and 'wild' natural landscapes. Human needs must be met. Key importance is the movement among places, both traffic and pedestrian. Also important is the diversity of nodes and community life (retail services, recreational areas and meeting places), offering choice for the people.

Climate Change

The projected future climate change for the region is seen as being beneficial to the local agricultural industry. This will create more pressure on the region to produce food as the productivity of other areas will be reduced; therefore careful attention needs to be made to ensure the productivity of the soils and the sustainable use of water. The sustainability of the regions agricultural production is intrinsically linked however with the sustainability of the social and economic systems of the area, and in order to ensure sustainable food production into the future, these other areas of sustainability must be addressed in tandem.

Future Planning Considerations

- ▶ Planning should be based on a whole of catchment approach, not just a consideration of individual development sites.
- ▶ Land use planning must take into account land capability. Development applications (especially for larger investments) should be able to justify not only the economic benefits of the development but also their social and environmental benefits and long-term sustainability.

- ▶ Council should consider the utility of overlays such as 'green zones' to delineate areas of special environmental quality that might have additional environmental protection controls.
- ▶ The impacts of climate change in terms of rainfall, runoff and sea-level changes need to be considered in all settlement and investment decision-making.
- ▶ Urban development needs to be responsive to local topography and landscape features – modify the development not the landscape.
- ▶ Involve Cradle coast NRM, Parks and Wildlife and other key agencies with an interest in, and jurisdiction over, natural resource management.
- ▶ Engage appropriate specialist consultants and advisors to 'buy in' contemporary best practice.
- ▶ The idea of developing precincts, whereby businesses at various levels in the value chain co-exist within a region – not necessarily within one place, but linked through a region through physical, social and institutional connections or networks.

Strategic directions

- ▶ Focus on the shape of the place;
- ▶ Create a connected Central Coast;
- ▶ Foster local-regional connections;
- ▶ Build community capacity and creativity;
- ▶ Create lifestyle packages and housing choices;
- ▶ Leverage natural capital through sustainability infrastructure.

Future Vision

The future vision for the Central Coast area is centred on relationships between the natural and built environment, the built environment fitting in with the surrounding natural landscape. A strong sense of community is desired, offering a place to live for families. Better connections between local parks, coastal areas, walkways and river walks.

- ▶ Economic vitality;
- ▶ A sense of community;
- ▶ A strong identity;
- ▶ A culture of innovation;
- ▶ Choices, options and opportunities;

- ▶ Effective and efficient provision of amenities;

- ▶ Organisational best practice.

Overall Summary/Observations

Within the *Strategic Framework for Settlement and Investment* Council express a desire for a stronger sense of identity and place for each settlement. Sense of community is very important, and this revolves around strategically designed societies and spaces with connections between them that foster social interaction.

Recognition of the environmental, cultural and heritage assets of a region are also a key factor in establishing a content and happy community with an established identity. Planning and urban design measures need to provide for the current and future needs of the community to allow for cultural expression and development within an environment that reflects upon its natural setting.

12. The Central coast Local Visitor Strategy

In June 2006, the Central Coast Local Visitor Strategy – the Coast to Canyon Experience was undertaken by the Central Coast Council. A number of tourism strategies were suggested that are outlined in the below summary of the document.

Importance of tourism

- ▶ Injects dollars into the economy;
- ▶ Creates scope for new and expanded businesses;
- ▶ Creates direct and indirect jobs;
- ▶ Decreases dependency on resource intensive industry;
- ▶ Helps to identify areas of cultural and environmental significance that need addressing;
- ▶ Stimulates new and improved transport services and connections;
- ▶ Provides residents with the opportunity to interact with different people and cultures;
- ▶ Visitors contribute to the economic, social and cultural prosperity of the community.

Observations

- ▶ Additional tourist accommodation services are required, particularly after hours;
- ▶ 1/3 of the visitors are from Tasmania, and these visits are purpose driven (visiting of family for example).

What visitors like

- ▶ There is strong support for the existing touring routes and trails, with desire for more expressed
- ▶ Nature based activities, particularly attractions and tracks
- ▶ The rivers
- ▶ Coastal scenic drives
- ▶ Beaches/parks
- ▶ Temperate climate
- ▶ Peaceful, relaxing, rejuvenating environment

- ▶ Free parking
 - ▶ Natural charm and beauty
 - ▶ Friendly, caring locals
 - ▶ Safe environment feel
- What visitors don't like**
- ▶ People say the region needs more reasons for them to visit
 - ▶ Poor quality of directional and way finding signage
 - ▶ Lack of food outlets open after business hours
 - ▶ Parking congestion
 - ▶ Lack of public transport
 - ▶ Lack of identity as a destination
 - ▶ Lack of interpretation of the natural environment
 - ▶ Lack of variety and standard of accommodation
 - ▶ Rubbish around rivers/hinterland
 - ▶ Standard of public toilets
 - ▶ Undesirable behaviour/lack of police presence
 - ▶ Lack of activities for young people

Overall Summary/Observations

Tourism has been identified as a key industry player into the future, and as such should be better provided for in terms of attractions and useable spaces. Tourism is seen as an important element in maintaining a community's cultural identity as interaction with outsiders helps to enforce opinions and view points while ensuring that infrastructure remains of high quality.

13. Ulverstone Urban Design Guidelines (2009)

The Ulverstone Urban Design Guidelines were prepared by GHD Pty Ltd on behalf of the Central Coast Council in 2009. The guidelines were developed to form part of Council's strategic documents to help guide the future development of the Ulverstone region. The goal of the guidelines was to develop Ulverstone as a town with a distinct identity which is derived from its natural setting, its heritage and its vibrant town centre. The strategic provisions of the guidelines were carefully designed to respond to community desires, to protect and enhance the character of the existing built environment and to provide for future residential, environmental and retail needs.

In producing the guidelines, GHD Pty Ltd undertook the following:

- ▶ Community Consultation
- ▶ Traffic and Parking Study
- ▶ Review of relevant documents
- ▶ Site visits and site analysis
- ▶ Development of urban design guidelines
- ▶ Preparation of development guidelines for incorporation into the Central Coast Planning Scheme

Objectives were formed based on the site assessments to establish the Ulverstone Urban Design Guidelines. The key objectives included: enhancement of Ulverstone's identity and sense of community, enhancement of the physical connections between natural and cultural assets, enhancement of the CBD in terms of variety and vibrancy, and retention of the town's cultural identity. The key assets and challenges relating to the region were then outlined and a corresponding list of principles and strategies developed, strategies directly relating to the achievement of the objectives.

The objectives, key assets and challenges, and principles and strategies then informed the implementation plan, which provided a clear set of potential actions to shape the development of Ulverstone.

14. Penguin Urban Design Guidelines (2008)

In June 2008, the Penguin Urban Design Guidelines was undertaken by Parsons Brinckerhoff for the Central Coast Council. A number of strategies were suggested that are outlined in the below summary of the document.

Note: Review actual Penguin Urban Design Guidelines for the complete list of suggestions in addressing urban design/built form.

Of personal opinion, the identification of natural assets needs to be highlighted earlier on within the Penguin Guidelines – should be a key driving factor for the guidelines. Also, climate change is merely mentioned and there are no integrated adaptive measures within the framework – social, cultural, economic AND environmental sustainability should be treated as an intrinsic whole.

Important Points

- ▶ The peaceful nature of the town and its natural environmental features are a main attribute of the area and are considered throughout the Design Guidelines.
- ▶ The Penguin Urban Design Guidelines have been developed to ensure the future form and functionality of the town maintains and enhances the existing coastal village character. It is recognised that a place continually evolves and that the character of a town is dynamic and reflects the changes within the community, built form and the natural environment. The Urban Design Guidelines assist to manage change in a sustainable way and to achieve the desired objectives for the town's future growth.
- ▶ Townships are always changing and that should be provided for within any framework.

What people value about Penguin

- ▶ Sense of community;
- ▶ Peaceful;
- ▶ Human scale;
- ▶ The connection to the sea;
- ▶ Small coastal town atmosphere;
- ▶ The lifestyle;
- ▶ Natural environment (foreshore, sea views, Dials);
- ▶ Can walk everywhere (beach, shop, see friends);

- ▶ It's a family place.

What people are concerned about in Penguin

- ▶ Loss of community;
- ▶ Development that is inconsistent with the existing scale and character of the town;
- ▶ Declining retail and local services;
- ▶ Erosion of the beach;
- ▶ Catering for all needs in the community;
- ▶ Car parking;
- ▶ Lack of eateries and other retail premises.

New ideas for Penguin

- ▶ Maintain an open foreshore;
- ▶ Finish the footpath;
- ▶ Encourage a mix of development;
- ▶ More cafes, shops, eateries, tourist accommodation;
- ▶ A civic centre/town hall;
- ▶ A continued path along the beach;
- ▶ Changes to traffic flow and parking arrangements in Main Road;
- ▶ Retain the existing character of the town;
- ▶ Run a tourist train to Penguin;
- ▶ Reconstruct the pier;
- ▶ More outdoor youth facilities such as in ground trampolines or a flying fox;
- ▶ Provide for 'al fresco' dining along Main Street.

Urban Design

- ▶ Urban design is so important in enhancing the quality of a place, and the connectivity between spaces, including the connectivity between the natural and built environment;
- ▶ Seeks to enhance community connectivity and sense of identity;
- ▶ The maintaining of important views is a key element of importance;
- ▶ Building facilities should respond to various needs, not singular needs. This provides for a mix of uses and cultural identities, encouraging interaction;
- ▶ Development of active street frontages, which involve a multitude of uses;
- ▶ The use of vegetation to frame and screen certain views;
- ▶ To cater for the needs of cyclists, providing bike stands and cycle paths;

Building Design

- ▶ Recognises that buildings should compliment the surrounding natural environment and visa versa;
- ▶ Key elements in good building design:
 - A design response that contributes positively to the existing urban and natural landscape context in terms of site layout, presentation to the street and building height and mass;
 - Design that is responsive to climatic conditions including orientation of built form to maximise solar exposure and minimising effects of prevailing winds;
 - Efficient use of existing assets and energy efficiency in new built form;
 - Use of sustainable building materials;
 - Retaining visual links to the sea and hills and accessibility to the foreshore;
 - Retain and enhance the natural feel of the foreshore and surrounding landscape;
 - Maintain and enhance vistas to landmarks and visual presence of the sea and hinterland hills;
 - Protecting sunlight access to adjoining properties.

15. Executive Summary – key points and connections

Throughout the many strategic documents a number of key points and connections have been identified as being essential to the foundation of the Forth Urban Design Guidelines. These include: increasing adaptive capacity, enhancement of the Forth identity, recognition of natural, cultural and heritage assets, improved connections, and inviting open public space. These areas are covered below under the headings: *Adaptive capacity and resilience*, *Image, Planning measures, Urban Design Measures, Natural environment, Social Sustainability*, and *Economic Development*.

Council have consistently recognised the importance of addressing climate change and promoting 'green' societies. In seeking this, social, cultural, economic and environmental sustainability should be treated as an integrative network amongst all planning controls as each relies on the other. The guidelines should seek to reflect this thinking by making sure each relates to the other rather than providing separate sections that attempt to explicitly address each issues separately.

15.1.1 Adaptive Capacity and Resilience

Link:

Throughout the strategic documents, increasing resilience of the Central Coast area is a key factor in ensuring the future of the townships of the area. The resilience of a township revolves around enhancing adaptive capacity. Adaptive capacity relates to the ability of a place to actively sense and respond then absorb change rather than resisting it. If resistance occurs systems will eventually fail and failure will then severely affect the function of society. Future change can be identified as climate change, population growth (or decline), transport needs, higher energy prices, water shortages etc. Anticipative response to these changes is most ideal so as to minimise the shock of having to adapt after an event.

Importance of tourism:

Societies that rely on industries that consume resources risk having their adaptive capacity reduced due to the depletion of resources and the advent of climate change. Although agriculture is seen as the main supporting industry, tourism is also considered very important, not only for economic sustainability but for the benefits tourism brings to the community in terms of forcing a stronger sense of identity and provision of better infrastructure. Tourism is seen as an important linking factor between the strategic documents as it will help to increase the adaptive capacity of Forth, while providing a solid reason to improve infrastructure that will enhance the connections between the key natural, cultural and heritage assets of the town. Maintaining and enhancing the community's sense of identity is a key aspect of the brief, and a thriving tourism industry helps to ground this sense of identity as it is the town's personality that must be protected to provide a drawing card for visitors.

Transportation:

Decreasing the reliance on private transportation and adopting better public transport services and renewable energy practices will increase resilience. Encouraging the use of bicycles is also an important aspect in increasing resilience as fossil fuels are less relied upon and community health would be improved that will reduce reliance on healthcare systems.

Building Design:

Sustainable building design is very important in increasing resilience as intelligently designed houses consume less energy, less materials, and provide more inviting living spaces that are attached more so with the natural environment. Houses that are built to be sustainable respond individually to their sites, as each site is different. This in turn creates developments that inherit individual characteristics that reduce the commonality of traditional urban suburbs – a key requirement of the brief is for residential developments not to reflect traditional 'boring' urban suburb design but rather houses that respond to their context. Visitors also noted that there is a general lacking of interpretation of the natural environment in the Central Coast area, and 'green' building design will help to embed a stronger relationship between the built and natural environment.

Areas identified as being within a flood prone area should incorporate designs that reduce the level of vulnerability to flood threats.

15.1.2 Image

There is a strong desire expressed throughout the strategic documents to enhance the image of Forth. This will involve:

- ▶ Implementation of 'green' design and sustainable urban design and land use planning. This will provide for more attractive and useable spaces that can be enjoyed by many, in turn bringing a 'green' image;
- ▶ Recognition of the key assets that give Forth its identity, and then enhancing the emphasis on these assets to strengthen the identity and improve the town's image;
- ▶ Recognition of the cultural aspects of Forth that help to bring the community together and provide a unique experience for visitors passing through. Provision for these cultural aspects (events, showcases, displays etc.) need to be improved.

15.1.3 Planning Measures

- ▶ Desire for an emphasis on a bottom up approach to planning, utilising a deep consultation process with the public;
- ▶ The Central Coast Planning Scheme desires:
 - The orderly expansion of existing residential homes
 - Safer vehicle and pedestrian traffic
 - Recreational open spaces

- Protection of the natural environment
- Openness of space – quality space
- Localised services to support the needs of surrounding rural communities
- Innovation encouraged for new design
- ▶ Enforcement of the existing character of Forth – a strong embedded sense of history;
- ▶ Provisions for signage that is more indicative to the character of the area – character signs that serve a purpose and that are highly legible, but that reflect the character of the area by means of illustrations, colour, shape and symbolism (but with a level of consistency);
- ▶ Provision of green houses desired – a ‘green’ image seen as important. This is a good thing as sustainable architecture brings many environmental benefits;
- ▶ Important to have new community developments with links to surrounding natural areas or parks – opportunities to provide for interaction and exercise;
- ▶ New suburbs desired to not have a traditional, generic and ‘boring’ feel – avoidance of similar driveway layouts, encourage individual personality;
- ▶ New suburbs should be planned with control measures in place – new developments to incorporate green urban design principles and bicycle tracks for example;
- ▶ Reduce vulnerability of new developments in flood prone areas to flood threats (establish building height off ground level);
- ▶ Due to climate change, the Central Coast area is said to become even more productive for agricultural use, therefore land for agricultural use will be even more highly sorted – need to plan for this.

15.1.4 Urban Design

- ▶ Visual connections very important – need to identify, maintain and enhance/frame key views;
- ▶ Focus on pedestrian movement with more controlled vehicle movement – important to recognise the use of vehicles into the future; due to the location of Forth to major townships vehicle use will still be high;
- ▶ Provision for bicycle use including bike racks and tracks/trails and better pedestrian links highly desirable – within the Town, a move away from a vehicle-centric nature to people-centric;
- ▶ Encourage the use of natural vegetation that compliments the existing natural assets;
- ▶ Open public spaces that are accessible to all and provide opportunity for a range of activities;

- ▶ Human scaled developments – developments that dominate a site or that do not seek harmony with people and place should be discouraged;
- ▶ Developments and public spaces that respect the heritage values of the area: design that compliments the existing features rather than drawing away attention from them;
- ▶ Providing people with opportunities to interact is very important;
- ▶ More interpretation of the natural environment desired – developments that tie in with the landscape.

15.1.5 Natural Environment

- ▶ Connections between the natural and built environment a key focus, with a focus on the Forth River. The Forth River has been identified as the most treasures natural asset of forth, people desiring:
 - better access points to/along the river;
 - a wider range of recreational zones along the river;
 - boardwalk to offer a different experience of the river;
 - removal of majority of willow trees, as these cut off people from the river both physically and visually.
- ▶ Desire for people to be amongst the environment, a deeper connection is desired between the built and natural environment;
- ▶ Identification and enhancement of the natural assets of an area.

15.1.6 Social sustainability

- Social sustainability is linked with environmental sustainability, as a sustainable environment provides for more attractive communities that can provide for better public services that encourages better social interaction and sense of community.
- ▶ The surrounding natural environment has indeed become a part of the culture of Forth. Without its natural assets, Forth would struggle to find an identity. Therefore in ensuring social sustainability, these natural assets need to be retained and protected, and the built environment made to integrate as much as possible with the natural environment;
 - ▶ If quality and strategically placed green spaces are provided, this will provide for long term social sustainability (a socially happy and content community), enhancing sense of safety, comfort and sense of community;
 - ▶ Recognition of cultural assets (events, beliefs, skills) and provision of opportunities for these to be expressed to help establish sense of identity and belonging within the community.

15.1.7 Economic development

- ▶ Although considered important, economic development doesn't seem to be the main driving factor for Forth, rather the happiness of the community - the community seen as the heart of the area;
- ▶ Economic capital growth is linked with diversity and innovation;
- ▶ Industrial development and production is recognised as a key supporter of the community. This enhances the community's sense of economic safety that in turn strengthens sense of community, identity and place.

Appendix B

Assessment Tables

OPPORTUNITIES - Key Themes and Issues

Strategic Documents (Abbreviated)	Village Atmosphere (Relaxing, human scale, distinctive, memorable, retain, enhance make vibrant)	Connectivity (Regional networks within village, space for development and growth/consolidation, village to river, between internal and external assets)	Sense of Place (Natural/cultural assets, river, valley views, village image, built heritage, culture, creativity)	Environmental Sustainability (River management, green spaces, small footprint, efficient design, innovation, water sensitive urban design, local produce)	Business Development (Economic sustainability, diversity, interaction, village experience, additional shops and facilities, markets, music festivals)	Visitor Attractions (Encourage stop-overs, make passers-through aware of assets: river, history, heritage buildings, village experience, people, art, landscape)	Traffic and Parking (Parking provisions, cycle routes, shared paths)	Sense of Community (Many community facilities, protect, strengthen, promote)
Local Area Plan								
Urban Design Site Assessment								
Planning Assessment								
Strategic Framework								
Masterplan								
Brief								
Infrastructure Assessment								
Heritage Assessment								
Land Use Planning Guidelines								
Community Plan								
Strategic Plan								
Traffic Assessment								
Local Visitor Strategy								
Industrial Land Demand								
Arts and Culture Strategy								
Flood Response and Recovery Plan								
Community Profile								
Recurrence of Key Themes and Issues	10	10	8	8	8	7	6	6

CHALLENGES - Key Themes and Issues

	Connectivity (Regional networks within village, space for development and growth/consolidation, village to river, between internal and external assets)	Visitor Attractions (Encourage stop-overs, make passers-through aware of assets, river, history, heritage buildings, village experience, people, art, landscape)	Traffic and Parking (Parking provisions, cycle routes, shared paths)	Business Development (Lack of diversity, poor promotion, reliance on natural assets/history to attract visitors, lack of markets/promotion of local produce)	Village Atmosphere (Relaxing, human scale, distinctive, memorable, retain, enhance, make vibrant)	Sense of Place (Natural/cultural assets, river, valley views, village image, built heritage, culture, creativity)	Sense of Community (Many community facilities, protect, strengthen, promote)	Environmental Sustainability (River management, green spaces, small footprint, efficient design, innovation, water sensitive urban design, local produce)
Strategic Documents (Abbreviated)								
Urban Design Site Assessment								
Planning Assessment								
Local Area Plan								
Masterplan								
Local Visitor Strategy								
Land Use Planning Guidelines								
Infrastructure Assessment								
Heritage Assessment								
Community Plan								
Brief								
Strategic Framework								
Traffic Assessment								
Strategic Plan								
Industrial Land Demand								
Community Profile								
Arts and Culture Strategy								
Flood Response and Recovery Plan								
Recurrence of Key Themes and Issues	12	10	8	7	7	7	5	4

IDEAS - Key Themes and Issues

Strategic Documents (Abbreviated)	Connectivity (Regional networks within village, space for development and growth, consultation, village to river, between internal and external assets)	Visitor Attractions (Encourage stop-overs, make passers-through aware of assets, river history, heritage buildings, village experience, people, art, landscape)	Sense of Place (Natural/cultural assets, river, valley views, village impact, built heritage, culture, creativity)	Traffic and Parking (Parking provisions, cycle routes, shared paths)	Village Atmosphere (Relaxing, human scale, distinctive, memorable, retain, enhance make vibrant)	Sense of Community (Many community facilities, protect, strengthen, promote)	Environmental Sustainability (River management, green spaces, small footprint, efficient design, innovation, water sensitive, urban design, local produce)
Urban Design Site Assessment							
Planning Assessment							
Local Area Plan							
Land Use Planning Guidelines							
Masterplan							
Infrastructure Assessment							
Local Visitor Strategy							
Heritage Assessment							
Community Plan							
Traffic Assessment							
Brief							
Strategic Plan							
Strategic Framework							
Arts and Culture Strategy							
Industrial Land Demand							
Flood Response and Recovery Plan							
Community Profile							
Recurrence of Key Themes and Issues	13	11	9	9	7	7	7



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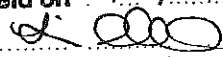
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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date



CENTRAL COAST COUNCIL

<p>CENTRAL COAST COUNCIL I certify that this is the schedule referred to in Minute No. <u>124/2011</u> of a meeting of the Council held on <u>18.4.2011</u>  Executive Services Officer</p>
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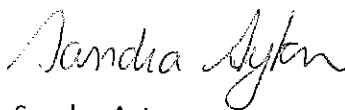
SCHEDULE OF CONTRACTS AND AGREEMENTS
(Other than those approved under the Common Seal)
Period: 1 to 31 March 2011

Contracts

- Contract No. 24/2010-11
VEC Civil Engineering
Design and construction of Leven River bridge replacement, Purtons Road,
North Motton
\$839.919.60 incl. GST
- Contract No. 25/2010-11
VEC Civil Engineering
Design and construction of Gawler River bridge replacement, Bellchambers
Road, Gawler
\$376.511.60 incl. GST

Agreements

- Community Respect Order Program Memorandum of Understanding
Department of Police and Emergency Management



Sandra Ayton
GENERAL MANAGER



CENTRAL COAST COUNCIL

CENTRAL COAST COUNCIL

I certify that this is the schedule referred to in
Minute No. 126/2011 of a meeting of the
Council held on 18.4.2011


Executive Services Officer

SCHEDULE OF DOCUMENTS FOR AFFIXING OF
THE COMMON SEAL

Period: 22 March 2011 to 18 April 2011

Documents for affixing of the common seal

- . Electricity Infrastructure Easement
127 Upper Maud Street
West Ulverstone
- . Sealed Plan Amendment
90 Preservation Drive, Preservation Bay (SP153017)
Application No. SPA2010.2
- . Adhesion Order
97-101 Reibey Street, Ulverstone
(CT119528/1, CT92557/7, CT92557/8)
Application No. ADH2010.2

Final plans of subdivision sealed under delegation

- . Final Plan
47 Sushames Road and 788 Cuprona Road, Cuprona
Application No. DA210118



Sandra Ayton
GENERAL MANAGER

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**A SUMMARY OF RATES & FIRE SERVICE LEVIES
FOR THE PERIOD ENDED 31 MARCH 2011**

	2009/2010		2010/2011	
	\$	%	\$	%
Rates paid in Advance	-	-3.94	492,583.49	-4.15
Rates Receivable	444,586.68	2.80	290,344.45	2.45
Demanded	315,622.42	101.14	12,084,578.35	101.70
	11,401,361.94			
	11,272,397.68	100.00	11,882,339.31	100.00
Collected	9,654,256.31	85.65	10,224,767.67	86.05
Add Pensioners - Government	799,195.25	7.09	730,702.24	6.15
Pensioners - Council	29,050.00	0.26	30,905.00	0.26
	10,069,668.37	93.00	10,986,374.91	92.46
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	345,020.16	-3.06	392,613.20	-3.30
Outstanding	677,458.81	6.00	814,225.12	6.85
	11,272,397.68	100.00	11,882,339.31	100.00

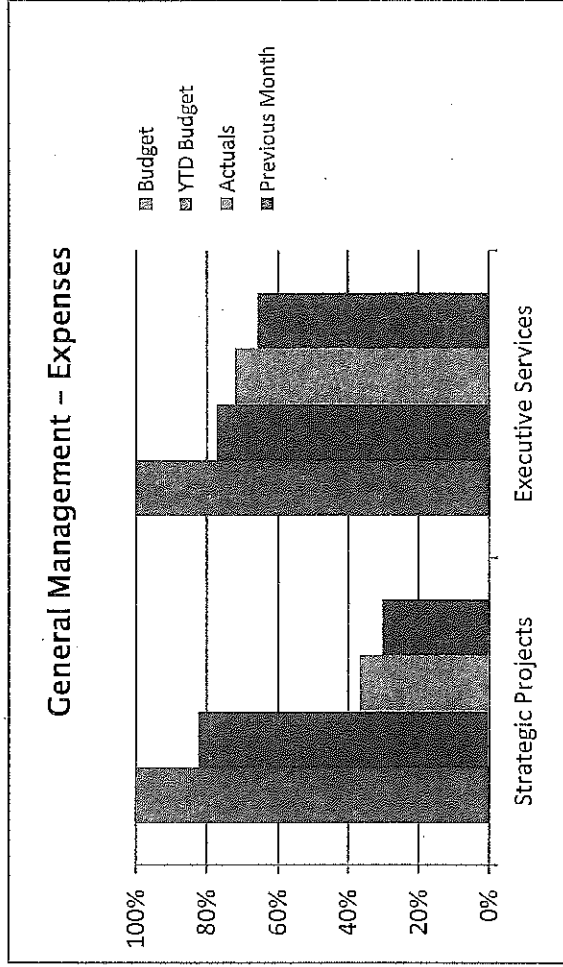
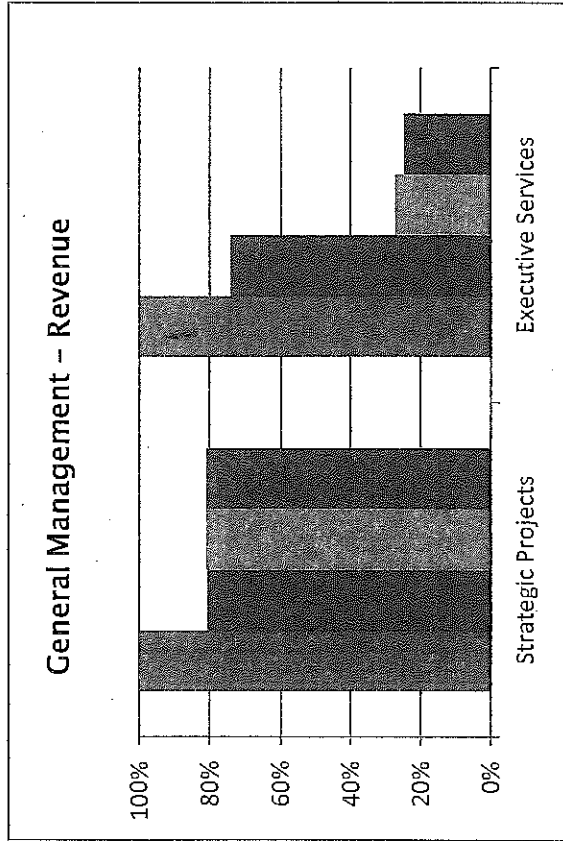
Andrea O'Rourke
ASSISTANT ACCOUNTANT

5-Apr-2011

CENTRAL COAST COUNCIL
I certify that this is... *FINANCIAL*... referred to in
STATEMENTS...
Minute No. 127/2011 of a meeting of the
Council held on 18/1/4/2011
[Signature]
Executive Services Officer

Finance Report – 31 March 2011

GENERAL MANAGEMENT	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Revenue							
Strategic Projects	(986,000)	(794,500)	(798,431)	(798,389)	3,931	(187,569)	81%
Executive Services	(24,000)	(17,790)	(6,556)	(5,940)	(11,234)	(17,444)	27%
Expenses							
Strategic Projects	102,000	83,840	37,377	30,778	46,463	64,623	37%
Executive Services	1,369,000	1,057,049	988,599	901,265	68,450	380,401	72%
	\$ 1,471,000	\$ 1,140,889	\$ 1,025,976	\$ 932,043	\$ 114,913	\$ 445,024	

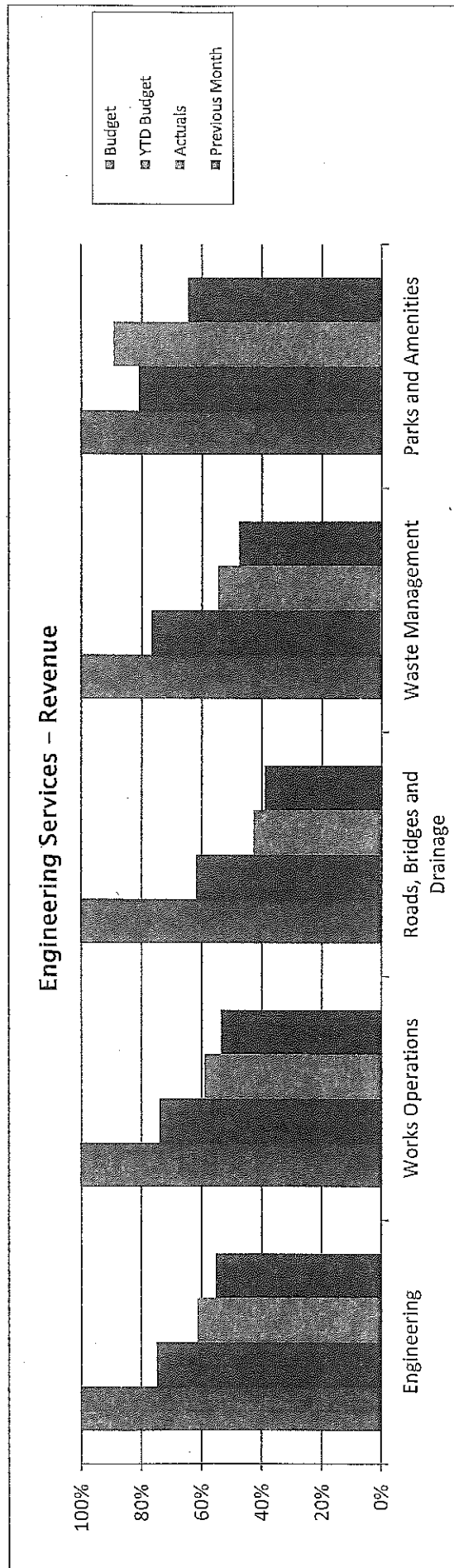


Variance

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 – 31 March 2011

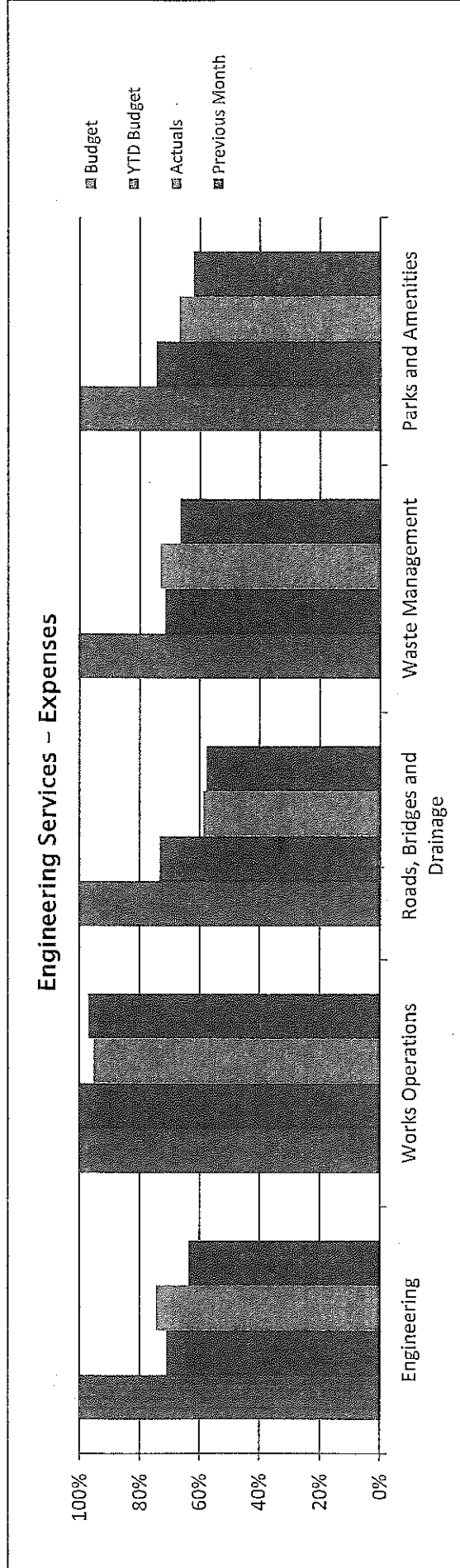
ENGINEERING SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Revenue							
Engineering	(1,087,000)	(813,500)	(667,092)	(601,072)	(146,408)	(419,908)	61%
Works Operations	(1,083,000)	(799,750)	(640,639)	(579,015)	(159,111)	(442,361)	59%
Roads, Bridges and Drainage	(1,502,000)	(927,810)	(641,354)	(586,042)	(286,456)	(860,646)	43%
Waste Management	(681,000)	(520,160)	(371,323)	(323,871)	(148,837)	(309,677)	55%
Parks and Amenities	(303,000)	(245,170)	(270,325)	(195,139)	25,155	(32,675)	89%
	\$ (4,656,000)	\$ (3,306,390)	\$ (2,590,732)	\$ (2,285,139)	\$ (715,658)	\$ (2,065,268)	



Variance	Description
Revenue under YTD budget	Engineering allocations
Revenue under YTD budget	Private works and allocations
Revenue under YTD budget	Resource Recovery Centre entry fees and scrap metal recovery
Revenue over YTD budget	Plant allocated

Finance Report – 31 March 2011

ENGINEERING SERVICES Expenses	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Engineering	1,087,000	772,613	810,015	690,289	(37,402)	276,985	75%
Works Operations	1,147,000	1,335,680	1,093,367	1,112,890	242,313	53,633	95%
Roads, Bridges and Drainage	6,805,000	4,985,116	4,002,541	3,919,423	982,575	2,802,459	59%
Waste Management	2,886,000	2,066,930	2,111,206	1,920,546	(44,276)	774,794	73%
Parks and Amenities	2,087,000	1,554,874	1,392,796	1,295,962	162,078	694,204	67%
	\$ 14,012,000	\$ 10,715,213	\$ 9,409,926	\$ 8,939,111	\$ 1,305,287	\$ 4,602,074	

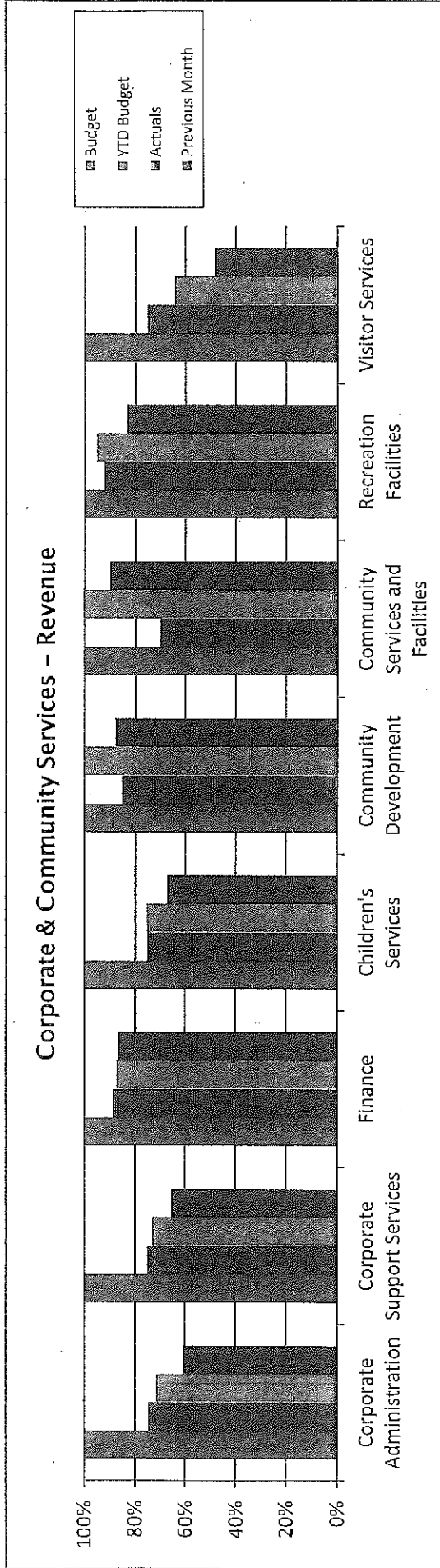


Variance

- Works Operations Expenditure under YTD budget – Staff Costs and Private Works
- Roads, Bridges and Drainage Expenditure over YTD budget – Timing (vegetation management, emergency works, shouldering, grading)
- Waste Management Expenditure over YTD budget – Central Coast Landfill Area and timing

Finance Report – 31 March 2011

CORPORATE & COMMUNITY SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Revenue							
Corporate Administration	(39,000)	(29,150)	(27,800)	(23,695)	(1,350)	(11,200)	71%
Corporate Support Services	(2,936,000)	(2,202,030)	(2,143,319)	(1,919,018)	(58,711)	(792,681)	73%
Finance	(16,781,732)	(14,901,749)	(14,661,520)	(14,512,541)	(240,229)	(2,120,212)	87%
Children's Services	(1,165,000)	(873,810)	(876,376)	(780,888)	2,566	(288,624)	75%
Community Development	(51,000)	(43,448)	(51,476)	(44,736)	8,028	476	101%
Community Services and Facilities	(807,000)	(564,082)	(874,494)	(726,477)	310,412	67,494	108%
Recreation Facilities	(416,000)	(383,240)	(395,647)	(346,160)	12,407	(20,353)	95%
Visitor Services	(100,000)	(75,150)	(64,055)	(48,387)	(11,095)	(35,945)	64%
	\$ (22,295,732)	\$ (19,072,659)	\$ (19,094,685)	\$ (18,401,902)	\$ 22,026	\$ (3,201,047)	

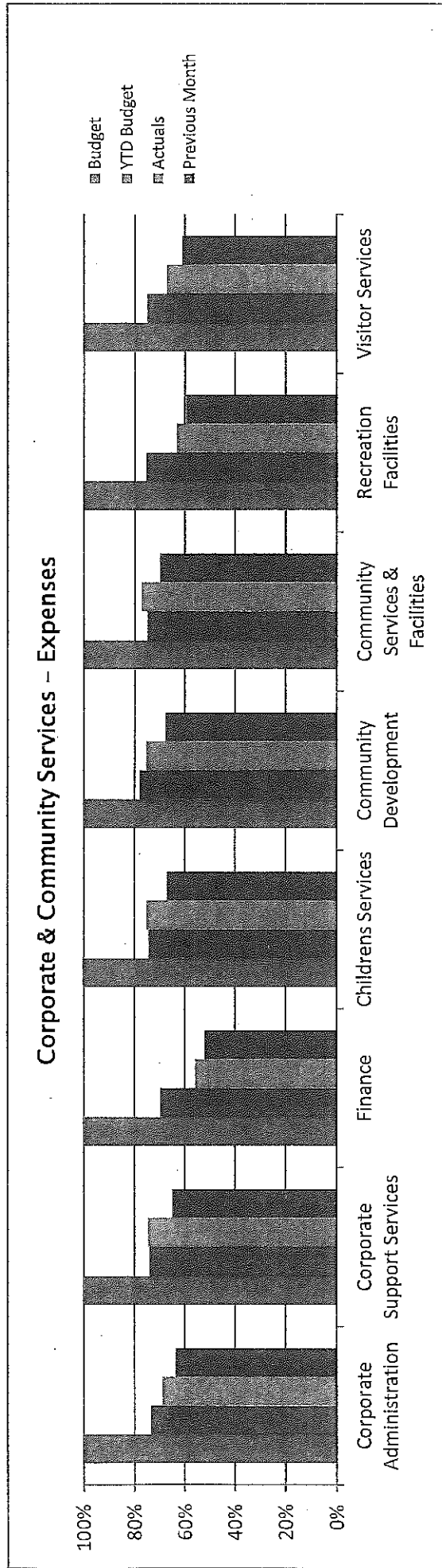


Variance

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

Finance Report – 31 March 2011

CORPORATE & COMMUNITY SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Expenses							
Corporate Administration	765,000	561,760	526,923	487,111	34,837	238,077	69%
Corporate Support Services	3,622,000	2,686,000	2,698,727	2,351,665	(12,727)	923,273	75%
Finance	1,604,000	1,118,370	895,696	833,553	222,674	708,304	56%
Children's Services	1,173,000	872,954	881,465	786,845	(8,511)	291,535	75%
Community Development	504,000	392,837	379,619	340,657	13,218	124,381	75%
Community Services and Facilities	1,176,000	881,267	908,521	822,726	(27,254)	267,479	77%
Recreation Facilities	1,783,000	1,342,606	1,128,502	1,060,465	214,104	654,498	63%
Visitor Services	285,000	213,810	191,274	173,887	22,536	93,726	67%
	\$ 10,912,000	\$ 8,069,604	\$ 7,610,726	\$ 6,856,908	\$ 458,878	\$ 3,301,274	



Variance

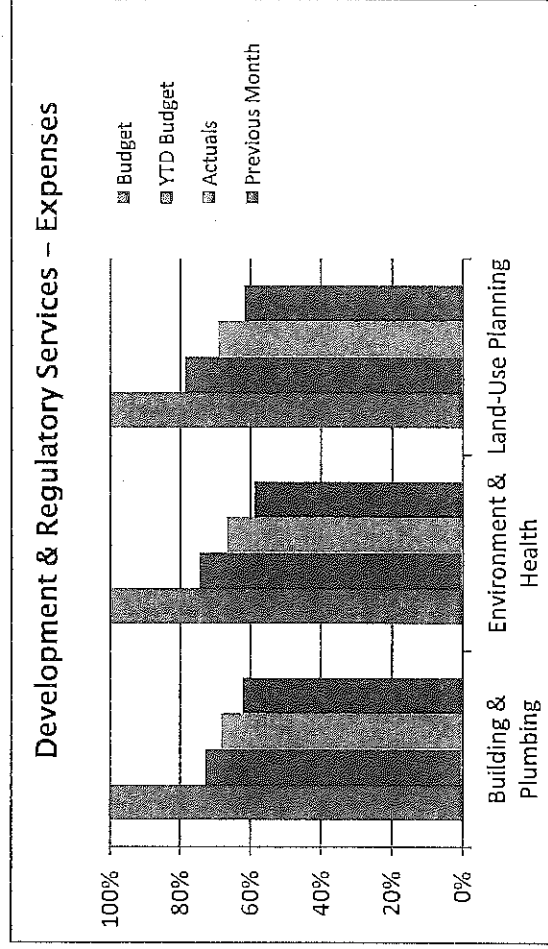
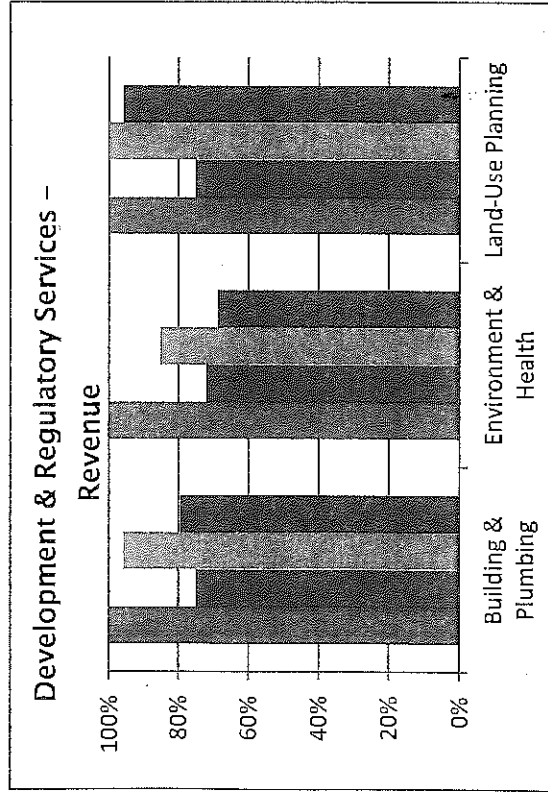
Corporate Administration Actuals less than YTD budget -Timing

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 – 31 March 2011

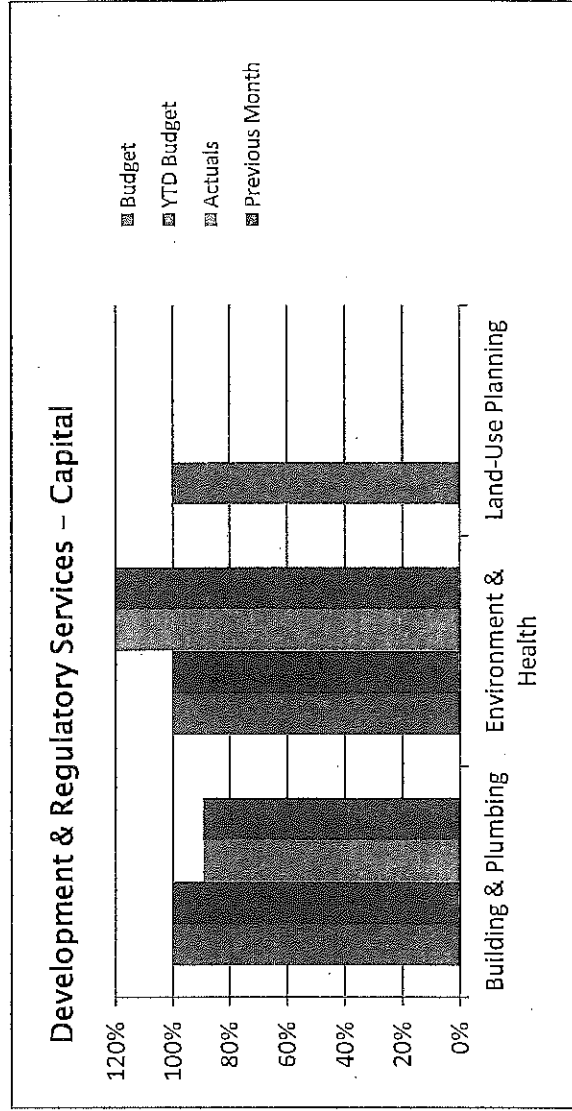
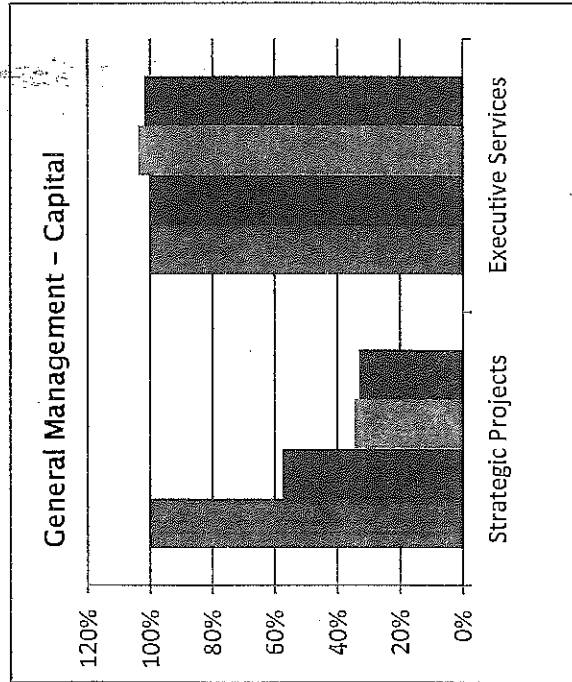
DEVELOPMENT & REGULATORY SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Revenue							
Building and Plumbing	(295,000)	(220,990)	(282,606)	(234,139)	61,616	(12,394)	96%
Environment and Health	(82,000)	(58,970)	(69,784)	(56,287)	10,814	(12,216)	85%
Land-Use Planning	(151,000)	(113,170)	(156,299)	(144,521)	43,129	5,299	104%
Expenses							
Building and Plumbing	579,000	420,670	394,877	359,835	25,793	184,123	68%
Environment and Health	397,000	294,920	264,742	233,319	30,178	132,258	67%
Land-Use Planning	580,000	455,010	400,695	357,991	54,315	179,305	69%
Total	\$ 1,556,000	\$ 1,170,600	\$ 1,060,314	\$ 951,145	\$ 110,286	\$ 495,686	



Variance	Reason
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)

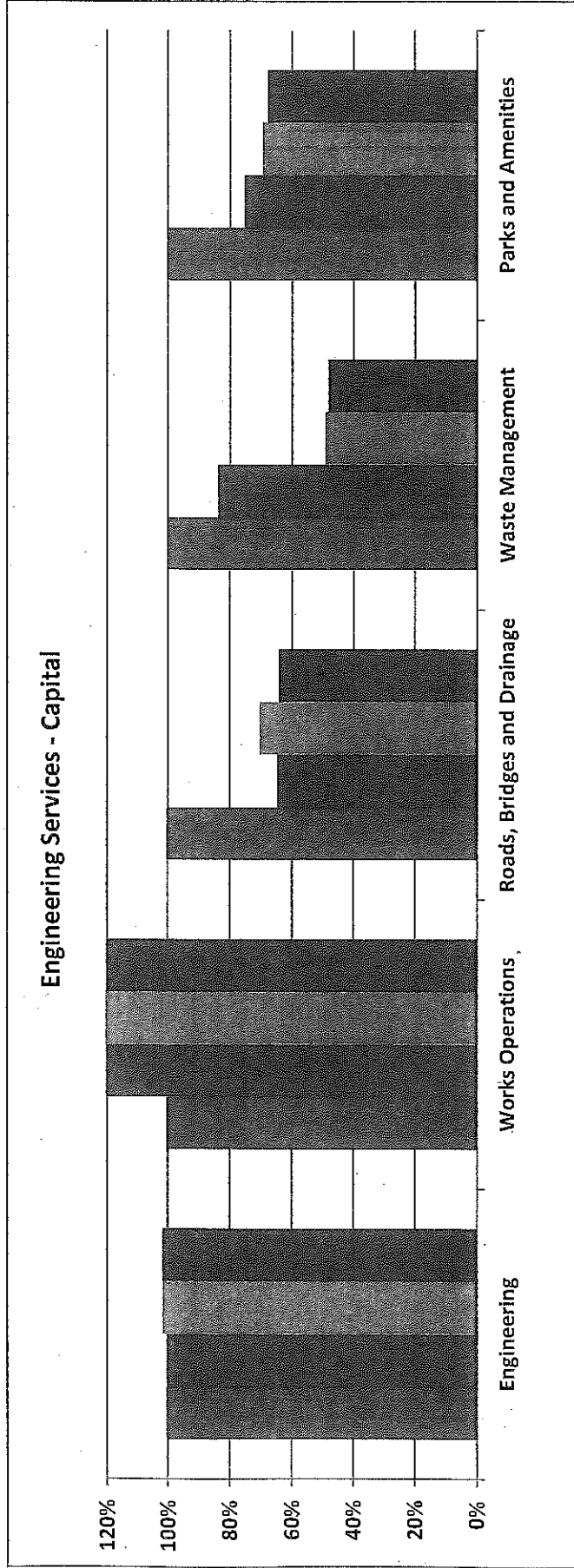
Finance Report – 31 March 2011

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
GENERAL MANAGEMENT							
Strategic Projects	5,028,000	2,895,000	1,742,848	1,669,151	1,152,152	3,285,152	35%
Executive Services	38,000	38,000	39,431	38,630	(1,431)	(1,431)	104%
\$ 5,066,000	\$ 2,933,000	\$ 1,782,278	\$ 1,707,781	\$ 1,150,722	\$ 3,283,722		
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	62,655	(28,955)	(28,955)	188%
Land-Use Planning	-	-	-	-	-	-	0%
\$ 63,000	\$ 63,000	\$ 88,715	\$ 89,415	\$ (25,715)	\$ (25,715)		



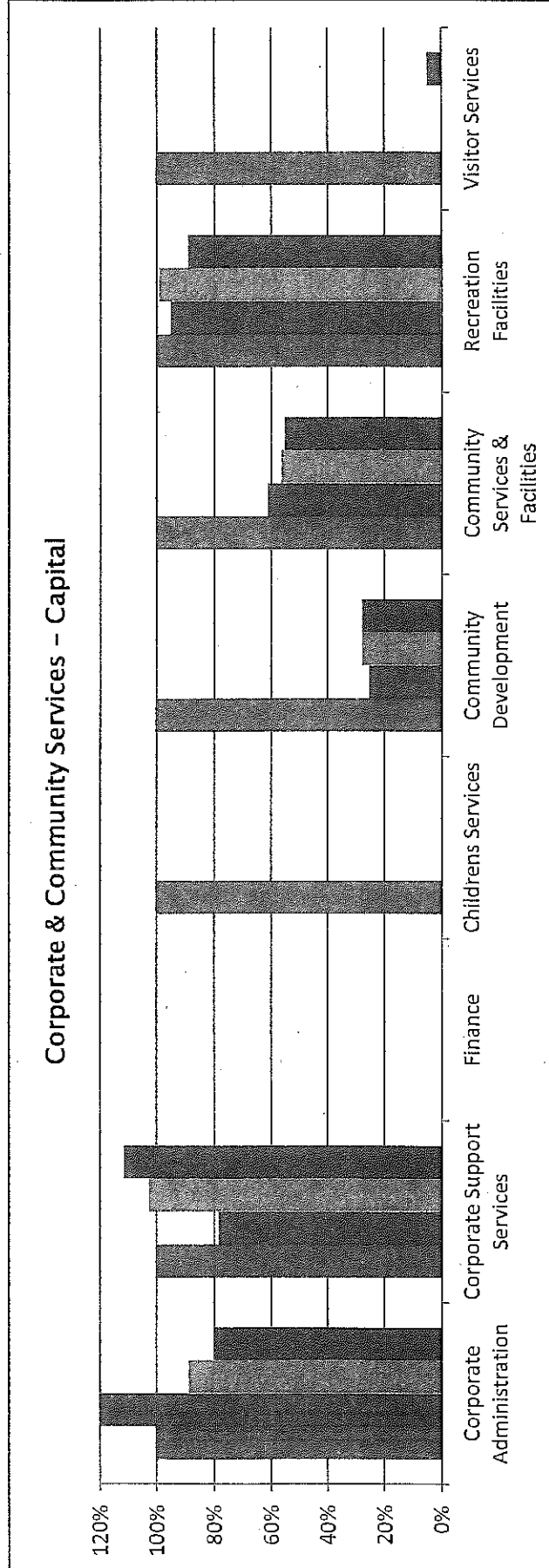
Finance Report – 31 March 2011

	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	2,275,666	190,245	(1,963,666)	(2,138,666)	1661%
Roads, Bridges and Drainage	4,042,000	2,613,500	2,846,941	2,595,318	(233,441)	1,195,059	70%
Waste Management	521,000	436,500	256,432	251,203	180,068	264,568	49%
Parks and Amenities	836,000	629,345	580,141	567,171	49,204	255,859	69%
	\$ 5,622,000	\$ 4,077,345	\$ 6,046,656	\$ 3,691,411	\$ (1,969,311)	\$ (424,656)	



Finance Report - 31 March 2011

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
CORPORATE & COMMUNITY SERVICES							
Corporate Administration	13,000	17,874	11,545	10,394	6,329	1,455	89%
Corporate Support Services	156,000	122,000	160,242	174,256	(38,242)	(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 & Faciliti	215,000	131,537	120,707	118,254	10,830	94,293	56%
Recreation Facilities	434,000	412,874	429,479	386,611	(16,605)	4,521	99%
Visitor Services	3,000	-	-	150	-	3,000	0%
	\$ 880,000	\$ 702,285	\$ 740,841	\$ 708,531	\$ (38,556)	\$ 139,159	



BANK RECONCILIATION

FOR THE PERIOD 1 MARCH TO 31 MARCH 2011

Balance Brought Forward (28/2/2011)	6,565,399.86
Add, Revenue for month	1,074,615.50
	<hr/>
	7,640,015.36
	<hr/>
Less, Payments for month	2,635,604.79
	<hr/>
Balance as at 31 March 2011	5,004,410.57
	<hr/>
Balance as at Bank Account as at 31 March 2011	542,664.59
Less, Unpresented Payments	- 30,257.15
	<hr/>
	512,407.44
Add, Cash on Hand	58,567.75
	<hr/>
Operating Account	570,975.19
Interest Bearing Term Deposits	4,433,435.38
	<hr/>
	5,004,410.57
	<hr/>

Andrea O'Rourke
ASSISTANT ACCOUNTANT

06-April-2011

Works Programme 2010-2011

(Schedule Indicates site construction only)

Stand/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
Lagan River Bridge - between bridge and wharf	\$170,000													
Sunset Lane/Suffin Road	\$17,000	Missing section north of Sunset Ln												
Turners Beach Road	\$101,000	Westside Dr to Forth Rd												
Bridges	\$399,000													
Gravelled Creek - Preston Casira Road	\$220,000	Replace with concrete structure												
Jean Brook - Griffiths Plains Road (R2R3)	\$178,000	Replace with concrete structure												
Car parks	\$128,000													
Arnold Street No.4	\$3,000	Site Clean Up and Footpath Rehabilitation												
Turners Beach Recreation Precinct	\$0	Deferred, Flood...												
Ulverstone Boat Ramp Carpark	\$125,000	Upgrade of boat ramp area												
Drainage	\$267,000													
Amy Street Outfall - Ulverstone	\$4,000	Overcome blockage problems												
Bulsons Creek - Ulverstone	\$19,000	Creek Improvements												
Fullon Street	\$78,000	Upgrade existing line												
Linton Avenue	\$28,000	Pipe open drain												
Miscellaneous drainage	\$0	To be confirmed												
Extensions - 87 South Road Ulverstone	\$0	Deferred												
Extensions - Walker Street	\$2,500													
Extensions - Hogarth Road, Sulphur Creek	\$0	Maintenance budget used instead												
Extensions - Westside Drive, Turners Beach	\$24,000													
Richard Place	\$105,000	Replace existing line												
Side Entry Pits	\$5,000	Annual programme												
Tenor Street SEP	\$0	Deferred, Flood...												
Water Street - Ulverstone	\$0	Deferred, Flood...												
Household Garbage	\$1,500													
Casira Transfer Station - Site Development & Rehabilitation	\$474,000	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 pump and shed												
Resource Recovery Centre - Fire fighting facility	\$2,000	Improve site aesthetics/roving.												
Resource Recovery Centre - Landscaping	\$4,000													
Resource Recovery Centre - Leachate Improvements	\$21,000	Leachate containment facility												
Resource Recovery Centre - Oil/battery storage facility	\$70,000	Storage compliance												
Resource Recovery Centre - Power supply extension	\$0	Power supply to washdown facility												
Resource Recovery Centre - Washdown Facility	\$8,000	For vehicle hygiene and maintenance												
Resource Recovery Centre (RRC) - Site office/facilities	\$1,000	General Improvements												
Resource Recovery Centre (RRC) - Site office/facilities	\$25,000	General Improvements												
South Riana Refuse Disposal Site - development	\$312,500	Relocate transfer station from quarry												
Partis	\$3,000													
Anzac Park - concrete entry renewal (steps assessment)	\$3,000													
Anzac Park - Racket Relocishment	\$10,000	Relocish 2010/11 and reinstall 2011/12												
Bicentennial Park - pathway	\$0	Deferred...												
Bicentennial Park	\$22,000	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/lookout	\$12,000	Installation of playground equipment												
Fairway Park - Beach Road	\$50,000	Civil/ audit works												
Fairway Park - skate park	\$32,000													
Johnsons Beach Road - skate park	\$30,000	Complete lookout												
Leven Canyon - edge track lookout	\$0	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)	\$19,000	Access upgrade - sorting funding require												
West Ulverstone - Penguin Road beach access	\$28,000	Upgrade and new beach access												
Solar light trial (Partis)	\$8,500													
Public Amenities	\$218,000													
Bus Shelters	\$15,000	Bus shelters as required												

Date: Wed 6/04/11

19 Task

Progress

Works Programme 2010-2011

(Schedule indicates site construction only)

Stat/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
Carpark lane - Door Replacements	\$15,000	Replace existing doors												
Mary Wright Memorial Fountain - upgrade	\$25,000	Relining 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	\$62,000	Demolish toilets												
Uiv Surf Lifesaving Club - changerooms	\$120,000	New public amenities / demolish existing												
Cameteries	\$186,000													
Memorial Park - new plantings	\$13,000	Provision for new graves												
Memorial Park - utility shed	\$65,000	New storage / admin building to replace existing												
Memorial Park - watering system	\$10,000	Provision for new graves												
Administration Centre	\$19,000													
Penguin Services Centre	\$10,000	Minor office renovation												
Admin Centre - office alterations	\$9,000													
Cultural Activities	\$15,000													
Uiv. History Museum - repair/upgrade facade	\$15,000	Refurbish artwork on facade												
Control of Animals	\$5,000													
Cover ground walling area	\$5,000	Weather proof section of building												
Dog exercise areas - fencing	\$2,000	Fence at River Park (if required)												
Housing	\$117,700													
External rehabilitation	\$47,500	General external maintenance												
Genesway - carport	\$12,000	Deferred...												
HWC Renewal	\$12,000	Hot water cylinder renewal												
Internal rehabilitation	\$46,200	General internal maintenance												
Civic Centre	\$21,000													
Heat Pumps Gawler Room	\$3,000	Heat / cooling for Gawler Room												
Replace oven in Gawler Room	\$7,000	New oven												
Toilet Cistern Upgrade	\$1,100	Upgrade toilets												
Public Halls and Buildings	\$41,000													
Judo Hall Demolition	\$20,000	Funds transferred from swimming pool access												
Uiverstone Senior Citizens - rear door	\$15,000	Deferred - alternatives being investigated												
Penguin Railway Station - platform upgrade	\$5,000													
Caravan Parks	\$20,000													
Replace oil burner with electrical heating	\$20,000	Replace oil burner with electrical heating												
Swimming Pool and Waterslide	\$0													
Disabled access Learn to swim pool	\$0	Deferred - Education dept will not provide												
Active Recreation	\$206,000													
Penguin Athletic Track Power upgrade	\$17,000	Provision for power extension												
Shared Pathway - Turners beach to Uiverstone	\$50,000	Access upgrade												
Uiverstone Recreation Ground - lighting upgrade design	\$5,000	Provide extra lights where required												
Uiverstone showground - landscaping existing carpark	\$34,000	Landscaping between buildings and river												
Uiverstone showground - perimeter & dog fencing	\$10,000	Repair Alice street fence												
Uiverstone showground - softball fencing	\$30,000	Fencing behind home plate												
Recreation Centres	\$105,000													
Uiverstone Sports Centre - dormitory fitout	\$24,000	Dormitory fitout												
Uiverstone Sports Centre - kitchen bar equipment	\$38,000	Kitchen bar equipment												
Uiverstone Sports Centre - office admin refurb	\$15,000	Office refurbishment												
Uiverstone Sports Centre - security upgrade	\$10,000	Security upgrade												
Visitor Information Services	\$3,000													
Penguin Visitor Information Centre - brochure racks	\$3,000	Supply and install brochure racks												
Child Care	\$3,000													
Install Fence Around Fire Exit (Grant)	\$3,000	Install Fence Around Fire Exit												
LEGEND	\$0													
Not Started	\$0													
Commenced (Construction or Preliminaries)	\$0													
Complete	\$0													
Deferred	\$0													