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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, 16 March 2015 commencing at 6.00pm.**

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**Councillors attendance**

Cr Jan Bonde (Mayor)

Cr John Bloomfield

Cr Garry Carpenter

Cr Rowen Tongs

Cr Philip Viney

Cr Kathleen Downie (Deputy Mayor)

Cr Shane Broad

Cr Gerry Howard

Cr Tony van Rooyen

**Employees attendance**

General Manager (Ms Sandra Ayton)

Director Corporate & Community Services (Mr Cor Vander Vlist)

Director Engineering Services (Mr John Kersnovski)

Executive Services Officer (Miss Lisa Mackrill)

Land Use Planning Group Leader (Mr Ian Sansom)

**Media attendance**

The Advocate newspaper.

**Public attendance**

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

**Prayer**

The meeting opened in prayer.

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## CONFIRMATION OF MINUTES OF THE COUNCIL

### 57/2015 Confirmation of minutes

The Executive Services Officer reported as follows:

“The minutes of the previous ordinary meeting of the Council held on 16 February 2015 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 Downie moved and Cr Viney seconded, “That the minutes of the previous ordinary meeting of the Council held on 16 February 2015 be confirmed.”

Carried unanimously

## COUNCIL WORKSHOPS

### 58/2015 Council workshops

The Executive Services Officer reported as follows:

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

- . 23.02.2015 – Penguin Sports & Services Club re future plans / Strategic Actions for 2015–2016
- . 02.03.2015 – TasWater Shareholders Letter of Understanding / Council amalgamations and resource sharing
- . 10.03.2015 – Phoenix Coaches / Greyhound Racing Club.

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

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

Carried unanimously

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## MAYOR'S COMMUNICATIONS

### 59/2015 Mayor's communications

The Mayor reported as follows:

"I have no communications at this time."

### 60/2015 Mayor's diary

The Mayor reported as follows:

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

- . Penguin Uniting Church – Pancake Day
- . Rural Alive and Well (RAW) – meeting with CEO and Chairman
- . Business visit – Work and Training Ltd
- . Daren's Tassie Fundraiser – Tour De Cure cancer research
- . Rotary Clubs of Ulverstone and Ulverstone West, and Rotaract Club of Central Coast – Festival in the Park 2015
- . Girl Guides Association Ulverstone – Queens Guide Awards presentation
- . Leader of the Opposition, the Hon. Bryan Green MP – meeting
- . Local Government Association of Tasmania – Regional Breakfast Series, Ulverstone
- . Community morning tea – Sulphur Creek and Preservation Bay
- . Burnie Musical Society – 'Disney Beauty and the Beast' production (Burnie)
- . State Grants Commission – 2015 Hearings
- . Radio 7AD – community report
- . TasWater – Selection Committee meeting (Campbell Town)
- . Central Coast Chamber of Commerce & Industry – keynote speaker at International Women's Day Breakfast
- . Dial-Blythe Irrigation Scheme – official opening
- . Mersey-Leven Municipal Emergency Management Committee – meeting (Devonport)
- . TasWater – Selection Committee meeting (Campbell Town)."

Cr Howard reported as follows:

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

- . Penguin RSL Sub-branch – annual dinner."

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- Cr Broad moved and Cr Tongs seconded, “That the Mayor’s and Cr Howard’s reports be received.”

Carried unanimously

#### **61/2015 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.”

No interests were declared at this time.

#### **62/2015 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).”

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## COUNCILLOR REPORTS

### 63/2015 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 Howard reported that the Penguin Miniature Railway Management Committee is struggling to find people to commit to run weekends but is still taking bookings.

Cr Bloomfield reported on recent meetings of the Ulverstone Wharf Precinct Advisory Committee.

Cr Broad reported on a recent meeting of the Central Coast Chamber of Commerce and Industry Inc.

Cr Downie reported on a recent meeting of the East Ulverstone Swimming Pool Management Committee.

## APPLICATIONS FOR LEAVE OF ABSENCE

### 64/2015 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.”

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## DEPUTATIONS

### 65/2015 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

### 66/2015 Petitions

The Executive Services Officer reported as follows:

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

## COUNCILLORS' QUESTIONS

### 67/2015 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.

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- (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.

## **68/2015 Councillors' questions on notice**

The Executive Services Officer reported as follows:

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“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

**69/2015 Development & Regulatory Services determinations**

The Director Development & Regulatory Services reported as follows:

“A Schedule of Development & Regulatory Services Determinations made during the month of February 2015 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 Downie moved and Cr Tongs seconded, “That the Schedule of Development & Regulatory Services Determinations (a copy being appended to and forming part of the minutes) be received.”

Carried unanimously

**70/2015 Council acting as a planning authority**

The Mayor reported as follows:

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

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

‘If any such actions arise out of Minute No. 71/2015, 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 Viney moved and Cr Broad seconded, “That the Mayor’s report be received.”

Carried unanimously

**71/2015 Combined application for a Planning Scheme Amendment and development proposal at 52–54 Main Street, Ulverstone involving a boundary adjustment, rezoning from Utilities to General Business Zone and extension of existing Service industry (car wash) to provide a 24 hour automatic car wash – Application No. DA214133**

The Director Development & Regulatory Services reported as follows:

“The Town Planner has prepared the following report:

<i>‘DEVELOPMENT APPLICATION NO.:</i>	DA214133 (Amendment No. 1/2015)
<i>PROPOSED AMENDMENT:</i>	Rezoning from Utilities to General Business
<i>PROPOSED DEVELOPMENT:</i>	Boundary adjustment and extension of existing Service industry (car wash) to provide a 24 hour automatic car wash
<i>APPLICANT:</i>	4 Planning Pty Ltd
<i>LOCATION:</i>	52–54 Main Street, Ulverstone
<i>PLANNING INSTRUMENT:</i>	<i>Central Coast Interim Planning Scheme 2013</i> (the Scheme)
<i>LEGISLATION:</i>	<i>Land Use Planning and Approvals Act 1993</i> (the Act)
<i>42–DAY EXPIRY DATE:</i>	23 March 2015
<i>DECISION DUE:</i>	16 March 2015
<i>PURPOSE</i>	

The purpose of this report is to consider an application under s.43 of the *Land Use Planning and Approvals Act 1993* (the Act) for two separate, but related matters. The first matter is an application to rezone 146m<sup>2</sup> of land that is currently part of the Western Rail corridor adjacent to 52–54 Main Street, Ulverstone from Utilities to General Business.

The second matter is an application for a boundary adjustment and an extension of the existing car wash facility through the addition of a 24 hour automatic car wash at 52-54 Main Street, Ulverstone. The land that is subject to the rezoning application is required for vehicular access. The assessment of the boundary adjustment and automatic car wash is performed against the Scheme as if the rezoning had taken place.

Accompanying the report are the following documents:

- . Annexure 1 – location plan;
- . Annexure 2 – application documentation;
- . Annexure 3 – photographs
- . Annexure 4 – TasWater Submission to Planning Authority Notice – TWDA 2015/00214-CC;
- . Annexure 5 – draft Amendment.

*BACKGROUND*

*Development description –*

*1 Rezoning –*

The applicant proposes to rezone a strip of land that is adjacent to 52-54 Main Street, Ulverstone from the Utilities Zone to the General Business Zone. This land is currently part of the Western Rail Line corridor and is owned by the Crown. The land is 146m<sup>2</sup> in area, 3m wide at its widest point and 68.8m long. It is a condition of the Crown's sale of the land that it be included with the adjacent title for 52-54 Main Street, Ulverstone. The rezoned land would provide space for vehicles to turn into a new automatic car wash facility.

*2 Boundary adjustment and 24 hour automatic car wash development –*

A boundary adjustment is required to facilitate development of the new 24 hour car wash facility. The strip of land, 146m<sup>2</sup> in area and currently part of the Western Rail Line corridor, would be added to the lot at 52-54 Main Street, Ulverstone, through a boundary adjustment process.

The automatic car wash would be located on the north-western boundary of 52-54 Main Street, Ulverstone adjacent to the existing Ulverstone History Museum wall. It would be 11m long, 7.8m wide and 5.6m high. It would be rendered masonry with a Colorbond roof.

The applicant also proposes to extend the hours of operation from the current permitted hours of 7.00am to 9.00pm, seven days per week to 24 hours per day, seven days per week.

Under the use provisions of the General Business Zone, there are no restrictions on hours of operation. The former Central Coast Planning Scheme 2005 did contain a limit on hours of operation to 7.00am and 9.00pm daily, where a site was within 100m of the Residential Zone.

The subject land was within 100m of the Residential Zone. The current permit for the existing car wash contains conditions restricting its operation to those contained in the former Planning Scheme. Such a restriction is no longer required.

### *Site description and surrounding area -*

The property at 52-54 Main Street, Ulverstone is located at the eastern end of the Ulverstone business district. It is surrounded by the Ulverstone History Museum to the north and west, the Western Rail Line to the south-east and Main Street to the north-east.

The site has a separate entry and exit onto Main Street and it is completely covered by either concrete or buildings. The existing development on the site comprises four car wash bays, two vacuum stations, a store room and a dog wash facility.

The 146m<sup>2</sup> of land that is the subject of the rezoning application lies immediately to the south-east of 52-54 Main Street, Ulverstone. It is currently part of the Western Rail corridor and is presently surfaced with blue metal.



*History -*

On 9 April 2009, the existing car wash facility was approved. It was developed shortly thereafter and has been in operation since. Prior to 2009 is unclear but records indicate that the site contained a derelict building with a forecourt.

*DISCUSSION*

The following assessment of the application is in two parts. The first part assesses the rezoning. Under s.33(3), the Council has 42 days in which to initiate an Amendment to the Scheme. The second part assesses the proposed 24 hour car wash facility as if the rezoning had taken place.

The following is an assessment of the rezoning against the relevant provisions of the Act:

- . Schedule 1, Part 1 - Objectives of the Resource Management and Planning System of Tasmania;
- . Schedule 1, Part 2 - Objectives of the Planning Process Established by the Act;

- . s.32(1)(e) and (f) of the Act;
- . State Policies;
- . National Environment Protection Measures.

*Schedule 1, Part 1 – Objectives of the Resource Management and Planning System of Tasmania –*

*“(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;”*

The land is within an urban area of Ulverstone and contains no significant natural or physical resources. There are no significant ecological processes or genetic diversity values present. Therefore the proposal would have no impact on this objective.

*“(b) to provide for the fair, orderly and sustainable use and development of air, land and water;”*

The land is within an existing services network in the Ulverstone business district and is capable of supporting the proposed use in accordance with the standards of the General Business Zone. On this basis, it is considered that the rezoning is not likely to lead to any issues relating to the fair, orderly or sustainable use or development of air, land or water.

*“(c) to encourage public involvement in resource management and planning;”*

Public involvement would be encouraged through the statutory notification, representation and hearing processes provided for in the Act. The process would be consistent with this objective.

*“(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c);”*

The rezoning would facilitate the expansion of the existing car wash business and thereby increase the level of service provided to the Ulverstone township. In this respect the rezoning could be considered to facilitate economic development.

*“(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.”*

The responsibility for resource management and planning is on established service providers and authorities and can be managed effectively through the process as provided for in s.43 of the Act.

*Schedule 1, Part 2 – Objectives of the Planning Process Established by the Act –*

*“(a) to require sound strategic planning and co-ordinated action by State and local government;”*

The rezoning would make more land within the Ulverstone business district available for purposes that are consistent with the strategy of the General Business Zone in a manner that does not undermine the function of the Western Rail Line. On this basis, it is considered that the rezoning is consistent with the strategic direction of the Scheme.

This matter is further discussed in the “Issues” section below.

*“(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;”*

For the purposes of this application, it is considered that the existing and applicable objectives, policies and controls are adequate to appropriately manage the use, development and protection of this land.

*“(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;”*

The objective is relevant and these issues are addressed in this report under Schedule 1, Part 1 – Objective (d) above and Schedule 1, Part 2 – Objective (f) below.

*“(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;”*

For the purposes of this application, it is considered that the existing and applicable system for rezoning land is adequate to ensure that land use and development planning and policy is integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels.

*“(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;”*

The rezoning has been assessed against the Act. Consideration has been given to the *Water and Sewerage Industry Act 2008* by TasWater, which has provided conditions of approval for the development.

*“(f) to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania;”*

Whilst the rezoning might facilitate a greater impact on the residential living environment it would not be significantly greater than the potential impact under the existing zoning. On this basis, the rezoning would have no significant impact on this objective. This matter is further discussed below in the “Issues” section.

*“(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;”*

The land has no known scientific, aesthetic, architectural, historical, or special cultural value.

*“(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;”*

Existing sewer and stormwater infrastructure can adequately service the proposed development.

*Section 32(1)(e) of the Act –*

This section of the Act requires that an amendment of a planning scheme must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area.

The provision is relevant and the issues are addressed in this report under Schedule 1, Part 2 – Objective (f) above.

*Section 32(1)(f) of the Act –*

This section of the Act requires that an amendment of a planning scheme must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

Issues related to consideration under s.32 of the Act are addressed in this report under Schedule 1, Part 1 – Objective (d) above.

*Tasmanian State Coastal Policy 1996 –*

The site is within 1km of the coast (585m). Therefore, the State Coastal Policy applies. However, it is within an area of the township that has been used for commercial, business and residential purposes since at least the 1950s and there are no obvious coastal values or processes that relate to the site.

*State Policy on Water Quality Management 1997 –*

This Policy relates to the planning and design of stormwater and sewage infrastructure and to protect surface and groundwater resources from pollution. There are no records that indicate existing problems with the management of stormwater or sewage in this location. It is considered that the rezoning would itself have no adverse impact on the Policy and that the connection of the automatic car wash facility in accordance with the conditions of approval from TasWater and the Council would be sufficient to ensure that the impact would be satisfactory.

*National Environment Protection Measures –*

In accordance with s.12A of the *State Policies and Projects Act 1993*, a National Environment Protection Measure is taken to be a State Policy. Therefore, the following need to be considered:

- . *Ambient Air Quality June 2002;*
- . *Diesel Vehicle Emission 2001;*
- . *Assessment of Site Contamination 1999;*
- . *Used Packaging Materials 1999;*
- . *Movement of Controlled Waste Between States and Territories 1998;*
- . *National Pollutant Inventory June 2000.*

No formal assessment of the site for contamination was required. The Council has no record of the site being contaminated or any reason based on previous uses to suspect it to be contaminated. Even if the site were contaminated, any contamination is unlikely to be a problem because it is entirely covered in concrete and the use of the site is not sensitive.

There would be no significant emissions from the site, no significant use of packaged materials, no known controlled waste and no significant pollutant escaping from the site. On this basis, it is considered that there would be no activity that would be inconsistent with a National Environment Protection Measure.

The following table is an assessment of the development against the relevant Scheme provisions as if the rezoning had taken place:

## General Business

CLAUSE	COMMENT
<b>21.3.1 Discretionary Permit Use</b>	
<p>21.3.1-(P1) Discretionary permit use must:</p> <ul style="list-style-type: none"> <li>(a) be consistent with local area objectives;</li> <li>(b) be consistent with any applicable desired future character statement for the zone; and</li> <li>(c) be required to service requirements of the local and district resident and visitor population;</li> <li>(d) minimise potential to: <ul style="list-style-type: none"> <li>(i) service a population beyond the local, district, or municipal community;</li> <li>(ii) have immediate, incremental or cumulative adverse effect on the regional pattern of retail and service provision; and</li> <li>(iii) displace retail, business, and professional use.</li> </ul> </li> </ul>	<p>Not applicable.</p> <p>A car wash is a Service industry which is a Permitted use in the General Business Zone.</p>

<b>21.4.1 Suitability of a site for use or development</b>	
<p>21.4.1-(A1) Each use or development site or each lot on a plan of subdivision must:</p> <ul style="list-style-type: none"> <li>(a) have a site area of not less than 45m<sup>2</sup>; and</li> <li>(b) if intended for a building, contain a building area of not less than 45m<sup>2</sup>: <ul style="list-style-type: none"> <li>(i) clear of any applicable setback from a frontage, side or rear boundary;</li> <li>(ii) clear of any applicable setback from a zone boundary;</li> <li>(iii) clear of any registered easement;</li> <li>(iv) clear of any registered right of way benefitting other land;</li> <li>(v) not including land required as part of access to the site;</li> <li>(vi) accessible from a frontage or access strip; and</li> <li>(vii) clear of any area required for the on-site disposal of sewage or stormwater.</li> </ul> </li> </ul>	<p>Compliant.</p> <p>The site would be 1,214m<sup>2</sup>. The existing and proposed buildings on the site demonstrate compliance with the site area and building area standards.</p>

<p>21.4.1-(A2) A site or each lot on a plan of subdivision must:</p> <ul style="list-style-type: none"> <li>(a) have a frontage upon a road of not less than 3.6m;</li> <li>(b) have an access strip provided by a right-of-way to a road over land not required as the sole or principal means of access to any other land of a width not less than 3.6m; or</li> <li>(c) have an access strip to a road not required as the sole or principal means of access to any other land of a width not less than 3.6m; and</li> <li>(d) vehicular access between the carriageway of a road and the frontage or access strip provided in accordance with the <i>Local Government (Highways) Act 1982</i> or the <i>Roads and Jetties Act 1935</i> <sup>R24</sup>.</li> </ul>	<p>Compliant.</p> <ul style="list-style-type: none"> <li>(a) The site frontage is 22.71 m.</li> <li>(b) Not applicable. Compliance is demonstrated at (a).</li> <li>(c) Not applicable. Compliance is demonstrated at (a).</li> <li>(d) Compliant. A Statement of Compliance has been issued by the Council's Engineering Services Department.</li> </ul>
<p>21.4.1-(A3) A site or each lot on a plan of subdivision must have a water supply provided in accordance with the <i>Water and Sewerage Industry Act 2009</i>.</p>	<p>Compliant.</p> <p>The site is connected to the reticulated water system. The Council's Planning Permit would require compliance with TasWater's approval, included as an attachment to the Planning Permit.</p>

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<p>21.4.1–(A4) A site or each lot on a plan of subdivision must drain sewage and wastewater to a sewerage system provided in accordance with the <i>Water and Sewerage Industry Act 2009</i>.</p>	<p>Compliant.</p> <p>The site is connected to the reticulated sewerage system. The Council’s Planning Permit would require compliance with TasWater’s approval, included as an attachment to the Planning Permit.</p>
<p>21.4.1–(A5) A site or each lot on a plan of subdivision must drain stormwater to a stormwater system provided in accordance with the <i>Drains Act 1954</i>.</p>	<p>Compliant.</p> <p>The site is connected to the reticulated stormwater system. The Council’s Planning Permit would require compliance with its approval as a Stormwater Authority issued as a Statement of Compliance.</p>
<p><b>21.4.2 Location and configuration of development</b></p>	
<p>21.4.2–(A1) Building height must not be more than 10.0m.</p>	<p>Compliant. The proposed height of the automatic car wash is 5.6m.</p>
<p>21.4.2–(A2) An external car parking and loading area, and any area for the display, handling, or storage of goods, materials or waste must be located behind the primary frontage elevation of a building.</p>	<p>Compliant.</p> <p>No significant change is proposed to the parking and queuing areas of the existing car wash. Additional parking is proposed at the rear of the site behind the primary frontage elevation of the existing and proposed buildings.</p>

<p>21.4.2-(A3) Buildings in Reibey Street must have zero setback from the frontage.</p>	<p>Not applicable. Site is not in Reibey Street.</p>
<p>21.4.2-(A4) Buildings in Victoria Street between Wongi Lane and Patrick Street and in King Edward Street between Grove Street and Patrick Street must have zero setback from the frontage.</p>	<p>Not applicable. Site is not in Victoria Street.</p>
<p>21.4.2-(A5) Buildings in Victoria Street between Wongi Lane and Patrick Street and in King Edward Street between Grove Street and Patrick Street must have the main pedestrian entrance located onto the frontage.</p>	<p>Not applicable. Site is not in Victoria Street.</p>
<p>21.4.2-(A6) A building constructed to the street frontage must have an awning of not less than 3m width cantilevered or suspended over the adjoining footway within a road or car park for the full width of the frontage of the building.</p>	<p>Not applicable. Buildings would not be built to the site frontage.</p>
<p>21.4.2-(A7) A building must not have a continuous wall of more than 20m measured parallel to the boundaries.</p>	<p>Compliant. The longest wall that is parallel to a boundary is 17.4m.</p>
<p><b>21.4.3 Visual and acoustic privacy for residential development</b></p>	
<p>21.4.3-(A1) A door or window to a habitable room, or any part of a balcony, deck, roof garden, parking space or carport must:</p> <p>(a) be not less than 3.0m from a side boundary and 4.0m from a rear boundary to land in a zone for residential purposes;</p>	<p>Not applicable. No Residential use is proposed.</p>

<p>(b) be not less than 6.0m from any door, window, balcony, deck or roof garden in an adjacent dwelling;</p> <p>(c) be off-set by not less than 1.5m from the edge of any door or window in an adjacent dwelling;</p> <p>(d) have a window sill height of not less than 1.8m above finished floor level;</p> <p>(e) have fixed and durable glazing or screening with a uniform transparency of not more than 25% in that part of a door or window less than 1.8m above finished floor level; or</p> <p>(f) have a fixed and durable external screen other than vegetation of not less than 1.8m height above the finished floor level with a uniform transparency of not more than 25% for the full width of the door, window, balcony, deck, roof garden, parking space, or carport.</p>	
<p><b>21.4.4 Private open space for residential use</b></p>	
<p>21.4.4-(A1) Each dwelling must provide:</p> <p>(a) external private open space that:</p> <p>(i) is accessible from the dwelling;</p>	<p>Not applicable.</p> <p>No Residential use is proposed.</p>

<ul style="list-style-type: none"> <li>(ii) comprises an area of not less than 25m<sup>2</sup> for each dwelling;</li> <li>(iii) has a gradient of not more than 1 in 10; and</li> <li>(iv) has a minimum dimension of 4.0m; or</li> </ul> <p>(b) private open space provided as a private balcony, deck or terrace:</p> <ul style="list-style-type: none"> <li>(i) of area not less than 25m<sup>2</sup>;</li> <li>(ii) minimum dimension of 2.0m; and</li> <li>(iii) accessible from the dwelling.</li> </ul>	
<p>21.4.4–(A2) The required minimum private open space area must receive not less than three hours of continuous direct sunlight between 9.00am and 5.00pm on 21 June.</p>	<p>Not applicable. No Residential use is proposed.</p>
<p><b>21.4.5 Setback from zone boundaries</b></p>	
<p>21.4.5–(A1) Development of land with a boundary to a zone must:</p> <p>(a) be setback from the boundary of land in an adjoining zone by not less than the distance for that zone shown in the Table to this clause;</p>	<p>Compliant. The table requires a 4m setback of buildings to the General Residential Zone. The proposed setback would be at least 44m.</p>

<p>(b) not include within the setback area required from a boundary to land in a zone shown on the Table:</p> <ul style="list-style-type: none"><li>(i) a building or work;</li><li>(ii) vehicular or pedestrian access from a road if the boundary is not a frontage;</li><li>(iii) vehicle loading or parking area;</li><li>(iv) an area for the display, handling, operation, manufacturing, processing, servicing, repair, or storage of any animal, equipment, goods, plant, materials, vehicle, or waste;</li><li>(v) an area for the gathering of people, including for entertainment, community event, performance, sport or for a spectator facility;</li><li>(vi) a sign orientated to view from land in another zone; or</li><li>(vii) external lighting for operational or security purposes; and</li></ul> <p>(c) a building with an elevation to a zone boundary to which this clause applies must be contained within a building envelope determined by:</p>	
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<ul style="list-style-type: none"> <li>(i) the setback distance from the zone boundary as shown on the Table to this clause; and</li> <li>(ii) projecting upward and away from the zone boundary at an angle of 45 degrees above the horizontal from a wall height of 3.0m at the setback distance from the zone boundary; and</li> <li>(d) the elevation of a building to a zone boundary must not contain an external opening other than an emergency exit, including a door, window to a habitable room, loading bay, or vehicle entry.</li> </ul>	
<p><b>21.4.6 Subdivision</b></p>	
<p>Section 21.4.6 only contains an Objective, i.e. there are no Acceptable Solutions or Performance Criteria.</p> <p>The Objective requires that the division and consolidation of estates and interests in land is to be consistent with the purpose of the General Business Zone.</p>	<p>The Zone Purpose Statement says:</p> <p style="padding-left: 40px;">“To provide for business, community, food, professional and retail facilities serving a town or group of suburbs.”</p> <p>In this case the proposed boundary adjustment would facilitate the expansion of an existing business activity that would serve the town’s residents.</p> <p>The proposed boundary adjustment is deemed to satisfy the Objective.</p>

<b>21.4.7 Reticulation of an electricity supply</b>	
21.4.7-(A1) Electricity reticulation and site connections must be installed underground.	Compliant.  The existing and proposed consolidated parcel of land at 52-54 Main Street, Ulverstone has an existing electricity connection and no changes are proposed to this connection.
CODES	
<b>E1 Bushfire-Prone Areas Code</b>	Not applicable. The site is not bushfire-prone.
<b>E2 Airport Impact Management Code</b>	Not applicable. No airport within the municipality.
<b>E3 Clearing and Conversion of Vegetation Code</b>	Not applicable. The Code does not apply in the General Business Zone and the development involves no removal of any vegetation.
<b>E4 Change in Ground Level Code</b>	Not applicable. Some minor change in ground level is likely but no change greater than 1m.
<b>E5 Local Heritage Code</b>	Not applicable. No Local Heritage places are listed in the Code.
<b>E6 Hazard Management Code</b>	Not applicable. The site is not located within any hazard areas.

<p><b>E7 Sign Code</b></p>	<p>Exempt. The application states that there would be no new signage across the property frontage. Existing signage would be adjusted in regards to wording if required.</p> <p>Some internal signage would be erected to provide users with direction on where to queue and preparation for entering the automatic car wash. Similarly, there will be signage at the exit of the automatic car wash to ensure vehicles are ready to be driven away.</p> <p>The application states that the required signage for the proposed automatic car wash would be exempt from the Sign Code under Clause E7.4.2 (a), (o) and (q).</p> <p>It is considered that the proposed signage is exempt under these Clauses.</p>
<p><b>E8 Telecommunication Code</b></p>	<p>Not applicable. No telecommunications facility is proposed.</p>
<p><b>E9 Traffic Generating Use and Parking Code</b></p>	
<p><b>E9.5.1 Provision for parking</b></p>	
<p>E9.5.1-(A1) Provision for parking must be:</p> <p>(a) the minimum number of on-site vehicle parking spaces must be</p>	<p>Compliant.</p> <p>There are currently three parking spaces on site, with</p>

<p>in accordance with the applicable standard for the use class as shown in the Table E9A;</p> <p>(b) motor bike parking at a rate of one space for every 20 vehicle parking spaces;</p> <p>(c) parking spaces for people with disabilities at the rate of one space for every 20 parking spaces or part thereof; and</p> <p>(d) bicycle parking at the rate of one space for every 20 vehicle parking spaces or part thereof.</p>	<p>existing queuing space for two vehicles. The proposed automatic car wash would require another six vehicle parking spaces. Five additional queuing spaces and one space within the automatic car wash are proposed.</p>
<p><b>E9.5.2 Provision for loading and unloading of vehicles</b></p>	
<p>E9.5.2-(A1) There must be provision within a site for:</p> <p>(a) on-site loading area in accordance with the requirement in Table E9A; and</p> <p>(b) passenger vehicle pick-up and set-down facilities for business, commercial, educational and retail use at the rate of one space for every 50 parking spaces.</p>	<p>Compliant.</p> <p>Table E9A requires parking for one large rigid truck space.</p> <p>This matter is discussed below in the “Issues” section.</p>

<b>E9.6 Development Standards</b>	
<b>E9.6.1 Road access</b>	
<p>E9.6.1-(A1) There must be an access to the site from a carriageway of a road <sup>R36</sup>:</p> <p>(a) permitted in accordance with the <i>Local Government (Highways) Act</i>;</p> <p>(b) permitted in accordance with the <i>Roads and Jetties Act 1935</i>; or</p> <p>(c) permitted by a license granted for access to a limited access road under the <i>Roads and Jetties Act 1935</i>.</p>	<p>Compliant.</p> <p>A Statement of Compliance has been issued by the Council's Engineering Services Department.</p>
<b>E9.6.2 Design of vehicle parking and loading areas</b>	
<p>E9.6.2-(A1) The layout of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must:</p> <p>(a) be in accordance with AS/NZS 2890.1-2004 – Parking Facilities – Off-Street Car Parking;</p> <p>(b) be in accordance with AS/NZS 2890.2-2002 – Parking Facilities – Off-Street Commercial Vehicles;</p>	<p>Compliant.</p> <p>The three vehicle parking spaces at the rear of the site are existing and approved. Two of the seven queuing spaces are also existing and approved. The six spaces within a service bay are also existing and approved.</p> <p>The proposed development includes an additional five queuing spaces and a space within the automatic car wash</p>

<p>(c) be in accordance with AS/NZS 2890.3-1993 – Parking Facilities – Bicycle Parking Facilities;</p> <p>(d) be in accordance with AS/NZS 2890.6-2009 – Parking Facilities – Off-Street Parking for People with Disabilities;</p> <p>(e) each parking space must be separately accessed from the internal circulation aisle within the site;</p> <p>(f) provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space;</p> <p>(g) be formed and constructed with compacted sub-base and surfaced with an all-weather dustless surface, such as bitumen, concrete, or brick or permeable paving blocks; and</p> <p>(h) provide for the collection, drainage, and disposal of stormwater.</p>	<p>bay. These spaces appear to be of a sufficient size to accommodate standard vehicles.</p> <p>The site plan indicates that a 99<sup>th</sup> percentile vehicle (99% of vehicles are smaller) is able to enter and exit the site and the automatic car wash in an appropriate manner. On this basis, it is considered that there is compliance with AS2890.1.</p> <p>The site is already finished entirely in concrete and is appropriately drained.</p>
<p>E9.6.2-(A2) Design and construction of an access strip and vehicle circulation, movement and standing areas for use or development on land within the Rural Living, Environmental Living, Open Space, Rural Resource, or Environmental Management zones must be in accordance with the principles and requirements for in the current edition of Unsealed Roads Manual – Guideline for Good Practice ARRB.</p>	<p>Not applicable.</p> <p>The site is within the General Business Zone.</p>

<b>E10 Water and Waterways Code</b>	Not applicable. Not within 30m of a water body, watercourse or wetland.
<b>Specific Area Plans</b>	Not applicable. No Specific Area Plans apply to this location.

### *Issues –*

The issues section deals with both the rezoning and the development application. The issues relating to each are addressed in turn.

#### *1 Consistency of the rezoning with the Region and the Council's strategic direction –*

##### *Cradle Coast Regional Strategy –*

The Cradle Coast Regional Land Use Planning Framework includes land use policies for integrated land use and infrastructure planning, a key element of which is to minimise any encroachment into the rail corridor that could compromise safety or impose constraint on the operation of the rail system.

The 146m<sup>2</sup> of land for which rezoning is sought is currently part of the Western Rail Line and is zoned for that purpose. TasRail has indicated that this land is surplus to its requirements. TasRail has also indicated that the release of the land would, "...not result in significant encroachment into the Rail Corridor that would cause TasRail operational issues...". This was provided certain conditions are met, including the relocation of underground cables and two bollards, to protect a signalling cabinet and junction box. These are conditions of the sale from the Crown to the prospective purchasers and would not need to form part of the Council's or the Tasmanian Planning Commission's decision.

As the rail line is the only foreseeable utilities use on the land and as that land is superfluous to the Western Rail Line operator, it is reasonable to conclude that the loss of this land from the Utilities Zone would not be detrimental to achieving the purpose of the Utilities Zone in this location.

It is considered that rezoning the land to General Business would be consistent with the strategic direction of the Framework to support economic, business and commercial activity because it would increase the amount of land available within the Ulverstone business district which could be used for business related purposes.

In this case, it would directly facilitate the expansion of the existing car wash business. As demonstrated above, this expansion is permitted within the General Business Zone and is consistent with the requirements of the General Business Zone.

*Central Coast Interim Planning Scheme 2013 Objectives –*

The Scheme includes a number of Objectives for land use and development. It is considered that the rezoning potentially enables these listed Objectives to be achieved:

- (ii) facilitate private development in support of, public, and social investment;
- (vii) provide facilities and services for community, recreation, and relaxation;
- (viii) provide for the daily needs of local residents and the viability of the Ulverstone business and retail centre.

It is considered that the rezoning would not undermine these listed Objectives:

- (iii) maintain an efficient, safe, and pleasant places in which to live, or work;
- (iv) minimise likelihood for conflict and interference between uses;
- (xvi) maintain the safety and security of the rail corridor;
- (xvii) maintain the efficient movement of freight by rail;
- (xxi) consolidate land with an establish site suitable for intended use and development.

On this basis, it is considered that the rezoning is consistent with the Objectives of the Scheme and the Regional Strategy.

2 *Impact of the proposed rezoning on residential amenity –*

Rezoning and subsequent use of the site for an automatic car wash over a 24 hour period is likely to have a greater impact on the residential amenity of nearby dwellings in terms of noise. Noises are likely to include a small increase in vehicles coming and going from the facility, the sound of water under pressure being released through spray nozzles and the sound of water travelling at high speed hitting vehicles. The automatic car wash may also increase the amount of mist being emitted from the site but this is likely to dissipate quickly

and is unlikely to impact on residential amenity. Some light spillage may occur across the property boundary but it is unlikely to be obtrusive to residential amenity due to the distance of the facility from the dwellings (see diagram below).



The property at 52–54 Main Street, Ulverstone is already in the General Business Zone and, as such, could accommodate the automatic car wash facility as a Permitted use without need for extra land or rezoning. Therefore, the rezoning is not enabling a use that could not occur on the site already. It is merely facilitating the turning circle for the 99<sup>th</sup> percentile vehicle for the facility in the location proposed. The rezoning of the land would allow the automatic car wash to be located further back on the site and therefore further from the nearby residential uses and on this basis it is considered that the rezoning potentially decreases the potential for noise or light impact on the living environment.

The rezoning is not likely to facilitate a noticeable increase of traffic on Main Street, Ulverstone and it is also not likely to facilitate any significant change to the peak operating times (which are stated in the application to be between 3.00pm and 7.00pm on weekends and public holidays).

Whilst the rezoning might facilitate a greater impact on the residential living environment it would not be significantly greater than the



- (b) there is only minor change to the relative size, shape and orientation of the existing lots;
- (c) no setback from an existing building will be reduced below the applicable minimum setback requirement;
- (d) no frontage is reduced below the applicable minimum frontage requirement; and
- (e) no lot boundary that aligns with a zone boundary will be changed.”

Each criteria is addressed in turn:

- (a) In this case, no additional lots would be created.
- (b) The shape and orientation of the lots would remain essentially the same. The size of CT137856/2 would be reduced by 12%. The size of CT102079/1 would be increased by 13%. It is considered that these changes in size could be considered to be minor.
- (c) There are no buildings on the rail line to assess against the setback standards. Buildings on 52–54 Main Street, Ulverstone are not required to have a setback from the Utilities Zone. On this basis, no setback would be reduced below the applicable minimum setback requirement.
- (d) CT137856/2 would continue to have a 12.98m frontage onto Main Street. The required frontage is 6m.
- (e) The boundary adjustment would ensure that the property boundary continued to be aligned with the zone boundary.

It is considered that each of the criteria for boundary adjustment is satisfied and that the proposed boundary adjustment conforms with the criteria of section 9.3.1 of the Scheme. Consequently the boundary adjustment is Permitted under the Scheme.

#### 4 *Space for delivery vehicles –*

The application states that deliveries will be by a one tonne flat tray vehicle or equivalent. Delivery requirements are small and do not require a large truck. The application also states as follows:

“Should a rigid truck make a delivery, (a rare event) and should both vacuum station spaces be occupied, the driver has the option of waiting till exit is clear or enter the site, turning left between frontage and building to exit the site; then reversing along the exit drive to a point adjacent to wash bay 4 to make delivery. Delivery would take approximately 10 minutes and should not unreasonably inconvenience any carwash customers.”

It is considered that the site has sufficient space to accommodate deliveries from a range of different vehicles. Should delivery from a large rigid truck be required, it could be timed for when the car wash facility is less busy. On this basis, it is considered that there is adequate provision for an on-site loading area.

5 *Potential for collision, noise and moisture impacts on the Ulverstone History Museum –*

There is damage along the south-eastern wall of the Ulverstone History Museum which would appear to be caused by vehicles attending the car wash facility. As the development is likely to cause more traffic within the vicinity of the History Museum wall it is possible that more damage may occur to that south-eastern wall. Accordingly, the application proposes concrete vehicle wheel stops located approximately 750mm in from the History Museum wall (except where this will limit car park access). The concrete wheel stops would be 100–120mm high and approximately 200mm wide and 2m long. It is considered that this is a suitable solution to the risk of damage to the wall but it is also considered that the following condition on the Planning Permit would be appropriate:

“Activities on the car wash site must be managed to ensure that no damage occurs to the Ulverstone History Museum building.”

*Referral advice –*

Referral advice from the various Departments of the Council and other service providers is as follows:

SERVICE	COMMENTS/CONDITIONS
Environmental Health	No comments or conditions.

## DEVELOPMENT & REGULATORY SERVICES

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Engineering Services	The Engineering Services Department has given advice regarding works on the History Museum wall that may be necessary prior to construction of the automatic car wash.
TasWater	The application was referred to TasWater. Conditions of approval from TasWater would be included with the Permit. See Annexure 4.
Department of State Growth	No referral required.
Environment Protection Authority	No referral required.
TasRail	TasRail has not raised any objection to the proposed development. TasRail has included conditions on the sale of the land from the Crown to the prospective purchaser which are discussed above in Issue 1.
Heritage Tasmania	No referral required.
Crown Land Services	Consent to the lodgement of the application has been given by the Crown. The Crown has agreed to the sale of the 146m <sup>2</sup> of land to the prospective purchaser on condition that the land be adhered to the adjoining title at 52-54 Main Street, Ulverstone.
Other	Not applicable.

### *CONSULTATION*

If the Council resolves to initiate the amendment, the application would be advertised as required by the Act.

*RESOURCE, FINANCIAL AND RISK IMPACTS*

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 determination should one be instituted.

*CORPORATE COMPLIANCE*

The Central Coast Strategic Plan 2014–2024 includes the following strategies and key actions:

The Environment and Sustainable Infrastructure

- Develop and manage sustainable built infrastructure.

*CONCLUSION*

The rezoning of 146m<sup>2</sup> of land adjacent to 52–54 Main Street, Ulverstone is consistent with the requirements of the Act in that:

- it is consistent with the local and regional land use strategies; and
- it would not introduce significant land use conflict concerns.

On this basis, it is considered that the proposed rezoning has sufficient merit to initiate the amendment process.

The use of the rezoned land in conjunction with the existing and proposed car wash at 52–54 Main Street, Ulverstone complies with the Scheme and, subject to a rezoning being approved by the Tasmanian Planning Commission, is recommended for conditional approval.

It is considered appropriate that the draft Amendment to the *Central Coast Interim Planning Scheme 2013* should be initiated and that the approval process involving the Tasmanian Planning Commission be commenced, i.e. referral to the Commission and public exhibition of the draft Amendment forwarded to the Tasmanian Planning Commission for their consideration.

*Recommendation –*

It is recommended that:

- A A draft Amendment (identified as Amendment No. 1/2015, refer Annexure 5) be initiated to the *Central Coast Interim Planning Scheme 2013* to rezone 146m<sup>2</sup> of land adjacent 52–54 Main Street, Ulverstone

(identified on Sheet 11 of the Zone maps of the Scheme) from Utilities to General Business; and

- B The Council certify that the draft Amendment meets the requirements of s.32 of the *Land Use Planning and Approvals Act 1993*; and
- C The proposed boundary adjustment and extension of existing Service industry (car wash) to provide a 24 hour automatic car wash at 52-54 Main Street, Ulverstone be approved subject to the following conditions and notes:

Conditions:

- 1 The development must be substantially in accordance with the application for this Permit, unless modified by a condition of this Permit.
- 2 The development must be in accordance with the conditions of the Submission to Planning Authority from TasWater, Reference No. TWDA 2015/00214-CC (copy attached).
- 3 Activities on the car wash site must be managed to ensure that no damage occurs to the Ulverstone History Museum building.

Please note:

- 1 A Planning Permit remains valid for two years. If the use or development has not substantially commenced within this period an extension may be granted if a request is made before this period expires. If the Permit lapses, a new application must be made.
- 2 "Substantial commencement" is the submission and approval of a Building Permit or engineering drawings and the physical commencement of infrastructure works on the site, or an arrangement of a Private Works Authority or bank guarantee to undertake such works.
- 3 Building and Plumbing Permits are required for the proposed development. A copy of this Planning Permit should be given to your building surveyor.'

The report is supported."

The Executive Services Officer reported as follows:

“A copy of the Annexures referred to in the Town Planner's report have been circulated to all Councillors.”

■ Cr van Rooyen moved and Cr Howard seconded, “That:

- A A draft Amendment (identified as Amendment No. 1/2015, a copy being appended to and forming part of the minutes) be initiated to the *Central Coast Interim Planning Scheme 2013* to rezone 146m<sup>2</sup> of land adjacent 52–54 Main Street, Ulverstone (identified on Sheet 11 of the Zone maps of the Scheme) from Utilities to General Business; and
- B The Council certify that the draft Amendment meets the requirements of s.32 of the *Land Use Planning and Approvals Act 1993*; and
- C The proposed boundary adjustment and extension of existing Service industry (car wash) to provide a 24 hour automatic car wash at 52–54 Main Street, Ulverstone be approved subject to the following conditions and notes:

Conditions:

- 1 The development must be substantially in accordance with the application for this Permit, unless modified by a condition of this Permit.
- 2 The development must be in accordance with the conditions of the Submission to Planning Authority from TasWater, Reference No. TWDA 2015/00214-CC (copy attached) (a copy being appended to and forming part of the minutes).
- 3 Activities on the car wash site must be managed to ensure that no damage occurs to the Ulverstone History Museum building.

Please note:

- 1 A Planning Permit remains valid for two years. If the use or development has not substantially commenced within this period an extension may be granted if a request is made before this period expires. If the Permit lapses, a new application must be made.
- 2 “Substantial commencement” is the submission and approval of a Building Permit or engineering drawings and the physical commencement of infrastructure works on the site, or an arrangement of a Private Works Authority or bank guarantee to undertake such works.

- 3 Building and Plumbing Permits are required for the proposed development. A copy of this Planning Permit should be given to your building surveyor.”

Carried unanimously

The Executive Services Officer further reported as follows:

“Approval of the draft Amendment having been granted, authorisation for affixing of the common seal to the Amendment is given at Minute No. 76/2015.”

GENERAL MANAGEMENT

**72/2015 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:

- . Ulverstone Wharf Precinct Advisory Committee – meeting held on 4 February 2015
- . Forth Community Representatives Committee – meeting held on 5 February 2015
- . Central Coast Youth Engaged Steering Committee – meeting held on 19 February 2015
- . Development Support Special Committee – meeting held on 23 February 2015
- . Central Coast Community Safety Partnership Committee – meeting held on 25 February 2015
- . Turners Beach Community Representatives Committee – meeting held on 26 February 2015
- . Central Coast Community Shed Management Committee – meeting held on 2 March 2015
- . Ulverstone Wharf Precinct Advisory Committee – meeting held on 4 March 2015
- . Development Support Special Committee – meeting held on 10 March 2015.

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

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

Carried unanimously

**73/2015 Schedule of Appointments to Statutory Bodies, Groups and Organisations, Council and Special Committees, Community Advisory Groups and Working Groups – Emergency Management (207/2013 – 15.07.2013)**

The General Manager reported as follows:

### *"PURPOSE*

This report considers emergency management of the Council and the region and seeks the endorsement of the Council in respect to the appointment of a Deputy Municipal Coordinator.

### *BACKGROUND*

The current statutory appointment of the Deputy Municipal Emergency Management Coordinator will expire on 25 August 2015.

The Director Engineering Services reports as follows:

### *'DISCUSSION*

Paul Breaden, Engineering Group Leader was appointed as the Council's Deputy Municipal Emergency Management Coordinator (Deputy Municipal Coordinator) in August 2013. This appointment is for a two year term and the incumbent is available for a further term.

Under s.23(8) of the *Emergency Management Act 2006*:

"A council may only nominate a person for the position of Municipal Emergency Management Coordinator or Deputy Municipal Emergency Management Coordinator if the person, once appointed to the position, would have the authority and ability to make decisions relating to the coordination of emergency management in the municipal area during an emergency without first seeking the approval of the council."

It is important that the Deputy Municipal Coordinator has the authority in the absence of the Municipal Coordinator to undertake the role with the responsibilities as defined earlier in the report. The Engineering Group Leader is best suited to fulfil the role of Deputy Municipal Management Coordinator in this organisation.

### *CONSULTATION*

Consultation has been undertaken with the respective nominee.

### *RESOURCE, FINANCIAL AND RISK IMPACTS*

Administrative funding is allocated in the Estimates.

*CORPORATE COMPLIANCE*

The Central Coast Strategic Plan 2014–2024 includes the following strategies and key actions:

A Connected Central Coast

- Connect the people with services

The Environment and Sustainable Infrastructure

- Contribute to a safe and healthy environment
- Contribute to the preservation of the natural environment

Council Sustainability and Governance

- Effective communication and engagement
- Strengthen local–regional connections.

*CONCLUSION*

It is recommended that the Council nominate Paul Breaden, Engineering Group Leader for appointment by the Minister, as the Deputy Municipal Emergency Management Coordinator (Deputy Municipal Coordinator) for a further period of two years commencing in August 2015.’

The report is supported.”

- Cr Viney moved and Cr Howard seconded, “That the Council nominate Paul Breaden, Engineering Group Leader for appointment by the Minister, as the Deputy Municipal Emergency Management Coordinator (Deputy Municipal Coordinator) for a further period of two years commencing in August 2015.”

Carried unanimously

CORPORATE & COMMUNITY SERVICES

**74/2015 Corporate & Community Services determinations made under delegation**

The Director Corporate & Community Services reported as follows:

“A Schedule of Corporate & Community Services Determinations made during the month of February 2015 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 Downie moved and Cr Tongs seconded, “That the Schedule of Corporate & Community Services Determinations (a copy being appended to and forming part of the minutes) be received.”

Carried unanimously

**75/2015 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 February 2015 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 requesting clarification on the rental being charged for the lease of the Penguin Railway Station by the Penguin History Group.
- . Letter raising concerns over uncontrolled dogs on Buttons Beach.

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 Viney moved and Cr Bloomfield seconded, "That the Director's report be received."

Carried unanimously

**76/2015 Common seal**

The Director Corporate & Community Services reported as follows:

"A Schedule of Documents for Affixing of the Common Seal for the period 17 February 2015 to 16 March 2015 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. Draft Amendment 1/2015 approved at Minute No. 71/2015 is to be added to the Schedule."

- Cr Howard moved and Cr Carpenter 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

**77/2015 Financial statements**

The Director Corporate & Community Services reported as follows:

"The following principal financial statements of the Council for the period ended 28 February 2015 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 Carpenter moved and Cr Downie seconded, “That the financial statements (copies being appended to and forming part of the minutes) be received.”

Carried unanimously

### **78/2015 Use of the Council’s roads for Targa Tasmania – 30 April 2015**

The Director Corporate & Community Services reported as follows:

“The Cultural Facilities and Events Officer has prepared the following report:

*PURPOSE*

The purpose of this report is to consider closure and use of the Council’s roads on 30 April 2015 for Targa Tasmania 2015.

*BACKGROUND*

At its meeting on 25 October 2004 the Council resolved (Minute No. 402/2004) as follows:

“That the promoters of motor-vehicle rallies and trials be advised that the Council will not consider applications for road closures for rally stages in the Central Coast municipal area unless the application is received not later than 15 weeks prior to the event and is accompanied by evidence of:

- 1 written notification having been sent to harvesting contractors and companies (including transporters of timber products), milk transport contractors and companies, and tourism authorities and operators;
- 2 written notification having been sent to all residents on that part of the road for which road closures are being requested; and
- 3 public notification of any new event having been twice advertised in a daily newspaper circulating in the municipal area;

advising that an application for road closures is being submitted, and that residents and road users should contact the promoter and the

Council not later than 13 weeks prior to the event if they have concerns over the closures;

and further that, following any approval having been given by the Council for road closures, the promoter is to undertake public notification of the event by a minimum of two advertisements in a daily newspaper circulating in the municipal area in the weeks immediately preceding the event.”

The Council, at its meeting on 19 February 2007 (Minute No. 75/2007), included in the motion to approve the road closures for Targa, a condition that, “...future requests for road closures will be denied unless an annual, suitable ‘Targa event’, acceptable to the Council, is staged within the municipal area.”

The Council has received the following correspondence from the Clerk of Course, Targa Australia, which reads as follows:

“I wish to make application to council seeking in principal support of proposed road closures in connection with the international tarmac rally Targa Tasmania.

The event is scheduled to cover a statewide route from Monday 27<sup>th</sup> April to Saturday 2<sup>nd</sup> May 2015, with all activities relating to the Central Coast municipality concentrated on Thursday 30<sup>th</sup> April.

In accordance with the conditions of the Tasmania Police motor sport permits policy; I request approval in principal for the use and closure of the following roads for a maximum period of four and a half hours:

LEG FOUR – THURSDAY 30<sup>th</sup> APRIL

MUNICIPALITY OF CENTRAL COAST

‘CASTRA’	Road Closure: 08:23 – 12:53
ROAD CLOSED:	BETWEEN FOLLOWING ROADS & LOCATIONS:
Spellmans Road	Wilmot River and Castra Road

MUNICIPALITY OF CENTRAL COAST

‘GUNNS PLAINS’	Road Closure: 08:43 – 13:13
ROAD CLOSED	BETWEEN FOLLOWING ROADS
Central Castra Road	Castra Road and Preston-Castra Road
Preston-Castra Road	Central Castra Road and Preston Road

Preston Road	Preston-Castra Road and Raymond Road
Raymond Road	Preston Road and Gunns Plains Road

MUNICIPALITY OF CENTRAL COAST

'RIANA'	Road Closure: 09:02 – 13:32
ROAD CLOSED:	BETWEEN FOLLOWING ROADS:
South Riana Road	Lowana Road and Upper Natone Road
Upper Natone Road	South Riana Road and Camena Road
Camena Road	Upper Natone Road and Stotts Road
Stotts Road	Camena Road and Wyllies Road

In accordance with councils policy regarding road closures for rally stages I can confirm Targa Australia has provided written notification of the proposed road closures and the rout of Targa Tasmania 2015 to companies and contractors including road transport, harvesting and tourism operators. As in the past this notification will be followed up by further documentation.

Targa Australia has also provided written notification to residents on the sections of roads affected by the road closures specific to the targa stage on which those roads fall. Please find copies of these attached. Further to this Targa Australia will be issuing further letters to residents.

Specifically the following Central Coast resident's addresses were issued with written advice regarding road closures.

Thank you in anticipation, should you require further information please do not hesitate to contact me on 0419 349 656.

**Castra  
Targa Stage**

Spellmans Rd	445
	410
	385
	310
	259
	179
	155
	99
	80
	60
	9

Eastleys Rd	385
	259
	289
	75

**Gunns Plains  
Targa Stage**

Central Castra Rd	9
	19
	80
	109
	199
	345
	379

Preston-Castra Rd	300
	299
	184
	163
	140

Preston Rd	1634
	1638
	1641
	1647
	1648
	1668
	1709
	1747
	1749
	1777

Goulds Road	3
	65

Preston Road	130
	150
	161
	170
	220
	299
	319

321  
468  
510

**Riana**  
**Targa Stage**

South Riana Road 1335  
1336  
1275  
1259  
1212  
1179  
1137  
1089  
1077  
1033  
1002  
997  
996  
918  
862  
744  
743  
729  
617  
542  
425  
414  
387

Masters road, Jansens road and Barkers road done via Australia Post  
(South Riana Shop)

Stotts Road 754  
699  
576  
494  
450  
398  
329

Bennetts Road	95 90
Hornes Road	51 63 214.”

Copies of the maps are provided at Annexure 1.

*DISCUSSION*

Due to some re-sealing works on the southern end of South Riana Road, the start line for the Riana stage has been moved to an area slightly north of the South Riana Transfer Station.

The Central Coast Council has received one representation, although due to a change in organisational structure for the 2015 event, there was some delay in letters being delivered to affected properties.

A copy of the representation received is attached at Annexure 2. The representation raised concerns regarding vehicles causing damage to roads and road infrastructure, vehicles crashing off the road into private property and competitors driving the rally route at dangerous speeds in the days prior to the rally.

A copy of the representation was forwarded to Targa Australia for comment and they have advised that they do not have any issues apart from some common sense and practicality being applied to issues such as property damage. It should be noted that delays to the repair of the railing in Raymond Road referred to in the representation were the result of the Council’s decision to undertake further improvement works and not because of any Targa inaction. It does seem unreasonable to hold Targa Australia liable for the activities of individual drivers outside of the competition itself. Targa has advised that where such persons are identified they have supplementary regulations that allow for the expelling of such persons from the competition. Activities that involve speeding outside of the competition are a matter for Tasmania Police.

With regard to the request that permission to use Central Coast roads in 2016 be withheld if certain conditions are not met, the Council does not have the power to prevent Targa competitors from using Central Coast roads, however it does have the opportunity each year to consider any road closures that might be requested and to choose not to allow any competition stages

to be held within the Central Coast area should certain commitments made by Targa Australia not be met.

Targa Australia has also advised that they will be holding one of three state-wide official thank you barbecues in Ulverstone in 2015.

The requested road closures in Central Coast are as follows:

*Thursday, 30 April -*

from 8.23am to 12.53pm

- . Spellmans Road - from municipal boundary to Castra Road; and

from 8.43am to 1.13pm

- . Central Castra Road - from Castra Road to Preston-Castra Road;
- . Preston-Castra Road - from Central Castra Road to Preston Road;
- . Preston Road - from Preston-Castra Road to Raymond Road;
- . Raymond Road - from Preston Road to Gunns Plains Road; and

from 9.02am to 1.32pm

- . South Riana Road - from Lowana Road to Blythe River;
- . Upper Natone Road - from South Riana Road to Camena Road;
- . Camena Road - from Upper Natone Road to Stotts Road;
- . Stotts Road - from Camena Road to Wyllies Road.

The proposed non-competition uses do not require approval. Closure to the public only applies to competition stages.

#### *CONSULTATION*

The Clerk of Course has advised that the notifications requested by the Council have been implemented.

One representation regarding the event was received by the Council following Targa's mail-out to affected residents.

#### *RESOURCE, FINANCIAL AND RISK IMPACTS*

The Engineering Group Leader advises as follows:

"The Council's roads are currently to a standard applicable to normal rural traffic only and are maintained accordingly.

Any damage to any of the roads used for the rally should be reinstated by the Council (or the Council's contractor) at the organiser's expense."

*C O R P O R A T E C O M P L I A N C E*

The Central Coast Strategic Plan 2014–2024 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 well-being

Community Capacity and Creativity

- Cultivate a culture of creativity in the community

The Environment and Sustainable Infrastructure

- Contribute to a safe and healthy environment
- Contribute to the preservation of the natural environment.

*C O N C L U S I O N*

It is recommended that no objection be offered to the requested road closures for Targa Tasmania 2015 and also subject to Targa Australia:

- 1 maintaining its standard organisational arrangements;
- 2 following this approval having been given by the Council, undertaking public notification of the event by a minimum of two advertisements in a daily newspaper circulating in the municipal area in the weeks immediately preceding the event;
- 3 meeting the cost of the Council reinstating any damage to any of the roads used for the Rally;
- 4 subject to Council approval, arranging for the repair of any road or road infrastructure damage within two weeks of the event;
- 5 arranging same-day repairs of any fences damaged during the Rally; and further,

- 6 that Targa Australia be advised that the Council's roads are currently to a standard applicable to normal rural traffic only and are maintained accordingly.'

The report is supported."

The Executive Services Officer reported as follows:

"Copies of the promoter's supporting information, together with a copy of the representation received have been circulated to all Councillors."

■ Cr Broad moved and Cr Viney seconded, "That no objection be offered to the requested road closures for Targa Tasmania 2015, and also subject to Targa Australia:

- 1 maintaining its standard organisational arrangements;
- 2 following this approval having been given by the Council, undertaking public notification of the event by a minimum of two advertisements in a daily newspaper circulating in the municipal area in the weeks immediately preceding the event;
- 3 meeting the cost of the Council reinstating any damage to any of the roads used for the Rally;
- 4 subject to Council approval, arranging for the repair of any road or road infrastructure damage within two weeks of the event;
- 5 arranging same-day repairs of any fences damaged during the Rally; and further,
- 6 that Targa Australia be advised that the Council's roads are currently to a standard applicable to normal rural traffic only and are maintained accordingly."

Carried unanimously

ENGINEERING SERVICES

**79/2015 Tenders for design and construction of a public floating pontoon at the Ulverstone Wharf**

The Director Engineering Services reported as follows:

“The Assets Group Leader has prepared the following report:

*PURPOSE*

The purpose of this report is to consider the design and construct tenders received for a 15m public floating pontoon at the Ulverstone Wharf, 3 Wharf Road, Ulverstone.

*BACKGROUND*

The Leven River Precinct has been developed over the last five years or so and part of the long-term direction was the provision of a public pontoon to service the river users and boat owners and provide better access to the river.

In accordance with that direction the Council applied for a Marine and Safety Tasmania (MAST) grant to assist with the project.

The Council was successful in obtaining a grant for \$77,000 (including GST) being a 50% contribution to the estimated cost of the project.

Tenders for the project were called on Saturday, 13 December 2014 and closed at 2.00pm on Tuesday, 20 January 2015.

*DISCUSSION*

There were 16 requests for tender documents and the following tenders were received for a 15m floating pontoon (including GST and \$10,000 contingency):

## ENGINEERING SERVICES

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TENDERER	PRICE \$ 15.0M
TasSpan Civil Contracting P/L	250,558.17
TasSpan Civil Contracting P/L - (Alternative tender)	251,479.15
VEC Civil Engineering P/L	284,738.00
BridgePro Engineering P/L	379,160.00
<i>BUDGET ESTIMATE (EXCLUDING GST)</i>	<i>140,000.00</i>

The TasSpan Civil Contracting P/L (TasSpan) Alternative tender was for an aluminium framed polypropylene injection moulded pontoon which was not considered appropriate for this location.

As can be seen, the amounts tendered were well in excess of the budget allocated for this project.

The original estimates were developed in consultation with MAST who has considerable experience in providing these types of facilities.

It appears the increase in costs against the budget estimate is associated with the provision of a compliant walkway to access the pontoon and not the pontoon itself.

The Tender Evaluation Panel held discussions and it was decided to review the scope of the project to try to reduce the cost. Tenderers were invited to submit revised amounts based on a 7.5m and 10m long pontoon in lieu of the 15m long pontoon in the original project.

These revised amounts were received on Friday, 30 January 2015 and are set out in the table below.

Revised tender prices:

TENDERER	PRICE \$ 7.5M	PRICE \$ 10M	PRICE \$ 12M	PRICE \$ 15M
TasSpan Civil Contracting P/L			219,794.25*	
TasSpan Civil Contracting P/L - (Alternative tender 1)	199,550.10	202,641.00	205,162.30	
TasSpan Civil Contracting P/L - (Alternative tender 2)	148,569.93	150,901.93	153,071.13	
VEC Civil Engineering P/L	261,510.00	275,609.00	N/A	
BridgePro Engineering P/L				313,710.00#
<i>BUDGET ESTIMATE - \$140,000.00 (EXCLUDING GST)</i>				

\*TasSpan proposal is for a 12m long pontoon due to the segment sizes and stability (original 15m tender was \$250,558.17).

#BridgePro submitted a revised tender price for a 15m long pontoon with a redesigned access walkway.

The TasSpan Alternative tender 1 was for an aluminium framed polypropylene injection moulded pontoon which was not considered appropriate to this location.

TasSpan submitted a further tender (Alternative tender 2) for the sum of \$148,569.93, however, following assessment it was determined that this would not meet the requirements of the project in the type, location and functionality as it was for a mooring strut supported pontoon.

BridgePro did not offer any alternatives although they were given the opportunity to do so.

Based on the revised amounts, the option of a 10m long pontoon or a 7.5m pontoon did not appear to make a lot of difference to the cost due to the walkway requirement and was still not achievable within the budget constraints.

The Council uses a weighted tender assessment method based on:

- . compliance with tender documents;
- . previous experience;
- . supervisory personnel;
- . proposed construction period;
- . WHS system and record;
- . design;
- . tender price/value for money.

All tenders were assessed using this method.

Based on the tender assessment using the above criteria and weighting process, the conforming tender of TasSpan rated the highest.

The TasSpan proposal includes a significant amount of alteration to the park area adjacent to Pedro's (which is not included in the tender) which does not fit with the long-term view and uses of this park area.

Discussion can be held with the eventual successful tenderer to minimise the impact on this park area.

### *CONSULTATION*

This item has followed a public tendering process.

Consultation has been undertaken with MAST, the Corporate & Community Services Department, and within the Engineering Services Department.

Advice was also sought from MAST during the assessment process.

*RESOURCE, FINANCIAL AND RISK IMPACTS*

The budget allocation for this project in 2014–2015 is \$140,000 with \$70,000 being the MAST contribution. (These figures are GST exclusive.)

The original tenders received were well outside the budget estimate.

There is an allocation of \$36,000 for power/water/light bollards to service the existing mooring holders at the Wharf and as there are minimal mooring holders at the present time, these funds could be added to the project budget and the bollards project deferred until 2015–2016.

Work on the Wongi Lane Bus Interchange has been delayed by possible changes in the North West Coast bus transport system and the possibility that the Interchange may not need to be as large as originally planned. Some of the current funding for this project could be reallocated to meet any shortfall in this pontoon project with any funding shortfall on the Interchange project being provided for in next financial year's funding allocations.

Following assessment, the TasSpan Civil Contracting P/L tenders rank the highest.

If the 15m long pontoon option from TasSpan is accepted there is a funding shortfall of \$74,558.17 plus some work on the land component estimated at \$25,000, leaving a total shortfall of \$99,558.17.

If the alternative 12m long pontoon option from TasSpan is accepted there is a funding shortfall of \$43,794.25 plus some work on the land component estimated at \$25,000, leaving a total shortfall of \$68,794.25.

The 12m pontoon appears to offer the most cost effective solution for the Council as it provides an appropriately sized pontoon, the system is modular which allows for future extension of the system and the cost is lower than other tenders.

*CORPORATE COMPLIANCE*

The Central Coast Strategic Plan 2014–2024 includes the following strategies and key actions:

The Shape of the Place

- Improve the value and use of open space

The Environment and Sustainable Infrastructure

- Develop and manage sustainable built infrastructure.

### *CONCLUSION*

It is recommended that:

- 1 the tender of TasSpan Civil Contracting P/L for the construction of a 12m floating pontoon at Ulverstone Wharf for the sum of \$199,812.95 (excluding GST) [\$219,794.25 (including GST)] be accepted;
- 2 the installation of bollards along the Wharf frontage be deferred to 2015–2016 and the current funding of \$36,000.00 (excluding GST) be reallocated to the pontoon project; and
- 3 funding amounting to \$48,900.00 (excluding GST) be reallocated from the Wongi Lane Bus Interchange project to the pontoon project due to the likelihood that the Interchange project will not be complete this financial year.'

The Assets Group Leader's report is supported."

■ Cr Bloomfield moved and Cr Broad seconded, "That:

- 1 the tender of TasSpan Civil Contracting P/L for the construction of a 12m floating pontoon at the Ulverstone Wharf for the sum of \$219,794.25 (including GST) be accepted;
- 2 the installation of bollards along the Wharf frontage be deferred to 2015–2016 and the current funding of \$36,000.00 (excluding GST) be reallocated to the pontoon project; and
- 3 funding amounting to \$48,900.00 (excluding GST) be reallocated from the Wongi Lane Bus Interchange project to the pontoon project due to the likelihood that the Interchange project will not be complete this financial year."

Carried unanimously

### **80/2015 Public question time**

The Mayor introduced public question time at 6.37pm as the business in the open part of the meeting had been dealt with and the Council was about to proceed into the closed section of the meeting.

Questions and replies concluded at 6.54pm.

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## CLOSURE OF MEETING TO THE PUBLIC

### 81/2015 Meeting closed to the public

The Executive Services Officer reported as follows:

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

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

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

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

This is a matter relating to:

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

A suggested resolution is submitted for consideration.”

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

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

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

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

Carried unanimously and by absolute majority

The Executive Services Officer further reported as follows:

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

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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

**82/2015 Minutes and notes of other organisations and committees of the Council**

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

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

...

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

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

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

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## Closure

There being no further business, the Mayor declared the meeting closed at 7.29pm.

CONFIRMED THIS 20TH DAY OF APRIL, 2015.

## Chairperson

(Imm:dil)

## Appendices

- Minute No. 69/2015 – Schedule of Development & Regulatory Services Determinations
- Minute No. 71/2015 – Amendment 1/2015 – 52–54 Main Street, Ulverstone – Application No. DA214133
  - Submission to Planning Authority from TasWater – Reference No. TWDA 2015/00214–CC in respect of boundary adjustment and extension of existing Service industry (car wash) to provide a 24 hour automatic car wash at 52–54 Main Street, Ulverstone – Application No. DA214133
- Minute No. 74/2015 – Schedule of Corporate & Community Services Determinations
- Minute No. 76/2015 – Schedule of Documents for Affixing of the Common Seal
- Minute No. 77/2015 – Financial statements

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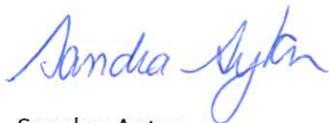
## QUALIFIED PERSON'S ADVICE

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

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# Appendices

## Central Coast Council

### List of Development Applications Determined

Period From: 01-Feb-2015 To 28-Feb-2015

Application Number	Property Address	Development Application Type	Description of Proposed Use	Application Date	Decision Date	Day Determined
DA214096	CT156608/1 Cuprona Rd Cuprona 7316	Discretionary Development Application	Residential (dwelling)	21-Nov-2014	09-Feb-2015	48
DA214104	18 Queen Street West Ulverstone 7315	Permitted Development Application	Ancillary dwelling	25-Nov-2014	19-Feb-2015	27
DA214106	4-6 Bertha Street West Ulverstone 7315	Discretionary Development Application	Multiple dwellings (four units)	21-Dec-2014	03-Feb-2015	-14
DA214118	160 Thompsons Road Forth 7310	Discretionary Development Application	Resource Development (outbuildings x2)	22-Dec-2014	20-Feb-2015	10
DA214121	53 Leighlands Avenue Ulverstone 7315	Discretionary Development Application	Residential (outbuilding - shed)	23-Dec-2014	25-Feb-2015	28
DA214123	207 Fabers Road Riana 7316	Permitted Development Application	Visitor Accommodation (farmstay)	05-Jan-2015	16-Feb-2015	42
DA214124	23 Alice Street Ulverstone 7315	Discretionary Development Application	Residential (outbuilding - shed)	12-Jan-2015	16-Feb-2015	35
DA214126	56 Lovett Street Ulverstone 7315	Permitted Development Application	Residential (two units)	16-Jan-2015	09-Feb-2015	21
DA214131	1104 Kindred Road Kindred 7310	P1 Use DA	Residential (extension)	28-Jan-2015	06-Feb-2015	8
DA214086-1	Stubbs Road Turners Beach 7315	Permitted Development Application	Subdivision (two lots)	05-Feb-2015	06-Feb-2015	0

**SCHEDULE OF DEVELOPMENT & REGULATORY SERVICES DETERMINATIONS**

Period: 1 February 2015 to 28 February 2015

Building Approvals - ....7

<i>Type</i>	<i>No.</i>	<i>Total Value (\$)</i>
Dwellings	7	2,162,424.00
Flats/Units	1	340,000.00
Additions	4	163,000.00
Alterations	0	0.00
Outbuildings	5	95,286.00
Other		
The estimated cost of building works totalled		<u>2,760,710.00</u>

Amended Building Permits - 0

Minor Works Applications - 2

Plumbing Permits - 16

Special Plumbing Permits - 0

Special Plumbing Permits (on-site wastewater management systems) - 1

Food Business registrations (renewals) - 15

Food Business registrations - 2

Place of Assembly licences (renewals) - 4

Place of Assembly licences - 0

Public Health Risk Activity Premises Registration - 0

Public Health Risk Activity Operator Licences - 0

Temporary Food Business registrations - 13

Temporary Place of Assembly licences - 2

Paul Bidgood  
DIRECTOR DEVELOPMENT & REGULATORY SERVICES

**CENTRAL COAST COUNCIL**

I certify that this is the schedule referred to in  
Minute No. 69/2015.. of a meeting of the  
Council held on 16 / 03 / 2015  
  
Executive Services Officer

# Central Coast Interim Planning Scheme 2013

Amendment 1/2015

Sheet 11

Proposed Zone:  General Business



CENTRAL COAST COUNCIL  
I certify that this is Amendment 1/2015 -  
52-54 Main Street, Ulverstone -  
Application No. DA 214 133 referred to in  
Minute No. 71/2015 of a meeting of the  
Council held on 16 / 03 / 2015  
  
Executive Services Officer

## INSTRUMENT OF CERTIFICATION

The Central Coast Council resolved at its meeting of 16 March 2015 that Amendment 1/2015 of Central Coast Interim Planning Scheme 2013 meets the requirements specified in Section 32 of the *Land Use Planning and Approvals Act 1993*.

THE COMMON SEAL of the Central Coast Council, Tasmania has been hereunto affixed pursuant to a resolution of the Council passed on the 16th day of March, 2015 in the presence of:



  
.....  
GENERAL MANAGER

Phone: 13 6992  
 Fax: 1300 862 066  
 Web: www.taswater.com.au

# TasWater

## Submission to Planning Authority Notice

Council Planning Permit No.	DA214133	Council notice date	12/02/2015
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### TasWater details

TasWater Reference No.	TWDA 2015/00214-CC	Date of response	20/02/2015
TasWater Contact	David Boyle	Phone No.	6345 6323

### Response issued to

Council name	CENTRAL COAST COUNCIL
Contact details	planning.cmw@centralcoast.tas.gov.au

### Development details

Address	52-54 MAIN ST, ULVERSTONE	Property ID (PID)	7520973
Description of development	Automatic carwash machine		

### Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
John Leonard Drafting Services	13-RFS-05 1 to 6		14/02/2013

### Conditions

Pursuant to the *Water and Sewerage Industry Act 2008* (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

#### CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection / sewerage system and connection for this car wash development must be designed and constructed to TasWater's satisfaction and be in accordance with, TasWater's metering policies any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction, a boundary backflow prevention device and water meter must be installed, to the satisfaction of TasWater in accordance with condition 2 where relevant.

#### HEADWORKS CHARGES

##### ADVICE

If the Certificate for Certifiable Works is applied for in the period 1 April 2014 to 31 March 2016, the headworks amount(s) will be waived in line with the prevailing State Government Policy. Please visit [www.development.tas.gov.au](http://www.development.tas.gov.au) for further information.

##### CONDITION

4. Prior to TasWater issuing a Certificate for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a headworks charge of \$17,300.18 to TasWater for water infrastructure for 5.7 additional Equivalent Tenements, indexed as approved by the Economic Regulator from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.
5. Prior to TasWater issuing a Certificate for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a headworks charge of \$13,806.45 to TasWater for sewerage infrastructure for 9.0 additional Equivalent Tenements, indexed as approved by the Economic Regulator from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

## TRADE WASTE

### CONDITION

6. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade waste from TasWater.
7. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
8. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

### ADVICE

- a. Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate of Certifiable Work (Building and/or Plumbing). The Certificate of Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:
  - Location of all pre-treatment devices i.e. Oil Water Separator;
  - Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and
  - Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.
- b. At the time of submitting the Certificate of Certifiable Work (Building and/or Plumbing) a Trade Waste Application together with the Motor Trades Supplement form is also required.
- c. If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

The application forms are available at <http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial>.

Further information regarding Trade Waste can be found at [www.taswater.com.au](http://www.taswater.com.au)

## DEVELOPMENT ASSESSMENT FEES

9. The applicant or landowner as the case may be, must pay a development assessment and Consent to register a Legal Document fee to TasWater for this proposal of:
  1. \$327.00 for development assessment;

as approved by the Economic Regulator and the fees will be indexed as approved by the Economic Regulator until the date they are paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater which will be when an application for Certificate(s) for Certifiable Work (Building) and/or (Plumbing) is made.

## Advice

For information on TasWater development standards, please visit <http://www.taswater.com.au/Development/Development-Standards>

For information regarding headworks, further assessment fees and other miscellaneous fees, please visit <http://www.taswater.com.au/Development/Fees---Charges>

For detailed information on how headworks have been calculated for this development please contact the TasWater contact as listed above.

For application forms please visit <http://www.taswater.com.au/Development/Forms>

The developer is responsible for arranging to locate existing TasWater infrastructure and clearly showing it on any drawings. Existing TasWater infrastructure may be located by TasWater (call 136 992) on site at the developer's cost, alternatively a surveyor and/or a private contractor may be engaged at the developers cost to locate the infrastructure.

## Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

If you need any clarification in relation to this document, please contact TasWater. Please quote the TasWater reference number. Phone: 13 6992, Email: [development@taswater.com.au](mailto:development@taswater.com.au)

## Authorised by



**Jason Taylor**

Development Assessment Manager

### CENTRAL COAST COUNCIL

I certify that this is ~~the TasWater submission~~  
~~re 52-54 Main Street Ulverstone -~~  
~~Application No DA214133~~ referred to in  
Minute No. 71/2015 of a meeting of the  
Council held on 16 / 03 / 2015



Executive Services Officer



CENTRAL COAST COUNCIL

**SCHEDULE OF CORPORATE & COMMUNITY SERVICES DETERMINATIONS  
MADE UNDER DELEGATION**

Period: 1 to 28 February 2015

**Abatement notices issued**

ADDRESS	PROPERTY ID
Industrial Drive, Ulverstone	100770.0250
Clara Street, West Ulverstone	100260.1180

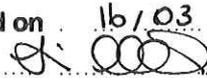
**Kennel Licence issued**

Address	Owner
Nil	

Cor Vander Vlist  
DIRECTOR CORPORATE & COMMUNITY SERVICES

**CENTRAL COAST COUNCIL**  
I certify that this is the schedule referred to in  
Minute No. 74) 2015 of a meeting of the  
Council held on 16/03/2015  
  
Executive Services Officer

PO Box 220 / DX 70506  
19 King Edward Street  
Ulverstone Tasmania 7315  
Tel 03 6429 8900  
Fax 03 6425 1224  
admin@centralcoast.tas.gov.au  
www.centralcoast.tas.gov.au

**CENTRAL COAST COUNCIL**  
I certify that this is the schedule referred to in  
Minute No. 76/2015 of a meeting of the  
Council held on 16/03/2015  
  
Executive Services Officer

**SCHEDULE OF DOCUMENTS FOR AFFIXING OF  
THE COMMON SEAL**

Period: 17 February to 16 March 2015

*Documents for affixing of the common seal*

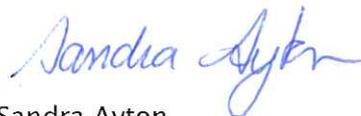
DA214133  
Amendment 1/2015  
Central Coast Interim Planning Scheme 2013  
(Minute No. 71/2015)

*Final plans of subdivision sealed under delegation*

Final Plan  
Starlight Court and Moonbeam Place, Ulverstone  
Application No. SUB2009.15

Final Plan  
Hales Street, Penguin  
Application No. SUB2003.20

Final Plan  
Explorer Drive, Turners Beach  
Application No. SUB2007.29



Sandra Ayton  
GENERAL MANAGER

CENTRAL COAST COUNCIL

A SUMMARY OF RATES & FIRE SERVICE LEVIES  
FOR THE PERIOD ENDED 28 FEBRUARY 2015

I certify that this is the Financial  
Statements

referred to in

Minute No. 77/2015 of a meeting of the  
Council held on 16 / 03 / 2015



Executive Services Officer

	2013/2014		2014/2015	
	\$	%	\$	%
Rates paid in Advance	- 692,818.57	-5.16	- 743,602.69	-5.34
Rates Receivable	448,273.95	3.34	500,471.99	3.59
Rates Demanded	13,623,607.14	101.65	14,074,395.59	101.09
Supplementary Rates	47,785.99	0.18	91,897.60	0.66
	13,426,848.51	100.00	13,923,162.49	100.00
Collected	11,317,963.71	84.25	11,986,892.96	86.09
Add Pensioners – Government	826,756.02	6.15	859,356.23	6.17
Pensioners – Council	31,815.00	0.24	32,795.00	0.24
	12,176,534.73	90.64	12,879,044.19	92.50
Remitted	2,284.64	0.02	1,492.78	0.01
Discount Allowed	533,392.02	3.97	555,628.73	3.99
Paid in advance	- 480,634.05	-3.58	- 547,113.81	-3.93
Outstanding	1,202,840.46	8.95	1,034,110.60	7.43
	13,434,417.80	100.00	13,923,162.49	100.00

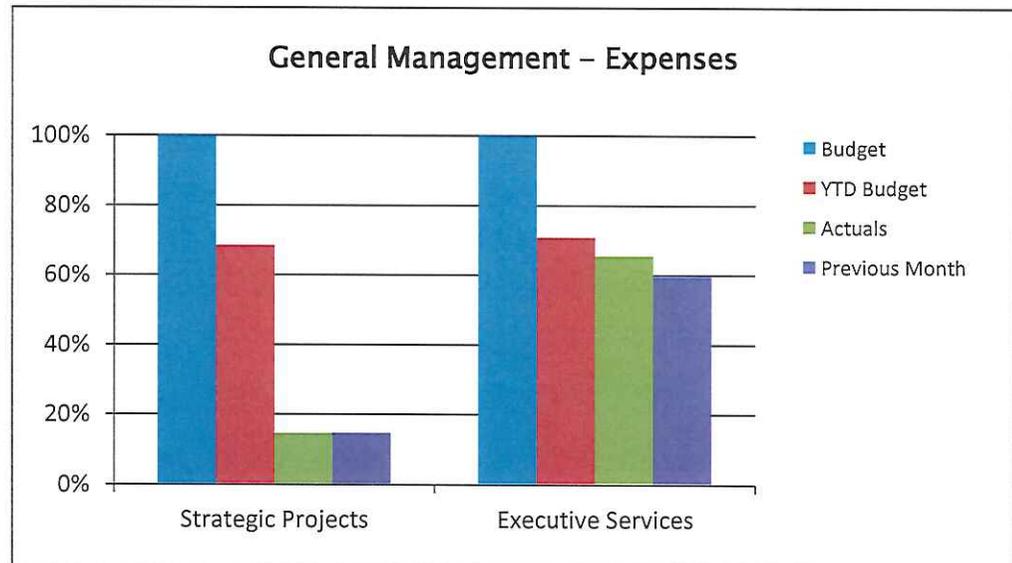
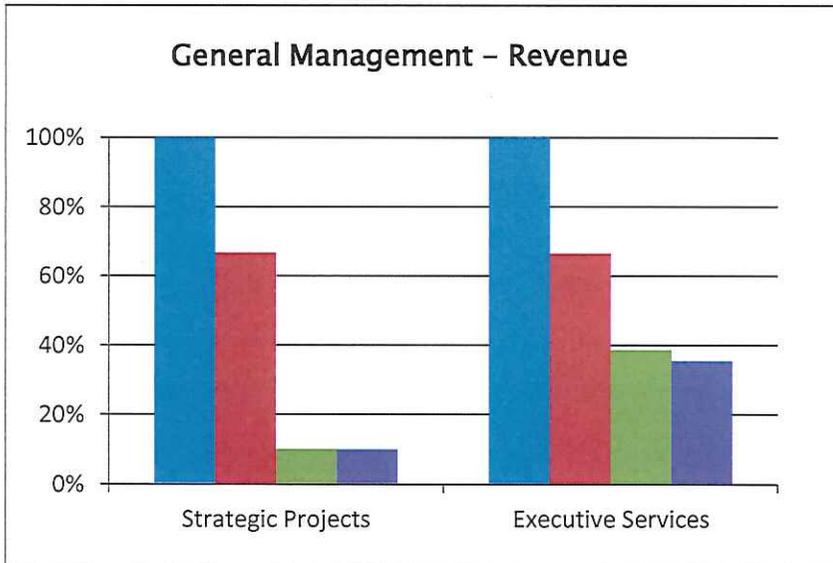


Andrea O'Rourke  
ASSISTANT ACCOUNTANT

2-Mar-2015

## Finance Report – February 2015

GENERAL MANAGEMENT	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Revenue</b>							
Strategic Projects	(1,982,900)	(1,321,908)	(200,088)	(198,491)	(1,121,820)	(1,782,812)	10%
Executive Services	(16,000)	(10,640)	(6,167)	(5,673)	(4,473)	(9,833)	39%
	<b>\$ (1,998,900)</b>	<b>\$ (1,332,548)</b>	<b>\$ (206,256)</b>	<b>\$ (204,164)</b>	<b>\$ (1,126,292)</b>	<b>\$ (1,792,644)</b>	
<b>Expenses</b>							
Strategic Projects	175,900	120,408	25,802	26,026	94,606	150,098	15%
Executive Services	1,580,150	1,117,500	1,033,617	939,278	83,883	546,533	65%
	<b>\$ 1,756,050</b>	<b>\$ 1,237,908</b>	<b>\$ 1,059,419</b>	<b>\$ 965,304</b>	<b>\$ 178,489</b>	<b>\$ 696,631</b>	

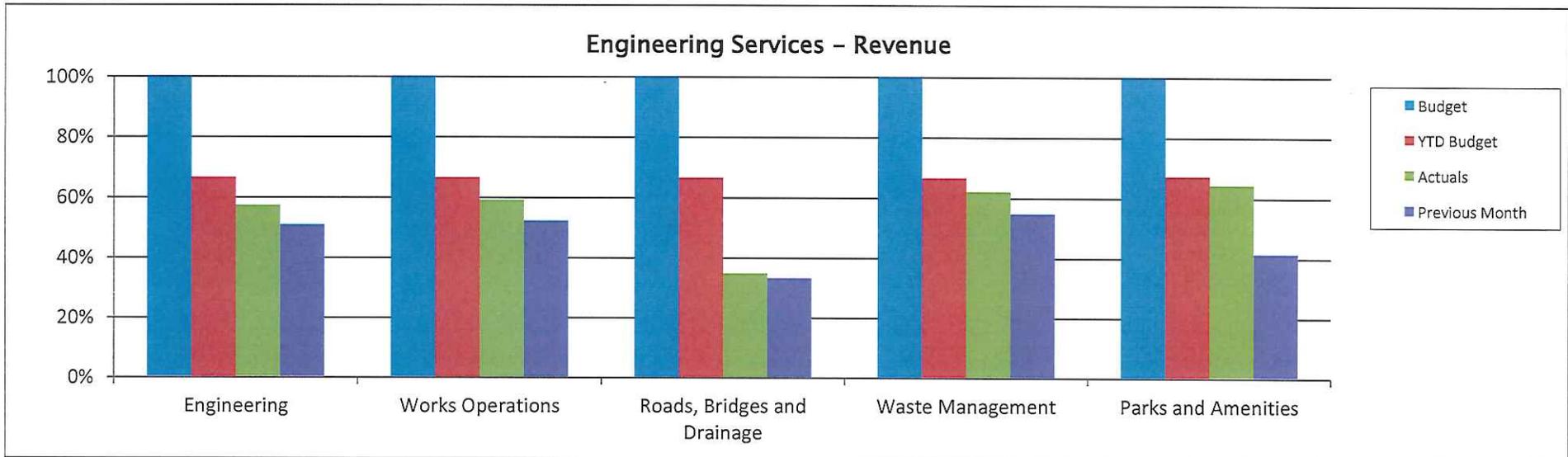


### Variance

Strategic Projects	Revenue less than YTD budget – Budget timing – sale of property and capital contributions for Strategic Projects.
Strategic Projects	Expenditure less than YTD budget – Budget timing related mainly to the Mersey Leven Food Hub Project.
Executive Services	Revenue less than YTD budget – Budget timing – plant allocated.
Executive Services	Expenditure less than YTD budget – Budget timing in General Manager's Office.

## Finance Report – February 2015

ENGINEERING SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Revenue</b>							
Engineering	(1,347,000)	(898,080)	(773,035)	(686,621)	(125,045)	(573,965)	57%
Works Operations	(1,124,000)	(749,360)	(665,157)	(588,986)	(84,203)	(458,843)	59%
Roads, Bridges and Drainage	(1,379,000)	(919,280)	(482,655)	(460,537)	(436,625)	(896,345)	35%
Waste Management	(632,000)	(421,200)	(392,415)	(347,084)	(28,785)	(239,585)	62%
Parks and Amenities	(448,390)	(301,650)	(288,242)	(186,037)	(13,408)	(160,148)	64%
	<b>\$ (4,930,390)</b>	<b>\$ (3,289,570)</b>	<b>\$ (2,601,505)</b>	<b>\$ (2,269,265)</b>	<b>\$ (688,065)</b>	<b>\$ (2,328,885)</b>	

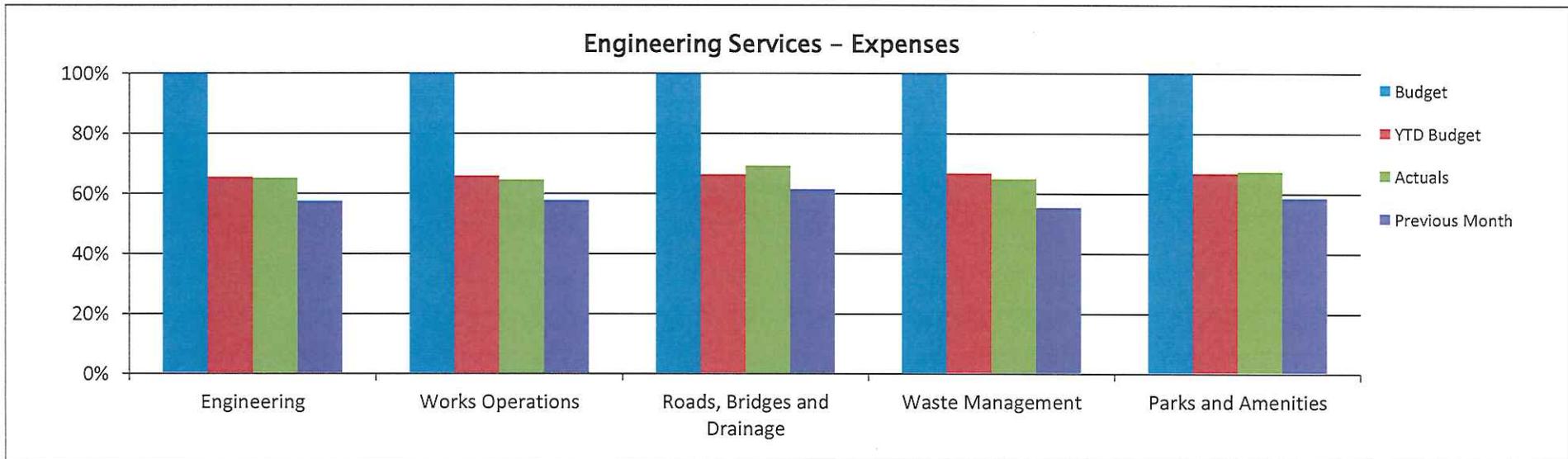


### Variance

Engineering	Revenue under YTD budget – Timing related to Engineering allocations.
Works Operations	Revenue under YTD budget – Timing related to Works allocations and Plant allocations.
Roads, Bridges and Drainage	Revenue under YTD budget – Capital contributions mainly Roads to Recovery not received.
Waste Management	Revenue under YTD budget – Budget timing mainly plant allocated.
Parks and Amenities	Revenue under YTD budget – Cemetery fees behind estimate forecast.

## Finance Report – February 2015

ENGINEERING SERVICES Expenses	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
Engineering	1,347,000	881,948	876,610	774,098	5,338	470,390	65%
Works Operations	1,150,000	757,816	743,077	664,738	14,739	406,923	65%
Roads, Bridges and Drainage	6,689,900	4,441,544	4,625,089	4,117,925	(183,545)	2,064,811	69%
Waste Management	3,455,000	2,303,548	2,240,825	1,916,066	62,723	1,214,175	65%
Parks and Amenities	2,464,390	1,643,138	1,654,558	1,441,836	(11,420)	809,832	67%
	<b>\$ 15,106,290</b>	<b>\$ 10,027,994</b>	<b>\$ 10,140,158</b>	<b>\$ 8,914,662</b>	<b>\$ (112,164)</b>	<b>\$ 4,966,132</b>	



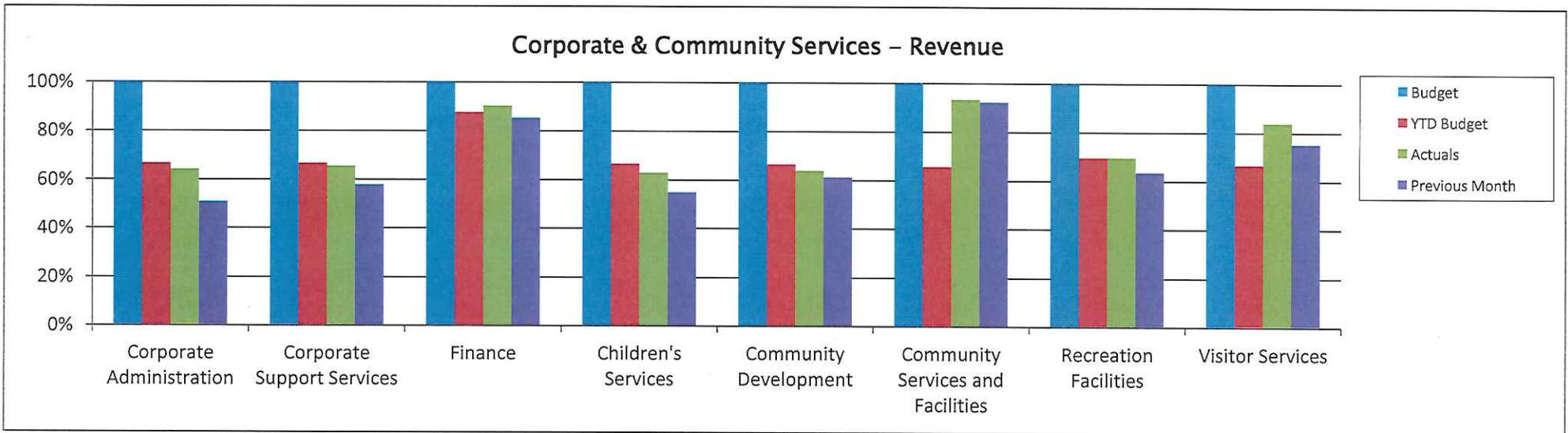
### Variance

Engineering	Expenditure under YTD budget – Timing in general.
Works Operations	Expenditure under YTD budget – Timing in general.
Roads, Bridges and Drainage	Expenditure over YTD budget – Storm damage costs exceed estimates and timing mainly in Roads.
Waste Management	Expenditure under YTD budget – Timing related to garbage and recycling collection costs not received.
Parks and amenities	Expenditure over YTD budget – Public Amenities expenditure ahead of budget mainly public conveniences.

## Finance Report – February 2015

### CORPORATE & COMMUNITY SERVICES

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Revenue</b>							
Corporate Administration	(36,000)	(24,000)	(23,074)	(18,263)	(926)	(12,926)	64%
Corporate Support Services	(3,219,000)	(2,146,000)	(2,106,445)	(1,861,133)	(39,555)	(1,112,555)	65%
Finance	(19,980,000)	(17,532,610)	(18,040,215)	(17,060,988)	507,605	(1,939,785)	90%
Children's Services	(1,359,284)	(906,364)	(854,967)	(746,432)	(51,397)	(504,317)	63%
Community Development	(56,636)	(37,656)	(36,208)	(34,674)	(1,448)	(20,428)	64%
Community Services and Facilities	(1,087,000)	(713,730)	(1,015,050)	(1,003,095)	301,320	(71,950)	93%
Recreation Facilities	(499,500)	(347,518)	(347,450)	(317,274)	(68)	(152,050)	70%
Visitor Services	(94,000)	(62,668)	(78,801)	(70,664)	16,133	(15,199)	84%
	<b>\$ (26,331,420)</b>	<b>\$ (21,770,546)</b>	<b>\$ (22,502,210)</b>	<b>\$ (21,112,522)</b>	<b>\$ 731,664</b>	<b>\$ (3,829,210)</b>	



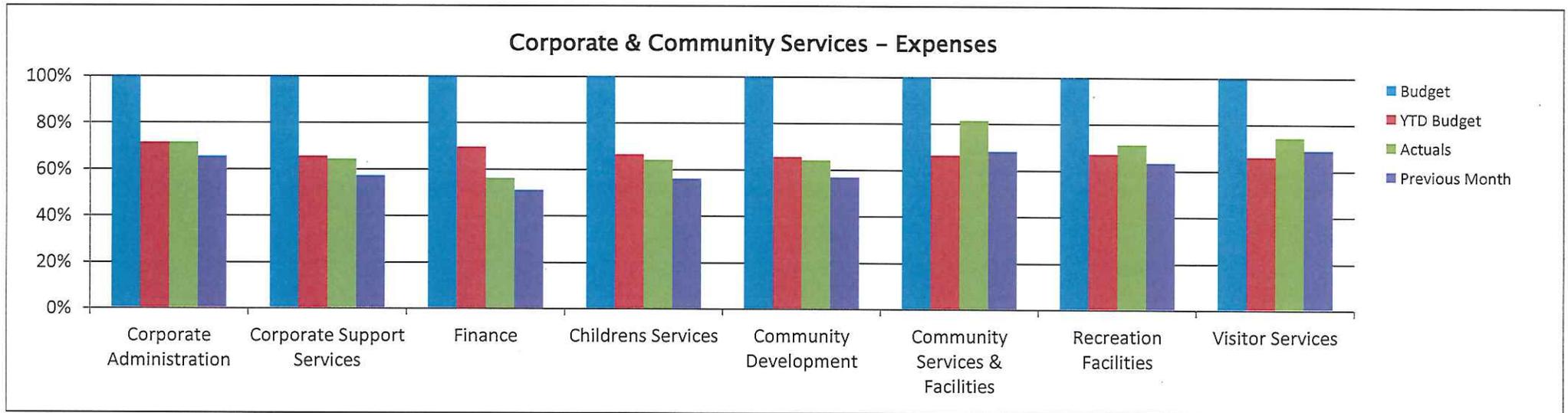
### Variance

Corporate Support Services	Revenue less than YTD budget – Reallocated labour on-costs behind budget.
Finance	Revenue greater than YTD budget – Rates levied in full before discounts and remissions.
Children's Services	Revenue less than YTD budget – Utilisation of Ulverstone Child Care Centre behind estimates.
Community Services and Facilities	Revenue greater than YTD budget – Aged Persons Home Units change.
Visitor Services	Revenue greater than YTD budget – Gross ticket sales receipts and Penguin Visitor Information Centre revenue.

## Finance Report – February 2015

### CORPORATE & COMMUNITY SERVICES

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Expenses</b>							
Corporate Administration	749,350	536,174	535,207	490,524	967	214,143	71%
Corporate Support Services	3,914,000	2,571,576	2,519,035	2,243,135	52,541	1,394,965	64%
Finance	1,661,000	1,158,990	934,332	850,252	224,658	726,668	56%
Children's Services	1,332,284	888,054	856,365	748,984	31,689	475,919	64%
Community Development	735,636	483,807	472,806	418,816	11,001	262,830	64%
Community Services and Facilities	1,520,000	1,011,262	1,236,818	1,037,686	(225,556)	283,182	81%
Recreation Facilities	1,866,465	1,254,803	1,329,643	1,182,693	(74,840)	536,822	71%
Visitor Services	297,000	196,054	220,623	204,539	(24,569)	76,377	74%
	<b>\$ 12,075,735</b>	<b>\$ 8,100,720</b>	<b>\$ 8,104,830</b>	<b>\$ 7,176,629</b>	<b>\$ (4,110)</b>	<b>\$ 3,970,905</b>	

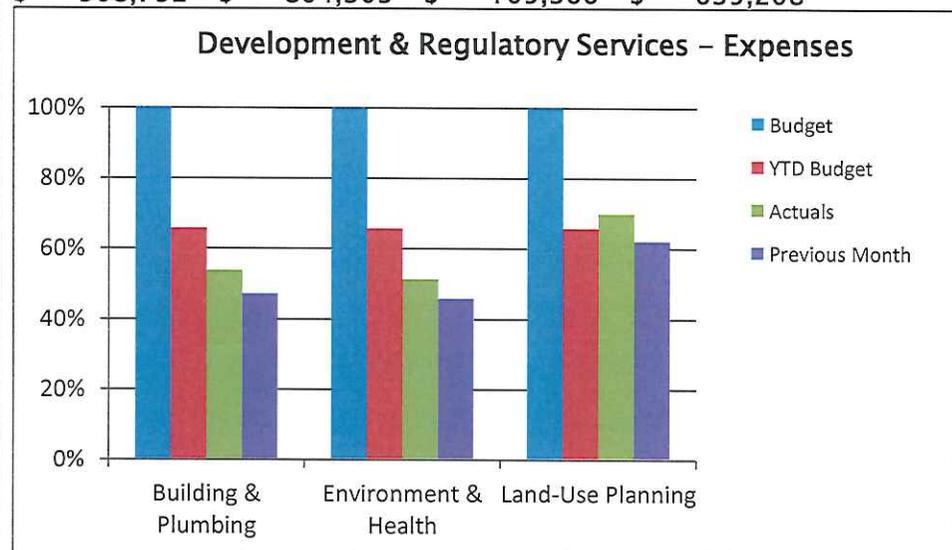
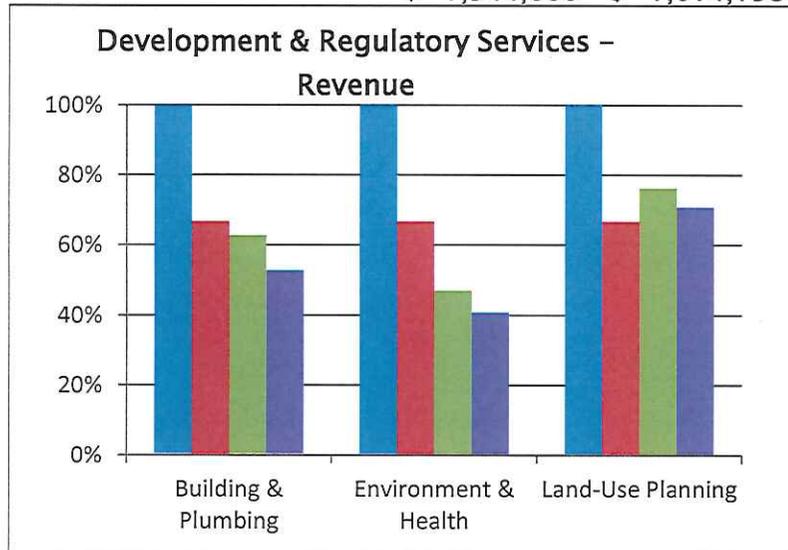


#### Variance

Corporate Support Services	Actuals less than YTD budget –Timing of expenses mainly labour on-costs.
Finance	Actuals less than YTD budget –Timing of expenses mainly Fire Service contribution and Land Tax.
Children's Services	Actuals less than YTD budget – Reduction in staff costs to offset reduction in numbers.
Community Services and Facilities	Actuals greater than YTD budget – Aged Persons Home Units change.
Recreation Facilities	Actuals greater than YTD budget – Actual costs tracking ahead of estimates particularly in maintenance.
Visitor Services	Actuals greater than YTD budget –Ticket sale reimbursements more than budget and Visitor Centre operational costs.

## Finance Report – February 2015

DEVELOPMENT & REGULATORY SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Revenue</b>							
Building and Plumbing	(289,000)	(192,640)	(180,757)	(152,337)	(11,883)	(108,243)	63%
Environment and Health	(107,000)	(71,360)	(50,278)	(43,565)	(21,082)	(56,722)	47%
Land-Use Planning	(143,000)	(95,360)	(108,978)	(101,409)	13,618	(34,022)	76%
	<b>\$ (539,000)</b>	<b>\$ (359,360)</b>	<b>\$ (340,013)</b>	<b>\$ (297,311)</b>	<b>\$ (19,347)</b>	<b>\$ (198,987)</b>	
<b>Expenses</b>							
Building and Plumbing	583,000	383,317	313,698	275,249	69,619	269,302	54%
Environment and Health	411,000	269,752	210,914	188,315	58,838	200,086	51%
Land-Use Planning	550,000	361,089	384,181	340,739	(23,092)	165,819	70%
	<b>\$ 1,544,000</b>	<b>\$ 1,014,158</b>	<b>\$ 908,792</b>	<b>\$ 804,303</b>	<b>\$ 105,366</b>	<b>\$ 635,208</b>	

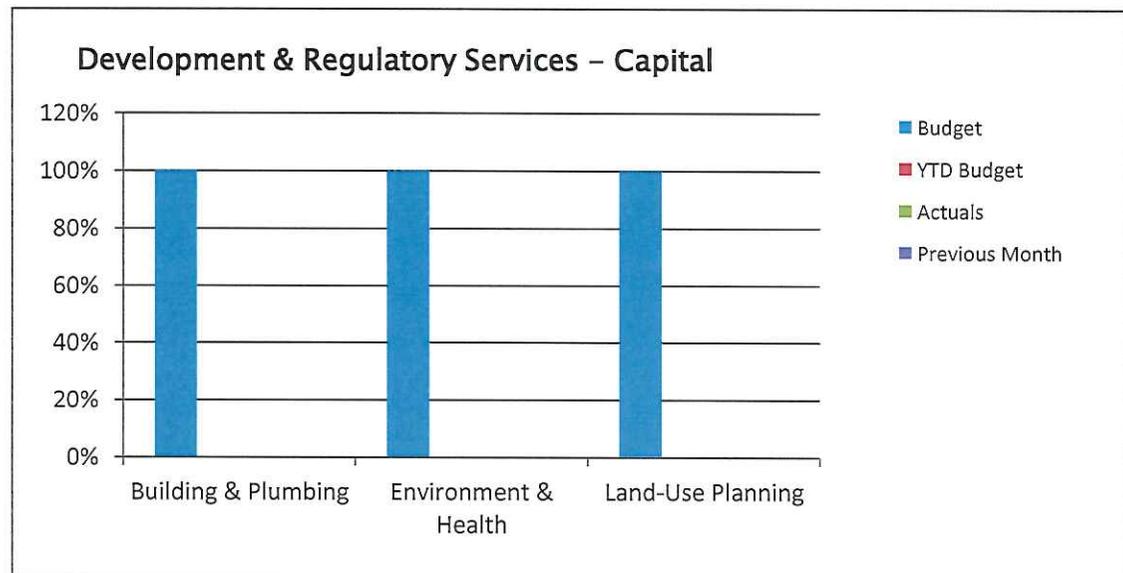
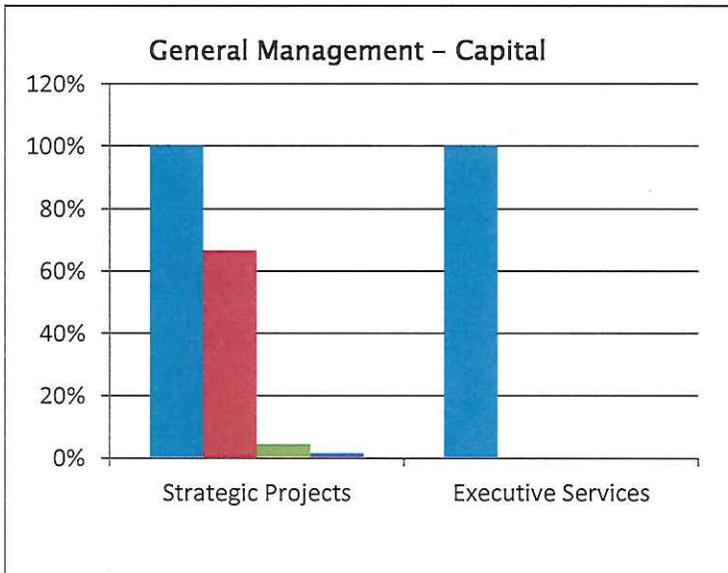


### Variance

Building and Plumbing	Revenue less than YTD Budget – Building charges and Training Levy behind estimates.
Building and Plumbing	Expenses less than YTD Budget – Lower staff costs, Building Act Levy & Building Industry Training Levy.
Environment and Health	Revenue less than YTD Budget – Plant allocated, aerated wastewater treatment and licence fees behind estimates.
Environment and Health	Expenses less than YTD Budget – Staff and vehicle costs better than budget.
Land-Use Planning	Revenue greater than YTD Budget – Valuation fees for Water Street.
Land-Use Planning	Expenses greater than YTD Budget – Legal costs greater than budget.

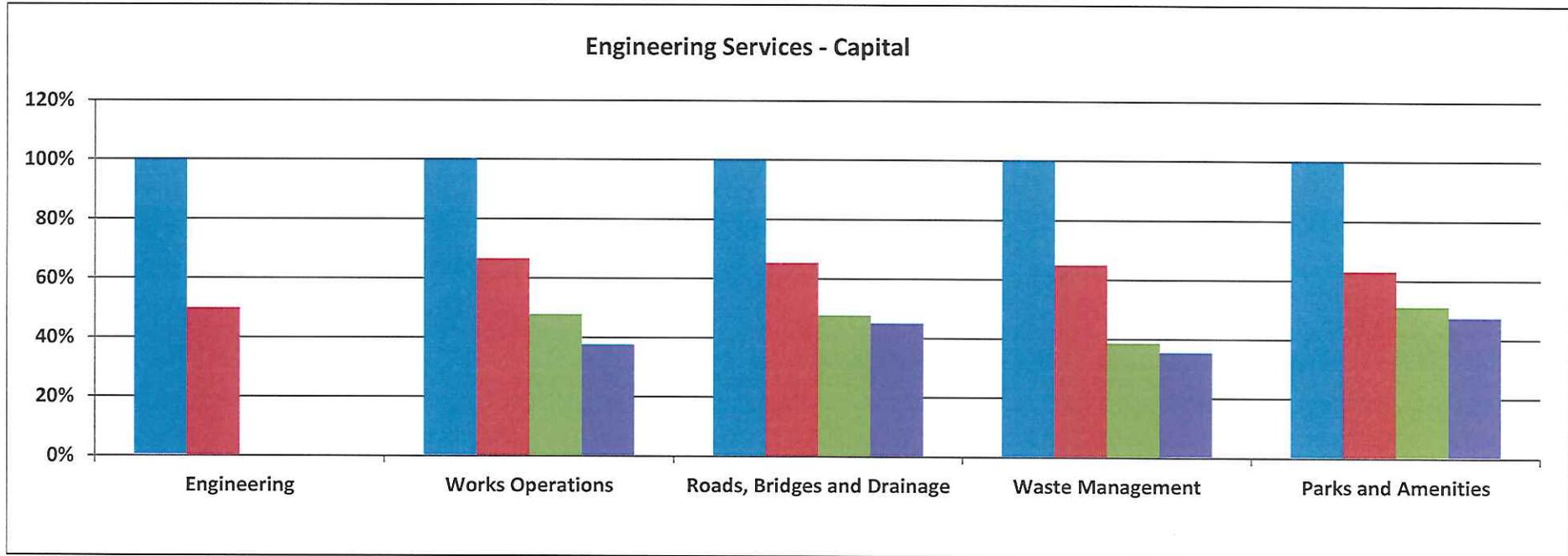
## Finance Report – February 2015

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>GENERAL MANAGEMENT</b>							
Strategic Projects	2,192,000	1,461,360	95,082	31,963	1,366,278	2,096,918	4%
Executive Services	-	-	-	-	-	-	0%
	<b>\$ 2,192,000</b>	<b>\$ 1,461,360</b>	<b>\$ 95,082</b>	<b>\$ 31,963</b>	<b>\$ 1,366,278</b>	<b>\$ 2,096,918</b>	
<b>DEVELOPMENT &amp; REGULATORY SERVICES</b>							
Building & Plumbing	-	-	-	-	-	-	0%
Environment & Health	-	-	-	-	-	-	0%
Land-Use Planning	-	-	-	-	-	-	0%
	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	



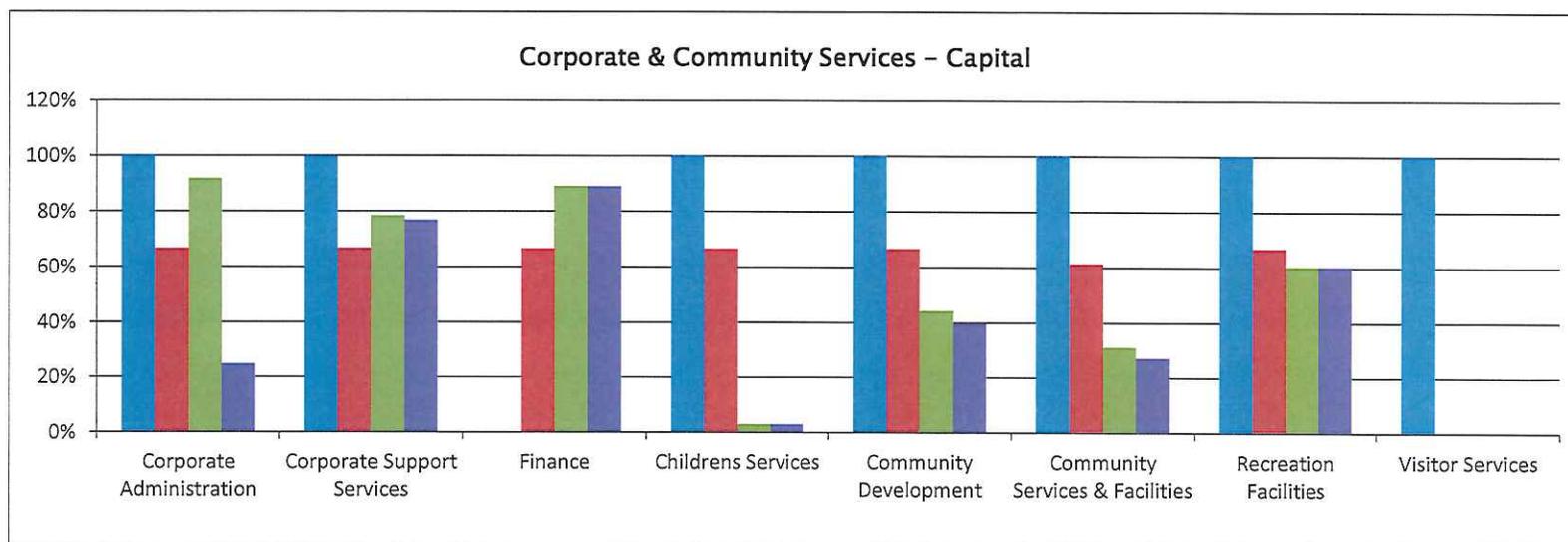
## Finance Report – February 2015

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>ENGINEERING SERVICES</b>							
Engineering	60,000	30,000	-	-	30,000	60,000	0%
Works Operations	414,000	275,944	198,303	155,625	77,641	215,697	48%
Roads, Bridges and Drainage	3,974,000	2,597,960	1,900,190	1,789,996	697,770	2,073,810	48%
Waste Management	711,000	461,548	273,935	251,436	187,613	437,065	39%
Parks and Amenities	679,500	428,000	347,538	322,401	80,462	331,962	51%
	<b>\$ 5,838,500</b>	<b>\$ 3,793,452</b>	<b>\$ 2,719,966</b>	<b>\$ 2,519,458</b>	<b>\$ 1,073,486</b>	<b>\$ 3,118,534</b>	



## Finance Report – February 2015

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>CORPORATE &amp; COMMUNITY SERVICES</b>							
Corporate Administration	123,000	81,972	112,631	30,465	(30,659)	10,369	92%
Corporate Support Services	134,000	89,360	104,996	102,927	(15,636)	29,004	78%
Finance	-	-	-	-	-	-	0%
Childrens Services	17,000	11,332	15,115	-	(3,783)	1,885	0%
Community Development	191,000	127,228	5,983	5,983	121,245	185,017	3%
Community Services & Facilities	447,000	297,948	198,056	178,374	99,892	248,944	44%
Recreation Facilities	175,500	107,560	54,768	47,729	52,792	120,732	31%
Visitor Services	160,000	106,668	96,472	96,472	10,196	63,528	60%
	<b>\$ 1,247,500</b>	<b>\$ 822,068</b>	<b>\$ 588,021</b>	<b>\$ 461,950</b>	<b>\$ 234,047</b>	<b>\$ 659,479</b>	



Strategic Projects	Expenses less than budget – Timing of projects in general (funding receipts).
Works Operations	Expenses less than budget – Timing of projects mainly depot washbay and flood resilience programs.
Roads, Bridges and Drainage	Expenses less than budget – timing of projects mainly rural roads, bridges and carparks.
Waste Management	Expenses less than budget – Timing of projects mainly Penguin Refuse Disposal Site rehabilitation.
Parks and Amenities	Expenses less than budget – Timing of projects mainly public amenities.
Community Development	Expenses less than budget – Timing of projects mainly Ulverstone History Museum.
Community Services & Facilities	Expenses less than budget – Timing of projects mainly Wharf storage building and Ulverstone Surf Club roof.
Recreation Facilities	Expenses less than budget – Timing of projects mainly plant purchases and Ulverstone Showground pavilion.

## BANK RECONCILIATION

FOR THE PERIOD 1 FEBRUARY TO 28 FEBRUARY 2015

Balance Brought Forward (31/1/2015)	7,069,983.58
Add, Revenue for month	1,867,917.57
	8,937,901.15
	-----
Less, Payments for month	1,684,998.53
	-----
Balance as at 28 February 2015	7,252,902.62
	-----
Balance as at Bank Account as at 28 February 2015	662,090.73
Less, Unpresented Payments	- 13,547.85
	-----
	648,542.88
Cash on Hand	- 499,349.48
	-----
Operating Account	149,193.40
Interest Bearing Term Deposits	7,103,709.22
	-----
	7,252,902.62
	-----



Andrea O'Rourke  
ASSISTANT ACCOUNTANT

03-March-2015

# Works Programme 2014-2015

(Schedule indicates site construction only)

Status	Task Name	Budget	Notes	July		August		September		October		November		December		January		February		March		April		May		June																										
				30	7	14	21	28	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6	13	20	27	4	11	18	25	1
	<b>Works Schedule 2014-2015</b>	<b>\$7,872,500</b>																																																		
	<b>CAPITAL WORKS PROGRAMME 2014-15</b>	<b>\$7,872,500</b>																																																		
	<b>Strategic Projects</b>	<b>\$1,621,000</b>																																																		
	Reibey Street beautification	\$100,000	Eastern block																																																	
	Dial Regional Sports Complex	\$200,000	Design...																																																	
	Wharf Redevelopment	\$176,000	Pontoon																																																	
	Wongi Lane bus interchange	\$320,000	Re-arrangement to allow bus facilities																																																	
	Leven River seawall & pathway	\$825,000	Bridge to Airforce Park																																																	
	<b>Property Management</b>	<b>\$442,000</b>																																																		
	Russell Avenue	\$42,000	Footpath, driveways etc.																																																	
	Dial Road Development	\$400,000	Surplus to DRSC south of Recreation Drive																																																	
	<b>Works Depot</b>	<b>\$75,000</b>																																																		
	Ulverstone Depot - Washdown Bay	\$70,000	Adjacent to Pound																																																	
	Painting Program - Stage 2	\$5,000	Shed alterations - BSI audit																																																	
	<b>Emergency Services</b>	<b>\$99,000</b>																																																		
	Forth River - Flood Resilience Program	\$74,000	Extension of existing foreshore protection																																																	
	Buttons Creek - Flood Resilience Program	\$15,000																																																		
	SES - Building & Equipment	\$10,000																																																		
	<b>Roads - Urban Sealed</b>	<b>\$1,162,000</b>																																																		
	Street Resealing - Preparation	\$50,000																																																		
	Street Resealing	\$170,000																																																		
	Victoria Street Laneway	\$2,000																																																		
	Traffic Management Safety Improvements	\$20,000																																																		
	Victoria Street	\$180,000	Wongi Lane to Reibey Street																																																	
	Hobbs Parade	\$130,000	South Side, Helen Street to Queen Street																																																	
	Jermyn Street	\$115,000	South end near Trevor Street																																																	
	Henslowes Road	\$45,000	West of Southern Cross Drive																																																	
	Trevor Street	\$230,000	South Side - 44 to Wrights Road																																																	
	Cornelia Street	\$35,000	Goddard Street to Hendriks Street																																																	
	Safe Cycling Routes	\$5,000	Reibey Street bicycle racks																																																	
	Railway Crossings	\$20,000																																																		
	Kerb Ramps	\$40,000																																																		
	Crescent Street/Reibey Street/Kings Parade Intersection	\$20,000																																																		
	Knights Road/Bladen Lee Crescent Intersection Improvements	\$50,000	Improve sight distance																																																	
	Main Road Penguin	\$50,000	Pedestrian Crossing																																																	
	<b>Roads - Rural Sealed</b>	<b>\$1,269,000</b>																																																		
	Road Resealing - Preparation	\$100,000																																																		
	Road Resealing	\$607,000																																																		
	Raymond Road Landslip	\$10,000																																																		
	South Riana Road	\$327,000	Final stage - lookout to 1512 access																																																	
	Gunns Plains Road	\$0	Deferred - Corner stabilisation works																																																	
	Leith Road	\$30,000	Embankment stabilisation																																																	
	Intersection Improvements	\$20,000	Nietta sight bench																																																	
	Nietta Drainage	\$20,000	Culvert upgrade																																																	
	Zig Zag Road Area Safety Audit	\$15,000																																																		
	Traffic Management Safety Improvements	\$5,000																																																		
	South Road Guardrail	\$35,000	Extension from existing to 530 access																																																	
	Forth Road Safety Improvements	\$100,000	Carryover - Seal, Linemarking & Property Purchase																																																	
	<b>Footpaths</b>	<b>\$263,000</b>																																																		
	Victoria Street	\$50,000	Wongi Lane to Reibey Street																																																	
	Margaret Place/South Road	\$38,000	Upgrade walkway link																																																	
	Quadrant - Lions Park	\$40,000	Reseal																																																	
	Midway Point - Preservation Drive	\$0	Deferred - Section of shared pathway opposite 196																																																	
	Dial Street	\$5,000	Carryover - Interpretation Signage																																																	
	Riverside to Nicholson's Point	\$5,000	Carryover																																																	
	Crescent Street/Main Street Railway Crossing	\$125,000	Carryover - install railway crossing behind informati																																																	
	<b>Bridges</b>	<b>\$312,000</b>																																																		
	Penguin Creek - Browns Lane Replacement	\$292,000	Replace																																																	
	Buttons Creek - Edinborough Road Replacement	\$0	Deferred - Replace																																																	
	Forth Overflow Painting	\$20,000	Re-paint steel rail																																																	
	East Gawler River - Central Castra Road Replacement	\$0	Carryover - seal roadway																																																	
	<b>Carparks</b>	<b>\$265,000</b>																																																		

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Status	Task Name	Budget	Notes	July		August		September		October		November		December		January		February		March		April		May		June																										
				30	7	14	21	28	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6	13	20	27	4	11	18	25	1
○	River Road Recreation Ground	\$60,000	Reseal																																																	
■	West Ulverstone Recreation Ground	\$0	Deferred - Reseal																									◆ 30																								
○	Turners Beach Recreation Ground	\$40,000	Reseal																																																	
○	Disabled Parking Spaces	\$25,000	Linked to Strategy outcomes	◆	1/07																																															
○	Carpark Signage	\$50,000	Linked to Strategy outcomes	◆	1/07																																															
○	Strategy Items	\$50,000	Furners, Safety, On Street Linemarking	◆	1/07																																															
○	Riana Recreation Ground	\$40,000	Gravel & Seal																																																	
	<b>Drainage</b>	<b>\$153,000</b>																																																		
■	Side Entry Pits	\$0	Deferred																									◆ 30																								
●	Amy Street Outfall	\$20,000	Remove old pipe support & scour pad																																																	
■	South Road/Lyndara Drive	\$0	Deferred - Upgrade link - Capacity issue																									◆ 30																								
○	121A South Road	\$30,000	Upgrade link - Capacity issue																																																	
■	Trevor Street	\$0	Deferred																									◆ 30																								
●	116 Main Road	\$20,000	Replace blocked pipeline																																																	
●	Lloyd Street Drainage	\$5,000	Connection to No. 22 Lloyd Street																																																	
■	SW Management Plan Outcomes	\$0	Deferred																									◆ 30																								
○	Miscellaneous Drainage	\$17,000		◆	1/07																																															
○	Westland Drive	\$30,000	Install subsoil drainage																																																	
○	710 Forth Road	\$10,000	Rearrangement of pipe outlet																																																	
●	Westella Drive	\$6,000	Carryover - open drain & topsoil																																																	
	<b>Household Garbage</b>	<b>\$636,000</b>																																																		
○	Penguin RDS - Site Rehabilitation	\$475,000																																																		
○	Ulverstone Transfer Station - Site Rehabilitation	\$10,000	Site investigation works.																																																	
○	Resource Recovery Centre - Site Development	\$5,000	General	◆	1/07																																															
●	Resource Recovery Centre - Under cover storage	\$2,000																																																		
●	Resource Recovery Centre - Security System	\$8,000																																																		
●	Resource Recovery Centre - Switchboard Upgrade	\$5,000																																																		
○	Resource Recovery Centre - Rehabilitation	\$40,000	Rehabilitate finished levels.																																																	
○	Resource Recovery Centre - Leachate Improvements	\$50,000	Leachate drainage																																																	
○	Castra Transfer Station - Site Development & Rehabilitation	\$10,000	Site investigation.																																																	
○	Preston Transfer Station - Site Development & Rehabilitation	\$6,000																																																		
■	Preston Transfer Station - Safety Improvements	\$0	Deferred...																									◆ 30																								
○	South Riana Transfer Station - Site Development & Rehabilitation	\$5,000	Site investigation.																																																	
●	South Riana Transfer Station - Safety Improvements	\$20,000	Fall Arrest Gate...																																																	
■	Resource Recovery Centre - Fire Fighting Facility	\$0	Deferred																									◆ 30																								
	<b>Parks</b>	<b>\$271,500</b>																																																		
●	Beach Access Upgrades	\$5,000																																																		
○	Beach Road - Coastal Expansion/Tree Line	\$10,000																																																		
●	Bicentennial Park - West Trail Upgrade	\$10,000																																																		
●	Fairway Park - Beach Road	\$10,000																																																		
○	Flagpole Replacements	\$5,000																																																		
●	Hiscutt Park Siltation Investigation	\$5,000																																																		
○	Industrial Estate Greenbelt	\$15,000																																																		
○	Nicholsons Point Redevelopment	\$35,000																																																		
●	Park Asset Renewals	\$20,000																																																		
○	Park Signage Upgrades	\$10,000																																																		
●	Playground Renewals	\$42,000																																																		
●	Playground Upgrades (Open Space Plan)	\$14,500																																																		
●	Robins Roost Footpath	\$15,000																																																		
○	Sulphur Creek Hall Playground	\$50,000																																																		
	<b>Public Amenities</b>	<b>\$287,000</b>																																																		
●	Public Toilet Location/Directional Signage	\$20,000																																																		
●	Merv Wright Fountain Upgrade	\$70,000																																																		
○	Public Toilet Signage Upgrade	\$5,000																																																		
●	Shrine Of Remembrance - Security	\$3,000																																																		
○	Sulphur Creek Hall Toilets	\$100,000																																																		
○	Toilet Furniture Upgrade Program	\$5,000																																																		
○	Toilet Refurbishment Program	\$20,000																																																		
	<b>Cemeteries</b>	<b>\$55,000</b>																																																		
●	Memorial Park - Area E pre-development	\$5,000																																																		
○	Memorial Park - Entry Upgrade	\$10,000																																																		

