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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, 19 October 2015 commencing at 6.00pm.**

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**Councillors attendance**

Cr Jan Bonde (Mayor)  
Cr John Bloomfield  
Cr Garry Carpenter  
Cr Tony van Rooyen

Cr Kathleen Downie (Deputy Mayor)  
Cr Shane Broad  
Cr Gerry Howard  
Cr Philip Viney

**Councillors apologies**

Cr Rowen Tongs

**Employees attendance**

General Manager (Ms Sandra Ayton)  
Director Corporate & Community Services (Mr Cor Vander Vlist)  
Director Development & Regulatory Services (Mr Paul Bidgood)  
Director Engineering Services (Mr John Kersnovski)  
Executive Services Officer (Miss Lisa Mackrill)  
Finance Group Leader (Mr Vernon Lawrence)  
Human Resource Systems Officer (Ms Sarah Swyer)

**Media attendance**

The Advocate newspaper.

**Public attendance**

Nine 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

### 278/2015 Confirmation of minutes

The Executive Services Officer reported as follows:

“The minutes of the previous ordinary meeting of the Council held on 21 September 2015 have already been circulated. The minutes are required to be confirmed for their accuracy.

The *Local Government (Meeting Procedures) Regulations 2015* provide that in confirming the minutes of a meeting, debate is allowed only in respect of the accuracy of the minutes.”

- Cr Viney moved and Cr Downie seconded, “That the minutes of the previous ordinary meeting of the Council held on 21 September 2015 be confirmed.”

Carried unanimously

## COUNCIL WORKSHOPS

### 279/2015 Council workshops

The Executive Services Officer reported as follows:

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

- . 28.09.2015 – General update
- . 05.10.2015 – Dial Regional Sports Complex update
- . 12.10.2015 – Penguin Recreation Ground / Dog Management Policy review.

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

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

Carried unanimously

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## MAYOR'S COMMUNICATIONS

### 280/2015 Mayor's communications

The Mayor reported as follows:

"I have no communications at this time."

### 281/2015 Mayor's diary

The Mayor reported as follows:

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

- . Cradle Coast Authority – Representatives meeting (Burnie)
- . Spirit of Tasmania – lunch and tour with Minister Rene Hidding (East Devonport)
- . Ulverstone Community Morning Tea
- . Shared Services – meeting with Mayors (Cradle Coast Authority, Burnie)
- . Central Coast Rotaract Club – dinner guest speaker
- . Volunteering Tasmania – meeting with Adrienne Picone and Lana Davis
- . Cycling Australia –Tour of Tasmania presentation
- . Ulverstone RSL – Dining In Night
- . Ulverstone Senior Citizens Club Inc. – Mayor's Cup presentation
- . Shared Services – meeting (Cradle Coast Authority, Burnie)
- . Old Congregational Church Cemetery fence – official opening (Forth)
- . Variety Club – dinner
- . Heartbeat Tasmania Inc. – 25th birthday luncheon."

The Deputy Mayor reported as follows:

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

- . Central Coast Chamber of Commerce and Industry Inc. – 2015 Business Awards."

Cr Carpenter reported as follows:

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

- . Ulverstone Football Club – annual dinner and trophy presentation."

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Cr Viney reported as follows:

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

. Cricket North West – 2015–2016 season launch.”

■ Cr Downie moved and Cr Viney seconded, “That the Mayor’s, Deputy Mayor’s, Cr Carpenter’s and Cr Viney’s reports be received.”

Carried unanimously

### **282/2015 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.

### **283/2015 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.

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Public question time will be conducted as provided by the *Local Government (Meeting Procedures) Regulations 2015* and the supporting procedures adopted by the Council on 20 June 2005 (Minute No. 166/2005)."

## COUNCILLOR REPORTS

### 284/2015 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 whilst the Penguin Miniature Railway Management Committee is still in recess, a booking has been received for a private function next month. Advice will also be sought from an engineer in respect of the railway track.

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

## APPLICATIONS FOR LEAVE OF ABSENCE

### 285/2015 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

### 286/2015 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

### 287/2015 Petitions

The Executive Services Officer reported as follows:

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

## COUNCILLORS' QUESTIONS

### 288/2015 Councillors' questions without notice

The Executive Services Officer reported as follows:

“The *Local Government (Meeting Procedures) Regulations 2015* provide as follows:

'29 (1) A councillor at a meeting may ask a question without notice –

- (a) of the chairperson; or
- (b) through the chairperson, of –
  - (i) another councillor; or
  - (ii) the general manager.

(2) In putting a question without notice at a meeting, a councillor must not –

- (a) offer an argument or opinion; or
- (b) draw any inferences or make any imputations –

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except so far as may be necessary to explain the question.

- (3) The chairperson of a meeting 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 at a meeting may decline to answer the question.
- (5) The chairperson of a meeting may refuse to accept a question without notice 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 of the meeting.
- (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 at an ordinary council meeting, ..., may decide to deal with a matter that is not on the agenda if –
  - (a) the general manager has reported the reason it was not possible to include the matter on the agenda; and
  - (b) the general manager has reported that the matter is urgent; and
  - (c) in a case where the matter requires the advice of a qualified person, the general manager has certified under section 65 of the Act that the advice has been obtained and taken into account in providing general advice to the council.'

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.

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**289/2015 Councillors' questions on notice**

The Executive Services Officer reported as follows:

"The *Local Government (Meeting Procedures) Regulations 2015* provide as follows:

'30 (1) A councillor, at least 7 days before an ordinary council meeting or a council committee meeting, 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

**290/2015 Development & Regulatory Services determinations**

The Director Development & Regulatory Services reported as follows:

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

Carried unanimously

GENERAL MANAGEMENT

**291/2015 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:

- . Central Coast Community Shed Management Committee – meetings held on 7 September 2015 and 5 October 2015
- . Central Coast Youth Engaged Steering Committee – meeting held on 17 September 2015.

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

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

Carried unanimously

**292/2015 Annual Report for the year ended 30 June 2015**

The General Manager reported as follows:

*“PURPOSE*

The purpose of this report is to approve the Annual Report for the year ended 30 June 2015.

*BACKGROUND*

The *Local Government Act 1993* (the Act) provides that a council must prepare an Annual Report.

An Annual Report for the period 2014–2015 has been prepared as required and a copy is appended to this report.

The Annual Report is the major reporting mechanism to the community.

The Act provides the requirements for the preparation of the Annual Report and directs that a council must invite the community to make submissions on its report for discussion at its Annual General Meeting.

*DISCUSSION*

Discussion has been provided for within the Annual Report.

*CONSULTATION*

A draft Annual Report was forwarded to the Tasmanian Audit Office for review in accordance with Auditing Standard ASA 720 *Other Information in Documents Containing Audited Financial Reports*.

Community reporting will take place as part of the Annual General Meeting which is scheduled to be held at the Council's Administration Centre at 7.00pm on Monday, 9 November 2015.

*RESOURCE, FINANCIAL AND RISK IMPACTS*

The cost of preparation of the Annual Report has been provided for within the Estimates.

*CORPORATE COMPLIANCE*

Preparation of the Annual Report is a statutory requirement.

*CONCLUSION*

The Annual Report is recommended for approval."

The Executive Services Officer reported as follows:

"A copy of the Annual Report for the year ended 30 June 2015 has been circulated to all Councillors."

- Cr Howard moved and Cr Broad seconded, "That the Annual Report for the year ended 30 June 2015 be received."

Carried unanimously

**293/2015 Turners Beach Community Representatives Committee – Appointments  
(291/2012 – 15.10.2012)**

The General Manager reported as follows:

*“PURPOSE*

The purpose of this report is to seek the Council's endorsement of the appointments to the Turners Beach Community Representatives Committee.

*BACKGROUND*

The Council, at its meeting on 15 December 2012 (Minute No. 291/2012), endorsed the makeup of the Committee to include:

*Community representatives –*

- . Mr John Cornell Snr.
- . Mr Andrew Leary
- . Mr Neville Dobson

*Community Groups –*

- . Turners Beach Bowls Club representative (Mr Barry Isaac)
- . Turners Beach/Leith Neighbourhood Watch representative (Mrs Merryn Gilham)
- . Friend of the Dunes representative (Mr Robert Best/Mr John P. Cornell) – one to be a proxy only
- . Turners Beach Coastcare representative (name of representative to be advised).

*DISCUSSION*

Due to personal changes in circumstances there are now two vacancies among the community representatives. Mr Andrew Leary is the only current community representative. Expressions of interest were sought for community representatives and it was pleasing that we received three applications. It is felt that due to the interest from the community and also that not all representatives can make it to all the meetings, that the three applicants be endorsed to be on the Committee. They being Rod Priestley, Ben Kearney and Waine Whitbread. Each of these applicants has an active interest within the Turners Beach community.

With the establishment of the Turners Beach Community Garden Group it was also suggested that this be included in the community groups that are represented on

the Committee. Ms Susan Spinks would be happy to represent that Group on the Committee.

*CONSULTATION*

Consultation was undertaken for community representatives through The Advocate newspaper and by word of mouth by the Committee representatives.

*RESOURCE, FINANCIAL AND RISK IMPACTS*

Apart from staff time in administering this process and advertisement costs there has been limited impact on resources.

*CORPORATE COMPLIANCE*

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

Council Sustainability and Governance

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

*CONCLUSION*

It is recommended that the Council endorse the following community representatives and community groups to be appointed to the Turners Beach Community Representatives Committee:

*Community representatives –*

- . Mr Andrew Leary
- . Mr Rod Priestley
- . Mr Ben Kearney
- . Mr Waine Whitbread

*Community Groups –*

- . Turners Beach Bowls Club representative (Mr Barry Isaac)
- . Turners Beach/Leith Neighbourhood Watch representative (Mrs Merryn Gilham)
- . Friend of the Dunes representative (Mr Robert Best)
- . Turners Beach Coastcare representative (Mr Tim Horniblow)
- . Turners Beach Community Garden Group representative (Ms Susan Spinks).”

## GENERAL MANAGEMENT

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■ Cr Broad moved and Cr Downie seconded, “That the following community representatives and community groups be appointed to the Turners Beach Community Representatives Committee:

*Community representatives –*

- . Mr Andrew Leary
- . Mr Rod Priestley
- . Mr Ben Kearney
- . Mr Waine Whitbread

*Community Groups –*

- . Turners Beach Bowls Club representative (Mr Barry Isaac)
- . Turners Beach/Leith Neighbourhood Watch representative (Mrs Merryn Gilham)
- . Friend of the Dunes representative (Mr Robert Best)
- . Turners Beach Coastcare representative (Mr Tim Horniblow)
- . Turners Beach Community Garden Group representative (Ms Susan Spinks).”

Carried unanimously

CORPORATE & COMMUNITY SERVICES

**294/2015 Contracts and agreements**

The Director Corporate & Community Services reported as follows:

“A Schedule of Contracts and Agreements (other than those approved under the common seal) entered into during the month of September 2015 has been submitted by the General Manager to the Council for information. The information is reported in accordance with approved delegations and responsibilities.”

The Executive Services Officer reported as follows:

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

■ Cr Downie moved and Cr Viney seconded, “That the Schedule of Contracts and Agreements (a copy being appended to and forming part of the minutes) be received.”

Carried unanimously

**295/2015 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 September 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 from the Penguin Cricket Club/Burnie Cricket League requesting reconsideration of rules limiting the playing of Cricket at the Penguin Recreation Ground.
- . Email requesting support for nomination under the People’s Choice Awards.
- . Letter requesting financial assistance for the provision of a reptile rescue service.
- . Email raising concerns over the changes to public question time at Council meetings.

- . Letter from Cricket Tasmania in support of a review of restrictions to the playing of cricket at the Penguin Recreation Ground.
- . Letter regarding proposed building at the Ulverstone Showground.

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 van Rooyen moved and Cr Downie seconded, “That the Director’s report be received.”

Carried unanimously

#### **296/2015 Common seal**

The Director Corporate & Community Services reported as follows:

“A Schedule of Documents for Affixing of the Common Seal for the period 22 September 2015 to 19 October 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.”

- Cr Viney 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

#### **297/2015 Financial statements**

The Director Corporate & Community Services reported as follows:

“The following principal financial statements of the Council for the period ended 30 September 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 Broad moved and Cr Howard seconded, “That the financial statements (copies being appended to and forming part of the minutes) be received.”

Carried unanimously

#### **298/2015 Dog Management Policy – 2015 Review**

The Director Corporate & Community Services reported as follows:

##### *PURPOSE*

The purpose of this report is to provide advice on the review of, and recommended changes to, the Council’s Dog Management Policy (the Policy).

##### *BACKGROUND*

The current Policy was adopted in 2005 and reviewed in 2010 in accordance with the *Dog Control Act 2000* requiring each council to develop and implement a policy relating to dog management within its municipal area.

Councils are required to review their dog management policy at least once every five years in accordance with the *Dog Control Act 2000*.

##### *DISCUSSION*

The implementation of the current Dog Management Policy (2010) has:

- . addressed the legislative requirements of the *Dog Control Act 2000*;
- . achieved its objective of ‘*ensuring a caring and safe environment, where any conflict caused by dogs within the community is minimised, and the rights of dog owners and non-dog owners are respected*’;
- . informed the community of their responsibilities within the municipal area; and

- provided direction to Council employees for the administration of the *Dog Control Act 2000*.

In accordance with the legislative requirement to review the current Policy, a review of the Dog Management Policy was initiated in September 2015.

The public was invited to attend information and consultation sessions undertaken within the communities at Ulverstone, Penguin and Turners Beach regarding the Council's development of the proposed Dog Management Policy (2015), as well as being invited via the Council's website and newspaper advertisements to comment on the draft Policy either in person or by writing during the month of September. A copy of the draft Policy is appended to this report.

The issues identified were:

- *Buttons Beach* – A recommendation was received from a member of the public that the current restrictions requiring that dogs be on lead from December until the end of February and only exercised after 7.00pm and before 9.00am be restricted to before 8.00am because, 'West Ulverstone residents and children and parents from the Caravan Park need to be on the beach early to avoid exposure to sunshine/ultra violet radiation later in the morning'.

The current restriction does not prevent persons who might be concerned over issues related to exposure to sunshine/ultra violet radiation from exercising prior to 8.00am should they wish to do so. The restriction also allows for anyone who might wish to dress accordingly, to exercise up until 9.00am without an exposure risk. The current 9.00am restriction is consistent with the restrictions that apply to Midway Beach (Sulphur Creek), Penguin Beach and Turners Beach that were agreed on following a range of consultation with the community and it is considered that this consistency should be maintained.

It is therefore recommended the current restrictions be retained on Buttons Beach.

- *Restricted breeds* – A concern was raised over the declaration of certain dog breeds as restricted breeds.

Whilst restricted breed dogs are referred to within the Dog Management Policy 2015, it is done so because of section 29A of the *Dog Control Act 2000*. Changes to the legislation would be required before the Council could consider any changes to the Policy.

- . *Dog management in rural areas* – A letter was received raising concerns over the implementation of the Policy commitments in rural areas.

This letter did not request any change to the current Policy and issues relating to the implementation of the Policy are being followed up with the authors.

The changes that have been included in the draft Dog Management Policy are:

- . the addition of the formal dog exercise areas that have been created in Ulverstone and Penguin;
- . inclusion of Midway Beach, Sulphur Creek, west of Creamery Road through to Howth as a prohibited area;
- . inclusion of fenced off area at the northern end of the Ulverstone Sports Complex, Flora Street, Ulverstone as a training area; and
- . the removal of the option concerning the microchipping of dogs, as microchipping is now a legislated requirement for all dogs (unless a veterinary supported exemption is provided).

It is considered appropriate that these changes be adopted in the Policy.

#### *CONSULTATION*

As part of the review of the Policy, the Council hosted three informal Information and Consultation Sessions inviting members of the public to express their thoughts on the content of the Policy. These sessions were held at:

- . *Penguin District School, Penguin* – 7.30pm on Tuesday, 8 September 2015;
- . *Turners Beach Hall, Turners Beach* – 7.30pm on Thursday, 10 September 2015; and
- . *Civic Centre, Ulverstone* – 7.30pm on Thursday, 17 September 2015.

Additionally, the proposed Dog Management Policy 2015 was released to the public for comment on 22 August 2015 with comments received until 30 September 2015.

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

The impact on resources is anticipated to be minimal and can be accommodated within the current Control of Animals staffing and budget set for the 2015–2016 financial year.

*CORPORATE COMPLIANCE*

The *Dog Control Act 2000* includes the following Council responsibilities:

- . A council must develop and implement a policy relating to dog management in its municipal area;
- . A council is to review its dog management policy at least once every five years; and
- . In reviewing its dog management policy, a council is to invite public submissions, consult with any appropriate body or organisation, and consider any submission and results of any consultation before finalising the policy.

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
- . Conserve the physical environment in a way that ensures we have a healthy and attractive community

A Connected Central Coast

- . Improve community well-being

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.

*CONCLUSION*

It is recommended that the Council adopt the Dog Management Policy 2015 and that:

- . Provision of additional appropriate signage in all areas be considered a priority;
- . The Council continue to declare that the following are areas at which dogs can be exercised off-lead without the dogs being deemed to be at large:

- 1 Midway Beach, Sulphur Creek, east of Creamery Road – Note, in December / January / February dogs *can only be exercised on the beach before 9.00am and after 7.00pm;*
- 2 Watcombe Beach, Penguin – Note, no restrictions on time of use;
- 3 Penguin Beach, Penguin – Note, in December / January / February dogs *can only be exercised on the beach before 9.00am and after 7.00pm;*
- 4 West Ulverstone Beach, Ulverstone, between Josephine Street and Westland Drive – Note, in November / December / January / February / March dogs are *required to be on a lead and can only be exercised on the beach between 7.00am and 8.00pm;*
- 5 Buttons Beach, Ulverstone, between the Leven River and Victoria Street – Note, no restrictions on time of use;
- 6 Buttons Beach, East Ulverstone, between Buttons Creek and the ‘Fish Pond’ – Note, in December / January / February dogs *can only be exercised on the beach before 9.00am and after 7.00pm;*
- 7 Turners Beach, Turners Beach, from Forth River to Clayton Rivulet – Note, in November / December / January / February / March dogs are *required to be on a lead and can only be exercised on the beach before 9.00am and after 8.00pm.”*

The Executive Services Officer reported as follows:

“A copy of the proposed Dog Management Policy 2015 has been circulated to all Councillors.”

■ Cr Howard moved and Cr Downie seconded, “That the Council adopt the Dog Management Policy 2015 (a copy being appended to and forming part of the minutes) and that:

- . Provision of additional appropriate signage in all areas be considered a priority;
- . The Council continue to declare that the following are areas at which dogs can be exercised off-lead without the dogs being deemed to be at large:
  - 1 Midway Beach, Sulphur Creek, east of Creamery Road – Note, in December / January / February dogs *can only be exercised on the beach before 9.00am and after 7.00pm;*

- 2 Watcombe Beach, Penguin – Note, no restrictions on time of use;
- 3 Penguin Beach, Penguin – Note, in December / January / February dogs *can only be exercised on the beach before 9.00am and after 7.00pm*;
- 4 West Ulverstone Beach, Ulverstone, between Josephine Street and Westland Drive – Note, in November / December / January / February / March dogs are *required to be on a lead and can only be exercised on the beach between 7.00am and 8.00pm*;
- 5 Buttons Beach, Ulverstone, between the Leven River and Victoria Street – Note, no restrictions on time of use;
- 6 Buttons Beach, East Ulverstone, between Buttons Creek and the ‘Fish Pond’ – Note, in December / January / February dogs *can only be exercised on the beach before 9.00am and after 7.00pm*;
- 7 Turners Beach, Turners Beach, from Forth River to Clayton Rivulet – Note, in November / December / January / February / March dogs are *required to be on a lead and can only be exercised on the beach before 9.00am and after 8.00pm.*”

Carried unanimously

ENGINEERING SERVICES

**299/2015 Engineering Services determinations**

The Director Engineering Services reported as follows:

“A Schedule of Engineering Services Determinations made during the month of September 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 Carpenter moved and Cr Viney seconded, “That the Schedule of Engineering Services Determinations (a copy being appended to and forming part of the minutes) be received.”

Carried unanimously

**300/2015 Tenders for resealing of urban roads, rural roads and car parks 2015–2016**

The Director Engineering Services reported as follows:

“The Engineering Group Leader has prepared the following report:

*PURPOSE*

The purpose of this report is to make recommendation on tenders received for the 2015–2016 urban roads, rural roads and car parks resealing program.

*BACKGROUND*

Expressions of interest for sprayed bituminous surfacing were invited on 11 July 2015 as part of the Council’s Standing Tenders for 2015–2018. Submissions were received from Hardings Hotmix, Roadways Pty Ltd and Downer EDI Works.

Hardings Hotmix and Roadways Pty Ltd were placed on the Multiple Use Register after being assessed for compliance.

Tenders for resealing of urban roads, rural roads and car parks 2015–2016 were invited from the registered contractors on 9 September 2015, closing at 2.00pm on Tuesday, 29 September 2015.

*DISCUSSION*

Tenders were received as follows (including GST):

TENDERER	PRICE \$
Roadways Pty Ltd	559,965.24
Hardings Hotmix Pty Ltd	620,971.41
<i>ESTIMATE (INCLUDING LINE MARKING)</i>	<i>1,051,000.00</i>

Initial verification of mathematical price extensions revealed the following errors in tender submissions.

Roadways Pty Ltd: Omissions in the “Schedule of Quantities” section were identified as:

- (a) Part 1 – 10mm rural reseal – Preston Road, rate was indicated but the amount was not added to the total.
- (b) Part 3 – 7mm urban reseal – Cornelia Street, rate was indicated but the amount was not added to the total.

On 15 September 2015 an addendum to the tender was forwarded to the tenderers informing them that a line item in the “Schedule of Quantities” should be deleted.

The following adjusted tender prices have been used to assess the tenders.

TENDERER	PRICE \$
Hardings Hotmix Pty Ltd	616,301.71
Roadways Pty Ltd	631,219.42

Under the road reseal 2015–2016 tender, 14.17km of rural roads and 3.5km of urban roads will be resealed and 7.5km of road sections affected by resealing will be re-linemarked. In addition, the West Ulverstone Recreation Ground car park and Johnsons Beach Road car park (total area 1,600m<sup>2</sup>) will be resealed.

Tenders were evaluated using a weighted scoring system which considers compliance with tender documents, previous work for the Council, proposed construction period and tender price. Based on the evaluation, Hardings Hotmix Pty Ltd was assessed as the preferred tenderer.

*CONSULTATION*

This item has utilised the Council’s Multiple Use Register for sprayed bituminous sealing in an invited tendering process.

*RESOURCE, FINANCIAL AND RISK IMPACTS*

The combined urban and rural reseal budget is \$971,000 and the car park reseal budget is \$80,000. Both tenders can be accommodated within the total budget of \$1,051,000. The remaining balance is to be used for reseal preparation works carried out by the Council’s Works Group.

Average tender rate comparisons with last year’s successful tender are as follows:

RESEAL AREA	THIS YEAR’S LOWEST TENDER
Rural	+1.35%
Urban	+2.98%
Geofab reseal	+3.12%
Linemarking	-49.86%

*CORPORATE COMPLIANCE*

The Central Coast Strategic Plan 2014–2024 includes the following objectives:

A Connected Central Coast

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

The Environment and Sustainable Infrastructure

- Develop and manage sustainable built infrastructure

Council Sustainability and Governance

- Improve service provision.

*CONCLUSION*

It is recommended that the tender from Hardings Hotmix Pty Ltd in the sum of \$616,301.71 (including GST) [\$560,274.28 (excluding GST)] for the 2015–2016 resealing of urban and rural roads and car parks, be accepted.’

The Engineering Group Leader’s report is supported.”

■ Cr Viney moved and Cr Downie seconded, “That the tender from Hardings Hotmix Pty Ltd in the amount of \$616,301.71 (including GST) for the 2015–2016 resealing of urban and rural roads and car parks, be accepted.”

Carried unanimously

**301/2015 Preliminary/concept designs – Dial Regional Sports Complex development (109/2015 – 20.04.2015)**

The Director Engineering Services reported as follows:

“The Assets Group Leader has prepared the following report:

*‘PURPOSE*

The purpose of this report is to provide information on the community and stakeholder consultation for the next stage of the Dial Regional Sports Complex, to consider the preliminary/concept designs that have resulted from this consultation and to consider Stage 2 – the detailed design phase of the project.

*BACKGROUND*

Design tenders for Stage 1 (preliminary design) and Stage 2 (detailed design) for the Dial Regional Sports Complex development were approved by the Council at its meeting held on 20 April 2015 (Minute No. 109/2015).

Stage 1 – The preliminary design phase was to define the location and levels of the two ovals; understand the cut and fill requirements of the site; landscape requirements; car park layouts and access roads concepts; and develop concept drawings (floor plans, elevations and perspectives) of the facilities to support and facilitate community consultation.

Stage 2 – The detailed design phase includes the finalisation of the preliminary design phase and the preparation of the detail design plans. This will result in detailed drawings and specifications of the ovals, facilities and associated infrastructure to facilitate planning approval, building approval and calling of tenders for construction.

Following extensive community and stakeholder consultation, the preliminary/concept designs have been developed to a stage where they need to be adopted to allow Stage 2 to occur.

*DISCUSSION*

Following the community and stakeholder consultation the preliminary/concept plans have been finalised and are provided as an annexure to this report for the Council's consideration and adoption.

These plans are the result of extensive community and stakeholder consultation and meet the requirements of the Dial Regional Sports Complex Master Plan and will meet the needs of Penguin and the wider Central Coast community into the future. The consideration and adoption of the plans will allow for the continued progression through the detailed design and documentation stage.

*CONSULTATION*

There has been extensive community and stakeholder consultation undertaken for this project.

The Council engaged consultants EngagementPlus, specialists in community engagement and communication facilitation, to develop a consultation plan and to undertake and facilitate the consultation process.

Consultation consisted of two community forums, four stakeholder meetings, static displays at the Penguin Railway Station and Penguin Service Centre, along with numerous general discussions with the key stakeholders as well as the community.

The local business community were also engaged through the consultation process.

The process followed in undertaking the consultation has been well received by the community and stakeholders alike and the overwhelming number of people attending the consultation/s have congratulated the Council on the process adopted and have provided their support for the project.

*RESOURCE, FINANCIAL AND RISK IMPACTS*

The total budget in the 2015–2016 Estimates for Stage 1 – preliminary design and Stage 2 – detailed designs is \$481,000, exclusive of GST.

This includes an allowance for building/planning application fees.

### *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
- Encourage a creative approach to new development

#### A Connected Central Coast

- Connect the people with services

#### Community Capacity and Creativity

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

#### The Environment and Sustainable Infrastructure

- Develop and manage sustainable built infrastructure

#### Council Sustainability and Governance

- Improve service provision.

### *CONCLUSION*

It is recommended that the Council accept these preliminary/concept designs of the Dial Regional Sports Complex development and move to the next phase of the project to enable detailed design to be undertaken.'

The Assets Group Leader's report is supported."

The Executive Services Officer reported as follows:

"Copies of the preliminary/concept plans relating to the Dial Regional Sports Complex development have been circulated to all Councillors."

- Cr van Rooyen moved and Cr Howard seconded, "That the Council adopt the preliminary/concept designs of the Dial Regional Sports Complex development (copies being appended to and forming part of the minutes) and undertake the detailed design phase of the project."

Carried unanimously

**302/2015 Public question time**

The time being 6.38pm, the Mayor introduced public question time.

The Mayor advised that four written questions were received prior to the meeting and thanked those who had taken the time to write in. First addressing the written questions received, the Mayor read out the following questions and the responses.

Mrs Sarah-Jane Beswick:

Question 1 -

“When was the actual original plumbing start work notice dated for 468 West Pine Road?”

Response -

“The start of work notice was received by the Council from Guard Plumbing on 13 November 2012. It was indicated work was to commence on the day of the notice.”

Question 2 -

“Why were the plumbing plans that were drawn up by the Council in 2014 backdated to November 2012?”

Response -

“The first inspection by the Council’s Plumbing Inspector was carried out on 13 November 2012 and as per the normal practice they were drawn up in the field book by the Inspector. Building staff do not normally put the plans into electronic records until at or on completion of the permitted works. In other words, while the drawings were put into our electronic records in 2014, the plumbing details came from the field book which was drawn up in November 2012. That is why November 2012 is on the plumbing drawings.”

Mr Robert and Mrs Marita Maywald:

Question 1 -

“In 2011, a two storey colorbond shed was constructed either on or over the property boundary line on a title located at the corners of West Pine and Daveys Roads, West Pine.

Last month, Council acknowledged that the first Discretionary Application for the location of this shed was submitted on the 26<sup>th</sup> April 2010. After looking through the Lists of Development Applications Determined for 2009, 2010 and 2011 it would appear that there is no Discretionary Application approval listed to indicate processing and approval of a shed on the boundary line at this location.

The Discretionary Application mentioned by Council at the September 2015 public Council meeting only specifies Change of use from Church to dwelling and a boundary adjustment – not a shed being located without mandated set backs.

Council also stated at that same meeting that a building permit was issued for the shed on the 11<sup>th</sup> August 2011. We would therefore assume that there was a Discretionary Application prior to this, though it doesn't seem to be listed in the Council minutes.

Can the Council please provide the date and Discretionary Application number that specifically relates to the building of this shed and provide a link to, or copy of, the minutes of the Council meeting when this Discretionary Application was discussed and presumably approved by the councillors.”

Response –

“The Development Application No. 2009.130 was received on 27 April 2010. The application was advertised and put to referral. There were no representations. The absence of representations is important as this meant that the application did not have to go before the Council. There was, and is, a process for delegated consideration by staff in such cases.”

Question 2 –

“The Central Coast Council website states that a permit is required for all plumbing and drainage works including installation, repair and replacement and a qualified plumber must lodge a start work authorisation with the Council.

The weekend of Saturday 31<sup>st</sup> May and Sunday 1<sup>st</sup> June 2014 saw the apparent installation of new plumbing at Pine Berry Retreat at 468 West Pine Road, West Pine.

When questioned about this plumbing work, Paul Bidgood from the Central Coast Council stated on the 10<sup>th</sup> June 2014 that the work done on that weekend was unusual, but that a tradesperson can submit forms notifying and certifying assessable work done outside normal inspection times. Does Mr Bidgood mean any tradesperson – like an Electrician, Builder or Mechanic – or does he mean a properly qualified and certified plumber. Mr Bidgood did go on to mention that he had requested a form regarding the plumbing work completed that weekend.

For the new plumbing work completed on those dates, can the Council please state the dates for when the following were granted

- A start work authorisation
- A Plumbing and or Special Plumbing Permit
- A Form 33 from a licenced plumber to acknowledge ...
  - (a) the plumbing work complied with the Building Act 2000
  - (b) the work was installed in accordance with the Building Act 2000, the Plumbing Permit – and any Special Plumbing Permits if applicable – and Plumbing Regulations 2004
  - (c) the attachment of as constructed drawings of work completed and
  - (d) a declaration that a copy of the certificate and the as-constructed drawings had been provided to the owner by the plumber.

Who was the qualified plumber that completed the necessary paper work, and did that person state that they had performed the installation and subsequently certified the new plumbing works that was done on those dates in accordance with appropriate Acts and Regulations.”

Response –

“Mr Paul Bidgood was referring to ‘a licensed plumber’. Despite this reference, it is the case that a licensed plumber did not do these specific works. The particular works in relation to stormwater from the concrete apron being contained within the property (excluding surface water) was subsequently deemed to not require a Plumbing Permit. Notwithstanding this, the Council has ‘as constructed drawings’ of the work undertaken along with accompanying photos.”

There being no further written questions, the Mayor invited questions from the floor.

Mrs Mavis Wall asked:

“Can minutes of the Council meetings be provided to the Penguin Service Centre?”

The Mayor responded that minutes of the meetings are available on the Council’s website and also at the Administration and Service Centres.

Mr Robert Maywald asked:

“At the last Council meeting, the General Manager indicated that a report would be provided on the postcards received for the Penguin Recreation Ground. When will there be a formal update?”

The Mayor referred the question to the General Manager who advised that Councillors have had a workshop regarding the matter and it will come back to the Council soon as a formal report.

Questions and replies concluded at 6.48pm.

### **303/2015 Central Coast Parking Plan 2014 (310A/2014 – 20.10.2014)**

The Director Engineering Services reported as follows:

#### *PURPOSE*

The purpose of this report is to adopt the Central Coast Parking Plan 2014.

#### *BACKGROUND*

The Draft Central Coast Parking Plan 2014 (the Draft Plan) was presented to the Council at its meeting held on 20 October 2014 (Minute No. 310A/2014. The Draft Plan was adopted in principle as per the motion below:

‘That the Draft Central Coast Parking Plan 2014 be adopted in principle to allow consultation to be undertaken with stakeholders as outlined in the Implementation Plan, prior to the Council determining to implement those particular recommendations. Those items being:

- . Coles/Furner’s Car Park;
- . Ulverstone Baptist Church and Uniting Church in Australia Car Parks;
- . Wongi Lane bus interchange – relevant bus companies.’

#### *DISCUSSION*

Since adoption of the Draft Plan in principle, a number of matters have necessitated further discussions or consideration. These include:

- . Negotiations with Coles and Vantage Group (Furner’s) commenced at the request of the two companies on the upgrading of the current car park. These have been progressed and we are now awaiting final deed documents for signing. The construction drawings and tender documents are complete.

As soon as contracts are signed the construction contract will be advertised with construction expected to commence in January 2016.

- . Discussions with the Uniting Church have commenced and options to propose to them will be determined shortly. The Baptist Church has requested a review of their arrangement and this will be attended to during October 2015.
- . The public bus companies are yet to confirm their preferences for parking etc., possibly due to discussion currently taking place on the existing North West Coast services. As soon as we become aware of the outcomes of these discussions we will report separately on this item, but it is unlikely to affect the adoption of the Parking Plan.

A period of consultation with business owners and the public was conducted between mid-July and the end of August. The request for submissions was advertised in The Advocate newspaper, and on the Council's website. Displays of information were placed at the Council's Administration Centre and the Penguin Service Centre. It was also included in the Mayor's Message in the Coastal News. An information night for business owners was conducted on 25 August 2015, with information about the night advised by flyer drop and through the Central Coast Chamber of Commerce and Industry. There have also been other parking related requests since commencing this project which are also included.

The following feedback was received with corresponding comments provided.

*Ulverstone -*

- . Concern with location of the taxi rank and number of spaces. It is intended to leave it in place for a further period.
- . Request to provide a 10-15 minute space in King Edward Street near the taxi rank. It is intended to place a short-term space opposite near the Parliamentary Offices.
- . Request to mark bays. This is already included in the Plan.
- . Request to not change parking near Victoria Street Clinic to 2hr. This is not intended.
- . Suggestion that trees in Reibey Street are taking up too many spaces. Beautification is important to the streetscape and providing a pleasant shopping area. The Council has previously approved the location/placement of the trees and no change is intended.

- . Consider purchase of 3 Grove Street, 28 Grove Street and 49 King Edward Street. The strategic purchase of properties has been included in the Plan, not specifically for these properties.
- . Wharf functions are a problem for restaurants in the area, particularly Friday nights, Sunday mornings and all-day events; request to control parking. It is intended to increase the number of 2hr spaces and monitor impact.
- . Request to mark 30 minute parking on the road. It is intended to use signage for all parking restrictions as the primary notification.
- . Suggestion to purchase property in Main Street, Ulverstone near the Salvation Army outlet shop. Parking in this area is not deemed to warrant purchase of another property to assist parking.
- . Suggestion that loading bay in front of Furner's Hotel is not utilised and that this could be used for a taxi rank. The loading bay is used for deliveries to many shops, not just Furner's and the location is suitable for this. It is not suitable for a taxi rank.
- . Concern regarding changing Victoria Street Car Park from all day to 2hr. This will only be changed if priority changes near the Wharf Precinct and Furner's Hotel result in over use of this parking area.
- . Request for Council work vehicles to be allowed in Victoria Street Car Park if it is time limited to 2hr. This car park will only change if required following other changes and subject to further survey. Generally Council vehicles are not given priority over other users.
- . Suggestion to purchase 26 King Edward Street, Ulverstone. This property has recently been sold and is no longer on the market.
- . Suggestion that lighting and safety is considered if Victoria Street Car Park is changed to 2hr. This car park will only change if required following other changes and subject to further survey. Lighting and safety are already listed in the Plan.
- . Suggestion that specific provision for Council vehicles in the Victoria Street Car Park will give a bad impression. It is not intended to provide individual spaces.
- . Suggestion that paid spaces near places of work could be implemented for those wanting to ensure a close space. This is against the general philosophy of moving long-term parking to the CBD perimeter and providing

short-term parking for business and retail in the town centre. At this stage it is not intended to provide reserved parking.

- . Request for 15 minute parking in Alexandra Road outside No. 38 (Roberts Real Estate). This is a public street and parking is to be provided for all businesses in the area. It would appear longer term parkers are the main issue. The 1hr limit is to remain with appropriate enforcement to ensure correct use and limit overstay.

*Penguin –*

- . Request to remove restrictions on Sundays to allow visitors to visit the Penguin Market. Signs will be assessed to consider inclusion of days of operation.
- . Suggestion that the Parking Plan ‘exercise’ is revenue-related, why change when the current system works well. It is not intended as a revenue exercise, but sustainability is important. Very few changes are intended for Penguin.
- . Request to change parking in Ironcliffe Road to 1hr when sports are being played at the Penguin Recreation Ground and to do something about those illegally parked. It is not intended to restrict times as this is not seen as a solution. It is intended to improve parking delineation at the intersection of Ironcliffe Road and King Edward Street.
- . Consider parking for larger vehicles such as motor homes. There is generally adequate parking for larger vehicles without allocation of spaces.
- . Request to ensure coach parking is provided in Penguin. This will be considered with future development of Main Road. Presently there is usually adequate space for coaches without specifically reserving a space.

The ‘Planning Scheme’ section of the Parking Plan has been reviewed to reflect that a new State Planning Scheme will be implemented in 2016.

*CONSULTATION*

Extensive public consultation on the Parking Plan has been conducted through letter drops, displays at Penguin and Ulverstone, via the Council’s website and by newspaper. The outcomes of the consultation are highlighted above.

### *RESOURCE, FINANCIAL AND RISK IMPACTS*

A budget allowance of \$125,000 was included in the 2014–2015 Estimates for Parking Plan related infrastructure. Apart from \$5,300 spent on disability parking in Bannons Car Park, the remainder was carried forward to 2015–2016. A budget allowance of \$641,000 is included in the 2015–2016 Estimates for Parking Plan related infrastructure, including Coles and Furner’s area contribution.

Wongi Lane and the Crescent Street/Reibey Street intersection have separate budgets of \$320,000 and \$104,000 in Strategic Projects and Urban Roads respectively. The Implementation Plan for 2015–2016 can be accommodated within these budgets. The Implementation Plan for future items is to be accommodated within the proposed budgets contained in the Long-term Financial Plan (LTFP). Items beyond this will require alignment with the LTFP as per Sustainability Item 1 of the Implementation Plan.

It is expected some of the consultation and implementation may require external resources for specific experience and expertise.

### *CORPORATE COMPLIANCE*

The Central Coast Strategic Plan 2014–2024 includes the following strategies and key actions that relate to car parking:

#### The Shape of the Place

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

#### A Connected Central Coast

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

#### Community Capacity and Creativity

- Community capacity–building

#### The Environment and Sustainable Infrastructure

- Develop and manage sustainable built infrastructure

#### Council Sustainability and Governance

- Improve service provision.

### *CONCLUSION*

It is recommended that the Central Coast Parking Plan 2014 be adopted.”

The Executive Services Officer reported as follows:

“A copy of the Central Coast Parking Plan 2014 has been circulated to all Councillors.”

■ Cr van Rooyen moved and Cr Downie seconded, “That the Central Coast Parking Plan 2014 (a copy being appended to and forming part of the minutes) be adopted.”

Voting for the motion

(7)

Cr Bonde

Cr Broad

Cr Carpenter

Cr Downie

Cr Howard

Cr van Rooyen

Cr Viney

Voting against the motion

(1)

Cr Bloomfield

Motion

Carried

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## CLOSURE OF MEETING TO THE PUBLIC

### 304/2015 Meeting closed to the public

The Executive Services Officer reported as follows:

“The *Local Government (Meeting Procedures) Regulations 2015* provide that a meeting of a council is to be open to the public unless the council, by absolute majority, decides to close part of the meeting because one or more of the following matters are being, or are to be, discussed at the meeting.

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

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

- . Confirmation of Closed session minutes; and
- . Minutes and notes of other organisations and committees of the Council.

These are matters relating to:

- . information of a personal and confidential nature or information provided to the council on the condition it is kept confidential.”

■ Cr Downie moved and Cr Carpenter seconded, “That the Council close the meeting to the public to consider the following matters, they being matters relating to:

- . information of a personal and confidential nature or 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:

- . Confirmation of Closed session minutes; and
- . 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 2015* provide in respect of any matter discussed at a closed meeting that the general

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manager is to record in the minutes of the open meeting, in a manner that protects confidentiality, the fact that the matter was discussed and a brief description of the matter so discussed, and is not to record in the minutes of the open meeting the details of the outcome unless the council determines otherwise.

- 2 While in a closed meeting, the council is to consider whether any discussions, decisions, reports or documents relating to that closed meeting are to be kept confidential or released to the public, taking into account privacy and confidentiality issues.
- 3 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.

- 4 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.”

The meeting moved into Closed session at 7.24pm.

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### 305/2015 Confirmation of Closed session minutes

The Executive Services Officer reported (reproduced in part) as follows:

“The Closed session minutes of the previous ordinary meeting of the Council held on 21 September 2015 have already been circulated. The minutes are required to be confirmed for their accuracy.

...

The *Local Government (Meeting Procedures) Regulations 2015* provide in respect of a matter discussed at a closed meeting –

‘34(1)(b) in relation to a matter discussed at the closed meeting –

(i) the fact that the matter was discussed at the closed meeting; and

(ii) a brief description of the matter so discussed –

are to be recorded in the minutes of that part of the meeting that is open to the public, but are to be recorded in a manner that does not disclose any confidential information and protects confidentiality; and

(c) in relation to a matter discussed at the closed meeting, the details of the discussion of the matter, and the outcome of the discussion, are not to be recorded in the minutes of that part of the meeting that is open to the public 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.”

GENERAL MANAGEMENT

**306/2015 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 2015* provide in respect of a matter discussed at a closed meeting –

‘34(1)(b) in relation to a matter discussed at the closed meeting –

(i) the fact that the matter was discussed at the closed meeting; and

(ii) a brief description of the matter so discussed –

are to be recorded in the minutes of that part of the meeting that is open to the public, but are to be recorded in a manner that does not disclose any confidential information and protects confidentiality; and

(c) in relation to a matter discussed at the closed meeting, the details of the discussion of the matter, and the outcome of the discussion, are not to be recorded in the minutes of that part of the meeting that is open to the public 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 7.33pm.

CONFIRMED THIS 16TH DAY OF NOVEMBER, 2015.

## **Chairperson**

(Imm:dil)

## **Appendices**

- Minute No. 290/2015 – Schedule of Development & Regulatory Services Determinations
- Minute No. 294/2015 – Schedule of Contracts & Agreements
- Minute No. 296/2015 – Schedule of Documents for Affixing of the Common Seal
- Minute No. 297/2015 – Financial statements
- Minute No. 298/2015 – Dog Management Policy 2015
- Minute No. 299/2015 – Schedule of Engineering Services Determinations
- Minute No. 301/2015 – Preliminary/concept designs – Dial Regional Sports Complex development
- Minute No. 303/2015 – Central Coast Parking Plan 2014

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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-Sep-2015 To 30-Sep-2015

Application Number	Property Address	Development Application Type	Description of Proposed Use	Application Date	Decision Date	Day Determined
DA214138	River Avenue Heybridge 7316	Discretionary Development Application	Residential (two lot subdivision)	11-Feb-2015	02-Sep-2015	33
DA214140	1 Main Road Penguin 7316	Discretionary Development Application	Residential (two lot subdivision)	18-Feb-2015	16-Sep-2015	33
DA214153	60 Casey Street South Leith 7315	Discretionary Development Application	Residential (dwelling and outbuilding)	27-Mar-2015	18-Sep-2015	23
DA214213	8 Dunning Street Ulverstone 7315	Discretionary Development Application	Subdivision (two lots)	17-Jun-2015	02-Sep-2015	40
DA214241	1-3 Forth Road Turners Beach 7315	Discretionary Development Application	Subdivision (two lots) and boundary adjustment	29-Jun-2015	10-Sep-2015	37
DA215012	47 Wilmot Road Forth 7310	Discretionary Development Application	Residential (dwelling) - additions and alterations	20-Jul-2015	02-Sep-2015	29
DA214218	105 Stubbs Road Turners Beach 7315	Discretionary Development Application	Dwelling and outbuilding	28-Jul-2015	11-Sep-2015	32
DA215014	75 Reibey Street Ulverstone 7315	Discretionary Development Application	Conversion of garage area to food services	29-Jul-2015	10-Sep-2015	34
DA215028	19 Leven Street Ulverstone 7315	Discretionary Development Application	Residential (two lot subdivision)	05-Aug-2015	07-Sep-2015	30
DA215029	39 Victoria Street Ulverstone 7315	Discretionary Development Application	Extension to medical clinic	07-Aug-2015	11-Sep-2015	34
DA215030	6 Starlight Court Ulverstone 7315	Discretionary Development Application	Residential (dwelling) and outbuilding (shed)	11-Aug-2015	21-Sep-2015	20
DA215033	Whitehouse Road Riana 7316	Discretionary Development Application	Residential (outbuilding - shed)	18-Aug-2015	10-Sep-2015	1
DA215040	55 Allegra Drive Heybridge 7316	Discretionary Development Application	Residential (outbuilding - shed and carport)	24-Aug-2015	15-Sep-2015	21
DA215045	29 Explorer Drive Turners Beach 7315	Permitted Development Application	Residential (dwelling and garage)	31-Aug-2015	08-Sep-2015	8

Application Number	Property Address	Development Application Type	Description of Proposed Use	Application Date	Decision Date	Day Determined
DA215046	39 Amherst Street Ulverstone 7315	Discretionary Development Application	Residential (outbuilding - shed)	31-Aug-2015	30-Sep-2015	25
DA215037	Flora Street Ulverstone 7315	Permitted Development Application	Community Meeting and Entertainment (shed) and Sports and Recreation (storage)	03-Sep-2015	10-Sep-2015	6
DA215050	390 Braddons Lookout Road Forth 7310	Permitted Development Application	Residential - Dwelling Extension	04-Sep-2015	07-Sep-2015	0
DA215057	3 Brockmarsh Place Ulverstone 7315	Permitted Development Application	Visitor accommodation	14-Sep-2015	28-Sep-2015	14

**SCHEDULE OF DEVELOPMENT & REGULATORY SERVICES DETERMINATIONS**

Period: 1 September 2015 to 30 September 2015

Building Approvals - 35

<i>Type</i>	<i>No.</i>	<i>Total Value (\$)</i>
Dwellings	6	1,987,894
Flats/Units	7	670,000
Additions	12	464,700
Alterations	3	31,999
Outbuildings	8	236,011
Other	2	125,000
The estimated cost of building works totalled		<u>\$3,515,604</u>

Minor Works Applications - 2

Plumbing Permits - 29

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

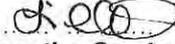
Food Business registrations (renewals) - 12

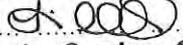
Food Business registrations - 0

Temporary Food Business registrations - 7



Paul Bidgood  
DIRECTOR DEVELOPMENT & REGULATORY SERVICES

**CENTRAL COAST COUNCIL**  
I certify that this is the schedule referred to in  
Minute No. 290/2015 of a meeting of the  
Council held on 19/10/2015  
  
Executive Services Officer

CENTRAL COAST COUNCIL  
I certify that this is the schedule referred to in  
Minute No. 294/2015 of a meeting of the  
Council held on 19/10/2015  
  
Executive Services Officer

**SCHEDULE OF CONTRACTS AND AGREEMENTS**

(Other than those approved under the Common Seal)

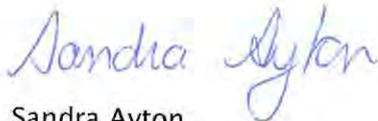
Period: 1 to 30 September 2015

*Contracts*

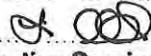
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*Agreements*

- . Mining Lease  
1402P/M at Barren Hill  
Department of State Growth
- . Agreement for the lease of the Court House  
Including the Magistrates Office  
Ulverstone Reperatory society
- . Lease of Clubrooms  
Leven Yacht Club



Sandra Ayton  
GENERAL MANAGER

I certify that this is the schedule referred to in  
Minute No. 296/2015 of a meeting of the  
Council held on 19/10/2015  
  
Executive Services Officer

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

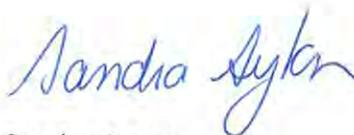
Period: 22 September to 19 October 2015

*Documents for affixing of the common seal*

Nil

*Final plans of subdivision sealed under delegation*

Final Plan and Schedule of Easements  
109 Penguin Road, West Ulverstone  
Application No. DA214089



Sandra Ayton  
GENERAL MANAGER

CENTRAL COAST COUNCIL

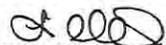
A SUMMARY OF RATES & FIRE SERVICE LEVIES  
FOR THE PERIOD ENDED 30 SEPTEMBER 2015

I certify that this is the Financial  
Statements

.....referred to in

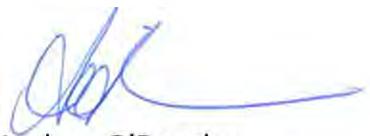
Minute No. 297/2015 of a meeting of the

Council held on 19/10/2015



Executive Services Officer

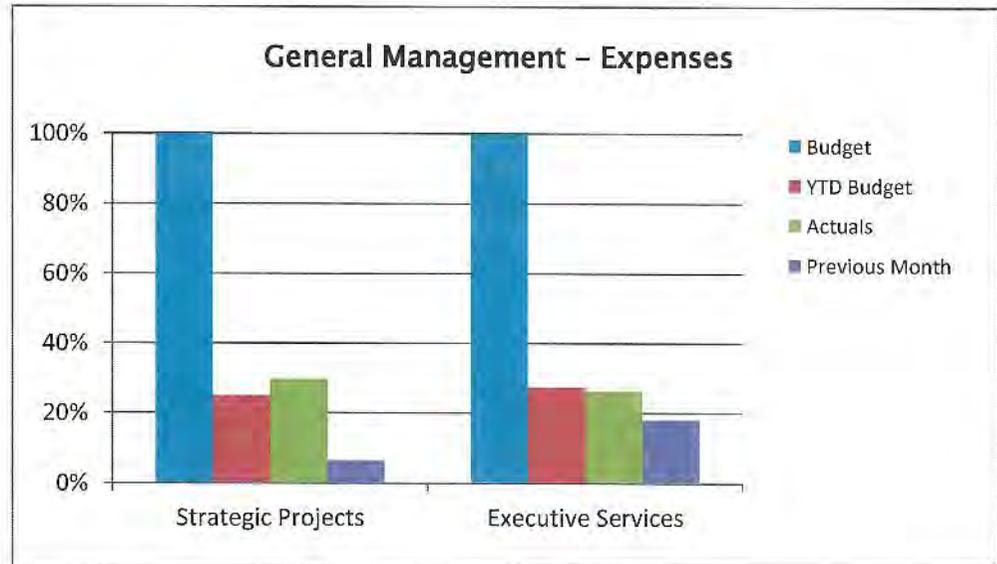
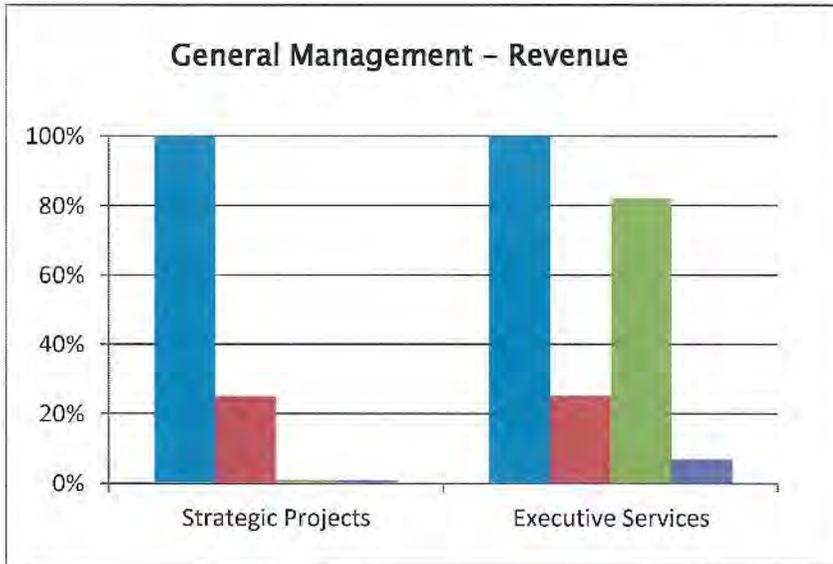
	2014/2015		2015/2016	
	\$	%	\$	%
Rates paid in Advance	- 743,602.69	-5.37	- 837,326.01	-5.97
Rates Receivable	500,471.99	3.61	295,911.64	2.11
Rates Demanded	14,074,395.59	101.62	14,561,987.40	103.76
Supplementary Rates	18,767.81	0.14	13,621.32	0.10
	13,850,032.70	100.00	14,034,194.35	100.00
Collected	9,608,134.90	69.37	10,156,713.22	72.37
Add Pensioners - Government	796,023.76	5.75	806,839.73	5.75
Pensioners - Council	30,275.00	0.22	30,800.00	0.22
	10,434,433.66	75.33	10,994,352.95	78.34
Remitted	1,132.78	0.01	1,492.86	0.01
Discount Allowed	539,930.49	3.90	544,046.53	3.88
Paid in advance	- 257,883.67	-1.86	- 297,037.29	-2.12
Outstanding	3,132,419.44	22.62	2,791,339.30	19.89
	13,850,032.70	100.00	14,034,194.35	100.00



Andrea O'Rourke  
ASSISTANT ACCOUNTANT

## Finance Report – September 2015

GENERAL MANAGEMENT	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Revenue</b>							
Strategic Projects	(2,061,000)	(515,367)	(19,061)	(17,703)	(496,306)	(2,041,939)	1%
Executive Services	(16,000)	(4,030)	(13,139)	(1,133)	9,109	(2,861)	82%
	<b>\$ (2,077,000)</b>	<b>\$ (519,397)</b>	<b>\$ (32,200)</b>	<b>\$ (18,836)</b>	<b>\$ (487,197)</b>	<b>\$ (2,044,800)</b>	
<b>Expenses</b>							
Strategic Projects	189,000	47,214	56,235	12,217	(9,021)	132,765	30%
Executive Services	1,492,000	408,370	390,429	267,691	17,941	1,101,571	26%
	<b>\$ 1,681,000</b>	<b>\$ 455,584</b>	<b>\$ 446,664</b>	<b>\$ 279,909</b>	<b>\$ 8,920</b>	<b>\$ 1,234,336</b>	



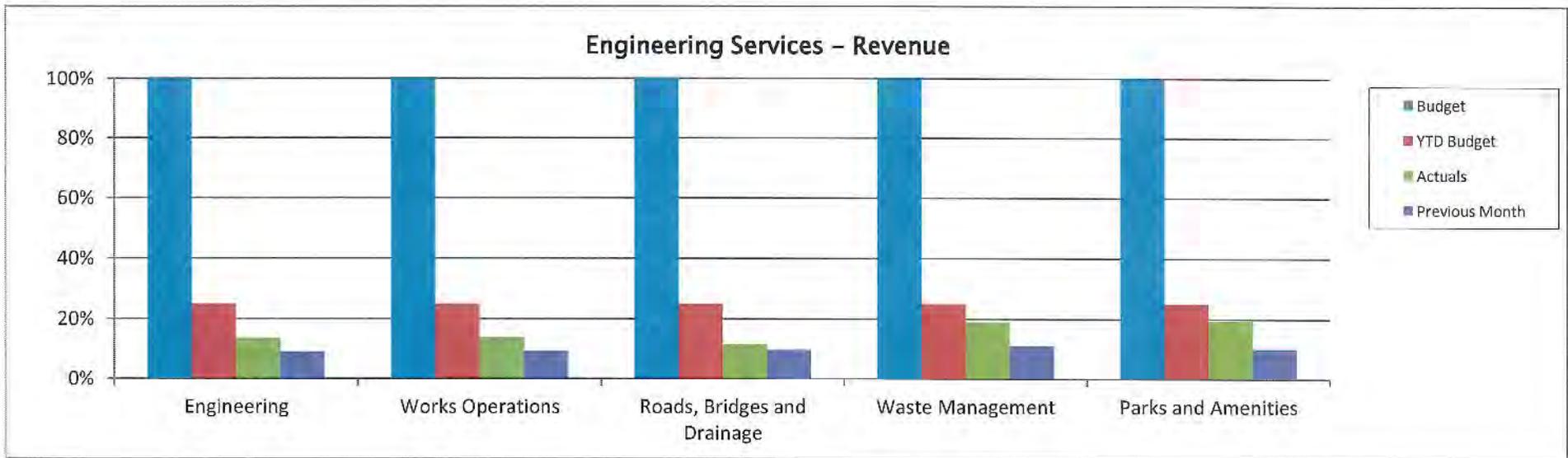
### Variance

Strategic Projects  
 Strategic Projects  
 Executive Services  
 Executive Services

Revenue less than YTD budget – Budget timing – sale of property and capital contributions.  
 Expenditure more than YTD budget – Made Open expenses ahead of budget.  
 Revenue more than YTD budget – Reimbursement of staff costs from Cradle Coast Authority.  
 Expenditure less than YTD budget – Budget timing in general.

## Finance Report – September 2015

ENGINEERING SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Revenue</b>							
Engineering	(1,406,000)	(351,470)	(191,420)	(125,837)	(160,050)	(1,214,580)	14%
Works Operations	(1,157,000)	(289,310)	(160,424)	(106,684)	(128,886)	(996,576)	14%
Roads, Bridges and Drainage	(3,260,000)	(815,060)	(377,194)	(314,008)	(437,866)	(2,882,806)	12%
Waste Management	(652,000)	(163,030)	(123,993)	(72,643)	(39,037)	(528,007)	19%
Parks and Amenities	(405,000)	(101,250)	(78,612)	(40,405)	(22,638)	(326,388)	19%
	<b>\$ (6,880,000)</b>	<b>\$ (1,720,120)</b>	<b>\$ (931,643)</b>	<b>\$ (659,578)</b>	<b>\$ (788,477)</b>	<b>\$ (5,948,357)</b>	

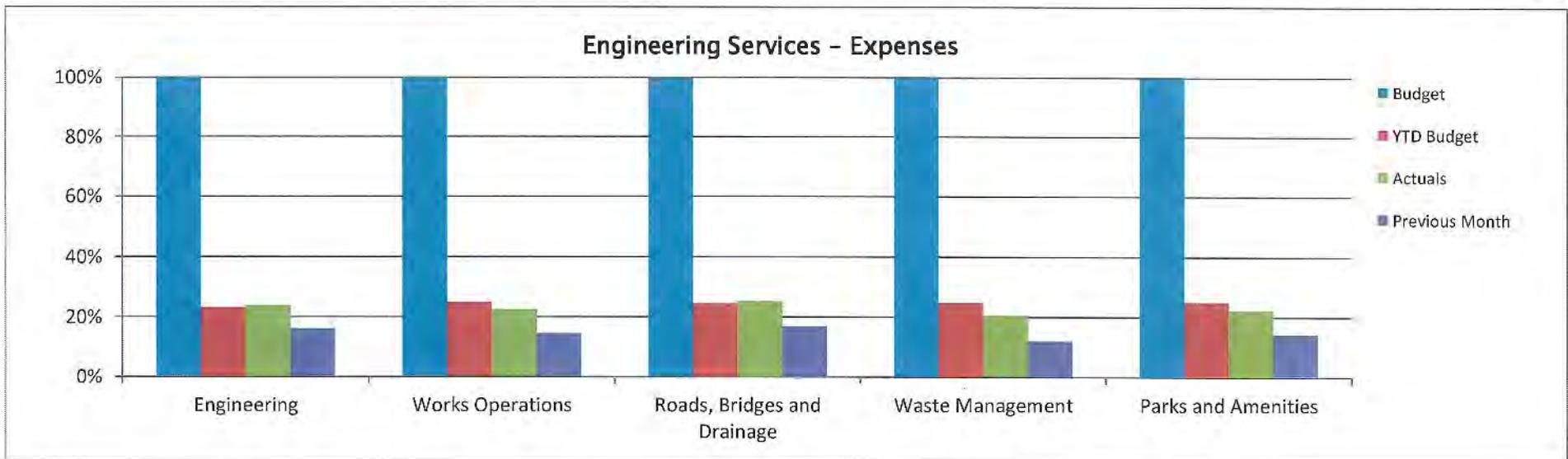


### Variance

Engineering	Revenue under YTD budget – Engineering allocations and Plant allocations behind budget.
Works Operations	Revenue under YTD budget – Works allocations and Private Works revenue behind budget.
Roads, Bridges and Drainage	Revenue under YTD budget – Capital grants and contributions not yet received.
Waste Management	Revenue under YTD budget – Mainly Resource Recovery Centre entry fees.
Parks and Amenities	Revenue under YTD budget – Budget timing – plant allocated and proceeds on sale of property.

## Finance Report – September 2015

ENGINEERING SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Expenses</b>							
Engineering	1,406,000	326,620	336,030	225,967	(9,410)	1,069,970	24%
Works Operations	1,195,000	298,654	269,744	174,289	28,910	925,256	23%
Roads, Bridges and Drainage	6,900,000	1,696,949	1,748,473	1,170,505	(51,524)	5,151,527	25%
Waste Management	3,565,000	886,030	731,659	430,619	154,371	2,833,341	21%
Parks and Amenities	2,521,000	630,100	559,165	358,377	70,935	1,961,835	22%
	<b>\$ 15,587,000</b>	<b>\$ 3,838,353</b>	<b>\$ 3,645,070</b>	<b>\$ 2,359,756</b>	<b>\$ 193,283</b>	<b>\$ 11,941,930</b>	

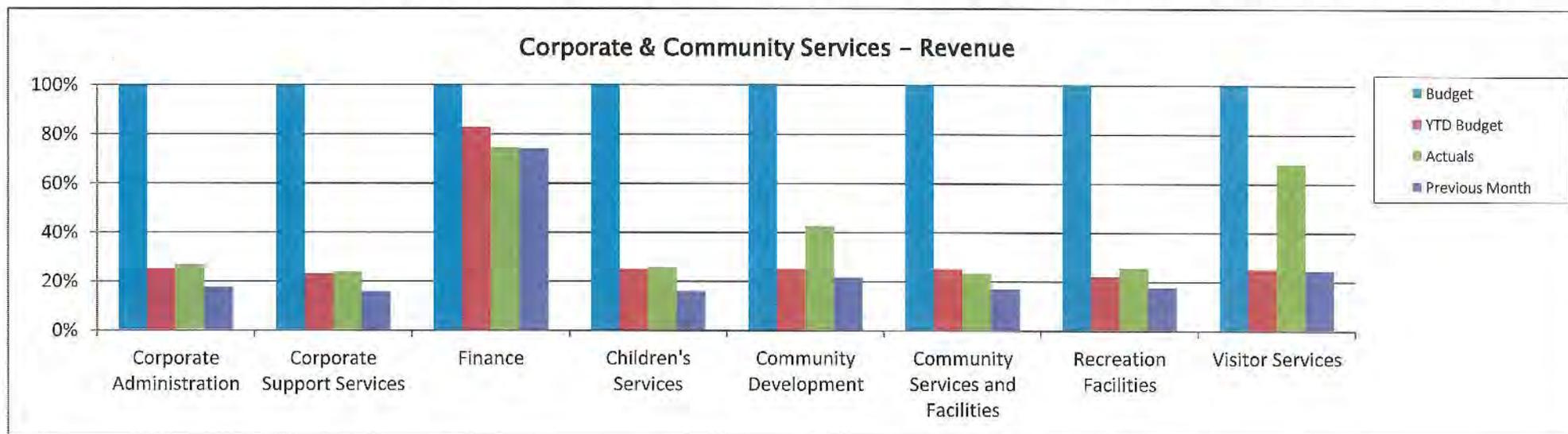


### Variance

Engineering	Expenditure over YTD budget – Timing – mainly staff costs.
Works Operations	Expenditure under YTD budget – Timing – mainly staff costs and Private Works.
Roads, Bridges and Drainage	Expenditure over YTD budget – Timing – mainly grading and street lighting costs.
Waste Management	Expenditure under YTD budget – Garbage and recycling collection costs for September not received.
Parks and amenities	Expenditure under YTD budget – Timing of expenses mainly in Parks.

## Finance Report – September 2015

CORPORATE & COMMUNITY SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Revenue</b>							
Corporate Administration	(36,200)	(9,020)	(9,662)	(6,327)	642	(26,538)	27%
Corporate Support Services	(3,276,000)	(756,480)	(778,214)	(514,985)	21,734	(2,497,786)	24%
Finance	(20,383,000)	(16,918,850)	(15,211,258)	(15,126,111)	(1,707,592)	(5,171,742)	75%
Children's Services	(1,323,300)	(330,690)	(339,096)	(212,390)	8,406	(984,204)	26%
Community Development	(40,300)	(10,120)	(17,221)	(8,694)	7,101	(23,079)	43%
Community Services and Facilities	(1,102,500)	(275,445)	(256,531)	(186,425)	(18,914)	(845,969)	23%
Recreation Facilities	(500,500)	(109,998)	(126,572)	(87,890)	16,575	(373,928)	25%
Visitor Services	(86,200)	(21,580)	(58,573)	(21,002)	36,993	(27,627)	68%
	<b>\$ (26,748,000)</b>	<b>\$ (18,432,183)</b>	<b>\$ (16,797,127)</b>	<b>\$ (16,163,824)</b>	<b>\$ (1,635,055)</b>	<b>\$ (9,950,873)</b>	

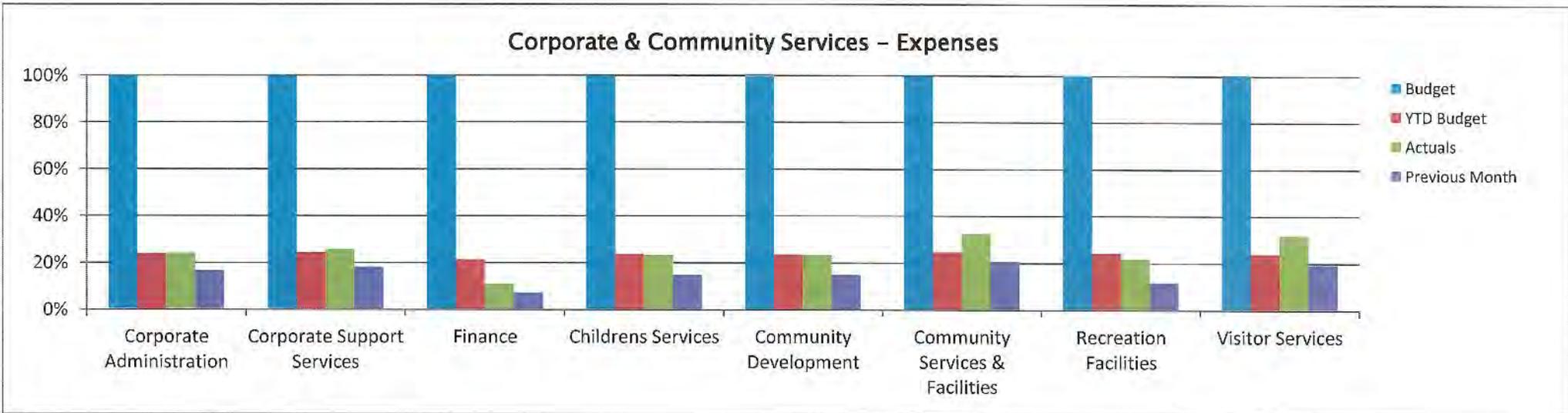


### Variance

Corporate Support Services	Revenue greater than YTD budget – Timing differences – labour on-costs ahead of budget.
Finance	Revenue less than YTD budget – Effect of Commonwealth Financial Assistance Grant advance receipt.
Community Services and Facilities	Revenue less than YTD budget – APHU change – no receipts from new occupants as yet.
Recreation Facilities	Revenue greater than YTD budget – Timing of income in general.
Visitor Services	Revenue greater than YTD budget – Income from bookings greater than budget (offset by expenses).

## Finance Report – September 2015

CORPORATE & COMMUNITY SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Expenses</b>							
Corporate Administration	693,200	166,562	166,190	115,507	372	527,010	24%
Corporate Support Services	4,090,000	1,000,710	1,056,398	742,670	(55,688)	3,033,602	26%
Finance	1,713,000	366,350	186,424	123,992	179,926	1,526,576	11%
Children's Services	1,319,300	313,787	307,602	197,560	6,185	1,011,698	23%
Community Development	712,300	168,475	166,705	107,204	1,770	545,595	23%
Community Services and Facilities	1,552,500	384,478	503,872	319,440	(119,395)	1,048,628	32%
Recreation Facilities	1,907,500	463,000	412,840	223,476	50,160	1,494,660	22%
Visitor Services	286,200	68,280	90,463	55,257	(22,183)	195,737	32%
	\$ 12,274,000	\$ 2,931,642	\$ 2,890,495	\$ 1,885,106	\$ 41,147	\$ 9,383,505	

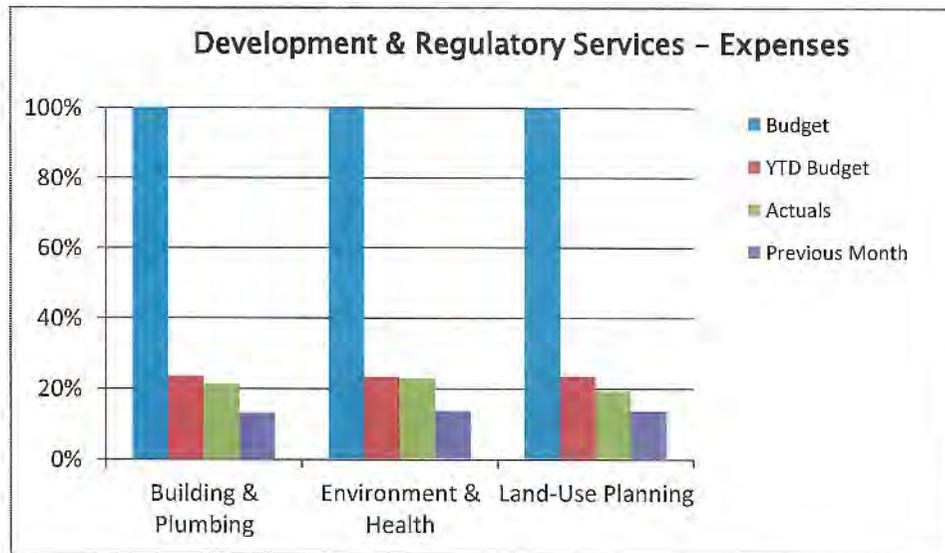
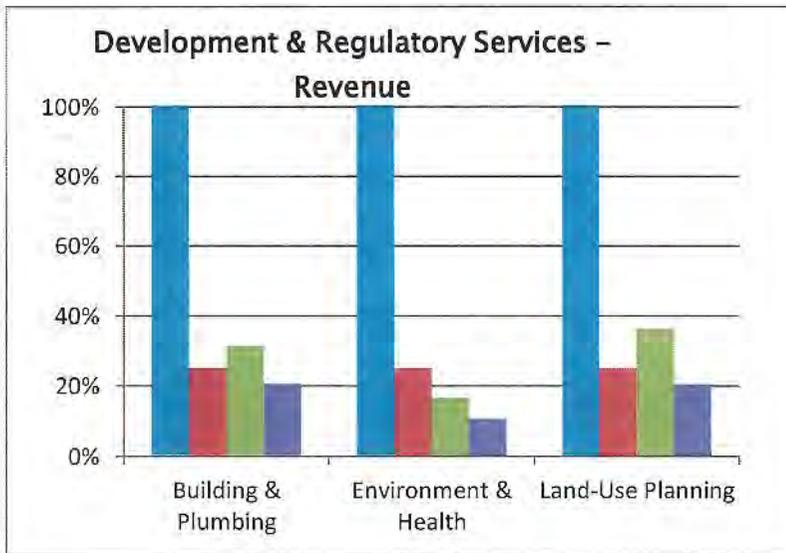


### Variance

Corporate Support Services	Actuals greater than YTD budget – Timing of expenses mainly computer licence agreements.
Finance	Actuals less than YTD budget – Timing of expenses mainly Fire Service Contribution.
Community Services and Facilities	Actuals greater than YTD budget – Age Persons Home Units change.
Recreation Facilities	Actuals less than YTD budget – Timing of expenses in general.
Visitor Services	Actuals greater than YTD budget – Payment for Aladdin production ticket sales.

## Finance Report – September 2015

DEVELOPMENT & REGULATORY SERVICES	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>Revenue</b>							
Building and Plumbing	(294,000)	(73,590)	(91,860)	(60,336)	18,270	(202,140)	31%
Environment and Health	(70,000)	(17,530)	(11,552)	(7,402)	(5,978)	(58,448)	17%
Land-Use Planning	(147,000)	(36,750)	(53,388)	(30,068)	16,638	(93,612)	36%
	<b>\$ (511,000)</b>	<b>\$ (127,870)</b>	<b>\$ (156,799)</b>	<b>\$ (97,806)</b>	<b>\$ 28,929</b>	<b>\$ (354,201)</b>	
<b>Expenses</b>							
Building and Plumbing	578,000	136,600	122,484	75,683	14,116	455,516	21%
Environment and Health	355,000	82,910	80,868	48,132	2,042	274,132	23%
Land-Use Planning	551,000	129,170	106,204	75,146	22,966	444,796	19%
	<b>\$ 1,484,000</b>	<b>\$ 348,680</b>	<b>\$ 309,557</b>	<b>\$ 198,961</b>	<b>\$ 39,123</b>	<b>\$ 1,174,443</b>	



**Variance**

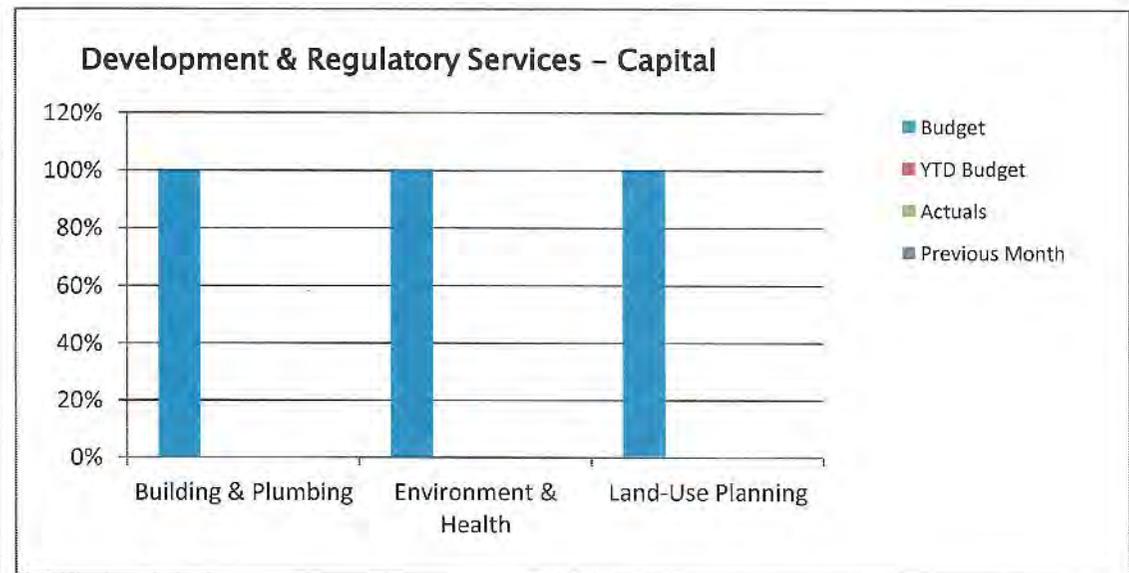
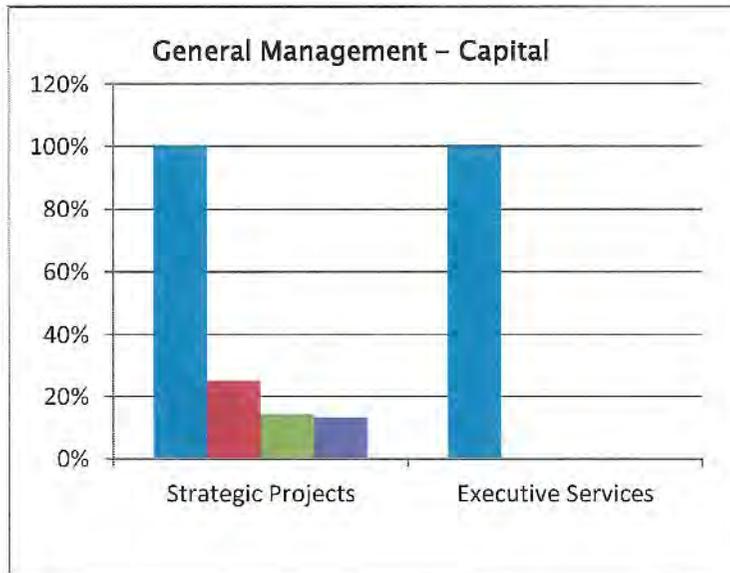
Building and Plumbing	Revenue greater than YTD Budget – Mainly inspection & connection fees and Building Permit Authority fees.
Building and Plumbing	Expenses less than YTD Budget – Timing in general.
Land-Use Planning	Revenue greater than YTD Budget – Mainly valuation fees – Seaside Crescent.
Land-Use Planning	Expenses less than YTD Budget – Timing related to staff costs.

## Finance Report – September 2015

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>GENERAL MANAGEMENT</b>							
Strategic Projects	3,135,000	783,714	444,870	414,877	338,844	2,690,130	14%
Executive Services	-	-	-	-	-	-	0%
	<b>\$ 3,135,000</b>	<b>\$ 783,714</b>	<b>\$ 444,870</b>	<b>\$ 414,877</b>	<b>\$ 338,844</b>	<b>\$ 2,690,130</b>	

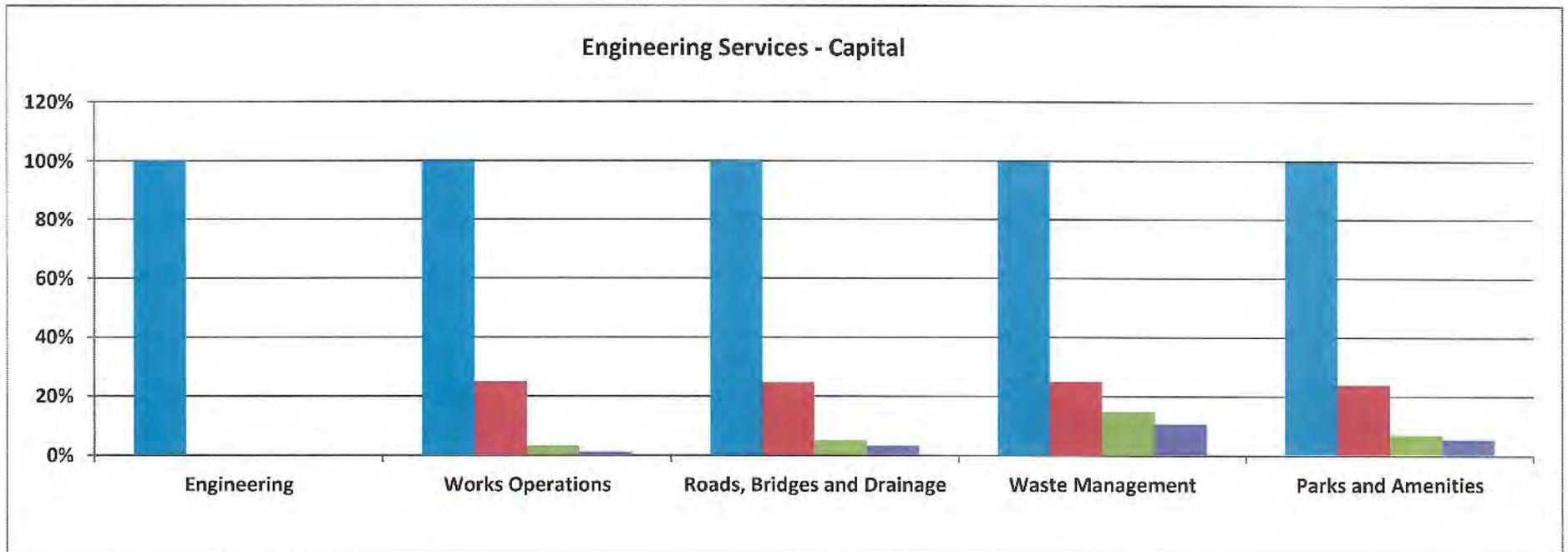
### DEVELOPMENT & REGULATORY SERVICES

Building & Plumbing	-	-	-	-	-	-	0%
Environment & Health	30,000	-	-	-	-	30,000	0%
Land-Use Planning	-	-	-	-	-	-	0%
	<b>\$ 30,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30,000</b>	



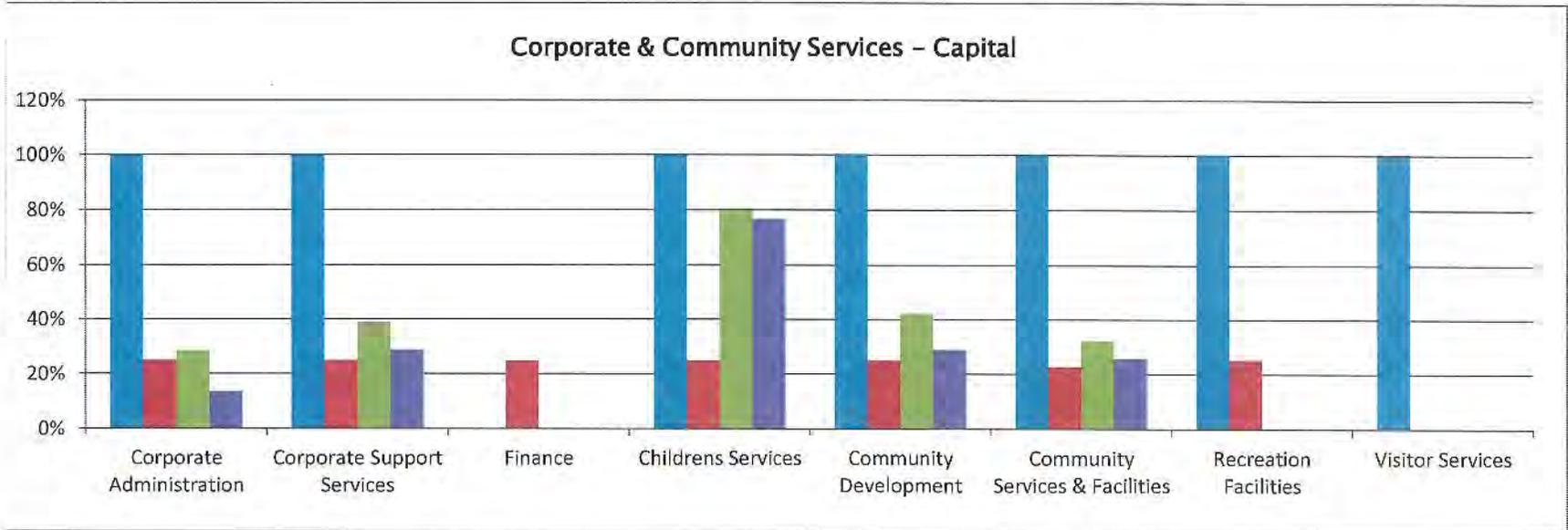
## Finance Report – September 2015

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>ENGINEERING SERVICES</b>							
Engineering	90,000	–	–	–	–	90,000	0%
Works Operations	198,500	49,595	6,210	2,331	43,385	192,290	3%
Roads, Bridges and Drainage	7,166,000	1,763,823	358,747	230,789	1,405,076	6,807,253	5%
Waste Management	393,000	98,070	57,876	41,633	40,194	335,124	15%
Parks and Amenities	665,000	158,783	45,027	35,292	113,756	619,973	7%
	<b>\$ 8,512,500</b>	<b>\$ 2,070,271</b>	<b>\$ 467,860</b>	<b>\$ 310,045</b>	<b>\$ 1,602,411</b>	<b>\$ 8,044,640</b>	



Finance Report – September 2015

	Budget	YTD Budget	Actuals	Previous Month	YTD Variance	Remaining	% of Budget
<b>CORPORATE &amp; COMMUNITY SERVICES</b>							
Corporate Administration	102,000	25,527	28,994	13,601	(3,467)	73,006	28%
Corporate Support Services	123,500	30,872	48,093	35,586	(17,221)	75,407	39%
Finance	-	-	-	-	-	-	0%
Childrens Services	35,000	8,720	110	-	8,610	34,890	0%
Community Development	258,000	64,563	206,458	198,100	(141,895)	51,542	80%
Community Services & Facilities	457,000	114,136	193,109	132,018	(78,973)	263,891	42%
Recreation Facilities	276,500	62,950	89,365	71,254	(26,415)	187,135	32%
Visitor Services	10,000	2,530	-	-	2,530	10,000	0%
	<b>\$ 1,262,000</b>	<b>\$ 309,298</b>	<b>\$ 566,129</b>	<b>\$ 450,558</b>	<b>\$ (256,831)</b>	<b>\$ 695,871</b>	



Strategic Projects	Expenses less than budget – Timing of projects relating to the receipt of grant income.
Roads, Bridges and Drainage	Expenses less than budget – Timing of projects – bigger road projects not commenced.
Parks and Amenities	Expenses less than budget – Timing of projects – mainly playground renewals and Public Amenities.
Community Development	Expenses greater than budget – Timing of projects mainly Ulverstone History Museum.
Community Services & Facilities	Expenses greater than budget – Timing of projects mainly APHU and Wharf Storage Building.

## BANK RECONCILIATION

FOR THE PERIOD 1 SEPTEMBER TO 30 SEPTEMBER 2015

Balance Brought Forward (31/8/2015)	13,980,820.13
Add, Revenue for month	1,582,469.36
	<u>15,563,289.49</u>
Less, Payments for month	2,116,099.52
	<u>13,447,189.97</u>

Balance as at Bank Account as at 30 September 2015	9,043,730.08
Less, Unpresented Payments	- 52,542.70
	<u>8,991,187.38</u>
Cash on Hand	- 124,743.38
	<u>8,866,444.00</u>
Operating Account	4,580,745.97
Interest Bearing Term Deposits	
	<u>13,447,189.97</u>



Rachel Morris  
ASSISTANT ACCOUNTANT

07-September-2015







CENTRAL COAST COUNCIL

I certify that this is the Dog  
Management Policy 2015  
.....referred to in  
Minute No. 298/2015 of a meeting of the  
Council held on 19/10/2015  
  
.....  
Executive Services Officer

# Dog Management Policy

2015



CENTRAL COAST COUNCIL

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](http://www.centralcoast.tas.gov.au)

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## *DEFINITIONS*

In this Policy –

<i>“animal”</i>	means any live vertebrate animal other than a human being;
<i>“appropriate fee”</i>	means a fee determined by the Council under Section 80 of the <i>Dog Control Act 2000 (DCA 2000)</i> ;
<i>“approved”</i>	means approved by the Director of the Local Government Division;
<i>“at large”</i>	means at large as referred to in section 5 of the <i>DCA 2000</i> ;
<i>“attack”</i>	includes bite, menace or harass;
<i>“authorised person”</i>	means – (a) a police officer; or (b) a general manager; or (c) a person appointed by a general manager to be an authorised person; or (d) a person who is a ranger under the <i>Nature Conservation Act 2002</i> ; or (e) a person who is a ranger under the <i>National Parks and Reserves Management Act 2002</i> ; or (f) a person appointed as a bailiff of Crown lands under the <i>Crown Lands Act 1976</i> ;
<i>“breeding dog”</i>	means a pure bred dog used for breeding purposes, the owner of which has a registered stud with the Tasmanian Canine Association;
<i>“built-up area”</i>	means an area in which– (a) there are buildings on land next to the road; and (b) there is street lighting at intervals not over 100 metres for a distance of at least 500 metres or, if the road is shorter than 500 metres, for the whole road;
<i>“collar”</i>	means a collar of leather or other durable material;
<i>“complaint”</i>	means a complaint referred to in section 47 of the <i>DCA 2000</i> ;
<i>“dangerous dog”</i>	means a dog declared to be a dangerous dog under section 29 or 30 of the <i>DCA 2000</i> ;
<i>“declared area”</i>	means a declared area under Division 2 of Part 3 of the <i>DCA 2000</i> ;
<i>“de-sexed dog”</i>	means a dog rendered permanently incapable of reproduction;

## Dog Management Policy 2015

<i>“Director”</i>	means the Director of Local Government;
<i>“dog”</i>	means an animal of the species <i>Canis familiaris</i> or <i>Canis familiaris dingo</i> ;
<i>“Dog Control Act 2000”</i>	means the principal legislation relating to the control of dogs in Tasmania.
<i>“effective control”</i>	means effective control as referred to in section 4 of the <i>DCA 2000</i> ;
<i>“exercise area”</i>	refers to an area declared under section 20 of the <i>DCA 2000</i> ;
<i>“General Manager”</i>	means the General Manager of the Council appointed under the <i>Local Government Act 1993</i> ;
<i>“guide dog”</i>	means – (a) a guide dog as defined by the <i>Guide Dogs and Hearing Dogs Act 1967</i> ; or (b) a dog training to be a guide dog;
<i>“hearing dog”</i>	means – (a) a hearing dog as defined by the <i>Guide Dogs and Hearing Dogs Act 1967</i> ; or (b) a dog training to be a hearing dog;
<i>“hunting dog”</i>	means a dog used principally for hunting;
<i>“Infringement notice”</i>	means a notice referred to in Division 2 of Part 4 of the <i>DCA 2000</i> ;
<i>“laceration”</i>	means a wound caused by – (a) the tearing of body tissue; or (b) multiple punctures caused by more than one bite from a dog;
<i>“lead”</i>	means a lead, leash, cord or chain of sufficient strength to restrain a dog;
<i>“licence”</i>	means a licence to keep on premises – (a) more than 2 dogs over the age of 6 months; or (b) more than 4 working dogs over the age of 6 months;
<i>“occupier”</i>	in relation to premises, includes a person who has, or is entitled to, possession or control of the premises;
<i>“owner of a dog”</i>	means a person referred to in section 6 of the <i>DCA 2000</i> ;
<i>“pensioner”</i>	means a person in receipt of a Federal Pension as defined in the <i>Local Government Act 1993</i> ;

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<i>“pound”</i>	means a pound established under the <i>Local Government Act 1993</i> ;
<i>“premises”</i>	includes land or any part of any premises or land;
<i>“prohibited area”</i>	means an area declared under section 22 of the <i>DCA 2000</i> ;
<i>“public notice”</i>	means a notice published in the daily newspaper;
<i>“public place”</i>	means– (a) a public place as defined in the <i>Police Offences Act 1935</i> ; and (b) a road; and (c) a road-related area;
<i>“register”</i>	means a register kept under section 15 of the <i>DCA 2000</i> ;
<i>“registered dog”</i>	means a dog registered in accordance with the <i>DCA 2000</i> ;
<i>“registration disc”</i>	means a disc or tag referred to in section 10(1) of the <i>DCA 2000</i> ;
<i>“restricted area”</i>	means an area declared under section 23 of the <i>DCA 2000</i> ;
<i>“restricted breed dog”</i>	means a dog declared to be a restricted breed dog under section 29A of the <i>DCA 2000</i> ;
<i>“road”</i>	means– (a) an area that is developed for, or has as one of its main uses, the driving or riding of motor vehicles and is open to, or used by, the public; and (b) a part of the kerb; and (c) an unsealed part of a sealed road;
<i>“road-related area”</i>	means – (a) an area that divides a road; or (b) a footpath or nature strip adjacent to a road; or (c) a footpath or track that – (i) is not a road; and (ii) is designed for use by cyclists or pedestrians; and (iii) is open to the public;
<i>“serious injury”</i>	means – (a) an injury requiring medical or veterinary attention in the nature of – (i) a broken bone; or (ii) a laceration; or (iii) a partial or total loss of sensation or function in a part of the body; or (b) an injury requiring medical or cosmetic surgery;

<i>“shopping centre”</i>	means a collection of shops in an enclosed area covered by a roof or forming a courtyard or square, excluding any area provided for the parking of vehicles;
<i>“training area”</i>	means an area declared under section 21 of the <i>DCA 2000</i> ;
<i>“tranquilliser device”</i>	means any device that inserts a measured dosage of tranquillising drug into the body of an animal;
<i>“veterinary surgeon”</i>	means a person registered as a veterinary surgeon under the <i>Veterinary Surgeons Act 1987</i> ;
<i>“working day”</i>	means a day on which the public office of the Council is open for business;
<i>“working dog”</i>	means a dog used principally for – (a) droving or tending stock; or (b) detecting illegal substances; or (c) searching, tracking or rescuing; or (d) working with police officers.

## **OBJECTIVES**

The objective of the Central Coast Council’s Dog Management Policy, in conjunction with the *Dog Control Act 2000* and the *Local Government Act 1993*, is to:-

*“ensure a caring and safe environment, where any conflict caused by dogs within the community is minimised, and the rights of dog owners and non-dog owners are respected”.*

### **1 – Introduction**

There has been a steady increase in dog ownership over recent years and the Central Coast Council (the Council) recognises the many benefits of companion animal ownership. However, with a large and increasing urban animal population there will always be associated problems.

The Council is committed to ensuring responsible pet ownership, so that these problems are minimised. This view has been endorsed by the community and is noted within the Central Coast Strategic Plan 2014-2024;

“Improve the value and use of open space”;  
“Contribute to a safe and healthy environment”; and  
“Contribute to the preservation of the natural environment”.

The *DCA 2000* requires that councils develop a dog management policy and that adequate community consultation takes place. The Council is committed to this requirement and has aimed at producing this Policy in partnership with the community ensuring quality of life for dog owners, non-dog owners and the animals themselves.

This Policy does not set out to reproduce all of the detail contained within the *DCA 2000*, and therefore it should be noted that the Act will be the determining basis for application in the event of any omission of detail from this Policy.

## *2 – Code of Responsible Dog Ownership*

### *(1) BACKGROUND*

Irrespective of how much positive education on responsible dog ownership the community is exposed to, there will always be an element of our society that is unresponsive and unco-operative. Such people either fail or simply refuse to conform to acceptable codes of behaviour and reasonable community expectations.

It is this minority group that make it necessary to have legislation in place to govern the keeping of dogs in our community. The Council is committed to maintaining community standards by means of positive education wherever possible, however at times it may be necessary to instigate legal proceedings to change some people's attitudes and unacceptable behaviour. The Council is equally committed to "education by prosecution" if required.

The principal legislation used to control dogs within the community is the *Dog Control Act 2000*. Also at the Council's disposal is the *Local Government Act 1993*, Council by-laws and the *Animal Welfare Act 1993* (in co-operation with the RSPCA Inspectorate).

### *(2) COMPLAINTS*

With an ever increasing urban animal population there will invariably be problems associated with them. It is expected that with a balance of proactive and reactive education and enforcement this will minimise the impact of inappropriate dog behaviour.

The Council recognises the right of community members to seek assistance in dealing with nuisances created by dogs. Animal Control Staff will at all times adhere to the Council's Customer Service Policy. Complaints will be actioned, but not necessarily resolved, as quickly as it is practical to do so. This will generally be dictated by the nature of the nuisance.

The Council exists to represent the community and ensure that quality services are provided. This is best achieved by open communications between Council staff, the complainant and the dog owner/s. Anonymous complaints limit the ability of Animal Control staff to promptly investigate and deal with complaints. The Council maintains the right to ask for the complainant's name, address and telephone number. It is essential that staff have access to this information so that they may clarify details, seek further information and to advise the outcome of investigations into the complaint. This information is strictly confidential and not passed onto any other member of the community without the permission of the complainant.

*Animal Control Staff will not deal with complaints of a frivolous or vexatious nature.*

(3) *NUISANCES*

On receipt of an initial complaint Animal Control Staff will, depending on the circumstances of the complaint, contact the complainant by letter or make a personal visit to the property and will:

- . Inform the dog owner of the nature of the complaint
- . Assess the validity of the complaint
- . Determine the extent of any nuisance
- . Advise the dog owner of their legal responsibilities
- . Provide recommendations and advice to modify/prevent nuisance behaviour
- . Advise the dog owner of subsequent action should any nuisance not be abated
- . Where possible report to the complainant on action taken.

By using this approach it is anticipated that the majority of complaints may be dealt with quickly and satisfactorily without the need of instigating legal proceedings whilst maintaining community harmony.

Subsequent complaints of a similar nature about the dog will be dealt with at the discretion of Animal Control Staff. As the frontline investigator they are the best people to determine the most appropriate course of action.

Should Animal Control Staff conclude that little or no progress is being achieved, they may request the complainant lodge a Formal Notice of Complaint with the Council, in accordance with the *DCA 2000*. A Formal Notice of Complaint is to be on the approved form, accompanied by the appropriate fee and state the nature of the nuisance. Additional information must be supplied by the complainant if so requested by Animal Control Staff. The complainant must also be prepared to appear in court as a witness if legal proceedings are instigated. It is only by this means that more formal action can be initiated.

If a complainant is not prepared to lodge a Formal Notice of Complaint and/or not prepared to appear as a witness in court, Animal Control Staff may determine that no further action will be taken in regard to the complaint.

On receipt of a Formal Notice of Complaint the matter will be dealt with expediently and in accordance with standard operating procedures of the Council's Animal Control Staff.

Upon confirmation that the complaint has substance the Council will refund the fee that accompanied the complaint to the complainant and serve an Abatement Notice on the owner or person in charge of the dog.

A person served with an Abatement Notice must comply with the notice, or lodge an appeal to the Magistrates Court (Administrative Appeals Division) within 14 days after service of the Notice on any one or more of the following grounds:

- (a) That a nuisance does not exist;
- (b) That an action required by the Abatement Notice is unreasonable; and/or
- (c) That the period stated in the Abatement Notice is unreasonable.

Should the Magistrates Court modify or withdraw the Abatement Notice the Council shall comply with the decision of the Court.

(4) *FEES*

All fees payable under the *DCA 2000* will be determined by the Council. The schedule of fees will be set annually prior to the end of May in each year and will be in line with the financial year, (i.e. 1 July to 30 June).

Fees subject to this section include:

- . Registration fee
- . Formal Notice of Complaint
- . Kennel licence application and renewal
- . Impounding maintenance fee
- . Replacement tag fee.

In addition to setting a schedule of fees, the Council will also determine categories of dog registration, discounted registration fees and the required evidence in order to claim a discounted registration fee.

The Council promotes the microchipping of dogs and will assist in maximising the take-up of these options by hosting microchipping days in association with local veterinary clinics and a national provider for microchipped dogs.

The Council promotes dog obedience training and will assist in maximising the take-up of these options by providing registration discounts for dogs that have gained appropriate certification from a registered dog trainer.

Refund of registration fees will only be provided for dogs that have died or those that have been de-sexed in the current year of registration. Refunds are only available on completion of the appropriate form lodged with the Council by the owner of the dog subject of the claim. Any refund provided is on a pro-rata basis as at the time of application.

(5) *REGISTRATIONS AND MICROCHIPPING*

The greatest benefit for dog owners to have their dogs registered and micro-chipped is the rapid identification of the animal. If for whatever reason the

dog escapes and is wearing a collar with a current registration tag and implanted with a microchip, it can be quickly reunited with its owner.

The owner of a dog that is wearing a current registration tag will be advised by the Council of its whereabouts should the dog be reported to or impounded by Council staff. Attempts to reunite the dog with its owner will be made in preference to impounding the dog, pursuant to the standard operating procedures of the Council's Animal Control Staff.

All dogs must be registered at the age of 6 months. This must be done by the end of the month in which the dog turns of age. An application for registration is required to be completed and submitted to the Council. The registration year is from 1 July to 30 June the following year.

All dogs must be microchipped at the age of 6 months. This must be done in an approved manner with an approved microchip, and the person who implants the microchip must enter the prescribed details in an approved database. The microchipping of a dog is generally a one-off procedure and lasts a lifetime.

The Council will issue renewal notices to all owners of dogs currently known to the Council, during June of each year. In addition, public advertisements will be published in the circulating daily newspaper and details posted on the Council's website prior to the end of June each year.

Registrations are transferable, free of charge from owner to owner and between councils, provided that they are in the current year. Registrations are not transferable from dog to dog. In the case of a child's pet a parent or guardian must be the responsible owner of the dog.

(6) *CONTROL OF DOGS*

The Council is committed to providing a caring and safe community. To achieve this, the Council will enforce its regulatory functions in relation to the *DCA 2000*. A person who owns or has charge of a dog must ensure that the dog remains under effective control and does not cause a nuisance.

The owner or person in charge of a dog must ensure that:

- (a) The dog is on a lead no longer than 2 metres held by a person able to control the dog when on a road or road-related area in a built-up area, or any other public place;
- (b) The dog is tethered to a fixed object by a lead no longer than 2 metres for not more than 30 minutes in a public place;
- (c) They have no more than 2 dogs on lead on a footpath;
- (d) They have no more than 4 dogs in their charge in a public place;
- (e) A bitch on heat is confined away from a public place;
- (f) When on private premises the dog is securely confined to those premises;

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- (g) When in or on a vehicle the dog is restricted sufficiently so that it is unable to leave the vehicle or attack any person or animal outside the vehicle;
- (h) The dog is in close proximity, sight distance and immediately responsive to the person's commands in an area where a dog is not required to be on a lead;
- (i) They immediately remove and dispose of any faeces left by the dog in a public place or place not owned by the person;
- (j) The dog is wearing a collar fastened around its neck to which is attached the dog's registration disc when in a public place;
- (k) The Council is notified in writing within 14 days on the death, loss, removal, change of address, change of owner, or transfer to another municipal area;
- (l) The dog does not rush at, or chase, a moving motor vehicle or bicycle in a public place;
- (m) The dog does not rush at or chase any persons, or attack or bite any person or animal;
- (n) The dog is not taken into prohibited areas;
- (o) The dog is not taken into restricted areas otherwise than in accordance with the restrictions;
- (p) The dog does not create a nuisance in a public place or when on private premises by behaving in a manner that is injurious or dangerous to the health of any person, or by barking or otherwise, that persistently occurs or continues to such an extent that it unreasonably interferes with the peace, comfort or convenience of any person in any premises or public place.

Seizure of Dogs – Pursuant to the *DCA 2000* authorised officers have the power to seize and impound any dog:

- . that is at large;
- . that has attacked or chased any person or animal; or
- . that there is reason to believe may attack or chase any person or animal.

Regular patrols of the Central Coast area will be maintained by Animal Control Staff to ensure compliance by dog owners with provisions of the *DCA 2000*.

Impounded dogs that are currently registered and microchipped will be held for a period of 5 working days before any further action. Dogs that are not registered will be kept for a minimum period of 3 working days. During the respective period of impoundment the nature of a dog will be observed and assessed by the Council's Animal Control Staff for nuisance and / or aggressive behaviour.

Where a dog has not displayed nuisance and / or aggressive behaviour the Council works together with appropriate authorities to make suitable unclaimed dogs available for adoption following a reasonable period of detention within the Council's Pound.

Should a facility be unable to be obtained for the adoption within a reasonable period of detention, or the dog has been observed to display nuisance and / or aggressive behaviour, unclaimed dogs shall be euthanised by a local veterinary surgeon.

Veterinary surgeons requested to euthanise unclaimed dogs are given an opportunity to undertake their own assessment and claim the dog and take responsibility for re-homing.

(7) *DANGEROUS DOGS*

A dog may be considered dangerous because of an obvious act or incident in which it has threatened, attacked and in some cases caused serious injury or death to a person or another animal. This physical act is an expression of aggression and in some cases this aggression may have been contributed to by human intervention. There are several triggers for aggression in dogs which may be more prominent depending on the breed. They are:

- . Territorial aggression
- . Protective aggression
- . Fear aggression
- . Predation aggression
- . Dominance aggression
- . Learned aggression.

No matter what the trigger, or the level of human intervention, it is not an acceptable community standard that dogs which display aggression be allowed to be in a position to carry out the physical act. The Council, in its commitment to ensuring a safe environment, endorses legislation in relation to dangerous dogs.

Animal Control Staff investigating a dog attack incident will make a recommendation to the General Manager or their delegate as to whether the dog should be declared a dangerous dog. Any recommendation should be made after consultation with the victims, witnesses and the dog owner, and is also to take into consideration:

- . The severity of the incident
- . The history of the dog
- . The degree of human intervention
- . Any other mitigating circumstance
- . The desired outcome and the *need* for legal proceedings.

A general manager of a council may declare a dog to be a dangerous dog if:

- 1 The dog causes serious injury to a person or another animal; or
- 2 There is reasonable cause to believe that the dog is likely to cause serious injury to a person or another animal.

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The owner of a dog declared to be dangerous has the right to appeal the decision to a Magistrate. The appeal must be lodged within 14 days of notification of the declaration.

The owner of a declared dangerous dog must comply with all relevant conditions of the *DCA 2000* and this Policy. The Council will act in accordance with standard operating procedures to any breaches of these conditions.

Properties where a declared dangerous dog lives will be inspected from time to time by Animal Control Staff to ensure compliance with conditions of the *DCA 2000* and this Policy.

The Council will maintain a register of declared dangerous dogs in accordance with standard operating procedures. Any request for details from this register must be made in writing to the General Manager.

### (8) *GUARD DOGS*

For a dog to be a worthy guard dog it must exhibit certain characteristics of which the need to dominate is a major one. They are required to be strong, courageous, disciplined and intelligent animals. These dogs are easily trained and would exhibit learned territorial/protective aggression. The professionally trained guard dog should pose no greater threat than any other dog when it is "off duty".

Unfortunately most guard dogs encountered receive very little or no training and their natural characteristics coupled with no discipline make them a threat given a particular situation. The Council endorses legislation in relation to guard dogs.

The owner of a dog, which is used to protect non-residential property, must notify the Council that they have a guard dog. The General Manager or their delegate will declare that dog to be a dangerous dog. The owner must comply with all conditions relating to a guard dog as prescribed by the *DCA 2000*.

Details of guard dogs will be maintained in the Dangerous Dog Register. Properties where guard dogs are kept will be inspected from time to time to ensure compliance with conditions of the *DCA 2000* and this Policy.

Once notified in writing by the owner of a guard dog that the dog is no longer used to guard non-residential properties, the General Manager or their delegate may revoke the declaration that the dog is a dangerous dog.

(9) *REQUIREMENTS FOR KEEPING DANGEROUS & RESTRICTED BREED DOGS*

The owner of a dog declared dangerous or a restricted breed dog must ensure that:

- (a) De-sexed – the dog is de-sexed within 28 days of being served notice of the declaration.
- (b) Warning Signs – approved signs are displayed at all entrances to the property where the dog is kept. These are available only through the Council.
- (c) Collars – the dog wears an *approved* collar at all times. These are available only through the Council.

The owner of a dog declared dangerous dog must also ensure that:

- (a) Childproof Enclosure – When not in a public place and not under adult supervision, or in the case of a guard dog, when the dog is not performing guard duties, it is to be housed in a *childproof enclosure* that complies with the prescribed requirements.

The owner or person in charge of a dangerous or a restricted breed dog must ensure that the dog, when in a public place is:

- (a) muzzled; and
- (b) on a lead not exceeding 2 metres held by hand and is sufficient to control and restrain the dog; and
- (c) under the control of a person at least 18 years of age.

(10) *CHILDPROOF ENCLOSURE*

A childproof enclosure is to meet the following minimum standards:

- . Be fully enclosed and childproof;
- . Walls, roof and gate to be constructed of brick, timber, iron or 3.15mm chain mesh or 4mm weldmesh with a maximum spacing of 50mm;
- . The floor is to be constructed of concrete to a minimum depth of 50mm and graded to allow drainage;
- . The walls are to be fixed to the floor or constructed to be no more than 50mm above the floor;
- . The gate is to be self-closing and have affixed to it a lock which is to be locked from the outside whenever the dog is in the pen;
- . Have a minimum floor area of 10 square metres;
- . Have a minimum height of 1.8 metres;
- . Have a minimum width of 1.8 metres;
- . Contain a raised (50mm) weatherproof sleeping area.

(11) *KENNEL LICENCES*

Any person wanting to keep more than 2 dogs on premises, or in the case of working dogs, more than 4, must apply to the General Manager for a licence to do so.

The application is to be in the approved form and accompanied by the appropriate fee. If required the applicant must advertise by public notice their intent to apply for a licence and the address, the number and breed of dogs to which the application relates. The advertisement must also call for any objections to the granting of the licence.

Persons residing or owning land within 200 metres of the boundary of the premises to which the application relates may object to the granting of a licence. Any objection is to be made within 14 days of the public notice being published. It is to be in writing to the General Manager and set out the reasons for the objection.

The General Manager will not consider a kennel licence application until 28 days after the publication of the public notice, and all validly received objections will be considered. A property inspection will be carried out to ensure that kennel requirements are complied with and that adequate provisions for the health, welfare and control of the dogs on the premises are provided.

If granted, the period of the licence will expire on 30 June following the date of granting the licence and is renewable annually on payment of the appropriate annual fee.

Property inspections will be conducted within 3 months of the licence being renewed to ensure that:

- . No dogs other than stipulated in the licence are being kept on the property
- . All dogs over 6 months of age on the property are registered
- . Provisions for the health, welfare and control of the dogs is maintained
- . No nuisance to any other person is likely to be caused.

The General Manager or their delegate may cancel a licence if satisfied that:

- . Provisions of the *DCA 2000* or other relevant Act are not complied with;
- . Conditions of the licence are not being complied with;
- . The situation or condition of the premises is creating a nuisance; or
- . It is in the public interest that the licence be cancelled.

An applicant or holder of a licence may, by notice in writing to the Magistrates Court (Administrative Appeals Division), appeal a Magistrate any decision by the General Manager or their delegate to:

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- . Refuse to grant or renew a licence
- . Cancel a licence

### Kennel Requirements

The following specifications are considered the minimum required for the construction of kennels and yards on licensed premises:

- . The kennel or yard is to be at least 9 metres from any neighbouring dwelling house
- . The kennel or yard is to be at least 2 metres from any boundary of the premises on which the yard is constructed
- . The premises is to be enclosed in such manner so as to contain any dogs kept in the kennel or yard
- . The kennel or yard is to be constructed in such a way as to provide effective methods of cleaning and disinfection
- . There is to be sufficient room to allow dogs reasonable freedom of movement
- . There is to be a raised (50mm) weatherproof sleeping area
- . Adequate ventilation and insulation is to be provided to maintain a comfortable internal temperature free from condensation
- . A sanitary method of disposal of excreta and waste is to be provided.

In certain circumstances planning approval may also be required prior to the construction of kennels and yards.

The General Manager may issue a kennel licence for the keeping of a specified number of dogs on premises which do not comply with some or all of the above minimum specifications provided that, the General Manager or their delegate is satisfied that adequate provisions for the health, welfare and control of the dogs is provided, and that no nuisance is likely to occur to any other person.

### (12) *PROHIBITED PUBLIC AREAS*

Dogs are not permitted under the *DCA 2000* into certain public areas at any time, the only exception being special assistance dogs, i.e. guide dogs and hearing dogs which are permitted access with their owners.

Prohibited public areas are:

- . Any grounds of a school, preschool, kindergarten, crèche or other place for the reception of children, without the permission of a person in charge of the place; or
- . Any shopping centre or any shop other than a pet shop, veterinary clinic, pet grooming shop, or other premises related to the care and management of dogs; or
- . The grounds of a public swimming pool; or
- . The playing area of a sports ground on which sport is being played; or

- . Any area within 10 metres of a children's playground.

(13) *DECLARED AREAS*

The Council may declare certain areas that allow, restrict or prohibit the access of dogs.

Declared areas are included in this Policy as existing areas. These areas will be reviewed during the life of the Policy. Areas may be added to or removed from the Policy during the life of the Policy if considered appropriate.

Declared areas for any future Dog Management Policy will be reassessed during the normal review period of the Policy. Notification of declared areas will be by public notice in the daily newspaper circulating throughout the Central Coast area.

All currently declared areas are listed in Annexure A to this Policy. The types of declared areas are as follows:

- (A) **PROHIBITED AREAS** – The Council may declare a natural area reserve or recreational reserve, an area where dogs are not permitted at any time.

Owners of dogs must not take their dogs into a prohibited area.

- (B) **EXERCISE AREAS** – The Council may declare off-lead exercise areas to be provided for the use of dog owners to exercise their dogs in a safe and acceptable manner.

Owners of dogs must ensure that their dogs remain under effective control at all times and do not create a nuisance to nearby residents and other users.

- (C) **RESTRICTED AREAS** – The Council may declare areas where dogs are permitted at certain times of the day and / or year and require dogs to be kept on a lead. For example a waterfront area may allow access to dogs between 6.00am and 8.00am during the months of October through to March.

Owners of dogs must not take their dogs into a restricted area otherwise than in accordance with the declaration.

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- (D) TRAINING AREAS – The Council may declare a training area for the purpose of obedience or agility trial training. These areas may be for the use of a club, business or individuals and may be subject to specified conditions.

In the case of breaches of certain declared areas, the Council's Animal Control Staff will firstly try and resolve such breaches through education, depending on the circumstances of the breach, and will:

- . Inform the dog owner of the nature of the breach
- . Determine the extent of any nuisance
- . Advise the dog owner of their legal responsibilities
- . Provide recommendations and advice to modify/prevent further breaches
- . Advise the dog owner of subsequent action should any further breach occur.

By using this approach it is anticipated that the majority of breaches may be dealt with quickly and satisfactorily without the need of instigating legal proceedings whilst maintaining community harmony.

### (14) EDUCATION

It is easy to take for granted the role of animals in our society, whether they are used for working purposes or as companion animals. Pet ownership numbers have risen significantly over the last 20 years with the result today of more than two-thirds of Australian households possessing a pet.

Studies have shown that pet ownership improves the quality of human lives on both a psychological and physical level. However if pets are not managed responsibly and are permitted to create a nuisance a negative affect occurs which impacts on urban life.

Dog ownership can impact on all members of the community. The Council recognises it is important to provide information and education regarding responsible pet management to all sectors of the community. The Council is committed to implementing strategies identified in Community and Strategic Plans, and in doing so seeks to address dog management problems before they occur.

Mechanisms used to provide education to all members of the community include:

- . Brochures on responsible dog management
- . School-based learning packages
- . Static displays
- . Public meetings
- . Individual counselling
- . Raising community awareness by media advertising

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- . Regular news articles and obedience tips in the local newspaper
- . Referring to statutory bodies and associated professionals
- . Positive reinforcement for those that do the right thing.

The Council will also provide up to date information on the *Dog Control Act* and related prohibited/restricted areas with the mail-out of the registration forms each year.

### (15) *ADVERTISING / CONSULTATION*

For the purpose of ensuring a well-educated and informed community in regard to issues relating to dog management, the Council will advertise any intention or decision that may have significant impact on the community. Where appropriate a process of consultation will ensue from the date of advertising and submissions from members of the community will be considered.

Advertising will be by means of the local daily newspaper circulating throughout the Central Coast area. Some examples of where advertising may occur are:

- . Annual registration fees
- . Other relevant fees
- . Incorporating or revoking a declared area
- . Review of this Policy.

### (16) *AFTER HOURS SERVICE PROVISION*

The Council will provide an emergency after-hours animal management service for the following situations only:

- . Dog attack – provided that the offending dog has been secured or remains in the immediate area.

*Note:* in the event of any injury to a person the Police should be called.

- . Livestock – which is straying and posing a traffic hazard or threatening a person's safety.

Members of the public who have secured a stray dog outside of the Council's normal working hours are encouraged to take the dog to the Council's dog pound (which is located at the Council's Works Depot in Short Street, Ulverstone) on the next working day between the hours of 8.00am and 4.30pm. Alternatively they can keep the dog and contact the Council's Animal Control Staff.

*Sick and injured animals* – Enquiries regarding sick and injured animals should be directed to the RSPCA or the animal taken to a veterinarian practice.

In the event that the RSPCA cannot be contacted or the animal cannot be transported to the nearest veterinary practice, the Council's Animal Control Staff are to be notified.

(17) *MICROCHIPPING*

All dogs must be microchipped at the age of 6 months.

(18) *DOG LITTERING*

The Council recognises community concerns over dog litter in any public place, especially public places where non-dog owners share the amenity with dog owners, and will endeavour to address these concerns through:

- . The introduction of strategically placed dog litter receptacles in exercise areas
- . Positive reinforcement for dog owners that do the right thing
- . The issuing of infringement notices to those dog owners who fail to meet their responsibility under the *DCA 2000*.

(19) *SIGNAGE*

The Council recognises the fact that clear and relevant signage is vital to the community's understanding of the rights and obligations of both dog and non-dog owners and will address this through:

- . The introduction and maintenance of appropriate signs at all restricted areas
- . The introduction and maintenance of appropriate signs at all prohibited areas
- . The removal of all outdated signage
- . The ongoing review of signage in all areas.

(20) *EXERCISE AREAS*

The Council recognises the value of exercise areas, both on-lead and off-lead areas, for owners and their dogs.

The Council also recognises that while beaches and bush reserves often provide the most popular walking areas, there are concerns over the interaction of dogs with native fauna and with other family interests.

By providing a greater range of off-lead, on-lead and fenced exercise areas, the Council can assist by reducing the pressure on some of those areas where conflict might arise.

## Dog Management Policy 2015

The Council has created two new off-lead exercise areas at:

- . The Ulverstone Sports Complex off Alice Street, Ulverstone; and
- . The Penguin Sports Complex, Ironcliffe Road, Penguin.

The Council can enhance this further by:

- . Considering the conversion of the former Ulverstone Transfer Station and the former Penguin Refuse Disposal Site to off-lead areas
- . The creation of appropriately designed exercise areas restricted to dogs and their owners
- . The creation of further on-lead areas for the exercising of dogs
- . The review of all restricted and prohibited areas on a five yearly basis.

ANNEXURE A

DECLARED AREAS

*PROHIBITED AREAS:-*

- . *Picnic Point Beach, West Ulverstone between Picnic Point and the Leven River.*
- . *Buttons Beach, Ulverstone, between Buttons Creek and Victoria Street.*
- . *Midway Beach, Sulphur Creek, west of Creamery Road through to Howth.*
- . *All Council recreational reserves, sign posted to indicate no dogs allowed.*

*EXERCISE AREAS:-*

- . *Watcombe Beach, Penguin.*
- . *Buttons Beach, Ulverstone, from the Leven River to Victoria Street.*
- . *Shared Pathway between Ulverstone and Turners Beach.*

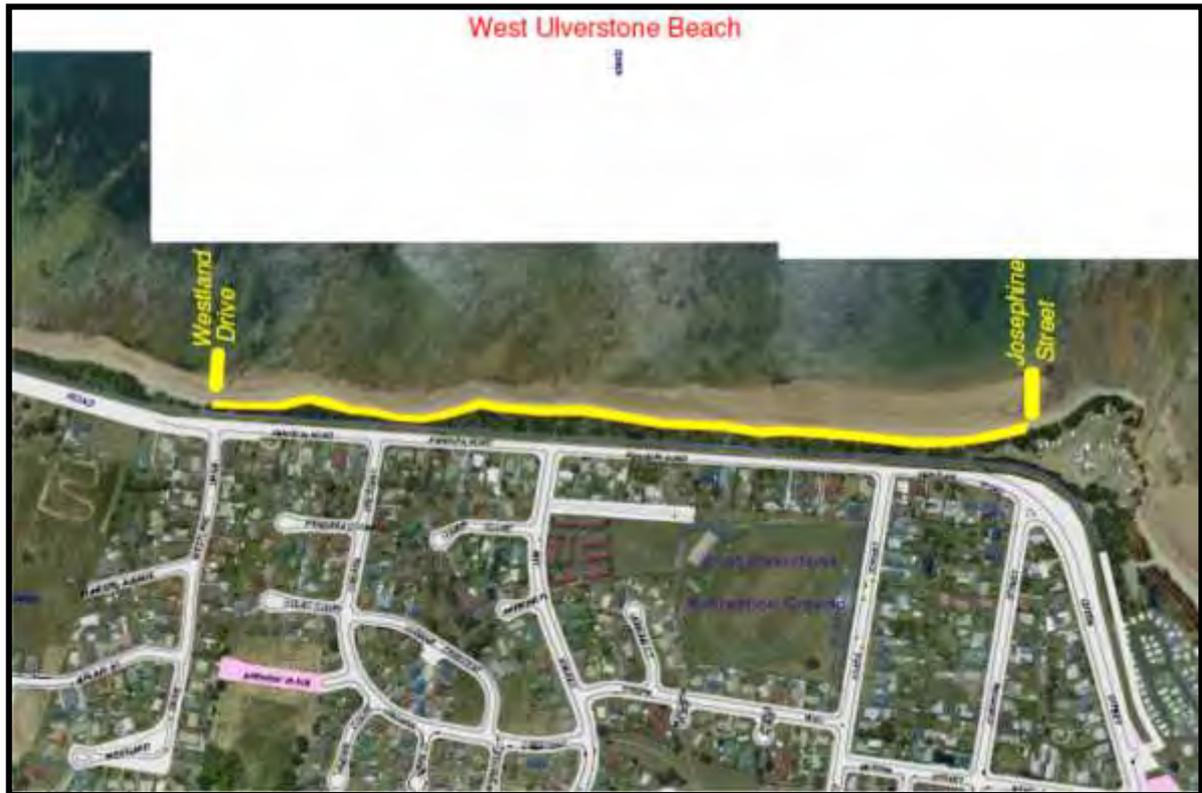
*RESTRICTED AREAS:-*

- . *West Ulverstone Beach between Josephine Street and Westland Drive.*
- . *Midway Beach, Sulphur Creek, east to Creamery Road.*
- . *Penguin Beach.*
- . *Turners Beach from the Forth River to Claytons Rivulet.*
- . *Buttons Beach, East Ulverstone, from Buttons Creek to the Fish Pond.*

*TRAINING AREAS:-*

- . *Fenced off area at northern end of Ulverstone Sports Complex, Flora Street, Ulverstone.*

*West Ulverstone Beach between Josephine Street and Westland Drive.*



*NOTE:* From November until the end of March dogs are required to be on lead and can only be exercised on the beach between 7.00am and 8.00pm.

No restrictions for the rest of the year.

*Midway Beach, Sulphur Creek – east of Creamery Road.*



*NOTE:* In December/January/February dogs can only be exercised on the beach after 7.00pm and prior to 9.00am.

No restrictions for the rest of the year.

*Penguin Beach, Penguin.*



*NOTE:* In December/January/February dogs can only be exercised on the beach after 7.00pm and prior to 9.00am.

No restrictions for the rest of the year.

*Buttons Beach, East Ulverstone, from Buttons Creek to the Fish Pond.*



*NOTE:* In December/January/February dogs can only be exercised on the beach after 7.00pm and prior to 9.00am.

No restrictions for the rest of the year.

*Watcombe Beach, Penguin.*



*NOTE:* No restrictions as to time of use.

*Buttons Beach, Ulverstone – from Leven River to Victoria Street.*



*NOTE:* No restrictions as to time of use.

*Turners Beach – from Forth River to Claytons Rivulet.*

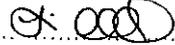


*NOTE:* In November/December/January/February/March dogs can only be exercised on lead and after 8.00pm and prior to 9.00am.

No restrictions for the rest of the year.



CENTRAL COAST COUNCIL

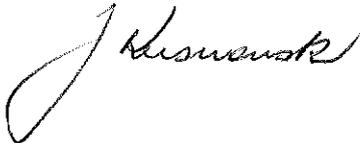
CENTRAL COAST COUNCIL  
I certify that this is the schedule referred to in  
Minute No. 299/2015 of a meeting of the  
Council held on 19/10/2015  
  
Executive Services Officer

## SCHEDULE OF ENGINEERING SERVICES DETERMINATIONS

Period: 1 September 2015 - 30 September 2015

### *Approval of Roadworks and Services*

Developer: Island Care  
Location: 50 Ironcliffe Road, Penguin  
No. of Lots: Stormwater main replacement/relocation  
Engineer: Aldanmark Pty Ltd  
(Consulting Engineers)



John Kersnovski  
DIRECTOR ENGINEERING SERVICES

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 preliminary /  
 concept designs - Dial Regional Sports  
 Complex referred to in  
 Minute No. 201/2015 of a meeting of the  
 Council held on 19/10/2015  
 Executive Services Officer



SITE PLAN  
 SCALE 1:3000  
 Project Hours: 0mm 20000 40000 50000

# DIAL REGIONAL SPORTS COMPLEX DEVELOPMENT

CENTRAL COAST COUNCIL

Revision	Date	Description	Int. App.	Issue
01	20/08/15	ISSUED TO STAKEHOLDERS FOR REVIEW	JAG/HC	150105
02	21/08/15	ISSUED TO CLIENT FOR INFORMATION	JAG/HC	
03	20/09/15	ISSUED TO CCG/DOH/TAFES FOR INFORMATION	JAG/HC	
04	20/09/15	ISSUED TO CLIENT AS STAKEHOLDERS	JAG/HC	

#Issue: 150105  
 A1000/SK9  
 SHEET SIZE: A1 (LANDSCAPE)

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FIRST FLOOR PLAN  
SCALE 1:100



# DIAL REGIONAL SPORTS COMPLEX DEVELOPMENT

CENTRAL COAST COUNCIL

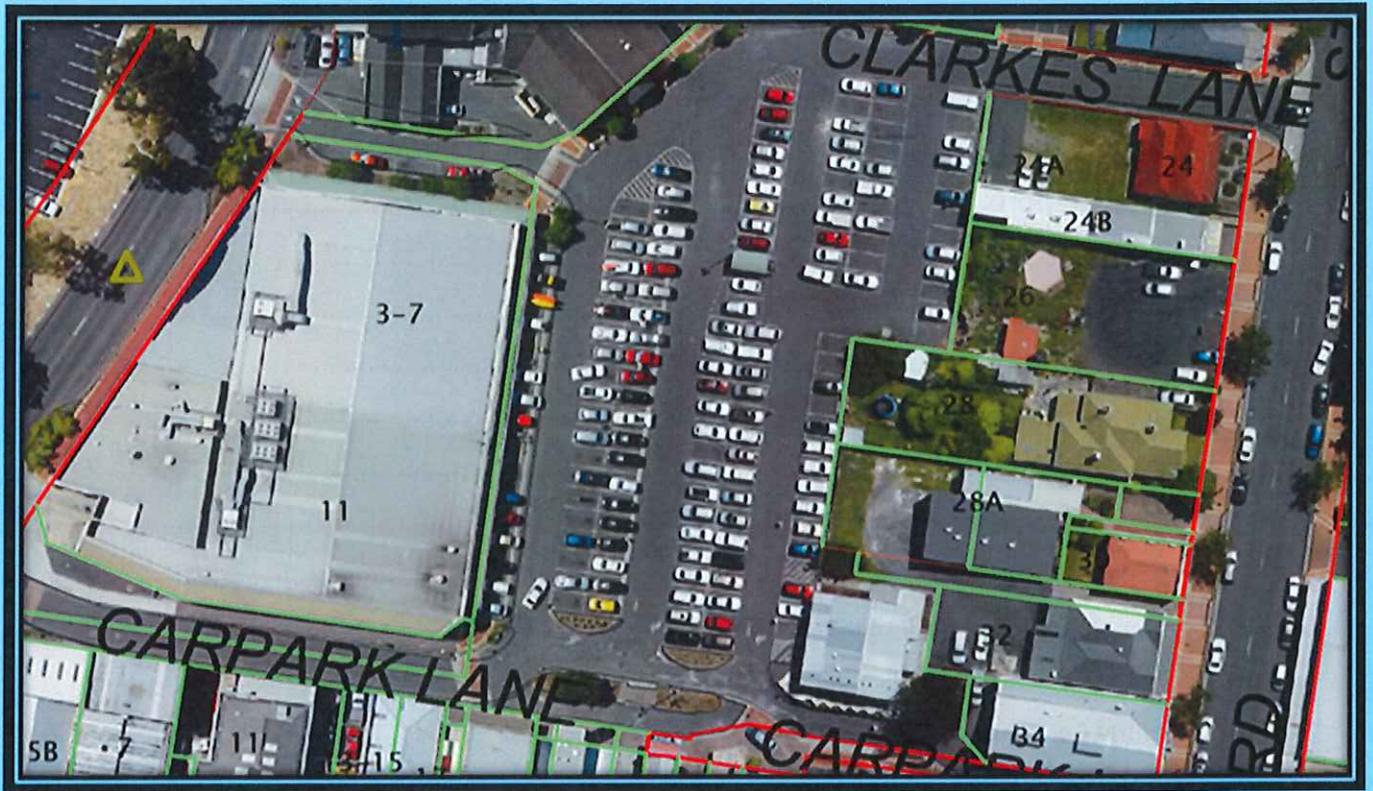
ARTAS ARCHITECTS

REVISION		Int. App.	#Issue
SK4	30.09.15 ISSUED TO CLIENT FOR APPROVAL - AMENDED ROOMS	MG JHC	150105
SK5	05.10.15 ISSUED TO CLIENT	MG JHC	

A1201/SK5  
SHEET SIZE: A1 (LANDSCAPE)

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# CENTRAL COAST PARKING PLAN

## 2014

CENTRAL COAST COUNCIL

I certify that this is the Central  
Coast Parking Plan 2014

.....referred to in  
Minute No. 303/2015 of a meeting of the  
Council held on 19/10/2015

*[Signature]*

Executive Services Officer

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## 1. Introduction

The Central Coast Council's decisions on parking related matters requires a long-term strategic plan to support the decision making process.

Long-term sustainability and planning of parking within Central Coast also requires that there is a clear future direction and this is supported in all traffic and parking related decisions made.

Many reports and studies have been undertaken over several years in relation to parking within the Central Coast area. Whilst many key directions and ideas have flowed from these, neither a Strategy, nor a Plan has been developed. Through our strategic planning processes it was identified that a Parking Plan should be developed.

This Central Coast Parking Plan (the Plan) concentrates on the central business districts of Ulverstone and Penguin.

It should be noted that effective and cost efficient parking provision does not provide for large numbers of empty spaces at all times of the year. It must be accepted that at peak times (e.g. the week before Christmas or pay day grocery shopping days) the car parking areas will be close to, if not fully utilised. The purpose of this Plan is to consider parking for Central Coast in a staged approach. It will firstly identify improving utilisation and turnover of current parking spaces near the central and most sought after areas and monitor any changes to determine the impacts. Secondly, it will determine future requirements and plan to meet these in a timely and cost effective manner.

## 2. Project Background

The Penguin Community Plan – December 2006 identified in its Future Directions to develop a parking plan for the town.

The Ulverstone Community Plan – May 2007 identified in its Future Directions to review the car parking strategy for the CBD. While there have been several studies involving parking in Central Coast a parking plan does not currently exist that can be reviewed.

The Central Coast Strategic Plan 2004–2009 identified the need for development of Ulverstone and Penguin parking strategies in accordance with the Ulverstone Urban Design Guidelines and the Penguin Urban Design Guidelines. These guidelines are contained in a Traffic and Parking Study which has been used as the basis for creation of this Plan.

Community consultation occurred with the development of the Urban Design Guidelines and has not been repeated for this Plan.

Detailed parking surveys of the Penguin and Ulverstone areas were completed in 2012–2013 to provide updated and more detailed information.

### 3. Objective(s)

To provide the Central Coast Council with a long-term Parking Plan to be used as a reference document for both Councillors and Council staff to assist in making informed decisions in regard to car parking and related transport issues.

It also serves as a review on existing practices and will identify current parking issues and develop recommendations to resolve these.

Key areas included in the Plan are:

- Adequacy and efficiency of existing central business district (CBD) parking supply, on and off-street.
- Considerations and options for supply of CBD parking.
- Private car parking areas.
- Multi-storey or “deck” parking.
- Signage and direction system using loop roads and Reibey Street in Ulverstone.
- Disability parking improvements.
- Safety improvements.
- Sustainability of current and future parking arrangements.
- To review the provisions of the Planning Scheme, in particular to create a guideline on consistent treatment for parking provision, primarily in the CBD where compliance with Planning Scheme requirements is not always possible.
- Review “free parking” versus “pay parking”.
- Enforcement.
- Provision for alternative transport options including cycling/pedestrians and public transport.

## 4. Related Reports

### 4.1 Ulverstone

#### 4.1.1 *Ulverstone Community Plan May 2007*

Seven future directions were determined when the Ulverstone Community Plan was developed in 2007. The directions associated with parking were:

- Grow a vibrant commercial retail area

Ulverstone is the retail centre to many communities on the coast. It needs to be vibrant and responsive to community needs. It should also be a showcase for Ulverstone's identity. Quality, creative urban design is essential to achieving these outcomes. Facilities like toilets and car parks need to be safe and clean. Signage, outdoor dining, paving, revamped shop fronts and good coffee will enhance the experience of making Ulverstone's CBD not just a shopping space but a place the community wants to be in, uses and recommends.

- Improve traffic and transport

Moving into, out of, and around Ulverstone needs to be easy and safe. Improved traffic management, making the many rail crossings smoother and increasing the availability of public transport will ensure Ulverstone is an accessible and safe place for pedestrians, cyclists and motorists.

#### 4.1.2 *Urban Design Guidelines for Ulverstone CBD (UUDG)*

In June 2009 GHD completed the UUDG. The brief included community consultation, traffic and parking study, review of relevant documents, site visits and site analysis, development of the UUDG and preparation of development guidelines for incorporation into the Central Coast Planning Scheme.

The UUDG in its section on movement and parking suggests parking is sufficient for some future growth and to cater for seasonal fluctuations. Challenges include lack of signage on the ring road to promote car park and large areas of car parking not pedestrian friendly, particularly for parents/carers with young children. It also mentions that the Ulverstone CBD is well provided with car parks. Their location in the centre of blocks reduces their visual impact and retains activity at the street edge.

Other suggestions include:

- Reduce through traffic in CBD.
- Promote sustainable transport.
- Maximise usage of car parks.
- Provide parking for large vehicles such as campervans.
- Promote the use of the ring road through the use of signage and street tree planting to reinforce its significance.

- Promote the ring road as the primary access point to the car parks.
- Install signage on the ring road indicating the location of car parks and number of spaces available.
- Locate proposed bus interchange to maximise convenience for visitors, cyclists and pedestrians, e.g. near the Visitor Information Centre, Wongi Lane.
- Review layout of car parks (particularly behind buildings fronting southern edge of Reibey Street) and rationalise to make access, movement and provision of spaces more efficient. Improve amenity and safety in car parks, particularly for those with children.
- Improve amenity of through block connections (lanes and arcades) particularly from supermarket car parks to Reibey Street and side streets to attract supermarket shoppers to CBD streets.
- Consider cash-in-lieu from parking in new development and use funds for cyclist and pedestrian infrastructure.
- Rationalise on-street parking spaces on Reibey Street to improve efficiency and safety.

#### *4.1.3 Ulverstone Traffic and Parking Study January 2009*

In January 2009 GHD completed the Traffic and Parking Study in the context of developing the Urban Design Guidelines for Ulverstone CBD area. In relation to parking the objective was to examine the existing traffic and car parking situation and the implications of future development, including options for adequate and appropriate supply as development occurs.

Parking usage surveys were conducted on 3 December and 4 December 2008. (More detailed surveys have since been conducted.)

## 4.2 Penguin

### *4.2.1 Penguin Urban Design Guidelines (PUDG)*

In June 2008 Parsons Brinckerhoff completed the PUDG. They were developed to ensure the future form and functionality of the town maintains and enhances the existing coastal village character. Car parking was raised as a concern at the public consultation meetings. An extract of the objectives outlined in the guidelines are as follows:

#### Precinct 1 – The Foreshore

- To improve the recreational and social experience along the foreshore. Associated action to improve/replace parking area at rear of buildings to the east of the library.

#### Precinct 2 – Seaview Retail

- Provide for a range of car parking provisions along Main Road. Associated action to provide for increased long stay parking on Main Road between the Crescent street junctions.

#### Precinct 3 – Civic and Cultural Activities

- To encourage a mix of civic and cultural uses.
- Associated action integration of longer term and higher capacity car parking on Main Road adjacent the precinct should be investigated. This study should also review the prioritisation of Crescent Street for primary vehicle access.

#### Precinct 4 – Village Retail

- To encourage activity and business through activation of street frontages along Main Road.
- Associated action car parking for commercial activities along Main Road should be either located at the rear of the property or where possible offset, or positioned in a shared car parking area to ensure strong streetscape.

#### Precinct 4b – Interior

- The impact of off-street parking areas is to be minimised by locating these areas to the rear of buildings and effective landscape treatment of the perimeter of the sites.
- Transport network and car parking – development of future car parking should include site layout landscaping treatments that contribute positively to the streetscape and provide high amenity outcomes.

#### *4.2.2 Penguin Urban Design Guidelines, Traffic and Transport Study May 2008*

In May 2008 Parsons Brinckerhoff completed a study of the traffic and transport situation in Penguin to provide background information for the PUDG.

The study considered the road network, parking, pedestrian access, cycling, public transport, and safety and amenity issues.

Key issues identified for improvement and consideration were:

- The road network, mainly the Main Road and railway crossing intersections.
- Pedestrian facilities, primarily to improve railway crossing points.
- Cycling facilities, including cycle lanes and shared cycling route.
- Parking in the town centre, including Main Road layouts, length of stay areas.
- Provision of a car park in Arnold Street, subject to demand.

#### 4.2.3 *Penguin Community Plan December 2006*

Four future directions were determined when the Penguin Community Plan was developed in 2006. The direction associated with parking was:

- Transport, traffic and parking – assess and respond to future parking needs through development of a parking plan.

#### 4.3 *Central Coast Strategic Plan 2009–2014 and Central Coast Strategic Plan 2014–2024*

The Strategic Plans were/are based on four platforms – liveability, sustainability, innovative and creative energy, and distinctiveness. These platforms led/lead to five strategic directions for the Central Coast Council:

- The Shape of the Place
- A Connected Central Coast
- Community Capacity and Creativity
- The Environment and Sustainable Infrastructure
- Council Sustainability and Governance.

All five strategic directions rely heavily on transport and parking. For example, parking is an essential feature of a retail plan and in reviewing asset investment and performance.

#### 4.4 *Central Coast Interim Planning Scheme 2013 (as amended)*

The most relevant section in the Central Coast Interim Planning Scheme 2013 (the Scheme) to parking is E9 Traffic Generating Use and Parking Code. The purpose of the Scheme is to ensure that use or development has adequate and suitably designed and constructed car parking.

## 5. Study Area

The main areas for the investigation and this Parking Plan to be applied are in the CBD areas of Ulverstone and Penguin as defined in the Urban Design Guidelines and shown in Figure 1 and Figure 2.

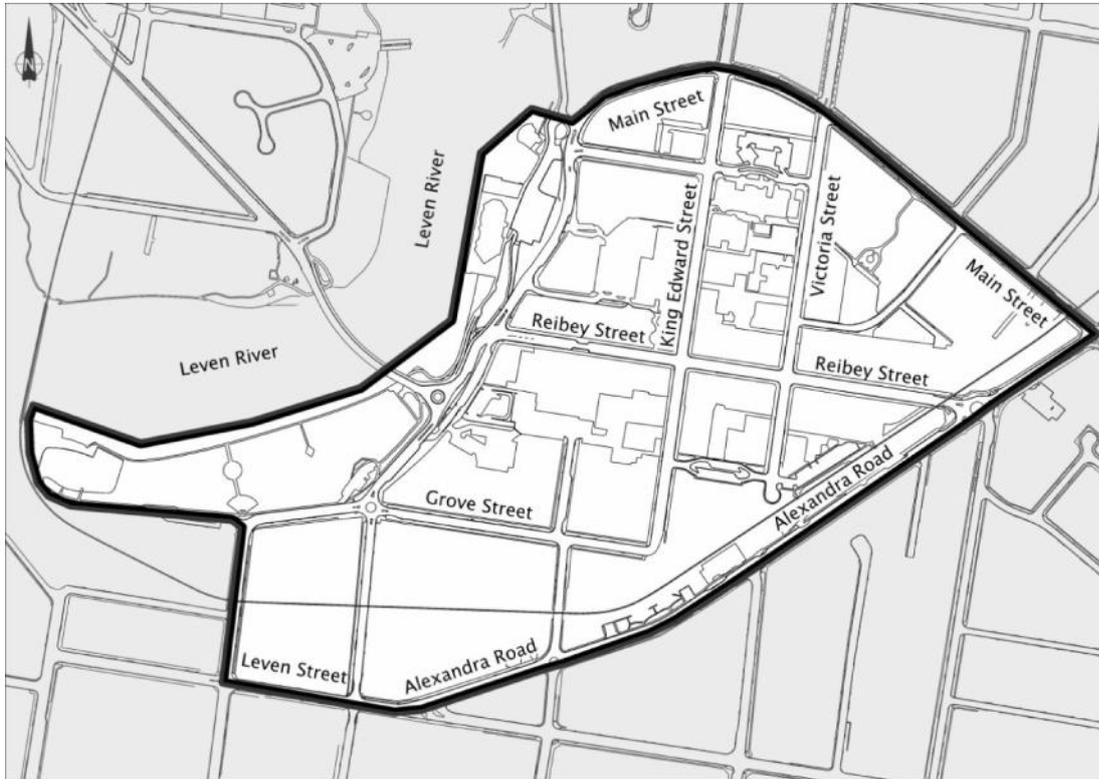


Figure 1

ULVERSTONE

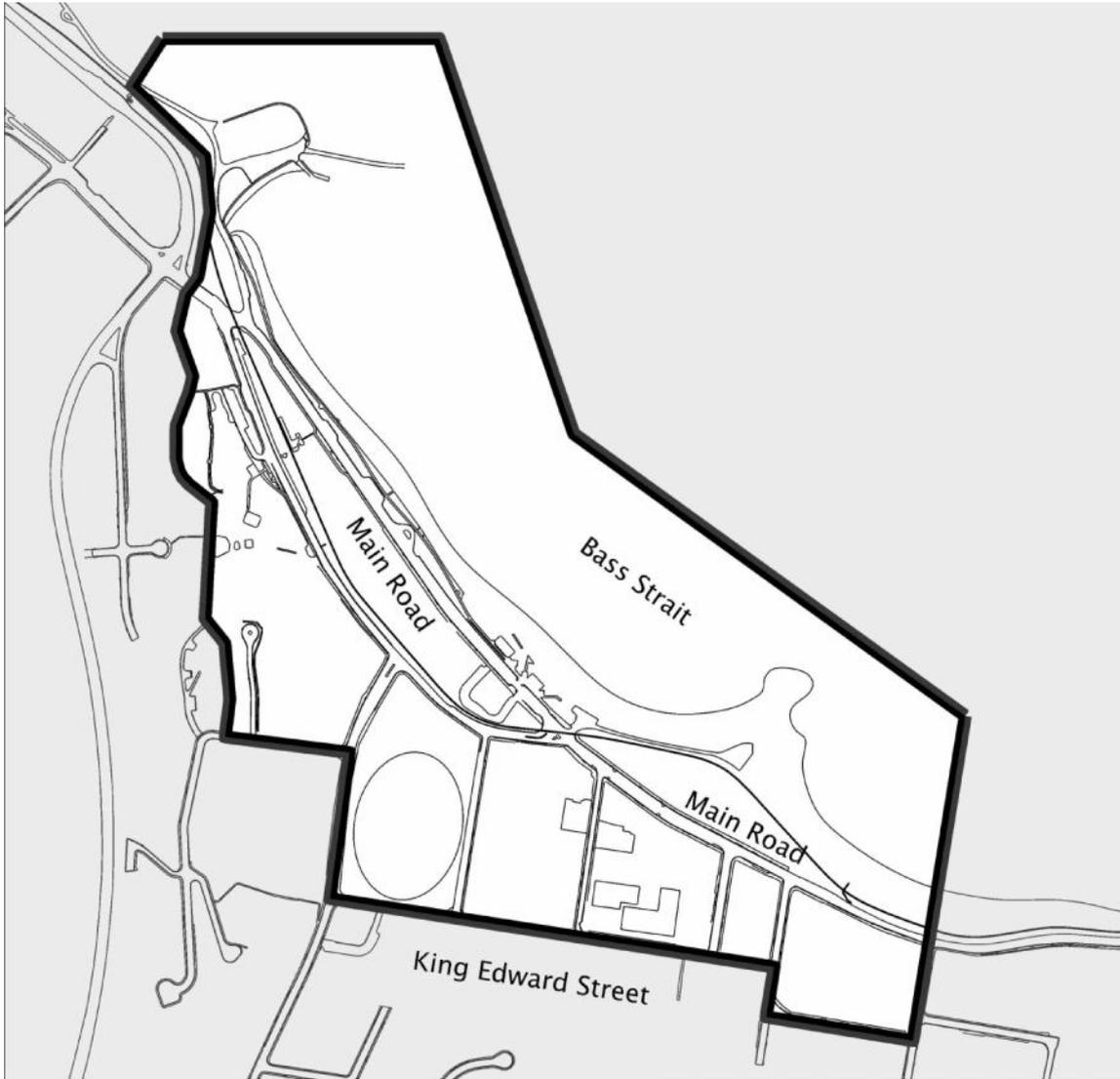


Figure 2

PENGUIN

## 6. Ulverstone – Parking supply and utilisation

Parking areas in the Ulverstone CBD are spread over several fragmented areas. Several provide all day parking even though they are close to CBD. Many of these parking areas are not well known and often underutilised.

Two larger car parking areas adjacent to the major supermarkets are well utilised most of the time, with many parkers staying for long periods of time, often over the time limits. Very little of the parking areas south of Reibey Street are owned by the Council and this could have a major effect on parking within the CBD if they were to either be lost to public parking or able to have their time limits enforced.

There is a general perception that parking is inadequate in the Ulverstone CBD area. The following information is provided to assist in addressing these concerns and to provide direction for improvement of the current parking situation in Ulverstone.

### 6.1 Off-street parking

Parking types in Ulverstone CBD

Table 1

On/Off	Restriction	Spaces
On-street	½P	167
On-street	1P	90
On-street	All day	121
Off-street car park	½P	4
Off-street car park	2P	285
Off-street car park	All day	605
	Total	1,272

A plan of CBD parking areas is provided at Appendix 1.

An inventory of existing parking facilities and their usage was prepared by GHD in the Traffic and Parking Study 2009.

The study was carried out on 3 December and 4 December 2008, morning usage between 8.00am and 1.00pm and afternoon usage between 1.00pm and 5.00pm.

The figures indicate that while the two car parks adjacent to the major supermarkets are often over 80% full, there are other less utilised parking areas.

The surveys have shown that on-street parking is adequately provided for.

Updated and more detailed parking occupancy surveys were conducted on 29 November and 30 November 2012 and 6 December and 7 December 2012. The results provided similar figures to those in 2008, summarised below and provided at Appendix 2 and Appendix 3.

- Off-street average occupancy 67 %
- Off-street average maximum occupancy 94 %
  
- On-street average occupancy 63 %
- On-street average maximum occupancy 85 %.

#### 6.1.1 Wharf Road Car Park

Daily average occupancy 36%

Daily maximum occupancy 76%

26.1% of cars parked for more than two hours, (24 cars)

10.8% of cars parked for more than four hours, (10 cars).

At the time of the surveys the Wharf Precinct redevelopment had just been completed and car parking in this area had not been available to the public for approximately a year. During this time those that used the area may have found alternative parking. The occupancy rates suggest that most vehicles are parking for less than two hours indicating there is capacity for more all-day parkers in the main car park. The area for parking on the Wharf apron near the restaurant is recommended for a two hour limit to ensure availability of parking for the types of uses in this area in line with the time limited parking adjacent Pedro's Restaurant.

The longer term parking is suitable for other events at the venue and for other long-term parkers.

Two spaces are allocated for buses and coaches on the southern access.

	½ Hour Limit	2 Hour Limit	All Day	Disability
Current parking	4	Nil	86	2
Proposed parking	No change	25	61	No change

#### 6.1.2 North Reibey Street Car Park (Woolworths)

Daily average occupancy 87%

Daily maximum occupancy 97%

8.2% of cars parked for more than two hours, (39 cars)

1.8% of cars parked for more than four hours, (9 cars).

This car park is one of the most highly utilised within the town because of its central location to shops and services. On average 500 vehicles per day use this car park. Given its current utilisation no suggested changes to time limits is recommended. The disability permit spaces are no longer compliant with current Standards. It is recommended that the parking arrangements for the front of the supermarket are altered to comply with current Standards and that the positions of trolley return structures are reconsidered with these changes.

It is further recommended that consideration for pedestrian safety in accordance with current Austroads Guides is considered and if feasible, added to the Long-term Financial Plan Capital Works Program. Bicycle racks near the Montgomery Room were not utilised during the survey. It was more common to see shopping trolleys between the racks. It is recommended a replacement rack type is used. Additional bicycle parking near the supermarket entrance is also recommended.

	2 Hour Limit	All Day	Disability
Current parking	150	Nil	3
Proposed parking	No change	No change	No change

### 6.1.3 Station Car Park

Daily average occupancy 73%

Daily maximum occupancy 96%

43.8% of cars parked for more than two hours, (33 cars)

32.4% of cars parked for more than four hours, (25 cars).

This car park is utilised for a combination of short and long-term parking. The occupancy surveys suggest it is appropriate for the area. Given this current utilisation no suggested changes to time limit is recommended. The disability permit space is no longer compliant with current Standards. It is recommended that the parking and access arrangements adjacent to this space are altered to comply with current Standards.

	2 Hour Limit	All Day	Disability
Current parking	Nil	50	1
Proposed parking	No change	No change	No change

### 6.1.4 Victoria Street Car Park

Daily average occupancy 86%

Daily maximum occupancy 106%

74.3% of cars parked for more than two hours, (50 cars)

61.9% of cars parked for more than four hours, (42 cars).

This car park is utilised for a combination of short and long-term parking. The main users are Council staff with both private and Council vehicles. Private vehicles effectively remain parked all day. There are currently 20 Council vehicles utilising this area, many of which are mobile and move in and out throughout the day for work purposes. If a shorter time limit is imposed this may have an effect on Council operations, however, this is expected to be minimal due to the location of other nearby long-term parking areas. Alternatively, a permit system could be introduced for Council vehicles or an area designated for their use.

The occupancy surveys suggest the current time limit is not suitable for the area and that parking outside of marked bays is occurring. The location of this car park is within easy walking distance to many shops and services and could be better utilised for shorter term

parking. Given this current over-utilisation change to a time limit of two hours is should be considered. This will depend on other changes to time limits and the effect on other long-term parking areas and would only be changed if current utilisation becomes more problematic.

The disability permit space is no longer compliant with current Standards. It is recommended that the parking and access arrangements adjacent to this space are altered to comply with current Standards or an alternative complying location is considered.

	2 Hour Limit	All Day	Disability
Current parking	Nil	53	1
Proposed parking	33	20	No change

#### 6.1.5 Bannons Car Park

Daily average occupancy 78%

Daily maximum occupancy 106%

22.3% of cars parked for more than two hours, (25 cars)

10.9% of cars parked for more than four hours, (12 cars).

This car park is utilised for a combination of short and long-term parking, even though the time limit is two hours. The sealed area also contains sections which are privately owned. Owners have historically been reluctant to engage with the Council on managing these areas as they wished to retain their use for their own customers or leases.

The car park is in a poor state of repair and in need of drainage improvements and new seal. This project has been listed in the Council's Forward Works Program for many years but has been continually deferred.

Prior to proceeding with the works it is recommended that a rearrangement of parking spaces is considered and those adjacent landowners are approached in regard to the Council leasing the parking areas and taking responsibility for the management of the entire area. Some private parking may still need to be negotiated as part of these discussions.

The occupancy surveys suggest the current time limit is suitable for the area and that parking outside of marked bays is occurring. The surveys may also have included cars on private property. Under the Council's management parking restrictions could be enforced for the entire area resulting in better utilisation.

A disabled compliant space was installed within this car park in June 2014 to comply with current Standards.

	2 Hour Limit	Permit (Services)	Disability
Current parking	44	5	1
Proposed parking	No change	No change	No change

### 6.1.6 Civic Centre Car Park

Daily average occupancy 60%

Daily maximum occupancy 88%

52.3% of cars parked for more than two hours, (40 cars)

29.4% of cars parked for more than four hours, (22 cars).

This car park is utilised for a combination of short and long-term parking. On days where popular events occur at the Civic Centre the car park can be fully utilised although this was not the case on the days of the surveys. The occupancy surveys suggest it is appropriate for the area. Given this current utilisation and the vicinity of this area no change to time limit is recommended. A revised layout could make better usage of the area and add a significant number of spaces. This should be considered for inclusion in Council's Long-term Financial Plan.

This car park area does not have any specific spaces for people with disabilities. Under the Building Code of Australia a "meeting place" requires one disability space for every 50 spaces or part thereof. In accordance with this two spaces are required. The space in King Edward Street adjacent to the library could be counted as one of these; hence provision of one more space is required.

It is recommended that an additional disabled compliant space is located within this car park to comply with current Standards.

	2 Hour Limit	All Day	Disability
Current parking	Nil	64	Nil
Proposed parking	No change	63	1

### 6.1.7 Quadrant Car Park

Daily average occupancy 83%

Daily maximum occupancy 101%

61.0% of cars parked for more than two hours, (62 cars)

46.2% of cars parked for more than four hours, (47 cars).

This car park is not time restricted and currently utilised for a combination of short and long-term parking. The occupancy surveys suggest it is appropriate for the area and given the current utilisation and the vicinity of this area no change to time limit is recommended. If other long-term parking areas are time limited this may impact long-term use of this car park. Formalising and construction of the eastern side of the Quadrant would be required if this occurs to balance parking requirements for the area.

It was noted during surveys that operators of the businesses use the aisle adjacent to the building for parking, loading and unloading which can block flow around this car park. Changing the layout to accommodate this use is preferred as aisles against buildings are not desirable, however, the land adjacent to the building is designated road on titles and some properties use this as access.

Disability parking is compliant with current Standards but delineation and signage could be improved. Their location could also be reconsidered.

	2 Hour Limit	All Day	Disability
Current parking	Nil	70	2
Proposed parking	No change	No change	No change

#### 6.1.8 *Quadrant East Car Park (currently not delineated as car park)*

Daily average occupancy 12 vehicles (24%)  
 Daily maximum occupancy 23 vehicles (46%)  
 (% based on 50 spaces).

This car park is a vacant sealed area that is used in an ad-hoc manner.

Its location is suitable to service the CBD area as long-term parking and is also in close proximity to the eastern end of the CBD, including the Ulverstone History Museum complex.

As time limits alter to assist demand in the central CBD parking areas this land is ideal for the creation of a long-term parking area and to cater for increased capacity when required. A car park of approximately 50 spaces could be constructed in this area.

It is recommended this area is line marked to regulate parking in the area and listed for consideration for construction in the Council's Long-term Financial Plan.

	2 Hour Limit	All Day	Disability
Current parking	Nil	Assume 25	Nil
Proposed parking	No change	50	No change

#### 6.1.9 *Visitor Information Centre Car Park*

Daily average occupancy 48%  
 Daily maximum occupancy 92%  
 37.4% of cars parked for more than two hours, (10 cars)  
 25.2% of cars parked for more than four hours, (7 cars).

This car park is not time restricted and is currently utilised for a combination of short and long-term parking. The occupancy surveys suggest it is appropriate for the area and current utilisation. The Council has been advised that on occasion the car park is utilised by users of other adjacent businesses, however, the car park was constructed to be available to the whole area. Four bays have been signed for Visitor Information Centre patrons only, and this appears to be sufficient. It is therefore not proposed to change the parking limit for this area. It is recommended that the area is monitored as changes to parking limits of other parking areas are made to assess if there is any impact on this area. If impacted, some of this car park could be time limited to ensure availability and turnover of spaces yet provide for those requiring longer term parking at this location, for example, passengers on

the cancer treatment transport. The area recommended for shorter term parking is the section of bays closest to Alexandra Road.

The disability parking space is compliant with current Standards.

	2 Hour Limit	All Day	Disability
Current parking	Nil	19	1
Proposed parking	7	12	No change

#### 6.1.10 Railway Car Park

Daily average occupancy 52%

Daily maximum occupancy 90%

7.1% of cars parked for more than two hours, (1 car)

5.7% of cars parked for more than four hours, (1 car).

This car park is not time restricted and is currently utilised for a combination of short and long-term parking. The occupancy surveys suggest that at least one additional vehicle is utilising the pedestrian clear zone and supermarket access for long-term parking. Long-term parking near these businesses is not preferred. To reinforce this it is recommended a two hour limit is placed on this car park encouraging the long-term parkers to find suitable alternatives.

	2 Hour Limit	All Day	Disability
Current parking	Nil	10	Nil
Proposed parking	10	Nil	No change

#### 6.1.11 Baptist Church Car Park

Daily average occupancy 56%

Daily maximum occupancy 78%

57.9% of cars parked for more than two hours, (23cars)

28.9% of cars parked for more than four hours, (12 cars).

This car park is owned by the Baptist Church, leased and constructed by the Council, with parking restrictions for church patrons at certain times on Sundays. It is not time restricted and currently utilised for a combination of short and long-term parking, mainly short-term. The occupancy surveys suggest it is appropriate for the area. Given this current utilisation and the vicinity of this area no change to time limit is recommended.

	2 Hour Limit	All Day	Disability
Current parking	Nil	36	Nil
Proposed parking	No change	No change	No change

### 6.1.12 Wongi Lane Car Park

Daily average occupancy 61%

Daily maximum occupancy 93%

5.6% of cars parked for more than two hours, (4 cars)

0.4% of cars parked for more than four hours, (1 car).

This car park is two hour time restricted and is currently utilised for short-term parking. The occupancy surveys suggest it is appropriate for the area and given this current utilisation no change to time limit is recommended.

The proposed bus interchange is designed to have no effect on parking numbers; however, during the implementation phase of the interchange consideration will be given to park and ride facilities, disability access and parking, and bicycle parking.

	2 Hour Limit	All Day	Disability
Current parking	29	Nil	Nil
Proposed parking	No change	No change	No change

### 6.1.13 Church of England Car Park

Daily average occupancy 71%

Daily maximum occupancy 97%

43.5% of cars parked for more than two hours, (49 cars)

30.2% of cars parked for more than four hours, (34 cars).

This car park is situated on land owned by the Church of England. The land is leased by Coles, and then sub-leased to the Council who constructed, maintains and operates the car park. It is currently utilised for a combination of short and long-term parking. This car park needs to be considered with the car parks behind Coles and Furner's Hotel. At present there are many long-term parkers in the Coles and Furner's car parks that would be better parking at this location to free up turnover of shorter term parking in those locations. (Refer notes on Furner's and Coles car parks).

The occupancy surveys suggest it is appropriate for the area and given this current utilisation, expected future utilisation and the vicinity of this area no change to time limit is recommended.

Disability parking is preferred closer to the location required by the permit holder. For this reason no disabled spaces are intended for this car park, but four places are recommended nearer to the "Coles Laneway" and Furner's entrances.

	2 Hour Limit	All Day	Disability
Current parking	Nil	76	Nil
Proposed parking	No change	No change	No change

#### 6.1.14 Coles Car Park

Daily average occupancy 83%

Daily maximum occupancy 102%

13.5% of cars parked for more than two hours, (22 cars)

6.9% of cars parked for more than four hours, (11 cars).

This car park is privately owned and not managed, maintained or enforced by the Council. It is currently signed as two hour parking but the limits are not enforced, therefore it is utilised for a combination of short and long-term parking. This car park needs to be considered with the adjacent car parks at Church of England and Furner's Hotel. At present there are many long-term parkers in this car park that would be better parking in the Church of England car park to free up turnover of shorter term parking. (Refer notes on Furner's and Church of England car parks).

The occupancy surveys suggest the two hour limit is appropriate for the area and given this current utilisation, expected future utilisation and the vicinity of this area no change to time limit is recommended.

Disability parking is currently provided at the eastern end of this area; however, with a full re-arrangement of all of these car parks the location may be better suited nearer to the "Coles Laneway" and Furner's entrances.

As this area is in one of the most utilised areas of the CBD the retention of this area for parking for both Coles patrons and the general public is essential. Any major change to parking at this location would have significant impact to parking elsewhere in the CBD. Discussion with Coles and Vantage Group (the owners of Furner's Hotel) to formalise an arrangement to redevelop the area and impose and enforce time restrictions has progressed. The Council would assume maintenance and enforcement responsibility under this arrangement. Construction works are expected to commence in early 2016.

	2 Hour Limit	All Day	Disability
Current parking	58	Nil	2
Proposed parking	No change	No change	No change

#### 6.1.15 Furner's Car Park

Daily average occupancy 87%

Daily maximum occupancy 95%

28.6% of cars parked for more than two hours, (63 cars)

19.8% of cars parked for more than four hours, (44 cars).

This car park is privately owned and not managed, maintained or time limits enforced by the Council. For the purpose of the survey the ten spaces in the Council owned portion near the public toilets was included in this area. It is currently utilised for a combination of short and long-term parking and is not time limited. This car park needs to be considered with the adjacent car parks at Church of England and Coles. The occupancy surveys show there are many long-term parkers in this car park that would be better parking in other perimeter

long-term car parks to improve turnover of shorter term parking for the local businesses. (Refer notes on Furner's and Coles car parks).

Two spaces for disability parking are currently provided near the laneway through to Reibey Street. This is an appropriate location and the spaces have recently been upgraded to current standards through a cost sharing arrangement between the Council and Vantage.

As this area is in one of the most utilised areas of the CBD the retention of this area for parking for Furner's patrons, Coles patrons and other businesses is essential. Any major change to parking at this location would have significant impact to parking elsewhere in the CBD. Discussion with Coles and Vantage Group (the owners of Furner's Hotel) to formalise an arrangement to redevelop the area and impose and enforce time restrictions has progressed. The Council would assume maintenance and enforcement responsibility under this arrangement. Construction works are expected to commence in early 2016.

Any additional opportunities that could arise from time to time to increase car parking in this area by negotiating leases need to be dealt with judiciously.

It is recommended this area is limited to two hour parking and this is agreed to by both Coles and Vantage.

	2 Hour Limit	All Day	Disability
Current parking	Nil	100	2
Proposed parking	100	Nil	No change

## 6.2 On-street parking

On-street parking throughout the CBD is generally only time limited in the vicinity of businesses. For consistency in zones and to reflect use the following changes are proposed:

- In Patrick Street between Crescent Street and King Edward Street it is recommended that between 9.00am and 4.00pm parking may require restriction to two hours, as the area is currently over utilised by all day parkers. This will depend on other changes to time limits and will only be changed if current utilisation becomes more problematic.
- On Crescent Street adjacent to the River Arms Hotel four all day spaces and two one hour spaces are recommended to change to two hours.
- On Kings Parade, adjacent to McDonalds the eight 30 minute spaces are recommended to change to one hour in line with current usage.
- An area of 15 minute parking is proposed for King Edward Street south of Car Park Lane. (A short-term space in this area was requested during the consultation and deemed to have merit)

One of the concerns with on-street parking has been the lack of line marking to designate parking spaces. In order to regulate the provision of spaces it is recommended to line mark or delineate spaces in Reibey Street, Victoria Street, King Edward Street, Kings Parade and

Alexandra Road. Patrick Street west of King Edward Street, Victoria Street north of Patrick Street and King Edward Street north of Patrick Street are not considered to require line marking of spaces at this time.

### 6.3 Summary

#### Off-street car parks

Type	Current	Proposed
Disabled	15	16
All day	594	452
2 hour	281	447
½ hour	4	4

#### On-street car parks

Type	Current	Proposed
Disabled	2	3
All day	121	58
2 hour	0	39
1 hour	90	148
½ hour	165	136

The surveys show a total of over 2,600 vehicles per day park in the Ulverstone business area with:

- An average of 282 parking longer than four hours in off-street car parks.
- An average of 62 parking longer than four hours in on-street parking spaces.

The total requirement for long-term parking is 344.

The proposed reduced total of all day parking spaces from 676 to 502 adequately caters for this while freeing up and creating additional short-term parking through redistribution of parking closer to the main business area.

With proposed time limit changes and more strict enforcement of time limits it is expected that approximately 20 spaces in the car parking area at the rear of Coles and Furner's, and over 35 spaces in the north Reibey Street car park would be freed up for turnover of shorter stay vehicles. In total, if replacement vehicles parked for two hours each, this would provide parking for an additional 165 vehicles per day and would lessen the perception that these car parks are "always full".

Appendix 5 shows a plan of existing and suggested time limits.

## 7. Penguin – Parking supply and utilisation

Main Road in Penguin is the main source of parking for the business area. A leased car park behind the Visitor Information Centre is also under the Council’s control.

The parking surveys do not indicate there is an issue with parking in the main business area and that daily average occupancy is less than 50%.

The Penguin Urban Design Guidelines suggest the use of on-street car parking in Main Road could be improved if primary traffic was diverted to Crescent Street. Traffic management changes in Main Road could result in lower vehicle speeds, and create an environment more suitable to use for parking and pedestrians. Options would be available for design of parking arrangements which could facilitate more vehicles.

Consideration could also be given to making the section of Main Road between the two Crescent Street intersections a “Shared Zone”.

There are some private car parking areas in Arnold Street to service local businesses including the Neptune Hotel and the Penguin Market. For limited times on market days parking is at a premium and on-street parking is utilised with some having to walk up to 200m. In peak times this is not an unreasonable distance to walk to a popular attraction, particularly where it does not provide adequate on-site parking.

Parking types in Penguin CBD

On/Off	Restriction	Spaces
On-street	½P	72
On-street	2P	74
On-street	All day	173
Off-street car park	All day	90
	<i>Total</i>	<i>409</i>

A plan of Penguin parking areas is provided at Appendix 6.

Most of the parking available to the public is in the form of on-street parking bays, both parallel and perpendicular. A leased area adjacent to the Visitor Information Centre and another area on Surf Club Road provide public off-street parking. Other off-street car parks are privately owned by the local hotels.

Detailed parking occupancy surveys were conducted on 16, 17 and 19 May 2013. The results are summarised below and provided at Appendix 7 and Appendix 8.

- Off-street average occupancy 47%
- Off-street average maximum occupancy 83%
- On-street average occupancy 32%
- On-street average maximum occupancy 60%

The surveys indicate that parking is generally adequately provided for.

### 7.1 Off-street parking

*(Visitor Information Centre, Hotels, Surf Club Road)*

Daily average occupancy 47%

Daily maximum occupancy 83%

11.9% of cars parked for more than two hours, (36 cars)

7.0% of cars parked for more than four hours, (21 cars).

The occupancy rates suggest that most vehicles are parking for less than two hours. Longer term parking is preferred in off-street car parks freeing up valuable space adjacent businesses.

	2 Hour Limit	All Day	Disability
Current parking	Nil	89	1
Proposed parking	No change	No change	No change

### 7.2 On-street parking

#### 7.2.1 Main Road - ½ hour limit

Daily average occupancy 38%

Daily maximum occupancy 53%

1.3% of cars parked for more than two hours, (4 cars)

0.1% of cars parked for more than four hours, (1 car).

Main Road is one of the most highly utilised areas within the town because of its central location to shops and services. On average over 106 vehicles per day use these spaces. In consideration of requests to change some ½ hour spaces to longer periods for tourist and café markets, the northern side of Main Road is proposed to change to one hour parking. This will involve 18 of the spaces in this section changing from ½ hour to one hour. The occupancy surveys do not indicate high overstay volumes. It is not expected this change will affect parking patterns and it should be more appropriate for the area. Due to the central location of this area it is proposed two additional disability on-street parking spaces are provided.

	½ Hour Limit	1 Hour Limit	Disability
Current parking	72	Nil	Nil
Proposed parking	54	16	2

### 7.2.2 Main Road – 2 hour limit

Daily average occupancy 49%  
Daily maximum occupancy 83%  
2.5% of cars parked for more than two hours, (2 cars)  
1.1% of cars parked for more than four hours, (1 car).

Main Road is one of the most highly utilised within the town because of its central location to shops and services. On average 32 vehicles per day use these spaces. Given the current utilisation no suggested changes to time limits is recommended.

	2 Hour Limit	All Day	Disability
Current parking	18	Nil	Nil
Proposed parking	No change	No change	No change

### 7.2.3 Arnold Street, King Edward Street, Dooley Street – 2 hour limit

Daily average occupancy 38%  
Daily maximum occupancy 89%  
15.9% of cars parked for more than two hours, (21 cars)  
9.6% of cars parked for more than four hours, (13 cars).

These roads are situated near a combination of businesses and residential areas. On average 44 vehicles per day use these spaces, generally for less than two hours. The occupancy surveys suggest it is appropriate for the area. Given the current utilisation no suggested changes to time limits is recommended.

	2 Hour Limit	All Day	Disability
Current parking	56	Nil	Nil
Proposed parking	No change	No change	No change

### 7.2.4 Main Road, Crescent Street – All day

Daily average occupancy 26%  
Daily maximum occupancy 41%  
4.0% of cars parked for more than two hours, (4 cars)  
1.1% of cars parked for more than four hours, (1 car).

These roads are situated near a combination of businesses and residential areas. On average 30 vehicles per day use these spaces, generally for less than two hours. In consideration of requests to change some ½ hour spaces to longer periods for tourists, cafés and markets, the northern side of Main Road is proposed to change to one hour parking. This will involve 20 of the spaces in this section changing from all day to one hour. The occupancy surveys suggest that the all day limit is not required and that this change will be more appropriate for the area.

	1 Hour Limit	All Day	Disability
Current parking	Nil	34	Nil
Proposed parking	20	14	No change

*7.2.5 Ironcliffe Road, Braddon Street, King Edward Street – All day*

Daily average occupancy 9%

Daily maximum occupancy 35%

5.5% of cars parked for more than two hours, (6 cars)

3.4% of cars parked for more than four hours, (4 cars).

These roads are situated near a combination of businesses and residential areas. On average 39 vehicles per day use these spaces, generally for less than two hours. The maximum occupancy is observed on Sunday, with the Penguin Market affecting the parking in this mainly residential area. The occupancy surveys do not suggest a shortfall in parking if a 300m walking distance is deemed acceptable. Given the current utilisation no suggested change to time limits is recommended.

	2 Hour Limit	All Day	Disability
Current parking	Nil	139	Nil
Proposed parking	No change	No change	No change

### 7.3 Summary

#### Off-street car parks

Type	Current	Proposed
Disabled	1	1
All Day	89	89

#### On-street parking

Type	Current	Proposed
Disabled	0	2
All Day	173	173
2 Hour	74	74
1 Hour	0	16
½ Hour	72	54

The surveys show a total of over 483 vehicles per day park in the Penguin business area and adjacent streets.

- An average of 21 parking longer than four hours in off-street car parks.
- An average of 19 parking longer than four hours in on-street parking spaces.

The total requirement for long-term parking is 40.

The total of 319 all day spaces more than adequately caters for this and indicates ample all day parking. The low number of vehicles parked long-term suggest additional long-term parking is not required as recommended by the Parsons Brinckerhoff report of 2008.

The Council purchased the property at 4 Arnold Street some years ago for potential use as a car park in the future. This property on its own is not large enough to remedy the shortfall of parking close to the market area and neither is it close enough to the Main Road shopping strip for its customers. In view of this, it is recommended that the property be sold.

In order to provide additional car parking in Penguin, the option of using some of the Recreation Ground when it is decommissioned as a sporting ground needs to be investigated prior to plans for the sale or development of the site being considered.

Future development in the vicinity of the Penguin Market should also ensure adequate provision for parking is provided in accordance with the Scheme to avoid the neighbouring overflow.

## 8. Sustainability

The Central Coast has a total of 53 car parks which service the commercial, active and passive recreation areas with a total estimated replacement cost of \$2.87m.

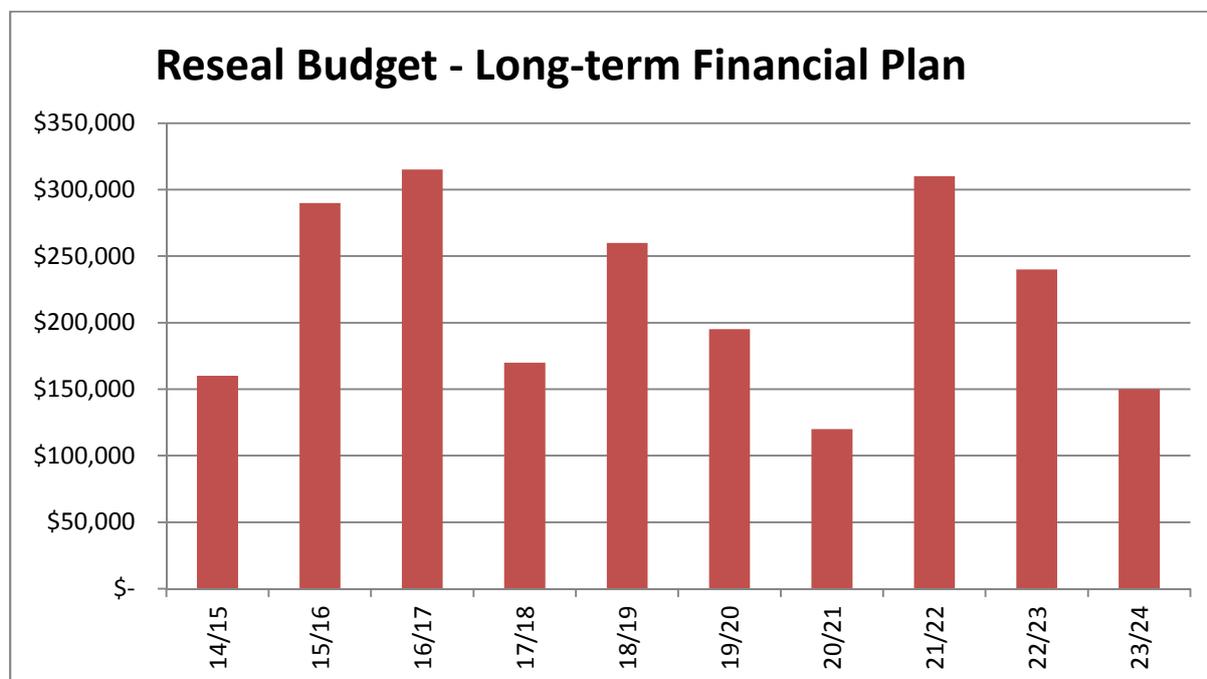
The maintenance budget for the last five years for commercial car parks has ranged between \$20,000 and \$25,000. This budget has provided for minor general maintenance including small seal repairs, minor line marking and other incidental repairs.

A recent inspection of the car parks suggests that this may have been insufficient as major patching and some pavement repairs are now required. Many of the car parks in Ulverstone are showing signs of seal stress indicating that their surface life has been exceeded and resealing is now an urgent priority.

There is a mixture of seals and asphalt surfaces within the car park asset stock. Total current valuation of the sealed surfaces of car parks is \$1.46m.

Many of the current car parks in Ulverstone are not sealed with hotmix asphalt. It is considered prudent when a car park is due for resealing that it should be surfaced in asphalt due to the turning movement within a car park that can put stress onto a normal chip seal. This gives the car park a longer life hence a better lifecycle cost due to less maintenance being required and the current maintenance levels should be able to be maintained in real terms.

The reseal program for car parks, as listed in the current Long-term Financial Plan (LTFP), is shown in the graph below. The current backlog of reseals was reprioritised to balance costs across the next 10 years and provides for an asphalt reseal.



This current program allows for an average expenditure of \$220,000 per annum over the next 10 years including commercial, active and passive recreation areas.

This should be the absolute minimum funding level provided for car park assets in addition to the current maintenance budgets. Upgrade works would then be in addition to this. The current list of upgrades in the LTFP for 2014–2024 is \$1,100,000 with strategic and future projects in excess of \$5,000,000 needing to be added should a multi-storey car park be included.

Other renewals are listed in the LTFP. Kerb renewals are not listed until 2054 and pavement renewals in 2124 and generally this will be possible.

Unfortunately, the recent inspection of the seals suggests that some reseals will need to be brought forward to avoid water ingress and pavement damage which will affect the LTFP.

The current review of Asset Management Plans will provide updated financial information for when the LTFP is reviewed prior to next year's budget preparation. This could also have the effect of causing a reprioritisation of capital projects over the duration of the LTFP.

Funding for capital works for commercial public car parks has been allocated on an as needs basis such as the recent Ulverstone Wharf Precinct redevelopment. Funding for active and passive recreation areas including the Turners Beach Hall and Ulverstone Sports and Leisure Centre redevelopment have also been on an as needs basis.

Other forms of revenue for sustainability of the parking assets may also need to be investigated if the potential impact of any increase in the level of funding for car parks does dramatically affect funding for other asset classes.

## 9. Private and Shared Parking Arrangements

### 9.1 Ulverstone

There is currently a total of 894 off-street car parking spaces in the Ulverstone CBD. Of these 620 are situated on land owned, operated and/or controlled by the Council.

One hundred and twelve spaces are on land owned by churches, but with agreements in place for the Council to maintain and control these parking areas. This accounts for over 12% of off-street parking in the Ulverstone CBD. This includes the Church of England Car Park and the Baptist Church Car Park. These agreements have generally provided for Council construction, maintenance and control in lieu of ongoing lease payments and these arrangements have worked successfully for many years. Should there come a time when land owners seek further compensation this may force the Council to reconsider options for provision of alternative parking.

One hundred and sixty-two spaces are on private land which is not owned, maintained or controlled by the Council, but is utilised by the public for general use. This accounts for over 18% of off-street parking in the Ulverstone CBD. It includes the area behind Furner's Hotel and Coles Supermarket.

Effectively this means that over 30% of off-street parking in the Ulverstone CBD is not currently owned by the Council. This places the Council in a position where there is a risk of loss of public use of these spaces should the owners decide to use the land for private purposes only and/or to end lease arrangements with the Council. The impact of this could be ruinous for the parking provision for a prosperous CBD.

There are several options in regard to ensuring public parking provision is able to be provided for future generations.

Option 1 - Ensure lease arrangements are in place, cost effective and provide the Council with long-term surety of private land for public parking spaces. Regardless of the arrangement this cannot absolutely guarantee future public use.

Option 2 - Increase leased amounts with other private car parking areas to limit the impact of losing existing spaces. This option also does not fully guarantee future arrangements.

Option 3 - Increase the number of Council owned spaces. This may be via purchase of existing parking areas, new properties in strategic locations or by providing additional levels on existing car parks. Focussing this development around the main North Reibey Street Car Park would provide the most central location.

As there is potential risk for the loss of 274 spaces in prime areas, the Council needs to consider adoption of a policy for a percentage of off-street parking to be on land owned by the Council and then stage progression of purchase and/or construction of these spaces to that end. As some of the existing spaces on private property will still be required to comply with planning and development guidelines, only a portion of the total number would need to be supplied by the Council.

Accordingly, it is recommended that the Council consider options for the supply of an additional 100 spaces with the option of extending this to 200 spaces in the long-term

future. This may be via the purchase of land in existing leases, purchase of other properties or consideration of additional levels on existing car park(s).

Adoption of a policy for Council ownership of parking areas as outlined above may provide some justification for the consideration of a multi-storey car park in lieu of acquiring more land and constructing further ground level parking areas. (Refer separate section on multi-storey car park)

## *9.2 Penguin*

There is currently a total of 90 off-street car parking spaces in the Penguin CBD. Of these nine are situated on land owned, operated and controlled by the Council in Surf Club Road and three adjacent to the Visitor Information Centre.

Twenty-four spaces are on privately owned land, but with agreements in place for the Council to maintain and control this parking area. This accounts for over 26% of off-street parking in the Penguin CBD and includes the “Kerger’s” car park behind the Visitor Information Centre and local shops. This agreement has an ongoing lease component, maintenance and operational responsibilities and options for extensions. The current lease commenced on 1 January 2012 and ends 30 December 2016

Fifty-four spaces are on private land which is not owned, maintained nor controlled by the Council. They are owned by local hotels situated at the corner of Main Road and Arnold Street but are also utilised by the public when visiting other businesses in the area. This accounts for 60% of off-street parking in the Penguin CBD.

Effectively this means that over 86% of off-street parking in the Penguin CBD is not currently owned by the Council. It does not appear that the loss of these parking areas would have a significant impact on publicly provided spaces should the owners decide to use the land for private purposes only and/or to end lease arrangements with the Council.

Should future surveys show that parking provision in Penguin is problematic, it is recommended that the Council initially consider options for additional spaces through rearrangement of the Main Road on-street area. The use of the Penguin Recreation Ground could also be considered when arrangements to move these sporting facilities to the Dial Sports Complex are finalised.

## 10. Multi-storey car park

There has been discussion in recent times about whether a multi-storey or “deck” car park would assist the parking situation in Ulverstone.

Additional spaces will always be welcomed by users. However, the construction, maintenance and ongoing operational costs of this type of car park need to be fully considered.

Luxmoore Parking Consulting were commissioned to investigate the feasibility of a multi-storey car park in the Ulverstone CBD. They considered construction costs, land value, and the expected fee revenue for a 200 bay structure. In summary the feasibility report determined that, “the implementation of a pay parking multi-storey car park in isolation within the Ulverstone CBD is not a sustainable option. The cost of a multi-storey car park is not feasible without the implementation of pay parking.”

The other factor when considering multi-storey parking is the availability of existing ground level land. If land is not available this adds weight to the use of a multi-storey parking area. As one-third of Council managed parking is on land leased from private owners and there is the risk of loss of spaces, this must also be factored into future parking provision.

The costs for a multi-storey car park are estimated as follows if paid parking were to be introduced to the main areas of Ulverstone.

Multi-storey structure	\$3,000,000
(Two level, assume 100 spaces per floor, land already owned)	
Operating expenses	\$120,000/year
Borrow costs (7%)	\$210,000/year
Revenue	\$200,000 – \$300,000/year

(Note – Revenue from other on and off-street parking facilities would be needed to cover the shortfall if the multi-storey structure were to be constructed.)

If a multi-storey car park is considered without paid parking the operating expenses may be as low as \$30,000 for cleaning and enforcement, but revenue is zero. Annual costs are estimated to be \$390,000 per annum (i.e. approximately \$30,000 for operational costs, \$210,000 for interest and \$150,000 for principal payments). This figure equates to an approximate increase in rates of 4% for ratepayers if this option were to proceed. Other alternative rating or levy options could also be considered.

Whilst construction of a multi-storey car park is not currently feasible without the introduction of paid parking or other income levies, it must still be considered in future car park sustainability discussions. If future parking surveys show a need for additional parking this option should not be excluded from considerations.

## 11. Public Transport

### 11.1 Bus Interchange

During 2009, the public bus service between Burnie and Devonport linking with Ulverstone began operation. Ulverstone acts as the interchange between the two operators, Metro Tasmania and Phoenix Coaches. Prior to this arrangement, bus stops were located on both sides of King Edward Street between Reibey Street and Wongi Lane. For improved safety it is preferable to have the stops on one side of the road. In order to address this both stops were positioned on the eastern side of the road directly north of Wongi Lane.

The operators and owners of the Harris Scarfe outlet have expressed concerns about the lack of parking adjacent to the front of their store as a result of the change. The Council undertook to review the location of a bus interchange prior to making any decision on altering the current arrangement. Suggested interchange locations have included Patrick Street adjacent to the Civic Centre, Crescent Street near Woolworths, the Wharf Precinct and Wongi Lane. The Wongi Lane area has been agreed to have more merit than other suggestions, as it is central to both the business areas and the Visitor Information Centre.

Plans have been progressed and construction of the interchange layout has been included in the Council's 2014–2015 Capital Works Program, as a Strategic Project. Opportunities for additional funding from State and/or Federal grant opportunities for this project will continue to be pursued.

### 11.2 Taxi Ranks

There were two taxi ranks in Ulverstone, both with provision for two taxis. One rank was situated in Reibey Street, adjacent to Apex Park and the other was on the eastern side of King Edward Street, to the north of Reibey Street.

The taxi owner/operators approached the Council in regard to the siting of these ranks. The Reibey Street location due to its east–west alignment is subject to westerly winds and the slope of the ground is not conducive to use for the elderly or disabled. The location was also close to the intersection, and there have been issues with near misses when vehicles are turning north from Reibey Street into King Edward Street. There was also insufficient room for a taxi to manoeuvre out of the rank and into the right turn lane into King Edward Street.

It was considered that two separate ranks were not an effective way to operate the business as taxis work on a first car, first customer rule and they cannot see between ranks to determine who has priority for a fare.

Council officers discussed this with the taxi operators and considered several alternatives. The agreed outcome was for the rank in King Edward Street to be extended by two spaces. This location is level, has protection from the weather with nearby shop awnings and allows all vehicles to be in one area, making it more obvious for users where taxis are located. This arrangement has now been implemented.

There is currently one taxi rank/space in Penguin and anecdotal evidence suggests that this is sufficient for the needs of the town.

## 12. Car Park Safety and Connections

Major users of car parks are actually pedestrians as they travel to and from their vehicles.

It is recommended that as car parks are due for upgrade, reseal or major alterations, consideration is given to improvement for pedestrian safety. The Austroads guides have several examples of how to improve safety in car parking areas. The layout of car parks can be reviewed, particularly behind the buildings fronting the southern edge of Reibey Street on Carpark Lane. Layouts and traffic patterns can be rationalised to make access, movement and provision of spaces more efficient. This will improve amenity and safety in the car parks, particularly for vulnerable users such as disabled, elderly and children.

The amenity of through block connections (laneways and arcades) can also be improved, particularly from supermarket car parks to Reibey Street and side streets to also attract supermarket shoppers to CBD streets.

Many of the connection arcades are privately owned. It is recommended that where the laneways are of strategic significance for car parking and linkages with businesses, the Council liaise and negotiate with owners about improvements to enhance both the connection and the businesses.

### 13. Free/Pay Parking

The term free parking is a misnomer. Ratepayers, including businesses, fund parking facilities that are used by both ratepayers and non-ratepayers.

The principle of paid parking pushes cost for parking toward drivers who are using the facilities. In this way they pay for the cost of providing, operating, and maintaining the facilities they use. Those who do not drive or use the facility do not pay. It also provides a mechanism through scale of fees to ensure effective usage of parking areas, e.g. short-term and on-street higher than off-street.

From an environmental perspective free on-street parking encourages drivers to continue to circulate until a free space is found avoiding less convenient spaces. This in turn generates traffic movement, pollution, noise, congestion and wastes fuel. While free parking is available the take up and acceptance of public transport and use of other forms of transport such as walking and cycling, is less likely.

Additional revenue raised can be allocated back into parking facilities or related sustainable transport options as outlined in the UUDG.

Austrroads Guide to Traffic Management Part 11: Parking includes information on whether pay parking should be considered.

It suggests that parking studies are carried out to establish the justification of the pay parking proposal so that it is not seen as solely for the purpose of revenue raising.

Their criteria include:

- Where an insufficient turnover of parking spaces is identified resulting in illegal parking.
- Where a high demand is indicated by continuous usage of at least 70% of available parking spaces during business hours.
- Where studies reveal insufficient off-street parking facilities within reasonable walking distance from developments generating high short-term parking demand.

The surveys conducted for the creation of this Plan show parking within Central Coast meets these criteria.

Luxmoore Parking Consulting was engaged to investigate the feasibility of on-street and off-street pay parking for Ulverstone. Four decisions would need to be made by the Council to be able to fully determine the revenue estimate; being availability of nearby alternative free parking, fee structure, operating hours and level of enforcement. Preliminary figures based on no alternative free parking areas, and the level of fees and enforcement being similar to neighbouring councils suggest that revenue could potentially be as high as \$500,000 per annum. However, the cost of the provision of payment systems, their maintenance and increase in parking enforcement costs may well be in a similar order of magnitude.

A well-planned pay parking scheme should be attractively designed to enhance the streetscape and eliminate visual pollution, easy for the motorist to understand, simple to use, easy to enforce, cost-effective and adaptable to either small isolated areas or to larger areas involving more than one parking authority.

Properly planned implementation and usage of pay parking:

- Helps discourage long-term users from parking in areas restricted for short-term use and increased turnover in parking spaces.
- Ensures an accurate check on parking duration.
- Increases enforcement efficiency often resulting in a reduction in the number of officers required or greater monitoring coverage.
- Enables the opportunity to impose price controls based on the demand for kerb space.

Inadequate planning of pay parking schemes and inappropriate parking fee structures may result in strong public resentment, fee evasion, and meter feeding (exceeding the posted time limit by paying the fee again).

Payment systems for on-street parking include pay-and-display, meter/multi-bay parking and coupon parking.

Should a pay parking system ever be implemented it would need to be a phased in introduction. The recommendation would be street meters first to get better utilisation of the on-street areas. As vehicles would be requiring more off-street parking as a result it would also need to coincide with the creation and better utilisation of off-street parking areas.

In the present business climate there is little support for implementation of paid parking in Central Coast. Other funding options for parking sustainability and improvement must therefore be considered. Income stream options may include cash-in-lieu for development shortfall, a CBD parking rate for CBD business, a general rate increase, or reallocation of existing revenue sources into parking activities.

## 14. Parking Enforcement

The Council currently allocates \$40,000 per year to provide parking inspections and issue of infringement notices. This equates to approximately half of a full-time equivalent employee. The number of infringements issued per month averages 40 with a total annual "revenue" from these fines of approximately \$20,000.

Human nature is such that users avoid complying with parking regulations if they believe they have a reasonable chance of "getting away with it". There is anecdotal evidence to suggest when parking in Ulverstone you may not be "caught" as there is generally only one enforcement officer.

Tyre marking systems are inefficient, particularly where several parking limits are within an area. Parking occupancy detection systems now exist and these are more efficient but costly to install. They can detect when a vehicle occupies a space and transmit the overstays to a nominated centre. Benefits of these systems are less exposure of officers to traffic, no marking tyres or bending, provide engineers with data about occupancy, and allow for monitoring of enforcement effectiveness.

The more effective a system is, the more turnover is improved, demand is managed better and selection of the number of staff required to regulate is easy to determine.

Efficient enforcement practices affect the parking demand. In order to achieve best utilisation of current parking spaces it is crucial that enforcement is efficiently carried out as this is the only means, without paid parking systems, to encourage users to park in accordance with the parking limits. This will be particularly important to ensure that the proposed changes to time limits to improve utilisation are obeyed.

Occupancy detection systems suited to Central Coast parking arrangements will be investigated.

## 15. Permit and Disability Parking

In December 2013 there were 1,282 disability permit holders within the Central Coast area. The Tasmanian average is 5.8% percent of the population are permit holders; Central Coast has 6.0 % indicating we are on average for our State.

Australian Disability Parking Permits are issued and regulated by the Department of Social Services.

There are national eligibility criteria and national minimum standards for disability parking concessions.

In the Australian Standards for Parking Facilities there are two distinct parts which apply:

- AS/NZS 2890.5–1993 Parking Facilities Part 5: On–street parking.
- AS/NZS 2890.6–1993 Parking Facilities Part 6: Off–street parking for people with disabilities.

These Standards generally include provisions for the technical specifications of space dimension and construction, not the number of spaces required. Whilst the number of required accessible car spaces is provided for New Zealand, the Standards do not include a provision for Australia, nor do they refer to on–street parking. The corresponding provision for Australia is given in the Building Code of Australia, which determines the required number of disability spaces for a development depending on the type of development, generally between one space for every 100 spaces for most businesses, one space for every 50 spaces for shops.

For a council its car parks service many types of business and development. An acceptable average figure of around one disability space for every 75 spaces would be a reasonable expectation for multiple user car parking of a public nature.

In the detailed off–street car park sections of this Plan the number of spaces has been considered in line with these Standards and proposed additional spaces recommended to meet or exceed these Standards.

For the Ulverstone CBD the current number of off–street parking disability spaces is 15, with an increase to 16 proposed as part of this Plan. This equates to an average of one space for every 61 spaces.

In addition to this, the Council also provides three on–street disability car parking spaces. If we add these spaces the provision of disability spaces will equate to one in 50 spaces.

For the Penguin CBD the current number of off–street parking disability spaces is one. This equates to an average of one space for every 90 spaces.

In addition to this it is proposed to provide an additional two on–street disability car parking spaces. This will increase the provision of disability spaces and will equate to one in 45 spaces.

## 16. Planning Scheme

### *16.1 Central Coast Interim Planning Scheme 2013 (Regional Planning Initiative)*

Interim Planning Schemes came into effect across the Cradle Coast region on 19 October 2013.

The most relevant schedule to parking is Code E9 – Traffic Generating Use and Parking Code. The purpose of the Code is to ensure that use or development has adequate and suitably designed and constructed car parking.

Supply of parking is regulated by provisions in the Scheme for the particular development. The current Scheme does not differentiate between developments in the CBD where the land and transport issues are quite different, but does have provision to provide for Local Area Parking Schemes where developers may be exempt from the Code. Many existing buildings in the CBD have limited or no provision for on-street parking. Where this is the case it is difficult to apply the provisions of the Scheme and requirements are reduced or waived, or potentially the application could be refused. The Scheme does not currently make provision for shared parking arrangements. If parking is provided strictly in accordance with the Scheme there may be an oversupply of parking and development opportunities could be limited.

While each application needs to be assessed on merit, there should be a clear and consistent framework for applying the Scheme provisions and determining parking requirements, particularly in the CBD area.

A new Planning scheme is set to replace the 2013 Interim Scheme in 2016. It is recommended that this new scheme is considered prior to creation of Local Area Parking Schemes which can consider CBD parking requirements for developers.

### *16.2 Cash-in-lieu*

The Central Coast Interim Planning Scheme 2013 does not make provision for cash-in-lieu of parking. To do this a Local Area Parking Scheme would need to be created and include provisions for guidance of planning decisions in relation to cash-in-lieu.

Cash-in-lieu schemes can be seen to be inequitable where one developer is charged for parking which cannot be provided on-site when many existing uses in the same locality do not provide any on-site parking. Generally the payment is expected prior to the development proceeding which may affect the viability of the development.

While the cash-in-lieu provision has been included in past Planning Schemes it has rarely been applied to any development.

As a new Planning scheme is set to replace the 2013 Interim Scheme in 2016, it is recommended that provisions of this new scheme are considered prior to further consideration of cash-in-lieu provisions.

## 17. Recommendations

Recommendations and proposed actions contained in this report include:

### *17.1 Improve utilisation of existing parking supply*

Action:

- Reassess time zones to improve turnover of central parking areas and on-street parking and encourage all day parking to off-street car parks.
- Enforce restrictions.
- Education (publications, website, signage, tourist information, coaches/buses etc.).

### *17.2 Shared parking arrangements*

(To provide long-term security of use by the public and control by the Council of privately owned car parks)

Action:

- Negotiate long-term lease of Coles/Furner's car park areas to ensure the existing 160 spaces are maintained and parking restrictions can be enforced.
- Investigate long-term shared arrangement with other private car park owners or land owners in strategic locations near the CBD.

### *17.3 Quadrant*

Action:

- Rehabilitate the currently unmarked section of car park (i.e. East Quadrant).
- Allocate this to all day parking.

### *17.4 Safety*

Action:

- Upgrade signage to car parks to current Australian Standards.
- Upgrade car park directional signage throughout the CBD.
- Upgrade car park lighting to current Australian Standards.
- Improve "openness".
- Off-street car parks be designated "Shared Zones".

### *17.5 Signage*

Action:

- Create a visual signage theme.
- Upgrade signage to car parks.
- Upgrade directional signage.
- Upgrade internal car park signage.

### *17.6 Line marking*

Action:

- Rationalise on-street parking bays by line marking existing bays in main areas.
- Introduce re-marking schedule for both on-street and off-street parking bays.

### *17.7 Pedestrian/cycling*

Action:

- Pedestrian movements and safety should be the main priority with design/redesign.
- Ensure good and safe access to public transport.
- Consider improvements for cycling/walking by including facilities such as bicycle racks and priority for pedestrians by introducing “Shared Zones”.

### *17.8 Public and alternative transport options*

Action:

- Construct a bus interchange at Wongi Lane to maximise convenience for visitors, cyclists and pedestrians. (subject to public transport improvement outcomes)
- Provide amenities to improve uptake of public transport, cycling, walking etc. to lessen burden on parking.
- Extend the existing two bay taxi rank in King Edward Street to four bays and remove taxi rank from Reibey Street. (Completed 2015.)
- Cycling facilities e.g. racks, covered storage and seating.
- Pathway improvements.
- Implement the actions from the Central Coast Cycling Strategy 2014–2019 to increase cycling usage.

### *17.9 Transport network*

Action:

- Consider re-design of Reibey Street/Crescent Street intersection to clearly designate Crescent Street as the main arterial route and Reibey Street as a shopping zone.
- Increase use of public transport.
- Increase use of cycling/walking.

### *17.10 Permit parking*

Action:

- Consider current and future locations for disability permit areas, both on-street and off-street.
- Upgrade existing disability spaces to current Standards.
- Consider other permit types, e.g. resident, business.

### *17.11 Improve large vehicle parking provision*

(Buses, coaches, caravans, motorhomes)

Action:

- Consider current and future locations, both on-street and off-street.
- Implement Wongi Lane bus interchange arrangement. (Subject to public transport improvement outcomes.)
- Consider parking for Visitor Information Centre in Alexandra Road, Wharf Precinct and Museum area.

### *17.12 Fringe overspill*

(e.g. Patrick Street, Hope Street)

Action:

- Continued monitoring of parking issues in these areas.
- Consider time limited on-street parking for affected areas.

### *17.13 Sustainability*

Action:

- Consider possible alternative income/revenue sources.
  - Cash-in-lieu option (depending on Planning Scheme provisions).

- Viability of rates increase.
  - Reprioritisation of operational costs.
  - CBD Special Rate.
  - Pay parking options.
- Ensure Long-term Financial Plans continue to account for the provision of parking assets.
  - Create policy for Council provision of public parking spaces taking into account the risk of loss of existing private spaces.
  - Sell property at 4 Arnold Street, Penguin and invest proceeds into alternative area(s).

#### *17.14 Planning Scheme*

##### Action:

- Investigate provisions of the revised Planning Scheme 2016 in regard to cash-in-lieu for undersupply of parking.
- Investigate provisions of the revised Planning Scheme 2016 in regard to creation of Local Area Parking Plans.

#### *17.15 Enforcement*

##### Action:

- Reassess parking inspection levels/regime.
- Investigate more efficient overstay detection systems.

#### *17.16 Future directions*

In addition to the recommendations and proposed actions, the following actions are also proposed.

##### Action:

- Conduct occupancy surveys after the Furner's Carpark redevelopment is completed and users habits change to compensate. Reassess against initial surveys. At two year intervals update survey information and compare with initial findings to determine if utilisation improvement methods have been successful. Consider changes as appropriate. These surveys will also advise future direction and trends.
- Consider purchase of properties for increase in Council owned parking facilities when opportunity arises.
- Reconsider Main Road, Penguin on-street parking arrangement and include in LTFP.
- Reconsider provision of a multi-storey car park within three years or sooner as required.

## 18. Implementation Plan

### Abbreviations:

Corporate & Community Services	CCS
Department of State Growth	DSG
Development & Regulatory Services	DRS
Engineering Services	ES

Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
Improve utilisation of existing parking supply	▪ Implement time zone changes (staged)	2015–2017	DSG	ES		\$10,000
	▪ Education	2015–2017		CCS		\$2,000
	▪ Investigate occupancy detection systems	Ongoing		CCS		Nil
	▪ Enforce restrictions	Ongoing		CCS		\$40,000/yr
Shared parking arrangements	▪ Negotiate long-term lease of Coles/Furner's car park areas	2014–2016	Coles, Vantage Group	ES, CCS		\$TBD
	▪ Investigate shared arrangement with other private car park and land owners	2014–2016		ES, CCS		\$TBD

Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
Quadrant	▪ Line mark unmade section (east)	2015–2016		ES		\$180,000
	▪ Construct currently unmade section of car park	2018–2019 (LTFP)				
Safety	▪ Upgrade lighting	2017–2018		ES		\$TBD
	▪ Improve “openness”	2017–2018		ES		\$TBD
	▪ Off-street car parks designated “Shared Zones”	2015–2016		ES		\$20,000
Signage	▪ Create a visual signage theme and develop parking master plans	2015–2016		ES		\$10,000
	▪ Upgrade signage to car parks	2015–2016		ES		\$50,000
	▪ Upgrade internal car park signage	2015–2016		ES		\$50,000
	▪ Upgrade way-finding signage	2016–2017		ES		\$50,000
Line marking	▪ Line mark existing on-street parking bays in main areas	2015–2016		ES		\$30,000
	▪ Introduce re-marking schedule for both on-street and off-street lines	2016–2017		ES		\$5,000/yr

Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
Pedestrian/Cycling	<ul style="list-style-type: none"> <li>Pedestrian movements and safety should be the main priority with design/redesign</li> </ul>	Ongoing		ES		Included in project costs
	<ul style="list-style-type: none"> <li>Ensure good and safe access to public transport</li> </ul>	Ongoing		ES		Included in project costs
	<ul style="list-style-type: none"> <li>Consider improvements for cycling/walking</li> </ul>	Ongoing		ES		Included in project costs
Public and alternative transport options	<ul style="list-style-type: none"> <li>Construct the Wongi Lane bus interchange (subject to coastal public transport improvement outcomes)</li> </ul>	TBD	Bus operators/DSG	ES		\$320,000
	<ul style="list-style-type: none"> <li>Extend the taxi rank in King Edward Street to four bays and remove the taxi rank from Reibey Street</li> </ul>	2014–2015 Completed	Taxi Operator	ES		\$2,000
	<ul style="list-style-type: none"> <li>Provide cycling and pedestrian facilities including bicycle racks, covered bicycle storage and seating</li> </ul>	2015–2016 2017–2018		ES		\$10,000/yr

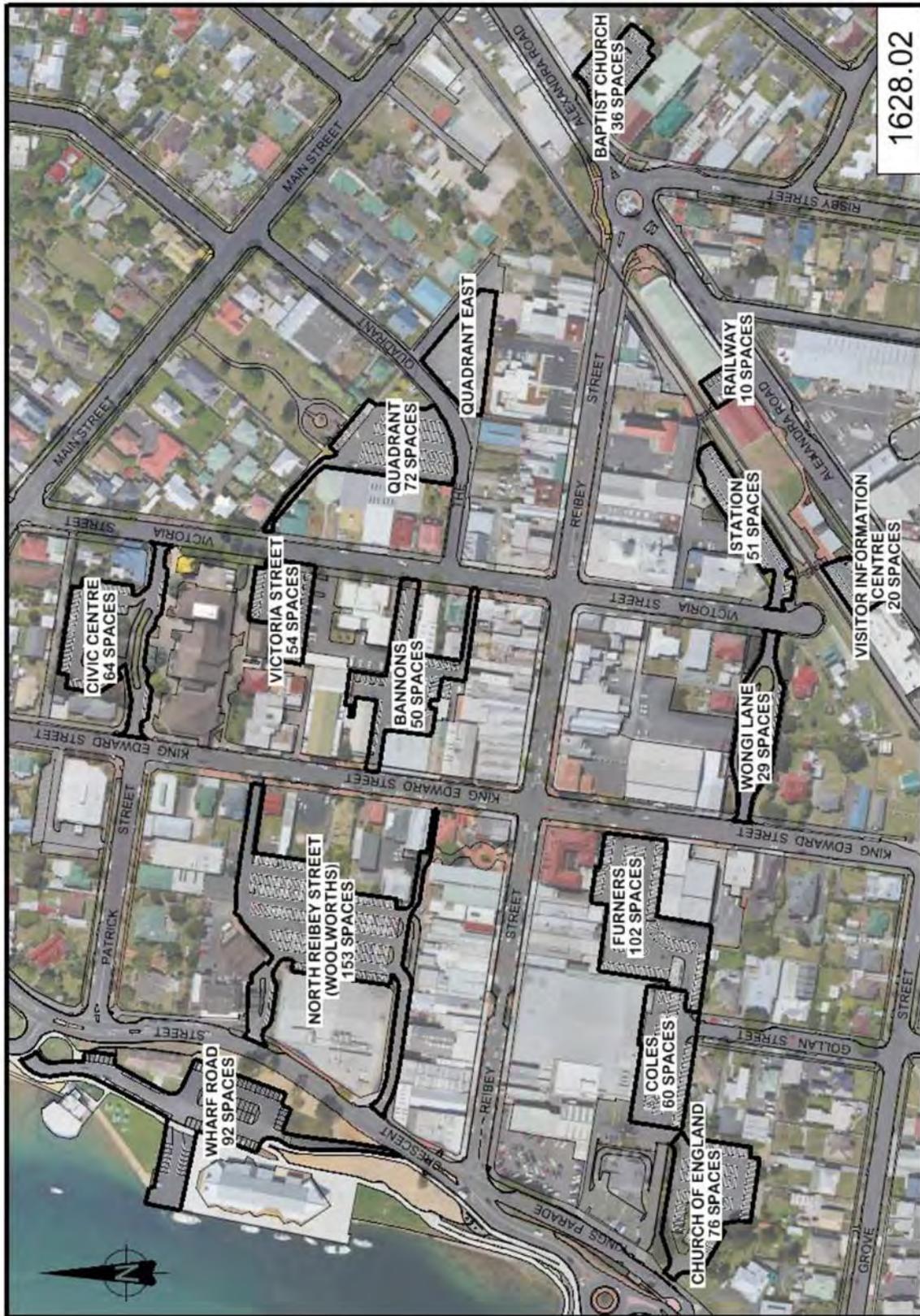
Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
Transport network	<ul style="list-style-type: none"> <li>Re-design Reibey Street and Crescent Street intersection</li> </ul>	2015–2016		ES		\$20,000
	<ul style="list-style-type: none"> <li>Construct Reibey Street/Crescent Street Intersection</li> </ul>	2015–2017		ES		\$100,000
Permit parking	<ul style="list-style-type: none"> <li>Consider current and future locations of disability permit areas</li> </ul>	2015–2016		ES		\$3,000
	<ul style="list-style-type: none"> <li>Provide additional disability permit spaces</li> </ul>	2016–2017		ES		\$30,000
	<ul style="list-style-type: none"> <li>Upgrade existing spaces to meet current Standards</li> </ul>	2015–2016 2017–2018		ES		\$50,000
	<ul style="list-style-type: none"> <li>Consider other permit systems, e.g., business, residential near fringes</li> </ul>	2016–2017		ES/CCS		\$2,000
Improve large vehicle parking provision (Buses, coaches, caravans, motorhomes)	<ul style="list-style-type: none"> <li>Consider current and future locations of areas for larger vehicles, particularly for Visitor Information Centres (Ulverstone and Penguin), Museum and Wharf Precincts</li> </ul>	2015–2016		ES/CCS		\$2,000

Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
<i>...continued</i>	<ul style="list-style-type: none"> <li>Implement provisions for larger vehicles (if recommended)</li> </ul>	2016–2017		ES		\$5,000
Fringe overspill	<ul style="list-style-type: none"> <li>Monitor effect of utilisation changes</li> </ul>	2015–2017		CCS/ES		Nil
	<ul style="list-style-type: none"> <li>Consider time limited on–street parking and permit systems</li> </ul>	If required		CCS/ES		\$5000
Sustainability	<ul style="list-style-type: none"> <li>Ensure Long–term Financial Plans account for the provision of parking assets and outcomes of this Parking Plan</li> </ul>	Ongoing		ES/CCS		Nil
	<ul style="list-style-type: none"> <li>Sell property at 4 Arnold Street</li> </ul>	2015–2016		ES		\$TBD
Planning Scheme	<ul style="list-style-type: none"> <li>Create Local Area Parking Schemes</li> </ul>	2016–2017		DRS		\$TBD
Future directions	<ul style="list-style-type: none"> <li>Conduct occupancy surveys</li> </ul>	2015–2016, biannual		ES		\$5,000
	<ul style="list-style-type: none"> <li>Reconsider Main Road, Penguin parking arrangement and include in LTFP</li> </ul>			ES		

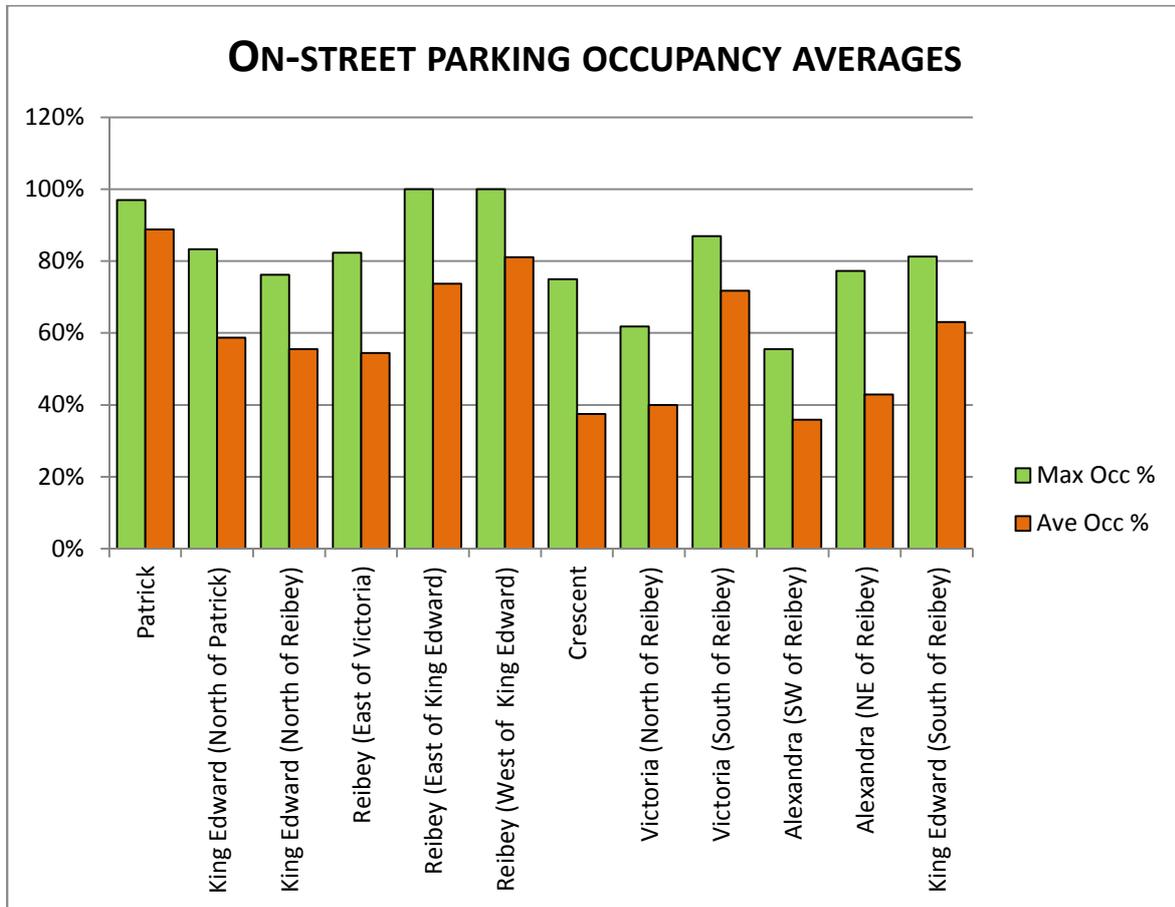
Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
<i>...continued</i>	▪ Purchase properties for increase in Council owned parking facilities as required			ES/CCS		\$TBD
	▪ Reconsider multi-storey car park as required			ES/CCS		
	▪ Plan review	October 2018		ES		Nil

# Appendices

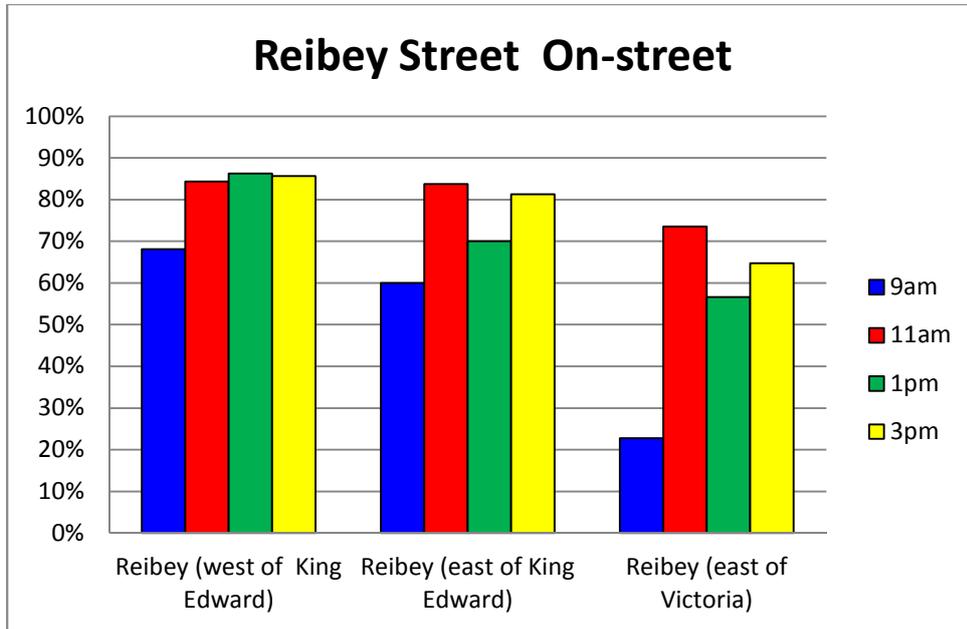
# Appendix 1 – Ulverstone car parking areas



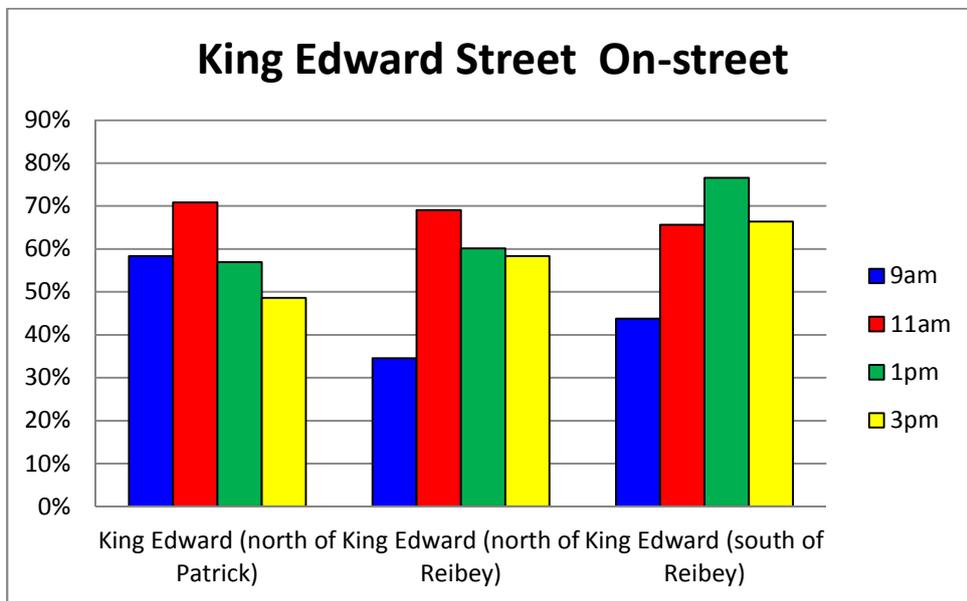
## Appendix 2 – Ulverstone, On-street parking occupancy



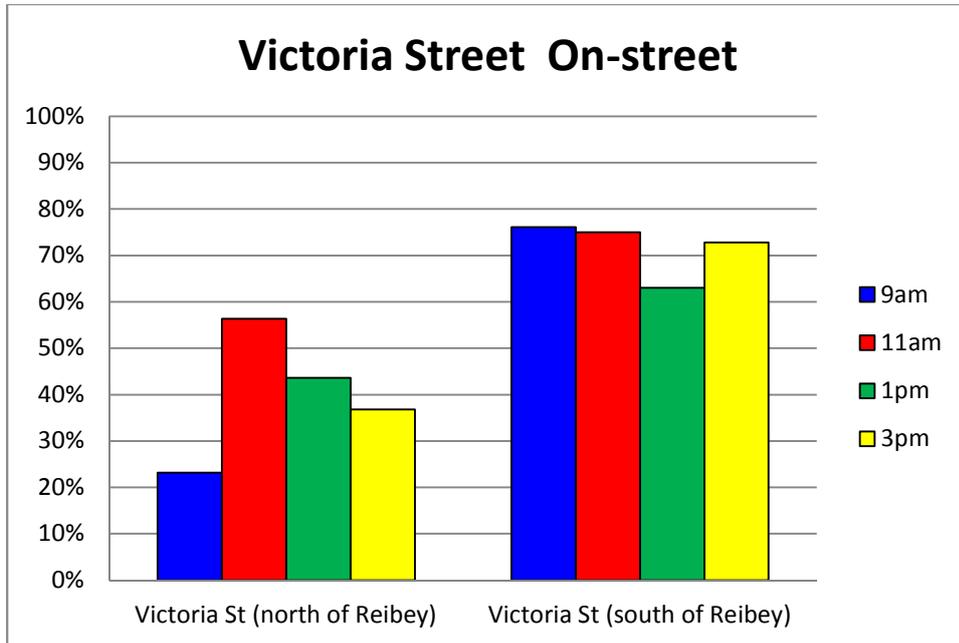
Reibey Street – 94 spaces



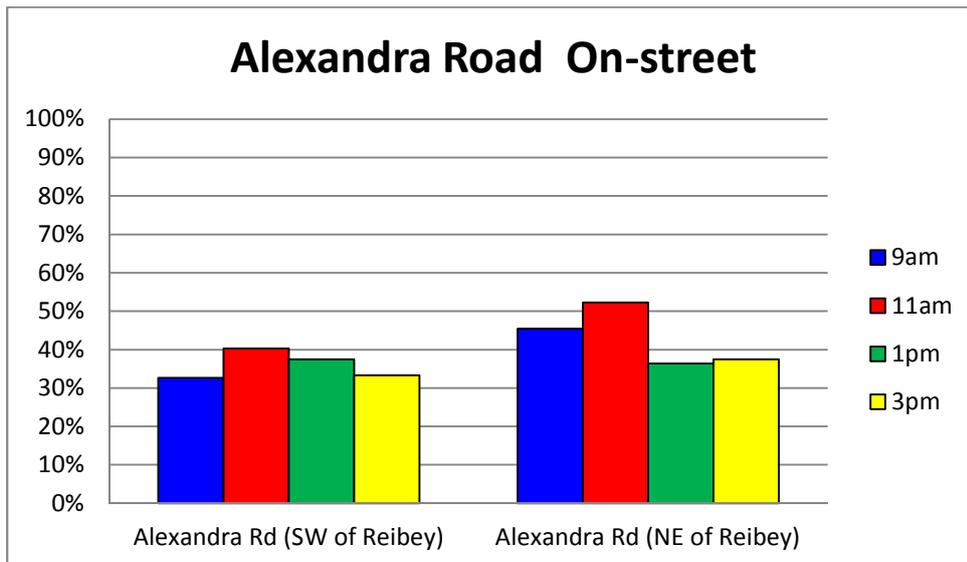
King Edward Street – 60 Spaces



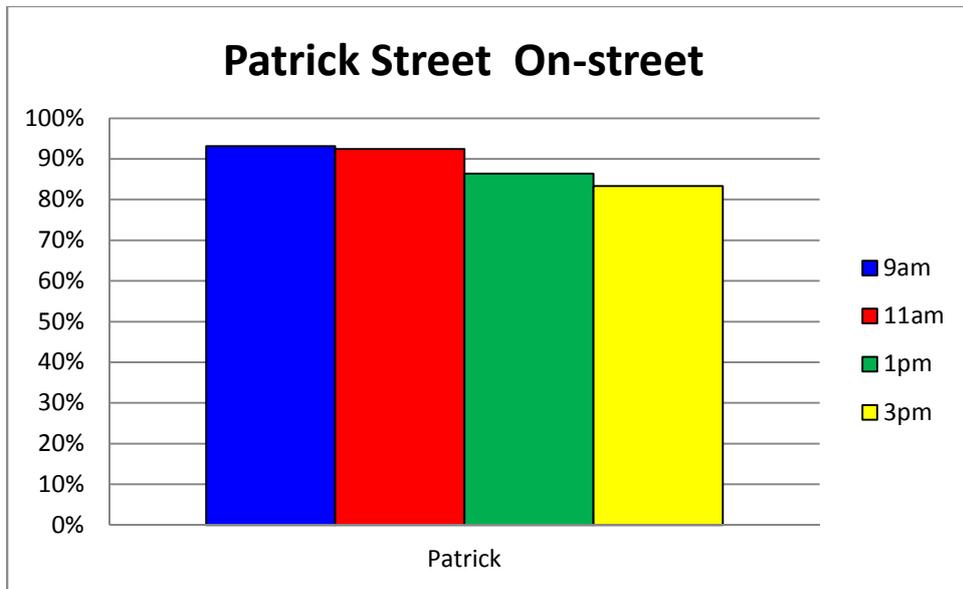
Victoria Street – 78 Spaces



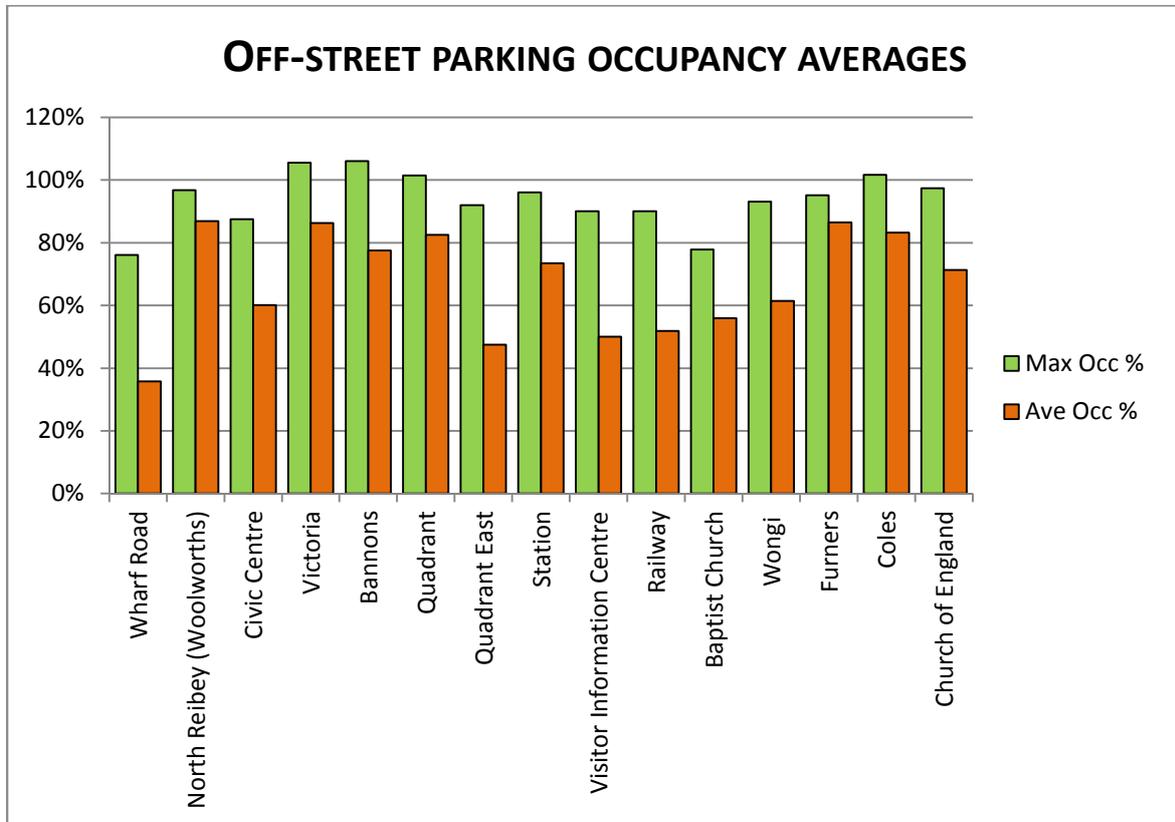
Alexandra Road – 58 Spaces



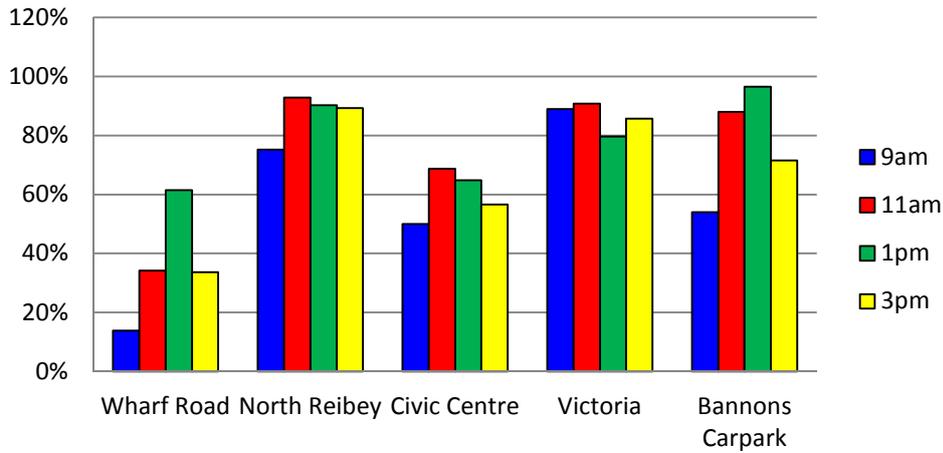
Patrick Street – 33 Spaces



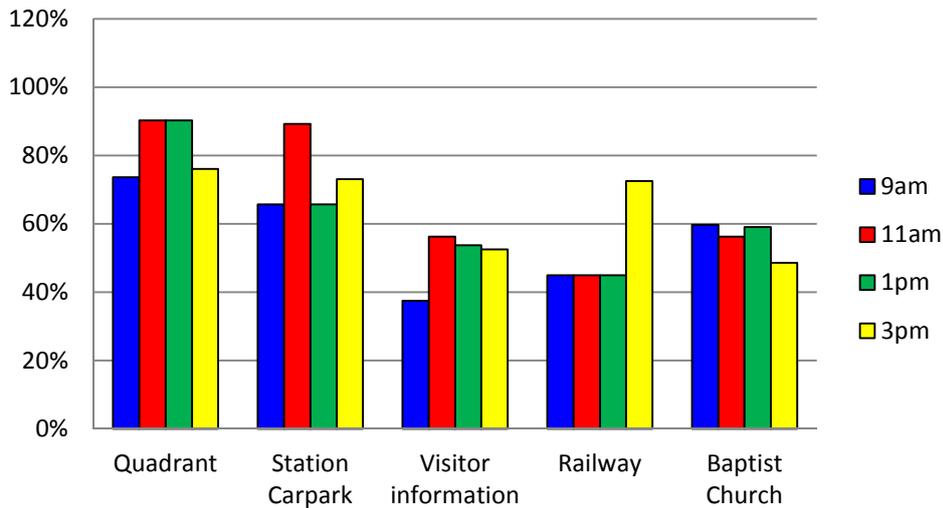
## Appendix 3 – Ulverstone, Off-street parking occupancy



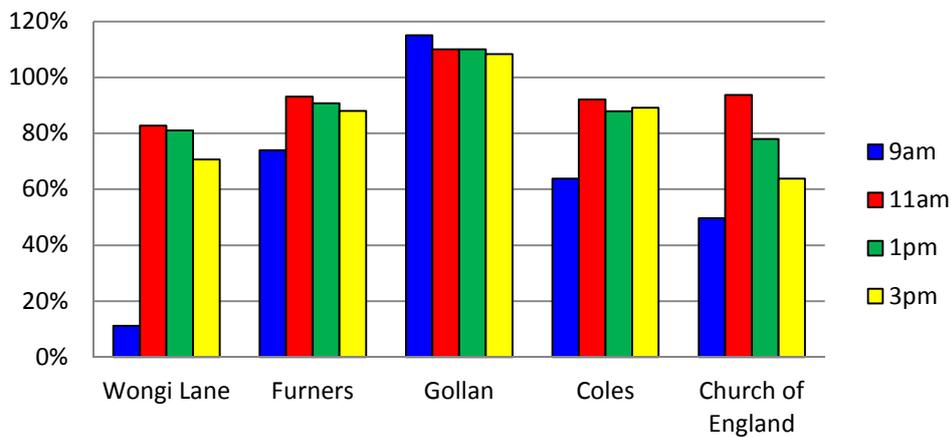
### Off-street occupancy - Chart 1



### Off-street occupancy - Chart 2



### Off-street occupancy - Chart 3



## Appendix 4 – Ulverstone, parking duration and compliance

### Summary - Length of stay (duration)

#### On-street parking

	Description	Owner	Restriction	Spaces	Daily 0-2 hrs	Daily 2-4 hrs	Daily 4-6 hrs	Daily >6 hrs	Total	Overstay >2 hr
1-2	Patrick Street	St	All day	33	11	6	7	19	42	0.0
1-4	King Edward Street (North of Patrick)	St	All day	18	6	2	3	6	16	0.0
2-1	King Edward Street (north of Reibey)	St	1/2P	42	141	3	1	0	145	4.0
2-2	Reibey Street (east of Victoria)	St	1/2P	34	99	5	1	0	105	6.3
2-3	Reibey Street (east of King Edward)	St	1/2P	20	91	2	0	0	93	2.0
2-4	Reibey Street (west of King Edward)	St	1/2P	40	207	3	0	0	210	3.5
2-5	Crescent Street	St	1/2P	8	20	0	0	0	20	0.0
3-2	Victoria Street (north of Reibey St)	St	All day	55	65	3	2	3	73	0.0
3-5	Victoria Street (south of Reibey St)	St	1/2P	23	61	2	1	0	63	2.3
3-8	Alexandra Road (south-west of Reibey)	St	1P	36	42	3	1	0	46	4.0
3-10	Alexandra Road (north-east of Reibey)	St	1P	22	31	2	1	0	34	2.8
4-2	King Edward Street (south of Reibey)	St	1P	32	62	2	3	2	68	6.3
4-4	Gollan Street	St	All day	15	14	4	5	8	30	0.0
					<b>849</b>	<b>35</b>	<b>25</b>	<b>38</b>	<b>946</b>	<b>31.0</b>

### Summary - Length of stay (duration)

#### Off-street parking

	Description	Owner	Restriction	Spaces	Daily 0-2 hrs	Daily 2-4 hrs	Daily 4-6 hrs	Daily >6 hrs	Total	Overstay >2 hr
1-3	North Reibey Car Park (Woolworths)	Council	2P	153	441.5	30.75	5.75	2.75	481	39.25
3-1	Bannons Car Park	Council	2P	50	87.25	12.75	6.75	5.5	112	25
4-1	Wongi Lane Car Park	Council	2P	29	63.5	3.5	0.25	0	67	3.75
				<b>232</b>	<b>592.25</b>	<b>47</b>	<b>12.75</b>	<b>8.25</b>	<b>660.25</b>	<b>68</b>
1-1	Wharf Road Car Park	Council	All day	92	68.75	14.25	5.5	4.5	93	
1-5	Civic Centre Car Park	Council	All day	64	36.5	17.5	7.75	14.75	77	
1-6	Victoria Street Car Park	Council	All day	54	17.25	8.25	13.5	28	67	
3-3	Quadrant Car Park	Council	All day	72	39.5	15	19	27.75	101	
3-4	Quadrant East Car Park	Council	All day	25	16.75	3.25	2.75	4	27	
3-6	Station Car Park	Council	All day	51	43	8.75	9.75	15	77	
3-7	Visitor information Car Park	Council	All day	20	9.5	2.25	2	5	19	
3-9	Railway Car Park	Council	All day	10	16.25	0.25	0	1	18	
3-11	Baptist Church Car Park	Lease	All day	36	16.75	11.5	5.25	6.25	40	
4-6	Church of England Car Park	Lease	All day	76	63.75	15	13	21	113	
				<b>500</b>	<b>328</b>	<b>96</b>	<b>78.5</b>	<b>127.25</b>	<b>629.75</b>	
4-5	Coles Car Park	Private	2P	60	138	10.5	5.75	5.25	160	21.5
4-3	Furners Car Park	Private	All day	102	156.75	19.25	16.75	26.75	220	

## Non-Compliance Summary

### On Street Parking

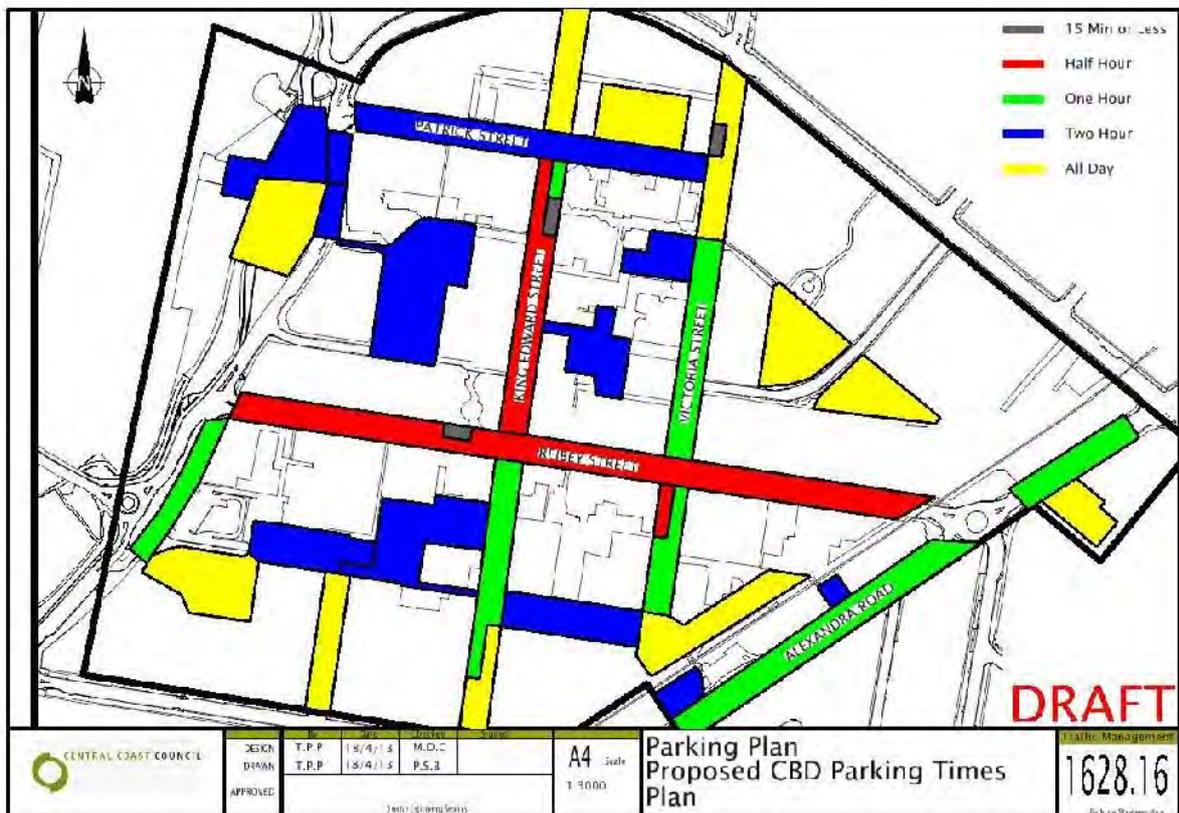
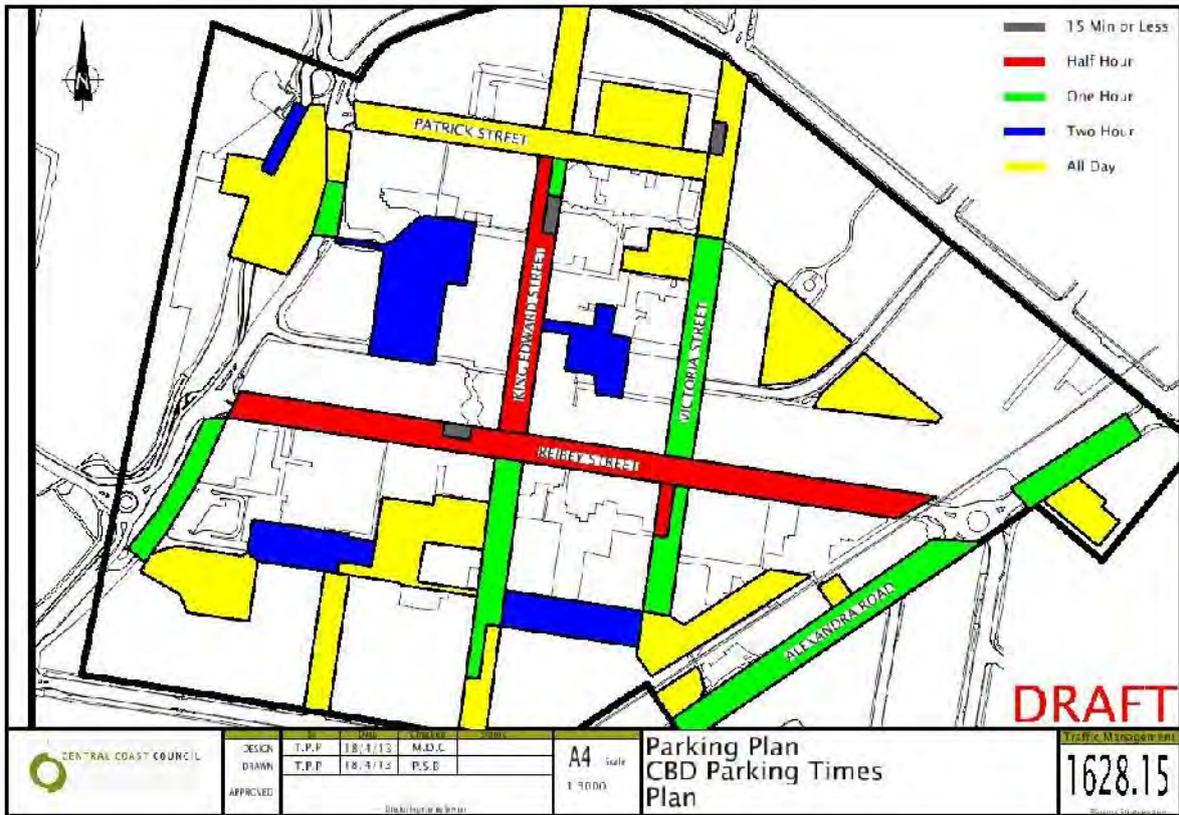
Restriction		Spaces	Total	> 1hr	% Over
1/2 P		144	574	65	11.4%
1P		90	148	13	8.8%
		<b>234</b>	<b>722</b>	<b>78</b>	<b>10.8%</b>

## Non-Compliance Summary

### Off Street Car Parks

Restriction		Spaces	Total	> 2hr	% Over
2P	Council, enforced	232	592	68	11.5%
2P	Private, not enforced (Coles area)	60	138	22	15.6%
		<b>292</b>	<b>730.25</b>	<b>90</b>	<b>12.3%</b>

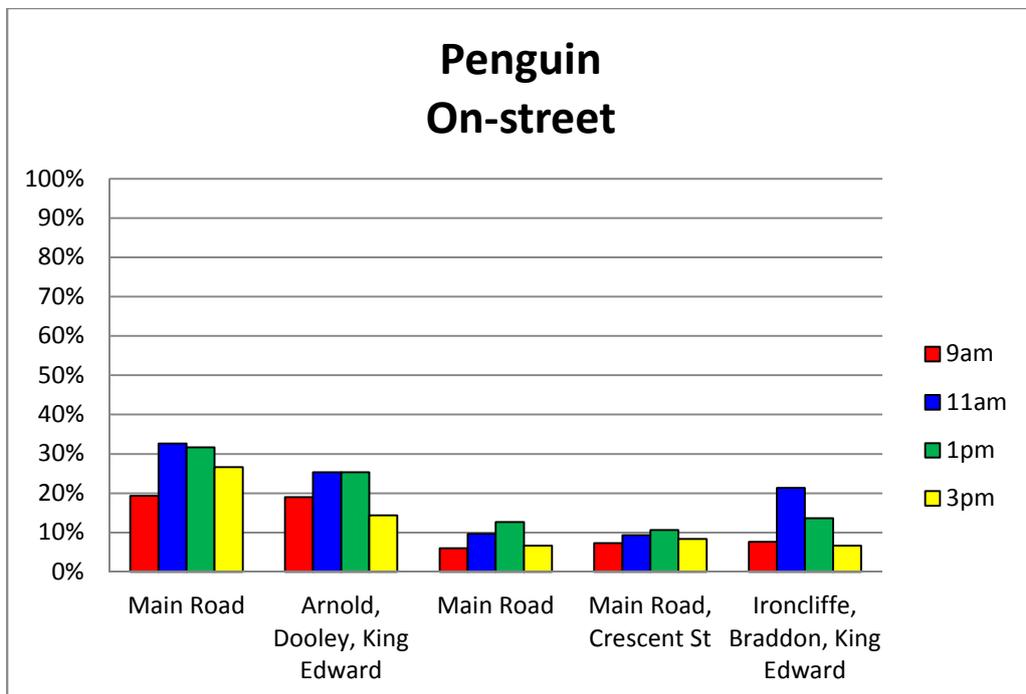
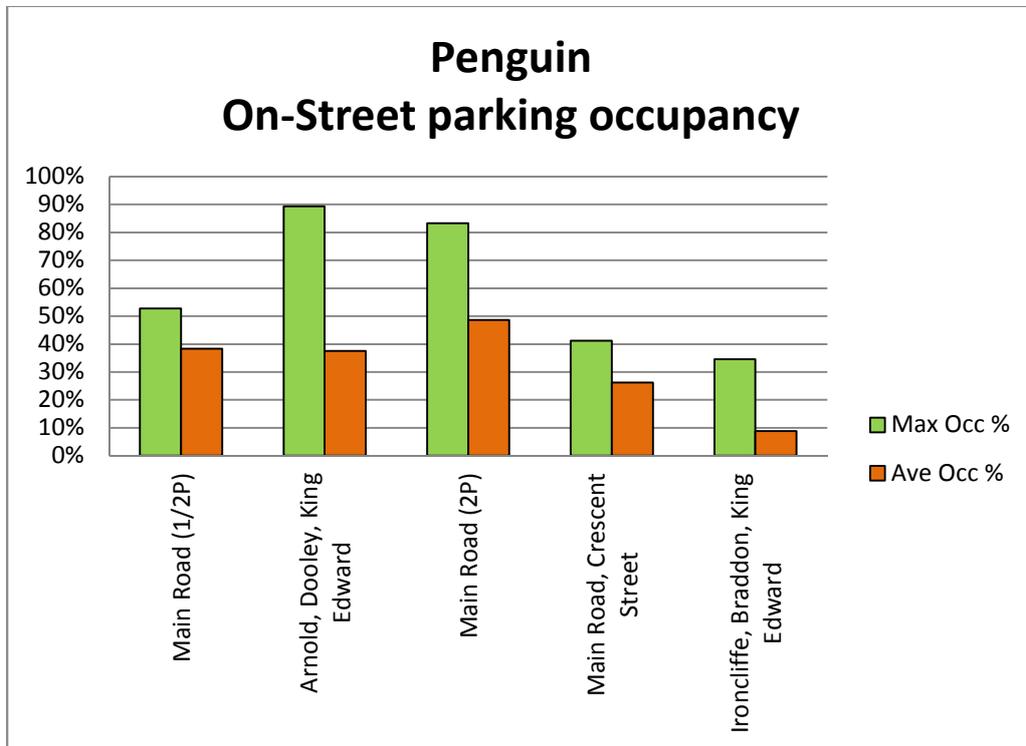
## Appendix 5 – Ulverstone, Time zones



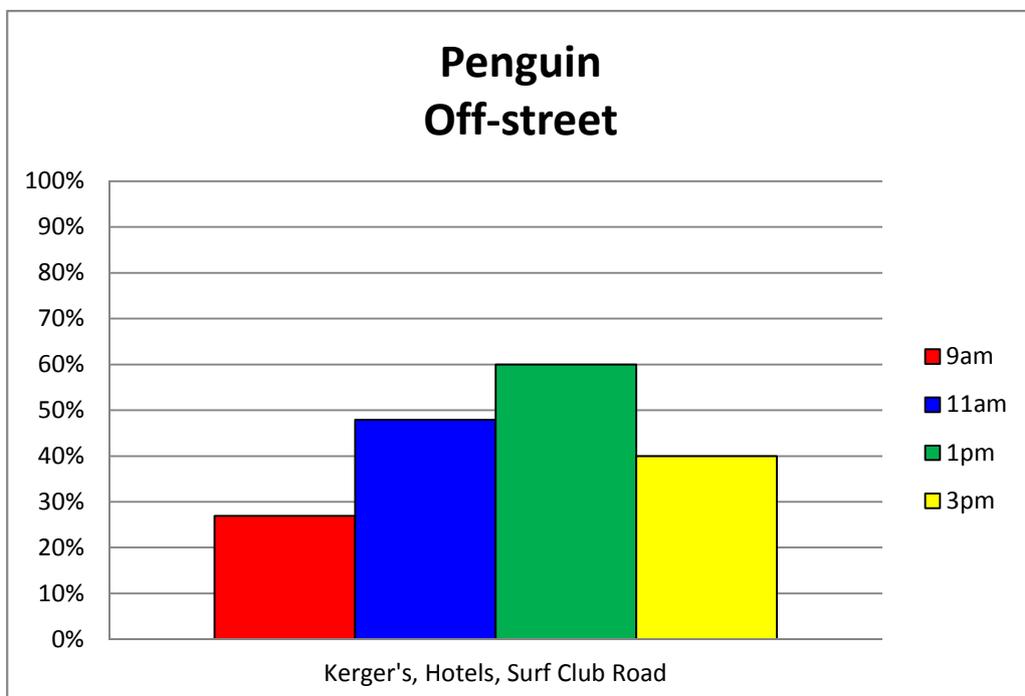
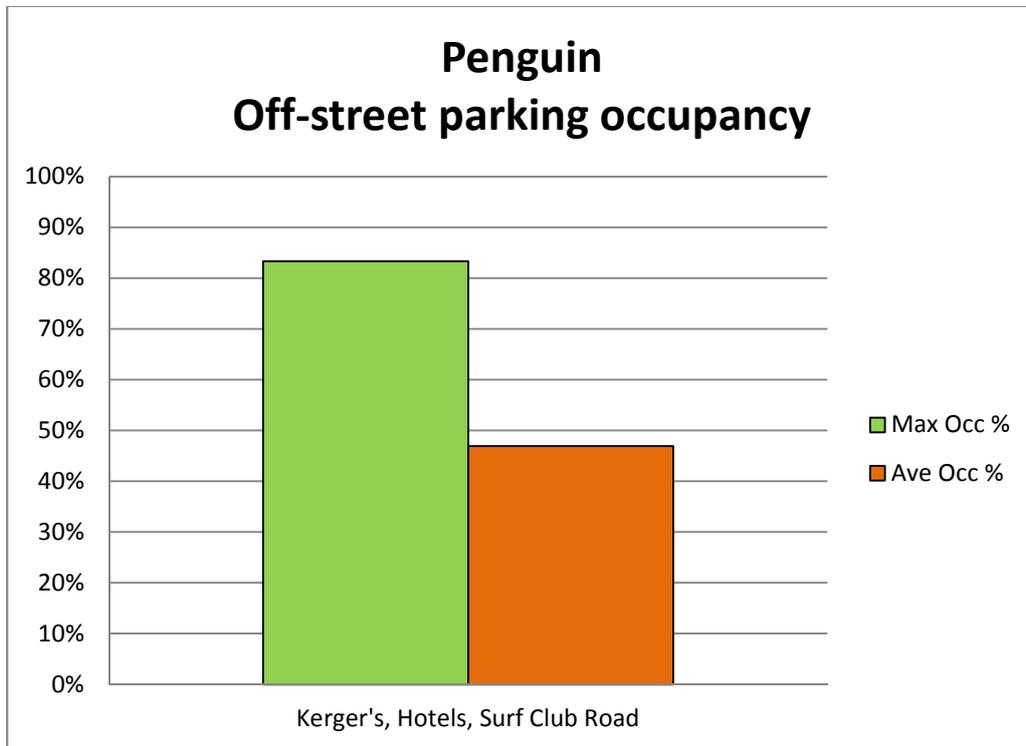
Appendix 6 – Penguin car parking areas



## Appendix 7 – Penguin, On-street parking occupancy



## Appendix 8 – Penguin, Off-street parking occupancy



## Appendix 9 – Penguin, parking duration and compliance

### On Street Parking

	Description	Owner	Restriction	Spaces	Daily 0-2 hrs	Daily 2-4 hrs	Daily 4-6 hrs	Daily >6 hrs	Total	Overstay > 2 hr
1	Main Road	St	1/2 P	72	102	4	0	0	106	4.0
2	Arnold, Dooley, King Edward	St	2P	56	23	8	6	6	44	21.0
3	Main Road	St	2P	18	29	1	1	0	32	2.3
5	Main Road, Crescent St	St	All Day	34	27	3	0	1	30	
6	Ironcliffe, Braddon, King Edward	St	All Day	139	32	2	4	0	39	
					<b>213</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>250</b>	<b>27.3</b>

### Off Street Parking

	Description	Owner	Restriction	Spaces	Daily 0-2 hrs	Daily 2-4 hrs	Daily 4-6 hrs	Daily >6 hrs	Total	Overstay > 2 hr
4	Kerger's, Hotels, Surf Club Road	Council, Private	All Day	90	65	15	12	10	102	36.3
					<b>65</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>102</b>	<b>36.3</b>

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