
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, 20 July 2015 commencing at 6.00pm.

Councillors attendance

Cr Jan Bonde (Mayor)	Cr Kathleen Downie (Deputy Mayor)
Cr John Bloomfield	Cr Shane Broad
Cr Garry Carpenter	Cr Gerry Howard
Cr Rowen Tongs	Cr Tony van Rooyen
Cr Philip Viney	

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)
Land Use Planning Group Leader (Mr Ian Sansom)

Media attendance

The Advocate newspaper.

Public attendance

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

Prayer

The meeting opened in prayer.

CONFIRMATION OF MINUTES OF THE COUNCIL

182/2015 Confirmation of minutes

The Executive Services Officer reported as follows:

“The minutes of the previous ordinary meeting of the Council held on 22 June 2015 and the special meeting of the Council held on 29 June 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 Tongs seconded, “That the minutes of the previous ordinary meeting of the Council held on 22 June 2015 and the special meeting of the Council held on 29 June 2015 be confirmed.”

Carried unanimously

COUNCIL WORKSHOPS

183/2015 Council workshops

The Executive Services Officer reported as follows:

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

- . 06.07.2015 – Merv Wright Memorial Fountain – opening of refurbishment / Rural Alive & Well / Merit Requests
- . 13.07.2015 – Penguin History Group update / Mosaics in public places.

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

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

Carried unanimously

MAYOR'S COMMUNICATIONS

184/2015 Mayor's communications

The Mayor reported as follows:

"I have no communications at this time."

185/2015 Mayor's diary

The Mayor reported as follows:

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

- . Central Coast Community Safety Partnership Committee – meeting
- . Coast FM Radio – interview
- . UTAS – University Dinner to mark 125th anniversary (Burnie)
- . North Motton–Gawler community morning tea
- . Apex Club of Ulverstone – changeover dinner
- . Minister for Health, the Hon Michael Ferguson MP – meeting re health reforms
- . Cradle Coast Innovation – Thinks 'n' Drinks event with business operators
- . Ulverstone Municipal Band – annual general meeting
- . Business visit (with General Manager) – Motton Terraces
- . Rotary Club of Ulverstone – Light Up Rotary changeover dinner
- . Ulverstone High School – assembly presentations
- . Burnie Equine Endurance Riders Inc.– North Motton Ride
- . North Western Fisheries Association – annual general meeting
- . Australian U16 Basketball Championships, Ulverstone 2015 – official opening ceremony
- . NAIDOC Week 2015 – flag-raising ceremony
- . North West Air Force Association – Bomber Command lunch
- . Ulverstone Repertory Theatre Society – 'Aladdin Jr' opening night."

The Deputy Mayor reported as follows:

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

- . Sprent Primary School – 2015 Sprent Abstract Art Expo."

Cr van Rooyen reported as follows:

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

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- . Lions Club of Penguin – annual dinner
 - . North West Football League – Mayor’s Cup presentation for Ulverstone v Penguin game.”

■ Cr Viney moved and Cr Broad seconded, “That the Mayor’s, Deputy Mayor’s and Cr van Rooyen’s reports be received.”

Carried unanimously

186/2015 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.

187/2015 Public question time

The Mayor reported as follows:

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

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

COUNCILLOR REPORTS

188/2015 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 Carpenter reported on a recent meeting of the Caves to Canyon Tourism Association.

Cr Howard reported on a recent meeting of the Penguin Miniature Railway Management Committee.

APPLICATIONS FOR LEAVE OF ABSENCE

189/2015 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."

DEPUTATIONS

190/2015 Deputations

The Executive Services Officer reported as follows:

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

PETITIONS

191/2015 Petitions

The Executive Services Officer reported as follows:

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

COUNCILLORS' QUESTIONS

192/2015 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 –

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.

193/2015 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

194/2015 Development & Regulatory Services determinations

The Director Development & Regulatory Services reported as follows:

“A Schedule of Development & Regulatory Services Determinations made during the month of June 2015 is submitted to the Council for information. The information is reported in accordance with approved delegations and responsibilities.”

The Executive Services Officer reported as follows:

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

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

Carried unanimously

195/2015 Council acting as a planning authority

The Mayor reported as follows:

“The *Local Government (Meeting Procedures) Regulations 2015* provide that if a council intends to act at a meeting as a planning authority under the *Land Use Planning and Approvals Act 1993*, the chairperson is to advise the meeting accordingly.

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

‘If any such actions arise out of Minute No. 196/2015, they are to be dealt with by the Council acting as a planning authority under the *Land Use Planning and Approvals Act 1993*.’”

The Executive Services Officer reported as follows:

“Councillors are reminded that the *Local Government (Meeting Procedures) Regulations 2015* provide that the general manager is to ensure that the reasons for a decision by a council acting as a planning authority are recorded in the minutes.”

- Cr Broad moved and Cr Downie seconded, “That the Mayor’s report be received.”

Carried unanimously

196/2015 Sports and recreation (greyhound training track) – variation to standards for setback to the Bass Highway, location of vehicular access and parking and vehicle parking requirement – 1 River Road, West Ulverstone (River Park) – Application No. DA214203

The Director Development & Regulatory Services reported as follows:

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

<i>‘DEVELOPMENT APPLICATION NO.:</i>	DA214203
<i>PROPOSAL:</i>	Sports and recreation (greyhound training track) – variation to standards for setback to the Bass Highway, location of vehicular access and parking and vehicle parking requirement – 1 River Road, West Ulverstone (River Park)
<i>APPLICANT:</i>	6ty° P/L
<i>LOCATION:</i>	1 River Road, West Ulverstone (River Park)
<i>ZONE:</i>	Recreation
<i>PLANNING INSTRUMENT:</i>	<i>Central Coast Interim Planning Scheme 2013</i> (the Scheme)
<i>ADVERTISED:</i>	17 June 2015
<i>REPRESENTATIONS EXPIRY DATE:</i>	1 July 2015
<i>REPRESENTATIONS RECEIVED:</i>	Nine
<i>42-DAY EXPIRY DATE:</i>	30 July 2015
<i>DECISION DUE:</i>	20 July 2015

PURPOSE

The purpose of this report is to consider an application for Sports and recreation (greyhound training track) – variation to standards for setback to the Bass Highway, location of vehicular access and parking and vehicle parking requirement at 1 River Road, West Ulverstone (River Park).

Accompanying the report are the following documents:

- . Annexure 1 – location plan;
- . Annexure 2 – application documentation;
- . Annexure 3 – representations;
- . Annexure 4 – photographs; and
- . Annexure 5 – TasWater Submission to Planning Authority Notice TWDA 2015/00940–CC.

BACKGROUND

Development description –

It is proposed to construct a greyhound training track at River Park for use by members of the North West Greyhound Club. The facility would be located at River Park on land owned by the Council. The land is a former landfill site at the end of River Road, West Ulverstone. The track would be sited between 20m and 30m from the western boundary of the land, and adjacent to an area of Rural Living zoning. The site is also adjacent to an existing sealed and gravelled roadway and car park area, which it is proposed to use.

The facility is intended to serve as a regional facility for the training of greyhounds. The applicant advises that other facilities in the region are not suitable in that the former facility at Penguin has been sold for residential development, a track at Batten Park is a private one, not necessarily available for club use, and a track at Devonport is a racing track and not necessarily available for training purposes.

A TasWater sewer main runs underneath the proposed track at approximately the half way point.

The facility would comprise a long straight training track 250m long and 6m wide with a roofed handling and washing area at the northern end of the track. The track would be bounded by a 1.8m high chain mesh wire fence and would be provided with a mechanical lure.

No reticulated electricity is available to the site. The applicants intend to install a small petrol driven generator to create power for their purposes. One such purpose would be to drive the mechanical lure.

Site description and surrounding area –

River Park is a 14.4ha area of land situated beside the western shore of the Leven River. It is a former landfill site, now rehabilitated. The land has been modified to include an undulated surface and has been selectively planted out with native vegetation. Current use of the site includes 3.5ha for a

cricket wicket and clubrooms for the Ulverstone Cricket Club with the remainder used for a range of passive activities including walking and fishing. The proposed training track would be adjacent to the western boundary of the site.

DISCUSSION

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

18.0 Recreation Zone

CLAUSE	COMMENT
18.3 Use Standards	
18.3.1 Discretionary Permit Use	
<p>18.3.1-(P1) Discretionary permit use must:</p> <p>(a) be consistent with local area objectives;</p> <p>(b) be consistent with any applicable desired future character statement; and</p> <p>(c) minimise likelihood for unreasonable impact on amenity for residential use on adjacent land in the zone.</p>	<p>Not applicable.</p> <p>Proposed use is Permitted.</p>
18.4.1 Suitability of a site or lot for use or development	
<p>18.4.1-(A1) A site or each lot on a plan of subdivision must:</p> <p>(a) have an area of not less than 1,000m²; and</p> <p>(b) if intended for a building, have a building area:</p> <p>(i) not less than 300m²;</p>	<p>Compliant.</p> <p>(a) Lot area – 6,000m².</p> <p>(b) Building area (i.e. area of proposed building and track) – 1,528m².</p>

<ul style="list-style-type: none"> (ii) clear of any applicable setback from a frontage, side, or rear boundary; (iii) clear of any applicable setback from a zone boundary; (iv) clear of any registered easement; (v) clear of any registered right-of-way benefiting other land; (vi) clear of any restriction imposed by a utility; (vii) not including an access strip; (viii) clear of any area required for on-site disposal of sewage or stormwater; and (ix) accessible from a frontage or access strip. 	
<p>18.4.1-(A2) A site or each lot on a plan of subdivision must have:</p> <ul style="list-style-type: none"> (a) a frontage upon a road of not less than 10.0m; (b) access provided by a right-of-way to a road over land not required as the sole or principal means of access to any other land of a width not less than 6.0m; 	<p>Compliant.</p> <ul style="list-style-type: none"> (a) River Park frontage to River Road is 314m. (b) Not applicable. (c) Not applicable.

<p>(c) an access strip to a road not required as the sole or principal means of access to any other land of a width not less than 6.0m; and</p> <p>(d) vehicular access between the carriageway of a road and the frontage or access strip provided in accordance with the <i>Local Government (Highways) Act 1982</i> or the <i>Roads and Jetties Act 1935</i> ^{R18}.</p>	<p>(d) Access to River Road provided.</p>
<p>18.4.1–(A3) A site or each lot on a plan of subdivision must have a water supply:</p> <p>(a) provided in accordance with the <i>Water and Sewerage Industry Act 2009</i>; or</p> <p>(b) from a rechargeable drinking water system ^{R19} with a storage capacity of not less than 10,000 litres if:</p> <p>(i) there is not a reticulated water supply; and</p> <p>(ii) development is for a use with an equivalent population of not more than 10 people per day.</p>	<p>Compliant.</p> <p>The site has access to the reticulated water system. The Council’s Planning Permit would require compliance with TasWater’s approval, included as an attachment to the Planning Permit.</p>
<p>18.4.1–(A4) A site or each lot on a plan of subdivision must drain sewage and trade waste:</p> <p>(a) to a sewerage system provided in accordance with the <i>Water and</i></p>	<p>Compliant.</p> <p>The site has access to the reticulated sewerage system. The Council’s Planning Permit would require compliance with</p>

<p><i>Sewerage Industry Act 2009</i>; or</p> <p>(b) by on-site disposal if:</p> <p>(i) sewage or trade waste cannot be drained to a reticulated sewer system; and</p> <p>(ii) the development:</p> <p>a. provides for an equivalent population of not more than 10 people per day; or</p> <p>b. creates a total sewage and waste water flow of not more than 1,000 litres per day; and</p> <p>(iii) the site has capacity for on-site disposal of domestic waste water in accordance with AS/NZS 1547:2000 On-site domestic wastewater management, clear of any defined building area or access strip.</p>	<p>TasWater’s approval, included as an attachment to the Planning Permit.</p>
<p>18.4.1–(A5) A site or each lot on a plan of subdivision must drain stormwater:</p> <p>(a) to a stormwater system provided in accordance with the <i>Drains Act 1954</i>; or</p> <p>(b) if stormwater cannot be drained to a stormwater system:</p>	<p>Compliant.</p> <p>The site has access to the reticulated stormwater system.</p>

<ul style="list-style-type: none"> (i) for discharge to a natural drainage line, water body, or watercourse; or (ii) for disposal within the site if: <ul style="list-style-type: none"> a. the site has an area of not less than 5,000m²; b. the disposal area is not within any defined building area; c. the disposal area is not within any area required for the disposal of sewage; d. the disposal area is not within any access strip; and e. not more than 50% of the site is impervious surface. 	
<p>18.4.2 Location and configuration of development</p>	
<p>18.4.2-(A1) A building must be set back from a frontage:</p> <ul style="list-style-type: none"> (a) not less than 4.5m from a primary frontage; and (b) not less than 3.0m from any secondary frontage; or 	<ul style="list-style-type: none"> (a) Front set back (from River Road) is 34m. (b) Not applicable.

<p>(c) not less than or not more than the setbacks for any existing building on each of the immediate adjoining sites;</p> <p>(d) not less than for any building retained on the site;</p> <p>(e) in accordance with any building area shown on a sealed plan of subdivision; or</p> <p>(f) not less than 50.0m if the site abuts the Bass Highway.</p>	<p>(c) Not applicable.</p> <p>(d) Not applicable.</p> <p>(e) Not applicable.</p> <p>(f) Non-compliant. Setback to Bass Highway is 35m. See "Issues" section below.</p>
<p>18.4.2-(A2) Building height must not be more than 15.0m.</p>	<p>Compliant.</p> <p>Proposed height of starting shelter would be 3.6m.</p>
<p>18.4.2-(A3) An external car parking and loading area, and any area for the display, handling, or storage of goods, materials or waste, must be located behind the primary frontage elevation of a building.</p>	<p>Non-compliant.</p> <p>Proposed parking area is located between the starting shelter and the intersection with River Road.</p> <p>See "Issues" section below.</p>
<p>18.4.3 Setback from zone boundaries</p>	
<p>18.4.3-(A1) Development of land with a boundary to a zone must:</p> <p>(a) be setback from the boundary of land in an adjoining zone by</p>	<p>(a) Required setback from Rural Living zone is 10m with 18m being proposed. No required setback from</p>

<p>not less than the distance for that zone shown in the Table to this clause;</p> <p>(b) not include within the setback area required for a boundary to land in a zone shown on the Table:</p> <ul style="list-style-type: none"> (i) a building or work; (ii) vehicular or pedestrian access from a road if the boundary is not a frontage; (iii) vehicle loading or parking area; (iv) an area for the display, handling, operation, manufacturing, processing, servicing, repair, or storage of any animal, equipment, goods, plant, materials, vehicle, or waste; (v) an area for the gathering of people, including for entertainment, community event, performance, sport or for a spectator facility; (vi) a sign orientated to view from land in another zone; or (vii) external lighting for operational or security purposes; and <p>(c) a building with an elevation to a zone boundary to which this</p>	<p>Environmental Management zone boundary.</p> <ul style="list-style-type: none"> (b) Non-compliant. Setback from Rural Living zone includes vehicular access and vehicular parking. (c) Proposed building fits the required building envelope (depending on proposed building height). (d) Not applicable. There would be no wall to the starting structure.
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<p>clause applies must be contained within a building envelope determined by:</p> <ul style="list-style-type: none"> (i) the setback distance from the zone boundary as shown on the Table to this clause; and (ii) projecting upward and away from the zone boundary at an angle of 45 degrees above the horizontal from a wall height of 3.0m at the setback distance from the zone boundary; and <p>(d) the elevation of a building to a zone boundary must not contain an external opening other than an emergency exit, including a door, window to a habitable room, loading bay, or vehicle entry.</p>	
<p>18.4.4 Subdivision</p>	
<p>18.4.4-(P1) Each new lot on a plan of subdivision must be:</p> <ul style="list-style-type: none"> (a) a lot required for public use by the State Government, a Council, a statutory authority or a corporation all the shares of which are held by or on behalf of the State, a Council or by a statutory authority; or (b) for a purpose permissible in the zone. 	<p>Not applicable.</p> <p>No subdivision proposed.</p>

CODES	
E1 Bushfire-Prone Areas Code	Code applies; within 100m of bushfire-prone vegetation. Development is exempt; not a habitable building.
E2 Airport Impact Management Code	Not applicable. No Code in the Scheme.
E3 Clearing and Conversion of Vegetation Code	Code does not apply in the Recreation zone.
E4 Change in Ground Level Code	
E4.2 Application of Code	Code applies to all development.
E4.4 Exemption	Not exempt.
E4.6 Development Standards	
E4.6.1 Change in existing ground level or natural ground level	
E4.6.1-(A1) Cut or fill must:	Compliant.
(a) not be on land within the Environmental Living zone or the Environmental Management zone;	(a) Land is not contained in any of the listed zones.
(b) be required to:	(b) Would be required for construction of a training track structure.

<ul style="list-style-type: none"> (i) provide a construction site for buildings and structures; (ii) facilitate vehicular access; (iii) mitigate exposure to a natural or environmental hazard; (iv) facilitate provision of a utility; (v) assist the consolidation or intensification of development; or (vi) assist stormwater management; <p>(c) not result in a modification of surface stormwater water flow to increase:</p> <ul style="list-style-type: none"> (i) surface water drainage onto adjacent land; (ii) pooling of water on the site or on adjacent land; or (iii) the nature or capacity of discharge from land upstream in a natural or artificial drainage channel; <p>(d) not destabilise any existing building or increase the requirements for construction of any potential building on</p>	<ul style="list-style-type: none"> (c) Stormwater is unlikely to require additional management measures. (d) Unlikely to cause instability of any building or future building on adjacent land. (e) No intersection of ground water flow likely - insufficient cut. (f) Stormwater is unlikely to require additional management measures at site preparation, construction or rehabilitation phases. (g) No retaining or support structure with a 'line of influence' of more than 450mm into any adjacent land likely. (h) Proposed track would be constructed over two TasWater sewer mains. Advice of TasWater required.
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<p>adjacent land;</p> <p>(e) manage disposal of intersected ground water;</p> <p>(f) safeguard the quality of receiving waters through measures to minimise erosion and release of sediments and other contaminants during each of the site preparation, construction and rehabilitation phase in accordance with Soil and Water Management on Building and Construction Sites 2009;</p> <p>(g) not require a retaining or support structure that would result in a 'line of influence' of more than 450mm into any adjacent land unless the owner of adjacent land has provided written consent to enter into an agreement under Part 5 <i>Land Use Planning and Approvals Act 1993</i> registered on the title of adjacent land to provide for the level of constraint; and</p> <p>(h) not encroach upon or expose, disturb, or reduce cover over an underground utility to less than 1.0m unless the relevant regulatory entity has advised:</p> <p style="padding-left: 20px;">(i) it is satisfied the cut or fill will not result in harm to the utility; and</p> <p style="padding-left: 20px;">(ii) any condition or requirement it determines are appropriate to protect the utility.</p>	
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E5 Local Heritage Code	Not applicable. No places of local heritage listed in Code.
E6 Hazard Management Code	Code applies. Land was previously a waste disposal land-fill. Exempt because building is not habitable and is not a critical or hazardous use. Site of facility not mapped as being at risk of landslide, or coastal erosion or inundation.
E7 Sign Code	Not applicable. No signs proposed.
E8 Telecommunication Code	Not applicable. No signs proposed.
E9 Traffic Generating Use and Parking Code	
E9.2 Application of Code	Code applies to all development.
E9.4 Exemption	Not exempt. No Local Area Parking Scheme applies to the site.

E9.5 Use Standards	
E9.5.1 Provision for parking	
<p>E9.5.1-(A1) Provision for parking must be:</p> <p>(a) the minimum number of on-site vehicle parking spaces must be in accordance with the applicable standard for the use class as shown in the Table E9A;</p> <p>(b) motor bike parking at a rate of one space for every 20 vehicle parking spaces;</p> <p>(c) parking spaces for people with disabilities at the rate of one space for every 20 parking spaces or part thereof; and</p> <p>(d) bicycle parking at the rate of one space for every 20 vehicle parking spaces or part thereof.</p>	<p>(a) Non-compliant. Table E9A requires 15 on-site parking spaces; eight proposed, but an additional seven spaces could be provided.</p> <p>See "Issues" section below.</p> <p>(b)-(d) Not applicable. Requirement only triggered with requirement for 20 spaces.</p>
E9.5.2 Provision for loading and unloading of vehicles	
<p>E9.5.2-(A1) There must be provision within a site for:</p> <p>(a) on-site loading area in accordance with the requirement in Table E9A; and</p>	<p>(a) Non-compliant. Table E9A requires one small rigid truck parking space on site; no truck parking is proposed. But sufficient space on the site to accommodate the required parking.</p>

<p>(b) passenger vehicle pick-up and set-down facilities for business, commercial, educational and retail use at the rate of one space for every 50 parking spaces.</p>	<p>See “Issues” section below.</p> <p>(b) Not applicable. Sport and Recreation use does not require passenger vehicle pick-up and set-down facilities.</p>
<p>E9.6 Development Standards</p>	
<p>E9.6.1 Road access</p>	
<p>E9.6.1–(A1) There must be an access to the site from a carriageway of a road ^{R36}:</p> <p>(a) permitted in accordance with the <i>Local Government (Highways) Act</i>;</p> <p>(b) permitted in accordance with the <i>Roads and Jetties Act 1935</i>; or</p> <p>(c) permitted by a license granted for access to a limited access road under the <i>Roads and Jetties Act 1935</i>.</p>	<p>Compliant.</p> <p>(a) Access to site is available to River Road.</p> <p>(b) Not applicable.</p> <p>(c) Not applicable.</p>
<p>E9.6.2 Design of vehicle parking and loading areas</p>	
<p>E9.6.2–(A1) The layout of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must:</p>	<p>(a) Compliance with AS/NZS 2890.1–2004 – Parking Facilities – Off-Street Car Parking not demonstrated. Achievable through condition.</p>

<p>(a) be in accordance with AS/NZS 2890.1–2004 – Parking Facilities – Off-Street Car Parking;</p> <p>(b) be in accordance with AS/NZS 2890.2–2002 – Parking Facilities – Off-Street Commercial Vehicles;</p> <p>(c) be in accordance with AS/NZS 2890.3–1993 – Parking Facilities – Bicycle Parking Facilities;</p> <p>(d) be in accordance with AS/NZS 2890.6–2009 – Parking Facilities – Off-Street Parking for People with Disabilities;</p> <p>(e) each parking space must be separately accessed from the internal circulation aisle within the site;</p> <p>(f) provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space;</p> <p>(g) be formed and constructed with compacted sub-base and surfaced with an all-weather dustless surface, such as bitumen, concrete, or brick or permeable paving blocks; and</p> <p>(h) provide for the collection, drainage, and disposal of stormwater.</p>	<p>(b) Not applicable. Parking type not proposed.</p> <p>(c) Not applicable. Parking type not proposed.</p> <p>(d) Not applicable. Parking type not proposed.</p> <p>(e) Car parking spaces likely to be capable of separate access from internal driveway.</p> <p>(f) Car parking spaces likely to be capable of forward movement and passing to/from a parking space.</p> <p>(g) Proposed parking on sealed and gravel section of roadway.</p> <p>(h) Adequate provision made for collection of stormwater. Selected option for disposal to be determined at building stage.</p>
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DEVELOPMENT & REGULATORY SERVICES

<p>E9.6.2–(A2) Design and construction of an access strip and vehicle circulation, movement and standing areas for use or development on land within the Rural Living, Environmental Living, Open Space, Rural Resource, or Environmental Management zones must be in accordance with the principles and requirements for in the current edition of Unsealed Roads Manual – Guideline for Good Practice ARRB.</p>	<p>Not applicable.</p> <p>Land not contained within one of the listed zones.</p>
<p>E10 Water and Waterways Code</p>	<p>Not applicable. Proposed facility is not within 30m of a watercourse or water body (Leven River).</p>
<p>Specific Area Plans</p>	<p>No Specific Area Plans apply to this location.</p>

Issues –

1 Use –

The proposed use is categorised as Sports and recreation under the Scheme which is defined as land for organised or competitive recreation or sporting purposes, including a firing range, golf course or driving range and sports ground.

The nature of the proposed greyhound training activity is considered to be more closely aligned with this definition than the other possible category which is Domestic animal breeding, boarding or training. The latter is principally defined as being a domestic animal or as defined in the Macquarie Dictionary, “having to do with the home”. A reasonable application of this definition would be to describe a pet; greyhounds are racing dogs not popularly regarded as pets.

Sports and recreation uses are Permitted uses in the Recreation zone and as such, are consistent with the purpose for which the land has been zoned.

The Central Coast Open Space and Recreation Plan 2012–2022 describes River Park as a District Open Space that provides for sport (cricket and football umpire training) and for passive recreation purposes. The addition of another sport, i.e. greyhound training, is not inconsistent with the Plan’s identified role for the site.

While the development is not required to be assessed against the Local Area Objectives or the Statements of Desired Future Character, both provisions support the nature of the proposed development.

The Local Area Objectives state:

“Provide convenient and accessible opportunity for organised recreational events, structured physical activity, competitive sport, and hobbies or pursuits to meet municipal, sub-regional or regional requirements.”

The Statements of Desired Future Character state:

“(a) may occur on natural and modified sites in urban and rural settings for indoor and outdoor activity;

- (b) is not required to be comparable with development on adjacent land;
- (c) may involve large outdoor facilities and highly modified sites, and include buildings and structures for administration, club room and change facilities, grandstands and spectator mounds, light towers and score boards, and facilities for vehicle parking;
- (d) may involve indoor facilities in large buildings with distinctive typology, bulk and height, and include expansive external area for vehicle parking;
- (e) may impact on the amenity of use on adjacent land through factors associated with the occupational and operational practices of recreation, including attendance by large numbers of people, high traffic volume and expansive vehicle parking, a large workforce or client base, duration and frequency of events, extended or intermittent hours of operation, and a readily apparent visual or operational presence within an urban or rural setting.”

Both provisions readily accommodate the proposed use, and actually go further in relation to the allowable impact than is likely to be the case.

On the basis of the identified Scheme and Open Space and Recreation Plan provisions, it is considered that the use is demonstrably appropriate.

2 *Setback to Bass Highway <50m visual impact to Bass Highway –*

Section 18.4.2 (A1)(f) requires that a building be setback 50m from the Bass Highway. The end of the proposed track would be approximately 7m from the highway boundary. The proposal requires consideration under the Performance Criteria, which requires that the setback is consistent with the streetscape and is required by a constraint affecting the site, services provision or any lawful requirement.

The southern end of the track and fencing would be partly visible from the Bass Highway, particularly to west bound traffic. However the view would also be partly obscured from view by the undulating

nature of the land and existing vegetation on the site and to a lesser extent in the road reservation.

It would be difficult to say that the view of the facility, to the extent of its visibility, would be characteristic of the streetscape or that it would be complementary. The impact of the facility could be down played by use of a dark coloured plastic coated chain wire fence and additional and judicious planting of screening vegetation, to an extent that would avoid offence to the streetscape.

The test concerning constraint lists seven types of potential constraint, including size and shape of the site, orientation and topography of the land and arrangements for vehicular or pedestrian access.

In this case, satisfying the essential requirements of the development being for a 250m straight on generally level land, with vehicle access and parking is constrained by the undulating nature of the land, other uses of the site, the shape of the park and vehicle access location. It is accepted that the proposed location of the development is reasonably the product of the site constraints and on this basis the Scheme requirement for an imposed constraint is deemed to be satisfied.

3 *Setback from Rural Living zone –*

River Park abuts land on the western side which is zoned Rural Living. Section 18.4.3 (A1) requires that a building be setback a minimum of 10m from the boundary with the Rural Living zone, within which there is to be no vehicle or pedestrian access. In this case, the roadway to the end of the track is within 10m of the boundary. Consequently, an assessment under the Performance Criteria is required.

The Performance Criteria requires that the development must minimise any likely conflict with any sensitive use and limit the impact on the amenity of a sensitive use. In this case, it could only be use of the roadway to which these requirements relate. The training track and associated facilities would be setback more than 20m from the boundary.

The roadway would be used by owners to collect their dogs and for maintenance purposes. The number of vehicles using the roadway would be relatively small on the applicant's stated figures of four trainers at any one time.

The proposed car park is also fairly small showing eight spaces; the application indicates that the maximum demand for parking is likely to be about five vehicles.

At such volumes of use, it is considered that the impact on adjoining residents is likely to be minor and well within what could be reasonably regarded as “minimise”.

The operation of the track is not likely to create a large impact on the use or amenity of surrounding residents. Any noise from barking dogs would be limited by the considerable background traffic noise on the Bass Highway, the limited number of greyhounds likely to be on the site at one time and use of the track being only during daylight hours. Also there are no loud speakers or track lighting proposed.

Some representations mention possible conflict between greyhounds and those who walk their dogs on the land. This issue was discussed with the applicant as well as the placement of 900mm wide shade cloth on the lower section of the fence to restrict views between greyhounds on the track and other dogs in the park. The applicant agreed that this would be an appropriate measure.

4 *Car parking –*

Table E9A of the Traffic Generating Use and Parking Code requires the provision of 15 on-site car parking spaces and one on-site small rigid truck parking space.

Eight car parking spaces are proposed and no small rigid truck space. While parking is not provided in accordance with the Code, there is sufficient space within the lease area to provide the additional spaces if required.

An assessment of the parking provision against the Performance Criteria is required. The Performance Criteria requires that adequate and appropriate parking provision is made to meet the requirements of the use, the needs and requirements of site users and the type, number frequency and duration of parking demand.

The applicant states that the expected maximum demand is likely to be five vehicles at one time, and that in the event that more are required there is sufficient space available to accommodate such demand.

The track would accommodate two dogs at one time, i.e. one lane each. On the basis that there could be two trainers packing up and leaving, two trainers on the track, and two trainers arriving, the likely maximum number of parking spaces is six. It is also unlikely that a small rigid truck would be required. Most trainers transport their dogs in a trailer towed by a family sedan.

On the basis of this analysis it is accepted that the proposed parking spaces would be adequate and that the requirements of the Performance Criteria satisfied. Accordingly, an exercise of discretion on the number and type of parking spaces required is considered justified.

5 *Possible site contamination –*

The site was a former landfill site which has since been rehabilitated. Concern was held that excavation of the site for construction of the proposed training track could compromise the amount of soil cover over landfill material or encounter landfill material.

The applicant was required to undertake an engineering investigation for the purpose of identifying the presence, type and location of landfill deposits, and provide recommendations for the treatment of uncovered landfill deposits.

Six test pits were dug with some minor landfill deposits encountered in one of the pits. The report concluded that:

- (a) the design finish surface level of the track should be made 300mm higher than proposed on the plans, in order to avoid uncovering of landfill deposits; and
- (b) any landfill deposits uncovered during construction should be appropriately disposed of off-site; and
- (c) if excavations uncover a substantial amount of landfill deposit, the material should be excavated an additional 300mm below subgrade level and a 200mm clay layer placed over it, to seal the exposed cell.

These conclusions should be included as conditions of a Permit should it be granted.

In addition, and as a means of managing any possible soil contamination risk, it is recommended that any stripped or excavated material be stockpiled on site and be appropriately tested to determine the suitability or otherwise for reuse on the site, to the satisfaction of the Council's Director Engineering Services or his representative.

6 *Vehicle access and car parking areas –*

The proposed vehicle parking area is partially sealed but is in a poor state of repair. Also, the proposed location of the parking area may not necessarily be the most appropriate.

The Traffic Generating Use and Parking Code requires that vehicle parking and manoeuvring areas be properly constructed, sealed and drained.

It would be appropriate that, if approved, the development be required to design and construct a suitable car park with the required number of spaces using compacted sub-base and surfaced with an all-weather surface, such as bitumen or concrete, and be appropriately drained, to the satisfaction of the Director Engineering Services.

7 *Siting of car park to frontage –*

Section 18.4.2-(A3) of the Scheme requires that an external car parking area be located behind the primary frontage elevation of a building.

In this case, the proposed car park would be sited immediately to the north of the proposed starting shelter and approximately 30m from River Road. The location of the car park requires assessment under the Performance Criteria; an exercise of discretion is consequently required.

The Performance Criteria require that the parking area not dominate the frontage, is consistent with the streetscape, is required by an imposed constraint and provides a durable screen to attenuate impact.

On the first test, the park is an expansive area with considerable open space. The most dominant image is its openness. The car park is a minor facility with little visual impact, particularly in the light of the

expected number of vehicles. It is unlikely that the car park would dominate the frontage; the first test is satisfied.

For similar reasons the car park would be consistent with the streetscape; the second test is deemed to be satisfied.

The third test is that the car park location is determined by an imposed constraint. In this case the training track is constrained by its own design criteria and the nature of the site, particularly its topography and dimensions. Location of the car park at the northern end is understandable as that is where the track starts. It is accepted that the car park location is a reasonable response to imposed constraints. This test is satisfied.

The final test is for the provision of a durable screen. The car park would be partially screened by existing vegetation along the western boundary of the lot. Some additional planting would be helpful in further reducing the view of the car park and upgrading the entrance to the site. This should be included in considerations of the recommended landscape plan. On this basis, it is considered that the final test is satisfied.

Referral advice –

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

SERVICE	COMMENTS/CONDITIONS
Environmental Health	No conditions required.
Engineering Services	No conditions required.
TasWater	Conditions provided.
Department of State Growth	No comments received.
Environment Protection Authority	No referral required.
TasRail	No referral required.
Heritage Tasmania	No referral required.

Crown Land Services	No referral required.
Other	No referral required.

CONSULTATION

In accordance with s.57(3) of the *Land Use Planning and Approvals Act 1993*:

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

Representations -

Nine representations were received within the prescribed time, copies of which are provided at Annexure 3.

The representations are summarised and responded to as follows:

MATTER RAISED	RESPONSE
REPRESENTATION 1	
1 The development would prohibit other dog owners from using the area.	Development would not prohibit use of park by others. Dogs could be walked in other areas of River Park.
2 Development would prevent other people from recreational pursuits on the land.	Not so. The park is 14.4ha while the greyhound training track area would be 6,000m ² . There is sufficient room for a range of passive and active recreational activities.
3 Greyhound racing has a bad reputation. The Council would be best not exposed to future criticism.	The reputation of a sporting activity is not a legitimate land use planning consideration.

<p>4 Development would end others enjoyment of the area.</p>	<p>Not so. There is sufficient room in the park to accommodate a range of passive and active recreational activities.</p>
<p>REPRESENTATION 2</p>	
<p>1 Facility would prevent others from walking their dogs off their leads.</p>	<p>Development would not prohibit use of park by others. Dogs could be walked in other areas of River Park.</p>
<p>2 Development would prevent other people from recreational pursuits on the land.</p>	<p>Not so. The park is 14.4ha while greyhound training track area would be 6,000m². There is sufficient room for a range of passive and active recreational activities.</p>
<p>3 Greyhound racing has a bad reputation. The Council would be best not exposed to future criticism.</p>	<p>The reputation of a sporting activity is not a legitimate land use planning consideration.</p>
<p>4 Development would end others enjoyment of the area.</p>	<p>Not so. There is sufficient room in the park to accommodate a range of passive and active recreational activities.</p>
<p>REPRESENTATION 3</p>	
<p>1 Potential for conflict between greyhounds and smaller dogs being walked in the park.</p>	<p>Some conflict is possible but unlikely. Greyhounds are likely to be under the control of their owners and contained in trailers, starting shed and the fenced track. Use of shade cloth to obscure views between greyhounds on the track and other dogs outside should further reduce any opportunity for conflict.</p>

<p>2 Dog walkers use the bitumen roadway to walk on.</p>	<p>While dog walkers would not necessarily be prevented from using the roadway, it is accepted that the extent of current use may be curtailed.</p>
<p>3 If the park is only available to greyhound owners, there will be pressure on other areas for dog walking some of which are not available or suitable.</p>	<p>Use of the park for dog walking would not be prevented by the greyhound training facility itself. It is noted that a sign on the park already prohibits its use by dogs, horses and golf.</p>
<p>4 The park accommodates a variety of uses. It would be wrong to change this.</p>	<p>The park would still be available for a range of recreational activities.</p>
<p>REPRESENTATION 4</p>	
<p>1 Concerned that Sunday start at 8.00am is too early - should be 10.00am.</p>	<p>Use levels would be relatively small and the nature and impact of activity not excessive. Statements of Desired Future Character do not align with a restriction on hours of operation. There are insufficient grounds for restricting hours of operation.</p>
<p>2 If expected traffic exceeds predicted levels, cars could park on the street.</p>	<p>If traffic and parking increase to the point of being problematic, the Council would consider measures available to it for managing such increase.</p>
<p>3 Potential for conflict between greyhounds and pets where greyhounds are not adequately contained.</p>	<p>Some conflict is possible but unlikely. Greyhounds are likely to be under the control of their owners and contained in trailers, starting shed and the fenced track. Use of shade cloth to obscure views between greyhounds on the track and other dogs outside should further reduce any opportunity for conflict.</p>

<p>4 It is not the Council's responsibility to provide land for the proposed training track.</p>	<p>Correct. However, the Council can consider an approach for lease of land where purpose is consistent with its planning strategies.</p>
<p>REPRESENTATION 5</p>	
<p>1 Concerned that Sunday start at 8.00am is too early – should be 10.00am.</p>	<p>Use levels would be relatively small and the nature and impact of activity not excessive. Statements of Desired Future Character do not align with a restriction on hours of operation. There are insufficient grounds for restricting hours of operation.</p>
<p>2 Concerned at traffic generation and noise of dogs barking.</p>	<p>Traffic generation is unlikely to be excessive and insufficient to constitute a significant safety or amenity issue.</p> <p>Some additional noise from dogs barking is possible, however the expected number of greyhounds at one time is likely to be relatively small, i.e. about six, and they are likely to be under their owner's control, and separated from dogs being exercised.</p>
<p>3 Dogs not on leads could be a problem where out of control.</p>	<p>It is possible that greyhounds could at times be exercised in the park. However greyhound owners are required under the Greyhound Australasia Rules to have their dogs muzzled and under effective control, through a leash, when in a public place. In this context, it is unlikely that greyhounds would ever be out of control.</p>
<p>4 Number of users could increase over time and could</p>	<p>If traffic and parking increase to the point of being problematic, the</p>

<p>cause traffic and parking problems.</p>	<p>Council would consider measures available to it for managing such increase.</p>
<p>REPRESENTATION 6</p>	
<p>1 Greyhound racing has a bad reputation. The Council would be best not exposed to future criticism.</p>	<p>The reputation of a sporting activity is not a legitimate land use planning consideration.</p>
<p>2 Potential for conflict between greyhounds and pets where greyhounds are not adequately contained.</p>	<p>Some conflict is possible but unlikely. Greyhounds are likely to be under the control of their owners and contained in trailers, starting shed and the fenced track. Use of shade cloth to obscure views between greyhounds on the track and other dogs outside should further reduce any opportunity for conflict.</p>
<p>REPRESENTATION 7</p>	
<p>1 Greyhound training would push other users out.</p>	<p>It is unlikely that greyhound training activity would cause such a degree of conflict that other users would be forced out. Greyhounds would be mostly separated from other users by the training facility itself and owners' control.</p>
<p>2 Could be conflict between greyhounds and pets.</p>	<p>Some conflict is possible but unlikely. Greyhounds are likely to be under the control of their owners and contained in trailers, starting shed and the fenced track. Use of shade cloth to obscure views between greyhounds on the track and other dogs outside should further reduce any opportunity for conflict.</p>

<p>3 River Park is the only dog area that suits their circumstances.</p>	<p>River Park is a relatively large area within which there is sufficient area for both categories of dog owners.</p>
<p>REPRESENTATION 8</p>	
<p>1 Greyhound training facilities already exist at Batten Park and Devonport. The proposed track is not required.</p>	<p>Apparently the track at Battens Park is private and not available to club members. The applicant advises that the Devonport facility is a racetrack and not always available.</p>
<p>2 Greyhound racing has a bad reputation. The Council would be best not exposed to future criticism.</p>	<p>The reputation of a sporting activity is not a legitimate land use planning consideration.</p>
<p>REPRESENTATION 9</p>	
<p>1 Council advice in 2003 that landfill site would be developed as a community park was the basis for purchasing land in the area. We were misled if the proposed development proceeds.</p>	<p>It is not possible to comment on advice provided in 2003. However River Park is principally a community park. It is intended to accommodate active and passive recreational pursuits. The proposed training facility would be consistent with this strategy.</p>
<p>2 Proposed use of park by greyhounds would limit use by private dog owners.</p>	<p>It is unlikely that greyhound training activity would cause such a degree of conflict that other users would be forced out. Greyhounds would be mostly separated from other users by the training facility itself and owners' control.</p>
<p>3 Physical impact of the facility would be unpleasant and could undermine property values.</p>	<p>The visual impact of the facility on most surrounding dwellings would not be excessive. The track and associated infrastructure would be partially screened by existing vegetation and would be down-played by the use of black plastic</p>

	<p>coated wire mesh on the fence and additional screening vegetation.</p> <p>Impact of development on property values is not a legitimate Land Use Planning consideration.</p>
4	<p>If approved the training track could expand in the future resulting in increased levels of disturbance and reduced property values.</p> <p>If traffic and parking increase to the point of being problematic, the Council would consider measures available to it for managing such increase.</p>
5	<p>Noise from barking greyhounds and operation of baiting mechanism would be disruptive to nearby residents.</p> <p>Some barking is possible but unlikely to be excessive given the relatively low numbers of greyhounds that can be accommodated by the facility, and their separation from other dog walkers.</p> <p>Noise of the baiter is unlikely to be particularly invasive due to it being masked by the significant background traffic noise associated with the Bass Highway.</p>
6	<p>Additional traffic using the existing entrance could become a traffic hazard.</p> <p>Given the low numbers of vehicles that currently use the road, the number of likely vehicles associated with the proposed development, and the low speed environment, it is unlikely that the entrance would become a traffic hazard.</p>
7	<p>Greyhound training facilities already exist within close proximity which could be used instead.</p> <p>The applicant advises that other facilities in the area do not now exist or are not available.</p>
8	<p>No soil contamination testing was undertaken.</p> <p>Soil contamination testing was not undertaken because:</p>

	<ul style="list-style-type: none"> . the site was rehabilitated when the landfill was closed out, including through the covering of landfill with soil capping;, . construction of the facility would be in the covering material regarding which there is no reason to believe is contaminated; and . the facility would not involve a habitable building.
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RESOURCE, FINANCIAL AND RISK IMPACTS

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

CORPORATE COMPLIANCE

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

The Environment and Sustainable Infrastructure

- . Develop and manage sustainable built infrastructure.

CONCLUSION

The proposed greyhound training track is a Permitted use in the Recreation zone. It is also consistent with the Local Area Objectives and Statements of Desired Future Character to an extent that is considerably below the level of activity and impact provided for in the zone.

There are four matters upon which exercises of discretion are required:

- 1 setback from the Bass Highway;
- 2 setback from the adjacent Rural Living zone;
- 3 car parking; and
- 4 siting of car park.

The Performance Criteria relating to setback from the Bass Highway have been satisfied through the associated tests for being required as a

consequence of constraints and consistency with the streetscape, in the latter case through changes in the type of fence from galvanised chain mesh to black plastic coated wire mesh, and additional screen planting to limit visual impact to the Bass Highway.

Visual impact considerations also relate to the setback of the training facility to the Rural Living zone boundary. There is clearly public concern about the development. Some additional screening vegetation along the western side of the track would help to reduce its visual presence beyond the obstruction of views that would occur through existing native vegetation. Screening vegetation at the vehicle entrance would also help to limit views of car parking and upgrade the entry to the site.

These design elements would best be covered through a landscape plan which identifies required functions of planting on the site, necessary points at which planting should occur, and the type of vegetation and any other measures required.

Members of the public are also concerned about the interaction of greyhounds and pets walked in the park for exercise. The placement of shade cloth along the bottom half of the proposed track fence would help to avoid interactions between them by screening views between the track and the adjacent park grounds. The applicant has agreed to this and it should be a condition of the Council's approval.

The other matter requiring discretion is the amount and type of car parking to be provided. The case for a lesser number than required by the Traffic Generating Use and Car Parking Code has been adequately made, though when building plans are prepared it may be that the car park needs to be moved. In any event it should be a requirement that the car park, wherever it is located, should be properly constructed and drained.

The engineering investigation of the site made particular recommendations regarding an increase in height of the track by 300mm, disposal of any uncovered landfill and excavation of any substantial landfill deposit. If approved, compliance with these recommendations should be required. As well, any excavated soil should be tested for contamination to ensure it is suitable for re-use.

Recommendation –

It is recommended that the application for Sports and recreation (greyhound training track) – variation to standards for setback to the Bass Highway, location of vehicular access and parking and vehicle parking requirement at

1 River Road, West Ulverstone (River Park) be approved subject to the following conditions and notes:

- 1 The development must be substantially in accordance with the application for this Permit, unless modified by a condition of this Permit.
- 2 The development must be in accordance with the conditions of the Submission to Planning Authority from TasWater, Reference No. TWDA 2015/00940-CC (copy attached).
- 3 The proposed 1.8m high fence around the track must use black plastic coated chain mesh.
- 4 Placement of 900mm wide shade cloth around the lower half of the 1.8m high fence around the track.
- 5 Prior to the issue of building approval, a landscape plan must be prepared by a qualified Landscape Architect and approved by the Director Development & Regulatory Services. The plan is to incorporate planting to limit visual impact from the Bass Highway, adjacent residential properties and the proposed car park.
- 6 Vehicle parking and manoeuvring areas must be compliant with AS/NZS 2890.1-2004 - Parking Facilities - Off-Street Car Parking.
- 7 The car park must be formed and constructed with compacted sub-base and surfaced with an all-weather dustless surface, such as bitumen or concrete, and satisfactorily drained of stormwater, to the satisfaction of the Director Engineering Services.
- 8 Implementation of the recommendations of the Engineers Report prepared by 6ty° P/L titled Proposed Greyhound Training Track, 1 River Road, West Ulverstone, Project No. 15.018, and in particular the following:
 - (a) the design finish surface level of the track should be made 300mm higher than proposed on the submitted Drawing No. AO1 of Project number 15.018, issue 01, in order to avoid uncovering of landfill deposits; and
 - (b) any landfill deposits uncovered during construction should be appropriately disposed of off-site; and

- (c) if excavations uncover a substantial amount of landfill deposit, the material should be excavated an additional 300mm below subgrade level and a 200mm clay layer placed over it, to seal the exposed cell.
- 9 Any stripped or excavated material must be stockpiled on site and appropriately tested to determine the suitability or otherwise for re-use on the site, to the satisfaction of the Council's Director Engineering Services or his representative.

Please note:

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

The report is supported."

The Executive Services Officer reported as follows:

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

■ Cr van Rooyen moved and Cr Viney seconded, "That the application for Sports and recreation (greyhound training track) – variation to standards for setback to the Bass Highway, location of vehicular access and parking and vehicle parking requirement at 1 River Road, West Ulverstone (River Park) be approved subject to the following conditions and notes:

- 1 The development must be substantially in accordance with the application for this Permit, unless modified by a condition of this Permit.

- 2 The development must be in accordance with the conditions of the Submission to Planning Authority from TasWater, Reference No. TWDA 2015/00940-CC (copy attached) (a copy being appended to and forming part of the minutes).
- 3 The proposed 1.8m high fence around the track must use black plastic coated chain mesh.
- 4 Placement of 900mm wide shade cloth around the lower half of the 1.8m high fence around the track.
- 5 Prior to the issue of building approval, a landscape plan must be prepared by a qualified Landscape Architect and approved by the Director Development & Regulatory Services. The plan is to incorporate planting to limit visual impact from the Bass Highway, adjacent residential properties and the proposed car park.
- 6 Vehicle parking and manoeuvring areas must be compliant with AS/NZS 2890.1-2004 - Parking Facilities - Off-Street Car Parking.
- 7 The car park must be formed and constructed with compacted sub-base and surfaced with an all-weather dustless surface, such as bitumen or concrete, and satisfactorily drained of stormwater, to the satisfaction of the Director Engineering Services.
- 8 Implementation of the recommendations of the Engineers Report prepared by 6tyo P/L, titled Proposed Greyhound Training Track, 1 River Road, West Ulverstone, Project No. 15.018, and in particular the following:
 - (a) the design finish surface level of the track should be made 300mm higher than proposed on the submitted Drawing No. AO1 of Project number 15.018, issue 01, in order to avoid uncovering of landfill deposits; and
 - (b) any landfill deposits uncovered during construction should be appropriately disposed of off-site; and
 - (c) if excavations uncover a substantial amount of landfill deposit, the material should be excavated an additional 300mm below subgrade level and a 200mm clay layer placed over it, to seal the exposed cell.
- 9 Any stripped or excavated material must be stockpiled on site and appropriately tested to determine the suitability or otherwise for re-use on the site, to the satisfaction of the Council's Director Engineering Services or his representative.

Please note:

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

Carried unanimously

GENERAL MANAGEMENT

197/2015 Grant funding

■ Cr Bloomfield (having given notice) moved and Cr Howard seconded, “That the Central Coast Council hold a public meeting with ratepayers to discuss what they believe the Council should be seeking Government funding for and to hear about projects that they think may be of benefit to them and the communities within our Central Coast municipality.”

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

“As the Central Coast Council did not receive any grants for significant projects in the State Government’s Budget in 2015 and that the major projects that this Council proposes are limited to two, I believe that there may be projects that our ratepayers may like us to pursue.

I would like us to seek suggestions from our community about what they believe our communities of Central Coast should be asking support from Government for.

I am putting this motion forward as it seems that our neighbouring municipalities are doing better than we are and that suggestions from our ratepayers may help us to focus on issues that may please our community and be of benefit to them.”

The General Manager reported as follows:

“PURPOSE

The purpose of this report is to consider a motion on notice from Cr Bloomfield.

BACKGROUND

The Council, through its Strategic Plan 2014–2024 and other strategy documents, i.e. Community Plans, Open Space and Recreation Plan, Social Plan, Local Economic Development Framework and Sustainability Action Plan continues to seek input from the community on what the overarching strategic direction and priorities for our community should be. The Strategic Plan also provides the context and resources for turning strategy into action. The strategic directions identify and leverage key assets and capability already in place and ensure that we focus our energy, resources and action where they matter most.

The Council has an extensive asset base that is managed via its asset management and long term financial management processes. These processes provide the

Council with the strategic tools and information to make informed decisions about the most cost-effective use of assets over their respective lifecycles as well as identifying opportunities for improving existing assets and developing new assets within the Council's resourcing and financial capability.

The Council's previous strategic planning cycle (2009–2014) included an unprecedented amount of public infrastructure investment in Central Coast. Significant investments include:

- . a major upgrade of tracks, lookouts and amenities at the Leven Canyon;
- . replacement of Spellmans Bridge;
- . construction of the Turners Beach–Ulverstone shared pathway;
- . redevelopment of the Ulverstone Showground Complex, including a new stadium and community facilities;
- . redevelopment of the Ulverstone Wharf Precinct, including the acquisition of Crown land and a major upgrade of Crescent/Dial Street for improved access to the precinct;
- . upgrade of the Penguin Regional Athletics Centre; and
- . replacement of the Leven River rail and road bridges, including Council contributing to the cost of the new cycle lane over road bridge.

In the last 12 to 18 months, the Council has received funding for the following planned, priority projects:

- . Leven River Sea Wall (\$685,000);
- . Leven River Pontoon (\$70,000);
- . Black Spot – Queen Street (\$180,000);
- . Black Spot – Jermyn Street (\$230,000);
- . Nine Mile Road (\$400,000);
- . Black Spot – Chinaman's Bend (\$300,000);
- . Crescent Street – rail pedestrian crossing (\$30,000); and
- . Coles/Furner's car park (\$450,000).

The current Strategic Plan 2014–2024 provides a number of strategic actions that the Council will be preparing to implement over time. Some identified priorities include:

- . progressing the consolidation of equestrian activities to Batten Park;

- . staged implementation of the Dial Sports Complex Master Plan;
- . investigating opportunities for the development of a suite of adventure outdoor visitor/leisure experiences in Central Coast and adjacent hinterland;
- . implementing the Central Coast Cycling Strategy;
- . continuing to develop the Central Coast shared pathway network;
- . investigating improved road connections to Cradle Mountain;
- . investigating the feasibility of further development of the Leven Canyon Floor Walk as a major adventure tourism experience;
- . implementing the Ulverstone History Museum Strategic Plan;
- . developing and implementing an Ulverstone and Penguin central business district revitalisation strategy;
- . progressing the development of a bus interchange;
- . improving recreational amenities and play equipment in the Council's key foreshore parks; and
- . upgrading the Leven River embankments.

The start of the new strategic planning cycle has focused predominantly on maintaining existing assets and developing the detailed consultation and planning associated with identified major, short-term priority, new infrastructure projects. Priority projects will be reaching the implementation stage over the next couple of years.

DISCUSSION

Seeking Federal and State Government funding contributions to support local and regional infrastructure projects has become increasingly competitive and demanding on councils. Proposals/requests for funding:

- . Need to be able to demonstrate a clear link between the Council's strategic plan and State and/or Federal objectives.
- . Require a detailed, costed business case.
- . Often require co-contribution of up to 50% of the proposed project cost.

- . Need to demonstrate the Council has the resources and capability to deliver the project; and
- . The projects proposed need to be shovel ready, meaning that approvals have been sought/approved, co-contribution funding is available and there are no impediments to development.

Projects that cannot meet these requirements are generally not considered.

The lead time for identifying/short listing projects for potential State and/or Federal funding support is considerable, meaning that there will be some years when the Council is not ready to seek funding support for its priority projects.

It also means that effective consultation and engagement with the community is more about informing the Council's overall strategic planning and detailed project planning processes, rather than seeking general input just prior to State and Federal budget timelines.

The Council has an effective process for consulting and engaging with the residents of Central Coast to inform its strategic planning processes. The timing of such engagement ensures that the Council can continue to cost-effectively maintain and manage its existing assets, while identifying opportunities and plans to improve existing or develop new assets, without posing undue financial stress on the Council or upward pressure on rates.

There are regular, scheduled opportunities to seek financial support from both Federal and State Governments. Funding will be sought for identified, approved priority projects that are sufficiently developed and that can demonstrate a strong link between the Council's Strategic Plan and related Federal and State Government objectives/priorities.

CONSULTATION

The Council continues to consult with the community through its strategic planning processes and other strategy documents. Through these defined processes we have been able to work strategically to ensure that we access grants in the areas of most need and at the right time.

RESOURCE, FINANCIAL AND RISK IMPACTS

Considerable staff resources are required to put together business cases on grant applications. These are planned into our works which are guided by our Strategic Plan and other strategy documents. When working on grant applications we need to also demonstrate that the Council has the resources to undertake the works and

that they are a strategic need for our community. Applying for grants in an ad-hoc manner could mean that infrastructure renewal that is required may be delayed at the expense of new projects, or replacement projects being undertaken earlier than the renewal life-cycle of an asset.

CORPORATE COMPLIANCE

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

The Environment and Sustainable Infrastructure

- . Invest in and leverage opportunities from our natural environment
- . Develop and manage sustainable built infrastructure

Council Sustainability and Governance

- . Improve corporate governance
- . Improve service provision
- . Improve the Council's financial capacity to sustainably meet community expectations
- . Effective communication and engagement.

CONCLUSION

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

Continued after Minute No. 198/2015...

198/2015 Public question time

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

Ms Alison McArd asked when will the tree in Adina Court, Penguin, which is periodically dropping limbs, be trimmed to make it safe? Previous advice received from the Council was that something would be done in October but has now been brought forward to July – noting that July is fast slipping away and there has been no action yet.

The Mayor replied that the matter would be investigated and a response would be forwarded directly to Ms McArd.

Questions and replies concluded at 6.42pm.

Minute No. 197/2015 continued...

Voting for the motion

(4)

Cr Bloomfield

Cr Broad

Cr Howard

Cr van Rooyen

Voting against the motion

(5)

Cr Bonde

Cr Carpenter

Cr Downie

Cr Tongs

Cr Viney

Motion

Lost

199/2015 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 Youth Engaged Steering Committee - meeting held on 18 June 2015
- . Central Coast Community Safety Partnership Committee - meeting held on 24 June 2015
- . Ulverstone Wharf Precinct Advisory Committee - meeting held on 1 July 2015
- . Development Support Special Committee - meeting held on 13 July 2015.

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

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

Carried unanimously

200/2015 Local Government Association of Tasmania - General Management Committee 2015 Election (169A/2015 - 22.06.2015)

The General Manager reported as follows:

"PURPOSE

The purpose of this report is to inform the Council of the outcome of the Local Government Association of Tasmania's General Management Committee (GMC) 2015 Election.

BACKGROUND

At its meeting on 20 April 2015 (Minute No. 101/2015), Cr Bonde was nominated by this Council as a candidate for election as the Central Coast and Devonport City Councils' representative on the GMC for a two-year term commencing in July 2015. Devonport and Central Coast are the two councils within the North West & West Coast Electoral District having a population of 20,000 or more who have been represented by Cr Bonde for the current term since 2012.

Central Coast was also entitled to vote for a representative of the remaining councils (those below 20,000 population) in the Electoral District.

The Council's voting position was determined at its meeting on 22 June 2015 (Minute No. 169A/2015) and the relevant ballot papers were lodged with the Tasmanian Electoral Commission.

DISCUSSION

The Electoral Commissioner has provided a Certificate of Election which includes the following advice in respect of candidates elected for GMC membership for the next two-year term of office:

- . North West & West Coast Electoral District (population < 20,000)
Daryl Herbert QUILLIAM
- . North West & West Coast Electoral District (population ≥ 20,000)
Jan BONDE

A copy of the Certificate is appended to this report.

CONSULTATION

Consultation is not required in respect of this matter.

RESOURCE, FINANCIAL AND RISK IMPACTS

There is no impact on Council resources.

GENERAL MANAGEMENT

CORPORATE COMPLIANCE

Corporate compliance is not relevant to this matter.

CONCLUSION

It is recommended that this report be received.”

The Executive Services Officer reported as follows:

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

■ Cr Downie moved and Cr van Rooyen seconded, “That the advice of the outcome of the Local Government Association of Tasmania’s General Management Committee 2015 Election be received.”

Carried unanimously

CORPORATE & COMMUNITY SERVICES

201/2015 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 June 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 Broad moved and Cr Downie seconded, “That the Schedule of Contracts and Agreements (a copy being appended to and forming part of the minutes) be received.”

Carried unanimously

202/2015 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 June 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 thanking the Council for the installation of play equipment at Sulphur Creek and requesting additional adult fitness equipment.
- . Letter raising concern over liability involving rights of way.
- . Email from the National Animal Aid Society seeking support for recommendations to a Victorian Government inquiry.

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

Carried unanimously

203/2015 Common seal

The Director Corporate & Community Services reported as follows:

“A Schedule of Documents for Affixing of the Common Seal for the period 23 June 2015 to 20 July 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 Tongs moved and Cr Downie 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

204/2015 Financial statements

The Director Corporate & Community Services reported as follows:

“The following principal financial statements of the Council for the period ended 30 June 2015 are submitted for consideration:

- Summary of Rates and Fire Service Levies
- 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 Downie seconded, “That the financial statements (copies being appended to and forming part of the minutes) be received.”

Carried unanimously

205/2015 Rate remission

The Director Corporate & Community Services reported as follows:

“The following rate remission is proposed for the Council’s consideration:

<i>PROPERTY NO.</i>	100050.0150
<i>PROPERTY ADDRESS</i>	34 Allens Road, West Ulverstone
<i>REMISSION</i>	\$228.39
<i>REASON</i>	Waste management charge incorrectly charged in 2013–2014 and part of 2014–2015.”

The Executive Services Officer reported as follows:

“The *Local Government Act 1993* provides that a council, by absolute majority, may grant a remission of all or part of any rates.”

- Cr Viney moved and Cr Tongs seconded, “That the following remission be approved:

. Property No. 100050.0150 – \$228.39.”

Carried unanimously and by absolute majority

ENGINEERING SERVICES

206/2015 Car parking – North Reibey Street Car Park

■ Cr Bloomfield (having given notice) moved and Cr Howard seconded, “That the Central Coast Council provide more free two hour parking in the car park usually referred to as Woolworths car park by adding a top deck above the existing car park to accommodate 80 vehicles by not later than December 2017; and that the Council investigate possible financial solutions and opportunities; and that Woolworths be asked to provide a substantial contribution towards the cost of construction together with a guarantee to Woolworths from the Council that free two hour parking will continue to be available in that car park for the next five years. And further, that part of the top deck be available for leasing as long-term reserved parking spaces.”

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

“I am of the opinion that as Council we must at all times be planning for the good of our ratepayer into the foreseeable future and I regard car parking as one of the very important issues of the near future.

As a regular visitor to the CBD almost daily in my car on many occasions I experience as many other do and have difficulty in finding a parking space.

I have on several occasions expressed this problem to the Engineering Department but they maintain that their recent survey indicates that there are spaces available and that my perceived problem does not exist, I argue that the spaces that they say are available are not in areas that our ratepayers find convenient, and that is what we need to consider.

Some will argue that parking meters may be the answer to my perceived problem, I will always argue that introducing parking meters destroys the advantage that we have always had in that we have encouraged our locals and visitors into the Ulverstone CBD with the benefit of free parking.

Parking meters are expensive to use they create inconvenience and cause shoppers to limit their shopping or socialising over a cup of coffee to the time that they have paid for.

By contrast no parking meters and two hour free parking in the car parks encourage shoppers and those socialising to spend a little more time without hassle, this must be to the benefit of local business.

I have always believed that our free parking policy has encouraged people to visit our CBD to shop, browse or socialise in a friendly and welcoming environment.

Also as a Council I believe that we have a real responsibility to do everything we can to help our retailers to conduct profitable businesses so that they remain viable and can continue to provide employment opportunities for our residents.

From what we read in the media and what we hear people say about the cost of parking in our neighbouring towns and cities it must be very obvious that free parking would have to give us a 'point of difference' that could give our retailers a much better business opportunities and a chance of improving business growth, which ultimately will be of significant benefit to the Central Coast municipality.

I am interested to know if Councillors share my views and concerns and if you consider that a top on the Woolworths car park providing approximately an additional 80 car parking spaces would help in encouraging more visiting shoppers and would improve accessibility to easy parking for our ratepayers and visitors particularly if we encouraged our own shop owners and their staff to lease a permanent space giving them long-term no worry parking for 365 days a year.

I believe the cost is about \$3m., if it was built soon low interest rates would be available.

To collect further additional income from the upper deck spaces could be leased to business owners and employees who may like the idea of having a permanent parking space in a very central location at a reasonable cost.

Another consideration may be that Woolworths could be asked to provide a substantial contribution towards the cost of construction together with a guarantee to Woolworths from the Council that free two hour parking will continue to be available in that car park for the next five years, and further, that part of the top deck be available for leasing as long-term reserved parking spaces."

The General Manager reported as follows:

"The Engineering Group Leader has provided the following report.

'PURPOSE

The purpose of this report is to consider a motion on notice from Cr Bloomfield.

BACKGROUND

The Central Coast Strategic Plan 2009–2014 committed the Council to the development of a Car Parking Strategy. The Draft Central Coast Parking Plan 2014 (the Plan) was adopted in principle at the Council meeting held on 20 October 2014 (Minute No. 310A/2014). It identifies current and future car parking issues and provides recommendations to resolve these issues in the most cost effective and appropriate ways. The need for additional parking spaces and provision of a multi-storey car park were considered as part of the Plan.

DISCUSSION

The Draft Plan considered the construction of a multi-storey car park for the Ulverstone CBD and detailed investigation was carried out to assess both the need for a multi-storey car park and the funding associated with such a structure. Section 10, Multi-Storey Car Park provides the following information:

“...

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 (Two level, assume 100 spaces per floor, land already owned)	\$3,000,000
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.”

In regard to the number of spaces, parking occupancy surveys were carried out in 2008 and 2012. The outcomes of these surveys has suggested that there are adequate total numbers of spaces within the Ulverstone CBD area, but that many of the short-term spaces are being taken up by long-term parkers. This supports the argument that spaces are not in areas ratepayers find convenient. The Draft Plan suggests that the first stage is to gain better utilisation of existing spaces by redistributing the long-term parkers to other areas and freeing up areas such as North Reibey Street (Woolworths) and the Coles/Furner’s area. Once these revised time zones have been implemented further occupancy surveys would be undertaken to assess how successful the changes have been. If further surveys indicate that there are still issues then other options would be considered. As discussed above, these options include consideration of a multi-storey structure, but additional on-ground parking also needs to be considered. This staged approach is deemed more appropriate than progressing immediately to construction of a multi-storey car park against the recommendation of experts in the field of car parking.

Discussions with Coles and Vantage on upgrade of their parking areas are progressing well with development and management agreements nearing completion. The resulting layouts will increase parking spaces in this area and the resulting ability to enforce time restrictions will have a positive effect on short-term parking availability.

There have also been positive discussions with the Uniting Church for additional public parking spaces in the eastern end of Reibey Street. Costs are usually lower for ground level parking than for multi-storey structures.

CONSULTATION

Over many years and through the preparation of Community Plans, Urban Design Guidelines, Traffic and Parking Studies there has been consultation with the community. In more recent times meetings and workshops have occurred with Councillors and Council staff, the community, bus companies, local taxi services and a selection of affected business owners.

Australian Road Research Board (ARRB) parking division Luxmoore Consulting have also provided relevant expertise and reports, and parking surveys have been undertaken.

The Draft Plan is about to go on display for public consultation. The Council will then consider the results of the consultation before adopting the Plan and any recommendations and initiatives.

RESOURCE, FINANCIAL AND RISK IMPACTS

Without true due diligence of the subject matter it is difficult to determine the merit of the proposal provided as the proposal would require robust proofing and justification of merit. The risk is to implement a high cost development with limited income and resources to fund, maintain and operate it.

In regard to leasing of spaces, unless a pay parking system is implemented throughout the entire CBD it is unlikely an annual rent is likely to be taken up when free spaces will be available next to them. In order to have an upper level several lower level spaces are lost as provision is required for supports and access ramps. This loss, along with leased all day spaces may not result in a high net gain of spaces to assist with the perceived issues.

The supporting information to Cr Bloomfield's notice of motion is essentially proposing that the ratepayers of Central Coast, Woolworths and limited numbers, via lease, of all day parkers pay for improved parking facilities. As

has been discussed in the past, parking is not free, somebody pays, it is only a matter of which method is applied, whether by rates, levies, meters or some other mechanism. We should also keep in mind that one of the primary reasons to introduce a pay parking scheme is the effect on managing usage of spaces through charging hierarchies.

Luxmoore Parking Consulting (ARRB) in their feasibility study of parking options within Ulverstone stated in their summary:

“...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. However, if free parking exists on-street, the multi-storey car park will not be utilised and therefore there will be limited or no revenue to pay for the facility's construction, maintenance and operating costs.”

CORPORATE COMPLIANCE

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

The Shape of the Place

- Encourage a creative approach to new development.

A Connected Central Coast

- Connect the people with services

The Environment and Sustainable Infrastructure

- Develop and manage sustainable built infrastructure

Council Sustainability and Governance

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

The report is supported.

CONCLUSION

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

Voting for the motion
(2)
Cr Bloomfield
Cr Howard

Voting against the motion
(7)
Cr Bonde
Cr Broad
Cr Carpenter
Cr Downie
Cr Tongs
Cr van Rooyen
Cr Viney

Motion

Lost

207/2015 Engineering Services determinations

The Director Engineering Services reported as follows:

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

Carried unanimously

208/2015 Tenders for the construction of internal works at the Ulverstone History Museum

The Director Engineering Services reported as follows:

“The Assets Group Leader has prepared the following report:

‘PURPOSE

The purpose of this report is to make recommendation on tenders received for construction of internal works at the Ulverstone History Museum located at 109 Reibey Street, Ulverstone.

BACKGROUND

The Ulverstone History Museum Strategic Plan recommends the following internal projects to be undertaken;

- . electrical upgrade;
- . construction of meeting/lunch area;
- . construction of accessible toilet facility;
- . installation of roof and wall insulation; and
- . installation of mechanical heating and cooling system.

The above works are necessary to move forward with the History Museum's Strategic Plan and provide a comfortable user-friendly environment within the building for the local community, the broader community, volunteers and tourists.

The tender documents were structured to itemise each of the above projects separately to allow the Council to prioritise according to importance and available budget.

The first estimate of the planned works identified the fact that the overall cost was likely to be significantly higher than the original budget. It was recognised that the installation of the heating and cooling systems was dependent on the electrical upgrade being undertaken first and the cost of the electrical upgrade together with the heating and cooling on its own was greater than the initial budget. Discussions were undertaken with Corporate & Community Services staff and the Museum Volunteer Group and the decision reached as to what would be the preferred order for the works.

Funds have been allocated within the 2015–2016 budget to complete as many of the identified projects as possible for the internal works.

Tenders for the project were called on Saturday, 6 June 2015 and closed at 2.00pm on Monday, 6 July 2015.

DISCUSSION

The tender was advertised via Tenderlink and the following tenders were received for the internal works (including GST and \$10,000 contingency):

ENGINEERING SERVICES

TENDERER	PRICE \$
Stubbs Constructions	341,816.00
Vos Construction & Joinery	355,576.01
De Jong & Sons Constructions	376,075.00
<i>BUDGET ESTIMATE</i>	<i>220,000.00</i>

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

To progress the project it was decided that the mechanical heating and cooling be removed from the tenders and be undertaken as Stage 2, thus fitting the remaining works within the available budget.

The Council uses a weighted tender assessment method based on:

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

All tenders were assessed using this method.

The Tender Assessment Panel considered the tenders on the submitted price and also the submitted price excluding the mechanical heating and cooling and the tender of Stubbs Construction rated the highest in both cases.

CONSULTATION

Consultation was undertaken in conjunction with the Corporate & Community Services Department, including staff and volunteers from the Ulverstone History Museum.

This item has followed a public tender process.

RESOURCE, FINANCIAL AND RISK IMPACTS

The approved budget for this project is \$220,000.00 (including GST).

Due to the tendered amounts being outside the available budget, the mechanical heating and cooling component of the tenders was removed which left the preferred tenderer price at \$211,404.00 (including GST) which is within the available budget.

The mechanical heating and cooling component, to a value of approximately \$130,000.00 (including GST), will now be Stage 2 and funding will need to be considered within the 2016–2017 budget Estimates to enable the total project to be completed.

CORPORATE COMPLIANCE

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

The Shape of the Place

- Improve the value and use of open space

The Environment and Sustainable Infrastructure

- Develop and manage sustainable built infrastructure.

CONCLUSION

It is recommended that the tender of Stubbs Construction for the construction of internal works (excluding mechanical heating and cooling) at the Ulverstone History Museum for the sum of \$192,185.45 (excluding GST) [\$211,404.00 (including GST)] be accepted.'

The Assets Group Leader report is supported."

- Cr Howard moved and Cr Viney seconded, "That the tender of Stubbs Construction for the construction of internal works (excluding mechanical heating and cooling) at the Ulverstone History Museum for the sum of \$211,404.00 (including GST) be accepted."

Carried unanimously

CLOSURE OF MEETING TO THE PUBLIC

209/2015 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 matter be discussed in a closed meeting:

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

This is a matter relating to:

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

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

- . 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 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.”

GENERAL MANAGEMENT

210/2015 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.”

Closure

There being no further business, the Mayor declared the meeting closed at 7.33pm.

CONFIRMED THIS 17TH DAY OF AUGUST, 2015.

Chairperson

(Imm:dil)

Appendices

- Minute No. 194/2015 – Schedule of Development & Regulatory Services Determinations
- Minute No. 196/2015 – Submission to Planning Authority from TasWater, Reference No. TWDA 2015/00940-CC at 1 River Road, West Ulverstone – Application No. DA214203
- Minute No. 201/2015 – Schedule of Contracts & Agreements
- Minute No. 203/2015 – Schedule of Documents for Affixing of the Common Seal
- Minute No. 204/2015 – Financial statements
- Minute No. 207/2015 – Schedule of Engineering Services Determinations

QUALIFIED PERSON'S ADVICE

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

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

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

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

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

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



Sandra Ayton
GENERAL MANAGER

Appendices

Central Coast Council

List of Development Applications Determined

Period From: 01-Jun-2015 To 30-Jun-2015

Application Number	Property Address	Development Application Type	Description of Proposed Use	Application Date	Decision Date	Day Determined
DA214132	121 Picketts Road Gawler 7315	Discretionary Development Application	Subdivision and consolidation (house excision)	23-Feb-2015	11-Jun-2015	41
DA214142	281 Penguin Road Ulverstone 7315	Discretionary Development Application	Residential subdivison (two lots)	13-Mar-2015	02-Jun-2015	34
DA214160	10 Revell Lane Penguin 7316	Discretionary Development Application	Visitor (farmstay) accommodation - variation to side boundary setback, land of doubtful stability (re-advertised)	26-Mar-2015	15-Jun-2015	39
DA214166	83 Allegra Drive Heybridge 7316	Discretionary Development Application	Dwelling and shed	08-Apr-2015	02-Jun-2015	41
DA214171	115 Penguin Road Ulverstone 7315	Permitted Development Application	Residential (group house) and outbuilding (shed)	10-Apr-2015	29-Jun-2015	39
DA214181	1261 Pine Road Riana 7316	Permitted Development Application	Resource development (agricultural shed)	21-Apr-2015	02-Jun-2015	42
DA214183	874 Castra Road Spalford 7315	Discretionary Development Application	Residential (garage)	22-Apr-2015	11-Jun-2015	41
DA214184	19 Marion Street Ulverstone 7315	Discretionary Development Application	Residential (two lot subdivision)	22-Apr-2015	19-Jun-2015	41
DA214170	9 Evelyn Street Penguin 7316	Discretionary Development Application	Residential (dwelling) and ancillary dwelling	23-Apr-2015	05-Jun-2015	32
DA214157	109 Penguin Road Ulverstone 7315	Discretionary Development Application	Residential (four dwellings)	23-Apr-2015	09-Jun-2015	37
DA214179	19-21 Risby Street Ulverstone 7315	Discretionary Development Application	Subdivision (two lots) and Community Meeting and Entertainment (extension)	23-Apr-2015	24-Jun-2015	39
DA214186	3 Starlight Court Ulverstone 7315	Discretionary Development Application	Residential (dwelling and shed)	24-Apr-2015	05-Jun-2015	42
DA214182	1261 Pine Road Riana 7316	Discretionary Development Application	Recycling facility (skillion extension to existing building)	27-Apr-2015	11-Jun-2015	40

Application Number	Property Address	Development Application Type	Description of Proposed Use	Application Date	Decision Date	Day Determined
DA214190	Thompsons Road Forth 7310	Discretionary Development Application	Residential (dwelling)	30-Apr-2015	11-Jun-2015	42
DA214188	Overall Street Sulphur Creek 7316	Discretionary Development Application	Residential (dwelling)	30-Apr-2015	15-Jun-2015	40
DA214193	5 Brandsema Street Turners Beach 7315	Discretionary Development Application	Residential (two lot subdivision)	01-May-2015	17-Jun-2015	35
DA214185	3 Wadecliff Rise Ulverstone 7315	Discretionary Development Application	Residential outbuilding (shed)	01-May-2015	12-Jun-2015	41
DA214194	14 Tasma Parade West Ulverstone 7315	Discretionary Development Application	Residential (dwelling)	04-May-2015	13-Jun-2015	40
DA214169	3 Jesamel Place West Ulverstone 7315	Discretionary Development Application	Residential (dwelling) and outbuilding (shed)	04-May-2015	25-Jun-2015	20
DA214196	99 Medici Drive Gawler 7315	Discretionary Development Application	Residential (dwelling)	06-May-2015	16-Jun-2015	41
DA214197	11 Ploverton Court Gawler 7315	Discretionary Development Application	Residential (dwelling)	06-May-2015	16-Jun-2015	40
DA214178	4a Preston Road Gawler 7315	Discretionary Development Application	Residential (carport)	06-May-2015	23-Jun-2015	42
DA214191	Lot 54 Bowman Dr Penguin 7316	Discretionary Development Application	Residential (dwelling)	12-May-2015	25-Jun-2015	40
DA214210	1 Jesamel Place West Ulverstone 7315	Discretionary Development Application	Residential (dwelling)	15-May-2015	30-Jun-2015	34
DA214202	10A Josephine Street West Ulverstone 7315	Discretionary Development Application	Demolition and Residential (dwelling)	18-May-2015	29-Jun-2015	39

SCHEDULE OF DEVELOPMENT & REGULATORY SERVICES DETERMINATIONS

Period: 1 June 2015 to 30 June 2015

Building Approvals - 13

<i>Type</i>	<i>No.</i>	<i>Total Value (\$)</i>
Dwellings	5	1,399,058
Flats/Units	3	402,000
Additions	1	5,000
Alterations	0	0
Outbuildings	5	170,584
Other	2	1,050,000
The estimated cost of building works totalled		<u>\$3,026,642</u>

Plumbing Permits - 14

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

Food Business registrations (renewals) - 22

Food Business registrations - 1

Temporary Food Business registrations -

Paul Bidgood
DIRECTOR DEVELOPMENT & REGULATORY SERVICES

CENTRAL COAST COUNCIL
I certify that this is the schedule referred to in
Minute No. 194/2015 of a meeting of the
Council held on 20/07/2015

Executive Services Officer

Submission to Planning Authority Notice

Council Planning Permit No.	DA214203	Council notice date	17/06/2015
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TasWater details

TasWater Reference No.	TWDA 2015/00940-CC	Date of response	8/07/2015
TasWater Contact	David Boyle	Phone No.	6345 6323

Response issued to

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

Development details

Address	1 RIVER RD, ULVERSTONE	Property ID (PID)	7143282
Description of development	Variation to setback to Hwy, Location of vehicular access and parking		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
6ly°	15.018 C02	A	28/05/2015

Conditions

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

CONNECTIONS & METERING

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

56W CONSENT

4. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the *Water and Sewerage Industry Act 2008* for its consent in respect of that part of the development which is built over or within two metres of TasWater infrastructure.
5. Proposed greyhound track located over or within 2.0m from TasWater pipes must be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. Plans submitted with the application for Certificate for Certifiable Work (Building) and/or (Plumbing) must include a cross sectional view through the footings which clearly shows;
 - a. Existing pipe depth and proposed finished surface levels over the pipe;
 - b. A note on the plan indicating how the pipe location and depth were ascertained.

DEVELOPMENT ASSESSMENT FEES

6. The applicant or landowner as the case may be, must pay a development assessment fee to TasWater for this proposal of:
- \$197.00 for development assessment;

Advice

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

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

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

Declaration

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

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

Authorised by



Jason Taylor

Development Assessment Manager

CENTRAL COAST COUNCIL
I certify that this is <i>the submission to</i> <u>Planning Authority</u> <i>from Taswater - Ref. No. TWDA 2015/00940-CC-1 River Road, West Ulverstone Application No. DA2/14/203</i>
referred to in
Minute No. <u>196/2015</u> of a meeting of the
Council held on <u>20/07/2015</u>

Executive Services Officer



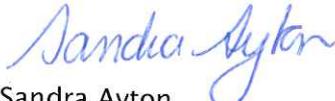
SCHEDULE OF CONTRACTS AND AGREEMENTS
(Other than those approved under the Common Seal)
Period: 1 to 30 June 2015

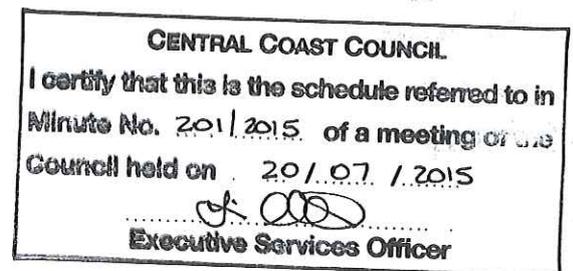
Contracts

Nil

Agreements

- . Lease of Penguin Railway Station
Penguin History Group
- . TasNetworks
Infrastructure Relocation and Works Agreement
Braddon Street, West Ulverstone
- . Lease of Nietta Recreation Ground
61 South Nietta Road
Nietta
- . Lease of 109 Reibey Street, Ulverstone
North West Woodcraft Guild
- . Agreement for Outside School Hours Care
and Vacation Care Services
East Ulverstone Primary School
- . Agreement for Outside School Hours Care
and Vacation Care Services
Penguin District School


Sandra Ayton
GENERAL MANAGER



CENTRAL COAST COUNCIL
I certify that this is the schedule referred to in
Minute No. 203/2015 of a meeting of the
Council held on 20/07/2015

Executive Services Officer

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

Period: 23 June to 20 July 2015

Documents for affixing of the common seal

. Nil

Final plans of subdivision sealed under delegation

- . Final Plan and Schedule of Easements
4 Banks Place, Turners Beach
Application No. DEV2008.42
- . Final Plan and Schedule of Easements
45 Main Street, Ulverstone
Application No. DA214074
- . Final Plan and Schedule of Easements
683 Penguin Road, Penguin
Application No. DA210274



Sandra Ayton
GENERAL MANAGER

CENTRAL COAST COUNCIL

I certify that this is the Financial
Statements

.....referred to in

Minute No. 204/2015 of a meeting of the

Council held on 20 / 07 / 2015



Executive Services Officer

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

	2013/2014		2014/2015	
	\$	%	\$	%
Rates paid in Advance	- 692,818.57	-5.16	- 743,602.69	-5.34
Rates Receivable	448,273.95	3.34	500,471.99	3.59
Rates Demanded	13,623,607.14	101.39	14,074,395.59	101.06
Supplementary Rates	57,508.50	0.43	94,827.43	0.68
	13,436,571.02	100.00	13,926,092.32	99.99
Collected	12,284,617.55	91.43	13,014,438.59	93.45
Add Pensioners - Government	826,925.14	6.15	862,481.10	6.19
Pensioners - Council	31,990.00	0.24	32,900.00	0.24
	13,143,532.69	97.82	13,909,819.69	99.88
Remitted	2,460.64	0.02	1,672.78	0.01
Discount Allowed	533,708.39	3.97	556,014.22	3.99
Paid in advance	- 743,602.69	-5.53	- 837,326.01	-6.00
Outstanding	500,471.99	3.72	295,911.64	2.12
	13,436,571.02	100.00	13,926,092.32	100.00


Andrea O'Rourke
ASSISTANT ACCOUNTANT
2-Jul-2015

Works Programme 2014-2015

(Schedule indicates site construction only)

Status	Task Name	Budget	Notes	July		August		September		October		November		December		January		February		March		April		May		June																										
				30	7	14	21	28	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6	13	20	27	4	11	18	25	1
●	Works Schedule 2014-2015	\$7,880,500																																																		
	CAPITAL WORKS PROGRAMME 2014-15	\$7,880,500																																																		
	Strategic Projects	\$1,621,000																																																		
●	Reibey Street beautification	\$100,000	Eastern block																																																	
●	Dial Regional Sports Complex	\$200,000	Design...																																																	
●	Wharf Redevelopment	\$176,000	Detailed design has commenced....																																																	
●	Wongi Lane bus interchange	\$320,000	Re-arrangement to allow bus facilities																																																	
●	Leven River seawall & pathway	\$825,000	Bridge to Airforce Park																																																	
	Property Management	\$442,000																																																		
●	Russell Avenue	\$42,000	Footpath, driveways etc.																																																	
●	Dial Road Development	\$400,000	Surplus to DRSC south of Recreation Drive																																																	
	Works Depot	\$75,000																																																		
●	Ulverstone Depot - Washdown Bay	\$70,000	Design to be completed this year 2014/15 with stag																																																	
●	Painting Program - Stage 2	\$5,000	Shed alterations - BSI audit																																																	
	Emergency Services	\$99,000																																																		
●	Forth River - Flood Resilience Program	\$74,000	Extension of existing foreshore protection																																																	
●	Buttons Creek - Flood Resilience Program	\$15,000																																																		
●	SES - Building & Equipment	\$10,000																																																		
	Roads - Urban Sealed	\$1,230,000																																																		
●	Street Resealing - Preparation	\$65,000																																																		
●	Street Resealing	\$213,000																																																		
●	Victoria Street Laneway	\$2,000																																																		
●	Traffic Management Safety Improvements	\$20,000																																																		
●	Victoria Street	\$171,000	Wongi Lane to Reibey Street																																																	
●	Hobbs Parade	\$130,000	South Side, Helen Street to Queen Street																																																	
●	Jermyn Street	\$106,000	South end near Trevor Street																																																	
●	Henslowes Road	\$60,000	West of Southern Cross Drive																																																	
●	Trevor Street	\$228,000	South Side - 44 to Wrights Road																																																	
●	Cornelia Street	\$50,000	Goddard Street to Hendriks Street																																																	
●	Safe Cycling Routes	\$5,000	Reibey Street bicycle racks																																																	
●	Railway Crossings	\$20,000																																																		
●	Kerb Ramps	\$40,000																																																		
●	Crescent Street/Reibey Street/Kings Parade Intersection	\$20,000																																																		
●	Knights Road/Bladen Lee Crescent Intersection Improvements	\$50,000	Improve sight distance																																																	
●	Main Road Penguin	\$50,000	Pedestrian Crossing																																																	
	Roads - Rural Sealed	\$1,199,000																																																		
●	Road Resealing - Preparation	\$123,000																																																		
●	Road Resealing	\$526,000																																																		
●	Raymond Road Landslip	\$10,000																																																		
●	South Riana Road	\$327,000	Final stage - lookout to 1512 access																																																	
■	Gunns Plains Road	\$0	Deferred - Corner stabilisation works																																																	
●	Leith Road	\$28,000	Embankment stabilisation																																																	
●	Intersection Improvements	\$20,000	Nietta sight bench																																																	
●	Nietta Drainage	\$20,000	Culvert upgrade																																																	
●	Zig Zag Road Area Safety Audit	\$5,000																																																		
●	Traffic Management Safety Improvements	\$5,000																																																		
●	South Road Guardrail	\$35,000	Extension from existing to 530 access																																																	
●	Forth Road Safety Improvements	\$100,000	Carryover - Seal, Linemarking & Property Purchase																																																	
	Footpaths	\$263,000																																																		
●	Victoria Street	\$59,000	Wongi Lane to Reibey Street																																																	
●	Margaret Place/South Road	\$38,000	Upgrade walkway link																																																	
●	Quadrant - Lions Park	\$31,000	Reseal																																																	
■	Midway Point - Preservation Drive	\$0	Deferred - Section of shared pathway opposite 196																																																	
●	Dial Street	\$5,000	Carryover - Interpretation Signage																																																	
●	Riverside to Nicholsons Point	\$5,000	Carryover																																																	
●	Crescent Street/Main Street Railway Crossing	\$125,000	Carryover - install railway crossing behind informati																																																	
	Bridges	\$312,000																																																		
●	Penguin Creek - Browns Lane Replacement	\$292,000	Replace																																																	
■	Buttons Creek - Edinborough Road Replacement	\$0	Deferred - Replace																																																	
●	Forth Overflow Painting	\$20,000	Re-paint steel rail																																																	
●	East Gawler River - Central Castra Road Replacement	\$0	Carryover - seal roadway																																																	

Works Programme 2014-2015

(Schedule indicates site construction only)

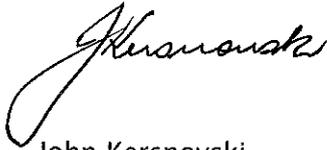
Status	Task Name	Budget	Notes	July		August		September		October		November		December		January		February		March		April		May		June																						
				30	7	14	21	28	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	30	6	13	20	27	4	11	18	25	1
	Carparks	\$265,000																																														
●	River Road Recreation Ground	\$60,000	Reseal																		■																											
■	West Ulverstone Recreation Ground	\$0	Deferred - Reseal																								◆ 30																					
●	Turners Beach Recreation Ground	\$40,000	Reseal																				■																									
○	Disabled Parking Spaces	\$25,000	Linked to Strategy outcomes																																													
○	Carpark Signage	\$50,000	Linked to Strategy outcomes																																													
○	Strategy Items	\$50,000	Furners, Safety, On Street Linemarking																																													
●	Riana Recreation Ground	\$40,000	Gravel & Seal																		■																											
	Drainage	\$153,000																																														
●	Side Entry Pits	\$15,000																									◆ 30																					
●	Amy Street Outfall	\$12,000	Remove old pipe support & scour pad							■										■							◆ 30																					
■	South Road/Lyndara Drive	\$0	Deferred - Upgrade link - Capacity issue																								◆ 30																					
●	121A South Road	\$30,000	Upgrade link - Capacity issue																			■					◆ 30																					
■	Trevor Street	\$0	Deferred																								◆ 30																					
●	116 Main Road	\$20,000	Replace blocked pipeline																								◆ 30																					
●	Lloyd Street Drainage	\$5,000	Connection to No. 22 Lloyd Street										■														◆ 30																					
■	SW Management Plan Outcomes	\$0	Deferred																								◆ 30																					
○	Miscellaneous Drainage	\$15,000																									◆ 30																					
●	Westland Drive	\$15,000	Install subsoil drainage																																													
●	710 Forth Road	\$10,000	Rearrangement of pipe outlet																																													
●	Westella Drive	\$6,000	Carryover - open drain & topsoil																																													
●	Fulton Street	\$10,000	Road Crossing to SEP																																													
	Household Garbage	\$636,000																																														
○	Penguin RDS - Site Rehabilitation	\$470,000																																														
●	Ulverstone Transfer Station - Site Rehabilitation	\$15,000	Site investigation works.																																													
●	Resource Recovery Centre - Site Development	\$5,000	General																																													
●	Resource Recovery Centre - Under cover storage	\$2,500																																														
●	Resource Recovery Centre - Security System	\$8,500																																														
●	Resource Recovery Centre - Switchboard Upgrade	\$5,000																																														
○	Resource Recovery Centre - Rehabilitation	\$40,000	Rehabilitate finished levels.																																													
○	Resource Recovery Centre - Leachate Improvements	\$50,000	Leachate drainage																																													
●	Castra Transfer Station - Site Development & Rehabilitation	\$12,000	Site investigation.																																													
●	Preston Transfer Station - Site Development & Rehabilitation	\$4,000																																														
■	Preston Transfer Station - Safety Improvements	\$0	Deferred...																								◆ 30																					
●	South Riana Transfer Station - Site Development & Rehabilitation	\$3,000	Site investigation.																																													
●	South Riana Transfer Station - Safety Improvements	\$21,000	Fall Arrest Gate...																								◆ 30																					
■	Resource Recovery Centre - Fire Fighting Facility	\$0	Deferred																								◆ 30																					
	Parks	\$271,500																																														
●	Beach Access Upgrades	\$5,000																																														
●	Beach Road - Coastal Expansion/Tree Line	\$10,000																																														
●	Bicentennial Park - West Trail Upgrade	\$10,000																																														
●	Fairway Park - Beach Road	\$10,000																																														
■	Flagpole Replacements	\$5,000	Deferred																																													
●	Hiscutt Park Siltation Investigation	\$5,000																																														
●	Industrial Estate Greenbelt	\$15,000																																														
○	Nicholsons Point Redevelopment	\$35,000																																														
●	Park Asset Renewals	\$20,000																																														
○	Park Signage Upgrades	\$10,000																																														
●	Playground Renewals	\$42,000																																														
●	Playground Upgrades (Open Space Plan)	\$14,500																																														
●	Robins Roost Footpath	\$15,000																																														
●	Sulphur Creek Hall Playground	\$50,000																																														
	Public Amenities	\$287,000																																														
●	Public Toilet Location/Directional Signage	\$20,000																																														
●	Merv Wright Fountain Upgrade	\$70,000																																														
○	Public Toilet Signage Upgrade	\$5,000																																														
●	Shrine Of Remembrance - Security	\$3,000																																														
○	Sulphur Creek Hall Toilets	\$100,000																																														
●	Toilet Furniture Upgrade Program	\$5,000																																														
●	Toilet Refurbishment Program	\$20,000																																														
	Cemeteries	\$55,000																																														

SCHEDULE OF ENGINEERING SERVICES DETERMINATIONS

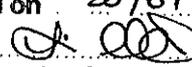
Period: 1 June 2015 – 30 June 2015

Approval of Roadworks and Services

Developer: Porky & Co Pty Ltd
Location: 322 Preservation Drive (Overall Street), Sulphur Creek
No. of Lots: 16 – Stages 1 (9) and Stage 2 (7)
Engineer: Chris Martin
(CSE Tasmania Pty Ltd)



John Kersnovski
DIRECTOR ENGINEERING SERVICES

CENTRAL COAST COUNCIL
I certify that this is the schedule referred to in
Minute No. 207/2015 of a meeting of the
Council held on 20/07/2015

Executive Services Officer