

Perry-Ling Gardens

SUMMARY OF COMMUNITY SURVEY RESPONSE



Prepared for
Central Coast Council

OCTOBER 2020

SUMMARY OF COMMUNITY RESPONSE PERRY-LING GARDENS SURVEY

PREPARED FOR CENTRAL COAST COUNCIL

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SECTION 1

INTRODUCTION

The Perry-Ling Gardens (hereinafter, the Gardens) were started in 1983 by Max Perry and Gordon Ling. Their intent was to remove weeds and beautify the road/rail reservation along the foreshore at Main Road, Penguin. Today, the Gardens extend for nearly a kilometer between the rear of 117 Main Road through to opposite 180 Main Road. The importance of the Gardens as a landmark of the region and the Perry and Ling's volunteer contributions to it are recognised by a portion of the Gardens being listed on the Tasmanian Heritage Register (between 134 and 148 Main Road).

Map 1.1 shows the extent of the Perry-Ling Gardens along the foreshore. There are some smaller ad hoc garden plantings further to the east of point 180 shown on the map.

The Council took over the maintenance of Mr Perry's section of reserve in 1994 and Mr Ling's section in 1997. Since that time, the Council has been responsible for the care and maintenance of the Gardens.

Over time, it has become increasingly difficult to maintain the standard and condition of the gardens. While still colorful at times of the year, many plants have become woody, overgrown or have died and environmental weeds have invaded, becoming dominant in some places. Stormwater runoff is also problematic, and some areas of the Gardens are prone to being washed away.

A large percentage of the Gardens are located within the road and railway corridor. Undertaking maintenance within these areas presents a safety risk. With this risk comes an increased cost to ensure appropriate safety measures are applied including the use of track protection officers and traffic management.

The total cost and time required to maintain the Gardens is very high and disproportionate to the care of other open spaces in the municipal area.

TasRail work under legislative requirements that require 3m either side of the rail lines to be free of obstruction (note: in some places Main Road is within this clearance dimension). TasRail are further required to ensure all track crossings are built to a legislated standard. Neither of these requirements are currently being met.

The Council and TasRail are currently examining how the Gardens might be managed to an appropriate standard, in a safe and cost-effective manner and being respectful of its origins while addressing the legislative requirements and maintenance demands on TasRail and the Council.

The non-negotiable tasks that need to be addressed are:

pruning/removal of overgrown vegetation and large shrubs up to 3m either side of the track to allow for adequate clearance (works to be undertaken by TasRail); and

undertaking stormwater management to protect the integrity of the rail line, Gardens and the road will also be required.

The timing, extent, cost and responsibility for these works are yet to be determined.

The Council will continue to consult with TasRail, Crown Land Services, Heritage Tasmania and the community to identify suitable solutions that will provide for better management of the site.

Council engaged Inspiring Place to review the situation, engage with key stakeholders and identify a landscape strategy plan to guide the future management of the Gardens. After the initial site visit and consultations, it was recommended that the local community be involved in the discussion about the future options for the use, access and management of the Gardens.

A survey was prepared (refer to Attachment A) and distributed to 70+ property owners along Main Road within Penguin. Surveys were also sent to known community groups including Penguin Coastcare, Penguin Men's Shed, Lions Club of Penguin, Penguin Leo Club, Penguin RSL, Penguin History Group and Penguin Scouts and the 7 Day Makeover group.

In addition, the survey was promoted to the wider community and available on Council's website for people to make their views known. Council's Facebook Page also provided a way for people to present their views on the Gardens.

The survey period commenced on the 19th June and extended through to 10th July 2020.

This report provides a summary of the key findings from the survey and Council's Facebook Page.

Council staff provided valuable assistance in preparing the graphs based on the responses to the survey questions.

Perry-Ling Gardens Location



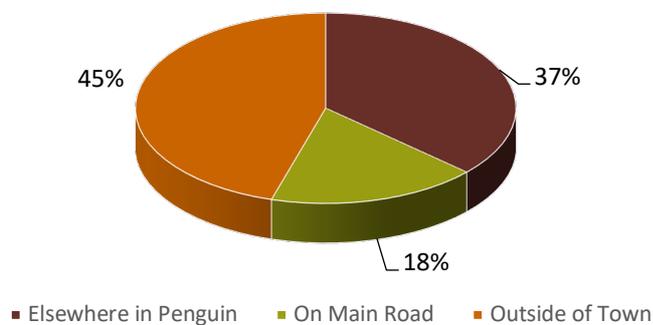
SECTION 2

ANALYSIS OF SURVEY RESULTS

2.1 GENERAL QUESTIONS

A total of 197 surveys were completed and returned to Council. Chart 1 indicates that just over half of the respondents lived within Penguin with 18% living along Main Road. Some 45% of the respondents live outside of Penguin.

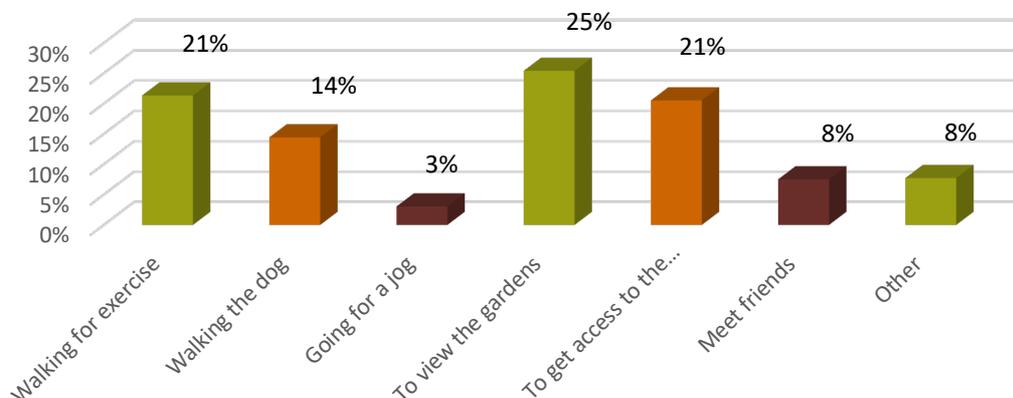
Chart 1 : Where Respondent's Live



2.1.1 Main Reason for Visiting Perry-Ling Gardens

Chart 2 shows the main reason for respondents was to view the gardens (25%) followed by walking for exercise (21%), gaining access to the foreshore (21%), and walking their dog (14%).

Chart 2: Purpose for Going to the Garden



2.1.2 What was liked most about the Gardens

This was an open question for respondents to describe what they liked. Analysis of the responses indicated that:

48% of total respondents referred to the colour/interest/beauty/diversity/birdlife and uniqueness of the flowers.

19% referred to them being an inviting entry and visitor attraction for the town;

15% referred to the history/memories/community spirit and iconic identity of the Gardens;

9% referred to the enjoyable walk access and safety of the Gardens;

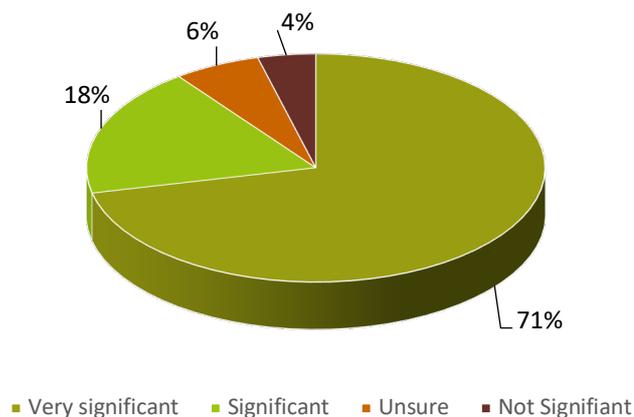
3% referred to a sense of pride and care for the town.

A small number of respondents (3%) referred to there being nothing especially good about the Gardens as they were poorly maintained. Another 3% of total respondents mentioned a preference for native coastal plants to be used.

2.1.3 Significance of the Gardens

As Chart 3 shows, a majority of respondents (71%) indicated that they thought the Gardens were very significant with a further 18% of respondents rating them as significant. Only 6% considered the Gardens to be not significant and 4% were unsure.

Chart 3 : Significance of Gardens to Respondents



The main reasons given for the significance of the Gardens were:

33% of the respondents referred to the Gardens being a landmark within the town, they have been one of the major and promoted attractions for visitors to stop and linger, a point of difference between other towns and many expressed the words 'iconic' or 'unique';

23% of the respondents referred to heritage value and as a memorial to the considerable volunteer efforts by the two men to beautify the town and its foreshore;

16% of the respondents referred to 'part of the town', part of the identity/character and community spirit of the town;

16% of the respondents referred to the beauty of the Gardens and making people proud of the town;

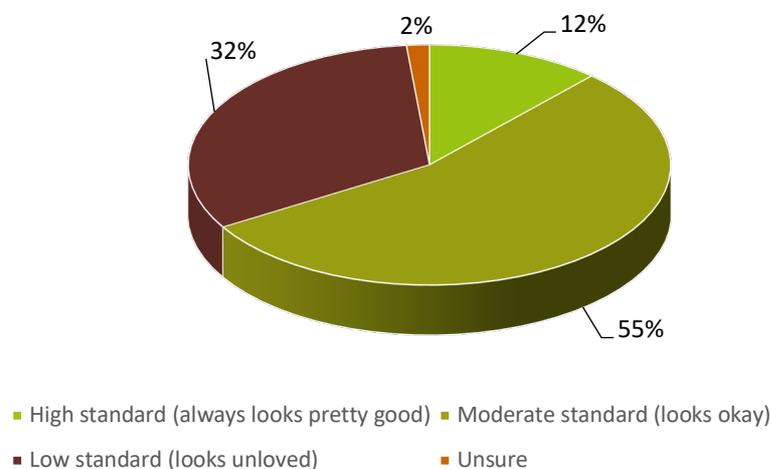
5% of the respondents referred to the enhancement of the foreshore; and

5% of the respondents referred to the Gardens contribution to community health and well-being for many individuals including being part of childhood experience of growing up in Penguin.

2.1.4 How well are the Gardens maintained?

Chart 4 indicates some 55% of the respondents considered the Gardens were maintained to a moderate standard (looks okay) as compared with 12% choosing high standard (always looks pretty good) and 32% choosing low standard (looks unloved).

Chart 4 : Respondents Feeling on Standard of Garden Maintenance



2.1.5 Improvements to the Gardens

Table 1 shows a summary of the respondents support for making a range of improvements to the Gardens. The table shows the improvements being listed from highest support to lowest. The majority of respondents supported all the suggested improvements apart from the option for planting more exotic species (which received a disapproval of 46%) and those that indicated they were unsure (20%).

Improvements	YES %	NO %	UNSURE %
Interpretation stories of the Gardens history and plant species	78	15	7
Upgrading of the seats	69	12	19
Better defined pathways	63	19	18
More signs and information about where you can walk	63	24	13
More plantings of native species	42	38	20
More plantings of exotic species	34	46	20

Table 1 Improvements to the Gardens

Respondents were asked to suggest any other improvements they would like to see made to the Gardens. These ideas as expressed by the respondents are listed in Attachment 2.

The key ideas raised were:

seek community involvement or volunteer support including a Friends Group and involvement of local Schools (12 respondents);

provide more native plantings/return to natural beauty/use of local coastal plants (12 respondents);

maintain the drains and weeding programs (9 respondents);

maintain attractive flower plantings for all seasons (8 respondents);

provide more historical information (6 respondents);

providing safer access, better steps, handrails and signs (5 respondents)

provide a wider shared path along the foreshore (3 respondents);

address coastal erosion and stabilise storm wall (3 respondents); and

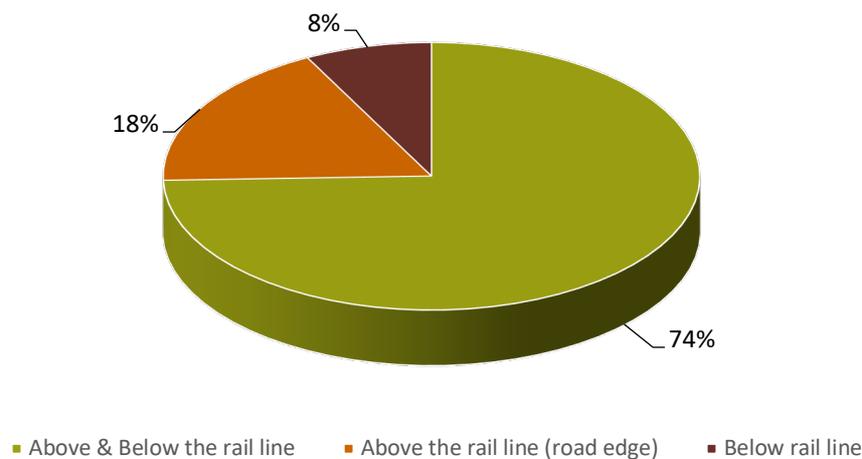
there were ideas (less than 3 respondents) for improvements such as:

- increase Council funding for maintenance
- installing rubbish bins and dog waste bin
- taking a whole of garden approach (beyond Watcombe Beach area)
- adding in pergolas with barbeques
- adding in donation box for visitor contributions to the Gardens
- adding public shower and drink bubbler
- painting of park benches and solar/wind lighting art sculptures
- fencing around roadside
- marketing of the Gardens as an attraction
- more cottage garden species
- provide for penguin habitat

2.1.6 Areas interested in protecting in the Gardens

Chart 5 shows that the majority of respondents (74%) indicated interest in both above and below the rail line. Some 18% indicated interest in just above the rail line (along the road edge) and 8% for the area below the rail line.

Chart 5 : Areas to Protect in the Gardens



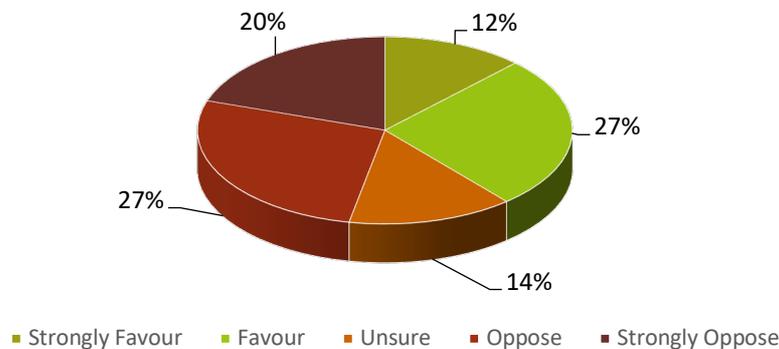
2.2 FUTURE MANAGEMENT OPTION QUESTIONS

2.2.1 Removal of sections of the Gardens to improve safety

This question referred to sections of the Gardens that are too close to both the road and the rail corridor.

Chart 6 shows there was mixed views to the idea with 39% of respondents strongly favouring or favouring the idea as compared with 47% who oppose or strongly opposed the idea. Some 14% of respondents were not sure.

Chart 6 : Support for Removal of Sections of the Gardens that are too Close to the Road & Rail Corridor to Improve Safety

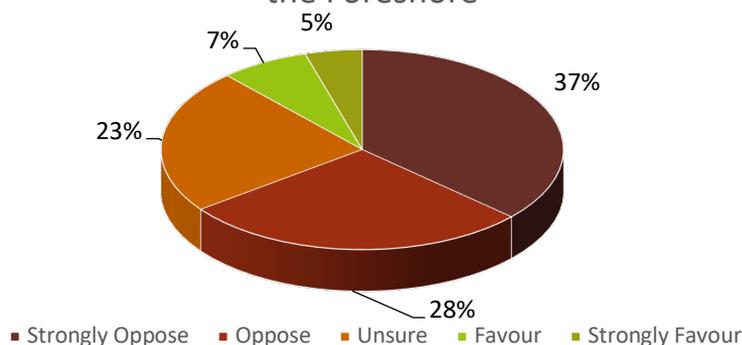


2.2.2 A similar garden developed elsewhere on the foreshore

This question referred to a garden with similar planting scheme to be developed elsewhere on the foreshore to replace the Perry-Ling Gardens.

Chart 7 shows this option received little support with only 12% of respondents strongly favouring or favouring the idea as compared with 65% who oppose or strongly opposed the idea. Some 23% of respondents were not sure.

Chart 7 : Replace Perry-Ling Gardens with New Gardens on the Foreshore

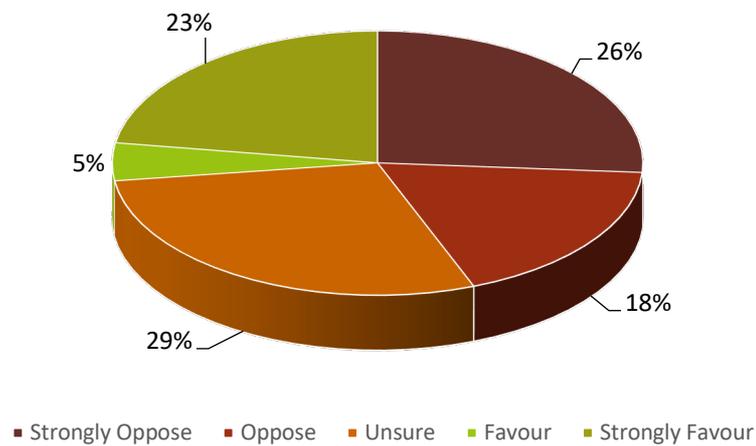


2.2.3 Support for Perry-Ling Gardens reduction if similar gardens were created

This question was asked, in reference to the option of similar planting scheme gardens being established elsewhere on the Penguin foreshore (in a location accessible for all and safer to maintain).

Chart 8 shows this option received limited support with only 28% of respondents strongly favouring or favouring the idea as compared with 44% who oppose or strongly opposed the idea. Some 29% of respondents were not sure.

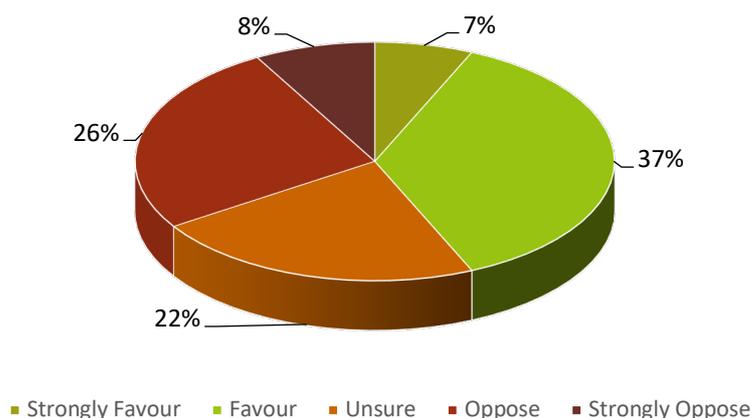
Chart 8 : Reduce the Size of Perry-Ling Gardens and establish New Gardens on the Foreshore



2.2.4 Replacement with lower growing ground covers

Chart 9 shows this also received mixed views with 44% of respondents strongly favouring or favouring the idea as compared with 34% who oppose or strongly opposed the idea. Some 22% of respondents were not sure.

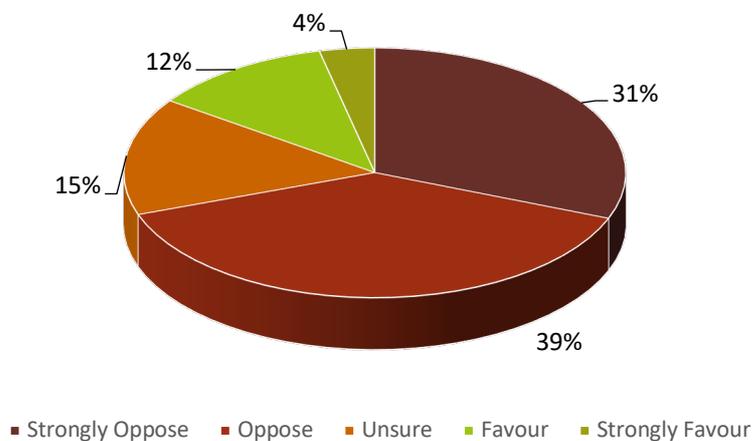
Chart 9 : Replace Shrubs in the Gardens with Lower Growing Groundcovers



2.2.5 Replacement of parts of the Gardens with grass

Chart 10 shows this option received limited support with only 16% of respondents strongly favouring or favouring the idea as compared with 70% who oppose or strongly opposed the idea. Some 15% of respondents were not sure.

Chart 10: Replace Plantings in Some Areas of the Gardens with Grass

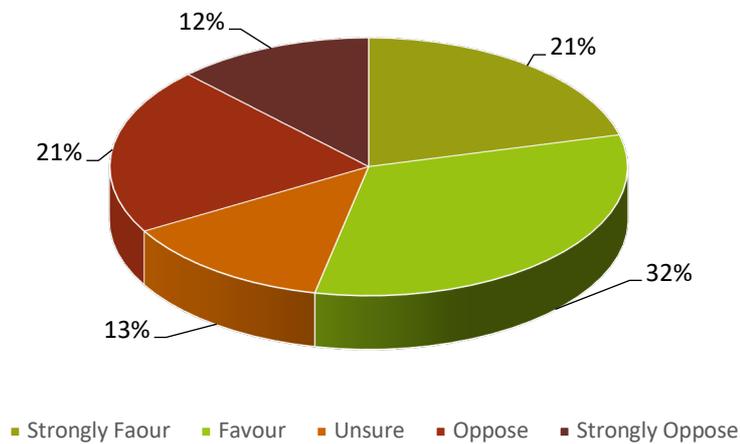


2.2.6 Converting foreshore portions to native vegetation

This question referred to converting some portions of the foreshore side of the rail corridor to native vegetation.

Chart 11 shows this option received some support with 53% of respondents strongly favouring or favouring the idea as compared with 33% who oppose or strongly opposed the idea. Some 13% of respondents were not sure.

Chart 11 : Convert Portions of the Gardens on the Foreshore Side of the Rail Corridor to Native Vegetation



2.2.7 Volunteer interest

This question indicated that volunteer care of much of the corridor is not practical because of road and rail corridor safety requirements. However, there would be areas where a volunteer group could assist. It asked how willing would they be to participate in volunteer land management activities along the foreshore?

27% indicated they would be willing to provide volunteer help and 43% of the respondents indicated they were possibly willing to volunteer. 30% were unwilling.

2.3 FORESHORE ACCESS QUESTIONS

The survey asked some additional questions about access to the foreshore.

2.3.1 Frequency and crossing points over Main Road and the railway tracks to reach the foreshore

The responses indicate that 21% of respondents made weekly crossings, 27% made crossings once a month, 26% made daily crossings and 22% had not visited to use crossings. Some 4% of respondents made crossings twice a month.

Chart 12 shows that:

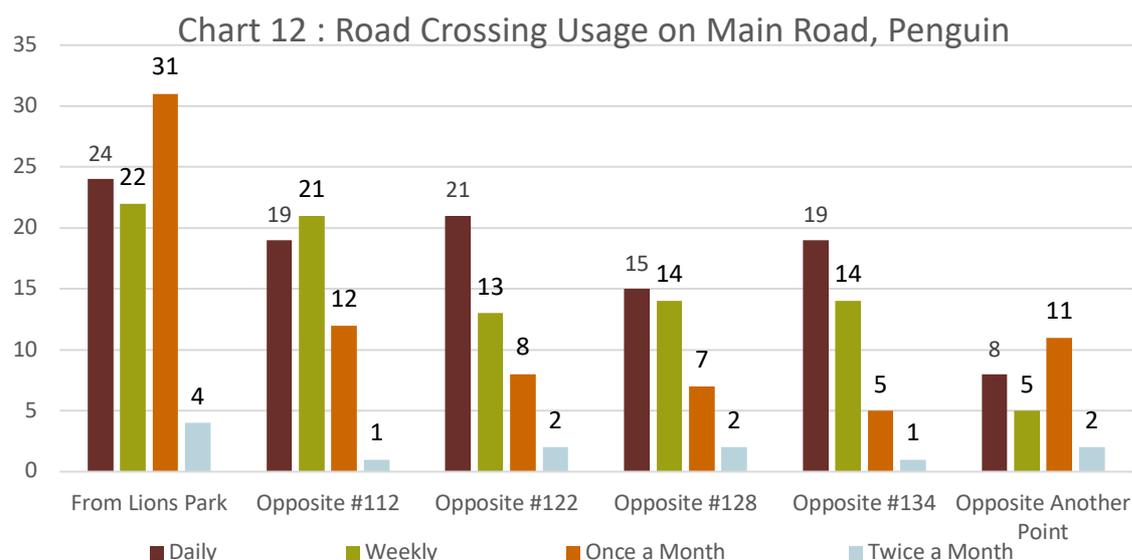
the highest used crossing point was at Lions Park;

daily crossings were highest at Lions Park, #122, equal at #112 and #134 and higher than other points used;

weekly crossing were highest at Lions Park and #112 with similar levels at #122, #128 and # 134;

once a month crossings considerably higher at Lions Park with #112 and another point attracting higher use than the other crossing points; and

twice a month crossings relatively low levels across all crossing points.



2.3.2 Preferred one or two crossing points?

The suggested crossing points mentioned by the respondents were:

71 respondents indicated opposite crossing #112

46 respondents indicated opposite crossing #128

45 respondents indicated opposite crossing #134

32 respondents indicated opposite crossing #122

25 respondents indicated opposite crossing #117 (Lions Park)

17 respondents indicated opposite crossing #148

10 respondents indicated opposite crossing #180

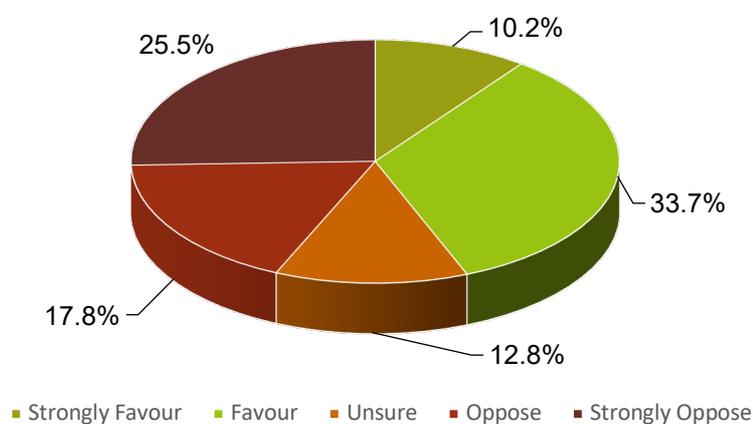
less than 2 respondents indicated crossings opposite #110, #160, #170, #174, #176 and #214

It should be noted that 25 respondents indicated they had no preference other than whatever was considered safest. A number of respondents who used a phone to complete the survey indicated difficulty with selecting the numbers due to the small scale of the map on their screen.

2.3.3 Fencing along the rail line to direct people to appropriate crossing points

This question received a mixed response with Chart 13 showing 43.9% of respondents strongly favouring or favouring the idea and similarly, 43.3% of respondents who oppose or strongly opposed the idea. Some 12.8% of respondents were not sure.

Chart 13 : Install Fencing Along the Rail Line
Directing People to Appropriate Crossing Points



2.4 ADDITIONAL COMMENTS AND SUGGESTIONS

Attachment 3 provides the additional comments and suggestions made by the respondents. These comments generally support the common views already expressed throughout the survey, those being:

significance of the Gardens as a historical landmark to locals and attracting visitors to the town;

important to remember and honour the work undertaken by Perry and Ling;

the Gardens have deteriorated over time and there is a need to continue upgrading and maintaining the Gardens;

there is little community support for replacing or relocating them within the town;

a preference by some for introducing and using native plantings;

Council must keep these Gardens well-maintained and looking beautiful;

get a balance between safety and being practical in maintaining the Gardens;

do not let TasRail determine the future of the Gardens with a more positive outlook on managing OH&S issues;

review the selection of past plantings as many have been lost or were unsuitable;

no known or recorded accidents/incidents but make the crossings more user-friendly for all users;

consider opportunities for using volunteers to help maintain the Gardens and to work with local community interest groups;

climate change will impact on the foreshore and subject to storm events;

protection of penguins;

better managing parking concerns;

lack of support for fencing along the road or rail line – expensive, unattractive and pointless;

do not lose the character or 'look and feel' of the Gardens – bring them back to their former glory;

retain the Gardens as they are;

consider selected days for road closure and rail management to allow the local community to assist with maintenance; and

practical advice for a major overall and regenerative approach to the Gardens.

2.5 COUNCIL'S FACEBOOK PAGE COMMENTS

There were 41 comments made on Council Facebook Page some of which involved ongoing discussion between some community members. The key points discussed were:

the popularity of the Gardens for attracting visitors;

how beautiful the Gardens are;

the need to recognise the original town members who created and maintained the Gardens;

discussion about the name Perry-Ling Gardens (comments referred to the involvement of Gordon Ling and Max Perry, suggesting that they should both be recognised for the work they did); and

no recorded incidents or near-misses with people crossing the rail line.

SECTION 3

OVERALL SUMMARY

3.1 SURVEY OUTCOMES

The community response to the survey questions indicates a strong social attachment to the Perry-Ling Gardens based around:

the scenic beauty of the Gardens, especially the colourful flower beds;

seeing it as a landmark or iconic feature for the town that attracts visitors to the town and helps distinguish Penguin as being different to many other places;

being an ongoing memorial dedicated to the personal volunteer efforts of Max Perry and Gordon Ling to create the Gardens for the benefit of the community;

providing a prominent and attractive 'entry' or gateway to the town;

allowing recreational links to the foreshore; and

the Gardens providing social, health and well-being values¹.

The survey tested potential options for the future management of the Gardens. There was no clear preferred option as the survey showed mixed opinions (i.e. similar levels of support to those that oppose the idea) for:

removal of sections of the Gardens that are too close to both the road and rail corridor;

reducing the size of the Perry-Ling Gardens;

replacing sections of the Gardens with lower growing ground cover shrubs; and

fencing along the rail line to direct people to appropriate crossing points.

There was very clear lack of support by the majority of respondents for:

developing a garden with similar planting scheme elsewhere on the foreshore to replace the Perry-Ling Gardens; and

replacing parts of the Gardens with grassed areas.

¹ Some respondents indicated they had moved to live in Penguin having been initially attracted by the presence and beauty of the Gardens. Others mentioned that the Gardens were an attractive place that was beneficial to them for mental health and coping with depression.

There was some greater level of support for:

converting portions of the Gardens on the foreshore side of the rail corridor to native vegetation (survey results were 53% support, 33% oppose and 13% unsure); and

potential for volunteer interest (survey results were 27% would be willing to provide volunteer help, 43% of the respondents were possibly willing to volunteer and 30% were unwilling).

undertaking improvements to the Gardens including the installation of interpretative signage (featuring stories of the Gardens history and plant species), seating upgrades, better defined pathways and walking information. (Refer to Table 1 on page 8).

The survey indicated that the levels of use varied between the existing crossing points with the most popular or higher used crossings being:

at Lions Park (highest for all crossings frequency times from daily to twice a month);

crossings point #112 has the highest weekly use and #122 has the highest daily use.

The preferred crossing point was opposite #122 when respondents were asked to choose from the multiple crossing points available.

Some 55% of the respondents considered the Gardens 'looked okay' and a further 12% felt the Gardens 'looked pretty good', suggesting the current standard of maintenance was acceptable.

Most of the respondents recognised the quality of the Gardens had deteriorated over time and that there needed to be removal of weeds and inappropriate plantings to restore the integrity of the Gardens. There appeared to be a stronger preference for introducing more native plantings rather than exotics, although many expressed delight in viewing the diversity of flowers.

Some of the respondents considered the safety risks were over-emphasised and indicated there was no history of known incidents or accidents regarding access to or movement through the Gardens. Some considered that any safety issues could be managed through reducing traffic speed, managing traffic during maintenance times and asking TasRail to collaborate with achieving the maintenance outcomes.

3.2 CONCLUSION

The overall message from the survey is that the community (197 survey respondents) want to retain the Gardens where they are located and for action to be taken to restore them. The potential involvement of community volunteers and managing maintenance and safety issues provides a positive opportunity for stakeholders to work cooperatively together to achieve positive outcomes for the community and maintain the Gardens legacy.

The next step could be to share the survey findings with stakeholders and the community. This would then be followed by the development of solutions to address existing issues. These solutions would be presented to the community, along with a summary of the survey findings, so they can see how their views have been considered. Once a plan of action is agreed upon, Council would implement/facilitate the improvements.

The above discussions and the formulation of solutions would also inform the development of a Master Plan for the Gardens, this document would provide a comprehensive and clear direction for the long term management of the site well into the future.

ATTACHMENT A

PERRY-LING GARDENS SURVEY

4. Would you support the replacement of shrubs in the Gardens with lower growing groundcovers?

Do you: (please tick)

- Strongly Favour Favour Oppose Strongly Oppose Not Sure

5. Would you support the replacement of plantings in some areas of the Gardens with grass?

Do you: (please tick)

- Strongly Favour Favour Oppose Strongly Oppose Not Sure

6. Would you support converting portions of the Gardens on the foreshore side of the rail corridor to native vegetation? Do you: (please tick)

- Strongly Favour Favour Oppose Strongly Oppose Not Sure

Identify where you think this might best occur. Between #..... Main Road and #..... Main Road

7. Volunteer care of much of the Gardens is not practical because of road and rail corridor safety requirements. However, there are areas where a volunteer group could assist. How willing would you be to participate in volunteer land management activities along the foreshore? (please tick)

- Willing Possibly Unwilling

Getting to the foreshore

The following questions will help us consider the access needs of the local community better.

1. How often do you cross Main Road and the railway tracks to reach the foreshore? (please tick)

- not visited
 daily
 weekly
 once a month
 twice a month
 more often

2. When you cross, where do you do it? At a 'constructed' walkway along Main Road

i.e. opposite #112 #122 #128 #134 or opposite #..... or from Lions Park

3. If there could only be one or two crossing points where would you put them?

i.e. opposite #..... Main Road opposite #..... Main Road

4. Would you support the installation of fencing along the rail line to direct people to appropriate crossing points. Do you: (please tick)

- Strongly Favour Favour Oppose Strongly Oppose Not Sure

CONCLUDING THOUGHTS

1. Do you have any other comments/suggestions regarding the future use and management of the Perry-Ling Gardens?

.....
.....
.....
.....
.....

Thank you for participating. Please return your completed Survey by using the reply-paid envelope provided or alternatively the survey can be completed online by visiting the Council's website: www.centralcoast.tas.gov.au

Your thoughts on the
Perry-Ling Gardens

You are invited to take part in a survey and share your thoughts on the Perry-Ling Gardens.

Your comments and feedback will be valuable in developing solutions to address ongoing management and maintenance issues on site.

The survey will be open from Friday 19 June until Friday 10 July 2020.

Please return completed surveys by using the **reply-paid envelope** provided or alternatively the survey can be completed online by visiting the Council's website: www.centralcoast.tas.gov.au

For further enquiries please contact Council's Parks/Recreation Officer – Haylee Johnson by phone (03) 6429 8974 or email: haylee.johnson@centralcoast.tas.gov.au

Please note there will be further opportunity for the community to be involved as this project progresses.



Background

The Perry-Ling Gardens were started in 1983 by Max Perry and Gordon Ling. Their intent was to remove weeds and beautify the road/rail reservation along the foreshore at Main Road, Penguin. Today, the Gardens extend for nearly a kilometre between the rear of 117 Main Road through to opposite 180 Main Road. The importance of the Gardens as a landmark of the region and Messrs Perry and Ling's volunteer contributions to it are recognised by a portion of the Gardens being listed on the Tasmanian Heritage Register (between 134 and 148 Main Road).

The Council took over the maintenance of Mr Perry's section of reserve in 1994 and Mr Ling's section in 1997. Since that time, the Council has been responsible for the care and maintenance of the Gardens.

It has become increasingly difficult to maintain the standard and condition of the gardens. While still colourful at some times of the year, many plants have become woody and overgrown or have died and environmental weeds have invaded, becoming dominant in some places. Stormwater runoff is also problematic, and some areas of the Gardens are prone to being washed away.

A large percentage of the Gardens are located within the road and railway corridor; working within these areas presents a safety risk for those undertaking maintenance. With this risk comes an increased cost to ensure appropriate safety measures are applied including the use of track protection officers and traffic management.

The total cost and time required to maintain the Gardens is very high and disproportionate to the care of other open spaces in the municipal area.

TasRail work under legislative requirements that require 3m either side of the rail lines to be free of obstruction (note: in some places Main Road is within this clearance dimension). TasRail are further required to ensure all track crossings are built to a legislated standard. Neither of these requirements are currently being met.

The Council and TasRail are currently examining how the Gardens might be managed to an appropriate standard, in a safe and cost-effective manner and being respectful of its origins while addressing the legislative requirements and maintenance demands on TasRail and the Council. The non-negotiable tasks ahead include:

- > Pruning/removal of overgrown vegetation and large shrubs up to 3m either side of the track to allow for adequate clearance (works to be undertaken by TasRail).
- > Stormwater management to protect the integrity of the rail line, Gardens and the road will also be required.

The timing, extent, cost and responsibility for these works are yet to be determined.

The Council will continue to consult with TasRail, Crown Land Services, Heritage Tasmania and the community to identify suitable solutions that will provide for better management of the site.

How should the gardens be managed?

Please tell us a little about yourself and how you value the Gardens

ABOUT YOU

1. Do you live in Main Road? Elsewhere in Penguin Outside of town

2. What are your main reasons for visiting the Perry-Ling Gardens? (please tick)

- walking for exercise
- walking the dog
- going for a jog
- to view the gardens
- to get access to the foreshore/beach
- meet friends
- other reason, please specify

3. What do you like most about the Perry-Ling Gardens?

.....

.....

4. How significant do you feel the Perry-Ling Gardens are to the Penguin community? (please tick)

- very significant
- significant
- unsure
- not significant

5. What is the main reason for your response to Question 4?

.....

.....

6. How well do you feel the Perry-Ling Gardens are being maintained? (please tick)

- high standard (always looks pretty good)
- low standard (looks unloved)
- moderate standard (looks okay)
- unsure

7. What other improvements, if any, would you like to see made to the Perry-Ling Gardens? (please circle)

- | | |
|---|-------------------|
| better defined pathways | yes / no / unsure |
| more plantings of native species | yes / no / unsure |
| more plantings of exotic species | yes / no / unsure |
| upgrading of the seats | yes / no / unsure |
| more signs and information about where you can walk | yes / no / unsure |
| interpretation stories of the Gardens history and plant species | yes / no / unsure |

any other ideas? please specify

FUTURE MANAGEMENT

1. Would you support the removal of sections of the Gardens that are too close to both the road and rail corridor to improve safety? Do you: (please tick)

- Strongly Favour
- Favour
- Oppose
- Strongly Oppose
- Not Sure

Use the map to identify which portion(s) of the Gardens you are most concerned to protect? And why?

Between #..... Main Road and #..... Main Road

.....

Are you most interested in protecting the Gardens: (please tick)

- above the rail line (i.e. along the road edge)?
- below the rail line?
- both above and below the rail line?

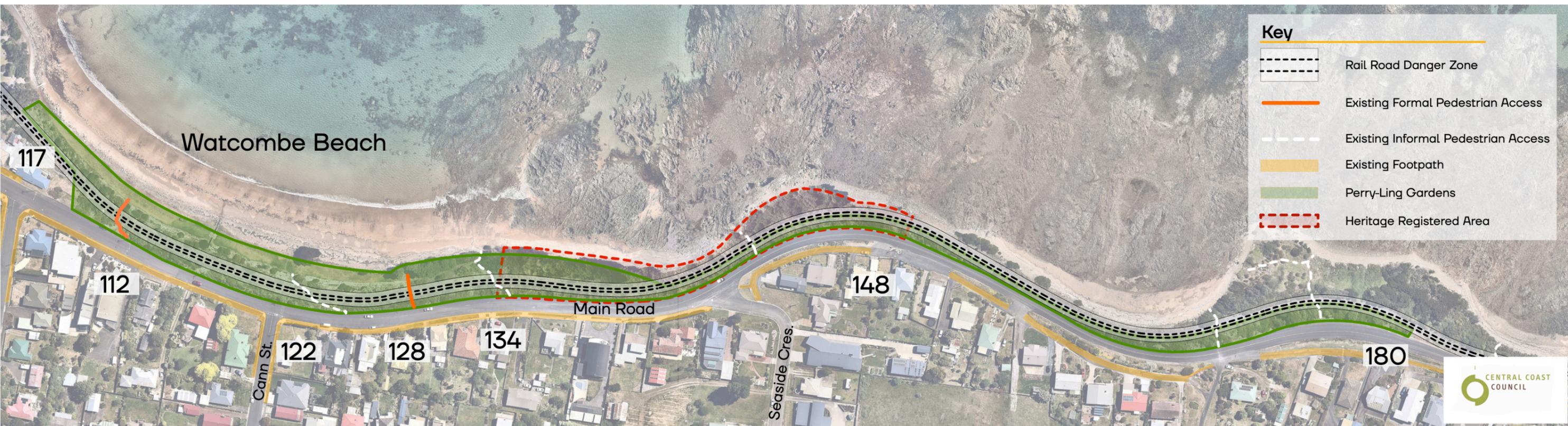
2. Would you like to see a garden with a similar planting scheme developed elsewhere on the foreshore to replace the current Perry-Ling Gardens? (please tick)

- Strongly Favour
- Favour
- Oppose
- Strongly Oppose
- Not Sure

3. Would you support reducing the size of the Perry-Ling Gardens if additional gardens with a similar planting scheme were established elsewhere on the Penguin foreshore? The new gardens would be more easily accessible for all and safer to maintain. (please tick)

- Strongly Favour
- Favour
- Oppose
- Strongly Oppose
- Not Sure

Perry-Ling Gardens Location



ATTACHMENT B

RESPONDENTS IDEAS FOR IMPROVING THE GARDENS

RESPONDENTS IDEAS FOR IMPROVING THE GARDENS

Clean the stone drain, weeding and park tracks and more seasonal shrubs

Flowers for all seasons in the gardens as much as possible.

One safe access across train tracks near Cann St. Incorporate more native plantings and/or plantings that require less maintenance including use of chemical sprays due to proximity to foreshore.

Last storm caused considerable erosion. Similar storms could undercut the railway. Remove the logs from the beach (they act as battering rams in big seas) place them along the embankment secured with star posts and back fill to create additional garden areas and plant with COLORFUL plants.

Allocate more of money to maintaining the gardens by increasing our Council rates

Keep it very natural and peaceful like a place as beautiful as main beach but less busy, and lots of native species of plants and possible a rubbish bin to discourage visitors of the gardens from littering

A viewing area between 117 Main and the first steps down to the area. Drainage remediate on the far western side of the grassed area. Steps down clearly signed. Rubbish bins.

Improve the drainage on the grass section, and weed them properly, hit and miss herbicides are just not working.

More historical info about instigators of the gardens!

Allow the community to undertake some of the maintenance....and negotiate with TasRail on access for these people.

Allow the community to undertake some of the maintenance....and negotiate with TasRail on access for these people.

I think that there needs to be another dog waste disposal bin as many visitors don't know that there is one up at the park and the number of dog droppings seems to have increased lately.

Get rid of the agapanthus and the long purple flowers it's seems most plants in there are easy care weed type plants that reseed everywhere

The last few questions seem to be referring only to the gardens area adjoining Watcombe Beach, rather than to the whole of the roadside gardens. The latter is most important as an initial visual feature for visitors travelling the coast road (and for Central Coast residents!). The gardens by Watcombe beach are only seen by visitors once they have been tempted to stop for a while by the roadside display.

Replace some of the woodier plants that require pruning with more compact bushes

Plants that look attractive but require annual maintenance to stay looking good

These gardens need to be maintained as they were in the days of Mr Perry and Mr Ling. I am sure that community groups would assist in this if Council facilitates. Maybe when there is a meeting between Councillors and Service Clubs this may be one of the projects listed.

Remove kikuyu and replace with low native plants

Penguin Habitat needs to be implemented. More natives and species to assist minimising erosion are essential.

Just better upkeep of the plants in general. Perhaps organising volunteer groups who might be interested in helping, similar to the 7 day makeover team. Am sure Penguin will come up with the goods to keep these gardens...just need a plan

Please keep these gardens going. If the council are struggling to maintain them how about they work to establish a community volunteer group to assist? There are a lot of people who enjoy gardening in the municipality.

There should be at least 2 large pagodas with barbecues either end of Watcombe Beach

Look after the area properly as the original work (even though you have the dates wrong) cost the council absolutely nothing.

Pretty much if you want to access beaches and public reserves anywhere from the Western side of the Leven River to the Caravan Park in Penguin, you have to cross the Rail-line anyway. Why can't these gardens be accessed from the small parking area at the 'Old Penguin Surf Club site' only ?..... Maybe native shrubs along both side of the rail corridor (Less maintenance) and other species along the foreshore away from the rail corridor?

Install a donation box at the trail head for locals and visitors who appreciate the gardens can contributed to some of the costs. Establish a Friends if group to help maintain area where it is safe for them to do so

Low growing coastal species. Maybe leave pockets of remnant garden with history signage in an accessible area for maintenance.

The interpretation signs and information would need to be in keeping with the natural state of the gardens.

Where the grassed area meets the beach needs to be stabilised to prevent erosion. The choice of plants as queried above in the survey should be selected and positioned on the advice of suitably qualified people. The response to previous town makeover projects indicates resident interest in enhancing spaces in our community and providing assistance at appropriate levels.

A wide path on the seaside side that is much easier to walk as a family with kids on bikes etc as the other side is too narrow and unsafe for children on bikes due to all the driveways.

I have an idea for a northern coastal walking and bike path which could use the existing railway line.. I'll email it to Central Coast Council.

View the garden as an asset. Use them as an opportunity to engage the population to engage with them and use the space. You already have an item that is obviously valued by the community and doesn't require you to reinvent the wheel elsewhere. More colour and child friendly.

It would be great if the penguin community could contribute by painting some of the park benches with flowers

Ask the locals to participate in the story as this is where it started.

More year round colour

Improve pathways from the town to the gardens so people can walk or ride to them safely to enjoy the gardens. Just about every street in penguin requires repairs to the paths and roads if you take a look around

Actual history of the site, not just from the historical society. I'm sure there used to be emus running around there once. Maybe take a few cuttings or leave an area of some significance "here was the site of some plants, planted for no other reason than they looked nice"

Penguin habitat

Community ownership and input needed. As with most things if people are personally involved, they will protect and improve. Friends of Ling/Perry gardens group.

Allowing volunteers to work under the guidance of council to help maintain the gardens

Bike path

Stop looking for ideas to remove positive history and erase memories of great citizens for ever. Preserve some love and feel good history. Hell knows there's enough division in our country now with history

Involve community in maintenance - like the adopt a highway program. Extend the garden further to the east. This is an asset which would encourage more visitors to drive through the old coast road and stop by in Penguin and Ulverstone

Also some solar wind lighting sculptures of animals and birds creatures penguin has

Fencing roadside to limit roadkill and promote proper crossings

As a Central Coast ratepayer, I appreciate that the cost to the council for ongoing maintenance is substantial. From an emotional point of view, I would be very sad to see the demise of the garden, undoubtedly it is home to many animals, birds and bees. Would it be possible to engage people that are on community service, community groups and volunteers to assist?

More support of work done by locals -plants planted last year were covered by weeds for example Perhaps the 7 day makeover group could be used to tidy and replant in some places

Flowers a plenty

A lot more marketing of their uniqueness

*I personally would love to see a full time carer of this area and i would love to put my hand up for that position as not only is it sentimental to me being related to the creator but i would love to continue with the energy he gave.
Less and better and more safe accesses*

Beautiful Views from a Passenger Train would put Penguin on the world map of train travel.....it is stunning now BUT could be WORLD CLASS

Gordon wanted colour. He wanted to make the area pretty to look at. Keep planting the daisies. Keep planting flowering euphorbias. Keep the plants as low lying flowering shrubs. No trees or evergreens.

Remove Rubbish And Replant, bark, seats, paths,

Lots more colourful annuals, particularly self-sown so long as not an environmental risk. Flowering perennials, keep the style similar, don't turn it into a landscaped native garden.

Return it back to natural beauty

More into the old cottage gardens - not natives

It would be good to generate community involvement in maintaining them, eg school students.

Use them as a focus for community building.

make it bigger - further east,

Removal of exotic species which are also classed as weeds (e.g agapanthus).

Local beach species garden would be appropriate with a couple of creative seat options - no signage, no unrelated species

If native species are bright and vibrant the I'm in favour of them.

Absolute priority is to put in a proper storm wall to protect the area from storm damage. Also vitally important to put in at least 1 safe entry walkway which is not too steep & has a proper hand rail. These are the most pressing issues without doubt.

Covering the storm water outlet

Removal of weedy species such as agapanthus

Extend them & even do it in Ulverstone

More colour, the history of gardens was not natives but colour and beauty that stood out

Upgrade signage regarding Silver Mine and improve pathway from there to the old site. Plant more colourful and easier to maintain plants around the Penguin Sound of the Waves signage. Regular pruning and maintenance of plants. Information on the history of the gardens.

Gardens should be left as natural as possible, not to become a high maintenance, manicured garden. Drainage needs addressing on the lawn and erosion of grass beach boundary. Planting of native plus exotic, natives planted where suited to soil.

No tall trees Public shower and drinking bubbler, low lying native shrubs on bank foreshore to stop natural erosion. Safer access e.g. handrails/staggered access across rail line like council has done in Ulverstone. Native fire retardant plantings

Bring it back to what it was, non-native VERY COLOURFUL plants

I would like more spots to sit and shady trees

More native shade trees with seating

ATTACHMENT C

**FURTHER IDEAS FOR FUTURE USE AND MANAGEMENT OF THE
GARDENS**

FURTHER IDEAS FOR FUTURE USE AND MANAGEMENT OF THE GARDENS

The gardens are an important part of Penguin and the attraction to the beach area. Signage on the Ulverstone end to put tourists through the coast road to Penguin would be an advantage. So many tourists bypass Ulverstone and Penguin because of lack of signage.

It would be beautiful to continue these gardens further into town as well as where they are.

any new gardens to replace potential reduction in current location should preference natives. Replacement of existing gardens with grass should consider the need for regular mowing and use of chemicals in sensitive foreshore environment.

council did plant about 250 plants in 22018/2019(?). many still survive. perhaps wait until they reach maturity before taking any major action, except for re-siting the logs from the beach. that should be acted on before further damage is done.

Please increase our council rates to keep these gardens beautiful.

Hopefully the gardens can be maintained and always be an attraction for Penguin

I understand the safety concerns but also love the gardens and hope you can find a suitable balance that doesn't take away from the character of the town.

Keep things as natural as possible

Yeah look I used to work for the nursery who supplied the plants to the garden, it was like a cash cow, we knew the plants would be either neglected and killed or never even get into the ground. Boss made a mint. Council didn't have to dig holes. Was very very sad.

Native vegetation once established is less maintenance, and looks wonderful. Whatever you do, keep it simple, and ask yourself how you might like to spend time there and value add. Thanks for asking, I hope my thoughts are useful, keep up the good work, don't be afraid to make a decision!!

Constant general maintenance

This is such a well known landmark, it should be preserved and maintained. I do support the maintenance being more practical, safer and tidier looking as it sometimes looks unkempt. The introduction of more native species plantings would be welcomed.

Don't let TasRail dictate what happens with the gardens...their standards are not appropriate even though they claim to be adhering to the National Rail standards...in Victoria, NSW and Qld where there are greater train movements, there are gardens similar to this...so how come they exist and yet we have to bow down to TasRail?

I believe these gardens are a major tourist attraction and asset for Penguin. Creating other gardens to replace existing gardens that just need some care does not make any sense to me. The type of plantings would strongly influence my support for native gardens. More information would be required particularly in relation to how high the plantings might be so that various views are preserved.

Over the 16 years we have lived in Penguin, it has been sad to see the steady deterioration in the roadside gardens - not only in Penguin but also those which have almost disappeared from West Ulverstone. The roadside gardens are an important asset for Penguin residents - young

and old, and of various degrees of fitness. Ulverstone has much larger and better maintained public access areas than Penguin. Also, the gardens are - or were - a major tourist attraction, which help to keep people in our local area . . . We know this well, not only from the comments we still receive from visitors parking opposite our house throughout the year, but also from our own experience. We first visited Tassie in 1998, turned right from the ferry and headed west. . . We were delighted in the roadside plantings at West Ulverstone, followed our glorious coastal drive towards Penguin, and just fell in love with the plantings along the roadside. We stayed in local accommodation for over 10 days in total during that holiday, thanks to the gardens - and returned 5 years later to buy our home here, rather than anywhere else in Oz! Heaven!! It should surely not be outside the abilities of our Council, TasRail and the State Government to come together to ensure that this world-renowned tourism asset is maintained into the future.

It would be sad to see it change...driving through there is always nice as it is

Make the crossings more user friendly for ALL users.

Increase local native planting to prevent the invasive introduced species spreading

Just maintenance really, they are great as they are

Use volunteers as much as possible. Try to leave it alone if possible. It works well as is.

I am sure when gardens are maintained that council can install traffic lights ensuring the road is only one vehicle at a time.

1. The area immediately to the east of Perry-Ling gardens has had no management by any authority for decades. Evidence for this are the invasive mirror bush trees, some more than 20 years old, and several other invasive species which have overgrown and replaced local species. Allocasuarinas, melaleucas, coastal wattles, banksias and correas are just some of the species that have held coastal soils together for thousands of years. CCC and TasRail need to actively seek out and support groups like ourselves (The Nt West Enviro Centre and Penguin Landcare) to replant what should be there and remove invasive species.

2. CCC must underpin any action with the predictive science that climate change will pose an ever increasing impact on all coastal areas. Climate Change science is already well accepted in CCC policy but it needs to inform all CCC activities and not just sit as policy.

3. Most of the levelled area that comes under this survey is reclaimed land and much of this was filled with debris from a local rubbish dump. This whole area is grassed and is very exposed to storms. Evidence which CCC has, shows the entire grassed area could be taken out by one large storm event coinciding with an unusually high tide. A lot of damage has already occurred in storm events and repairing the area after each storm is poor use of CCC funds delivering a very short term solution.

4. We suggest the existing level grass area be rehabilitated and built up with suitable material to cope with storm surge events, the kikuyu grass be removed and replaced with suitable native plants and a suitable personal access track constructed through the new vegetation.

5. The two existing access tracks across the TasRail line should be kept.

6. The existing and surviving N.Z Pohutukawa tress, planted some decades ago should be retained. They have proved to be a good tree for limiting coastal erosion as they are in N.Z.

7. TasRail must show commitment to ongoing management of the area, including areas outside of their jurisdiction as it is in their interests as well as CCC to mitigate the impact of climate change. In the past TasRail have planted some native species in the area under their jurisdiction but with no follow up. We estimate about 90% of these plantings have not survived.

CCC needs to maintain pressure on TasRail to be a team player.

8. Both Tasrail and CC have proved to be obstacles to community interest in repairing the areas. Both organisations need to be supportive and assist with OH&S rather than use OH&S policy to effectively stop things happening.

gardens should be left as they are, pruned back for safety, kept maintained as a welcome for visitors to Penguin

My wish is that it can be restored to its former glory - for the locals as well as our tourists.

Why can't the Council engage some people from work for the dole to help? Many have qualifications to do it like horticultural traffic management etc

Future proofing against erosion and protection of Penguins and native species needs to be the focus of development.

Perhaps a mix of plantings, some native, some grass, some exotic, so that it is more low maintenance, but keeping some of the beautiful flowering types that we've come to love

There is too much emphasis on perceived safety issues, there is not enough credence to peoples' intelligence to be able to cross a railway line. All that is required is for trains to sound the horn at appropriate places and an appropriate time of day. It's time to stop molly codling people.

Do your job and maintain the gardens.

I would hate to see this icon go. It would change what I think of the area and that would be a shame for all of us who think this way. Safer options are many and are a good alternative.

Vehicle parking is problematic as all current areas are limited for space. Perhaps some 'Gate Counters' could be temporarily installed to give data of public access points for consideration ? I will admit that it is a problem area to access these gardens at any midway point, but consideration must be given for individual use and possible time constraints. A midway access point would be GREAT if achievable. This does NOT cover the ongoing garden maintenance issues though.

I appreciate the safety concerns. I don't consider the costs as relevance to make changes as large funds are spent on maintaining sport grounds and other facilities for physical and mental health of residents. Additionally, I refer visitors to the state to head to Penguin to view the gardens, or bring them over for a coffee or lunch. Has the economic impact of the gardens been considered in the running costs?

No but the annual cost of maintenance should be known to allow people to make better judgement in

There will be community outrage of course, but the current WHS requirements and costs mean that it is just not feasible to continue the way it is. Try to preserve some pockets sure, but please use non-invasive species. Plant as many suitable native coastal species as possible or extend bitumen/ballast for safety reasons.

The gardens have been there for many years, families, couples, groups, kids the elderly have all used and continue to use them daily. No injuries (that I am aware of) have occurred, no accidents, no one getting run over by a train, so why when everyone is aware of the crossover points and the railway line are we doing a survey that is about a natural part of our town and community. People love these gardens for what they are and what they represent, calmness, beauty and the generosity of 2 families. The gardens are the least of what requires attention in Penguin...

Any consideration of plant types should be with proper advice from suitably qualified people. The replacement of all shrubs by grass and ground cover would not be desirable. A balance needs to be maintained. Our town is becoming known for its welcoming beauty with the other improvements made to the main street area - we need to capitalise on this and provide pleasant outdoor spaces for residents and visitors alike.

These need to be upgraded as many plants have died and not been replaced. The heritage trail lists the gardens to be the oldest and most substantial example of an ornamental community garden. They are also permanently listed on the Tas Heritage Council register. The Council need to spend money on the area to bring it back to its former glory. They have allowed it to descend into a state of disrepair as they have not bothered to maintain it properly

upkeep could be vastly improved after all the hard work done by the creators

Get rid of the rail line and convert to a walking/ bike path from Stanley to Devonport. Move the rail line to a rout further inland. It only survives with state government subsidy anyway.

I have found the questions strange for a survey, more like seeking to find justifications for future planned actions that will be unfavourable the people that use the area. I enjoy plants so like the area, pretty simple. There will be many people like me. Like I said before, in a way the council have been gifted an asset that has community value, please build on this rather than reduce it so it will not exist in the future. Look longer term all the benefits it can offer community; tourism will naturally follow.

These gardens are historical to Penguin

It should be maintained to the highest level as it is a talking point of Penguin and visitors I understand the safety concerns, but it would be awful to see the removal of these gardens

We think this area is a credit not only to the one that started this garden but to all those who weeded, dug, donated plants, time money and Idea's. Great job and what an attraction. Thank you.

Please please don't install fencing!

Council could do what our rates pay for and maintain the gardens and the rest of the town and not expect volunteers to pick up Councils slack

do it with good taste and plants that are pretty and appropriate to penguin beach front, not just grasses there so plain and boring

Easy maintenance shrubs and plants that are attractive and welcoming. Not plants that become tall and out of control like Canns Hill! ps. Canns Hill garden is an extremely dangerous safety concern so can this please also be a priority.

The gardens and waterfront are beautiful left in a natural state, do we really need a fencing running along the train line ? Is it that busy ? Fencing would detract from your line of sight out to the gardens and water. Just please don't wreck the gardens as i feel they really help make Penguin a beautiful place.

They are an icon and should be maintained. Sounds like Tas Rail is the big voice in this survey. Please do your cost/benefit analysis according to the tourism dollars that the gardens bring in encouraging tourists to journey along the coast.

Keep the gardens and plant more - it's a beautiful Aspect of penguin. There are too many industrial sections I. Penguin- too many fences and wires. The gardens are natural and lovely

TasRail are too protective of their corridor

Necessary, and lovely entrance to the town, I would help if I physically could

*As a former resident of 30 years I now only occasionally visit and understand the need to reassess the future as times change. Having known Mr Perry and Ling I am sure they would accept change if it was for the better and a decision supported by the town residents
In my perception there is no danger. We love living in this small town as we are less regulated, please don't change that too much. And I strongly think the whole foreshore should be local natives to support our ecosystem.*

I support partial reduction of Perry-Ling Gardens if required for safety reasons and replacement of exotic species with natives especially if this would require less maintenance. If additional gardens are established to compensate for a reduction in the current location, they should be native gardens with planting varieties suitable to the foreshore environment.

Change to comply with standards is obviously needed but to keep the 'feel' of the gardens, and additional gardens with the same theme would be very positive.

As mentioned gardens require some local ownership. Ideas, some basic maintenance, say working bees, basically community input.

To provide the best all round safe access from anywhere along the foreshore

retain the current style (free-form, bushes, flowers) as much as possible - i.e., retain its character, not make it like a mini park with lawns, fences and benches.

I think Penguin is a sweet little town and the parks and gardens enhance this feeling. I am grateful to live in a community where the council cares about the beauty of its community. I'd like to take this opportunity to thank the people currently taking care of the parks and gardens!

*The highly coloured gardens were the reason I would leave the highway and motor along the coast, long before I moved to Tas. I would often encourage people who planned on visiting Tas to be sure to view the garden on the roadside at Penguin
I think it is unique and if properly maintained is definitely a tourist attraction*

No one knows of penguin. Time you changed that

Visitors are more likely to drive through this area if there are nice foreshore gardens. Has more appeal for the town than a mediocre market.

Reuse where possible

As a council horticulturist would strongly rec at least replacing all roadside/unsafe area plantings with endemics and fence roadside.

Whilst I appreciate the dilemma this presents to council, I hope a satisfactory resolution can be reached

really like the idea of using native plants to enhance and possibly extend the existing garden. I think our council rely too much on easy care grasses, nandinas, etc which, although may make budgetary sense, are underwhelming in their value from a beauty/environmental point of view.

*Groundcover plants especially flowering plants need to be added to keep the soil from slippage
Flowering spring bulbs would also look good Some of the ideas will depend on where a pathway is going in the future presuming we will get a coastal pathway section through Penguin at some stage*

It is an asset and make the coastal drive worthwhile.

I understand that maintenance is essential and expensive and would support gradual planting of more native plants which is equally attractive and less labour intensive. They would also attract more birds. I'm very impressed with the cat eradication program

Volunteer support Do get precious with safety crap. It is a tourist asset and very important to the image and reputation of the north west coast. Most people enjoy it in passing from Penguin rd. Keep in the budget

Given their uniqueness I would hope this becomes an overriding consideration in council's decision-making. There is much more at stake than simply what 'how many people in Penguin?' respond. So I hope a lot of discussion takes place with heritage Tasmania & Tourism Tasmania.

I think what I have stated previously about the fact that if a position was available for a full time carer/maintenance of these gardens then I strongly wish you to consider me for this position, would be a dream come true for me

Encourage young locals, maybe unemployed, to help support the management of gardens.

The location of beautiful coastal scenery, train line and space to create world class gardens is a 'One Of A Kind' location. Look around the world for inspirational images Like azores blue flowersJust one flower type can create a magic effect that folk will travel across the world to view.....add authentic Train travel and Penguin would never look back.

Make the area safe for visitors. Grow the original daisies and lower lying flowering plants. Do not grow higher shrubs or evergreens. This was not Gordon's plan. Do not replace with invasive grass. Keep planting and remember and honour the two men's work.

I am not sure what safety issues there are? Surely with limited trains there is no risk crossing the tracks? And I can't see what risk vegetation on the road verge is? Surely it can be trimmed when necessary.

Remove this money pit and return it back to how it should be, natural. This is not the only Garden in unnatural state. Bellchambers garden is also an eyesore on the Leven River

Leave it as it is. The last thing need there is awfully multi coloured painted seating like the 7 day makeover team have done around town.

Look after this iconic community initiated feature of Penguin. Honour the contributions of these. Two men and their Vision!

I think it should be left with same plantings and size - no natives - to many natives have been used in the Central Coast - other gardens similar to this have been removed and replaced with natives and these now are very very unkept and an eye saw for the municipality - these others are mostly weeds - very disappointing - this garden is a tourist attractions. I think more gardens both in Penguin and Ulverstone need to be more like this and along the banks of the Leven River

I think it is important to maintain the overall look of the gardens with enough colour and size to preserve their effect. Too much fencing will detract, some guifing fencing of a subtle nature would be preferable if required.

would have done more but a)water cut off to residents and b) felt that doing anything was interfering i.e. discouraged

Should be maintained.

Support as many natives as possible.

These gardens are a vibrant part of Penguin. It would be terrible to see it turn into a boring native/grass shadow of its former self. Also, a failure to harness the local community to aid in maintaining the gardens under the guise of 'safety' would reflect poorly on Council. This is a great opportunity to repair the neglect and bring this beautiful area back to its former glory 🙏

Leave them alone. Just further maintenance of the garden

Natives only

As you have noted, it's a mess at the moment.

Well done for looking to improve the area

Make it native & simple

Should be something acknowledging both men for their forethought.

Please tidy it up. I can see no reason volunteers couldn't help with maintenance. How many trains do we get during the day? 3? I think Tasrail is making it difficult because they can.

Reiterating the urgent need for a storm wall as the absolute priority

As stated earlier, these have a strong community history and must be maintained.

To replace the plants with high growing shrubs would be criminal the views as you drive or walk along are wonderful

It appears apparent from this survey that the gardens are going to be removed, destroyed or made smaller by the council and this is just a pointless exercise as the decision has already been made by the Council. The gardens are nearly perfect the way they are. Don't make changes for the sake of change.

The rail access / crossings biggest danger is not the trains, but at the top - there is little to advise drivers of the entrance and no were for people to safely stand to wait the passing of traffic before crossing the road.

I don't like the regimentation of adding railings to the garden when they don't have them now. Please retain the gardens in memory of Perrys & Lings.

Don't destroy the hard work that improved the area, extend gardens along other parts of railway that are weedy, utilise volunteers through jobseeker programs. Grass will need more mowing than occasional pruning.

Please don't destroy and replace huge sections wit grass dirt shingle n weed

Seek community involvement and demonstrate that Council is interested in maintaining this important part of our identity. This survey is a great start. Showing interest will empower members of the community to take further ownership when works and ongoing maintenance need to be completed. Thank you for the opportunity to provide input.

The gardens are an essential part of Penguin. They need to have colour. Some plants do grow straggly such as wornwood curry bush and some daisy bushes but there must be alternative

plants that keep their shape better. Replacing these would cut down maintenance costs. Wallabies, bandicoots and rabbits cross the road to the beach and a fence would increase roadkill. To minimise costs, traffic management and safety concerns nominate 2 or 3 days a year where the community could contribute to assisting with the gardens. Perhaps consider a road closure for a brief period as they do with the bike racing. This has worked well in the past given enough notice.

Access to the beach is of most concern. The path at 122 is used by the elderly, those with pets and those carrying kayaks, it is the only access without steps. It is used by those walking from Cann Street. It is not slick after a rain (a safety concern). There are very good sight lines regarding the trains. This path has been used for many years without incident. I've heard a rumour that this was a path prior to English Settlement (aboriginal path). The path should remain in the future.

The crossing at 122 is a high traffic crossing because its gentle slope allows people to carry kayaks and beach paraphernalia more easily and its easier for the elderly, there are good sight lines for seeing oncoming trains. There has never been an incident to my knowledge.

There has never to my knowledge been an accident or a near-miss involving someone crossing the line when a train was approaching. People here respect the rail corridor. No need for fences. Removal of vegetation may result in erosion and further problems. Animals may get trapped within a fenced railway corridor. Fencing is an expensive, unattractive and pointless exercise!

I believe some signage should be established to direct people to appropriate crossing points from Main Rd to the foreshore - not fencing

They must be retained for a tourist attraction and to beautify the entrance to Penguin.

On Australia Day 1988 my dad Max Perry was given a medal for achievement of beautification of the Penguin Foreshore - presented by 'The Australia Day Council' So the signage 'Max Perry Reserve' to stay. My Dad was a well-liked well known hard working man. So many wonderful memories of a generous man.

Have a local group and Council facilitation a meeting to try and work on a good outcome. Also, the other stake holders as well eg. Tasrail.

Considering the amount of money that was wasted ripping up perfectly good paving and putting in 'Traffic Calming' measures that had to be removed I hope the Council stop wasting money on non-essential work and maintain the character and history of the town- once it is gone it is gone for good.

If it's a feral fence 'yes or just crowd control 'no'. Has anyone done a fire/hazard assessment? Where is Landcare to speak too? Call them, Peter is very sensible. Blue metal to the roadside from the railway line where the line is close to the road. Remove restrictive growth on south side of road at about #148 (hazardous). Remove false roadside garden sign from the by-pass highway.

Suggest along the road edges we replant the different coloured gazanias that were such a show when the sun was out, use any long lasting bright flowering non-natives, use dense planting shrubs away from the road edge. The Perry - Ling people were volunteer people working on their own, if it was practical for them then it could be done again if you have practical people.

Tourists still come into Penguin on the Old Coast Highway looking to see gardens. Would be a shame to see gardens disappear (162 Main Road Penguin)

Needs native plantings of thick understory and tall trees to support the range of native fauna, particularly the smaller birds. Particularly as these will be displaced when the native thickets are all removed between the old bakery and the old surf club site. Don't over manicure the area, leave it natural.

Written Submission Comments

The Perry-Ling Gardens (PLG) were in their prime one of the leading and most identifiable attractions within Penguin, providing much pleasure for residents and visitors alike. Aspects of the PLG as they were in the 1980s and 90s included an abundance of massed colour with a continuation of beautifully maintained gardens on both sides of Main Road on both public and private land. The gardens reflected an obvious civic pride and sustained collective effort from "Penguin people."

Personally, I would love to see the PLG reinvigorated with a major overall and regeneration based generally on the following concept:

A whole of area redesign and replanting where appropriate with a focus on Australian and wherever possible Tasmanian native plants (mainly perennials).

Plants would be selected based on their suitability to site and climate, hardiness, visual attractiveness and botanic interest.

Plants would be chosen to provide a spread of colour and interest throughout the year by way of varying flowering periods.

Feature shrubs to a maximum height of say 1.5m would be augmented by understory plants and ground covers. These would include native grasses and sedges to further support a broad diversity of native birds and fauna.

Overall garden design and site maintenance programs would aim to preserve soil moisture and fertility, prevent erosion and provide broad resistance to climate change.

Critically given the current state of the economy and site location, maintenance programs would need to be low input and cost effective and would allow work safe compliant care and maintenance of the site by council staff; ideally supported by community volunteers.