

BRIGHTON STRUCTURE PLAN

FINAL

AUGUST 2018



**Echelon Planning with
AXOS Design and Essential Economics**

for

Brighton Council

31 08 2018

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1 INTRODUCTION

Brighton is going places! With continued population growth forecast, more and more people are calling the municipality of Brighton home, and local job opportunities are increasing too. It is important that this growth is planned for so that the area's attributes are protected and enhanced.

Structure Plans allow Councils to apply a strategic approach to how land is used and developed, to identify what services and facilities are needed to support the community, and to consider how the appearance and functioning of public places can be improved.

After preparing the last Structure Plan in 2012, Brighton Council and the community have worked hard to implement the majority of the recommended actions within that document. A summary of the status of the key actions is provided as Table 1. It is now time to update the Structure Plan to take into account changes in the community since 2012 and to identify new ways to enhance the functioning and amenity of the municipality. Echelon Planning, Essential Economics and AXOS Urban were engaged by Council to undertake this work on behalf of Council.

Which Brighton?

When we use the term Brighton in this report, we are referring to the municipality of Brighton. When we are talking about the town of Brighton, we use the term Brighton township.

Key Actions	Complete or underway
Prepare a master plan for the Cove Hill/Green Point area	✓
Prepare a Local Area Plan for the Brighton township	✓
Develop high quality, medium density development near the Green Point centre	✓
Undertake rezonings for residential, rural living, township, mixed use, and commercial	✓
Facilitate the Priority Projects in the Bridgewater Gagebrook Housing Regeneration Master Plan	✓
Prepare Structure Plans for the Greenfield Development Precincts	✓
Add urban growth investigation area overlays to land to the west of Brighton and east of Gagebrook and Old Beach	✓
Investigate the potential future use of land north of Cove Hill Road and east of the Midland Highway	✓
Maintain a 'green break' between the industrial area and the Brighton township	✓
Develop additional public open space that is appropriately linked by walkway/cycleway open space corridors	✓ Partially increased with more planned
Relocate the School Farm	The strategy has now changed, with the state government now looking to invest in improving the school farm and potentially further developing education uses on the site. The 2018 Structure Plan will consider these proposals.

Table 1. Status of the key actions from the 2012 Structure Plan



PREPARATION OF THE 2018 STRUCTURE PLAN

The study area for the 2018 Structure Plan is the entire municipality of Brighton (refer to Figure 1). The plan focuses on projects that can be undertaken in the next 5 years, and takes a 15 year look at population and land demand forecasts. It also identifies some long term projects that may need to be planned for now.

The main aims of the project are as follows:

- Identify the likely population growth, and how many more dwellings will be needed.
- Investigate the residential, commercial and industrial land supply.
- Consider how to improve local job opportunities, including at the Brighton Transport Hub and Industrial Park and in tourism activities.
- Identify improvements that could be made to the town centres in Bridgewater, Brighton township and Pontville.
- Consider the movement network, including walking, cycling, public transport (existing and proposed services) and roads.
- Review the State Planning Provisions and the Local Planning Schedules to identify any gaps.

An Economic Assessment was also prepared by Essential Economics which is a background report to the Structure Plan.

A diagram illustrating the project process is provided as Figure 2.



Figure 1. Study area map

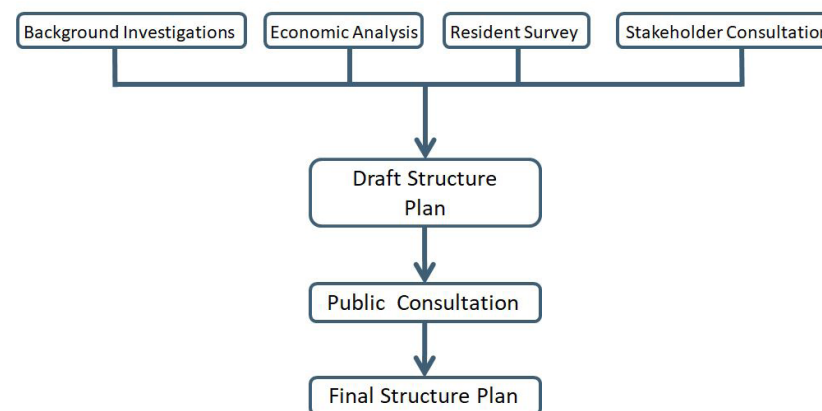


Figure 2. Project process flowchart

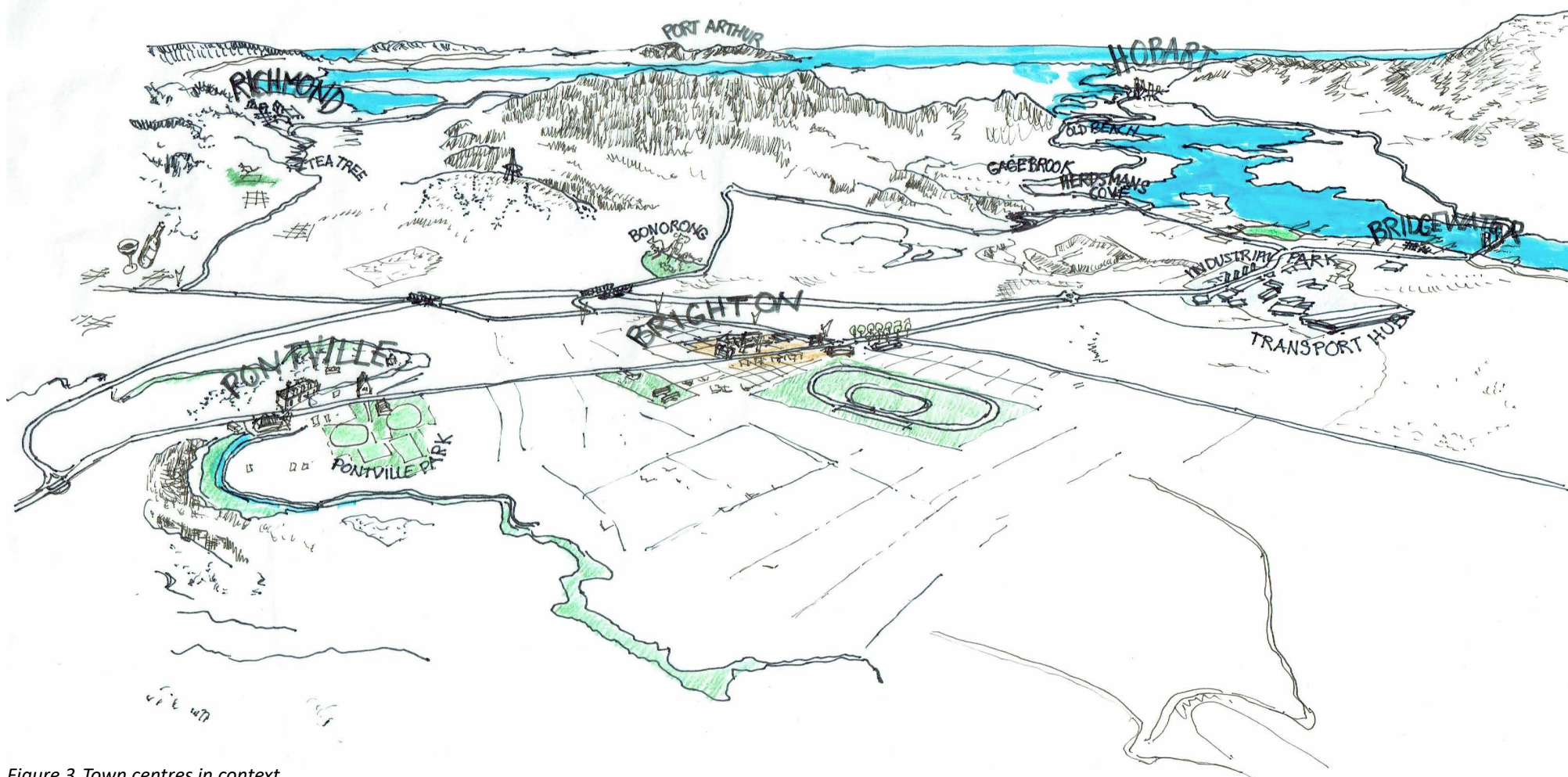


Figure 3. Town centres in context



ROLE OF THE 2018 STRUCTURE PLAN

The 2018 Structure Plan will serve as an “umbrella” document that includes recommendations from other documents Brighton Council has recently prepared. It will be used by Council to guide the zoning of sites in the Brighton Planning Scheme, and to lobby for funding for projects that will enhance the municipality. Its role is identified in Figure 4.

A list of all the documents that were reviewed in preparing the draft 2018 Structure Plan is provided in the References list at Section 7.

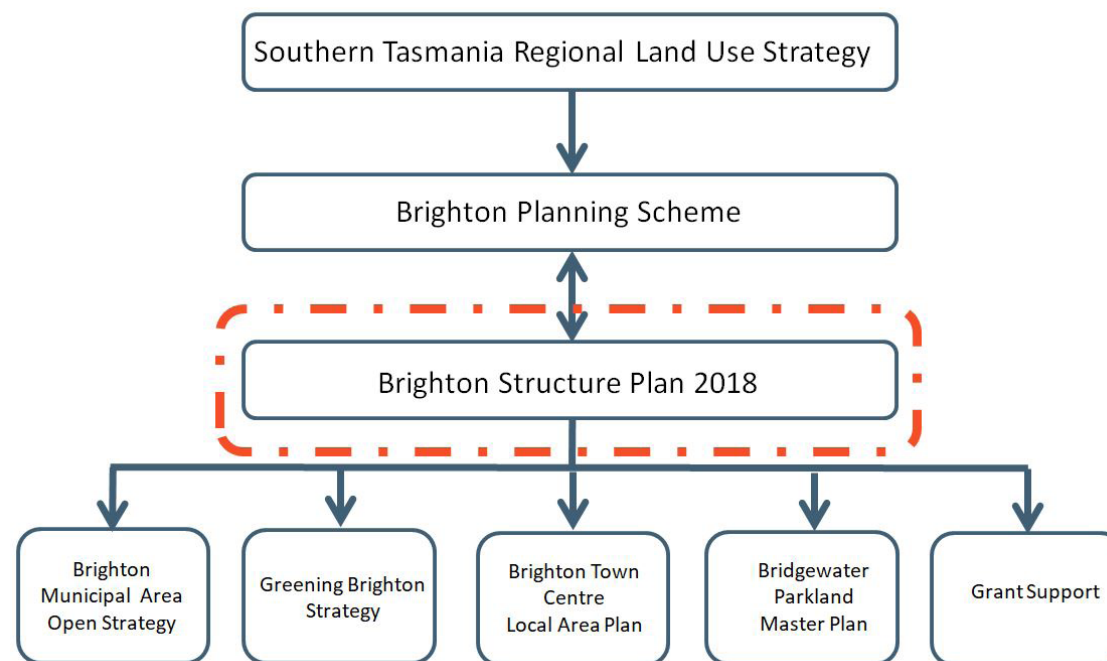


Figure 4. Role of the Brighton Structure Plan

CONSULTATION PROCESS

Consultation for the Structure Plan commenced when Brighton Council undertook a survey of community opinions in February and March 2018, and collected 370 responses. The survey sought feedback on a number of topics and questions related to the Structure Plan as follows:

- Issues that the Structure Plan should address
- What do you like most about living in the Brighton area?
- What do you like least about living in the Brighton area?
- What are your favourite places in the Brighton area?
- What are your least favourite places in the Brighton area?
- What makes a good neighbourhood?

This initial feedback was used to guide the preparation of the Structure Plan Vision, and to identify strategies and actions.

A range of stakeholder workshops were then held with local businesses, local community organisations, local schools, Council staff and state government representatives.

The draft Structure Plan was publicly exhibited from 1st to 29th June 2018, and written submissions were received. Feedback was also recorded during drop-in sessions held during the exhibition period. Details of the consultation and feedback can be found in the Community Feedback Report which accompanies the Structure Plan.

When asked to rank a range of issues to be addressed in the Structure Plan, the results were as follows:

1. Improving job opportunities
2. Improving education opportunities
3. Improving our shopping precincts
4. Improving parks and open spaces
5. Improving our road network
6. Providing more walking and cycling paths
7. Protecting the environment
8. More affordable housing supply
9. Protecting agricultural land supply
10. Promoting our visitor destinations (eg. Historic areas, wineries, wildlife parks)
11. Promoting the transport hub and industrial estate
12. Providing more arts and cultural events and activities

The most common responses for what people liked most about living in Brighton are as follows:

- Living in a spacious rural setting (53 responses)
- The sense of community (35 responses)
- Access to Hobart and activity centres (34 responses)
- The quiet and peaceful setting (25 responses)
- Affordable housing and rates (24 responses)
- The scenery (12 responses)



The most common responses for what people liked least about living in Brighton are as follows:

- Crime rates and not feeling safe (140 responses)
- Lack of public transport and transport infrastructure (20 responses)
- Lack of recreational and shopping facilities (14 responses)
- Lack of facilities and parks for children (12 responses)
- Lack of emergency services (police station) (12 responses)

The most common responses for people's favourite places in Brighton are as follows:

- The walking tracks, especially at Old Beach and Pontville (70 responses)
- The parks (34 responses)
- Pontville memorial park (25 responses)
- The shopping centres and precincts (19 responses)
- Old Beach, especially the jetty (14 responses)
- Soccer grounds (8 responses)

The most common responses for people's least favourite places in Brighton are as follows:

- The shopping centres especially in Bridgewater, Cove Hill and Gagebrook (35 responses)
- Gagebrook (18 responses)
- Bridgewater (15 responses)
- Cove Hill, in particular the parks and car parks (12 responses)
- Parks that feel unsafe (10 responses)
- Herdsman's Cove (8 responses)
- Brighton Hotel (7 responses)
- Skate park (7 responses)

The most common responses for what makes a good neighbourhood are as follows:

- Friendly people and good neighbours (70 responses)
- Respecting, communicating with, trusting and caring for one another (40 responses)
- Safety (35 responses)
- Community events and facilities (30 responses)
- Good community engagement (20 responses)
- High quality parks and public spaces (12 responses)



'WORKING TOGETHER'

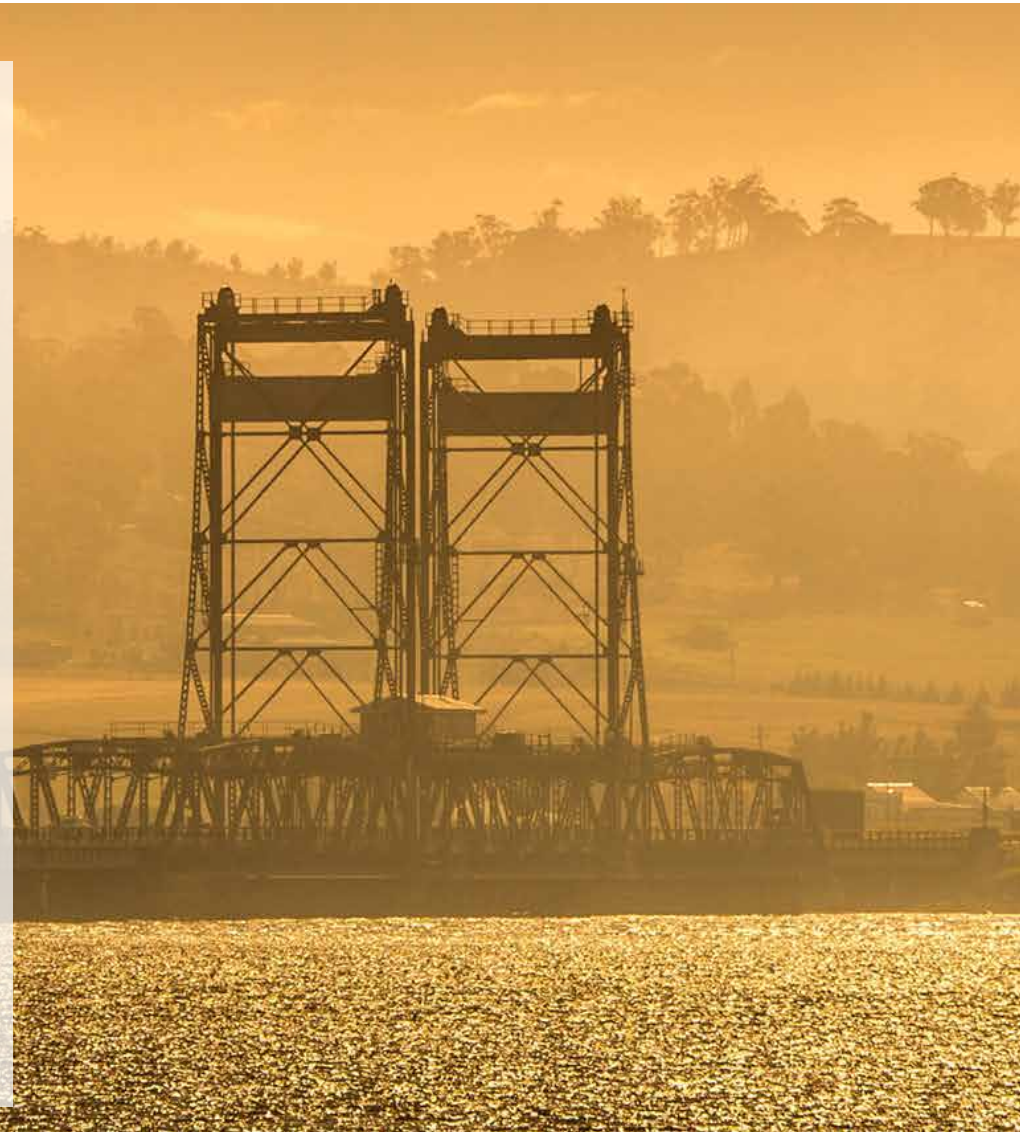
In 2023 the municipality of Brighton will be known as a hard-working and cohesive community. It will be a hub for its residents and the wider region, with substantial local job opportunities, and a community that is working together to create a bright future for Brighton.

Working:

- Plentiful local job opportunities will be available.
- The Transport Hub and Industrial Estate will be a thriving employment precinct.
- A diverse range of housing opportunities will cater for the increased population who seek to live, learn, work and retire in Brighton.
- All residents will be able to work on improving their knowledge through easy access to life-long education opportunities.
- Amenity improvements to public places will make the town centres better places to work in and for residents and tourists to enjoy spending time in.
- Brighton's natural attributes and history as a working military area and immigration hub will be celebrated to enhance the local tourism industry.

Together:

- Residents will have close connections to each other.
- Local businesses will collaborate with each other.
- The unique characteristics of Brighton's urban villages and the spacious rural settings will be retained but connections between these will be improved.
- Public transport linkages to Hobart will be improved.
- There will be good accessibility so that everyone can participate in their community.
- Council and the community will work together to encourage healthy lifestyles.



3 THE STUDY AREA

BRIGHTON IN THE PAST

Formative years

The municipality of Brighton has been shaped by:

- Its use by the Moomairremener Aboriginal people as hunting grounds and as a connection between the ocean and the mountains.
- Its subsequent use by European settlers from the early 1800s onwards as kangaroo hunting grounds and a link between Hobart and Launceston.
- Its conversion to farming lots via land grants to former convicts and free settlers.
- The establishment of Brighton in 1821 by Governor Macquarie as a town with a small military post, and the development of Pontville in the 1830s.
- The establishment of the municipality in 1863.
- The construction of the first Bridgewater bridges in the early 1900s (one for carts and vehicles and another for trains) and their replacement with the current bridge in the 1940s.
- The establishment of a major army training camp during the First and Second World Wars, and its eventual decommissioning in 1995.
- The use of the former army camp by post-war immigrants.
- The development of the social housing suburbs of Bridgewater, Herdsmans Cove and Gagebrook in the early 1970s.
- The rapid growth of Brighton township and Old Beach from the 1970s to the present day.
- The development of the East Derwent Highway in 1981 after the Tasman Bridge disaster.

Recent history

Recent changes in Brighton include:

- The construction of the bypass, which opened in 2012.
- The establishment of the Brighton Transport Hub and Industrial Estate in 2014.
- The development of the former Army Camp for housing.
- Revitalisation of social housing sites.
- The commencement of the Green Brighton initiative, with streetscape planting projects.
- Improvements to the walking and cycling network.

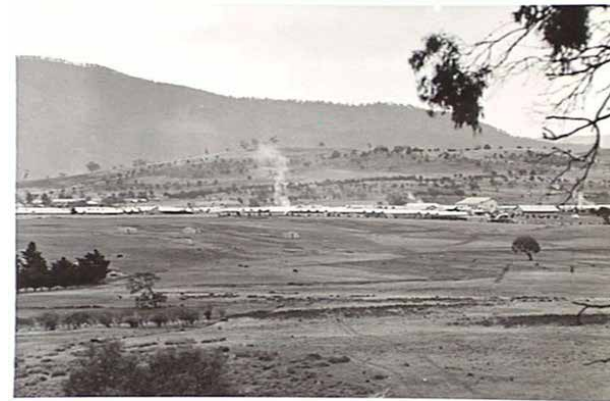


Figure 5. Brighton Military Camp, 1943



Figure 6. Former Bridgewater Bridge

BRIGHTON TODAY

This section describes the current attributes of Brighton, and identifies issues and opportunities for consideration in the Structure Plan. Figure 7 and 8 illustrate the aerial and topographical data for the study area, and Figure 9 provides a conceptual diagram of the existing structure.

Current Structure

Brighton's Derwent River waterfront, bush-clad hills, and deep river valleys provide a scenic natural setting for its residents. Urban uses are clustered by the river and on the plateau west of the Jordan River, with the valleys and lower hill slopes used for rural purposes.

Brighton has developed into a series of relatively distinct urban areas joined by the Midland and East Derwent Highways. The majority of the residential population live in the townships of Brighton and Pontville and the suburbs of Bridgewater, Gagebrook, Herdmans Cove and Old Beach. There is also extensive low density and rural residential development on the edges of the urban areas (in particular around Brighton township) and extending along the western shoreline and the central hills.

Each urban area has a different character. Along the coast, Bridgewater, Gagebrook and Herdmans Cove provide modest sized houses, many of which have excellent waterfront views. Further south-east, the suburb of Old Beach provides generally larger homes that also enjoy good views. The township of Brighton is growing but still retains its rural service town feel. Finally, the hillside village of Pontville has a unique Georgian character and contains some of Tasmania's oldest buildings.

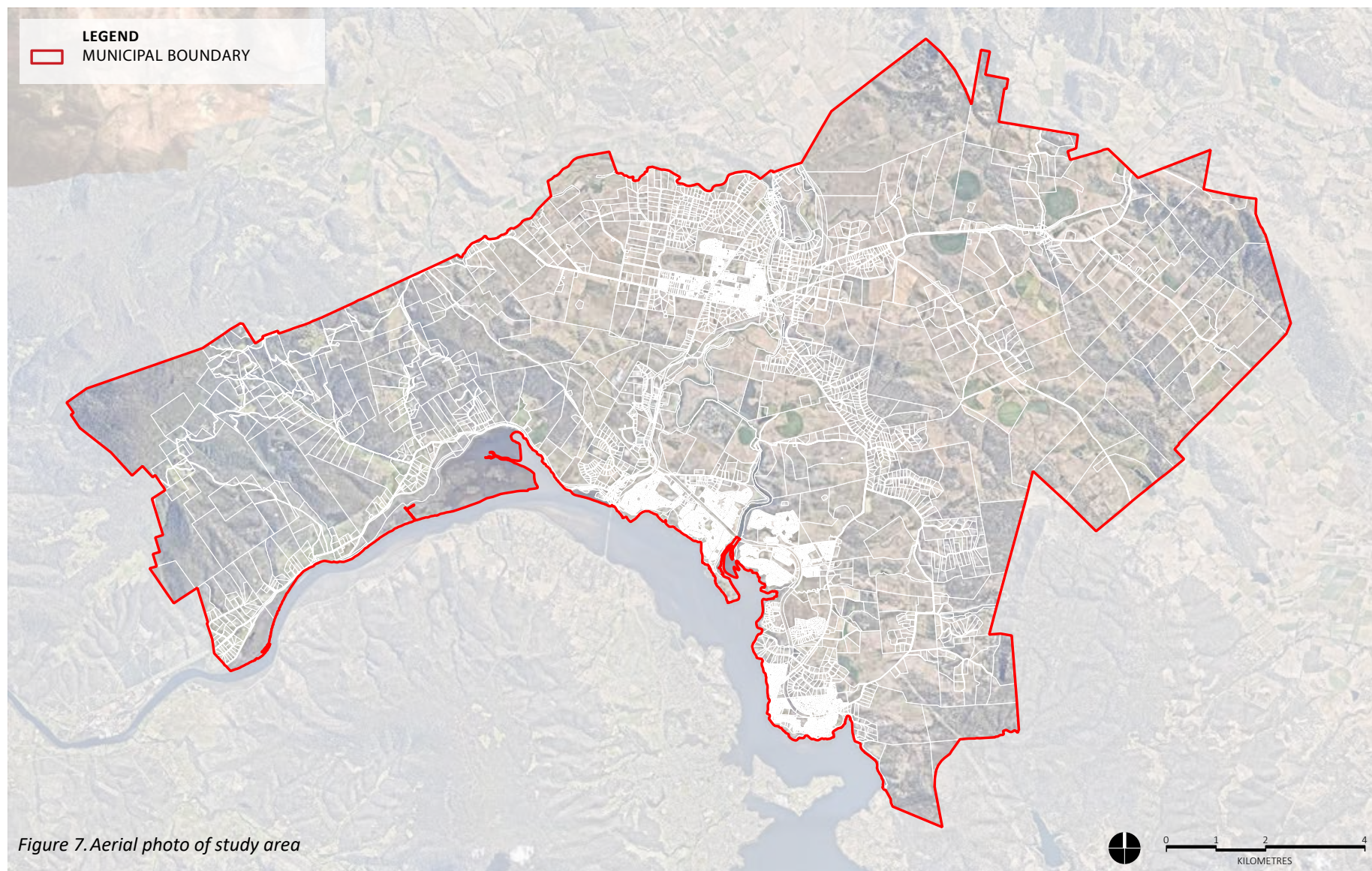
The working areas of Brighton include the state-significant employment precincts at the Brighton Transport Hub and Industrial Estate and the Boral Quarry. There are also light industrial areas in Bridgewater and Brighton township. The town centres at Brighton township and Cove Hill provide a range of services and local jobs. Bonorong Park is the major tourism employer in the municipality.

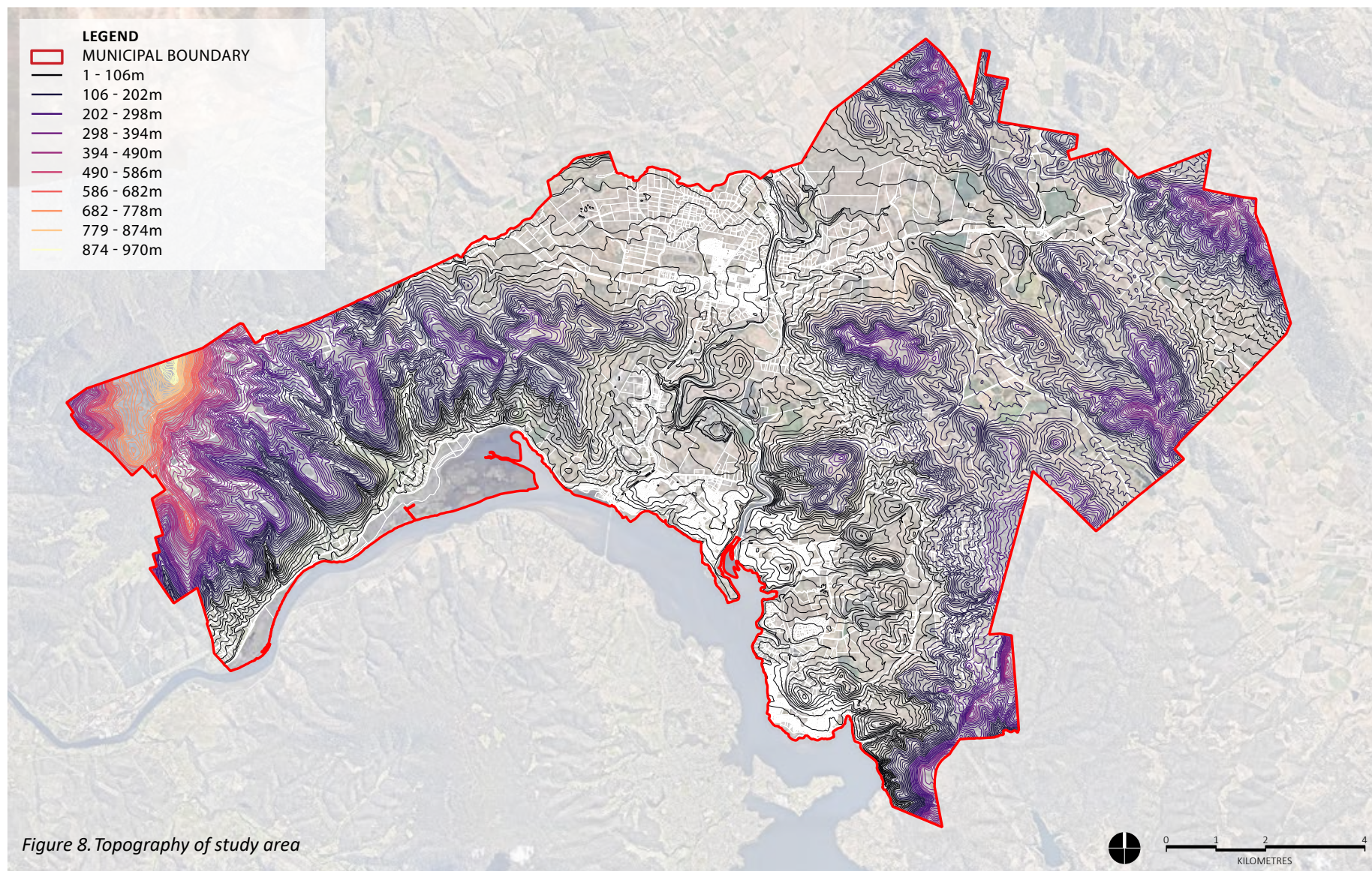
The municipality also includes a range of rural employment including the Brighton Racecourse and training area, viticulture and fruit-based alcohol production, cropping and grazing.

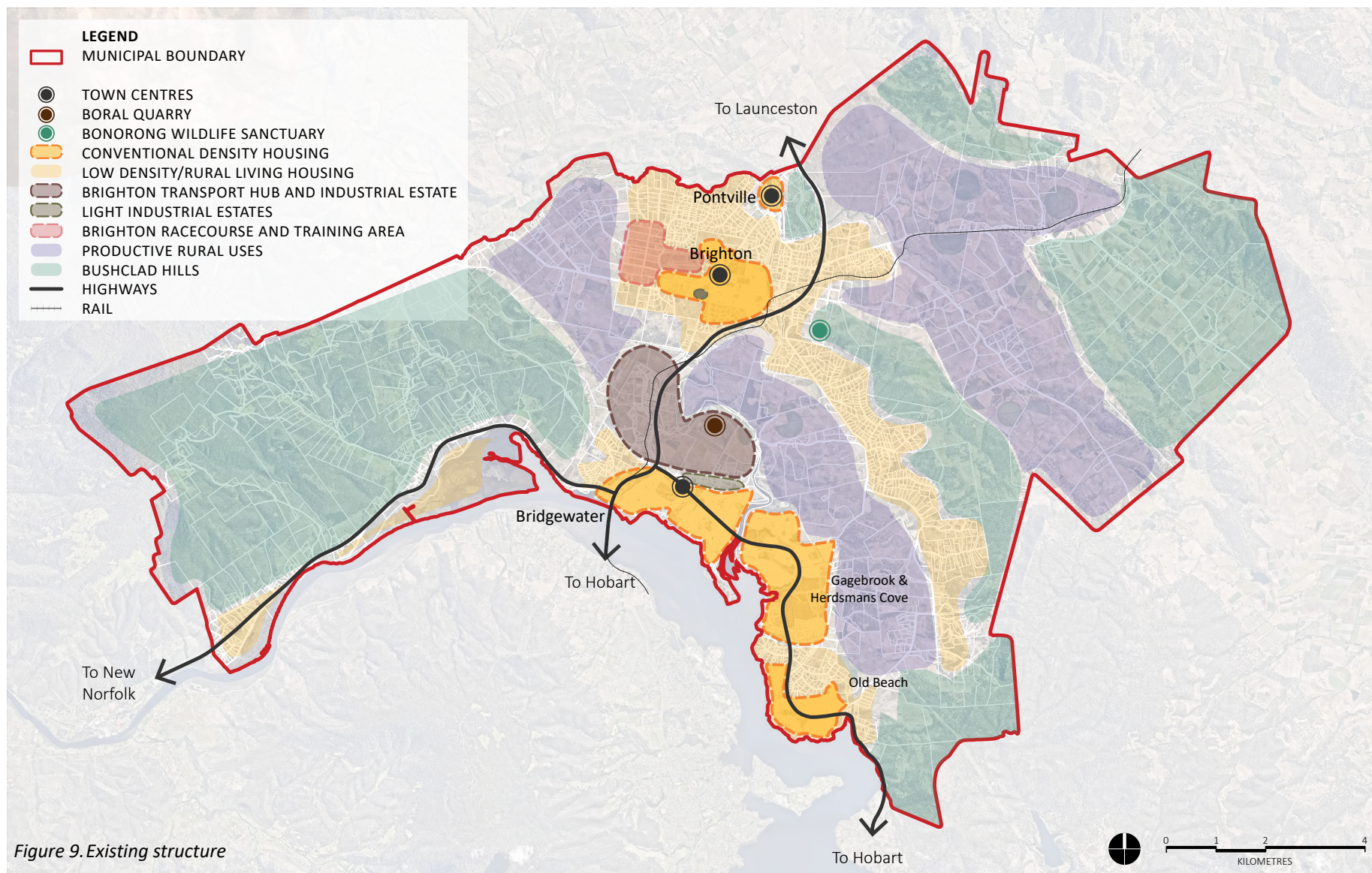
The key structural issues and opportunities for consideration in the 2018 Structure Plan are:

- The unique character of each urban area.
- The environmental assets that contribute to the scenic setting.
- The proliferation of rural living lots which can constrain potential future urban growth and impact on rural land uses.









Population Characteristics

The Economic Assessment prepared by Essential Economics identifies the following population trends for the municipality. Their analysis uses the Statistical Area 2 boundaries (refer to Figure 10), with the West region including Bridgewater and Gagebrook, the North region including Brighton and Pontville, and the South region including Old Beach.

The population in the Brighton LGA [Local Government Area] is estimated at 16,610 persons.

The historic population trends for the regions are as follows:

- West region (incl. Bridgewater & Gagebrook): 7,620 persons in 2011 to 7,340 in 2016
- North region (incl. Brighton & Pontville): 4,840 persons in 2011 to 5,450 in 2016
- South region (incl. Old Beach): 3,230 persons in 2011 to 3,820 in 2016

Brighton Council is responsible for 12% of the population growth in Greater Hobart over the past 10 years, experiencing an average annual growth of 1.6% per annum between 2006 and 2016. This compares to 0.9% for Greater Hobart over the same period.

Both the North and South regions have experienced comparatively high rates of population growth, with the population in each region increasing by more than 100 persons per annum since 2006. This growth, equating to an average of +3.5% and +3.4% per annum respectively, is well above the Greater Hobart average annual growth of +0.9% per annum.

Population growth in the township of Brighton (approximately +110 persons per annum between 2006 and 2016) has been the primary location of growth in the North region, while the township of Old Beach (+84 persons per annum between 2006 and 2016) has been the main location of growth in the South region.

Variable growth changes have been observed in the West region since 2006, with the population declining slightly since 2011 at an average of approximately -60 persons per annum.

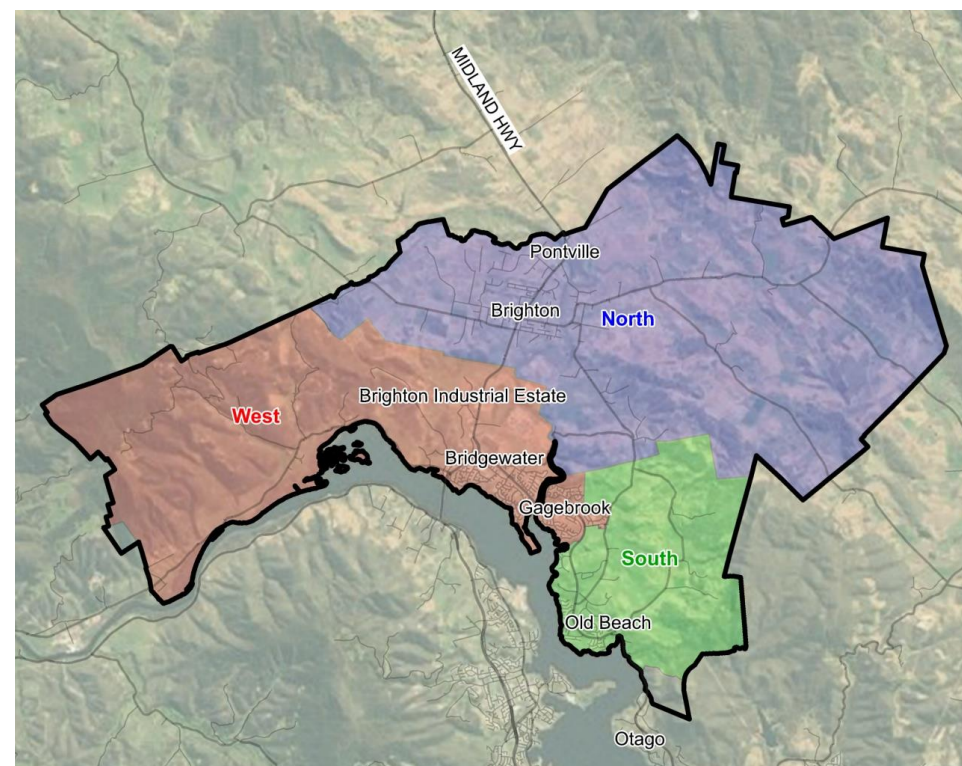


Figure 10. Statistical Area 2 boundaries of Brighton



There are significant differences between the West region (Bridgewater/Gagebrook) compared to the North (Brighton/Pontville) and South (Old Beach) regions. Key socio-economic factors for the West region are identified as:

- *Lower incomes which are significantly below incomes within the other regions and the Greater Hobart area.*
- *Lower levels of education, with only 29% of the population above 15 years old having completed year 12; the LGA average is 33%.*
- *Younger age structure, with over 54% of the population under 35 years of age, compared to the North and South regions where each has over 50% of their population 35 and over.*
- *Lower levels of car ownership, with over 15% of dwellings having no cars compared to the Greater Hobart average of 8%, and around 2% in the North and South regions.*
- *High levels of public housing, with almost 32% of dwellings rented from the state housing authority, with the North and South regions having no public housing (based on ABS 2016 Census data); the LGA average is around 14%.*

In respect of the North (Brighton/Pontville) and South (Old Beach) regions, the Economic Assessment identifies the following:

Compared with the West region, the South region is characterised as having an older and wealthier population, with higher levels of education, higher levels of car ownership, and a higher number of homes owned either outright or with a mortgage. The socio-economic characteristics of the North region tend more towards this socio-economic profile of the South region, rather than that of the West region.

The key population issues and opportunities for consideration in the 2018 Structure Plan are:

- Providing housing, jobs and community facilities to cater for the forecast population growth.
- Addressing the social disadvantage in the Western region.

Population forecasts are discussed in Section 4.1.



Employment Trends

Brighton has many good local job and business investment opportunities. But many residents travel outside the municipality to work, and in some locations, a significant number don't work at all.

The Economic Assessment identifies the following employment trends:

- *The number of jobs located in the Brighton Council area has consistently increased since 2006, with 2,830 jobs located in the Council area in 2016 compared with 1,760 jobs in 2006.*
- *Industries experiencing the highest growth in jobs include Retail trade, Accommodation and food services, Health care and social assistance, Construction, and Transport, postal and warehousing.*
- *The rate of unemployment in the Brighton Council area (9.4% in the September 2017 Quarter) is significantly above that of the Greater Hobart region (5.6%). However, this high unemployment rate is mainly driven by significant levels of unemployment in the West region. Data for the September Quarter 2017 shows that the unemployment rate for the North region (4.7%) and the South region (2.3%) were substantially below the unemployment rate for the West region (21.7%) and also below that of Greater Hobart (5.6%).*
- *At the 2016 ABS Census, 1,180 members of the Brighton Council labour force worked in the Council area, representing approximately 18% of the total Brighton Council resident labour force.*

The Economic Assessment also investigates how the Brighton Transport Hub and Industrial Estate is performing. It identifies that over the past 5 years, Brighton has had a 21.6% share of the approximately \$115.9 million of Greater Hobart industrial building approvals. Brighton has the largest provision of industrial zoned land in Southern Tasmania, and the demand for this is likely to increase as supply elsewhere in the region becomes more limited.

The key employment issues and opportunities for consideration in the 2018 Structure Plan are:

- The high rate of outside employment, and the implications this has for commuter journeys and outside spending (where residents shop elsewhere for their groceries etc).
- High levels of unemployment in the Western region of Brighton.
- Demand for sites within the Brighton Transport Hub and Industrial Estate will likely increase in coming years.
- The layout of the Brighton Transport Hub and Industrial Estate is somewhat fragmented and there are some inefficiencies.
- The presentation of the Brighton Transport Hub and Industrial Estate could benefit from some improvement.
- Population increases may create opportunities for additional local convenience retailing.



Connectivity

In terms of transportation linkages, the highways provide vehicle access to Hobart and the hinterlands to the north and west, but these are becoming increasingly congested during commuter travel periods. Bus services provide local connections and connect to Hobart, Glenorchy and Rosny. Due to the convoluted road network, some services take circuitous routes that impact on travel times, but there are also express services from Brighton and Bridgewater. A commuter ferry service and light rail options have both been proposed in recent years.

Moving around as a pedestrian or cyclist can present some challenges. Areas of steep topography and substandard paths have been barriers to movement in the past, but Council is embarking on a program to improve the walking and cycling network. Linkages between the urban areas are currently limited.

The communities of Bridgewater and Gagebrook are severed by the East Derwent Highway which has only a few pedestrian and vehicle crossing points. Safety in using the walking and cycle network both in terms of traffic accidents and personal safety from crime are concerns for some residents.

The permeability of many residential and low density residential areas within the municipality is quite low due to the prevalence of cul-de-sacs. As well as creating lengthy bus journey times, this also impacts on walkability, as it discourages people from walking from their homes to other destinations. This is beginning to be addressed in parts of Bridgewater and Gagebrook where new road connections are proposed through some of the 'Radburn'-style parks at the rear of existing dwellings.

The key connectivity issues and opportunities for the Structure Plan are as follows:

- High levels of private car usage for journeys to work.
- Low car ownership and mobility in some areas.
- The potential future establishment of commuter ferry and/or light rail services.
- Low pedestrian and street permeability in some residential and low density residential areas.
- Some remaining gaps in the walking and cycling network.
- Safety of the walking and cycling network in terms of vehicle conflicts and personal safety from crime.



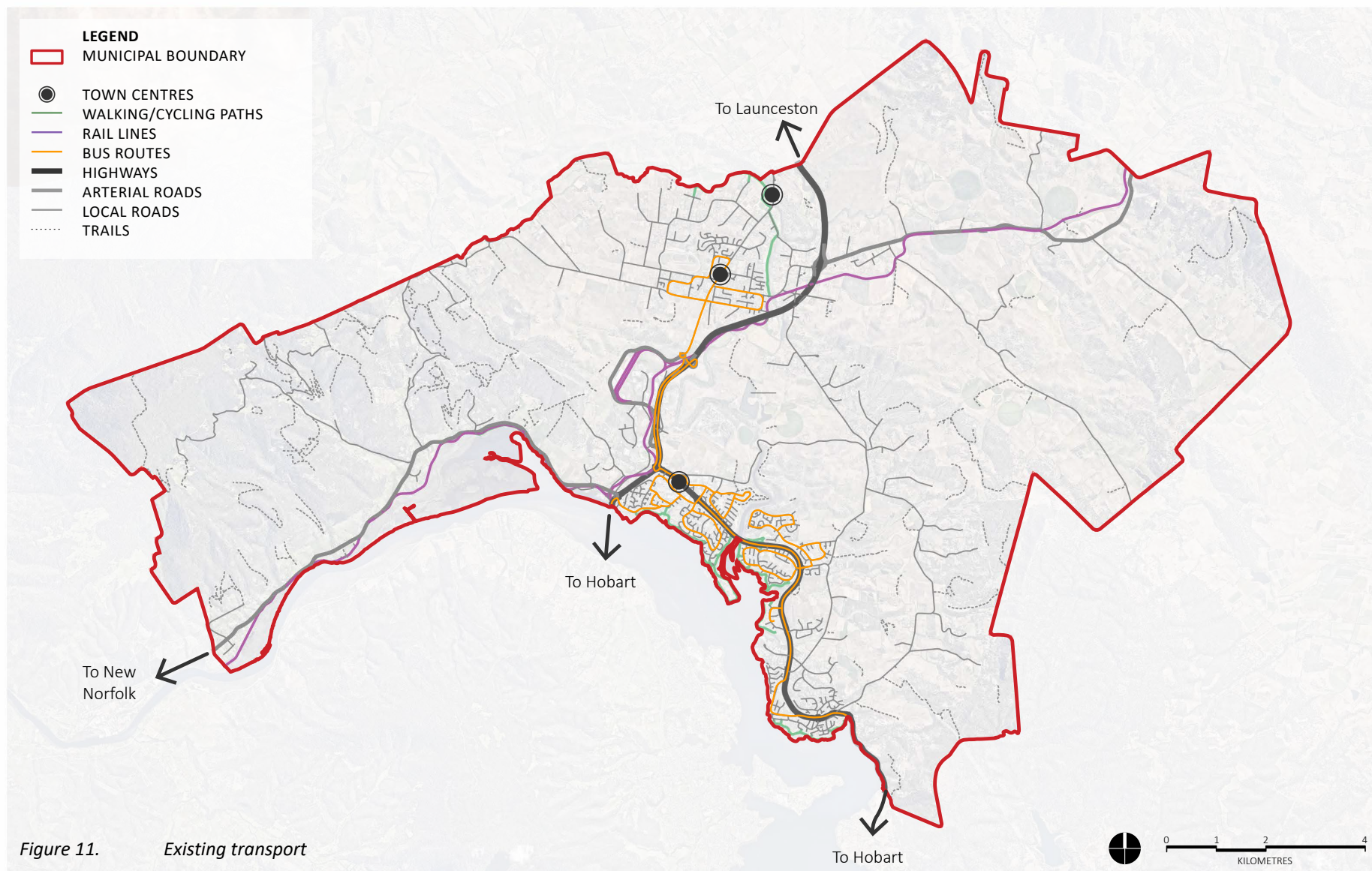


Figure 11. Existing transport



Town Centres

The Southern Tasmania Regional Land Use Strategy (STRLUS) categorises Brighton's town centres as follows:

- Bridgewater (Cove Hill and Green Point) = Major Activity Centre
- Brighton = Rural Services Centre

The village centre in Pontville, the mixed use area at Bridgewater Bridge, and the convenience retailing in Gagebrook and Old Beach are small centres that do not have a specific classification in the STRLUS.

The Economic Assessment identifies that Brighton has a limited retail and commercial offer which is reflective of the municipality's outer suburban location, with the population travelling into Glenorchy and Hobart for a broader and deeper retail and commercial offer. It calculates that the municipality currently has 15,950sqm of occupied retail floorspace and 2,500sqm of occupied commercial floorspace. Retail vacancy rates are low (4.5%) apart from in the Bridgewater Bridge mixed use area where there is a 42% vacancy rate.

Some urban design improvements have been made to the town centres (e.g. streetscape planting), but further improvements are needed. Issues associated with anti-social behaviour have been raised for the Cove Hill and Green Point shopping centres.

The key town centre issues and opportunities for the Structure Plan are as follows:

- There is a high rate of retail spending leakage to other centres outside the municipality.
- There is a lack of a critical mass of population to support major retail development.
- The centres have poor presentation and integration, and in particular many lack good pedestrian areas and outdoor dining areas.
- Cove Hill and Green Point are physically disconnected.
- High vacancy rates in the Bridgewater Bridge area.
- Limited commercial service offering.
- A supermarket development is planned for Brighton.
- The Tivoli Green development includes the proposed inclusion of convenience retail.



Open Space Network

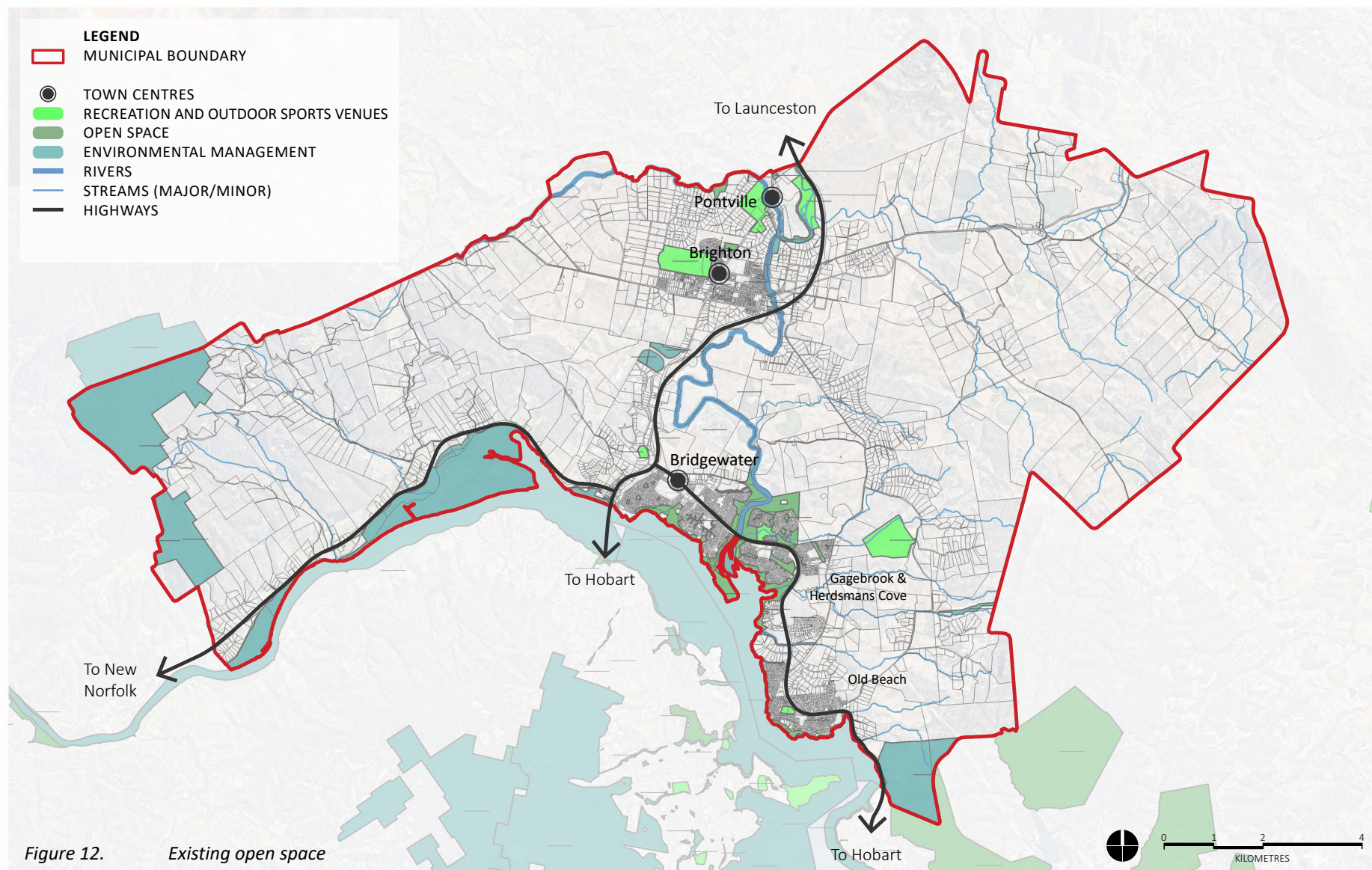
Brighton's open space network has been examined in detail in the Brighton Municipal Area Open Space Strategy 2012, which concludes that "overall there is sufficient land available for open space within the municipality but considerable scope to improve the access, amenity and use of the existing open spaces" (p. 54). The only deficiencies were identified in East Brighton and in the trail network, which Council has been working on in the past few years. The Structure Plan seeks to support the recommendations of this strategy, and will also identify any additional open space areas needed within growth areas.

Council is also currently upgrading the Bridgewater Park and improving its connections to the town centre.

The key open space issues and opportunities for the Structure Plan are as follows:

- Continued improvement of open spaces as identified in the Brighton Municipal Area Open Space Strategy 2012.
- The provision of additional open space in growth areas.
- The need for a review of the Open Space Strategy to reflect the changes that have been made since its issue in 2012.





Community Facilities

Brighton's community facilities such as primary schools, libraries etc are relatively commensurate with the overall size of the population (refer to Section 4.3 for further details), but as is illustrated in Figure 10, not all of these are evenly distributed across the municipality.

Potential additional facilities that have been proposed recently include:

- The State government has recently pledged to establish a high school in Brighton. Council has been investigating a potential new emergency services precinct for Bridgewater.
- MONA (the Museum of Old and New Art) is proposing to establish a 'hacking school' for youth education in Bridgewater.
- The State government has pledged to invest \$16 million to revitalise school farms including \$4.3 million for Brighton's school farm.

The key community facilities issues and opportunities for the Structure Plan are as follows:

- The proposed establishment of a new high school in Brighton.
- The proposed establishment of a new emergency services precinct in Bridgewater.
- MONA's proposed establishment of a 'hacking school' for youth education.
- An uneven distribution of community facilities across the municipality.
- The recent redevelopment of the Brighton Bowls Club has changed it to a more general community facility, allowing for it to be used for a wider range of community uses.
- The Brighton school farm could further develop its agricultural facilities and develop an identity that connects to local growers and logistics companies.



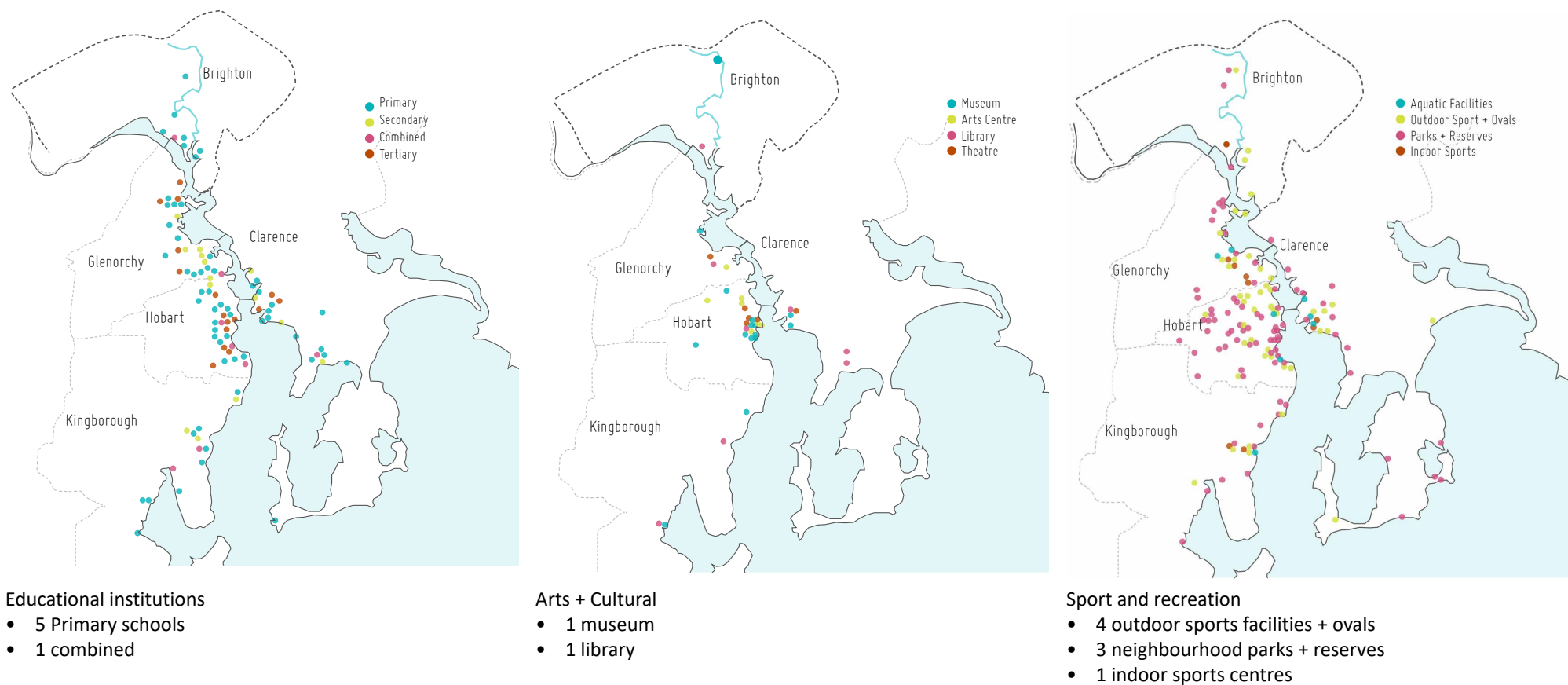


Figure 13. Community facilities - extract from Brighton Tomorrow Report August 2015

Attractions and Events

Attractions and public events provide leisure activities and social interaction opportunities for residents, and can also increase tourism activity. Brighton's current attractions include Bonorong Wildlife Sanctuary (which regularly hosts cruise ship passengers), ZooDoo, the historic Pontville village, and agricultural tourism such as wine and cherry brandy tasting at cellar doors in the rural areas.

The municipality has aboriginal history and military history narratives that provide opportunities for tourism.

Council is also participating with other municipalities in a project which will provide augmented reality experiences on a smartphone app to allow people to visit and learn more about these locations and stories.

Events spaces include the parade ground at the former Brighton Army Camp, Pontville Park, and Bridgewater Park.

The key attractions and events issues and opportunities for the Structure Plan are as follows:

- Some of the oldest Georgian buildings in Tasmania are in Pontville.
- Brighton and Pontville played an important role in Tasmania's military and immigration history.
- Aside from Bonorong Wildlife Sanctuary, Brighton's attractions are not well known.
- The public events spaces are in scenic settings.
- The potential for tourism and events related to agriculture, food and beverage associated with local businesses and the Brighton school farm.



BRIGHTON IN THE FUTURE

Who will live in Brighton in the future?

The Economic Assessment prepared by Essential Economics forecasts the following:

...strong population growth is forecast to continue in the North region, increasing from approximately 5,760 persons in 2018 to 8,630 persons in 2033, at an average rate of 2.7% per annum (or 190 persons per annum).

Strong population growth is also forecast for the South region, with population to increase significantly post-2022 as development of the 600-lot Tivoli Green housing development commences. Population in the South region is forecast to increase from approximately 4,060 persons in 2018 to 6,640 persons in 2033, at an average rate of 3.6% per annum (or 190 persons per annum).

Population decline in the West region is not forecast to continue, with the development of 400 dwellings by Centacare, resulting in modest growth in this region.

Overall, population within the Brighton Council area is forecast to increase at an average of 2.0% per annum or above from 2018 onwards, with numbers forecast to increase from 17,280 persons in 2018 to 23,950 persons in 2033.

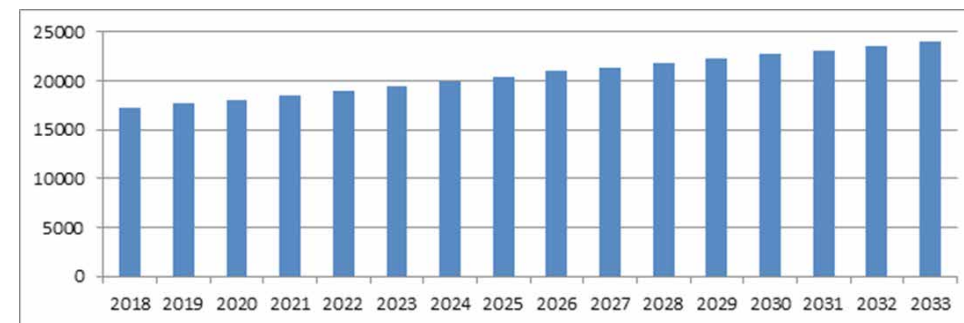


Figure 14. Population forecasts

The population forecasts are illustrated in Figure 14. These are based on factors that can currently be quantified such as upcoming subdivisions. A range of other factors could influence these forecasts. For example, the establishment of a high school in Brighton or major development in the industrial area could increase the demand for local dwellings, or an economic slowdown could result in planned subdivisions not proceeding. It is important to regularly revisit population projections to ensure emerging trends can be accounted for.

Table 2. Population growth

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total population
Brighton/Pontville	170	170	200	200	200	200	200	200	200	190	190	190	190	180	180	180	3,040
Bridgewater/Gagebrook	80	80	80	80	80	80	80	80	80	40	40	40	40	40	40	40	1,000
Old Beach	120	120	145	145	145	225	225	225	225	225	200	200	200	200	200	200	3,000
Annual Population Increase	370	370	425	425	425	505	505	505	505	455	430	430	430	420	420	420	7,040
Annual Population Increase (%)	2.2%	2.1%	2.4%	2.4%	2.3%	2.7%	2.6%	2.5%	2.5%	2.2%	2.0%	2.0%	1.9%	1.9%	1.8%	1.8%	2.0%
Total Population	17,280	17,650	18,075	18,500	18,925	19,430	19,935	20,440	20,945	21,400	21,830	22,260	22,690	23,110	23,530	23,950	

4 WHAT DO WE NEED TO PLAN FOR?

HOUSING

With a projected population increase of 7,040 persons from 2018 to 2033 and a household size of 2.6 persons, the housing demand for the municipality has been calculated at 2,708 additional dwellings as per Table 3. This equates to 1,169 dwellings in the North region (including Brighton/Pontville), 385 dwellings in the West region (including Bridgewater and Gagebrook) and 1,154 dwellings in the South region (Old Beach). As discussed in further detail in the following analysis, the STRLUS adopts a 50%/50% ratio of greenfield to infill scenario, meaning that Brighton needs 1,354 greenfield lots and 1,354 infill lots.

Table 3. Additional dwelling requirements

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL
Brighton/ Pontville	65	65	77	77	77	77	77	77	77	73	73	73	73	69	69	69	1169
Bridgewater/ Gagebrook	31	31	31	31	31	31	31	31	31	15	15	15	15	15	15	15	385
Old Beach	46	46	56	56	56	87	87	87	87	87	77	77	77	77	77	77	1154
Total	142	142	163	163	163	194	194	194	194	175	165	165	165	162	162	162	2708

The following methodology was utilised to identify the potentially developable residential land.

Step 1: Classification of land parcels

Data on land parcels was obtained from Council's property database. Every parcel of land within the following zones was included:

- General Residential Zone
- Inner Residential Zone
- Urban Mixed Use
- Village Zone
- Particular Purpose Zone (Urban Growth)
- Low Density Residential Zone
- Rural Living Zone

Lot numbers for significant developments that are relatively advanced in terms of the planning process were also obtained from Council.

The land from the property database was classified into the following categories:

- Vacant land – Parcels classified as 'Vacant Residential', 'Domestic Vacant' and 'Rural Vacant'. Land classified as 'Vacant Commercial' within the General Residential Zone was also included. Parcels subject to existing planning approval processes were excluded.
- Underutilised land – Non-vacant parcels greater than 2,000sqm in area in the General Residential, Inner Residential, Urban Mixed Use and Village Zones, 5,000sqm in the Low Density Residential Zone and 5ha in the Rural Living Zone that currently contain a single dwelling were identified as potential significant development sites. Underutilised land already contains dwellings and will only be subdivided if the owner is interested in either redeveloping their land or developing the undeveloped portion of their landholding. It is highly unlikely that all of this land would be developed within the 15 year timeframe of this Structure Plan analysis.
- Other land – Land not included in the above categories that is excluded from the supply calculations.

Land within the General Residential, Inner Residential, Urban Mixed Use, Village and Particular Purpose (Urban Growth) Zones is classified as conventional density land. It consists of greenfield sites (being the land within the Particular Purpose (Urban Growth) Zone) which are identified as Greenfield Development Areas in the STRLUS, and other land which is classified as infill land. Land in the Low Density and Rural Living Zones is also classified as infill land for the purposes of this analysis.

Step 2: Estimation of Development Potential

To calculate the potential number of lots that could be accommodated on the vacant and underutilised residential land, it was necessary to identify non-developable and developable land, and to calculate the yield of the developable land. The Southern Tasmania Regional Land Use Strategy sets a minimum net residential density of 15 dwellings per hectare for conventional density residential development. This figure relates



to the developable land, i.e. only the parts of the site that are being used for residential purposes. The STRLUS defines net density as:

The number of dwelling per hectare on land devoted solely to residential development. While it includes private driveways and private open space, it does not include public infrastructure such as roads, streets and public open space. (p. 103)

Using this definition, the following assumptions were made for each of the zones. It is necessary to utilise assumptions as the net developable area of specific sites cannot be determined until detailed site-specific information is available. It is also noted that lower density lots generally require a smaller proportion of land to be set aside for non-developable purposes (such as roads, drainage reserves, but not public open space, etc) compared to conventional density development.

- General Residential Zone:
 - One third of land will be non-developable as it will be used for public infrastructure such as roads, streets, drainage infrastructure and public open space.
 - The remaining two thirds will be developable and will be developed at a net residential density of 15 dwellings per hectare.
- Low Density Zone:
 - 10% of land will be non-developable as it will be used for public infrastructure such as roads, streets, and drainage infrastructure.
 - The remaining 90% will be developable and will be developed at a net residential density of 5 dwellings per hectare, based on an average 2,000 sqm lot size (as the planning scheme provides for a minimum size of 1,000 sqm and a maximum size of 3,000 sqm).
- Rural Living Zone:
 - 10% of land will be non-developable as it will be used for public infrastructure such as roads, streets, and drainage infrastructure.
 - The remaining 90% will be developable and will be developed at a net residential density of 1 dwelling per hectare (as the planning scheme provides for 0.5, 1.0 and 2.0 ha lots depending on the location).

Vacant Conventional Density Residential Land - Greenfield

The land within the municipality that is zoned Particular Purpose (Urban Growth) was examined. This land is located in the western part of Bridgewater and the northern part of Old Beach. The Tivoli Green development within the Old Beach Greenfield Development Area is likely to contain approximately 600 dwellings. Table 4 identifies that there is also an additional 57.84ha of vacant or underutilised greenfield land that could potentially accommodate 575 dwellings. **Brighton's existing greenfield residential areas can therefore accommodate approximately 1,175 dwellings (i.e. 600 + 575). However, this is not evenly distributed, with Brighton township having no Greenfield Development Areas identified in the STRLUS.**

Table 4. Vacant Conventional Density Residential land - Greenfield

ZONE	Bridgewater	Old Beach	TOTAL AREA (ha)	Net developable area (ha)	Potential # of lots (15/ha net)	Existing dwellings	Potential # of lots minus existing dwellings
Particular Purpose - vacant	25.33	3.01	28.34	18.89	283		283
Particular Purpose - underutilised	17.08	12.42	29.50	19.66	295	3	292
TOTAL AREA (ha)	42.41	15.43	57.84				
Net developable area (ha)	28.27	10.29					
Potential # of lots (15/ha net)	424	154					
Existing dwellings	1	2					
Potential # of lots minus existing dwellings	423	152					575



Vacant Conventional Density Residential Land - Infill

In regards to Brighton's infill sites, the remaining vacant land at the Brighton Army Camp site will provide approximately 250 lots.

Table 5 provides the results of the vacant land supply for the other infill sites. It identifies that there is 59.04ha of vacant infill land that could potentially accommodate 590 dwellings. However, it is noted that 25.67ha of this land is located in Bridgewater, Gagebrook or Herdsmans Cove, where there may be lower demand for this vacant land.

Table 6 identifies non-vacant residential infill sites that have significant development potential (being 2,000sqm or larger). It identifies that there is 69.26ha of underutilised land that could potentially accommodate 598 dwellings. 7.39ha of this land is in Bridgewater, where demand may be lower. **Brighton's infill residential areas can therefore accommodate approximately 1,438 dwellings (i.e. 250 + 590 + 598). However, half of this is on sites with existing dwellings where landowners may not be interested in developing their sites.**

Table 5. Vacant Conventional Density Residential Land - Infill

ZONE	Bridgewater	Brighton	Gagebrook	Herdsmans Cove	Old Beach	Pontville	TOTAL AREA (ha)	Net developable area (ha)	Potential # of lots (15/ha net)
General Residential	6.28	15.12	10.96	7.50	17.76	0.07	57.69	38.46	576
Inner Residential	0.34						0.34	0.23	3
Urban Mixed Use	0.59						0.59	0.39	6
Village						0.42	0.42	0.28	4
TOTAL AREA (ha)	7.21	15.12	10.96	7.50	17.76	0.48	59.04		
Net developable area (ha)	4.81	10.08	7.31	5.00	11.84	0.32			
Potential # of lots (15/ha net)	72	151	110	75	178	5			590

Table 6. Underutilised Conventional Density Residential Land – Infill

ZONE	Bridgewater	Brighton	Old Beach	TOTAL AREA (ha)	Net developable area (ha)	Potential # of lots	Existing dwellings	Potential # of lots minus existing dwellings
General Residential	6.82	46.89	14.98	68.69	45.79	687	94	593
Urban Mixed Use	0.57			0.57	0.38	6	1	5
TOTAL AREA (ha)	7.39	46.89	14.98	69.26				
Net developable area (ha)	4.93	31.26	9.99					
Potential # of lots	6	59	30					
Existing dwellings	6	59	30					
Potential # of lots minus existing dwellings	68	410	120					598

Vacant Low Density and Rural Living Infill Land

Table 7 identifies that there is 245 ha of vacant Low Density and Rural Living land that could potentially accommodate 219 dwellings. Table 8 identifies that there is 207 ha of underutilised land that could potentially accommodate 183 dwellings. **Brighton's existing low density and rural living infill areas can therefore accommodate approximately 409 dwellings (i.e. 226 + 183). However, almost half of this is on sites with existing dwellings where landowners may not be interested in developing their sites.**

Table 7. Vacant Low Density and Rural Living Land

ZONE	Bridgewater	Brighton	Dromedary	Honeywood	Old Beach	Pontville	TOTAL AREA (ha)	Net developable area (ha)	Potential # of lots (5/ha LDR, 1/ha RL)
Low Density Residential					1.53		1.53	1.38	7
Rural Living	21.99	73.54	31.71	10.74	89.10	16.72	243.80	219	219
TOTAL AREA (ha)	21.99	73.54	31.71	10.74	90.63	16.72	245.33		
Net developable area (ha) for LDR					1.38				
Potential # of LDR lots (5/ha net)					7				
Net developable area (ha) for RL	19.79	66.19	28.54	9.67	80.19	15.05			
Potential # of RL lots (1/ha net)	20	66	29	10	80	15			
Total potential # of lots	20	66	29	10	87	15			226

Table 8. Underutilised Low Density and Rural Living Land

ZONE	Brighton	Dromedary	Old Beach	Pontville	TOTAL AREA (ha)	Net developable area (ha)	Potential # of lots (5/ha LDR, 1/ha RL)	Existing dwellings	Potential # of lots minus existing dwellings
Low Density Residential			3.46	6.10	9.55	8.60	42	15	27
Rural Living	38.36	48.18	111.48		198.02	178.22	178	22	156
TOTAL AREA (ha)	38.36	48.18	114.94	6.10	207.57				
Net developable area (ha) LDR			3.11	5.49					
Potential # of LDR lots (5/ha)			16	27					
Existing dwellings LDR			5	10					
Potential # of LDR lots minus existing dwellings			16	17					
Net developable area (ha) RL	34.52	43.36	100.33						
Potential # of lots RL (1/ha)	34	43	100						
Existing dwellings RL	5	7	10						
Potential # of RL lots (1/ha) minus existing dwellings	29	36	90						
Potential # of additional LDR and RL lots	29	36	101	17					183

Adequacy of Supply

The STRLUS adopts a 50%/50% ratio of greenfield to infill scenario for the Hobart metropolitan area in recognition that there are higher costs to infill development. With an identified demand of 2,708 dwellings by 2033, applying this ratio to Brighton means that it needs to supply 1,354 greenfield lots and 1,354 infill lots. The Economic Assessment identifies that 43% of the demand will occur in the North region (including Brighton/Pontville), 14% in the West region (including Bridgewater/Gagebrook) and 43% in the South region (including Old Beach).

Table 9 assesses the existing supply against the forecast demand. It apportions the dwelling demand to the regions as per the data in Table 3, and splits these into 50% infill and 50% greenfield in these locations. It identifies that 582 additional greenfield lots are required in the North region (including Brighton/Pontville) in the next 15 years to meet the estimated demand and the STRLUS assumptions regarding infill vs greenfield ratios. This equates to approximately 58.2ha of land that will need to be identified in the 2018 Structure Plan as Particular Purpose (Urban Growth) Zone or General Residential Zone.

Table 9 identifies that the existing infill and greenfield supply in the West region (including Bridgewater/Gagebrook) is likely to meet the 15 year forecast demand. It also identifies that the existing infill supply in the South region (including Old Beach) is likely to be exhausted within 15 years. This will place additional pressure on the greenfield areas and could result in the need to provide additional greenfield expansion options.

Whilst the analysis has identified approximately 1,800 potential infill lots, it is highly unlikely that all of these development opportunities would be realised within the life of the Structure Plan, especially as as many of these sites are small and/or contain existing dwellings. To this end maintaining the 50% greenfield supply anticipated in the STRLUS is vital to ensure that there is an ongoing supply of development opportunities on sites that do not have high development costs.

In summary, greenfield land is required in the North region (including Brighton township), and is likely be required in the South region (including Old Beach). It is also noted that the greenfield supply in the West region is currently almost wholly located in an isolated part

of Bridgewater West which may not be the most feasible location for this development. To this end the Structure Plan examines greenfield growth options in all three regions.

The STRLUS provides guidance as to where this growth is to be directed. The Strategy identifies that the overall approach for the municipality is to encourage the majority of residential growth in infill locations and identified Greenfield Development Precincts.

The Settlement Framework within the STRLUS classifies the urban areas of Brighton as:

- Bridgewater, Gagebrook, Herdsmans Cove and Old Beach = Suburbs of Greater Hobart with two Greenfield Development Precincts in Bridgewater North and Gagebrook/Old Beach.
- Brighton township = Major Satellite of Greater Hobart.
- Pontville = Other Small Settlement with a Very Low Growth Strategy and a Consolidation Growth Scenario.

Figure 15 identifies Brighton's Urban Growth Boundaries and Greenfield Development Precincts as set out in the STRLUS.

Table 9. Analysis of 15 year dwelling supply vs demand

Region	Dwelling location	Conventional density lots	Low Density / Rural Living lots	Total supply	Estimated demand (15 years)	Difference
North region (includes Brighton, Pontville, Honeywood)	Infill	816	137	953	582	371
	Greenfield	0		0	582	-582
West region (includes Bridgewater, Gagebrook, Herdsmans Cove, Dromedary)	Infill	325	85	410	190	220
	Greenfield	423		423	190	233
South region (includes Old Beach)	Infill	298	188	486	582	-96
	Greenfield	752		752	582	170



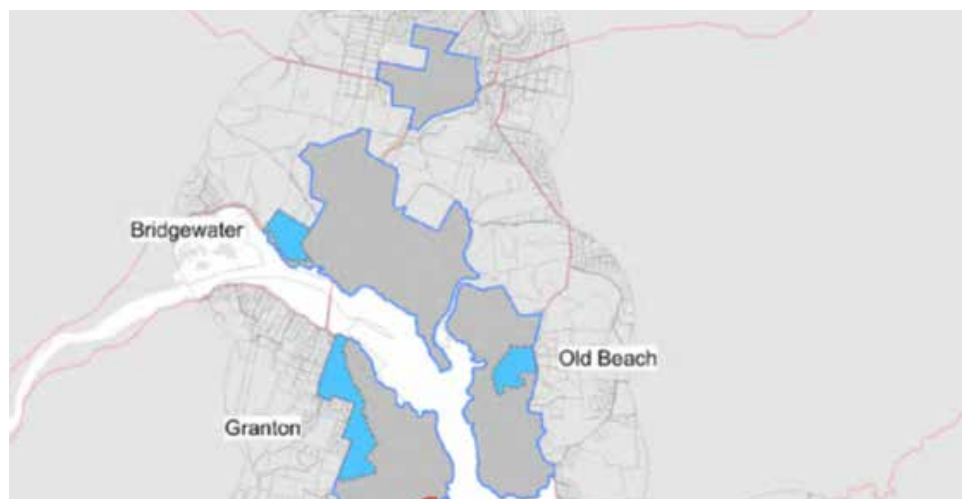


Figure 15. Extract from STRLUS Map 10 (Residential Development Strategy for Greater Hobart - Residential Development Areas)



Relevant STRLUS policies relating to residential growth are as follows:

- *SRD2.1 Ensure residential growth for Greater Hobart occurs through 50% infill development and 50% greenfield development.*
- *SRD 2.2 Manage greenfield growth through an Urban Growth Boundary, which sets a 20 year supply limit with associated growth limits on dormitory suburbs.*
- *SRD 2.3 Provide greenfield land for residential purposes across the following Greenfield Development Precincts: Bridgewater North, Brighton South... Gagebrook/Old Beach...*
- *SRD 2.6 Distribute residential infill growth across the existing urban areas for the 25 year planning period as follows: Brighton LGA 15% (1,987 dwellings). It is noted that this is in addition to greenfield development.*
- *SRD 2.7 Ensure that the residential zone in planning schemes does not encompass more than a 10 year supply of residential land.*
- *SRD 2.8 Encourage a greater mix of residential dwelling types across the area with a particular focus on dwelling types that will provide for demographic change including an ageing population.*
- *SRD 2.9 Investigate the redevelopment to higher densities potential of rural residential areas close to the main urban extent of Greater Hobart.*

The STRLUS also includes guidance regarding Low Density Residential and Rural Living land. The Low Density Residential Zone is only to be used where it is necessary to manage land constraints or to acknowledge existing areas. Generally the Rural Living Zone is only to be used to provide for the infill or consolidation of existing rural living communities. Key requirements for these areas include predominantly sharing a boundary with an existing similarly zoned settlement.

Tables 7 and 8 above identify that Brighton's existing low density and rural living infill areas can accommodate approximately 303 dwellings. If this supply becomes exhausted within the next 15 years, it may be necessary to rezone additional land. The Structure Plan examines areas that could potentially be rezoned if necessary.

EMPLOYMENT

The Economic Assessment forecasts that 7,220sqm of additional retail will be needed by 2033, and suggests this could potentially be distributed as follows:

- Brighton retail development proposal = 1,770 sqm
- Tivoli Green, Old Beach = 2,500 sqm
- Elsewhere (Bridgewater, Pontville, other local centres) = 2,950 sqm

It also forecasts that there will demand for at least 1,130 sqm of additional commercial office floorspace by 2033, with the majority of this to be distributed in the Bridgewater and Brighton activity centres. Bridgewater currently contains multiple vacant sites that could accommodate well in excess of this additional floorspace.

The assessment calculates that Brighton has approximately 38 years of industrial land supply in the General Industrial Zone, based on the historical annual uptake of 7.8ha a year and the current provision of 294.5ha of vacant industrial land. It does not recommend that any additional General Industrial Zoned land is required in the near-term. The supply of Light Industrial Zone land is much more restricted, but given that these uses could be accommodated in the General Industrial Zone, no rezonings are required.

There is also a possibility that land on the north side of Cove Hill Road could eventually be rezoned for light industrial and/or restricted retail uses if it is no longer required by Boral for long term expansion of their quarry.

COMMUNITY INFRASTRUCTURE

The assessment of potential community infrastructure requirements for the Brighton LGA undertaken in Table 9 has been based on applying various industry standards for the provision of health and emergency services, education and childcare facilities to the projected (ie 2033) demographic profile of the municipality. This analysis provides an indication of potential future community infrastructure requirements in the municipality in the future, and it indicates that the following additional infrastructure may potentially be required over the period to 2033:

- 13 additional GPs in 3 clinics.
- Additional residential aged care beds to match the population growth.
- Commence planning for a second high school.
- Additional long day child care places to meet the immediate need, plus additional places to match the population growth.
- Additional indoor sports facilities, which could potentially serve a regional need (should Council pursue its proposal to establish these).
- The establishment of skate facilities.

The assessment also identifies the demand for aquatic leisure facilities. However, as the assessment only considers infrastructure within the municipality, the current and future demand may be met by facilities in other nearby municipalities.

The forward planning of community infrastructure requirements is ideally undertaken by way of a needs analysis for specific types of infrastructure items. Default standards and benchmarks can provide a 'rule of thumb' guide but they are no substitute for a more detailed needs analysis. Given the limitation of the analysis undertaken in this plan, further analysis of the likely specific needs in relation to the infrastructure set out in this chapter are recommended.



Service and Benchmark	Source of Benchmark	Existing Supply	2033 Demand (population of 23,950)	Notes
Health and Emergency Services				
Police station 1 per 37,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	1	0.6	No additional infrastructure is required.
Fire Station 1 per 15,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	3	1.6	No additional infrastructure is required.
Ambulance station 1 per 56,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	1	0.4	No additional infrastructure is required.
SES station 1 per 40,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	1	0.6	No additional infrastructure is required.
Hospital 1 per 50,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	0	0.5	The Royal Hobart Hospital provides these services for Southern Tasmania.
Community health centre 1 centre per 26,000 residents	Tasmania has 20 community health centres, i.e. approximately 1 per 26,000 residents.	1	0.9	No additional infrastructure is required.
General practitioner 1 GP per 1,000 residents	Australian average, Tasmania's Health Plan 2007	11	24.0	13 additional GPs may be required to make up the existing shortfall and to cater for the projected population growth. This equates to 3 more GP clinics (with 4 to 6 consulting rooms in each). It is also noted that there is a current deficiency of GPs, with the current population requiring 16 GPs.

Table 10. Community Infrastructure Assessment



Service and Benchmark	Source of Benchmark	Existing Supply	2033 Demand (population of 23,950)	Notes
Residential aged care 48 low care and 40 high care beds per 1,000 people aged over 70	Australian average, Tasmania's Health Plan 2007	100 beds (St Anns)	To be calculated after each census	The 2016 Census recorded 1,177 persons aged 70 years or over. The current provision of 100 beds meets the identified benchmark, and future census data should be examined to identify the number of additional beds needed as the population grows.
Education and Childcare				
Government primary schools 1 per 6,700 population	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008), adjusted for smaller school sizes as noted in 'Tasmanian Demographic Change: Impact on State Schools Discussion Paper' (Demographic Change Advisory Council, 2008)	4	3.6	No additional infrastructure is required.
Government secondary schools 1 per 21,000	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008), adjusted for smaller school sizes as noted in 'Tasmanian Demographic Change: Impact on State Schools Discussion Paper' (Demographic Change Advisory Council, 2008)	1	1.1	The State Government has pledged funding for a second high school.
Tertiary Education	No specific benchmark identified	1 (Bridgewater Trade Training Centre)		No additional infrastructure is required, as other tertiary education facilities can be accessed in Hobart.



Service and Benchmark	Source of Benchmark	Existing Supply	2033 Demand (population of 23,950)	Notes
Long Day Child Care 1 per 9,000 residents, or 15 places per 100 children aged 0-5	'Planning for Community Infrastructure In Growth Areas' (ASR, 2008)	136 places (in 2 centres)	2.7 centres; # of places to be calculated after each census	The 2016 Census recorded 1,596 persons aged 0 to 5. The current provision of 136 places falls short of the 159 places currently required, although this could be influenced by factors such as high numbers of workers travelling outside the municipality (who may use child care closer to their place of work) and low employment levels in some suburbs (which thus reduces the need for child care services). Future population growth is likely to exacerbate any existing shortfall, so future census data should be examined to identify the number of additional places needed as the population grows.
Community Services				
Public library 1 per 30,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	1	0.8	No additional infrastructure is required.
Community Meeting Space 1 centre per 8,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	3	3.0	No additional infrastructure is required.
Neighbourhood Houses 1 per 20,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	2	1.2	No additional infrastructure is required.
Sports and Culture				
Active Open Space (with 2 ovals) 1 per 6,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	4 parks (with 7 ovals in total) plus additional ovals at school grounds	4.0 parks (with 8.0 ovals in total)	No additional infrastructure is required if the ovals on the school grounds can be utilised to meet the projected demand.

Service and Benchmark	Source of Benchmark	Existing Supply	2033 Demand (population of 23,950)	Notes
Low Order Indoor Recreation Facilities (2 court facilities) 1 per 20,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	1	1.2	Additional indoor sports facilities may be required in the future.
High Order Indoor Recreation Facilities (6 court facilities) 1 per 40,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	0	0.6	The 'Brighton Strategic Plan', 'Brighton 2040' and 'Brighton Recreation Plan' processes have identified that a major sports complex serving regional needs should be investigated for Pontville.
Low Order Tennis Facilities (4 to 6 courts) 1 per 25,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	2	1.0	No additional infrastructure is required.
Aquatic Leisure Centre 1 per 40,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	0	0.6	The 'Brighton Strategic Plan', 'Brighton 2040' and 'Brighton Recreation Plan' processes have identified that a community swimming pool that operates as a regional facility should be investigated. However, it is noted that there are several existing facilities within nearby municipalities. These may already meet the regional needs including Brighton's.
Lawn Bowls Facility 1 per 50,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	1	0.5	No additional infrastructure is required.
Low Order Performance Arts Facility 1 per 30,000 residents	'Planning for Community Infrastructure in Growth Areas' (ASR, 2008)	1	0.8	No additional infrastructure is required.
Skate Facility	The 'Draft Skate Melbourne Plan 2017-2027' identifies that there are no standard benchmarks for how many skate facilities a municipality should provide.	0	To be discussed with potential users	The provision of skate facilities should be discussed with the potential users to determine whether multiple small skatable spaces and/or a skate park should be developed.



5 THE STRUCTURE PLAN

INTRODUCTION

The Structure Plan provides strategies and actions for the following:

- Housing
- Employment
- Centres of activity and the movement network
- Community facilities and movement activities
- Improvements to amenity

An overview of the strategies is provided as Figure 16. Several of the actions listed under the strategies in the following sections identify public works projects that could be undertaken by Council.

BRIGHTON STRUCTURE PLAN STRATEGIES

Housing

- Strategy 1: Maintain an urban growth boundary
- Strategy 2: Plan for housing growth within the urban growth boundary
- Strategy 3: Increase housing diversity

Employment

- Strategy 4: Protect the state-significant employment nodes
- Strategy 5: Improve the presentation of the Brighton Transport Hub and Industrial Estate
- Strategy 6: Encourage local businesses, educators and trainers to collaborate
- Strategy 7: Support agricultural businesses
- Strategy 8: Improve the tourism offering

Centres of activity and movement networks

- Strategy 9: Improve the Cove Hill/Green Point Centre centre
- Strategy 10: Improve the amenity of Brighton township's High Street
- Strategy 11: Improve the centre of Pontville
- Strategy 12: Improve the permeability of the movement network
- Strategy 13: Improve bus services
- Strategy 14: Improve connections across the East Derwent Highway
- Strategy 15: Plan for the potential future establishment of ferry services
- Strategy 16: Plan for a potential future light rail service
- Strategy 17: Enhance and extend the walking and cycling trail network

Community facilities and activities

- Strategy 18: Provide additional community infrastructure to cater for Brighton's growing population
- Strategy 19: Establish an emergency services precinct
- Strategy 20: Enhance the school farm site
- Strategy 21: Identify potential new high school sites
- Strategy 22: Support the establishment of MONA's hacking school
- Strategy 23: Investigate upgrading Pontville Park to a regional facility
- Strategy 24: Provide residents and visitors with public WIFI services
- Strategy 25: Host pop-up festivals and art projects
- Strategy 26: Encourage community use of school facilities

Improvements to amenity

- Strategy 27: Continue the urban greening project
- Strategy 28: Improve access to healthy food
- Strategy 29: Improve buffer management between differing land uses
- Strategy 30: Improve the pedestrian experience on the Brighton-Pontville shared path
- Strategy 31: Improve the presentation of the Midland Highway overpasses
- Strategy 32: Continue installing sculptural signage and street furniture
- Strategy 33: Investigate installing decorative lighting on the new Bridgewater Bridge

Figure 16. Structure Plan Strategies



OVERALL STRUCTURE

The following is recommended in regards to the overall structure:

- Implement the settlement and activity centre hierarchies from the STRLUS as per the urban area descriptions below.
- Review the existing urban growth boundary to incorporate additional greenfield development areas in Brighton.
- Retain and protect the productive rural uses and environmental assets.
- Plan for potential new public transport services (light rail and/or commuter ferry services) and the urban renewal opportunities these will bring.

The roles, functions and characters of Brighton's urban areas will be as follows:

- Bridgewater will provide low cost conventional and medium density housing in an attractive waterfront setting. Its town centre will be enhanced and connections to and along the waterfront improved. Connections across the East Derwent Highway will also be improved. A potential urban renewal site in the mixed use zone will provide the opportunity to create medium density housing that could become transit-oriented development should a light rail service be established in the future.
- Brighton township will provide conventional and medium density housing options, including via more intensive development of the town centre and some greenfield growth. Connections within the town centre and between it and other key attractions will be improved. A potential urban renewal site to the south of Elderslie Road and William Street may be suitable for medium density housing, especially should a light rail service be established in the future with a stop terminating in this location. Greenfield development precincts will be investigated and potentially rezoned to meet the projected dwelling demand.
- Brighton Transport Hub and Industrial Estate will develop into a large employment node.
- Gagebrook and Herdsmans Cove will provide low cost conventional and medium density housing in an attractive waterfront setting, and will become better connected to Old Beach and Bridgewater.
- Old Beach will provide conventional density and larger lot housing.
- Pontville will protect and realise the potential of its impressive historical setting. The village will be subject to minimal growth.



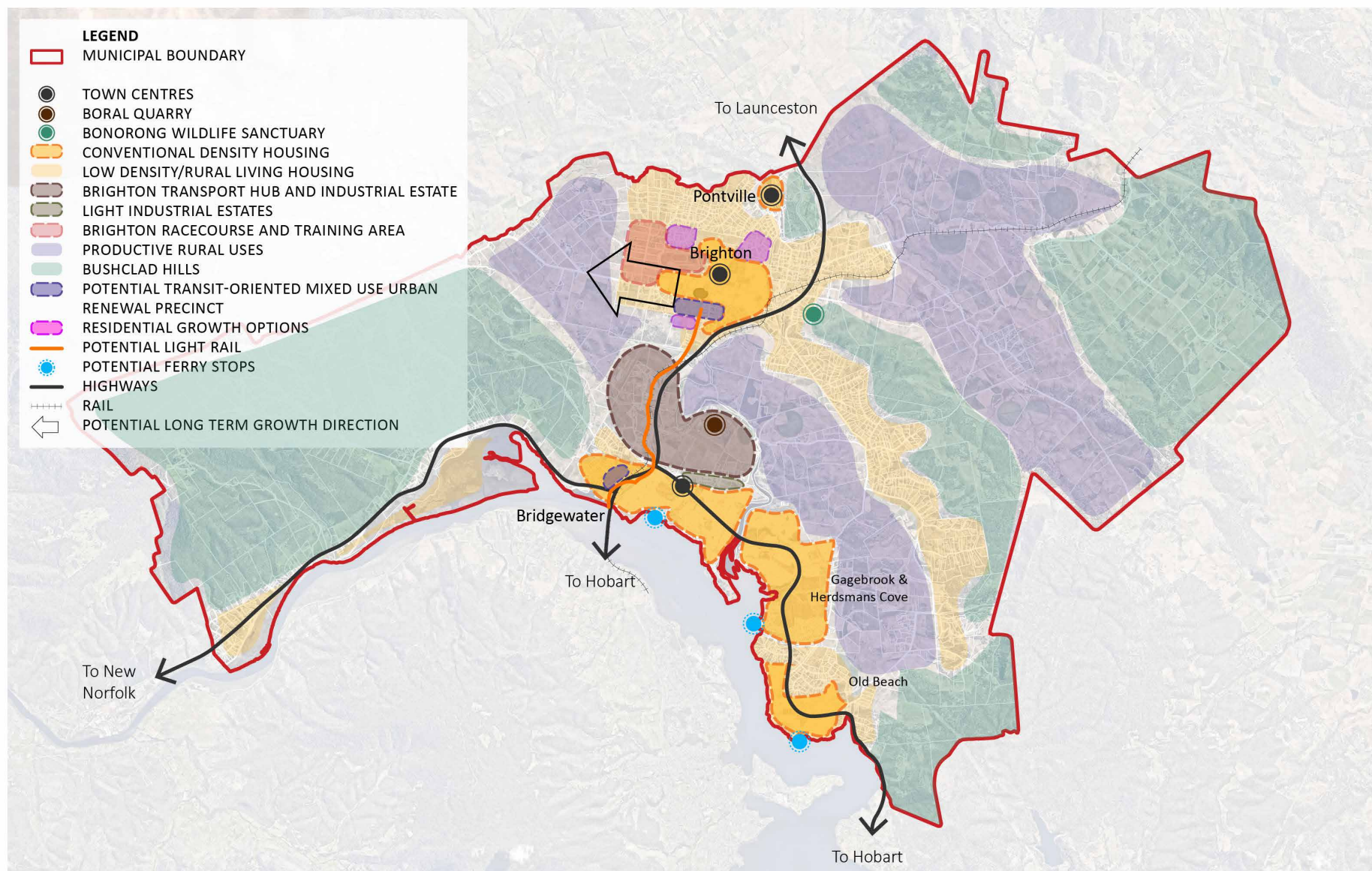


Figure 17. Overall Structure

HOUSING

Providing diverse (conventional density, medium density and low density/rural residential) housing options at a range of price points is essential to ensure that Brighton can accommodate the projected population growth and to maintain a diverse community profile.

Strategy 1: Review the urban growth boundary

As discussed in Section 4.1, there is currently not enough land within the urban growth boundary identified in the STRLUS to accommodate Brighton's long term housing needs. 58.2ha of additional land for Brighton township will need to be identified as Particular Purpose (Urban Growth) and the urban growth boundary adjusted to accommodate this. Additional residential land may also need to be provided in Old Beach. Additional Low Density and Rural Living land may also be required if the existing supply is exhausted within 15 years.

It is also noted that the majority of the existing remaining Particular Purpose (Urban Growth) Zoned land that is outside the Tivoli Green area is located in Bridgewater west of the Midland Highway. In the long term if the mixed use zone is redeveloped for medium density housing and a convenience centre around a potential light rail stop, the Bridgewater Greenfield Development Precinct may become a more attractive development option, but until this time it may be unviable given that it would be an isolated area until then.

As illustrated in Figure 18, potential housing growth options have been identified that avoid the attenuation distances from the Brighton Transport Hub and Industrial Estate and the Boral Quarry. Some of these sites are located within the existing Urban Growth Boundary, and others are located outside it and would thus require rezoning. An assessment of these is provided in Table 11.

Growth options have been considered in the following ways:

1. To make provision for demand within the life of the Structure Plan.
2. To make provision for long term demand beyond the life of the Structure Plan. This has involved identifying long term growth directions to ensure that the land is not developed for other purposes which would negate their ability to be considered for urban

development in the future.

3. Logical inclusions for sites that are almost wholly surrounded by residential zones.

In regards to **Bridgewater**, the only potential growth direction is to the west, as there are waterways to the south and east, and the Boral quarry is to the north. Site 16 (Boyer Road) is currently zoned Particular Purpose (Urban Growth Zone), and this zoning should be retained to provide long term growth options. Site 2 (Serenity Drive) is currently within the urban growth boundary but is zoned Rural Living. Parts of the site may be suitable for conventional density residential development, and other parts may be suitable for Low Density residential development. It is noted that these Bridgewater sites may become significantly more viable if a light rail service is established with a stop nearby in Bridgewater.

Site 10 (Cove Hill Road) may also be suitable for rezoning to Rural Living, as this also represents a logical inclusion within the urban area, being surrounded by Rural Living sites on three sides. However, it is recognised that there are a number of issues that would need to be addressed in order for development to proceed, including the following:

- Loss of agricultural land
- Setbacks from the Boral Quarry operation
- Geotechnical testing
- Transport impacts including access to public transport services

For **Gagebrook**, the growth direction being pursued by Council is to the south to connect with the Old Beach urban area. The Tivoli Green development in Old Beach will make a significant contribution towards this aim. Approximately 100 Centacare dwellings are to be built in Gagebrook.

For **Old Beach**, given that the demand could potentially outstrip the supply, Sites 8 (Old Beach Road) and 19 (Compton Road), which are located within the Urban Growth Boundary and are currently zoned Rural Living, should be considered for more intensive development. Additional greenfield land may also be required, in which case Site 9 (Old Beach Quarry) should be investigated for eventual rezoning to the Particular Purpose (Urban Growth) Zone or General Residential Zone or be the subject of a Specific Area Plan. This site is almost wholly surrounded by residential zoning, and



represents a logical inclusion to the Old Beach urban area. It would also allow for the potential establishment of a hillside walking track and hilltop park to be created (refer to Strategy 17 for further details of this proposal). Transport impacts including access to public transport services would need to be considered, noting that there is currently no bus service near this site.

For **Brighton township**, the housing supply and demand analysis has identified that approximately 58.2ha of greenfield land is required in Brighton township within the life of the Structure Plan. Potential growth options have been investigated to the north, south and west of the urban area, noting that the presence of the Midland Highway and the Jordan River to the east negate the ability to expand in this direction.

All land to the north of Brighton township has been developed for Rural Living purposes. The existing dwellings, vegetation and road layouts thus make it difficult to convert to conventional density residential sites. To the south, there are some potential development sites although topographical constraints and the presence of the Transport Hub and Industrial Estate limit the extent to which growth can occur in this direction. Sites 13 (Dylan Street) and 14 (Melinda Court) which are within the existing urban growth boundary should be rezoned to General Residential or be the subject of a Specific Area Plan to allow their future development as Greenfield Development Precincts.

There are large flat rural sites to the west of Brighton township which could be easier to develop, however, these are used for horse training and agricultural purposes. These uses should be retained as they provide important economic benefits to the municipality. Should their role be revisited in the long term (beyond the life of the structure plan), as this represents the most logical long term growth direction, it is important that these sites are not rezoned to allow for further subdivision, as this would make their potential eventual redevelopment difficult.

Based on the above, the growth strategy for Brighton township is to consider options to the north and south of the township. As many of the potential sites around Brighton township currently contain Rural Living developments, it will be difficult to convert these to conventional density development due to the locations of the existing dwellings and and it may not always be possible to achieve 15 dwellings per net developable hectare, so

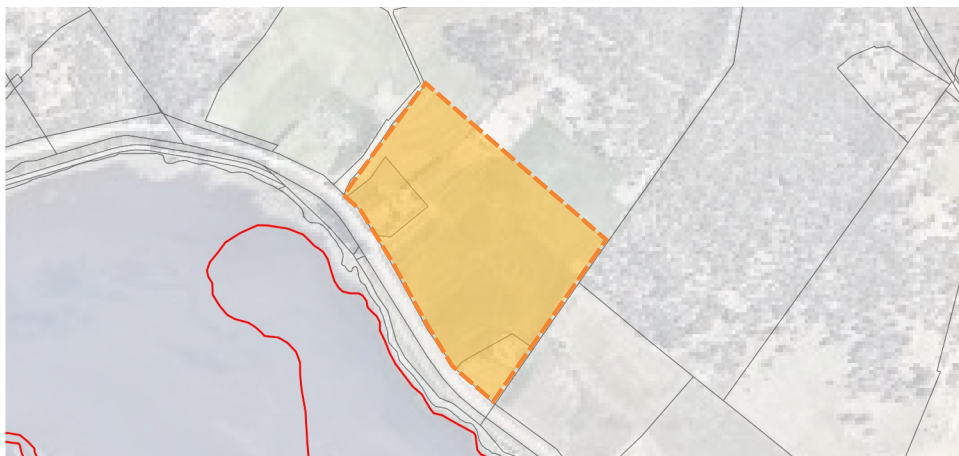
a number of sites have been identified that will require further investigation.

For Brighton township, Site 17 (69 Brighton Road) is recommended for further investigation for rezoning to the Particular Purpose (Urban Growth) Zone as it contains grazing land that could potentially be developed at conventional residential densities. Whilst TasWater have identified that there will be difficulties in regards to sewer services, this is the most logical direction for growth so further investigation is warranted. Sites 3 (Alec Campbell Drive) and 5 (Jordan Downs Drive) also be considered for rezoning. Together these sites total 62 hectares, meeting the approximate demand for 58ha of land. However, as sites 3 and 5 contain existing Rural Living dwellings, conventional densities may not be achievable and not all landowners may be interested in developing their sites. To this end, it may be also necessary to investigate sites within the identified potential long term growth direction at a later stage.

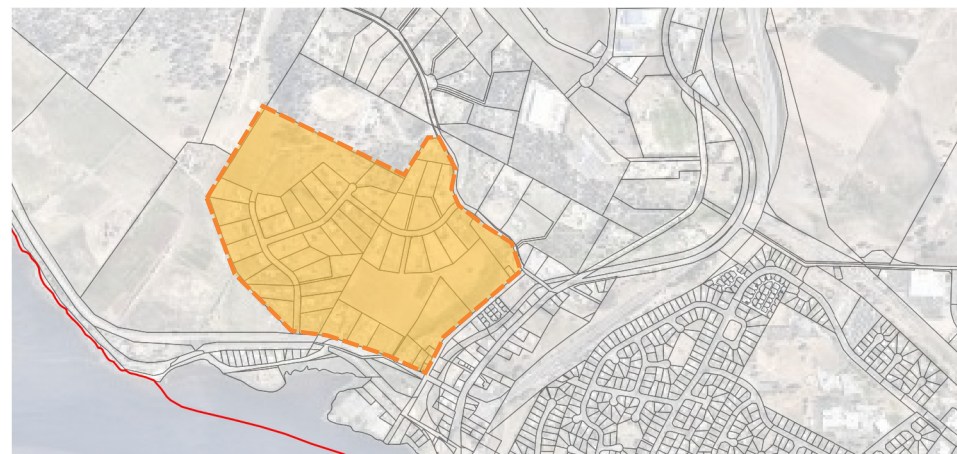
Actions:

- For Bridgewater, investigate rezoning Site 2 (Serenity Drive) to General Residential and Low Density Residential.
- For Brighton township, rezone Sites 13 (Dylan Street) and 14 (Melinda Court) to General Residential or make them the subject of a Specific Area Plan.
- For Brighton township, further investigate Sites 3 (Alec Campbell Drive), 5 (Jordan Downs Drive) and 17 (69 Brighton Road) for potential rezoning to the Particular Purpose (Urban Growth) Zone to allow for their future development as Greenfield Development Precincts.
- For Old Beach, further investigate Sites 8 (Old Beach Road) and 9 (Old Beach Quarry) for eventual rezoning to the Particular Purpose (Urban Growth) Zone to allow for their future development as Greenfield Development Precincts.
- For Old Beach, consider rezoning Site 10 (Cove Hill Road) to Rural Living if the development issues can be adequately addressed and Site 19 (Compton Road) to General Residential and/or Low Density Residential.
- Extend the urban growth boundary to encompass the new Greenfield Development Precincts.

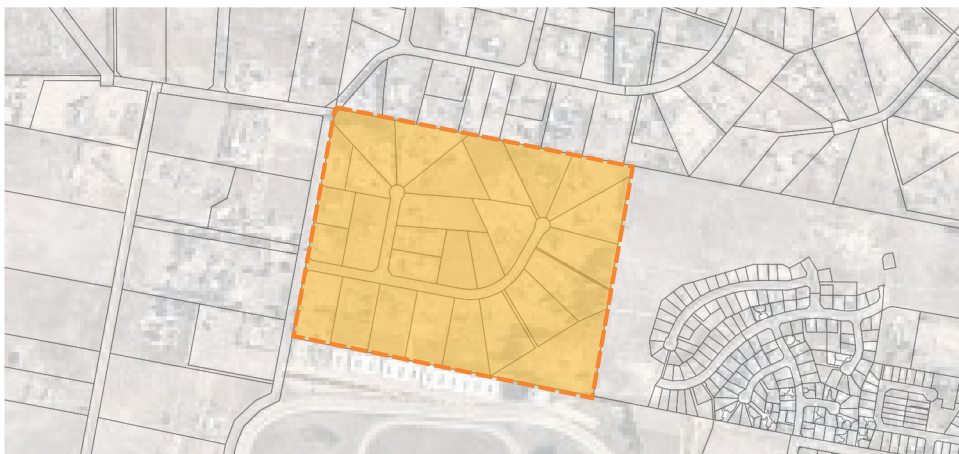




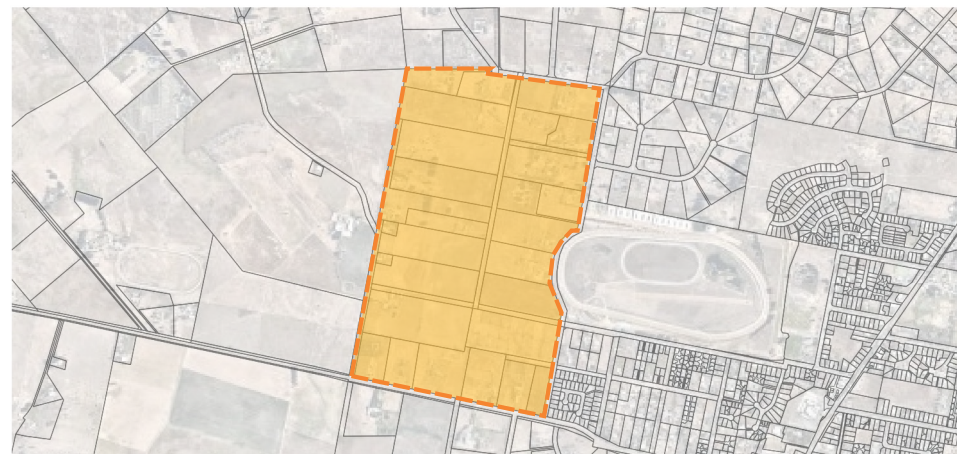
Site 1: 194-232 Boyer Road, Bridgewater



Site 2: Serenity Drive, Bridgewater



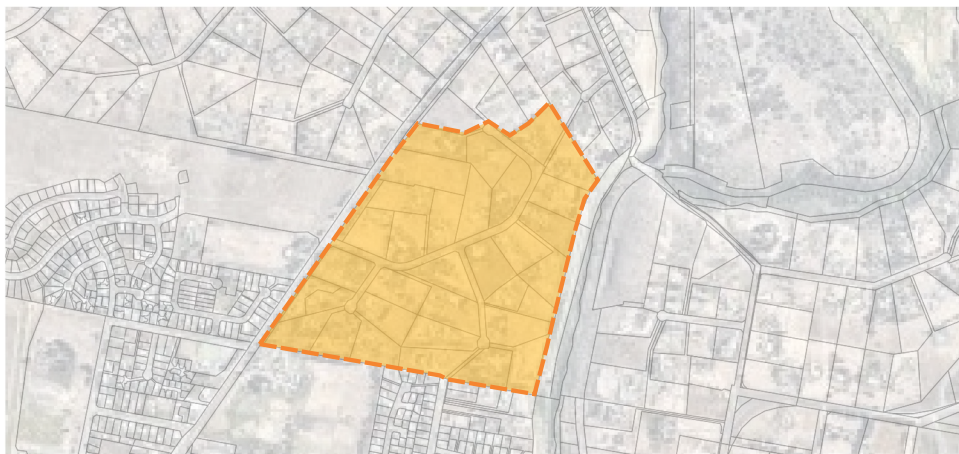
Site 3: Alec Campbell Drive, Brighton



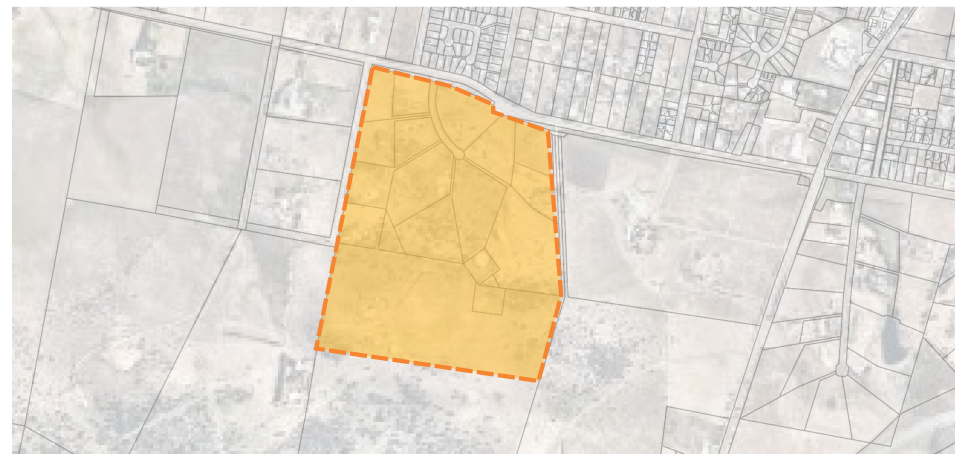
Site 4: Westwood Drive, Brighton

Figure 18. Urban Growth options (various scales)

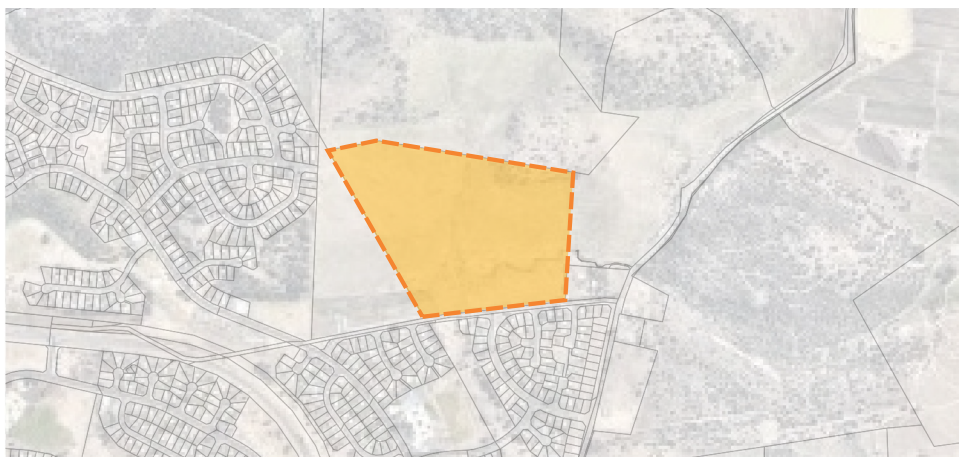




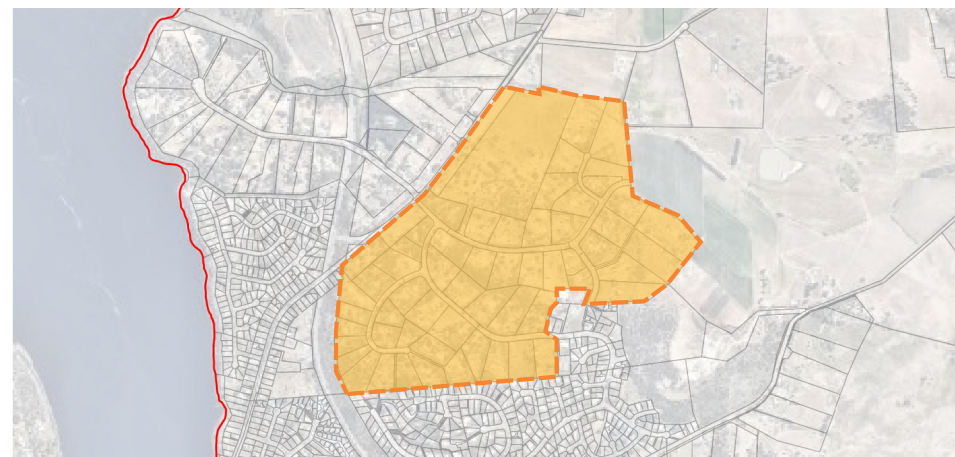
Site 5: Jordan Downs Drive, Brighton



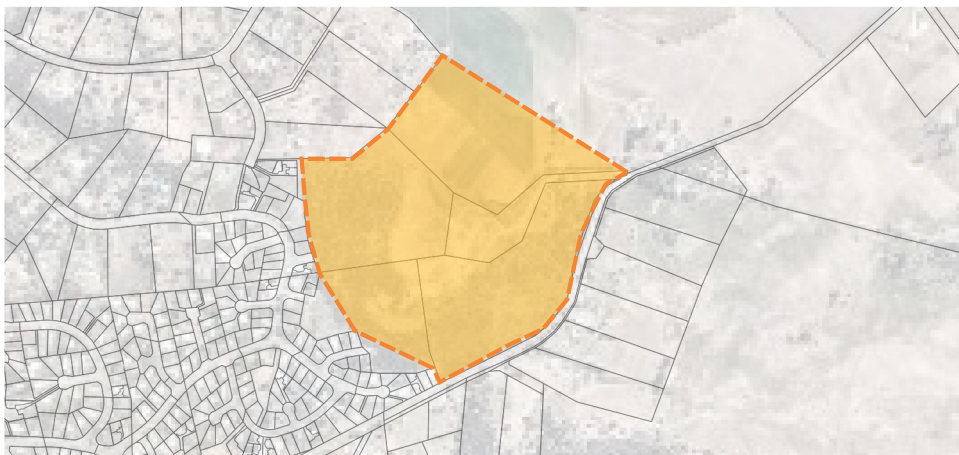
Site 6: Una Court, Brighton



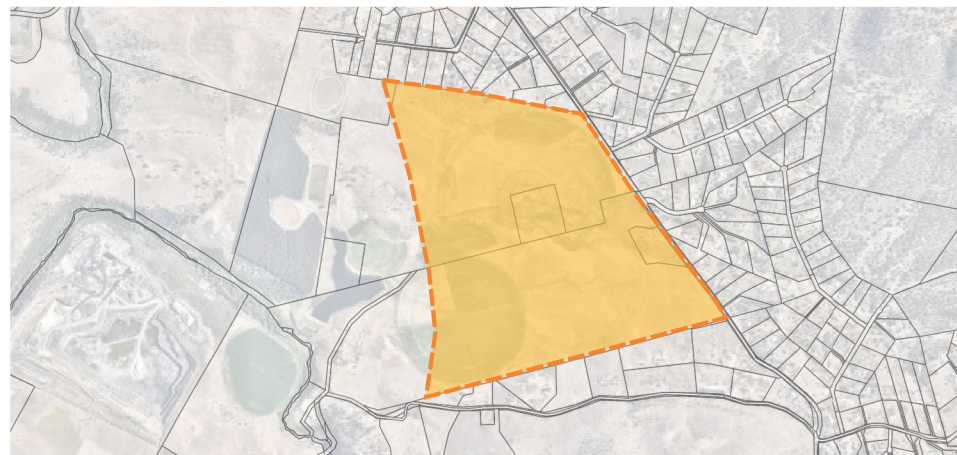
Site 7: 19 Plymouth Road, Gagebrook



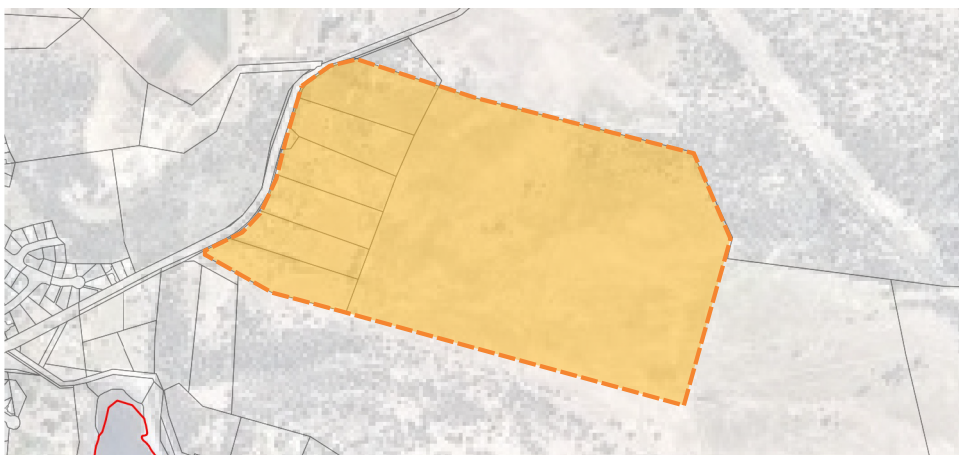
Site 8: Old Beach Road, Old Beach



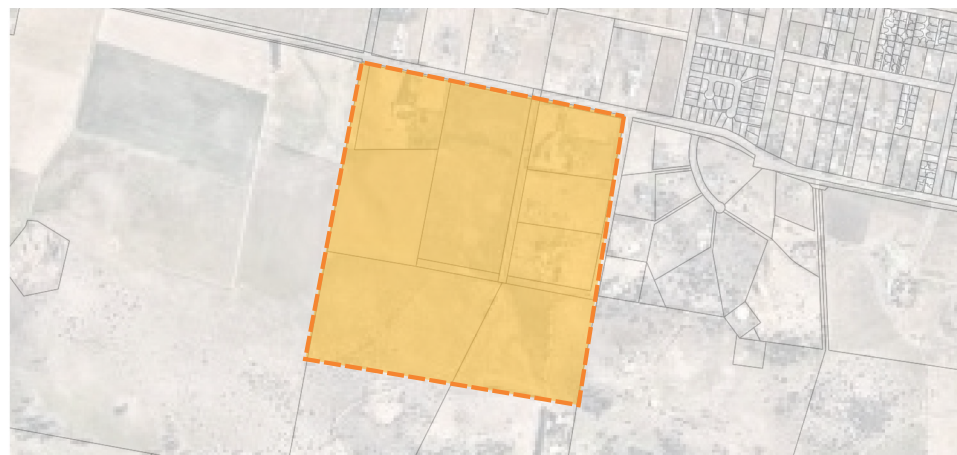
Site 9: Old Beach Quarry



Site 10: Cove Hill Road

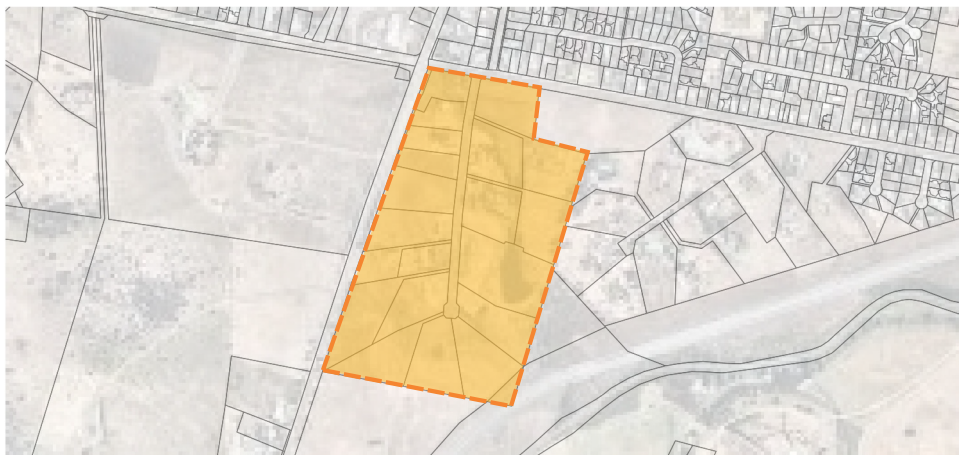


Site 11: 42 Baskerville Road, Old Beach

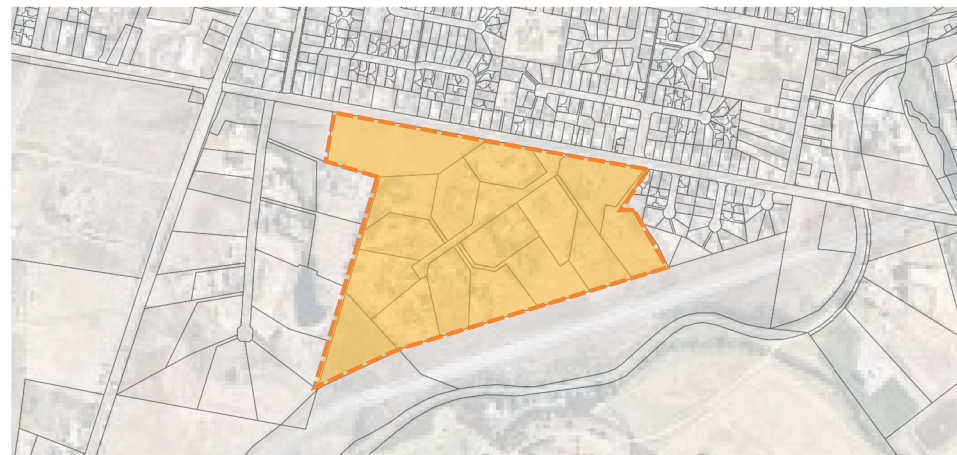


Site 12: George Street, Brighton

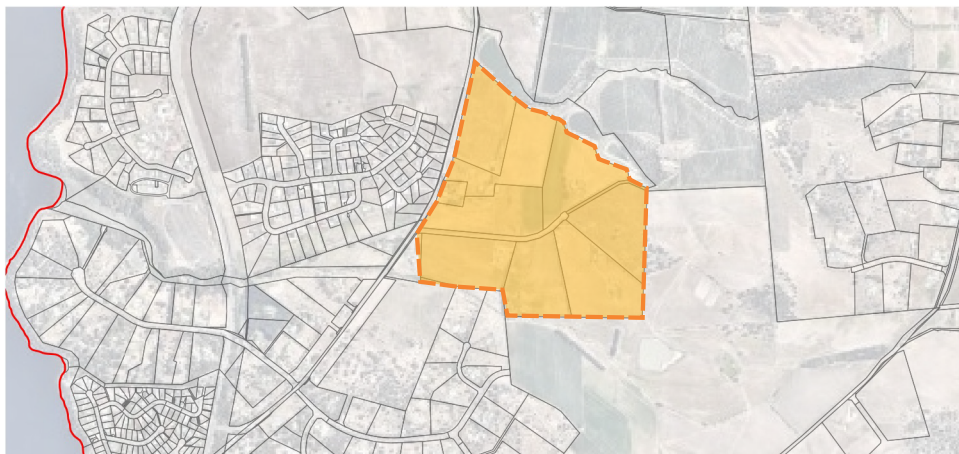




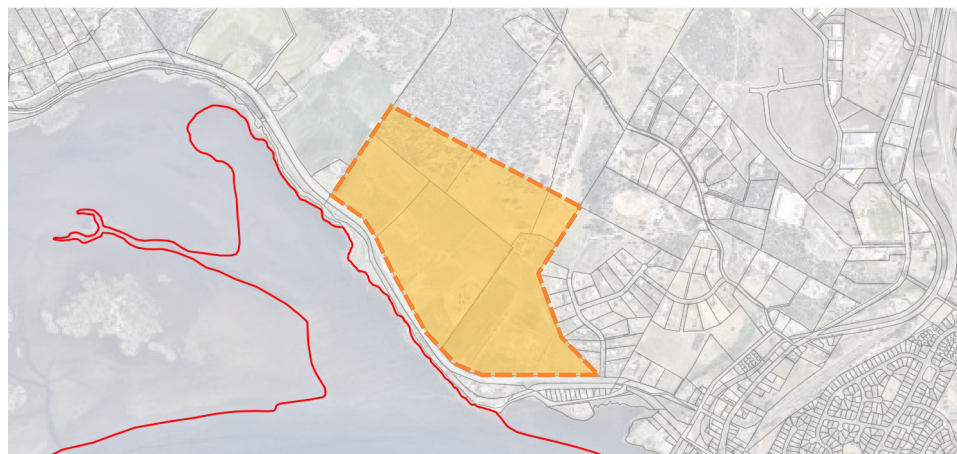
Site 13: Dylan Street, Brighton



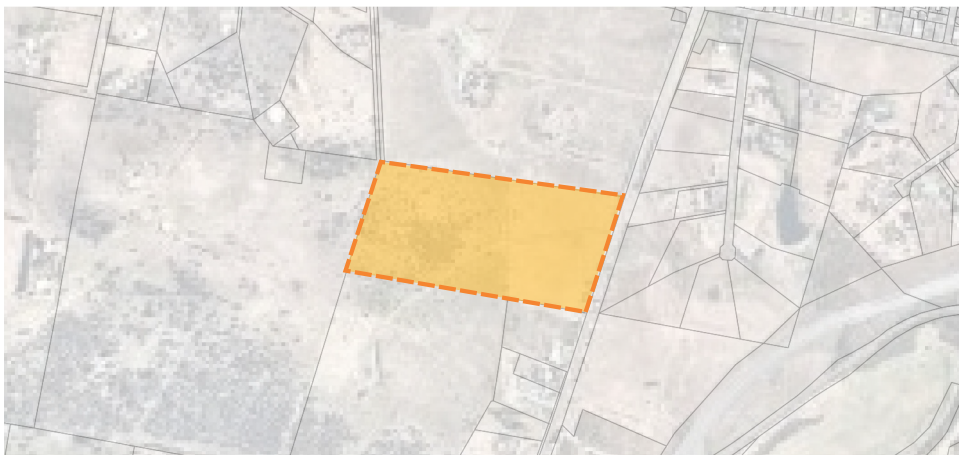
Site 14: Melinda Court, Brighton



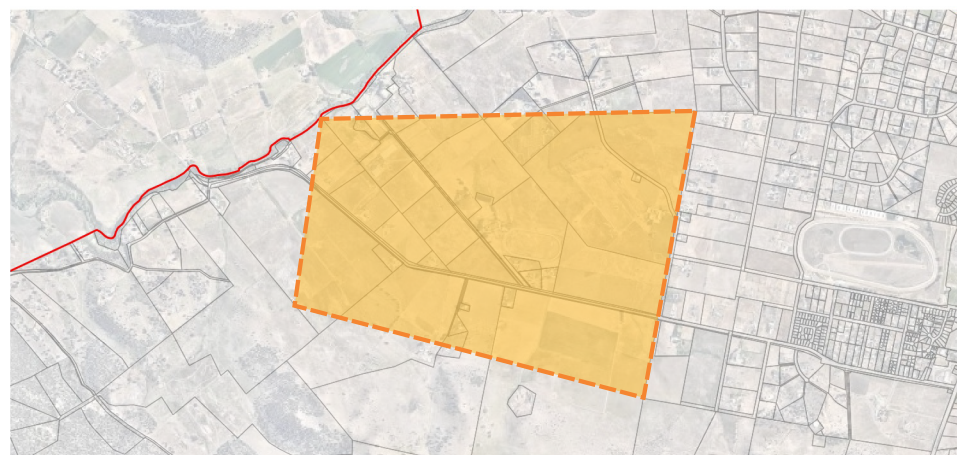
Site 15: Clarries Lane, Old Beach



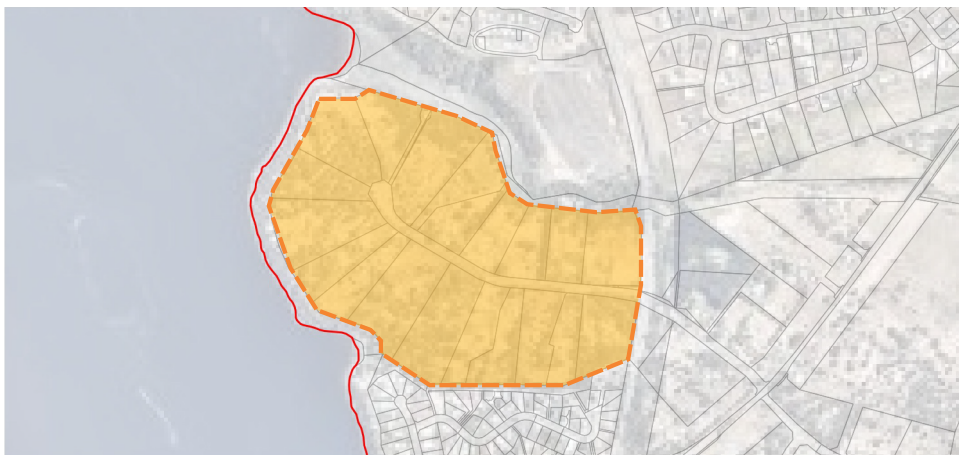
Site 16: Boyer Road, Bridgewater



Site 17: 69 Brighton Road, Brighton



Site 18: Elderslie Road, Brighton



Site 19: Compton Road, Old Beach



Site	Address	Size (approx.)	Current use and zoning	Notes	Recommendation
1	194-232 Boyer Road, Bridgewater	16ha	Zoned Rural Resource. Used for grazing.	<ul style="list-style-type: none"> Would result in an inefficient urban form, i.e. a narrow strip of development extending along the coast which would be difficult to service and would result in significant visual impacts. TasWater comments on sewage = Serviceable; will most likely require a sewage pump station located at a strategically placed position to allow for efficient servicing of the area TasWater comments on water = Not serviced, but possible. 	Not recommended for rezoning.
2	Serenity Drive, Bridgewater	41ha	Zoned Rural Living, and is within the existing Urban Growth Boundary. Some lots have been developed with a dwelling and outbuildings. Some large vacant lots.	<ul style="list-style-type: none"> Would be a logical residential extension of Bridgewater, and the eastern part is close to an existing bus route although this may need to be extended to serve it. The eastern part of the site contains some large vacant lots that directly adjoin the existing General Residential zone, albeit that a waterway does traverse this location. This land may be suitable for rezoning to General Residential, particularly if a light rail stop is established in the future. On the remaining parts of the site, the current road layout and subdivision pattern present some challenges to redevelopment, and a majority of landowners would need to be willing to develop their sites to ensure a coordinated outcome. Some parts may only be developable as Low Density Residential. TasWater comments on sewage = Currently already serviced and would require backlog roll out. TasWater comments on water = Already serviced and has some limitations on the existing water supply zone in terms of servicing above the 60m contour so may require some augmentation to connect to a different higher zone. 	Consider rezoning to General Residential, potentially with some Low Density Residential.
3	Alec Campbell Drive, Brighton	27ha	Zoned Rural Living. The majority of lots have been developed with a dwelling and outbuildings.	<ul style="list-style-type: none"> Would be a logical extension of the Brighton township, although it may need to be served by an extension to the bus route as it is more than 400m away at the closest point. The current road layout and subdivision pattern does present some challenges to redevelopment, and a majority of landowners would need to be willing to develop their sites to ensure a coordinated outcome. Some parts may only be developable as Low Density Residential. TasWater comments on sewage = Difficult; extension and upsizing required; backlog rollout issues; STP at capacity. TasWater comments on water = Serviceable; augmentation required. 	Consider as a primary urban growth option.
4	Westwood Street, Brighton	94ha	Zoned Rural Resource. Used for horse raising and training.	<ul style="list-style-type: none"> Would be a logical extension of the Brighton township but would only be a viable option if it were no longer required for horse training activities. However, given that there is no intention to cease these activities, it cannot be rezoned. TasWater comments on sewage = Difficult; extension and upsizing required; backlog rollout issues; STP at capacity. TasWater comments on water = Serviceable; augmentation required. 	Not recommended for rezoning.

Table 11. Assessment of greenfield housing growth options



Site	Address	Size (approx.)	Current use and zoning	Notes	Recommendation
5	Jordan Downs Drive, Brighton	34ha	Zoned Rural Living. All lots have been developed with a dwelling and outbuildings.	<ul style="list-style-type: none"> • Would be a logical extension of the Brighton township, and is adjacent to an existing bus route. • The current road layout and subdivision pattern does present some challenges to redevelopment, and a majority of landowners would need to be willing to develop their sites to ensure a coordinated outcome. Some parts may only be developable at as Low Density Residential. • TasWater comments on sewage = Difficult; extension and upsizing required; backlog rollout issues; STP at capacity • TasWater comments on water = Serviceable; augmentation required 	Consider as a primary urban growth option.
6	Una Court, Brighton	37ha	Zoned Rural Living and Rural Resource. Some lots have been developed with a dwelling and outbuildings. Southern portion is used for grazing.	<ul style="list-style-type: none"> • Would be a logical extension of the Brighton township, and is adjacent to an existing bus route. In the northern part of the site, the current road layout and subdivision pattern does present some challenges to redevelopment, and a majority of landowners would need to be willing to develop their sites to ensure a coordinated outcome. • The presence of a Biodiversity Protection Area and Landslide Hazard Areas provide significant development challenges. • The grazing land in the southern portion is less constrained although its development would need to be contiguous with other development to be considered a logical extension to growth. • TasWater comments on sewage = Serviceable • TasWater comments on water = Serviceable up to 100m contour, then too hard 	Consider as a long term urban growth option.
7	19 Plymouth Road, Gagebrook	18ha	Zoned Rural Resource. Used for grazing purposes and high voltage transmission lines	<ul style="list-style-type: none"> • Would be a logical extension of the suburb of Gagebrook, and is adjacent to an existing bus route. The presence of high voltage transmission lines provide some development constraints. Recent efforts to develop similar adjacent land have identified that the cost of creating lots in this location is unviable. • TasWater comments on sewage = Some augmentation required. • TasWater comments on water = Serviceable. 	Not recommended for rezoning.
8	Old Beach Road, Old Beach	75ha	Zoned Rural Living. Most lots have been developed with a dwelling and outbuildings.	<ul style="list-style-type: none"> • Would be a logical extension of the suburb of Old Beach and would assist to create closer linkages to Gagebrook. • Is adjacent to an existing bus route. • Some sites are heavily vegetated. • The current road layout and subdivision pattern does present some challenges to redevelopment, and a majority of landowners would need to be willing to develop their sites to ensure a coordinated outcome. • TasWater comments on sewage = Backlog rollout issues. • TasWater comments on water = Likely augmentation required, booster zone and rollout of larger pipes. 	Consider as a secondary urban growth option.
9	Old Beach quarry site, Old Beach	24ha	Zoned Rural Resource. Used for the Old Beach quarry which is nearing the end of its useful life.	<ul style="list-style-type: none"> • The quarry is scheduled for closure. • Would be a logical extension of the suburb of Old Beach, although it may need to be served by an extension to the bus route as it is more than 400m away at the closest point, or if a ferry service to Old Beach were to be established in the future, gain access to public transport services via park and ride facilities. • Has topographical and vegetation constraints, but does include a flat area on the top of the hill with good views. • TasWater comments on sewage = Problematic; Developer to take into account known re-use and allow suitable buffer zones. • TasWater comments on water = Serviceable. 	Consider as a primary urban growth option.



Site	Address	Size (approx.)	Current use and zoning	Notes	Recommendation
10	Cove Hill Road	121ha	Zoned Rural Resource. Used for grazing purposes.	<ul style="list-style-type: none"> As it is surrounded on the north, east and south by Rural Living sites, it would be a logical extension of the Rural Living areas. Not currently served by a bus route. Would require issues to be addressed including attenuation from the quarry, geotechnical investigations and impacts on agricultural land supply. TasWater comments on sewage = Unserviceable. TasWater comments on water = Significant augmentation of existing pipes required. 	Consider rezoning to Rural Living if issues can be adequately addressed.
11	42 Baskerville Road, Old Beach	42ha	Zoned Rural Resource and Rural Living. Used for grazing purposes and has some heavily vegetated areas.	<ul style="list-style-type: none"> Would not be a logical extension to Old Beach residential area and would require the bus route to be extended into it. The Rural Resource lots may be suitable for Rural Living, although these would only adjoin Rural Living land to the west. TasWater comments on sewage = Difficult. TasWater comments on water = Difficult. 	Not recommended for rezoning.
12	George Street, Brighton	50ha	Zoned Rural Resource. Used for grazing purposes.	<ul style="list-style-type: none"> If land to the east is developed, this could represent a logical extension to Brighton township in the long term. Not currently served by a bus route. Part of the site is currently affected by an attenuation area for a quarry to the west, but that this is ending the near of its useful life. Parts of the site are subject to landslide hazards. TasWater comments on sewage = Serviceable. TasWater comments on water = Reticulation upgrade needed. 	Consider as a long term urban growth option.
13	Dylan Street, Brighton	20ha	Zoned Rural Living, and is within the existing Urban Growth Boundary. Some lots have been developed with a dwelling and outbuildings.	<ul style="list-style-type: none"> This site is already within the Urban Growth Boundary, and a concept plan has been prepared for its development to conventional density development with some larger lots (refer to Figure 19). The rezoning of this site to General Residential represents a logical extension to Brighton township. Is served by a bus route. TasWater comments on sewage = Serviceable but backlog issues; new pump station being built. TasWater comments on water = Serviceable. 	Rezone to General Residential.
14	Melinda Court, Brighton	18ha	Zoned Rural Living, and is within the existing Urban Growth Boundary. Some lots have been developed with a dwelling and outbuildings.	<ul style="list-style-type: none"> This site is already within the Urban Growth Boundary. The rezoning of this site to General Residential represents a logical extension to Brighton township. Is served by a bus route. TasWater comments on sewage = Serviceable but backlog issues; new pump station being built. TasWater comments on water = Serviceable. 	Rezone to General Residential.



Site	Address	Size (approx.)	Current use and zoning	Notes	Recommendation
15	Clarries Lane, Old Beach	44ha	Zone Rural Resource. Used for rural living purposes.	<ul style="list-style-type: none"> Whilst this site does adjoin the Urban Growth Boundary, its development would only be a logical extension if it could be served by public transport. Given its distance from the existing bus routes and any potential future ferry service, this is unlikely to occur. In the longer term, if the land to the south were developed for urban purposes, and if public transport options could be provided, it may be suitable for growth. Its existing zoning should there be retained to provide for future planning considerations. TasWater comments on sewage = Very difficult. TasWater comments on water = Serviceable. 	Retain existing zoning.
16	Boyer Road, Bridgewater	58ha	Zoned Particular Purpose - Urban Growth. Used for grazing purposes.	<ul style="list-style-type: none"> This site is already within the Urban Growth Boundary. Given that it is currently isolated from other residential zoning development, its development for urban purposes may only be a long term prospect if land to the east is developed for similar purposes. The potential development of a light rail stop at Bridgewater would provide a catalyst for development. Given that it represents the only viable growth direction for Bridgewater, its zoning should be retained. TasWater comments on sewage = A bit easier than site 1. TasWater comments on water = A bit easier than site 1. 	Retain existing zoning.
17	69 Brighton Road, Brighton	11ha	Zoned Rural Resource. Used for grazing purposes.	<ul style="list-style-type: none"> Would be a logical extension of the Brighton township, and is adjacent to an existing bus route. Parts of the site are subject to landslide hazards. TasWater comments on sewage = Very difficult. TasWater comments on water = Serviceable. 	Consider as a primary urban growth option.
18	Elderslie Road, Brighton	524ha	Zoned Significant Agricultural and Rural Resource. Used for cropping and grazing.	<ul style="list-style-type: none"> The majority of this site contains significant agricultural land. The site is some distance from the existing urban growth boundary, and the projected growth rates do not justify its consideration for development during the life of the Structure Plan. As in the very long term the most viable growth direction for Brighton township is to the west, its existing zoning should be retained to provide for future planning considerations. TasWater comments on sewage = Very difficult. TasWater comments on water = Very difficult. 	Retain existing zoning.
19	Compton Road, Old Beach	52ha	Zoned Rural Living. All lots have been developed with a dwelling and outbuildings.	<ul style="list-style-type: none"> The site is within the existing Urban Growth Boundary. The site currently consists of lots that are between approximately 1 and 2ha in area. Approximately half of the site is within 400m of an existing bus route. As it adjoins General Residential zoned land to the south and Particular Purpose (Urban Growth) zoned land to the north, and is adjacent to a bus route, options should be explored to increase densities on this site. Given the presence of existing dwellings and vegetation, the Low Density Residential Zone may be the most appropriate outcome., although parts near the bus route may be suitable for General Residential TasWater comments on sewage = Serviceable. TasWater comments on water = Serviceable. 	Consider rezoning to Low Density Residential with some General Residential.



Strategy 2: Plan for housing growth within the urban growth boundary

The STRLUS anticipates that 50% of development within the urban growth boundary will occur on infill land, and 50% in greenfield precincts.

A key challenge for Brighton is that many of its potential urban growth sites are currently developed for Rural Living purposes. The existence of multiple landowners, dwellings and vegetation makes it much more difficult to develop compared to converting agricultural land to conventional density dwellings. However, a coordinated approach can identify intensification options. Figure 19 provides example of preferred and discouraged street network designs.

The infill housing will consist of the following:

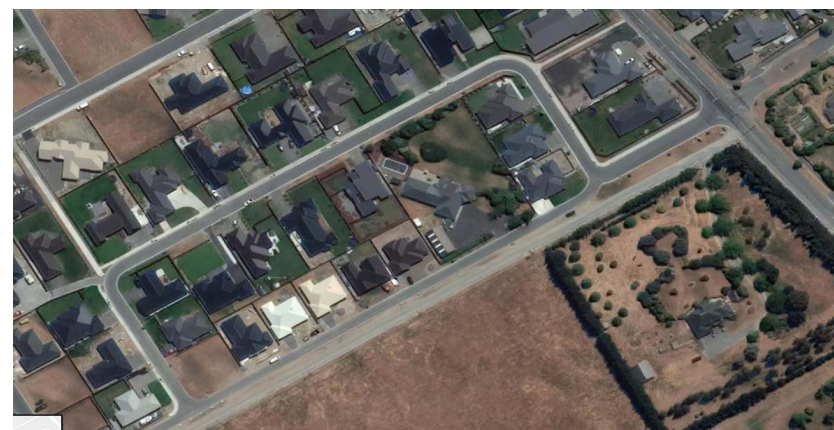
- Development of significant vacant and underutilised parcels for multiple dwellings.
- Incremental development of smaller vacant and underutilised parcels.
- Potential shoptop housing in town centres.
- If a light rail service is established, the development of transit oriented urban renewal precincts around the proposed stops.
- If a commuter ferry service is established, the development of medium density housing around the proposed stops.

Action:

- Prepare Precinct Structure Plans for the Greenfield Development Precincts.
- Work with the landowners in Dylan Street to develop the land for conventional density purposes and use this as a demonstration project for other potential similar rezonings in the municipality.



✗ Avoid developing isolated clusters that do not connect to other properties



✓ Create a permeable street network around existing dwellings

Figure 19. Preferred and discouraged street networks for resubdivided land

Strategy 3: Increase housing diversity

Brighton has historically been developed for conventional density dwellings, and in recent years has also provided some medium density options in the form of single storey unit developments and terraced housing. The St Anns aged care facility also provides serviced and independent living options for retired persons.

The municipality has also traditionally provided affordable housing options within the wider metropolitan setting. With housing costs becoming a significant issue in Hobart in the last few years, Brighton's role as a location where lower cost housing can be accessed has become even more important.

In order to provide housing at a range of price points and to suit people at a range of life stages, Brighton's housing supply should increasingly provide medium density options. Medium density housing should be located close to activity centres, public transport services and open space to provide residents with walkable access to their neighbourhood and to enhance the viability of these facilities. Communal dwellings may also be established where residents share some facilities.

Medium density housing can consist of the following:

- Townhouses
- Dual occupancy dwellings (where two dwellings share one party wall)
- Terraced houses
- Shop top housing
- Low rise apartments

Brighton has potential opportunities to develop transit oriented medium density housing at the potential light rail stops identified in Strategy 16. Sketches showing the potential development of the Bridgewater, Brighton Road and Station Street stops are provided as Figures 20 to 22.

It is recognised that significant further analysis of these sites would be required to prepare development proposals. For example, some of the Bridgewater land is owned by the Crown and earmarked for road widening and realignment as part of the Bridgewater Bridge

upgrade, and part of the Station Street site is within an area prone to flooding where avoidance and/or mitigation measures may be necessary. Noise mitigation measures may also be required for development within 50m of the highway road reservation boundaries.

However, if some land at these sites can be used as a public transport node supported by mixed uses and medium density housing, these figures identify the types of development outcomes that could be achieved.

Holmes Dyer have also prepared a concept plan for medium density housing within part of Bridgewater Park (refer to Figure 23). This site has excellent access to the Cove Hill/ Green Point centre, Bridgewater Park and public transport services, and is highly suitable for medium density housing.

Another aspect of housing diversity is the provision of a range of lots sizes to avoid homogenous development outcomes. The Statewide Planning Provisions currently contain universal density and subdivision standards that do not provide for a graduated approach to the taken that preferences unit development close to activity centres, open space and public transport.

Actions:

- Encourage medium density housing to be established in close proximity to town centres, public transport services and open space including through the use of the Inner Residential Zone.
- Ensure the planning scheme allows for communal dwellings to be established.
- Work with other Councils and State Government to advocate for a change to the Statewide Planning Provisions to remove universal density and subdivision standards.



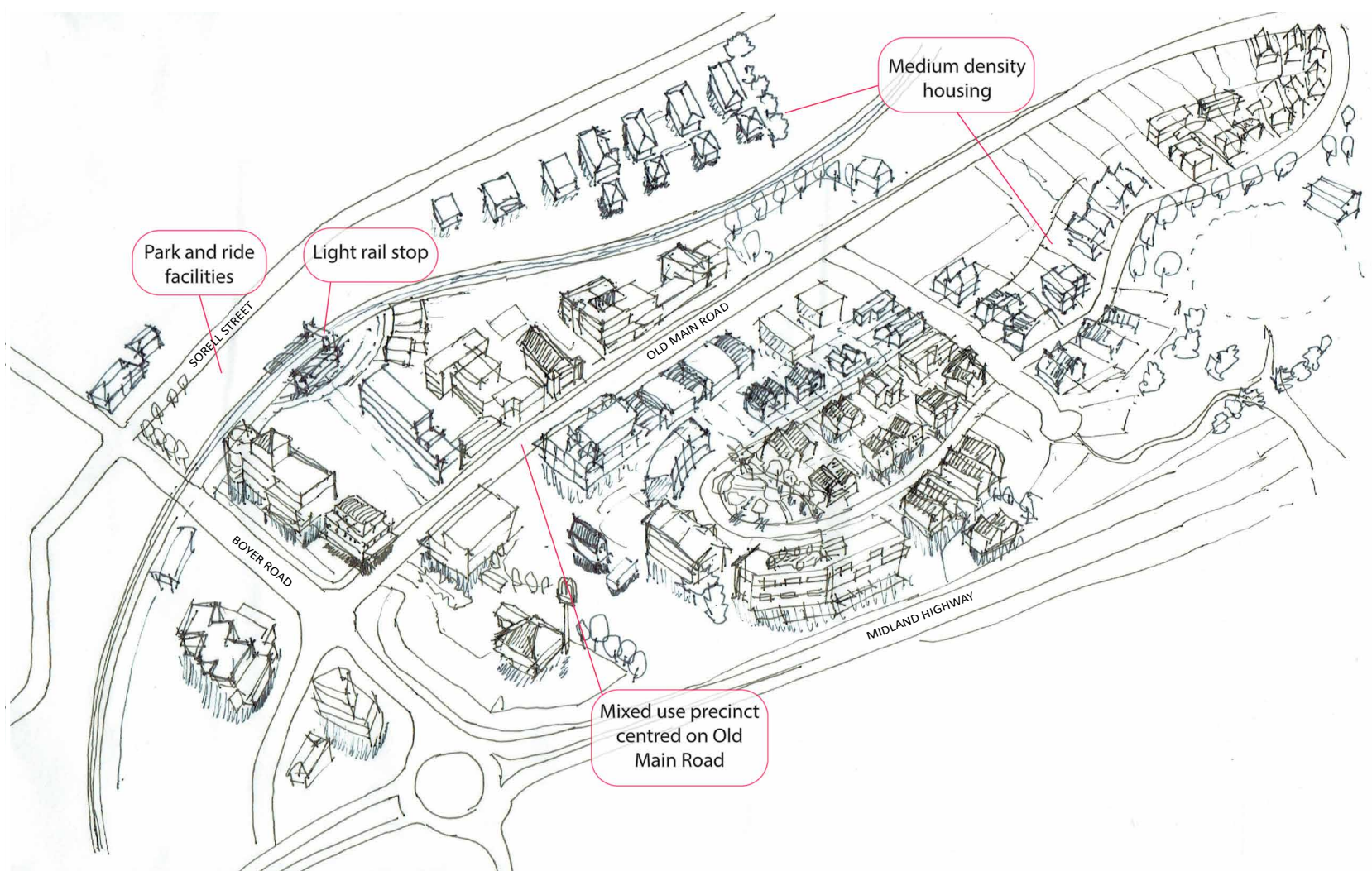


Figure 20. Concept sketch of potential Bridgewater development precincts

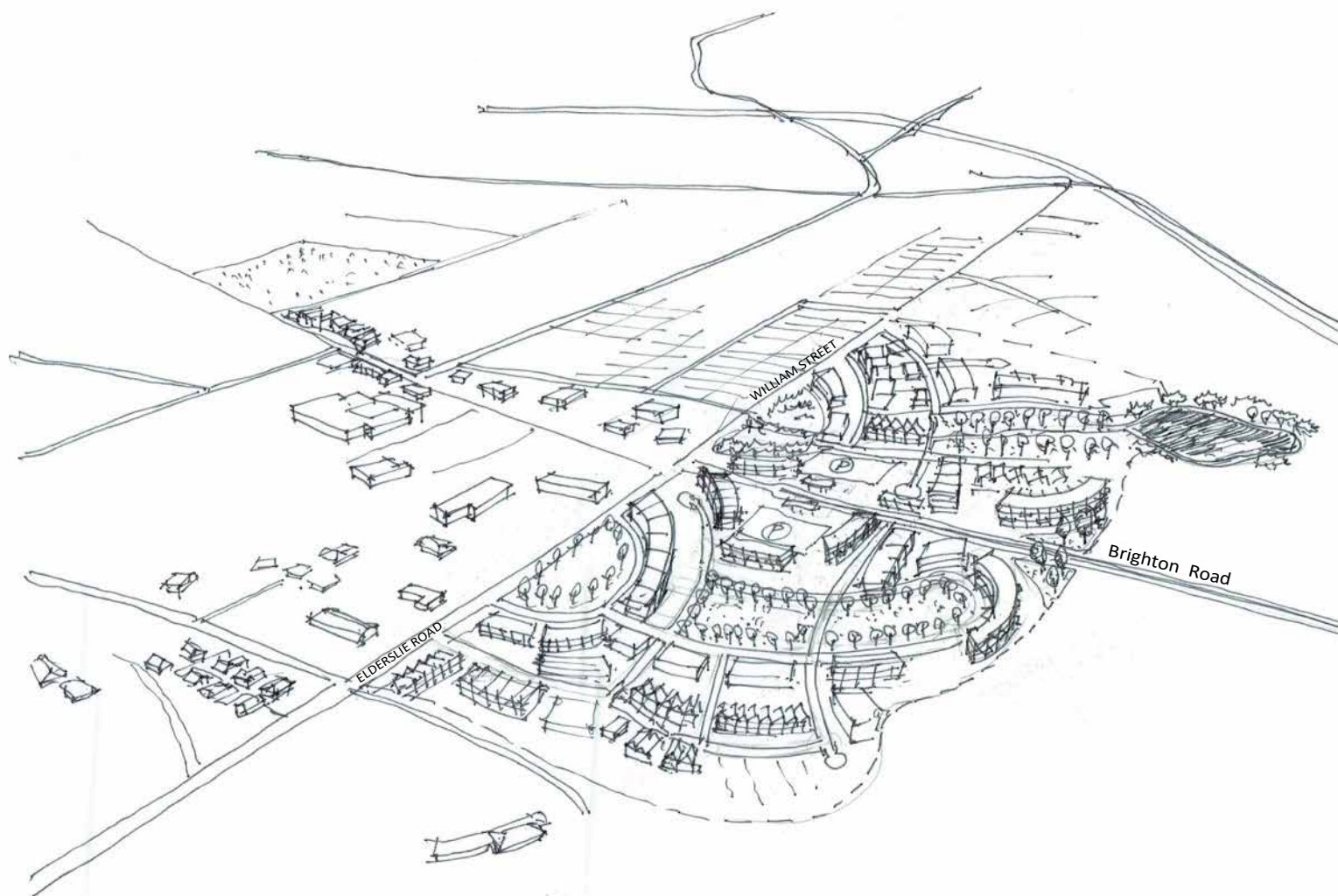


Figure 21. Concept sketch of potential Brighton Road stop





Figure 22. Concept sketch of potential Station Street stop

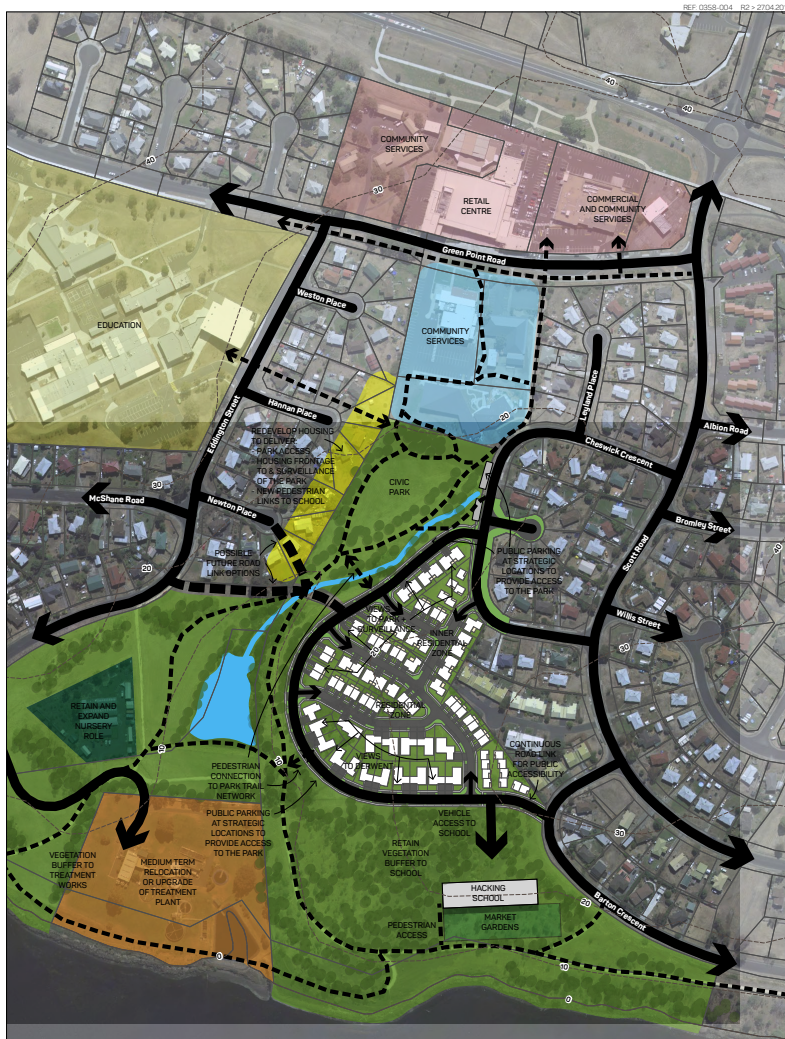


Figure 23. Draft Cheswick Master Plan



EMPLOYMENT

Strategy 4: Protect the state-significant employment nodes

The municipality contains two employment nodes of state-significance. The Brighton Transport Hub and Industrial Estate is the only intermodal freight facility in southern Tasmania, and the industrial estate is the largest in the Hobart region. The Boral Quarry at Bridgewater is one of only two major quarries in southern Tasmania, and has over 100 years of resources left.

Protecting the ongoing functioning of these nodes is vital to ensure that the municipality can continue to attract investment and provide local job opportunities. The planning scheme provides attenuation buffers to restrict incompatible land uses around these activities.

It is noted that over time, the quarrying activity on the Boral site will head south. This will mean that the buffer can potentially be adjusted, subject to accurate testing. It is recognised that the Attenuation Code in table E9.1 of the planning scheme requires the attenuation distance of 1,000m to be measured from the edge of the quarrying lease, so formal adjustments may only be able to be made if the lease area changes.

Actions:

- Ensure the attenuation buffers around the Brighton Transport Hub and Industrial Estate are maintained.
- In consultation with Boral, regularly review the attenuation buffer for their quarry to determine when the boundary can be shifted to reflect the completion of some quarrying cells.
- In consultation with Boral, implement a master plan for the development of land along Cove Hill Road.

Strategy 5 : Improve the functioning and presentation of the Brighton Transport Hub and Industrial Estate

As identified in the Economic Assessment, the Brighton Transport Hub and Industrial Estate is fulfilling an important role and demand for land is likely to increase as industrial land becomes scarcer in the Hobart metropolitan area. The Economic Assessment recommends that Council should seek to encourage consolidated industrial land use patterns and efficient use of land in the estate noting that evidence of some fragmentation and inefficient use currently exists. Providing a masterplan with land released in stages may assist.

The existing signage from the highway is functional but does not evoke a sense of arrival or of a particular attention to quality. Whilst an entry statement alone may have limited influence on the decision of companies to locate there, there are other benefits to be obtained such as setting a standard for higher quality design throughout the estate, and evoking a sense of pride in the community that Brighton is a location of business and investment. With this in mind, two potential approaches to signage are illustrated in Figure 24. A sculptural sign could be developed near the Midland Highway off-ramp, and banner signs could be placed where the highway runs through the industrial areas.

Council could also consider introducing basic design guidelines for the industrial estate to improve the functioning and visual presentation. The guidelines would be used to assess planning applications, and should not be too onerous as to discourage development. Expedited planning approval processes could be utilised to ensure that they do not impact on development timelines.

Actions:

- Investigate installing sculptural signage and/or banner poles at the entry points to the Brighton Transport Hub and Industrial Estate.
- Prepare guidelines for industrial development that encourage improved amenity outcomes and facilitate high quality development, and provide expedited approval processes for planning permit applications
- Consider preparing a Specific Area Plan for the Brighton Transport Hub and Industrial Estate to create precincts that guide the location of uses and lot sizes.



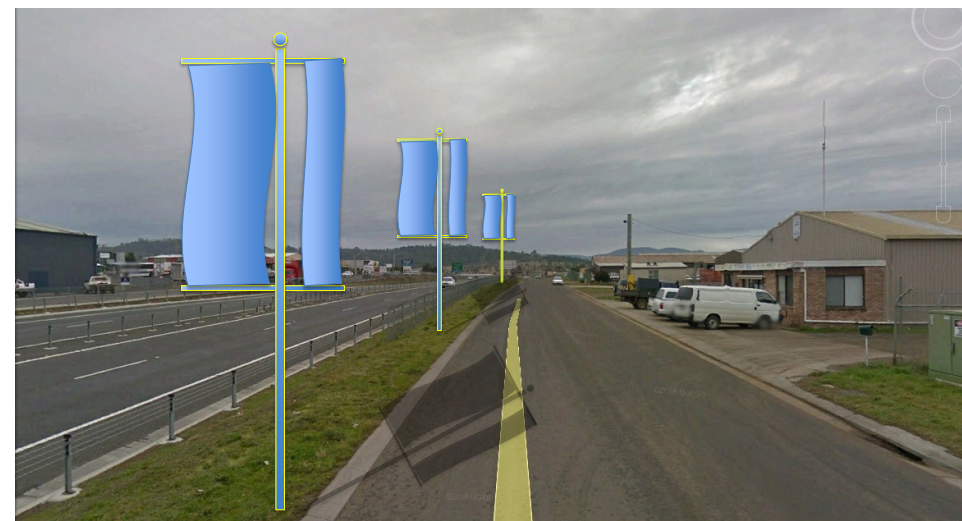
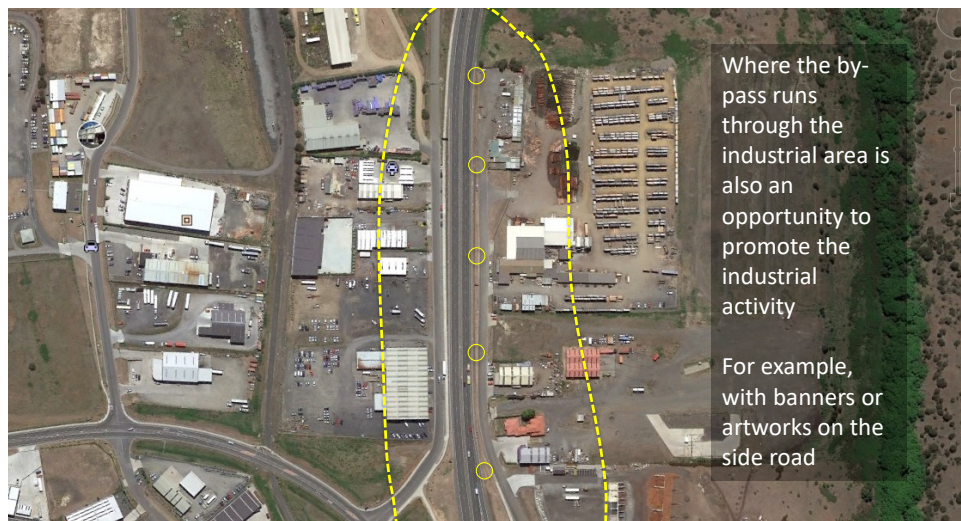
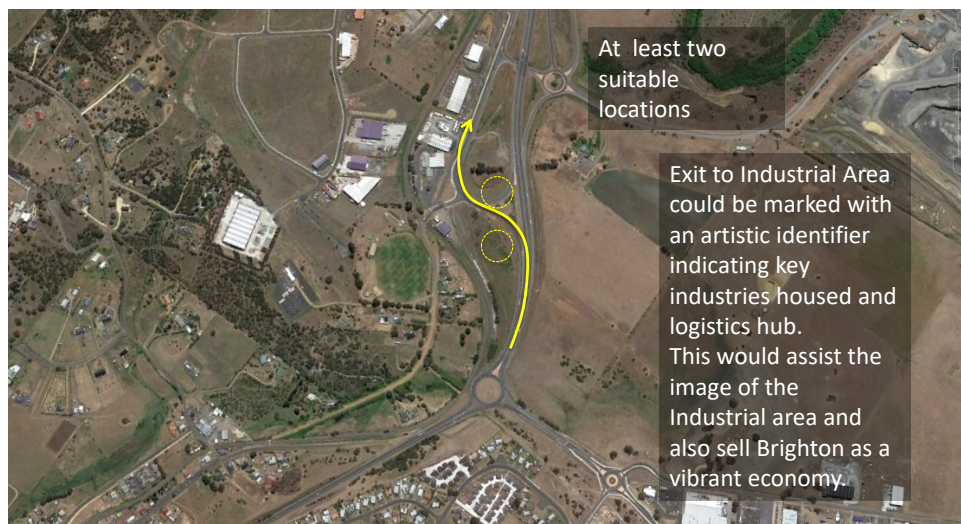


Figure 24. Industrial signage proposals



Strategy 6: Encourage local businesses, educators and trainers to collaborate

During the stakeholder consultation some local business owners mentioned that they would like to collaborate with others in the area, but that they do not know much information about them. Local educators and trainers are also keen to connect with local businesses to identify opportunities for students.

Council could assist by providing and maintain a local business directory on its website, and include local business profiles in its newsletters.

Actions:

- Maintain a local business directory on Council's website.
- Include local business profiles as a regular feature in Council publications.
- Run Council-facilitated forums connecting educators, trainers and employers with one another.

Strategy 7: Support agricultural businesses

Brighton's agricultural land uses are an important aspect of its employment profile. They can be sensitive to new uses establishing in close proximity, such as new residential areas requiring restrictions to be imposed on adjacent agricultural activities such as crop spraying. And as agricultural businesses innovate, planning controls may not be flexible enough to consider new approaches. For example, some food and beverage agriculture sites now include cellar door sales, accommodation and events. Technology such as biodigesters are becoming more common in Australia, but may not be anticipated in the existing planning regime.

Protection from encroachment by urban activities is important to ensure that Brighton's existing agricultural operations are not adversely impacted by new land uses. Buffer management issues are addressed in Strategy 29.

The planning scheme should provide for agricultural tourism activities to occur, and for new technologies to be considered such as biodigesters, waste to energy systems etc.

Actions:

- Recognise the importance of agricultural tourism in the planning scheme, and ensure the planning controls facilitate the development of this.
- Support Brighton's agricultural land uses from encroachment by limiting the rezoning of Rural Resource and Significant Agriculture land, for residential purposes.
- Protect agricultural land by utilising the buffer management techniques suggested in Strategy 29.
- Recognise the importance of innovative technology to agricultural businesses in the planning scheme, and ensure the planning controls allow consideration of these.



Strategy 8: Improve the tourism offering

Brighton has some tourist attractions with good potential, and would benefit from being marketed as part of a potential circuit to benefit from the high visitor numbers to other nearby sites. Figure 25 illustrates a potential circuit which begins in Hobart, travels up the Derwent River to MONA gallery, then Bridgewater Bridge (and potentially a waterfront area at Bridgewater if a ferry stop is established), then Brighton (for the Army Camp and Bonorong Park), then Pontville (and potentially wine and fruit alcohol tastings in the Tea Tree valley) before travelling to Richmond and back to Hobart.

Council is participating in an augmented reality project, which will see several municipalities establish augmented reality experiences at visitor locations. This technology will open up opportunities to establish related short walks and experiences, create content relating to local history and stories, and support and connect existing and new tourism operators.

If a ferry stop for commuter and/or ferries from MONA is established, a “cycle up and ferry back” journey could be established for people interested in cycling along the river from or to Hobart.

Improving the functioning and presentation of Pontville will enhance its role as a tourist destination. This is discussed further in Strategy 11.

Actions:

- Investigate marketing attractions in Brighton as part of a Hobart – MONA – Brighton – Richmond circuit.
- Build on opportunities that arise from the visitor beacon project.
- If a ferry service is established, investigate the feasibility of a “cycle up and ferry back” business.



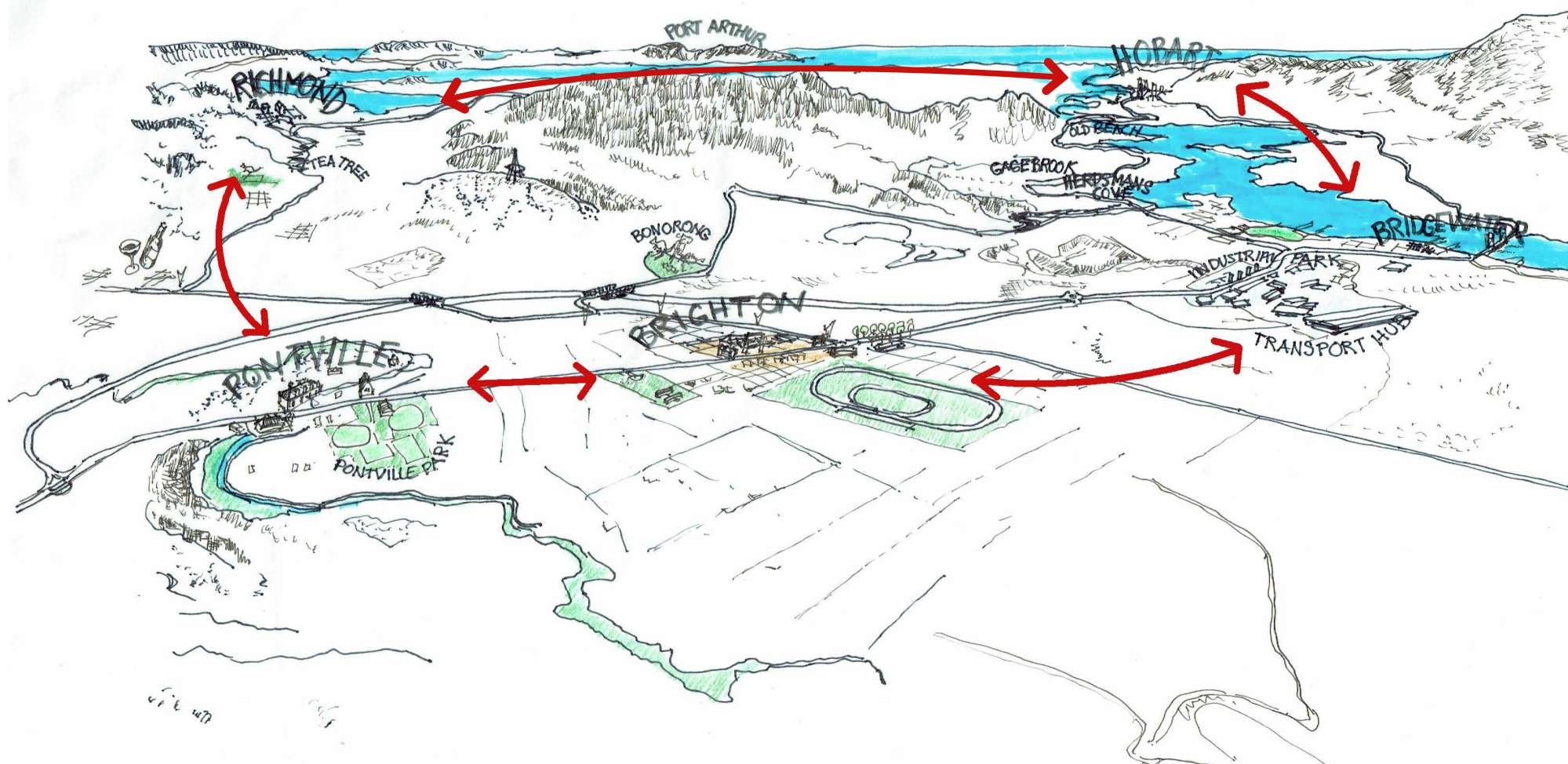


Figure 25. Potential tourism circuit

CENTRES OF ACTIVITY AND MOVEMENT NETWORKS

In order to ensure Brighton functions effectively and efficiently, it is important that there are well-defined centres of activity that are connected by multiple transportation modes. It is particularly important that the use of active transport modes (walking, cycling and public transport) is encouraged to reduce the high reliance on private vehicles. The potential establishment of commuter ferry and/or light rail services to Brighton would have significant benefits for the municipality.

The existing and potential future centres of activity are depicted on Figure 26. Connecting residents to their places of work in the Brighton Transport Hub and Industrial Estate, the Cove Hill/Green Point Major Activity Centre, the Brighton town centre, and outside the municipality will be essential. A potential light rail route and potential ferry stops are shown on the map and discussed further in Strategies 15 and 16.



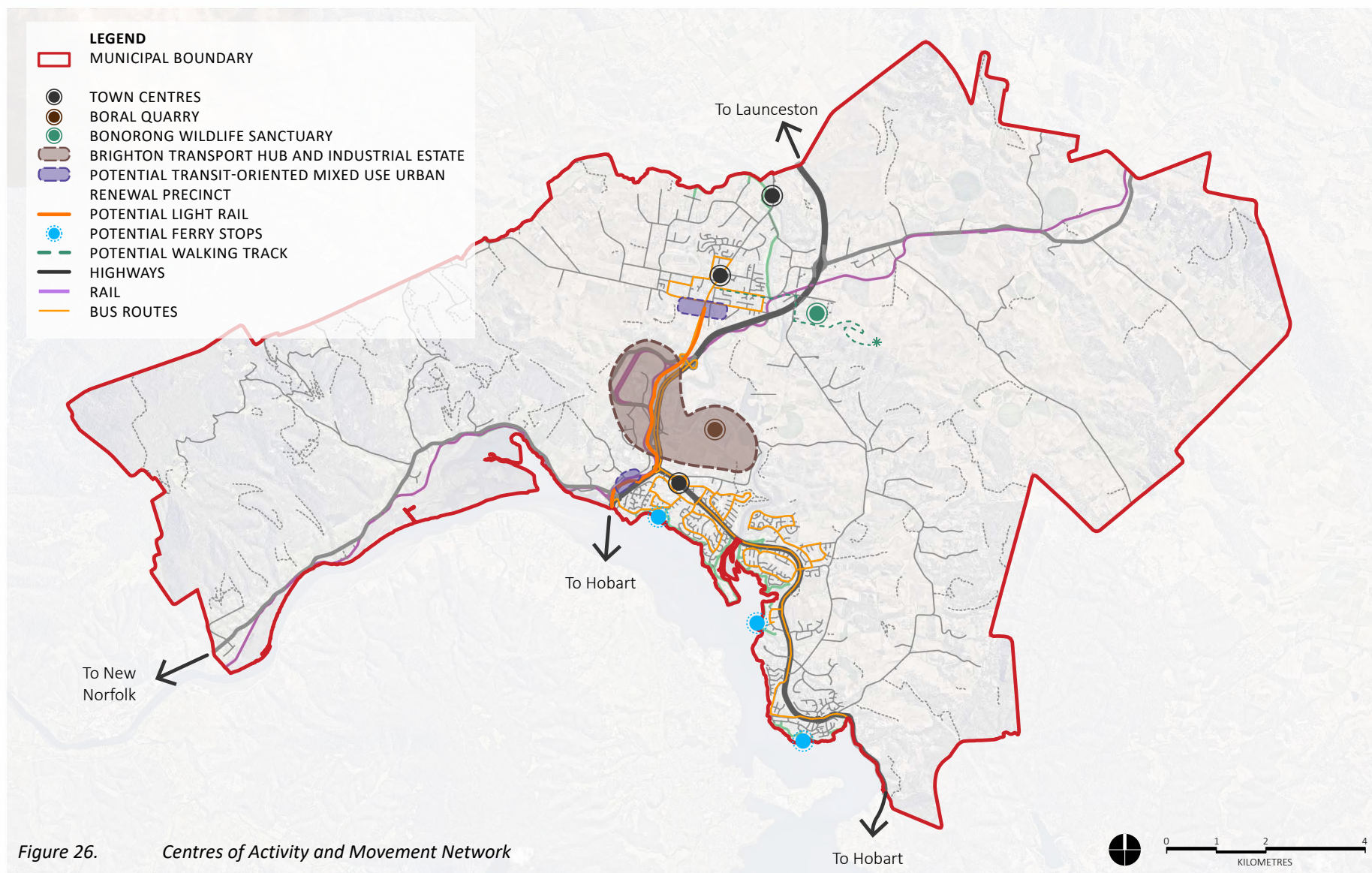


Figure 26. Centres of Activity and Movement Network

Strategy 9: Improve the Cove Hill Centre

The Cove Hill and Green Point activity centre encompasses a range of retail, civic and light industrial uses over a somewhat scattered and disconnected area. The East Derwent Highway severs the north and south portions of the centre, providing a significant barrier to pedestrian movement. The existing buildings have large setbacks from the street and in some cases present blank walls to the public realm.

The centre has a number of vacant and underutilised sites. However, with only modest additional retail and commercial floorspace demand forecast, and with new light industrial uses able to locate in the General Industrial Zone (refer to Economic Assessment for further details), much of the Cove Hill and Green Point land is unlikely to be developed in the near future. .

Figures 27 to 29 suggest the following treatments to improve the functioning and amenity of the Cove Hill and Green Point activity centre:

-
- Providing a direct pedestrian connection between the Coles and the at-grade pedestrian crossing across the highway. The current connection involves navigating the underpass and following a more circuitous route via Letitia Grove.
- Provide shade trees along the pedestrian routes.
- Provide sculptural planting along the highway verge to encourage lower vehicle speeds.
- Provide a widened footpath outside the Coles entrance and a raised pedestrian crossing with contrasting materials to connect to the shops to the east.
- Install murals on the blank Woolworths and Coles walls that face the street.

Actions:

- Construct a new pedestrian link between the Coles and the at-grade pedestrian crossing across the highway.
- Construct a raised pedestrian crossing between the Coles and the shops to the east, and provide the landowners with support to continue this treatment to the shopfronts.
- Investigate rezoning some sites to Urban Mixed Use to allow for dwellings to also be established in the centre.
- Plant shade trees along the pedestrian routes.
- Encourage Coles to widen the footpath outside its entrance.
- Encourage Woolworths and Coles to install murals.
- Investigate locations for a Cove Hill public space.





Figure 27. Proposed Cove Hill / Green Point centre improvements



Figure 28. Proposed Cove Hill improvements





Figure 29. *Example of a mural on a supermarket wall*

Strategy 10: Improve the amenity of Brighton township's High Street

The Brighton Town Centre is centred on a 400m long strip of activity along Brighton Road from Downie Street in the north to the Brighton Hotel in the south. The 'Brighton Town Centre Local Area Plan' was prepared in 2012 which sets out the structure of the land uses, and Council has undertaken rezonings to implement this plan. The Economic Assessment identifies that the forecast demand for additional retail floorspace will be fulfilled by the development of the proposed new Brighton supermarket and that Brighton will provide a share of the 1,130sqm of additional commercial floorspace required. The Community Infrastructure Assessment also identifies that two additional GP clinics may be required. Brighton town centre has a number of underutilised sites (e.g. the mixed use zoned land) that could accommodate this additional commercial and medical floorspace. To this end, no changes are proposed to the land uses in the 2012 Local Area Plan.

The Structure Plan instead focuses on improvements that could be made to the amenity and functioning of the town centre. Council has already undertaken streetscape improvements on Brighton Road, and these have lifted the image of the town and improved the entry experience as avenue tree planting becomes more established.

One key enhancement would be the establishment of a town square to provide a community meeting space. Three potential locations have been identified for further investigation as follows:

- 1A Racecourse Road - This has the advantage of being located centrally on Brighton Road near an area of high activity (supermarket, specialty shops etc).
- South-west corner of the school farm - Should part of this site be developed for a school, this would increase the activity on this site.
- 66 Brighton Road - This site is within a node of community activities.

Additional opportunities have been identified as follows:

- Many uses do not directly front the street, creating convoluted and unclear pedestrian pathways.
- The Brighton tavern does not actively address the street and could more positively address its surroundings.
- There is some vacant land that could provide medium density housing opportunities.

- Businesses on key intersections could be encouraged to trade out. Visitors who arrive in town to see people relaxing and enjoying a meal or a drink will be provided with good reasons to stop. A country bakery is often an inviting attraction for many visitors.
- Shoptop housing could be developed.
- The IGA site will be developed within the next few years, plugging the activity gap that is currently present.
- The pedestrian experience could be improved in front of the existing IGA.
- The presentation of some shopfronts could be improved.

Figures 30 to 37 identify a range of treatments that could be adopted to improve the presentation of certain sites as follows:

- The footpath in front of the existing IGA could be improved and landscaping added.
- The Bakehouse could be encouraged to develop outdoor seating and the café on the corner of Andrew Street could also be encouraged to trade out onto widened footpaths. These widened footpaths would also have the benefit of encouraging lower vehicle speeds as people enter the town centre, as drivers slow down in response to a perceived narrowing of the street.
- The site on the corner of Downie Street (51 Brighton Road) could be redeveloped with a building that directly adjoins the road frontage to provide a landmark building with café and retail/commercial facilities at the ground floor and apartments above.

Several of these suggestions involve improvements on private land. In these cases, Council may want to consider providing some funding to landowners to encourage them to upgrade their sites.

Actions:

- Investigate locations for a Brighton town square.
- Ensure all new development in the town centre directly fronts the street.
- Widen footpaths and provide street trees by the Bakehouse and the café on Andrews Street to provide outdoor dining areas.
- Provide Council support to encourage landowners to upgrade footpaths and install landscaping on their sites.
- Encourage redevelopment of 51 Brighton Road for a landmark multi-level building.
- Prepare a Traffic and Car Parking Management Plan for the town centre.



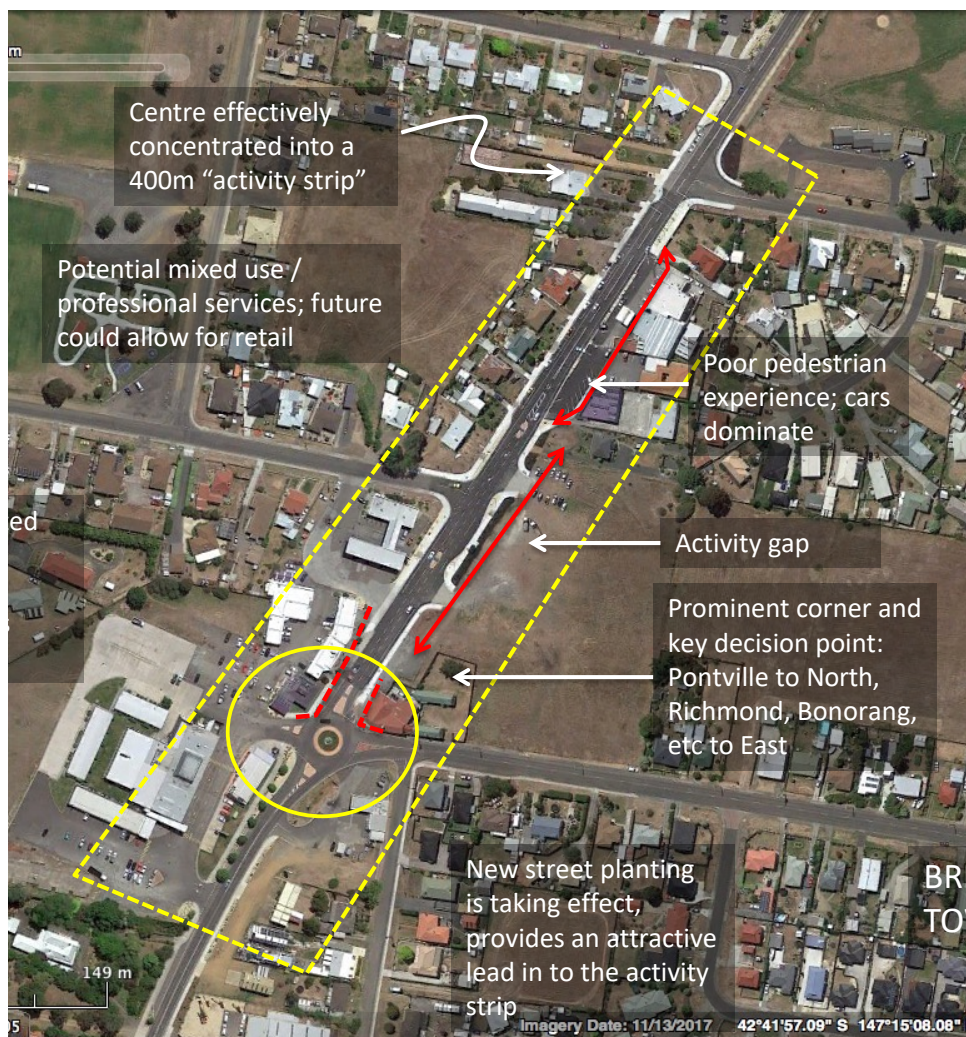


Figure 30. Brighton town centre

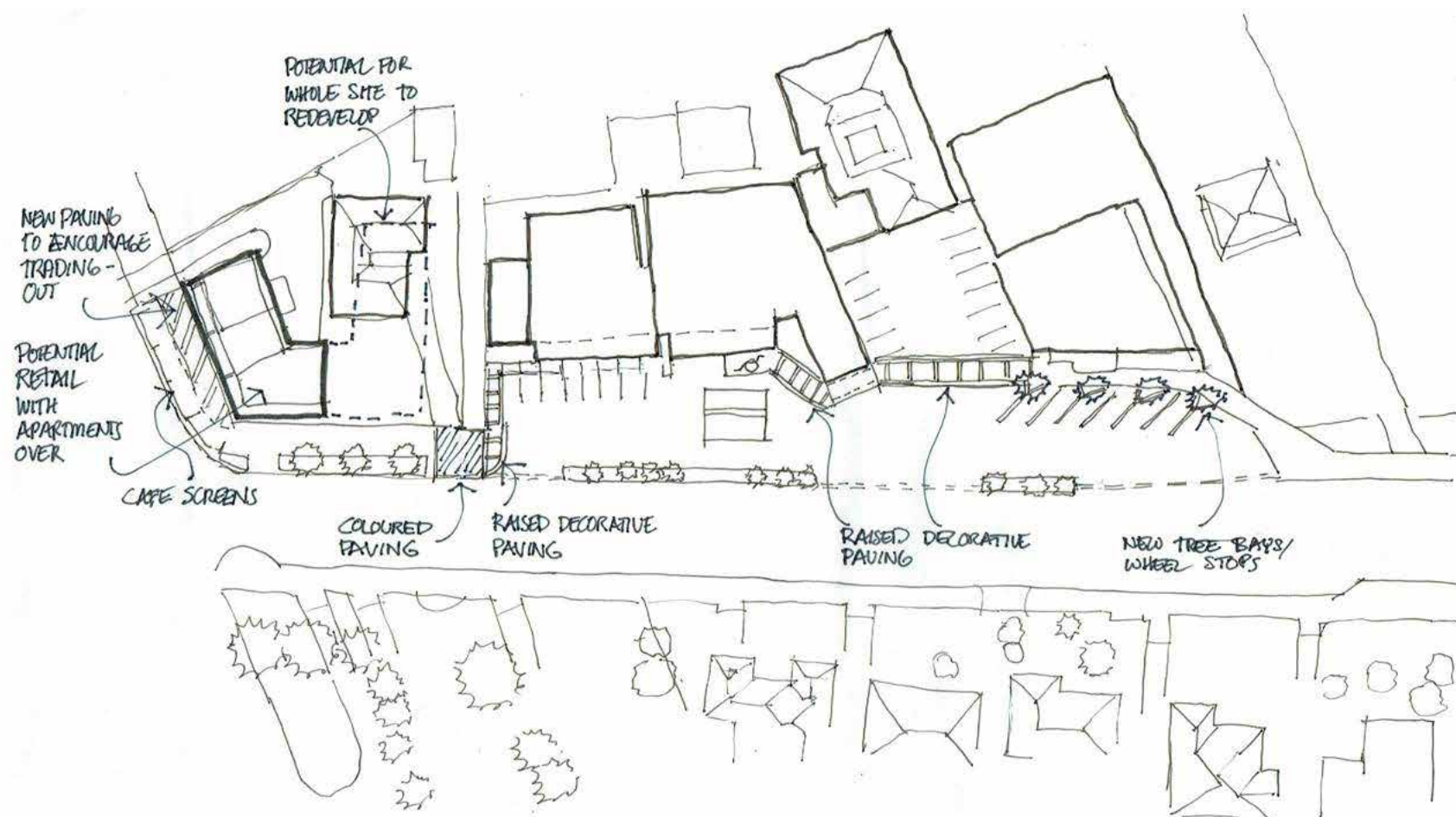


Figure 31. Brighton town centre improvements



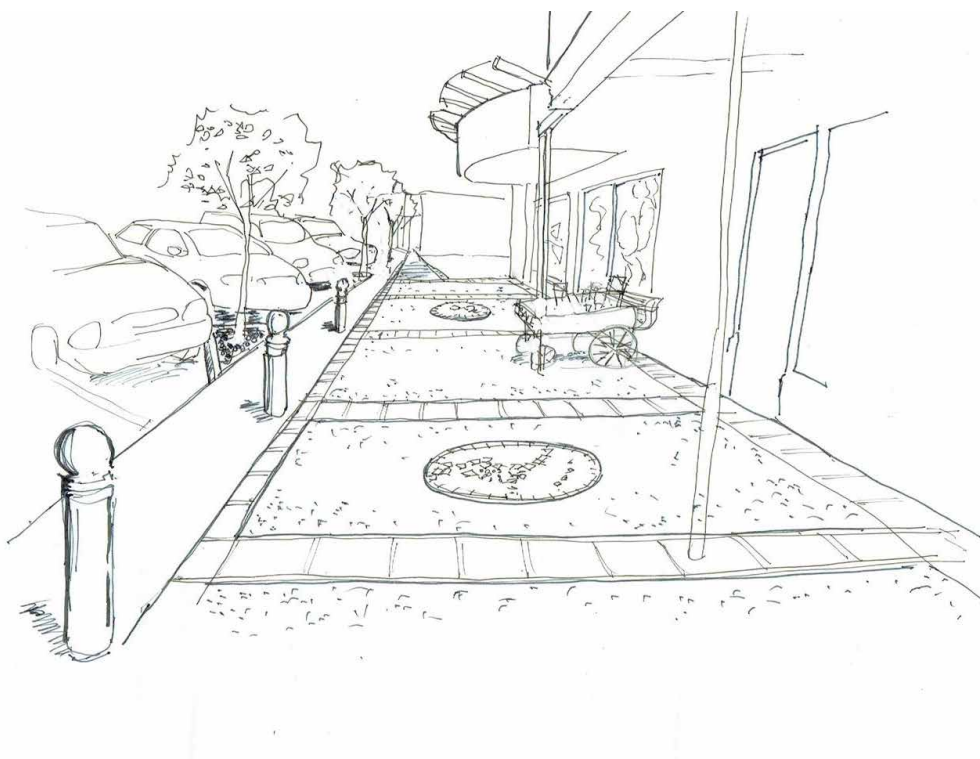


Figure 32. High Street improvements

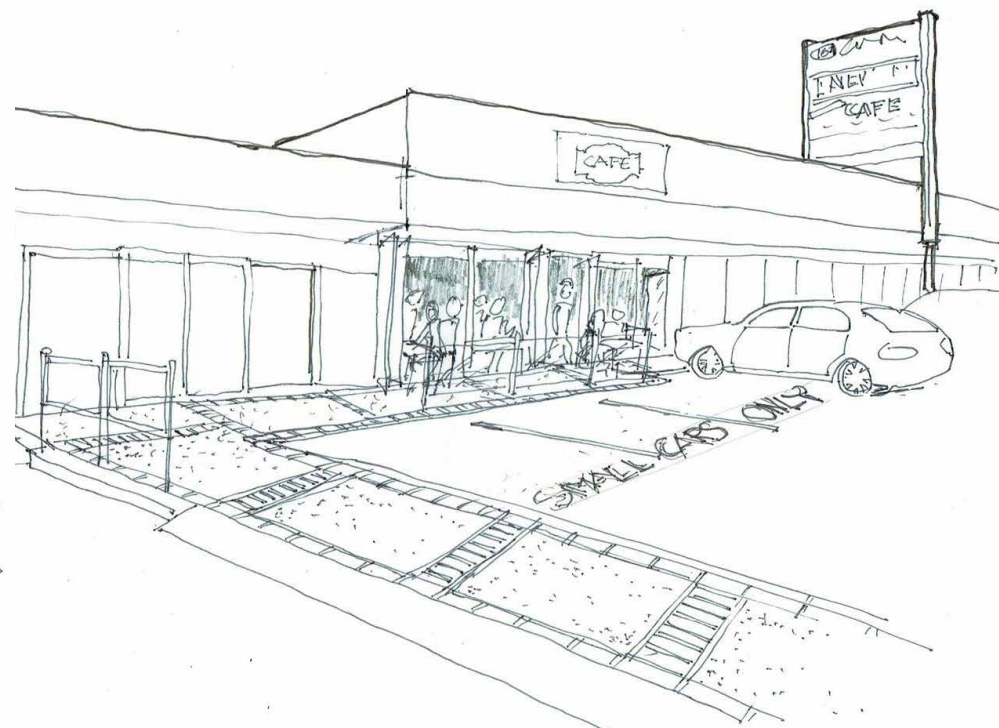


Figure 33. IGA shopfront improvements

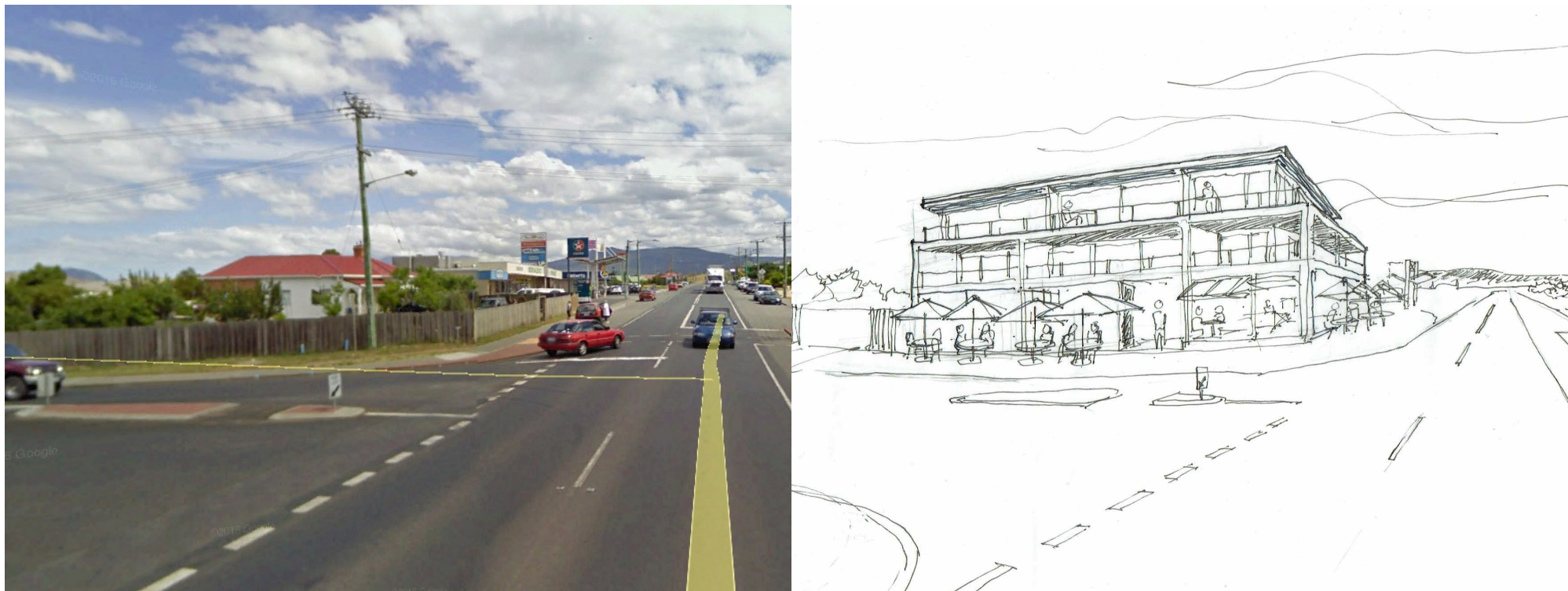


Figure 34. Cnr Midland Highway and Downie Street - existing site and proposed improvements



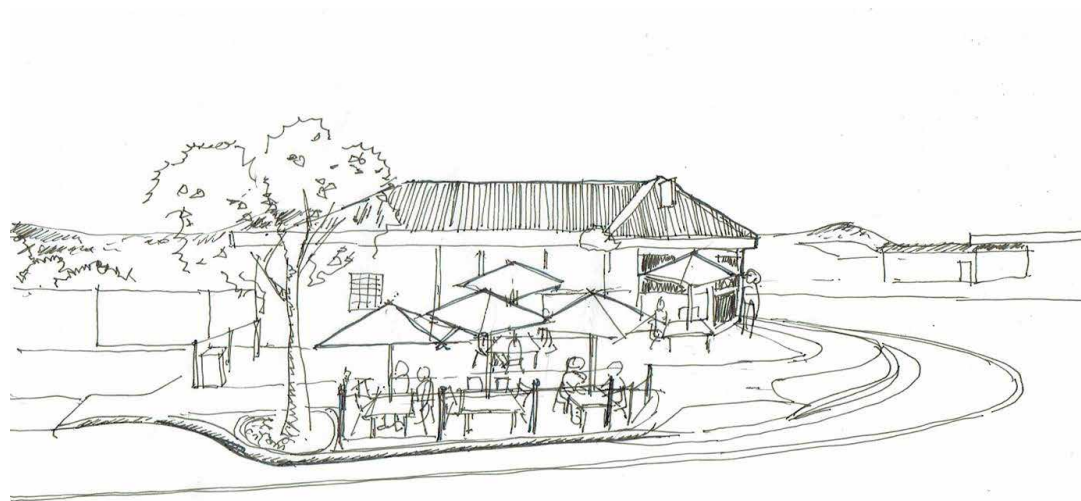


Figure 35. Cafe on corner of Brighton Road and Andrew St - existing site and proposed improvements

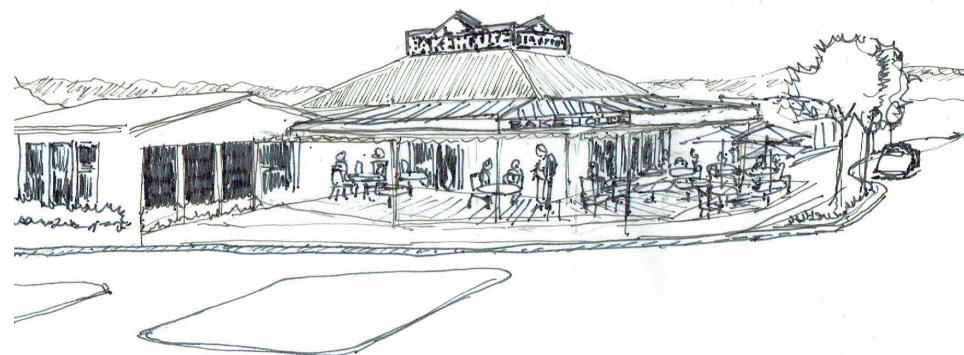


Figure 36. *Bakehouse - existing site and proposed improvements*



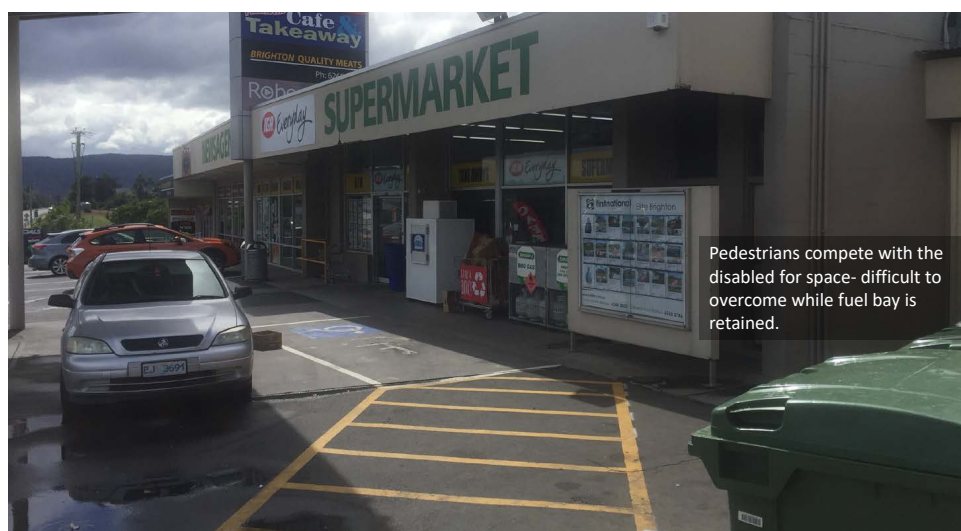
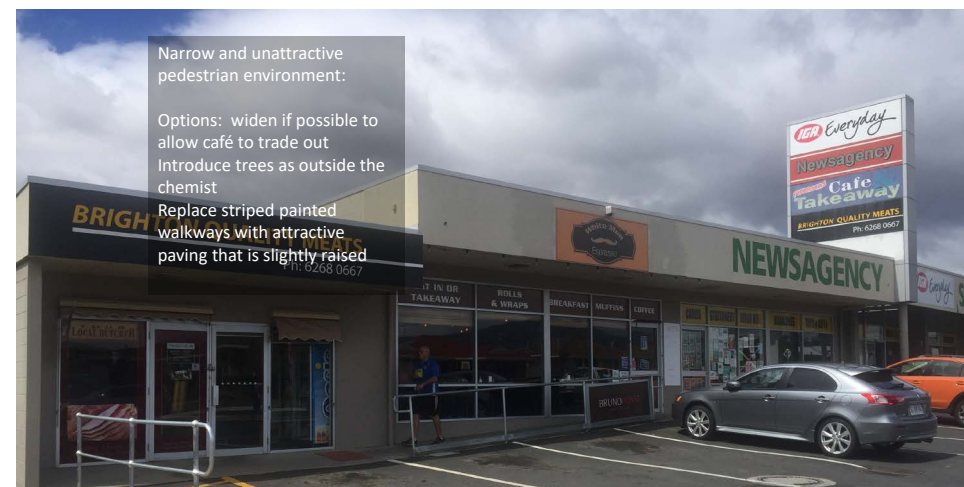


Figure 37. Existing amenity and movement conditions

Strategy 11: Improve the centre of Pontville

Pontville is a magnificent Georgian village set into the hills above Brighton. Its unique architecture and stories are now more accessible with the bypass having removed significant traffic volumes from its main street. However it is not yet pedestrian friendly, with ill-defined footpaths and parking areas that dominate the front of its hotel to the detriment of outdoor dining options. One of the best ways to encourage passing tourists to stop and spend time in Pontville is if they can see people walking around and sitting enjoying a meal or drink outside.

Figures 38 to 40 illustrate a range of actions that could be undertaken to improve the functioning of Pontville.

Council also prepared a 'Pontville Trail Network Concept Plan' in 2013 which proposed that the following trails be established with signage and thematic interpretation:

- Ford Road Shared Path
- Glebe Street extension to Ford Road
- Historic Apsley Rail Trail
- Brighton Road Shared Path
- Jordan River Trail - East

Actions:

- Lower traffic speeds in Pontville to make it safer for people to cross the road.
- Formalise and signpost the pedestrian path under the bridge to provide an alternative method for people to navigate around the village.
- Extend the pedestrian path from Pontville Park to the hotel and community hall.
- Formalise and extend the footpath in front of the Pontville pub to allow for pedestrian access and outdoor dining.
- Create a historic trails network as per the 'Pontville Trail Network Concept Plan'.
- Prepare a thematic interpretation plan for the trails as per the 'Pontville Trail Network Concept Plan'.



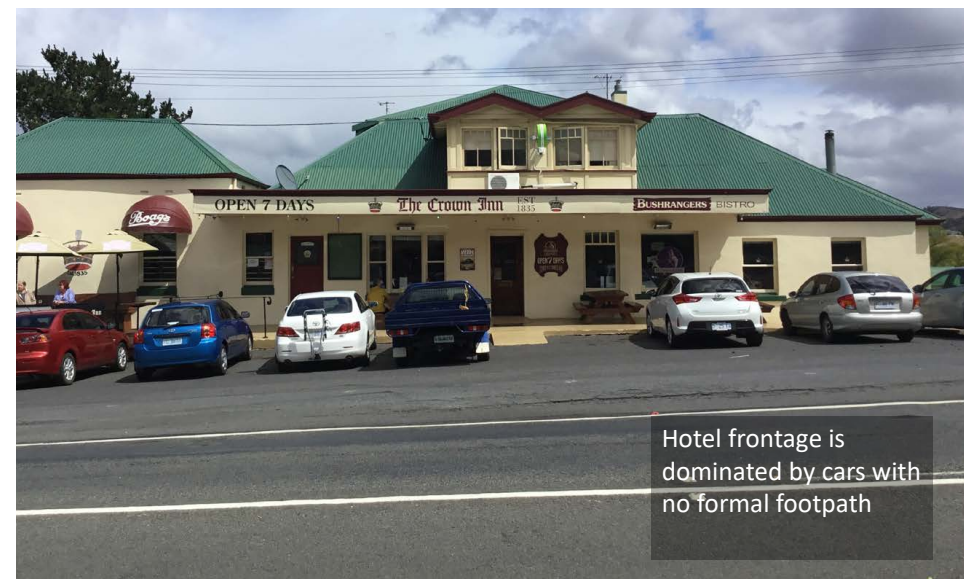


Figure 38. Improving walking connections between Brighton and Pontville



Figure 39. Pontville hotel public realm improvements



Figure 40. Pontville hotel public realm proposal



Strategy 12: Improve the permeability of the movement networks

Permeability refers to the directness of links and the density of connections in a transport network. A highly permeable street network has many short links and numerous intersections. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations.

Areas with higher levels of permeability encourage more people to walk and improve bus networks by providing simple and direct routes that easily connect to main roads. Some potential new connections that could be established were raised during the public consultation process, including a link from Glen Lea Road through the army camp to the town centre.

Additional actions relating to improving permeability identified in this Structure Plan are as follows:

- Additional crossings over the East Derwent Highway – refer to Strategy 14.
- Continue extending the walking and cycling trail network – refer to Strategy 17.

Actions:

- Require new developments to provide a permeable street network that provides multiple linkages within the site and to surrounding properties.
- Investigate creating new pedestrian and/or road linkages within the existing street network, such as between Glen Lea Road and the army camp development.

Strategy 13: Improve bus services

As the population of the municipality increases and development continues, the bus services should be reviewed regularly to ensure that these are meeting the needs of existing and new residents. The State Government is currently reviewing urban fringe and regional area bus services.

The planning stage of new subdivisions and the-revitalisation of established urban areas should consider the provision of attractive and safe bus stop infrastructure (including bus shelters) and/or the upgrading of existing stops, to promote and encourage public transport use.

Providing park & ride facilities at some bus stops would encourage people to use public transport for some of their journeys

Actions:

- Advocate for bus services to be reviewed regularly.
- Provide high quality bus shelters in new developments.
- Upgrade existing bus stops and shelters.
- Investigate locations for park & ride facilities for bus services.



Strategy 14: Improve connections across the East Derwent Highway

The East Derwent Highway has a significant severance effect upon the suburbs of Bridgewater, Gagebrook, Herdsmans Cove and Old Beach. The undulating topography along its alignment means that it is very wide at some points, and there are several places where the carriageway is cut into the hillsides, resulting in steep grades on the verges. Crossing points along the highway are limited due to traffic speeds, and these consist of median divided pedestrian crossings and underpasses.

The traffic speeds and sight lines make it difficult to establish additional pedestrian and vehicle crossings. The 'Brighton Tomorrow' project proposes the construction of a land bridge connection the Uniting Care Building and the Gagebrook Community Centre. The costs associated with such a structure may be prohibitive, but Council could investigate establishing some pedestrian overpasses, especially in locations such as potential new ferry stops to encourage residents to walk to these.

The 'Bridgewater Gagebrook Master Plan' prepared by Holmes Dwyer recommends the following upgraded or new East Derwent Highway intersections:

- Upgrades to the intersection of Cove Hill Road and East Derwent Highway.
- Creation of a new intersection by extending Bowden Drive to intersect with the East Derwent Highway and extending north to connect with Cowie Road.
- Creation of a new intersection by linking Lamprill Circle and Laurence Place via a new road link intersection with the East Derwent Highway.

Whilst the highway has a role to play in regards to providing movement through the municipality, its severance effects on the local communities is also marked. The difficulty in crossing the highway makes it more difficult for residents to access health, education, community and shopping facilities, and reduces community interaction, making it harder to maintain social connections.

Improving connections across the highway will have particular benefits for older people, children, low-income households, and women. These groups tend to have more barriers

in the set of residences, destinations or transport modes they can utilise¹. Some may also be unwilling to use the current pedestrian infrastructure such as underpasses due to safety concerns.

As is explained further in Strategy 12, additional road crossings would increase the permeability of these neighbourhoods and would allow for more direct bus routes to be utilised, improving journey times.

Action:

- Investigate the new East Derwent Highway intersections suggested in the 'Bridgewater Gagebrook Master Plan'.
- Investigate potential pedestrian overpass locations along the East Derwent Highway.

¹ Paulo Rui Ancaes, Peter Jones & Jennifer S. Mindell (2016) Community Severance: Where Is It Found and at What Cost?, Transport Reviews, 36:3, 293-317, DOI: 10.1080/01441647.2015.1077286



Strategy 15 : Plan for the potential future establishment of ferry services

The State Government has committed \$2 million to the establishment of a new ferry service between Bellerive and Sullivans Cove. They have indicated that any additional public ferry infrastructure at other locations will be considered if there is a demonstrated success of this service. Whilst it may take some time before services to the Brighton municipality are considered as options, Council should continue to lobby for this and begin considering and planning for potential locations.

The potential for the MONA ROMA to travel to Bridgewater has also been suggested as an option.

The community survey referred to in Section 1 asked residents whether they would use a light rail or ferry service if they were available. 76% of the 369 respondents indicated that they would use these. Whilst detailed passenger studies would need to be undertaken to confirm the viability of these services, this does provide an indication that there is an appetite for increased public transportation usage in Brighton.

If a ferry service is established, several stops should preferably be developed in the municipality. Planning considerations include factors such as:

- Proximity to the residential catchment, especially within walking distance (800m or a 10 minute walk).
- Linkages to the bus network – is there an existing bus route nearby, or could the existing route be amended to include it?
- The provision of parking facilities for park & ride commuters.
- Linkages to the walking and cycling networks.
- Good visibility so that there is good passive surveillance and people feel safe using it.
- Proximity to existing activity centres.

Five potential stops have been identified at Bridgewater, Gagebrook and Old Beach (refer to Figure 41), and a high level assessment of these against the above criteria is provided in Table 12. The Bridgewater B, Gagebrook, and Old Beach B options are identified as the most suitable for further investigation. A range of technical studies would need to be undertaken to determine the viability of these locations.

The creation of a ferry stop at the Bridgewater Park (Bridgewater B option) would create the opportunity to establish a waterfront activity node that could provide dining options as well as a transport interchange. A concept sketch and some example images are provided as Figures 42 to 45.

Actions:

- Advocate for a commuter ferry service to be established, and for stops in Bridgewater and Old Beach to be established.
- Advocate for the MONA ferry to stop at Bridgewater.
- Investigate ferry stops at Bridgewater, Gagebrook and Old Beach that include park & ride facilities.
- Establish a waterfront activity node at the Bridgewater stop.



Criteria	Bridgewater Stop A	Bridgewater Stop B	Gagebrook Stop	Old Beach A	Old Beach B
Proximity to the residential catchment		✓✓	✓	✓	✓
Linkage to the bus network	✓✓	✓✓	✓✓	✓✓	✓
Proximity to an activity centre	✓	✓✓			
Ability to incorporate park & ride facilities	✓	✓	✓		✓
Linkages to the walking and cycling networks					
Good visibility and passive surveillance		✓		✓	

Table 12. Ferry location options criteria

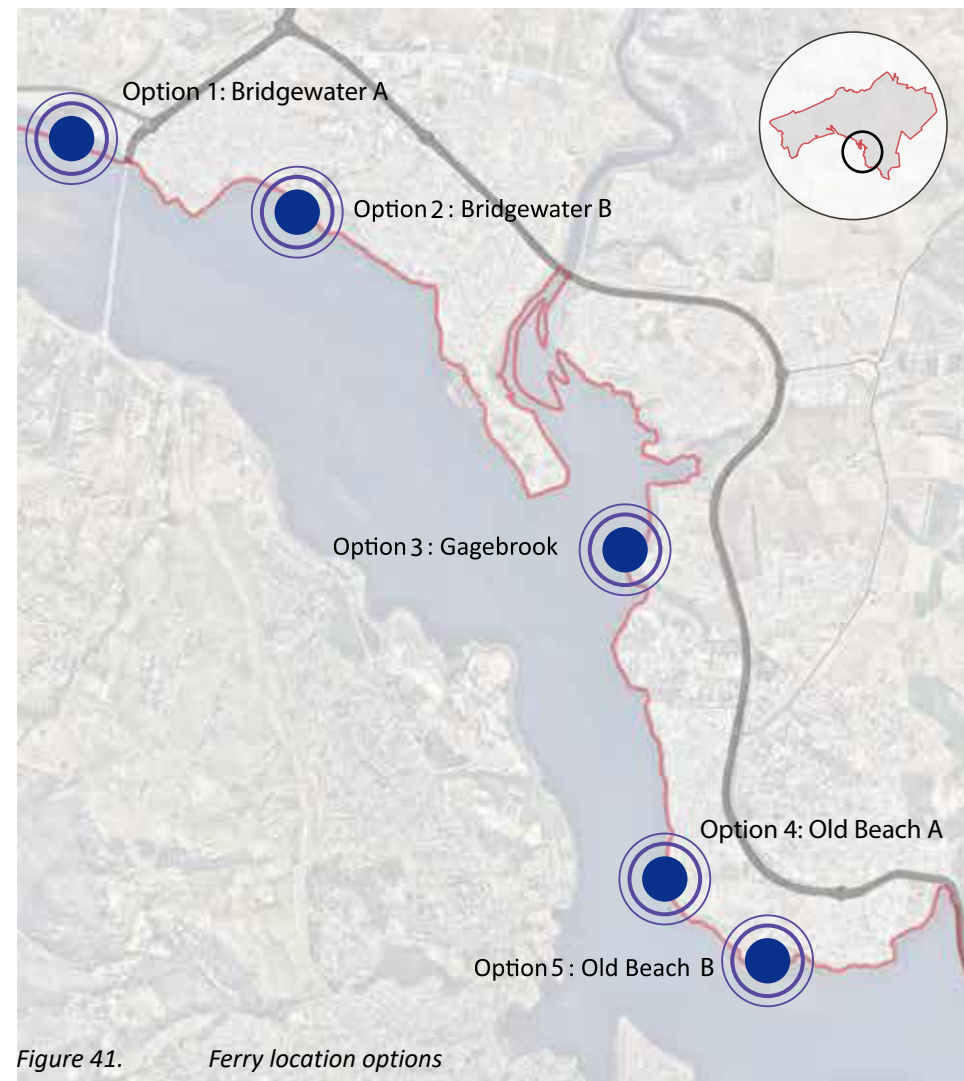


Figure 41. Ferry location options





Figure 42. Potential development at Bridgewater ferry stop



Figure 43. Example image - Boathouse, Barwon Heads



Figure 44. Example image - Boat House, Warrnambool



Figure 45. Example image - Fisherman's Wharf, Geelong



Strategy 16: Plan for a potential future light rail service

The State Government has committed to deliver a northern suburbs light rail as part of its Hobart Transport Vision. Their previous studies have indicated a service to Glenorchy would be most viable, given the adjacent population and commercial activities. They have indicated that while the final route and service model is yet to be determined, any extension to the Brighton municipality would need to be clearly supported by demand.

If a light rail service is established in Brighton, consideration should be given to creating stops in Bridgewater and Brighton township to support commuting to Hobart, and a potential third stop at the Brighton Transport Hub and Industrial Estate to allow workers to travel to it.

Figure 46 provides three route options and five station options for consideration. Comments on each of these are as follows. It is noted that extensive passengers, engineering, environmental, heritage and other studies would be necessary to advance these further.

Bridgewater:

- Uses existing rail corridor
- Would require park and ride facilities
- Close to the existing bus route
- Surrounding land is currently underutilised – could be redeveloped to create Transit Oriented Development that includes a higher density residential node with car parking underneath

Brighton Industrial Estate:

- Uses existing rail corridor
- Would enable employees to use public transport to travel to work
- As it is a destination may not require any park and ride facilities
- Close to the existing a bus route

Brighton Option 1:

- Would require a new section of rail line to be established

- Tracks would be located either west of, within, or east of Brighton Road
- Would require park and ride facilities
- Is located on an existing bus route
- Does not join to town centre but is a short walk away (300m)
- Surrounding land is currently undeveloped – could be redeveloped to create transit oriented development with parking below medium density housing

Brighton Option 2:

- Would require a new section of rail line to be established
- Tracks would be located within Brighton Road
- Provides direct access to town centre
- Is located on an existing bus route
- Would require park and ride facilities

Brighton Option 3:

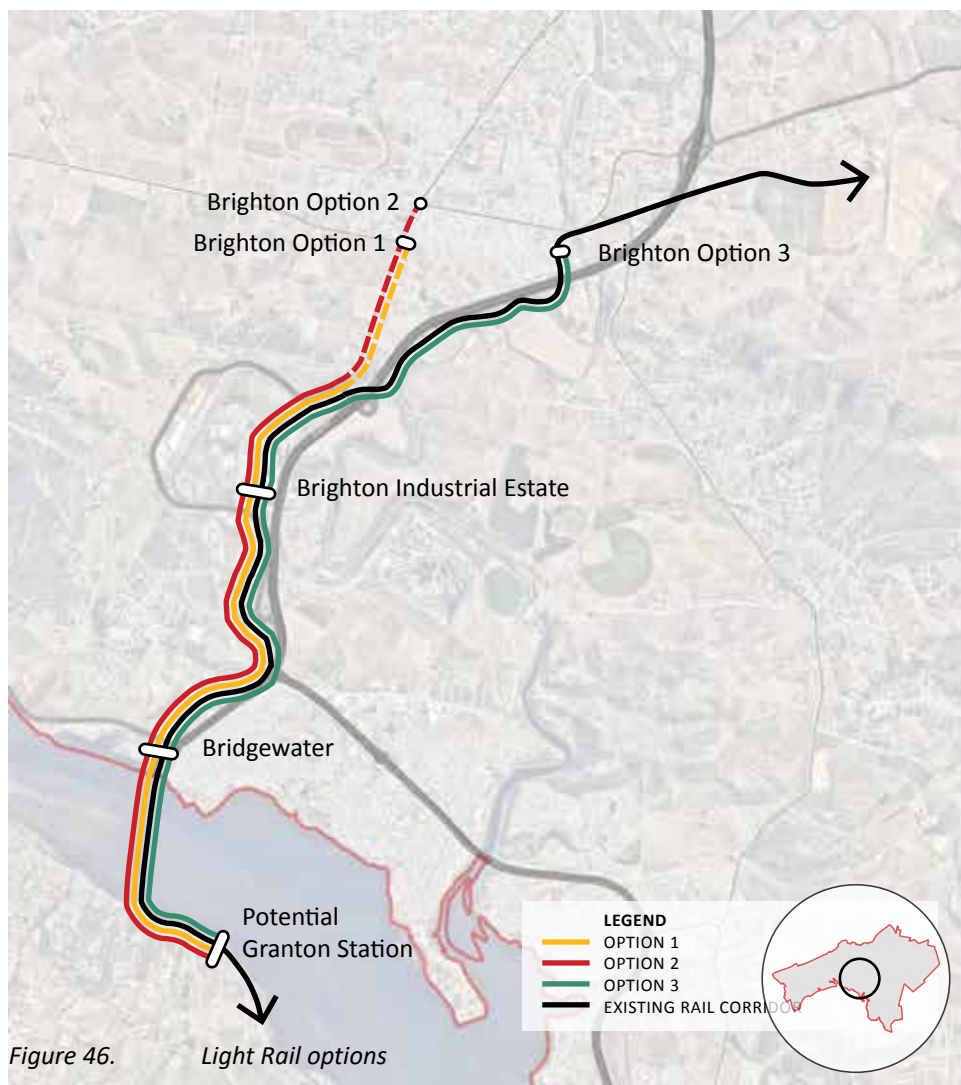
- Uses existing rail corridor
- Does not provide good access to town centre
- Would require park and ride facilities
- Is located close to an existing bus route
- More limited opportunities for transit oriented development

The structure plan recommends adopting the Brighton Option 1 Route as this would be central to the catchment and provide the most urban renewal opportunities. However, if deviations cannot be made from the existing rail corridor, Brighton Option 3 would be a viable alternative.

Actions:

- Advocate for the light rail services to be extended to Brighton.
- Investigate the proposed route and station options for Brighton, both from a potential passenger usage and development feasibility perspective.
- Investigate creating higher density transit-oriented development at the Bridgewater and Brighton stops.





Strategy 17: Enhance and extend the walking and cycling trail network

One of the key indicators as to whether an area is liveable is its walkability. This takes into account both having a permeable pedestrian network (i.e. where people can take direct routes to travel between locations rather than having to take circuitous routes; refer to Strategy 12 for further details), and the quality of the pedestrian network (e.g. are the paths well-constructed, have good shading, and feel safe because they have good passive surveillance). Walkable neighbourhoods provide enjoyable pedestrian experiences that encourage residents and visitors to spend time in them.

The Heart Foundation's 'Healthy by Design – A Guide to Planning and Designing Environments for Active Living in Tasmania' recognises the importance of walkability and includes an objective to "provide an integrated, accessible network of off-road walking and cycling routes and footpaths for safe, convenient and pleasant travel to local destinations and points of interest".

Brighton's walkability is currently limited in some areas due to a lack of connections or the quality of the paths, but Council is progressively upgrading Brighton's walking and cycling network including by constructing the linkages identified in the Brighton Municipal Area Open Space Strategy (2012).

Council is also seeking to encourage cycling through the provision of cycle infrastructure. This should be further explored through the preparation of a Cycling Strategy, which should include consideration of feeder roads within Brighton township (as its flat topography suits cycling for all abilities), cycle links between urban areas, and improved signage.

The creation of a continuous foreshore trail along the entire riverfront boundary of the municipality is one of the key goals for the walking and cycling network. Figure 47 identifies the current gaps in this trail.

Walking to lookout points can encourage residents to exercise and also provide an activity for visitors. Figure 48 identifies a potential path up to Jew Hill, although access would need to be negotiated with the landowner. Figure 49 identifies a potential path up Clives Hill. Council also have plans for a track around Pony Hill in Pontville. Figures 50 to 52 provide examples of the types of pavilions that could be constructed at the summit to provide shade and picnic opportunities.

Additional pedestrian/cycle connections and upgrades identified in this Structure Plan are as follows:

- An additional shared path link in the Cove Hill centre to provide a direct connection to the at-grade crossing of the Derwent Highway – refer to Strategy 9.
- Shade tree planting along pedestrian routes in the Cove Hill / Green Point centre – refer to Strategy 9.
- Footpath upgrades in the Brighton Town Centre – refer to Strategy 10.
- Extension of the path between Brighton and Pontville – refer to Strategy 11.
- Footpath upgrades in Pontville – refer to Strategy 11.
- Installation of a shelter structure on the Brighton-Pontville path – refer to Strategy 28.
- Avenue of Honour planting alongside the Brighton-Pontville path that will provide shading – refer to Strategy 27.

Actions:

- Continue Council's program of progressive upgrading and extending the walking and cycling network.
- Prepare an Integrated Walking and Cycling Strategy for the municipality.
- Complete the Derwent River foreshore trail.
- Investigate establishing hilltop walking tracks and pavilions on Jew Hill, Clives Hill and Pony Hill.



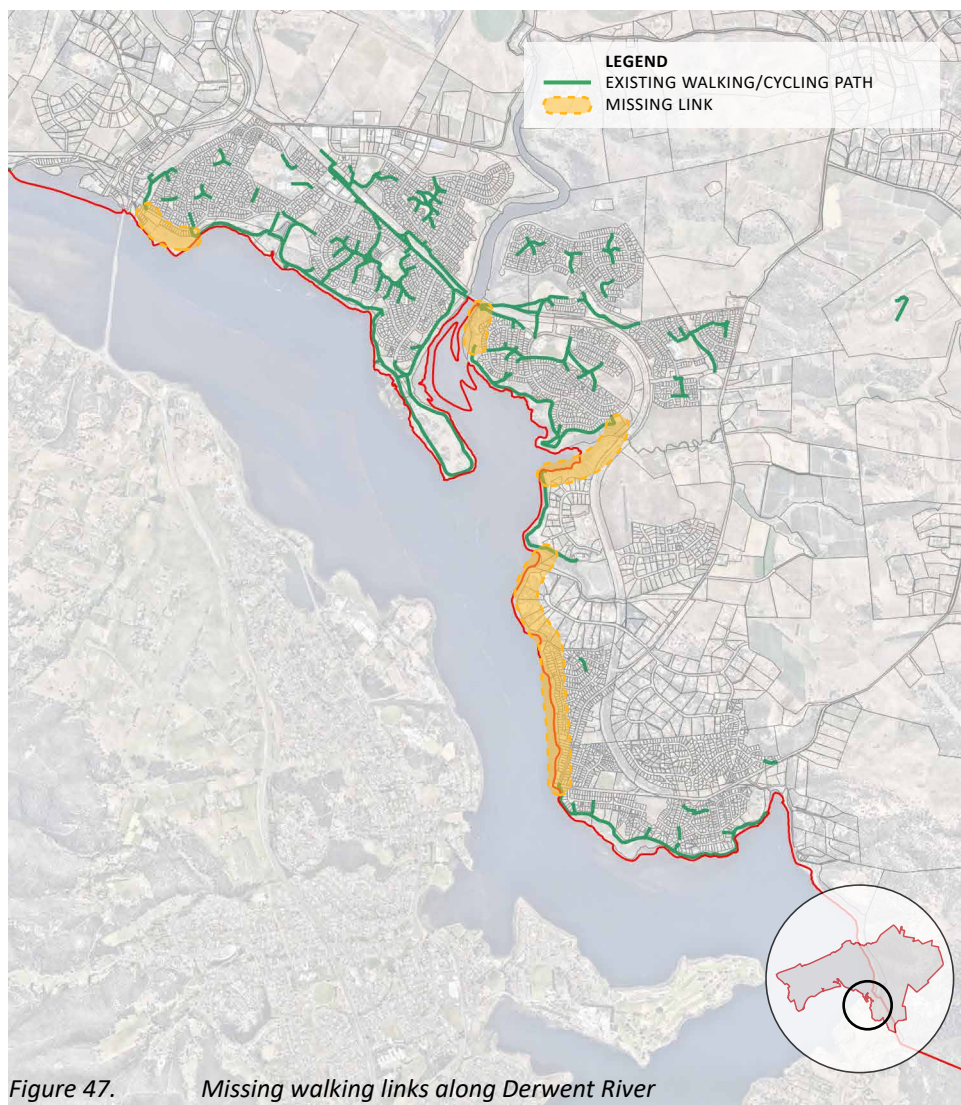


Figure 47. Missing walking links along Derwent River

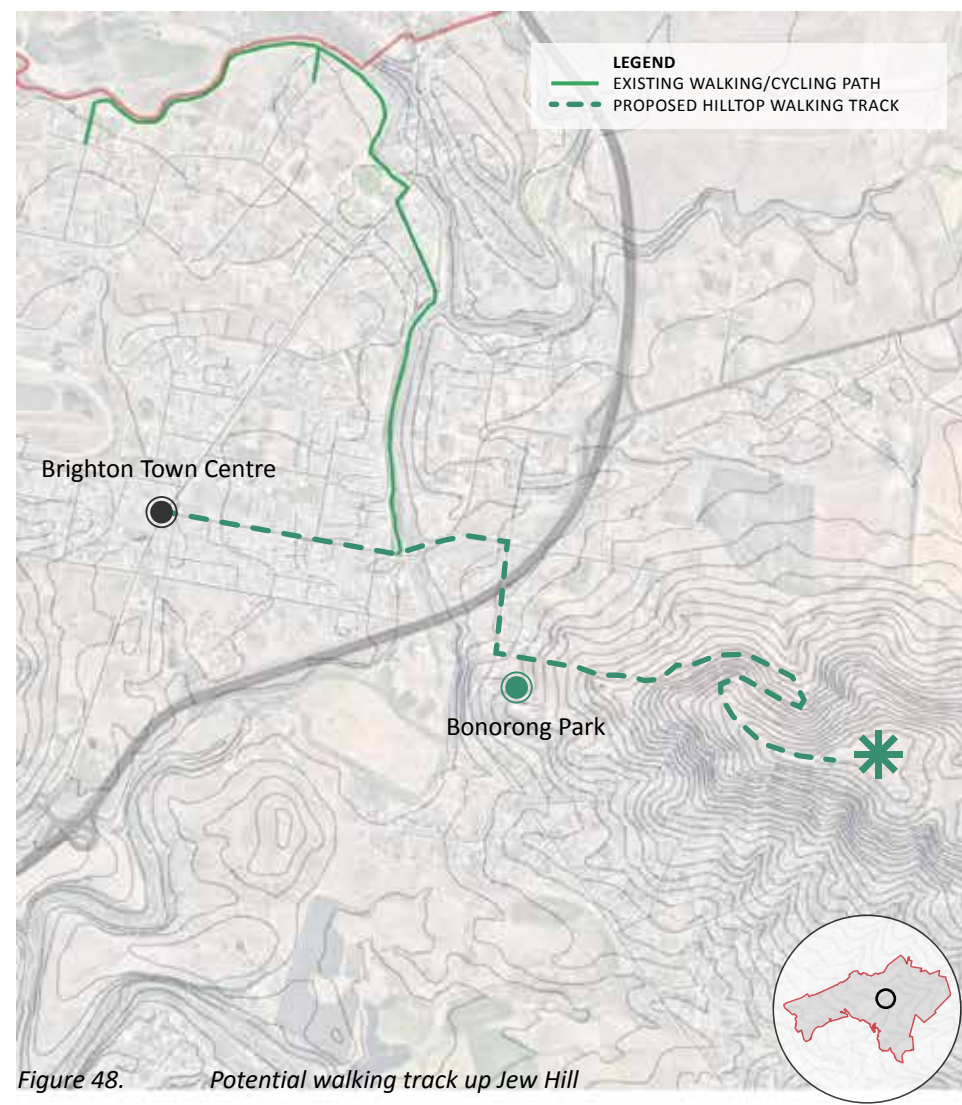


Figure 48. Potential walking track up Jew Hill





Figure 49. Potential walking track up Clives Hill



Figure 50. Lookout at Flagstaff Hill, Linton



Figure 51. Bunjil's lookout at Maude, Victoria





Figure 52. Pavilion at Turtle Bend, Teesdale, Victoria



COMMUNITY FACILITIES AND ACTIVITIES

Strategy 18: Provide additional community infrastructure to cater for Brighton's growing population

As identified in Section 4.3, the following additional infrastructure may be required to cater for population growth by 2033:

- 13 additional GPs in 3 clinics. Both the Bridgewater and Brighton town centres have vacant land and/or existing buildings (e.g. dwellings) that could be converted for this use.
- Additional residential aged care beds to match the population growth. The St Anns development is planning additional growth, and the Greenfield Development Precincts will also be capable of accommodating additional aged care facilities should these be needed.
- Commence planning for a second high school. This is addressed in Strategy 21.
- Additional long day child care places to meet the immediate need, plus additional places to match the population growth. There are a range of vacant or underutilised sites within the residential areas that could be developed for child care facilities.
- Additional indoor sports facilities (which could potentially meet regional needs). This is addressed in Strategy 23.

As well as the quantities of services provided, the locations of these also require consideration. Gagebrook and Herdsmans Cove continue to be impacted by a historical lack of services. The physical disconnection of these communities from facilities in the wider area exacerbates the difficulties for residents to access necessary services. There is a need for Council, the State Government and the Federal Government to ensure improved service provision and connectedness are prioritised for these areas, especially as new dwellings are constructed at higher densities.

It is also noted that as Council's Open Space Strategy was prepared in 2012, it should be reviewed and updated to reflect the progress that has been made since it was issued and to identify additional requirements in the future.

The establishment of skate facilities would be desirable for the municipality. These could consist of small skatable spaces and/or a skate park (the City of Melbourne's 'Draft Skate Melbourne Plan 2017-2027 provides details of different scale facilities). Some key siting

factors identified in Sport and Recreation Victoria's 'Skate Facility Guide' include proximity to public transport and cycling networks, good passive surveillance, adequate distances from dwellings, the provision of amenities (such as toilets, drinking fountains and shade), and proximity to shops selling food and drinks.

Actions:

- Further analyse the future needs for community infrastructure in terms of quantities, locations and ease of access to services.
- Review and update Council's Open Space Strategy.
- Identify a suitable location for a skate park, and construct it.



Strategy 19: Establish an emergency services precinct

Preliminary discussions have begun for an emergency services precinct in Bridgewater, and the Structure Plan considers three potential locations for this as identified on Figure 53.

When planning for emergency services precincts, the following factors require consideration in terms of location:

- Minimise response times
- Minimise journey times
- Safe site access (given that vehicles will need to depart quickly)
- Minimise distances travelled
- Avoid traffic congestion
- Located so that there will not be undue noise and light impacts on nearby residents
- Good access to the arterial road network (or use Tassie terms)

Option 1: Old Main Road

Some existing dwellings nearby
Potential future use for urban renewal which may not be compatible
Excellent access to highway

Option 2: Cove Hill Road

Separated from dwellings
Excellent access to highway

Option 3: Cove Hill Road

Separated from dwellings
Good access to highway

Action:

- Discuss the emergency services precinct options with the service providers to identify a preferred option



Figure 53. Emergency Services Precinct options

Strategy 20: Enhance the school farm site

The recently re-elected Liberal government has pledged to invest \$16 million to revitalise school farms including \$4.3 million for Brighton's school farm.

The Brighton Tomorrow project identified a concept for the school farm that would develop the 'front of house' area to include a teaching space, petting nursery, café, farm shop, and car park (refer to Figure 55).

Action:

- Further develop the school farm concept from the Brighton Tomorrow projects and work with the State Government to facilitate the required work.



Figure 54. Potential school farm upgrades identified in 'Brighton Tomorrow'

Strategy 21: Identify potential new high school sites

The recently re-elected Liberal Government has committed to funding a new high school in Brighton, and the Structure Plan identifies five potential sites for this (refer to Figure 55). At the time of preparation of the Structure Plan, the state government was about to commence consultation on the proposed new school including potential sites.

High schools generally require the following:

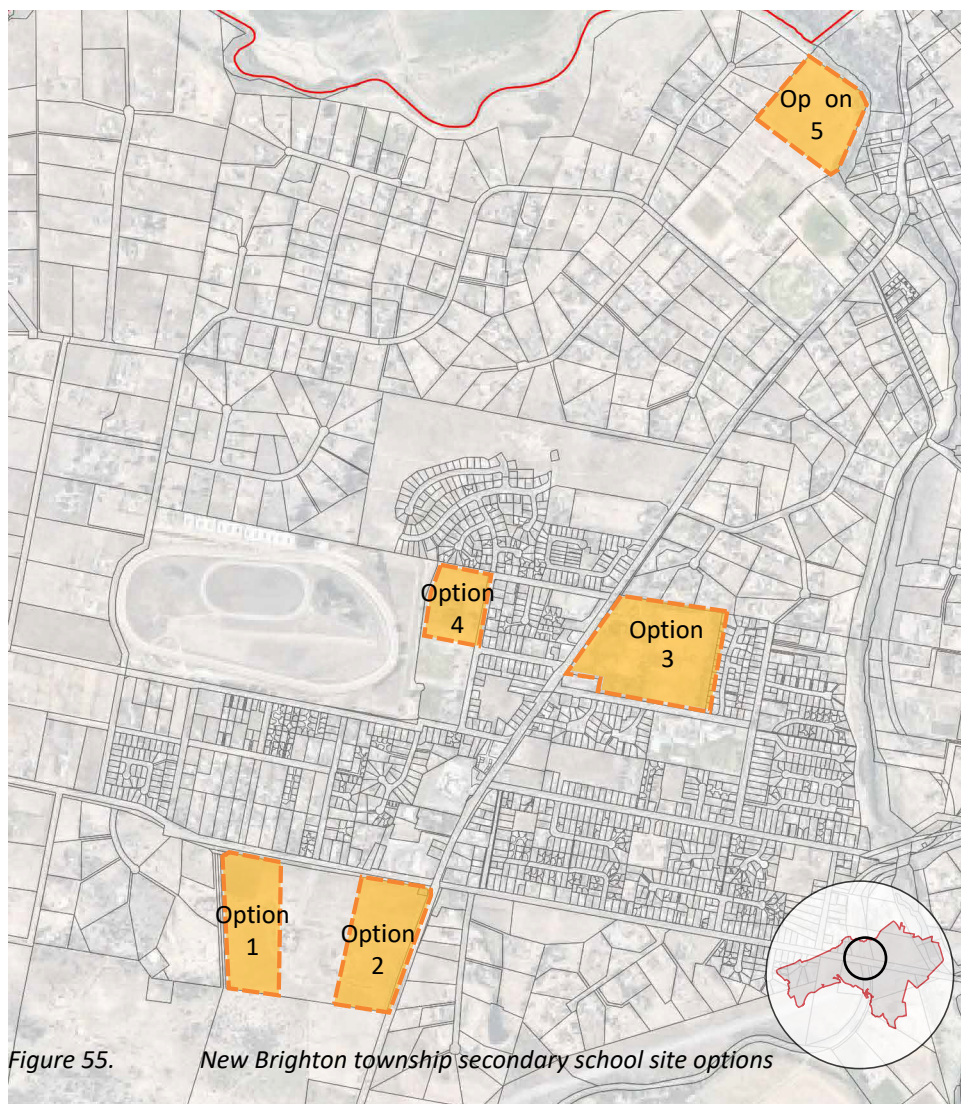
- A minimum area of 8ha, although this can be reduced if it is co-located with active open space facilities
- A generally rectangular shape
- Preferably flatter topography to reduce building costs and to provide for sports facilities
- Close to but not within town centres – as the highest and best use of that land will be for employment and medium density housing – or with good visual and physical links to a town centre
- Located on a higher order road to accommodate the necessary traffic volumes
- Potentially co-located with existing or new community facilities (e.g. library, community centre, active open space, passive open space)
- Close proximity to the public transport network
- Good walking and cycling connections
- Roads on multiple sides to provide drop off and parking opportunities and to provide good passive surveillance

5 potential sites have been identified, and a high order assessment has been undertaken. All are generally suitable from a planning perspective. It is noted that much more detailed site assessments would be needed (e.g. heritage, environmental, geotechnical, drainage, oost studies etc) to identify the most suitable site. It is also noted that if option 1 or 2 is selected, additional Greenfield Development land will need to be provided since this is currently residential land. Council engaged Inspiring Place to investigate sites in July 2018. Site 3 was identified as the recommended option, and Council has endorsed this.

Action:

- Discuss the potential high school sites with the Department of Education.





Criteria	Option 1	Option 2	Option 3	Option 4	Option 5
At least 8ha in area; can be smaller if co-located with active open space facilities	✓ (8ha)	✓ (8ha)	✓ (10ha)	✓ (4ha but co-located with active open space)	✓ (6ha but co-located with active open space)
Generally rectangular shape	✓	✓	✓	✓	✓
Generally flat topography		✓	✓	✓	✓
Close to but not within the town centre	✓	✓	✓	✓	✓
Located on a higher order road	✓	✓			
Co-located with existing community facilities			✓ (school farm)	✓ (active open space)	✓ (active open space)
Close proximity to the public transport network	✓	✓	✓	✓	
Good walking and cycling connections provided or can be provided	✓	✓	✓	✓	✓
Multiple frontage roads provided or can be provided	✓	✓	✓	✓	

Table 13. Brighton High School Site Options Assessment

Strategy 22: Support the establishment of MONA's hacking school

MONA are proposing to establish a hacking school in Bridgewater to target youth who are disengaged with the standard school environment. The MONA hacking school will provide courses in an architecturally striking building (the current proposal is considering a 'James Bond style' bunker). One potential location has been identified at the Bridgewater Park (refer to Figure 56). As the project evolves, the location and design will become more resolved. At these formative stages, it is important that flexibility is provided. The current potential location is well-situated as it is within the Bridgewater town centre in close proximity to existing bus routes and walking and cycling networks. Should an alternative location be considered, it should also be located with good access to public and active transport to reduce car dependence.

Action:

- Continue to liaise with MONA regarding their planned hacking school, and ensure that the final location has good access to public and active transport options.

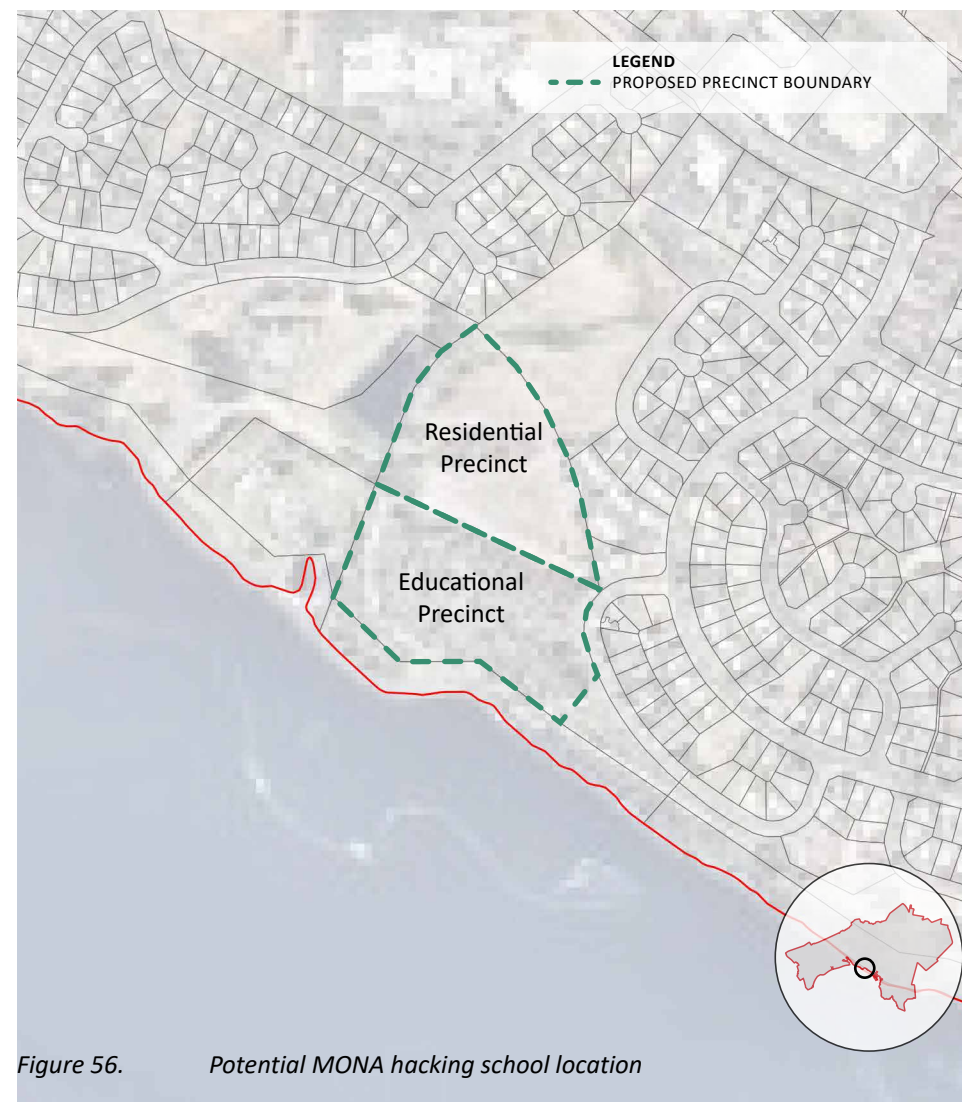


Figure 56. Potential MONA hacking school location



Strategy 23: Investigate upgrading Pontville Park to a regional facility

Pontville Park currently provides for football, soccer, cricket and equestrian activities. The 'Brighton Strategic Plan', 'Brighton 2040' and 'Brighton Recreation Plan' processes have identified that a major sports complex serving regional needs should be investigated for Pontville, and the 'Brighton Municipal Area Open Space Strategy 2012' identifies 'continuing to upgrade and improve the sporting and recreational facilities and use' at the Pontville Park as a priority (p. 77).

The Community Infrastructure Assessment in Section 4.3 identifies that the following may be needed:

- Additional indoor sports facilities, which could potentially serve a regional need (should Council pursue its proposal to establish these).
- An aquatic leisure centre, which could potentially serve a regional need (should Council pursue its proposal to establish this).

Pontville Park would be the most logical location for these. The Sport and Recreation Tasmania's recreation planning manual ('Planning for the Provision of Leisure and Recreation in Australia) recommends undertaking specific research into recreation issues (e.g. leisure trends, demographics, community needs) to determine what facilities should be established.

Actions:

- Undertake a recreation study to determine what additional facilities should be established at Pontville Park, and whether these could serve a regional function.
- Prepare a masterplan and concept plans for Pontville Park.
- Lobby state and federal government for support for the Pontville Park upgrades.
- Identify potential grants and relevant partnerships for the Pontville Park upgrades.

Strategy 24: Provide residents and visitors with public WIFI services

WIFI hotspots have become new gathering spaces for people. The provision of free WIFI in public places would be of benefit to both residents and tourists. The locations of these could also encourage young people to congregate in areas where there is good passive surveillance.

The potential to upgrade phone booths with WIFI was identified in the Brighton Tomorrow project as follows:

- *Community centres currently provide internet facilities, but could also become WIFI hubs that continue internet access after hours, with new outdoor spaces for gathering*
- *New technology allows for public phone booths to be upgraded to provide WIFI, and these located could have new seating and planting to create WIFI nodes*
- *Existing bus stops could be upgraded with new shelters, allowing residents with virtual connectivity while they wait to be collected*

Action:

- Investigate establishing public WIFI hotspots.



Strategy 25: Host festivals and pop-up exhibitions

As identified in the Community Infrastructure Assessment in Section 4.3, Brighton already has an indoor events space (the Brighton Civic Centre), and public events are held in Pontville Park and the Brighton Former Army Camp Parade Ground. The development of Bridgewater Park may also provide for additional events spaces.

Events provide economic and social benefits, and expanding the scope of Brighton's events calendar should be investigated. For example, the military history could be capitalised on a "Back to Brighton" festival where people with family history connections to people that trained at the Army Camp.

Aside from the Pontville museum and the Bridgewater library, there are no other cultural facilities such as art galleries in the municipality. Galleries can require significant set up and ongoing costs, so one option that has been pursued elsewhere is the establishment of pop up exhibitions. Art works can be displayed in converted shipping containers that are temporarily installed in public places. Galleries such as MONA could be approached to see whether artworks could be loaned for this purpose.

Actions:

- Support the continued operation of existing festivals that operate in Brighton.
- Investigate potential new festivals that could be established.
- Investigate options for markets (including engaging with the agricultural areas of Tea Tree and the Southern Midlands).
- Investigate holding pop-up art exhibitions.
- Increase the capacity within Council for an Events and Communications Officer.

Strategy 26: Encourage community use of school facilities

The public could be allowed and encouraged to use school facilities such as halls and sports grounds out of hours for organised sport, learning activities etc. This could also assist with the existing program that introduces Brighton's primary age children to the high school grounds prior to them commencing classes.

Action:

- Work with local schools to identify how the public can gain out-of-hours access to school facilities.



IMPROVEMENTS TO AMENITY

Brighton has already undertaken significant amenity improvements, including streetscape planting in the Brighton Town Centre, and street tree planting along the East Derwent highway. Some additional projects are discussed below.

Strategy 27: Continue the urban greening project

The municipality has already made good progress towards its urban greening goals, and the Structure Plan supports the continued implementation of the Green Brighton Strategy. Specific streetscape planting suggestions for Cove Hill/Green Point are provided in Strategy 9.

Council has been involving local horticultural students in the growing of tube stock for landscaping projects. This arrangement provides the students with valuable work experience, and provides Council with a cost-effective source of plants.

An Avenue of Honour could be planted between the Brighton Army Camp Parade Ground and the war memorial (refer to Figures 57 and 58). This could serve multiple functions, as it would improve the streetscape, provide a link to the military history (with each tree assigned to a specific individual who served in the military forces), and provide shading of the footpath between Brighton and Pontville.

Actions:

- Continue to implement the Greening Brighton Strategy.
- Review and update the Greening Brighton Strategy.
- Continue to allocate annual funds to green infrastructure.
- Work with the School Farm to establish a Council Nursery.
- Investigate planting an Avenue of Honour between the Brighton Army Camp Parade Ground and the war memorial.



Figure 57. Brighton Avenue of Honour

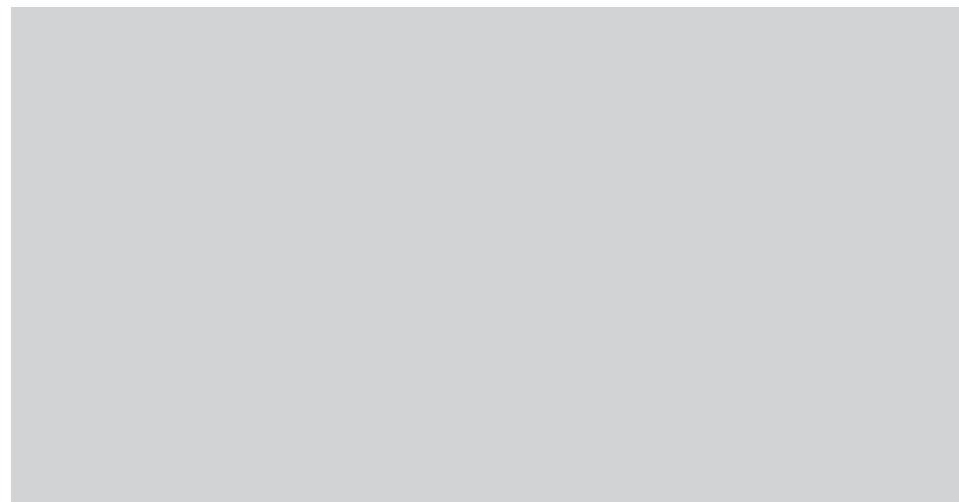
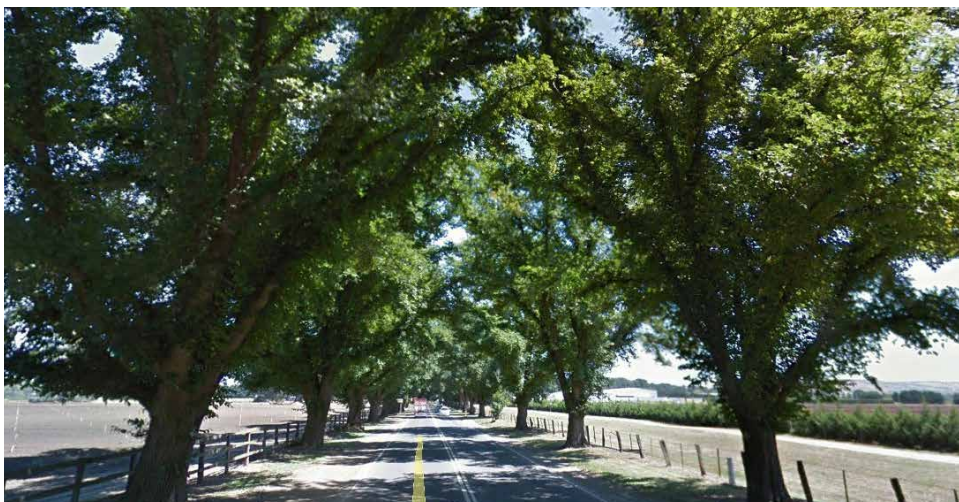


Figure 58. Bacchus Marsh Avenue of Honour



Strategy 28: Improve access to healthy food

Access to healthy food is increasingly being recognised as an aspect of liveability. There are a number of ways that people can be encouraged to access healthy food. Structure planning can seek to ensure that urban areas include supermarkets. Bridgewater already contains two supermarkets, and a new supermarket is planned for Brighton. The Economic Assessment does not identify that the projected population can support any additional supermarkets beyond these.

MONA runs a 24 Carrots program in Gagebrook primary schools where students plant and harvest vegetables on the school grounds. There are also two existing community gardens in Gagebrook, and through the initial stakeholder consultation it has been identified that these could be expanded and additional gardens established. Council could assist by providing or purchasing land for this purpose.

Another method to provide the public with access to fresh produce is to utilise productive species in streetscape and open space landscaping, and to encourage residents to help themselves to this via welcoming signage.

Actions:

- Support the development of the proposed new supermarket in Brighton.
- Support the continued operation of MONA's 24 Carrots program.
- Investigate whether Council can provide any land for community gardens.
- Include some productive species in streetscape and open space landscaping.
- Provide space in Council's media and communications material to promote healthy living.

Strategy 29: Improve buffer management between different land uses

As urban areas grow, potentially conflicting uses may become more closely located. A range of suggested interface treatment is provided below.

Potential interface treatments for light industrial uses facing residential uses:

- Separating the uses with a road
- Requiring car parking areas to be provided in front of the industrial buildings
- Requiring trees and landscaping to be planted on the front boundary of the industrial sites
- Using acoustic fencing in areas with high noise levels
- Low front fencing integrated with landscape treatments
- Including at-source treatments (e.g. acoustic treatments, biofilters)

Potential interface treatments for light industrial uses backing onto residential uses:

- Requiring buildings to be built close to the rear boundary in a continuous form to provide an acoustic barrier
- Requiring landscaping to be planted along the rear boundary
- Using acoustic fencing
- Including at-source treatments (e.g. acoustic treatments, biofilters)

Potential interface treatments between residential and rural uses:

- Building setbacks on residential side
- Placement of roads between uses
- Placement of shared paths
- Rural residential, although this can constrain future growth of townships
- Placement of parks and drainage infrastructure
- Existing infrastructure e.g. highway
- Screening vegetation
- Buffer on rural side where certain activities cannot occur, although this should not be used to fetter existing uses

Action:

- Apply the interface treatments suggested to rezoning and development application as appropriate.



Strategy 30: Improve the pedestrian experience on the Brighton-Pontville shared path

A shared path has recently been installed along the western side of the highway between Brighton and Pontville. Whilst it provides a good surface for walkers and cyclists to use, it is situated directly adjacent to the carriageway, making it less inviting for walkers walk.

One way to provide a feeling of shelter from the vehicles could be to provide some screening. This would be visually transparent so that there is still good passive surveillance. The screening could potentially tie in with the military history theme (for example, soldiers marching south towards the former Army Camp).

Action:

- Investigate installing a shelter structure(s) along the Brighton-Pontville shared path.

Strategy 31: Improve the presentation of the Midland Highway overpasses

Road infrastructure can contribute to improved amenity by providing artistic elements that provide memorable experiences for residents, workers and visitors. Overpasses are often at gateway locations and can provide an opportunity to celebrate or promote local attributes. Their treatment can signify whether a locality values high amenity outcomes.

Figure 59 identifies the following potential themes for the Midland Highway overpasses:

- Bridgewater pedestrian overpass – southern gateway to municipality
- Industrial estate overpass – Brighton's working heart – already has textured concrete panels
- Briggs Road overpass – gateway to Brighton township, Bonorong Park, ZooDoo
- Tea Tree Road overpass – northern gateway to municipality

Figure 60 illustrates a potential treatment on the Briggs Road overpass. Artwork can also be installed in those locations.

Action:

- Investigate adding sculptural elements such as painting or tiling to the Midland Highway overpasses.



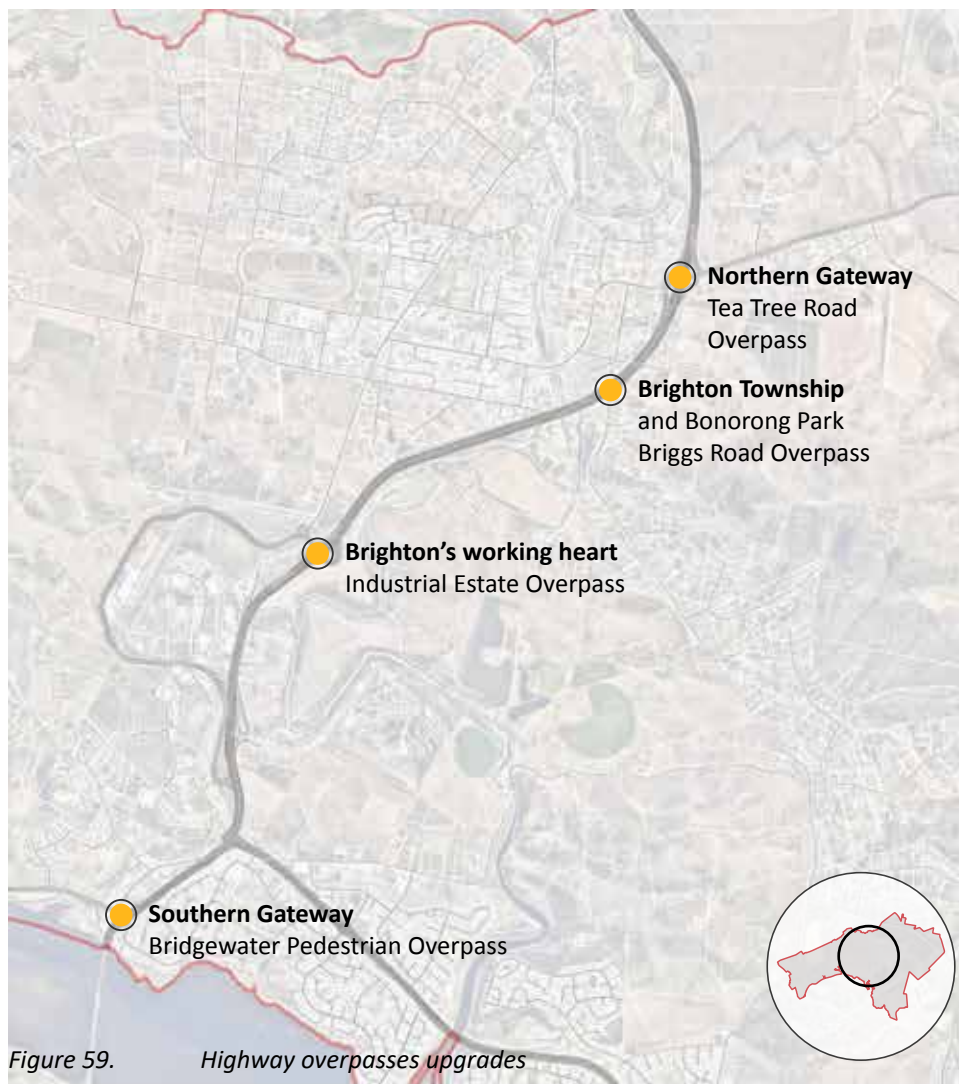


Figure 59. Highway overpasses upgrades



Figure 60. Highway overpasses upgrade concept diagram

Strategy 32: Continue installing sculptural signage and street furniture

Brighton is already developing a recognisable vernacular for some of its public art, with the Bonorong Park and Army Camp both featuring rusted metal sculptures that reflect elements of those features. Using common materials for public art is a good marketing exercise to establish a “style” or “brand”, and provides a co-ordinated urban design approach. Additional public art and street furniture could be developed that provides links to Brighton’s assets to act as ‘signs without words’. Themes could include Pontville (e.g. Georgian buildings), the waterfront if a ferry terminal is constructed (e.g. boats), agricultural tourism (e.g. cellars), and Pontville Park (e.g. sporting activities). The signage could be installed in the town centres and along the routes to these features.

Action:

- Install sculptural signage and street furniture throughout the municipality to serve as public art and to remind visitors of the nearby attractions.



Figure 61. Existing sculptural signage at Brighton Army Camp and Bonorong Park



Figure 62. Example sculptural signage



Strategy 33: Investigate installing decorative lightning on the new Bridgewater Bridge

The new Bridgewater Bridge will provide a new entry experience for people entering the municipality from the west side of the Derwent River. One potential treatment to enhance its visual amenity and create a sense of arrival would be to install decorative lighting. Figure 63 provides some examples of lighting installations undertaken elsewhere.

Council would need to liaise with State Roads regarding any lighting proposals.

Action:

- Investigate including a lighting installation on the new Bridgewater Bridge.

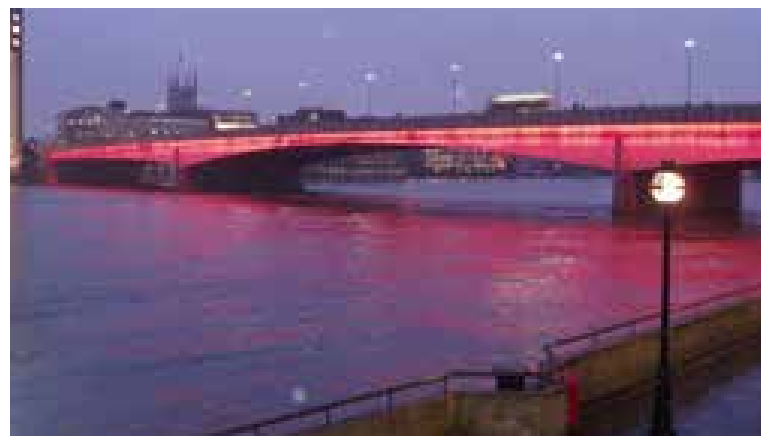


Figure 63. Examples of lighting installations on bridges

6 IMPLEMENTATION

The implementation plan assigns responsibilities and timing to each of the actions listed under the 33 strategies. The responsibility column identifies the key parties that will deliver the action. Often many of these actions will need to be undertaken in consultation with a range of stakeholders including the local community and State Government.

The following timings are utilised:

- S = Short term, i.e. 1 to 2 years
- M = Medium term, i.e. 3 to 5 years
- L = Long term, i.e. more than 5 years
- Ongoing

Action	Responsibility	Timing
Strategy 1: Review the urban growth boundary		
For Bridgewater, investigate rezoning Site 2 (Serenity Drive) to General Residential and Low Density Residential.	Council, landowners	S-M
For Brighton township, rezone Sites 13 (Dylan Street) and 14 (Melinda Court) to General Residential.	Council, landowners	S-M
For Brighton township, further investigate Sites 3 (Alec Campbell Drive), 5 (Jordan Downs Drive) and 17 (69 Brighton Road) for potential rezoning to the Particular Purpose (Urban Growth) Zone to allow for their future development as Greenfield Development Precincts.	Council, landowners	S-M
For Old Beach, further investigate Sites 8 (Old Beach Road) and 9 (Old Beach Quarry) for eventual rezoning to the Particular Purpose (Urban Growth) Zone to allow for their future development as Greenfield Development Precincts. Consider rezoning Site 10 (Cove Hill Road) to Rural Living if the development issues can be adequately addressed and Site 19 (Compton Road) to General Residential and/or Low Density Residential.	Council, landowners	S-M
For Old Beach, consider rezoning Site 10 (Cove Hill Road) to Rural Living if the development issues can be adequately addressed and Site 19 (Compton Road) to General Residential and/or Low Density Residential.	Council, landowners	S-L
Extend the urban growth boundary to encompass the new Greenfield Development Precincts.	Council, landowners	S
Strategy 2: Plan for housing growth within the urban growth boundary		
Prepare Precinct Structure Plans for the Greenfield Development Precincts.	Council, landowners	S-L
Work with the landowners in Dylan Street to develop the land for conventional density purposes and use this as a demonstration project for other potential similar rezonings in the municipality.	Council, landowners	S-M
Strategy 3: Increase housing diversity		
Ensure the planning scheme allows for medium density housing to be established in close proximity to town centres, public transport services and open space.	Council	S
Ensure the planning scheme allows for communal dwellings to be established.	Council	S
Work with other Councils and State Government to advocate for a change to the Statewide Planning Provisions to remove universal density and subdivision standards.	Council, other Councils, State Government	S-M



Action	Responsibility	Timing
Strategy 4: Protect the state-significant employment nodes		
Ensure the attenuation buffers around the Brighton Transport Hub and Industrial Estate are maintained.	Council	Ongoing
In consultation with Boral, regularly review the attenuation buffer for their quarry to determine when the boundary can be shifted to reflect the completion of some quarrying cells.	Council, Boral	S-L
In consultation with Boral, prepare a master plan for the development of land along Cove Hill Road.	Council, Boral	S-L
Strategy 5 : Improve the functioning and presentation of the Brighton Transport Hub and Industrial Estate		
Investigate installing sculptural signage and/or banner poles at the entry points to the Brighton Transport Hub and Industrial Estate.	Council	S-M
Prepare guidelines for industrial development that encourage improved amenity outcomes and facilitate high quality development, and provide expedited approval processes for planning permit applications.	Council	S-M
Consider preparing a Specific Area Plan for the Brighton Transport Hub and Industrial Estate to create precincts that guide the location of uses and lot sizes.	Council	S-M
Strategy 6: Encourage local businesses, educators and trainers to collaborate		
Maintain a local business directory on Council's website.	Council	S
Include local business profiles as a regular feature in Council publications.	Council	Ongoing
Run Council-facilitated forums connecting educators, trainers and employers with one another.	Council	S
Strategy 7: Support agricultural businesses		
Recognise the importance of agricultural tourism in the planning scheme, and ensure the planning controls facilitate the development of this.	Council	S
Support Brighton's agricultural land uses from encroachment by limiting the rezoning of Rural Resource and Significant Agriculture land, for residential purposes.	Council	Ongoing
Protect agricultural land by utilising the buffer management techniques suggested in Strategy 27.	Council	Ongoing
Recognise the importance of innovative technology to agricultural businesses in the planning scheme, and ensure the planning controls allow consideration of these.	Council	S



Action	Responsibility	Timing
Strategy 8: Improve the tourism offering		
Investigate marketing attractions in Brighton as part of a Hobart – MONA – Brighton – Richmond circuit.	Council, State Government	S-M
Build on opportunities that arise from the visitor beacon project.	Council, local businesses	Ongoing
If a ferry service is established, investigate the feasibility of a “cycle up and ferry back” business.	Council, local businesses	L
Strategy 9: Improve the Cove Hill Centre		
Construct a new pedestrian link between the Coles and the at-grade pedestrian crossing across the highway.	Council, local businesses	S
Construct a raised pedestrian crossing between the Coles and the shops to the east, and provide the landowners with support to continue this treatment to the shopfronts.	Council, local businesses	S
Plant shade trees along the pedestrian routes.	Council	S-M
Encourage Coles to widen the footpath outside its entrance.	Council, Coles	S-M
Encourage Woolworths and Coles to install murals.	Council, Woolworths, Coles	S-M
Strategy 10: Improve the amenity of Brighton township’s High Street		
Investigate locations for a Brighton town square.	Council	S
Ensure all new development in the town centre directly fronts the street.	Council, permit applicants	Ongoing
Widen footpaths and provide street trees by the Bakehouse and the café on Andrews Street to provide outdoor dining areas.	Council	M
Provide Council support to encourage landowners to upgrade footpaths and install landscaping on their sites.	Council, local businesses	S-M
Encourage redevelopment of 51 Brighton Road for a landmark multi-level building.	Council	S-L
Prepare a Traffic and Car Parking Management Plan for the town centre.	Council	S
Strategy 11: Improve the centre of Pontville		
Lower traffic speeds in Pontville to make it safer for people to cross the road.	Council	S
Formalise and signpost the pedestrian path under the bridge to provide an alternative method for people to navigate around the village.	Council	S
Extend the pedestrian path from Pontville Park to the hotel and community hall.	Council	S-M
Formalise and extend the footpath in front of the Pontville pub to allow for pedestrian access and outdoor dining.	Council, Pontville pub	S-M
Create a historic trails network as per the ‘Pontville Trail Network Concept Plan’.	Council	S-M
Prepare a thematic interpretation plan for the trails as per the ‘Pontville Trail Network Concept Plan’.	Council	S-M



Action	Responsibility	Timing
Strategy 12: Improve the permeability of the movement networks		
Require new developments to provide a permeable street network that provides multiple linkages within the site and to surrounding properties.	Council, permit applicants	Ongoing
Investigate creating new pedestrian and/or road linkages within the existing street network, such as between Glen Lea Road and the army camp development.	Council	S-M
Strategy 13: Improve bus services		
Advocate for bus services to be reviewed regularly.	Council	Ongoing
Provide high quality bus shelters in new developments.	Permit applicants	Ongoing
Upgrade existing bus stops and shelters.	Council, Metro Tasmania	S-M
Investigate locations for park & ride facilities for bus services.	Council, Metro Tasmania, State Gov't	S-M
Strategy 14: Improve connections across the East Derwent Highway		
Investigate the new East Derwent Highway intersections suggested in the 'Bridgewater Gagebrook Master Plan'.	Council	S-M
Investigate potential pedestrian overpass locations along the East Derwent Highway.	Council	S-M
Strategy 15: Plan for the potential future establishment of ferry services		
Advocate for a commuter ferry service to be established, and for stops in Bridgewater and Old Beach to be established.	Council	S-L
Advocate for the MONA ferry to stop at Bridgewater.	Council, MONA	S-M
Investigate ferry stops at Bridgewater, Gagebrook and Old Beach that include park & ride facilities.	Council	M-L
Establish a waterfront activity node at the Bridgewater stop.	Council	M-L
Strategy 16: Plan for a potential future light rail service		
Advocate for the light rail services to be extended to Brighton.	Council	S-L
Investigate the proposed route and station options for Brighton, both from a potential passenger usage and development feasibility perspective.	Council, State Government	S-L
Investigate creating higher density transit-oriented development at the Bridgewater and Brighton stops.	Council	S-L
Strategy 17: Enhance and extend the walking and cycling trail network		
Continue Council's program of progressive upgrading and extending the walking and cycling network.	Council	Ongoing
Prepare a Cycling Strategy for the municipality.	Council	S
Complete the Derwent River foreshore trail.	Council	S-L
Investigate establishing hilltop walking tracks and pavilions on Jew Hill, Clives Hill and Pony Hill.	Council	M-L



Action	Responsibility	Timing
Strategy 18: Provide additional community infrastructure to cater for Brighton's growing population		
Review and update Council's Open Space Strategy.	Council	S
Identify a suitable location for a skate park, and construct it.	Council	S-M
Strategy 19: Establish an emergency services precinct		
Discuss the emergency services precinct options with the service providers to identify a preferred option.	Council	S
Strategy 20: Enhance the school farm site		
Further develop the school farm concept from the Brighton Tomorrow projects and work with the State Government to facilitate the required work.	Council, State Government	S
Strategy 21: Identify potential new high school sites		
Discuss the potential high school sites with the Department of Education.	Council, Department of Education	S
Strategy 22: Support the establishment of MONA's hacking school		
Continue to liaise with MONA regarding their planned hacking school, and ensure that the final location has good access to public and active transport options.	Council, MONA	S
Strategy 23: Investigate upgrading Pontville Park to a regional facility		
Undertake a recreation study to determine what additional facilities should be established at Pontville Park, and whether these could serve a regional function.	Council	S-M
Prepare a masterplan and concept plans for Pontville Park.	Council	S
Lobby state and federal government for support for the Pontville Park upgrades.	Council	S-M
Identify potential grants and relevant partnerships for the Pontville Park upgrades.	Council	S-M
Strategy 24: Provide residents and visitors with public WIFI services		
Investigate establishing public WIFI hotspots.	Council	S-M
Strategy 25: Host festivals and pop-up exhibitions		
Support the continued operation of existing festivals that operate in Brighton.	Council	Ongoing
Investigate potential new festivals that could be established.	Council, local businesses	S-M
Investigate options for markets (including engaging with the agricultural areas of Tea Tree and the Southern Midlands).	Council, local businesses	S-M
Investigate holding pop-up art exhibitions.	Council	S-M
Increase the capacity within Council for an Events and Communications Officer.	Council	S-L



Action	Responsibility	Timing
Strategy 26: Encourage community use of school facilities		
Work with local schools to identify how the public can gain out-of-hours access to school facilities.	Council, Department of Education, local schools	S-M
Strategy 27: Continue the urban greening project		
Continue to implement the Greening Brighton Strategy.	Council	S-M
Review and update the Greening Brighton Strategy.	Council	S
Continue to allocate annual funds to green infrastructure.	Council	Ongoing
Work with the School Farm to establish a Council Nursery.	Council, Department of Education	S-M
Investigate planting an Avenue of Honour between the Brighton Army Camp Parade Ground and the war memorial.	Council	S-M
Strategy 28: Improve access to healthy food		
Support the development of the proposed new supermarket in Brighton.	Council	S
Support the continued operation of MONA's 24 Carrots program.	Council	Ongoing
Investigate whether Council can provide any land for community gardens.	Council	S-M
Include some productive species in streetscape and open space landscaping.	Council	Ongoing
Provide space in Council's media and communications material to promote healthy living.	Council	Ongoing
Strategy 29: Improve buffer management between different land uses		
Apply the interface treatments suggested to rezoning and development application as appropriate.	Council	Ongoing
Strategy 30: Improve the pedestrian experience on the Brighton-Pontville shared path		
Investigate installing a shelter structure(s) along the Brighton-Pontville shared path.	Council	S-M
Strategy 31: Improve the presentation of the Midland Highway overpasses		
Investigate adding sculptural elements such as painting or tiling to the Midland Highway overpasses.	Council	S-M
Strategy 32: Continue installing sculptural signage and street furniture		
Install sculptural signage and street furniture throughout the municipality to serve as public art and to remind visitors of the nearby attractions.	Council	S-M
Strategy 33: Investigate installing decorative lightning on the new Bridgewater Bridge		
Investigate including a lighting installation on the new Bridgewater Bridge.	Council	S-M

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