

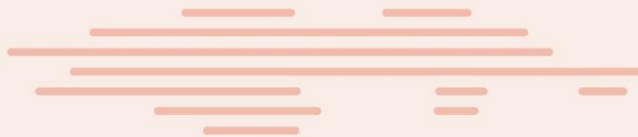


Brighton Council

South Brighton Master Plan - Community Engagement Summary



APRIL 2022



We acknowledge the traditional owners who once walked this country: the Mumirimina people.

The Mumirimina belonged to the Oyster Bay tribe. This was the largest tribe in Tasmania and covered 8000 square kilometres. kotalayna levee in Brighton was a significant meeting place where hundreds of generations of Aboriginal families hunted, gathered, corroboreed, camped and traded.

In the course of colonisation, dispossession of the Mumirimina was early, rapid and extensive.

We acknowledge the Tasmanian Aboriginal Community today as the continuing custodians of this land, and pay our respects to Elders past and present.

Through our words and actions we strive to build a community that reflects and respects the history and hopes for all the people of Brighton.



1. Introduction

1.1 Project Background

Brighton is predicted to be the fastest growing municipality in the State over the next 20 years with the Brighton township expected to see the biggest increase.

South Brighton has long been earmarked as a residential growth option and is identified as a greenfield development precinct in the Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS).

In early 2018, the Department of Education (DoE) announced that a new \$45 million high school would be built in Brighton, providing state of the art learning facilities for Years 7-12.

The land acquired for the new high school is located on 10 hectares (nearly 25 acres) of land that was previously zoned for residential development, reducing Brighton's overall supply of residential land.

In partnership with the Department of Education, Brighton Council has engaged GHD to prepare a Concept South Brighton Development Precinct Master Plan (the "Master Plan"). The aim of the Master Plan to prepare a comprehensive, practical, people-focused strategic Master Plan for the area that guides development for the future and ensures that there are strong physical and social links to the new high school.

The following report describes the engagement process and summarise its outcomes. The summary will outline the key themes that emerged from the consultation and the key issues and opportunities for the South Brighton area.

1.2. Project context

The South Brighton Master Plan area covers approximately 73ha (see Figure 1 below). Properties along Dylan St and Melinda Ct are generally 0.5ha to 2ha in area. Properties along Melinda Ct tend to include established dwellings, whereas properties along Dylan St are a mix of established dwellings and vacant sites.

69 Brighton Road is a large vacant property zoned rural. The Greater Hobart Urban Growth Boundary was recently extended to include the 10ha of this property which is part of the study area.

The new Brighton High School site is located on 10ha on the corner of Elderslie Rd and William St and this was recently rezoned to Community Purpose. 33 Elderslie Rd includes an established dwelling and is already zoned General Residential.



Figure 1: South Brighton Master Plan area

1.3 Work to date

The first stage of the project was to undertake a number of technical studies to inform the Master Plan, which included:

- South Brighton Infrastructure Feasibility and Master Plan – Infrastructure Assessment (GHD)
- South Brighton Development Precinct – Natural Values Assessment (North Barker Ecosystem Services)
- South Brighton Market Assessment (Choice Location Strategists)
- South Brighton Masterplan Project – Aboriginal Heritage Assessment (Cultural Heritage Management Australia).

In addition to the above, Council provided the following brief for the development of the Master Plan to the consultants:

- Ensure the High School integrates with the surrounding residential area and road networks;
- Well located open space and potential for shared facilities with school;
- Provide an indicative residential subdivision layout and potential for mixed-use and commercial development in the area;
- Opportunities for diverse housing and varied densities;
- A well-connected cycling and pedestrian network;
- A basic urban design plan to provide a high level of amenity, including a gateway treatment.

1.4 The draft Master Plan

Using the work above, a draft Master Plan was prepared for consultation purposes (see Appendix 1). The key features of the Master Plan include:

- 428 new residential lots of varying size to provide for housing diversity and choice;
- Several new roads providing increased connectivity through Dylan St, Melinda Ct and Hove Way;
- Shared pedestrian and cycling pathways along Brighton Road, around the perimeter of the high school site and throughout Dylan St and Melinda Ct;
- A network of public open space areas, including a large area in the south-west of the site to protect threatened grasslands;
- Two new roundabouts on Brighton Road;
- A small local business zoned area on the corner of William St and Brighton Rd for future commercial opportunities.
- A large format retail area to the south of the development precinct;
- New bus stops on Brighton Road; and
- Enhanced landscaping treatment for all existing and new roads.

2. Engagement Process

2.1 Engagement Purpose

The purpose of the engagement was to:

- Update landowners on the progress of the draft Master Plan;
- To introduce the project to the broader community;
- To seek feedback on the draft Master Plan to identify any key issues, or key changes that needed to be made.
- To provide an opportunity for the community to discuss the project with Council staff
- To advise the community on the next steps.

2.2 Engagement Approach

The engagement took place between the 2nd November 2021 to 26th November 2021 and included:

- Letters to all landowners and occupiers in the study site, including a FAQ and copy of the draft Master Plan and an invitation for one-on-one meetings.
 - Letters to all landowners and occupiers with properties adjoining the subject site.
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- Letters to all relevant infrastructure providers and state service authorities.
- A “Have Your Say” page with links to the draft Master Plan, supporting documentation and a survey monkey.
- A Drop-in session from 4 p.m. to 6p.m on Wednesday 10th November at the Brighton Bowls Club.
- One-on-one meetings with landowners.
- Promotion of the “Have Your Say” and drop-in session on social media.

In total the community participated in the engagement as follows:

- 17 submissions were received via survey monkey;
- 9 submissions were received via email;
- 14 people attended the “drop-in session”;
- 5 one-on-one meetings with Council staff.

3 Engagement Feedback

Key themes that came out of the consultation are provided below, with a response from Council and future actions required. The responses are ranked by how frequently issues were raised.

Things that people like about the draft Master Plan

Submission	Response/ recommendation
Like the public open space, walking trails and connectivity.	Action 1: Ensure public open space, walking trails and good connectivity are retained in the Master Plan
Proposed roundabouts will improve traffic flow	Action 2: Ensure proposed roundabouts are retained in the proposed Master Plan
The layout is fantastic and brings great building and business opportunities.	Noted.
Support shared paths along William St, Elderslie Rd and Brighton Rd. Alternatively, separated cycleways alongside foot paths could be provided.	Noted.
Support the perimeter of the school being surrounded by pathways and roadways. .	Action 3: Ensure the pathways and roadways around the perimeter of the school are retained.

Things that people don't like, or have concerns with, about the draft Master Plan

Submission	Response/ recommendation
There are too many houses in the proposed draft Master Plan	The Brighton township is growing rapidly and there is limited appropriately located land to accommodate growth. The STRLUS recommends that lots should be provided at a density of 15 dwellings per hectare. The proposed Master Plan is below this target.
Brighton does not have the necessary essential services to cope with additional growth (e.g. supermarket, doctors, etc.)	Council are working with a number of service providers and retailers to ensure the needs of the community are met. The Brighton High School and Bridgewater Bridge development are also committed to by Government. It is expected these will be delivered prior to the South Brighton MP being developed
Traffic will increase significantly, and the road network cannot cope.	Traffic modelling has been done as part of the infrastructure assessment and recommends upgrades to Elderslie Rd/William St/Brighton Rd and Hove Way/Brighton Rd and new connection at end of Dylan St will help manage flow.
It is up to property owners to do what they want on their land and Council shouldn't be forcing this plan on private land.	The majority of property owners that Council have spoken with are supportive of the proposal. If the zoning is changed, property owners do not have to develop their property if they do not want to.
How will shared/public infrastructure like sewer, stormwater, dams, roads, walkways and public open space going to be delivered and how will it be equitable?	Council is still working through how shared public infrastructure will be provided. Action 4: Council develop a policy and/or plan for provision of public infrastructure and share it with landowners.
The proposal will result in a loss of the rural and open character of the Brighton area.	This area has been earmarked for growth for several years. The area has a number of strong attributes for increased density, including its short distance from Brighton's commercial area, good connections to the Midland Highway and proximity to the new Brighton High School.
There is limited green space provided	Legislation allows Council to take up to 5% of land being subdivided as public open space. Action 5: Calculate what percentage of land being subdivided is being provided

	as public open space on the Dylan St and Melinda Court side of the development precinct and ensure it is at least 5%
The local business area proposed on the corner of William St and Brighton Rd is poorly located due to poor access, traffic issues and flooding.	<p>Council will further consider the suitability of this area for a local business zone.</p> <p>Action 6: Undertake further investigation on viability of local business zone on corner of William St and Brighton Road.</p> <p>Action 7: Undertake additional stormwater modelling of the area to determine the best way stormwater should be managed between Brighton Road and dam. Reconfigure plan if necessary.</p>
The road layout on 8 Melinda should be modified to reduce the length of road and maximise yield. It would also be preferred if the rear of this lot could be developed without relying on road connections from other lots.	Action 8: Investigate ways to improve layout on 8 Melinda and possibility of having road from Melinda Ct cul-de-sac.
<p>11 Melinda Ct</p> <p>There is a historic 'Right of Way' (See Appendix 2) where corridor presented by this right of way remains today. Why was this not considered for the development of a road through this new precinct? It does provide access to a good number of potential development lots.</p>	Action 9: To explore the use of the historic ROW.
<p>The lot layout on 13 Dylan is not supported. Prefer lot layout reconfigured to reflect plan prepared by Gerard Coutts (see Appendix 3). However, only want the area at the rear of the lot to be developed. Current layout won't work due to slope and much lower yield.</p>	Action 10: Investigate whether lot layout on 13 Dylan can be reconfigured as per Coutts design.
<p>The proposed road layout on 11 Dylan St will impact the amenity of the existing house and should be reconsidered.</p> <p>The yield on this lot should also be improved (see Appendix 4) and opportunity for a development site on the western side of the dam with the dam remaining in private ownership.</p>	Action 11: Investigate ways to improve the lot layout on 11 Dylan to improve yield, reduce the number of roads around the existing house and to provide a house site on eastern side of dam.

The existing fenced curtilage of 5 Dylan should be retained with a good yield on the remainder of the balance around the existing open drain.	See Action 7
Lots should only be shown on the eastern side of 1 Melinda Ct with a potential unit site to the rear of the land (see Appendix 5).	Action 12: reconfigure lot layout for 1 Melinda Court on eastern side of dwelling as per Appendix 5 and delete lots on western side.
There is a new house on 3A Melinda Ct and proposed road layout cannot work.	Action 13: Show new dwelling on 3A Melinda Court and reconfigure road as necessary.
<p>69 Brighton Rd</p> <p>A 1.92ha parcel of land has been set-aside as a biodiversity offset to mitigate the impact on EPBC listed species which is to be managed as open space/informal reserve.</p> <p>Have provided an alternative layout of 69 Brighton Rd to be considered in design (See Appendix 6). Tracks and trails have been removed from EPBC area and new connections to adjoining land in "Stage 2" area.</p>	Action 14: Consider the proposed layout for 69 Brighton Road within the Project area and reconfigure layout if possible. Provide reasons why elements of the submission have not been adopted.
<p>Lots 12, 15, 16 & 17 Dylan St</p> <p>Supportive of bulky goods on lots 16 & 17, however don't agree how vehicle access is shown from the internal residential land. Would prefer it show a service road as per design in Appendix 7.</p>	Action 15: Reconfigure Master Plan to show access to retail lots on 16 & 17 Dylan St clearly coming from Hove Way. Consider planning controls to soften the interface with the residential area (e.g. landscaping, treatment of blank walls, etc.)
<p>33 Elderslie</p> <p>Needs to be reconfigured to show the existing dwelling.</p> <p>Yield should be 165-190 lots to get 15 dwellings/ha</p>	Action 16: Reconfigure Master Plan to show a lot for the existing dwelling on 33 Elderslie Rd and investigate increasing yield.

What did state service authorities have to say about the draft Master Plan?

Submission	Response/ recommendation
TasRail	
<p>The design relies on the existing culverts under Midland Highway which then flows on to State Rail land. The rail culvert is smaller than the DSG culvert and was not designed to take urban/residential run off.</p> <p>TasRail would like to see extensive hydrology modelling to be shared. Any new culvert under the highway and/or railway will require approval by TasRail and works will be undertaken by TasRail at the developers cost.</p>	<p>Action 17: To share detailed modelling with TasRail and to consider the size of the rail culvert in the design.</p>
TasRail has no objection to shared pathways if there is no interface with TasRail land	Noted. TasRail will have an opportunity to have further input into the Master Plan through the planning scheme amendment and subsequent subdivision applications.
TasRail may have an interest in understanding likely traffic flows that impact on its railway crossings.	Noted. TasRail will have an opportunity to have further input into the Master Plan through the planning scheme amendment and subsequent subdivision applications.
TasWater	
<p>The land is currently not serviced for sewer and there is not sufficient capacity in the existing assets to service the area.</p> <p>It is likely that this area of Brighton will only be adequately serviced for sewer with multiple developers working together to extend sewer, either via a gravity solution, pump solution, or a combination of both.</p>	<p>Action 18: Council continue to work with key stakeholders to determine how best to provide sewer infrastructure to the area. This may include further work in relation to Action 4.</p>
The subject land is serviced via our Lodge Hill Reservoir, which has a pressure head of 134m. Dependent upon final design and lot layout, detailed engineering design and subsequent possible reticulation pipe upgrades or	Noted. As all lots other than 69 Brighton Road are below the 100m contour, this will be a matter for the developer of that land to address.

extensions, the land indicated in the proposed Master Plan area can be fully serviced for water to approximately the 100m contour. To service the land at a higher level would require significant investment by any future developer(s), including possibly a new pump station and a new reservoir, for a limited number of lots.	
Depending upon future growth rates, it is possible developers may need to also pay for, or contribute towards, bulk infrastructure upgrades as well as the provision of new reticulated assets for both sewer and water as they develop the land.	See Action 4
Department of State Growth	
Traffic travelling towards Brighton encouraged to use current signposted access to Brighton Rd.	Noted. There are no plans to change signage or promote alternate access.
Supportive of new bus stops – important suitable pedestrian crossings provided	Noted.
Council should consider relocating the existing bus stops on Brighton Rd adjacent semi industrial area south of Elderslie/William intersection so they are located in front of school and business zone.	Action 19: Consider location of relocating existing bus stops in consultation with DSG.
Council should consider amenity of bus stops.	Action 20: Update notation to say “Potential bus stop <i>shelter</i> locations”
For all bus stop locations, a road reservation should be provided allowing for sufficient space for accessible bus stops (compliant with the Disability Discrimination Act 1992), sufficient space to cater for at least one articulated bus, and a sufficient turn in and turn out space (e.g. bus bays), which reflects existing and potential future speed limits.	Action 21: Consider whether there is sufficient road reservation and no other constraints (e.g. embankments), to provide for DDA compliant and articulated bus stops.

The proposed through site links are supported and increase pedestrian permeability and make it easier to access bus services and potential attractors.	See Action 1. Also need to check that there are no embankments where trails meet road.
Through site links to existing bus stops on William St should also be improved.	Action 22: Investigate additional pedestrian links to William St – most likely through 27 William St.
DSG recommend footpaths are provided on both sides of the road where bus stops exist or are proposed.	Noted. This is already shown on the Master Plan
Detailed design should not preclude bus movements through the site.	Noted. This could be considered as a planning control for any future planning scheme amendment.
DSG suggests that Council consider planning controls that ensure access to properties via the internal road network, and not Brighton Road. This will reduce conflict between pedestrians and vehicles crossing over footpaths along Brighton Road, as well as conflict between the ingress and egress of vehicles from driveways and buses/vehicles travelling along Brighton Road.	<p>Whilst the traffic safety aspects of providing access through an internal road network is acknowledged, there are other ways that these issues can be mitigated (e.g. speed limits, traffic calming, etc.).</p> <p>Direct access onto Brighton Road also has the ability to provide a slower traffic environment as well as improves passive surveillance and safety for pedestrians.</p> <p>Council will not rule out direct access to properties from Brighton Road in its further consideration of the Master Plan layout.</p>
Crime rates will increase	The Master Plan has been designed using Crime Prevention Through Environmental Design (CPTED) principles.
If land is zoned to General Residential, will my rates go up if I don't develop?	No.

Further responses to issues raised that were not common themes or did not require actions or did not relate directly to the Master Plan have not been considered above. It is recommended that the community contact Council to discuss any of their concerns not covered above in more detail.

4 ACTION SUMMARY

Action 1: Ensure public open space, walking trails and good connectivity are retained in the Master Plan

Action 2: Ensure proposed roundabouts are retained in the proposed Master Plan

Action 3: Ensure the pathways and roadways around the perimeter of the school are retained.

Action 4: Council develop a policy and/or plan for provision of public infrastructure and share it with landowners.

Action 5: Calculate what percentage of land being subdivided is being provided as public open space on the Dylan St and Melinda Court side of the development precinct and ensure it is at least 5%.

Action 6: Undertake further investigation on viability of local business zone on corner of William St and Brighton Road.

Action 7: Undertake additional stormwater modelling of open drain to determine the best way it should be managed between Brighton Road and dam. Reconfigure plan if necessary.

Action 8: Investigate ways to improve layout on 8 Melinda and possibility of having road from Melinda Ct cul-de-sac.

Action 9: To explore the use of the historic ROW as a road (Appendix 2)

Action 10: Investigate whether lot layout on 13 Dylan can be reconfigured as per Coutts design (Appendix 3).

Action 11: Investigate ways to improve the lot layout on 11 Dylan to improve yield, reduce the amount of roads around the existing house and to provide a house site on eastern side of dam (see Appendix 6).

Action 12: Reconfigure lot layout for 1 Melinda Court on eastern side of dwelling as per Appendix 1 and delete lots on western side.

Action 13: Show new dwelling on 3A Melinda Court and reconfigure road as necessary.

Action 14: Consider the proposed layout for 69 Brighton Road within the Project area and reconfigure layout if possible. Provide reasons why elements of the submission have not been adopted.

Action 15: Reconfigure Master Plan to show access to retail lots on 16 & 17 Dylan St clearly coming from Hove Way. Consider planning controls to soften the interface with the residential area (e.g. landscaping, treatment of blank walls, etc.)

Action 16: Reconfigure Master Plan to show a lot for the existing dwelling on 33 Elderslie Rd and investigate increasing yield.

Action 17: To share detailed modelling with TasRail and to consider the size of the rail culvert in the design.

Action 18: Council continue to work with key stakeholders to determine how best to provide sewer infrastructure to the area. This may include further work in relation to Action 4.

Action 19: Consider location of relocating existing bus stops in consultation with DSG.

Action 20: Update notation to say “Potential bus stop shelter locations”

Action 21: Consider whether there is sufficient road reservation and no other constraints (e.g. embankments), to provide for DDA compliant and articulated bus stops.

Action 22: Investigate additional pedestrian links to William St – most likely through 27 William St

5 Conclusion

The submissions provided a mixed response in terms of opposition and support of the proposed draft Master Plan. Several respondents are excited by the opportunities that the proposal will bring to Brighton, whereas others had concerns about the density, potential traffic issues and lack of services in the area.

There were also a number of responses from property owners in the area that were generally supportive of the project, but thought aspects of it could be improved.

Given that the area has long been earmarked as a growth area for the Brighton township and many property owners in the area would like to see the project proceed, Council will continue to proceed with the project.

The consultation has identified that there are several improvements, or items requiring further investigation, that could be made to the draft Master Plan. Twenty-two actions have been generated from the feedback which Council and the project consultants are committed to addressing. This will likely result in an amended layout for the Master Plan.

Council intends to follow-up individually with property owners where the layout is greatly altered on their land.

Council also commits to consulting further with landowners on any infrastructure contributions framework.

APPENDIX 1 – Draft South Brighton Master Plan



APPENDIX 2 – Historic ROW – Melinda Ct

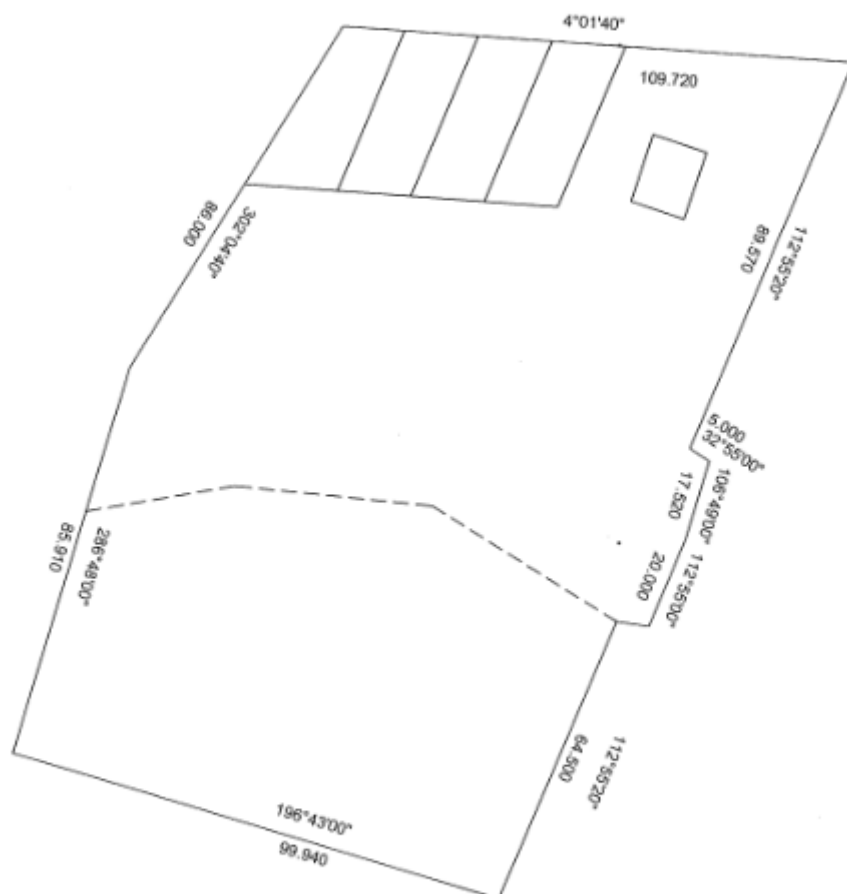




APPENDIX 3 – 13 Dylan St preferred layout



APPENDIX 4 – 11 Dylan – proposed layout along Dylan St frontage.



APPENDIX 5 – 1 MELINDA COURT – Review layout in highlighted area



APPENDIX 6 – PROPOSED LAYOUT FOR 69 BRIGHTON RD



APPENDIX 7 – PROPOSED SERVICE ROADS 16 & 17 DYLAN ST

