



South Brighton Master Plan

Actions from Community Engagement

	Action	Response
1	Ensure public open space, walking trails and good connectivity are retained in the Master Plan	Retained and enhanced through walking paths next to overland flow paths. Improved connectivity to open space area and east to west link.
2	Ensure proposed roundabouts are retained in the proposed Master Plan	Retained.
3	Ensure the pathways and roadways around the perimeter of the school are retained.	The pedestrian pathway along the southern end of the school has been removed. This was due to amending the location of the Brighton Rd pedestrian crossing, bus stop and connection to Dylan St to better align with overland flow path and avoid embankment.
4	Council develop a policy and/or plan for provision of public infrastructure and share it with landowners.	<p>Council has an existing Policy that is fit for purpose to help with the provision of public infrastructure*. The Policy allows Council to define an area and calculate a charge for one of more types of infrastructure.</p> <p>At this stage Council are not going to pursue any further work on infrastructure charges until there is certainty that the land has been rezoned.</p> <p>If the Tasmanian Planning Commission approve the rezoning of the land, there will be a greater understanding about whether the Policy needs to be utilised or whether property owners are likely to work together to deliver the required infrastructure.</p>

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%.	5% of the total land area of the precinct is 3.65ha. There is 2 ha of land set aside for bushland reserve on 69 Brighton Rd. Opportunities for small pocket park near dam and on existing Melinda Ct triangle site. The High school also provides a huge recreation opportunity.
6	Undertake further investigation on viability of local business zone on corner of William St and Brighton Road.	The LBZ has been removed. Further modelling indicate that this is a difficult flooding low point area and needs to be retained for overland flows. Best practice approach is to avoid building in these areas and should be in Council ownership.
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.	Overland flow to be maintained in extra wide road reserve which includes open drain and walking trail. Dam outlet to be in POS.
8	Investigate ways to improve layout on 8 Melinda and possibility of having road from Melinda Ct cul-de-sac.	Use of the ROW for a road and positioning of existing dwellings did not allow for this. Some subdivision potential from Melinda Ct exists, but further subdivision will rely on a future road connection.
9	To explore the use of the historic ROW as a road (Appendix 2)	Has been utilised and provides for more efficient lot layout. Council may need to consider acquiring portions of the road reserve depending on who the "first movers" are.
10	Investigate whether lot layout on 13 Dylan can be reconfigured as per Coutts design (Appendix 3).	The road layout has not been altered due to constraints. The lot layout has been amended to increase the yield. As there are no other roads joining the lot, the layout can be flexible in the SAP framework.
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).	All roads have now been removed from this title and yield improved.
12	Reconfigure lot layout for 1 Melinda Court on eastern side of dwelling as per Appendix 1 and delete lots on western side.	Has been altered. Lot layout could be amended through SAP Framework

13	Show new dwelling on 3A Melinda Court and reconfigure road as necessary.	Road has been amended to avoid new dwelling on 3A Melinda.
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.	Chosen to leave lot layout blank for SAP and let developer come up with own layout except for retaining road connection as shown.
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.)	Included link from Hove Way. Planning controls to be considered through SAP framework.
16	Reconfigure Master Plan to show a lot for the existing dwelling on 33 Elderslie Rd and investigate increasing yield.	Chosen to leave lot layout blank for SAP and let developer come up with own layout except for retaining road connection as shown.
17	To share detailed modelling with TasRail and to consider the size of the rail culvert in the design.	Will require further consultation with TasRail once detailed design prepared and may require additional detention in open space areas.
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.	Further work being undertaken with key developers.
19	Consider relocating existing bus stops in consultation with DSG.	Bus stop locations are limited due to steep embankment and access to residential areas. Further consultation through amendment required.
20	Update notation to say "Potential bus stop shelter locations"	Done.
21	Consider whether there is sufficient road reservation and no other constraints (e.g. embankments), to provide for DDA compliant and articulated bus stops.	Bus stops relocated away from embankments.
22	Investigate additional pedestrian links to William St – most likely through 27 William St	Addressed through the new central road which provides an additional connection to William St.

* See Policy 1.7 *Key Infrastructure Investment and Defined Infrastructure Charges* on Council's webpage under My Council>Council Policies>Part 1- Rates and Finance or

<https://www.brighton.tas.gov.au/wp-content/uploads/2019/05/Policy-1.7-Key-Infrastructure-Investments-and-Defined-Infrastructure-Charges.pdf>