



Brighton Council

ATTACHMENTS

ORDINARY COUNCIL MEETING

19 AUGUST 2025





**Brighton
Council**

**MINUTES OF THE ORDINARY COUNCIL MEETING
OF THE BRIGHTON COUNCIL, HELD IN THE COUNCIL CHAMBERS,
COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH
AT 5.33P.M. ON TUESDAY, 15 JULY 2025**

PRESENT: Cr Gray; Cr Curran; Cr De La Torre; Cr Geard; Cr Irons; Cr McMaster;
Cr Owen and Cr Whelan

IN ATTENDANCE: Mr J Dryburgh (Chief Executive Officer); Mr C Pearce-Rasmussen
(Director Asset Services); Ms G Browne (Director Corporate
Services); Ms J Banks (Director, Governance & Regulatory
Services); Mr A Woodward (Director Development Services).

- 1. STATEMENT BY THE CHAIRPERSON**
- 2. ACKNOWLEDGEMENT OF COUNTRY**
- 3. APOLOGIES & REQUESTS FOR LEAVE OF ABSENCE**

DECISION:

Cr De La Torre moved, Cr McMaster seconded that Cr Murtagh be granted leave of absence.

CARRIED

VOTING RECORD

In favour	Against
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Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Owen	
Cr Whelan	

4. NOTIFICATION OF LEAVE OF ABSENCE FOR PARENTAL LEAVE

Nil.

5. CONFIRMATION OF MINUTES

5.1 Ordinary Council Meeting

The Minutes of the previous Ordinary Council Meeting held on the 17th June 2025 are submitted for confirmation.

RECOMMENDATION:

That the Minutes of the previous Ordinary Council Meeting held on 17th June 2025, be confirmed.

DECISION:

Cr De La Torre moved, Cr Owen seconded that the Minutes of the previous Ordinary Council Meeting held on 17th June 2025, be confirmed with the inclusion of Cr Whelan's name at Item 12.2 being added to the Voting Record.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Owen	
Cr Whelan	

5.2 Planning Authority Meeting

The Minutes of the Planning Authority Meeting held on the 1st July 2025 are submitted for confirmation.

RECOMMENDATION:

That the Minutes of the Planning Authority Meeting held on the 1st July 2025, be confirmed.

DECISION:

Cr Geard moved, Cr Irons seconded that the Minutes of the Planning Authority Meeting held on 1st July 2025, be confirmed.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Owen	
Cr Whelan	

6. DECLARATION OF INTEREST

In accordance with the requirements of Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025*, the chairperson of a meeting is to request Councillors to indicate whether they have, or are likely to have, an interest in any item on the agenda.

In accordance with Section 48(4) of the *Local Government Act 1993*, it is the responsibility of councillors to then notify the Chief Executive Officer, in writing, the details of any interest(s) that the councillor has declared within 7 days of the declaration.

There were no declarations of interest.

7. PUBLIC QUESTION TIME & DEPUTATIONS

In accordance with the requirements of Regulations 33, 36, 37 & 38 of the *Local Government (Meeting Procedures) Regulations 2025*, the agenda is to make provision for public question time.

There was no requirement for public question time.

8. REPORTS FROM COUNCIL**8.1 Mayor's Communications**

18/6 LGAT State Election Priorities meeting

20/6 Media Event, Bridgewater

23/6 TasWater General Meeting

30/6 Emergency Management and Recovery Review meeting

1/7 Council Workshop

1/7 Planning Authority meeting

3/7 TasWaste South Board meeting

14/7 Interview on ABC with Rick Goddard

15/7 Council Meeting

RECOMMENDATION:

That the Mayor's communications be received.

DECISION:

Cr Irons moved, Cr Owen seconded that the Mayor's communications be received.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Owen	
Cr Whelan	

8.2 Reports from Council Representatives

- Cr Geard attended a function on 11 July to celebrate 24 new recruits to the State Fire Service. Cr Owen specifically mentioned Toby Willits from Old Beach who was one of the new recruits, he previously volunteers at the Old Beach fire brigade.
- Cr De La Torre on 24 June joined the Gagebrook Primary school students at the Council Chambers, to learn about 'our community' as part of Humanities and Social sciences. The CEO and CDO were also in attendance.
- Cr De La Torre on 2 July joined online to the PLACE Roadshow and Listening Tour Capstone Event where Joselle Griffin spoke on behalf of the work she is doing in the municipality.

RECOMMENDATION:

That the verbal reports from Council representatives be received.

DECISION:

Cr Owen moved, Cr Whelan seconded that the verbal reports from Council representatives be received.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Owen	
Cr Whelan	

9. MISCELLANEOUS CORRESPONDENCE

- Letter from TasWaste South dated 11 June 2025 in regard to the Garage Sale Trail 2025 – promoting circular economy outcomes.
- Letter from Tasmanian Waste & Resource Recovery Board dated 18 June 2025 providing an update on activities of the Board.
- Letter to CEO J Dryburgh from Brighton Bowls & Community Club dated 3 July 2025.
- Letter to Brighton Bowls & Community Club dated 7 July 2025.
- Email and Certificate of Appreciation from HIPPY Brighton/54 Reasons dated 7 July 2025 for support provided for NAIDOC event.

10. NOTIFICATION OF COUNCIL WORKSHOPS

In accordance with the requirements of Regulation 10(3) of the Local Government (Meeting Procedures) Regulations 2025, the agenda is to make provision for the date and purpose of any council workshop held since the last meeting.

One (1) Council workshop has been held since the previous Ordinary Council meeting.

A workshop was held on the 1st July 2025 at 5.00pm in relation to the Draft Tivoli Green & Lennox Park Masterplans.

Attendance: Cr Gray; Cr Curran; Cr De La Torre; Cr Geard; Cr Irons; Cr McMaster; Cr Owen & Cr Whelan

Apologies: Cr Murtagh

11. NOTICES OF MOTION

There were no Notices of Motion.

12. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

In accordance with the requirements of Regulation 10(7) of the *Local Government (Meeting Procedures) Regulations 2025*, the Council, by absolute majority may decide to deal with a matter that is not specifically listed on the agenda if:-

- (a) the general manager has reported the reason for which it was not possible to include the matter on the agenda; and
- (b) the general manager has reported that the matter is urgent; and
- (c) the general manager has certified under Section 65 of the Local Government Act 1993 that the advice has been obtained and taken into account in providing general advice to the council.

The Chief Executive Officer reported there were no supplementary agenda items.

13. REPORTS FROM COMMITTEES

Nil.

14. COUNCIL ACTING AS A PLANNING AUTHORITY

Under the provisions of the *Land Use Planning and Approvals Act 1993* and in accordance with Regulation 29 of the *Local Government (Meeting Procedures) Regulations 2025*, the Chairperson is to advise the meeting that Council will act as a planning authority in respect to those matters appearing under Item 12 on this agenda, inclusive of any supplementary items.

There were no Planning Authority items for the July meeting.

15. PETITIONS

Nil.

16. OFFICERS REPORTS

16.1 Naming Roads and Streets - 1 Plymouth Road, Gagebrook

Author: Development Services Officer (K Clifton)

Authorised: Manager Planning (J Blackwell)

Background

The purpose of this report is to seek endorsement for the naming of new roads in Plymouth Road, Gagebrook in accordance with the *Place Names Act 2020*. The names have been supplied by the developer and Council, for consideration.

In 2020, the *Place Names Act 2020* (the Act) was introduced to provide for contemporary Governance arrangements for the place naming process and clarity in the responsibility for the naming of roads and streets.

Under the Act, local councils are the naming authority for roads and streets.

The Tasmanian Place Naming Guidelines (the Guidelines) are provided for under the Act and are to be used by all naming authorities to assist in the selection of a conforming name, as well as providing the public and community with the principals that apply to the selection of a name.

Section 7.11 of the Guideline states: "Road and street name proposals should be endorsed by the elected council members".

The proposed road names for 1 Plymouth Road (Permit SA2006/037) are listed below:

- **Horton Hill Rise** (taken from the land feature to the rear of the subdivision)
- **Rossii Mews** (taken from *Carpobrotus rossii* – Native Pigface, which grows readily within Brighton Municipality)

- **Eboni Close** (chosen by the Developer in recognition of a member of his working team)

Consultation

No consultation has been undertaken as the proposal is to name new roads that do not currently have any landowners other than the developer.

Risk Implications

There is a risk that the proposed road names do not conform with the Guidelines and that the proposed names will be referred back to Council. Council staff have considered the Guidelines and confirm that the proposed roads meet the requirements.

Financial Implications

Nil

Strategic Plan

1.4 Encourages a sense of pride and engaging in local activities.

3.3 Community facilities are safe and meet contemporary needs.

Social Implications

Nil

Environmental or Climate Change Implications

Nil

Economic Implications

Nil

Other Issues

Nil

Assessment

The developer at 1 Plymouth Road, Gagebrook has taken a keen interest in the street naming process and is keen to acknowledge both the locality and his hard-working team by his choice of street names.

By taking inspiration from the local area features and flora, the developer hopes to create a sense of pride in the local community and ties to the local area.

The suggested names have all passed a pre-check completed by Placenames Tasmania, meet the requirements of the Guidelines and should be endorsed.

Options

1. As per the recommendation.
2. Endorse the road names with amendments.

3. Other.

RECOMMENDATION:

That Council endorse the road names for 1 Plymouth Road, Gagebrook.

DECISION:

Cr Geard moved, Cr McMaster seconded that Council endorse the road names for 1 Plymouth Road, Gagebrook.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Owen	
Cr Whelan	

16.2 Brighton Activity Centre Strategy - Consultation and Final Endorsement

Author: Strategic Planner (B White)

Authorised: Director Development Services (A Woodward)

Background

This report:

- a) Considers the submissions received during the community consultation on the draft *Brighton Activity Centre Strategy 2025*; and
- b) Seeks Council's endorsement of the final *Brighton Activity Centre Strategy 2025*.

The Southern Tasmanian Regional Land Use Strategy ('STRLUS') identifies activity centres as being the focus for services, employment, and social interaction. Emphasis is placed on their role in community, education, government services, recreation, and entertainment.

The STRLUS sets out the activity centre planning hierarchy for Greater Hobart and its surroundings. This provides a framework for local governments to adhere to that is consistent with sustaining the overall vibrancy of retail land uses in the region.

An Activity Centre Strategy is a plan to guide the development and management of activity centres. These strategies set the hierarchy of centres within a municipality, region or state and recommend planning tools to guide how the centres grow over time to best meet the community needs.

In 2024, Brighton Council engaged Geografia and Mesh to prepare an Activity Centre Strategy ('the Strategy') for the Brighton municipality.

The aim of the Strategy (**Attachment A**) is to guide the development of a network of functional, vibrant, economically sustainable, and multi-purpose centres that accommodate a mix of land uses to serve the community through to 2046.

The Strategy methodology included a combination of policy review, community engagement, and data analysis to inform the proposed activity centre hierarchy and related strategies and actions.

A key input into the Strategy was the Background Report (**Attachments B & C**), which provided robust modelling of future floorspace, and land use needs, to guide the development and consolidation of both new and existing activity centres.

The Background Report included:

- A review of the existing strategic and policy context
- Employment forecasts
- Retail catchment analysis and forecasts
- Retail commercial and employment needs analysis
- Land use analysis
- An analysis of size, location and offering of activity centres.

A key part of the Background Report was analysing current and future demand for retail and commercial space in Brighton, based on population growth. This involved reviewing the latest supply and demand data for Southern Tasmania and identifying growth areas in Brighton.

The study measured how much retail (including large-format stores) and commercial space is needed, helping to guide land use planning in square metres.

It also looked at where residents and visitors are spending money, using Spendmapp—a tool that tracks electronic transaction data. This helped identify spending patterns, retail leakage (money spent outside the area), and inflow (money spent by visitors).

The findings support decisions about how much land should be zoned for retail and commercial use in Brighton, what types of businesses should be included, and how to ensure that major centres like Glenorchy and Hobart CBD remain the region's primary hubs.

The findings of the Background Report provide a robust evidence base for the Strategy's recommendations and policies.

The Strategy will provide an overarching framework to guide land use planning and economic development decisions for the Brighton Council's activity centres up until 2046. Specifically, it aims to:

- Translate regional land use strategies, including the Southern Tasmania Regional Land Use Strategy (STRLUS), into the context of Brighton Council;
- Provide strategic guidance to inform planning, economic development, and land use decision-making for activity centres in Brighton; and
- Assist the Council's efforts to attract, direct, advocate for, and guide investment that will enhance these local centres.

Key Findings of Strategy

Responding to Economic and Demographic Factors

The Strategy identified four key themes that characterise Brighton's economic and demographic profile and which influence planning for activity centres.

Brighton Surpasses Population Growth Expectations

Brighton (M)¹ has consistently exceeded population forecasts, highlighting the need for strategic planning to support its growing communities. The Strategy has specifically factored in future the future population increase because of the realisation of Brighton's current and future growth areas, including:

- Boyer Road Precinct: ~400 lots
- South Brighton: ~500 lots
- Sorell Street: ~250 lots
- Old Beach Rural Living Review Area: ~500 lots

¹ Brighton (M) refers to the Brighton Municipality. Brighton (S) is the suburb.

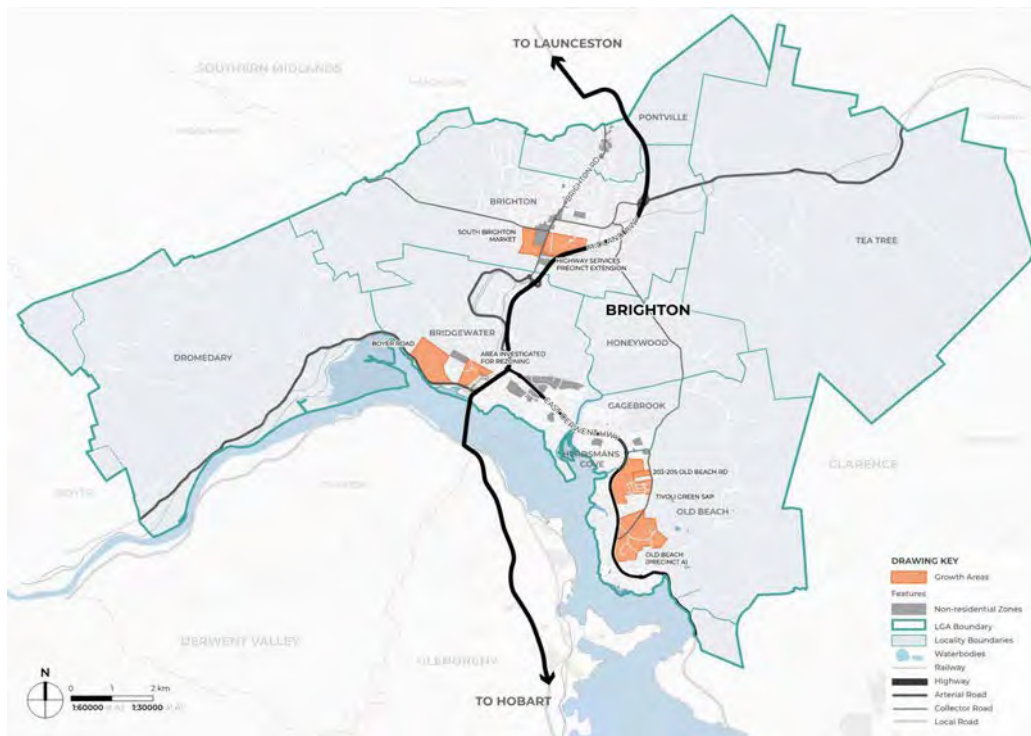


Figure 1 Brighton Growth Areas (Source: Mesh)

Rapid Population Growth in Bridgewater and Brighton (Suburb) and Its Long-Term Retail Impact

Brighton (S) is projected to become the most populous suburb by 2046, following the full development of the South Brighton growth area. Bridgewater is also expected to experience significant population growth during this period.

This growth will result in Brighton's (S) role within the activity centre hierarchy continuing to expand, reflecting the additional demand for retail and commercial floorspace and its increasing importance as a sub-regional hub for the municipalities of Southern Midlands and Central Highlands.

Similarly, for Bridgewater, the anticipated growth will generate additional demand for retail and commercial floorspace, creating an opportunity to elevate the Old Main Road activity centre within the hierarchy to better accommodate the growth areas to the west.

The Strategy has responded to this by recommending:

- Elevating **Brighton (S)** from its current Rural Services Centre classification under STRLUS to a **Major Activity Centre**;
- Elevating **Old Main Road (Bridgewater)** to a **Neighbourhood Activity Centre** in the STRLUS hierarchy to accommodate the additional demand. The Strategy recommends that as the growth areas along Boyer Road start to develop, that the additional retail demand be allocated in along Old Main Road via a half-line supermarket, and a local grocer within the Boyer Road growth area.

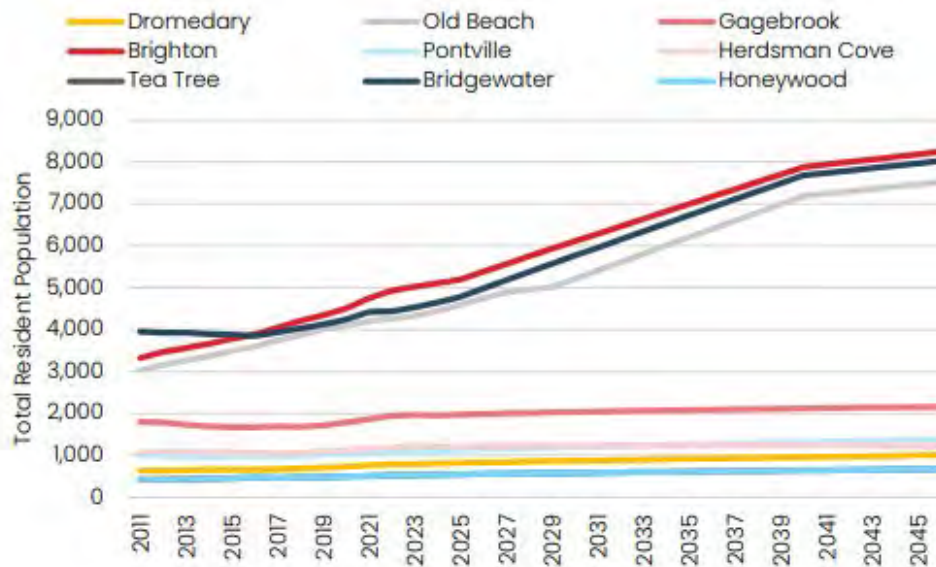


Figure 2 Population projections by centre (Source: Geografia)

High Escape Spend Drives Short-Term Needs in Old Beach

Of all the centres in Brighton (M), Old Beach has the highest volume of escape expenditure with nearly \$18 million spent in higher-order activity centres and \$7.7 million (2023 financial year) in other neighbourhood and local centres outside Brighton.

This level of current and projected escaped spending presents significant opportunities to attract businesses, particularly in retail and commercial settings, to Old Beach in the short term.

The Strategy has responded to this high level of escape expenditure and retail and commercial demand by proposing:

- A new **Neighbourhood** centre in the Tivoli Green Estate; and
- An expanded **Local Centre** on Jetty Road.

The retail needs assessment found that Old Beach has the conditions to support a half-line supermarket. The Strategy recommends this is located within the Tivoli Green Estate with the remaining demand allocated to Jetty Road.

Long-Term Opportunity for Bulky Goods Provision

The Background Report identified that nearly 75% of bulky goods spending by residents occurs outside Brighton, with 27% directed to higher-order activity centres and 49% to other neighbourhood and local centres. The report identifies that this poses significant opportunities for Brighton to capture unmet demand through the attraction of a local bulky goods retailer and to provide bulky goods floorspace to service not only the local communities, but the broader sub-region.

The Strategy responds to this by recommending that the Highway Services Precinct in South Brighton and the Cove Hill centre in Bridgewater be prioritised as key destinations for bulky goods sales uses.

Proposed Activity Centre Hierarchy

The Strategy identifies that activity Centre policy and strategies in Tasmania, particularly at State and Regional levels, emphasise on the need to create a network of centres within a defined hierarchy.

STRLUS outlines this hierarchy for Greater Hobart and nearby areas. It gives local councils a guide to follow that helps keep retail areas lively and successful.

Having a hierarchy helps coordinate how land is used, makes things more efficient, and avoids unnecessary competition between centres. It also encourages growth in major centres that are well-served by public transport, while still recognising the value of smaller local centres that serve nearby communities.

The Strategy suggests updating the current hierarchy. Some centres would be upgraded to a higher level, and new smaller centres would be added. These changes reflect the area's population growth and urban development, which are creating more demand for shops and services and allowing some centres to serve larger areas.

Some key changes are as follows:

- The Brighton Centre has been elevated from its current classification as a Rural Services Centre to a **Major Activity Centre**.² The Strategy's analysis identifies Brighton as a growing centre, driven by emerging growth areas such as South Brighton and its increasing importance and influence within the sub-region—factors that warrant its elevation to a higher-order centre within the regional settlement network;
- The Old Main Road activity centre has also been elevated to a **Neighbourhood Centre** in the hierarchy, reflecting increased retail and commercial floor space demand driven by future growth areas along Boyer Road, as well as the vision for a mixed-use, vibrant centre outlined in the Bridgewater Waterfront Masterplan as a result of the Bridgewater Bridge development;
- A new **Neighbourhood Centre** is proposed within the Tivoli Green Estate given the high demand for retail/ commercial floor space in Old Beach.

The proposed activity centre hierarchy is shown below.

² As defined in the Southern Tasmanian Regional Land Use Strategy.

Centre Name		Classifications ⁷	Suburb	Status
Major Activity Centres (determined at a regional level by the STRLUS)				
B	 Brighton	Major Activity Centre (aspirational)	Brighton	Existing centre
CH	 Cove Hill	Major Activity Centre	Bridgewater	Existing centre
GP	 Green Point	Major Activity Centre	Bridgewater	Existing centre
Neighbourhood Centres (determined at a local level)				
OMR	 Old Main Road	Neighbourhood Centre (aspirational)	Bridgewater	Proposed centre
TG	 Tivoli Green	Neighbourhood Centre	Old Beach	Proposed centre
Other Centres (determined at a local level)				
JR	 Jetty Road	Local Centre	Old Beach	Existing centre
BTC	 Boyer Road	Local Centre	Bridgewater	Potential new centre
P	 Pontville	Visitor Accommodation (Specialist centre)	Brighton	Existing centre
MH	 Midland Highway Service Centre	Highway Service Precinct (Specialist Centre)	Brighton	Existing centre
Other Activity Nodes and Village Local Centres				
-	 Lamprill Circuit - Convenience Store, community centre, school and immediate surroundings.	Activity Node	Herdsmen's Cove	Existing centre
-	 Tottenham Road - Convenience Store, Cove Creek Oval and Cris Fitzpatrick Community Park and immediate surroundings.	Activity Node	Gagebrook	Existing centre
-	 Gage Road - Brighton Council Chambers, service station, berries farms and immediate surroundings.	Activity Node	Gagebrook	Existing centre

Figure 3 Proposed Activity Centre Hierarchy (Source: Mesh)

Centre Specific Recommendations

Along with municipality wide strategies, the following are some of those key centre specific objectives, strategies and recommendations are provided.

Centre	Classification	Key Strategies and Recommendations
Brighton Road	Major Activity Centre (Aspirational)	<ul style="list-style-type: none"> • Prepare a local area plan to support the elevation to a Major Activity Centre. • Consider an Urban Design Framework for the activity centre core. • Allocate sufficient supply of land within the centre to provide for commercial and business uses. • Encourage and support the establishment of a greater mix of food services. • Encourage the growth of the night-time economy. • Support the establishment of Brighton as community service core in the municipality. • Plan for a local grocer by 2028, a half-line supermarket by 2038, or a full-line supermarket by 2045.
Greenpoint	Major Activity Centre (Existing)	<ul style="list-style-type: none"> • Prepare a public realm strategy. • Prepare a safety plan. • Encourage a greater variety of uses. • Encourage a greater variety of uses and better active transport infrastructure connections.
Cove Hill	Major Activity Centre (Aspirational)	<ul style="list-style-type: none"> • Prepare a public realm strategy. • Encourage bulky goods uses. • Encourage a greater variety of uses and better active transport infrastructure connections. • Update local area objectives and consider a Specific Area Plan.
Old Main Road	Neighbour Centre (Aspirational)	<ul style="list-style-type: none"> • Prepare urban design analysis of Old Main Road. • Apply planning policies to unlock a range of retail uses such as a half line supermarket once the nearby growth areas develop. • Consider a specific area plan and local area objectives that consider the unique built-form and urban design characteristics of Old Main Road and implements the design controls of a future Urban Design Analysis.

Tivoli Green	Neighbourhood (New Centre)	<ul style="list-style-type: none"> To support creation of a new neighbourhood centre in Tivoli Green to service existing and emerging residential areas in coordination with the community, developers, businesses and key stakeholders Prepare an Urban Design Framework (UDF) showing realistic design concepts for a half-line supermarket and retail, to inform and test ideas with stakeholders and the community.
Jetty Road	Local Centre	<ul style="list-style-type: none"> To strengthen Jetty Road's role as local multifunctional centre that services the Old Beach Community. Prepare Business Development Prospectus for Jetty Road to encourage a local grocer. Consider applying the local business zone additional properties in Jetty Road or supporting a private-led amendment for this purpose to unlock the delivery of a local grocer by 2033 and remaining retail needs.
Boyer Road Growth Area	Local Centre (New)	<ul style="list-style-type: none"> Establish a local grocer in the Boyer Road growth area. Ensure the new centre retains a lower order than Old Main Road.
Midland Highway Services Centre	Specialist Centre	<ul style="list-style-type: none"> Consider Local Area Objectives that recognise a vision for a bulky goods precinct with a regional catchment.

2nd Phase Consultation

At its meeting of the 19th March 2025, Council endorsed the draft Activity Centre Strategy for a second round of community consultation.

This phase invited the public to review the draft Strategy via Council's 'Have Your Say' (Social Pinpoint) portal and submit written feedback. Notification of the consultation was made through a social media post on Council's Facebook page. Council Officers also contacted key stakeholders directly, including major landowners, state agencies, public transport providers, and local business owners.

The consultation period ran from 11 April to 5 May 2025.

During this time:

- The project page received **430 visits**
- The Strategy document was downloaded **141 times**
- 46%** of visitors were directed to the page via the social media post

Council received **seven written submissions** (refer Attachment D). Mesh and Geografia, in collaboration with Council Officers, reviewed and responded to the feedback (refer Attachment E).

None of the submissions raised issues warranting substantive changes to the Strategy or Background Report. Minor clarifications have been incorporated as appropriate. A summary of submission themes and responses is provided in the table below.

Submitter	Key Issues Raised	Response
ERA on behalf of Tivoili Green	<ul style="list-style-type: none"> Query regarding the mapping of Tivoli and the Old Beach Rural Living Zone review area and whether both areas have been taken into account in the future population figure. Overall supportive of strategy 	<ul style="list-style-type: none"> The mapping has been updated to show Tivoli Green and to clarify that the growth area to the south of Tivoli Green is actually 'Precinct A - Old Beach Zoning Review Area'. The Tivoli Green growth figures were already included in the Remplan data so there was no need to add it to the future growth figures Geografia prepared of land not yet zoned for residential development.
Urbis on behalf of Dourias Group Holdings	<ul style="list-style-type: none"> Considerations for: <ul style="list-style-type: none"> alternative local retail locations such as in South Brighton. full-line supermarket in South Brighton. extending the Highway Services Precinct SAP to create additional commercial zoned land; rezoning of land at 69 Brighton Road to create small scale retail offering; and rezoning of land at 69 Brighton Road to General Residential. 	<ul style="list-style-type: none"> While Urbis' retail needs assessment generally aligns with Geografia's, they disagree on the best location for a future supermarket. Geo believe it should be located in the retail core or high street to support activation and complementary uses like food, dining, and entertainment. Retail needs should prioritise the high street first, with out-of-centre locations only considered once high street activation is achieved. Council Officers do not support additional commercial zoned land in South Brighton, or the rezoning of 69 Brighton Road at this stage. The focus should be on strengthening the Brighton Road activity centre core rather than encouraging out of centre type retail intensification. Rezoning to create additional residential land is outside the scope of this project. The Brighton Local Area Plan will provide opportunities for the developer to comment further on these matters.
Department of State Growth	<ul style="list-style-type: none"> Concerns with both Green Point and Cove Hill being Major Activity Centres. Queries regarding Brighton being a Major Activity Centre and Old Main Road being a Neighbourhood Centre. Comments on future Greater Hobart 	<ul style="list-style-type: none"> Cove Hill and Green Point serve both distinct and complementary roles as outlined in the Strategy and Background Report. Classification as an MAC ensures continuity of Brighton's regional servicing role via its current classification as a Rural Services Centre Growth area opportunities underpin sufficient demand in Bridgewater to support a half-line supermarket in Old Main Road, which is appropriate for a Neighbourhood Centre. Its strategic position (public transport, lower-order road) also presents opportunities for a viable future activity centre.

Metro	<ul style="list-style-type: none"> Comments on the need to consider public transport in future strategic planning. 	<ul style="list-style-type: none"> Public transport views and sentiments are considered and affirmed in the AC Strategy.
Office of the Coordinator-General	<ul style="list-style-type: none"> Strongly opposed to any planning recommendation or decision that reduces the amount of industrial zoned land. 	<ul style="list-style-type: none"> The recommendations in the Strategy regarding rezoning light industrial land in Cove Hill to a commercial zone have been revised. The recommendation now requires an industrial land use needs assessment prior to any rezoning occurring.
C. K. Barathy	<ul style="list-style-type: none"> Community safety - measures to create a safer community (e.g., CCTV cameras, youth development and wellbeing programs) Health access - inclusion of a full-fledged pharmacy at Cove Hill 	<ul style="list-style-type: none"> Safety views and sentiments (particularly through the lens of night-time activity) are considered and affirmed in the AC Strategy. The Strategy contains numerous Cove Hill recommendations responding to those matters raised.

Risk implications

Nil.

Financial Implications

Nil

Strategic plan

This project aligns with the following strategies:

Goal 1: Inspire a community that enjoys a comfortable life at every age,

- 1.1 Engage with and enable our community
- 1.3 Ensure attractive local areas that provide social, recreational and economic opportunities
- 1.4 Encourage a sense of pride, local identity and engaging activities

Goal 2: Ensure a sustainable environment

- 2.2 Encourage respect and enjoyment of the natural environment
- 2.4 Ensure strategic planning and management of assets has a long term-sustainability and evidence-based approach

Goal 3 Manage infrastructure and growth effectively

- 3.2 Infrastructure development and service delivery are guided by strategic planning to cater for the needs of a growing and changing population
- 3.3 Community facilities are safe, accessible and meet contemporary needs.

Social implications

Nil.

Economic implications

Nil.

Environmental or climate change implications

Relevant actions recommended in the Activity Centre Strategy will consider all environmental and climate change implications at the time of implementation.

Other Issues

Nil.

Assessment

The Activity Centre Strategy 2025 is a critical planning document designed to shape the development of Brighton's current and future activity centres through to 2046. The strategy has accounted for key factors such as updated population forecasts, economic and demographic trends, emerging residential growth areas, and relevant state, local, and regional planning policies.

None of the submission received during exhibition of the draft documents warrants significant changes to the exhibited documents. Small changes have been made to respond to matters raised as outlined in this report and in Attachment D.

Options

1. As per the recommendation; or
2. Do not endorse the Final Activity Centre Strategy 2025 and Background Report.
3. Other.

RECOMMENDATION:

It is recommended that Council:

1. Notes the 2nd phase consultation outcomes.
2. Endorses the final Activity Centre Strategy 2025 and Background Report.

DECISION:

Cr Owen moved, Cr Whelan seconded that Council:

1. *Notes the 2nd phase consultation outcomes.*
2. *Endorses the final Activity Centre Strategy 2025 and Background Report.*

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Owen	
Cr Whelan	

16.3 Collaborative Network of Southern Tasmanian Councils

Author: Chief Executive Officer (J Dryburgh)

Background

The purpose of this report is for the Council to consider its support for a new operating model to facilitate Local Government collaboration within the Southern region.

The Southern Tasmanian Councils Authority (STCA) was established in 2006 to enable the 12 Southern Councils to work together to facilitate and coordinate agreed regional development strategies and actions for the Southern Region.

The STCA initially comprised the twelve (12) Councils included: Brighton, Central Highlands, Clarence City, Derwent Valley, Glamorgan/Spring Bay, Glenorchy City, Hobart City, Huon Valley, Kingborough, Sorell, Southern Midlands and Tasman.

The Board of the STCA comprises the Mayor of each member or an elected representative of that member as the Mayor's nominee. The General Manager/CEO of each member may attend Board meetings and act in place of the Mayor or nominee of their council if the Mayor or the nominee is absent from a Board meeting.

The Authority is auspiced by City of Hobart for the provision of employment and accounting services.

The membership of the STCA has been in decline over many years with Glenorchy, Kingborough and Clarence having previously withdrawn and Glamorgan Spring Bay and Derwent Valley councils withdrawing last year.

Given the withdrawal of the above councils it means that the STCA is now only representing only seven (7) of the twelve (12) Southern Council areas, which includes around 40% of the population of the Southern Tasmania

The withdrawal of the Derwent Valley Council last year occurred at the same time of the resignation on the former STCA Executive Officer, and this series of events culminated in the members appointing Regional Development Australia (RDA) (Tasmania) to deliver executive support to the authority to facilitate a full review of STCA in 2024.

The review has explored a variety of options for delivering a workable regional collaboration model for Southern Tasmania, however, it is important not to simply follow the mistakes of the past.

The primary reason that the STCA has been subjected to such a 'rocky' history is the fact that the region has been asking too much of it as an organisation. It has been expected to provide a regional development service that can reasonably meet the needs and demands of the numerous city councils, while also meeting the needs and demands of the regional councils, which vary in size, needs and capacity.

History has demonstrated that this is not achievable as a majority of the City Councils have withdrawn their membership as they have identified that their needs are vastly different to those of the majority of STCA members and they believe that membership in the STCA is detrimental to their respective interests.

There is an ongoing need for the southern councils to engage closely particularly in respect to the southern regional land use strategy and other regional priority areas.

Accordingly, an alternative approach to regional engagement between the southern councils is required in which the needs of regional councils can be balanced against the needs of the Metropolitan councils, and the regional projects such as the Southern Regional Land Use Strategy (and others), can continue to be regionally managed.

The review has identified that RDA (Tasmania) is ideally placed to support the development of a regional collaboration model in Southern Tasmania as it is consistent with the overall purpose and mission of the organisation. RDA is well versed in managing conflicting interests in their advocacy and engagement work and, given that it is an existing organisation, would prevent the need to establish a new regional organisation.

At its meeting on 16 December 2024, the STCA Board unanimously supported the formation and funding of a proposed Southern Tasmanian Council Network which would be supported by RDA Tasmania.

As previously mentioned, RDA (Tasmania) has been successfully supporting the STCA, through secretariat support, over the last twelve months and has provided a proposal to support a collaborative network of Southern Tasmanian councils in lieu of a formal STCA model, which is attached.

The collaborative network would aim to foster quarterly collaboration forums and joint policy setting focused on data and insights as well as managing shared service opportunities and regional project collaboration on an as needs basis.

The Southern Tasmanian councils share overlapping priorities and challenges, including economic development, infrastructure, community well-being, and sustainable growth.

A coordinated approach is crucial to maximise resources, improve efficiencies, and address shared challenges effectively as well as more effective advocacy for shared priorities. RDA Tasmania, with its expertise in regional collaboration, strategic planning, and data-drive decision-making is well positioned to support this initiative.

The objectives of the collaborative network would be to:

- Facilitate collaboration by providing a structured platform for councils to exchange knowledge, align priorities, and foster partnerships;
- Leverage data and insights to enable evidence-based decision-making by sharing regional data, analytics, and trends;
- Encourage efficiency by identifying shared service opportunities and streamline resource allocation;
- Drive strategic projects by supporting collaborative projects that address regional challenges and opportunities;
- Enhance governance by providing administrative and logistical support to ensure forums are effective and outcomes focused;
- Regional communication by providing a point of contact for stakeholders to engage at a southern scale.

The governance structure for the new model would include the Chief Executive Officer or delegate from each Southern Tasmanian council with the role of chairperson rotating amongst the councils and supported by RDA Tasmania.

Elected Members would be engaged in the business of the Network via the CEO and ultimately would be responsible for making decisions in respect to their respective Councils involvement and/or expenditure on regional collaboration initiatives.

It is proposed to hold regional Elected Member forums periodically to consider matters of regional importance with a Council of Mayors (or elected delegate) to be held once a year in conjunction with the CEO's/General Managers.

RDA Tasmania would provide secretariat support for the network and working groups would be formed on an ad-hoc basis for specific initiative or projects. Terms of reference would be developed to underpin the network and include annual reporting and financial statements.

The benefits of the network include:

- Stronger regional collaboration and shared vision
- Enhanced capacity for data-driven decision-making
- Cost savings through shared services and coordinated efforts
- Increased success in securing funding for joint projects
- A unified voice in advocating for regional priorities
- Efficiency of using existing NFP entity and regional capacity.

The proposal being presented by RDA Tasmania is for a two-year commitment, with an annual review with a view to the network becoming self supporting subsequently.

Consultation

RDA Tasmania; southern councils

Risk Implications

Support of the recommendation would signal to the STCA Board that the Joint Authority is to be wound up. As the STCA is a joint authority established under the *Local Government Act 1993*, section 37 of the Act states that:

(2) A joint authority may be wound up – (b) on the decision of the majority of participating councils

(3) The winding-up of a single authority or joint authority is to be notified in the Gazette by the council or one of the participating councils.

Furthermore, the STCA Rules provides for the distribution of any assets or moneys remaining after payment of the expenses of the Authority, between the Members.

Financial Implications

The proposed annual budget for the collaborative network is \$75,500 with additional project funding and grants being pursued on an agreed and case-by-case basis.

The total cost would be shared across the Southern councils and would be based on population and range from \$3,000 to \$9,500. The proposed annual fee for Brighton would be \$6,500.

Funding is to be provided through allocations from the Greater Hobart Committee and the Southern Regions budget.

Strategic Plan

S3.4: Advocate and facilitate investment in our region

S4.1: Be big picture, long-term and evidence-based in our thinking

S4.2: Be well governed, providing quality service and accountability to our community

S4.3: Ensure strong engagements and relationships to shape the agenda and advocate for our community

Social Implications

The collaborative network of Southern Tasmanian councils aims to enhance community wellbeing and foster sustainable growth through coordinated efforts and shared resources.

Economic Implications

The collaborative network would support economic growth and development in the region.

Environmental or Climate Change Implications

The collaborative network would support environmental and climate change commitments.

Other Issues

Nil.

Assessment

If Council resolves to support the new collaborative network across the southern councils, advice will be provided to RDA Tasmania and the matter considered at a future STCA Board meeting.

Options

1. As per the recommendation.
2. Other.

RECOMMENDATION:

That Council:

1. Endorse the Collaborative Network of Southern Tasmanian Councils, which would be delivered through Regional Development Australia (Tasmania) and replace the regional collaboration role previously provided by the Southern Tasmanian Councils Authority (STCA).
2. Request the Southern Tasmanian Council Authority Board to commence a wind-up process in accordance with the rules of the Joint Authority.

DECISION:

Cr Curran moved, Cr Geard seconded that Council:

1. *Endorse the Collaborative Network of Southern Tasmanian Councils, which would be delivered through Regional Development Australia (Tasmania) and replace the regional collaboration role previously provided by the Southern Tasmanian Council's Authority (STCA).*
2. *Request the Southern Tasmanian Council Authority Board to commence a wind-up process in accordance with the rules of the Joint Authority.*

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	

Cr Gray
Cr Irons
Cr McMaster
Cr Owen
Cr Whelan

17. COUNCILLORS QUESTION TIME

17.1 Questions on Notice

In accordance with Regulation 35 of the *Local Government (Meeting Procedures) Regulations 2025*, a councillor, at least seven days before an ordinary Council Meeting or a Council Committee Meeting, may give written notice to the Chief Executive Officer of a question in respect of which the councillor seeks an answer at that Meeting.

There were no Questions on Notice for the July meeting.

17.2 Questions without Notice

In accordance with Regulation 34 of the *Local Government (Meeting Procedures) Regulations 2025*, a councillor at a meeting may ask a question without notice. The chairperson, councillor or general manager who is asked a question without notice at a meeting may decline to answer the question. The chairperson may require a councillor to put a question without notice in writing.

Cr Owen – limitations and safety of our streets – e.g. Eaves Court, Old Beach. Sight distance concerns and people parking on the bend.

Cr Owen - 22 Riviera Drive, Old Beach – on brow of hill – also suggesting engineering to look at this concern and sight lines plus speeding.

Director Asset Services responded to both queries.

The Chief Executive Officer requested Cr Owen also forward his questions in writing,

Meeting closed: 6.04pm

Confirmed:

(Mayor)

Date:

19 August 2025



JRLF – Herdsmans Cove Primary School

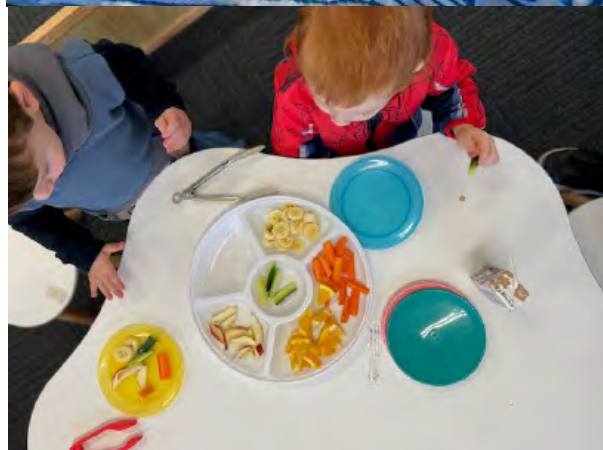
2 Lamprill Circle, Herdsmans Cove, Tas, 7030
Ph (03) 6263 7843 Email jrlf.herdsmans.cove.primary.campus@education.tas.gov.au



Brighton Council
1 Tivoli Road
Old Beach, TAS 7017

To whom it may concern at council including alderman and Community Development Team,
This letter is to express our sincere gratitude from the Family Space at Herdsmans Cove Primary for providing funding for daily fresh fruit program. This funding will allow us to continue to support families and students in our community to have access to fresh fruit daily in today's tough financial climate, and enable us to prioritise engaging families to early education

We look forward to working with council and community in the future and commend the work you do contributing to our LGA being a better place to work, learn and live.-Please enjoy some happy snaps of the children enjoying fruit!



Kind regards,
Erica Cashinella-CFLC Family Engagement Worker, Herdsmans Cove Primary School

Dang Van

From: Land Use Planning TasNetworks <LandUsePlanning@tasnetworks.com.au>
Sent: Wednesday, 25 June 2025 2:11 PM
To: Dang Van
Subject: FW: Notification of Exhibition - Draft Amendment RZ 2025/02 and Planning Permit SA 2025/004
Attachments: Notification of Draft Amendment RZ 2025-01 and Planning Permit SA 2025-004.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This is an external email and may be **malicious**. Please take care when clicking links or opening attachments.

Hi Dang,

TasNetworks have no issues with the proposed draft amendment and planning permit - rezoning and subdivision at 594 and 596 Tea Tree Road, Tea Tree.

Kind regards,



Anita Bourn *BSc, MEnvMgmt, MLead, MPIA, MEIANZ*
Principal Land Use Planner – Strategic Growth
Governance

P 03 6271 6413 | **M** 0458 015 441
1 – 7 Maria Street, Lenah Valley 7008
PO Box 606, Moonah TAS 7009

www.tasnetworks.com.au

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We are committed to protecting
people, the community and the
environment in everything we do.



Stop, look up and
Be safe near powerlines

From: Dang Van <dang.van@brighton.tas.gov.au>

Sent: Monday, 23 June 2025 4:59 PM

Subject: Notification of Exhibition - Draft Amendment RZ 2025/02 and Planning Permit SA 2025/004

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[Report Suspicious](#)

Dear Sir/Madam,

Please refer to the attached correspondence.

Should you have any questions, please don't hesitate to contact me.

Kind regards,

DANG VAN

PLANNING OFFICER – DEVELOPMENT SERVICES



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Tel: (03) 6268 7022

www.brighton.tas.gov.au [auscouncilwise.sharepoint.com]

We acknowledge the traditional owners who once walked this country, the Mumirimina people, the original custodians of the skies, land and water of kutalayna (Jordan River). We forward our respect to the palawa/pakana (Tasmanian Aboriginal) community as the traditional and original owners of lutruwita (Tasmania).

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Dang Van

From: Development
Sent: Friday, 4 July 2025 9:34 AM
To: Dang Van
Subject: FW: RZ2025-01 596 & 594 Tea Tree Road
Attachments: May 2024 - OPERATIONAL Lines.docx

Hi Dang,

Please see attached response from TasRail regarding RZ2025/01. I will upload to the regapp.

REGARDS,

KATIE CLIFTON
ADMIN OFFICER - DEVELOPMENT SERVICES



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From: Annie Collings <Annie.Collings@tasrail.com.au>
Sent: Thursday, 3 July 2025 5:25 PM
To: Development <Development@brighton.tas.gov.au>
Subject: RZ2025-01 596 & 594 Tea Tree Road

Caution: This is an external email and may be **malicious**. Please take care when clicking links or opening attachments.

Good afternoon

Please find attached standard requirements for adjacent landowners to the corridor.

Thank you for the notification.

Kind regards

TasRail Standard Notes

1. Where a building or other development is proposed to be located at a setback distance less than 50 metres from the boundary of the rail corridor, the occupants are likely to be exposed to train horn noise and vibration, noting that TasRail Freight Rail Services operate 24/7 and the configuration, frequency and time of these services is subject to change at any time.
2. Appropriate due diligence should be undertaken to inform residents/tenants of potential exposure to train horn noise and vibration, particularly in relation to building design, material specifications and lifestyle. The train horn is a safety device that is required to be sounded twice per level crossing being on approach and on entry. The minimum duration of each train horn blow is one second. The train driver also has the discretion to sound the horn at any time he/she perceives a risk.
3. Using or creating an unlicensed railway crossing or stock crossing is unsafe and strictly prohibited. Rail Safety National Law requires all private crossings to be subject to an interface agreement (licence). Where a privately owned property interfaces with a rail crossing and/or State Rail Network land please contact property@tasrail.com.au to discuss the necessary authorisations and licencing process.
4. Stormwater or effluent is not permitted to be discharged onto rail land or into the rail drainage system. Should there be a requirement for a service or asset to be installed on rail land in order to connect into an authorised stormwater or other outlet, a separate TasRail Permit is required and will only be approved subject to terms and conditions (costs apply). A Permit Application Form is available by contacting property@tasrail.com.au. A person who owns or occupies land adjoining the rail network must not, without the written consent of TasRail do anything to concentrate the natural drainage of the adjoining land onto the rail network, or to increase, impede or redirect natural drainage in and around the rail network, or cause or allow effluent from the adjoining land to flow, drain, seep or otherwise discharge onto the rail network. A failure to comply with this requirement may lead to TasRail taking action to recover costs from the landowner in accordance with s45 of the *Rail Infrastructure Act 2007*.
5. Any excavation within 3 metres of the rail boundary line requires a separate TasRail Permit from property@tasrail.com.au in accordance with s44 of the *Rail Infrastructure Act 2009*. A minimum of seven (7) business days notice is required, but earlier engagement is recommended.
6. Rail land is not for private use and should not be encroached for any purpose including for gardens, storage, keeping of animals etc. Dumping of rubbish including green waste into the rail corridor is not permitted.
7. No obstruction, installation or works of any kind are permitted inside railway land for any purpose including for structures, unauthorised vehicles, drainage, water pipes, stormwater discharge, electrical or service infrastructure, storage of materials, vegetation clearing, inspections etc. Consideration should also be given to the orientation and siting of above ground structures on adjoining land as well as landscaping to ensure there is no potential to obscure or obstruct the line of sight with respect to a railway crossing. A failure to comply with this requirement may lead to TasRail taking action to recover costs from the landowner in accordance with s45 of the *Rail Infrastructure Act 2007*.
8. TasRail may remove and dispose of unauthorised/unlawful service infrastructure and take such other action as it sees fit. In accordance with s33 of the *Rail Infrastructure Act 2007* TasRail may recover its costs of doing so as a debt due to TasRail from that person and retain if applicable any proceeds of disposal.
9. No persons should enter rail land for any reason without formal authorisation from TasRail in the form of a TasRail Permit issued by property@tasrail.com.au.
10. Rail Corridors are exempt from the Boundary Fences Act.

Dang Van

From: Policy Team NRE <policyteamnre@nre.tas.gov.au>
Sent: Friday, 4 July 2025 4:40 PM
To: Dang Van
Subject: Notification of Exhibition - Draft Amendment RZ 2025/02 and Planning Permit SA 2025/004 - No representation

Follow Up Flag: Flag for follow up
Flag Status: Flagged

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Dear Dang,

Thank you for referring this draft amendment/subdivision.

I have reviewed and there are no issues or concerns with the proposal that warrant a NRE Tas representation.

Thanks again,
Richie



Richard Cuskelly | Planning Policy Officer
Strategic Projects and Policy Branch
Department of Natural Resources and Environment Tasmania
Lands Building, Nipaluna/Hobart
(03) 6165 4537
Please note I do not work Wednesdays



From: Dang Van <dang.van@brighton.tas.gov.au>
Sent: Monday, 23 June 2025 4:59 PM
Subject: Notification of Exhibition - Draft Amendment RZ 2025/02 and Planning Permit SA 2025/004

Dear Sir/Madam,

Please refer to the attached correspondence.

Should you have any questions, please don't hesitate to contact me.

Kind regards,

DANG VAN
PLANNING OFFICER – DEVELOPMENT SERVICES



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Dang Van

From: TasWater Development Mailbox <Development@taswater.com.au>
Sent: Friday, 18 July 2025 11:33 AM
To: Dang Van
Subject: TasWater Response to Planning Authority Referral of Planning Scheme Amendment RZ 2025/02 and Planning Permit SA 2025/004

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This is an external email and may be **malicious**. Please take care when clicking links or opening attachments.

Hi Dang,

TasWater does not object to the proposed amendment to the Planning Scheme as mentioned above and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings.

If you have any queries, please contact me.

Al Cole
Senior Assessment Officer



M 0439 605 108
E Al.Cole@taswater.com.au
A GPO Box 1393, Hobart, TAS 7001

taswater.com.au

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From: Dang Van <dang.van@brighton.tas.gov.au>
Sent: Tuesday, 15 July 2025 3:33 PM
To: TasWater Development Mailbox <Development@taswater.com.au>
Subject: RE: Notification of Exhibition - Draft Amendment RZ 2025/02 and Planning Permit SA 2025/004

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender.

Good afternoon,

I'm writing to enquire whether there is any update on Council's referral to TasWater regarding the above combined development permit and planning scheme amendment.

Please note that the formal exhibition period is scheduled to conclude next week on 23 July 2025.

Kind regards,

DANG VAN (He/Him)

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From: TasWater Development Mailbox <Development@taswater.com.au>

Sent: Wednesday, 25 June 2025 7:32 AM

To: Dang Van <dang.van@brighton.tas.gov.au>

Subject: RE: Notification of Exhibition - Draft Amendment RZ 2025/02 and Planning Permit SA 2025/004

Caution: This is an external email and may be **malicious**. Please take care when clicking links or opening attachments.

Good morning Dang,

Thank you for your email. I can confirm that we received the notification email dated 23/06/2025 at 4.58pm.

Kind regards,

Kylie Brown

Development Support Officer



From: Dang Van <dang.van@brighton.tas.gov.au>

Sent: Tuesday, 24 June 2025 8:40 AM

To: TasWater Development Mailbox <Development@taswater.com.au>

Subject: Re: Notification of Exhibition - Draft Amendment RZ 2025/02 and Planning Permit SA 2025/004

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender.

Good morning,

Could you please confirm receipt of this correspondence? I BCC'd development@taswater.com.au yesterday but haven't received the usual automatic reply.

Thank you,

Dang

DANG VAN

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From: Dang Van

Sent: Monday, 23 June 2025 4:59 PM

Subject: Notification of Exhibition - Draft Amendment RZ 2025/02 and Planning Permit SA 2025/004

Dear Sir/Madam,

Please refer to the attached correspondence.

Should you have any questions, please don't hesitate to contact me.

Kind regards,

DANG VAN

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**ATTACHMENT E
AGENDA ITEM 14.1**

PLANNING PERMIT (SA 2025 / 00004)

In accordance with Division 2 of Part 4 section 57 of the *Land Use Planning and Approvals Act 1993*, the Brighton Council (Planning Authority) grants a permit for a discretionary application –

To: PDA Surveyors Pty Ltd

Of: 127 Bathurst Street
Hobart TAS 7000

For land described as:

596 Tea Tree Road, Tea Tree & 594 Tea Tree Road, Tea Tree

Certificate of Title Volume 164781 Folio 1 and Title Volume 182250 Folio 1

THIS PERMIT ALLOWS FOR:

The land to be developed by *Subdivision (reorganisation of boundaries)* and ancillary site works in accordance with the information and particulars set out in the development application and the endorsed drawings.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

- (1) The subdivision layout or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.
- (2) Where a conflict occurs between the application for planning approval, the endorsed drawings and conditions of this permit, the latter prevails.

Easements

- (3) Easements must be created over all drains, pipelines, wayleaves and services in accordance with the requirements of the Council's Municipal Engineer. The cost of locating and creating the easements shall be at the subdivider's full cost.

Advice: A Right of Way should be provided over the existing vehicle access on Lot 1 in the benefit of Lot 2 in the benefit of FR 182250/1 to maintain legal access.

Endorsement

- (4) The final plan of survey must be noted that Council cannot and or will not provide a means of stormwater drainage to all lots on the plan of survey.

Final plan

- (5) A final approved plan of survey and schedule of easements as necessary, together with two (2) copies, must be submitted to Council for sealing for each stage. The final approved plan of survey must be substantially the same as the endorsed plan of subdivision and must be prepared in accordance with the requirements of the Recorder of Titles.
- (6) Prior to Council sealing the final plan of survey for each stage, security for an amount clearly more than the value of all outstanding works and maintenance required by this permit must be lodged with the Brighton Council. The security must be in accordance with section 86(3) of the Local Government (Building & Miscellaneous Provisions) Council 1993. The amount of the security shall be determined by the Council's Municipal Engineer in accordance with Council Policy 6.3 following approval of any engineering design drawings and shall not to be less than \$5,000.
- (7) All conditions of this permit, including either the completion of all works and maintenance or payment of security in accordance with this permit, must be satisfied before the Council seals the final plan of survey for each stage. It is the subdivider's responsibility to notify Council in writing that the conditions of the permit have been satisfied.
- (8) The subdivider must pay any Titles Office lodgment fees direct to the Recorder of Titles.

Bushfire Hazard Management

- (9) The development must be carried out in accordance with the Bushfire Hazard Report prepared by Bushfire Wise dated December 2024.
- (10) Prior to Council sealing the final plan of survey the developer is to provide to Council written confirmation from a suitably qualified person that all the requirements of the bushfire hazard management plan have been complied with.

Services

- (11) The Subdivider must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the proposed subdivision works. Any work required is to be specified or undertaken by the authority concerned.
- (12) Any existing services shared between lots are to be separated to the satisfaction of Councils Municipal Engineer.
- (13) Property services must be contained wholly within each lot served or an easement provided in accordance with the requirements of the responsible authority and to the satisfaction of Councils Municipal Engineer.

Construction Amenity

(14) The development must only be carried out between the following hours unless otherwise approved by the Council's General Manager

- Monday to Friday 7:00 AM to 6:00 PM
- Saturday 8:00 AM to 6:00 PM
- Sunday and State-wide public holidays 10:00 AM to 6:00 PM

(15) All works associated with the development of the land must be carried out in such a manner so as not to unreasonably cause injury to, or unreasonably prejudice or affect the amenity, function and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of -emission from activities or equipment related to the use or development, including noise and vibration, which can be detected by a person at the boundary with another property; and/or transport of materials, goods or commodities to or from the land; and/or appearance of any building, works or materials.

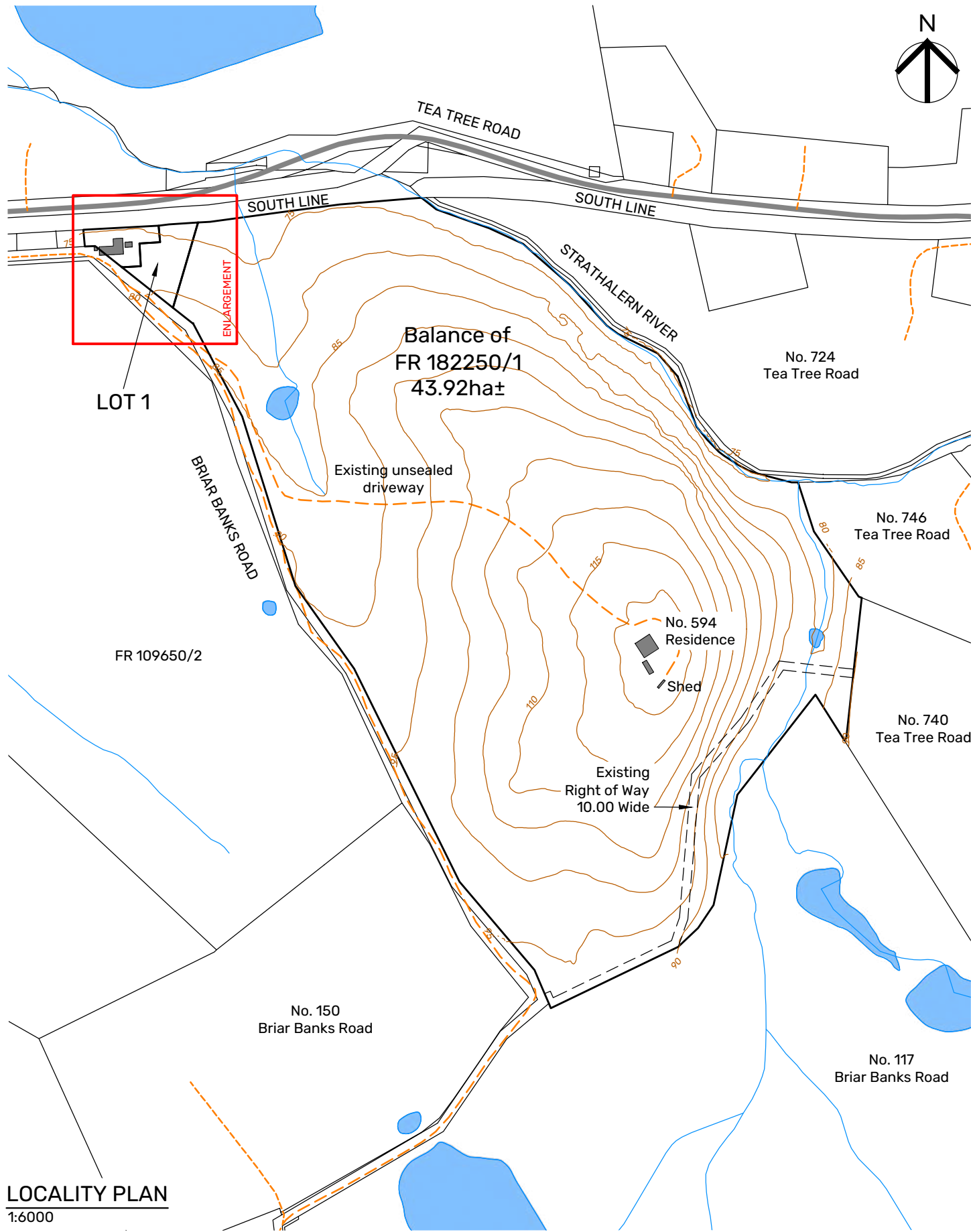
(16) Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the land in an approved manner. No burning of such materials on-site will be permitted unless approved in writing by the Council's General Manager

(17) Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the subdivision during the construction period

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT:

- A. This permit does not imply that any other approval required under any other legislation or by-law has been granted.
- B. This permit does not take effect until all other approvals required for the use or development to which the permit relates have been granted.
- C. Any occupation or works within the road reservation, footpath, naturestrip or road require prior approval via a works in the road reservation permit available from the Councils website.
- D. All development must be carried out in accordance with the TasRail Standard Notes attached to this permit.

Dated 5 August 2025



LOCALITY PLAN
1:6000

PLAN OF SUBDIVISION

Owners
Tea Tree Community Association
Incorporated; Trent Andrew Nus

Title References
FR 164781/1; FR 182250/1

Address
594 & 'Tea Tree Hall'
596 Tea Tree Road Tea Tree Tas 7017

Council
Brighton Council

Tasmanian Planning scheme
Brighton Local Provisions Schedule

Zone
20 Rural
21 Agriculture

Zone Overlay
13 Bushfire-prone Areas Code

Point of interest Lat/Lon :
-42.690, 147.319

Schedule of Easements
Existing Right of Way 10.00 Wide
carried forward

NOTES
Lot 1 is to be added to FR 164781/1 to
form a single parcel of 7180m²±.

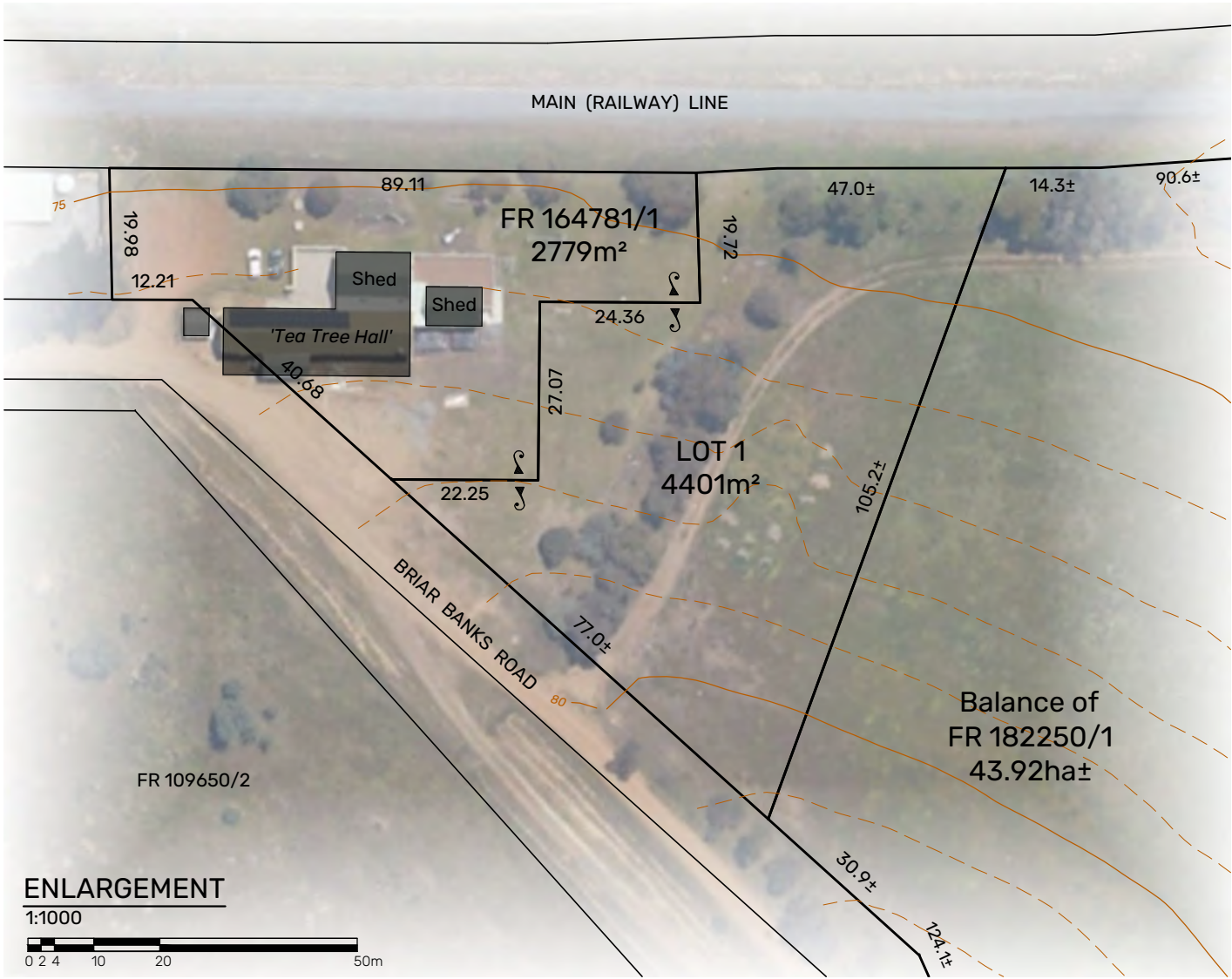
This plan has been prepared only for
the purpose of obtaining preliminary
subdivision approval from the Council
and the information shown hereon
should be used for no other purpose.
All measurements and areas are
subject to final survey.

Entire site is subject to the Biodiversity
Protection Area Overlay. This isn't
shown for plan clarity
Digital Aerial Photo:

Basemap Orthophoto
<https://services.thelist.tas.gov.au/arcgis/rest/services/Basemaps/Orthophoto/MapServer/WMTS/1.0.0/WMTSCapabilities.xml>

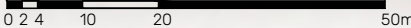
5.0m Contours:
South East2019 DEM
<https://elevation.fsdf.org.au/>
CC BY 4.0

LIST Cadastral Parcels
by State of Tasmania
www.thelist.tas.gov.au
CC BY 3.0

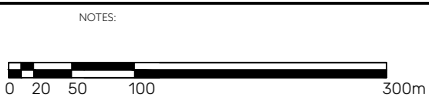


ENLARGEMENT

1:1000



D				
C				
B				
A				
0	PLAN OF SUBDIVISION	MK	28.10.24	CMT
REV	AMENDMENTS	DRAWN	DATE	APPR.



SURVEYOR	GEOCIVIL
DRAWN	CHECKED
MK	CMT
DATE	28 OCTOBER 2024

PLAN OF SUBDIVISION
596 TEA TREE ROAD, TEA TREE
for TEA TREE COMMUNITY ASSOCIATION INCORPORATED



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Hobart, Tasmania, 7000
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JOB NUMBER	DRAWING
53605CT-P1	



PDA

SURVEYORS, ENGINEERS & PLANNERS



Planning Report

594 & 596 Tea Tree Road, Tea Tree
Boundary reorganisation

53605CT | JAN 2025

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PDA Contributors

Planning Assessment	Jane Monks	21 st January 2025
Review & Approval	Craig Terry	31 st January 2025

Revision History

Revision	Description	Date
0	First Issue	21 st January 2025
1	V2	31 st January 2025

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EXECUTIVE SUMMARY

Approval is sought for a boundary reorganisation at 594 & 596 Tea Tree Road, Tea Tree (PID: 3205343 & 9604056). This planning assessment, combined with supplementary documentation has been provided in support of the proposed development.

Development Details:

Client/Owner	Tea Tree Community Association Incorporated; Trent Andrew Nus
Property Address	594 & 596 Tea Tree Road, Tea Tree
Proposal	Boundary reorganisation
Land Area	44.63ha

PID / CT	3205343; 9604056	164781/1; 182250/1
Planning Ordinance	<i>Tasmanian Planning Scheme - Brighton</i>	
Land Zoning	20.0 Rural; 21.0 Agriculture	
Specific Areas Plans	N/A	
Code Overlays	Priority Vegetation; Waterway and Coastal Protection Area; Bushfire-prone Area; Landslip Hazard Band (Low) (Medium)	

Use Status	Community Meeting & Entertainment; Resource Development
Application Status	Discretionary

1. Introduction/Context

Approval is sought for a boundary reorganisation at 594 & 596 Tea Tree Road, Tea Tree. In support of the proposal, the following associated documents have been provided in conjunction with this planning assessment:

- Title Plan and Folio: CT 164781/1 & CT 182250/1
- Plan of Subdivision: PDA 53605CT-1
- Bushfire Hazard Assessment & Bushfire Hazard Management Plan prepared by Mark Van den Berg of Bushfire Wise: BW004v1

1.1. The Land

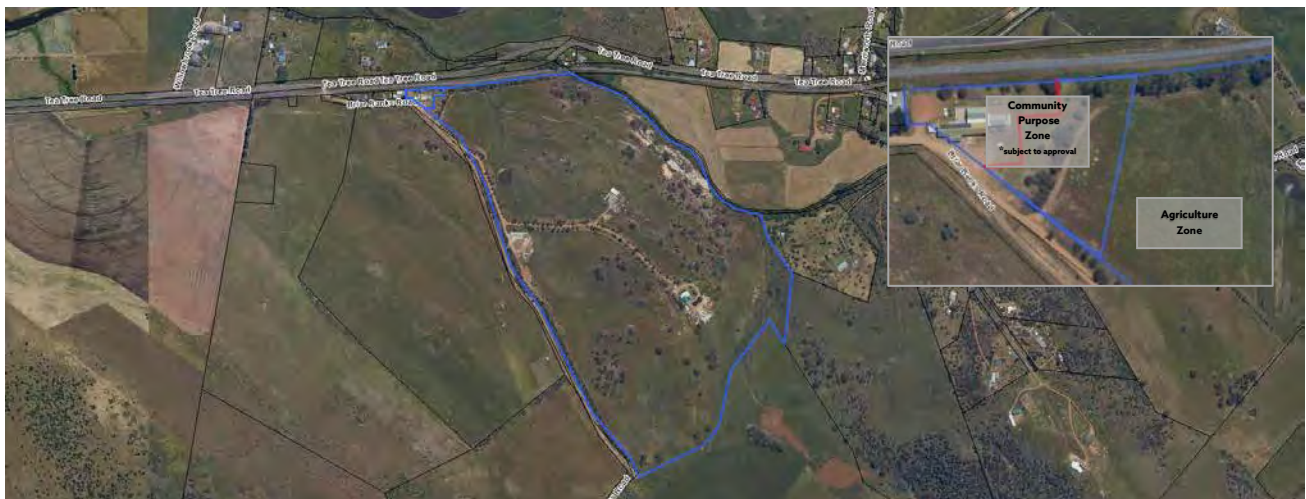


Figure 1. Existing aerial image of the subject land and enlargement illustrating land zoning (LISTmap, 2025)

The subject land is located at 594 & 596 Tea Tree Road, Tea Tree, comprising two titles with a combined total area of 44.63ha, as shown in Figure 1. The larger title, CT 182250/1, is zoned Agriculture and features a residential development situated on the crest of a hill, surrounded by grassland currently utilised for grazing. The smaller title, CT 164781/1, is subject to an accompanying application for rezoning to the Community Purpose Zone. It currently accommodates the Tea Tree Community Hall, which includes a play area and landscaped grounds designed for community use and activities.

1.2 Natural Values

There are currently no Natural Values identified on the subject land due to extensive land modification and fragmentation.

2. The Proposal

A Planning Permit for boundary reorganisation is sought, in accordance with Section 57 of the *Land Use Planning and Approvals Act 1993* and Clause 6.8 of the *Tasmanian Planning Scheme – Brighton*.

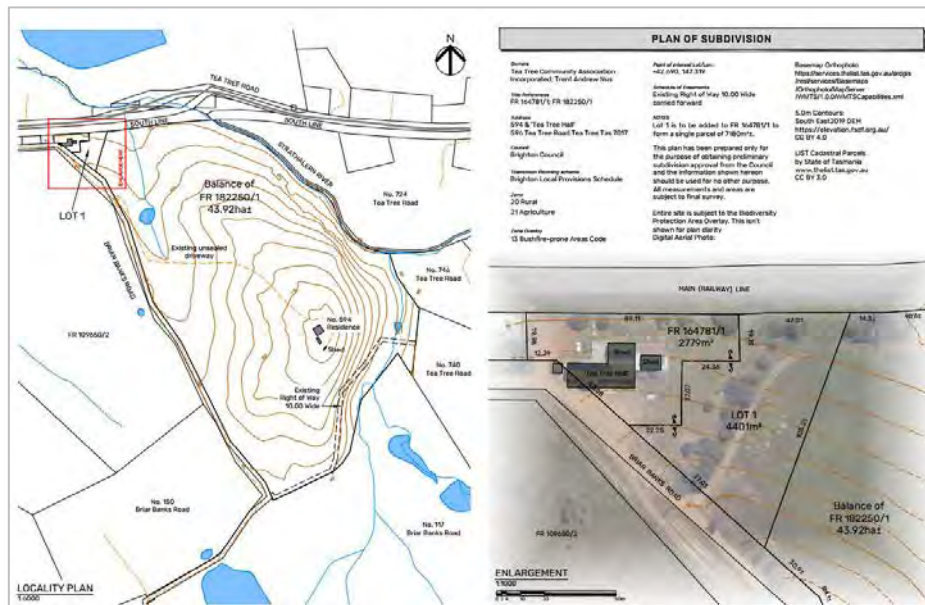


Figure 2. Proposed Plan of Subdivision
 (Please refer to the attached file PDA 53605CT-P1 for complete Plan of Subdivision)

It is proposed that the boundaries of titles CT 164781/1 and CT 182250/1 be reorganised. An area of 4401m² (Lot 1) from CT 182250/1 will be added to CT 164781/1, resulting in a single parcel of 7180m². The balance of CT 182250/1 will be reduced to 43.92ha, as illustrated in Figure 2. All existing service connections and access locations will remain unchanged.

As Council is progressing an accompanying application to rezone the resultant lot (CT 164781/1), this assessment will proceed on the premise that the rezoning to Community Purpose Zone has been approved. This will facilitate the expansion of the Tea Tree Community Hall and support its use for community-based activities and recreation. Consequently, the resultant lot of CT 164781/1 will be evaluated under the provisions of the Community Purpose Zone, while the balance of CT 182250/1 will continue to be assessed under the provisions of the Agriculture Zone.

3. Planning Assessment

This current proposal for subdivision has been developed in accordance with the *Tasmanian Planning Scheme – Brighton*

3.1 Use Class

Community Meeting & Entertainment; Resource Development

3.2 Zoning

As previously stated, the resultant lot of CT 164781/1 will be assessed under the provisions of the Community Purpose Zone, while the balance of CT 182250/1 will be assessed under the provisions of the Agriculture Zone.

3.3 Zone Standards

21.0 Agriculture Zone

21.5 Development standards for Subdivision

21.5.1 Lot design

Objective:	
To provide for subdivision that: (a) relates to public use, irrigation infrastructure or Utilities; and (b) protects the long term productive capacity of agricultural land.	
Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, must: (a) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities or irrigation infrastructure; or (c) be for the consolidation of a lot with another lot provided both lots are within the same zone.	P1 Each lot, or a lot proposed in a plan of subdivision, must: (a) provide for the operation of an agricultural use, having regard to: (i) not materially diminishing the agricultural productivity of the land; (ii) the capacity of the new lots for productive agricultural use; (iii) any topographical constraints to agricultural use; and (iv) current irrigation practices and the potential for irrigation; (b) be for the reorganisation of lot boundaries that satisfies all of the following: (i) provides for the operation of an agricultural use, having regard to: a. not materially diminishing the agricultural productivity of the land; b. the capacity of the new lots for productive agricultural use; c. any topographical constraints to agricultural use; and d. current irrigation practices and the potential for irrigation; (ii) all new lots must be not less than 1ha in area;

- (iii) existing buildings are consistent with the setback required by clause 21.4.2 A1 and A2;
- (iv) all new lots must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use; and
- (v) it does not create any additional lots; or
- (c) be for the excision of a use or development existing at the effective date that satisfies all of the following:
 - (i) the balance lot provides for the operation of an agricultural use, having regard to:
 - a. not materially diminishing the agricultural productivity of the land;
 - b. the capacity of the balance lot for productive agricultural use;
 - c. any topographical constraints to agricultural use; and
 - d. current irrigation practices and the potential for irrigation;
 - (ii) an agreement under section 71 of the Act is entered into and registered on the title preventing future Residential use if there is no dwelling on the balance lot;
 - (iii) any existing buildings for a sensitive use must meet the setbacks required by clause 21.4.2 A2 or P2 in relation to setbacks to new boundaries; and
 - (iv) all new lots must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use.

Response:

P1 is met: The proposal satisfies Performance Criteria (b) as follows:

- (b) The proposed reorganisation of lot boundaries that satisfies all of the following:
 - (i) The topography of the land limits the agricultural use and currently provides operation grazing operations, having regard to:
 - a. & b. At 43.92ha, the balance of CT 182250/1 retains its agricultural productivity and grazing capacity;
 - c. As the subject land is encompassed by a hill, its agricultural capacity is constrained to operations that are suitable for hilly terrain, such as livestock grazing;
 - d. *Not applicable*;
 - (ii) At 43.92ha, the proposed lot is greater than 1ha;
 - (iii) The existing dwelling and associated outbuildings are consistent with the setback requirements of clause 21.4.2 A1 and A2;
 - (iv) The frontage of the land to Briar Banks Road is sufficient for the intended use; and
 - (v) No new lots are proposed to be created;

A2

Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.

Response:

A2 is met: Each lot has existing vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.

27.0 Community Purpose Zone

27.5 Development standards for Subdivision

27.5.1 Lot design

Objective:

That each lot:

- (a) has an area and dimensions appropriate for use and development in the zone; and
- (b) is provided with appropriate access to a road.

Acceptable Solutions

A1

Each lot, or lot proposed in a plan of subdivision, must:

- (a) have an area of not less than 600m² and:
 - (i) be able to contain a minimum area of 10m x 15m, with a gradient not steeper than 1 in 5, clear of: a. all setbacks required by clause 27.4.2 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and
 - (ii) existing buildings are consistent with the setback required by clause 27.4.2 A1 and A2;
- (b) be required for public use by the Crown, a council or a State authority;
- (c) be required for the provision of Utilities; or
- (d) be for the consolidation of a lot with another lot provided each lot is within the same zone.

Performance Criteria

P1

Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:

- (a) the relevant requirements for development of buildings on the lots;
- (b) existing buildings and the location of intended buildings on the lots;
- (c) the topography of the site;
- (d) the presence of any natural hazards;
- (e) adequate provision of private open space; and
- (f) the pattern of development existing on established properties in the area.

Response:

P1 is met: The proposed reorganisation of boundaries satisfied the performance criteria as follows:

- (a) *Not applicable* as the land contains existing development;

- (b) The proposed lot includes the Tea Tree Community Hall, along with associated buildings and play area. The increase in land area offers enhanced opportunities for expanding community recreational activities and future development;
- (c) The topography of the land is predominantly flat and open, making it well-suited for the continued intended use and potential future development;
- (d) *Not applicable* as no natural hazards have been identified;
- (e) At 7180m², there is sufficient space and opportunity for private open space;
- (f) The proposed subdivision is unique in nature, as it is intended for community purposes, distinguishing it from the surrounding rural and agricultural developments. While the lot size and density differ from neighbouring properties, the proposal is designed to meet the specific needs of the Tea Tree Community. The increased land area will enhance community access to recreational and social spaces, while preserving the area's open, rural character.

A2

Each lot, or lot proposed in a plan of subdivision, must have a frontage or legal connection to a road by a right of carriageway of not less than 10m.

Response:

A2 is met: At 129m±, the frontage of the proposed lot is over 10m.

A3

Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.

Response:

A3 is met: The proposed lot is to utilise the existing vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.

27.5. Services

Objective:

That the subdivision of land provides services for the future use and development of the land.

Acceptable Solutions

Performance Criteria

A1

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:

(a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service: or
 (b) be connected to a limited water supply service if the frontage of the lot is within 30m of a limited water supply service, unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.

Response:

A1 is met: The proposed lot will utilise the existing water connection and therefore meets Acceptable Solution (a).

A2

Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.

P2

Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.

Response:

P2 is met: The proposed lot will utilise the existing on-site wastewater system and has the capacity to connect to a reticulated sewerage system if one becomes available in the future.

A3

Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.

Response:

P2 is met: The proposed lot will continue to utilise the existing public stormwater connection.

3.4 Codes



Figure 4. Scheme Overlay identification of the subject land and surrounds (LISTmap, 2025)

Note: The entire site is subject to the Bushfire-prone Area overly, this isn't shown for image clarity

The subject land is overlayed with Priority Vegetation, Waterway and Coastal Protection Area, Bushfire-prone Area, Landslip Hazard Band (Low) (Medium), as illustrated in Figure 4. Whilst the proposed subdivision also requires the following Codes under the *Tasmanian Planning Scheme – Brighton* to be considered.

Code	Comments:
C1.0 Signs Code	N/A
C2.0 Parking and Sustainable Transport Code	As this Code is relevant to this proposal, an assessment is provided below
C3.0 Road and Railway Assets Code	As this Code is relevant to this proposal, an assessment is provided below
C4.0 Electricity Transmission Infrastructure	N/A
C5.0 Telecommunications Code	N/A
C6.0 Local Historic Heritage Code	
C7.0 Natural Assets Code	As this Code is relevant to this proposal, an assessment is provided below
C8.0 Scenic Protection Code	N/A
C9.0 Attenuation Code	N/A
C10.0 Coastal Erosion Hazard Code	N/A
C11.0 Coastal Inundation Hazard Code	N/A
C12.0 Flood-Prone Areas Hazard Code	N/A
C13.0 Bushfire-Prone Areas Code	Please refer to the attached Bushfire Hazard Report prepared by Mark Van den Berg of Bushfire Wise
C14.0 Potentially Contaminated Land Code	N/A
C15.0 Landslip Hazard Code	As this Code is relevant to this proposal, an assessment is provided below
C16.0 Safeguarding of Airports Code	N/A

3.5 Code Standards

C2.0 Parking and Sustainable Transport Code

C2.6 Development Standards for Buildings and Works

C2.6.3 Number of accesses for vehicles

Objective:	
That:	
(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.	
Acceptable Solutions	
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	
Response:	
A1 is met: Each lot has no more than one vehicle access point per road frontage.	

C3.0 Road and Railway Assets Code

C3.7 Development Standards for subdivision

C3.7.1 Subdivision for sensitive uses with a road or railway attenuation area

Objective:	
To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solutions	
A1 A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.	
Response:	
A1 is met: <i>Not applicable</i> - the proposal is not proposed for a sensitive use within the railway attenuation area.	

C7.0 Natural Assets Code

C7.7 Development Standards for subdivision

C7.7.1 Subdivision within a waterway & coastal protection area or future coastal refugia area

Objective:
That: (a) works associated with subdivision within a waterway and coastal protection area or a future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets; and (b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on natural assets.
Acceptable Solutions
A1 Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must: (a) be for the creation of separate lots for existing buildings; (b) be required for public use by the Crown, a council, or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, services, bushfire hazard management area or vehicular access within a waterway and coastal protection area or future coastal refugia area.
Response:
A1 is met: The proposal meets acceptable solution (e), as no works are proposed within the waterway and coastal protection area.

C7.7.2 Subdivision within a priority vegetation area

Objective:
That: (a) works associated with subdivision will not have an unnecessary or unacceptable impact on priority vegetation; and (b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on priority vegetation.
Acceptable Solutions
A1 Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must: (a) be for the purposes of creating separate lots for existing buildings; (b) be required for public use by the Crown, a council, or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.
Response:

A1 is met: The proposal meets acceptable solution (e), as no works are proposed within the priority vegetation area.

C13.0 Bushfire-Prone Areas Code

A Bushfire Hazard Assessment and Bushfire Hazard Management Plan has been prepared and supplied in support of the proposed subdivision. As seen below, Section 6.1 of Bushfire Wise Bushfire Hazard Report by Mark Van den Berg, provides a summary of planning compliance applicable to this current application. Whilst the Bushfire Hazard Management Plan can be located in Appendix C of the attached report.

6.1 Planning Compliance

Table 2 summarises the compliance requirements for subdivisions in bushfire prone areas against Code C13 as they apply to this proposal. A planning certificate has been issued for the associated BHMP as being compliant with the relevant standards as outlined in appendix D.

Table 2. Compliance with Code C13 of the Tasmanian Planning Scheme.

Clause	Compliance
C13.4 Use or development exempt from this code	The proposal is not exempt from Code C13.
C13.5.1 Vulnerable Uses	Not applicable.
C13.5.2 Hazardous Uses	Not applicable.
C13.6.1 Subdivision: Provision of hazard management areas	The Bushfire Hazard Management Plan is certified by an accredited person. Each lot within the subdivision has a building area and associated hazard management area shown which is suitable for BAL-19 or BAL-12.5 construction standards. Hazard management areas are able to be contained within each individual lot, therefore there is no requirement for part 5 agreements or easements to facilitate hazard management. The proposal is compliant with the acceptable solution at A1, (b).
C13.6.2 Subdivision: Public and firefighting access	There is no proposal for public roadways or fire trails as part of this development. The Bushfire Hazard Management Plan shows the location of existing property access. In this circumstance there is an insufficient increase in risk from bushfire to warrant specific design or construction standards for property access for FR: 182250/1. The proposal is compliant with the acceptable solution at A1, (a). (FR:164781/1) property access is compliant with table C13.2 and A1, (b). The Bushfire Hazard Management Plan is certified by an accredited person.
C13.6.3 Subdivision: Provision of water supply for firefighting purposes	The Bushfire Hazard Management Plan requires static water supplies to be provided for both lots. The specifications for static water supplies are provided and are consistent with table C13.5 and are required prior to the sealing of titles. The proposal is compliant with the acceptable solution at A2, (b).

C15.0 Landslip Hazard Code

C15.7 Development Standards for subdivision

C15.7.1 Subdivision within a landslip Hazard area

Objective:	
That subdivision within a landslip hazard area does not create an opportunity for use or development that cannot achieve a tolerable risk from a landslip.	
Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, within a landslip hazard area, must: (a) be able to contain a building area, vehicle access, and services, that are wholly located outside a landslip hazard area; (b) be for the creation of separate lots for existing buildings; (c) be required for public use by the Crown, a council or a State authority; or (d) be required for the provision of Utilities.	P1 Each lot, or a lot proposed in a plan of subdivision, within a landslip hazard area must not create an opportunity for use or development that cannot achieve a tolerable risk from landslip, having regard to: (a) any increase in risk from a landslip for adjacent land; (b) the level of risk to use or development arising from an increased reliance on public infrastructure; (c) the need to minimise future remediation works; (d) any loss or substantial compromise, by a landslip, of access to the lot on or off site; (e) the need to locate building areas outside the landslip hazard area; (f) any advice from a State authority, regulated entity or a council; and (g) the advice contained in a landslip hazard report.
Response:	
A1 is met: The proposal meets acceptable solution (a), as the existing building area, vehicle access, and services, are wholly located outside the landslip hazard area.	

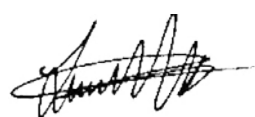
Conclusion

The planning assessment and supporting documentation provided, demonstrates that the development proposal for a Boundary reorganisation at 594 & 596 Tea Tree Road, Tea Tree, meets all requirements of the *Tasmanian Planning Scheme – Brighton*

Yours faithfully,

PDA Surveyors, Engineers & Planners

Per:



Jane Monks

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Bushfire Hazard Report



Location: 596 Tea Tree Road, Tea Tree.

Applicant: PDA Surveyors, Engineers & Planners

Date: December 2024

Certification number: BW004v1

Author: Mark Van den Berg – BFP-108

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Disclaimer:

The measures contained in Australian Standard 3959-2009 cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the unpredictable nature and behaviour of fire and extreme weather conditions. Reasonable steps have been taken to ensure that the information contained within this report is correct and reflects the conditions on and around the proposal at the time of assessment. The assessment has been based on the information provided by you or your designer.

Authorship:

This report was prepared by Mark Van den Berg BSc. (Hons.) FPO (planning) of BushfireWise. Base data for mapping including digital and aerial photography: TasMap, LIST, GoogleEarth, Mark Van den Berg.

1.0 Introduction

This Bushfire Hazard Report has been completed to form part of supporting documentation for a planning permit application for a proposed subdivision. The proposed subdivision occurs in a Bushfire-prone Area defined by the Tasmanian Planning Scheme - Brighton (the Scheme). This report has been prepared by Mark Van den Berg a qualified person under Part 4a of the *Fire Service Act 1979* of BushfireWise for the Tea Tree Community Association Inc.

The report considers all the relevant standards of Code C13 of the planning scheme, specifically;

- The requirements for appropriate Hazard Management Areas (HMA's) in relation to building areas;
- The requirements for Public and Private access;
- The provision of water supplies for firefighting purposes;
- Compliance with the planning scheme, and
- Provides a Bushfire Hazard Management Plan to facilitate appropriate compliant future development.

2.0 Proposal

The proposal is for the adjustment of boundaries between two existing lots, no new lots will created. The proposal is to be assessed as a subdivision of land for planning application purposes and is described as per the plan of subdivision in appendix A. Proposed Lot 1 is to be added to FR164781/1 which has existing development (Tea Tree Hall), the balance from the division of lot 1, FR182250/1 has existing residential development with existing property access. Public access to both lots is provided by an existing public roadway, Briar Banks Road. The development is proposed to occur as a single stage.

3.0 Site Description

The subject site comprises private land on two titles at 596 and 594 Tea Tree Road, tea Tree, FR:164781/1 and FR:182250/1 respectively (Figure 1). Located in the municipality of Brighton, this application is administered through the Tasmanian Planning Scheme - Brighton, which makes provision for subdivision. The proposed development falls within the Rural and Agriculture zones.

The lots are situated to the west of the Tea Tree settled area, approximately 1 km north of Elliots Hill (Figure 1). FR:182250/1 is characterized by grassland vegetation on moderate to steep slopes with multiple aspects, the dominant land use is grazing with complimentary residential development, the lot is approximately 43 Ha in extent. FR:164781/1 is a smaller lot (~0.27Ha) which hosts the Tea Tree

Community Hall, playground and associated infrastructure, it carries low threat vegetation in the form of managed landscaped grounds. The lot features gentle slopes with an easterly aspect adjacent to an active trainline. Surrounding lands are dominated by grassland vegetation and intensive horticulture including annual and perennial crops. Associated residential development and farm buildings occur through the area and are generally dispersed throughout the landscape (Figure 2.)

Bushfire-prone vegetation surrounds the residential development within FR: 182250/1 which has direct linkages with landscape scale bushfire-prone vegetations units to the south-east on Hammonds Tier and to the south-west within the Meehan Range. More distantly, bushfire-prone vegetation (other than grassland) to the north of both lots centred on Shene, Merriworth and Butlers Hills should not be discounted as a source of bushfire risk. Existing development within FR: 164781/1 is afforded some protection from bushfire attack from the north by the 'South Line' and Tea tree Road which effectively create a significant fuel break to the benefit of the site.

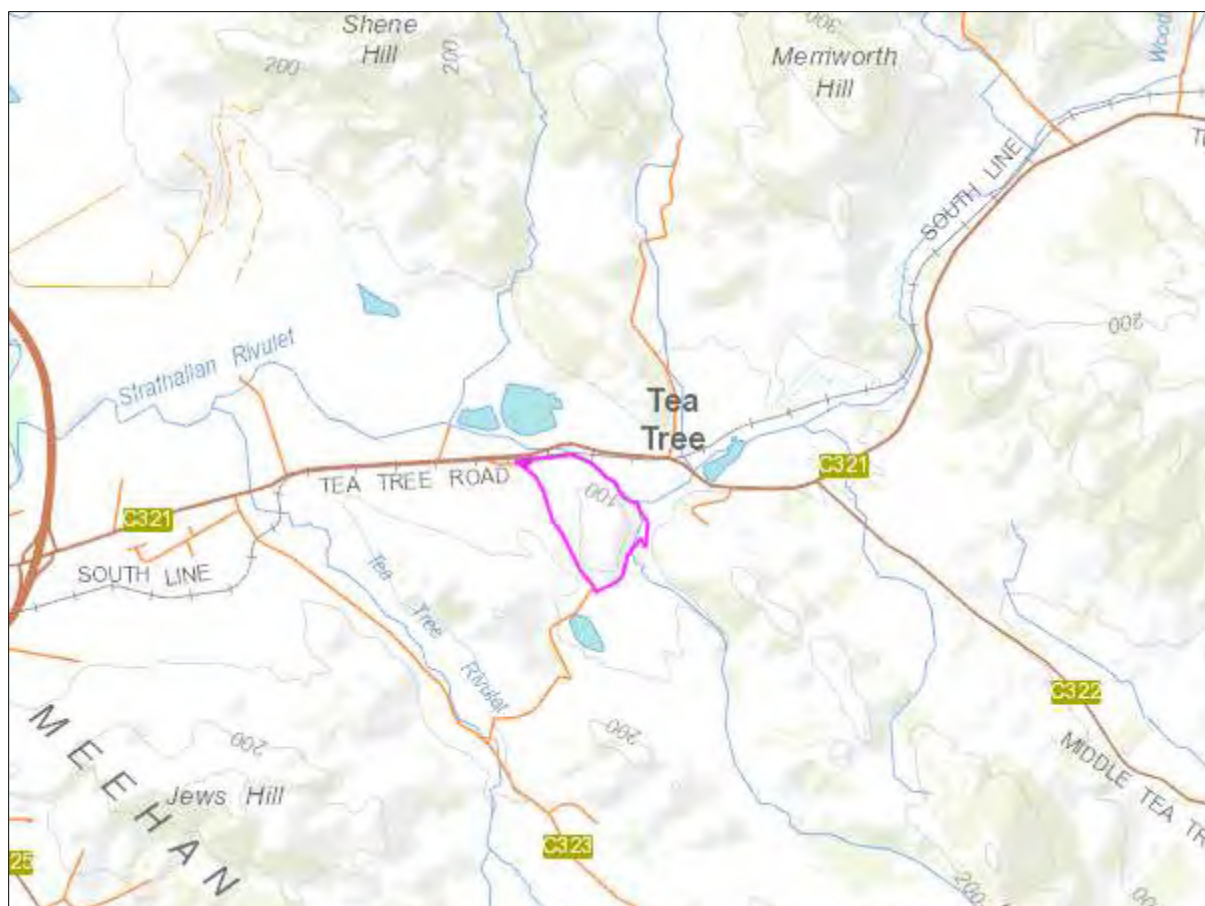


Figure 1. The site in a topographical context, pink line defines the subdivision boundary (approx.).



Figure 2. Aerial photo of the site, pink line denotes the property boundaries (approximate).

4.0 Bushfire Hazard Assessment

4.1 Vegetation

Existing development within FR: 164781/1 is influenced by grassland vegetation to the east and south while the existing residential development with FR: 182250/1 is influenced by both grassland and low open woodland vegetation which surrounds the site. Adjacent lands within 100 metres of the existing buildings carry grassland and low open woodland vegetation (regenerating shrubs and trees in paddocks) which are linked to landscape scale bushfire-prone vegetation. The highest risk vegetation for FR: 164781/1 occurs to the east of the site, while existing residential development on FR: 182250/1 is equally exposed from all directions due to its hilltop location.

4.2 slope

Slope influences how fast a fire moves, how intensely the fire burns and the amount of radiant heat that is given off by the burning vegetation. Effective slope, is the slope of the land underneath the vegetation that has the potential to burn. The effective slope with the potential to influence the bushfire attack on the existing building with FR: 164781/1 is flat and upslope of the building. The effective slope which will

influence the bushfire attack on the existing building within FR: 182250/1 ranges from 4 degrees to 20 degrees downslope of the site.



Figure 3. Grassland and low open woodland vegetation to the east of the Tea Tree Hall.



Figure 4. Grassland vegetation to the south-west of the Tea Tree Hall.

4.3 Bushfire Attack Level

An assessment of vegetation and topography was undertaken within and adjacent to the subdivision area. A bushfire attack level assessment as per *AS3959-2018* was completed (Appendix B) which has determined setbacks for each building area from bushfire-prone vegetation such that subsequent development does

not exceed BAL-19 of AS3959-2018 (appendix B). The building areas for both lots reflect the footprint of existing development. The building areas and bushfire attack level are marked on the BHMP.

5.0 Bushfire Prone Areas Code

Code C13 of the planning scheme articulates requirements for the provision of hazard management areas, standards for access and firefighting water supplies and requirements for hazard management for staged subdivisions.

5.1 Hazard Management Areas

Hazard management areas are required to be established and/or maintained for both building areas, they provide an area around the building within which fuels are managed to reduce the impacts of direct flame contact, radiant heat and ember attack on the site. Both lots will require the HMA to be established prior to the sealing of titles.

The Bushfire Hazard Management Plan (BHMP) shows building areas (for habitable buildings) and the associated HMA's, guidance for establishment and maintenance of HMA's is provided below and on the BHMP.

The subdivision is to occur as a single stage. Each proposed lot can accommodate a hazard management area with sufficient separation from bushfire-prone vegetation not exceeding the requirements for BAL-19 of AS3959-2018. This means that each lot is not dependent on adjacent land use or management for bushfire mitigation.

5.1.1 Building areas

Building areas for habitable buildings on each lot are shown on the BHMP. Each lot has been assessed and a Bushfire Attack Level (BAL) assigned to it. If future building work is located within the building area and complies with the minimum setbacks, the building work may be constructed to the bushfire attack level assigned to that lot. If associated structures like sheds or other non-habitable buildings exist or are proposed, they do not need to conform to a BAL unless they are within 6 metres of the habitable building.

5.1.2 Hazard Management Area requirements

A hazard management area is the area, between a habitable building or building area and the bushfire prone vegetation which provides access to a fire front for firefighting, is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire. This can be achieved through, but is not limited to the following strategies;

- Remove fallen limbs, sticks, leaf and bark litter.
- Maintain grass at less than a 100mm height.

- Avoid or minimise the use of flammable mulches (especially against buildings).
- Thin out under-story vegetation to provide horizontal separation between fuels.
- Prune low-hanging tree branches (<2m from the ground) to provide vertical separation between fuel layers.
- Remove or prune larger trees to establish and maintain horizontal separation between tree canopies.
- Minimise the storage of flammable materials such as firewood.
- Maintain vegetation clearance around vehicular access and water supply points.
- Use low-flammability plant species for landscaping purposes where possible.
- Clear out any accumulated leaf and other debris from roof gutters and other debris accumulation points.

It is not necessary to remove all vegetation from the hazard management area, trees and shrubs may provide protection from wind borne embers and radiant heat under some circumstances if other fuels are appropriately managed.

5.2 Public and firefighting Access

5.2.1 Public Roads

There is no proposal for the construction of new public roadways or fire trails as part of this proposal, in this circumstance there are no applicable standards for the construction of new public roads or fire trails.

5.2.2 Property access (for building compliance)

5.2.2.1 FR: 182250/1

There is existing property access to the existing dwelling within in this lot. The location of property access is shown on the BHMP. In this circumstance there are no additional design or construction requirements applicable to the existing property access. The existing property access is compliant with the specifications of Table C13.2 in that, the carriage has a load capacity of 20t is 4 metres wide, has 0.5m wide shoulders, has crossfalls, dips and gradients that are less than 3, 7 and 10 degrees respectively and has curves with an inner radius greater than 10m and terminates in a turning circle with an outer radius of 10 metres.

5.2.2.2 FR: 164781/1

The existing property access is less than 30 metres in length. In this circumstance there are no further design or construction requirements for property access.

5.3 Water supplies for firefighting

The lots are not serviced by a reticulated water supply. In this circumstance, a static water supply dedicated for firefighting for each building area which is compliant with the specifications of table 1 is required. The firefighting water supplies will need to be installed prior to the sealing of titles.

Table 1. Specifications for static water supplies for firefighting.

Element		Requirement
A.	Distance between building area to be protected and water supply	The following requirements apply: (a) The building area to be protected must be located within 90 metres of the firefighting water point of a static water supply; and (b) The distance must be measured as a hose lay, between the firefighting water point and the furthest part of the building area.
B.	Static Water Supplies	A static water supply: (a) May have a remotely located offtake connected to the static water supply; (b) May be a supply for combined use (firefighting and other uses) but the specified minimum quantity of firefighting water must be available at all times; (c) Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including firefighting sprinkler or spray systems; (d) Must be metal, concrete or lagged by non-combustible materials if above ground; and (e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959:2018, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by: (i) metal; (ii) non-combustible material; or (iii) fibre-cement a minimum of 6 mm thickness.
C.	Fittings, pipework & Accessories (including stands & tank supports)	Fittings and pipework associated with a firefighting water point for a static water supply must: (a) Have a minimum nominal internal diameter of 50mm; (b) Be fitted with a valve with a minimum nominal internal diameter of 50mm; (c) Be metal or lagged by non-combustible materials if above ground; (d) Where buried, have a minimum depth of 300mm; (e) Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to firefighting equipment; (f) Ensure the coupling is accessible and available for connection at all times; (g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length); (h) Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and (i) Where a remote offtake is installed, ensure the offtake is in a position that is: (i) Visible; (ii) Accessible to allow connection by firefighting equipment; (iii) At a working height of 450 – 600mm above ground level; and (iv) Protected from possible damage, including damage by vehicles.
D.	Signage for static water connections	The firefighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must: (a) comply with water tank signage requirements within AS 2304:2019; or

Element		Requirement
		(b) comply with the Tasmania Fire Service Water Supply Signage Guideline published by the Tasmania Fire Service.
E.	Hardstand	<p>A hardstand area for fire appliances must be provided:</p> <p>(a) No more than three metres from the firefighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like);</p> <p>(b) No closer than six metres from the building area to be protected;</p> <p>(c) With a minimum width of three metres constructed to the same standard as the carriageway; and,</p> <p>(d) Connected to the property access by a carriageway equivalent to the standard of the property access.</p>

6.0 Compliance

6.1 Planning Compliance

Table 2 summarises the compliance requirements for subdivisions in bushfire prone areas against Code C13 as they apply to this proposal. A planning certificate has been issued for the associated BHMP as being compliant with the relevant standards as outlined in appendix D.

Table 2. Compliance with Code C13 of the Tasmanian Planning Scheme.

Clause	Compliance
C13.4 Use or development exempt from this code	The proposal is not exempt from Code C13.
C13.5 1 Vulnerable Uses	Not applicable.
C13.5.2 Hazardous Uses	Not applicable
C13.6.1 Subdivision: Provision of hazard management areas	<p>The Bushfire Hazard Management Plan is certified by an accredited person. Each lot within the subdivision has a building area and associated hazard management area shown which is suitable for BAL-19 or BAL-12.5 construction standards. Hazard management areas are able to be contained within each individual lot, therefore there is no requirement for part 5 agreements or easements to facilitate hazard management.</p> <p>The proposal is compliant with the acceptable solution at A1, (b).</p>
C13.6.2 Subdivision: Public and firefighting access	<p>There is no proposal for public roadways or fire trails as part of this development.</p> <p>The Bushfire Hazard Management Plan shows the location of existing property access. In this circumstance there is an insufficient increase in risk from bushfire to warrant specific design or construction standards for property access for FR: 182250/1. The proposal is compliant with the acceptable solution at A1, (a). (FR:164781/1) property access is compliant with table C13.2 and A1, (b).</p> <p>The Bushfire Hazard Management Plan is certified by an accredited person.</p>

Clause	Compliance
C13.6.3 Subdivision: Provision of water supply for firefighting purposes	<p>The Bushfire Hazard Management Plan requires static water supplies to be provided for both lots. The specifications for static water supplies are provided and are consistent with table C13.5 and are required prior to the sealing of titles.</p> <p>The proposal is compliant with the acceptable solution at A2, (b).</p>

6.2 Building Compliance (for future development)

Future residential development may not require assessment for bushfire management requirements at the planning application stage. Subsequent building applications will require demonstrated compliance with the Directors Determination. If future development is undertaken in compliance with the Bushfire Hazard Management Plan associated with this report, a building surveyor may rely upon it for building compliance purposes if it is not more than 6 years old.

7.0 Summary

The Bushfire Hazard Report for 596 Tea Tree Road, Tea Tree, evaluates and mitigates bushfire risks for a proposed boundary adjustment. Prepared by BushfireWise for the Tea Tree Community association, it supports a planning permit application under the Tasmanian Planning Scheme- Brighton. The sites, in the Rural and agricultural zones west of Tea Tree, feature extensive grasslands on gentle to steep slopes. Vegetation includes grassland, low open woodland and low-threat vegetation.

The report includes a Bushfire Hazard Management Plan (BHMP) detailing hazard management areas, building areas, the location of existing property access and specifications for the installation of firefighting water supplies. The building area for each lot is able to accommodate a hazard management area which provides the minimum setbacks required to achieve BAL-19 in accordance with table 2.6 of AS3959- 2018). Hazard Management areas and firefighting water supplies are required to be in place prior to the sealing of titles.

8.0 References

Building Amendment (Bushfire-Prone Areas) Regulations 2014 Building Regulations 2016.

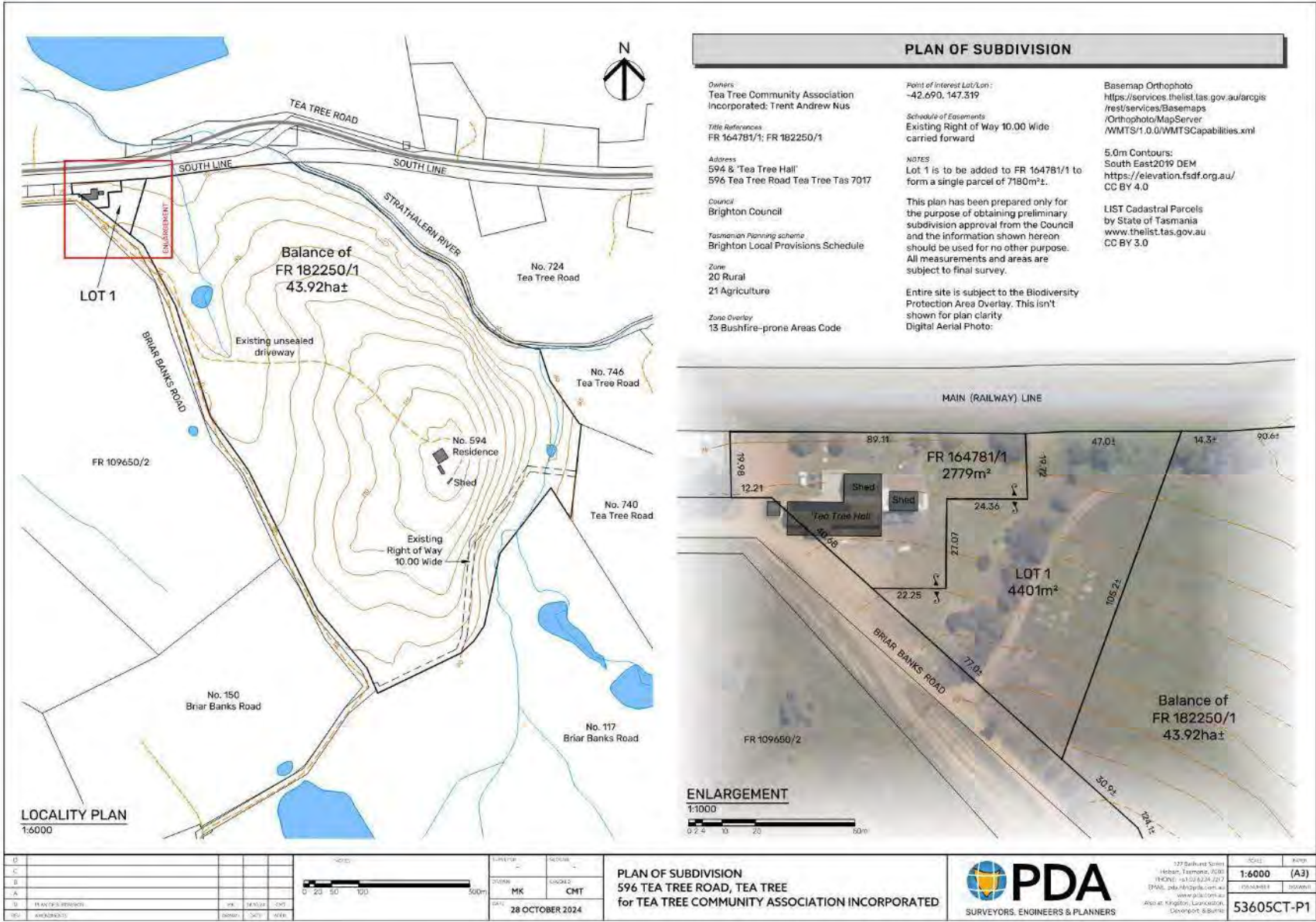
Directors Determination – Bushfire Hazard Areas, version 1.2, 16th July 2024.

Standards Australia 2018, *Construction of buildings in bushfire prone areas*, Standards Australia, Sydney.

Tasmanian Planning Commission 2017, *Planning Directive No.5.1 – Bushfire prone Areas Code*. Tasmanian Planning Commission, Hobart. 1st September 2017.

The Bushfire Planning Group 2005, *Guidelines for development in bushfire prone areas of Tasmania – Living with fire in Tasmania*, Tasmania Fire Service, Hobart.

Tasmanian Planning Scheme - Brighton.



Appendix B – BAL assessment

Table 1. Bushfire Attack Level Assessment FR: 164781/1

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Exclusion 2.2.3.2 (e, f) ^	>0 to 5° downslope	0 to 45 metres	Lot boundary	BAL-12.5
	Grassland ^	flat 0°	45 to 100 metres		
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East	Exclusion 2.2.3.2 (e, f) ^	flat 0°	0 to 25 metres	14 metres	BAL-12.5
	Low Open Woodand	flat 0°	25 to 45 metres		
	Grassland ^	flat 0°	45 to 100 metres		
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South	Exclusion 2.2.3.2 (e, f) ^	upslope	0 to 10 metres	Lot boundary	BAL-19
	Grassland ^	upslope	10 to 100 metres		
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West	Exclusion 2.2.3.2 (e, f) ^	flat 0°	0 to >100 metres	Lot boundary	BAL-LOW
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^ Vegetation classification as per AS3959-2018 and Figures 2.4 (A) to 2.4 (H).

* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.

^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Table 2. Bushfire Attack Level Assessment for FR: 182250/1

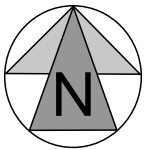
Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North-east	Exclusion 2.2.3.2 (e, f) ^	>0 to 5° downslope	0 to 20 metres	20 metres	BAL-12.5
	Grassland ^	>0 to 5° downslope	20 to 50 metres		
	Low Open Woodand	>5° to 10° downslope	50 to 100 metres		
	--	--	--		
South-east	Exclusion 2.2.3.2 (e, f) ^	flat 0°	0 to 40 metres	25 metres	BAL-12.5
	Grassland ^	>15° to 20° downslope	40 to 100 metres		
	--	--	--		
	--	--	--		
South-west	Exclusion 2.2.3.2 (e, f) ^	>0 to 5° downslope	0 to 15 metres	16 metres	BAL-12.5
	Grassland ^	>0 to 5° downslope	15 to 100 metres		
	--	--	--		
	--	--	--		
North-west	Exclusion 2.2.3.2 (e, f) ^	>0 to 5° downslope	0 to 20 metres	20 metres	BAL-LOW
	Grassland ^	>0 to 5° downslope	20 to 100 metres		
	--	--	--		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4 (A) to 2.4 (H).

* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.

^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Appendix C – Bushfire Hazard Management Plan



Compliance Requirements

Property Access

There is existing property access to the sites which is compliant with the property access specifications of the determination. In this circumstance there are no further design or construction requirements for property access.

Water Supplies for Firefighting

The sites are not serviced by a reticulated water supply, therefore a dedicated, static firefighting water supply will be provided in accordance with the following;

A) Distance between building area to be protected and water supply

The following requirements apply:

- (a) The building area to be protected must be located within 90 metres of the fire fighting water point of a static water supply; and
- (b) The distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.

B) Static Water Supplies

A static water supply:

- (a) May have a remotely located offtake connected to the static water supply;
- (b) May be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times;
- (c) Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems;
- (d) Must be metal, concrete or lagged by non-combustible materials if above ground; and
- (e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2009, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by:
 - (i) metal;
 - (ii) non-combustible material; or
 - (iii) fibre-cement a minimum of 6 mm thickness.

C) Fittings and pipework associated with a fire fighting water point for a static water supply must:

- (a) Have a minimum nominal internal diameter of 50mm; (2) Be fitted with a valve with a minimum nominal internal diameter of 50mm;
- (b) Be fitted with a valve with a minimum nominal internal diameter of 50mm;
- (c) Be metal or lagged by non-combustible materials if above ground;
- (d) Where buried, have a minimum depth of 300mm (compliant with AS/NZS 3500.1-2003 Clause 5.23);
- (e) Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to fire fighting equipment;
- (f) Ensure the coupling is accessible and available for connection at all times;
- (g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length);
- (h) Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and
- (i) Where a remote offtake is installed, ensure the offtake is in a position that is:
 - (i) Visible;
 - (ii) Accessible to allow connection by fire fighting equipment;
 - (iii) At a working height of 450 – 600mm above ground level; and
 - (iv) Protected from possible damage, including damage by vehicles.

D) Signage for static water connections

The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with the Tasmania Fire Service Water Supply Signage Guideline published by the Tasmania Fire Service

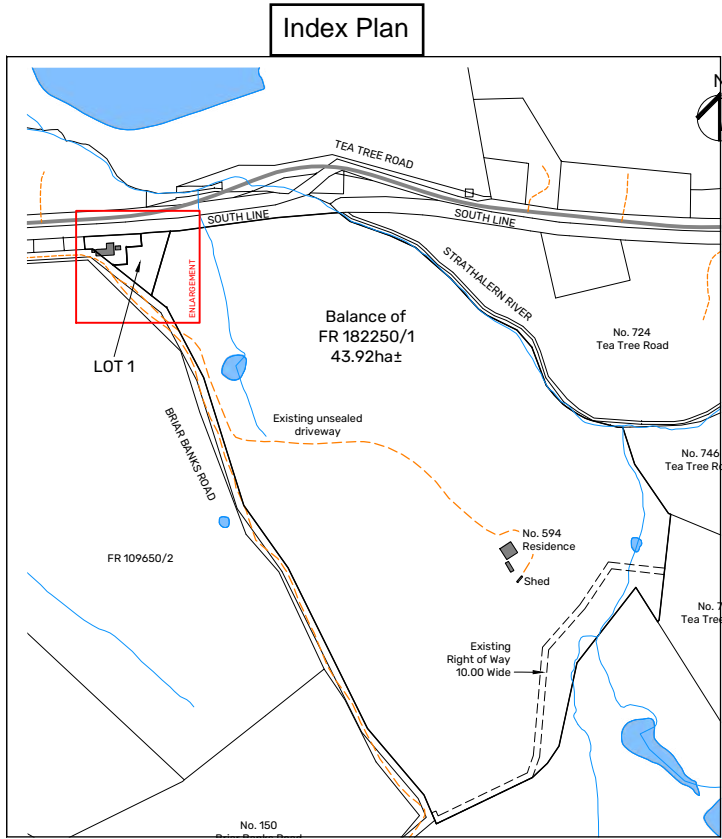
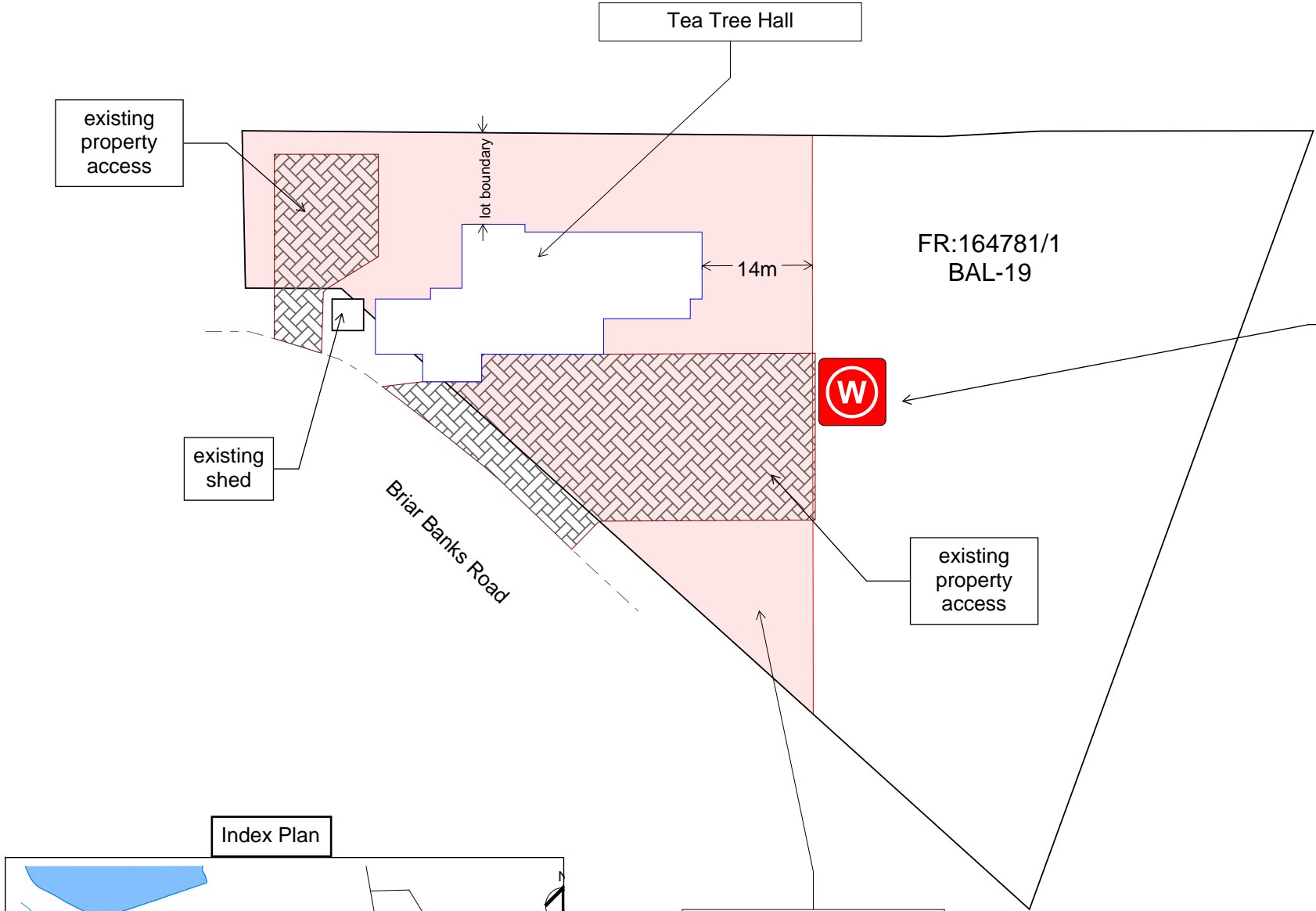
E) Hardstand

A hardstand area for fire appliances must be provided:

- (a) No more than three metres from the fire fighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like);
- (b) No closer than six metres from the building area to be protected;
- (c) With a minimum width of three metres constructed to the same standard as the carriageway; and
- (d) Connected to the property access by a carriageway equivalent to the standard of the property access.

Hazard Management Areas

A hazard management area is required to be established and maintained for the life of the building and is shown on this BHMP. Guidance for the establishment and maintenance of the hazard management area is also provided.



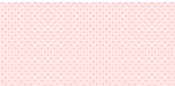
ongoing maintenance of hazard management area required for compliance.



Building Area



Static Water Supply Point



Hazard Management Area



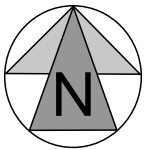
indicative static water supply connection point, hardstand and turning area to be installed prior to the sealing of titles.

Hazard Management Area

A hazard management area is the area, between a habitable building or building area and the bushfire prone vegetation, which provides access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire. This can be achieved through, but is not limited to the following actions;

- Remove fallen limbs, sticks, leaf and bark litter;
- Maintain grass at less than a 100mm height;
- Remove pine bark and other flammable mulch (especially from against buildings);
- Thin out under-story vegetation to provide horizontal separation between fuels;
- Prune low-hanging tree branches (<2m from the ground) to provide (vertical separation between fuel layers;
- Prune larger trees to maintain horizontal separation between canopies;
- Minimise the storage of flammable materials such as firewood;
- Maintain vegetation clearance around vehicular access and water supply points;
- Use low-flammability species for landscaping purposes where appropriate;
- Clear out any accumulated leaf and other debris from roof gutters and other accumulation points.

It is not necessary to remove all vegetation from the hazard management area, trees may provide protection from wind borne embers and radiant heat under some circumstances.



Compliance Requirements

Property Access

There is existing property access to the sites which is compliant with the property access specifications of the determination. In this circumstance there are no further design or construction requirements for property access.

Water Supplies for Firefighting

The sites are not serviced by a reticulated water supply, therefore a dedicated, static firefighting water supply will be provided in accordance with the following;

A) Distance between building area to be protected and water supply

The following requirements apply:

- (a) The building area to be protected must be located within 90 metres of the fire fighting water point of a static water supply; and
- (b) The distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.

B) Static Water Supplies

A static water supply:

- (a) May have a remotely located offtake connected to the static water supply;
- (b) May be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times;
- (c) Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems;
- (d) Must be metal, concrete or lagged by non-combustible materials if above ground; and
- (e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2009, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by:
 - (i) metal;
 - (ii) non-combustible material; or
 - (iii) fibre-cement a minimum of 6 mm thickness.

C) Fittings and pipework associated with a fire fighting water point for a static water supply must:

- (a) Have a minimum nominal internal diameter of 50mm; (2) Be fitted with a valve with a minimum nominal internal diameter of 50mm;
- (b) Be fitted with a valve with a minimum nominal internal diameter of 50mm;
- (c) Be metal or lagged by non-combustible materials if above ground;
- (d) Where buried, have a minimum depth of 300mm (compliant with AS/NZS 3500.1-2003 Clause 5.23);
- (e) Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to fire fighting equipment;
- (f) Ensure the coupling is accessible and available for connection at all times;
- (g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length);
- (h) Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and
- (i) Where a remote offtake is installed, ensure the offtake is in a position that is:
 - (i) Visible;
 - (ii) Accessible to allow connection by fire fighting equipment;
 - (iii) At a working height of 450 – 600mm above ground level; and
 - (iv) Protected from possible damage, including damage by vehicles.

D) Signage for static water connections

The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with the Tasmania Fire Service Water Supply Signage Guideline published by the Tasmania Fire Service

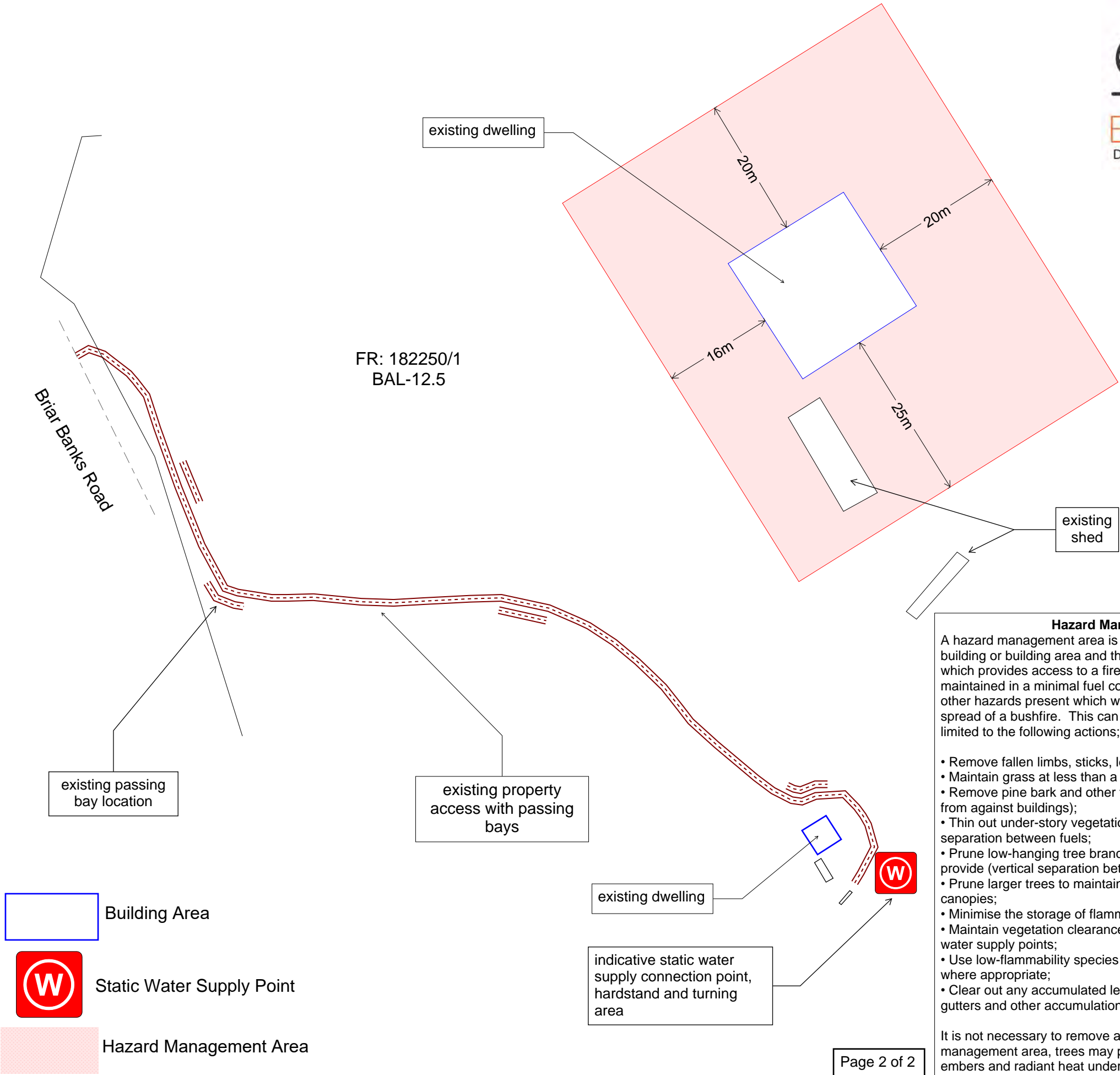
E) Hardstand

A hardstand area for fire appliances must be provided:

- (a) No more than three metres from the fire fighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like);
- (b) No closer than six metres from the building area to be protected;
- (c) With a minimum width of three metres constructed to the same standard as the carriageway; and
- (d) Connected to the property access by a carriageway equivalent to the standard of the property access.

Hazard Management Areas

A hazard management area is required to be established and maintained for the life of the building and is shown on this BHMP. Guidance for the establishment and maintenance of the hazard management area is also provided.



Hazard Management Area

A hazard management area is the area, between a habitable building or building area and the bushfire prone vegetation, which provides access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire. This can be achieved through, but is not limited to the following actions;

- Remove fallen limbs, sticks, leaf and bark litter;
- Maintain grass at less than a 100mm height;
- Remove pine bark and other flammable mulch (especially from against buildings);
- Thin out under-story vegetation to provide horizontal separation between fuels;
- Prune low-hanging tree branches (<2m from the ground) to provide (vertical separation between fuel layers;
- Prune larger trees to maintain horizontal separation between canopies;
- Minimise the storage of flammable materials such as firewood;
- Maintain vegetation clearance around vehicular access and water supply points;
- Use low-flammability species for landscaping purposes where appropriate;
- Clear out any accumulated leaf and other debris from roof gutters and other accumulation points.

It is not necessary to remove all vegetation from the hazard management area, trees may provide protection from wind borne embers and radiant heat under some circumstances.

Appendix D – Planning Certificate

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE¹ UNDER S51(2)(d) *LAND USE PLANNING AND APPROVALS ACT 1993*

1. Land to which certificate applies

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address:

596 & 594 Tea Tree Road, Tea Tree, Tas. 7017

Certificate of Title / PID:

164781/1 and 182250/1

2. Proposed Use or Development

Description of proposed Use and Development:

Subdivision of Land, no new lots created

Applicable Planning Scheme:

Tasmanian Planning Scheme - Brighton

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Report 596 Tea Tree Road, Tea Tree. December 2024. BW004.v1.	Mark Van den Berg	17/12/2024	1
Bushfire Hazard Management Plan 596 Tea Tree Road, Tea Tree. December 2024. BW004.v1.	Mark Van den Berg	17/12/2024	1
Plan of Subdivision	PDA Surveyors, Engineers & Planners	28/10/2024	53605CT-P1

¹ This document is the approved form of certification for this purpose and must not be altered from its original form.

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

<input type="checkbox"/>	E1.4 / C13.4 – Use or development exempt from this Code	
	Compliance test	Compliance Requirement
<input type="checkbox"/>	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

<input type="checkbox"/>	E1.5.1 / C13.5.1 – Vulnerable Uses	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.5.1 P1 / C13.5.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
<input type="checkbox"/>	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

<input type="checkbox"/>	E1.5.2 / C13.5.2 – Hazardous Uses	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.5.2 P1 / C13.5.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
<input type="checkbox"/>	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

<input checked="" type="checkbox"/>	E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.1 P1 / C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance')
<input type="checkbox"/>	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

<input checked="" type="checkbox"/>	E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input checked="" type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk - 182250/1
<input checked="" type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables - FR 164781/1

<input checked="" type="checkbox"/>	E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
<input type="checkbox"/>	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
<input type="checkbox"/>	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

5. Bushfire Hazard Practitioner

Name:

Mark Van den Berg

Phone No:

0407 294 240

Postal
Address:

18 Marlborough Street, Sandy Bay. Tas. 7005

Email
Address:

mark@bushfirewise.com.au

Accreditation No:

BFP – 108

Scope:

1, 2, 3A, 3B & 3C

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- ☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- ☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier



Name:

Mark Van den Berg

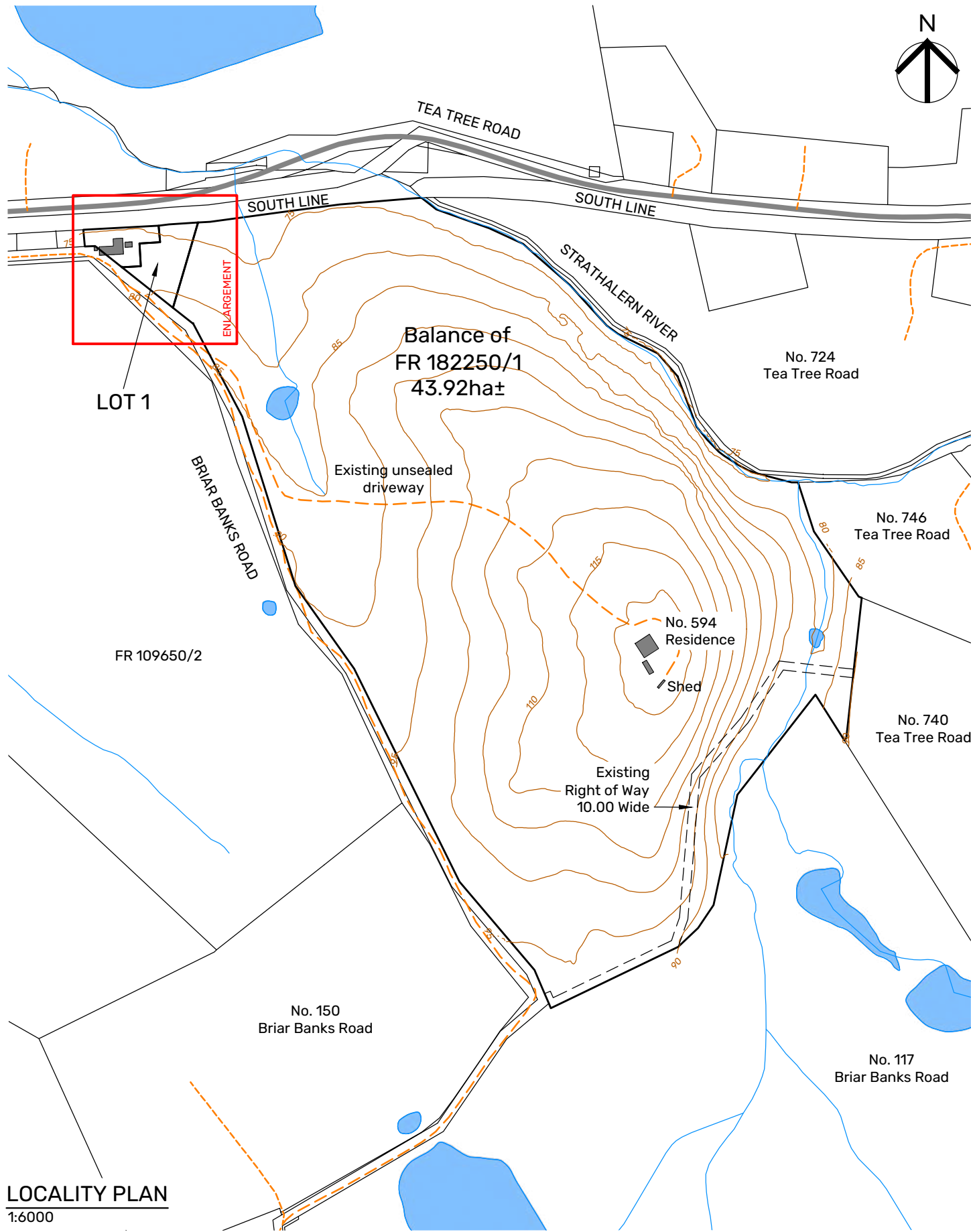
Date:

17/12/2024

Certificate
Number:

BW004

(for Practitioner Use only)



PLAN OF SUBDIVISION

Owners
Tea Tree Community Association
Incorporated; Trent Andrew Nus

Title References
FR 164781/1; FR 182250/1

Address
594 & 'Tea Tree Hall'
596 Tea Tree Road Tea Tree Tas 7017

Council
Brighton Council

Tasmanian Planning scheme
Brighton Local Provisions Schedule

Zone
20 Rural
21 Agriculture

Zone Overlay
13 Bushfire-prone Areas Code

Point of interest Lat/Lon :
-42.690, 147.319

Schedule of Easements
Existing Right of Way 10.00 Wide
carried forward

NOTES
Lot 1 is to be added to FR 164781/1 to
form a single parcel of 7180m²±.

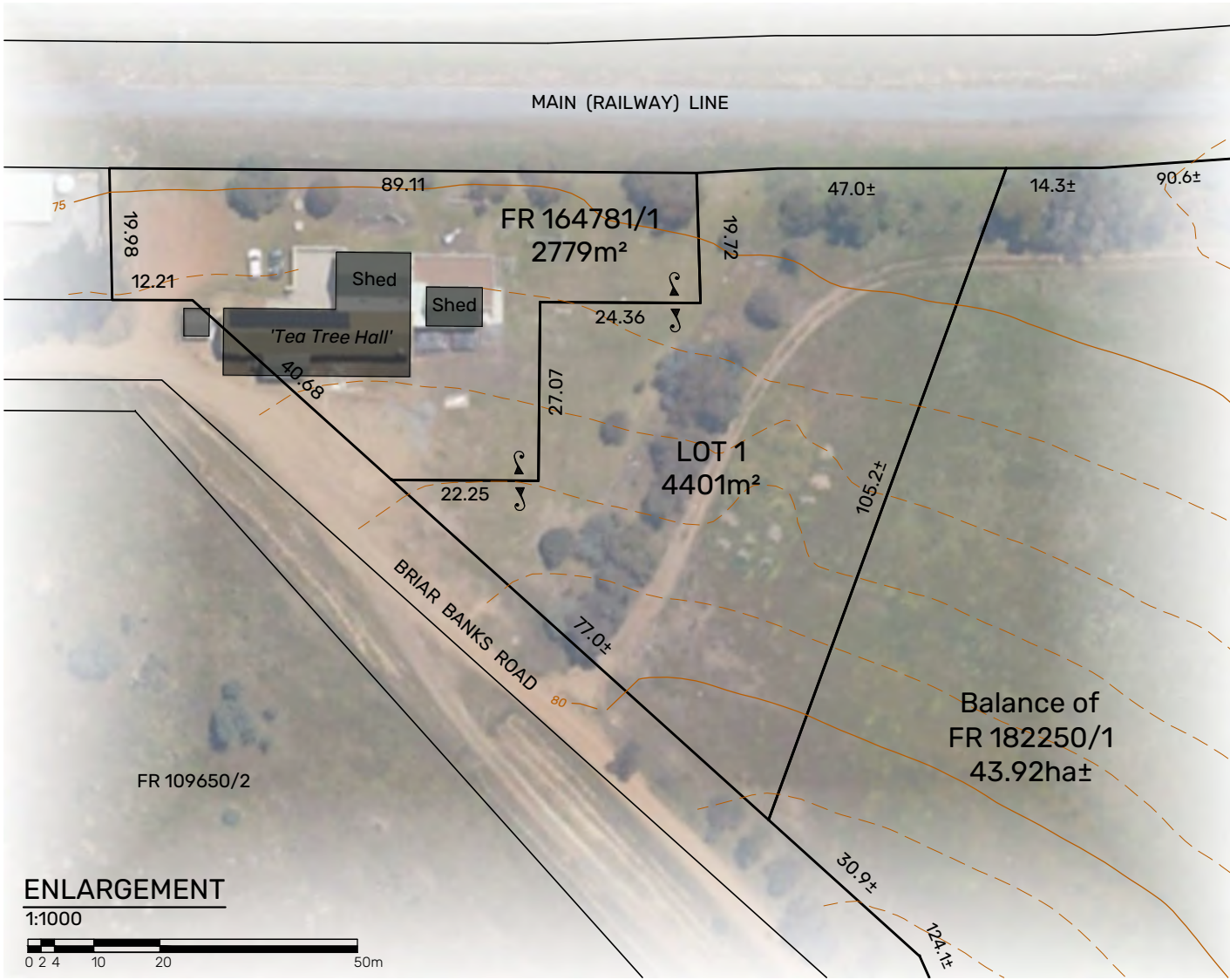
This plan has been prepared only for
the purpose of obtaining preliminary
subdivision approval from the Council
and the information shown hereon
should be used for no other purpose.
All measurements and areas are
subject to final survey.

Entire site is subject to the Biodiversity
Protection Area Overlay. This isn't
shown for plan clarity
Digital Aerial Photo:

Basemap Orthophoto
<https://services.thelist.tas.gov.au/arcgis/rest/services/Basemaps/Orthophoto/MapServer/WMTS/1.0.0/WMTSCapabilities.xml>

5.0m Contours:
South East2019 DEM
<https://elevation.fsdf.org.au/>
CC BY 4.0

LIST Cadastral Parcels
by State of Tasmania
www.thelist.tas.gov.au
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LOCALITY PLAN
1:6000

ENLARGEMENT
1:1000

D				
C				
B				
A				
0	PLAN OF SUBDIVISION	MK	28.10.24	CMT
REV	AMENDMENTS	DRAWN	DATE	APPR.



SURVEYOR	GEOCIVIL
DRAWN	CHECKED
MK	CMT
DATE	28 OCTOBER 2024

PLAN OF SUBDIVISION
596 TEA TREE ROAD, TEA TREE
for TEA TREE COMMUNITY ASSOCIATION INCORPORATED



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Devonport & Burnie

SCALE	PAPER
1:6000	(A3)
JOB NUMBER	DRAWING
53605CT-P1	



AGRICULTURAL ASSESSMENT AND COMPLIANCE REPORT

TEA TREE COMMUNITY ASSOCIATION INC.

596 & 594 Tea Tree Road, Tea Tree

May 2025



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Document status

Version 1

Date	Status/issue	Reason for revision	Reviewed by	Authorised by
7 May 2025	Draft	Technical review	JL	GM
19 May 2025	Draft	Finalise report	GM	GM
19 May 2025	Final report	QA review	GM	GM

DISCLAIMER

This report has been prepared in accordance with the scope of services described in the contract or agreement between Pinion Advisory and the Client. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client and Pinion Advisory accepts no responsibility for its use by other parties.

Executive Summary

This agricultural assessment and compliance report has been prepared on behalf of the proponents, The Tea Tree Community Association Incorporated and covers various aspects of the proposed development at 594 and 596 Tea Tree Road, Tea Tree (title references 16478/1 and 182250/1).

The properties in question are zoned as Agriculture and Rural under the Tasmanian Planning Scheme, with 594 Tea Tree Road currently transitioning from Rural zone to Community Purpose zone. 594 Tea Tree Road consists of 0.27 hectares of Class 4 land which is currently used by the proponents for community purposes. The Tea Tree Community Hall is located on this title. 596 Tea Tree Road covers approximately 43.8 hectares of Class 4, 5 and 6 land. A low intensity, small scale beef finishing enterprise is currently operating on the subject property.

The proposed development is to undertake a subdivision of the subject property at 594 Tea Tree Road (TR: 182250/1) to produce two lots. Lot 1 would be approximately 0.44 hectares of Class 4 land. Lot 2 would be made up of the balance of the property and incorporate approximately 43.4 hectares of Class 4, 5 and 6 land.

Proposed Lot 1 would be absorbed into the existing title at 596 Tea Tree Road (TR: 16478/1) via a boundary reorganisation. Proposed Lot 2 would subsequently return to a single title (TR: 182250/1).

This report supports the proposed development of a subdivision and boundary reorganisation of 594 Tea Tree Road, which could be undertaken with negligible impact on the current or future agricultural and residential use on the adjacent and nearby land.

The proposed development is considered compliant with Clauses 21.1, 21.4.2 and 21.5 of the Tasmanian Planning Scheme – Brighton Provisions.

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Purpose

This report has been undertaken on behalf of The Tea Tree Community Association Incorporated (the proponent) to support an application for a subdivision and boundary reorganisation of the properties at 594 and 596 Tea Tree Road, Tasmania, 7017 and a rezoning application for 596 Tea Tree Road (to be rezoned from Rural to Community Purpose under the Tasmanian Planning Scheme).

The document provides an agricultural assessment of the properties in question and reports on how the proposal complies with provisions of the Tasmanian Planning Scheme. This report reviews the current agricultural usage of both properties and the surrounding area in relation to the land capability and land classification. This includes soils, aspect, topography, water resource, economic feasibility, and impact of the development in relation to agricultural activities.

The currently recognised reference for identifying land capability is based on the class definitions and methodology described in the Land Classification Handbook, Second Edition, C.J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania.

Most agricultural land in Tasmania has been classified by the Department of Primary Industries and Water at a scale of 1:100,000, according to its ability to withstand degradation. A scale of 1 to 7 has been developed with class 1 being the most productive for agriculture and resilient to degradation and class 7 the least suitable to agriculture. **Class 1, 2 and 3 are collectively termed "prime agricultural land". For planning purposes,** a scale of 1:100,000 is often unsuitable and a re-assessment is required at a scale of 1:25,000 or 1:10,000. Factors influencing capability include elevation, slope, climate, soil type, rooting depth, salinity, rockiness and susceptibility to wind, water erosion and flooding.

1 General overview

1.1 LAND CAPABILITY

The currently recognised reference for identifying land capability is based on the class definitions and methodology described in the Land Classification Handbook, Second Edition, C.J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania.

Most agricultural land in Tasmania has been classified by the Department of Primary Industries and Water at a scale of 1:100,000, according to its ability to withstand degradation. A scale of 1 to 7 has been developed with class 1 being the most productive for agriculture and resilient to degradation and class 7 the least suitable to agriculture. **Class 1, 2 and 3 are collectively termed "prime agricultural land". For planning purposes,** a scale of 1:100,000 is often unsuitable and a re-assessment is required at a scale of 1:25,000 or 1:10,000. Factors influencing capability include elevation, slope, climate, soil

type, rooting depth, salinity, rockiness and susceptibility to wind, water erosion and flooding.

1.2 REPORT AUTHORS

Georgia McCarthy holds a Bachelor of Agriculture degree and a Post Graduate Certificate in Agricultural Consulting. She has eight **years' experience in agribusiness and agricultural consulting** in Tasmania. Georgia is qualified and skilled to undertake agricultural and development assessments as well as land capability studies.

This report has been co-authored and reviewed by Senior Consultant, Jason Lynch. Jason Lynch possesses a Bachelor of Applied Science (horticulture) and is a certified practising agriculturalist (**CPAg**) with **over 25 years' experience in the agricultural industry** in Tasmania. He has previously been engaged by property owners, independent planners, and surveyors to undertake evaluations and studies across various council based interim planning schemes. This work involves the assessment of land for development purposes and potential conflict.

1.3 TASMANIAN PLANNING SCHEME – BRIGHTON

The Tasmanian Planning Scheme establishes the requirements for use and development of land in the Brighton municipality in accordance with the *Land Use Planning and Approvals Act 1993*.

2 Property details

2.1 LOCATION

The subject properties are owned by the proponents and are located at 594 and 596 Tea Tree Road, Tea Tree (Figure 1).

Table 1 Property identification details

Address	Property ID	Title reference	Hectares (approx.)
594 Tea Tree Road, Tea Tree	3205343	164781/1	43.8
596 Tea Tree Road, Tea Tree	9604056	182250/1	0.27

The property at 596 Tea Tree Road is predominantly flat to gently sloping open ground. A non-residential dwelling exists on the centre of the title (the Tea Tree Community Hall). Situated on the northern side of the community hall **is a fenced children's play area**. The remaining open ground on the title is utilised for car parking.

The eastern adjacent title at 594 Tea Tree Road, is predominantly open ground with a proportion of *Eucalyptus viminalis* grassy forest and woodland vegetation (Source: The LISTMap) retained around the property boundaries and on steeper aspects of the land parcel. The property consists of gently sloping giving way to steeply inclining land. Gently sloping open ground on the title consists of unimproved pastures and is utilised for low intensity and low input dryland pastoral activity (beef cattle grazing). A small proportion

of the land beside the north western boundary (0.2 hectares) is separated from the rest of the property by a fence and is currently used and maintained by the Tea Tree Community Hall as car parking area. A residential dwelling and several associated outbuildings are located on the southern end of the property, at the highest elevation. A setback of approximately 690m from the residential dwelling to the proposed readjusted boundary of the subject property applies.

Both properties in question and all adjacent land to the titles is held as private freehold and two small neighbouring titles (title references 82682/1; 82682/2) are held by the Commonwealth. (Figure 4).

Under the Tasmanian Planning Scheme, the subject properties are zoned as Rural (TR: 164781/1) and Agriculture (TR: 182250/1). Adjacent land titles are zoned as Rural and Agriculture (Figure 5).

Neither property is located within a declared irrigation district.

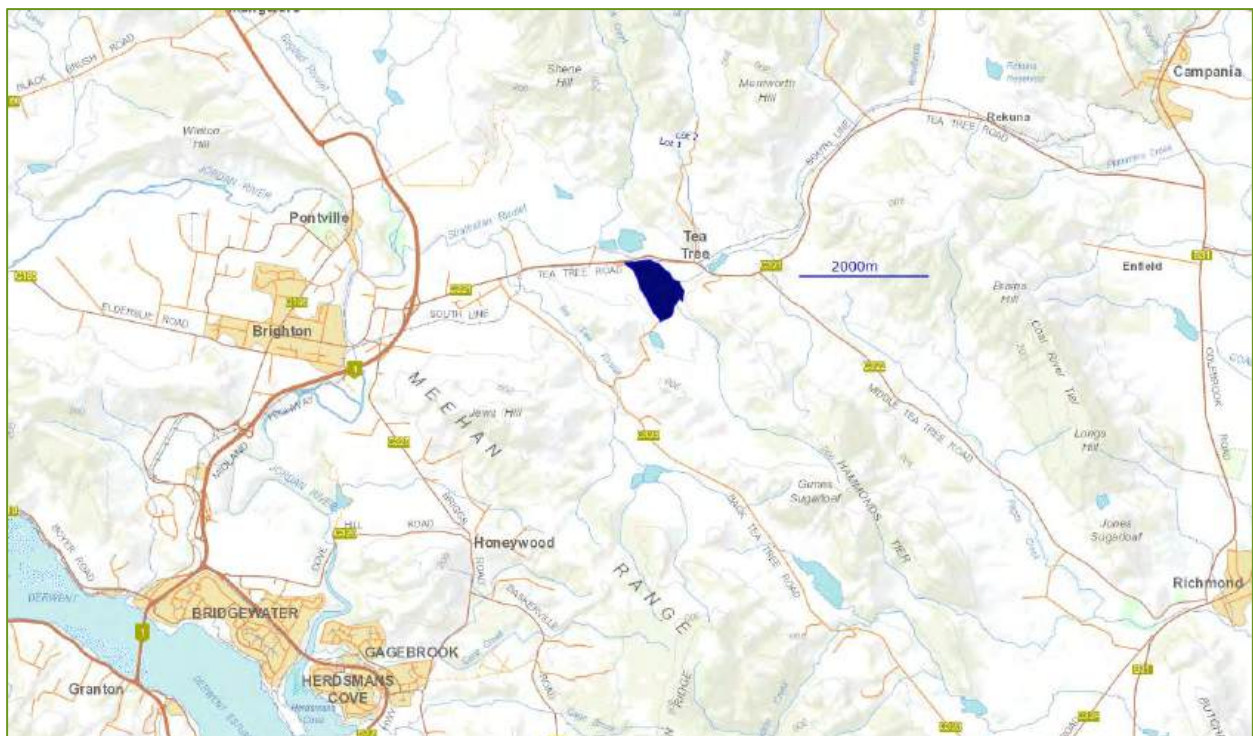


Figure 1 Location of 594 and 596 Tea Tree Road properties (blue) (Source: The LISTMap).

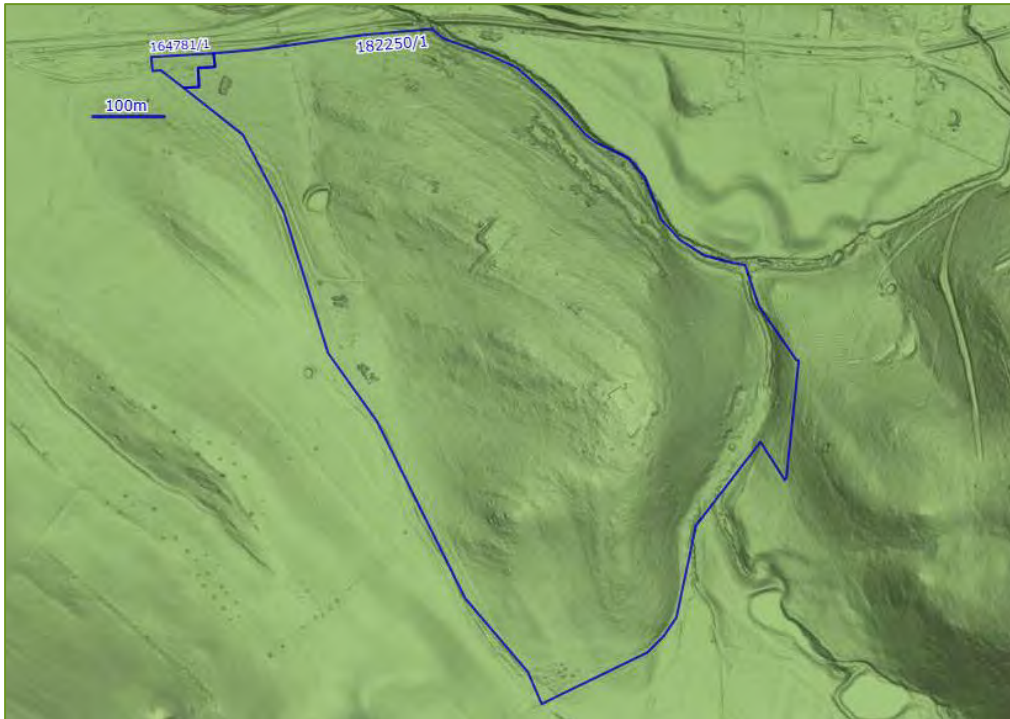


Figure 2 Topographic map of the subject properties (blue outline) (Source: The LISTMap).

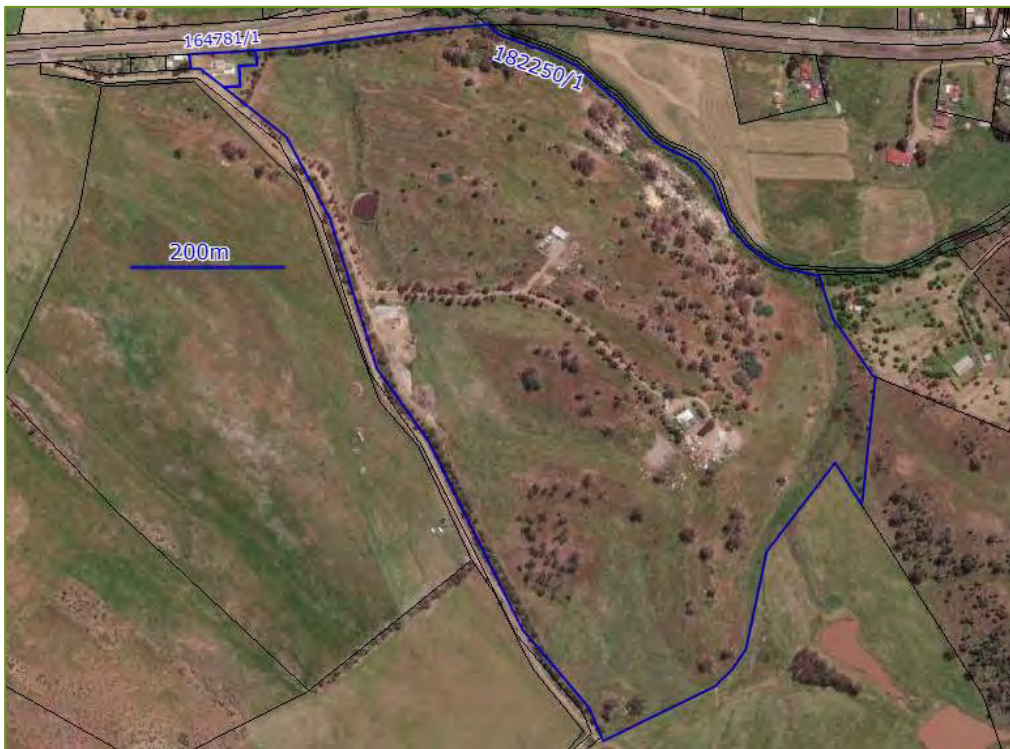


Figure 3 Aerial imagery of the subject properties (blue outline) (Source: The LISTMap).



Figure 4 Land tenure of the subject properties (blue outline) and surrounding land is held as private freehold (shaded yellow) and two neighbouring land titles to the west are held by the 'Commonwealth' (shaded blue) (Source: The LISTMap).



Figure 5 Under the Tasmanian Planning Scheme, the subject properties (blue outline) and adjacent titles are zoned as Agriculture (brown) and Rural (beige). (Source: The LISTMap).

3 Land capability

Land capability of the properties was assessed according to the Tasmanian land capability classification system (Grose, 1999). Land is graded according to its ability to sustain a range of agricultural activities considering the chances of degradation of the land resource. Class 1 land is prime agricultural and Class 7 land is unsuitable for agriculture due to severe limitations. A wide range of limitations are considered, and the most significant limitation determines the final classification. For example, limitations can be in relation to soils and

could include stoniness, topsoil depth, drainage and erosion hazard. Limitations to topography could include slope angle and associated erosion hazard.

3.1 SITE VISIT

Desktop research was conducted to review available data associated with geology, topography, presence of threatened native vegetation, land capability, soil information and climatic data of the properties at 594 and 596 Tea Tree Road and the surrounding area. Pinion Advisory consultant, Georgia McCarthy conducted a site visit on 20 March 2025 to ground-truth the information. The site assessment included inspection of the soil profile (to spade depth), an evaluation of the topography and vegetation as well as examination of land use on both subject properties and adjacent land. These assessments consider the planned setbacks and potential impacts of the proposed development on agricultural activities.

3.1.1 Land capability assessment

Land class definitions can be found in Table 2. Land capability assessment details for 594 and 596 Tea Tree Road can be found in Tables 3 and 4. Supporting images are listed in the report Appendix.

- Title reference 164781/1: The land capability assessment found the property consistent with land Class 4. Land capability assessment details can be found in Table 3. The key land capability limitations associated with this property are:
 - Soils (s): due to challenging growing conditions for pasture and/or crops associated with limitations such as topsoil depth and texture contrast frequency.
 - Erosion (e): due to soil structure and type. These qualities will increase the risk of wind erosion if soils are exposed or left bare.



Figure 6 Land capability of the subject property at 596 Tea Tree Road (TR: 164781/1) is consistent with Class 4 land (Source: The LISTMap).

- Title reference 182250/1: The land capability assessment found the property consistent with land Classes 4, 5 and 6. Land capability assessment details can be found in Table 4. The key land capability limitations associated with this property are:
 - Soils (s): due to challenging growing conditions for pasture and/or crops associated with limitations such as topsoil depth and texture contrast frequency.
 - Erosion (e): Due to soil structure and type and topography. These qualities will increase the risk of wind erosion and/or mass movement if soils are exposed or left bare.
 - Complex topography (x): due to the irregular and uneven nature of the topography, impacting the workability and trafficability of the area.



Figure 7 Land capability of subject property at 594 Tea Tree Road (TR: 182250/1) (light blue lines) is consistent with Classes 4, 5 and 6 (Source: The LISTMap).

Table 2 Land capability class definitions for the property according to Grose, 1999

Class	Definition
4	Land well-suited to grazing, but which is limited to occasional cropping or to a very restricted range of crops. The length of cropping phase and/or range of crops are constrained by severe limitations of erosion, wetness, soils or climate. Major conservation treatments and/or careful management are required to minimise degradation. Cropping rotations should be restricted to one to two years out of ten in a rotation with pasture or equivalent to avoid damage to the soil resource. In some areas longer cropping phases may be possible but the versatility of the land is very limited.
5	This land is unsuitable for cropping, although some areas on easier slopes may be cultivated for pasture establishment or renewal and occasional fodder crops may be grown. The land may have slight-to-moderate limitations for pastoral use. The effects of limitations on grazing potential may be reduced by applying appropriate soil conservation measures and land management practices.
6	Land marginally suitable for grazing because of severe limitations. This land has low productivity, high risk of erosion, low natural fertility or other limitations that severely restrict agricultural use. This land should be retained under it's natural vegetation cover.

Table 3 Land capability assessment for 596 Tea Tree Road (TR: 164781/1)

Land capability class	Land characteristics							
	Geology & soils	Slope (%)	Topography & elevation	Erosion type & severity	Soil qualities	Agricultural versatility	Main land management requirements	Climatic limitations
4se (0.27ha)	Brown sandy loam soil. Loosely structured, uniform colour and texture across the soil profile at spade depth.	0-9	Flat to gently sloping, 70m ASL	Moderate risk of wind erosion on bare and exposed soils. Low to moderate risk of rill and sheet erosion due to surface water movement.	Moderately well drained, slowly permeable soils with a high risk of waterlogging. Moderate nutrient and water holding capacity.	Suitable for occasional cropping (2-in-10-year rotation) and a severely restricted range of suitable crops. Land suitable for grazing, with moderate limitations, which includes reduced grazing pressure when soils are waterlogged and/or when soil moisture is limiting and when pasture covers are reduced. In reality, this land is unable to support agricultural activity given the small area available and the existing Tea Tree Community Hall building located in the centre of the title.	Avoid situations that lead to exposure of bare soil, therefore maintain sufficient ground cover. The risk of compaction in winter from soil cultivation, machinery and stock movement increases significantly during periods of soil waterlogging.	Moderate climatic limitations. This region experiences cold winter and warm summer conditions. The area receives an average of 600mm annual rainfall, can experience up to 28 frost days annually, 1068 growing degree days (October to April) and 1025 chill hours (May-August)

Table 4 Land capability assessment for 594 Tea Tree Road (TR: 182250/1)

Land capability class	Land characteristics							
	Geology & soils	Slope (%)	Topography & elevation	Erosion type & severity	Soil qualities	Agricultural versatility	Main land management requirements	Climatic limitations
4se (8ha)	<p>Brown sandy loam soil on flat ground at lowest elevation. Loosely structured, uniform colour and texture across the soil profile at spade depth.</p> <p>Grey-brown loamy sand soil on gently to steeply sloping land, consistent with podzolic soils on sandstone commonly observed in the area. Loosely structured soil, uniform colour and texture across the soil profile at spade depth. Sandstone rock fragments observed at soil surface.</p>	3-12	Nearly level to gently sloping, 70m-90m ASL	Moderate risk of wind erosion on bare and exposed soils. Low to moderate risk of rill and sheet erosion due to surface water movement.	Moderately well drained, slowly permeable soils with a high risk of waterlogging. Moderate nutrient and water holding capacity.	<p>Suitable for occasional cropping (2-in-10-year rotation) and a severely restricted range of suitable crops.</p> <p>Land suitable for grazing, with moderate limitations, which includes reduced grazing pressure when soils are waterlogged and/or when soil moisture is limiting and when pasture covers are reduced.</p>	Avoid situations that lead to exposure of bare soil, therefore maintain sufficient ground cover. The risk of compaction in winter from soil cultivation, machinery and stock movement increases significantly during periods of soil waterlogging.	Moderate climatic limitations. This region experiences cold winter and warm summer conditions. The area receives an average of 600mm annual rainfall, can experience up to 31 frost days annually, 1145 growing degree days (October to April) and 1045 chill hours (May-August)
5se (24ha)	<p>brown loamy sand soil on gently to steeply sloping land, consistent with podzolic soils on sandstone commonly observed in the area. Loosely structured soil, uniform colour and texture across the soil profile at spade depth. Sandstone rock fragments observed at soil surface.</p>	7-16	Gently to strongly sloping, 90-120m ASL.	Moderate risk of wind erosion on bare and exposed soils. Moderate risk of rill and sheet erosion due to surface water movement.	Moderately well drained soils with moderate to slow permeability. A moderate to high risk of waterlogging. Moderate nutrient and water holding capacity	<p>Unsuitable for cropping. Some areas (slope permitting) suitable for grazing with moderate limitations which includes reduced grazing pressure when soils are waterlogged, and/or when soil moisture is limiting, and pasture covers are reduced.</p>	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover. The risk of compaction and pugging in winter from soil cultivation, machinery and stock movement increases significantly	

Land capability class	Land characteristics							
	Geology & soils	Slope (%)	Topography & elevation	Erosion type & severity	Soil qualities	Agricultural versatility	Main land management requirements	Climatic limitations
							during periods of soil waterlogging. Avoid clearing and cultivating steep slopes to minimise risk of rill or sheet erosion due to surface water movement.	
6x (11ha)	brown loamy sand soil on gently to steeply sloping land, consistent with podzolic soils on sandstone commonly observed in the area. Loosely structured soil, uniform colour and texture.	7-55	Undulating topography at lower elevation, increasing to steep slopes, 90m-120m ASL.	Moderate to high risk of wind erosion on bare and exposed soils. Moderate to high risk of rill and sheet erosion due to surface water movement.	Moderately well drained soils with moderate to slow permeability. A moderate to high risk of waterlogging. Moderate nutrient and water holding capacity	Unsuitable for cropping. Some land is marginally suitable for grazing with severe limitations including reduced grazing pressure when soils are waterlogged and or pasture covers are reduced. In reality, this land consists of complex topography and steep slopes which present a high risk of erosion and have been identified as being susceptible landslides activity (The LISTMap). This area is dissected by an existing watercourse, listed under the Waterway and Coastal Protection Area Guidance Map (The LISTMap) and as such a buffer zone of	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover. This land class is best maintained under natural vegetation.	

Land capability class	Land characteristics							
	Geology & soils	Slope (%)	Topography & elevation	Erosion type & severity	Soil qualities	Agricultural versatility	Main land management requirements	Climatic limitations
						60m applies to the watercourse. The area is further constrained by an existing easement (Right of Carriageway #1545984) (The LISTMap).		

4 Proposed development

4.1 SUBDIVISION AND BOUNDARY REORGANISATION

The proponents wish to undertake a subdivision of 594 Tea Tree Road (TR: 182250/1) to produce two lots as outlined in Table 5 and Figure 8.

Proposed Lot 1 would be absorbed into the existing land parcel at 596 Tea Tree Road (TR: 16478/1) by the proposed boundary reorganisation (Figure 9). Proposed Lot 2 would subsequently return to a single title (TR: 182250/1).

Table 5 Proposed subdivision of lots

Lot no.	Hectares (approx.)	Details
1	0.44	Proposed Lot 1 is to be added the existing adjacent title (TR: 16478/1) to create a total land parcel of approximately 0.7 hectares.
2	43.4	Proposed Lot 2 is made up of the balance of the subject property (TR: 182250/1) and consists of a total land parcel of approximately 43.4 hectares.

The proposed subdivision and boundary reorganisation is anticipated to have a negligible impact on the productivity and capacity of the proposed Lot 2, as effectively the majority of potentially suitable land would be located on this parcel of land.

The proposed Lot 1 would have no impact on the agricultural productivity of the adjacent and nearby properties due to its relatively small land size and the constrained nature/zoning of adjacent land use for agricultural activity.

No additional dwellings are proposed for either lots as part of the development.



Figure 8 Proposed subdivision of 594 Tea Tree Road (TR: 182250/1) to produce Lot 1 (orange) and Lot 2 (pink) (Source: The LISTMap).



Figure 9 The proposed boundary reorganisation of 596 Tea Tree Road (outlined blue) and 594 Tea Tree Road (outlined pink) following subdivision and inclusion of proposed Lot 1 (Source: The LISTMap).

4.2 SETBACK DISTANCES

The boundary setback distances for the existing residential dwelling on the proposed Lot 2 are detailed in Table 6 and outlined in Figure 10.

Table 6 Existing residential dwelling setback distances

Boundary direction	Map identifier (refer to Figure 8)	Distance (m)
N	A	612
E	B	227
S	C	190
W	D	310



Figure 10 Boundary setbacks for the existing residential dwelling (marked red) on proposed Lot 2 of the subject property (TR: 182250/1) (Source: The LISTMap).

5 Land use activity

5.1 CURRENT AGRICULTURAL ACTIVITIES CONDUCTED

There is no agricultural activity undertaken on the subject property at 596 Tea Tree Road (TR: 164781/1). This title is best considered and assessed under the provisions of the Tasmanian Planning Scheme - Community Purpose Zone.

The 594 Tea Tree Road (TR: 182250/1) property is currently utilised for low intensity, dryland pastoral use (livestock grazing) on semi-improved and unimproved pasture. A small beef cattle finishing enterprise is currently operating on the subject property and consists of approximately 7 steers. The land owner intends to maintain the enterprise at the current level of intensity and scale. On the far north western corner, as would be covered by the proposed Lot 2 is currently utilised as car parking area for the 596 Tea Tree Road (TR: 164781/1) (as per Tea Tree Community Hall).

5.2 POTENTIAL AGRICULTURAL ACTIVITIES CONDUCTED

5.2.1 Pastoral use

The subject property (TR: 182250/1) could support pastoral use with moderate to severe limitations. Considering the property size, land capability and topography, in conjunction with the growing season duration and rainfall, it would be reasonable to suggest a carrying capacity of approximately 7 DSE/ha (total potential carrying capacity of approximately 308 DSE/annum).

For beef cattle, a 500kg breeding cow assumes an average carrying capacity rating of 15 DSE per cow/calf unit (Meat & Livestock Australia and NSW Department of Primary Industries). Therefore, it is reasonable to consider this property has the potential to run 19 cow/calf breeding units per annum. Selling calves as 300kg weaners, the beef enterprises represent a total annual gross margin opportunity of approximately \$13,900 (assuming a gross margin of \$45/DSE) or an average of \$323/ha. The actual value of any livestock grown on the property will vary with the prevailing market conditions.

It should be noted that the livestock grazing on the property would require supplementary feeding, such as silage or hay and/or destocking, when pasture growth is limiting.

It is important to recognise that this locale is subject to extended dry periods and therefore all livestock enterprises should be carefully managed to avoid land degradation issue due to over grazing as well as ensuring all aspects of livestock animal health and welfare are appropriately managed.

Based on the current condition of the property it would be realistic to consider the carrying capacity to be closer to 150 DSE/annum (approximately 10 cow/calf breeding units/annum) due to the degraded and unimproved pastures present and significant grazing pressure.

To develop the property for grazing purposes would require significant investment including:

- Clearing of remnant vegetation
- Pasture development of cleared land
- Construction of browsing wildlife proof boundary fencing
- Construction of additional internal paddock fences
- Install a reticulated stockwater system
- Construction of stock yards
- Input of lime to lift the soil pH
- Input of fertilisers to achieve optimal soil nutrient levels for pastures.

The cost to develop the subject property for grazing purposes could reach in excess of \$100,000 and based on the potential financial returns of the enterprise it would not be a viable or sustainable business venture.

In reality, due to a combination of the land capability of the property, the limited size of suitable area, and the economics associated with the development of the property for grazing purposes, it would not be realistic nor economically sustainable to convert and establish the property further for pastoral land use activity.

5.2.2 Cropping use

Areas of the subject property (TR: 182250/1) classified as land class 5 and 6 are unsuitable for cropping.

There is approximately 8ha of Class 4 land on the subject property which could theoretically support cropping activity with severe limitations on crop types and cropping rotation lengths (see Section 3 Land Capability for further justification). Realistically, cropping activity on this land class would be significantly limited due to the size and shape of the suitable area, low rainfall climate and the lack of access to available irrigation water. Additionally, the area would require a high level of nutrient inputs and soil management to increase the soil quality for cropping suitability. The potential productivity of this land class is further constrained by difficulty in establishing a sustainable cropping rotation and attracting cropping contracts for such small parcels of land.

5.2.3 Perennial horticulture

There are no crops listed as 'well suited' for areas of the subject property (TR: 182250/1) classed as Class 4 land.

Due to a combination of factors including the low land capability of the property, lack of access to irrigation water and significant investment required, horticultural crops are not considered as being a realistic and feasible land use activity on the subject property.

5.3 IMPACT ON AGRICULTURAL ACTIVITIES TO NEIGHBOURING LAND

5.3.1 594 Tea Tree Road (Title reference 182250/1)

The land use activity on directly adjacent land titles includes:

- North
 - Title reference 164781 (0.4ha), owned by the proponents and currently utilised for community purposes with an existing building serving as the Tea Tree Community Town Hall.
 - Title reference 133846/1 (157ha), currently utilised for dryland grazing of semi-improved pastures and irrigated cropping of unknown scale and intensity. Approximately 40% of the property is covered by native vegetation. This title is separated from the subject property by the State Rail Network railway and Tea Tree Road.
- East:
 - Title reference 47151/1 (11ha), currently listed as a rural-residential with no agricultural activity undertaken (The LISTMap). Some fodder production activity may be undertaken on this title when necessary. A residential dwelling is located on the property.
 - Title reference 84313/1 (4.1ha), best considered as a rural lifestyle block with no agricultural activity undertaken. This title is mostly covered by vegetation. A residential dwelling is located on the property.
 - Title reference 182126/1 (21.1ha), currently utilised for low scale, low intensity dryland grazing of unimproved pastures, with approximately 40% of the property is covered by native vegetation. There is a residential dwelling located on the property.
- South:
 - Title reference 109248/2 (106.6ha), currently utilised for dryland grazing and irrigated cropping, with approximately 5% of the property covered by native vegetation. There is a residential dwelling located on the property.
- West:
 - Title reference 109650/3 (16.2ha), currently utilised for low scale, low intensity dryland grazing and/or cropping, with approximately 10% of the property is covered by native vegetation.
 - Title reference 109650/2 (27.8ha), currently utilised for low scale, low intensity dryland grazing of unimproved pastures.

5.4 IMPACT OF AGRICULTURAL ACTIVITY ON NEIGHBOURING LAND TO THE PROPOSED DEVELOPMENT

Adjacent land use activity to the east and west of the subject property is limited to low intensity dryland pastoral and cropping activity. Adjacent land to the north and south of the subject property involves dryland and irrigated pastoral and cropping activity

Agricultural activity could be conducted on land adjacent to the subject property albeit it a different scales.

An assessment of the key risks to the proposed Lot 1 are summarised in Table 7.

Table 7 Potential risk from agricultural land use activities on neighbouring land to the subject property (TR: 182250)

Potential risk from neighbouring agricultural land activity	Extent of risk & possible mitigation strategy
1. Spray drift and dust	Risk = low. Ground spraying is most commonly used in agricultural production systems whilst spot spraying is a practical and mostly used alternative. Spraying could occur on the land to the north, east, west and south. A combination of the boundary setback distances, and prevailing topography would ensure that the risk of spray drift and dust would be negligible. Spraying events should be communicated in a timely manner to neighbours. The use and application of agricultural sprays must abide by the Tasmanian Code of practice for ground and aerial spraying 2014 and any applicable agricultural chemical label requirements.
2. Noise from machinery, livestock and dogs	Risk = low. Some occasional machinery traffic will occur when working and undertaking general farming duties on adjacent land. The property is located in a rural area, and it is accepted that noise emission will be created from normal primary industry, farming and land use activity. It is reasonable to suggest that noise from nearby Tea Tree Road and adjacent railway would also be a significant source of noise in this locale.
3. Irrigation water over boundary	Risk = low. Irrigation is practiced on one directly adjoining property only. Existing separation distances and prevailing topography ensure that the risk of any irrigation water drift over property boundaries is negligible.
4. Stock escaping and causing damage	Risk = low. Provided boundary fences are maintained in sound condition and livestock are checked regularly.
5. Electric fences	Risk = low. Mitigated by the proponent attaching appropriate warning signs on boundary fencing if required.

5.5 IMPACT OF PROPOSED DEVELOPMENT ON AGRICULTURAL ACTIVITY OF NEIGHBOURING LAND

The proposed development (subdivision and boundary reorganisation), in consideration with the buffer zones, physical barriers and agricultural land use, have all been assessed as low risk impact to agricultural activity on neighbouring land. These potential impacts are usually manifested as complaints which could be made by residents of nearby dwellings. Other risks to neighbouring agricultural activity are outlined in Table 8.

Table 8 Potential risk from proposed development on neighbouring agricultural land use and activity

Potential risk to neighbouring agricultural land activity	Extent of risk & possible mitigation strategy
1. Trespass	Risk = low. Mitigation measures include maintenance of sound boundary fencing, lockable gates and appropriate signage to warn inhabitants and visitors about entry onto private land, report unauthorised entry to police.
2. Theft	Risk = low. Ensure there is good quality boundary fencing on neighbouring properties and appropriate signage to deter inadvertent entry to property, limit vehicle movements, report thefts to police.
3. Damage to property	Risk = low. As for theft.
4. Weed infestation	Risk = low. The proponents are committed to the sustainable management of the property and weed control would be a key feature of the general ongoing property management program.
5. Fire outbreak	Risk = low. Fire risk can be mitigated by careful operation of outside barbeques and disposal of rubbish. A bushfire management plan may be prepared to cover the proposed development.
6. Dog menace to neighbouring livestock	Risk = low. Proposed Lot 1 is utilised for community purposes only and no dogs are kept on the title. Any dogs kept on Proposed Lot 2 will be managed as per the guidelines determined by the Brighton Council.

5.6 IMPACT OF PROPOSED DEVELOPMENT ON AMENITY OF DWELLINGS ON NEARBY LAND

There are seven residential dwellings on neighbouring land within a 500m radius of the centre of the 596 Tea Tree Road property under the proposed boundary reorganisation (TR: 16478/1).

The closest residential dwelling is as present on adjacent western land (TR: 223241/1), zoned Rural and is located approximately 30m from the Tea Tree Community Hall building located in the centre of the subject property (Figure 11). This property is best considered a general residential title.

Due to the nature of the proposed development (subdivision and boundary reorganisation only) and considering the zoning and activity of the neighbouring areas, in addition to separation distances, vegetation and roads acting as natural buffers between the subject property and neighbouring residential dwellings, it is anticipated that the proposed development would have negligible impact on or compromise the function of, any amenity of nearby dwellings or the surrounding settlements. The proposed subdivision will not generate a change from the current land use activities undertaken on the subject property at 594 Tea Tree Road.



Figure 11 7 residential dwellings (red markers) are located within a 500m radius (light blue circle) of the centre of the subject property (TR: 16478/1) under the proposed boundary reorganisation (shaded dark blue) (Source: The LISTMap).

5.7 WATER STORAGE AND RESOURCES

The subject properties are not serviced by TasWater for the provision of water and sewage services (The LISTMap).

The subject properties are not located within an irrigation district and have no access to irrigation water.

There are two definite watercourses present on title reference 182250/1 (Figure 12). A minor tributary flows in a northern direction through the property for approximately 335m and is intersected by an unlisted dam which is used for stock water purposes. A minor stream is present on the south east side of proposed Lot 2, flowing in a northern direction through the title for approximately 400m and connecting to the Strathallan Rivulet (registered no. 2014R) (The LISTMap).

The minor stream located on the south east side of the proposed Lot 2 is listed within the Waterway and Coastal Protection Area, under C7.0 Natural Assets Code of the Tasmanian Planning Scheme – State Planning Provisions and as such, a buffer distance of 60m applies to the watercourse (The LISTMap) (Figure 13).



Figure 12 Two watercourses are present on proposed Lot 2 (TR 182250/1) (The LISTMap).



Figure 13 The watercourse present on the south east side of the subject property is listed under the Waterway and Coastal Protection Area Guidance Map and as such as an associated buffer zone of 60m applies (The LISTMap).

6 Planning compliance report – Brighton provisions

6.1 CLAUSE 21.0 AGRICULTURE ZONE

6.1.1 Clause 21.1 zone purpose

Zone purpose statements

The purpose of the Agriculture Zone is:

21.1.1 To provide for the use or development of land for agricultural use.

21.1.2 To protect land for the use or development of agricultural use by minimising:

- (a) conflict with or interference from non-agricultural use
- (b) non-agricultural use or development that precludes the return of the land to agricultural use, and
- (c) use of land for non-agricultural use in irrigation districts.

21.1.3 To provide for use or development that supports the use of the land for agricultural use.

Response

21.1.1 The subject property at 594 Tea Tree Road is suitable for agricultural land use activity in its current state and in the future albeit with moderate to severe limitations on the type and scale of activity due to land capability, low rainfall climate, inability to access irrigation water and the limited size of suitable area. The proposed subdivision would produce two Lots. Lot 1 (0.44 hectares) will be added to the existing adjacent title at 596 Tea Tree Road (TR: 16478/1) via a subsequent boundary reorganisation, to create a total land parcel of 0.7 hectares. Lot 2 (43.4 hectares) will be made up of the balance of the property (including the existing residential dwelling located in the centre of the property) and following the boundary reorganisation would return to a single title. The property will be managed to maintain its current agricultural activity of pastoral use for livestock grazing. Refer to Section 5 Land use activity for further details.

21.1.2

- (a) The proposed subdivision and boundary reorganisation could be undertaken with a negligible impact on the current and future agricultural land use activities undertaken on the adjacent and nearby properties. Section 5.3.1 provides further details on the potential for negatively impacting adjacent and nearby agricultural land use activities.
- (b) The proposed subdivision and boundary reorganisation will not result in any loss of prime land available and/or being used for agricultural activity. Approximately 0.44 hectares of Class 4 land, capable of supporting limited agricultural activity (equivalent to 0.05 DSE), will be lost as part of the proposed development. Within this 0.44 hectares of Class 4 land, the area currently being utilised for agricultural activity (pastoral activity) is 0.26 hectares. The remaining area is separated by a fence and is currently utilised by the adjacent title (subject property TR: 16478/1) as a car parking area. No new dwellings are planned on either subject property as a result of the proposed development. The proposed development will not preclude the return of the land to future agricultural use as it will be maintained for its current activity.
- (c) Neither subject property (TR: 16478/1 and 182250/1) is located within a declared irrigation district. Title reference 182250 is currently managed for agricultural use. Title reference 16478/1 is best considered a non-agricultural and non-residential title and is currently in the process of being rezoned from Rural to Community Purpose Zone under the Tasmanian Planning Scheme.

21.1.3 The proposed subdivision and boundary reorganisation development will result in minimal loss of agricultural land (0.44ha) and will not result in the loss of any prime agricultural land. The proposed Lot 1 will be included in the adjacent land title (TR: 164781/1) with a proposed boundary reorganisation). Following boundary reorganisation, the subject property at 596 Tea Tree Road will

Zone purpose statements

consist of a total land size of approximately 0.7 hectares and will continue to be managed by the proponents for its current use (community purpose). The proposed Lot 2 will be made up of the balance of the subject property (TR: 182250/1) and includes an existing residential dwelling located in the centre of the title. Lot 2 consists of Class 4, 5 and 6 land and will be managed to maintain its current agricultural activity of pastoral use for low intensity, low input dryland livestock grazing. Considering the land capability of the subject property and the size of the suitable area, the current agricultural activity operating at 594 Tea Tree Road is considered the most appropriate and valuable use of the land for supporting agricultural production.

6.2 CLAUSE 21.4 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS

6.2.1 Clause 21.4.2 setbacks

Objective

That the siting of buildings minimises potential conflict with use on adjoining properties.

Response

The proposal will meet Acceptable Solutions A1. There are no existing buildings located on the proposed Lot 1 prior to boundary reorganisation and no new buildings are planned as part of the proposed development. Therefore, the proposal is considered compliant with A1. Following boundary reorganisation, proposed Lot 1 will be zoned Community Purpose (as per **the proponent's separate** application for rezoning TR: 16478/1).

The proposal will meet Acceptable Solutions A2 for sensitive use. The location of the existing residential dwelling located on proposed Lot 2 is within 200m of agricultural land on the southern boundary only (existing setback of 190m), however no new dwelling is proposed as part of the development on either Lot, and the proposal is hence considered compliant with A2.

6.3 CLAUSE 21.5 DEVELOPMENT STANDARDS FOR SUBDIVISION

6.3.1 Clause 21.5.1 Lot design

Objective

To provide for subdivision that:

- (a) Related to public use, irrigation infrastructure or Utilities; and
- (b) Protects the long-term productive capacity of agricultural land

Response

The proposed subdivision is not compliant with Acceptable Solutions A1, therefore Performance Criteria P1 (b) will be addressed below.

The proposed development is compliant with A2. Lot 1 and Lot 2 will be provided with existing vehicular access from the boundary of the lot to Briar Banks Road, Tea Tree which is held in tenure as Casement by the Crown (The LIST Map), in accordance with the requirements of the road authority.

Performance Criteria

P1

- (b) Be for the reorganisation of lot boundaries that satisfies all of the following:
 - (i) Provides for the operation of an agricultural use, having regard to:
 - a. Not materially diminishing the agricultural productivity of the land;
 - b. The capacity of the new lots for productive agricultural use;
 - c. Any topographical constraints to agricultural use; and
 - d. Current irrigation practices and the potential for irrigation.
 - (ii) All new lots must not be less than 1ha in area;

- (iii) Existing buildings are consistent with the setback required by clause 21.4.2 A1 and A2;
- (iv) All new lots must be provided with a frontage or legal connection to a road by right of carriageway, that is sufficient for the intended use; and
- (v) It does not create any additional lots.

Response

P1 (b)

- (i)
 - (a) The proposed subdivision will not diminish the agricultural productivity of the land and would allow for current agricultural land use activities to continue to be undertaken on the balance of the property (proposed Lot 2) at the current intensity and diversity of use, in addition to being used for residential purposes. The proposed subdivision and subsequent boundary reorganisation would allow proposed Lot 1 to be absorbed into the adjacent land title (TR: 16478/1) which would continue to be utilised for community purposes.
 - (b) The proposed subdivision will not reduce the capacity of the Lots to support agricultural activity. Proposed Lot 1 consists of 0.44ha of Class 4 land which is theoretically considered capable of supporting agricultural use with moderate limitations due to land capability. In reality, due to the small size of the area proposed for Lot 1, in conjunction with the land capability and current land use, it is not considered practically capable of supporting feasible agricultural activity. Development of this land to support productive agricultural activity is not considered economically justified. Approximately 50% of the proposed Lot 1 is currently not used for any agricultural activity and is separated from the balance of the Lot by boundary fencing. This area is already in active use by the proponents and landholders of the adjacent title (TR: 16478/1), for car parking purposes. Proposed Lot 2 is capable of supporting limited agricultural activity and will continue to be managed for pastoral activity at the current scale and intensity.
 - (c) The proposed subdivision will not impose any topographical constraints to agricultural use on the proposed Lots. The subject property at 594 Tea Tree Road (TR: 182250/1) is characterised by gently sloping land which gives rise to steep slopes at higher elevation. This complex topography, combined with the land capability of the title limits the agricultural activity that could be undertaken on the title.
 - (d) Neither subject property is located within a declared irrigation scheme and as such the proposed subdivision and boundary reorganisation will not result in any loss of agricultural land suitable for irrigation. No irrigation land and/or infrastructure associated for the subject property (TR: 182250) would be negatively impacted by the proposed subdivision.
- (ii) The proposed subdivision would produce Lot 1 (0.44ha) and Lot 2 (43.4ha). Although proposed Lot 1 is less than 1ha, this Lot is proposed to be absorbed by the adjacent land title (TR: 16478/1) via a boundary reorganisation, making up a total land parcel size of 0.7ha of Community Purpose zoned land (a rezoning application has been submitted to the Brighton Council).
- (iii) As outlined in Section 21.4.2 Setbacks, existing buildings are consistent with the setback required by clause 21.4.1 A1 and A2. No new dwellings or buildings are proposed as part of this development.
- (iv) All new lots will maintain existing access from Briar Banks Road, Tea Tree (via right of carriage way) which is sufficient for the intended use.
- (v) The proposed development is planned as part of a boundary reorganisation development where proposed Lot 1 will be absorbed into the adjacent land title to the subject property (TR: 16478/1), therefore no additional lots will be created.

7 Conclusion

1. The proposed development is a subdivision of Agriculture zoned land at 594 Tea Tree Road, Tea Tree and a subsequent boundary reorganisation of adjacent Rural zoned land (transitioning to Community Purpose zoned land) at 596 Tea Tree Road.
2. The proposed subdivision would result in the development of two Lots. Proposed Lot 1 will incorporate a total land area of 0.44 hectares. Proposed Lot 2 will be made up of the balance of the property, a total land area of 43.4 hectares.
3. Proposed Lot 1 would be subsequently absorbed into the adjacent land title at 596 Tea Tree Road (TR: 16478/1).
4. Proposed Lot 2 (594 Tea Tree Road) will continue to be managed for agricultural activity at the current scale and intensity. The proposed subdivision and boundary reorganisation is anticipated to have negligible impacts on the capability of the Lot for agricultural use.
5. A residential dwelling is located on the proposed Lot 2. No new dwellings are proposed on either Lot as part of the proposed development.
6. The proposal is considered compliant with Clauses 21.1, 21.4.2 and 21.5 of the Tasmanian Planning Scheme – Brighton Provisions.

8 References

Cotching B. (2009) Soil Health for Farming in Tasmania.

Grose C.J. (1999) Land Capability Handbook: Guidelines for the Classification of Agricultural Land in Tasmania. 2nd Edition, DPIWE, Tasmania.

Isbell R.F., National Committee on Soil and Terrain (2021), 'The Australian Soil Classification. 3rd edn.' CSIRO Publishing Melbourne.

Spanswick S.B. & Kidd D., (2000) Brighton Soil Report: Reconnaissance Soil Map Series of Tasmania Revised Edition, DPIPWE, Tasmania

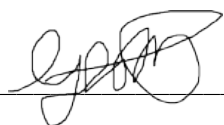
Department of Natural Resources and Environment Tasmania (2023) 'Water Licenses', accessed online: November 2024.

Tasmanian Planning Scheme.

The LISTMap

9 Declaration

I declare that I have made all the enquiries which I consider desirable or appropriate, and no matters of significance which I regard as relevant have, to my knowledge, been withheld.



Miss Georgia McCarthy BAg & GradCert AgCons
Agricultural Consultant
Pinion Advisory
May 2025



Mr Jason Lynch BAppSci (hort.)
Snr Agricultural Consultant
Pinion Advisory
May 2025



Figure 14 Both 594 and 596 Tea Tree Hall are provided with frontage access to Briar Banks Road, Tea Tree.



Figure 15 Brown loam sand soil of uniform texture and colour observed on Class 4 and 5 land on Proposed Lot 2. Some rock fragments observed within the soil profile at spade depth. Taken at site assessment 20/3/2025.



Figure 16 Rock fragments (2-600mm in size) observed on all land classes across the subject property at 594 Tea Tree Road (TR: 182250). Taken at site assessment 20/3/2025.



Figure 17 Brown sandy loam soil of uniform texture and colour observed on Class 4 land on proposed Lot 1 (TR: 182250). Spade depth limited by lack of soil moisture. Taken at site assessment 20/3/2025.



Figure 18 Figure 17 Brown sandy loam soil of uniform texture and colour observed on Class 4 land on proposed Lot 2 (TR: 182250). Taken at site assessment 20/3/2025.



Figure 19 The Tea Tree Community Hall is located in the centre of the subject property at 596 Tea Tree Road (TR: 16478/1). The balance of the title is utilised as car parking area with no agricultural activity undertaken. Taken at site assessment 20/3/2025.



Figure 20 The existing western boundary dissecting proposed Lot 1 and separating the subject properties (TR: 16478/1 and 182250/1). Taken at site assessment 20/3/2025.



Figure 21 Proposed Lot 1 is dissected by an existing boundary fence (pictured). Approximately 50% of the proposed Lot 1 is currently already managed by the proponents (adjacent land title holders) and utilised as car parking area for the Tea Tree Community Hall. Taken at site assessment 20/3/2025.



Figure 22 The proposed subdivision and would produce Lot 1 (pictured) which would be absorbed by TR: 16478/1 in the proposed boundary reorganisation. Taken at site assessment 20/3/2025.



Figure 23 Proposed Lot 1, facing west towards adjacent title (TR: 16478/1) and the Tea Tree Community Hall. Image taken from the eastern boundary of proposed Lot 1. Taken at site assessment 20/3/2025.



Figure 24 Northern boundary of proposed Lot 1. Adjacent land titles to the north of the subject property are separated by Tea Tree Road and the State Railway Network. Taken at site assessment 20/3/2025.



Figure 25 Proposed Lot 2 would be made up of the balance of the subject property (TR: 182250/1) and continued to be managed for agricultural activity at the current intensity and scale. Image taken facing south east. Taken at site assessment 20/3/2025.



Figure 26 TR: 182250/1 is currently utilised for pastoral activity (livestock grazing) on semi-improved and unimproved pastures. An existing watercourse and dam are present on the title and flow in a northern direction through the property. Image taken facing south. Taken at site assessment 20/3/2025.



Figure 27 A dam is located on the proposed Lot 2/TR: 188250/1 and is used for stock water purposes. Taken at site assessment 20/3/2025.



Figure 28 The subject property (TR: 188250/2) supports a small beef finishing enterprise which would continue to be managed at the same intensity and scale following the proposed subdivision and boundary reorganisation. Taken at site assessment 20/3/2025.



Figure 29 Class 5 land on the subject property, consisting of semi-improved and unimproved pastures. Taken at site assessment 20/3/2025.



Figure 30 An existing watercourse flows through the subject property in a northern direction (pictured) and is dissected by a dam. Taken at site assessment 20/3/2025.



Figure 31 The subject property consists of complex topography with steep slopes best maintained under native vegetation and not grazed by livestock. Image taken from highest elevation, facing north east. Taken at site assessment 20/3/2025.



Figure 32 Eastern boundary of subject property at the highest elevation. Eastern adjacent land titles are used for dryland grazing of semi-improved pastures (TR: 182126/1) and as a rural lifestyle block with no agricultural activity undertaken (TR: 84313/1). Taken at site assessment 20/3/2025.



Figure 33 Southern boundary of subject property, taken at the highest elevation. An existing watercourse runs through the subject property, along the southern boundary. Listed under the Waterway and Coastal Protection Area Guidance Map, a 60m buffer zone applies to this watercourse (The LISTMap). Adjacent land to the south of the subject property (TR: 109248) is used for livestock grazing and irrigated cropping. Taken at site assessment 20/3/2025.



Figure 34 Western boundary of subject property. Adjacent land titles to the west are used for livestock grazing of semi-improved dryland pastures (TR: 109650/2) and dryland cropping (TR: 109650/3). Taken at site assessment 20/3/2025.



Figure 35 Facing south west at the highest elevation on the subject property. Taken at site assessment 20/3/2025.

TasRail Standard Notes

1. Where a building or other development is proposed to be located at a setback distance less than 50 metres from the boundary of the rail corridor, the occupants are likely to be exposed to train horn noise and vibration, noting that TasRail Freight Rail Services operate 24/7 and the configuration, frequency and time of these services is subject to change at any time.
2. Appropriate due diligence should be undertaken to inform residents/tenants of potential exposure to train horn noise and vibration, particularly in relation to building design, material specifications and lifestyle. The train horn is a safety device that is required to be sounded twice per level crossing being on approach and on entry. The minimum duration of each train horn blow is one second. The train driver also has the discretion to sound the horn at any time he/she perceives a risk.
3. Using or creating an unlicensed railway crossing or stock crossing is unsafe and strictly prohibited. Rail Safety National Law requires all private crossings to be subject to an interface agreement (licence). Where a privately owned property interfaces with a rail crossing and/or State Rail Network land please contact property@tasrail.com.au to discuss the necessary authorisations and licencing process.
4. Stormwater or effluent is not permitted to be discharged onto rail land or into the rail drainage system. Should there be a requirement for a service or asset to be installed on rail land in order to connect into an authorised stormwater or other outlet, a separate TasRail Permit is required and will only be approved subject to terms and conditions (costs apply). A Permit Application Form is available by contacting property@tasrail.com.au. A person who owns or occupies land adjoining the rail network must not, without the written consent of TasRail do anything to concentrate the natural drainage of the adjoining land onto the rail network, or to increase, impede or redirect natural drainage in and around the rail network, or cause or allow effluent from the adjoining land to flow, drain, seep or otherwise discharge onto the rail network. A failure to comply with this requirement may lead to TasRail taking action to recover costs from the landowner in accordance with s45 of the *Rail Infrastructure Act 2007*.
5. Any excavation within 3 metres of the rail boundary line requires a separate TasRail Permit from property@tasrail.com.au in accordance with s44 of the *Rail Infrastructure Act 2009*. A minimum of seven (7) business days notice is required, but earlier engagement is recommended.
6. Rail land is not for private use and should not be encroached for any purpose including for gardens, storage, keeping of animals etc. Dumping of rubbish including green waste into the rail corridor is not permitted.
7. No obstruction, installation or works of any kind are permitted inside railway land for any purpose including for structures, unauthorised vehicles, drainage, water pipes, stormwater discharge, electrical or service infrastructure, storage of materials, vegetation clearing, inspections etc. Consideration should also be given to the orientation and siting of above ground structures on adjoining land as well as landscaping to ensure there is no potential to obscure or obstruct the line of sight with respect to a railway crossing. A failure to comply with this requirement may lead to TasRail taking action to recover costs from the landowner in accordance with s45 of the *Rail Infrastructure Act 2007*.
8. TasRail may remove and dispose of unauthorised/unlawful service infrastructure and take such other action as it sees fit. In accordance with s33 of the *Rail Infrastructure Act 2007* TasRail may recover its costs of doing so as a debt due to TasRail from that person and retain if applicable any proceeds of disposal.
9. No persons should enter rail land for any reason without formal authorisation from TasRail in the form of a TasRail Permit issued by property@tasrail.com.au.
10. Rail Corridors are exempt from the Boundary Fences Act.



POLICY NAME: VOLUNTEER POLICY

POLICY No: 7.13

PURPOSE OF POLICY:

The purpose of this policy is to establish a position of the Brighton Council regarding the contribution of volunteers to Council programs and services and set out the respective responsibilities of the Council and Volunteers.

Council's Vision for Volunteering: *Through trust, kindness and respect, the diversity of our valued volunteers creates a thriving place with opportunities for all.*

Council recognises the significant contribution of volunteers within the community and values its volunteers who initiate, deliver and enhance a broad range of services and programs offered. Volunteers forge a strong bond between the Council and the community it serves by encouraging:

- Community participation / development
- Access to resources, information and capacity building
- Services responsive to community needs
- Social interaction and respectful relationships

DEFINITIONS:

Volunteer – means people undertaking activities for Brighton Council of their own will, without payment that will be of benefit to the community. Volunteers may provide their time and service for activities on a periodic basis or regularly over an extended period of time.

Responsible Council Officer – means the person that the volunteer or group of volunteers reports to when undertaking volunteer work with the Council,

POLICY:

Council will provide quality volunteer management practices and the allocation of appropriate resources – human, physical and financial. This includes training, mentoring and capacity building opportunities. Communication with volunteers will be simple and easy to understand, utilising the practice of plain English to convey information that is accessible to all.

Procedures

Prior to undertaking any volunteer work, the responsible Council officer must ensure the following:

- A volunteer registration form and associated documents are completed prior to undertaking any volunteer work with Council.
- The volunteer receives an induction to comply with Council's workplace health and safety policies and procedures and all other legislative requirements including Child and Youth Safe Standards when engaging with children and young people.
- A current and valid Working with Vulnerable Persons check is required.

- Copies of drivers licence (if applicable) and Working with Vulnerable People cards are sighted and copied for file.
- The 'Volunteer Record of Attendance' form is completed and retained for future reference.
- The volunteer is made aware of any potential risks associated with the activity and a Risk Assessment is carried out if required.
- The volunteer has the necessary physical attributes and capability to perform the role.
- Emergency provisions such as communications and first aid are available.
- Provide the volunteer with a copy of Council's Volunteer Policy and Code of Conduct.

Volunteer Code of Conduct / Responsibilities

Volunteers must adhere to Council's Code of Conduct for Employees, Contractors and Volunteers (Policy HR14).

Volunteers are responsible for:-

- Undertaking their assigned duties responsibly and following all reasonable instructions;
- Working in a constructive and cooperative manner with Council employees and the responsible Council Officer;
- Respecting Council's values and complying with relevant policies, procedures and guidelines;
- Maintaining the same standards of confidentiality, courtesy, respect and organisational discipline in accordance with Council's Code of Conduct; and
- Taking reasonable care for the health and safety of themselves and others.
- Observing the *Child and Youth Safe Organisations Act 2023* and requirements of Council Policy 7.12 – Safeguarding Children and Young People.

Compliance with basic conditions of work

The responsible Council Officer will outline to the volunteer their conditions of work, including working hours, and any requirement for the volunteer to attend training sessions, security arrangements and restrictions on the use of equipment etc.

The volunteer is required to maintain and return any specialised equipment or clothing provided by Council during the course of their volunteer work.

The volunteer or responsible Council Officer must complete the 'Volunteer Record of Attendance' form each day to record the starting and finishing times of the volunteer work.

Workplace Health and Safety

Council will maintain the workplace in a safe and healthy condition for all staff and volunteers. Council will provide and maintain safe equipment and systems of work in which the safe use, handling, storage and transport is implemented and monitored.

Under the terms of the *Work Health and Safety Act 2012*, Volunteers must follow all established practices, procedures and instructions of the Council which apply to the tasks they volunteered to perform.

Protection of Volunteers from Liability

This policy acknowledges that S47(3) of the *Civil Liability Act 2002* protects a volunteer from civil liability for anything that the volunteer has done in good faith when doing community work.

This protection however, does not apply to a volunteer -

- a) who knew or ought reasonably to have known that at the relevant time he or she was acting:
 - outside the scope of the community work organised by the Council; or
 - contrary to instructions given by the Council; or
- b) whose ability to do the community work in a proper manner was, at the relevant time, significantly impaired by alcohol or drugs.

Insurance

Council holds a Public Liability Insurance policy that covers volunteers for injury 'whilst engaged in activities undertaken at the discretion of or on behalf of the Council'.

Any injury to the volunteer or an incident in which injury or property damage to other parties occurs while acting as a volunteer for the Council must be notified to the responsible Council Officer immediately.

Volunteers' own motor vehicles are not covered under Council's insurance policy and therefore Council strongly recommends that all volunteers using private vehicles have their own motor vehicle insurance cover. Volunteers should note that the Council does not pay insurance costs for private vehicles. Council will not cover costs incurred by volunteers driving their own vehicles.

Volunteer Induction Handbook

All Volunteers will be provided with a copy of the Volunteer Induction Handbook by the Council officer responsible for their Induction.

REFERENCES:

Brighton Community Volunteer Strategy, August 2024

Volunteer Induction Handbook

Local Government Act 1993

Child and Youth Safe Organisations Act 2023

Civil Liability Act

Work Health and Safety Act 2012

Code of Conduct Policy (HR14)

Safeguarding Children and Young People Policy 7.12

ADMINISTRATIVE DETAILS:

Policy compiled:

Adopted by Council:

To be reviewed:

Responsibility: Community Development & Engagement



CHIEF EXECUTIVE OFFICER

DRAFT



**Brighton
Council**

Volunteer Registration Form

Full Name:	
Address:	
Phone Number:	
Email:	
Date of Birth:	
Emergency Contact:	
Emergency Contact Phone:	

Have you volunteered before? Yes ☐ No ☐

If so, where?

.....

What was your role?

.....

What is your availability? e.g days/times

.....

.....

What are your skills/abilities/qualifications?

Trade		Admin/ICT	
The Arts		Hospitality	
Events		Gardening	
Craft		Marketing	
First Aid		Languages	
Other			

Do you have a current Working with Vulnerable People Card? Yes ☐ No ☐

If yes, WWVP Registration No: Expiry Date:

Do you have your own transport? Yes ☐ No ☐

Do you have a current driver's licence? Yes ☐ No ☐

Drivers Licence Number and Expiry Date

Do you have comprehensive motor vehicle insurance cover? Yes ☐ No ☐

Is your vehicle registered, properly maintained & roadworthy? Yes ☐ No ☐

Any medical conditions that may affect your volunteer work? Yes ☐ No ☐

If yes, please specify:

.....

As a Volunteer of Council the following conditions apply:-

- a) Only while you are assisting Council in the volunteer role for a Council business activity, and while your assistance is approved/controlled and/or known by Council, you will be covered for Public Liability Insurance. The insurance does not cover volunteers whilst driving their own vehicles.
- b) While acting as a volunteer, a limited personal accident insurance cover will be affected by Council subject to the terms and conditions for the policy. Age limit 12 to 75 years.
- c) Should any injury occur to you while you are acting as a volunteer of Council you must notify your Council Supervisor immediately, or as soon as practicable.
- d) Any incident which occurs in which injury or property damage to other parties may rise must be reported immediately or as soon as practicable to your Council Supervisor.
- e) Under the terms of the *Work Health & Safety Act 2012*, you must follow all established practices, procedures and instructions of Council which apply to the tasks you have volunteered to perform.
- f) You are expected to perform the tasks you have volunteered to perform, and you need to take reasonable care of your own health and safety. You must do this by:
 - Following the instructions given to you by the Council, and
 - Comply with policies and procedures of Council.
- g) You must also take care to ensure your actions don't affect the health and safety of other people, for example, other volunteers, a client you are assisting or the general public.
- h) Volunteering is unpaid work and not an employee of Council, no payment will be made to you by Council.
- i) You may be required to obtain a 'Working with Vulnerable People' Card or Police check which Council will reimburse the cost upon providing a receipt or the card/check.

Conditions of Participation:

- o I confirm that I have read and understand the abovementioned conditions.
- o I further declare that, to the best of my knowledge, personal information provided by me is true and correct. If any information changes, I will inform Council as soon as possible.
- o I understand that inaccurate, misleading, or untrue statements or knowingly withholding information may result in termination of volunteer duties with Council.
- o I understand that this volunteer application is an expression of interest and does not constitute an offer of a volunteer role or offer of employment with Council.
- o I will cooperate with and respect the Council Supervisor/Project Manager.
- o My volunteer placement or role is at the discretion of the Council Supervisor/Project Manager.

SIGNED:

Volunteer Name
Signature
Date

NOTE: If applicant is under the age of 18 parent/guardian consent is required.

.....

Parent/Guardian Name Parent/Guardian Signature Date

.....

Responsible Council Officer *Signature* *Date*

Council Office Use:

Date Received	
Induction Date	
Start Date	
Task assigned	
View/file WWVPC	
View/file Police Check	
Volunteer Register Updated	
Volunteer documents filed	
Completed by	Council Employee: _____ Date: _____

[illegible]



POLICY NAME: PUBLIC QUESTION TIME & DEPUTATIONS

POLICY No: 7.4

POLICY:

Public Question Time

In accordance with the *Local Government (Meeting Procedures) Regulations ~~2015~~2025*, a period of fifteen minutes for “public question time” will be set aside at Ordinary Council Meetings and Council Committee & Planning Authority Meetings for members of the community to ask questions relating to Council activities.

Public question time provides an opportunity for people to ask questions about Council's activities, not make statements. Anyone wishing to address Council and make a statement may do so as a Deputation.

The procedures for the conduct of public question time at meetings are set out below.

1. Asking a Question

1.1 Anyone may ask a question. Questions may be submitted in two ways:

- a. A question can be submitted in writing and be “put on notice” before the Council Meeting.
- b. A question may be raised from the public gallery “without notice” during public question time.

2. Putting a Question on Notice

2.1 A question in writing to be put on notice will need to be lodged at the Council Offices no later than 4:45 pm 7 days before the scheduled meeting. This 7-day period includes Saturdays, Sundays and public holidays but does not include the day on which the notice is given and the day of the meeting.

2.2 Questions can be lodged by:

Mail: 1 Tivoli Road, Old Beach 7017

In person: 1 Tivoli Road, Old Beach

Fax: (03) 6268 7000

Email: admin@brighton.tas.gov.au

2.3 Questions on Notice to be answered at the Council Meeting will be listed on the agenda for the scheduled meeting.

2.4 Each person whose question has been accepted or declined will be advised by no later than the Friday of the week before the scheduled meeting.

2.5 When contacted, a person who has submitted a question will need to confirm their presence at the meeting for their question to be read.

2.6 The name of the person asking a question on notice and the question will be included in the meeting agenda and minutes. If members of the public do not want these details recorded, they may choose to ask a question without notice from the public gallery at the meeting, as these questions are not formally recorded.

3. Questions Without Notice

- 3.1 Questions without notice are permitted at the discretion of the Chairperson.
- 3.2 There is no requirement for a person to ask a question from the lectern.
- 3.3 Provided time is available, each person in the public gallery will be given an opportunity to ask one question without notice.

4. Questions Refused in Certain Circumstances

- 4.1 The Chairperson will refuse to allow a question on notice to be listed or refuse to respond to a question put at a meeting without notice that:
 - a. relates to any item listed on an agenda which will be considered by the Planning Authority pursuant to the *Land Use Planning and Approvals Act 1993*.
 - b. relates to any item listed on an agenda which will be considered by Council acting as a planning authority pursuant to the *Land Use Planning and Approvals Act 1993*.
 - c. is unlawful in any way;
 - c. contains defamatory remarks, offensive or improper language;
 - d. questions the competency of Council staff or Councillors;
 - e. relates to the personal affairs or actions of Council staff or Councillors;
 - f. relates to confidential matters, legal advice or actual or possible legal proceedings;
 - g. relates to any matter which would normally be discussed in the closed section of the Council Meeting pursuant to Regulation ~~15-17~~ of the *Local Government (Meeting Procedures) Regulations 2015*~~2025~~;
 - h. is, in the reasonable opinion of the Chairperson, proffered to advance a particular point of view rather than to make a genuine enquiry;
 - i. is vague in nature or irrelevant to Council;
 - j. is not related to Council activities; or
 - k. is a question that has been substantively asked at the previous Council Meeting.

5. At the Meeting

- 5.1 Public question time will continue for no more than fifteen minutes.
- 5.2 At the beginning of public question time, the Chairperson (usually the Mayor) will firstly refer to questions on notice. The Chairperson will ask each person who has a question on notice to come forward and state their name and where they are from (suburb or town) before asking their question.
- 5.3 The Chairperson will then ask anyone else with a question without notice to come forward and give their name and where they are from (suburb or town) before asking their question.
- 5.4 If called upon by the Chairperson, a person asking a question without notice may need to submit a written copy of their question to the Chairperson in order to clarify the content of the question or be required to put their question on notice for a later meeting.
- 5.5 A member of the public may ask a Council officer to read their question for them.

- 5.6 If accepted by the Chairperson, the question will be responded to, or, it may be taken on notice. Questions will usually be taken on notice in cases where the questions raised at the meeting require further research or clarification.
- 5.7 There will be no debate on any questions or answers.
- 5.8 In the event that the same or similar question is raised by more than one person, an answer may be given as a combined response.
- 5.9 Questions on notice and their responses will be minuted.
- 5.10 Questions without notice raised during public question time and the responses to them will not be minuted ~~or recorded in any way~~.

6. Notes

- Council officers may be called upon to provide assistance to those wishing to register a question, particularly those with a disability or from non-English speaking cultures, by typing their questions.
- The Chairperson may allocate a maximum time for each question, depending on the complexity of the issue, and on how many questions are asked at the meeting. The Chairperson may also indicate when sufficient response to a question has been provided.
- Limited Privilege: Members of the public should be reminded that the protection of parliamentary privilege does not apply to local government, and any statements or discussion in the Council Chamber or any document produced are subject to the laws of defamation.

7. Deputations

In accordance with the provisions of Regulation ~~38-46~~ of the *Local Government (Meeting Procedures) Regulations 2015*~~2025~~, the following ~~policy, guidelines and conditions~~ applies for the attendance of deputations at Council Meetings.

Making a Statement

- 7.1 Members of the public are, at the invitation of the Chairperson of the meeting, permitted to make a statement ~~or deliver reports~~ at any ordinary meeting of Council provided the statement does not relate to a topic which is the subject of a motion of revocation which is to be discussed at the meeting which they address.
- 7.2 A maximum of fifteen minutes is to be set aside for public participation at ordinary Council Meetings.
- 7.3 Not more than five members of the public are to be permitted to address the Council at any one meeting.
- 7.4 The duration of any statement is not to exceed three minutes.

Statements to be Refused in Certain Circumstances

- 7.5 The Chairperson will refuse to allow a statement that:
- a. relates to any item listed on an agenda which will be considered by the Planning Authority pursuant to the *Land Use Planning and Approvals Act 1993*;
 - b. relates to any item listed on an agenda which will be considered by Council acting as a planning authority pursuant to the *Land Use Planning and Approvals Act 1993*;
 - c. is unlawful in any way;

- d. contains defamatory remarks, offensive or improper language;
- e. questions the competency of Council staff or Councillors;
- f. relates to the personal affairs or actions of Council staff or Councillors;
- g. relates to confidential matters, legal advice or actual or possible legal proceedings;
- h. relates to any matter which would normally be discussed in the closed section of the Council Meeting pursuant to Regulation ~~15-17~~ of the *Local Government (Meeting Procedures) Regulations 2015*~~2025~~;
- i. is vague in nature or irrelevant to Council.

Notes

- The speaker is required to follow the direction of the Chairperson in relation to how and when they may make the statement.
- When the speaker has been invited forward by the Chairperson they are to introduce themselves to the meeting, stating where they are from (town or suburb) before commencing their statement.
- The speaker is reminded that Council Meetings are open forums and unlike State and Commonwealth parliaments these meetings do not have protection from parliamentary privilege. This means any statement made will need to take into account the rights of other persons.
- At the meeting the speaker is fully responsible to ensure that the statement is accurate and that the statement is not defamatory, does not disclose any confidential information or personal information and does not disclose any commercial-in-confidence information.
- Should the statement be defamatory or disclose confidential information or personal information, or disclose commercial-in-confidence information then the speaker agrees that they will be fully responsible for any issues which follow from the statement.

Other Deputations

- 7.6 A formal deputation may be received by Council or any committee of the Council upon invitation of the Chairperson. The procedures and conditions in relation to formal deputation requests are as follows:
- a. A written request will need to be submitted to the Chairperson:
 - from the persons who intend to comprise the deputation; and
 - setting out the recommendation, request, or other matter which, it seeks to be placed before the Council or committee.
 - b. The Chairperson is to decide whether or not the deputation requested will be invited.
 - c. If the Chairperson decides that a deputation will be invited, the Chairperson is to indicate to the ~~General Manager~~Chief Executive Officer the meeting at which the deputation will be received.
 - d. The Chairperson is to allow deputations as requested by Council.
 - e. The ~~General Manager~~Chief Executive Officer, upon being informed of the matters referred to above is to:

- include in the notice of meeting advice of the proposed deputation and its purpose; and
 - notify the persons that the request has been granted, and the meeting at which the deputation will be received.
- f. A recommendation, request or other matter placed before a Closed Meeting of the Council or committee, is not to be considered until the deputation has withdrawn from the meeting unless the Chairperson has invited them to remain in the meeting room.
- g. A deputation is:
- not to exceed three persons; and
 - not to address the meeting for a period longer than fifteen minutes.

LEGISLATION:

Local Government (Meeting Procedures) Regulations 2025

Local Government Act 1993

ADMINISTRATIVE DETAILS:

Policy compiled: 2006

Reviewed: August 2025

Adopted by Council: 17/10/06; 17/10/17; 21/11/17

To be reviewed: _____



GENERAL MANAGER/CHIEF EXECUTIVE OFFICER



**Brighton
Council**

**ATTACHMENT
AGENDA ITEM 16.4**

POLICY NAME: COUNCIL MEETINGS - MEETING CYCLE & COMMENCEMENT TIME
POLICY No: 2.3

POLICY:

- 1) That Ordinary Council Meetings be held on the third Tuesday of each month, and that Committee Meetings be held on the ~~second~~first Tuesday of each month.
- 2) That all Officers reports be dealt with at the beginning of the Council Meeting and that each Officer's reports be grouped together and that at the end of each group report, there be a provision for Councillors to ask questions of individual Officers and upon completion of the question time of individual Officers, that the Officer be granted leave from the meeting.
- 3) That all such items dealt with at this meeting, be ordinary matters and will be acted on by Council immediately following the Council Meeting.
- ~~45)~~ That Ordinary Council Meetings commence at 5.30 p.m.
- ~~6)~~ A forward meeting schedule with Council and Committee meeting dates for the following calendar year will be circulated in December of each year.

ADMINISTRATIVE DETAILS:

Policy compiled: 1993

Adopted by Council: 19/7/93; 26/7/93; 16/1/96; 3/11/04; 20/11/07; 18/11/14

Reviewed: December 2022; August 2025

GENERAL MANAGER/CHIEF EXECUTIVE OFFICER



LENNOX PARK

COMMUNITY CONSULTATION REPORT
JULY 2025

Lennox Park + Tivoli Green Consultation Report

Prepared for Brighton Council
By Playstreet Pty Ltd

Playstreet and Brighton Council would like to give a special thanks to all who contributed and gave their ideas for these exciting projects.



DOCUMENT CONTROL

DATE	VERSION	APPROVAL
27-06-2025	Draft	MS
01-07-2025	Draft_2	MS

CONSULTATION SUMMARY

Brighton Council engaged Playstreet to lead community consultation for the redevelopment of Lennox Park in Old Beach and the open space at Tivoli Green Housing Estate. The aim was to listen, gather ideas, and understand the aspirations of local residents, community groups, and park users for each site.

Brighton Council identified key stakeholders and user groups to target during the engagement period and worked closely with Playstreet to develop a tailored strategy and effective communication materials to reach them. This approach led to a diverse range of consultation activities.

Summary of Engagement Outcomes

The **Lennox Park** consultation generated strong community interest, with excellent participation both online and at the in-person co-design community day. Online surveys for each site were open from April 28-May 19, enabling broad community input while also focusing on feedback from key site users.

Across all groups consulted, several common priorities emerged:

IMPROVED FACILITIES + AMENITIES

Easy, all-abilities access to toilets and baby change facilities, along with the inclusion of barbecues, rubbish and recycling stations, drinking water fountains, shade, shelter, and seating, were identified as essential elements for any future upgrade. The idea of creating a flexible space for small events, food vans, and associated seating and shaded areas was also strongly supported. Suggestions also included sealing the driveway and carpark and improving connections to the foreshore path.

Looks Like:

- Upgrade Toilets
- Free BBQ and provide events space

IMPROVED RECREATION + PLAY OPPORTUNITIES

Numerous stakeholders and the community suggested that the playground was tired and that any new one had to cater for all age groups. Parents report that they have toddlers that need entertaining while their older kids ride bikes and play. The sports courts and ovals were also said to be well loved.

Looks like:

- Replace playspace with a range of play opportunities to suit all ages, including the elderly
- Properly surfaced, full size basketball court
- Retain oval for the purpose of cricket or other
- Nature play + water pump channel
- Separation from ball sports and play

ENHANCED ENVIRONMENT

The dog park is a highly valued feature of the site, along with the existing trees. Community feedback suggested planting additional gardens and trees to enhance and extend this natural, welcoming atmosphere. Concerns were raised about traffic speeds along Jetty Road, as visitors from other areas frequently access the dog park. Additionally, the gravel driveway was noted as being slippery and potentially unsafe.

Looks Like:

- Seal gravel driveway
- More gardens and tree plantings



"LOVE THE COFFEE
CONTAINER AND
DOG PARK."

"I AM STRONGLY OF THE VIEW
THAT THE OVAL NEEDS TO STAY
IN ITS CURRENT LOCATION AND
USED BY THE CRICKET CLUB AS
WELL AS A RECREATIONAL OVAL
FOR TRAINING AND SUITABLE
JUNIOR SPORT."

"A BIG AREA OF NATURE
PLAY, AGE SPECIFIC PLAY
AREAS, WATER PLAY."

75 CONSULTATION PARTICIPANTS

"A LOT OF FAMILIES
USE THE OVAL FOR
KITE FLYING, PICNICS
ON THE LAWN, BALL
GAMES."

"OLDER
PEOPLES
EXERCISE
EQUIPMENT."

"BETTER LIGHTING."

"I WOULD
SUGGEST THAT
YOU NEED TO PUT
A SHADE SEATING
AREA."

"UPDATE THE TENNIS
COURTS PLEASE! I LOVE
TO USE THEM TO PLAY
PICKLE BALL WITH MY
FAMILY AND PRACTICE
NETBALL."

A NUMBER OF COMMENTS FROM THE LENNOX
PARK CONSULTATION ARE CAPTURED ABOVE.

CONSULTATION METHODS

Methods for consulting with stakeholders are required to be diverse and responsive to the knowledge and abilities of varying groups.

In undertaking stakeholder consultation for Lennox Park BC/ Playstreet employed various methods to suit both formal and informal sessions.

Below are a series of consultation methods utilised throughout the course of the Lennox Park and Tivoli Green community consultation process.

STICKER BOARD

Target engagement: Broad, all ages.

The sticker board served as a valuable reference for stakeholders who find it challenging to visualise three-dimensional spaces or who have limited experience with well-designed public spaces and playgrounds. A curated selection of images showcased a variety of park elements, ranging from passive gathering areas and vegetation to active recreation and play equipment. Participants were each given three stickers to place on their top three preferred ideas for the park.



POST-IT NOTE BOARD

Target engagement: Broad, all ages.

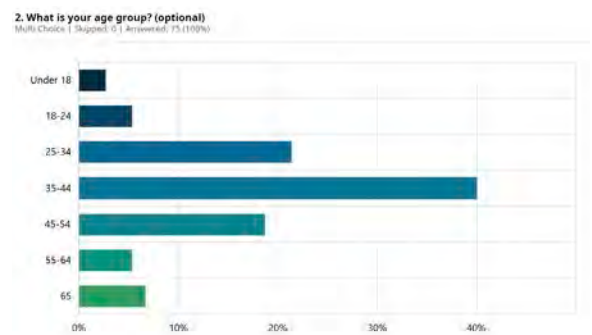
The post-it note board provides an opportunity for stakeholders who are able to articulate their suggestions and preferences in written format. People were encouraged to write ideas on post-it notes and place on the site map provided. This enabled users to spatially locate their ideas.



ONLINE FEEDBACK

Target engagement: Broad, all ages.

Brighton Council hosted an online survey relating to the redevelopment of Lennox Park and the development of Tivoli Green open space. The survey provided an opportunity for any member of the public to make comment or suggestions relating to the redevelopment.



1. LENNOX PARK

COMMUNITY CO DESIGN LENNOX PARK

CONSULTATION METHODS

- Sticker board
- Post-it note board
- Online survey

PARTICIPANTS

- 75 online participants
 - 37 on the day
-

SESSION SUMMARY

The community co-design event, held on 17 May 2025, was a great success in both attendance and the quality of ideas shared.

Participants took part in two key activities on the day. First, each person was given three stickers to place on the image board, identifying their top three ideas for the park.

For the second activity, participants were invited to add comments directly to an aerial map, allowing them to contribute ideas not captured on the sticker board and to spatially locate their suggestions within the park.

TOP IDEAS

(FROM STICKER BOARD)

1. Food trucks/event space
2. Upgrade Toilets
3. BBQ/ Shelter
4. Swings + Slide
5. Nature Play

OTHER SUGGESTIONS

(FROM POST-IT NOTE BOARD)

- Community bulletin board/ info
- Reseal road into park
- Increase basket ball court to full size and repaint
- Equipment for older people
- Play for under 5's
- Bike track
- Climbing & spinning play
- Open, light, airy, DDA toilets, close to parking



2. STAKEHOLDER GROUP CONSULTATIONS

ESPRESSO CAFE CONTAINER

CONSULTATION METHODS

- In-person

PARTICIPANTS

- Scott Clements
- Zoe

The Playstreet team met with Scott & Zoe at Espresso Cafe to discuss the project. The following suggestions were made:

SUGGESTIONS

- A space for small events and other food vans with tables and chairs and shade for summer.
- Windy and cold, container has been placed to protect from main winds but some form of windbreak, screen or shelter would be great.
- Problem with dogs coming too close to the container, a place to tie dogs up at a distance for safety of other users.
- People use the park but its outdated.
- More lighting and security camera.
- More bins and trees.
- Concrete paths to container would be great, people trash the grass and the gravel gets mushy.
- BBQ's not too close to cafe.

OLD BEACH PLAYGROUP

CONSULTATION METHODS

- Phone conversation

PARTICIPANTS

- Brooke Cooper-Scott

The Playstreet team spoke with Brooke from the Old Beach Playgroup to discuss the project. The following suggestions were made:

SUGGESTIONS

- More play for Under 5's
- Oval is used for play but the majority of the park is unsuitable for smaller children.
- A fenced playspace for young children with specific play to suit would be great.

BRIGHTON FOOD HUB

CONSULTATION METHODS

- In person

PARTICIPANTS

- Geoff Hull

The Playstreet team met with Geoff at the Brighton Food Hub to discuss the project. The following suggestions were made:

SUGGESTIONS

- Driveway bituminised and DDA access looked at.
- Current facility too small but there is a definite need in the community so ideally the Old Beach one stays even if another is set up elsewhere.
- Would like signage for all elements of the park at entry.
- Toilets need an upgrade.
- Unloading food problematic as access is hard to manage for the volunteers, a safer more compliant path would be great.
- Would like to share part of the Community Hall if that were an option.

ST ANN'S

CONSULTATION METHODS

- Phone conversation

PARTICIPANTS

- Sophia Gray

The Playstreet team spoke with Sophia from St. Ann's to discuss the project. The following suggestions were made:

SUGGESTIONS

- Concerned about trail going into property, will fence if required.
- Love the idea of more community based activities.
- They would love to see facilities at the park that they can't offer at residence, i.e family suitable areas and playspace, small community events.

OLD BEACH CRICKET CLUB

CONSULTATION METHODS

- In person on consult day

PARTICIPANTS

- Tony Allenby

The Playstreet team spoke with Tony from the Old Beach Cricket Club to discuss the project. The following suggestions were made:

SUGGESTIONS

- 127 year old club with a strong history so would be great to retain in Old Beach.
- Issue with social teams using oval.
- Clubrooms used twice a week and locals come to socialise also, good for the community.
- 3 teams currently play but would like to expand.
- Would be happy to relocate to a different location as long as it was in Old Beach. They would love to bring back the T20 as it is financially good for them but they are prohibited from playing at this location.

TENNIS TASMANIA

CONSULTATION METHODS

- Phone conversation

PARTICIPANTS

- Simonne Allwright

The Playstreet team spoke with Simonne from Tennis Tasmania to discuss the project. The following suggestions were made:

SUGGESTIONS

- Very interested to work with Council on any kind of tennis facility for the park.
- Suggested a Hot Shots Court which is a mini court with a modified programme for youth. A permanent steel net is used to prevent vandalism. The net could be designed in a way that it swung back to allow a flexible space.
- Suggested either a plexipave surface or an astroturf one for social play.
- Court to orientate NS and have shade and drinking fountain nearby as well as toilets.
- Blended courts not ideal (i.e where line markings are there for all sports)

3. BRIGHTON COUNCIL ENGAGEMENT

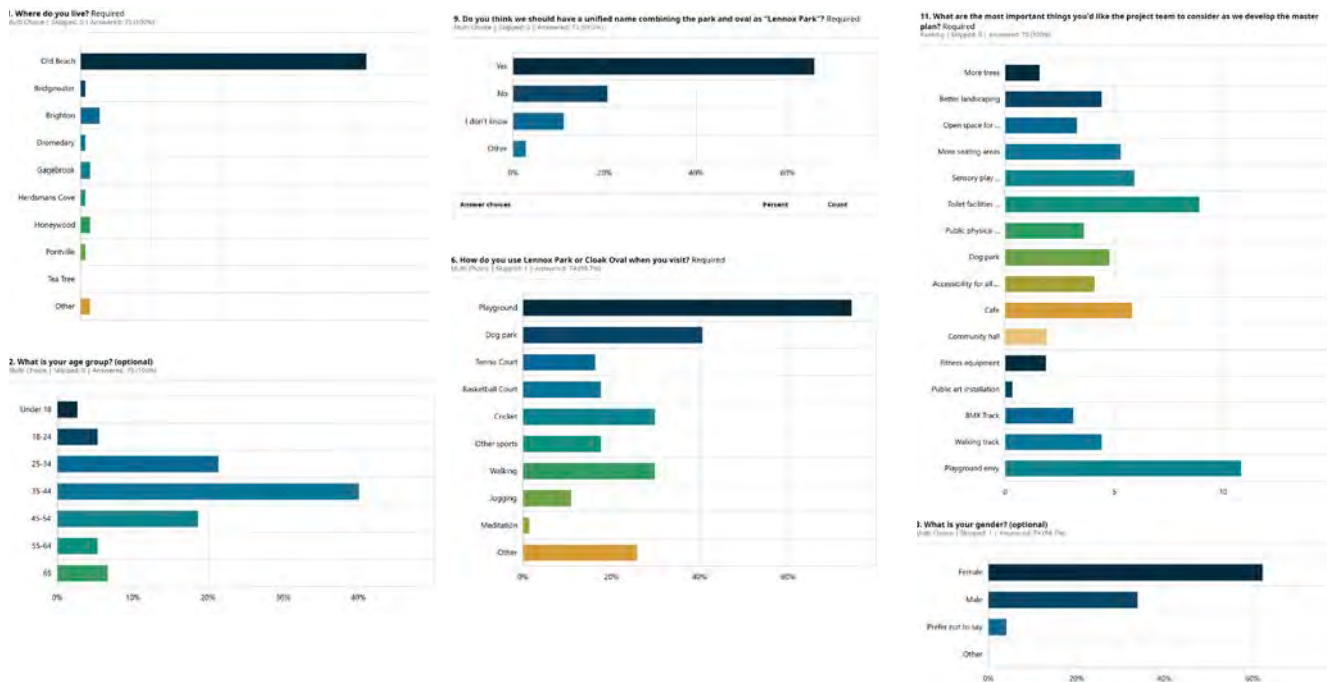
BRIGHTON COUNCIL ONLINE SURVEY

CONSULTATION METHODS

- Online survey form

PARTICIPANTS

- 75 total participants



Brighton Council hosted an online survey to source feedback from the broader community. Links and posters featuring a QR code to complete the survey were posted in several forums: Council's Facebook Page and Brighton Community News.

81% of respondents were from Old Beach with the majority of respondents in the 25-54 age group and the majority identifying as female and using on a weekly basis. Lack of facilities and safety were the major reasons for not visiting the park. The playground was the main reason for visiting while the dog park, tennis and basketball courts and cricket, walking all rated similar usage.

The majority of respondents did not want to see the Cloak Oval removed and were also supportive of a combined naming of the Park.

All of the responses strongly supported an upgrade to Lennox Park and many participants provided detailed responses.

The survey questions and ideas are summarised as:

TOP IDEAS

- Upgrade playground for all ages
- Upgrade toilets
- Bike paths
- Security
- Accessibility

OTHER SUGGESTIONS

- Inclusive Play
- Soccer Goals
- Seating
- Walking Paths
- Connection to foreshore path



4. APPENDIX

APPENDIX A: KEY STAKEHOLDER COHORTS

In addition to public consultation, which included the Community Co-Design event and online survey, Brighton Council identified the following groups as key stakeholders. These groups were subsequently invited to participate in specific engagement activities.

LENNOX PARK

- Old Beach Cricket Club - Paul Rogers (President) (Tony Allenby)
- Tennis Tasmania- Simonne Allbright
- Dog Owners Club (no info)
- Espresso Cafe Container - Scott & Zoe Clements
- Brighton Food Hub - Geoff Hull
- Old Beach Playgroup- Brooke Cooper
- Savle Pty Ltd (St Ann) - Sophia & Dean Cook (Owners)

TIVOLI GREEN

- Benton van Dorsselaer - Project Manager
- Mark Nolan - Landowner

APPENDIX B: MATERIALS - LETTER TO STAKEHOLDERS

Examples below of engagement materials distributed as part of the consultation process:



Officer: Dang Van
Direct ☎ (03) 6268 7022

Date: 23 April 2025

Benton van Dorsselaer
Project Manager
Tivoli Green PTY LTD

Dear Ben,

I hope this message finds you well.

I'm pleased to introduce Playstreet, the consultant appointed by Brighton Council to lead the development of the **Lennox Park and Tivoli Green Park Master Plans**. As part of the project, Playstreet will be engaging with key stakeholders to help shape the future of these important community spaces.

You or your organisation have been identified as a relevant stakeholder, and we would greatly value your input in helping to shape the direction of these master plans.

Carl Turk or Miriam Shevland from Playstreet will be in touch to introduce themselves and arrange a time to discuss your perspectives, priorities, or any matters you'd like to raise relating to the parks.

Thank you in advance for your time and contribution to this important project. If you have any questions in the meantime, please don't hesitate to contact our Planning Officer Dang Van who is overseeing this project on (03) 6268 7022.

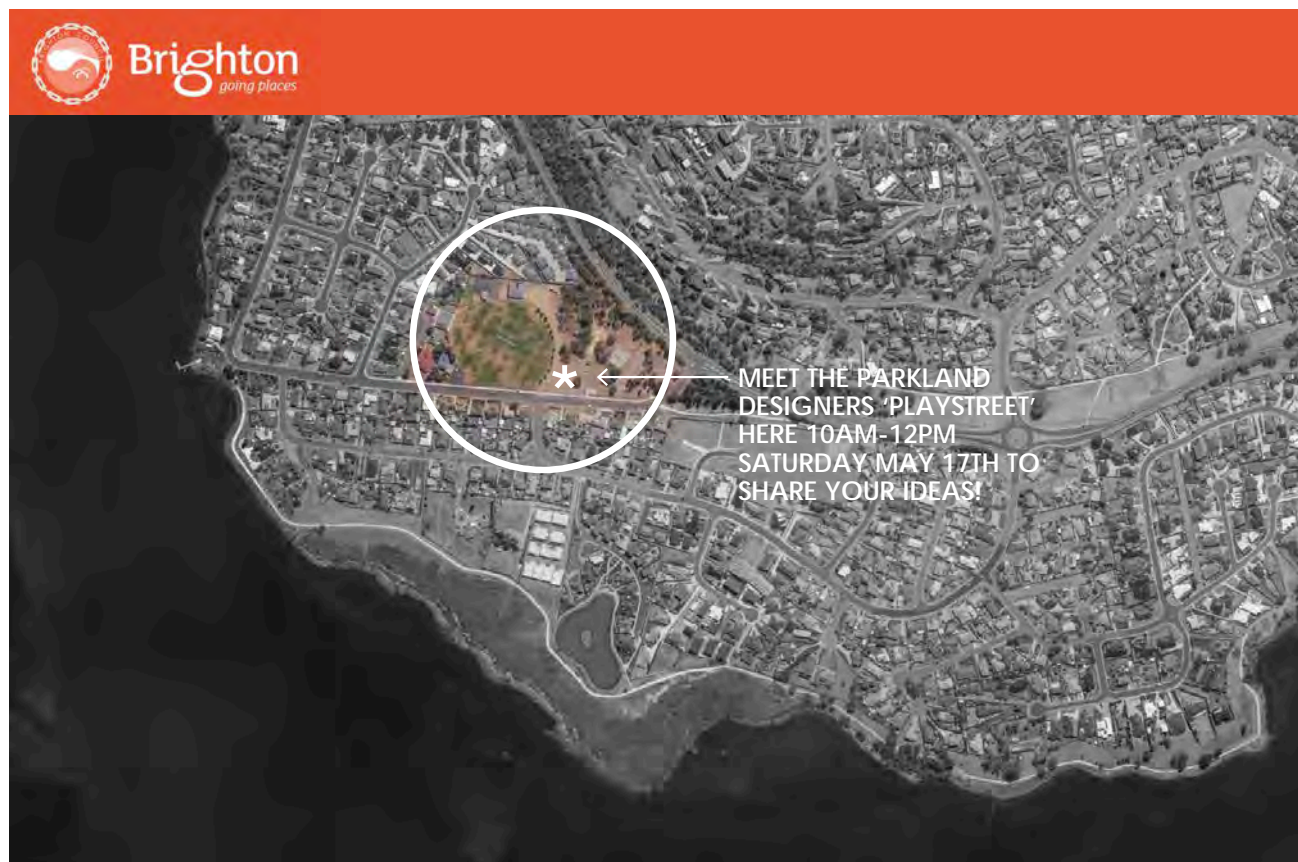
Yours faithfully,

A handwritten signature in black ink, appearing to read "Alex Woodward".

Alex Woodward
DIRECTOR DEVELOPMENT SERVICES

APPENDIX C: MATERIALS - MAIL OUT

Examples below of engagement materials distributed as part of the consultation process:



LENNOX PARK

Playstreet have recently been engaged by Brighton Council as the principal consultant to prepare an updated master plan for Lennox Park.

As part of our design process we undertake community consultation with local community and stakeholders to ensure the master plan respects and reflects the aspirations and needs of the local community.

Meet with Playstreet master plan designers to share your ideas at site Saturday May the 17th between 10am-12pm!

Community Engagement partnership



WE WELCOME YOUR RESPONSES + SUGGESTIONS BELOW

- Where do you live? Old Beach ☐ Elsewhere ☐
- Age? Under 12 12-17 18-24 25-34 35-44 45-54 55-64 65+
- How often do you visit the reserve? Most days ☐ Weekly ☐ Monthly ☐ Not often ☐
- How do you currently use the park (e.g for the playground, dog park, cricket?)
- What improvements would you like to see in the park?
- Any other comments & suggestions?

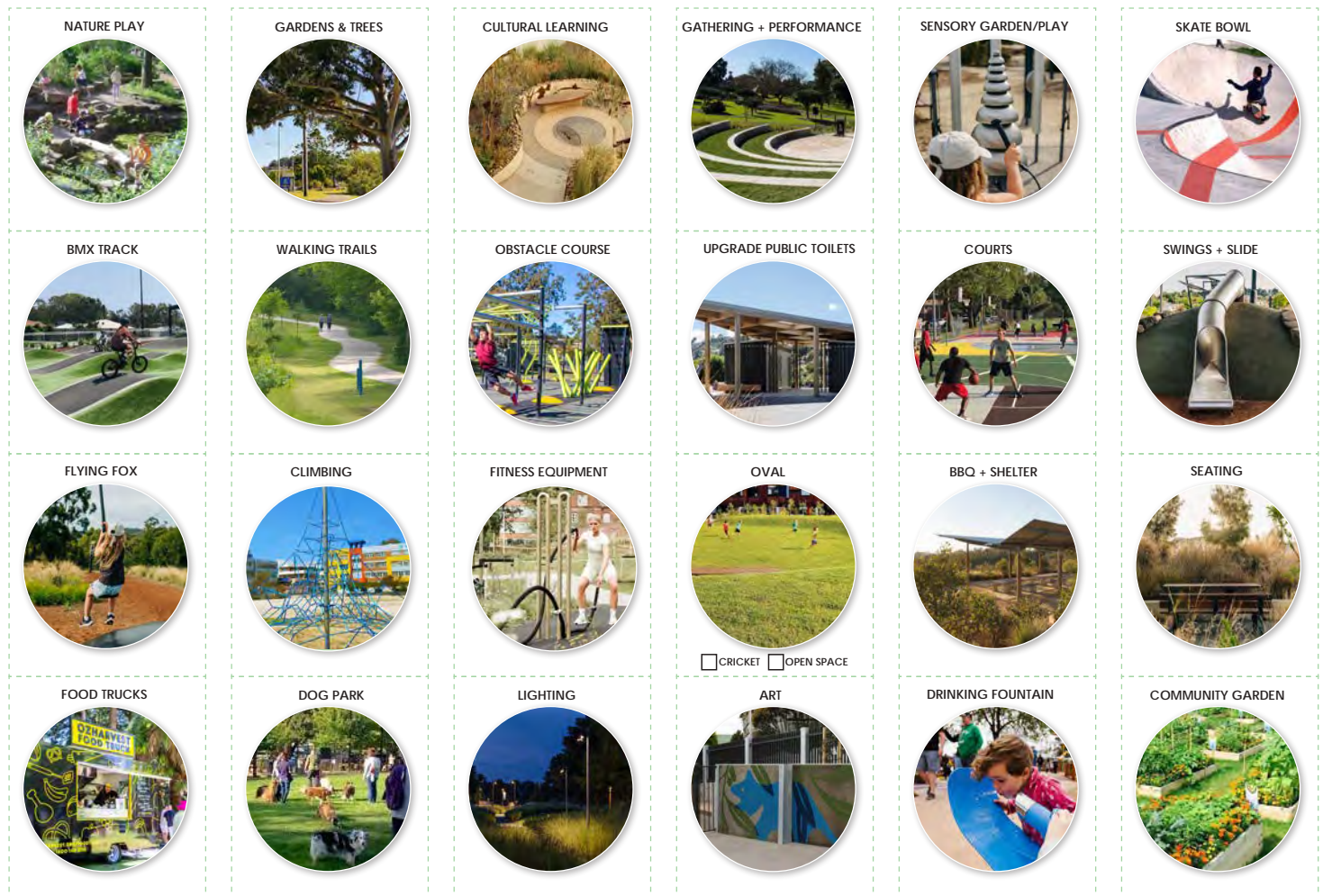
PLEASE RETURN SUGGESTIONS TO COUNCIL CHAMBERS: 1 Tivoli Road, Old Beach, TAS 7017 or development@brighton.tas.gov.au

FEEDBACK ALSO WELCOMED VIA COUNCILS PROJECTS PAGE haveyoursay.brighton.tas.gov.au/lennox-park-master-plan



APPENDIX D: MATERIALS - COMMUNITY CODESIGN_ STICKER BOARD

Examples below of engagement materials distributed as part of the consultation process:



LENNOX PARK | VOTE for YOUR TOP THREE IDEAS for YOUR PARK



APPENDIX E: MATERIALS - ONLINE SURVEY FORM

Examples below of engagement materials distributed as part of the consultation process:

LENNOX PARK

Lennox Park Master Plan

Community Survey Questions

Q1. Where do you live?

- ☐ Old Beach
- ☐ Bridgewater
- ☐ Brighton
- ☐ Dromedary
- ☐ Gagebrook
- ☐ Herdsmans Cove
- ☐ Honeywood
- ☐ Pontville
- ☐ Tea Tree
- ☐ Other Municipality/Council area in Tasmania (Please specify)

Q2. What is your age group? (optional)

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+

Q3. What is your gender? (optional)

- ☐ Female
- ☐ Male
- ☐ Prefer not to say
- ☐ Other

Q4. Generally, how often do you visit Lennox Park or Cloak Oval?

- ☐ Most days
- ☐ Weekly
- ☐ Monthly
- ☐ Not often
- ☐ Never

Q5. Why don't you visit Lennox Park and Cloak Oval as often as you'd like? *(multiple choices)*

APPENDIX E: MATERIALS - ONLINE SURVEY FORM

- ☐ Far from my place
- ☐ Lack of time
- ☐ Safety concerns
- ☐ Lack of facilities (like playgrounds, benches, restrooms)
- ☐ Personal physical health issues
- ☐ Lack of maintenance and cleanliness
- ☐ Don't know that the park's existence
- ☐ Other

Q6. What is the main way you travel to Lennox Park and Cloak Oval?

- ☐ I drive
- ☐ I walk
- ☐ I cycle or scoot
- ☐ I take the bus
- ☐ Other

Q7. Do you think we should remove the Cloak Oval for better open space utilisation?

- ☐ Yes
- ☐ No
- ☐ I don't know
- ☐ Other

Q8. Do you think we should have a unified name combining the park and oval as "Lennox Park"?

- ☐ Yes
- ☐ No
- ☐ I don't know
- ☐ Other

Q9. Would you like to see a pedestrian pathway from the park to the bus stop at Fouche Ave roundabout?

- ☐ Yes
- ☐ No
- ☐ Other

Q10. What are the most important things you'd like the project team to consider as we develop the master plan? (*pick top 5*)

- ✓ More trees
- ✓ Better landscaping
- ✓ Open space for community activities (e.g. market, community garden, yoga)
- ✓ More seating areas

APPENDIX E: MATERIALS - ONLINE SURVEY FORM

- ✓ Sensory play equipment for young kids
- ✓ Toilet facilities (e.g. baby changing room)
- ✓ Public physical exercise equipment for all ages
- ✓ Dog park
- ✓ Accessibility for all ages and all abilities
- ✓ Cafe
- ✓ Community hall
- ✓ Fitness equipment
- ✓ Public art installation
- ✓ BMX Track
- ✓ Walking track
- ✓ Playground envy

Q.10 Any other comments and suggestions?

APPENDIX F:

LETTER FROM COMMUNITY MEMBER

Lennox Park Revitalisation

This is a submission in addressing the revitalisation of Lennox Park. I am a recent resident to the Brighton Council area and live at Old Beach.

I would like to start by applauding Brighton Council for this initiative. A number of residents of Old Beach are excited about the revitalisation and the commitment of Council to include resident's views.

The following are my observations and ideas in relation to Lennox Park.

Cloak Oval

This oval appears very underutilised and does not seem to be a full sized oval, which restricts its use as a sports field for a number of competitive sports. Although it is set up to be used for cricket, I doubt that it is big enough for anything more than lower grade matches. Also, how appropriate is a public oval that needs a big sign 'Area may be subject to errant balls. Use Reserve at own risk', and this oval is adjacent to a playground, community hall and food hub and the entry to them is alongside the oval?

A check on the Old Beach Cricket Club's facebook page shows they have only 3 cricket teams and use the oval for competition matches every second weekend during the season. Ten years ago the Club had 12 teams (4 senior, 8 junior) when the Brighton Council mayor Tony Forster officially opened the Cricket Club's newly transformed clubrooms (Garry Faulks Pavilion) – see Brighton Council Annual Report 2014/15 pp3-5. Does the Cricket Club own this building? Rent from Council?....The club appears to have exclusive use of the building. I understand the club opens the bar to the public in the evenings now and then, though I haven't seen it advertised anywhere.

Given the above issues, I think the community would benefit more if the Oval were to be rethought and repurposed as a more 'casual' oval – say an open space in the centre with trees and purposeful eating tables (with peaked roofing) and seating around edges....a good model is Benjafield Park in Moonah. Could the Pavilion become a community sports club?

Playground

I suggest it is relocated and upgraded. And possibly adjacent to it a fitness equipment area for older people (Lindisfarne foreshore park is a good example). The current playground site is overshadowed by the trees, resulting in dew on the equipment for a number of hours in the morning (not in summer) and also the eucalypt trees drop branches and leaves (and spiders). Also, I've found when there with my granddaughter that there is constant car noise from East Derwent Highway quite close.

Roads and Parking

Access roads need surfacing with tarmac and proper parking areas. If possible, please do not co-locate dog park parking area with children's playground parking area – it can be dangerous.

Food Vans

Maybe even a dedicated area for the vans, close to some eating tables for the summer months. Also, in the colder months, the area around the vans is very dark from quite early on in the evening. A dedicated area would allow for the Council to provide a couple of lights to be on during the days/hours the food vans are at the Park. This would increase the safety for customers and van owners and also add to the ambience.

Greening and Gardens

I'm sure as part of the Park's revitalisation the Council will develop some interesting garden areas with sandstone and native plants. It has done a good job on these in the past.

Buildings

All a bit messy. If the position of the buildings cannot be addressed, can they be integrated into the park in a better, more attractive way through garden and pathways.

Thank you for the opportunity to make this submission.

Dr Robyn Munro

LENNOX PARK

Master Plan Report

August 2025



Brighton
going places

PLAY
ST.

Lennox Park Master Plan Report
Prepared for Brighton Council By Playstreet Pty Ltd

Playstreet and Brighton Council would like to give a special thanks to all who contributed and gave their ideas for this exciting project.



DOCUMENT CONTROL

DATE	VERSION	APPROVAL
01-08-2025	1	MS
05-08-2025	2	MS

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EXECUTIVE SUMMARY

Following an extensive community consultation program, which engaged Brighton community members, Playstreet commenced a master planning process for the redevelopment of Lennox Park.

The master plan seeks to combine community aspirations for the park and analysis of the existing conditions to form a concept design that achieves a safe, engaging and contextually appropriate design for Lennox Park.

The following sections are detailed in the report:

Process & Place

A brief summary of the initial community consultation process undertaken in April-May 2025 is provided. Refer to Lennox Park + Tivoli Green Community Consultation Report (June 2025) for full details.

The site's context and existing features were established through a number of mapping exercises and site explorations. These investigations helped form the early spatial planning of the master plan design.

Design Approach

Three key design directions formed as a result of the community consultation process, there are summarised and their application to the master plan design is outlined.

Master Plan

The master plan for Lennox Park is presented with accompanying descriptions of designed elements and character imagery including:

- Materials Palette
- Play Equipment
- Planting Palette
- Facilities & Furniture

The master plan consists of two staging plans so that the proposed works can be delivered in both the short and long term.

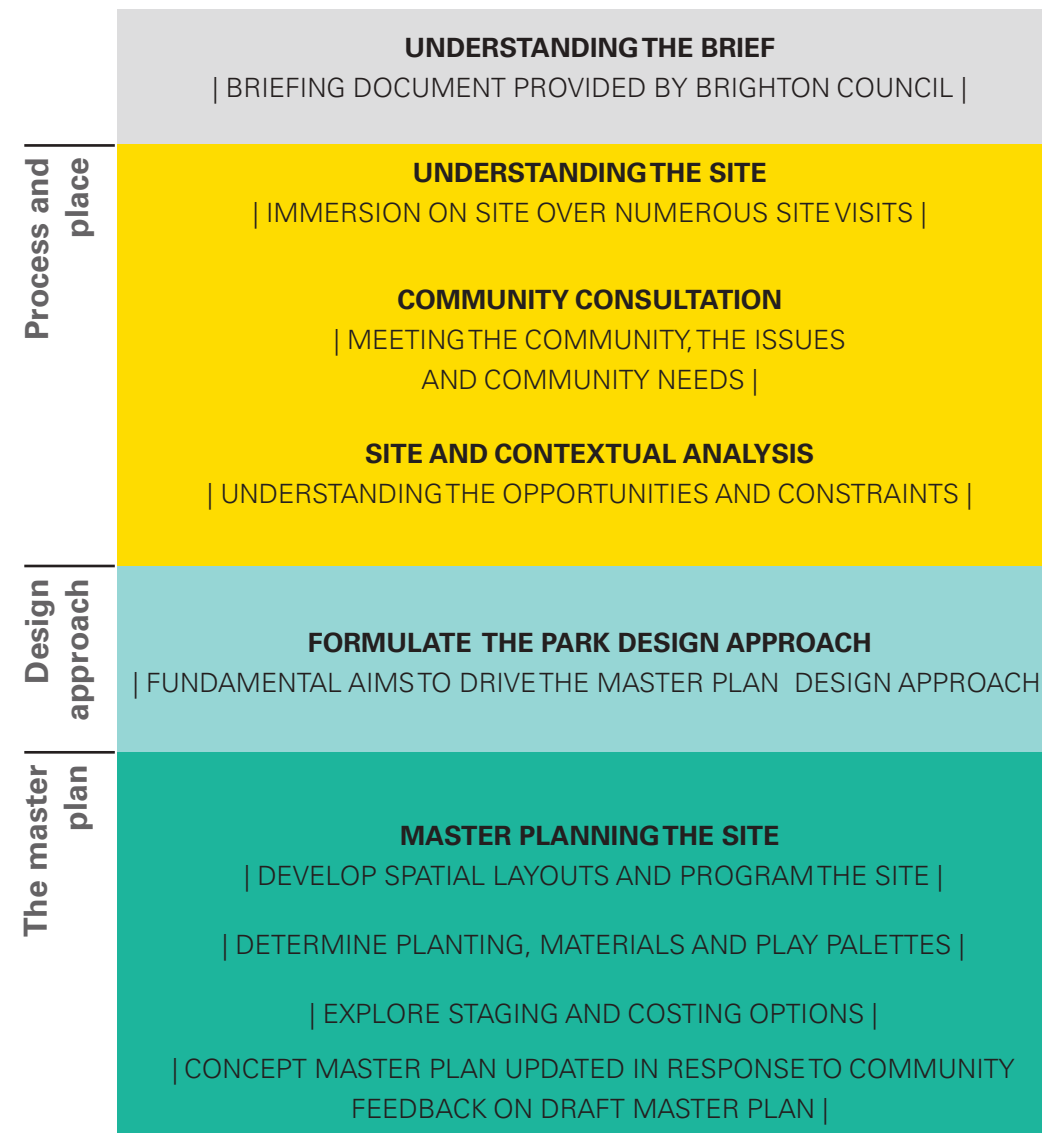
01

Process and place

1.1

Process and place

The master planning process



Above image taken from community consultation event

1.2 Community consultation

Process and place

Brighton Council engaged Playstreet to undertake community consultation on the redevelopment of Lennox Park. The purpose of the engagement was to listen and seek ideas from local residents, community groups and users about their aspirations for the site.

Brighton Council identified key stakeholders and user groups to target during the engagement period and worked closely with Playstreet to develop a tailored strategy and effective communication materials to reach them. This approach led to a diverse range of consultation activities.

The Lennox Park consultation generated strong community interest, with excellent participation both online and at the in-person co-design community day. Online surveys for each site were open from April 28-May 19, enabling broad community input while also focusing on feedback from key site users. Key issues from the consultation were improved public facilities and increasing all-ages play and activity opportunities within Lennox Park. These issues shaped three key design directions, which will be explained in the 'Design Approach' section of this document. (Refer Lennox Park + Tivoli Green Community Consultation Report (June 2025) for detailed consultation summary).

Across all groups consulted, several common priorities emerged:

IMPROVED FACILITIES + AMENITIES

Easy, all-abilities access to toilets and baby change facilities, along with the inclusion of barbecues, rubbish and recycling stations, drinking water fountains, shade, shelter, and seating, were identified as essential elements for any future upgrade. The idea of creating a flexible space for small events, food vans, and associated seating and shaded areas was also strongly supported. Suggestions also included sealing the driveway and carpark and improving connections to the foreshore trail.

IMPROVED RECREATION + PLAY OPPORTUNITIES

Numerous stakeholders and the community suggested that the playground was tired and that any new one had to cater for all age groups. Parents report that they have toddlers that need entertaining while their older kids ride bikes and play. The sports courts and oval were also said to be well loved.

ENHANCED ENVIRONMENT

The dog park is a highly valued feature of the site, along with the existing trees. Community feedback suggested planting additional gardens and trees. Concerns were raised about traffic speeds along Jetty Road, as visitors from other areas frequently access the dog park. Additionally, the gravel driveway was noted as being slippery and potentially unsafe.



Above images from community consultation activities

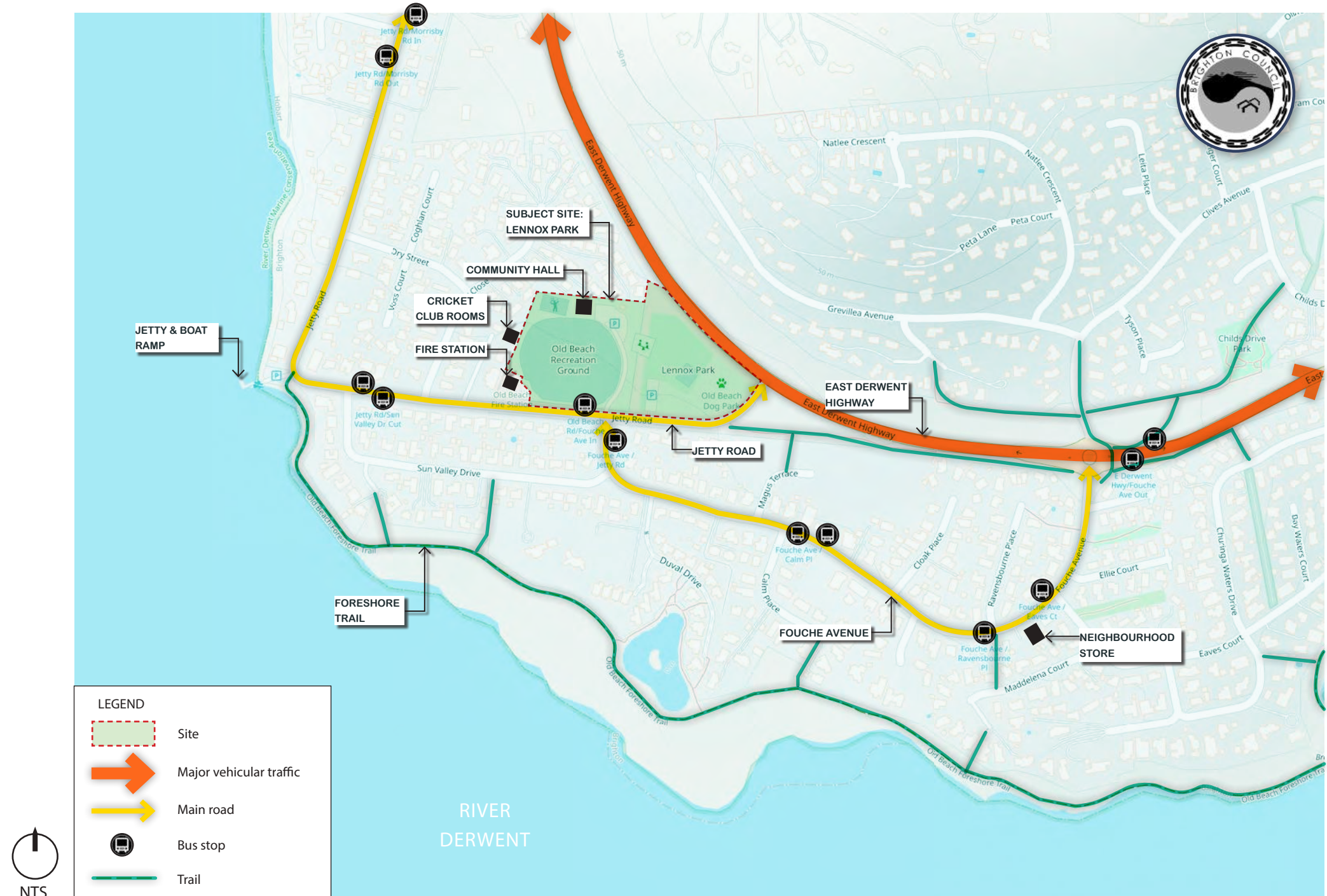
1.3

Process and place

Site Location

The site location and adjacencies are part of what makes Lennox Park a meeting point for many in Old Beach's community. The park is the most significant communal open space in the area, and provides scenic views across the Derwent Estuary towards Kunanyi/ Mount Wellington. It is well serviced by main roads, including the East Derwent Highway, Jetty Road and Fouche Avenue. These roads include bus routes and connect to the historic jetty and boat ramp and the Old Beach Foreshore Trail.

Surveys and workshops completed during community consultation indicate that local residents support improvements to the park's facilities and amenities, such as new toilets and BBQs, and improved recreation and play opportunities such as playground upgrades, with an emphasis on catering to all ages and abilities. Enhanced environmental treatments such as tree plantings and road surface upgrades are also supported. The redevelopment of the park is an opportunity to create a well connected, all-ages community destination for Old Beach, meeting the needs of the community now and into the future as the area develops.



1.4

Process and place

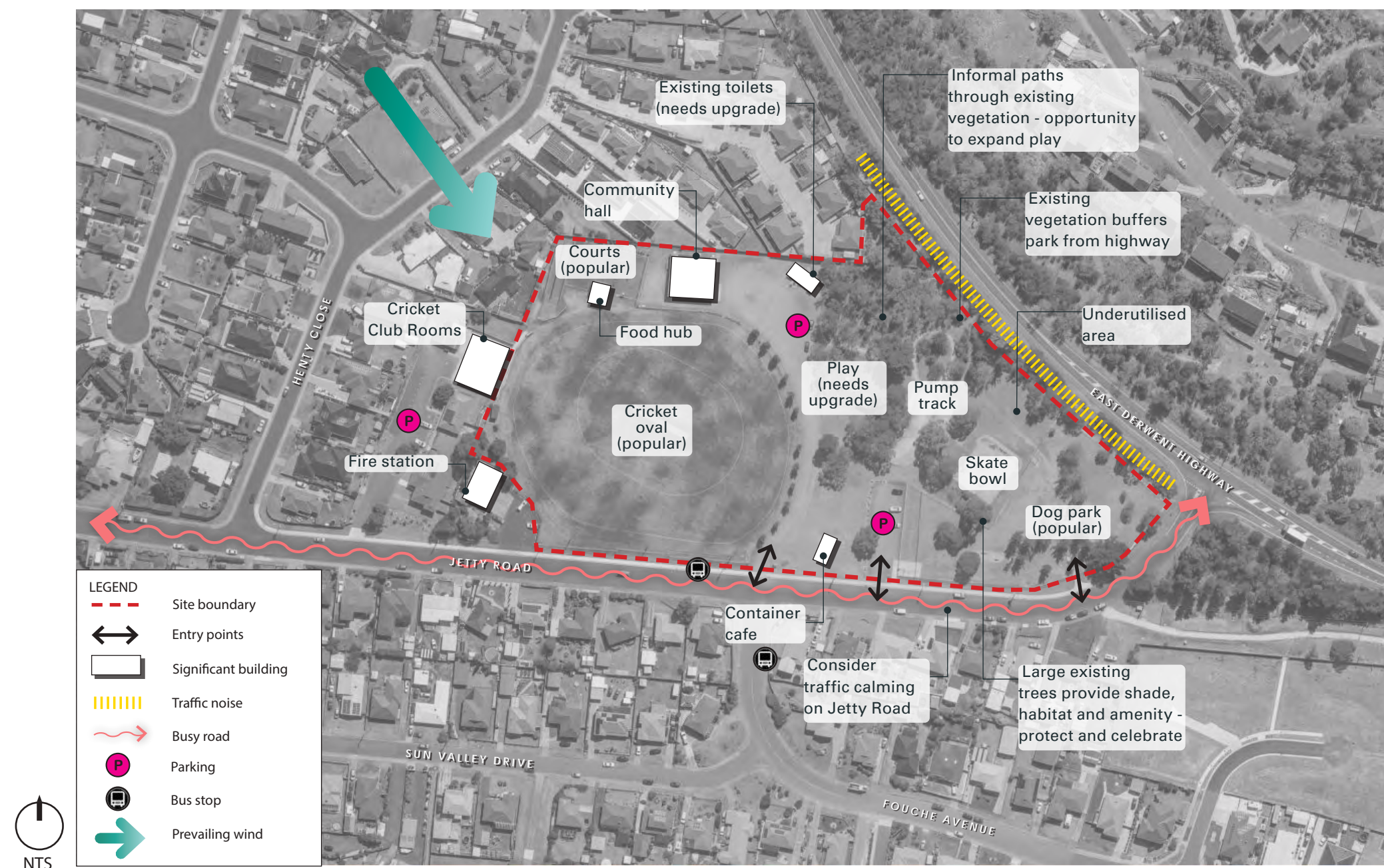
Site Analysis & Inventory

The site's context and existing features were established through a number of mapping exercises and site explorations. Key observations:

- Existing playspace is tired and not suited to all age groups - needs upgrade
- Existing vegetation behind playspace shows signs of informal use- this could be leveraged to increase play opportunities
- Traffic on Jetty Road poses risks to pedestrians and dog park users - consider calming traffic and providing pedestrian crossings
- Minimal shelter and facilities

- End of life skate facilities
- Underutilised space behind skate bowl
- Minimal seating
- Toilet block requires upgrade
- Pump track needs improvement

The master plan will seek to upgrade end of life facilities and increase use efficiency of the park layout. The plan will capitalise on well established patterns of use, such as informal paths and the popular dog park, while valuing site qualities such as large existing trees.



02

Design Approach

2.1

Design Approach

Design Directions

Following the community consultation process, three themes were identified as key to the community's aspirations for Lennox Park. These describe both designed elements, such as play equipment, and experiential qualities such as enhanced environment. The following design directions have been carefully integrated into the draft master plan.

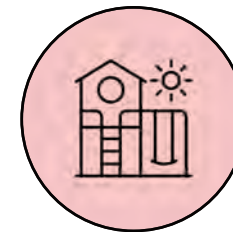


IMPROVED FACILITIES & AMENITIES

Easy, all-abilities access to toilets and baby change facilities, along with the inclusion of more barbecues, rubbish and recycling stations, drinking water fountains, shade, shelter, and seating, were identified as essential elements for any future upgrade. The idea of creating a flexible space for small events, food vans, and associated seating and shaded areas was also strongly supported. Suggestions also included sealing the driveway and carpark and improving connections to the foreshore path.

Key recommendations:

- Upgrade Toilets
- Free BBQ and provide events space



IMPROVED RECREATION + PLAY OPPORTUNITIES

Numerous stakeholders and the community suggested that the playground was tired and that any new one had to cater for all age groups. Parents report that they have toddlers that need entertaining while their older kids ride bikes and play. The sports courts and ovals were also said to be well loved.

Key recommendations:

- Replace playspace with a range of play opportunities to suit all ages, including the elderly
- Properly surfaced, full size basketball court
- Retain oval for the purpose of cricket or other
- Nature play + water pump channel
- Separation from ball sports and play



ENHANCED ENVIRONMENT

The dog park is a highly valued feature of the site, along with the existing trees. Community feedback suggested planting additional gardens and trees to enhance and extend this natural, welcoming atmosphere. Concerns were raised about traffic speeds along Jetty Road, as visitors from other areas frequently access the dog park. Additionally, the gravel driveway was noted as being slippery and potentially unsafe.

Key recommendations:

- Seal gravel driveway
- More gardens and tree plantings

03

The master plan

3.1

The master plan

Concept Master Plan

Presented across the following pages is a master plan for Lennox Park that aims to provide a range of play, recreation and amenities that were advocated for by the Brighton community. The site's existing conditions and current patterns of use have been considered in the proposed design. For example, the plan seeks to work around the highly valued large existing trees, while replacing end of life facilities and unlocking under-used areas of the park through thoughtful layout improvements. The report will outline materials, planting, equipment and facilities which form the character and identity of the redevelopment.

Legend

1 Community Gathering & Events

Building on the success of the Espresso Café Container, a new central space is proposed to encourage gathering, relaxation, and community connection. This area would provide informal seating and opportunities to enjoy small events such as live music, outdoor cinema, and pop-up activities. To help shield the space from prevailing winds, a building is proposed along the road edge. This could include sheltered seating, upgraded toilet facilities with baby change amenities, and potential for additional community infrastructure.

2 Play for All Ages

A diverse range of play and recreation spaces designed to engage all ages — from early childhood through to older adults. The design includes a fenced toddler zone featuring sensory and nature-based play, alongside more adventurous equipment such as swings, slides, forts, climbing structures, and spinners for older children. For adults and seniors, there are opportunities for both physical and cognitive engagement through thoughtfully integrated elements that promote active and passive recreation. The play spaces wrap around a central gathering area, allowing parents and carers to easily supervise children of different ages while remaining connected to the heart of the park. A bike track loops around the park's perimeter, doubling as a walking and running trail, with offshoots designed for jumps and BMX-style riding. Something for everyone!

3 Sports Courts

Create a vibrant mix of multi-use outdoor courts to support a range of sports, including basketball, pickleball, and tennis. Consider incorporating a dedicated Hot Shots tennis court with a durable steel net to minimise maintenance and prevent vandalism. By working with the existing site levels, the courts can be arranged at varied heights, creating natural terracing between them. These stepped areas can double as informal bleachers, offering built-in seating, shaded zones, and great vantage points for spectators to enjoy the action.

4 Dog Park

Redesign the dog park area to bring the play spaces closer to the park's entrance, enhancing accessibility and visibility. Introduce engaging features for dogs such as tunnels and jumps to encourage active play. Incorporate garden beds and designate areas under trees with gravel to reduce dirt and mud, creating a cleaner and more enjoyable environment for both dogs and their owners.

5 Community Garden

A small community garden could be worked into the central space, either a standard type one or a smaller version depending on community appetite.



3.2

The master plan

Materials Approach

The materials at Lennox Park will be selected for robustness, durability, cost and ease of maintenance. The existing natural parkland feel will be extended through careful selection of material finishes and colours. Using local materials represents an opportunity to further express a sense of place.

Indicative material palette



Exposed aggregate concrete



Cement stabilised granitic sand



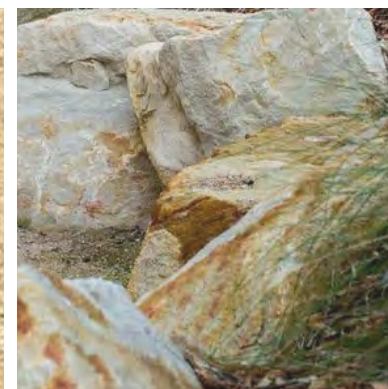
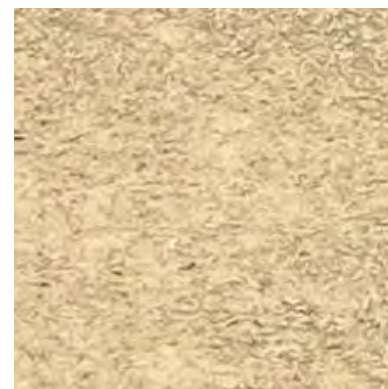
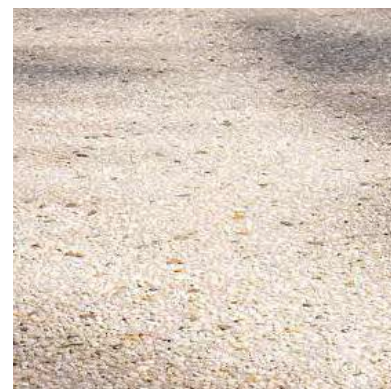
Local stone



Bush mulch and infill planting



Grassed areas



3.3

The master plan

Planting Approach

To complement the existing vegetation character of Lennox Park and keep maintenance requirements minimal, new tree and understorey plantings will draw from a hardy native and indigenous palette. Species have been chosen from the Brighton Council Recommended Tree and Plant Species List in the *Greening Brighton Strategy 2024-2033*, as well as the indigenous species found within the site EVC (DAS) *Eucalyptus amygdalina* forest and woodland on sandstone.

Final species selection will be in conjunction with Brighton Council.

Trees



Understorey



3.4

The master plan

Play Elements

Guidelines

- Provide opportunities for physical activity that are engaging and challenging with opportunities for all ages and abilities
- Incorporate a mix of traditional play equipment with nature based play
- Allow for flexibility of play and creativity
- Ensure play areas have good surveillance and are situated in safe areas

Adventure Play + Pump Track

- Unlocks underutilised area around existing vegetation
- Dedicated pump track
- Caters to older kids and teenagers

All Ages Play

- Equipment-based (eg. swings, slide, climbing tower, water pump)
- Includes equipment for all ages and abilities
- Exercise and fitness equipment
- Basketball hoop
- Nature play and sensory elements



3.5

The master plan

Facilities & Furniture

Guidelines

- Provide a range of amenities & facilities that make Lennox Park a comfortable and secure space for a variety of users to spend time in
- Utilise robust and durable materials and furniture
- External lighting adheres to ecological lighting best practice principles to reduce impacts of artificial light on wildlife

Seating

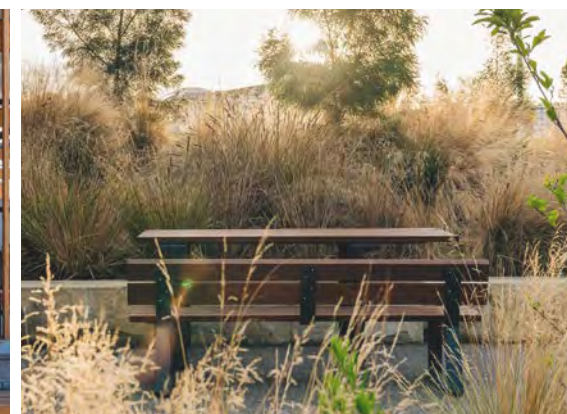
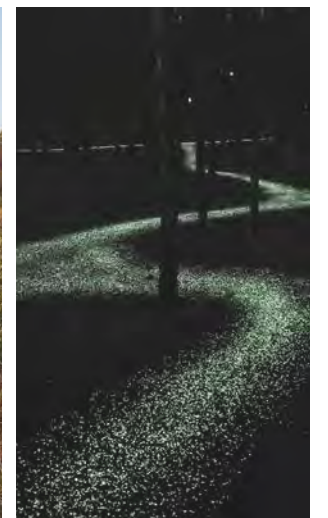
- A simple, durable seating palette will provide seating for park users at various activity nodes throughout the park
- Formal seating elements around high use areas will be complemented by informal seating elements, such as rocks and logs, in lower use and more informal areas

Toilets

- Replacement of the toilet facilities at Lennox Park is a critical element in establishing a space that the community feels comfortable spending time in
- The toilets to be relocated closer to Jetty Road to support an increased range of community programming opportunities such as food truck events, as well as cater to the new playground location and the existing container cafe

BBQ Area & Firepit

- Shelter and BBQ facilities with picnic tables and bins allow the community to spend more time in the park and support small gatherings, eg. for children's birthday parties
- A communal firepit provides opportunities for community social events and extends park use into the evening and into the colder weather, maximising use
- Firepit situated in a prominent and visible location on Jetty Road ensures passive surveillance



3.6

The master plan

Staging Approach

As a mechanism to achieve the proposed redevelopment of Lennox Park, a staging plan has been developed so that works can be delivered as funding becomes available.

The concept is separated into two stages: Stage 1 representing short term works to be completed as soon as possible, and Stage 2 representing works to be completed within the next 10 years upon a new cricket oval and clubrooms being developed at an alternative site.

A small commercial precinct in corner of oval with associated car parking coming in from Jetty Rd. Local grocer, cafe and supporting retail as an example. Oval to be redesigned as parkland retaining full size junior soccer pitch in the centre. Seating nooks and BBQ spaces around edges with a loop trail connecting around the open green space and into the adjacent parkland.



Stage 1: Short Term



Stage 2: 10+ Years



3.7 The master plan Massing diagrams



1 COMMUNITY GATHERING/ EVENTS

Building on the success of the Espresso Café Container, a new central space is proposed to encourage gathering, relaxation, and community connection. This area would provide informal seating and opportunities to enjoy small events such as live music, outdoor cinema, and pop-up activities.

To help shield the space from prevailing winds, a building is proposed along the road edge. This could include sheltered seating, upgraded toilet facilities with baby change amenities, and potential for additional community infrastructure.



3 SPORTS COURTS

Create a vibrant mix of multi-use outdoor courts to support a range of sports, including basketball, pickleball, and tennis. Consider incorporating a dedicated Hot Shots tennis court with a durable steel net to minimise maintenance and prevent vandalism.

By working with the existing site levels, the courts can be arranged at varied heights, creating natural terracing between them. These stepped areas can double as informal bleachers, offering built-in seating, shaded zones, and great vantage points for spectators to enjoy the action.



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Redesign the dog park area to bring the play spaces closer to the park's entrance, enhancing accessibility and visibility. Introduce engaging features for dogs such as tunnels and jumps to encourage active play. Incorporate garden beds and designate areas under trees with gravel to reduce dirt and mud, creating a cleaner and more enjoyable environment for both dogs and their owners.



5 COMMUNITY GARDEN

A small community garden could be worked into the central space, either a standard type one or a smaller version depending on community appetite.



2 PLAY FOR ALL AGES

A diverse range of play and recreation spaces designed to engage all ages — from early childhood through to older adults. The design includes a fenced toddler zone featuring sensory and nature-based play, alongside more adventurous equipment such as swings, slides, forts, climbing structures, and spinners for older children. For adults and seniors, there are opportunities for both physical and cognitive engagement through thoughtfully integrated elements that promote active and passive recreation. Existing trees in the park to be retained and spaces worked around them where possible.

The play spaces wrap around a central gathering area, allowing parents and carers to easily supervise children of different ages while remaining connected to the heart of the park. A bike track loops around the park's perimeter, doubling as a walking and running trail, with offshoots designed for jumps and BMX-style riding. Something for everyone!



COMMERCIAL PRECINCT + OPEN SPACE

Small commercial precinct in corner of oval with associated carparking coming in from Jetty Rd. Local grocer, cafe and supporting retail as an example. Oval to be redesigned as parkland retaining full size junior soccer pitch in the centre. Seating nooks and BBQ spaces around edges with a loop trail connecting around the open green space and into the adjacent parkland.



MASSING MODEL - VIEW 1



MASSING MODEL - VIEW 2



MASSING MODEL - VIEW 3

DRAFT

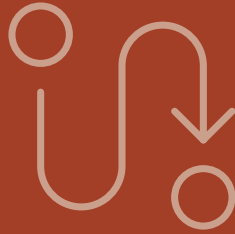
**ATTACHMENT A
AGENDA ITEM 16.8**



Brighton Active Transport Strategy 2025-2035



**Brighton
Council**



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 Tasmanian 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 Mumurimina was early, rapid and extensive.

We acknowledge the Tasmanian Aboriginal Community, today as the continuing custodians of the 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 in Brighton.



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3. Key Points of Strategy	7
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Executive Summary

The *Brighton Active Transport Strategy 2025-2035* ('the Strategy') outlines a bold and practical vision for a connected, healthy, and sustainable Brighton. As one of Tasmania's fastest-growing municipality, Brighton faces a unique intersection of rapid residential growth and a young diverse population, and pressing environmental challenges. This Strategy responds to those conditions by planning, prioritising, and delivering a cohesive network for walking, cycling, and wheeling that is safe, inclusive, and accessible for everyone.

Vision

A connected Brighton, where active transport is a safe, convenient and enjoyable way of getting around regardless of location, age or ability.

Purpose

The Strategy aims to shift more residents towards active modes of travel by embedding walking and cycling into the fabric of everyday life. Through smart infrastructure, community programs, and integrated policy, Brighton Council will create the conditions for active transport to flourish.

Key Drivers

- Fast population growth: Brighton's population is projected to rise by 7,000 people by 2053.
- Young demographics: The youngest median age in Tasmania, creating long-term demand for active mobility.
- Areas of disadvantage: Socio-economic inequities heighten the importance of affordable, accessible travel options.
- Climate response: Transport accounts for 37% of local emissions; active travel reduces this footprint.

Strategic Goals

- Increase awareness and participation across all age groups.
- Create a safe, integrated network of paths, cycleways, and shared trails.
- Strengthen supporting infrastructure such as lighting, signage, and bicycle parking.
- Advocate and plan for walkable communities through policy, planning, and partnerships.

Community Benefits

- Healthier lifestyles through daily physical activity
- Safer, more inclusive streets for children, older adults, and people with disabilities
- Reduced carbon emissions and less traffic congestion
- Improved social equity for residents in disadvantaged areas
- Economic resilience through cost savings and stronger local centres

Implementation

The Strategy includes a ten-year priority project list with 26 infrastructure upgrades and supporting programs. Each project is categorised by timeframe, cost, and community impact, with delivery guided by principles from Austroads Guide to Road Design and the Tasmanian Cycling Infrastructure Design Guide.





1. Introduction

The Brighton Active Transport Strategy 2025 – 2035 (‘the Strategy’) is a plan aimed at creating a sustainable and integrated active transport network in the Brighton municipality.

This Strategy responds to the municipality’s rapid residential growth, diverse geography, and vibrant community by focusing on the development and enhancement of infrastructure that supports walking and cycling.

The Strategy seeks to improve active transport participation within Brighton over the next decade and beyond. The strategy identifies a vision, strategic actions, and a range of infrastructure upgrades which will assist Brighton in becoming an active transport friendly municipality. The Strategy will ensure that planning for, and investing in active transport, is strategic, coordinated and based on community needs.

2. What is Active Transport?

Active transport refers to physical activity undertaken as a means of travel rather than purely for recreation or exercise.

Active transport most commonly includes walking and riding to get to and from destinations but can also involve other activities such as scootering, skateboarding, running, and using mobility devices like wheelchairs, which are collectively known as wheeling. It often includes incidental physical activity, such as walking or riding to connect with public transport services like buses. Other modes, such as e-scooters and adaptive bikes, are also part of active transport and help make it accessible to a wider range of people.

Active transport supports healthier lifestyles, reduces reliance on cars, and provides more sustainable and affordable ways for people to move around their communities.

3. Key Points of Strategy

1. Growing Municipality:

- Brighton is one of the fastest-growing municipalities in Tasmania, with significant residential expansion and urbanisation.
- This growth necessitates a sustainable and integrated transport network to support the community.



2. Current Challenges:

- High car use for commuting.
- Ongoing residential growth increasing future infrastructure demand.
- Some communities experience limited access to services and active travel
- Some pedestrian networks lack adequate safety and connectivity.
- Major highway creates barriers with few safe crossings.
- Limited historic investment in active transport.



3. Goals and Objectives:

- Promote walking, cycling, and sustainable short-distance travel.
- Ensure inclusive access to active transport for all ages and abilities.
- Enhance urban liveability through safe, connected mobility.
- Reduce car reliance and emissions via integrated transport options.
- Support community health through active lifestyles.
- Prioritise infrastructure upgrades aligned with community needs.
- Strengthen links between active and public transport.
- Shape policy and design for active transport participation.



4. Benefits of the Strategy:

- Enhanced liveability through improved service access, greener spaces, and stronger community connections.
- Equitable mobility for all residents—including those from disadvantaged backgrounds—with better access to essential destinations.
- More sustainable urban development that supports compact, low-emission communities.
- Increased resilience to natural hazards via safe, well-signed pedestrian routes and reduced emissions.
- Improved health and wellbeing by fostering active, everyday mobility.
- Clearly prioritised investment roadmap for active transport infrastructure.



The background of the page is decorated with various abstract shapes and foliage. At the top left, there are brown and tan curved shapes. To the right, there are vertical bars in shades of tan and beige. Further right, there is a dark green leafy shape. Below these, a large yellow curved shape is on the left, and a small yellow semi-circle is in the center. To the right of the yellow shape, there are several green leaves of different sizes. At the bottom, there are grey and tan triangular shapes, and a large grey rectangular shape on the right.

4. Vision For Active Transport

“A connected Brighton, where active transport is a safe, convenient and enjoyable way of getting around regardless of location, age or ability”.

5. Active Transport Benefits

Active transport delivers numerous benefits, including:

Health Benefits: Engaging in active transport promotes physical activity, which helps prevent diseases such as cardiovascular conditions, obesity, and diabetes.



Environmental Impact: Reduced reliance on private vehicles leads to lower greenhouse gas emissions, helping to mitigate climate change.



Sustainable Development: Integrating active transport into urban planning supports sustainable development by reducing the need for extensive road networks and parking facilities.



Economic Benefits: Active transport can reduce transportation costs for individuals by minimising the need for fuel, parking, and vehicle maintenance.



Traffic Congestion Reduction: By encouraging walking, wheeling and riding, active transport reduces the number of vehicles on the road, easing traffic congestion.



Social Equity and Inclusion: Active transport infrastructure supports social equity by providing accessible, low-cost travel options for all community members, including those without access to private motor vehicles.



Community and Place-Making: Active transport fosters vibrant, liveable communities by encouraging interactions among residents and promoting local economic activity.





6. Brighton Context

This Brighton Local Government Area (LGA) is located in the southeastern part of Tasmania, approximately 27 kilometres northeast of Hobart. It covers an area of approximately 171 square kilometres and includes a mix of urban, semi-urban, and rural environments. Brighton is Tasmania's youngest and fastest growing community, with a municipal population exceeding 20,000, and an annual growth rate exceeding 2%.



Figure 1 Brighton Municipality (Source: Mesh)

7. Why Does Council Need an Active Transport Strategy?

7.1 Unique and Varied Demographics



**Brighton
Population
2024**
20,284

**Aboriginal and
Torres Strait
Island Population**
2, 204 – 11.6%
Tasmania 5.4%



**Population by
2053 - 27, 068**
Annual growth
rate + 1%.



Medium Age
Brighton 35
Tasmania 42



Place of Birth
Australia 87.4%
Tasmania 79.1%

**Speaks a
language other
than English**
Brighton 5.7%
Tasmania 9.4%

Work and Economy



Unemployment

Brighton 6.6%
Tasmania 5.9%



Income

Median Individual
Income
Brighton \$700
Tasmania \$701



Occupations

Technicians 16.7%
Community and Personal Service
Workers 15.1%
Clerical and Administrative
Workers 14.3%
Labourers 12.5%

Industry of Employment

Other Social Assistance
Services 4,3%
Supermarket and
Grocery Stores 4%
Hospitals (except
Psychiatric Hospitals) 3.7%



Journey to
Work by Car
Brighton 71.1%
Tasmania 64.1%

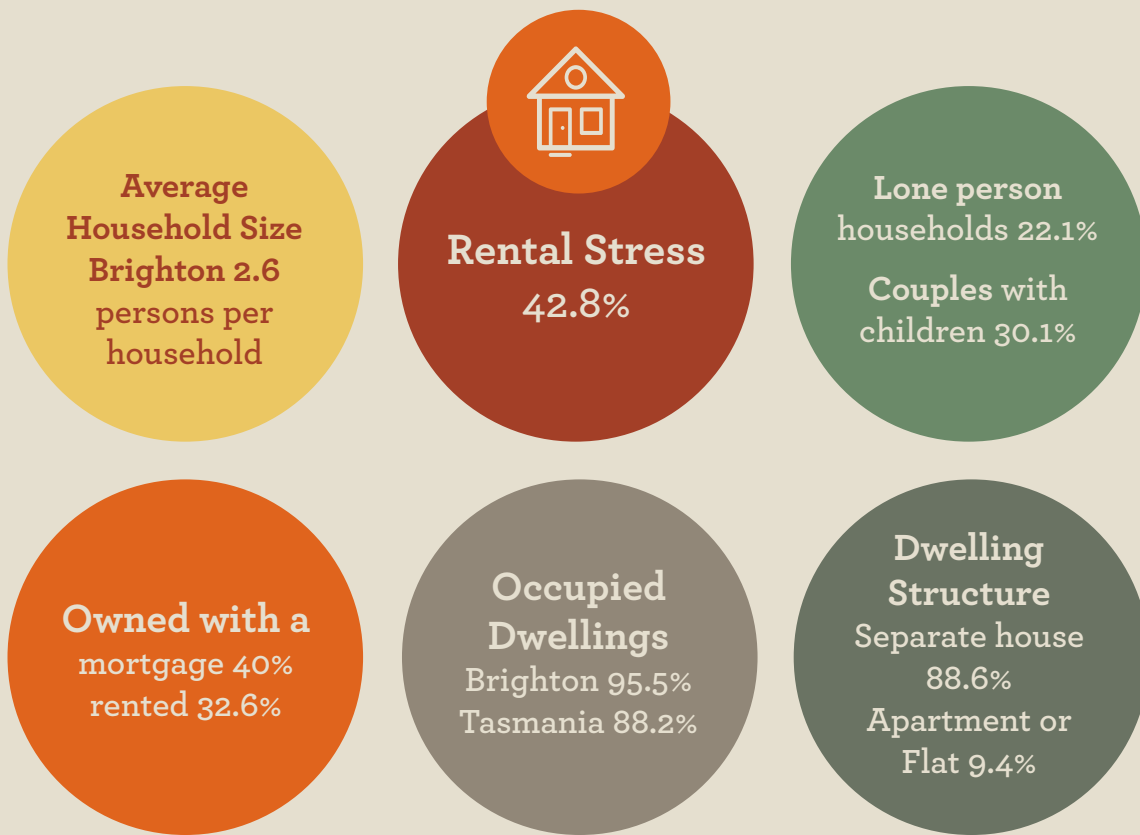


Journey to
Work by Bus
Brighton 1.9%
Tasmania 2.5%

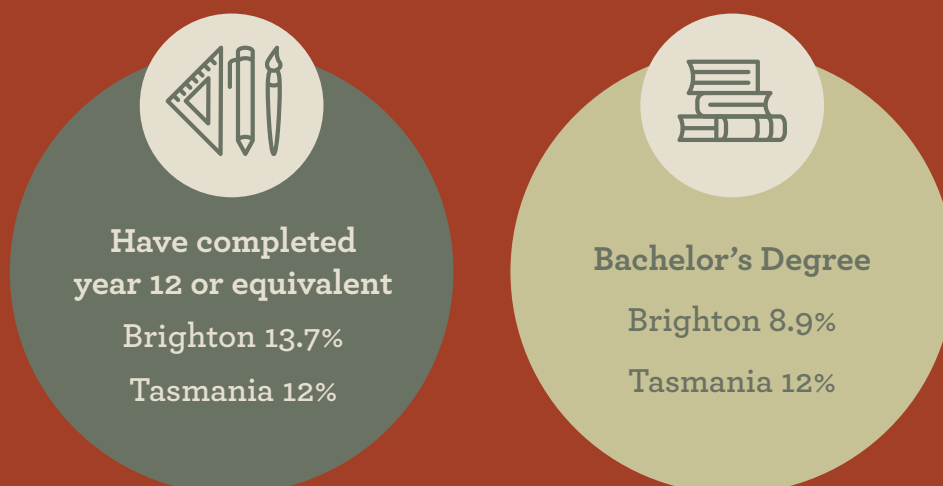


Car Ownership
No car
Brighton 6.5%
Tasmania 6%

Family and Dwelling Characteristics



Education



Data set from Australian Bureau of Statistics. (2024). Brighton (Local Government Area) population data, 2024.

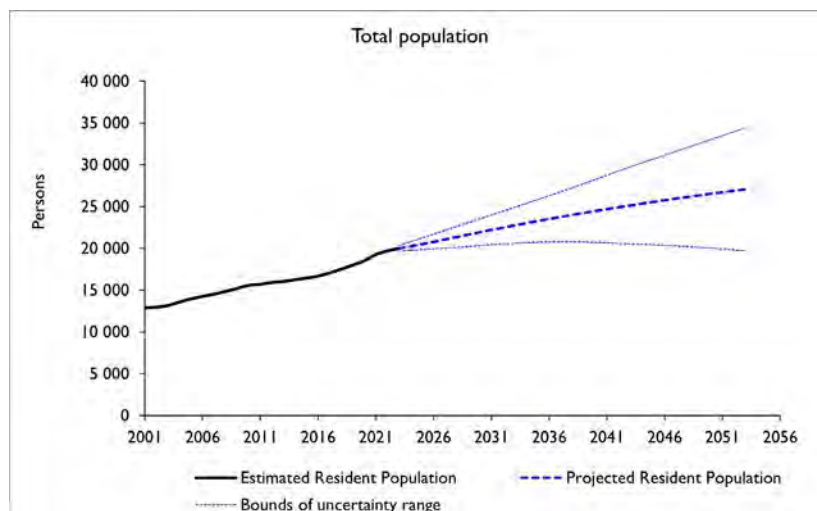
7.2 Population Growth

The 2024 Population Projections for Tasmania and Local Government Areas prepared by Treasury (TASPOPP)¹ show that between 2023 – 2053 the population of Brighton will grow by 7000 people from 19 998 to 27 068 at a growth rate of 1%. This is the third highest growth rate of any municipality in the state, only slightly behind Sorell and Latrobe. Brighton’s anticipated growth is well above the statewide growth figure of 0.37% over the same period.

Recent supply and demand data indicates that to house an additional 6,115 people between 2021- 2046, an additional 3,284 dwellings would be required. To meet this demand, the Council has identified several greenfield and infill growth areas where housing could be accommodated. These growth areas are at different stages of being planned and developed, these growth areas are in the sought-after suburbs of Brighton, Old Beach and Bridgewater and are discussed later in the Strategy.

It will be crucial for the Council to plan for active transport connections both within and between these new growth areas and services, and to continue making planning decisions that encourage compact, well-planned communities with links to existing and planned transport infrastructure.

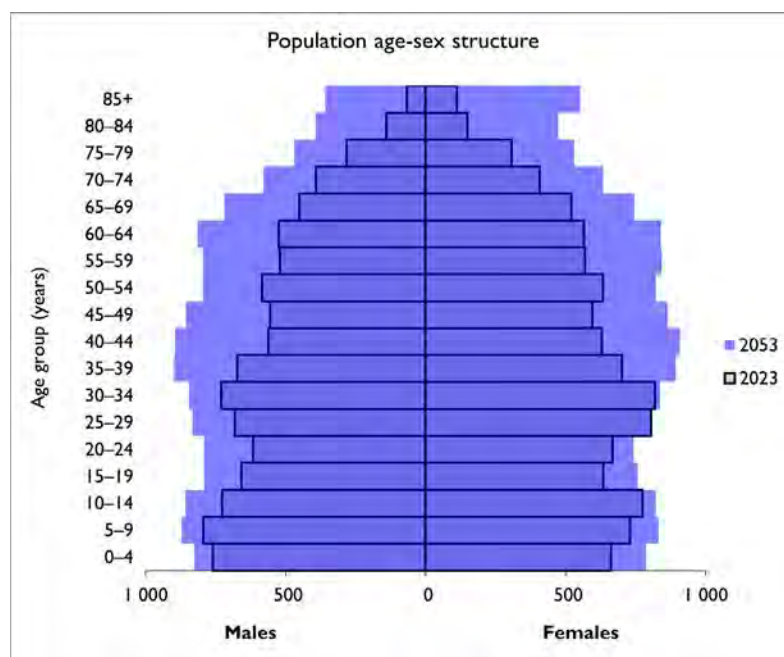
Figure 2 Estimate population growth in Brighton up to 2056 (Source: Treasury)



7.3 A Young Population

The TASPOPP24 projections indicate that Brighton currently has the youngest median age of any council in Tasmania, a trend projected to continue until 2053. While Brighton’s population will age in line with state projections, it is set apart by having the most ‘positive population growth’ in the state, where births will continue to outnumber deaths until 2053.

Figure 3 Age profile (Source: Treasury)²



1. Department of Treasury and Finance. (2024). Population projections for Tasmania and local government areas. Tasmanian Government. <https://www.treasury.tas.gov.au/economic-and-social-data/population-projections>

2. Ibid

Unlike many other municipalities where net migration significantly contributes to population growth, Brighton's growth is largely organic, driven by a natural increase in births rather than migration. The municipality's reliance on net migration is among the lowest in the state, and Treasury classifies Brighton as the only municipality with 'sustainable growth'.

This demographic dynamic positions Brighton as a desirable location for first-home buyers and young families.

Recognising that this young population will form the largest cohort living, working, and leading in Brighton by 2050, the Brighton 2050 Vision emphasised the importance of engaging young people in developing the vision for the municipality's future.³ This approach ensures that the needs and aspirations of future generations are integrated into long-term planning.

The health benefits of physical activity during childhood are well-established, including a reduced risk of cardiovascular disease and improved mental health. Active transport serves as a critical source of physical activity for young people. However, the effectiveness of active transport is contingent upon the perceived safety and connectivity of the network. If the network, including shared paths suitable for cycling infrastructure, is not deemed safe or lacks clearly defined connections, parents may restrict their children's use of these transport modes, thereby limiting the potential health benefits.⁴

Research consistently shows that parental concerns about road safety and social dangers, such as interactions with strangers, are the primary barriers to children's participation in active transport. Young people are increasingly drawn to active and adventure-based pursuits, aligning with current trends in open space planning, such as the growing popularity of self-directed activities like walking, running, road and mountain biking, nature walks, and trail running.

Given these trends, it is crucial to ensure that Brighton has adequate active transport infrastructure that accommodates people of all ages and abilities. This includes a particular focus on safe and well-connected routes within and between residential areas, activity centres, schools, and recreational opportunities such as river trails. The need for such infrastructure is especially pressing in Brighton, where a new high school is being constructed within a residential growth area, and which will also include mixed-use elements.



³ [Brighton Council 2050 Vision Full Report, 2021](#)

⁴ Children and Young People's Health Partnership. (2009). Active transport: Children and young people. An overview of recent evidence. Children and Young People's Health Partnership. https://www.victoriawalks.org.au/Assets/Files/Active_transport_children_and_young_people_FINAL.pdf

7.4 Areas of Socio –Economic Disadvantage

According to the 2021 Census, Brighton recorded the third lowest score in Tasmania on the Index of Relative Socio-economic Disadvantage (SEIFA). Produced by the Australian Bureau of Statistics (ABS), SEIFA comprises four indexes that provide a relative measure of socio-economic advantage and disadvantage for small areas. These indexes combine census data on income, education, employment, occupation, housing, and family structure to summarise the socio-economic characteristics of an area.⁵

One of the SEIFA indexes is the Index of Relative Socio-economic Disadvantage (IRSD), which summarises a range of information about the economic and social conditions of people and households within an area. Unlike the other indexes, the IRSD focuses solely on measures of relative disadvantage⁶. Some of the variables used in the IRSD are presented in Table 1, specifically relating to Bridgewater, Gagebrook, and Herdsmans Cove. These areas exhibit strong indicators of socio-economic disadvantage.

However, there are significant socio-economic discrepancies between suburbs within Brighton, with Brighton and Old Beach showing fewer signs of disadvantage.

Table 1 IRSD Variables (Source: ABS)

Variable	Gagebrook	Bridgewater	Herdsmans Cove	State Average
Median Household Income (\$)	825	951	1,012	1,358
Highest Level of Education Attained - Year 10 (%)	24.6	23.3	25.7	15.9
Unemployment (%)	22.8	11.9	16.9	5.9
Family Composition (One Parent Family %)	53.4	42.4	46.9	17.3
Tenure Type (Owned Outright %)	7.4	19.6	10.1	37.1
Indigenous Population (%)	24.9	17.2	21.6	5.4
Dwellings with No Cars (%)	19.3	13.8	11.5	6

It is essential that these disadvantaged areas are provided with active transport infrastructure to allow residents to access nearby activity centres and participate in free recreational activities, such as visiting parks and trails. Additionally, ensuring that people in these communities can safely and conveniently walk or cycle to public transport stops is crucial for connecting them to higher-order centres such as Glenorchy, Clarence, and Hobart, where they can access employment and essential services.

⁵ Australian Bureau of Statistics. Socio-Economic Indexes for Areas (SEIFA), Australia (Catalogue No. 2033.0). Australian Bureau of Statistics. <https://www.abs.gov.au>

⁶ Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts. Understanding data series: SEIFA. <https://www.infrastructure.gov.au/sites/default/files/documents/bcarr-understanding-data-series-seifa.pdf>



Transport disadvantage (TD) is defined as a difficulty accessing public and active transport infrastructure because of cost, availability of services or poor physical accessibility.⁷ Accessibility in transport extends beyond just travel time and distance; it also includes connectivity, which refers to the coordination between transit routes and urban form features.

TD also encompasses challenges in maintaining private transport, such as the costs of running a car and paying for public transport. This disadvantage is often experienced by groups prevalent in Brighton's more disadvantaged suburbs, including young people, unemployed individuals, and those on lower incomes. Outer-urban areas like Brighton are particularly susceptible to TD due to the lack of consistent, safe, and reliable public transport options necessary to access services and employment opportunities.⁸

The social impacts of TD for residents of disadvantaged areas with limited public transport options include difficulties in accessing education, training, and employment. For young and unemployed individuals, TD can also restrict participation in recreational activities outside their immediate area.

There are areas within Brighton that experience TD and improving active transport infrastructure is a key strategy to address this issue. It is, therefore, essential that the Council ensures these disadvantaged areas are provided with accessible, safe, and convenient active transport services and infrastructure.

7 Rosier, K., & McDonald, M. (2011). The relationship between transport and disadvantage in Australia. Australian Institute of Family Studies. https://aifs.gov.au/sites/default/files/publication-documents/rs4_2.pdf

8 Chi, S., Golbabaie, F., Biermann, S., & Reed, T. (2022). Defining transport disadvantage in Perth: Early findings. In Proceedings of the Australasian Transport Research Forum 2022 (pp. 1-13). Australasian Transport Research Forum. https://australasiantransportresearchforum.org.au/wp-content/uploads/2022/05/ATRF2022_Resubmission_45.pdf

7.5 Climate Change

Climate change, as defined by the Intergovernmental Panel on Climate Change (IPCC), refers to a change in the climate that can be identified by shifts in mean conditions or variability, persisting for decades or longer. The IPCC's Sixth Assessment Report (AR6)⁹ confirms that human activities, particularly greenhouse gas emissions, have unequivocally caused global warming. The report highlights that global surface temperatures increased by 1.1°C above pre-industrial levels between 1850-1900 and 2011-2020, with greenhouse gas levels rising due to unsustainable energy use, land-use changes, and consumption patterns.

The IPCC illustrates a direct correlation between global temperature increases and greenhouse gas emissions since 1850. The report warns of the severe impacts already being felt globally, including rising sea levels, extreme weather events, and disappearing sea ice. If temperatures rise by 2-3°C, irreversible tipping points could be reached, leading to catastrophic outcomes like the melting of the West Antarctic and Greenland ice sheets, causing sea levels to rise by several metres. Increased temperatures will also escalate the frequency and intensity of heatwaves, heavy rainfall, and droughts, significantly impacting urban communities.



Figure 4 Future Climate Change Impacts ¹⁰

7.5.1 Transport Sector Emissions

In 2019, the transport sector accounted for 14% of global greenhouse gas emissions. By 2023, Australia's transport sector became the third-largest source of national emissions, contributing 21% of the total. A report by the Southern Councils Climate Collaboration found that transport was the highest source of greenhouse gas emissions in the Brighton Municipality, at 37% in 2021-2022.

⁹ IPCC. (2023). Climate change 2023: Synthesis report. Contribution of Working Groups I, II and III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change (H. Lee & J. Romero, Eds.). IPCC. <https://doi.org/10.59327/IPCC/AR6-9789291691647>

¹⁰ Bureau of Meteorology. (2024). State of the climate 2024. Australian Government. <https://www.csiro.au/en/research/environmental-impacts/climate-change/state-of-the-climate>

7.5.2 Transport Emissions Reduction and Resilience Plan 2024-2029

The Tasmanian government has prepared the first five-year Emissions Reduction and Resilience Plan¹¹ for the transport sector, in consultation with business and industry.

The Plan outlines new, existing, and ongoing projects in the transport sector which are to reduce emissions and build resilience to a changing climate.

A key focus area of the plan is to increase the use of public and active transport in Tasmania.

7.5.3 Brighton Climate Change and Resilience Strategy

Brighton Council has adopted an ambitious target of 85% emissions reduction by 2030 and net zero by 2035, with a specific focus on promoting active transport as part of its Climate Change and Resilience Strategy.¹²

7.5.4 Vulnerable Communities

Climate change and natural disasters disproportionately impact vulnerable communities. The term “vulnerability” in natural hazards literature refers to the conditions, influenced by physical, social, economic, and environmental factors, that increase a community’s susceptibility to the impacts of hazards.¹³

Studies show that lower socio-economic status is consistently linked to greater hardship post-disaster and lower levels of disaster preparedness. Communities with limited education, low car ownership, and poor-quality housing are particularly vulnerable.

Councils have a crucial role in reducing these risks by implementing strategic land use planning based on comprehensive risk assessments and ensuring active transport linkages within and between settlements create resilient communities.

7.6 Current Method of Travel and Low Rates of Active Transport Participation

7.6.1 Greater Hobart Household Travel Survey 2023

The Greater Hobart Household Travel Survey investigates Greater Hobart household travel activity.¹⁴ The survey was completed by over 7,700 respondents across more than 3,300 households during an eight-week period. Randomly selected households were asked to collect their travel data for a single specified day during the eight-week survey period – from work and school trips, to walking the dog, or visiting a friend.

The data for Brighton shows low rates of active transport use, accounting for just 6.6% of total trips. Regarding local trips, the data shows almost half were for the purpose of social/ recreation, with the majority being to buy something. Brighton (41%) and Glenorchy (24.8%) were the most visited destinations.

Journeys between home and work data show that 4.7% were made using active transport and 0.9% using public transport. These low rates of active transport usage for work would likely be due to Brighton’s outer urban location with people’s employment being in higher order activity centres.

11 Department of State Growth. (2024). Transport Emissions Reduction and Resilience Plan. Tasmanian Government. https://recfit.tas.gov.au/_data/assets/pdf_file/0010/537859/Transport_Emissions_Reduction_and_Resilience_Plan.pdf

12 Brighton Council Climate Change and Resilience Strategy, 2021

13 Boon, H. (2013). Preparedness and vulnerability: an issue of equity in Australian disaster situations. Australian Journal of Emergency Management, 28(3), 12-16. <https://knowledge.aidr.org.au/media/2274/ajem-28-03-05.pdf>

14 Department of State Growth. (2024). Greater Hobart Travel Survey. Tasmanian Government. https://www.transport.tas.gov.au/managing_the_roads/traffic_in_tasmania/greater_hobart_household_travel_survey

The next survey provides an opportunity to measure the success of this Strategy in increasing active transport participation for trips to work, social/ recreation etc.

7.7 Current and Future Growth Areas

Brighton is experiencing significant development activity, particularly in greenfield areas such as the Tivoli Green Estate in Old Beach and the Brighton Estate (Army Camp) in the Brighton township. Anticipated future growth includes further greenfield development in Bridgewater at the Boyer Road growth area, and infill growth within Brighton township through the restructuring of an existing rural residential area in South Brighton.

Ensuring connectivity within these new developments and to nearby activity centres services and essential services is crucial for an active transport friendly urban environment.

Tivoli Green Estate

- Privately led, 600 lot masterplan, subject to the Tivoli Green Specific Area Plan (SAP).
- Includes precincts which provide opportunities for lot and housing diversity.
- Identified as a Greenfield Development Precinct in STRLUS.

South Brighton Masterplan/ Development Framework

- Council led masterplan, involving the rezoning and master planning of an existing Rural Living zoned area on the southern side of Brighton's town centre.
- Approximately 500 lots with opportunities for lot and housing diversity.
- Identified as a Greenfield Development Precinct in STRLUS.

Bridgewater Bridge Waterfront Masterplan

- State Government and Council led masterplan of area adjacent to the new bridge.
- Opportunities for infill and medium density housing in existing activity centre.
- Masterplan to revitalise Old Main Road as a mixed-use precinct.
- Focuses on promoting safe movement and transport access.

Sorell Street Residential Masterplan

- Council led masterplan to restructure existing Rural Living area for infill at urban densities.
- Recommendation of the Bridgewater Bridge Waterfront Masterplan.
- Masterplan endorsed by Council. No rezoning commenced.
- Identified as potential infill in Brighton Structure Plan.

Boyer Road Precinct Structure Plan

- Council led structure plan of Future Urban zoned land.
- Potential lot yield of 400 lots.
- Proposed variety of lot sizes and future housing diversity.
- Identified as a Greenfield Development Precinct in STRLUS.

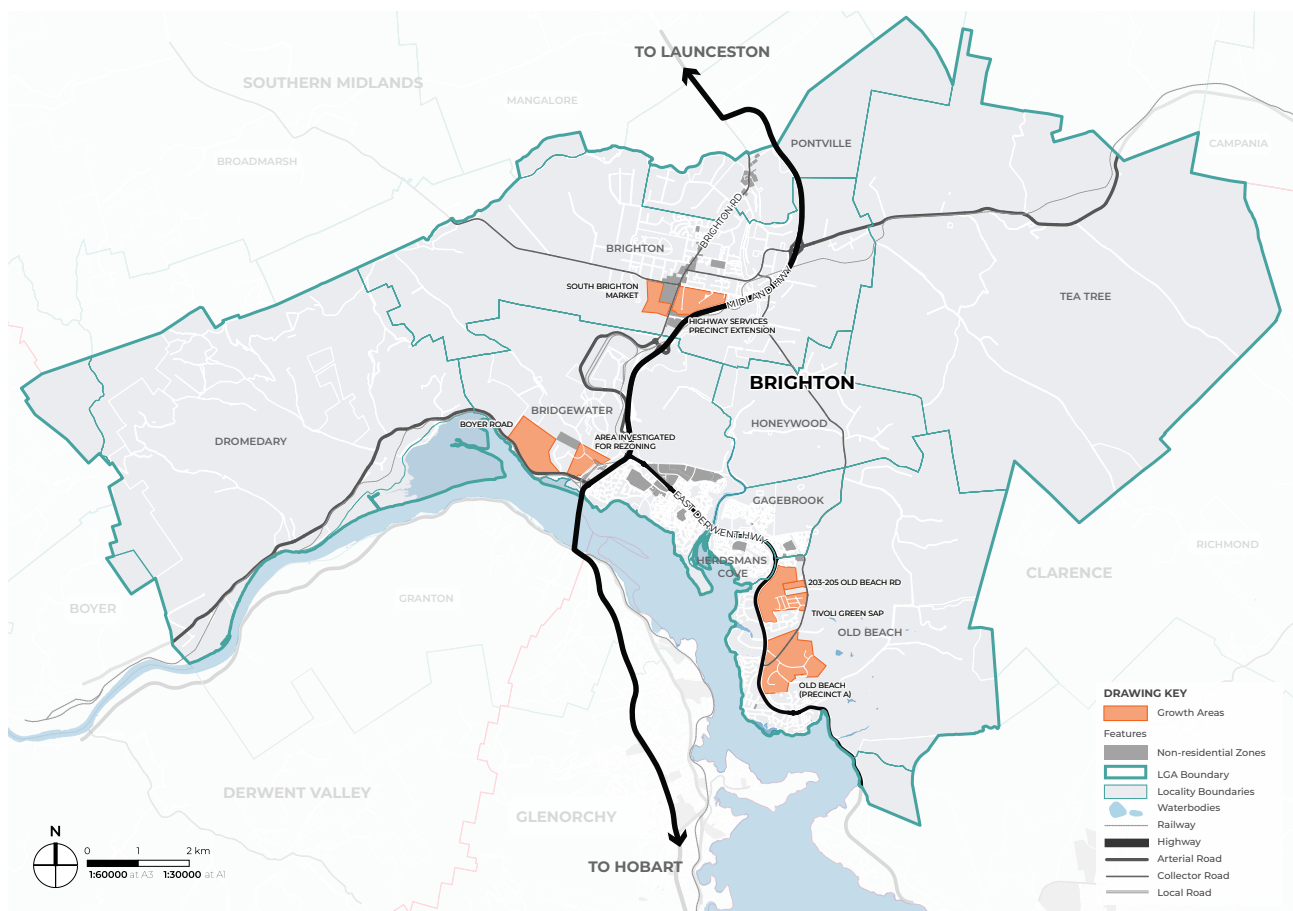


Figure 5 Growth Areas (Source: Mesh)

7.8 The Bridgewater Bridge

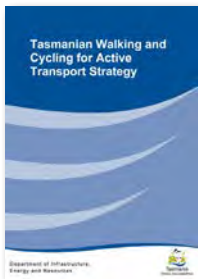
As part of the Hobart City Deal, the Australian and Tasmanian governments are investing \$786 million in the new Bridgewater Bridge, the largest transport project in Tasmania's history, set to be completed in 2025. The project includes four lanes, interchanges, and a shared path for cyclists and pedestrians, with a masterplan focusing on improving active transport connections and revitalising the Bridgewater area, including the Old Main Road Centre and public land.



8. Strategic Context

The Strategy aligns and furthers a range of strategies and plans at the regional, state and local levels.

8.1 State Strategies



This strategy emphasises seven priority areas to support its vision and objectives: supportive land use systems that encourage walking and cycling; improved infrastructure and facilities; enhanced safety for pedestrians and cyclists; improved policy and planning; better stakeholder collaboration; a deeper understanding of walking and cycling needs; and the promotion of a cycling culture.

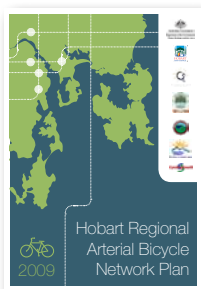


This plan outlines the government's commitment to achieving net-zero greenhouse gas emissions by 2030. Priority Area 2 focuses on reducing emissions through the increased uptake of electric vehicles and public and active transport.



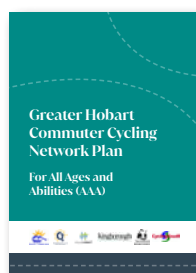
This strategy aims to reduce serious injuries and fatalities on Tasmanian roads, promoting a 'Safe System' through safer infrastructure, traffic management, and behavioural change.

8.2 Regional strategies



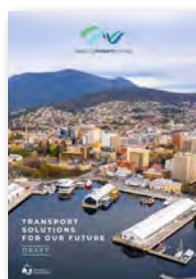
The 2009 plan, endorsed by the five Greater Hobart Councils, focuses on developing the core arterial bicycle networks to enhance urban connectivity. Its purpose is to identify key roads that should be part of the arterial bicycle network, ensuring that future state and local road projects incorporate bicycle-friendly designs.

According to the plan, an arterial cycleway will extend from Brighton through to Bridgewater and across the Bridgewater Bridge to Granton. It also shows it going along the East Derwent Highway to Clarence.



The plan identifies a network of All Ages and Abilities (AAA) cycling routes across the Greater Hobart area. It has been endorsed by the State Government and the four member councils of Cycling South: City of Hobart, Glenorchy City Council, Kingborough Council, and Clarence City Council.

Unlike the 2009 plan, this document does not include Brighton. However, it does outline planned cycling infrastructure extending up to the new Bridgewater Bridge in Granton.



The plan aims to deliver a modern and connected public transport system in Greater Hobart, utilising the river, roads, and bridges to offer commuters attractive alternatives to private car transport. It includes a comprehensive program of works for new and enhanced walking, wheeling, and cycling networks. Key projects relevant to Brighton include: a strategic active transport corridor between Brighton through to Bridgewater and connecting to the Inner-City Cycleway; East Derwent Highway Improvements and a park and ride facility in Claremont.



The strategy is a broad policy document that will facilitate and manage change, growth, and development within Southern Tasmania over the next 25 years. It aims to provide greater opportunities for integrating land use with transport options, particularly public transport, walking and cycling. It encourages walking and cycling as alternative modes of transport through the provision of improved infrastructure and linkages, and developing safe, attractive and convenient walking and cycling environments.

Of relevance to Brighton Council's growth areas is the policies regarding encouraging evolving activity centres to be pedestrian orientated environments.



One of the primary goals of the Hobart City Deal is to alleviate congestion by reducing the proportion of work commutes made by car. To achieve this, Park and Ride locations have been designated and a grant fund named Better Active Transport in Greater Hobart has been established to support the development and expansion of bicycle routes outlined in the Greater Hobart Cycling Plan. The City Deal also recommends investing in infrastructure to enhance linkages and access for cyclists and pedestrians.

8.3 Council strategies

The Brighton Council has several strategies and plans that are relevant to this project.



The Bridgewater Waterfront Masterplan envisions a safe pedestrian and cycling route along Old Main Road, the establishment of a shared trail along the river, and secure bike facilities near public transport stops.



Brighton Council's Open Space Strategy 2025 provides the strategic framework to guide the planning and management of open spaces in the Brighton Local Government Areas (LGAs) urban areas over the next ten years and beyond. The Strategy recommends improvements such as a wayfinding strategy, connectivity between existing open spaces, among others.



The Brighton Structure Plan outlines land use and development strategies, acknowledging connectivity issues for pedestrians and cyclists, and includes actions to enhance walking and cycling networks. This Strategy has reviewed outstanding actions from the plan and reprioritised where necessary.



The Brighton Social Infrastructure Plan identifies social infrastructure gaps and emphasises the need for a comprehensive cycling strategy, focusing on feeder roads, urban cycling links, and improved signage.



The Bridgewater Parkland Masterplan aims to enhance parkland areas with accessible pathways for pedestrians and cyclists, promoting active transport within vibrant green spaces. Construction of the Parkland has progressed steadily since the plan was endorsed.



The Brighton Activity Centre Strategy emphasises the importance of active transport in creating vibrant centres and connectivity within and between centres.

8.4 Brighton Council Strategy 2023-2033

The Brighton Council Strategy is a ten-year plan outlining values, goals, and strategies to foster a thriving community. The strategic goals guide the Active Transport Strategy's key actions.

Our purpose:	To create a thriving place with opportunities for all.			
Our values:	Community 	Vision 	Integrity 	Respect 
Our goals:	GOAL 1: Inspire a proud community that enjoys a comfortable life at every age	GOAL 2: Ensure a sustainable environment	GOAL 3: Manage infrastructure and growth effectively	GOAL 4: Ensure a progressive, efficient and caring Council
Our strategies:	1.1 Engage with and enable our community 1.2 Build resilience and opportunity 1.3 Ensure attractive local areas that provide social, recreational and economic opportunities 1.4 Encourage a sense of pride, local identity and engaging activities	2.1 Acknowledge and respond to the climate change and biodiversity emergency 2.2 Encourage respect and enjoyment of the natural environment 2.3 Demonstrate strong environmental stewardship and leadership 2.4 Ensure strategic planning and management of assets has a long term-sustainability and evidence-based approach	3.1 Implement strategic long-term asset management plan aligned to long-term financial plan 3.2 Infrastructure development and service delivery are guided by strategic planning to cater for the needs of a growing and changing population 3.3 Community facilities are safe, accessible and meet contemporary needs 3.4 Advocate and facilitate investment in our region	4.1 Be big picture, long-term and evidence-based in our thinking 4.2 Be well-governed, providing quality service and accountability to our community 4.3 Ensure strong engagements and relationships to shape the agenda and advocate for our community 4.4 Ensure financial and risk sustainability 4.5 Ensure Council is a desirable place to work with exceptional workplace culture, attracting and retaining high-performing, committed and fulfilled staff

Figure 6 Brighton Council Strategy 2023 -2033 (Source: Brighton Council)

8.5 Brighton Council 2050 Vision

The Brighton 2050 Vision articulates community aspirations for the future, addressing current social, environmental, and economic challenges. A recurring theme in stakeholder consultations highlights the need for more and safer footpaths, cycling infrastructure, and walking tracks.

A thriving place <ol style="list-style-type: none"> 1 Attracting economic development and job opportunities. 2 Enabling major infrastructure projects for a growing community. 3 Ensuring quality education and training to meet the needs of everyone. 4 Delivering connections across Brighton and beyond with good public transport and roads. 5 Offering a diverse mix of local places to shop, eat and socialise. 6 Encouraging the arts, culture and the creative industries. <p>"A hub for business and people in the future. It is perfectly situated to be easily accessible and has the space to plan out world class facilities." Survey response</p>	A proud community <ol style="list-style-type: none"> 1 Inspiring pride in where we live and who we are. 2 Building connections with communal events and spaces. 3 Fostering an inclusive approach which empowers all regardless of who you are and where you come from. 4 Valuing our Aboriginal culture as part of our learning, decision making and identity. 5 Supporting efforts to resolve our social and economic challenges. 6 Ensuring all voices are included and represented in shaping our future. <p>"I'd like a place that everyone is proud of. Equal opportunities for all. Lots of social activities for children and the elderly. A place where everyone respects each other." Survey response</p>	A good life at every age <ol style="list-style-type: none"> 1 Engaging young people in planning and decision making. 2 Facilitating local education and employment opportunities for young people. 3 Supporting opportunities for recreation and leisure for everyone at every stage of life. 4 Ensuring services and programs tailored for our young and our elderly residents. 5 Creating child friendly environments including parks and playgrounds. 6 Advocating for safe, affordable homes for first home buyers and those on low incomes. <p>"A huge investment will have been made in youth, so the residents of 2050 have big aspirations." Survey response</p>
A comfortable home <ol style="list-style-type: none"> 1 Ensuring safe, clean and tidy neighbourhoods. 2 Boosting community health and wellbeing. 3 Creating opportunities for residents to play a role in shaping Brighton. 4 Ensuring an abundance of trees and open spaces in the urban areas. 5 Maintaining a semi-rural feel with our mountain and river views and historical buildings. 6 Making it easy to get around with good, connected footpaths, trails and cycleways. <p>"Growth is good, but don't lose the large country town feel that Brighton has." Survey response</p>	A caring Council <ol style="list-style-type: none"> 1 Committing to fair rates while staying financially sustainable. 2 Remaining innovative and progressive. 3 Listening to our community and keeping people informed and engaged in planning and decision making. 4 Being an employer of choice with staff who are friendly, dynamic and helpful. 5 Matching infrastructure and services as our population grows. 6 Managing efficient and cost-effective regulation, design and planning for growth, affordability and amenity. <p>"Brighton Council seems to be all about the ratepayers and residents by creating a better community and keeping rates as low as possible." Survey response</p>	A sustainable environment <ol style="list-style-type: none"> 1 Embracing best-practice environmentally sustainable initiatives. 2 Embedding climate change awareness into decision making. 3 Nurturing natural places for people and wildlife. 4 Reducing, reusing and recycling waste through integrated management. 5 Supporting locally grown fresh and healthy food. 6 Embracing sustainable travel options. <p>"I'd like Council to be a leader on climate adaptation and the changes required to transfer to a future that is legitimately sustainable for the land and people." Survey response</p>

Figure 7 Brighton Council Vision 2050 (Source: Brighton Council)

8.6 Council Policy 1.7: Infrastructure Contributions

Brighton Council's Infrastructure Contributions Policy allows the Council to invest in key infrastructure and recover costs through charges on new lots or land intensification that directly benefit from these investments. The policy aims to address the "first mover" problem by ensuring that developers who make early infrastructure investments can recoup costs as development progresses in the area.

9. Existing Active Transport Infrastructure

9.1.1 Pathway Network

Brighton's primary residential areas are well serviced by footpaths, providing good opportunities for safe pedestrian movements within these settlements. The network contains shared paths, with the most notable being between Gagebrook and the Green Point/ Cove Hill centres.

Gaps have been identified in the pathway network via observations by Council staff, and community engagement as part of this project and other projects. The existing network is currently poorly signposted, and there is only limited information about Council's pathway network (in particular, foreshore trails) on Council's website.

The existing and proposed pathway network is provided in Appendix A.

9.1.2 Cycling Infrastructure

There are only limited options available within Brighton for specific cycling infrastructure. The network is provided either as on-road bicycle lanes or sealed shoulders or within the off-road shared path network.

The Brighton centre, for example, has painted bicycle lanes running between the Brighton Road Elderslie Road intersection north to the Butler Street intersection. These painted lanes do not meet current best practice for this type of infrastructure as they do not contain a painted buffers between the lane and traffic, or kerbside parking. They are also less than 1.5m wide in parts.

Brighton's proposed cycling network is provided as Appendix B.

9.1.3 Foreshore and River Trails

Brighton's foreshore and river trails along the Derwent and Jordan Rivers offer residents a high-quality leisure experience within proximity to residential areas and are clearly one of Council's most popular assets when it comes to active transport infrastructure.

The existing trails include the Old Beach Foreshore Trail, the Dromedary Walk, the Jordan River Trail Network and the Bridgewater Foreshore walkway. These trails are suitable for people walking, wheeling and riding. A number of these trails are available for viewing on the Greater Hobart Trails website but only limited information available on Council's website. There is currently only limited wayfinding of Council's existing trail network. The trails are suitable for people walking, wheeling and riding.

There is a unique opportunity for Council to increase active transport participation by improving the network. A way-finding scheme and interactive mapping on Council's website would encourage residents and visitors to the municipality to utilise the trails and experience the benefits of increased active transport participation. Maximising the future use of the trails

Council's 2050 Vision and numerous strategic planning documents endorsed by the Council recognise the opportunities to enhance the trail network along the foreshore.

10. Active Transport Infrastructure Best Practice Guidance

The best practice guidelines most relevant to this Strategy that relate to the planning and design of active transport infrastructure are:

- Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling
- Tasmanian Cycling Infrastructure Design Guide.

Whilst this Strategy does recommend some specific infrastructure treatments for new/ upgraded pathways, these guidelines will be used in the specific planning and delivery of those routes. Nonetheless, the guides have been considered in making preliminary recommendations set out in the priority projects section of the Strategy.

The primary focus of this Strategy is on walking infrastructure that can be shared with people riding, making the Austroads document the central reference. However, the Strategy also aims to incorporate cycling-specific infrastructure over time.

It is noted that any Tasmanian-specific guidance documents will be used once published.

10.1 AUSTROADS GUIDELINES

Austroads publications offer nationwide guidance on street design, informing current engineering guidelines in Tasmania, such as the Tasmanian Subdivision Guidelines. Of relevance to this strategy is the Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling ('Austroads Guide')¹⁵, often considered the benchmark for minimum standards in active transport infrastructure planning.

10.2 Tasmanian Cycling Infrastructure Design Guide

The Tasmanian Cycling Infrastructure Design Guide ('the Guide')¹⁶ was recently published by the Tasmanian Government to support the design of infrastructure that encourages more people to ride. The Guide draws on national and international best practices, emphasising cycling infrastructure suitable for people of all ages and abilities (AAA).

Figure 8 Six Design Principles
(Source: Tasmanian Government)



¹⁵ Austroads. (2021). Austroads guide to road design part 6A: Paths for walking and cycling. Austroads. <https://austroads.com.au>

¹⁶ Department of State Growth. (2024). Tasmanian cycling infrastructure design guide. Tasmanian Government. https://www.infrastructure.tas.gov.au/_data/assets/pdf_file/0006/534768/Tasmanian_Cycling_Infrastructure_Design_Guide.pdf



The Guide outlines six best practice design principles that cycling infrastructure should meet and will be used in designing new and recommended, will be used in designing new and recommended pathway upgrades in this Strategy when it comes time for the detailed design and planning of the projects.

10.3 Cycle Route Directional Signage Resource Manual

The Cycle Route Directional Signage Resource Manual provide a resource for cycling infrastructure owners to utilise when developing and implementing directional signage for cycle routes. This guide will be used in future wayfinding/ signage projects.



11 Cycling Network Plan

11.1 Brighton's Proposed Cycling Network

With assistance from the Department of State Growth, Brighton Council has developed a Cycling Network Plan to encourage an increase in take up riding in Brighton and contribute to a more sustainable, accessible and healthy transport network for our residents and visitors.

The proposed network has been planned using an 'origin- destination' spatial analysis. The focus of the analysis was to ensure that the cycling network offers safe and comfortable routes from where people live (origins) to where they want to go (destinations) with a particular focus on providing safe routes to school.

The proposed network is provided as Appendix B. The methodology is explained in further detail in Appendix C.

It is envisaged that the routes identified in the network will undergo further planning, design, and consultation during future stages to identify the preferred treatment for each route that responds to each context.

For lower order routes, treatments such as sharrows should be considered.

11.2 Cycling Network Route Classifications

The Greater Hobart Cycling Plan commits to providing a network of Primary, Secondary and Neighbourhood routes that are suitable for all ages and abilities riding. These classifications are based on the types of destinations that the route connects to, and the key reason for people to ride on that route. The proposed cycling network for Brighton therefore comprises four classifications as shown in Figure 9.

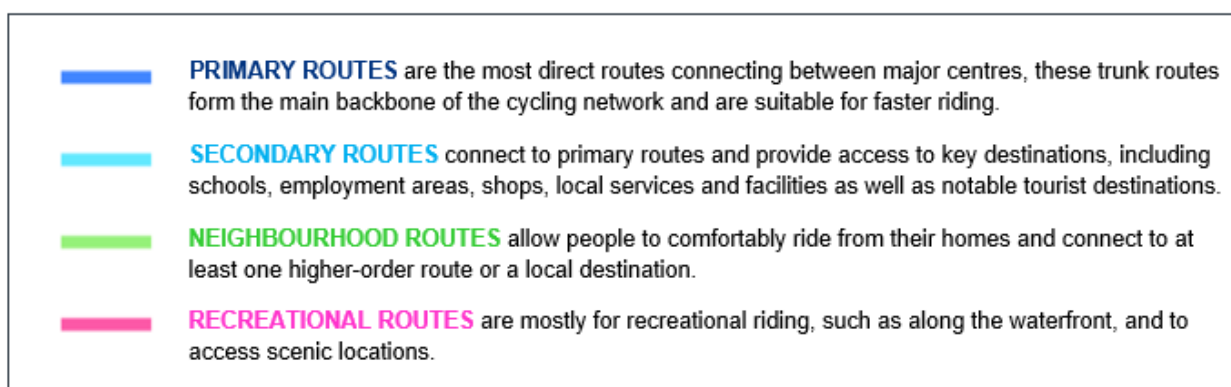


Figure 9 Cycling route classifications for Brighton

Figure 10 illustrates the types of infrastructure that the Tasmanian Government deems appropriate to meet the AAA requirement. For example, a primary route may include off-road paths or protected bicycle lanes. A secondary route may include protected bicycle lanes, and a neighbourhood route may include local street bikeways on quiet streets.



Figure 10 Cycling treatments and level of comfort, Tasmania Cycling Infrastructure Design Guide (2024)

Route classification

The routes were classified to ensure each route's function is clearly defined. This classification will guide the design of future projects to meet specific needs.

Key routes by classification type

- **Primary Routes:** The route from Pontville to Bridgewater will serve as the primary route, offering direct connectivity through Pontville and Brighton through to the Intercity Cycleway in Granton. It is noted that Brighton's Primary Route is shown in the Hobart Regional Arterial Bicycle Network Plan.
- **Secondary Routes:** These routes provide essential east-west connections to link to the primary route. Secondary routes will also aim to provide direct access to all schools in Brighton, promoting safe riding for students and families. Some key secondary routes in Brighton's proposed network include shared paths along the East Derwent Highway between Gagebrook and Bridgewater.
- **Neighbourhood routes:** This fine-grained network of local routes connect residential areas to the primary and secondary routes, so residents have a door-to-door connection for their everyday travel within Brighton.
- **Recreational routes:** Recreational routes provide a leisurely and scenic walking and riding experience. They can be journeys within themselves and/or link major tourist destinations. These routes often serve many people walking so need suitable width and relaxed riding speeds.



12. The Strategy and Key Actions

12.1 Strategic Objective 1: Increase Active Transport Awareness and participation

To raise awareness about the benefits of walking, cycling, and other forms of active transport, and encourage greater participation among residents to create a healthier Brighton.

No.	Key Action	Responsibility	When	Comments
1.1	Support, promote and encourage active transport among people of all ages, abilities and genders.	Development Services, Community Development	2025-2027	<p>Active School Travel Program: Develop and implement initiatives like “Walk to School” and “Bike to School” programs to engage students and families in active travel. Utilise Brighton Community News and social media to promote active transport initiatives.</p> <p>Promote active transport in Schools: Partner with local schools to integrate active transport into daily routines through education and participation in challenges (e.g., “Ride to Work Day,” walking challenges).</p> <p>Community Events: Organise events like “Car-Free Days,” “Bike Weeks,” or “Community Rides” to encourage residents to try out active transport.</p>
1.2	Educate the Community on Walking and Cycling to Improve Safety and Increase Confidence	Development Services, Community Development	2025-2027	<p>Social Media Strategy: Develop a social media campaign that highlights the benefits of active transport, shares success stories, promotes the existing trail network, and educates residents on how to get started safely.</p> <p>Online Interactive Mapping and Webpage: Create a user-friendly, interactive map of current walking and cycling routes in Brighton to help residents plan their active transport journeys.</p> <p>Promote New and Existing Infrastructure: Launch campaigns to raise awareness of newly completed or upgraded walking and cycling infrastructure to encourage use and increase user confidence in the safety and convenience of active transport options.</p>

12.2 Strategic Objective 2 – Improve the Safety and Connectivity of Active Transport Network For All Ages and Abilities

To provide an integrated active transport network that will enable all users to move around the network easily and safely.

No.	Key Action	Responsibility	When
2.1	Establish a works program to assist with funding the projects outlined in the priority projects section of the Strategy and other relevant strategic actions.	Asset Services	2025-2026
2.2	Continue construction and improvements to the pathway network.	Asset Services	Ongoing
2.3	Increase the provision of quality on-road and off-road pedestrian and cycling infrastructure across the municipality.	Development Services, Asset Services, DSG	Ongoing
2.4	Improve pedestrian connections in residential areas to key destinations, including bus stops, schools, parks/ recreational trails, and activity centres	Asset Services, DSG.	Ongoing
2.5	Upgrade and expand the cycling infrastructure in accordance with the proposed cycling network, with a particular focus on higher order routes, having regard to the Tasmanian Cycling Infrastructure Design Guide.	Asset Services, DSG.	Ongoing
2.6	Take a flexible approach in deciding the types of cycling infrastructure to deliver the cycling network which considers the unique opportunities, challenges and constraints along each corridor or segment.	Asset Services, DSG	Ongoing
2.7	Provide new separated pedestrian/ cycling infrastructure and/or retrofit existing cycling infrastructure to deliver the cycling network where feasible, and practical.	Asset Services, DSG	Ongoing
2.8	Consider sharrows and related signage as treatments for lower order cycling routes.	Asset Services, DSG	Ongoing
2.9	Pursue further expansion of recreational trails with a focus on the riverside/ foreshore network.	Asset Services	Ongoing
2.10	Consider Crime Prevention Through Environmental Design Principles and guidelines when designing and delivering active transport infrastructure where feasible.	Asset Services	Ongoing
2.11	Improve pedestrian connectivity between the Green Point and Cove Hill centres	Asset Services, State Growth	Ongoing

12.3 Strategic Objective 3 – Improve Supporting Active Transport Infrastructure

To enhance key supporting infrastructure such as wayfinding, lighting, and secure parking to improve safety, accessibility, and the overall experience of active transport across the municipality.

No.	Key Action	Responsibility	When
3.1	Develop a wayfinding strategy for active travel throughout the municipality with clear signage and information boards that guide users along key routes and connections within the municipality.	Development Services, Asset Services	2026-2027
3.2	Improve lighting in high traffic areas, as well as routes connecting residential areas to bus stops and activity centres.	Development Services, Asset Services	2026
3.3	Provide secure and appropriate bicycle parking at higher order activity centres, parks and high priority bus stops.	Asset Services, DSG	Ongoing

12.4 Strategic Objective 4 –Advocacy and Policy for improved Active Transport Infrastructure and Funding

To continue to encourage private developments provide adequate active transport infrastructure, advocate for investment in active transport infrastructure, planning policies and legislation which promotes sustainable and pedestrian friendly places.

No.	Key Action	Responsibility	When
4.1	Encourage increased mixed-use developments and higher densities near activity centres and existing active transport infrastructure to promote walkability and reduce car dependency	Development Services	Ongoing
4.2	Encourage new multiple dwelling and subdivision developments to provide high quality active transport infrastructure.	Development Services	Ongoing
4.3	Identify and designate densification areas in higher order centres as part of future local planning projects.	Development Services	Ongoing
4.4	Encourage new growth and densification areas be guided by specific area plans (SAP) that include policy encouraging active transport infrastructure where feasible, including: <ul style="list-style-type: none"> • Dedicated cycling infrastructure or shared paths to attractors (such as activity centres, schools, parks etc.) and existing active transport infrastructure. • Pedestrian-friendly streetscapes, • Connections to other transport modes, such as public transport hubs, to provide a seamless travel experience for all users. 	Development Services	Ongoing
4.5	Pursue the re-activation of non-operational rail corridors for public open space and community uses pursuant to the Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016	Development Services.	2025-2026
4.6	Continue to advocate for improved active transport infrastructure on State roads.	DSG, Asset Services, Development Services	Ongoing
4.7	Council to consider Council Policy 1.7: Infrastructure Contributions when determining whether to upgrade public infrastructure (including roads/ footpaths) within those areas covered by Specific Area Plans which call up the policy and where it would unlock and encourage infill development when landowners have no desire to do so: <ul style="list-style-type: none"> • South Brighton Specific Area Plan • Burrows Avenue Specific Area Plan 	Development Services, Asset Services	Ongoing
4.8	Adopt a Positive Provisioning Policy to incorporate cycling friendly design in all Council projects.	Development Services, Asset Services	2025-2026



13. Implementation

Delivery of the strategies, pathways and cycling facilities outlined in the Strategy will require significant resourcing and funding, of which a large proportion will rely upon external funding. Some strategies will require partnership with the community and other organisations to deliver.

13.1 Priority Pathway Projects

The Council has identified active transport infrastructure projects based on discussions between Asset Services and Development Services staff, a review of recent strategic planning documents relevant to active transport, and feedback from the community.

These project recommendations will be further refined during the planning and design stages to determine the specific infrastructure needs, the full extent of the project areas, and how they align with community expectations.

This is especially true for the proposed cycling network, where specific cycling infrastructure may be desirable but may not be immediately feasible due to road layout constraints. Nevertheless, Council is committed to providing cycling infrastructure that offers the highest level of comfort to encourage more people to use active transportation.

13.2 Implementation Plan

Council has proposed an implementation plan for the next 10 years which separates projects into the following phases/ priorities.

1. Short term (1-3 years) – High
2. Medium term (3-5 years) – Medium
3. Long term (5-10 years) – Low

The following indicative costs accompany each action:

1. Small = Less than \$100,000
2. Medium = \$100,000 - \$500,000
3. High = \$500,000 - \$1,000,000
4. Very High = More than \$1,000,000

These projects represent a 10-year program of works for delivery, subject to available funding, including from external sources.

Table 2 Priority Infrastructure Actions

Action	Street Name/ Location	Project Description	Type of project	Usage	Cost	Priority
1	Cove Hill Road	Construct footpath on southern side of Cove Hill Road from the waste transfer site to connect to existing pathway on Hurst Street and the footpath at the East Derwent Highway roundabout.	New pathway	Walking	High	Medium
2	East Derwent Highway (DSG) – Cove Hill	Complete gaps on pathway on northern side of East Derwent Highway adjacent in between Cove Hill Centre east to the existing footpath.	Extension of existing pathway	Shared	Low	Medium
3	East Derwent Highway Bridge (Jordan River trail)	Investigate options for formalising the pedestrian underpass under the western side of the Bridge across the Jordan River. May not be appropriate from a passive surveillance/ Crime Prevention Through Environmental Design Principles. Consider undertaking the relevant assessment before proceeding with project.	New pedestrian underpass	N/A	High	Long
4	Bridgewater Foreshore/ Jordan River Trail	Investigate extending the Bridgewater Foreshore Trail north along the west bank of the Jordan River to connect to the cul-de-sacs off Bisdee Road, other sections of Bisdee Road, and Cove Hil Road.	Extension of foreshore/ riverside trail	Shared	Medium	Short
5	Cowle Road	Extend footpath along eastern side of Cowle Road from the Taylor Crescent intersection to the Cove Hill Road intersection.	Extension of existing pathway	Walking	Low	Short
6	Bridgewater waterfront	Construct shared pathway to extend/ connect riverside trails on either side of new Bridgewater Bridge	New shared pathway	Shared	Medium	Short
7	Cove Hill Centre and East Derwent Highway	Provision of footpath between Cove Hil Centre carpark (i.e., Coles) and existing shared path along the East Derwent Highway	New pathway	Walking	Low	Short
8	Old Main Road	Pursue and investigate the design and costings to the upgrade/ retrofit of Old Main Road in accordance with Bridgewater Bridge Masterplan, which includes cycling infrastructure	New pathway/ upgrade of road	Shared	High	Medium
9	Brighton Road	Extend existing protected shared path between Ferguson Oval into Pontville village centre	Extension of existing shared path	Shared	Medium	Medium
10	Pontville Bridge	Investigate possible underpass and/or pedestrian bridge under Pontville Bridge to connect a future Jordan River Trail to Pontville village centre	New pedestrian underpass/ bridge	NA	Very High	Long
11	Nielsen Esplanade and Bridgewater Foreshore Trail	Extend and formalise Bridgewater Foreshore Trail east from Neilson Esplanade to connect to existing trail	Extension to existing riverside trail	Shared	Medium	Medium
12	Boyer Road	Investigate pedestrian pathway between Boyer Road growth area and Old Main Road activity centre as part of the development of the Boyer Road growth area	New pathway	Shared	High	Long

Action	Street Name/ Location	Project Description	Type of project	Usage	Cost	Priority
13	Wallace Street	Activate the non-operational rail corridors of the of the Derwent Valley and South Lines of the rail corridor for future shared path Pursue approval process under the Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016 to re-activate the rail corridors for recreational use pursuant to the Bridgewater Bridge Masterplan	New pathway	Shared	Medium	Medium
14	Ford Road/ Jordan River Trail	Complete the footpath on Ford Road between the existing footpath and the Jordan River Trail carpark	Extension of existing pathway	Walking	Low	Short
15	Ford Road/ Brighton Road/ Jordan River Trail	Continue pursuing new river side trail along eastern side of Jordan River between Brighton Road and Ford Road	New riverside trail	Shared	Low	Medium
16	Seymour Street	Construct footpath for the length of Seymour Street on western side of road	Footpath	Walking	Medium	Medium
17	Burrows Avenue	Complete the footpaths on Burrows Avenue	Extension of existing pathway	Walking	Medium	Short
18	Brighton Road/ Highway Services Precinct	Construct a pedestrian refuge to allow safe crossing from the western to eastern side of Brighton Road adjacent to the Highway Services precinct	Pedestrian crossing	N/A	Low	Short
19	Downie Street	Upgrade existing footpath to a shared path on southern side of Downie Street from between Bemlena Place and the Brighton Road intersection	Extension/ upgrade	Shared	Low	Short
20	Elderslie Road	Construct shared path between Cartwright/ Elderslie Road east to connect to existing shared path nearby to high school site	New shared pathway	Shared	High	Medium
21	Silvergum Street	Construct shared path between Racecourse Road and Elderslie Road via Silvergum Street and CT 186588/1	New shared pathway/ upgrade	Shared	Medium	Long
22	William Street	Shared path along southern side of William Street	New shared pathway	Shared	High	Medium
23	Munday Street / Racecourse Road	Investigate sharrows for cycling routes.	Upgrade	Cycling	Low	Short
25	Old Beach Road	Investigate feasibility of upgrading Old Beach Road to consider a footpath	Road upgrade/ retrofit	N/A	High	Medium
26	Old Beach Foreshore Trail	Continue to pursue extension of foreshore trail between St Annes and Jetty Road.	Extension to existing foreshore trail	Shared	High	Medium



14. Conclusion

The Brighton Active Transport Strategy 2025–2034 presents a long-term, evidence-based vision to transform how residents move around their community—supporting healthier, more sustainable, and more connected lifestyles. Grounded in population trends, community needs, and climate imperatives, this Strategy lays the foundation for a resilient and inclusive transport network that prioritises people over cars.

Through the delivery of well-planned infrastructure, education programs, supportive planning policy, and community partnerships, Brighton can make active transport a natural and preferred choice—especially for short trips. The success of this Strategy depends on ongoing collaboration across Council departments, State Government agencies, developers, community organisations, and most importantly, Brighton’s residents.

Active transport is not just about pathways and bike lanes—it’s about reimagining Brighton as a place where people of all ages and abilities can move safely, affordably, and freely. With consistent investment and strategic leadership, this Strategy has the potential to deliver lasting benefits across health, equity, the economy, and the environment.

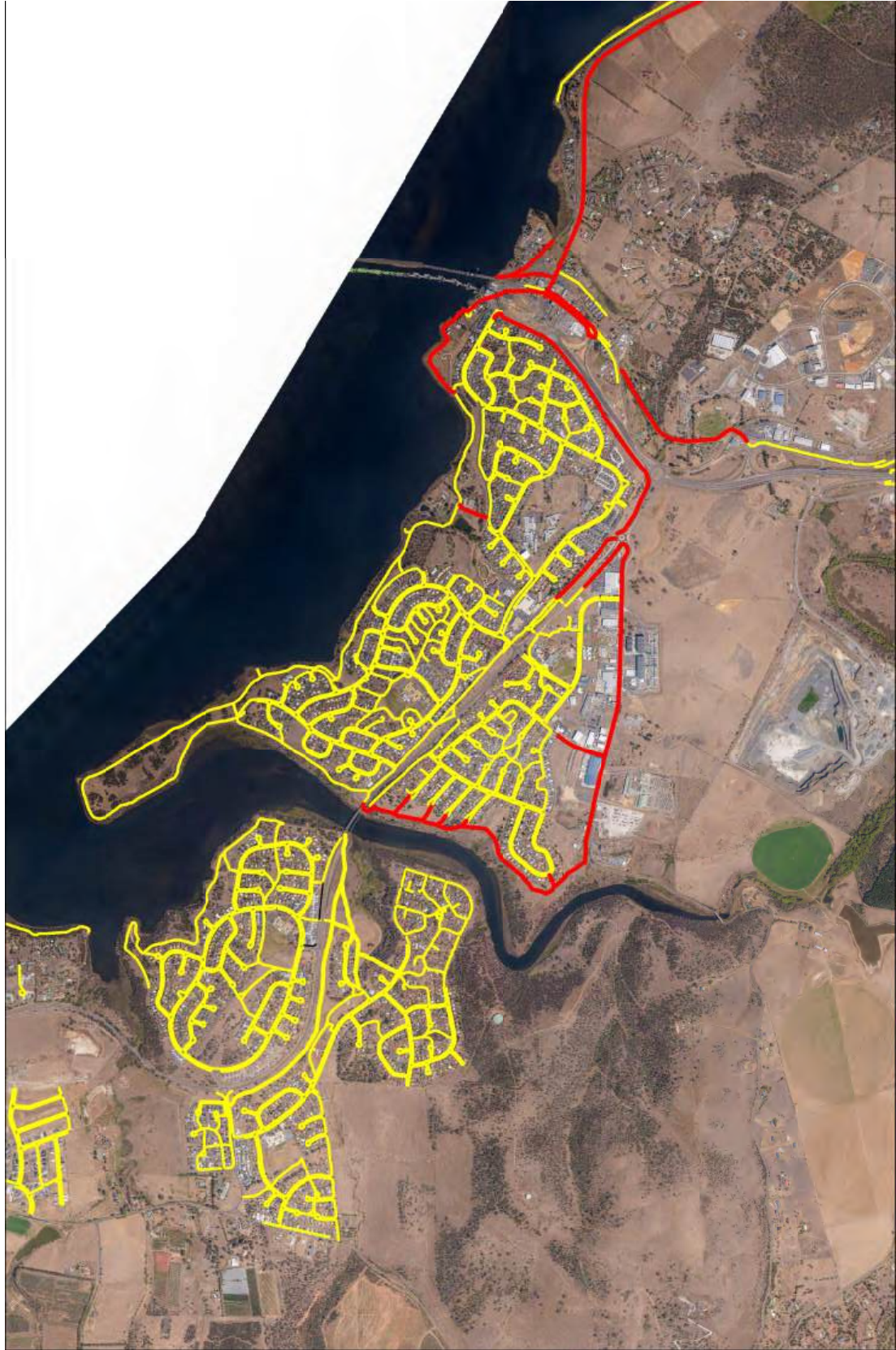
Brighton Council invites all stakeholders to embrace the shared responsibility of making this vision a reality.

Acknowledgements: Brighton Council wishes to thank Cycling South, the Department of State Growth and WSP for their assistance in preparing the Strategy.

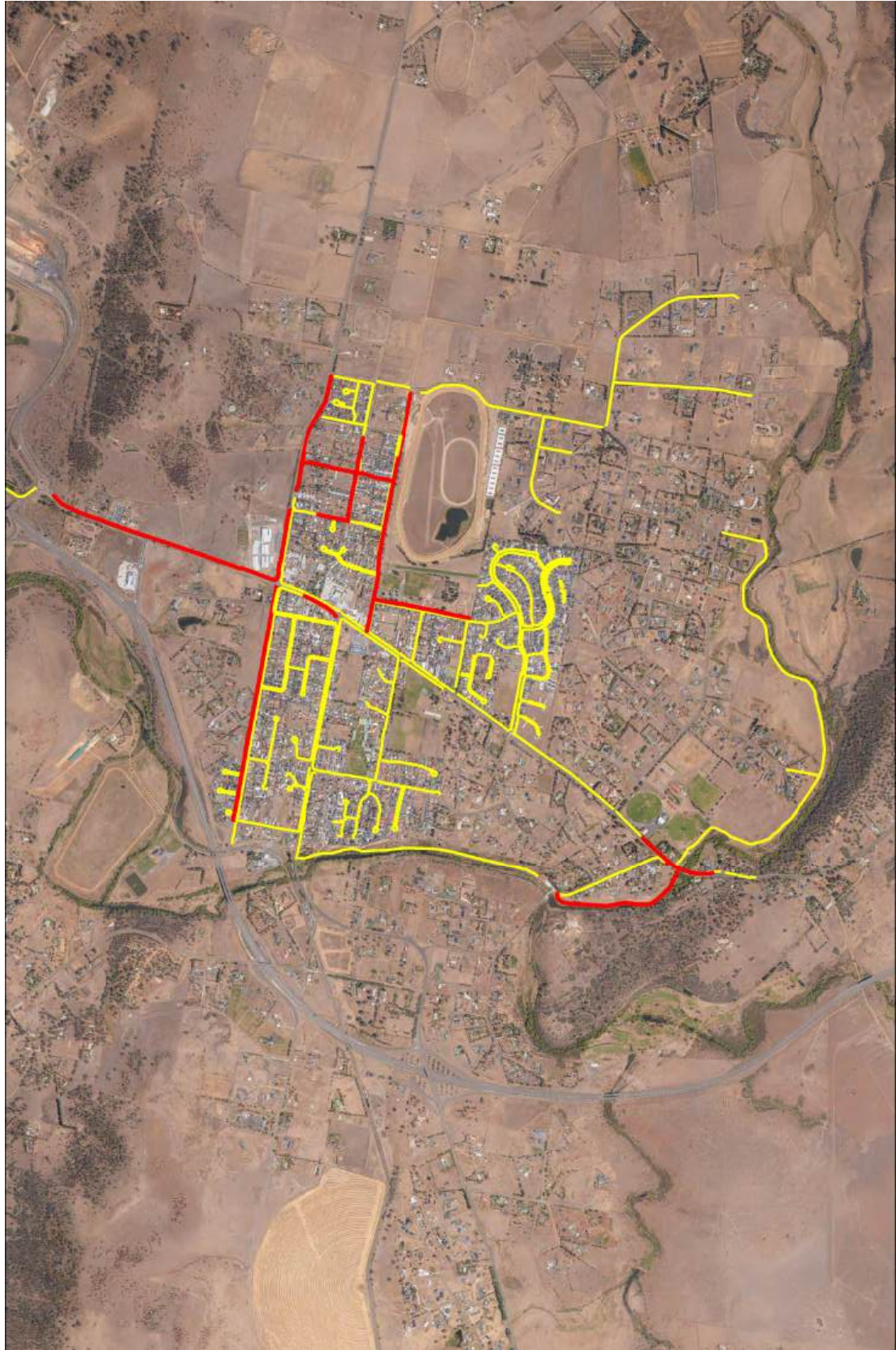
Appendix A: Existing and proposed pathways

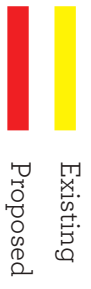


Existing
Proposed



Existing
Proposed

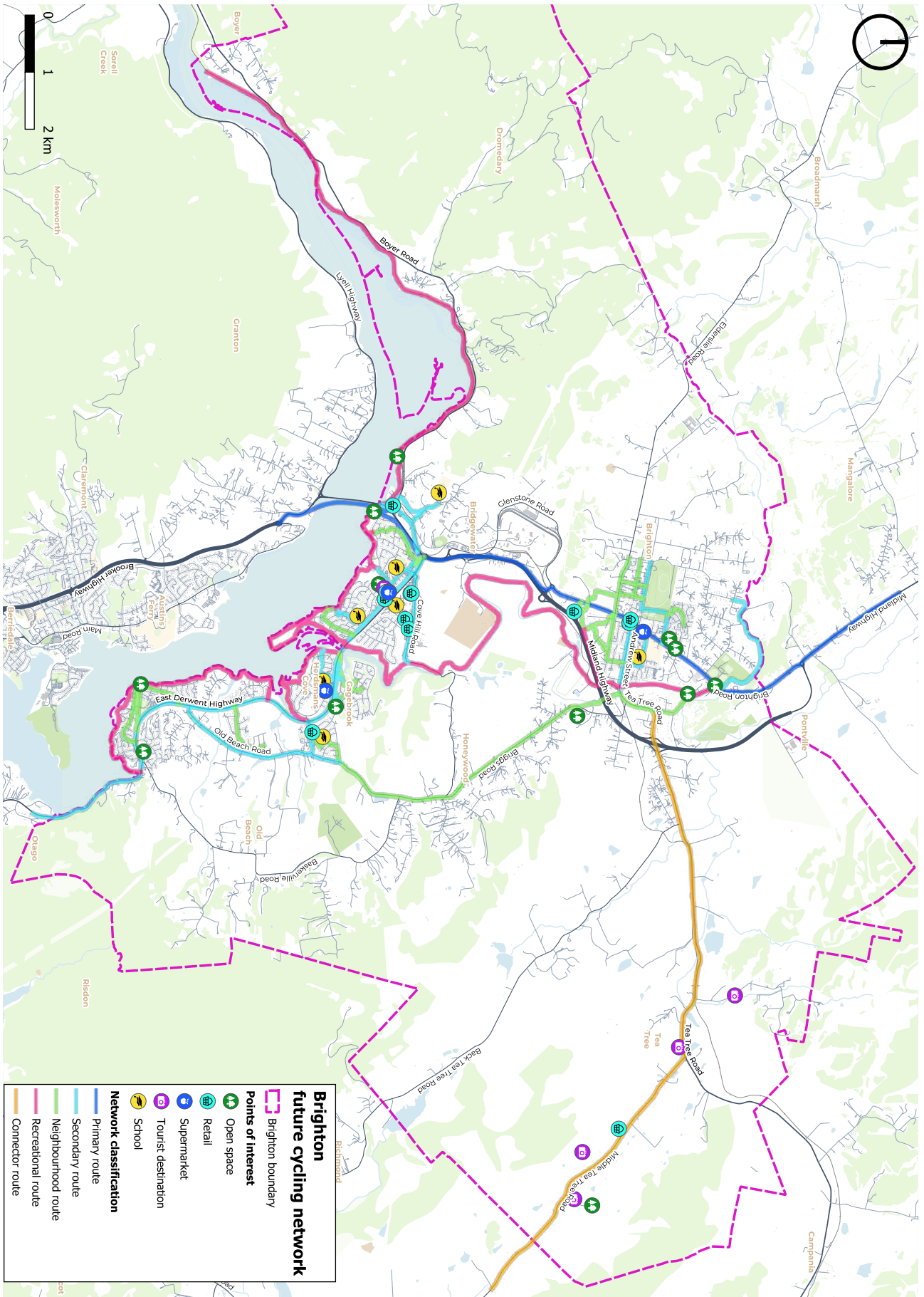






Appendix B: Proposed Cycle Network





Appendix C:

Cycle Network Methodology



Appendix C - Cycle Network Methodology

Cycling Network origin-destination Analysis

To inform the cycling network plan, WSP completed the following steps to prepare a computer generated network plan:

- Create a list of **destination features** to be used as the destinations for the origin/destination routing algorithm. These include Tourist destinations, Schools, Fresh food (supermarkets), Retail and Open space facilities.
- Update the Brighton **population** data, based on Census information. This data determine the origins to understand approximately where residents start their trip.
- Download the entire **street network** for Brighton including roads, cycle paths, footpaths and other tracks. Then to each path attach additional information such as grade (steepness) and road classification (a proxy for traffic speed and volume).
- **Prioritise** the different types of possible paths based on weightings to determine the most appropriate route. **Weightings** are described in Table 5 below.
- Route a path from ALL **origins** to ALL **destinations** minimising a custom 'weight' metric that prioritises (in this order): Pleasant or existing cycle facilities, low grade (steepness) and low traffic speed (assumed according to road classification).
- Remove ALL links not involved in one of the **shortest paths**.
- For each link – calculate the number of **potential trips** to each destination. This calculation assumes that if AAA infrastructure is provided, all residents could choose to cycle if they wanted to. Demographic factors such as age and rider confidence do not weight the potential number of trips. Destination types that have more instances will attract higher flows and so to counteract this, flows are normalised by dividing by the number of instances of that destination type.
- Links are then simplified and prioritised according to the **most frequently used** segments, but prioritising keeping connections to (in order of importance) Schools > Tourist features > Open space > Fresh food > Retail.
- Finally, disconnected links or dead ends are **removed** so that the final output is coherent and logical.
- The computer-generated links are **reviewed and refined** by Council, to inform the proposed network and project prioritisation.

Note this is a computer-generated network based on the data in Table 1 and seeks to provide balanced access to where people currently live. It does not consider the engineering challenges associated with the routes identified, nor the likelihood of different people choosing to cycle.

Table 1: Destinations, data sources and weightings

Factors	Data source	Description	Weighting
Destinations			
Primary schools	The LIST	Primary school catchment polygons are used to filter residential origins and route those residents to their local primary schools. Childcare destinations are not considered.	Very high
Other schools	Council supplied data	All other schools	High
Retail	Google Places	Limited to clothing stores, bike shops, book shops, convenience stores, department stores, florists and large shopping malls.	Low
Fresh food	Google Places	Supermarkets	Low
Tourist attraction	The LIST	Tourist and cultural features	Medium
Open Space	Google Places / The List	Parks, sport complexes (Playgrounds not specifically identified)	Medium
Origins			
Residents	ABS Mesh Blocks (Census 2021)	Centre points of each block are used as the origin for all residents of that area	Where more residents are carried by a link, the stronger the 'importance' rating, as per legend
Employment	The List	Not used as part of the algorithm. These areas are identified on the map and are usually well-connected due to clusters of destinations (see above).	NA
Outside the LGA		Origins or destinations outside of LGA are not included.	NA
Routing			
Topography	ELVIS open data, sources DEM data from Geoscience Australia	Grade added to all links. Normalised grade z-score (abs) used in weight metric for the routing algorithm	Medium-high
Road classification	Open Street Maps (OSM)	Cycleway Path Tertiary Residential Secondary Primary	Very high (0.01) High (0.05) High (0.5) High (0.5) High (0.5) Very low (10)
Speed	OSM data	Inferred only from road classification (as such, low accuracy)	NA
Traffic volume	OSM data	Inferred only from road classification (as such, low accuracy)	NA
Footpaths	OSM data	Identified as 'Path' classification	NA
Existing cycling infrastructure	OSM data	Identified as 'Cycle path' classification	NA
Legibility	Not considered	Not directly considered as suitable results achieved using the classification weighting method	NA
Level of Cycling Stress	Not considered	To be considered in individual project development and improved with new safer infrastructure	NA
Crash statistics	Not considered	To be considered in individual project development and improved with new safer infrastructure	NA



**Brighton
Council**

DRAFT

**ATTACHMENT B
AGENDA ITEM 16.7**

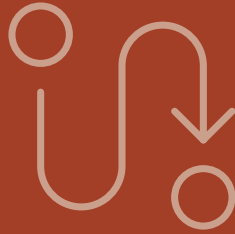


Brighton Active Transport Strategy 2025-2035

Executive Summary



**Brighton
Council**



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 Tasmanian 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 Mumurimina was early, rapid and extensive.

We acknowledge the Tasmanian Aboriginal Community, today as the continuing custodians of the 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 in Brighton.





Executive Summary

The *Brighton Active Transport Strategy 2025-2035* ('the Strategy') outlines a bold and practical vision for a connected, healthy, and sustainable Brighton. As one of Tasmania's fastest-growing municipality, Brighton faces a unique intersection of rapid residential growth and a young diverse population, and pressing environmental challenges. This Strategy responds to those conditions by planning, prioritising, and delivering a cohesive network for walking, cycling, and wheeling that is safe, inclusive, and accessible for everyone.

Vision

A connected Brighton, where active transport is a safe, convenient and enjoyable way of getting around regardless of location, age or ability.

Purpose

The Strategy aims to shift more residents towards active modes of travel by embedding walking and cycling into the fabric of everyday life. Through smart infrastructure, community programs, and integrated policy, Brighton Council will create the conditions for active transport to flourish.

Key Drivers

- Fast population growth: Brighton's population is projected to rise by 7,000 people by 2053.
- Young demographics: The youngest median age in Tasmania, creating long-term demand for active mobility.
- Areas of disadvantage: Socio-economic inequities heighten the importance of affordable, accessible travel options.
- Climate response: Transport accounts for 37% of local emissions; active travel reduces this footprint.

Strategic Goals

- Increase awareness and participation across all age groups.
- Create a safe, integrated network of paths, cycleways, and shared trails.
- Strengthen supporting infrastructure such as lighting, signage, and bicycle parking.
- Advocate and plan for walkable communities through policy, planning, and partnerships.

Community Benefits

- Healthier lifestyles through daily physical activity
- Safer, more inclusive streets for children, older adults, and people with disabilities
- Reduced carbon emissions and less traffic congestion
- Improved social equity for residents in disadvantaged areas
- Economic resilience through cost savings and stronger local centres

Implementation

The Strategy includes a ten-year priority project list with 26 infrastructure upgrades and supporting programs. Each project is categorised by timeframe, cost, and community impact, with delivery guided by principles from Austroads Guide to Road Design and the Tasmanian Cycling Infrastructure Design Guide.



Priority Infrastructure Actions



Action	Street Name/ Location	Project Description	Type of project	Usage	Cost	Priority
1	Cove Hill Road	Construct footpath on southern side of Cove Hill Road from the waste transfer site to connect to existing pathway on Hurst Street and the footpath at the East Derwent Highway roundabout.	New pathway	Walking	High	Medium
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3	East Derwent Highway Bridge (Jordan River trail)	Investigate options for formalising the pedestrian underpass under the western side of the Bridge across the Jordan River. May not be appropriate from a passive surveillance/ Crime Prevention Through Environmental Design Principles. Consider undertaking the relevant assessment before proceeding with project.	New pedestrian underpass	N/A	High	Long
4	Bridgewater Foreshore/ Jordan River Trail	Investigate extending the Bridgewater Foreshore Trail north along the west bank of the Jordan River to connect to the cul-de-sacs off Bisdee Road, other sections of Bisdee Road, and Cove Hil Road.	Extension of foreshore/ riverside trail	Shared	Medium	Short
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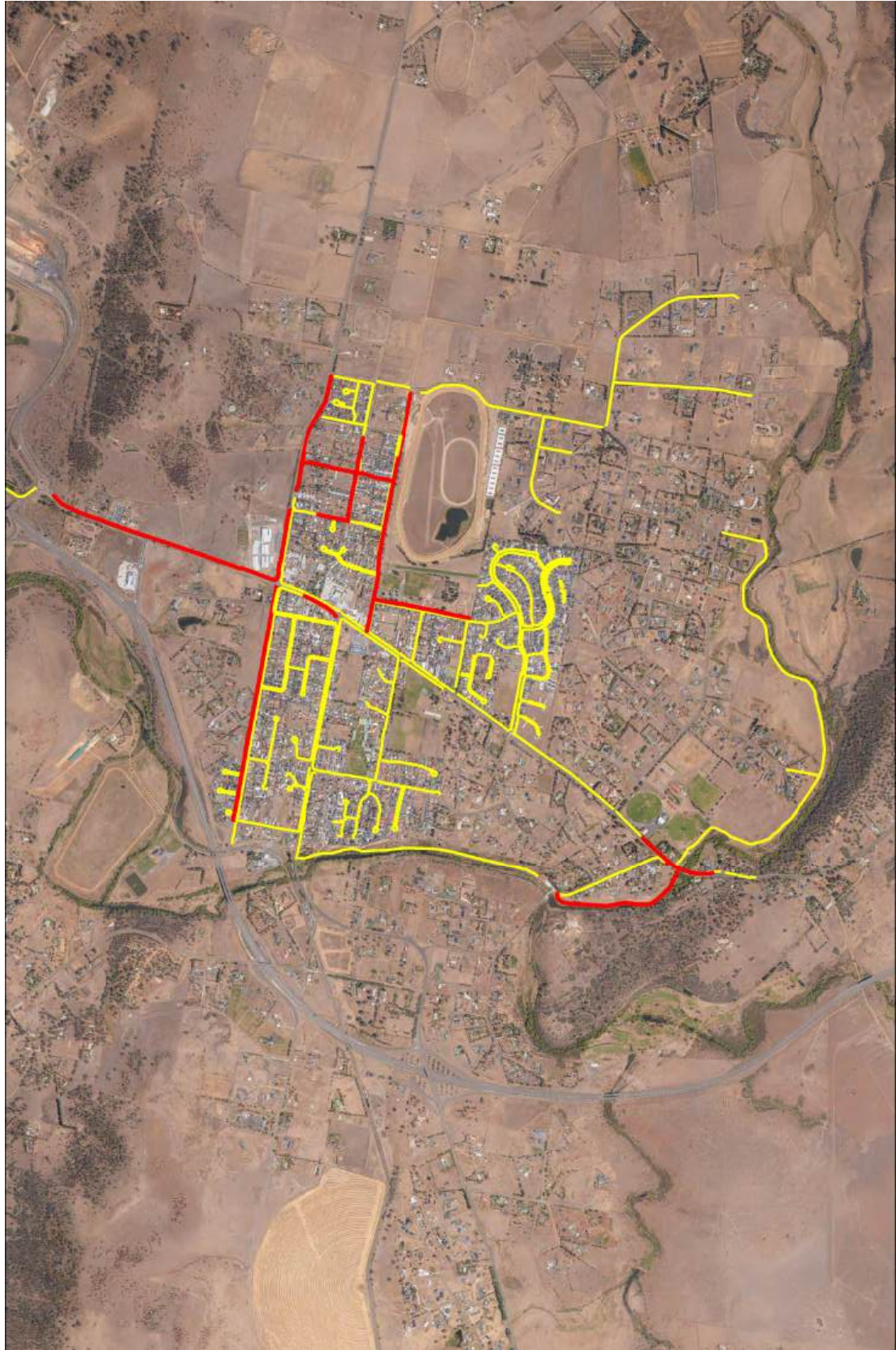
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17	Burrows Avenue	Complete the footpaths on Burrows Avenue	Extension of existing pathway	Walking	Medium	Short
18	Brighton Road/ Highway Services Precinct	Construct a pedestrian refuge to allow safe crossing from the western to eastern side of Brighton Road adjacent to the Highway Services precinct	Pedestrian crossing	N/A	Low	Short
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20	Elderslie Road	Construct shared path between Cartwright/ Elderslie Road east to connect to existing shared path nearby to high school site	New shared pathway	Shared	High	Medium
21	Silvergum Street	Construct shared path between Racecourse Road and Elderslie Road via Silvergum Street and CT 186588/1	New shared pathway/ upgrade	Shared	Medium	Long
22	William Street	Shared path along southern side of William Street	New shared pathway	Shared	High	Medium
23	Munday Street / Racecourse Road	Investigate sharrows for cycling routes.	Upgrade	Cycling	Low	Short
25	Old Beach Road	Investigate feasibility of upgrading Old Beach Road to consider a footpath	Road upgrade/ retrofit	N/A	High	Medium
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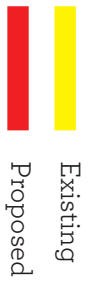
Walking and Cycling Networks





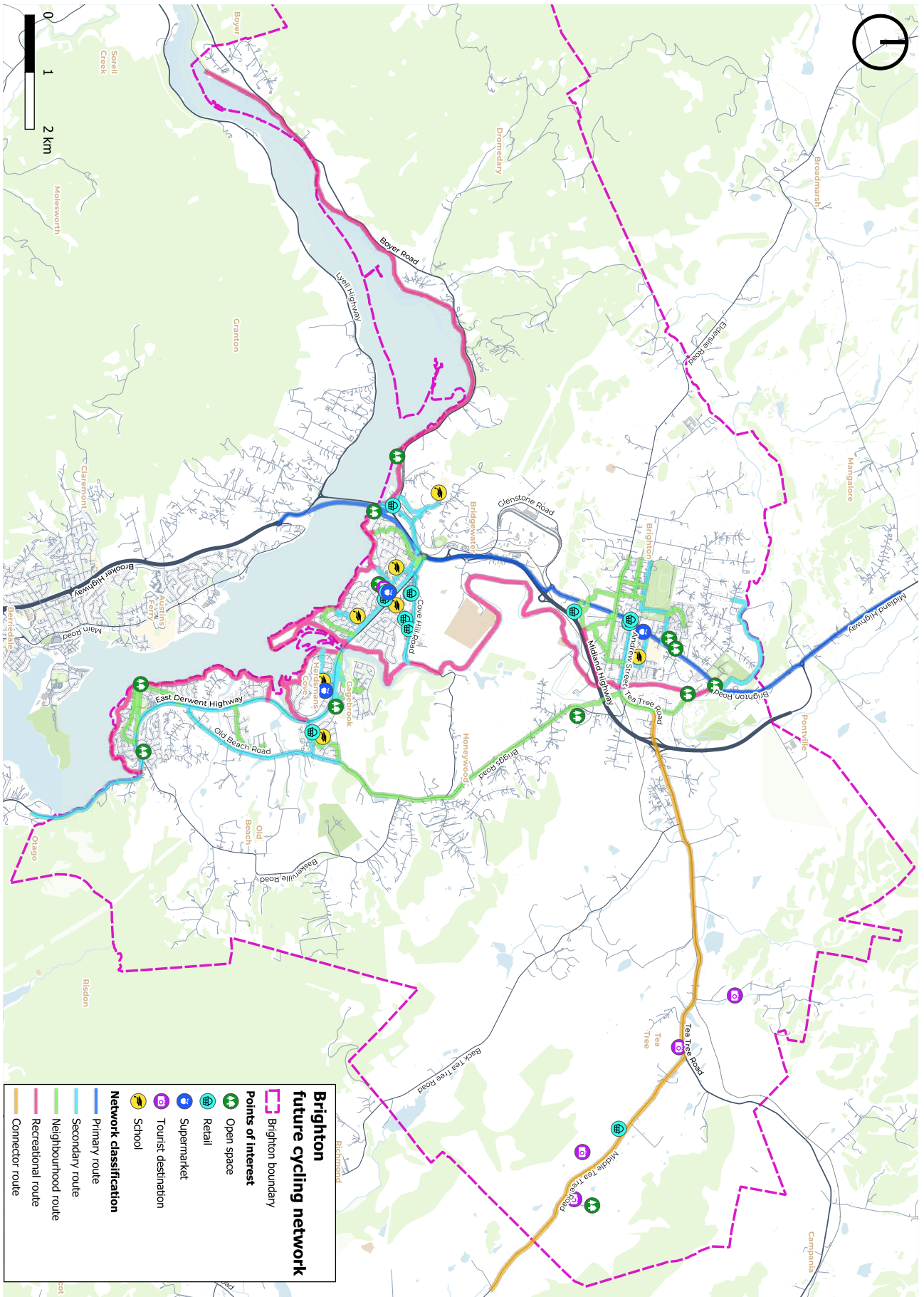
Existing
Proposed





Gagebrook and Herdsmans Cove







**Brighton
Council**



POLICY NAME: ASSESSMENT OF COUNCIL RELATED PLANNING APPLICATIONS

POLICY No: 6.4

PURPOSE:

The purpose of this policy is to manage potential conflicts of interest and increase transparency at all stages of the development process for council-related development.

SCOPE:

This policy applies to Council-related development.

POLICY:

1. Conflict of Interest Risk Assessment

Prior to the finalisation of submission of a council-related planning application, the proposal is to be referred to the Director Development Services, to undertake a conflict-of-interest risk assessment.

In reviewing the development application, the Director Development Services or their delegate will:

- Assess whether the application is one in which a potential exists for conflict of interest
- Identify the phases of the development process at which the identified conflict of interest arises
- Assess the level of risk involved at each phase of the development process
- Determine what (if any) management controls should be implemented to address the identified conflict of interest having regard to the controls and strategies outlined below and the level of risk identified
- Document the proposed management approach for the proposal in a Register that is maintained and published when reporting against the Annual Plan at ordinary council meetings.

2. Management control and strategies – Council related Planning Applications

2.1 The management control options below may be applied to:

- the assessment and determination of an application for council-related development – Refer to Table 1 (below)
- post development applications and processes such as subdivision works certificates and construction certificates
- the regulation and enforcement of approved council-related development.

Management control options include:

- use of independent consultants

- shared services arrangements with a neighbouring council
- public reporting on key milestones, such as construction and occupation certificates.

2.2 No management controls need to be applied to the following kinds of development:

- Development that meets Exemption under the current in effect planning scheme
- minor amendment to an existing development approval.
- Scheme Amendments (Rezoning).

Category of Planning Approval	Assessment Options	Determination	Examples
Minor or Standard Planning Approval	Assessment by staff not involved in the preparation of the application and peer reviewed by Director Development Services.	Determination as per normal assessment process.	Permitted or Discretionary applications that are considered low impact with minimal community interest.
Major Planning Approval	Assessment by external independent town planning consultant, or Assessment by another council's planning staff.	Determination by Planning Authority.	Discretionary applications that have potential community interest and impacts on surrounding areas.

Table 1 - Assessment and determination of an application for council-related development

Notes:

1. The Director Development Services or delegate will advise the Audit Committee of Major Planning Approvals at its next scheduled meeting.
2. The category for each application will be assessed by the Manager Planning and approved by the Director Development Services

3. Management controls and strategies – Compliance

The management strategy in relation to the undertaking of enforcement and compliance activities in relation to all Council-related development and all development on council land is as follows:

- The Manager Planning will oversee all compliance and enforcement activities related to Council-related development and all development on Council land and will provide regular updates on these activities to the Director Development Services.
- Where a non-compliance is identified (for example, a breach of conditions or a failure to comply with the terms of a Planning Notice), the matter will be escalated to the Director Development Services for review and consideration of appropriate

action. This may include engaging external consultants in order to undertake investigations and/or to peer review recommendations of council staff. Non-compliances will be recorded in the Compliance Register until such time as the matter has been rectified.

- Where a matter is considered a significant breach of any law, the non-compliance will be referred by the Director Development Services to the Planning Authority for advice and action as appropriate.
- Any instances of deliberate non-compliance by Council staff may be investigated and dealt with in accordance with the Code of Conduct, Disciplinary Procedure and/or action under relevant legislation if appropriate.

All legal proceedings in relation to enforcement and compliance matters for council related development and activities on council land will be conducted by external legal providers, engaging third party consultants to provide expert advice if required.

LEGISLATION:

Local Government Act 1993

Land Use Planning and Approvals Act 1993

ADMINISTRATIVE DETAILS:

Policy compiled: August 2025

Adopted by Council: [Click or tap here to enter text.](#)

To be reviewed: [Click or tap here to enter text.](#)



James Dryburgh

CHIEF EXECUTIVE OFFICER