

Attachment C: Council Officer Response to Submissions

1. Purpose

The purpose of this attachment is to assess the key strategic planning matters raised during consultation on the draft Brighton¹ & Pontville Local Area Plan (BPLAP) and determine whether amendments to the final BPLAP are warranted.

A summary of consultation outcomes is provided in **Attachment B**.

This attachment identifies:

- the key matters raised during consultation;
- Council officers' assessment of those matters; and
- amendments recommended to the final BPLAP.

2. Summary of Officer Recommendations

Matter	Officer Position	Amendment
South Brighton Residential Investigation Area	Support	Add investigation area subject to significant further work
School Farm Investigation Area	Support in principle	Add investigation area
Rural Living Land West of Brighton High School	Do not support	No change
South Brighton Business Precinct	Do not support	No change
Highway Services Precinct / Full-Line Supermarket Proposal	Do not support	No change
Pony Hill Investigation Area	Do not support	No change
Horse Racing Specific Area Plan	Support future review	Retain review action
Infrastructure and Servicing	Note	Note
Transport and Movement	Note	Note
Inner Residential Zone	Note	Note

3. Future Investigation Areas

3.1. South Brighton Residential Investigation Area

Matter Raised

The Dourias submission requested that land at 15, 23, 27, 28, 29, 39, 41 and 69 Brighton Road be identified as a Future Residential Investigation Area. The submission argued the land represents a logical long-term extension of South Brighton and may contribute to future housing supply.

Officer Assessment

Council officers support identification of the subject land as a Future *Residential* Investigation Area.

The land is shown as being within the Greater Hobart Urban Growth Boundary in the draft Southern Tasmania Regional Land Use Strategy ('STRLUS'), adjoins existing urban growth areas and represents a logical long-term growth opportunity should the significant constraints affecting the land be capable of being satisfactorily addressed, or should other identified growth opportunities within the BPLAP prove difficult to deliver.

¹ Brighton refers to the suburb. Brighton (M) refers to the municipality.

The draft STRLUS has been informed by regional supply and demand reports prepared by Remplan ('the Studies').²

The Studies assessed residential land demand and supply at the regional, municipal and suburb scales. It forecast that Brighton's (M) population would increase from 19,263 persons in 2021 to 25,378 persons by 2046, representing growth of approximately 6,115 residents. The study estimated that approximately 3,284 additional dwellings would be required to accommodate this growth.

The studies identified an Average Annual Dwelling Demand (AADD) of approximately 131 dwellings per year across Brighton (M) and estimated that the municipality contained approximately 11 years of practical vacant residential land supply. Supply was projected to be exhausted by approximately 2034 if no additional land was brought forward for development

At the planning area level, the studies identified approximately seven years of practical vacant supply within the Brighton planning area and estimated demand for approximately 902 additional dwellings by 2046.

Since completion of the Remplan study, Council has rezoned or approved additional residential growth areas capable of accommodating approximately 980 additional lots, including:

- Boyer Road, Bridgewater (~400 lots);
- South Brighton (~500 lots); and
- Old Beach (~80 lots).

These additional lots were not included in the original Remplan land supply inventory.

Table 1 below shows the updated Practical Vacant Supply Position

Table 1 Updated Supply Table (Source: Based off Remplan)

Planning Area	Original Practical Vacant Supply	Additional Lots	Revised Practical Vacant Supply
Bridgewater	134	400	534
Brighton	339	500	839
Gagebrook	203	-	203
Old Beach	719	80	799
Brighton Balance	162	-	162
Total	1,55	980	2,537

The updated analysis indicates that Brighton's (M) residential land supply position has improved significantly since completion of the Remplan study. The original analysis identified approximately 1,557 lots of practical vacant residential supply, equating to approximately 11 years of municipal supply at an annual average demand of 131 lots per year. Following the rezoning and approval of additional residential

²https://hdp-au-prod-app-sgtas-engage-files.s3.ap-southeast-2.amazonaws.com/8917/5323/3599/Residential_Demand_and_Supply_Study_Demand_and_Supply_Report.pdf

land at Boyer Road, South Brighton and Old Beach, practical vacant supply increases to approximately 2,537 lots.

Applying the original Remplan demand assumptions results in an updated municipal supply horizon of approximately 19 years.

While actual dwelling demand may vary over time and some locations, such as Old Beach, may have experienced stronger growth since completion of the Remplan analysis, the updated supply position nevertheless indicates that Brighton Municipality appears capable of maintaining a residential land supply consistent with the intent of the Tasmanian Planning Policies. Accordingly, there appears to be sufficient residential land supply across the municipality and Brighton for the life of the BPLAP.

It is also noted that since the Studies were completed, practical vacant supply would have reduced slightly by virtue of lots being 'taken up' or developed with a dwelling/s. However, the overall impact on supply is not considered significant for the purposes of this brief analysis.

Notwithstanding the municipality's significantly improved residential land supply position, the BPLAP has identified 2 additional 'Urban Growth Areas' within the urban growth boundary along Cartwright Street and Jordan Downs Drive. These areas were added to the UGB as a result of an amendment to STRLUS in May 2025 by the then Planning Minister.

Urban Growth Areas in BPLAP

The land is zoned Rural Living and developed with dwellings on lots ranging in size from 5000m² to around 1ha. The future rezoning of these areas represents urban consolidation and restructuring of existing rural residential land rather than being typical greenfield expansion sites separated from existing settlements.

The rezoning and further redevelopment of these would need to follow a similar process to the South Brighton Masterplan project and require detailed structure planning, coordinated infrastructure provision, and a high degree of landowner cooperation before the land could be rezoned and eventually restructured for serviced, urban densities.

Those growth areas identified in the BPLAP are shown in Figure 1.

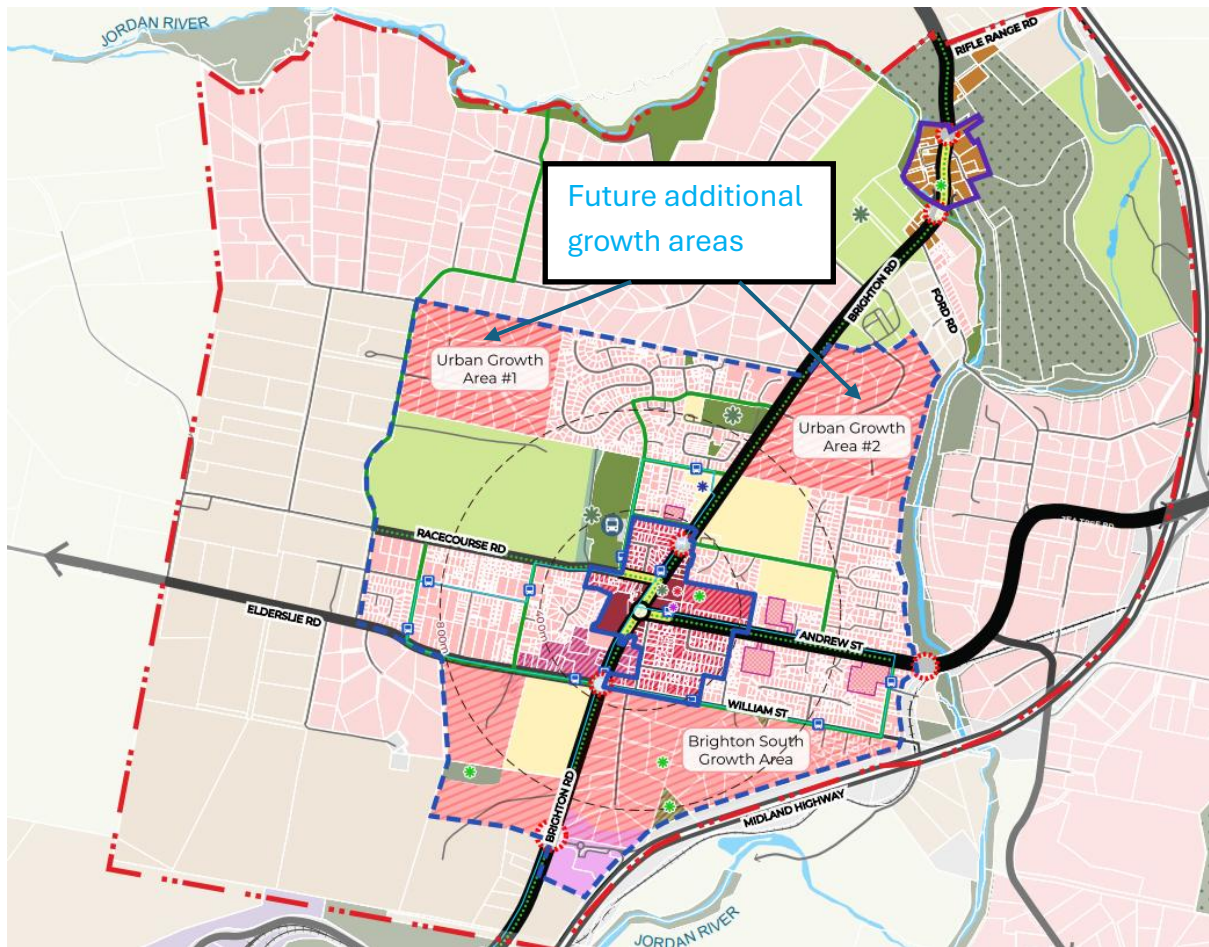


Figure 1 Urban Growth Areas in BPLAP (Source: Mesh)

The reason for identifying these additional growth areas even though the supply forecasts look more than adequate within the life of the BPLAP, is the need to provide for a pipeline of future growth opportunities in Brighton, even where those opportunities may not be realised within the life of this plan. Future urban growth areas and investigation areas within land use plans such as the BPLAP provide flexibility should population growth exceed current forecasts, should identified growth areas prove difficult to deliver, or should infrastructure and servicing constraints limit development within currently anticipated growth locations.

Additional Future Investigation Area

Given the potential difficulty in the future restructuring of the 2 identified growth areas, Council officers consider it appropriate to also include an additional future (residential) investigation area comprising 15, 23, 27, 28, 29, 39, 41 and 69 Brighton Road as shown below.

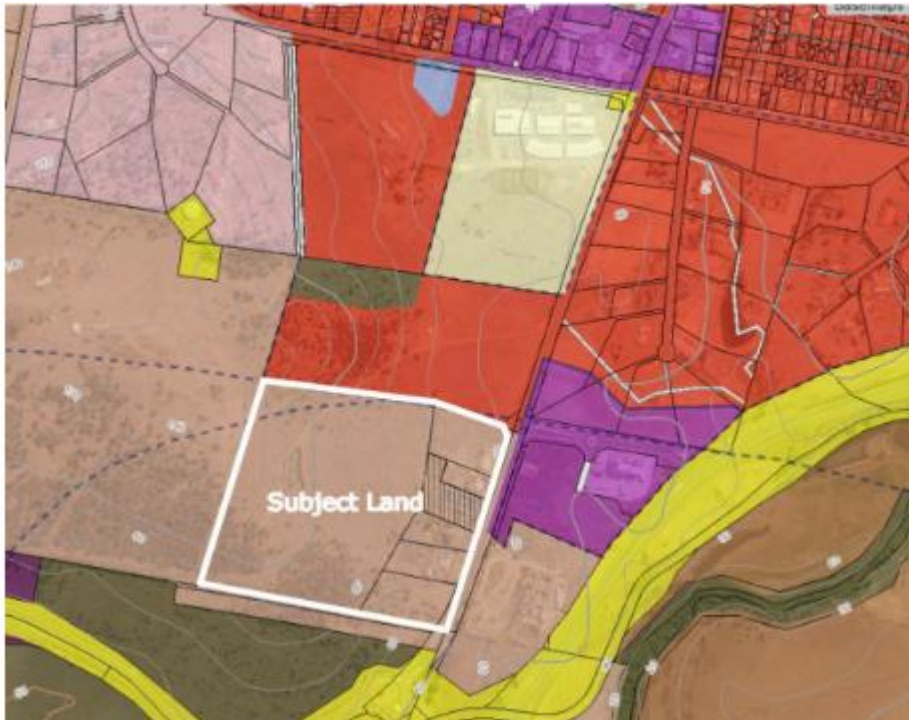


Figure 1 Future Investigation Area (Source: The Advisory)

The subject land is currently zoned Rural under the Tasmanian Planning Scheme and has an area of approximately 19ha. A high-level desktop assessment indicates the land may have the capacity to accommodate approximately 150 dwellings, subject to detailed structure planning, infrastructure and servicing investigations, environmental constraints and subdivision design.

The site is currently significantly constrained for future residential zoning and use by the Bridgewater Quarry Specific Area Plan and the Brighton Industrial Hub Specific Area Plan. Both planning frameworks seek to protect significant industrial and extractive activities from encroachment by sensitive uses.

Consequently, any future consideration of rezoning the land to a residential zone could only occur once amendments to both of those SAPs occurs. This would require significant strategic planning work and consultation with industrial users in the Hub and the operator of the quarry. Council officers also note the significance of the quarry asset to the Brighton municipality and Southern Tasmania, whilst acknowledging regional and state planning policies requirement for land use planning to protect these assets from unnecessary urban encroachment.

In summary, the future rezoning and release of the subject land would require detailed investigation of

- supply and demand
- land use conflict;
- attenuation and buffering requirements;
- infrastructure servicing;
- transport impacts;
- consultation with affected landowners and operators; and
- broader strategic planning considerations.

Accordingly, officers consider it appropriate to identify the land as a Future Residential Investigation Area. However, this designation should not be interpreted as support for future rezoning or development of the land. Rather, it recognises that the land may warrant further investigation over the longer term should the identified constraints be capable of being satisfactorily addressed.

Recommendation

Support

Amendment

- Add the land as a Future Residential Investigation Area.
- Amend the BPLAP figures accordingly.

3.2. Jordan River Learning Federation School Farm

Matter Raised

Feedback received during consultation suggested the School Farm should be considered as a future investigation area and potential mixed use growth opportunity.

Officer Assessment

The School Farm occupies a strategically significant location within Brighton and has been identified in previous strategic planning work as warranting further investigation such as the previous Brighton Local Area Plan.

The Department for Education, Children and Young People has advised that there are currently no plans to alter the site's educational use. Accordingly, Council officers do not consider it appropriate to identify the site for redevelopment or rezoning at this time.

However, given the BPLAP has a 20-year planning horizon, it is appropriate to recognise that the long-term role of the land may warrant further investigation should circumstances change in the future.

Recommendation

Support in Principle.

Amendment

Identify the School Farm as a Future Investigation Area.

3.3. Pony Hill

Matter Raised

A submission sought identification of Pony Hill as a future residential investigation area in a location nearby to the existing village where residential development is essentially prohibited under the Local Historic Heritage Code (Local Historic Landscape Precincts).

Officer Assessment

The submission included photomontages of possible future development on the hillside visible on the approach from Brighton Road into Pontville as well as a statement from a heritage consultant.

Pony Hill forms an important part of the historic and visual setting of Pontville and contributes significantly to the landscape character of the village as acknowledged in the 1995 Pontville Historic Environment Study. That study, under its management recommendations for Pony Hill, states:

The upper part of the hill to the north and east of the village is virtually unspoilt. No further development or any form of subdivision whatsoever should be permitted in this area and all existing mature native trees growing on the hillside protected.

Having considered the photomontages and supporting material submitted, Council officers remain of the view that the Landscape Conservation Zone under the Brighton Local Provisions Schedule is the most appropriate zoning for this part of Pony Hill (being the upper part of the hill nearby to the village). Similarly, the Local Historic Landscape Precinct remains the most appropriate local planning mechanism within the

Brighton Local Provisions Schedule to recognise and protect the heritage and landscape values of this part of the hillside, particularly when viewed from Brighton Road and the approaches to Pontville.

Officers consider the indicative density of development shown within a possible future low density zoning is inconsistent with the intent of the existing heritage and landscape framework applying to the area and, accordingly, with the 1995 Pontville Historic Environment Study.

Notwithstanding the above, the BPLAP does not entirely preclude the possibility of additional lifestyle or low-density residential development occurring on parts of Pony Hill in the future. Any such consideration would require substantial further investigation, including detailed heritage, landscape, servicing, environmental and infrastructure assessments, together with a broader review of the strategic planning framework applying to the village.

Recommendation

Do Not Support.

Amendment

3.4. Rural Zone Land West of Brighton High School

Matter Raised

Submissions requested consideration of additional Rural Living development west of Brighton High School.

Officer Assessment

Council officers acknowledge community interest in larger residential lots; however, the BPLAP seeks to support compact and efficient urban growth with a focus on providing housing density and diversity in close proximity to the activity centre core.

Officers also note that the municipality has a substantial supply of existing and future residential development opportunities identified elsewhere within the BPLAP, including land capable of accommodating a range of housing types at urban densities more suited to our future demographic profile.

Accordingly, officers do not consider sufficient strategic justification exists to support additional Rural Living expansion in this location within the life of the current plan. Landowners can apply to amend the planning scheme separately to the BPLAP process and this will be taken on its merits.

Nothing in the BPLAP prevents a landowner from pursuing a separate planning scheme amendment in the future. Any such proposal would need to be assessed on its individual merits, having regard to the relevant strategic planning, infrastructure, environmental and servicing considerations applying at that time.

Recommendation

Do Not Support.

Amendment

No amendment recommended.

4. Commercial and Retail Growth

4.1. South Brighton Commercial and Retail Proposal

Matter Raised

The Dourias submission sought amendments to the BPLAP and associated planning framework to facilitate an expanded retail and commercial role for South Brighton, including:

- amendments to the South Brighton Masterplan, South Brighton Specific Area Plan and Highway Services Precinct provisions to enable additional retail and commercial development north of Hove Way;
- future creation of lots north of Hove Way capable of accommodating a full-line supermarket and associated retail activities;
- rezoning of land north of Hove Way from Light Industrial to General Business to allow a broader range of commercial uses currently restricted by the Highway Services Precinct framework;
- identification of additional business-zoned land opposite the existing Highway Services Precinct; and
- establishment of South Brighton as a more significant retail and commercial destination within the municipality.

It is noted that several matters raised in the submission were previously considered by Council during its consideration of the Brighton Activity Centre Strategy ('BACS') at its meeting of 16 July 2025. Council Officers were assisted by Dr Shashi Karunanethy (Chief Economist at Geografia) in responding to the submission.

Officer Assessment

Council officers acknowledge that the landowner has made significant efforts in preparing their submission.

Council officer assessment has been informed by:

- a) *Peer Review of Urbis Submission Enabling Retail in South Brighton*, prepared by Dr Shashi Karunaethy, Chief Economist, Geografia, dated 26 June 2026 (**Attachment D**); and
- b) *Proposed Retail Expansion in South Brighton*, Prepared by Mesh, dated 7 July 2026 (**Attachment E**).

Council officers agree that Brighton will require additional retail and commercial floorspace over the planning horizon of the BPLAP. However, the key strategic question is not whether additional floorspace will be required, but how that demand should be accommodated in a manner that reinforces the adopted activity centre hierarchy and strategic directions of the BPLAP and regional and state planning policies.

In the view of Council officers, and consistent with both the BACS and the directions of the BPLAP, future higher-order retail and commercial growth should be directed to and reinforce the Brighton Activity Centre Core.

It is acknowledged that Brighton is forecast to become the municipalities most populous suburb by 2046.

Brighton Activity Centre Strategy

The BACS was informed by a comprehensive assessment of retail, commercial, employment and activity centre needs, supported by demographic analysis, economic forecasting, land use needs assessment, policy review and community engagement. The BPLAP assessed the role and function of Brighton's (M) activity centres within both the municipal and regional activity centre hierarchy and considered their ability to accommodate future growth and service needs.

The BACS identifies the Brighton Activity Centre as the municipality's future primary retail, commercial and civic destination and supports its progression towards a higher-order activity centre role within the regional hierarchy. Strategic Direction SD6 specifically seeks to support and encourage Brighton's development as a Major Activity Centre.

The BACS also quantified future food, liquor and grocery floorspace requirements and identified two alternative scenarios capable of meeting forecast supermarket demand:

Option 1:

- One local grocer (approximately 540 sqm of floorspace); and
- One half-line supermarket (approximately 1,500 sqm of floorspace).

OR

Option 2:

- One full-line supermarket (approximately 3,500 sqm of floorspace).

Importantly, the BACS identifies these as alternative scenarios rather than cumulative requirements. **Either scenario was considered capable of accommodating forecast demand, and both scenarios are not required simultaneously**

The BACS Background Report recommended that Council proceed with Option1 and therefore did not recommend the establishment of a separate supermarket based retail precinct in South Brighton.

Rather, it directs future higher-order retail and commercial growth towards the Brighton Activity Centre Core in order to:

- support investment within the town centre;
- strengthen Brighton's role within the regional activity centre hierarchy;
- encourage walking and active transport;
- maximise the efficient use of existing infrastructure;
- support mixed-use development and urban renewal; and
- avoid fragmentation of retail and commercial activity.

As identified by both Geografia and Mesh, the BACS also supports the role of the Highway Services Precinct as a specialist centre in accommodating identified bulky goods demand and recapturing expenditure currently leaking to higher-order centres outside the municipality. However, it does not identify the Highway Services Precinct as the preferred location for future supermarket-led retail growth

The Dourias submission relies heavily on the proposition that future population growth will generate demand for additional retail floorspace and that a full-line supermarket should therefore be provided within South Brighton. However, neither the BACS nor the supporting economic analysis identify the Highway Services Precinct as the preferred location for accommodating that growth.

Brighton and Pontville Local Area Plan

As stated by Geografia in the peer review (p. 3), the BPLAP:

- gives effect to the strategic directions of the Brighton Activity Centre Strategy;
- establishes the Brighton District Activity Centre Core as the focus for retail, commercial, community, higher-density residential and public realm investment;
- seeks to consolidate growth and investment in Brighton within a compact and walkable centre, with the Brighton District Activity Centre Core acting as the primary focus for activity; and responds to Tasmanian Planning Policy 4.7.3(1)³ by translating projected demand, catchment

³ *Identify and allocate a sufficient supply of land within existing settlements or areas identified for future growth of settlements, to provide for commercial and business use and development based on existing and projected demands, considering:*

a) the nature and scale of the catchment being serviced;

considerations, demographic growth, infrastructure, accessibility and activity centre hierarchy considerations into a local spatial planning framework.

The BPLAP adopts a staged retail growth scenario for Brighton to accommodate forecast supermarket demand over the planning horizon:

- one local grocer within the Brighton Activity Centre Core; and
- one half-line supermarket within the Brighton Activity Centre Core.

The preferred location for the half-line supermarket is shown in the BPLAP as being adjacent to the existing shopping centre which would assist in strengthening the activity centre core, encouraging investment and increased density of residential development nearby.

The BPLAP therefore adopts the first of the two retail growth scenarios identified by the BACS. The BACS concluded that this scenario is capable of accommodating forecast supermarket demand over the planning horizon.

This direction is reflected throughout the BPLAP, including:

- Land Use Objectives which seek to focus and consolidate retail and commercial activity within the Brighton District Activity Centre Core;
- District Activity Centre objectives which seek to provide sufficient retail floorspace while reinforcing the role of the centre; and
- District Activity Centre strategies which plan for staged retail growth within the centre.

Mesh Planning notes that the Dourias proposal *“to establish a major out-of-centre retail precinct directly conflicts with these objectives and would undermine the intended consolidation of activity in the core”*.

As states by Geografia, the Dourias submission does not demonstrate that forecast retail demand cannot be accommodated within the activity centre framework established by the BACS and implemented through the BPLAP. Nor does it demonstrate why Council should depart from the adopted strategic direction within the BACS and BPLAP of consolidating higher-order retail and commercial activity within the Brighton District Activity Centre Core.

Council officers and Mesh consider there is sufficient existing and future capacity within the Brighton District Activity Centre Core and surrounding opportunity sites to accommodate the retail and commercial floorspace requirements identified by the BACS. This includes existing vacant and underutilised business-zoned land, redevelopment opportunities throughout the centre and future mixed-use development opportunities identified by the BPLAP.

Importantly, the retail and commercial demand forecast by the BACS is expected to support and stimulate redevelopment of vacant and underutilised commercially zoned land within the Brighton District Activity Centre Core. This is one of the primary functions of strategic land use planning and zoning, whereby projected growth is directed towards designated centres to encourage investment, redevelopment and more efficient utilisation of existing urban land/ infrastructure. Council officers therefore consider that retail demand can be accommodated within the existing activity centre framework established by the BACS and BPLAP which is consistent also with regional and state planning policy.

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- b) *consumer demand and demographic forecast;*
 - c) *efficient use of existing infrastructure;*
 - d) *accessibility to existing transport networks and services;*
 - e) *access to workforce;*
 - f) *the activity centre hierarchy; and*
 - g) *the regional settlement hierarchy.*

Independent Review Findings

Geografia

The Geografia peer review concluded that insufficient evidence had been provided to justify departure from the strategic direction established by the BACS. In particular, the review found that the submission did not adequately demonstrate:

- the need for a second higher-order retail node within Brighton;
- why future retail demand could not be accommodated within the existing activity centre framework;
- the likely impacts on the Brighton District Activity Centre Core;
- the implications for the established activity centre hierarchy;
- a strategic planning justification for establishing a separate supermarket-based retail centre in South Brighton; or
- consistency with state and regional planning policies.

Geografia further noted that future retail demand had already been assessed through a comprehensive evidence base considering population growth, expenditure forecasts, existing floorspace supply, retail catchments and the regional activity centre hierarchy.

Mesh

Mesh identify that the proposal is inconsistent with regional and state planning policy direction, as follows:

Draft STRLUS	Tasmanian Planning Policies
• Directs growth to well-served activity centres; • Emphasises coordinated, infrastructure-led development; and • Reinforces the importance of centre-based consolidation	• Prioritise a consolidated pattern of settlement and development (TPP 1.1 Settlement Patterns); • Promote infill development and the efficient use of land and infrastructure within existing settlements (TPP 1.1 Settlement Patterns); • Support integrated land use and transport outcomes and the efficient use of infrastructure (TPP 1.3 Infrastructure and Services) • Require a sufficient supply of land within existing settlements and growth areas to meet commercial and business demand, having regard to catchment, demand, infrastructure, accessibility, and the activity centre hierarchy (TPP 4.7 Business and Commercial)

Regarding the role of the Highway Services Precinct, Mesh notes that the BACS identified an ongoing role for South Brighton and the Highway Services Precinct in accommodating commercial and bulky goods uses that are less suited to a traditional activity centre environment.

This complements the activity centre hierarchy by providing for highway-oriented commercial activities while preserving the Brighton DAC Core as the focus of higher-order retail activity. The introduction of a full-

line supermarket and associated retail precinct would fundamentally alter this role and establish a competing retail destination.

From an urban design perspective, Mesh states that the proposal to deliver an out-of-centre supermarket in the south of Brighton raises a number of key concerns, summarised as:

- The proposal is likely to create a car-dependent, highway-oriented retail node inconsistent with urban design principles for pedestrian and sustainable transport connectivity;
- The location of a supermarket for Brighton, out of centre is likely to diminish activation of the Brighton District Activity Centre (DAC) Core by removing a major component of future retail demand and a major incentive to visit the town centre. This will detrimentally affect overall foot-fall and activation of the existing retail heart of the centre conflicting with the goals of the BLAP; and
- The location of the supermarket out-of-centre is likely to require additional public realm infrastructure investment to support effectively and will undermine the investment in public realm infrastructure and accessibility improvements currently planned for the Brighton DAC Core.

Ultimately, locating a major supermarket in this position risks diverting future retail investment and activity away from the centre, contrary to the BLAP's objective of consolidating higher-order retail and commercial uses within the Brighton DAC Core.

Traffic Submission

The Traffic Statement prepared by Hubble Traffic Pty Ltd assesses the potential network impacts of a secondary commercial precinct in South Brighton.

The submission significantly understates the broader benefits associated with concentrating retail, commercial and community activity within the Brighton District Activity Centre, and the role this plays in creating a vibrant, economically successful and well-connected centre.

While the submission focuses primarily on potential vehicle traffic efficiencies arising from a secondary retail node, it gives limited consideration to the strategic planning benefits that flow from directing investment and activity to the established centre

Critically, the report does not demonstrate a clear problem requiring intervention. It provides limited evidence that:

- the existing road network is experiencing capacity constraints; or
- the existing activity centre is unable to accommodate current or future retail and commercial demand.

Instead, the submission largely relies on the redistribution of passing trips and the interception of vehicle movements as justification for a secondary commercial precinct. While these outcomes may provide some traffic benefits, they do not, in isolation, justify a departure from the strategic planning framework established by the BPLAP.

The BPLAP seeks to consolidate retail, commercial and community activity within the Brighton District Activity Centre to support a critical mass of activity and investment. This approach is intended to strengthen the vitality and viability of the centre while supporting planned improvements to:

- active transport networks;
- public transport accessibility; and
- public realm outcomes.

The submission also fails to adequately consider the active transport and place-making benefits associated with concentrating development within the established centre.

Accordingly, while the submission identifies potential traffic related benefits, it does not adequately consider the wider economic, social, transport and place making benefits associated with consolidating higher-order retail and commercial development within the Brighton District Activity Centre.

Conclusion

The proposal is inconsistent with:

- the Brighton Activity Centre Strategy;
- the strategic direction of the Brighton and Pontville Local Area Plan;
- regional and state planning policies; and
- established retail planning, urban design and town planning principles which seek to consolidate higher-order retail and commercial activity within existing centres.

Council officers consider that the proposal has the potential to:

- undermine the role and function of the Brighton District Activity Centre Core;
- dilute investment and redevelopment of strategic sites within the town centre;
- fragment retail and commercial activity;
- weaken the established activity centre hierarchy; and
- create a competing retail destination outside the adopted centre-based growth framework which will impact on built form and active transport directions within the BPLAP.

Accordingly, officers do not support:

- establishment of a South Brighton Business Precinct;
- expansion of the Highway Services Precinct for higher-order retail purposes;
- identification of land for a future full-line supermarket; or
- creation of a second higher-order retail and commercial centre within South Brighton.

Recommendation

Do Not Support.

Amendment

No amendment recommended.

5. Existing Planning Framework

5.1. Horse Racing Specific Area Plan

Matter Raised

Submissions questioned whether the Horse Racing Specific Area Plan remains appropriate.

Officer Assessment

Council officers acknowledge the long-term role of the Specific Area Plan warrants further review.

However, this issue requires a separate planning exercise and should not be resolved through the current BPLAP process.

Recommendation

Support Future Review.

Amendment

Retain and strengthen the existing review action.

5.2. Inner Residential Zone

Matter Raised

One submission sought clarification regarding the proposed Inner Residential Zone.

Officer Assessment

It is considered there is sufficient explanation in the draft BPLAP regarding the intention of the proposed inner zone and its role in supporting housing diversity and more efficient urban development. Council officers will email the landowner who made the submission to provide further information on this matter.

Recommendation

Support.

Amendment

No amendment recommended.

6. Infrastructure and Transport

6.1. Infrastructure and Servicing

Matter Raised

Submissions highlighted the importance of water, sewerage, stormwater and infrastructure capacity in supporting future growth.

Officer Assessment

Council officers agree these matters are important considerations. Identification of land as a future investigation area should not be interpreted as confirmation that land can be serviced or developed.

Future investigations, precinct structure planning and any subsequent planning scheme amendments will need to demonstrate the ability to service growth in a coordinated and cost-effective manner.

Recommendation

Note.

Amendment

None required.

6.2. Transport

Submissions identified transport and movement issues, particularly within South Brighton, including local traffic concerns, the function of existing roads and potential changes to road alignment between the Brighton town centre and the Brighton Hub.

Officer Assessment

The BPLAP specifically focusses on providing the land use and movements network settings to increase walkability, and create a pedestrian focussed 'high street' with easy access to active transport connections, consistent with established planning policy at all levels of government.

The BPLAP specifically identifies future public realm improvements to further improve the pedestrian experience within the activity centre core.

Whilst Brighton Road will become busier after the realisation of the South Brighton market, there is limited evidence that Brighton Road will become so overloaded that it would require intervention via strategic planning to bring activity out of the activity centre. On the contrary, a higher order activity expects activity and increased foot movement to aid with activation and renewal of an evolving higher order centre.

Furthermore, the BPLAP seeks to improve access to centres, schools, open space and community facilities to support more sustainable travel choices and reducing reliance on private vehicles as development occurs.

Recommendation

Note.

Amendment

None required.

6.3. Open Space, Active Transport, Infrastructure and Local Services

Matter Raised

Submissions identified opportunities to improve open space, active transport infrastructure and public facilities, including drainage improvements, active transport connections and local infrastructure upgrades.

Council also received submissions requesting additional community facilities and services within Brighton, including:

- gym;
- government services such as Service Tasmania; and
- enhanced open space and recreation facilities.

Officer Assessment

Council officers acknowledge the importance of community infrastructure, public open space and active transport in supporting a growing municipality.

The matters raised are broadly consistent with issues identified through previous engagement undertaken as part of the BPLAP process.

While the BPLAP establishes a strategic framework for future growth, it is not intended to determine the delivery of individual community facilities or government services.

Council officers consider that the submissions provide useful input for future implementation of the BPLAP but do not warrant amendments to the BPLAP.

It is considered there is sufficient vacant and underutilised business zoned land within the activity centre, including the future mixed use precinct opposite the high school, to support a broad range of uses desired by the community.

Recommendation

Note.

Amendment

None Required.

6.4. Zoning

Matter Raised

Council received one submission seeking clarification regarding the proposed Inner Residential Zone.

Officer Assessment

Council officers note the submission and acknowledge the request for clarification.

The proposed Inner Residential Zone forms part of the BPLAP's broader housing and settlement strategy and seeks to support greater housing diversity and efficiency in locations with appropriate access to services, employment, public transport and community infrastructure.

Recommendation

Note.

Amendment

None Required.

7. Conclusion

Submission received during consultation on the draft BPLAP have raised matters that have warranted some changes to the final BPLAP.

Those changes are:

1. Identify land at 69 Brighton Road as a future investigation area for residential rezoning subject to a significant amount of strategic work and landowner discussions; and
2. Identify land at the Brighton School Farm as an area that would be looked at for possible rezoning and redevelopment over the life of the plan (up until 2046).

Overall, the consultation process has reinforced the strategic directions of the Draft BPLAP, including:

- consolidation of higher-order retail and commercial activity within the Brighton District Activity Centre Core;
- provision for future housing growth through a staged and coordinated approach;
- protection of environmental, landscape and agricultural values;
- support for improved transport, active transport and infrastructure planning; and
- planning for future residential and retail growth in a manner that is consistent with State and regional planning policy.

Council officers consider that, subject to the amendments identified in this report, the BPLAP continues to provide an appropriate strategic framework to guide growth and development within Brighton and Pontville over the long term.