

Department of State Growth

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Mr James Dryburgh
General Manager
Brighton Council
1 Tivoli Road
OLD BEACH TAS 7017

Via email: development@brighton.tas.gov.au

Dear Mr Dryburgh,

South Brighton Master Plan

Thank you for your invitation to comment on Brighton Council's draft *South Brighton Master Plan* (the 'Master Plan').

The Department notes that the Master Plan establishes a new precinct immediately south of the Brighton township, primarily for residential development. The new Brighton High School is also located within the precinct.

The Department supports the intent of the master plan to guide use and development within the precinct over time. The comments below address interactions between the Master Plan and the transport system.

Network Planning

State Growth's preference is that traffic from the Midland Highway travelling toward Brighton township is encouraged to use the current access to Brighton Road, sign-posted on the Midland Highway. This will help avoid the potential weaving conflict between heavy vehicles using the Midland Highway on-ramp to the north of the Industrial Estate and vehicles accessing Hove Way.

Passenger Transport

Proposed Bus Stops

State Growth supports new bus stop infrastructure being planned along Brighton Road that will cater for a future residential population.

The proposed bus stops on Brighton Road are approximately 450m from the bus stop pair north of Elderslie Road/William Street. It is important that, as indicated on the Master Plan, the stops have a suitable pedestrian crossing point to facilitate access across the road.

The existing bus stops on Brighton Road are adjacent to more semi-industrial sites. Council should consider whether these stops are better located south of the Elderslie Road/William Street intersection, which would cater for the future Brighton High School and proposed local business zone.

Council should also consider the amenity of bus stops (e.g. provision of a bus shelter), interactions with future shop frontages and scalability to respond to any increased services to the area.

For all bus stop locations, a road reservation should be provided allowing for sufficient space for accessible bus stops (compliant with the *Disability Discrimination Act 1992*), sufficient space to cater for at least one articulated bus, and a sufficient turn in and turn out space (e.g. bus bays), which reflects existing and potential future speed limits.

Pedestrian Permeability and Accessibility

The proposed through-site links between the proposed roads and residential areas, and existing roads are noted and supported. These through-site links increase pedestrian permeability within the proposed Master Plan area and would make it easier for residents to access bus services and potential attractors (e.g. future school site, proposed retail and local business zone). These through-site links should be retained.

Through-site links to the two sets of existing bus stops on William Street should also be improved, with pedestrian cut-throughs if possible.

State Growth recommends that footpaths are provided on both sides of any future roads proposed ensure good, all ability access to any future bus stops.

Proposed road network

Any detailed design of the future road network across the master planned area should not preclude bus movements through the site.

Property access

State Growth suggests that Council consider planning controls that ensure that access to properties is via the internal road network, and not Brighton Road. This will reduce conflict between pedestrians and vehicles crossing over footpaths along Brighton Road, as well as conflict between the ingress and egress of vehicles from driveways and buses/vehicles travelling along Brighton Road.

If you have any questions in relation to our response, please do not hesitate to contact Patrick Carroll, Principal Land Use Planning Analyst at Patrick.Carroll@stategrowth.tas.gov.au or on 03 6166 4472, in the first instance.

Yours sincerely



James Verrier
Director, Transport Systems and Planning Policy

2 December 2021