

Old Beach Foreshore Track Feasibility Consultation

Attachment:	A – Old Beach Foreshore Track Consultation Information Sheet B - Old Beach Foreshore Track Consultation Map
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Purpose

This report is to provide the Council and the broader community with the details and recommendations regarding the recent consultation with landowners and stakeholders on the feasibility of a new walking track between Riviera Drive, Old Beach and Jetty Road, Old Beach.

The report includes detailed responses to the issues raised in the submissions received during the consultation period (July – August 2024).

Background

The Council have commenced a project to determine the feasibility of a new foreshore track in the Old Beach area between Riviera Drive/St Ann’s Living and the Jetty in Jetty Road. The land is mostly coastal or riparian reserve (creeks and waterways) with the exception of some land within St Ann’s Living and the East Derwent Highway (road reserve). The area is shown in Figure 1 and the Attachment B.

The Council had previously allocated a budget of \$120,000 in the 2022-2023 financial year for the “Old Beach Foreshore Walkway – Blackstone to Morrisby – 950m” project. However, this was never progressed, and the amount was carried forward subject to further studies and consultation.

In 2023, the Council under Part 1.3 of the *Brighton Council Annual Plan 2023 – 2024* (June 2023) the Council included the following:

Plan, design and undertake community consultation for an additional section of gravel walkway along the Old Beach Foreshore from Morrisby Road to Blackstone Drive

In 2024, under Part 1.3 of the *Brighton Council Annual Plan 2024-2025* the Council included the following objective:

Consider community feedback for additional sections of gravel walkway along the Old Beach Foreshore from Morrisby Road to Blackstone Drive.

The annual plan and budget item builds upon Council’s *Brighton Council 2050 Vision* to provide a foreshore track “... Similar to that provided in Rosetta” together with better connectivity between walking tracks and natural assets in the area.

The Council had previously undertake a more limited investigation on the potential for a new track in this area (in the past 10 years). However, it was determined that careful planning, design, landowner and stakeholder consultation was much needed to get a better understanding of the issues and scope of works.



Figure 1: Project Investigation Area (Source: theLIST mapping services)

The first stage of the project was to determine the overarching objectives of the project. These are provided as follows:

- a) To investigate and provide options for a new walking track between Compton Road and Jetty Road based on risk assessment, feasibility of options, cost, stakeholder and community feedback and approvals; and
- b) To investigate connections to Riviera Drive and subdivision on eastern side of the Derwent Highway.
- c) To provide additional walking tracks in the Old Beach area

- d) To enhance amenity and liveability of Old Beach foreshore and Old Beach area
- e) To provide safer public access to foreshore
- f) To eradicate declared weeds, better manage erosion and long-term native plantings for habitat, biodiversity and site stability along the track route

A site constraints and opportunities analysis was undertaken by Council Officers to map a planning corridor area suitable for public consultation. This map was based on the following studies and assessment:

- Land tenure assessment and boundary checks
- Aboriginal Heritage Assessment
- Natural Values Assessment
- Assessment of natural hazards such as coastal erosion, flood, steep slopes, bushfire hazards etc
- Assessment of impact on local amenity, privacy, accessibility etc

The investigation area shown in Attachment B is the same map that was used in the recent stakeholder and landowner consultation (July – August 2024). The track investigation area is located entirely within public land, with the exception of a small section of land within the St Ann’s Living precinct located at Stanfield Drive, Old Beach. The track area is otherwise within land owned by the Brighton Council or land leased to the Brighton Council by Crown Land Services or other public reserve (i.e. riparian reserve). Part of the track may also be within the land owned by State Growth along the East Derwent Highway.

Based on the preliminary investigations the area can be divided into four (4) distinct stages:

1. Riviera Drive to Compton Road
2. Compton Road to Blackstone Drive
3. Blackstone Drive to Morrisby Road
4. Morrisby Road to Jetty Road/Old Beach pontoon “Ferry Point”

The total length of the investigation area is 3.2km. This includes areas of partly formed existing track.

Council Officers sent letters to residents that adjoin the track investigation area in early 2024 to advise them of the project and to advise that Council Officers were undertaking site investigations in the area.

Between July – August 2024 Officers again contacted the local residents and provided a consultation page on the Council website seeking feedback on the track investigation area.

Consultation

Stakeholder engagement and consultation on the track investigation area is summarised as follows:

1. Landowners were notified of the project in January 2024.

2. Meetings between Council Officers and the owners of St Ann's Living to seek in principle agreement to use part of their land for a public walkway subject to design and further consultation.
3. Landowners in vicinity of boundary survey work were again notified.
4. Meetings between Council Officers and the Department of State Growth for in principle agreement to use East Derwent Highway Road reserve subject to design, approvals and further consultation.
5. Mail-out to all adjoining residents and all stakeholders in July 2024 seeking feedback on the Track Investigation Area and feedback on a new track on the public land between St Ann's and Jetty Road.
6. Website "Have your Say" page was formed with an information sheet and investigation area map (Attachment A and Attachment B)
7. Emails and communications with Project Manager from residents 10th July – 9th August 2024
8. Follow up and site visits with landowners (yet to be completed)

Following a decision of Council on this consultation then a more detailed plan will be prepared and further discussions with stakeholders and landowners will be undertaken in late 2024.

This design would be separated into one (1) or more of the four (4) stages i.e. "Riviera Drive to Compton Road" and consultation on a design for each stage may be for feasible than a complete design for the entire 3.2km which may take significant time to complete and unnecessarily extend the design process.

Discussion of Consultation

A total of 38 submissions were received. These are categorised as follows:

- 29 landowner/resident submissions were received via email and mail during the July – August 2024 period
 - 12 submissions had stated they were opposed to a new walking track and provided written comments.
 - 11 submissions provided comments, feedback and raised concerns about particular matters.
 - 6 submissions were letters of support and provided comments and feedback.
- 9 stakeholders including Department of State Growth, St Ann's Living, Tas Police, Tas Fire Service, Inland Fisheries etc provided letters of support or no objection with comments and feedback.

A break-down the submissions is provided below in Figure 2.

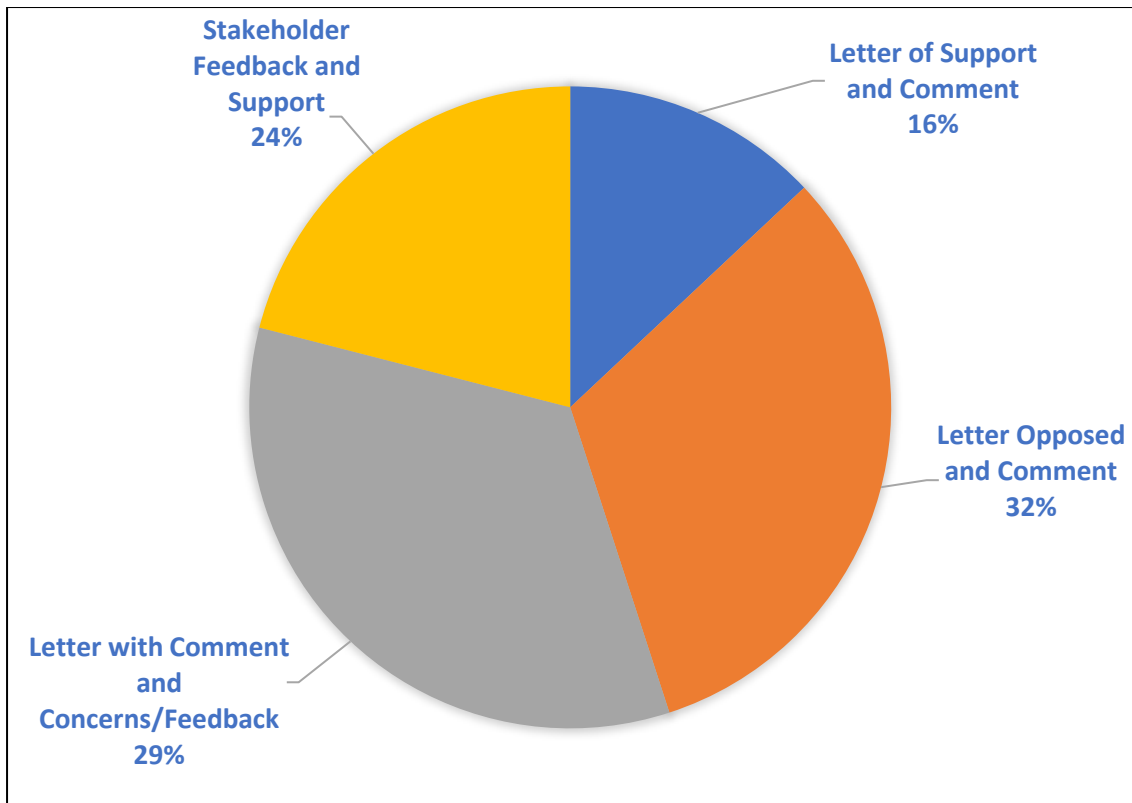


Figure 2: Summary of submissions on Old Beach Foreshore Track Project

The issues raised can be summarised as the following categories:

- A. Track Surfacing, Safety and Construction
- B. Privacy and Loss of Amenity
- C. Crime or Anti-Social or Nuisance Behaviour
- D. Natural Values and Wildlife
- E. Costs, Maintenance and Council Spending
- F. Property Values
- G. Other Matters

Most questions, concerns or feedback were on the track surfacing, safety and construction.

Over 70% of respondents had particular questions or concerns/feedback on the design of a foreshore track in the area. Many of these questions cannot be addressed as they are subject to completion of a design that will be provided to residents.

The second issue was concerns about privacy and loss of residential amenity. Over 40% had raised this as an issue or reason to oppose a new track in this area.

A percentage summary of the issues raised is provided below in Figure 3.

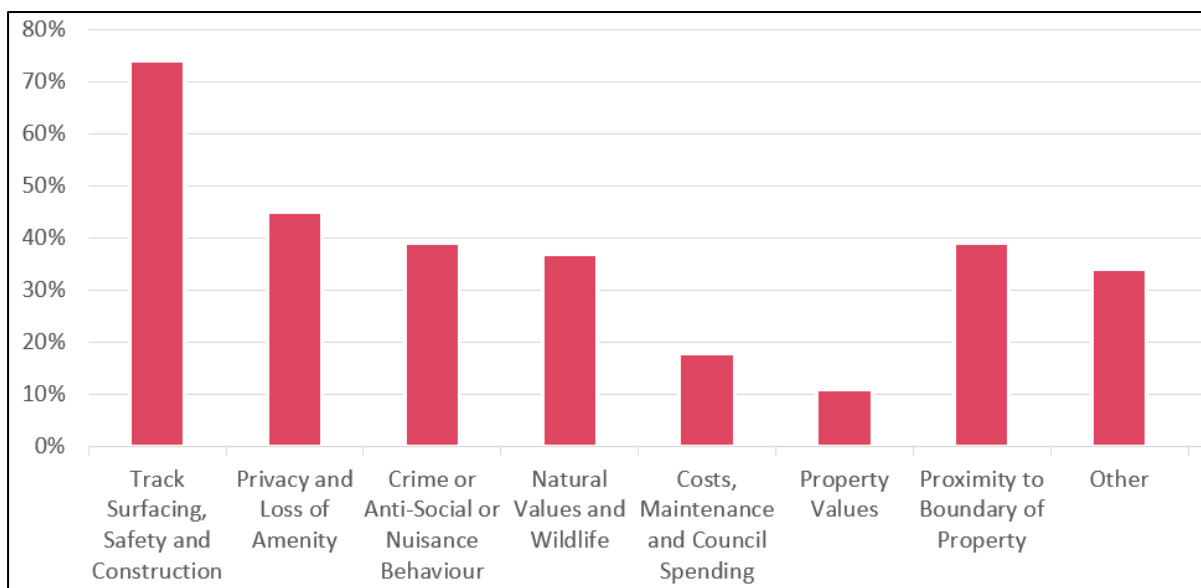


Figure 3: Percentage of Issues Raised in Submissions

A response to the issues raised by landowners and residents is provided together with a response in the tables below:

TRACK SURFACING, SAFETY AND CONSTRUCTION	
ISSUE	DESIGN RESPONSE and COMMENT
Suitable track grade for all abilities	Design will make every effort, as far as practicable, to provide a track suitable for all abilities and to be DDA compliant.
Erosion, land instability, water management and surfacing	Design is to minimise erosion and washouts through avoiding natural drainage lines, installation of culverts, pipes and drains. Tracks within Clarries Creek will need to be concreted to reduce maintenance costs. This is similar to other tracks that may be subject to waterways.
Distance and separation from private property boundaries	Design to locate track as far as practicable from private boundaries and make use of existing vegetation to create a sense of separation. Additional landscaping with shrubs may be suitable in some places to provide a more natural feeling walkway. There are however some sections which are more difficult to manage due to narrow access ways or existing access to the foreshore between houses (fences).
Safety due to steep slopes and fencing	Parts of the track corridor along Morrisby Road are adjacent to very steep slopes. Design will need to include fencing in places or a raised or

	<p>cantilevered platform with fence to be reasonably safe.</p> <p>Signage warning of steep slope or cliff edge will be needed in some places along with additional landscaping to deter persons from entering. This is common practice for tracks in such areas.</p>
DDA compliance	Design will make every effort as far as practicable to provide a track suitable for all abilities and to be DDA compliant.
Fencing along private property	<p>Council or Crown Land Services are not legally required to construct new fencing per the <i>Boundary Fences Act 1908</i> however there are sections where a fence may be required for safety reasons or conflict between vehicles and pedestrians. This is yet to be determined and subject to further site assessment.</p> <p>Plantings, garden beds and other landscaping is suitable to create a separation between what is private property and the public land may be needed. Landowners are free to put up their own signs or fence if that is what they want.</p>
Odour from sewer pump station	Meeting places or park benches should not be located adjacent to a sewer pump station. These pump stations are commonly found in public spaces and people tend to walk past or through such areas and not spend time in the vicinity of bad odour.
Construction in Coastal Hazard Area	<p>Part of the track corridor area is within the Coastal Hazard Area for coastal erosion and coastal inundation. The coastal inundation area is around the low-lying areas of Jetty Road and Clarries Creek. Both are short sections of track. The design corridor and previous feasibility studies had already identified these areas and avoided as far as practicable.</p> <p>The Brighton Council <i>Coastal Hazards Report</i> (June 2024) identifies human safety as paramount in works and development in a Coastal Hazard Area. This must be factored in any design solution.</p> <p>The track design will need to factor in the two hazards through suitable track surfacing that is unlikely to erode or cause unplanned or undue maintenance. This can be achieved through engineered drainage solutions, concrete paths or raised platforms. Signs warning of wave actions may also be required together with fencing.</p>

	<p>Council would also be introducing an asset into these areas and will need to factor in the life of the asset and that future works may be needed to either protect or replace the asset due to coastal inundation. For instance, a raised platform may last for 50 years however the height of the platform may need to be increased in 50 years time to allow for sea level rise.</p> <p>Council Officer's initial assessment is that a design can be created that factors:</p> <ul style="list-style-type: none"> - Public safety - Design and type of asset suitable for a coastal hazard area - Does not increase the hazard for private landowners or infrastructure providers, natural assets or cultural places or items. - Overall design to minimise risk to the public and to the Council. - Future protection of the asset from sea level rise or erosion.
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PRIVACY AND LOSS OF AMENITY	
ISSUE	DESIGN RESPONSE and COMMENT
Dogs barking at track users	<p>The comments are that dogs will bark at people or other dogs using a new walkway as dogs are not used to people in that part of the land.</p> <p>A design solution is to keep the track at a maximum distance from property boundaries to avoid direct interaction between dogs at fences and dogs or people using the walkway.</p> <p>It is also Officers recommendation that people keep their dog(s) on a leash at all times and that signage is introduced and rules enforced. This is also a requirement of the <i>Dog Control Act 2000</i>.</p> <p>Design for additional landscaping buffers or existing landscaping buffers will also create a distance and screen between the track and property boundaries. Park benches should not be placed close to property boundaries where people will stop, rest or gather and potentially stress or excite dogs on private property (or vice versa).</p>

	<p>Council Officer experience of walking this area multiple times is that dogs bark at first but then stop once you walk away. It is the opinion of Council Officers, based on experience, that dogs typically get accustomed to change and new people and other dogs over time. Owners may need to train their dogs to deter them from barking so they do not become a nuisance or disturb the amenity of the entire area.</p> <p>It is also likely that new dogs at properties will be aware of a walking track (i.e. post construction) and unlikely to react the same as dogs that have lived on the property without a walking track.</p>
<p>Loss of privacy</p>	<p>It is agreed that a formed walking track will attract more people to use these public reserves or access the River Derwent. Over 40% of respondents had raised privacy and increased people/activity in the area as a concern. This was raised by both people that were for or against a walking track in the area.</p> <p>People were concerned that they could no longer enjoy their private open space and treated the land that backs onto the reserve like a private backyard.</p> <p>Firstly, Council respect people's opinions on this matter and that privacy can be subjective.</p> <p>A design solution is to locate a track that maintains a distance from boundaries, as far as practicable, and makes use of existing tracks and vegetation. Further landscaping can be introduced to create a buffer between the track and property boundaries.</p> <p>However, it is important that such landscaping does not unreasonably block people's views or create places that entirely obscure track users when viewed from the private properties. An element of passive surveillance between the reserve and private property is important for</p>

	<p>safety and security and a natural deterrence of anti-social behaviour.</p> <p>Further discussions with some landowners is needed to discuss some particular sites.</p>
Lack of fencing between property and foreshore reserve	<p>Landowners are not required to fence this boundary and Council is not required to construct fencing per the <i>Boundary Fences Act 1908</i>. Again, the design solution is to maintain a distance from the property boundary and make use of existing vegetation. Further landscaping ought to be included to create a natural feeling buffer between the reserve and private property.</p>
Noise from people using the track and other loud behaviour	<p>A walking track may increase noise from people or dogs using the track however Council has very minimal complaints about track users from existing tracks in the Brighton area. A walking track is not a land use that is known to cause noise issues. A design solution however is to avoid constructing park benches or gathering places that are close to boundaries or people's windows etc.</p>
Vegetation removal	<p>A design solution is to avoid vegetation removal other than weed removal. Coastal vegetation is critical habitat and is needed to control erosion, wind and also privacy and amenity.</p>

CRIME OR ANTI-SOCIAL OR NUISANCE BEHAVIOUR	
ISSUE	DESIGN RESPONSE and COMMENT
People hooning on motorbikes or motorised bikes	<p>A design solution is to ensure there is passive surveillance between track users and local residents, signage that prohibits motor bikes, fencing and gates to restrict access for these types of vehicles but still allow wheel chairs, prams and cycling. Residents are typically very pro-active to discourage this type of behaviour through reports to the Tasmania Police.</p>
Trespass onto private property	<p>Though a police matter there is still scope to delineate between what is the public land and the private land through landscaping and designing a track that is not located directly against a boundary. Further assessment and design solutions may be presented to the community for feedback on this matter.</p>
Anti-social behaviour	<p>It is expected that track users will be mostly local residents or people simply enjoying nature or exercise. A design solution is</p>

	again to allow for passive surveillance where possible, to not create hiding spaces or gathering spaces behind fences or vegetation.
Burglary and access to private property	<p>The Tasmania Police were contacted as part of the consultation process. Tasmania Police said that creating a track may create additional access points to property. However, they could not comment on potential crimes that have not happened. From an urban design perspective passive surveillance and a high quality amenity are good deterrents for anti-social or criminal behaviour. People that witness suspicious behaviour or criminal activity typically contact the police.</p> <p>Council are also reminded that the project area is mostly existing reserve land with the exception of the small amount of land within the St Ann's precinct. Council would not be creating the reserve through land acquisition or the like.</p> <p>Use of cameras in the area may be a deterrent particularly around likely meeting or gathering spots such as the Jetty Road carpark. It is noted that many residents have cameras on their properties that would be a deterrence or pickup criminal or suspicious activity.</p>
How will Police and Council manage anti-social behaviours	A well-designed trail that includes passive surveillance, encourages people to get outdoors and exercise or go fishing and enjoy nature is one of the best ways to deter anti-social behaviour. The more people that use the track and are present in the area the less likely people will be to cause a nuisance or act in an anti-social manner as such behaviour can be reported to the Tasmania Police.
Houses and private open spaces were built before the track and not designed for a track	<p>Again, Council respect people's opinions on this matter and that it can be subjective.</p> <p>Foreshore reserves are great places for foreshore tracks and access to a river for fishing or to enjoy the outdoors. Council has already constructed many foreshore tracks in the nearby areas which are frequently used by people to get exercise and enjoy nature.</p> <p>A design solution is to design a track that is respectful of people's privacy and to maintain a distance from boundaries and buffer with landscaping.</p>
Access for emergency services	There are multiple access points for emergency services either through existing vehicle accesses, walkways or through private property in the event of an emergency.

NATURAL VALUES AND WILDLIFE	
ISSUE	DESIGN RESPONSE and COMMENT
Loss of habitat and vegetation removal	A design solution is to avoid vegetation removal as far as practicable and plant further vegetation that is suitable coastal habitat. A walking track would also enable and encourage better weed management of the area.

Dogs and wildlife	It is recommended that dogs strictly kept on a leash. The natural values survey identified bandicoot habitat and other wildlife. A clearly marked track would also delineate between natural bushland and the track and deter people and dogs from straying from the path into the vegetation.
Impact on threatened species	<p>Per above the design would provide that clearly delineates a pathway and that dogs must be kept on a leash or prohibited.</p> <p>The Natural Values Assessment has provided recommendations for design and construction and to avoid unnecessary removal of vegetation including dead vegetation or piles of vegetation that are bandicoot or other fauna habitat.</p>

COSTS, MAINTENANCE AND COUNCIL SPENDING

ISSUE	DESIGN RESPONSE and COMMENT
Council should be spending funds on more play equipment in Old Beach	These comments are noted and have been directed to the Asset Services team.
A track will require ongoing maintenance at ratepayer expense	A solution is to design a track to an affordable best practice principle that requires minimal or inexpensive maintenance such as well drained gravel tracks. Also to construct sections out of concrete with a long design life, where necessary, such as Clarries Creek.
Do not agree with spending funds on a track in this area as opposed to a track in the area	<p>Council has identified further tracks and connectivity between places as part of Council's <i>Brighton Council 2050 Vision</i>. This forms part of Council's role to deliver community infrastructure.</p> <p>Council has included consultation on the walkway in this area in their current <i>Annual Plan 2024-2025</i>.</p> <p>Funding and final costs are not yet known and could be funded through state or federal grant funds or as budget allows.</p>

PROPERTY VALUES

ISSUE	DESIGN RESPONSE and COMMENT
That a walking track would decrease property values in the area	There is no evidence to support that public facilities and amenities reduce property values and the design measures to reduce anti-social behaviour and create a high quality and high amenity

	foreshore track will likely make Old Beach an even more attractive place to live and visit.
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OTHER ISSUES RAISED	
ISSUE	DESIGN RESPONSE and COMMENT
That the crown reserve was gifted to some residents	The track corridor does not include land in private ownership other than land within the St Ann's Living precinct which the owner's have agreed to include subject to further design and community consultation.
That Council did not contact some residents about the project	Adjoining owners were contacted and information was provided on Council's website inviting comment on the track investigation area. Council has retained the records and contact details.
Impact on TasWater underground pipes	TasWater were contacted as part of the consultation and have no objections to works in the area. Works such as excavations or drainage can be designed to avoid underground assets.
Council would be liable for damages to private property from criminal activity or liable if persons are injured	<p>There is no evidence to support this claim.</p> <p>The track can be designed per best practice and to a high standard and with professional advice. Council can seek advice from their insurer on measures to make the track safe and discourage people taking risks. Such measures would likely include public safety through signage, fencing and landscaping.</p> <p>Also the track would be continually inspected to ensure track works are kept to a reasonable standard. Members of the public can report maintenance issues to Council.</p>

The table below provides a summary of the responses from the Stakeholders.

STAKEHOLDER FEEDBACK	
STAKEHOLDER and COMMENT	DESIGN RESPONSE and COMMENT
Tasmanian Fire Service (TFS) <i>TFS have no significant concerns with respect to the concept foreshore track. I note it does not appear likely to have any material impact on our ability to access properties or firefighting resource in the area.</i>	No further comment or design response other than the expected vegetation management that would be associated with track maintenance may further reduce bushfire hazards.
Inland Fisheries Services <i>Thanks for contacting the Inland Fisheries Service in respect of the proposal to extend the walking tracks in Old Beach.</i>	The comments are noted and can be included in the design response to provide signage and further consultation will be undertaken with IFS to refine design drawings.

<p><i>The IFS, through our Anglers Access programme have already identified a number of access points to the River Derwent for anglers in the Old Beach area including existing walking tracks. I have attached a copy of the River Derwent Anglers Access brochure.</i></p> <p><i>The project outline, if implemented, will enhance access to the river for angling and any new access points will be added to the IFS map.</i></p> <p><i>We suggest that the angling symbol be included in any new signage for the walking track as a permissible activity.</i></p> <p><i>In respect of the alternate creek crossing we support the safest and most cost effective option as close as practical to the River Derwent.</i></p> <p><i>I would be happy to discuss any aspect of this very worthwhile project.</i></p>	
<p>Aboriginal Heritage Tasmania <i>That the assessment process under the Aboriginal Heritage Act 1976 is required and that further consultation is required once a design is finalised.</i></p>	<p>The comments are noted and the assessment report by CHMA provides a series of recommendations to avoid or manage Aboriginal Heritage sites such as middens. Further consultation will be undertaken should Council proceed to the design stage.</p>
<p>Crown Land Services <i>Property Services appreciates Council engaging with us and keeping us informed.</i></p> <p><i>As mentioned, when the investigative matters outlined in the Stakeholder Consultation paper dated 10 July, 2024, are substantially progressed, please contact Property Services to check if approvals are needed prior to commencing any works on the Crown land.</i></p>	<p>The comments are noted and further engagement with Crown Land Services can be undertaken should the project proceed to a design.</p>
<p>St Ann's Living <i>The Owners of St Ann's living have provided in principle support to further foreshore tracks in the area including within their land.</i></p>	<p>The comments are noted. Should further design documentation be prepared then further consultation with the owners of St Ann's Living will be undertaken.</p>
<p>Department of State Growth <i>The department is committed to encouraging people to walk, wheel, or ride as part of their everyday travel. Walking, wheeling, and riding play an important role in making the</i></p>	<p>The comments are noted and demonstrate that design and construction of such tracks are part of a much broader strategy for Tasmanians. Further consultation is required should Council proceed to a design.</p>

Tasmanian transport network more resilient, safe, and equitable. This increases the use and efficiency of our transport corridors and delivers health, environmental, and economic benefits.

In turn, the department supports Brighton Council's goal of extending the River Derwent foreshore track within Old Beach and beyond. This aligns with the intent of the Hobart Regional Arterial Bicycle Network Plan and Greater Hobart Cycling Plan of providing loops of cycleways across Greater Hobart that transverse the River Derwent.

If Council's on-going planning and consultation work determines that the proposed foreshore track extension is a viable development, and if the track is ultimately proposed to use the State road reservation, further consultation with the department will be required to ensure the design in the reservation meets the department's safety expectations, and to ensure the final proposed alignment of the track does not conflict with future improvements envisioned for the East Derwent Highway. In addition, Brighton Council would need to enter a Crown land licence and ensure all surface maintenance and other improvements, such as plantings, are maintained by the licensee.

The Department is working towards providing a suite of state-wide guidance for walking, wheeling and riding, which may assist with your project. Drafts will be provided to councils and other key stakeholders for review and comment as they are ready.

In the meantime, thank you again for the opportunity to review the potential route. We appreciate Council's efforts in promoting walking, wheeling and riding and look forward to continued collaboration.

Old Beach Landcare Group

Generally supportive of further walking tracks in the area and improved access.

Tasmania Police*

The project is not to create a new public reserve as this already exists in most locations.

<p><i>*Tasmanian Police were contacted specifically by Council Officers in response to feedback from the public about potential crime caused by a new track.</i></p> <p><i>That further consultation ought to be undertaken with Tasmania Police. That new walking tracks can provide additional points of access to properties and that Tasmania Police cannot provide specific comment on potential for crime.</i></p>	
<p>Old Beach Foreshore group <i>Thank you for considering Friends of Old Beach Foreshore group in the consultation process.</i></p> <p><i>The idea of an extended walking track is welcomed by our group. It gives so much more opportunity for our group to extend our work along the river to ensure the area is looked after for generations to come.</i></p> <p><i>As discussed this morning the only concern for us, which council is already onto is the identification and preservation of any endangered species of plant/wildlife or aboriginal significant sites of interest along the proposed track.</i></p> <p><i>In terms of access for individuals with criminal intent we don't see the track as a conduit for an increase in crime within the area.</i></p> <p><i>We look forward to hearing the track will go ahead, which will open the area up for residents to enjoy a longer walk/ride/run along the banks of the River Derwent. Enabling them to take advantage of new and alternate views the river has to offer from these vantage points.</i></p>	<p>The comments are noted and further consultation will be undertaken should Council proceed to design.</p>
<p>TasWater That further consultation ought to be undertaken if works may impact TasWater's asset. This would include service locations or use of Before You Dig asset services.</p>	<p>The Comments are noted.</p>

Next Steps

The next steps should Council decide to proceed with the design stage of the project and further consultation are listed as follows:

- September 2024 - Meet with those property owners and any others identified by Council to discuss design particulars of where safety between vehicles and pedestrians may be compromised.
- September 2024 - Further site investigations around boundaries and cliff top access and incidental discussions with property owners
- September – November 2024 Prepare design plans in response to issues raised in the consultation and present to Council
- December 2024 - 2025 Undertake consultation on the design plans and refine as needed
- Further report to Council.

Risk Implications

Stakeholder and community consultation is critical to progressing a project such as this.

There is practically nil risk to Council in proceeding to a more detailed design and further consultation on a track in this area per the recommendations and per the feedback received from stakeholders and the community.

The project will continue to be managed carefully by Council Officers per the project management plan which includes fit for purpose consultation and preparation of design documentation.

Financial Implications

A costing of the design documentation, per the recommendations of this report, can be achieved within the current budget allocation towards track works in the area and in Brighton. Some of this design work will be undertaken by external consultants such as engineered solutions or graphic design. The remaining design and consultation elements will be carefully managed by Asset Services.

Strategic Plan

1.1: Understand/Improve Health and Wellbeing

S1.3: Provide Public Facilities/Amenities

S1.4: Support Connected Communities

S1.5: Build a resilient community and environmentally sustainable future

S3.2: Implement Strategic Asset Management Plan (Existing and New)

S3.3: Enabling Infrastructure

S4.4: Long-term thinking & evidence-based

Social Implications

Council have based this project on the success of other foreshore trails in the Brighton area. These public spaces are very popular places to exercise, connect with nature, socialise or connect between areas. They also improve the general amenity of residential areas through improved infrastructure and further maintenance/management of public land (i.e. mowing, weed management etc) and a general sense of community well-being.

Economic Implications

High-quality trails and improved open spaces, including access to the foreshore, make Brighton a better place to work, live, play and invest.

Options

1. As per the recommendation
 2. Other
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RECOMMENDATION:

1. That Council Officers further investigate issues raised in the public consultation process and prepare a design plan for one (1) or more stages of the Old Beach foreshore track investigation area (as shown in Attachment B); and
2. Council Officers commence further stakeholder and community engagement on the design plan via the same communications methods used for the July – August 2024 consultation; and
3. Council Officers report on the outcomes of the design consultation to the Council at an Ordinary Council Meeting.

DECISION: