



**Brighton  
Council**

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## ATTACHMENTS

ORDINARY COUNCIL MEETING

15 JULY 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 5.30P.M. ON TUESDAY, 17 JUNE 2025**

**PRESENT:** Cr Gray; Cr Curran; Cr De La Torre; Cr Geard; 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); Mr A Woodward (Director Development Services); Ms A Turvey (Manager Community Development & Engagement); Mr Leigh Wighton (Manager Development Engineering) and Mrs J Blackwell (Manager Planning).

- 1. Acknowledgement of Country**
- 2. Apologies / Applications for leave of absence**

**DECISION:**

*Cr Geard moved, Cr De La Torre seconded that Cr Irons and Cr Murtagh be granted leave of absence.*

**CARRIED**

**VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	



### 3. Confirmation of Minutes

#### 3.1 Ordinary Council Meeting

The Minutes of the previous Ordinary Council Meeting held on the 20<sup>th</sup> May 2025 are submitted for confirmation.

#### **RECOMMENDATION:**

That the Minutes of the previous Ordinary Council Meeting held on 20<sup>th</sup> May 2025, be confirmed.

#### **DECISION:**

*Cr McMaster moved, Cr Curran seconded that the Minutes of the previous Ordinary Council Meeting held on 20<sup>th</sup> May 2025, be confirmed.*

**CARRIED**

#### **VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	

### 4. Declaration of Interest

In accordance with the requirements of Part 2 Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015*, the chairperson of a meeting is to request Councillors to indicate whether they have, or are likely to have, a pecuniary interest or conflict of 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.

*Cr Geard declared an interest in Item 12.2*

*Cr Gray declared an interest in Item 14.16*

*Cr De La Torre declared an interest in Items 14.7 and 14.17*

### 5. Public Question Time and Deputations

In accordance with the requirements of Part 2 Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015*, the agenda is to make provision for public question time.

*There was no requirement for Public Question Time.*



## 6. Reports from Council

### 6.1 Mayor's Communications

The Mayor's communications are as follows:

- 21/5 TasWaste South Board Meeting
- 1/6 Official Opening – New Bridgewater Bridge
- 3/6 Council Workshop
- 11/6 STRLUS Steering Committee Meeting
- 12/6 Meeting with Rebecca White MP
- 17/6 Citizenship Ceremony
- 17/6 CEO Performance Management Committee Meeting
- 17/6 Council Meeting

#### **RECOMMENDATION:**

That the Mayor's communications be received.

#### **DECISION:**

*Cr De La Torre moved, Cr Curran seconded that the Mayor's communications be received.*

**CARRIED**

#### **VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	

### 6.2 Reports from Council Representatives

- Cr Owen attended Cycling South meeting on the 17 June 2025.
  - Concerns expressed around budget for 2025/26 - Tas Active Grant Program.
  - Active Transport Strategy question on notice regarding progress on Brighton Council strategy.
- Cr Geard attended a meeting with local government representatives reviewing emergency management plans of two councils to look at best practice.
- Cr Curran attended LGBTIQ+ workshop in Launceston run for local government and attended a King's birthday luncheon.

#### **RECOMMENDATION:**

That the verbal reports from Council representatives be received.



## **DECISION:**

*Cr McMaster moved, Cr De La Torre seconded that the verbal reports from Council representatives be received.*

**CARRIED**

### **VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	

## **7. Miscellaneous Correspondence**

- Letter from the Minister for Local Government dated 6 June 2025 regarding the Government's Priority Reform Program and future direction.

## **8. Notification of Council Workshops**

*In accordance with the requirements of Section 8(2)(c) of the Local Government (Meeting Procedures) Regulations 2015.*

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

- A workshop was held on the 3rd June 2025 at 4.30pm in relation to the Draft LGBTIQ+ Consultation Report and Public Open Space and Enforcement Policy update.

Attendance: Cr Gray; Cr Curran; Cr Geard; Cr Irons; Cr McMaster, Cr Owen & Cr Whelan

Apologies: Cr De La Torre; Cr Murtagh

## **9. Notices of Motion**

*There were no Notices of Motion.*

## **10. Consideration of Supplementary Items to the Agenda**

In accordance with the requirements of Part 2 Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*, the Council, by absolute majority may approve the consideration of a matter not appearing on the agenda, where the Chief Executive Officer has reported:

- the reason it was not possible to include the matter on the agenda, and
- that the matter is urgent, and
- that advice has been provided under Section 65 of the *Local Government Act 1993*.



**RECOMMENDATION:**

That the Council resolve by absolute majority to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer in accordance with the provisions of the *Local Government (Meeting Procedures) Regulations 2015*.

**DECISION:**

*Moved by Cr Owen, seconded by Cr McMaster that Council deal with the below listed supplementary agenda item as reported by the Chief Executive Officer, in accordance with the provisions of the Local Government (Meeting Procedures) Regulations 2015.*

***14.17 Request for waiver of building and plumbing fees – House of Hope.***

***CARRIED***

**VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	



## 11. Reports from Committees

### 11.1 Audit Panel - 14 March 2025

The minutes of the Audit Panel meeting held on 14<sup>th</sup> March 2025 are submitted to Council for receipt and the recommendations are submitted to Council for adoption.

#### **RECOMMENDATION:**

That the Audit Panel minutes be received and the recommendations of the Audit Panel meeting held on 14<sup>th</sup> March 2025 be adopted.

#### **DECISION:**

*Cr Curran moved, Cr Whelan seconded that the Audit Panel minutes be received and the recommendations of the Audit Panel meeting held on 14<sup>th</sup> March 2025 be adopted.*

**CARRIED**

#### **VOTING RECORD**

<b>In favour</b>	<b>Against</b>
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Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	



## 12. Council Acting as a Planning Authority

Under the provisions of the *Land Use Planning and Approvals Act 1993* and in accordance with Regulation 25 of the *Local Government (Meeting Procedures) Regulations 2015*, the Council will act as a planning authority in respect to those matters appearing under Item 12 on this agenda, inclusive of any supplementary items.

### 12.1 Development Application DA 2025/048 - Signage at 40 Brighton Road, Brighton

**Author:** Planning Officer (D Van)  
**Authorised:** Manager Planning (J Blackwell)

<b>Applicant:</b>	United Petroleum Pty Ltd - Ben Baker
<b>Subject Site:</b>	40 Brighton, Brighton Volume: 180898 – Folio 1
<b>Proposal:</b>	Signage
<b>Planning Scheme:</b>	Tasmanian Planning Scheme - Brighton
<b>Zoning:</b>	Light Industrial Zone
<b>Codes:</b>	Bushfire prone Attenuation Area
<b>Local Provisions:</b>	Brighton Highway Services Precinct Specific Area Plan Bridgewater Quarry Specific Area Plan Brighton Industrial Hub Specific Area Plan
<b>Use Class:</b>	Not required to be categorised (Clause 6.2.6)
<b>Discretions:</b>	Clause C1.6.1 P1.1 – Design and siting of sign  Clause C1.6.2 P1 – Illuminated sign  Clause BRI-S4.7.1 P1 – Buildings and works within Bridgewater Quarry SAP
<b>Representations:</b>	1 representation was received. The representor raised the following issues: <ul style="list-style-type: none"> <li>• The proposed sign is located close to irrigation pipework associated with the Sewerage Treatment Plant.</li> <li>• Supplying power to the sign may be difficult if it relies on United's existing pylon sign.</li> <li>• Landowner's consent has not been provided.</li> </ul>
<b>Attachments</b>	Assessment documents
<b>Recommendation:</b>	Approval with conditions



## 1. STATUTORY REQUIREMENTS

The purpose of this report is to enable the Planning Authority to determine application DA 2025/048.

The relevant legislation is the *Land Use Planning and Approvals Act 1993* (LUPAA). The provisions of LUPAA require a planning authority to take all reasonable steps to ensure compliance with the planning scheme.

Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993* (LUPAA).

This report details the reasons for the officer recommendation. The Planning Authority must consider this report but is not bound to adopt the recommendation. Broadly, the Planning Authority can either:

- (1) adopt the recommendation; or
- (2) vary the recommendation by adding, modifying, or removing recommended reasons and conditions or replacing an approval with a refusal (or vice versa).

Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act 2000* and the *Local Government (Meeting Procedures) Regulations 2015*.

## 2. SITE ASSESSMENT

The application proposes the installation of new signage at 40 Brighton Road, Brighton (the site). The site is currently developed and used as a Highway Service Centre, comprising vehicle fuel sales, servicing, and food services. Existing associated infrastructure on the site includes signage and a sewer pump station.

The site covers an area of approximately 1.359 hectares, with a primary frontage of around 180 metres along Hove Way. The eastern boundary of the site adjoins the Midland Highway. The topography is generally flat, with the site sitting at a higher elevation than the Midland Highway. To the west and south, the site adjoins vacant industrial land, consistent with the surrounding Light Industrial zoning.





Figure 1. Site Map (source: LISTMAP)

The site is zoned Light Industrial (Figure 2). It is overlaid by the Brighton Highway Services Precinct Specific Area Plan. The entire site falls within the Bushfire-Prone Areas Code overlay (Figure 3).

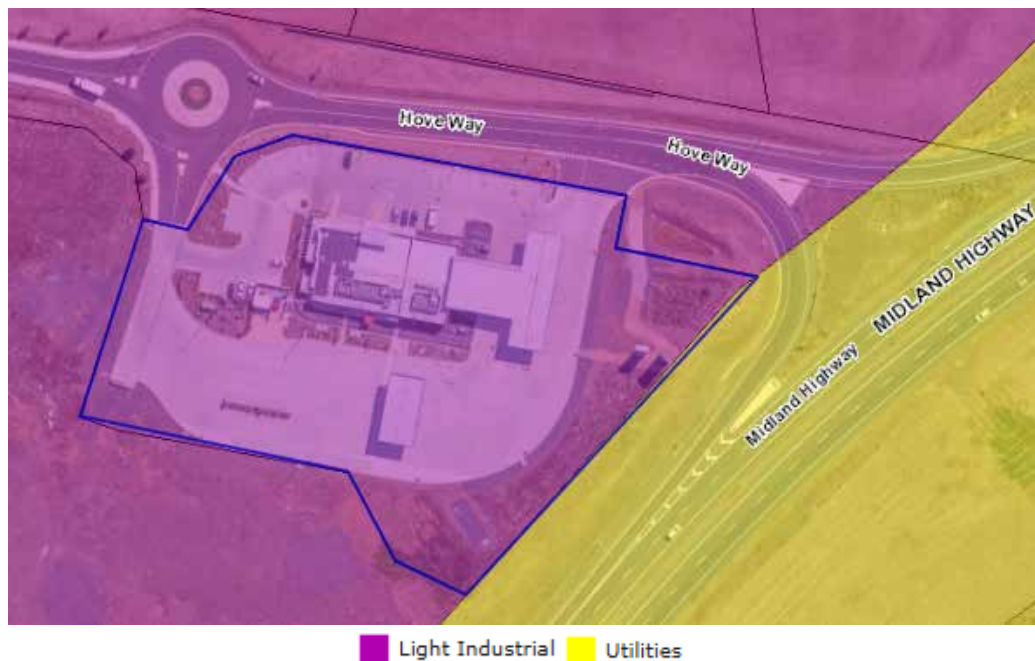


Figure 2. Zoning applied to the subject site (Source: the LISTMAP)





Figure 3. Planning overlay applied to the subject site (Source: the LISTMAP)

The site (Lot 1 shown in Figure 4) contains an existing in-ground wastewater treatment system located in the southeast corner. The associated irrigation area is situated to the south of Lot 2, as shown in Figure 5. Both the system and the irrigation area are identified within the easements, as illustrated in Figure 4.

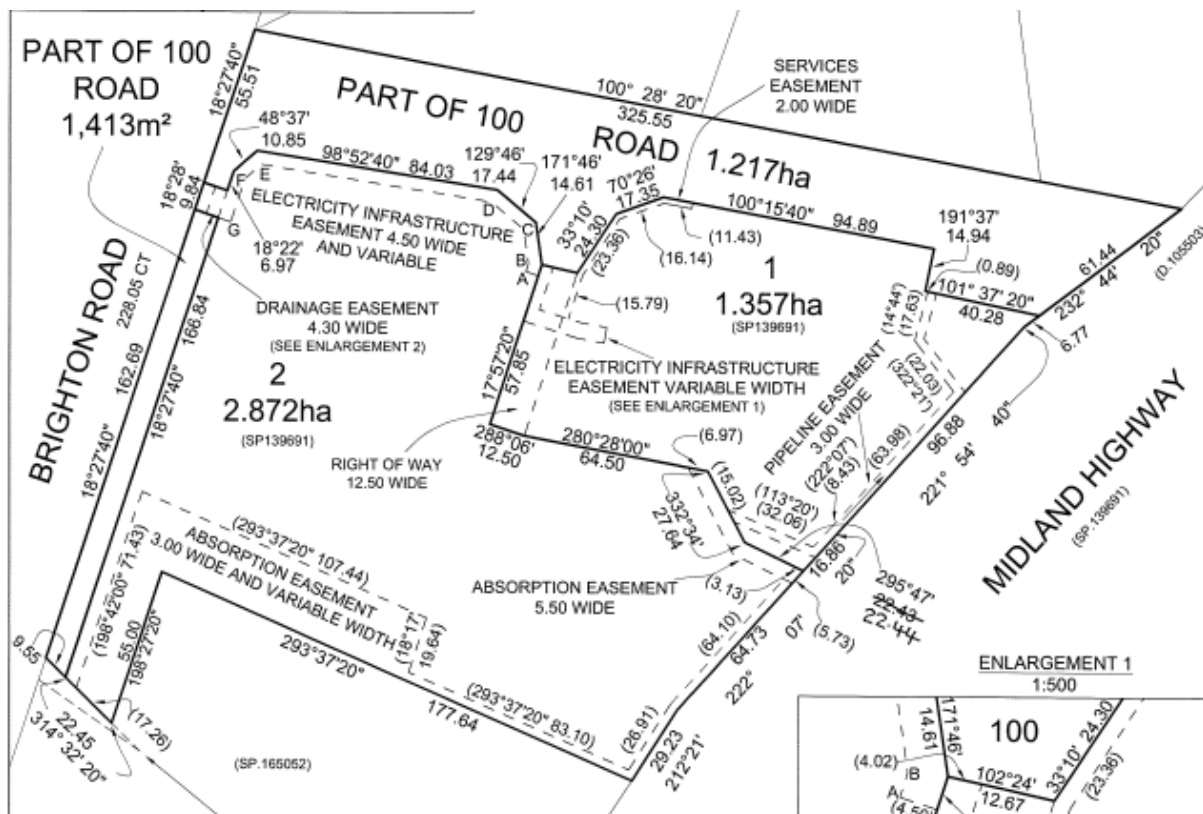


Figure 4. Excerpt from the Title's Folio Plan showing registered easement on the site





Figure 5. Location of the existing Wastewater Treatment Plant and Irrigation Area



Figure 6. View of the site's frontage from Hove Way (Source: Google, 2024)



Figure 7. View of the site from Midland Highway (Source: Google, 2024)



### 3. PROPOSAL

The proposal involves the installation of a new illuminated pole sign to advertise the food services available on the site. Two design options are proposed: one for drive-thru and one for non-drive-thru, distinguished by the displayed message. Both sign options share the same dimensions, with a maximum height of 6 metres, a width of 2.4 metres, and a depth of 0.35 metres (Figure 8). The sign is proposed to be located with a 10-metre setback from the Midland Highway (refer to Figure 9).



Figure 8. Proposed elevation plans (Source: the application)

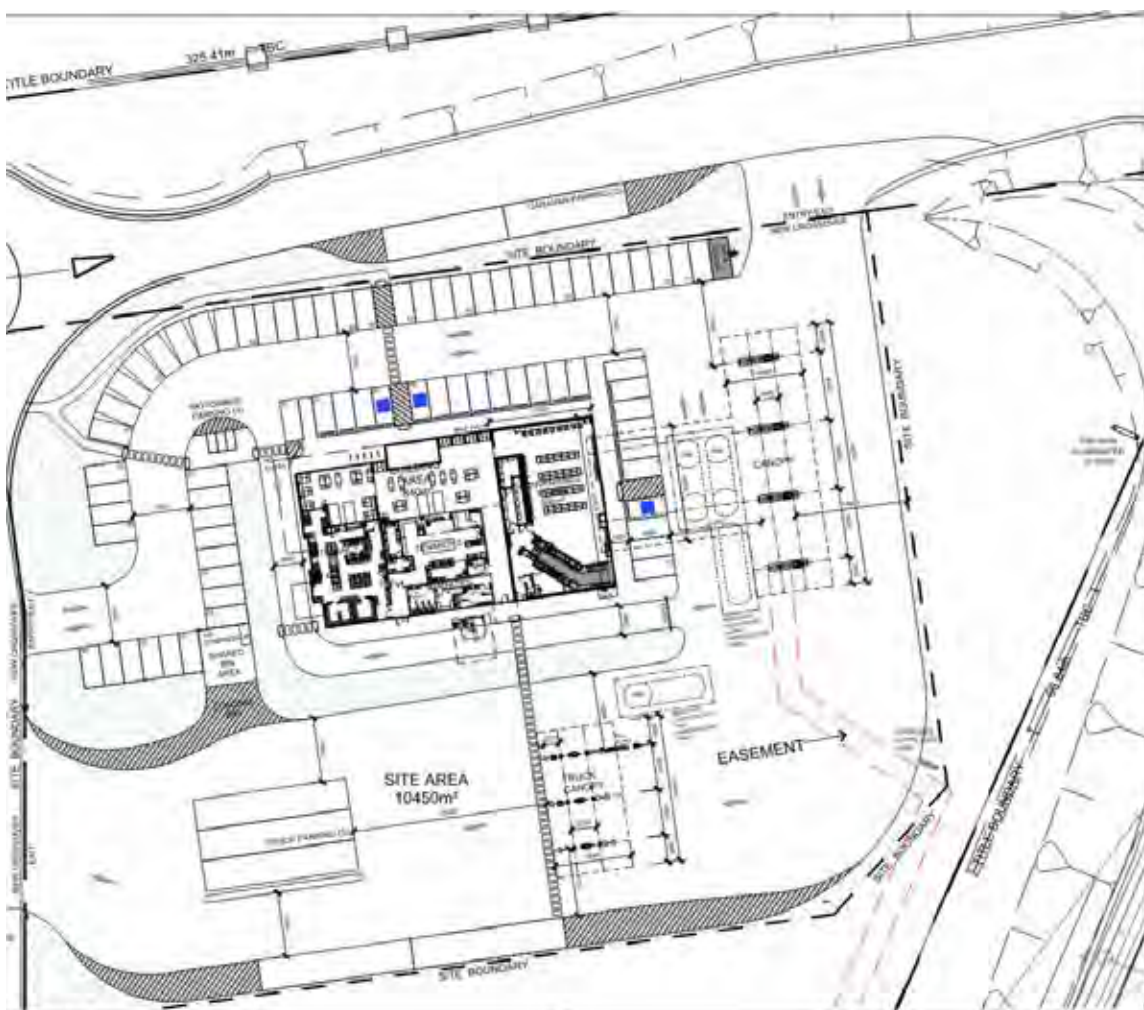


Figure 9. Proposed site plan (Source: the application)



#### 4. PLANNING SCHEME ASSESSMENT

##### 4.1. Applicable provisions under the planning scheme

##### Compliance with Applicable Standards:

*5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.*

*5.6.2 A standard is an applicable standard if:*

- (a) the proposed use or development will be on a site within:
 
  - (i) a zone;*
  - (ii) an area to which a specific area plan relates; or*
  - (iii) an area to which a site-specific qualification applies; or**
- (b) the proposed use or development is a use or development to which a relevant applies; and*
- (c) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.*

*5.6.3 Compliance for the purposes of subclause 5.6.1 of this planning scheme consists of complying with the Acceptable Solution or satisfying the Performance Criterion for that standard.*

*5.6.4 The planning authority may consider the relevant objective in an applicable standard to determine whether a use or development satisfies the Performance Criterion for that standard.*

##### Determining applications (clause 6.10.1):

*6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:*

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with section 57(5) of the Act,*

*but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.*

##### Use Class

The proposed development is for signage, which, pursuant to clause 6.2.6 of the Scheme, is not required to be categorised into a use class:

*6.2.6 Notwithstanding sub-clause 6.2.1 of this planning scheme, development which is for subdivision, a **sign**, land filling, retaining walls or coastal protection works does not need to be categorised into one of the Use Classes.*



6.7.2 *A development that is not required to be categorised under sub-clause 6.2.6 of this planning scheme and must be granted a permit if:*

- (a) *there are applicable standards that apply to the development;*
- (b) *the development complies with each applicable standard and does not rely on any Performance Criteria to comply with each applicable standard; and*
- (c) *the development is not Discretionary or Prohibited under any other provision of this planning scheme.*

6.8.1 *The planning authority has a discretion to refuse or permit a use or development if:*

- (a) *the use is within a Use Class specified in the applicable Use Table as being a use which is Discretionary;*
- (b) *the use or development relies on a Performance Criterion to demonstrate compliance with an applicable standard; or*
- (c) *it is Discretionary under any other provision of this planning scheme.*

#### 4.2. Planning assessment

Pursuant to Clause 6.2.6 of the planning scheme, the proposed sign is not required to be categorised under any specific use class.

There are applicable standards for signage development under planning scheme. Accordingly, the proposal must be assessed against these standards to determine compliance. The proposed sign complies with all relevant Acceptable Solutions of the planning scheme, with the exception of the following:

#### Clause C1.6.1 Design and siting of signs

<b>Objective:</b>	
That:	
(a) signage is well designed and sited; and	
(b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1.1</b>
A sign must:	A sign must:
(a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and	(a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and
	(b) be compatible with the streetscape or landscape, having regard to:



<p>(b) meet the sign standards for the relevant sign type set out in Table C1.6,</p> <p>excluding for the following sign types, for which there is no Acceptable Solution:</p> <ul style="list-style-type: none"> <li>(i) roof sign;</li> <li>(ii) sky sign; and</li> <li>(iii) billboard.</li> </ul>	<ul style="list-style-type: none"> <li>i. the size and dimensions of the sign;</li> <li>ii. the size and scale of the building upon which the sign is proposed;</li> <li>iii. the amenity of surrounding properties;</li> <li>iv. the repetition of messages or information;</li> <li>v. the number and density of signs on the site and on adjacent properties; and</li> <li>vi. the impact on the safe and efficient movement of vehicles and pedestrians.</li> </ul>
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**Planning comment: Complies with P1**

The proposed sign meets the definition of a pole sign under Table C1.3 of the planning scheme, which is described as a sign supported by one or more vertical supports, independent of any building or other structure.

According to Table C1.6, a pole sign is a permitted sign type within the Light Industrial Zone. However, to be compliant, it must also:

- (a) project not more than 1.2m beyond the boundary with the footpath or road reservation;*
- (b) have no more than two faces;*
- (c) have a maximum area of 5m<sup>2</sup> for each face;*
- (d) have a maximum height above ground level of 5m; and*
- (e) have a clearance from ground level to the sign not less than 2.4m.*

The proposed sign complies with all of the above standards; however, it features an area of approximately 6.1 m<sup>2</sup> per face and a maximum height of 6 metres. Therefore, assessment against P1.1 is required.

Under P1.1, the proposed sign is considered to have an appropriate design and siting that does not contribute to visual clutter or result in a loss of visual amenity, based on the following:

- The sign is located within the Light Industrial Zone, where it is permitted.
- It is compatible with the streetscape and landscape, as it advertises an existing food service (Pie Face) within a designated Highway Services Centre Precinct.
- The sign's height of 6 metres is modest in context—approximately half the height of the existing building and signage—and its 10-metre setback from the Midland Highway ensures it is only partially visible from the highway, becoming fully visible primarily to vehicles entering from Hove Way. This ensures safe and efficient vehicle and pedestrian movement is maintained.
- It is located more than 50 metres from the existing 12-metre-high United Petroleum sign, reducing the potential for visual clutter.



- The sign is unlikely to impact the amenity of surrounding properties, as the site adjoins vacant industrial land to the west and south, and to the north across Hove Way.
- The sign displays a static message, further reducing potential distraction or visual impact.

On that basis, the proposed sign is considered to meet the objective and performance criteria of this standard.

### Clause C1.6.2 Illuminated signs

Objective:	
That:	
(a) illuminated signs are compatible with the streetscape; (b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and (c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.	
Acceptable Solution	Performance Criteria
<b>A1</b>  No Acceptable Solution	<b>P1</b>  An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to: <ul style="list-style-type: none"> <li>(a) the location of the sign;</li> <li>(b) the size of the sign;</li> <li>(c) the intensity of the lighting;</li> <li>(d) the hours of operation of the sign;</li> <li>(e) the purpose of the sign;</li> <li>(f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;</li> <li>(g) the intended purpose of the changing message of the sign;</li> <li>(h) the percentage of the sign that is illuminated with changing messages;</li> <li>(i) proposed dwell time; and</li> </ul>



	(j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.
<p><b>Planning comment: Complies with P1</b></p> <p>There is no acceptable solution for this standard. Assessment against P1 is required.</p> <p>The proposed sign will be illuminated with internal LEDs to highlight the message “PIE FACE” and “DRIVETHRU COFFEE / BARISTA COFFEE.” The illumination is not expected to cause an unreasonable loss of amenity to adjacent properties or adversely affect the safety, appearance, or efficiency of the road. The sign is also considered compatible with the surrounding streetscape, having regard to the following:</p> <ul style="list-style-type: none"> <li>(a) The sign is located within the Light Industrial Zone and the Highway Services Precinct, where such signage is anticipated and appropriate.</li> <li>(b) The size of the sign is reasonable. As previously assessed, due to its height of 6m and 10-metre setback from the Midland Highway, the sign will only be fully visible to visitors entering the site, minimising broader visual impact.</li> <li>(c) The sign is illuminated but static, with LED lighting of standard commercial intensity. It is not flashing or animated, and therefore unlikely to cause glare or distraction.</li> <li>(d) While specific operating hours are not stated, it is assumed the sign will be illuminated during business hours aligned with the food service operations. This is considered appropriate in the context of a highway service centre.</li> <li>(e) The sign is intended to advertise existing food services (Pie Face) on the site, consistent with the site’s approved use and zoning.</li> <li>(f) The site is surrounded by vacant industrial land and is not located within a view corridor or near sensitive residential areas. There are no identified natural or visual sensitivities in the immediate vicinity.</li> <li>(a) The sign does not feature a changing message, further reducing the potential for distraction.</li> <li>(b) The proposal was referred to the Department of State Growth, the road authority for the Midland Highway, which raised no objection to the sign.</li> </ul> <p>On that basis, the proposed sign is considered to meet the objective and performance criteria of this standard.</p>	

#### Clause BRI-S4.7.1 Buildings and works within Bridgewater Quarry Specific Area Plan

<b>Objective:</b>	
That development is compatible with the operations of the Bridgewater Quarry.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
No Acceptable Solution	



	<p>Buildings and works must not result in potential to interfere or conflict with quarry operations having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the quarry; including: <ul style="list-style-type: none"> <li>(i) operational characteristics;</li> <li>(ii) scale and intensity;</li> <li>(iii) degree of hazard or pollution that may be emitted from the activity;</li> </ul> </li> <li>(b) the degree of encroachment of development or use into the Bridgewater Quarry Attenuation Area; and</li> <li>(c) measures in the design, layout and construction of the development to eliminated, mitigate or manage effects of the quarry; and</li> <li>(d) any advice from the Bridgewater Quarry operator.</li> </ul>
<p><b>Complies with P1</b></p> <p>There is no acceptable solution for this standard. Assessment against P1 is required.</p> <p>The proposed sign is unlikely to interfere with or conflict with existing quarry operations in the area. It is located approximately 1.4 kilometres north of the stone quarry and bitumen plant operated by Boral Construction Materials Group Ltd. The bitumen plant has an annual production capacity of 70,000 tonnes, while the quarry is permitted to process up to 588,235 cubic metres (equivalent to 1 million tonnes) of rock, ore, or minerals per year. These operations are regulated by EPA Tasmania, and potential impacts to the surrounding area include traffic, noise, dust, and vibration.</p> <p>The proposed sign is associated with an existing business on the site and is not expected to generate any additional impacts that would affect Boral's operations. The proposal was referred to Boral for comment, and no objections were received.</p> <p>On that basis, the proposed sign can comply with this standard's objective and performance criteria.</p>	

## 5. REFERRALS

### *Development Engineer*

The proposal was referred to Council's Development Engineer for assessment. The officers' comments are included in this report where applicable.

### *TasWater*

TasWater has reviewed the proposal and confirmed that no submission is required.



### Department of State Growth

The Department of State Growth has reviewed the proposal and confirmed that it has no objection.

## 6. REPRESENTATIONS

One (1) representation was received during the statutory public exhibition period between 21<sup>st</sup> May 2025 and 4<sup>th</sup> June 2025. The representation items are summarised in Table 1.

Representor's concerns	Planning Response
1. The proposed sign is located close to irrigation pipework associated with the Sewerage Treatment Plant.	<p>This matter is not a relevant planning consideration under the planning scheme. However, it was referred to Council's Senior Environmental Officer, whose feedback is summarised below:</p> <ul style="list-style-type: none"> <li>• <i>A minimum 6-metre setback from the outer perimeter of the in-ground wastewater treatment system to the proposed sign location is recommended. This distance aligns with the figure specified in the Director's Guidelines for On-site Wastewater Systems.</i></li> <li>• <i>If the proposed sign is located approximately 20 metres from the treatment unit, it is unlikely to affect any pipework. The pipework from the unit is directed toward the opposite side of the block, where the irrigation area is located.</i></li> </ul> <p>On this basis, it is recommended a permit condition to be included to ensure that the proposed sign does not encroach into the existing on-site wastewater treatment system.</p>
2. Supplying power to the sign may be difficult if it relies on United's existing pylon sign.	The planning officer noted this concern. However, this is not relevant for planning assessment.
3. Landowner's consent has not been provided.	The planning officer noted this concern. The applicant has declared that Brightonmatta Pty Ltd (as the landowner) has been notified of the intention to lodge the application in accordance with Section 52(1) of the <i>Land Use Planning and Approvals Act 1993</i> . Under this provision, landowner consent in writing is not required for a development application unless the land is Crown land or owned by a council. However, the applicant has provided to Council officers a copy of the notification dated 10 April 2025 forwarded to the land owner relating to the intention to submit a development application.



## 7. CONCLUSION

The proposal for **Signage at 40 Brighton Road, Brighton** in Tasmania, satisfies the relevant provisions of the Tasmanian Planning Scheme - Brighton, and as such is recommended for approval.

### **RECOMMENDATION:**

That pursuant to the *Tasmanian Planning Scheme - Brighton*, Council approve application DA 2025/048 for Signage at **40 Brighton Road, Brighton**, for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

#### ***General***

- (1) The use 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.
- (3) This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this letter or the date of the last letter to any representor, whichever is later, in accordance with section 53 of the *Land Use Planning and Approvals Act 1993*.

#### ***Services***

- (4) The developer 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 or development. Any work required is to be specified or undertaken by the authority concerned.
- (5) The proposed sign must be located clear of any easements.
- (6) Any footings for the proposed sign must be designed and constructed such that no load is imposed on any existing underground services or infrastructure.

#### ***Signage***

- (7) The approved signage is not to be flashing or otherwise intermittently illuminated.
- (8) The approved signage is to be contained within private property. Signage must not be located within Council or State Government road reservations.
- (9) The proposed signage must maintain a minimum setback of 6 metres from the outer perimeter of the in-ground wastewater treatment system. Construction works must not cause any disturbance to existing underground infrastructure on the site.

#### ***Construction Amenity***

- (10) All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or 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:



- (a) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, waste water, waste products, grit or otherwise.
  - (b) The transportation of materials, goods and commodities to and from the land.
  - (c) Obstruction of any public footway or highway.
  - (d) Appearance of any building, works or materials.
- (11) Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's General Manager.
- (12) 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 project 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. Any works carried out in proximity to private infrastructure must be designed and constructed to ensure there is no impact on its operation.
- C. This permit does not take effect until all other approvals required for the use or development to which the permit relates have been granted.

**DECISION:**

*Cr Geard moved, Cr De La Torre seconded that the recommendation be adopted.*

**CARRIED**

**VOTING RECORD**

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Owen	
Cr Whelan	



*Cr Geard left the meeting at 5.49pm due to a declared interest in Item 12.2.*

## 12.2 Combined Draft Amendment to the Brighton Local Provision Schedule & Planning Permit Application - RZ 2025/01 & SA 2025/004 - 594 & 596 Tea Tree Road, Tea Tree

**Author:** Planning Officer (D Van)

**Authorised:** Manager Planning (J Blackwell)

<b>Type of report:</b>	Report to the Planning Authority
<b>Application number:</b>	SA 2025/004 & RZ 2025/001
<b>Applicant:</b>	<ol style="list-style-type: none"> <li>1. For subdivision permit: PDA Surveyors, Engineers, &amp; Planners (OBO Tea Tree Community Assoc. Inc.) for the subdivision application.</li> <li>2. For the draft amendment to the Brighton LPS: Brighton Council</li> </ol>
<b>Subject land and landowners:</b>	<ol style="list-style-type: none"> <li>1. 594 Tea Tree Road, Tea Tree (CT 164781/1 – PID 3205343). Owner: Tea Tree Community Association Incorporated.</li> <li>2. 596 Tea Tree Road, Tea Tree (CT 182250/1 – PID 9604056). Owner: Trent Andrew Nus.</li> </ol>
<b>Proposal:</b>	<ol style="list-style-type: none"> <li>1. Amend the Brighton Local Provisions Schedule to: <ol style="list-style-type: none"> <li>a) Rezone 596 Tea Tree Road (CT164781/1) from Rural to Community Purpose;</li> <li>b) Rezone 4,401m<sup>2</sup> of 594 Tea Tree Road (CT182250/1) from Agriculture to Community Purpose; and</li> </ol> </li> <li>2. Approve a re-organisation of boundaries (via subdivision) to add 4,401m<sup>2</sup> of 594 Tea Tree Road (CT182250/1) to 596 Tea Tree Road (CT164781/1).</li> </ol>
<b>Attachments:</b>	<p>Attachment A: Application form</p> <p>Attachment B: Owners' consent</p> <p>Attachment C: Title documents</p> <p>Attachment D: Assessment documents</p> <p>Attachment E: Instrument of certification</p> <p>Attachment F: Draft subdivision permit</p> <p>Attachment G: Statutory Assessment of the permit application</p> <p>Attachment H: Aboriginal Heritage Tasmania - Record of advice</p> <p>Attachment I: TasWater's SPAN</p> <p>Attachment J: TasRail's response</p>



## 1. EXECUTIVE SUMMARY

This report has been prepared for the Planning Authority to determine a combined permit and amendment application (the application). The application consists of two parts:

- The subdivision application was made by PDA obo Tea Tree Community Association. This is made under s.40T(1) of the *Land Use Planning and Approvals Act 1993* ('the Act').
- The draft amendment to the Brighton Local Provisions Schedule (LPS) is initiated by Brighton Council for the rezoning of the identified parcel of land. It is prepared under s.40D(b) of the Act.

Under s.40X of the Act, Council is to decide to agree whether to agree with the request made under s.40T(1) by PDA and decide under s.40D to prepare the draft amendment of the Brighton LPS to which a request under s.40T(1) relates, may consider the subdivision application at the same time as it prepares the draft amendment.

The proposed amendment does not seek to modify any overlays or local provisions that apply to the subject land and is considered to meet the requirements of LUPAA.

The proposed subdivision is considered to comply with the applicable standards of the *Tasmanian Planning Scheme – Brighton* (the planning scheme).

It is recommended that the proposed amendment be prepared and certified and the proposed subdivision be approved.

## 2. LEGISLATIVE AND POLICY REQUIREMENTS

This report has been prepared considering the requirements of the Act and applicable standards of the planning scheme.

Under section 40Y(4) of the Act, the planning authority must assess the application against the Tasmanian Planning Scheme as if the draft amendments to the LPS had been approved.

The report details the reasons for the officer's recommendation. The Planning Authority must consider this report but is not bound to adopt the recommendation. Broadly, the Planning Authority can either: (1) adopt the recommendation or (2) vary the recommendation by adding, modifying, or removing recommended reasons and conditions or replacing an approval with a refusal (or vice versa). Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act 2000* and the *Local Government (Meeting Procedures) Regulations 2015*.

## 3. FINANCIAL IMPLICATIONS

Agreement was made in Council's Finance Committee Meeting on 5 November 2024, and subsequently endorsed at Council's Ordinary Council Meeting held 19<sup>th</sup> November 2024 that Council would support the application by provide funding up to \$15,392 for expenses towards the subdivision and rezoning of the Tea Tree Community Hall, plus \$8,711 in-kind contribution for waiving Council planning fee as follows:



**Financial Implications (Estimate of costs)**

PDA	- Planning and plan preparation	\$2,750
	- Surveying	\$4,500
GES	- Fire Assessment and report	\$2,250
	- Likely outcome -1000L Fire tank at 596	\$2,910
	- Likely outcome -1000L Fire tank at 594	\$2,910
	- Gravel pads for tanks	\$ 300
Council fees (in-kind)		
	- Assessing subdivision	\$604
	- 2 x Lot fees	\$218 (\$109 each lot)
	- Final Sealing Plan	\$305
	- 2 x Lot fees	\$110 (\$55 per lot)
Planning scheme amendment fees(in-kind)		\$7,474
Advertising fees		\$1,672
<b>TOTAL COUNCIL FEES</b>		<b>\$10,383</b>
Conveyancing costs (Tierney Law)		\$1,500
Valuer costs (if required)		\$750
Stamp Duty Costs (estimate)		\$850
<b>TOTAL ESTIMATED COSTS</b>		<b>\$29,103</b>
Less Council in-kind contribution (fees)		(\$8,711)
Less Tea Tree Contribution		(\$5,000)
<b>TOTAL COUNCIL CASH CONTRIBUTION</b>		<b>\$15,392</b>

Council will reimburse the Tea Tree Community Association up to \$15,392 for the subdivision and rezoning cost associated with the development application and creation of the title, plus \$8,711 in-kind contribution for waiving the Councils planning costs.

#### 4. SUBJECT LAND

##### 4.1 Identification

The subject land is shown in Figure 1.



Figure 1. Subject land (Source: THELISTMAP)



The subject land is contained within the following parcels of land:

Property address	Title reference	Owner(s) name	Total land area	Existing zoning
596 Tea Tree Road, Tea Tree	Certificate of Title Volume 164781, Folio 1	Tea Tree Community Association Incorporated	2762m <sup>2</sup>	Rural
594 Tea Tree Road, Tea Tree	Certificate of Title Volume 182250, Folio 1	Trent Andrew Nus	44.36 ha	Agriculture

## 4.2 Zoning, overlays and local provisions

### Zoning

The subject land is zoned Rural and Agriculture. It is adjacent to a railway (Utilities Zone) to the North (see Figure 2).

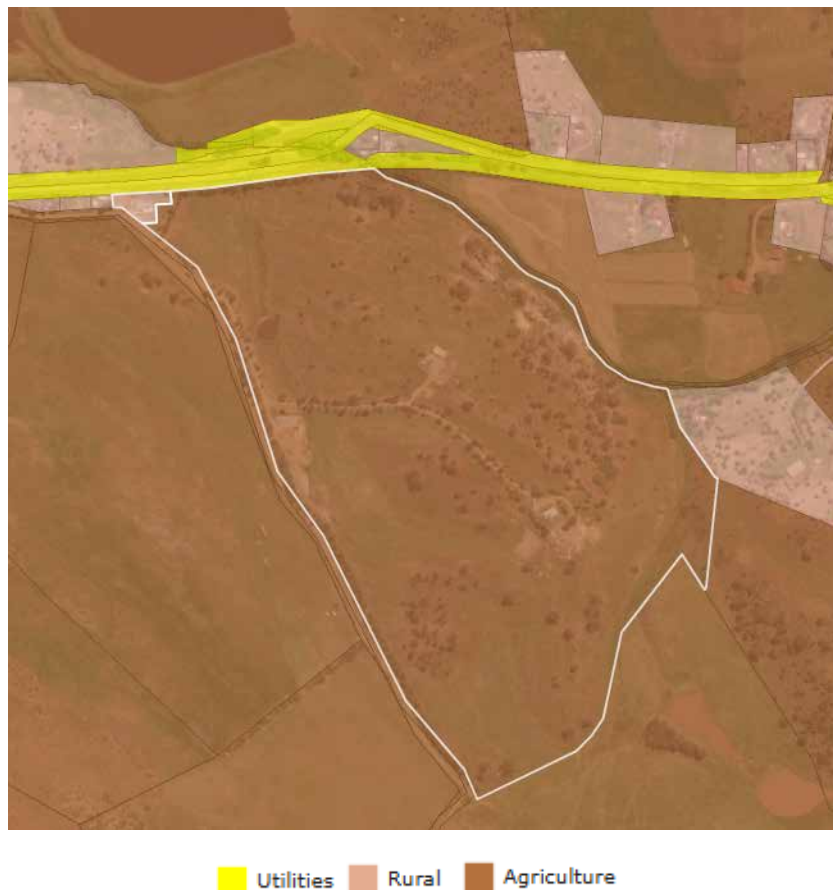


Figure 2. Zoning (Source: THELISTMAP)

### Overlays

A portion of the subject land is affected by Priority Vegetation Area, Landslip Hazard Area, and Waterway and Coastal Protection Area overlays, and the entirety of the subject land is affected by a Bushfire-Prone Areas Overlay.





Figure 3. Waterway and Coastal Protection Area Overlay (left image) and Bushfire-Prone Areas Overlay (right image) (Source: THELISTMAP)



Figure 4. Priority Vegetation Area Overlay and Landslip Hazard Area (Source: THELISTMAP)



### 4.3 Existing use and development

	Use Class	Existing development
596 Tea Tree Road	Community Meeting and Entertainment	Community Hall and associated developments
594 Tea Tree Road	Resource Development and Residential	Single dwelling and outbuildings

### 4.4 Natural and cultural values

There is no threatened species on the site. There is a watercourse and a dam on 594 Tea Tree Road Hand priority vegetation overlay in a small part to the east of the Tea Tree Community Hall.

The subject land is identified as Agriculture Land which is modified land. No vegetation clearance is proposed.

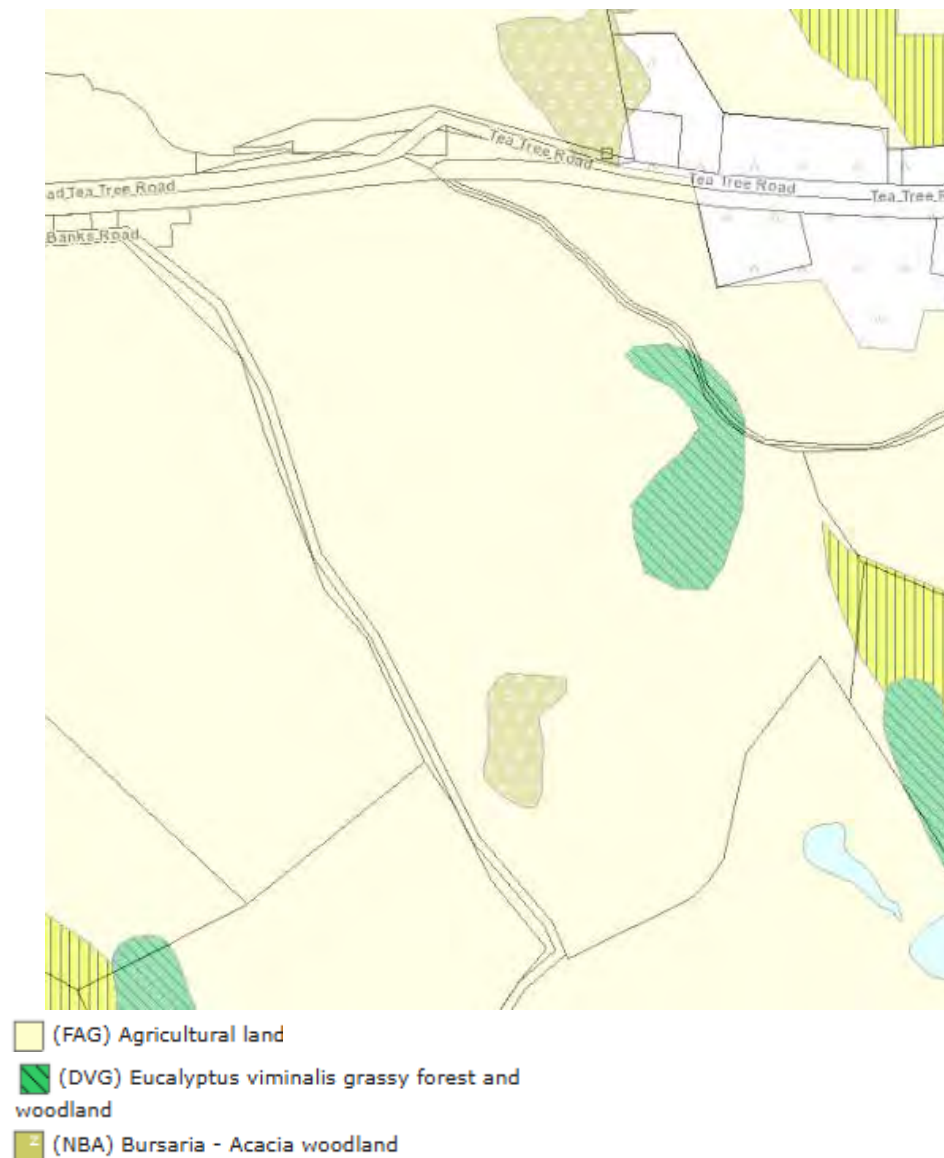


Figure 5. TASVEG 4.0 (Source: THELISTMAP)





Figure 6. Land Capability (Source: THELISTMAP)

The subject site has land capability identified as Class 4 and Class 5. The definitions of Class 4 and Class 5 Land are provided below:

- *Class 4 Land primarily suitable for grazing but which may be used for occasional cropping. Severe limitations restrict the length of cropping phase and/or severely restrict the range of crops that could be grown. Major conservation treatments and/or careful management is required to minimise degradation.<sup>1</sup>*
- *Class 5 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 possible. The land may have slight to moderate limitations for pastoral use. The effects*

<sup>1</sup> Grose C.J. (Ed) 1999, Land Capability Handbook. Guidelines for the Classification of Agricultural Land in Tasmania. Second Edition, Department of Primary Industries, Water and Environment, Tasmania, Australia



*of limitations on the grazing potential may be reduced by applying appropriate soil conservation measures and land management practices.<sup>2</sup>*

Aboriginal Heritage Desktop Review application has been made to the Aboriginal Heritage Tasmania (AHT). AHT has confirmed that, as no ground disturbance is proposed as part of the current application, no further Aboriginal heritage assessment is required at this stage.

#### **4.5 Covenants, easements and infrastructure**

##### Covenants

No covenants apply to the subject land.

##### Easements

CT182250/1 is burdened by a 10-metre-wide Right of Way in favour of CT182126/1, as shown on Plan of Survey 182126.

#### **4.6 Services**

The Tea Tree Community Hall (596 Tea Tree Road) is serviced by reticulated water only. 594 Tea Tree Road does not have reticulated water and sewer connections. Both properties are serviced by onsite wastewater systems.

596 and 594 Tea Tree Road are serviced by TasNetworks and connected to the NBN network.

Discharge of stormwater runoff from buildings and parking areas on both properties currently occurs through infiltration into the surrounding naturally permeable soil.

#### **4.7 Natural hazards**

Given that the entirety of the subject land is affected by a Bushfire-Prone Areas, the proposed subdivision is accompanied by a Bushfire Hazard Management Report. The report concludes that the proposal would achieve and is likely to maintain a tolerable level of residual bushfire risk, provided that the recommendations made in the report and associated Bushfire Hazard Management Plan are implemented.

### **5. THE APPLICATION**

The application seeks to amend the Brighton Local Provisions Schedule to rezone the site, as shown in Figure 8. It also seeks approval for a re-organisation of boundaries (via subdivision) to add 4,401m<sup>2</sup> of 594 Tea Tree Road (CT182250/1) to 596 Tea Tree Road (CT164781/1), as shown in Figures 7 and 9.

The application is supported by a bushfire hazard management report and bushfire hazard management plan, prepared by a bushfire practitioner (contained within Attachment D).

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<sup>2</sup> Grose C.J. (Ed) 1999, Land Capability Handbook. Guidelines for the Classification of Agricultural Land in Tasmania. Second Edition, Department of Primary Industries, Water and Environment, Tasmania, Australia



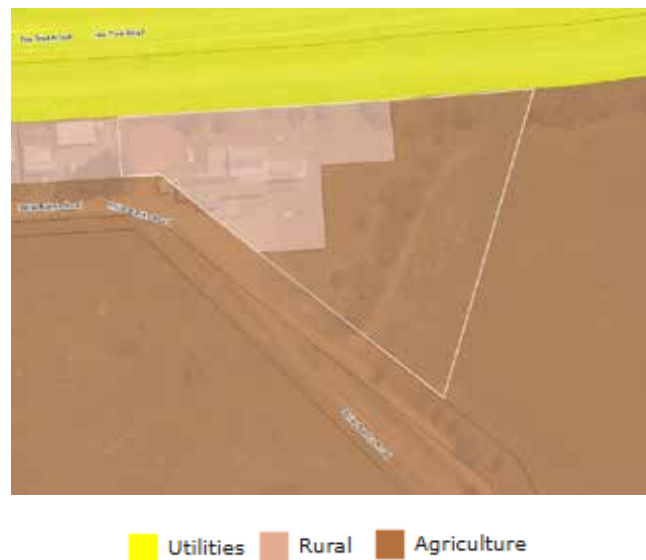


Figure 7. Current zoning of the site. White line indicates new boundary for the Tea Tree Community Hall

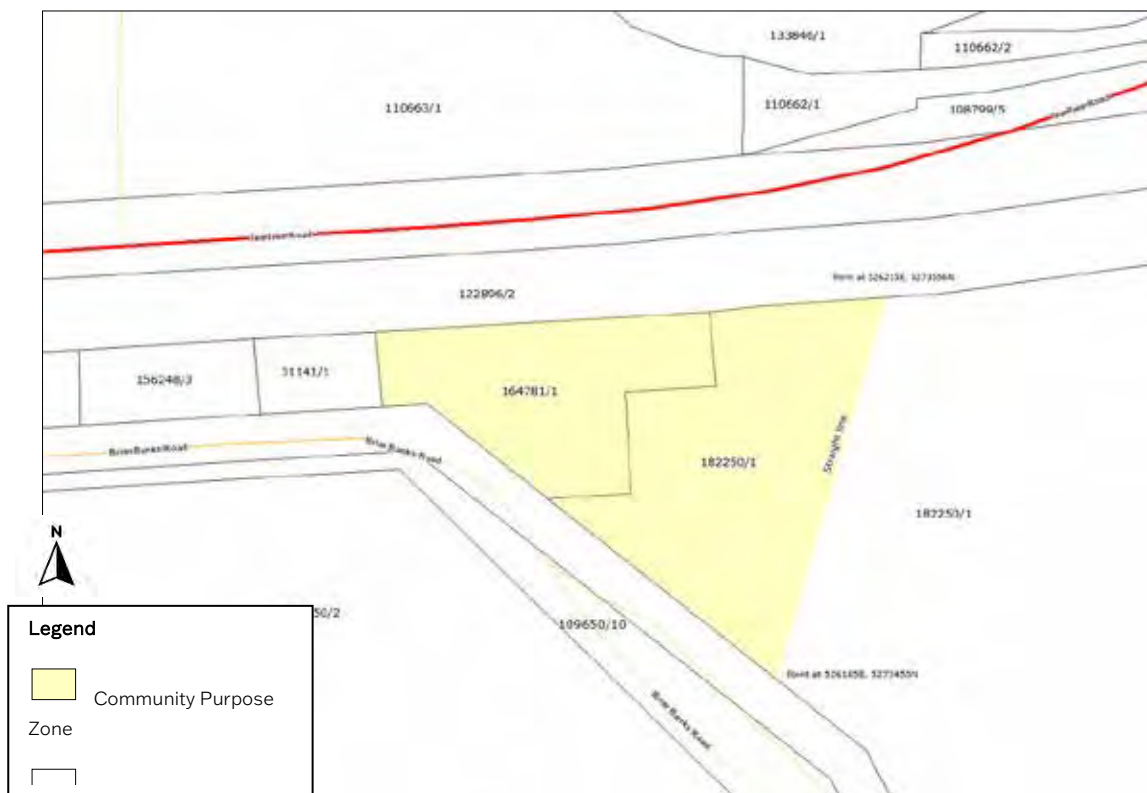


Figure 8. Proposed rezoning of the site



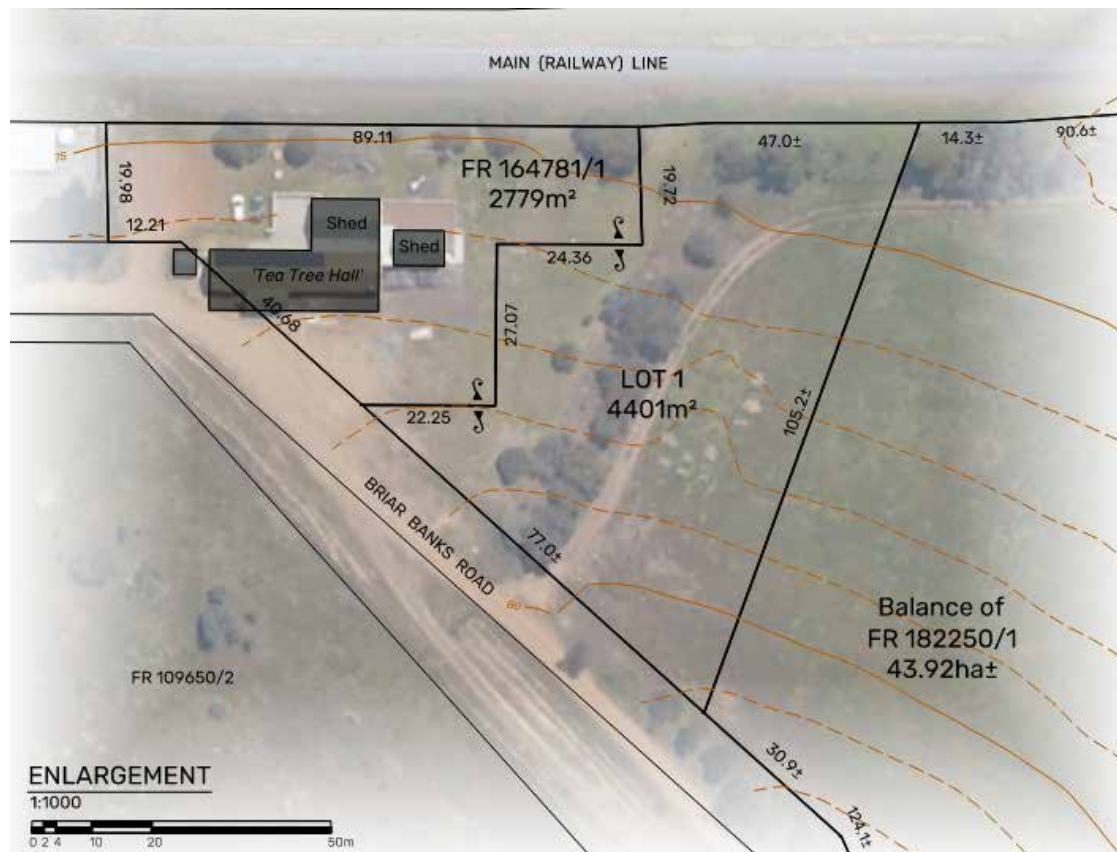


Figure 9. Proposed subdivision

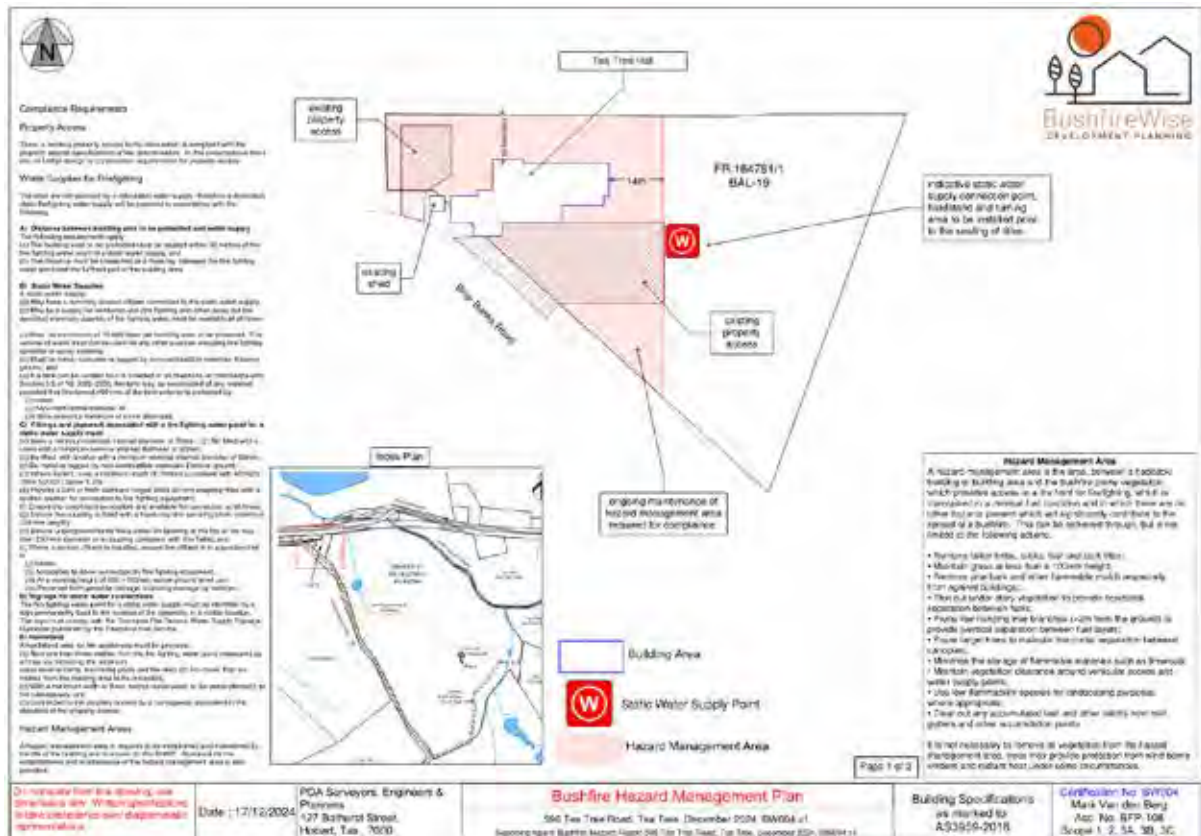


Figure 10. Bushfire Hazard Management Plan for the Tea Tree Community Hall (596 Tea Tree)





<sup>3</sup> Ethos Urban, 2023, Brighton Social Infrastructure Plan, Report prepared for Brighton Council.



Figure 11. General Community Facilities in Brighton Municipality (Source: Ethos Urban, 2023)

It is considered that 596 Tea Tree Road and 4,401 sqm of adjoining land at 594 Tea Tree Road could be consolidated to form a new lot for the Tea Tree Community. The newly created lot from the boundary adjustment would have a split zoning of Rural and Agriculture under the Tasmanian Planning Scheme - Brighton, which is not ideal for the future expansion of activities as the Community Meeting and Entertainment use class is prohibited within the Agricultural Zone. The community hall is also being use as a fire brigade.

Under the Brighton Structure Plan 2018, there is lack of public event spaces especially in the agricultural areas of Tea Tree and the Southern Midlands. As recommended in Strategy 25 of the Brighton Structure Plan 2018, Council and local businesses should investigate options for a public market within this area <sup>4</sup>. There is no suitable zoning and existing facilities within this area to allow Community Meeting and Entertainment use to happen. Therefore, Tea Tree Community Hall with its history and existing facilities would be a suitable place for future public market.

To support the long-term use of the site, it is recommended rezoning the land to Community Purpose, with the subdivision and rezoning to be processed as a combined application.

### 6.3 Planning scheme implications

The planning scheme establishes purpose statements for achieving sustainable use and development of land, which must be examined in light of the proposed amendment. These purpose statements are complemented by application guidelines under section 8A of LUPAA (see the table below).

Zone	Purpose statements & application guidelines		Response
Agriculture Zone	Purpose statements	<p><i>21.1.1 To provide for the use or development of land for agricultural use.</i></p> <p><i>21.1.2 To protect land for the use or development of agricultural use by minimising:</i></p> <ul style="list-style-type: none"> <li><i>(a) conflict with or interference from non-agricultural uses;</i></li> <li><i>(b) non-agricultural use or development that precludes the return of the land to agricultural use; and</i></li> <li><i>(c) use of land for non-agricultural use in irrigation districts.</i></li> </ul> <p><i>21.1.3 To provide for use or development that supports the use of the land for agricultural use.</i></p>	<p>The newly created Lot 1 has not been used for agricultural purposes. Historically, the site has functioned as a Community Hall, providing a venue for Community Meeting and Entertainment activities serving the Tea Tree area. The existing septic tank for the Hall is currently located in this lot. Additionally, the eastern portion of Lot 1 has been utilised as an access point and internal driveway for the adjoining property at 594 Tea Tree Road.</p> <p>Given the ongoing use of the site for community purposes are not being met. As such, it is considered more appropriate for the land to be rezoned to the Community Purpose Zone, which better aligns with the existing and intended use of the site.</p>
	Application guidelines	<i>AZ 6 Land identified in the 'Land Potentially Suitable for Agriculture Zone'</i>	An Agricultural Assessment and Compliance Report (AACR) has been

<sup>4</sup> Echelon Planning, 2018, Brighton Structure Plan, Report prepared for Brighton Council.



		<p><i>layer may be considered for alternate zoning if:</i></p> <ul style="list-style-type: none"> <li><i>(a) local or regional strategic analysis has identified or justifies the need for an alternate consistent with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council;</i></li> <li><i>(b) for the identification and protection of a strategically important naturally occurring resource which requires an alternate zoning;</i></li> <li><i>(c) for the identification and protection of significant natural values, such as priority vegetation areas as defined in the Natural Assets Code, which require an alternate zoning, such as the Landscape Conservation Zone or Environmental Management Zone;</i></li> <li><i>(d) for the identification, provision or protection of strategically important uses that require an alternate zone; or</i></li> <li><i>(e) it can be demonstrated that:</i> <ul style="list-style-type: none"> <li><i>(i) the land has limited or no potential for agricultural use and is not integral to the management of a larger farm holding that will be within the Agriculture Zone;</i></li> <li><i>(ii) there are significant constraints to agricultural use occurring on the land; or</i></li> <li><i>(iii) the Agriculture Zone is otherwise not appropriate for the land.</i></li> </ul> </li> </ul>	<p>submitted in support of the application. According to the AACR, the land capability assessment confirms that the site is consistent with Land Capability Class 4se for both 596 Tea Tree Road and the western portion of 594 Tea Tree Road.</p> <p>In accordance with Guideline AZ6, the proposed rezoning of Lot 1 from the Agriculture Zone to the Community Purpose Zone is considered appropriate for the following reasons:</p> <ul style="list-style-type: none"> <li>o The Brighton Structure Plan and Brighton Infrastructure Plan identify a need for better community spaces in Tea Tree. Rezoning to the Community Purpose Zone will better support the ongoing use of the hall and aligns with local strategic planning objectives.</li> <li>o The proposal will have no impact on existing natural or cultural values.</li> <li>o The land has limited agricultural potential due to its capability classification and lot size, as outlined in the AACR.</li> </ul>
<b>20. Rural Zone</b>	Purpose statements	<p>20.1.1 To provide for a range of use or development in a rural location:</p> <ul style="list-style-type: none"> <li>(a) where agricultural use is limited or marginal due to topographical, environmental or other site or regional characteristics;</li> <li>(b) that requires a rural location for operational reasons;</li> <li>(c) is compatible with agricultural use if occurring on agricultural land;</li> <li>(d) minimises adverse impacts on</li> </ul>	<p>596 Tea Tree Road has been used for community meetings and entertainment. As this use is classified as discretionary within the Rural Zone, any future development or expansion of the hall would face uncertainty due to its discretionary use status.</p> <p>Furthermore, the ongoing use of the hall does not align well with the purpose of the Rural Zone, which is</p>



		<p>surrounding uses.</p> <p>20.1.2 To minimise conversion of agricultural land for non-agricultural use.</p> <p>20.1.3 To ensure that use or development is of a scale and intensity that is appropriate for a rural location and does not compromise the function of surrounding settlements</p>	<p>primarily intended to support agricultural and rural activities.</p> <p>Therefore, rezoning the site to the Community Purpose Zone is considered more appropriate, as it better reflects the existing and intended use of the land.</p>
	Application guidelines	<p><i>RZ 1 The Rural Zone should be applied to land in non-urban areas with limited or no potential for agriculture as a consequence of topographical, environmental or other characteristics of the area, and which is not more appropriately included within the Landscape Conservation Zone or Environmental Management Zone for the protection of specific values.</i></p> <p><i>RZ 2 The Rural Zone should only be applied after considering whether the land is suitable for the Agriculture Zone in accordance with the 'Land Potentially Suitable for Agriculture Zone' layer published on the LIST.</i></p> <p><i>RZ 3 The Rural Zone may be applied to land identified in the 'Land Potentially Suitable for Agriculture Zone' layer, if:</i></p> <ul style="list-style-type: none"> <li><i>(a) it can be demonstrated that the land has limited or no potential for agricultural use and is not integral to the management of a larger farm holding that will be within the Agriculture Zone;</i></li> <li><i>(b) it can be demonstrated that there are significant constraints to agricultural use occurring on the land;</i></li> <li><i>(c) the land is identified for the protection of a strategically important naturally occurring resource which is more appropriately located in the Rural Zone and is supported by strategic analysis;</i></li> <li><i>(d) the land is identified for a strategically important use or development that is more appropriately located in the Rural Zone and is supported by strategic analysis; or</i></li> <li><i>(e) it can be demonstrated, by strategic analysis, that the Rural Zone is otherwise more appropriate for the land.</i></li> </ul>	<p>In accordance with the criteria outlined in RZ1, RZ2, and RZ3, the application of the Rural Zone to the land at 596 Tea Tree Road is not appropriate for the following reasons:</p> <ul style="list-style-type: none"> <li>- Agricultural Limitations: As detailed in the submitted Agricultural Assessment and Capability Report (AACR), the land is constrained in its agricultural potential due to both its limited size and its land capability classification.</li> <li>- Mapping Constraints: According to LISTmap data, the property is identified as being potentially constrained for inclusion in the Land Potentially Suitable for Agriculture Zone, further supporting its unsuitability for Rural zoning.</li> <li>- Lack of Environmental or Landscape Values: There are no identified environmental, landscape, or other natural values on the site that would necessitate the application of the Rural Zone.</li> </ul>
Community Purpose	Purpose statements	<p>27.1.1 To provide for key community facilities and services including health,</p>	<p>The proposed rezoning of the Tea Tree Community Hall site from the</p>



	<p><i>educational, government, cultural and social facilities.</i></p> <p><i>27.1.2 To encourage multi-purpose, flexible and adaptable social infrastructure.</i></p>	<p>Rural and Agriculture Zones to the Community Purpose Zone is consistent with the purpose statements of the Community Purpose Zone and is strategically justified for the following reasons:</p> <ul style="list-style-type: none"><li>- Alignment with Zone Purpose: The Community Purpose Zone is intended to accommodate key community facilities and services. Rezoning the Hall to this zone will formally recognise its existing and ongoing role as a central community asset in Tea Tree.</li><li>- Support for Social Infrastructure: The rezoning will enable more flexible and adaptable use of the site for a range of community and social infrastructure purposes, supporting the evolving needs of the local population.</li><li>- Consistency with Strategic Planning: This change aligns with local strategic planning objectives that seek to strengthen community hubs and improve access to services and facilities in rural settlements like Tea Tree.</li></ul>
Application guidelines	<p>CPZ 1 The Community Purpose Zone should be applied to land that provides, or is intended to provide, for key community facilities and services, including:</p> <ul style="list-style-type: none"><li>(a) schools, tertiary institutions or other education facilities;</li><li>(b) medical centres, hospital services or other care-based facilities;</li><li>(c) emergency services facilities; or</li><li>(d) large community halls, places of worship or other key community or cultural facilities.</li></ul> <p>CPZ 2 Some community facilities and services may be zoned the same as the surrounding zone, such as a residential or business zone, if the zone is appropriate for the nature or scale of the intended use, such as a small scale place of worship, public hall, community centre or neighbourhood centre.</p> <p>Note: Major community facilities and services, such as tertiary educational facilities and hospital services, with unique characteristics may be more appropriately located within a Particular Purpose Zone.</p>	<p>The proposed rezoning of the Tea Tree Community Hall to the Community Purpose Zone satisfies the intent of CPZ1 and CPZ2 for the following reasons:</p> <ul style="list-style-type: none"><li>- Established Community Role: The Tea Tree Community Hall has long served as a key community facility, providing a venue for local events, gatherings, and services that support social cohesion and community wellbeing.</li><li>- Inappropriate Existing Zoning: The Rural and Agriculture Zones are not suitable for the ongoing use or future development of the Hall. These zones do not adequately support the operational needs or strategic potential of a community facility of this nature.</li><li>- Support for Future Growth: Rezoning to the Community Purpose Zone will ensure the site is appropriately designated to support future upgrades, expansion, or diversification of community services in line with local needs and strategic planning</li></ul>



			objectives.
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### 6.3 Legislative and policy implications

#### *LUPAA requirements*

Section 34(2) of LUPAA requires that a draft amendment to a Local Provisions Schedule in Tasmania meets the following criteria:

***(a) Contains all the provisions that the SPPs specify must be contained in an LPS.***

Response: The proposed amendment is for rezoning land without modifications to the code development controls that apply to it. The proposed amendment uses a zone from the suite of zones available under the SPPs (i.e. Community Purpose Zone). If certified, all the provisions of the Community Purpose Zone will apply to this land within the new title for the Tea Tree Community Hall with any other relevant code development controls and local provisions.

***(b) Is in accordance with section 32.***

Response: The proposed draft amendment is for rezoning of land in the Brighton municipality, as identified in the instrument of certification, which has been prepared in accordance with section 32 of LUPAA. The draft amendment:

- specifies the municipal area to which its provisions apply; and
- contains a provision that the SPPs require to be included in an LPS; and
- contains a map that provides for the spatial application of the SPPs to land; and
- does not contain a provision that is inconsistent with a provision of section 11 or 12 ; and
- does not designate land as being reserved for public purposes; and
- does not override a provision of the SPPs; and
- does not modify, in relation to a part of the municipal area, the application of a provision of the SPPs; and
- does not contain a provision that the SPPs specify must not be contained in an LPS.

***(c) Furthers the objectives set out in Schedule 1.***

Response: The proposed amendment furthers the objectives of the Resource Management and Planning System of Tasmania for the reasons outlined in the table below:

Objective	Response
<b>Part 1</b>	
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity.	The proposed amendment contributes to further this objective by facilitating more effective and efficient use of land with limited ecological value.
(b) to provide for the fair, orderly and sustainable use and development of air,	The proposed amendment contributes to further this objective by facilitating a more justifiable and



land and water.	<p>methodically arranged use of land.</p> <p>Rezoning is consistent with the purpose statement and application guidelines for the Community Purpose Zone and will not create any detrimental impacts or conflicts of land uses on adjoining land.</p> <p>Impacts on adjacent land from future permitted and discretionary uses within the Community Purpose Zone can be managed via the applicable planning scheme zoning, code and local provisions' development controls.</p> <p>The Tea Tree Community Hall is serviced by reticulated water and able to maintain the reliability of the existing onsite wastewater system. No other impacts are foreseen.</p>
(c) to encourage public involvement in resource management and planning.	The proposed amendment contributes to further this objective in that the public will be notified and provided with an opportunity to make representations and be heard.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c).	The proposed amendment contributes to further this objective by opening a spectrum of possibilities for Tea Tree Community Hall to be more effectively and efficiently used, facilitating community entertainment and meeting uses in accordance with the objectives in paragraphs (a) to (c).
(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.	The proposed amendment contributes to further this objective by fostering a dialogue between governmental and non-governmental actors about the desired future for the Tea Tree Community Hall.
<b>Part 2</b>	
(a) to require sound strategic planning and co-ordinated action by State and local government.	All relevant agencies and State authorities will be notified.
(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land.	<p>The proposed amendment is considered to be consistent with the planning scheme and other planning instruments.</p> <p>If certified, it will form part of the Brighton Local Provisions Schedule that currently regulates the use and development of land in the Brighton municipality.</p>
(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.	<p>The subject land has limited ecological value and, for the most part. No vegetation is proposed to be cleared. No proposed amendment to remove other overlays currently appear on the site.</p> <p>Impacts on land from any new future use or development on the site can be managed via the</p>



	applicable planning scheme zoning, code and local provisions' development controls.
(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels.	The proposed amendment is considered to be consistent with the State legislation and policies and the <i>Southern Tasmania Regional Land Use Strategy 2010-2035</i> (STRLUS). Moreover, the draft amendment is in accordance with Council plans, policies and strategies.
(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals.	The proposal is for a combined permit and amendment application, which entails a consolidated and more efficient planning approval process.
(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation.	The bigger lot with suitable zoning of Community Purpose Zone for the Tea Tree Community Zone will promote better opportunities for Tasmanians and visitors to be facilitated by the efficient uses of the Hall.
(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.	The subject land is not listed on the State Heritage Register or affected by the Local Historic Heritage Code of the planning scheme. Existing building will be kept and maintained for the community purpose.
(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.	The proposal was referred to TasWater under section 56O of the <i>Water and Sewerage Industry Act 2008</i> . TasWater's SPAN is included in <a href="#">Attachment I</a> . No public infrastructure will be affected by the proposal.
(i) to provide a planning framework which fully considers land capability.	The land capability has been fully considered in this process, provided in the Agricultural Assessment and Compliance Report.

***(d) Is consistent with each State policy.***

Response: The proposed amendment is consistent with the State Policies, as discussed in the table below:

Policy	Response
<b><i>Tasmanian State Coastal Policy 1996</i></b>	
The <i>Tasmanian State Coastal Policy 1996</i> applies to land within 1km of the high-water mark.	<i>The subject site is not within 1km of the high-water mark.</i>
<b><i>State Policy on the Protection of Agricultural Land 2009</i></b>	
The subject land has potential for agricultural use.  Objective of this Policy is:	Compliance with the relevant agricultural land policy has been considered as part of this assessment.  According to the submitted Agricultural Assessment and Compliance Report, the



<p><i>To enable the sustainable development of agriculture by minimising:</i></p> <ul style="list-style-type: none"> <li><i>(a) conflict with or interference from other land uses; and</i></li> <li><i>(b) non-agricultural use or development on agricultural land that precludes the return of that land to agricultural use.</i></li> </ul> <p>Principles for the implementation of this policy through planning schemes and other relevant planning Instruments:</p> <ol style="list-style-type: none"> <li>1. Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.</li> <li>2. Use or development of prime agricultural land should not result in unnecessary conversion to non-agricultural use or agricultural use not dependent on the soil as the growth medium.</li> <li>3. Use or development, other than residential, of prime agricultural land that is directly associated with, and a subservient part of, an agricultural use of that land is consistent with this Policy.</li> <li>4. The development of utilities, extractive industries and controlled environment agriculture on prime agricultural land may be allowed, having regard to criteria, including the following: <ul style="list-style-type: none"> <li>(a) minimising the amount of land alienated;</li> <li>(b) minimising negative impacts on the surrounding environment; and</li> <li>(c) ensuring the particular location is reasonably required for operational efficiency.</li> </ul> </li> </ol>	<p>proposed draft amendment will not result in any conflict with, or interference to, existing agricultural activities on adjoining land.</p> <p>The subject land is not identified as prime agricultural land.</p> <p>The portion of 594 Tea Tree Road proposed to be subdivided (Lot 1) and rezoned to the Community Purpose Zone is currently used as a car parking area for the Tea Tree Community Hall at 596 Tea Tree Road.</p> <p>The assessment concludes that the proposed amendment and subdivision will not adversely impact the current or future agricultural use of the remaining land at 594 Tea Tree Road.</p> <p>On this basis, the draft amendment is considered to be consistent with the objectives of the agricultural land policy.</p>
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5. Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.	
<b><i>State Policy on Water Quality Management 1997</i></b>	
<p>This Policy applies to all surface waters, including coastal waters, and groundwaters, other than:</p> <ul style="list-style-type: none"> <li>(i) privately owned waters that are not accessible to the public and are not connected to, or flow directly into, waters that are accessible to the public; or</li> <li>(ii) waters in any tank, pipe or cistern.</li> </ul>	The proposed draft amendment is not impacted by this policy
<b><i>National Environmental Protection Measures</i></b>	
The National Environment Protection Measures (NEPMs) are statutory instruments that specify national standards for a variety of environmental issues and are relevant to the more detailed planning stage.	The application does not create any conflict to the NEPMs on variety of environmental matters as prescribed by the <i>National Environment Protection Council Act 1994</i> (Commonwealth), including air quality, fresh water quality, noise emission, contaminated sites, hazardous waste, and re-use and recycling material.

***da. Satisfies the relevant criteria in relation to the TPPs.***

There are currently no Tasmanian Planning Policies in effect.

***(e) As far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates.***

Response: The STRLUS (amended on 17 May 2023) outlines strategic directions (SD) and regional planning policies to support the vision for Southern Tasmania and guide land use planning and decision making.

The proposed amendment aligns with the following SD:

*SD1: Adopting a more integrated approach to planning and infrastructure;*

*SD8: Supporting strong and healthy communities;*

*SD10: Creating livable communities.*

The regional planning policies that are relevant to the amendment are addressed in the table below:



Managing Risks and Hazards	
Policy	Response
<p><b>MRH 1.1</b> - Provide for the management and mitigation of bushfire risk at the earliest possible stage of the land use planning process (rezoning or if no rezoning required; subdivision) by the identification and protection (in perpetuity) of buffer distances or through the design and layout of lots</p> <p><b>MRH 1.2</b> - Ensure subdivision road layout designs provide for safe exit points in areas subject to bushfire hazard.</p>	<p>The Bushfire Hazard Management Plan and report submitted in support the proposal. The extension of the boundary for the existing buildings of the community hall will better provide more space for implementing the Bushfire Hazard Management Plan.</p> <p>The community hall is also used for local fire brigade. The draft amendment will provide further support community practices in bushfire hazard management delivering within the appropriate zoning.</p>
Cultural Values	
Policy	Response
<p><i><b>CV1</b> - Recognise, retain and protect Aboriginal heritage values within the region for their character, culture, sense of place, contribution to our understanding history and contribution to the region's competitive advantage.</i></p> <p><i><b>CV 1.3</b> - Avoid the allocation of land use growth opportunities in areas where Aboriginal cultural heritage values are known to exist.</i></p>	<p>A Heritage Desktop Review application was submitted to Aboriginal Heritage Tasmania on 12/02/2025 to understand any Aboriginal heritage values within the development area.</p> <p>A response was received on 24/02/2025 demonstrating no objection from the AHT.</p>
Social Infrastructure	
Policy	Response
<p><i><b>SI 1</b> - Provide high quality social and community facilities to meet the education, health and care needs of the community and facilitate healthy, happy and productive lives.</i></p> <p><i><b>SI 1.3</b> - Provide social infrastructure that is well located and accessible in relation to residential development, public transport services, employment and education opportunities.</i></p> <p><i><b>SI 1.5</b> - Provide multi-purpose, flexible and adaptable social infrastructure that can respond to changing and emerging community needs over time.</i></p>	<p>The draft amendment aligns with policies of Social Infrastructure.</p> <p>The draft amendment will provide more appropriate zoning which allows for high quality social and community facilities to occur on the land. It will promote multi-purpose use to respond to emerging community needs over time.</p> <p>The Tea Tree Community Hall is located on an internal road, accessed from Tea Tree Road, which is a major road. The Community Hall is located on the outskirts of Tea Tree, approximately 1km from the "village" and is considered well located for a rural area.</p>
Productive Resources	
Policy	Response
<p><i><b>PR 2.5</b> - Provide flexibility for commercial</i></p>	<p>The Tea Tree Community Hall, located at 596</p>



<p><i>and tourism uses provided that long-term agricultural potential is not lost and it does not further fetter surrounding agricultural land.</i></p>	<p>Tea Tree Road, is actively used for a range of community events, including weddings and birthday celebrations. It is managed by a local committee, with proceeds reinvested into the community.</p> <p>The proposed draft amendment will facilitate an expansion of community-related activities by aligning the zoning with the existing and intended use through the application of the Community Purpose Zone.</p> <p>As outlined in the submitted Agricultural Assessment and Compliance Report, the amendment will not further fetter the use of surrounding agricultural land. The proposal is therefore considered to be consistent with the strategic intent of both community development and agricultural land protection.</p>
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***(f) Has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates.***

Response:

The proposed amendment has regard to the *Brighton Council Strategic Plan 2023-2033* and is consistent with the following strategies contained in this plan:

- 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*
- 3.3 - Community facilities are safe, accessible and meet contemporary needs*
- 3.4 - Advocate and facilitate Investment In our region*
- 4.3 - Ensure strong engagements and relationships to shape the agenda and advocate for our community*

The proposed amendment aligns with the *Brighton Structure Plan 2018* and provides opportunities to achieve Strategy 25 - Host Festivals and Pop-up exhibitions for Tea Tree area. It also aligns with Priority Actions set out in *Brighton Social Infrastructure Plan 2023*, including:

*Action 6 - Increase opportunities for the community to participate in cultural and creative activities*

*Action RE01 - Opportunities to increase local cultural practice through programs with vineyards and 'public-facing' rural-commercial to encourage events and cultural creation – as well as stimulate the local economy. Consider partnership with rural community organisations to drive funding for events in the region and identify opportunities to consolidate and promote existing cultural offerings.*



The proposed amendment does not conflict with other Council plans, policies and strategies. It will further promote *Brighton Council's 2050 Vision*.

**(g) As far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates.**

Response: The proposed amendment is for rezoning land that has sufficiently setback from other municipal areas, so it is unlikely to conflict with the LPSs that apply to these areas.

**(h) Has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.**

Response: The subject land is not affected by the gas pipeline, so the proposed amendment does not trigger any issues of gas pipeline safety.

## 7. PERMIT APPLICATION ASSESSMENT

The proposed reorganisation of boundaries (via subdivision) seeks to add 4,401m<sup>2</sup> of 594 Tea Tree Road (CT182250/1) to 596 Tea Tree Road (CT164781/1).

The application is assessed against the Tasmanian Planning Scheme – Brighton as if the draft amendment to the LPS for the rezoning to Community Purpose Zone had been approved, pursuant to section 40Y(4) of the Act. A full assessment against the applicable standards of the planning scheme is provided in [Attachment G](#).

The following Performance Criteria are triggered for assessment:

- 21.5.1 P1 for Lot Design within Agriculture Zone
- 27.5.1 P1 for Lot Design within Community Purpose Zone
- 27.5.2 P2 and P3 for Services within Community Purpose Zone

Agriculture Zone
<p>The purpose of the Agriculture Zone is:</p> <p>21.1.1 To provide for the use or development of land for agricultural use.</p> <p>21.1.2 To protect land for the use or development of agricultural use by minimising:</p> <ul style="list-style-type: none"> <li>(a) conflict with or interference from non-agricultural uses;</li> <li>(b) non-agricultural use or development that precludes the return of the land to agricultural use; and</li> <li>(c) use of land for non-agricultural use in irrigation districts.</li> </ul> <p>21.1.3 To provide for use or development that supports the use of the land for agricultural use.</p>
<p><b>Response:</b></p> <p>The proposed subdivision meets the purpose of Agricultural Zone by minimising conflict with or</p>



interference from non-agricultural uses. Utilisation of the Community Hall will promote the amenities in the area. It complies with the zone purpose.

### 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.

**Response:**

The proposed subdivision relates to an increase in the useable area of the only Community Hall in Tea Tree. The subdivision will not impact the long-term productive capacity of agricultural land on 594 Tea Tree as only a small proportion of land is to be transferred to the Tea Tree Community Hall. It complies with this objective.

Acceptable Solution	Performance Criteria
<p><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> <li>(a) be required for public use by the Crown, a council or a State authority;</li> <li>(b) be required for the provision of Utilities or irrigation infrastructure; or</li> <li>(c) be for the consolidation of a lot with another lot provided both lots are within the same zone.</li> </ul>	<p><b>P1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> <li>(a) provide for the operation of an agricultural use, having regard to: <ul style="list-style-type: none"> <li>(i) not materially diminishing the agricultural productivity of the land;</li> <li>(ii) the capacity of the new lots for productive agricultural use;</li> <li>(iii) any topographical constraints to agricultural use; and</li> <li>(iv) current irrigation practices and the potential for irrigation;</li> </ul> </li> <li>(b) be for the reorganisation of lot boundaries that satisfies all of the following: <ul style="list-style-type: none"> <li>(i) provides for the operation of an agricultural use, having regard to: <ul style="list-style-type: none"> <li>a. not materially diminishing the agricultural productivity of the land;</li> <li>b. the capacity of the new lots for productive agricultural use;</li> <li>c. any topographical constraints to</li> </ul> </li> </ul> </li> </ul>



	<p>agricultural use; and</p> <p>d. current irrigation practices and the potential for irrigation;</p> <p>(ii) all new lots must be not less than 1ha in area;</p> <p>(iii) existing buildings are consistent with the setback required by clause 21.4.2 A1 and A2;</p> <p>(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; an</p> <p>(v) it does not create any additional lots; or</p> <p>(c) be for the excision of a use or development existing at the effective date that satisfies all of the following:</p> <p>(i) the balance lot provides for the operation of an agricultural use, having regard to:</p> <p>a. not materially diminishing the agricultural productivity of the land;</p> <p>b. the capacity of the balance lot for productive agricultural use;</p> <p>c. any topographical constraints to agricultural use; and</p> <p>d. current irrigation practices and the potential for irrigation;</p> <p>(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;</p> <p>(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</p> <p>(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.</p>
<p><b>Response:</b></p> <p>The proposal does not comply with A1. Assessment against P1 is required.</p>	



The proposed subdivision involves the reorganisation of lot boundaries to excise land to be zoned Community Purpose from land zoned Agriculture. The proposal satisfies P1(b) for the following reasons:

- (i) the proposed Lot 2 will retain an area of 43.92 hectares within the Agriculture Zone. According to the Agricultural Assessment and Compliance Report, this lot is capable of maintaining its current and potential agricultural productivity. The subdivision will not introduce any topographical constraints that would limit agricultural use. Furthermore, the land is not located within a declared irrigation scheme, so the proposed changes will not result in the loss of agricultural land suitable for irrigation.
- (ii) the subdivision will result in two lots: Lot 1 (0.44 hectares) and Lot 2 (43.4 hectares). Although Lot 1 is less than 1 hectare, it falls within the Community Purpose Zone, and therefore the 1-hectare minimum lot size under this zone provision does not apply.
- (iii) the existing buildings at 594 Tea Tree Road comply with the setback requirements outlined in clauses 21.4.2 A1 and A2
- (iv) there will be no changes to the existing vehicular access arrangements. Both proposed lots will maintain sufficient road frontage to support their intended uses.
- (v) no additional lot is created.

On that basis, the proposed subdivision can comply with this standard's objective and performance criteria.

### Community Purpose Zone

The purpose of the Community Purpose Zone is:

27.1.1 To provide for key community facilities and services including health, educational, government, cultural and social facilities.

27.1.2 To encourage multi-purpose, flexible and adaptable social infrastructure.

#### Response:

The proposed subdivision meets the purpose of Community Purpose Zone by encouraging multipurpose, flexible and adaptable social infrastructure for the Community Hall. It also provides better opportunities for the Community Hall to extend its facilities in the future. It complies with the zone purpose.

### 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.

#### Response:

The proposed subdivision relates to increasing the area of the only Community Hall in Tea Tree for its



future development. It is provided with appropriate access to the road. It complies with this objective.	
Acceptable Solution	Performance Criteria
<p><b>A1</b></p> <p>Each lot, or lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> <li>(a) have an area of not less than 600m<sup>2</sup> and: <ul style="list-style-type: none"> <li>(i) be able to contain a minimum area of 10m x 15m, with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> <li>a. all setbacks required by clause 27.4.2 A1 and A2; and</li> <li>b. easements or other title restrictions that limit or restrict development; and</li> </ul> </li> <li>(ii) existing buildings are consistent with the setback required by clause 27.4.2 A1 and A2;</li> <li>(iii) be required for public use by the Crown, a council or a State authority;</li> <li>(iv) be required for the provision of Utilities; or</li> <li>(v) be for the consolidation of a lot with another lot provided each lot is within the same zone.</li> </ul> </li> </ul>	<p><b>P1</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>(a) the relevant requirements for development of buildings on the lots;</li> <li>(b) existing buildings and the location of intended buildings on the lots;</li> <li>(c) the topography of the site;</li> <li>(d) the presence of any natural hazards;</li> <li>(e) adequate provision of private open space; and</li> <li>(f) the pattern of development existing on established properties in the area.</li> </ul>
<p><b>Response:</b></p> <p>The proposed lot 1 has 7,180 sqm in land area. However, the existing building is not totally within the boundary. Therefore, it does not comply with the acceptable solution. Assessment against P1 is required.</p> <p>Lot 1 has sufficient usable area and dimensions suitable for its intended use.</p> <ul style="list-style-type: none"> <li>(a) future development can able to comply with acceptable solutions required for 5m frontage setback.</li> <li>(b) the existing building was built in 1912<sup>5</sup> and has been used continuously since then. It has an existing use right under s.12 of the Act. Any future development for new building will be subjected to relevant standards including setback requirements.</li> </ul>	

<sup>5</sup> Tea Tree Community Hall, n.d., History, accessed 19 February 2025, <Link: <https://teatreecommunity.com/history/>>.



- (c) the site is generally flat which does not impose any constraints for future development.
- (d) bushfire is the only natural hazard identified on the site. The hazard is manageable with the support of the bushfire hazard management plan.
- (e) there is sufficient private open space for the intended use.
- (f) there are three properties to the west. They all have minimum setback to the front. The building at 592 Tea Tree Road was built in 1935 and the building at 590 Tea Tree was built in 1977<sup>6</sup>. The proposed subdivision does not change the pattern of development in the area.

On that basis, the proposed subdivision complies with this performance criteria.

### 27.5.2 Services

Objective: That the subdivision of land provides services for the future use and development of the land means as defined in the Act.

#### Response:

The proposed subdivision relates to increase the area of the only Community Hall in Tea Tree for their future developments. It is provided with appropriate access to the road. It complies with this objective.

Acceptable Solution	Performance Criteria
<b>A2</b>  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.	<b>P2</b>  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.
<b>Response:</b>  There is no reticulated sewerage system available for connection. Assessment against P2 is required.  The new lot will continue to utilise the existing on-site wastewater treatment system. The expansion of land area for the Tea Tree Community Hall will provide more opportunity for the land to able to contain an appropriate system in case of future development.  On that basis, the proposal complies with this standard.	
<b>A3</b>  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.	<b>P3</b>  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 accommodating an on-site stormwater management system adequate for the future use and development

<sup>6</sup> TheLIST, Premium Property Report for 592 Tea Tree Road and 590 Tea Tree Road.



	<p>of the land, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the size of the lot;</li> <li>(b) topography of the site;</li> <li>(c) soil conditions;</li> <li>(d) any existing buildings on the site;</li> <li>(e) any area of the site covered by impervious surfaces; and</li> <li>(f) any watercourse on the land.</li> </ul>
<p><b>Response:</b></p> <p>There is no public stormwater system available for connection. Assessment against P2 is required.</p> <p>The topography of the site is generally flat with minimum impervious surfaces.</p> <p>The new lot will continue to utilise the existing on-site stormwater drainage. The expansion of land area for the Tea Tree Community Hall will provide more opportunity for the land to be able to contain all stormwater within its boundary.</p> <p>On that basis, the proposal complies with this standard.</p>	

The proposal has been referred to TasWater and TasRail for comments. TasRail has no objections on the proposal ([Attachment J](#)). TasWater has issued a Submission to Planning Authority Notice advising that no conditions are required and that it has no formal comments on the application ([Attachment I](#)).

Conclusively, the proposed subdivision complies with all applicable standards under the Tasmanian Planning Scheme – Brighton as if the draft amendment to the Brighton LPS had been approved for the rezoning.

## 8. CONCLUSION

The proposed amendment meets the requirements of LUPAA. Thus, it is recommended that it be prepared and certified.

Subject to the approval of the proposed amendment, the proposed subdivision is considered to comply with the applicable standards of the planning scheme as if the draft amendment to the Brighton LPS had been approved for the rezoning. Thus, it is recommended that it be approved.

## **RECOMMENDATION:**

- A. That, in accordance with Section 40D(b) of LUPAA, Council agrees to prepare draft amendment RZ2025/01 to the Brighton Local Provisions Schedule, as shown in Attachment E;



- B. That, in accordance with Section 40F(3) of LUPAA, Council by instrument in writing affixed with the common seal of the planning authority, certifies that draft amendment RZ2025/01 meets the requirements of LUPAA, as shown in Attachment E;
- C. That, in accordance with Section 40F(4) of LUPAA, Council directs that a copy of the draft amendment and the instrument of certification are provided to the Tasmanian Planning Commission within seven (7) days;
- C. That, in accordance with Sections 40W(1) and 40X of LUPAA, Council agrees to the request made under Section 40T(1) to amend the Brighton Local Provisions Schedule and consider an application for the planning permit concurrently;
- D. That, in accordance with Section 40(Y) of LUPAA, Council approves planning permit SA2025/004, subject to the conditions provided in the draft permit shown in Attachment F;
- E. That, in accordance with Section 40Y(6) of LUPAA, Council directs that the relevant permit material relating to the permit application is provided to the Tasmanian Planning Commission within seven (7) days;
- F. That, in accordance with Section 40FA(1) of LUPAA, Council directs that a copy of the draft amendment be provided to any relevant agencies or State authorities the Planning Authority considers may have an interest in the draft amendment; and
- G. That in accordance with Section 40G and Section 40Z of LUPAA, Council directs that draft amendment RZ2025/01 and draft planning permit SA2025/004 be placed on public exhibition accordingly.

### **DECISION:**

*Cr Whelan moved, Cr Owen seconded that the recommendation be adopted.*

**CARRIED**

### **VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Owen	

*Cr Geard returned to the meeting at 5.54pm.*



### 13. Petitions

Nil.



## 14. Officers Reports

### 14.1 Fee waiver request for Pontville Hall - HIPPY Brighton - NAIDOC Event 2025

<b>Attachment:</b>	Email & letter from HIPPY Brighton Team Leader – 4 June 2025
<b>Author:</b>	Manager Community Development (A Turvey)
<b>Authorised:</b>	Director Corporate Services (G Browne)

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#### Background

*Please Note: This request was originally for the Brighton Civic Centre in Bridgewater but due to availability the booking has been moved to the Pontville Hall.*

Council has been contacted by the Brighton HIPPY Program with a request to waive hall hire fees for a 2025 NAIDOC Week event to be held for families here in our Local Government Area.

HIPPY, or the Home Interaction Program for Parents and Youngsters, is a free, two-year home-based early childhood learning and parenting program for children aged 3 years, and is run by 54 Reasons. It empowers parents to be their child's first teacher by providing them with fun, engaging activities and resources to support their child's learning and development. Specifically, HIPPY Brighton is a program delivered by trained tutors who work with families in the Brighton area to introduce reading, play, and educational activities for 15 minutes per day.

The HIPPY program in Brighton has a strong Aboriginal focus and would like to hold a celebration of Aboriginal culture as part of the important NAIDOC week celebrations.

NAIDOC week is a very important week for community to come together to celebrate Aboriginal culture in a culturally safe way that is place based and accessible.

HIPPY would love to hold an event at the Civic Centre to allow families who have no transport options to be able to attend, with public transport being available right near the Civic Centre.

The plan is to welcome Sid Williams and Nadia Currie from the Secretariat of National Aboriginal and Islander Child Care (SNAICC) – a national voice for our children, who will be doing community consultations around the HIPPY program.

The date is to be confirmed based on the availability of the Civic Centre but the preferred date for the event is **Tuesday 1 July** based on the availability of the SNAICC personnel.

9am to 11am – Time for the team to set up cultural activities and spaces for local ACCOs and ACCHOs to set up displays and activities.

11am to 1pm – Event to take place – displays from organizations, yarning circles and cultural experiences.

1pm to 4pm – Time for reflections, community consultations and cleaning up of the space.

HIPPY Brighton have expressed that they have very limited budget for the event but want to make the event as accessible as possible for local families by holding it in this central location.

#### Consultation



Facilities Management Officer, Director Corporate Services.

### **Risk Implications**

The hire of the whole Civic Centre reduces availability for other paid bookings. Waiving fees can set a precedent for other community-based groups to request similar concessions.

### **Financial Implications**

HIPPY Brighton is requesting the Council to waive the \$303 hire fee for the day for the Pontville Hall.

### **Strategic Plan**

This request aligns with Councils Strategic Goals:

Goal 1.1 – Engage with and enable our community

Goal 1.2 – Build resilience and opportunity.

Goal 1.3 – Ensure attractive local areas that provide social, recreational, and economic opportunity.

Goal 1.4 – Encourage a sense of pride, local identity, and engaging activities.

### **Social Implications**

NAIDOC week is a very important week for members of the Brighton community to come together to celebrate Aboriginal culture in a culturally safe way that is place based and accessible. HIPPY is looking to hold this event at the Civic Centre to allow families who have no transport options to be able to attend, with public transport being available right near the Civic Centre.

### **Environmental or Climate Change Implications**

Nil.

### **Economic Implications**

Nil.

### **Other Issues**

Nil

### **Assessment**

The opportunity to have a NAIDOC event for our local families, which coincides with a visit from SNAICC is one that should be supported. The ability for HIPPY to utilise the Civic Centre space for this event and make it accessible for as many families as possible is a worthwhile activity for Council to support and help make possible.

### **Options**

1. As per the recommendation.
2. Refuse to waive hire fees and apply only a 50% discount as typically granted to similar groups.



### 3. Not waive the fees.

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#### **RECOMMENDATION:**

That Council approves a hire fee waiver of \$488 for the HIPPY NAIDOC event for 2025 at the Civic Centre.

This waiver of fees is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the *Local Government Act 1993*.

#### **DECISION:**

*Cr Owen moved, Cr McMaster seconded that Council approves a hire fee waiver of \$303 for the HIPPY NAIDOC event for 2025 at the Pontville Hall due to the unavailability of the Civic Centre on the date required.*

*This waiver of fees is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the Local Government Act 1993.*

**CARRIED**

#### **VOTING RECORD**

<b>In favour</b>	<b>Against</b>
------------------	----------------

Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	



## 14.2 Request for Donation - Reptile Rescue Inc.

<b>Attachment:</b>	Letter to all Tasmanian Councils – June 2025
<b>Author:</b>	Manager Community Development (A Turvey)
<b>Authorised:</b>	Chief Executive Officer (J Dryburgh)

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### Background

All Councils in Tasmania have received a letter from Reptile Rescue Incorporated requesting donations from local government to assist with maintaining the service they provide.

Reptile Rescue Inc. is a Tasmanian charity established in 1999 and provides statewide snake removal services through a network of trained, independent rangers.

As a non-profit organisation, the donation is requested to assist with costs related to phone services, liability insurance and ranger expenses.

The service is a voluntary service that operates 24/7 with eighty (80) volunteer rangers who provide the service at their own expense, with client payments going directly to the rangers for fuel costs.

There are a range of regional/rural councils in Tasmania who do donate annually and list the Reptile Rescue information on contact details on their website.

For example, Southern Midlands Council appear to make an annual donation and have the following information on their website:

*Council does not offer any services relating to the capturing and removal of any snakes or reptiles. However, should you require any assistance relating to snake/reptile capturing, collection and relocation please contact the Reptile Rescue by calling 0499 116 690. In the case of calling Reptile Rescue and relocating a snake/reptile a fee will apply.*

### Consultation

Senior Management Team.

### Risk Implications

Donating to and/or recommending a service that is fully volunteer based and for which Council has no in-depth understanding of workplace safety, levels of training for rangers etc. Councils rely on overall reputation and word of mouth in respect to the organisation and service.

### Financial Implications

A quick review of donations made by other councils indicate typical donations from local government to be between \$500-\$1000.

### Strategic Plan

This request aligns with Councils Strategic Goals:

Goal 1.1 – Engage with and enable our community.



Goal 2.2 – Encourage respect and enjoyment of the natural environment.

### Social Implications

Nil.

### Environmental or Climate Change Implications

The promotion of and referral to a reptile rescue service can ensure that snakes and other reptiles are not destroyed or harmed when residents come across them and the community is able to seek assistance with relocation.

### Economic Implications

Nil.

### Other Issues

Nil.

### Assessment

By all accounts Reptile Rescue Inc. – Tasmania is a credible animal rescue service for reptiles operating across all local government areas in the state. Providing a small donation in support of the service would no doubt assist in their endeavours to protect the safety and well being of these ‘misunderstood’ creatures.

### Options

1. As per recommendation.
2. Other.

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### **RECOMMENDATION:**

That Council approves a donation of \$500 to Reptile Rescue Inc. – Tasmania from the grants and donation budget and promotes the service on Council’s website, and at relevant times of year, promotes the service on Council’s social media channels.

This is to be recorded as a donation in Council’s Annual Report in accordance with Section 77 of the *Local Government Act 1993*.

### **DECISION:**

*Cr Curran moved, Cr Owen seconded that Council approves a donation of \$500 to Reptile Rescue Inc – Tasmania from the grants and donation budget and promotes the service on Council’s website, and at relevant times of year, promotes the service on Council’s social media channels.*

*This is to be recorded as a donation in Council’s Annual Report in accordance with Section 77 of the Local Government Act 1993.*

**CARRIED**



**VOTING RECORD****In favour****Against**

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Cr Curran

Cr De La Torre

Cr Geard

Cr Gray

Cr McMaster

Cr Owen

Cr Whelan



### 14.3 Draft Brighton Council Community Engagement Strategy

<b>Attachment:</b>	Draft Brighton Council Community Engagement Strategy - June 2025
<b>Author:</b>	Manager Community Development & Engagement (A Turvey)
<b>Authorised:</b>	Chief Executive Officer (J Dryburgh)

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#### Background

Brighton Council is committed to hearing from our community about issues that affect them. Council does this in planned ways throughout the year, such as Brighton Alive meetings, Brighton Youth Action Group (BYAG), pop-ups, ongoing relationships that allow regular conversations with community groups, reference groups and individuals, 'kitchen table' conversations, and our ['Have Your Say'](#) page on Council's website.

Council also acknowledges that it's important for the community to hear from us. Council is committed to keeping the community informed on Council decisions, news, opportunities to be involved and how we are delivering the projects and infrastructure that supports our communities. We do this through Council's website, social media, posters, flyers and the Brighton Community News (BCN).

Brighton Council recognises that our community has a right to be meaningfully engaged in decisions which affect them. We are committed to seeking out and facilitating that engagement.

In making informed decisions, we take account of the views, needs, and aspirations of our community. Where relevant we collaborate directly with community and allow community to lead. We balance that with expert advice, budgetary needs and legislative requirements.

To formalise this commitment and as outlined in Council's Annual Plan 2025-2026, Council is developing a Community Engagement Strategy.

#### Legislative Requirements

The Tasmanian Government is currently formulating a new Local Government Act and the proposed Reform Directions have been communicated as follows:

*#17 – All Councils will develop and adopt a community engagement strategy. The Community Engagement Strategy will inform how councils will engage, involves, consult and inform their communities on plans, projects and policies. Councils will be required to follow their Community Engagement Strategy when engaging communities on their Strategic Plan in determining their service delivery priorities and when setting their budget (including rating decisions).*

*#18 – Removing prescriptive consultation requirements*

*Councils will have broadened capacity to engage with their communities in accordance with their Community Engagement Strategy. Wherever possible, prescriptive requirements to provide reports and information in a specified way, such as by post, will be removed. Some specific consultation requirements will be maintained where necessary to protect the rights of the community and councils.*



This report presents to Council a draft Community Engagement Strategy for Council's consideration and to commence a process of community feedback on the draft Community Engagement Strategy.

### **Consultation**

CEO, Senior Management Team, Executive Officer – Governance, Community Development Officer.

### **Risk Implications**

A formal strategy can lead to a very prescriptive and less organic way of engaging, working with and communicating with all members of our community.

### **Financial Implications**

Budget considerations for projects should always allow for community engagement activities.

### **Strategic Plan**

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

- 1.1 Engage with and enable our community.
- 1.2 Build resilience and opportunity.

Goal 4: Ensure a progressive, efficient and caring Council.

- 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 relationships and engagements to shape the agenda and advocate for our community.

### **Social Implications**

Our community is diverse. Their varied skills, experience and knowledge play a key role in shaping the future of Brighton. Effective and meaningful engagement builds positive relationships with our community and leads to better decision-making. In making informed decisions, we take account of the views, needs, and aspirations of our community. We balance that with expert advice, budgetary needs and legislative requirements.

### **Environmental or Climate Change Implications**

A Community Engagement Strategy serves to inform, educate and involve community in matters related to climate change and waste management.

### **Economic Implications**

Give community members a better understanding of the economic implications of Council's decision and the economic environment in which Tasmanian councils are operating.

### **Other Issues**

Nil.



## Assessment

This draft of the Brighton Council Community Engagement Strategy marks the beginning of the process for receiving feedback from community on how we engage as a Council into the future and will allow us to meet the new legislative requirements for Tasmanian councils to have a Community Engagement Strategy.

## Options

1. As per the recommendation.
2. Other.

## **RECOMMENDATION:**

That Council endorses the release of the DRAFT Brighton Council Community Engagement Strategy – June 2025 for community feedback and input.

## **DECISION:**

*Cr De La Torre moved, Cr McMaster seconded that Council endorses the release of the Draft Brighton Council Community Engagement Strategy – June 2025 for community feedback and input.*

**CARRIED**

## VOTING RECORD

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



## 14.4 LGBTIQA+ Community Consultation Report

<b>Attachment:</b>	LGBTIQA+ Community Consultation Report- May 2025
<b>Author:</b>	Manager Community Development & Engagement (A Turvey)
<b>Authorised:</b>	Chief Executive Officer (J Dryburgh)

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### Background

In 2023 Council was approached by community members, including individuals with lived experience of discrimination in our community, asking Council to take more of a leadership role in showing support for a more inclusive and diverse community. This included a request to fly a pride flag at Council's main buildings i.e. Civic Centre and Council Offices.

Subsequently, Mr Rodney Croome from Equality Tasmania was invited to brief Council in December 2023 on suggested approaches that Council could take in responding to these requests and possibly taking a broader approach to understanding the needs of our LGBTIQA+ community, their experiences of living in the Brighton area and promoting an inclusive community as a Council.

During this briefing it was highlighted that local government plays a key role in promoting inclusion because it is close to the community and provides key community services.

This is why a number of Tasmanian municipalities have taken action to ensure their community, services and workplaces are inclusive. Examples included:

- **Kingborough Council:** consulting with the community, developing an Action Plan, flying pride flags, conducting LGBTIQA+ inclusion workshops for staff.
- **City of Hobart:** consulting with the LGBTIQA+ community, developing an LGBTIQA+ commitment, flying pride flags, conducting workshops.
- **City of Launceston:** developing an LGBTIQA+ community consultation process and flag-flying policy.
- **Derwent, Huon and Meander Valley Councils:** flying pride flags.

It was agreed after this briefing that in order to ascertain the experience of specifically LGBTIQA+ people living in our community, Council conduct a consultation project with a view to potentially developing an LGBTIQA+ Action Plan based on these findings.

It was recommended that Council work with Dr Ruby Grant from La Trobe University who was involved in conducting the "Telling Us the Story" report, the largest-ever survey of LGBTIQA+ Tasmanians. It was commissioned by the State Government and conducted by the University of Tasmania in 2022.

Dr Ruby Grant prepared a community consultation proposal for Brighton Council and in June 2024 Council agreed to fund the consultation to understand the experiences specifically of our LGBTIQA+ community in the Brighton municipality.

Between October 2024 and February 2025, Council surveyed LGBTIQA+ people, their families, friends, and allies who live, work, and visit the Brighton area to hear how Brighton can be more safe, welcoming and inclusive for all. The survey was designed in consultation with community members and was promoted widely through local and state-wide print and social media.



A total of 51 individuals completed the survey. This included people of all ages (14+) who live, work, visit, and go to school in the Brighton area. We heard from a mix of LGBTIQ+ community members, as well as non-LGBTIQ+ people who are parents, family members, and those working with LGBTIQ+ people in Brighton.

In a Council workshop on 3 June 2025, Councillors were presented with the findings by Dr Grant. The full report is attached for reference. There are seven key actions contained within the recommendations of the report that participants identified and felt would best support LGBTIQ+ people, their families, and friends in the Brighton area.

The top three priorities were:

**1. LGBTIQ+ Inclusion Training for Brighton Council Staff and Elected Members**

Many participants emphasised the need for local government representatives to receive training on LGBTIQ+ inclusion to foster a more welcoming and supportive community.

**2. Public All-Gender Toilets**

Accessible, gender-inclusive public facilities were seen as an important step toward making public spaces safer and more inclusive for transgender, non-binary, and gender-diverse residents and visitors to the area.

**3. More visible signs of LGBTIQ+ Inclusion at local venues and businesses**

Participants wanted more visible signs of inclusion in public spaces (e.g. flying the pride flag in public spaces, ally/pronoun badges for staff, rainbow tick/accreditation for businesses) and access to LGBTIQ+ services (e.g. unisex toilets).

**The next step is to make the LGBTIQ+ Community Consultation Report available for whole of community's information and feedback.**

**Consultation**

CEO, Senior Management Team, Councillors, LGBTIQ+ Community in Brighton LGA.

**Risk Implications**

Nil.

**Financial Implications**

Minimal/unknown at this stage.

**Strategic Plan**

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

- 1.1 Engage with and enable our community.
- 1.2 Build resilience and opportunity.

Goal 4: Ensure a progressive, efficient and caring Council.

- 4.3 Ensure strong relationships and engagements to shape the agenda and advocate for our community.



## Social Implications

This engagement with community is a path towards Council providing a leadership role in assisting the LGBTIQA+ community in feeling safe, being heard and represented in all areas of life in Brighton and in particular that the LGBTIQA+ community feel seen and valued.

## Environmental or Climate Change Implications

Nil.

## Economic Implications

N/A

## Other Issues

Nil.

## Assessment

Most LGBTIQA+ participants included in the consultation felt welcome in Brighton, but concerns about safety and inclusion persist, particularly for trans and non-binary residents. Key priorities identified were LGBTIQA+ training for council staff, introduction of public all-gender toilets, and greater visibility of inclusion. It is important to communicate these findings and recommendations to the community as a whole for feedback and before some of these simple actions are potentially implemented by Council, including revisiting the flag policy considered by Council in 2023, keeping in mind it has not been the experience of other councils in Tasmania that flying the Pride flag prompts a range of other requests for different flags to be flown.

## Options

1. As per the recommendation.
2. Other.

## RECOMMENDATION:

That Council approves the LGBTIQA+ Community Consultation Report (May 2025) to be made publicly available and invites community feedback on the recommendations and suggested actions contained within the report.

## DECISION:

*Cr Curran moved, Cr Geard seconded that Council approves the LGBTIQA+ Community Consultation Report (May 2025) to be made publicly available and invites community feedback on the recommendations and suggested actions contained within the report.*

**CARRIED**

## VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	



Cr Gray  
Cr McMaster  
Cr Owen  
Cr Whelan



## g14.5 Request for Reduction of Ground Hire Fees - Tasmanian Nepalese Cricket Association

**Attachment:** Email from Tasmanian Nepalese Cricket Association

**Author:** Admin & Facilities Management Officer (I Singh)

**Authorised:** Director Corporate Services (G Browne)

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### Background

Mr Kamal Bhandari, President of the Tasmanian Nepalese Cricket Association (TNCA), a not-for-profit community sporting organisation, has written to Council requesting a discount on the hire fees for Weily Park Oval for the 2024–2025 cricket season.

This request follows a similar submission made in 2023, where Council approved a 50% discount on ground hire fees. The TNCA has again advised that their financial position has been significantly impacted due to a range of community-driven sporting and engagement activities delivered over the past 12 months. These initiatives were beneficial to the local, multicultural and wider community. This has stretched the Association's limited financial resources, reducing their capacity to pay the full hire fee.

TNCA's mission is to use cricket as a vehicle to foster community engagement, promote health and wellbeing, and strengthen multicultural connections, particularly among Tasmania's Nepalese population.

### Consultation

Kamal Bhandari, Director Corporate Services

### Risk Implications

- Approving the fee reduction may set a precedent, leading to more community groups seeking similar concessions.
- There is a risk of perceived inequity among user groups paying full fees who do not request concessions, potentially raising fairness concerns.

### Financial Implications

The outstanding invoice of ground hire fees is \$2990. Any remittance of this would reduce the ground hire revenue amount for the year.

### Strategic Plan

Goal 1.1 - Engage with and enable our community

Goal 1.3 – Ensure attractive local areas that provide social, recreational and economic opportunities.

Goal 1.4 – Encourage a sense of pride, local identity and engaging activities.

### Social Implications

The Tasmanian Nepalese Cricket Association ensures cricket remains inclusive and accessible to the entire community. Their programs promote multicultural engagement by uniting people



of all ages, genders, and backgrounds, strengthening social connections and fostering a sense of belonging.

Through community events, TNCA also cultivates leadership and volunteer skills. Supporting TNCA directly supports Brighton Council's aim to build a welcoming, connected community through inclusive sporting opportunities.

### **Environmental or Climate Change Implications**

Nil

### **Economic Implications**

Nil

### **Other Issues**

Considering the variety and scale of programs TNCA delivers, along with their diverse income sources, it is reasonable to expect that essential expenses such as ground hire fees are planned and budgeted well in advance. Furthermore, requests for fee reductions should be submitted prior to confirming bookings, rather than after the season concludes and invoices are issued. This approach ensures that fee reductions are part of proactive planning, rather than reactive or last-minute considerations.

### **Assessment**

TNCA has demonstrated responsible, community-focused program delivery along with financial transparency. Granting a fee reduction would recognise the organisation's increasing contribution to community life and support the continued growth of accessible sport and recreation. Ongoing collaboration with the Tasmanian Nepalese Cricket Association provides Brighton Council with a valuable opportunity to strengthen ties with the growing Nepalese community in Southern Tasmania and to support the Association's leadership in multicultural sports development.

### **Options**

1. As per the recommendation.
2. Refuse to Reduce hire fees
3. Other options to be discussed, such as give 25% reduction in fees

---

### **RECOMMENDATION:**

That Council endorse a 50% reduction in fees to the Tasmanian Nepalese Cricket Association.

The reduction of ground hire fees is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the *Local Government Act 1993*.



**DECISION:**

*Cr Geard moved, Cr McMaster seconded that Council endorse a 50% reduction in fees to the Tasmanian Nepalese Cricket Association for 2024/25 and 2025/26.*

*The reduction of ground hire fees is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the Local Government Act 1993.*

**CARRIED**

**VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	



## 14.6 Request for waiver of Hall Hire fees - Old Beach Probus Club

<b>Attachment:</b>	Letter from the Secretary, Old Beach Probus Club
<b>Author:</b>	Admin & Facilities Management Officer (I Singh)
<b>Authorised:</b>	Director Corporate Services (G Browne)

---

### Background

Old Beach Probus Club was established in July 2024. Since this time, the club has provided a platform for retired and semi-retired members of the local community to engage socially, intellectually, and culturally.

Recognising the club's value to the local community, Brighton Council supported its establishment in 2024 by waiving the monthly hall hire fees for a 12-month period. This support allowed the club to focus on growing its membership, building momentum, and delivering its community-focused programming without the financial burden of venue hire costs.

Entirely volunteer-run, the Club now boasts 28 active members and continues to grow. Monthly meetings are held at the Old Beach Community Hall on the third Friday of each month, where members participate in guest speaker sessions, morning tea, and social discussion.

As a not-for-profit organisation, run entirely by volunteers and funded through member contributions and donations, Secretary Mr Robert Shaw has formally requested that Brighton Council continue to waive the current hire fee of \$23 per hour (total \$69 per meeting with a 50% discount) for its monthly use of the Old Beach Community Hall.

### Consultation

Director Corporate Services

### Risk Implications

- The permanent booking of the hall for three hours each month could reduce the availability for other paid bookings.
- Waiving fees could set a precedent for other community-based groups to request similar concessions.

### Financial Implications

The club requests the Council waive the hire fees for three hours per month. Over a period of 12 months, the total cost would amount to \$828.

### Strategic Plan

This request aligns with Councils Strategic Goals: -

Goal 1.1 – Engage with and enable our community

Goal 1.3 – Ensure attractive local areas that provide social, recreational, and economic opportunity.

Goal 1.4 – Encourage a sense of pride, local identity, and engaging activities.



## Social Implications

The Old Beach Probus Club plays an important role in promoting social inclusion and community wellbeing. Its programs create opportunities for older residents to connect, participate, and feel a sense of purpose and belonging within their local community.

Ongoing support for the club will help strengthen community connections by providing retired and semi-retired individuals with regular access to social interaction, intellectual engagement, and cultural activities.

## Environmental or Climate Change Implications

N/A

## Economic Implications

N/A

## Other Issues

Nil.

## Assessment

The club has successfully established itself and continues to demonstrate a positive impact on its target audience — older residents, a key demographic within the municipality. Extending Council's support will enable the Old Beach Probus Club to maintain its momentum, expand its membership, and remain accessible to all, regardless of financial capacity. This aligns strongly with Council's strategic goals of fostering social inclusion and supporting community wellbeing.

## Options

1. As per the recommendation.
2. Refuse to waive hire fees and apply only a 50% discount.
3. Other options to be discussed, such as show ongoing support via permanent fee waiver contingent on the club continuing to operate from the Old Beach Community Hall and providing an annual financial statement demonstrating that it lacks the capacity to meet hire fee obligations.

---

## **RECOMMENDATION:**

That Council waive the hire fees for the Old Beach Community Hall for the Old Beach Probus Club for a 12-month period to support their continued growth and contribution to community wellbeing. This arrangement is to be reviewed at the end of the 12-month period.

The waiver of hire fees is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the *Local Government Act 1993*.



**DECISION:**

*Cr Owen moved, Cr McMaster seconded that Council waive the hire fees for the Old Beach Community Hall for the Old Beach Probus Club for a 12-month period to support their continued growth and contribution to community wellbeing. This arrangement is to be reviewed at the end of the 12-month period.*

*The waiver of hire fees is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the Local Government Act 1993.*

**CARRIED**

**VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	



*Cr De La Torre left the meeting at 6.16pm due to declared interest in Item 14.7.*

## 14.7 Request for waiver of fees - The Veteran Car Club of Australia (Tasmania) Inc

<b>Attachment:</b>	Letter from the Veteran Car Club
<b>Author:</b>	Admin & Facilities Management Officer (I Singh)
<b>Authorised:</b>	Director Corporate Services (G Browne)

---

### Background

The Veteran Car Club of Australia (Tasmania) Inc. – Southern Section has been hosting its Annual Charity Car Show and Swap Meet at Cloak Oval, Old Beach since 2012. In 2017, Brighton Council granted a five-year fee waiver for the use of this venue, which has allowed the Club to continue delivering this popular community event each February.

The event has developed a strong reputation as one of the best cars shows in southern Tasmania. It attracts large numbers of car enthusiasts, collectors, car clubs, swap meet vendors, and members of the public from across the region. The event not only showcases veteran and vintage vehicles but also strengthens community ties and delivers significant charitable outcomes. Over the 12 years they have donated over \$45,000 to charity with the main recipient over the past three years being The Hobart City Mission.

With the initial five-year agreement having concluded, the Veteran Car Club is now requesting a further period of free use of Cloak Oval to ensure the event remains within the Brighton municipality.

### Consultation

Director Corporate Services

### Risk Implications

- Regular booking of the venue may limit availability for other potential users.
- Reducing fees could set a precedent for other community-based groups to request similar concessions.

### Financial Implications

The club is requesting a waiver in hire fees for one day per year. The estimated cost for the next 5 years would be \$1,495 not inclusive of the CPI rate increase.

### Strategic Plan

This request aligns with Councils Strategic Goals: -

Goal 1.1 – Engage with and enable our community

Goal 1.3 – Ensure attractive local areas that provide social, recreational, and economic opportunity.

Goal 1.4 – Encourage a sense of pride, local identity, and engaging activities.



### Social Implications

The Annual Charity Car Show and Swap Meet is a well-attended community event that strengthens local pride, fosters intergenerational engagement, and provides a fun, inclusive environment for families, hobbyists, and collectors.

### Environmental or Climate Change Implications

Minimal. The Club is committed to working with Council to manage waste and environmental impacts from the event.

### Economic Implications

The event contributes positively to the local economy through tourism, food and beverage sales, and associated retail activity. Participation by Rotary Brighton ensures that local fundraising benefits remain within the municipality.

### Other Issues

Nil.

### Assessment

The Annual Charity Car Show and Swap Meet has consistently proven to be a successful and beneficial community event. Continued support from Brighton Council through a venue fee waiver will allow the Veteran Car Club to maintain the event's quality, scale, and charitable outcomes.

### Options

1. As per the recommendation.
2. Refuse to Reduce hire fees and apply only a 50% discount.
3. Other options to be discussed, such as waiving fees for a shorter period such as 3 years.

---

### **RECOMMENDATION:**

That Council waive the hire fee for the next five (5) years for continued annual use of Cloak Oval, Old Beach by the Veteran Car Club of Australia (Tasmania) Inc. – Southern Section for their one day annual event.

The waiver of fees is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the *Local Government Act 1993*.

### **DECISION:**

*Cr Curran moved, Cr Geard seconded that Council waive the hire fee for the next five (5) years for continued annual use of Cloak Oval, Old Beach by the Veteran Car Club of Australia (Tasmania) Inc. – Southern Section for their one day annual event.*

*The waiver of fees is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the Local Government Act 1993.*

**CARRIED**



## VOTING RECORD

In favour	Against
Cr Curran	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	

*Cr De La Torre returned to the meeting at 6.18pm.*



## 14.8 Request for waiver of fees - Jordan River Community Theatre Group

**Author:** Director Corporate Services (G Browne)

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### Background

The Jordan River Community Theatre Group was founded in 2024 under the direction of John Adkins, an actor, playwright, artistic director and mentor. The group held its first production in November 2024 at the Brighton Civic Centre, which drew an audience of over 80 people.

The Jordan River Community Theatre has grown into a supportive and fun-loving community, and rehearses every Monday evening for two hours at Pontville Hall.

The Theatre Group is the perfect example of the initiatives that the Brighton Public Art strategy is trying to develop within the municipality in that the productions are supporting local artists, cultural experts and creatives in the development of new skills and new work.

As the group is not a registered entity it is just a group of like minded people coming together in order to put on production that will be shown to the public, there is no income received. The group is requesting that their fees are waived for the hire of Pontville Hall.

### Consultation

Manager Community Development & Engagement

### Risk Implications

Nil

### Financial Implications

The financial implication are that the hall is able to be hired out to a fee paying hirer. Fees that would be foregone would be \$90 for the two hours per week. If the hall is used for the full year it would be \$4680.

### Strategic Plan

Goal 1.1 - Engage with and enable our community

Goal 1.3 – Ensure attractive local areas that provide social, recreational and economic opportunities.

Goal 1.4 – Encourage a sense of pride, local identity and engaging activities.

### Social Implications

By providing the space for this community group to rehearse, it not only fulfils our public art strategy but it also provides a fun environment for all members of the public to come and learn a new skill or be part of an inclusive group.

### Environmental or Climate Change Implications

Nil



**Economic Implications**

Nil

**Other Issues**

Nil

**Assessment**

Council has a policy in relation to a 50% discount on Council building hire fees for groups within the community that are not for profit that can prove that the hire of the building is for the benefit of Brighton residents.

Given that this community group is volunteer based and not formally registered there is no income to pay the hire fees. This group is providing an outlet for those that are culturally focused being able to present a variety of productions to the community and bringing alive our art strategy.

**Options**

1. As per the recommendation.
2. Not approve the recommendation.

**RECOMMENDATION:**

That Council waives the hall hire for The Jordan River Community Theatre Group for the 2025/26 financial year and backdates this to when they commenced rehearsals at Pontville Hall.

The waiver of fees is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the *Local Government Act 1993*.

**DECISION:**

*Cr Geard moved, Cr McMaster seconded that Council waive the hall hire for The Jordan River Community Theatre Group for the 2025/26 financial year and backdates this to when they commenced rehearsals at Pontville Hall.*

*The waiver of fees is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the Local Government Act 1993.*

**CARRIED**

**VOTING RECORD**

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



## 14.9 Brighton Open Space Strategy 2025

<b>Attachment:</b>	A- Engagement Strategy B - Brighton Open Space Strategy 2025
<b>Author:</b>	Manager Planning (J Blackwell)
<b>Authorised:</b>	Director Development Services (A Woodward)

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### Purpose

To note the outcomes of community engagement and endorse the Brighton Open Space Strategy 2025 (OSS 2025) as amended.

### Background

Following Council's endorsement to proceed to community engagement at its March 2025 meeting, the OSS 2025 prepared by Form Planning and Projects was publicly exhibited for comment, in an endeavour to understand:

- How our community uses Brighton's open spaces;
- What our community values about Brighton's open spaces;
- How accessible Brighton's open spaces are;
- What our community wants to see more of and what are their priorities.
- Whether the draft OSS reflected the community's views.

### Consultation

Consultation relating to the OSS 2025 occurred between 7 April to 27 April 2025. An extensive variety of methods were used during this time to understand the community's views and are summarised as follows:

- Face to face engagement sessions
- Have your say website
- Survey
- Social Pinpoint Mapping
- Email submissions
- Corflute Posters at key green open spaces across Brighton
- Social Media posts
- Key Stakeholder letters
- Brighton Alive Newsletter

Participation and results relating to the community engagement are detailed in Form Planning and Projects' Engagement Strategy included in [Attachment A](#).

The feedback received during the consultation period has identified that the community values Brighton's quality open spaces and that continual improvement of our open spaces is important for Brighton's residents. Ongoing expansion and protection of open spaces and incorporating



sustainability initiatives such as increased tree planting and shade using native species is also welcomed.

The benefits of open spaces were also identified in the feedback, relating to mental wellbeing and social cohesion, as well as providing a free activity to do with family.

The feedback received accorded generally with the draft OSS 2025. There were some issues raised which require some minor changes to the strategy, as follows:

Action	Change	Rationale
<b>BPO4</b> Continue to deliver the Ted Jeffries Memorial Park Master Plan prioritising the upgrade and extension of the existing playground.	Update from a Medium Priority to a Short to Medium Priority for Brighton	There was clear community feedback that the existing playground is heavily used but looked tired and needs an upgrade.
<b>NEW</b> Continue to maintain the foreshore walking trail and enhance with landscaping, shelters and seating. Consider kayaking launching locations. Monitor impacts from coastal inundation and erosion.	New Medium Priority action for Old Beach.	The Old Beach Foreshore trails are heavily used, and some additional infrastructure would be proportionate to its use.
<b>NEW</b> Formalise walking trails along the East Derwent Highway and investigate suitable locations for safe pedestrian crossings, particularly near Old Beach Road and Clives Avenue .	New Medium Priority Action for Old Beach.	The East Derwent Highway was recognised as a barrier and community feedback included the need to improve trails and crossing along the East Derwent Highway.
<b>BP09</b> Ensure future open space areas, including walking trails, identified in the South Brighton Development Precinct are acquired and developed commensurate with release of land.	Maintain as an ongoing opportunity for Brighton, but add “including walking trails” to Action.	Walking trails and loops in the South of Brighton were identified as a gap.
<b>LGA 09</b> Crime Prevention through Environmental Design (CPTED)	Update from Ongoing action to Short term action.	Safety was a key theme from community feedback.
<b>LGA 11</b> Relationships and Partnerships.	Add a reference to “getting the necessary approvals”.	A number of key stakeholders identified that some actions required approvals from the Crown, TasRail, etc. to be able to implement actions.



<b>LGA 14</b> Maintenance Guidelines	Update from a Medium Priority to Short term priority for LGA-Wide Actions	Maintenance and cleanliness were identified as key issues from community feedback.
<b>Document improvement</b>	Include a list of the properties relating to each “open space number” for each suburb.	Allows the reader to easily identify each open space without having to refer to the Appendix.

The changes recommended above have been included in the revised Open Space Strategy as per [Attachment B](#).

### Risk Implications

There is a risk that the community, in reading the OSS 2025, will think that the actions recommended in the OSS 2025 will be immediately implemented, resulting in expectations that may not be met. This potential misconception is addressed through specifying ‘Short’, ‘Medium’ and ‘Long Term’ actions in the OSS 2025.

### Financial Implications

Addressing the actions in the OSS 2025 will result in financial costs for implementation. Each action will need to be considered in conjunction with Council’s Long Term Asset Management Plan, and annual budget. Some actions will be dependent on external grant funding in order to be achieved.

### Strategic Plan

The OSS 2025 accords with the Brighton Council Strategy 2023-2033 as follows:

- 1.1 Ensure attractive local areas that provide social, recreational and economic opportunities.
- 1.2 Encourage a sense of pride, local identity and engaging activities
- 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
- 3.3 Community facilities are safe, accessible and meet contemporary need
- 4.1 Be big picture, long-term and evidence-based in our thinking

### Social Implications

Strategic consideration of council’s open space network and ongoing maintenance will play a significant role in increasing the community’s physical and mental health by reducing stress, promoting physical activity and fostering social interaction.

### Assessment

Brighton’s existing open spaces feature a network of trails, parks, playgrounds, sporting facilities and the Derwent and Jordan river foreshores throughout the municipality. The OSS 2025 provides the strategic framework to guide the planning and management of open spaces in Brighton’s urban areas over the next ten years and beyond. The strategy incorporates principles that aim to continuously improve the quality, accessibility, safety and sustainability of Brighton’s open space network, in turn providing benefits to the community and



environment. Quality open spaces encourage social connection, improves mental health and promotes a healthy lifestyle.

Extensive engagement with residents shows that the open spaces that have been created throughout the municipality are valued and that the amount of open space available is appreciated, with many residents visiting often. Requests for additional tracks, upgraded playgrounds and play equipment were raised, as were maintenance and safety concerns at some parks. Actions in relation to these matters where appropriate, have been incorporated within the revised OSS 2025.

### Options

1. As per the recommendation.
2. Other.

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### **RECOMMENDATION:**

That Council:

- A. Note the Engagement Summary; and
- B. Endorse the Brighton Open Space Strategy 2025.

### **DECISION:**

*Cr De La Torre moved, Cr Whelan seconded that Council:*

- A. Note the Engagement Summary; and*
- B. Endorse the Brighton Open Space Strategy 2025.*

**CARRIED**

### **VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	



## 14.10 Policy Review - Public Open Space Policy

**Attachment:** Policy 6.6 Public Open Space (*tracked changes version & clean copy*)  
**Author:** Director Development Services (A Woodward)

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### Background

A review of the Public Open Space Policy has been conducted, and the draft was presented to Councillors during a Council Workshop on 3 June 2025.

This policy is required to:

- Ensure that adequate provision is made for quality public open space in the municipality.
- Establish clear guidelines to assist Council in determining when provision of public open space will be sought and when the payment of a cash in lieu contribution required will be sought, from subdivision applications.
- Establish a consistent method of determining the value of cash in lieu contributions when they are required; and
- Provide a framework to determine how monies derived from cash in lieu contributions should be held and disposed of within the Municipality.

Key changes made to the policy during the review period included:

- Providing clear criteria around assessment of proposed open space parcels.
- Outlining clear criteria for when contributions are taken in lieu of land.
- Value of land changed from 'unimproved' to 'improved' to reflect decisions made by Tribunal cases.
- Amendment to include '*not more than 3 months prior to the date of lodgement of the Final Plan of Survey for sealing*'.
- Clarity on how funds are handled and managed.

### Consultation

Councillors; SMT

### Risk Implications

Regular review and monitoring of council policies will be undertaken to ensure compliance with relevant legislation and advice.

### Financial Implications

Not applicable.

### Strategic Plan

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



S3.2: infrastructure development and service delivery are guided by strategic planning to cater for the need of a growing and changing population

### Social Implications

Not applicable.

### Environmental or Climate Change Implications

Not applicable.

### Economic Implications

Not applicable.

### Options

1. As per the recommendation.
2. Other.

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### **RECOMMENDATION:**

That Council adopt the Public Open Space Policy (Policy 6.6).

### **DECISION:**

*Cr Whelan moved, Cr Curran seconded that Council adopt the Public Open Space Policy (Policy 6.6).*

**CARRIED**

### VOTING RECORD

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



## 14.11 New Policy - Enforcement Policy

**Attachment:** Draft Policy 7.2 Enforcement

**Author:** Director Development Services (A Woodward)

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### Background

A new Enforcement Policy has been developed with the draft presented to Councillors during a Council Workshop on 3 June 2025.

This new policy has been developed to:

- Provide staff and customers a clear and consistent approach to compliance and assist in understanding the process of enforcement.
- Ensure that we are transparent and actions are proportionate to the offence.
- This is a recommendation from the process of Board of Inquiry into other Council's.

This policy is based on templates used by various agencies in Australia, including the Ombudsman. It incorporates principles of enforcement, authorisations, decision-making processes, enforcement options, and guidelines for disclosure and confidentiality.

### Consultation

Councillors; SMT

### Risk Implications

Regular review and monitoring of council policies will be undertaken to ensure compliance with relevant legislation and advice.

### Financial Implications

Not applicable.

### Strategic Plan

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

### Social Implications

Not applicable.

### Environmental or Climate Change Implications

Not applicable.

### Economic Implications

Not applicable.

### Options

1. As per the recommendation.
2. Other.



## **RECOMMENDATION:**

That Council adopt the Enforcement Policy (Policy 7.2).

## **DECISION:**

*Cr Geard moved, Cr Whelan seconded that Council adopt the Enforcement Policy (Policy 7.2)*

**CARRIED**

### **VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	



## 14.12 Policy Review - Fraud Control and Corruption Policy 1.8

**Attachment:** Policy 1.8 (*current policy & proposed draft policy*)

**Author:** Director Corporate Services (G Browne)

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### Background

A significant review of Council's Fraud Control and Corruption Policy has been undertaken by the Audit Panel and Senior staff.

Council aims to act in the best interests of the community by aligning with its core value of integrity. Council is committed to the prevention, deterrence and detection of fraud and corruption by raising awareness and having effective processes and procedures in place to report and investigate incidents that may arise.

The Fraud Control and Corruption Policy covers guidelines and responsibilities regarding appropriate actions that must be followed to increase the awareness of, and, for the investigation of fraud. Management of the risk of exposure is an important area to monitor and the Council needs to be assured that appropriate and transparent procedures are in place.

### Consultation

Audit Panel, Senior Management

### Risk Implications

Regular review and monitoring of council policies will be undertaken to ensure compliance with relevant legislation and advice. Councillors are responsible for ensuring that Council acknowledges fraud and corruption as a serious risk and has an awareness of Council's fraud and corruption exposures.

### Financial Implications

Not applicable.

### Strategic Plan

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

S4.4: Ensure financial and risk sustainability.

### Social Implications

Not applicable.

### Environmental or Climate Change Implications

Not applicable.

### Economic Implications

Not applicable.



## Options

1. As per the recommendation.
2. Other.

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## **RECOMMENDATION:**

That Council adopt the Fraud Control and Corruption Policy (Policy 1.8).

## **DECISION:**

*Cr Geard moved, Cr De La Torre seconded that Council adopt the Fraud Control and Corruption Policy (Policy 1.8)*

**CARRIED**

## VOTING RECORD

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



## 14.13 Policy Review - Councillor Expenses, Entitlements & Professional Development

**Attachment:** Policy 2.2 (*tracked changes version & clean copy*)

**Author:** Chief Executive Officer (J Dryburgh)

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### Background

This policy was reviewed and endorsed at the Ordinary Council Meeting on 21st January 2025. Since this time, all Tasmanian Councils have received advice from the Office of Local Government following a Supreme Court ruling regarding the payment of legal expenses by a Tasmanian Council.

The Court determined that a Council is not permitted to cover the legal expenses related to a case for the personal benefit of a councillor or an employee. Under Section 28ZN of the *Local Government Act 1993*, it is also a requirement that legal costs associated with Code of Conduct complaints must be borne by the councillor involved.

In response to the advice received, a new section concerning 'Legal Expenses' has been added to the policy (refer Section 1.3).

### Consultation

Senior Management; Executive Officer - Governance

### Risk Implications

Regular review and monitoring of council policies will be undertaken to ensure compliance with relevant legislation and advice.

### Financial Implications

Not applicable.

### Strategic Plan

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

### Social Implications

Not applicable.

### Environmental or Climate Change Implications

Not applicable.

### Economic Implications

Not applicable.

### Options

1. As per the recommendation.
  2. Other.
-



**RECOMMENDATION:**

That Council adopt the Councillor Expenses, Entitlements & Professional Development Policy (Policy 2.2)

**DECISION:**

*Cr De La Torre moved, Cr Curran seconded that Council adopt the Councillor Expenses, Entitlements and Professional Development Policy (Policy 2.2).*

**CARRIED****VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	



## 14.14 Budget 2025/2026

**Attachment:** Draft Budget 2025/2026  
**Author:** Director Corporate Services (G Browne)

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### Background

The Budget (Estimates) has been prepared in accordance with the *Local Government Act 1993*. The 2025-2026 Budget and Fees & Charges Register has been provided to all Councillors and a draft budget review workshop has been undertaken. The final budget has been completed in accordance with Councillor requests and is now ready to be adopted.

### Consultation

Councillors, Senior Management, Senior Rates Officer, ratepayers and other stakeholders.

### Risk Implications

Nil.

### Financial Implications

As per the budget.

### Strategic Plan

Goal 3 : Manage Infrastructure and growth effectively

Goal 4.4: Ensure Financial & Risk Sustainability

### Social Implications

Considered within the budget.

### Environmental or Climate Change Implications

Considered within the budget.

### Economic Implications

Considered within the budget.

### Other Issues

Nil.

### Assessment

Council has been fortunate to receive substantial grant funding for various projects around the municipality over the past few years. This grant funding has meant that many projects have been brought forward that would not have come to fruition for several years, it also means that Council is required to maintain these new infrastructure assets, which results in an increase in operational costs.

Operational costs especially in relation to materials and services that are used to provide ratepayers with the daily functions of waste collection, road works and streetscaping to name



a few have continued to increase. Due to the continual renewal and new capital expenditure Ratepayers are also expecting a higher level of service provision which unfortunately needs to be paid for through rates and charges, for Council to remain financially sustainable in the future. The Brighton Council's 2025-2026 rate increase will be the same as the previous year at 8.5% for all residential occupied properties. This equates to a total increase to residential occupied properties of \$99 per year.

The Rating Resolution is in line with the *Local Government Act 1993* and adopts the principles of Average Area Rating for residential rating.

### Options

1. As per the recommendation.
  2. Review the budget and make further changes prior to adoption in principle.
- 

### **RECOMMENDATION:**

1. That the 2025-2026 budget be adopted.
2. Approve the 2025-2026 Rating Resolution as follows:
  1. **GENERAL RATE & MINIMUM**
    - 1.1 Pursuant to Section 90 of the *Local Government Act* 1993 (here referred to as the “**Act**”), Council hereby makes the following General Rate for all rateable land within the municipal area for the financial year commencing 1 July 2025 and ending 30 June 2026:
      - (a) Pursuant to Section 90(3)(c) of the Act, a General Rate of 26.0 cents in the dollar of the assessed annual value (here referred to as “**AAV**”) of the rateable land.
    - 1.2 Pursuant to Section 107(1) of the Act, Council hereby varies the General Rate of 26.0 cents in the dollar (as previously made) as follows:
      - (a) For land within the municipality which is used or predominantly used for commercial purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 7.758971 cents in the dollar of AAV;
      - (b) For land within the municipality which is used or predominantly used for public purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 10.219041 cents in the dollar of AAV;
      - (c) For land within the municipality which is used or predominantly used for industrial purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 6.191451 cents in the dollar of AAV;
      - (d) For land within the municipality which is used or predominantly used for primary production purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 4.116701 cents in the dollar of AAV;



- (e) For land within the municipality which is used or predominantly used for sporting or recreation purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 22.253977 cents in the dollar of AAV;
- (f) For land within the municipality which is not used and is zoned as Agriculture within the Tasmanian Planning Scheme - Brighton, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 9.395113 cents in the dollar of AAV;
- (g) For land within the municipality which is not used and is zoned as Business within the Tasmanian Planning Scheme - Brighton, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 15.029261 cents in the dollar of AAV;
- (h) For land within the municipality which is not used and is zoned as Community Purpose within the Tasmanian Planning Scheme - Brighton, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 19.92671 cents in the dollar of AAV;
- (i) For land within the municipality which is not used and is zoned as Environmental Management within the Tasmanian Planning Scheme - Brighton, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 21.621818 cents in the dollar of AAV;
- (j) For land within the municipality which is not used and is zoned as General Industrial within the Tasmanian Planning Scheme - Brighton, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 6.193691 cents in the dollar of AAV;
- (k) For land within the municipality which is not used and is zoned as Light Industrial within the Tasmanian Planning Scheme - Brighton, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 10.080971 cents in the dollar of AAV;
- (l) For land within the municipality which is not used and is zoned as Open Space within the Tasmanian Planning Scheme - Brighton, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 21.160285 cents in the dollar of AAV;
- (m) For land within the municipality which is not used and is zoned as Rural Living within the Tasmanian Planning Scheme - Brighton, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 9.395058 cents in the dollar of AAV;
- (n) For land within the municipality which is not used and is zoned as Urban Mixed within the Tasmanian Planning Scheme - Brighton, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 12.640208 cents in the dollar of AAV and

1.3 Pursuant to Sections 107(2A) and 107(2B) of the Act, Council hereby sets minimum amounts payable, in respect of the general rate as varied, as follows:



- (a) For land within the municipality which is used or predominantly used for commercial purposes, the minimum amount payable in respect of the General Rate is an amount of \$1260.00;
- (b) For land within the municipality which is used or predominantly used for public purposes, the minimum amount payable in respect of the General Rate is an amount of \$818.00;
- (c) For land within the municipality which is used or predominantly used for industrial purposes, the minimum amount payable in respect of the General Rate is an amount of \$1260.00;
- (d) For land within the municipality which is used or predominantly used for primary production purposes, the minimum amount payable in respect of the General Rate is an amount of \$1260.00;
- (e) For land within the municipality which is not used and is zoned as Agriculture within the Tasmanian Planning Scheme – Brighton, the minimum amount payable in respect of the General Rate is an amount of \$580.00;
- (f) For land within the municipality which is not used and is zoned as Business within the Tasmanian Planning Scheme – Brighton, the minimum amount payable in respect of the General Rate is an amount of \$580.00;
- (g) For land within the municipality which is not used and is zoned as Community Purpose within the Tasmanian Planning Scheme - Brighton, the minimum amount payable in respect of the General Rate is an amount of \$580.00;
- (h) For land within the municipality which is not used and is zoned as General Industrial within the Tasmanian Planning Scheme - Brighton, the minimum amount payable in respect of the General Rate is an amount of \$580.00;
- (i) For land within the municipality which is not used and is zoned as Light Industrial within the Tasmanian Planning Scheme - Brighton, the minimum amount payable in respect of the General Rate is an amount of \$580.00;
- (j) For land within the municipality which is not used and is zoned as Residential within the Tasmanian Planning Scheme - Brighton, the minimum amount payable in respect of the General Rate is an amount of \$580.00;
- (k) For land within the municipality which is not used and is zoned as Rural Living within the Tasmanian Planning Scheme - Brighton, the minimum amount payable in respect of the General Rate is an amount of \$580.00;

## 2. AVERAGED AREA RATE

- 2.1 Pursuant to Section 109A of the Act and Certificates issued to Council in accordance with Section 109H of the Act, Council hereby make the following averaged area rate (here referred to as “AAR”) for all rateable land within the municipal area for the following categories and localities for the financial year commencing 1 July 2025 and ending 30 June 2026:



- (a) In the locality of Bridgewater, for rateable land that is used, or predominantly used, for residential purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 7.486873 cents in the dollar of AAV and then an AAR is made in the amount of \$1145.00;
- (b) In the locality of Brighton, for rateable land that is used, or predominantly used, for residential purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 6.277961 cents in the dollar of AAV and then an AAR is made in the amount of \$1260.00;
- (c) In the locality of Dromedary, for rateable land that is used, or predominantly used, for residential purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 5.958752 cents in the dollar of AAV and then an AAR is made in the amount of \$1260.00;
- (d) In the locality of Gagebrook, for rateable land that is used, or predominantly used, for residential purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 8.365609 cents in the dollar of AAV and then an AAR is made in the amount of \$1145.00;
- (e) In the locality of Herdsmans Cove, for rateable land that is used, or predominantly used, for residential purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 7.756173 cents in the dollar of AAV and then an AAR is made in the amount of \$1145.00;
- (f) In the locality of Honeywood for rateable land that is used, or predominantly used, for residential purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 5.376569 cents in the dollar of AAV and then an AAR is made in the amount of \$1260.00;
- (g) In the locality of Old Beach for rateable land that is used, or predominantly used, for residential purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 5.379772 cents in the dollar of AAV and then an AAR is made in the amount of \$1260.00;
- (h) In the locality of Pontville for rateable land that is used, or predominantly used, for residential purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 5.138922 cents in the dollar of AAV and then an AAR is made in the amount of \$1260.00;
- (i) In the locality of Tea Tree for rateable land that is used, or predominantly used, for residential purposes, the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 5.147740 cents in the dollar of AAV and then an AAR is made in the amount of \$1260.00;
- (j) In the locality of Bridgewater, for rateable land that may be classified as being both used, or predominantly used, for residential purposes **and** non-use land [i.e. vacant residential], the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 5.212631 cents in the dollar of AAV and then an AAR is made in the amount of \$580.00;



- (k) In the locality of Brighton, for rateable land that may be classified as being both used, or predominantly used, for residential purposes **and** non-use land [i.e. vacant residential], the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 4.293701 cents in the dollar of AAV and then an AAR is made in the amount of \$580.00;
- (l) In the locality of Dromedary, for rateable land that may be classified as being both used, or predominantly used, for residential purposes **and** non-use land [i.e. vacant residential], the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 6.770242 cents in the dollar of AAV and then an AAR is made in the amount of \$580.00;
- (m) In the locality of Gagebrook, for rateable land that may be classified as being both used, or predominantly used, for residential purposes **and** non-use land [i.e. vacant residential], the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 8.678923 cents in the dollar of AAV and then an AAR is made in the amount of \$580.00;
- (n) In the locality of Herdsmans Cove, for rateable land that may be classified as being both used, or predominantly used, for residential purposes **and** non-use land [i.e. vacant residential], the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 14.712099 cents in the dollar of AAV and then an AAR is made in the amount of \$580.00;
- (o) In the locality of Honeywood, for rateable land that may be classified as being both used, or predominantly used, for residential purposes **and** non-use land [i.e. vacant residential], the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 4.102999 cents in the dollar of AAV and then an AAR is made in the amount of \$580.00;
- (p) In the locality of Old Beach, for rateable land that may be classified as being both used, or predominantly used, for residential purposes **and** non-use land [i.e. vacant residential], the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 3.361516 cents in the dollar of AAV and then an AAR is made in the amount of \$580.00;
- (q) In the locality of Pontville, for rateable land that may be classified as being both used, or predominantly used, for residential purposes **and** non-use land [i.e. vacant residential], the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 7.216623 cents in the dollar of AAV and then an AAR is made in the amount of \$580.00; and
- (r) In the locality of Tea Tree, for rateable land that may be classified as being both used, or predominantly used, for residential purposes **and** non-use land [i.e. vacant residential], the General Rate is varied by decreasing the amount of 26.0 cents in the dollar of AAV to 3.445408 cents in the dollar of AAV and then an AAR is made in the amount of \$580.00.



### 3. WASTE MANAGEMENT SERVICE CHARGE

Pursuant to Section 94(1) of the Act, Council hereby make the following service charges for waste management for the financial year commencing 1 July 2025 and ending 30 June 2026

- (a) \$315.00 for each premises, tenement, flat, unit, apartment, single stratum section or portion of land set aside for separate occupation to which a regular garbage and recycling removal service is supplied by the Council.
- (b) \$82.00 for each premises, tenement, flat, unit, apartment, single stratum section or portion of land set aside for separate occupation to which a FOGO removal service is supplied by the Council.
- (c) In addition to (a) & (b) \$75.00 per bin for each premises, tenement, flat, unit, apartment, single stratum section or portion of land set aside for separate occupation to which a regular garbage and recycling and FOGO driver assist service is supplied by the Council.
- (d) In addition to (a), (b) & (c) State Government Waste Levy of \$30.00 for each premises, tenement, flat, unit, apartment, single stratum section or portion of land set aside for separate occupation to which a regular garbage and recycling removal service is supplied by the Council.

### 4. FIRE SERVICE RATE

Pursuant to Sections 93 & 93A of the Act, and notice received by Council in accordance with Section 81B of the *Fire Service Act 1979*, the following fire service rates apply for the financial year commencing 1 July 2025 and ending 30 June 2026:

- (a) A Separate Urban Fire Rate of 1.133034 cents in the dollar of AAV in respect of all lands in the proclaimed district with a minimum amount of \$50.00; and
- (b) A Separate Brighton Rural Fire Rate of 0.301895 cents in the dollar of AAV in respect of all lands in the proclaimed district with a minimum amount of \$50.00; and
- (c) A Separate Rural Fire Rate of 0.284049 cents in the dollar of AAV in respect of all lands in the proclaimed district with a minimum amount of \$50.00.

### 5. PAYMENT OF RATES & CHARGES BY INSTALMENTS

Rates and Charges must be paid by four (4) instalments – the first to be paid on or before 8 August 2025, and then by 31 October 2025, 30 January 2026 and 30 April 2026 respectively.

### 6. INTEREST

Pursuant to Section 128(1) (b) of the Act interest will apply to any amount of rates and charges which remain unpaid after the date on which it is to be paid. The rate for 2025/2026 is 10.30% per annum calculated on a daily basis.



**DECISION:**

*Cr Curran moved, Cr Geard seconded that*

- 1. The 2025-2026 budget be adopted; and*
- 2. The 2025-2026 Rating Resolution be adopted.*

**CARRIED****VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	



## 14.15 Annual Plan 2025/2026

**Attachment:** Draft 2025/2026 Annual Plan  
**Author:** Chief Executive Officer (J Dryburgh)

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### Background

The Annual Plan 2025/26 has been prepared in accordance with Section 71 of the *Local Government Act 1993* and Council's 2025/26 budget.

The Annual Plan highlights key focus areas and strategies for 2025/26, aligning with our Strategic Plan.

The Annual Plan is currently presented in draft format for Council's review and consideration. Once adopted, it will be made publicly available on Council's website.

### Consultation

Senior Management Team and relevant Council officers.

### Risk Implications

None.

### Financial Implications

The draft Annual Plan directly reflects the 2025/26 budget, which is already approved in principle.

### Strategic Plan

The draft Annual Plan is in accordance with Council's Strategic Plan, in line with the following strategies:

*S4.4: Ensure financial and risk sustainability*

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

### Social Implications

The Annual Plan clearly shows the key commitments for the financial year. A mid-year progress report will be presented to Council early in 2026.

The Annual Plan contains a range of social and community-focused commitments.

### Economic Implications

The Annual Plan commitments support economic growth and development in the region.

### Environmental or Climate Change Implications

The Annual Plan includes a range of environmental and climate change commitments.

### Other Issues

Nil.



## Assessment

The Annual Plan aligns with Council's Strategic Plan and will provide a range of ongoing, long-term benefits for our community.

## Options

1. As per the recommendation.
2. Other.

## RECOMMENDATION:

That Council adopt the Annual Plan 2025/26 in accordance with Section 71 of the *Local Government Act 1993* and that a copy be forwarded to the Director of Local Government and the Director of Public Health in accordance with Section 71(3) of the Act.

## DECISION:

*Cr De La Torre moved, Cr Whelan seconded that Council adopt the Annual Plan 2025/26 in accordance with Section 71 of the Local Government Act 1993 and that a copy be forwarded to the Director of Local Government and the Director of Public Health in accordance with Section 71(3) of the Act.*

**CARRIED**

## VOTING RECORD

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



*Mayor Gray left the meeting at 6.40pm due to a declared interest in Item 14.16.*

## 14.16 Election of President and General Management Committee – Local Government Association of Tasmania

**Attachment:** Candidate Statements - LGAT President

**Author:** Chief Executive Officer (J Dryburgh)

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### Background

Nominations for the Local Government Association of Tasmania (LGAT) election of the President and General Management Committee (GMC) have now closed.

Each member Council is entitled to one vote for the position of President and for the General Management Committee as per Rule 20(j) of the LGAT Rules:

*each member shall have one vote for both population categories within its electoral district.*

As a Southern District Council, Brighton has been provided with three (3) ballot papers

- One (1) for President of LGAT
- One (1) for General Management Committee Member for Southern District (population less than 20,000)
- One (1) for General Management Committee Member for Southern Electoral District (population more than 20,000)

The following candidates have been nominated for the positions below:-

### Election of President:-

- Cheryl FULLER – Central Coast
- Tim MARKS - Glenorchy
- Mick TUCKER – Break O'Day

### Election of GMC Member (*Southern Electoral District (less than 20,000)*)

- Michelle DRACOU LIS – Derwent Valley
- Leigh GRAY – Brighton

### Election of GMC Member (*Southern Electoral District - more than 20,000*)

- Richard JAMES - Clarence
- Tim MARKS - Glenorchy
- Paula WRIEDT - Kingborough

### Consultation:

N/A

### Risk Implications:

Nil.



**Financial Implications:**

Nil.

**Strategic Plan:**

4.2 Be well-governed, providing quality service and accountability to our community

**Social Implications:**

Nil

**Environmental or Climate Change Implications:**

N/A

**Economic Implications:**

N/A

**Other Issues:**

N/A

**Assessment:**

The sealed and signed ballot paper envelope is to be received by the Tasmanian Electoral Commission by 10am on Monday, 14<sup>th</sup> July 2025.

**Options:**

1. As per the recommendation.
2. Other.

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**RECOMMENDATION:**

That the ballot papers for the positions of Local Government Association President and General Management Committee members be completed, signed and returned to the Tasmanian Electoral Commission by the 14<sup>th</sup> July 2025.

**DECISION:**

*Cr McMaster moved, Cr De La Torre seconded that the ballot papers for the positions of Local Government Association of Tasmania President and General Management Committee members be returned to the Tasmanian Electoral Commission by the 14<sup>th</sup> July 2025.*

**CARRIED**



**VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr McMaster	
Cr Owen	
Cr Whelan	

*Mayor Gray returned to the meeting at 6.43pm.*



*Cr De La Torre left the meeting at 6.44pm due to a declared interest in Item 14.17.*

## **14.17 Request for waiver of building and plumbing fees - House of Hope**

**Author:** Director, Development Services (A Woodward)

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### **Background**

Council has been approached by the House of Hope project to provide a reduction or waiver of building and plumbing fees for a dwelling application at 19A Burrows Avenue, Brighton.

This dwelling is being constructed by a group of organisations who are building the house at cost price to raise awareness and funds for Variety Tasmania and the Rachel & Jye Fund (part of Cancer Council Tasmania's under 25's program). This will be the fourth House of Hope built in Tasmania.

The Rachel & Jye Fund was established with the aim of providing financial assistance to Tasmanian families when a child (18 years or younger) has a cancer diagnosis or relapse. It also assists in providing financial support to families who need to travel interstate for their child's cancer treatment. The fund is administered and supported by Cancer Council Tasmania and provides much needed assistance to 20 – 30 families per year.

Variety Tasmania is a children's charity raising money to provide services, medical help and equipment to improve the quality of life of ill children in Tasmania.

### **Consultation**

SMT

### **Risk Implications**

There are no material risk implications associated with this motion.

### **Financial Implications**

Based off the cost of the dwelling it is estimated that Council's building and plumbing fees for this application would be approximately \$289 (building fees) and \$1087 (plumbing fees). The statutory charges of \$1,650 is payable to the state government, therefore these charges are not able to be waived by Council.

This waiver of fees is to be recorded as a donation in the Annual Report in accordance with Section 77 of the *Local Government Act 1993*.

### **Strategic Plan**

- 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.
- 2.4 Ensure strategic planning and management of assets has a long term-sustainability and evidence-based approach
- 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
- 4.4 Ensure financial and risk sustainability

### **Social Implications**

As this project is raising funds for children's charity, it goes towards Council providing support for the broader community.



### Environmental or Climate Change Implications

There are no material environmental or climate change implications associated with this motion.

### Economic Implications

There are no material economic implications associated with this motion.

### Other Issues

Not applicable.

### Options

3. As per the recommendation
4. Other

### RECOMMENDATION:

That Council approves the waiver of Council related Building and Plumbing fees for approximately \$1376.00 for the House of Hope project at 19A Burrows Avenue, Brighton.

### DECISION:

*Cr Geard moved, Cr McMaster seconded that Council approves the waiver of Council related Building and Plumbing fees for approximately \$1376.00 for the House of Hope project at 19A Burrows Avenue, Brighton.*

**CARRIED**

### VOTING RECORD

In favour	Against
Cr Curran	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	

*Cr De La Torre returned to the meeting at 6.46pm.*



## 15. Questions on Notice

*There were no Questions on Notice for the June meeting.*



## 16. Closed Meeting

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015* provides that Council may consider certain sensitive matters in Closed Meeting.

Matters are listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

### **RECOMMENDATION:**

That in accordance with Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*, Council move into Closed Session and the meeting be closed to members of the public to deal with the following items:

<b>Item:</b>	<b>Closed under:</b>
16.1 – Cove Hill Road Stormwater Project	15(2)(b)

### **DECISION:**

*Cr Owen moved, Cr Curran seconded that in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015, Council move into Closed Session and the meeting be closed to members of the public to deal with the following item:*

*16.1 – Cove Hill Road Stormwater Project - closed under 15(2)(b)*

**CARRIED**

### **VOTING RECORD**

<b>In favour</b>	<b>Against</b>
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	















## Authorisation to Move Out of Closed Session & Release of Information to the Public

### RECOMMENDATION:

That Council, having met and dealt with its business formally moves out of Closed Session and resolves to report that it has determined the following:

Agenda item	Matter	Outcome
16.1	Cove Hill Road Stormwater Project	

### DECISION:

*Cr De La Torre moved, Cr Curran seconded that Council, having met and dealt with its business formally moves out of Closed Session and resolves to report that it has determined the following:*

Agenda item	Matter	Outcome
16.1	Cove Hill Road Stormwater Project	Not released

**CARRIED**

### VOTING RECORD

**In favour**      **Against**

Cr Curran  
Cr De La Torre  
Cr Geard  
Cr Gray  
Cr McMaster  
Cr Owen  
Cr Whelan

Meeting closed: 7.05pm

Confirmed: \_\_\_\_\_  
(Mayor)

Date: 15 July 2025  
\_\_\_\_\_





**Brighton  
Council**

**MINUTES OF THE PLANNING AUTHORITY MEETING  
OF THE BRIGHTON COUNCIL, HELD IN THE COUNCIL CHAMBERS,  
COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH  
AT 5.3P.M. ON TUESDAY, 1 JULY 2025**

**PRESENT:** Cr Gray (Chairperson); Cr Curran; Cr De La Torre; Cr Geard; Cr Irons; Cr Owen & Cr Whelan.

**IN ATTENDANCE:** Cr McMaster; Mr J Dryburgh (Chief Executive Officer); Mr C Pearce-Rasmussen (Director Asset Services); Ms J Banks (Director, Governance & Regulatory Services); Mr A Woodward (Director, Development Services); Mrs J Blackwell (Manager Planning); Mr B White (Strategic Planner)

**1. Acknowledgement of Country**

**2. Apologies**

*All members were present.*

**3. Public Question Time and Deputations**

*There was no requirement for Public Question Time.*

**4. Declaration of Interest**

In accordance with the requirements 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.*



## 5. Council Acting as Planning Authority

In accordance with the provisions of Regulations 29 of the *Local Government (Meeting Procedures) Regulations 2025*, the intention of the Council to act as planning authority pursuant to the *Land Use Planning and Approvals Act 1993* is to be noted. In accordance with Regulation 29, the Council will act as a planning authority in respect to those matters appearing under Item 5 on this agenda, inclusive of any supplementary items.

### 5.1 Planning Scheme Amendment - Boyer Road

Author: Holmes Dyer obo Brighton Council

Authorised: Director Development Services (A Woodward)

Type of Report	Section 40F (1) of the <i>Land Use Planning and Approvals Act 1993</i>
Application No:	RZ 2025-004
Address:	50 Boyer Road 170 Boyer Road 182 Boyer Road 25 Cobbs Hill Road 29 Cobbs Hill Road 31 Cobbs Hill Road
Owner:	Various
Requested by:	Brighton Council Officers
Proposal:	<p>A. Amend the planning scheme maps to:</p> <p>a. Rezone the land at:</p> <p>i. 50 Boyer Road, 170 Boyer Road, 182 Boyer Road and parts of 25 Cobbs Hill Road, 29 Cobbs Hill Road and 31 Cobbs Hill Road from Future Urban Zone to General Residential Zone;</p> <p>ii. Part of 31 Cobbs Hill Road from Future Urban Zone to Landscape Conservation Zone</p> <p>b. Amend the priority vegetation area overlay on 31 Cobbs Hill Road and 25 Cobbs Hill Road;</p> <p>c. Amend the Local Heritage Place BRI-C6.1.68 overlay mapping at 50 Boyer Road.</p> <p>d. insert the Boyer Road Precinct Specific Area Plan over 50 Boyer Road, 170 Boyer Road, 182 Boyer Road, 25 Cobbs Hill Road, 29 Cobbs Hill Road and 31 Cobbs Hill Road</p> <p>e. Insert the Local Area Objectives overlay BRI-S13.3 on part of 50 Boyer Road, Bridgewater.</p>



	<p>B. Amend the Planning Scheme Ordinance to:</p> <p>a. Introduce the Boyer Road Specific Area Plan at clause BRI-S13.0.</p>
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## 1. Executive Summary

The purpose of this report is for Council to consider whether to, of its own motion, initiate the draft planning scheme amendment that will provide the framework for implementing the Boyer Road Precinct Structure Plan (the 'Boyer Road PSP').

The Boyer Road Development Precinct (the 'Development Precinct') area is approximately 109 hectares and includes six properties. The Boyer Road PSP has been developed to address the constrained availability of residential land within the region, with Brighton Council forecasted to continue experiencing significant population growth. However, there remains a shortage of appropriately zoned residential land to meet the anticipated demand over the next 20 years. The Development Precinct represents one of the last remaining Greenfield Development Precincts in Brighton Council that was identified in the Southern Tasmania Regional Land Use Strategy (STRLUS) as suitable for residential development.

The Boyer Road PSP has been designed to achieve a high-quality housing estate that meets the State's remit to provide more land for housing and encourage the delivery of more diverse housing products to increase opportunities for home ownership and meet the changing needs of the community. Further, the Boyer Road PSP delivers a design solution that is sensitive to the environmental and locational characteristics of the site.

The Boyer Road PSP has been informed by several specialist reports that address landscaping, natural values, European and Indigenous heritage, bushfire risk, site contamination, agricultural land value, infrastructure, and traffic and transport; and through extensive consultation with the landowners, key stakeholders, and the broader community.

The Boyer Road PSP features a comprehensive and high-quality open space network that enhances existing riparian corridors, establishes an extensive network of shared trails and footpaths, and offers opportunities for both passive and active recreation to complement the increased residential development, proximity to Northern Christian School, while remaining sensitive to its interfaces with adjacent Agriculture and Rural Living-zoned land.

Implementation of the Boyer Road PSP is to be achieved through various amendments to the Brighton Local Provisions Schedule (LPS), including:

- Rezoning approximately 54.8ha of Future Urban-zoned land to General Residential Zone to provide for approximately 388 new residential allotments and non-residential use in specific areas;
- Rezoning approximately 3.52ha of Future Urban-zoned land to Landscape Conservation Zone to reflect the boundaries of the existing covenant over Lot 2 on Sealed Plan 152364;



- Extending the priority vegetation area mapping and application of the Natural Assets Code overlay to protect additional areas of *Eucalyptus amygdalina* forest on mudstone (DAM) and *Eucalyptus globulus* dry forest and woodland (DGL) identified within the natural values report; and
- Revising the Local Heritage Place Code overlay to reflect the reduced curtilage around the State heritage listed Genappe Homestead.

Due to the six (6) lots within the precinct being held in separate ownership, the Boyer Road Specific Area Plan (SAP) will be inserted in the LPS ordinance to provide a planning framework for the coordinated delivery of the Boyer Road PSP. The Boyer Road SAP ensures structured and planned development will occur across the Development Precinct, preventing ad-hoc growth and ensuring the delivery of essential infrastructure as a prerequisite to development, which will enable the creation of a high-quality and desirable urban environment.

To proceed, the planning authority must be satisfied the draft amendment of an LPS meets the LPS criteria under Section 34 of the *Land Use Planning and Approvals Act 1993* (the Act). This report outlines how the proposed draft amendment satisfies each of the criteria.

If the amendment is agreed to, the Planning Authority must notify the Tasmanian Planning Commission (the Commission) of the decision and commence public exhibition.

The Planning Authority will then decide whether any representations received warrant amending or refusing the draft amendment or the planning permit. If approved by the Planning Authority, the final decision will be made by the Commission who will likely invite any representors to attend a public hearing.

The amendment is to implement the Boyer Road PSP and recommendations of key strategic planning documents and specialist reports that have had input from the community and endorsed by the Council.

It is recommended that Council certify the draft amendment to the LPS.

## 2. Legislative & Policy Context

The purpose of this report is for the planning authority to consider whether to, of its own motion, prepare a draft amendment of an LPS as described in this report and as shown in the Instrument of Certification (refer to Attachment A).

The amendment request is made under Section 40D(b) of the *Land Use and Approvals Act 1993* (the Act). The provisions of the Act establish the test of whether a Planning Scheme Amendment is reasonable or not.

Section 40F(1) of the Act requires Council to consider whether it has satisfied that the draft amendment of an LPS meets the LPS criteria when approving or refusing an amendment. The LPS criteria is contained in Section 34 of the Act.

This report details the reasons for the officer recommendation. The Planning Authority is not bound to adopt the recommendations in this report. The Planning Authority can either:

1. Adopt the recommendation; or
2. Vary the recommendation by adding, modifying, or removing recommended reasons and conditions, or replacing an approval with a refusal (or vice versa).

Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act 2000* and the *Local Government (Meeting Procedures) Regulations 2025*.



### 3. Risk & Implications

The purpose of this amendment is to address the current shortage of zoned residential land and facilitate the development of additional housing within the Bridgewater township.

The land comprised within the Boyer Road Precinct represents one of the remaining areas of greenfield land within the Brighton Council area and the Greater Hobart Urban Growth Area.

Disapproval of the amendment may result in an insufficient supply of appropriately zoned residential land to meet the forecast population growth over the next 30 years.

### 4. Site and Surrounds

The Development Precinct comprises six allotments under separate, private ownership with a combined area of 109 hectares. The Development Precinct is bound by Boyer Road to the south, Cobbs Hill Road to the north, rural living allotments situated along Serenity Drive to the east, and agricultural land to the west. Of the six properties, three front Boyer Road (50, 170 and 182 Boyer Road) and three front Cobbs Hills Road (25, 29 and 31 Cobbs Hill Road).

The Boyer Road Precinct is situated 800m west of the main Bridgewater township, with the Midland Highway acting as a buffer between peri-urban land to the west and urbanised land to the east. The site is unique in the fact that it shares interfaces with a range of residential, education and agricultural land uses that will require consideration as part of the precinct's future development.

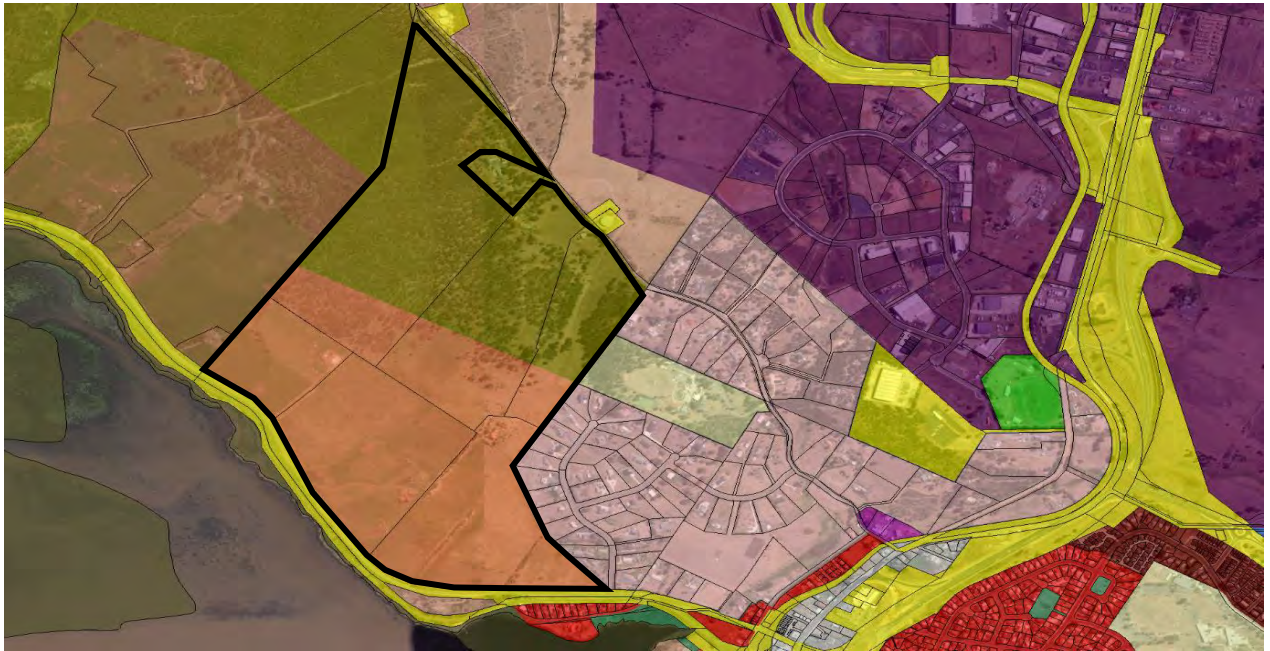
Most notably, the precinct's western boundary abuts land zoned for agriculture, being 194 Boyer Road and 232 Boyer Road. Both properties contain a dwelling used in association with grazing livestock and a small market garden enterprise. The precinct's northern boundary interfaces with land in the Rural Zone (158 Cobbs Hill Road) that is predominantly used for grazing livestock, albeit at low intensity. The dense forest area of the northern part of the Boyer Road Precinct provides a significant buffer between this property and the Future Urban zoned land of the precinct.

To the east and south-east, the precinct abuts the Rural Living Zone, which consists of dwellings on circa 5000m<sup>2</sup> blocks fronting Serenity Drive. These dwellings currently look out over the open landscape of the Boyer Road Precinct and enjoy views of the River Derwent and Mt Faulkner Conservation Area.

To the north-east are the densely vegetated grounds of the Northern Christian School, zoned Community Purpose. The Development Precinct in context of the Brighton township is defined within Figure 1.



*Figure 1. Development Precinct*



Source: TheList (as of 14 April 2025)

The Development Precinct is characterised by hilly terrain in the northern (upper) sections along with an extensive native canopy, and sloping paddocks in the southern (lower) areas. The land includes flatter regions with slopes of up to 10%, while areas near the edge of the forest exhibit slopes ranging from 10 – 15%. Further to the north, the terrain becomes steeper, with slopes exceeding 15% accompanied by dense vegetation.

The land will require the creation of a reticulated water supply to service the development, which will necessitate a connection through 25 Cobbs Hills Road to the Bridgewater Reservoir to the north. The Bridgewater Reservoir will require expansion, either through the construction of a larger reservoir or a second reservoir adjacent the existing reservoir.

Three sewer pump stations will be required to service the Development Precinct, together with capacity upgrades to the existing gravity main and the Nielsen Parade Sewage Pumping Station.

The Development Precinct contains three stormwater catchments that each currently discharge to Boyer Road. To manage stormwater for the future development of the land, stormwater detention will be required in each of the three catchments to slow down the flow of water prior to it discharging to Boyer Road via existing culverts. The inclusion of large areas of open space and retention of the intermittent creek system within the Development Precinct will allow for the use of water treatment devices, including bioretention solutions such as sediment ponds and swales, and proprietary treatment devices such as gross pollutant traps and filtration systems.

## 5. Planning Controls

### 5.1 Zoning

The Development Precinct is currently subject to two different zones under the Brighton LPS:

- Future Urban Zone – 50 Boyer Road, 170 Boyer Road, 182 Boyer Road and part of 25 Cobbs Hill Road, 29 Cobbs Hill Road and 31 Cobbs Hill Road



- Landscape Conservation Zone – Part of 25, 29 and 31 Cobbs Hill Road

The western boundary of the Development Precinct adjoins Agriculture-zoned land at 194 and 232 Boyer Road, which includes dwellings and associated grazing activities, along with a small market garden on 232 Boyer Road. To the north, the precinct borders Rural-zoned land at 158 Cobbs Hill Road, which is primarily used for low-intensity grazing, with the Development Precinct's Landscape Conservation Zone providing a substantial vegetation buffer separating it from the Future Urban zoned land. A small area of Utilities-zoned land is also present along this interface, associated with TasWater infrastructure. To the east and south-east the Development Precinct adjoins the Rural Living Zone, comprising dwellings on approximately 5,000m<sup>2</sup> blocks along Serenity Drive which overlook the Development Precinct. To the north-east, the Northern Christian School is zoned Community Purpose.

## 5.2 Overlays & Codes

### *Landslip Hazard Code Overlay*

- Portions of 25, 29 and 31 Cobbs Hill Road are subject to the Landslip Hazard Overlay within the Brighton LPS. The Landslip Hazard Code is therefore applicable over this land. However, there are exemptions in place for future subdivision which would likely apply given the low mapped risk.

### *Bushfire Prone Areas Code Overlay*

- The entirety of the Development Precinct is subject to the Bushfire Prone Areas Overlay within the Brighton LPS. The Bushfire Prone Areas Code is therefore applicable over this land. Once rezoned and when development begins, its likely a large part of the site will no longer be bushfire prone.

### *Waterway and Coastal Protection Area - Natural Assets Code Overlay*

- Portions of 25 Cobbs Hill Road, 29 Cobbs Hill Road, 31 Cobbs Hill Road, 170 Boyer Road and 182 Boyer Road are subject to the Waterway and Coastal Protection Area Overlay within the Brighton LPS due to the presence of two waterways. The Natural Assets Code is therefore applicable over this land.

### *Priority Vegetation Area - Natural Assets Code Overlay*

- A substantial portion of 31 Cobbs Hill Road, along with portions of 25 Cobbs Hill Road and 29 Cobbs Hill Road, are covered by the priority vegetation layer within the Brighton LPS. The Natural Assets Code is therefore applicable over this land.

### *Local Heritage Place Code Overlay*

- 50 Boyer Road contains a permanently listed local heritage item referred to as the Genappe Homestead and is subject to the Local Heritage Place Overlay within the Brighton LPS. However, as the site is listed under the State Heritage Register, the code doesn't apply to the use or development (including subdivision) of the site.



### Electricity Transmission Infrastructure Protection Code Overlay

- The frontages of 25 Cobbs Hill Road, 29 Cobbs Hill Road, and 31 Cobbs Hill Road are subject to the Electricity Transmission Infrastructure Protection Overlay within the Brighton LPS. The Electricity Transmissions Infrastructure Code is therefore applicable over this land.

The spatial application of these Codes is depicted within Figure 2 below.

**Figure 2. Code Application**



### Adjoining Land

The Urban Rural Interface SAP applies to land directly to the east of the Development Precinct which seeks to provide for higher density rural living closer to settlements and urban fringe areas, with greater service provision and fewer environmental constraints.

### 5.3 Historic Cultural Heritage Act 1995

The property at 50 Boyer Road, 'Genappe', is permanently listed on the Tasmanian Heritage Register (THR ID 620). The listing includes a Georgian-style, two-storey brick farmhouse, associated outbuildings, and a one-hectare curtilage, with the heritage protections extending across the entire property boundary. In addition to its State-level heritage status, the site is also identified in Table C.6.1 – Local Heritage Places of the Tasmanian Planning Scheme – Brighton (Local Provisions Schedule).

A 'Historic Heritage Assessment Report' has been prepared for the property, which confirmed the presence of four (4) non-listed heritage features, which includes three hedgerows and red brick feature. These items are summarised as follows:

Item	Description	Listed
Genappe Complex	Homestead Main Genappe Homestead complex, which includes outbuildings, sheds and garden plantings that are confined to within an approximate 1ha area.	Yes
Hedgerow 1	Hawthorn Hedgerow on Genappe property. Approximately 230m in length and runs along fence line on western boundary of property. Hedgerow is mature and reasonably intact.	No



Hedgerow 2	Hawthorn Hedgerow on Genappe property. Approximately 270m in length and runs along an internal property fence line. Hedgerow is mature and reasonably intact.	No
Hedgerow 3	Hawthorn Hedgerow on Genappe property. Approximately 270m in length and runs along an internal property fence line. Hedgerow is mature and reasonably intact.	No
Red Brick Feature	An 8m x 2m red clay brick feature located just north of fence line and 35m west of Genappe property boundary. Possible foundation feature associated with Genappe property.	No

*Source: CHMA – ‘Historic Heritage Assessment Report’*

To support the development of 50 Boyer Road in line with the objectives of the Boyer Road Structure Plan and the associated PSA, it is proposed that the existing heritage listing be amended to reflect a 1.5-hectare curtilage surrounding the Genappe Homestead. This area includes the main homestead, associated outbuildings, sheds, and established garden plantings – elements that collectively represent the core heritage significance of the Genappe property.

Although the three non-listed hedgerows on the property contribute to the rural character of the Genappe setting, advice from CHMA (Heritage Consultants) confirms that the removal of some sections is acceptable, as they comprise a declared weed species. Portions of Hedgerows 1 and 2 are intended to be retained within designated areas of public open space, which maintain a visual connection to the site’s rural heritage. While Hedgerow 3 is proposed for full removal to accommodate the establishment of Precinct D, which will form a small local activity centre, intended landscaping will include the integration of hedgerow-style plantings to acknowledge and reflect the site’s pastoral heritage.

A red brick feature located at 29 Cobbs Hill Road – outside the heritage listing boundary – has an uncertain historical association with the Genappe property. Nonetheless, to ensure its protection this feature will also be incorporated in public open space.

The ongoing protection and management of the retained hedgerow sections and the red brick feature will be ensured through dedicated provisions within the SAP. These provisions mandate that the location and configuration of open space remain generally consistent with the Master Plan.

The proposed amendment to the heritage listing is considered appropriate, as it accurately reflects the historical significance and defining features of the Genappe property. It also ensures the long-term protection of the Genappe Homestead from future development, while supporting the delivery of residential land in accordance with the objectives of the STRLUS.



*Figure 3. Revised Curtilage - Genappe*

## 6. Background and Rationale

### 6.1 Strategic Rationale

#### *Population Growth*

Since 2016, Brighton Council has recorded the highest proportional population growth compared to both the Southern Region and Greater Hobart – a trend that is projected to continue well into the future. As of 30 June 2023, the estimated population of the Brighton Council area was approximately 19,988 residents, reflecting a 1.57% increase (+310 people) from the 19,688 population recorded on 30 June 2022. Since 2018, Brighton Council has consistently outpaced Greater Hobart in percentage growth, with the latter currently experiencing a growth rate of just 0.46%. The rezoning of the Development Precinct is expected to unlock land capable of supporting this ongoing population expansion.

#### *Supply and Demand – Remplan*

Demand for private dwellings in the Southern Regional Tasmania (SRT) region (excluding metropolitan Clarence and Kingsborough) is forecasted to significantly increase from 58,284 in 2021 to 74,202 in 2046 (an increase of 15,918 private dwellings). While this equates to around 640 new dwellings a year, the demand is expected to be higher towards the start of the forecast period (around 8 – 900 dwellings) and gradually decrease to around 500 dwellings per year in the latter years of the forecast.

Demand for dwellings is driven by a growing population, a contracting household size, as well as non-permanent accommodation. Over the forecast period the average household size is forecasted to decline from 2.47 in 2021 down to 2.34 in 2046. Whilst this declining household size seems relatively minor, it will result in the need for hundreds of additional dwellings to house the same number of people over the forecast period.

At a regional level, the SRT has a theoretical residential land supply of existing residentially zoned land that could accommodate around 15,500 dwellings. When the



supply is filtered to remove land that is less certain to be developed, that being, land that already has a building on it but with subdivision potential, then this supply further reduces to just over 12,200 dwellings with an estimated exhaustion by 2042.

Whilst there is moderate land supply availability within the broader region, it is emphasised that the Brighton LGA will likely experience land supply shortages within the next decade – with the area anticipated to reach land exhaustion (shovel ready) within 11 years. Based upon forecasted population growth within the

Brighton LGA it is anticipated that the region will require an additional 3,284 dwellings. It is estimated that the current land supply available within the Brighton LGA is capable of accommodating 1,517 dwellings, with a review of development within the General Residential Zone indicating an average yield of one dwelling per 559m<sup>2</sup> allotment. This represents an overall shortfall in residential land of 1,767 dwellings, and therefore it is imperative that additional residential land is made available to address this deficit

### ***Southern Tasmanian Regional Land Use Strategy 2010 - 2035***

The Development Precinct has been designated as a residential growth area in the Southern Tasmanian Regional Land Use Strategy 2010 – 2035 (STRLUS). Settlement and residential development (SRD) policy 2.3 specifically identifies 'Bridgewater North' as a greenfield development precinct, as shown in Map 10 of the STRLUS, and requires that a 'precinct structure plan' is developed to guide the planning of these areas. Importantly, SRD 1.5 seeks for land zoned residential to be developed at a minimum of 15 dwellings per hectare (net density); and SRD 2.8 seeks to encourage a greater mix of dwelling types, with a particular focus on typologies to meet the needs of a changing demographic.

### ***Improving Residential Standards in Tasmania***

The *Improving Residential Standards in Tasmania- Final Report* (the report) is part of a broader initiative to modernise planning controls for urban housing across the state. Led by the State Planning Office, the project aims to boost housing supply, affordability, and diversity while enhancing liveability, sustainability, and design quality.

Together with the Medium Density Design Guidelines, the report has been used to inform the preparation of the Boyer Road Precinct SAP, as discussed in more detail below. In particular, the report's definition for Townhouse has been used in the SAP.

### ***Medium Density Design Guidelines***

Tasmania is currently experiencing a significant need for more diverse housing options, with nearly 90% of its housing stock consisting of single detached dwellings. To address this, the Tasmanian Government has introduced the *Medium Density Design Guidelines* (the Guidelines), a non-statutory, advisory document aimed at promoting the development of high-quality, well-designed medium-density housing such as terraces, townhouses, and low- to mid-rise apartments. These housing types can enhance housing diversity, improve affordability, and contribute to the revitalisation of urban areas.

The Guidelines have been used to inform the Boyer Road Precinct SAP, which is underpinned by a Development Framework that seeks to deliver a range of lot sizes to encourage housing diversity. The SAP introduces new dwelling typologies, such as townhouses, into the precinct, and a number of development standards aimed at ensuring future housing is of high design standard and contributes positively to the streetscape and broader public realm.

The design related development standards have also been informed by the South Australian 'Planning and Design Code', which introduced a suite of best practice planning policy aimed at improving residential design in 2021.



### ***Tasmanian Housing Strategy***

The Tasmanian Housing Strategy highlights the urgent need to increase housing supply, diversity, and affordability across the state to meet the needs of a growing and changing population. The Strategy specifically talks to the ‘missing middle’ which refers to “*medium-density housing that is on the building spectrum (or “in the middle”) between single-family homes and high-density*”.

In line with this, the Specific Area Plan (SAP) provides the policy settings to achieve a mix of housing typologies—including smaller lots, townhouses, and potentially medium-density forms—to respond to demographic shifts, support housing choice, and ensure more inclusive and adaptable communities.

In particular, the SAP will introduce 4 distinct precincts (A, B, C and D) to:

- encourage an appropriate mix of dwelling typologies,
- provide an appropriate transition to adjacent land,
- meet the dwelling yield target set by the STRULUS, and
- meet the needs of a changing demographic,

Precincts A, B, C and D will allow for minimum lot areas ranging from 250m<sup>2</sup> in Precincts A and D, 450m<sup>2</sup> in Precinct B, and 1000m<sup>2</sup> in Precinct C to encourage a mix of housing to accommodate large families, single-parent households, sole occupants and downsizers.

### ***Brighton Structure Plan 2018***

The Brighton Structure Plan 2018 (BSP) acts as a guide for major changes in land use, built form, and public spaces within the Brighton LGA that can be achieved through identified economic, social, and environmental objectives.

The Development Precinct is identified within the BSP as ‘Site 16: Boyer Road, Bridgewater’ and is considered under *Strategy 1: Review of the Urban Growth Boundary* as the only potential growth direction (in conjunction with Site 2: Serenity Drive) for Bridgewater. However, Site 16 was excluded from identified actions with a recommendation to retain its existing zoning (Future Urban) due to the Development Precinct’s isolation from other residential zoning developments, which made its development for urban purposes contingent upon the development of adjacent land to the east for similar purposes.



Since the preparation of the BSP, Brighton Council has progressed the rezoning and master planning of part of Site 2 – Serenity Drive – through the development of the *Sorell Street Masterplan*.<sup>1</sup> The masterplan has been endorsed by Council, and rezoning and restructuring of this area is expected to occur in the near future. While there is currently limited landowner interest in undertaking similar planning for the remainder of Site 2, this may change over time. Should this occur, it would address the 'isolation' issue identified in the BSP.

Furthermore, Brighton has experienced the highest proportional population growth compared to the Southern Region and Greater Hobart, with this trend expected to continue. As of 30 June 2023, Brighton LGA had an estimated population of approximately 19,988 residents, representing a growth of 1.57%. In 2024 the Department of Treasury and Finance released updated population projections for the region which anticipates an additional 7,070 residents within the Brighton LGA by 2053.

Tasmania is in the midst of a serious housing crisis, with the largest increase in homelessness in the nation, a social housing wait list that has doubled, and an unprecedented increase in rent and house prices. It is anticipated that the Brighton LGA will likely face land supply shortages within the next decade. The Brighton LGA is expected to reach land exhaustion (shovel-read) within 11 years, while the Bridgewater township is anticipated to experience land exhaustion within the next 7 years.

The rezoning of the Development Precinct is now necessary, with Brighton Council receiving Federal funding to carry out this process.

### ***Bridgewater Waterfront Masterplan***

The Bridgewater Waterfront Masterplan<sup>2</sup> is a strategic document developed by Brighton Council to guide the revitalisation of the Bridgewater waterfront area, in response to the transformational changes associated with the construction of the new Bridgewater Bridge. While the masterplan primarily focuses on the immediate waterfront precinct, its strategic implications extend to surrounding areas, including the subject site.

The masterplan proposes the renewal of Old Main Road into a vibrant mixed-use centre, supported by improved active and public transport connections to the revitalised waterfront, nearby growth areas (such as the Sorell Street project area), the Brighton Hub, and the Greater Hobart Region.

A key factor in realising the vision of the masterplan—and attracting both public and private investment—will be the creation of sufficient retail and commercial demand, driven by population growth within the local catchment.

The rezoning of the subject site will contribute to this demand and support the future vibrancy of the centre, consistent with the objectives identified in the Brighton Activity Centre Strategy.

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<sup>1</sup> [https://www.brighton.tas.gov.au/wp-content/uploads/2024/10/290824\\_Sorell-Street-Masterplan-Draft\\_Updated.pdf](https://www.brighton.tas.gov.au/wp-content/uploads/2024/10/290824_Sorell-Street-Masterplan-Draft_Updated.pdf)

<sup>2</sup> <https://www.brighton.tas.gov.au/wp-content/uploads/2024/04/Bridgewater-Waterfront-Master-Plan-Nov-2023.pdf>



### ***Brighton Open Space Strategy***

Brighton Council has developed the Brighton Open Space Strategy 2025, which was endorsed by Council on 17th June 2025. This strategy outlines a 10-year plan for parks and reserves within the Brighton LGA, detailing priority actions to develop high-quality, accessible, and sustainable open space networks across the Council area.

Bridgewater boasts an open space network spanning 52.3 hectares, comprising 27 open space reserves, 1 sports reserve, and 5 playgrounds. The majority of growth in Bridgewater is planned for the area west of the Midland Highway along Boyer Road, which includes the Development Precinct. Consequently, the provision of open space within this precinct is a key consideration, with opportunities to connect to the River Derwent foreshore, which has been made accessible by the Bridgewater Bridge Project, and which has been master planned pursuant to the Bridgewater Waterfront Masterplan.

The Brighton Open Space Strategy has identified a range of key opportunities and challenges specific to the Development Precinct. The planning and development of the growth area along Boyer Road presents opportunities for strategic open space acquisition and development. Additionally, the Open Space Strategy identified that if land along Cobbs Hill Road is rezoned and subdivided for urban purposes, connectivity to the Brighton Hub along Ashburton Creek could be provided to improve walkability, access, and encourage passive recreation opportunities.

There is limited open space provision within the vicinity of the Development Precinct, except for Dromedary Walk which is immediately adjacent along the banks of the River Derwent. The preferred development outcome, as outlined in the Precinct Structure Plan, designates 30.8% (16.85ha) of the Development Precinct for open space.

### ***Brighton Council – Draft Greening Brighton Strategy 2024-2033***

In 2016, Brighton Council introduced the *Greening Brighton Strategy 2016–2021* to take a coordinated and strategic approach to increasing the number of trees across the city's streets, parks, and private gardens. This updated document reviews the progress made since then and sets out a renewed vision for the next decade. It builds on the original strategy's goals and outlines 65 specific actions to guide the Council's efforts in expanding tree cover and enhancing urban greening. A key objective is to achieve a 1% annual increase in canopy cover, aiming for a total urban canopy cover of 25% by the year 2033.

The strategy focuses on four main areas for greening: streetscapes, nature strips, parks and gardens, and urban or new developments. It also considers important factors such as the use of native vegetation, the selection of appropriate street trees, the development of irrigation infrastructure, and the role of vegetation in reducing soil erosion. In addition to these practical measures, the document highlights the importance of community engagement, aiming to raise public awareness and encourage active involvement in greening efforts throughout Brighton.



### ***Brighton Activity Centre Strategy***

Brighton Council has developed the Brighton Activity Centre Strategy, which is due to be endorsed by the Council at its meeting in July. This strategy provides a framework to guide the development and management of Brighton's activity centres through to 2046.

The Bridgewater suburb plays a regional servicing role, contributing to areas beyond the municipality and playing a crucial role in the wider Southern Tasmania region. The strategy has identified that within Bridgewater, there will be demand for a local grocer followed by a half-line supermarket (or vice versa) in 2041 and 2046.

Additional retail and commercial demand within the Boyer Road Growth Area, which includes the Development Precinct, is expected to be served by Old Main Road, which acts as a Neighbourhood Centre, and via a small town centre located within the Development Precinct that is suitable to serve the day-to-day needs of future residents.

The strategy includes a specific implementation recommendation for the Development Precinct. To enable the delivery of a local grocer by 2041, it is recommended to consider applying the Local Business Zone (LBZ) to the new local centre.

As the Development Precinct is under six separate ownerships, and has not undergone site consolidation, it is considered premature to directly identify the exact location of the future activity centre and seek for its rezoning to LBZ. Whilst the Planning Scheme Amendment does not consider the rezoning of a portion of the Development Precinct to LBZ, the Development Framework has been developed to incorporate envisaged land uses and development standards which are reflective of the LBZ. The small town centre is captured within Precinct D of the Development Precinct, which is subject to the following Plan Purpose:

BRI-S13.1.13	<p>In Precinct D, in accordance with the Precinct D Concept Plan, to provide:</p> <ul style="list-style-type: none"> <li>(a) A mixed-use precinct that offers a mix of commercial, retail and community uses to service the local catchment;</li> <li>(b) Non-residential development that contributes positively to the public realm and maintains residential amenity;</li> <li>(c) Medium density housing that does not preclude the desired mixed use of the precinct;</li> <li>(d) A visually interesting gateway to the Boyer Road Specific Area Plan with a built environment that responds positively to the public realm;</li> <li>(e) Opportunities for pedestrian connectivity with active frontages.</li> </ul>
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The establishment of the following non-residential land uses are also contemplated within Precinct D:

- Child health clinic
- Childcare centre
- Consulting room
- Food service premises excluding take-away food premises with a drive through facility
- Local shop
  - Medical centre
  - Place of worship, arts and craft centre or public hall



- Residential support services
- Supermarket with a floor area no greater than 540m<sup>2</sup>
- Veterinary surgery

Should the need arise to rezone the activity centre to LBZ in the future, this could be undertaken through a future Planning Scheme Amendment.

## 6.2 Boyer Road Precinct Structure Plan

### Overview

The Development Precinct is identified in the STRLUS as a Greenfield Development Precinct. As such the STRLUS requires a Precinct Structure Plan to be prepared to guide the future development of the precinct.

Brighton Council commissioned the preparation of the Boyer Road Precinct Structure Plan in 2024 together with investigations into potential mechanisms for infrastructure delivery.

Figures 4 to 10 below show the series of opportunities and constraints identified for the Boyer Road Precinct that guided the preparation of and draft Precinct Structure Plan, shown in Figure 11.

The draft Structure Plan was then used to develop a draft master plan for the precinct.

The opportunities and constraints plans, draft Precinct Structure Plan and draft master plan were used as the basis to undertake a series of investigations to guide the future development and delivery of the Development Precinct.

More information on the investigations and supporting information is provided below under Design Response.

These investigations and supporting information culminated in the preparation of the Boyer Precinct Structure Plan Report, which is provided in Attachment C.



Figure 4. Analysis Plans - Slope

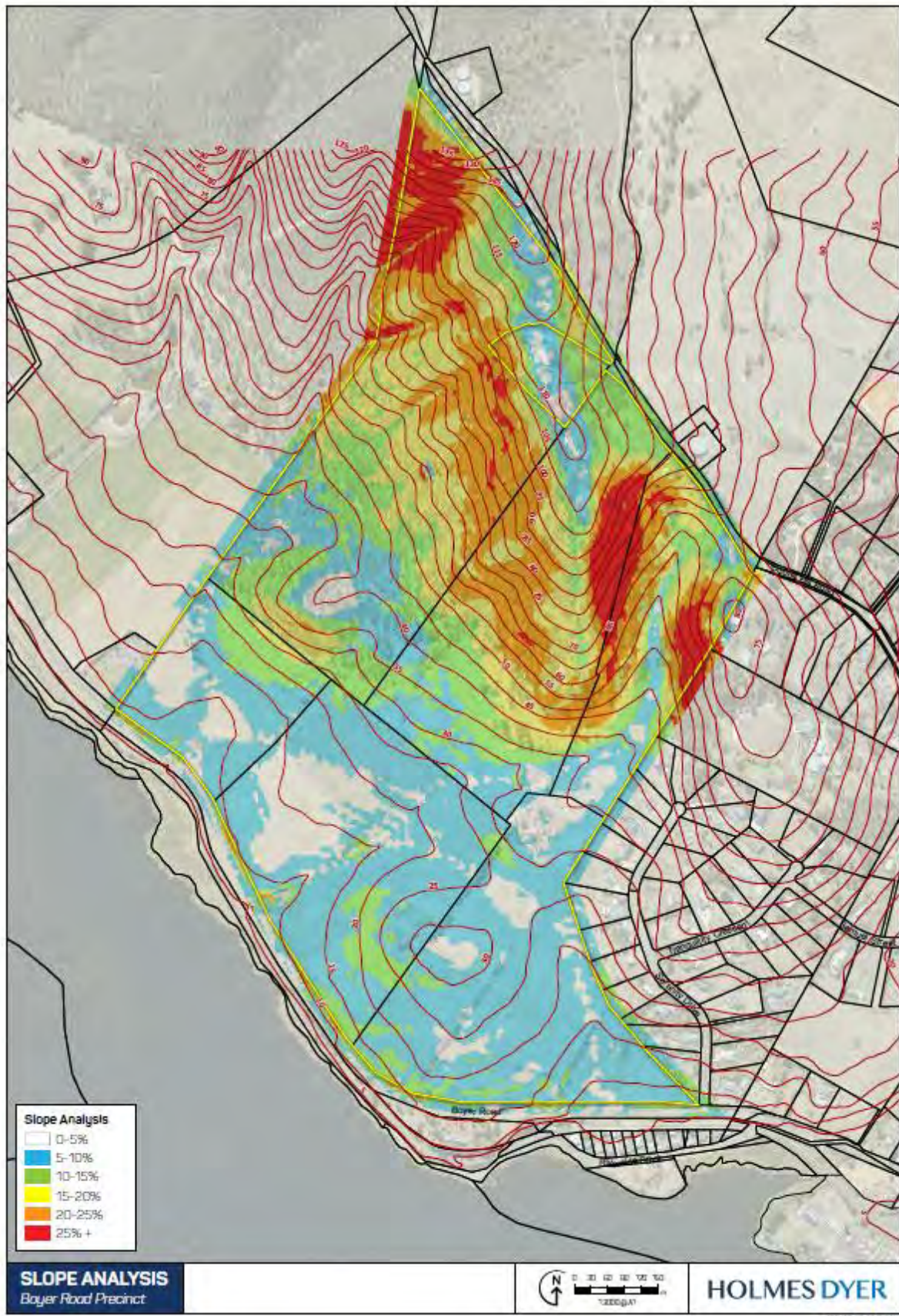




Figure 5. Analysis Plans – Physical &amp; Environmental

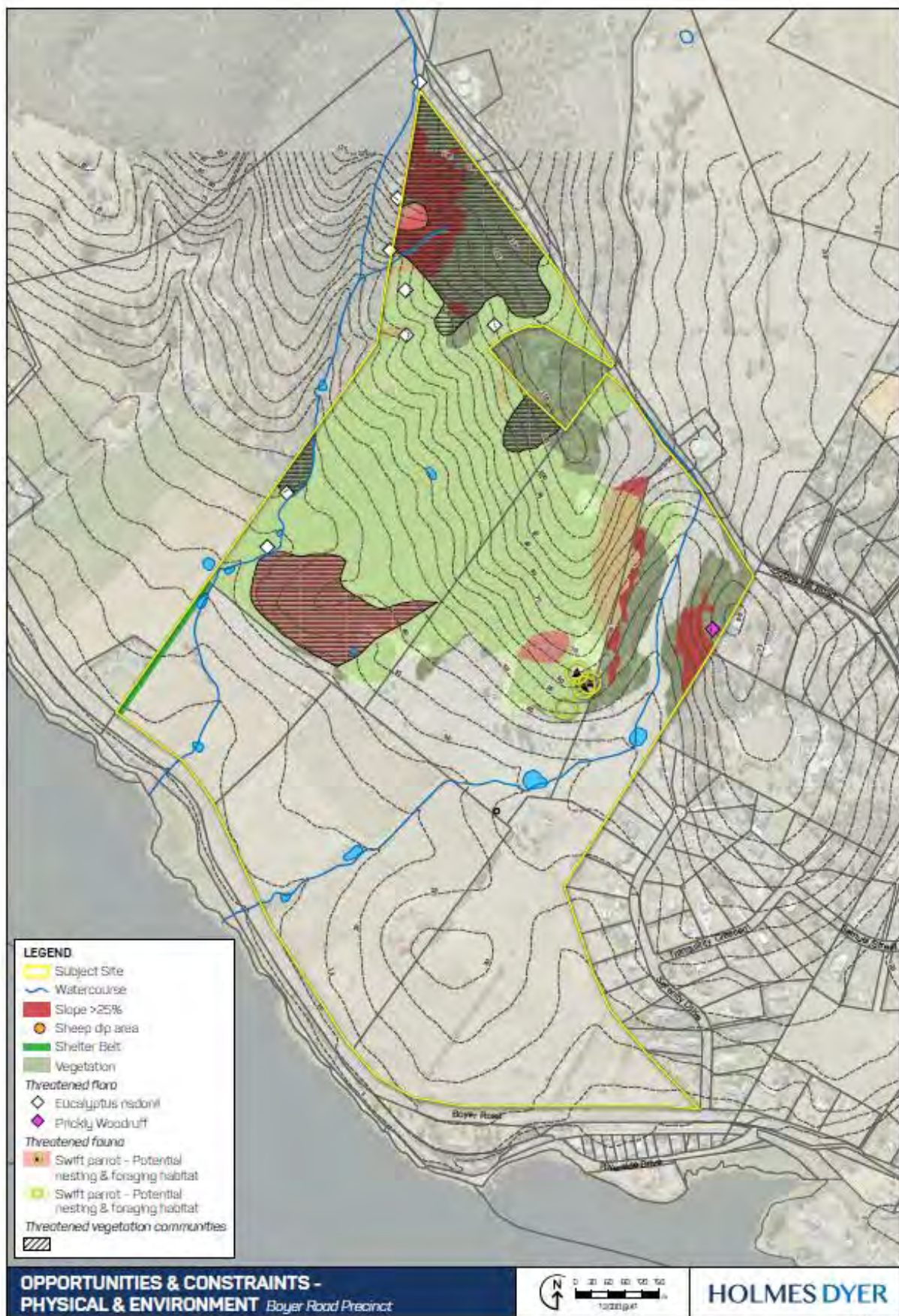




Figure 6. Analysis Plans – Legal &amp; Cultural

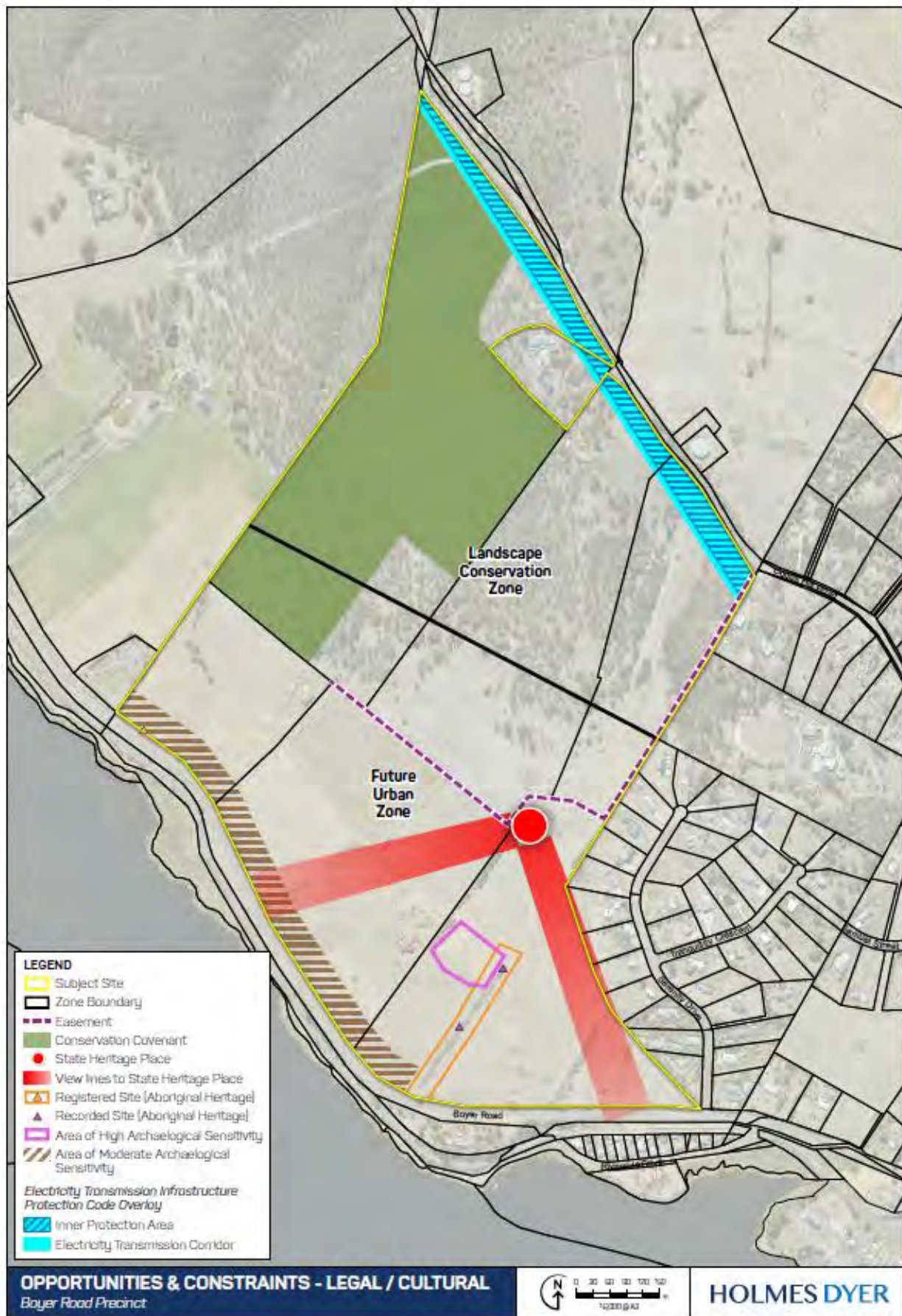




Figure 7. Analysis Plans – Infrastructure

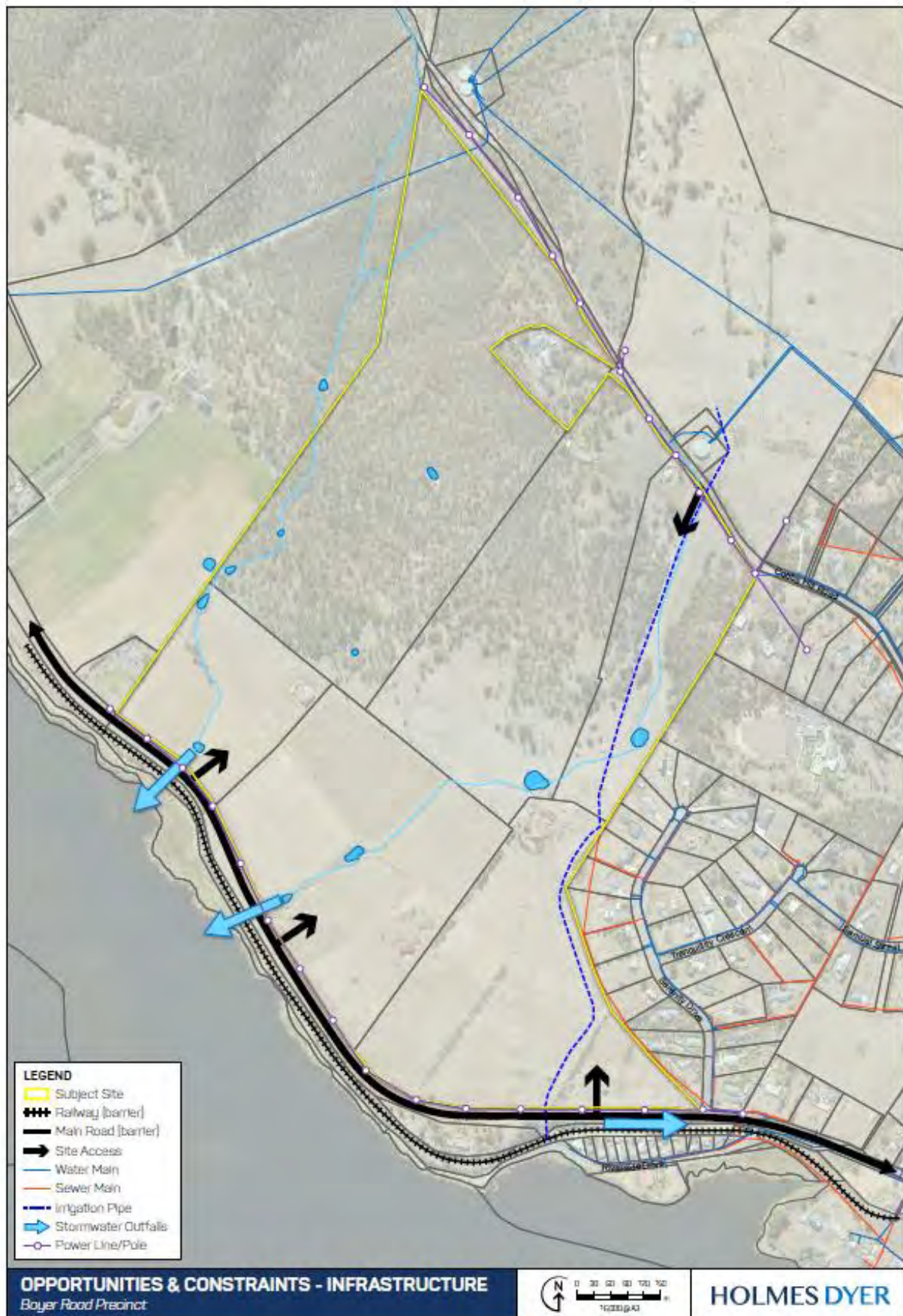




Figure 8. Analysis Plans – Design Opportunities

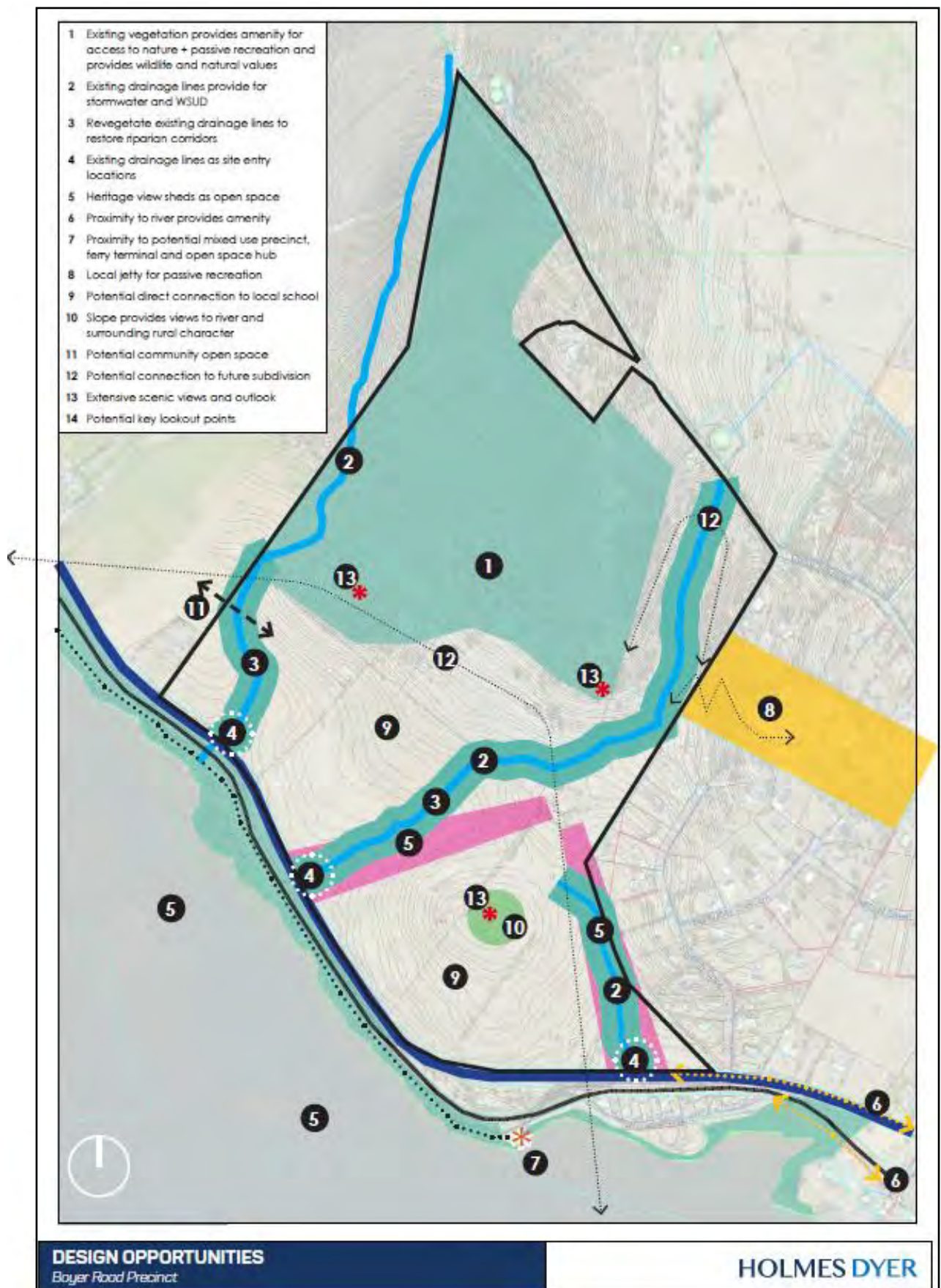




Figure 9. Analysis Plans – Urban Development Potential

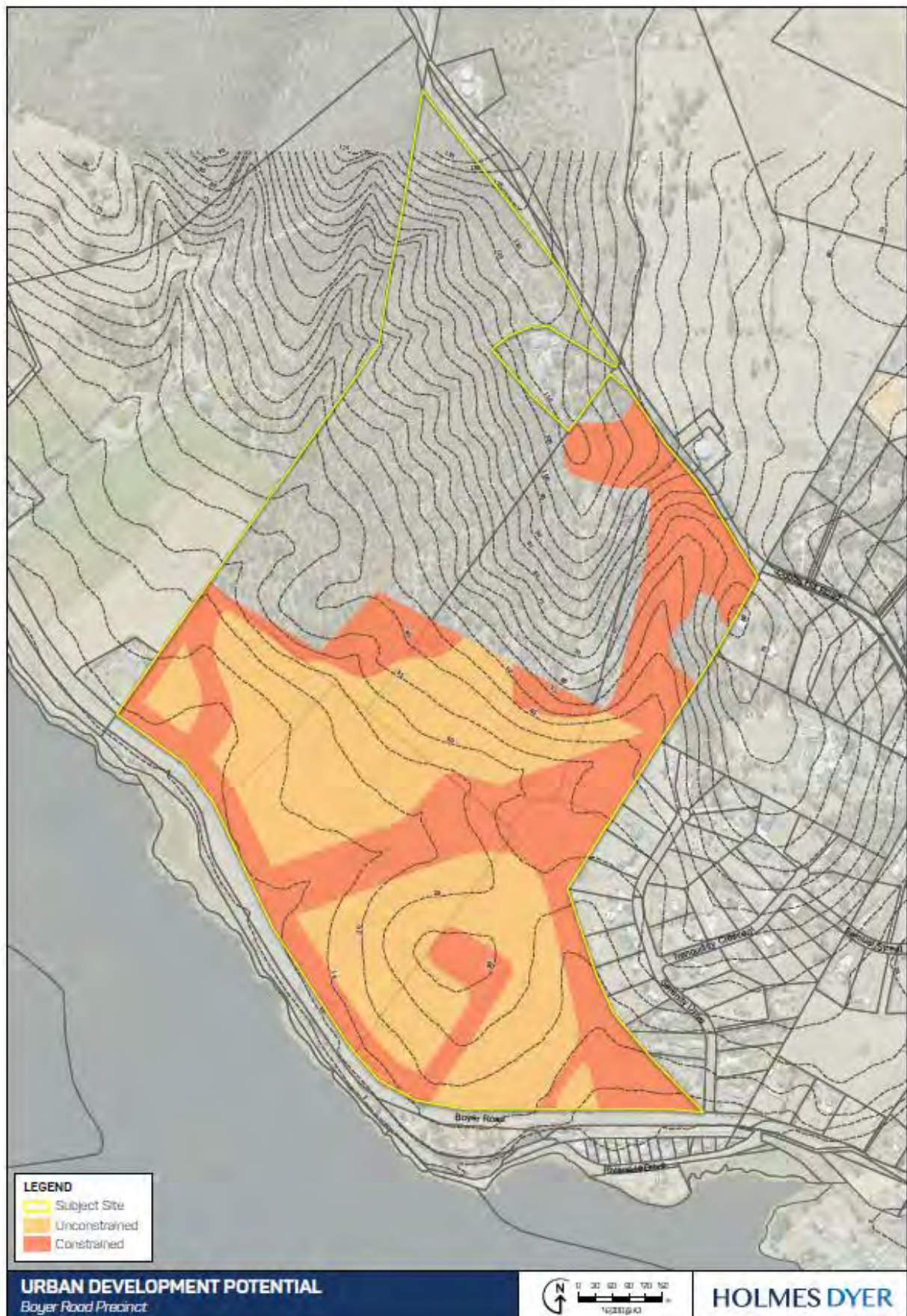




Figure 10. Analysis Plans – Residential Development Capability

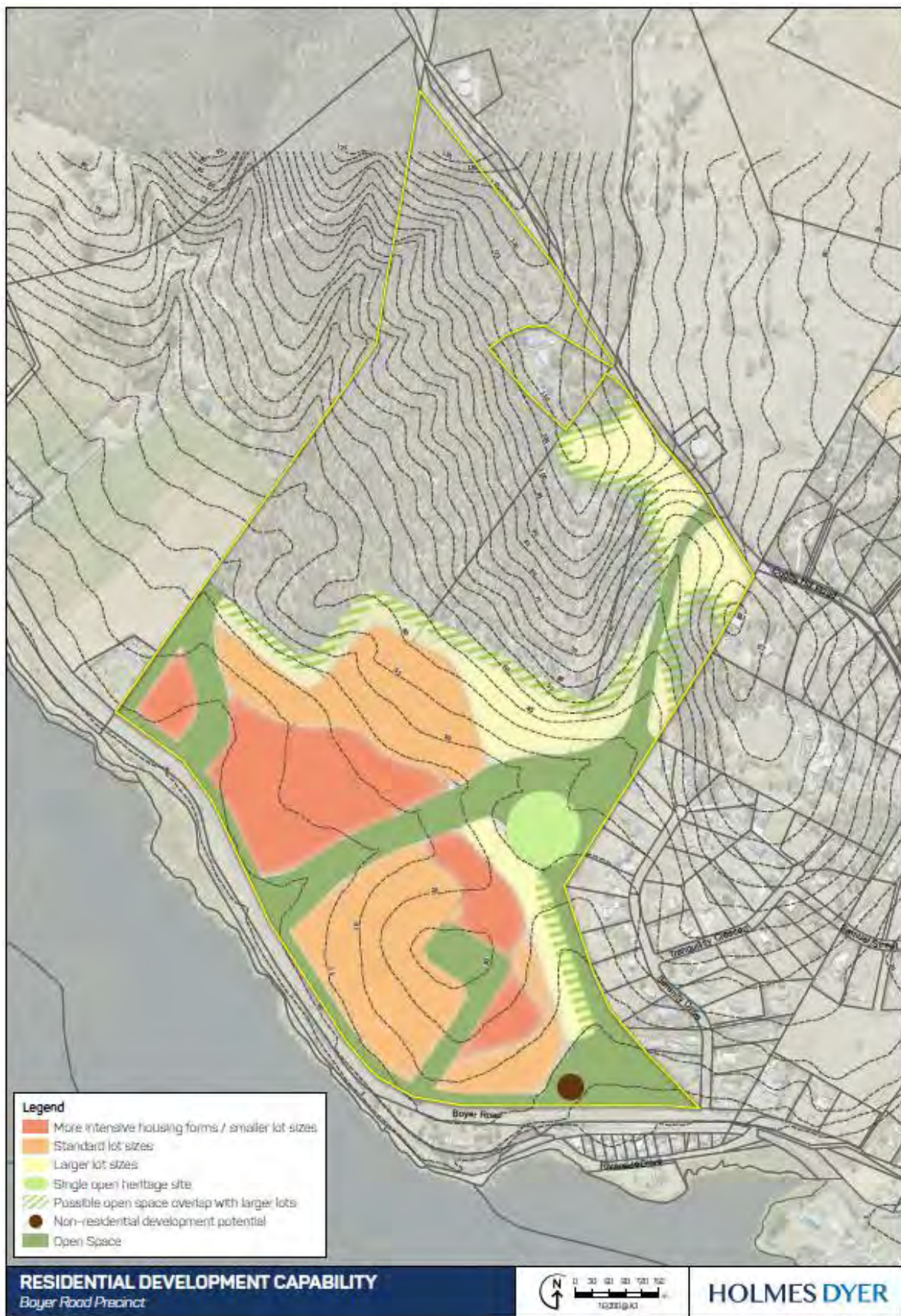
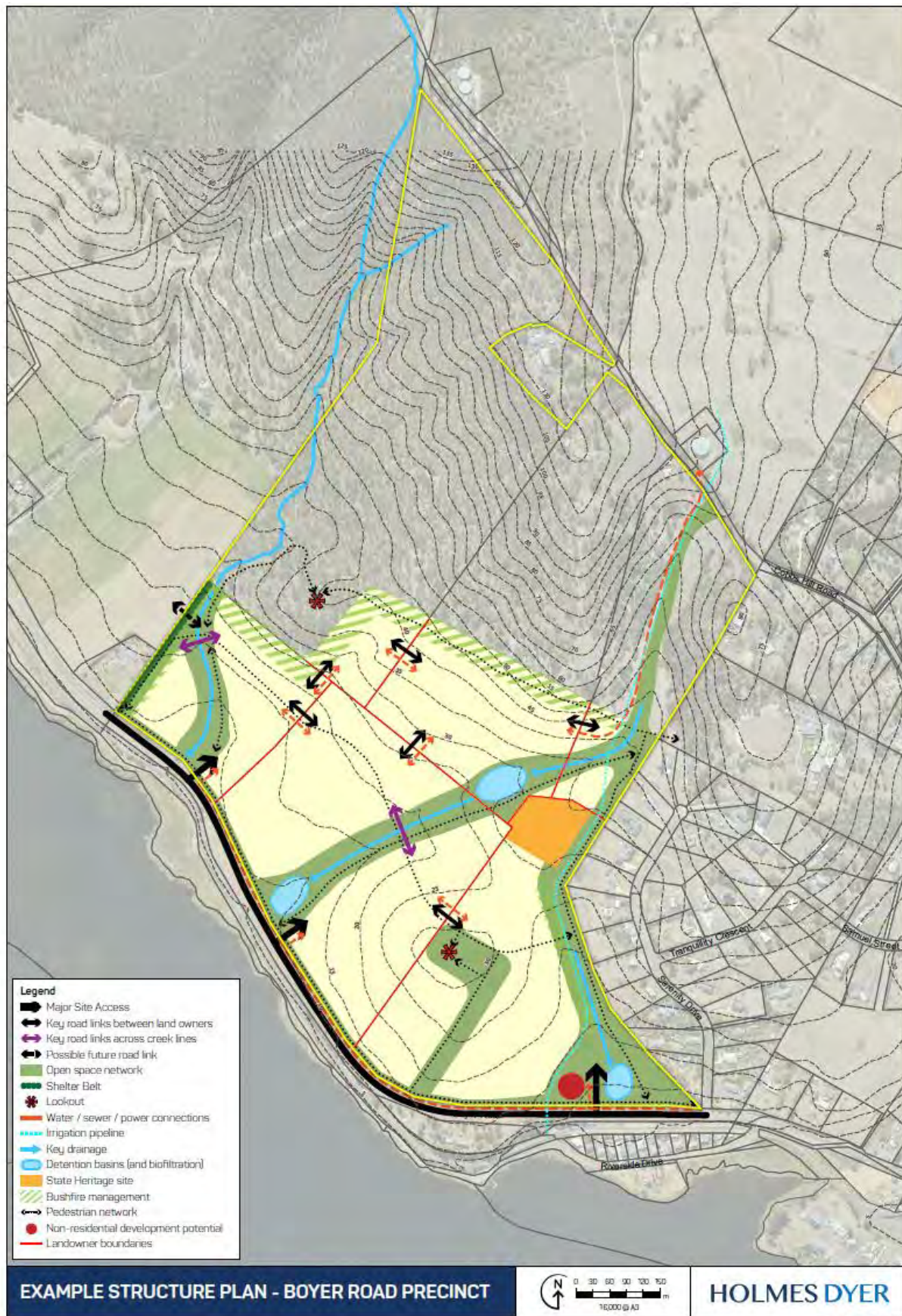




Figure 11. Structure Plan





### Design Response

The Boyer Road Precinct Structure Plan Report was prepared having regard to the following reports and addendums:

- Boyer Road Landscape Report (November 2024) & Boyer Road Landscape Report (May 2025) – Playstreet (Attachment D)
- Boyer Road Natural Values Report & Natural Values Constraints – Addendum Letter – North Barker (Attachment E)
- Boyer Road European Heritage Report & Boyer Road Structure Plan Genappe Property – Cultural Heritage Management Australia (Attachment F)
- Boyer Road Bushfire Risk Analysis Report – Novaland (Attachment G)
- Boyer Road Site Contamination Risk Report – ES&D (Attachment H)
- Boyer Road Agricultural Land Assessment Report – Pinion Advisory (Attachment I)
- Infrastructure Summary Report, Stormwater Analysis Report and Addendum Letter – RARE (Attachment J)
- Boyer Road Traffic and Transport Report & Traffic Impact Assessment – Midson Traffic (Attachment K)
- Boyer Road Aboriginal Cultural Heritage Report & Sub-Surface Investigations Report – Cultural Heritage Management Australia (Attachment M)

The table below provides a summary of the design responses that have been incorporated into the Master Plan. The development framework/ masterplan is provided as Attachment P.

Report	Design Response
Natural Values Report & Natural Values Constraints – Addendum Letter	<p><b><i>Native Flora</i></b></p> <p>The northern half of the Development Precinct is zoned Landscape Conservation due to its significant bushland areas. The majority of the vegetated areas are identified as priority vegetation areas (Natural Assets Code). Additionally, approximately one-third of the land is protected by a Conservation Covenant.</p> <p>An assessment of native vegetation communities identified two non-listed vegetation types – <i>Eucalyptus amygdalina</i> forest on mudstone (DAM) and <i>Bursaria-Acacia</i> woodland and scrub (NBA) – within the southernmost portion of 31 Cobbs Hill Road, which is currently zoned Future Urban. To protect these vegetation communities, this portion of land will be rezoned to Landscape Conservation, ensuring their protection, conservation, and management.</p> <p>The assessment also identified an area of threatened species <i>Eucalyptus globulus dry forest and woodland</i> (DGL) that extends beyond the Landscape Conservation Zone and covenant into the area currently zoned Future Urban; and an area of <i>Eucalyptus amygdalina forest on mudstone</i> (DAM) within the Landscape Conservation Zone that currently sits outside the priority vegetation area of the Natural Assets Code.</p>



	<p>It is proposed to extend the priority vegetation area mapping to cover these areas of DGL and DAM in order to ensure their protection into the future.</p> <p>Based on the recommendations of the Natural Values Report, the realignment of the northern road within the Development Framework has occurred to ensure enhanced protection of the DGL community. An addendum to the Natural Values Report, provided on 19 May 2025, confirmed that the proposed Development Framework clearly avoids the DGL community. As such, it will not have any direct impact on habitat for the critically endangered swift parrot.</p> <p><b><i>Native Fauna</i></b></p> <p>An assessment of native fauna identified the forest areas within the Landscape Conservation Zone as providing habitat for several threatened species, including the Tasmanian devil, spotted-tail quoll, eastern quoll, blue-winged parrot, swift parrot, and eastern barred bandicoot. Ungrazed paddock areas in association with the Future Urban Zone were considered to provide possible habitat for the eastern barred bandicoot.</p> <p>To minimise disturbance to native fauna habitats, lower density allotments with a minimum area of 1,000m<sup>2</sup> will be required along the boundary between the General Residential Zone and the Landscape Conservation Zone. A substantial open space network will be established to facilitate the safe movement of wildlife from north-to-south and east-to-west, while existing riparian corridors will be maintained and restored.</p>
<p>Landscape Report (November 2024) &amp; Landscape Report (May 2025)</p>	<p>The Landscape Report provides a comprehensive vision for a sustainable and community-oriented development that harmoniously integrates the site's natural features, cultural heritage, and urban design principles.</p> <p>The site offers significant opportunities through its natural drainage lines, which can support green infrastructure, passive recreation, and ecological connectivity. The elevated terrain provides panoramic views, and existing vegetation enhances both amenity and biodiversity.</p> <p>The landscape strategy is guided by three core principles: integrating the site's contextual landscape and scenic beauty; applying ecological design to restore and connect natural systems; and fostering healthy lifestyles through a well-connected open space network. These principles inform the design directions, which include protecting view corridors, restoring riparian corridors, incorporating water-sensitive urban design, and creating inclusive, accessible public spaces.</p> <p>The Landscape Report envisions a vibrant, interconnected community supported by a network of parks, trails and shared spaces. It includes a central open space precinct, nature trails, and connections to existing and future civic amenities. The planting palette emphasises native and adaptive species to support biodiversity and low-maintenance landscapes.</p> <p>Recent revisions to the report include updates to the road hierarchy in response to Council feedback, the introduction of revised cross-sections that incorporate traffic calming measures, and the addition of a dedicated cross-section for laneways. These changes enhance the functionality, safety, and character of the precinct's transport network, aligning with the broader goals of a sustainable and context-sensitive public realm.</p>



<p>European Heritage Report &amp; Boyer Road Structure Plan Genappe Property</p>	<p>The Precinct includes one heritage registered property on 50 Boyer Road known as the Genappe Homestead. A heritage assessment of the property also identified a number of non-heritage listed features, including three hedgerows and a red brick feature. It is proposed to retain a 1.5-hectare curtilage around the Genappe Homestead and protect views to the property from Boyer Road by restricting development within the view corridors.</p> <p>An application has been made to the Tasmania Heritage Council to amend the entry for Genappe Homestead to reflect the reduced curtilage as envisaged by the Development Framework within the Boyer Road SAP.</p> <p>The following provide an overview of key findings from the European Heritage Report:</p> <p><b><i>Genappe Homestead</i></b></p> <p>The main Genappe homestead complex and associated outbuildings, sheds and garden plantings has been excluded from the Masterplan development footprint, with a buffer incorporating open space created around the main Genappe homestead complex. These areas of open space ensure that viewing lines from the Genappe homestead, south and west through to the River Derwent are appropriately retained.</p> <p>On this basis, it is considered that the current Masterplan proposal will not physically impact on the main Genappe homestead complex, with the incorporation of viewing lines and a buffer zone around the homestead ensuring that visual and aesthetic values will not be significantly impacted.</p> <p><b><i>Red Brick Feature</i></b></p> <p>A small red clay brick feature, measuring approximately 8m x 2m, was identified within a farm paddock about 50m west of the Genappe property boundary, just north of a fence line. The feature appears to be a partially grass-covered floor foundation, with hawthorn bushes growing through it. Its origin is unclear – it may be the remnant of an earlier dwelling or a reused brick structure. While its association with the Genappe property is uncertain, its proximity suggests a possible connection.</p> <p>Under the current Masterplan, the feature is located within an open space area where no residential development is proposed. However, planned landscaping may pose a risk to its preservation.</p> <p>To protect its potential archaeological value, it is recommended that the feature be conserved in situ, with landscaping designed to avoid soil disturbance.</p> <p><b><i>Hawthorn Hedges</i></b></p> <p>Three linear Hawthorn hedgerows are located within the Genappe property. These mature and relatively intact plantings follow existing fence lines and are believed to be associated with the property's early pastoral development. Historical aerial imagery suggests that Hedgerow 3 may represent an original planting, while Hedgerows 1 and 2 are likely later additions. Due to its potential historical significance, Hedgerow 3 is considered to hold greater landscape value than the others. It is noted that the heritage listing does not extend to the three Hawthorn hedges.</p>
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	<p>The Development Framework proposes the retention of Hedgerow 2 and a portion of Hedgerow 1 within designated open space, with minimal anticipated impact. While Hedgerow 3 is proposed for full removal to accommodate Precinct D, the landscaping strategy includes the integration of hedgerow-style plantings to acknowledge and reflect the site's pastoral heritage.</p>
<p>Bushfire Risk Analysis Report (8 November 2024) &amp; Bushfire Hazard Report (11 May 2025)</p>	<p>The northern portion of the Development Precinct features vegetation typical of woodland, with a prominent grassy understory and vegetation heights ranging from 10m to 20m, including occasional larger eucalyptus trees. Due to the presence of this vegetation, a BAL rating of 19 has been assigned to the southern portion of the Development Precinct. This rating indicates a fire risk level characterised by increasing ember attack and burning debris ignited by windborne embers, along with increasing heat flux between 12.5 and 19 kW/m<sup>2</sup>.</p> <p>To minimise bushfire risk, a 20-metre wide Hazard Management Area is proposed along the boundary of the Landscape Conservation Zone and proposed General Residential Zone. Allotments along this boundary will be designated as Precinct C within the Specific Area Plan, which requires low-density allotments with a minimum area of 1,000m<sup>2</sup>.</p> <p>A revised Bushfire Hazard Report was prepared in May 2025 to reflect changes in the northern portion of the Development Precinct, including the realignment of the northern road to enhance protection of the DGL community (refer to Natural Values Report and Addendum letter commentary above).</p> <p>From a landscape risk perspective, the Development Framework offers advantages by positioning residential areas downslope from heavier fuel loads to the northwest. This provides a natural buffer between bushfire-prone vegetation on adjoining agricultural land and the proposed residential lots.</p> <p>For Precinct C, rear setbacks should be contained within individual residential lots. It is not recommended that a Section 71 (Part 5) agreement or covenant be used to manage land outside the site, as the proposed SAP appropriately requires a 20m wide hazard management area.</p> <p>Areas of public open space and revegetated wildlife corridors may pose a fire risk due to their proximity to large residential areas – both within the site, to the east along Serenity Drive, and in the northwest adjoining agricultural land. The SAP includes specific provisions requiring the use of low-threat vegetation within proximity to these areas, which is considered suitable to mitigate bushfire risk.</p> <p>The proposed subdivision includes a road network suitable for bushfire-prone areas, with three access points onto Boyer Road, ensuring multiple evacuation routes. While four cul-de-sacs are proposed, they are centrally located and not adjacent to high-risk areas. In line with the updated Bushfire Hazard Report (dated 11 May 2025), a potential fire trail link has been identified to enhance emergency vehicle access through the open space network.</p>
<p>Site Contamination Risk Report</p>	<p>The land has historically been used in association with rural land uses, with groundwater flows from the precinct running off the site and under nearby rail and road infrastructure towards the River Derwent. Site contamination investigations were conducted via desktop investigation, field investigations, and on-site sampling, which confirmed that the precinct is not subject to any contamination.</p>



Agricultural Land Assessment Report	<p><b><i>Development Precinct</i></b></p> <p>Investigations indicate that the land within the Precinct has 'low' to 'very low' land capabilities due to low rainfall and no access to irrigation, which severely limits the scope of agricultural activities that can occur on the land. It is noted that no prime agricultural land is located within 1 km of the Precinct. The land can therefore be developed for residential purposes without resulting in a loss of primary agricultural land or jeopardising the use of surrounding land for agricultural purposes.</p> <p><b><i>Adjoining Land – Northern Interface</i></b></p> <p>The Development Precinct's northern boundary interfaces with land in the Rural Zone (158 Cobbs Hill Road) that is predominantly used for low intensity grazing. It is considered that the substantial buffer provided by the native vegetation cover on the northern half of the precinct offers an appropriate interface between the future development of the Boyer Road Precinct and this use.</p> <p><b><i>Adjoining Land – Eastern Interfaces</i></b></p> <p>To the east, the Development Precinct abuts residential dwellings situated along Serenity Drive and the Northern Christian School. It is noted that residential dwellings are in the form of rural living allotments, with the existing paddocks located within the Development Precinct providing unrestricted views from these dwellings towards the River Derwent and Mt Faulkner Conservation Area. To retain the semi-rural setting of these allotments, a substantial area of open space is proposed along the Development Precinct's eastern boundary.</p> <p><b><i>Adjoining Land – Western Interface</i></b></p> <p>The Development Precinct's western boundary abuts 194 and 232 Boyer Road, both of which are in the Agricultural Zone. Both properties comprise a residential dwelling used in association with grazing livestock and a small market garden enterprise. A shelter belt will be established along the western boundary of the Development Precinct to provide an appropriate interface between this Agricultural land and future residential development.</p>
Infrastructure Summary Report, Stormwater Analysis Report & Addendum Letter	<p><b><i>Water – TasWater</i></b></p> <p>Water to service the Development Precinct will require a connection through 25 Cobbs Hills Road (which forms part of the Precinct) to the Bridgewater Reservoir to the north. The Bridgewater Reservoir will require expansion, either through the construction of a larger reservoir or a second reservoir adjacent the existing reservoir.</p> <p><b><i>Sewer – TasWater</i></b></p> <p>Three sewer pump stations will be required to service the Development Precinct, together with capacity upgrades to the existing gravity main and the Nielsen Parade Sewage Pumping Station.</p> <p><b><i>Electricity - TasNetworks</i></b></p> <p>There are no supply concerns regarding electricity, however augmentation of existing infrastructure will be required to service the Development Precinct.</p> <p><b><i>NBN</i></b></p> <p>Connection can be made to existing infrastructure along Boyer Road.</p>



	<p><b><i>Stormwater Infrastructure (Stormwater Analysis Report)</i></b></p> <p>Three main catchments drain towards Boyer Road and into the Derwent River via existing culverts. The development will retain these drainage corridors and introduce three new road accesses. The stormwater strategy aims to ensure post-development flows remain within the capacity of existing infrastructure, particularly during 1% AEP storm events, accounting for a 16.3% climate change loading factor.</p> <p>Hydrological modelling using DRAINS software indicates that detention basins are required for the eastern and central catchments, with volumes of approximately 1,300 m<sup>3</sup> and 2,360 m<sup>3</sup> respectively. The western catchment's culvert has sufficient capacity and does not require detention. Under more stringent climate change scenarios and pre-development discharge limits, larger detention volumes would be needed, particularly for the central and western catchments. These are considered achievable through basin reconfiguration or splitting across multiple sites.</p> <p>The feasibility of permanent retention ponds was also assessed. While viable from a water balance perspective, their implementation depends on space, topography, and budget. The western catchment is most suitable, while the central and eastern catchments face constraints.</p> <p>Stormwater quality modelling using MUSICX software confirms that pollutant reduction targets can be met through localised treatment systems at discharge points. This approach is more effective than treating combined flows, as it targets higher pollutant concentrations from urban runoff. Treatment options include proprietary devices and bioretention systems, adaptable to site-specific conditions.</p> <p>The report confirms that the proposed development can be supported by a stormwater management strategy that leverages existing infrastructure, integrates detention and retention where needed, and meets both quantity and quality objectives. The approach balances engineering feasibility with environmental sustainability and provides a sound basis for detailed design.</p> <p><b><i>Road Network</i></b></p> <p>The proposed road layouts presented in Rare concept plans 251013-C – Road 25-05-21 have been reviewed and are confirmed to align with the relevant design standards, including the Tasmanian Municipal Standard Drawings (v3, December 2020), the Tasmanian Subdivision Guidelines (October 2013), Austroads Guide to Road Design Part 3, and applicable Australian Standards for both on-street and off-street parking.</p>
Traffic and Transport Report & Traffic Impact Assessment	<p><b><i>Road Infrastructure</i></b></p> <p>Boyer Road has substantial spare capacity to accommodate additional traffic generated by the future development of the Development Precinct.</p> <p>To service the Development Precinct, three new access points are proposed to allow for the even distribution of traffic within the existing road network. The access points will be located where appropriate sight distances can be achieved.</p> <p>The construction of three new road junctions on Boyer Road will not have any significant adverse impacts on traffic flow for through movements due to the design of the junctions and the inclusion of channelised turn lanes.</p>



	<p>The existing line marking along Boyer Road will need to be modified to remove the overtaking line marking located adjacent to the subject site as a result of the new road junctions.</p> <p>The changes associated with access to Boyer Road (ie. The introduction of three new road junctions, but no direct property driveway access) are not considered sufficient to warrant reduction of the existing 80-km/h speed limit.</p> <p>No traffic from the Development Precinct will be directed to Cobbs Hill Road.</p> <p><b><i>Rail Infrastructure</i></b></p> <p>An existing railway level crossing is located on Boyer Road, approximately 65 metres west of the Old Main Road junction. This crossing is currently controlled by active railway signals. As part of the Transport Impact Assessment (TIA), TasRail was consulted and advised that an ALCAM4 (Australian Level Crossing Assessment Model) assessment will be required to evaluate the adequacy of safety measures in light of projected traffic growth from the proposed masterplan. This assessment can be undertaken by TasRail prior to subdivision construction.</p> <p>Under full development, peak hour traffic is expected to increase by approximately 240 vehicles per hour—equating to an average of 4 additional vehicles per minute. Daily traffic volumes on Boyer Road are projected to rise from 3,500 to 7,100 vehicles over the next 10 years, with peak hour volumes reaching approximately 780 vehicles per hour at the crossing. This projection includes a 1.8% annual background growth rate.</p> <p>Although train movements at the crossing are infrequent and typically occur outside peak periods, a two-minute closure during peak times could result in temporary queues of up to 85 metres. This may cause minor congestion extending into Old Main Road; however, sufficient capacity exists to accommodate waiting vehicles without operational or safety concerns.</p> <p>The current flashing signal control is considered appropriate for this location, as boom gates are generally reserved for more complex urban crossings with multiple tracks. Forecasted 95th percentile queue lengths on Boyer Road (87 metres AM, 67 metres PM) suggest that queues may extend beyond the crossing under 2035 conditions. As such, "Keep Clear" line marking should be considered as part of the ALCAM assessment to maintain intersection functionality.</p>
<p>Aboriginal Cultural Heritage Report &amp; Sub-Surface Investigations Report</p>	<p>An Aboriginal Cultural Heritage Report and Sub-Surface Investigations Report have been prepared for the Boyer Road Precinct due to the presence of registered sites and areas of archaeological sensitivity.</p> <p>The Aboriginal Heritage Register identified two heritage sites within the precinct:</p> <ul style="list-style-type: none"> <li>• <b>Site AH8815:</b> An artefact scatter assessed as having medium scientific and aesthetic value, and high social significance.</li> <li>• <b>Site AH11483:</b> An isolated artefact rated low to medium for scientific significance and medium to high for social significance.</li> </ul>



	<p>The Aboriginal Cultural Heritage Report recommends both sites be preserved within designated public open space to avoid disturbance and protect them from future development.</p> <p>In addition to these registered sites, the precinct includes areas of archaeological sensitivity:</p> <ul style="list-style-type: none"> <li>• <b>PAS1 (High Potential Archaeological Sensitivity):</b> Although not directly tested, this area is considered highly sensitive due to the likelihood of undetected artefact deposits. It is recommended for conservation within open space.</li> <li>• <b>MAS (Moderate Archaeological Sensitivity):</b> Located along the south-western boundary, this zone is partially affected by proposed road connections to Boyer Road. Subsurface testing was conducted to evaluate the presence of Aboriginal cultural material.</li> </ul> <p>A total of 34 test pits were excavated across the MAS zone and the edges of PAS1. No cultural deposits or features were found, suggesting that artefact deposits from Sites AH8815 and AH11482 are confined to their recorded boundaries and that nearby midden deposits do not extend into the development area.</p> <p>To ensure the protection of these culturally significant areas, the PAS1 and MAS zones, along with the registered heritage sites, have been incorporated into public open space. This approach prevents development and minimises disturbance, except for planned road connections to Boyer Road noting that no cultural material was present within the MAS zone.</p> <p>The SAP includes specific provisions requiring that any new subdivision involving open space must follow the spatial guidance outlined in Figure BRI-S13.16 of the Development Framework, whilst the establishment of residential allotments should be in accordance with the pre-determined Precinct areas as depicted within Figure BRI-S13.4, thereby ensuring the long-term preservation of these heritage areas.</p>
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In summary, the key features of the Boyer Road Precinct Structure Plan and Specific Area Plan are:

- An indicative yield of 388 new residential allotments within the Development Precinct;
- The provision of 7,178m<sup>2</sup> of land suitable for mixed use and non-residential land uses;
- The facilitation of a future subdivision layout that offers a range of lot sizes across 4 distinct precincts, to provide opportunities for the delivery of a range of housing typologies to meet the needs of a changing demographic; ensure an appropriate transition to rural living land to the east, agricultural land to the west, and landscape conservation zone to the north;
- The ability to accommodate increased residential densities through further subdivision, where this is consistent with the purpose and provisions of the Specific Area Plan, maintains the intended urban form and character, and can be supported by existing or planned infrastructure capacity.
- The creation of a mixed-use precinct to allow for the delivery of small-scale non-residential uses to meet the needs the incoming community.



- The introduction of residential design standards to ensure future housing will be of a high design standard and contribute positively to the streetscape and broader public realm.
- Creation of a new road network that provides for increased north-to-south and east-to-west connectivity within the Development Precinct, access to Boyer Road, and capacity for a future public bus service;
- A shared pedestrian and cyclist network integrated within the open space network and alongside new collector, local and access roads;
- A substantial public space network, including a large central spine, capable of accommodating a variety of passive and informal recreational uses;
- The protection of areas of bushland comprising threatened species through the expansion of the Landscape Conservation Zone and priority vegetation area mapping; and
- Enhanced landscaping treatments in association with all new roads to contribute to Brighton Council's increased tree canopy target and improved public realm outcomes.

It should be noted that two larger lots have been allocated for existing houses to preserve an appropriate curtilage around the heritage-listed Genappe property, and to maintain a level of openness which is currently enjoyed by the landowner of 170 Boyer Road. The ability to subdivide all allotments subject to the General Residential Zone within the Development Precinct to obtain higher yields is provided for in the SAP framework. Further subdivision of the heritage-listed Genappe property beyond what is proposed in the framework will require approval from the Tasmanian Heritage Council.

### *Precinct D*

Precinct D is a key element within the Development Precinct, strategically planned to accommodate future growth and respond to the evolving needs of the Boyer Road Growth Area. Its primary role is to establish a vibrant, mixed-use precinct that brings together residential, commercial, retail, and community functions. This integrated land use approach will support increased housing density and provide a diverse range of housing options, including affordable dwellings, to meet the demands of a growing population.

As a regional centre, Bridgewater plays a significant role in servicing not only its immediate community but also neighbouring areas across Southern Tasmania. Long-term strategic planning has identified a clear need for expanded local services, with demand projected for a local grocer by 2041 and a half-line supermarket by 2046. This anticipated growth highlights the importance of establishing a centrally located, accessible local centre within the Development Precinct, which is further envisaged within Council's 'Brighton Activity Centre Strategy' (Activity Centre Strategy).

Precinct D has been identified as the most appropriate location for this new town centre. Its location supports the creation of a walkable, community-focused environment that integrates residential living with essential services and amenities. While the application of the Local Business Zone (LBZ) was recommended within the Activity Centre Strategy to facilitate the delivery of a local grocer, the current fragmentation of land ownerships and lack of site consolidation makes rezoning to LBZ impractical.

Instead, the Development Framework has been designed to reflect the intent and development standards of the LBZ, ensuring that future development within Precinct D aligns with strategic objectives while allowing for flexibility as the area evolves.



The following local area objectives for Precinct D, as contained within the Specific Area Plan, are proposed:

- a) *To provide a mix of uses to service the local catchment whilst maintaining the primacy of higher order activity centres such as Old Main Road*
- b) *To encourage development that provides a high quality urban design interface with the streetscape and public open space*
- c) *To encourage medium density housing which supports the mixed use nature of the precinct*
- d) *To encourage the siting of use and development consistent with the Development Framework*
- e) *To provide a mixed use centre which is accessible by various modes of transportation, including active transport, and which provides good pedestrian connectivity within the centre.*

By integrating housing, services, and public amenities in a coordinated and integrated manner, Precinct D plays a vital role in establishing a self-sufficient community. It lays the groundwork for a local centre that can respond to the anticipated future needs of the region while also fostering local economic activity and employment opportunities.

### ***Community Consultation***

Consultation has occurred in two stages, with Stage 1 aimed at obtaining more general feedback and community sentiment about the Development Precinct; and Stage 2 aimed at obtaining feedback on the draft Boyer Road Precinct Structure Plan.

Stage 1 consultation took place from 9 December 2024 to 20 January 2025 and included a briefing session with the six landowners within the Development Precinct, a community drop-in session, an Enquiry by Design workshop with infrastructure agencies, and separate meetings with State Growth, Homes Tasmania, and Heritage Tasmania.

Direct contact was made with the landowners in the Development Precinct via letter and email. Letters were also sent to landowners and occupiers of land within the vicinity of the Development Precinct situated along Boyer Road, Wallace Street, Riverside Drive, Serenity Drive, Tranquillity Crescent, Cobbs Hill Road, Samuel Street and Sorell Street.

An online survey was made available through Council's Have Your Say page seeking the views of the community on the rezoning of portions of the Boyer Road Precinct. The survey received 37 responses, with 54% of respondents indicating support or support with reservations for rezoning to provide for additional housing, and 46% indicating they do not support the Boyer Road Precinct being rezoned for housing.

The key matters / concerns raised in the survey were:

- More housing is needed, with a balance between housing and nature and preference for larger block sizes.
- Appropriateness of the General Residential Zone, with a preference for the Rural Living Zone.
- High density housing is not supported due to impacts on native vegetation and wildlife.
- The rezoning of the precinct for housing will result in an increase in crime, traffic, lack of privacy and noise.



- The rezoning of the precinct will change the rural character of the area and disrupt the views of adjacent landowners.

Four (4) written submissions were received from landowners within the vicinity of the Boyer Road Precinct indicating support for the project.

In response to Stage 1 community feedback, a dedicated open space buffer has been incorporated along the eastern boundary of the Boyer Road Precinct, adjacent to existing residential properties on Serenity Drive. This buffer has been designed to preserve the area's established rural character and provide a sensitive transition between the new development and the existing low-density residential environment.

Stage 2 consultation was conducted between 27 February 2025 and 20 March 2025 and included:

- A landowner briefing attended by representatives of 5 of the 6 properties;
- A briefing session with Elected Members;
- Direct emails to the 6 landowners within the Development Precinct;
- Letters to all landowners and occupiers contacted during Stage 1 as well as emails to community members who attended the Stage1 drop-in session, encouraging written feedback via the online survey or letter;
- Landowner briefing session from 6.00pm to 7.30pm on Monday 24 February 2025 at Brighton Council Chambers; and
- An online survey and details of the project on council's Have Your Say page.

At the close of consultation:

- 19 survey responses had been received;
- 9 written submissions were received via email:

The key matters to emerge from the consultation related to:

- Stormwater runoff
- Environmental impact
- Habitat protection
- Increased noise, traffic and crime
- Aboriginal heritage
- Infrastructure capacity; and
- Lack of services.

In response to feedback, the following changes were made to the Development Framework within the SAP:

- Increased curtilage provided around the property at 170 Boyer Road; and
- revisions to the road network to further reduce impacts on native vegetation in the northern area of the proposed General Residential Zone.

It was also resolved to extend the priority vegetation area mapping to protect areas of DGL and DAM (as discussed in Table 1).



## 7. The Amendment

The proposed amendment to the Brighton Local Provisions Schedule is to:

### 7.1 Rezone 50 Boyer Road, 170 Boyer Road, 182 Boyer Road and parts of 25 Cobbs Hill Road, 29 Cobbs Hill Road and 31 Cobbs Hill Road to General Residential Zone

The rezoning of land to General Residential Zone is to allow for development at urban densities within the Urban Growth Boundary (UGB) in an area that has been identified as a Greenfield Development Precinct within the Southern Tasmanian Regional Land Use Strategy (STRLUS) and forms a logical extension to the existing Bridgewater township. The rezoning is supported by local and regional strategies.

### 7.2 Rezone part of 31 Cobbs Hill Road to Landscape Conservation Zone

The rezoning of land to Landscape Conservation Zone is to protect two non-listed native vegetation communities – *Eucalyptus amygdalina* forest on mudstone (DAM) and *Bursaria-Acacia* woodland and scrub (NBA).

### 7.3 Extend the priority vegetation area mapping to cover areas of vegetation on 31 Cobbs Hill Road and 25 Cobbs Hill Road.

The Natural Values Assessment identified an area of threatened species *Eucalyptus globulus dry forest and woodland* (DGL) that extends beyond the Landscape Conservation Zone and covenant into the area proposed to be rezoned General Residential; and an area of *Eucalyptus amygdalina forest on mudstone* (DAM) within the Landscape Conservation Zone that sits outside the priority vegetation area.

It is proposed to extend the priority vegetation area mapping to cover these areas in order to ensure their protection into the future.

### 7.4 Amend the Local Heritage Place BRI-C6.1.68 overlay mapping at 50 Boyer Road

An amendment to the existing curtilage in association with the Stated listed 'Genappe' property is proposed, which is reflective of recommendations made within the submitted heritage report. The new curtilage will establish a 1.5 hectare buffer which will be reflective of the State listing, being the main Genappe homestead complex, associated outbuildings, sheds and garden plantings.

**Insert the Boyer Road Precinct Specific Area Plan overlay over 50 Boyer Road, 170 Boyer Road, 182 Boyer Road, 25 Cobbs Hill Road, 29 Cobbs Hill Road and 31 Cobbs Hill Road and insert the Boyer Road Specific Area Plan ordinance into the LPS.**

The Boyer Road SAP is required to implement the Boyer Road Precinct Structure Plan.

The use of a SAP is critical in providing for a comprehensive, practical, people-focused residential community with good connectivity and high levels of amenity that considers the land constraints and complexities of numerous landowners.

Explanatory notes for the SAP standards are provided in the table below. Refer to Attachment N for a full copy of the Boyer Road Specific Area Plan. The figures accompanying the SAP are provided as Attachment O.



Clause No.	Commentary
Plan Purpose	
BRI-S13.1	<p>Subclauses S13.1.1 - 13.1.13 outline the overall intent of the Specific Area Plan and the desired character that is to be achieved through future subdivision and development.</p> <p>The purpose statements also articulate the need for the Specific Area Plan above the standard provisions within the General Residential Zone</p>
Application of the Specific Area Plan	
BRI-S13.2.1	This clause identifies the land to which the Specific Area Plan relates to as shown in Figure BRI-S13.1.
BRI-S13.2.2	This clause advises that Specific Area Plan is in addition to or substitution for the provisions of the General Residential Zone, Landscape Conservation Zone and Parking and Sustainable Transport Code.
BRI-S13.3 Local Area Objectives	This clause outlines the specific local area objectives for Precinct D, which is intended to accommodate a mix of non-residential and medium-density residential land uses and encourage a high-quality urban design interface between public open spaces and the streetscape.
BRI-S13.4 Definition of Terms	<p>This clause defines the four(4) Precincts (A, B, C &amp; D) with reference to Figure BRI-S13.3.</p> <p>Precinct A is intended to facilitate higher density subdivision to enable affordable housing delivery and a diversity of housing types.</p> <p>Precinct B is intended for predominately traditional allotment with some opportunities for housing diversity close to areas of public open space.</p> <p>Precinct C is intended to support larger allotments to provide an appropriate transition in scale to adjacent land in other zones, respond to site constraints, and manage bushfire risk.</p> <p>Precinct D is intended as a mixed-use precinct that offers opportunities for small-scale non-residential uses to service the emerging community while allowing for some medium density housing and positive contributions to the public realm.</p> <p>The clause also defines technical terms that are referenced within the SAP, such as townhouse, design response report, and development framework.</p>
BRI-S13.5 Use Table	<p>This clause defines which land uses are permitted, discretionary or prohibited with the Specific Area Plan.</p> <p>For each of the residential precincts (Precincts A, B and C), the permitted, discretionary, and/or prohibited land uses align with those established under the General Residential Zone provisions.</p> <p>Precinct D has been strategically planned to function as a small town centre. While the Development Framework does not propose applying a commercial zoning (such as the Local Business Zone), it does outline specific land uses for Precinct D that mirror those typically associated with the Local Business Zone.</p>



In addition to residential development, a range of non-residential land uses have been designated as either permitted or discretionary within Precinct D.

#### Permitted Land Uses within Precinct D

Business and Professional Services	If:  (a) In Precinct D; and  (b) For a consulting room, medical centre, veterinary surgery, child health clinic, or residential support services.
Educational and Occasional Care	If:  (a) In Precinct D; and  (b) For a childcare centre.
Food Services	If:  (a) In Precinct D; and  (b) Not for a take-away food premises with a drive through facility
General Retail and Hire	If:  (a) In Precinct D; and  (b) For a local shop; or  (c) For a supermarket with a floor area not greater than 550m <sup>2</sup> .
Residential	If:  (a) Not listed as No Permit Required; and  (b) If in Precinct D, not for:  i. a single dwelling;  ii. boarding house;  iii. respite centre;  iv. residential care facility; or  v. a retirement village.

#### Discretionary Land Uses within Precinct D

Community Meeting and Entertainment	If:  (a) In Precinct D; and  (b) For a place of worship, arts and craft centre or public hall
Emergency Services	If in Precinct D
Residential	If in Precinct D and not listed as No Permit Required or Permitted.
Utilities	If not listed as No Permit Required



BRI-S13.6 Use Standards	<p>This clause clarifies how land in Precinct D can be used and supports Plan Purpose subclause BRI-S13.1.13.</p> <p>The use standards are in addition to the General Residential Zone use standards, providing standards that guide non-residential use to ensure there is no unreasonable loss of amenity to adjacent residential uses.</p>
Development Standards for Buildings and Works	
BRI-S13.7.1	<p>This development standard is intended to ensure buildings and works do not prejudice the efficient future utilisation of land for urban development as envisaged in the Development Framework, while specifically supporting Plan Purpose BRI-S13.1.1 and BRI-S13.1.2.</p>
Development Standards for Dwellings	
BRI-S13.8.1	<p>This development standard is intended to guide the residential density of multiple dwellings, while specifically supporting Plan Purpose subclauses BRI-S13.1.10, BRI-S13.1.11, BRI-S13.1.12, and BRI-S13.1.13.</p> <p>The development standard is in substitution for General Residential Zone clause 8.4.1 in recognition of the different densities sought by the Development Framework in Precincts A, B, C and D, and the intent to encourage housing diversity and the efficient utilisation of land and infrastructure.</p>
BRI-S13.8.2 BRI-S13.8.3 BRI-S13.8.4	<p>These development standards outline specific setback and building envelope requirements for the development of dwellings within Precincts A, B and C.</p> <p>The Performance Criteria is intended to provide some flexibility in the siting and design of dwellings, whilst still achieving Plan Purpose BRI-S13.1.7, BRI-S13.1.8, BRI-S13.1.10, BRI-S13.1.11 and BRI-S13.1.12.</p> <p>The development standards are in substitution for General Residential Zone clause 8.4.2 in recognition of the different densities sought by the Development Framework and the intent to encourage housing diversity while promoting consistent, high quality dwelling designs and improved landscaping outcomes.</p>
BRI-S13.8.5	<p>This development standard is intended to ensure that all dwellings within the Development Precinct are compatible with the amenity and character of the area.</p> <p>The provisions seek to ensure that all dwellings contain appropriate areas of private open space, maintain appropriate site coverage, and are landscaped to contribute to residential amenity.</p> <p>This standard specifically supports Plan Purpose BRI-S13.1.7.</p> <p>The development standard is in substitution for General Residential Zone clause 8.4.3 in recognition of the varied minimum lot areas sought within each precinct and therefore the need for bespoke site coverage requirements.</p>
BRI-S13.8.6	<p>This development standard is intended to ensure that multiple dwellings are designed to ensure reasonable opportunity for sunlight to private open space for dwellings on the same site.</p> <p>Associated performance criteria provide for some flexibility in the design and siting of multiple dwellings, whilst still ensuring that Plan Purpose BRI-S13.1.7 can be achieved.</p>



BRI-S13.8.7	<p>This standard is intended to ensure that development layouts optimise daylight access to habitable rooms and open space areas and minimises unreasonable overshadowing of neighbouring properties.</p> <p>Associated performance criteria provide for some flexibility which is important due to factors that may arise through detailed design and with consideration to the varying topography of the development precinct.</p> <p>This standard supports Plan Purpose BRI-S13.1.7.</p> <p>The development standard is in addition to General Residential Zone clause 8.4, in recognition of the higher densities sought in some precincts of the Development Framework and therefore the need to ensure appropriate access to direct sunlight is provided for new and existing dwellings.</p>
BRI-S13.8.8 BRI-S13.8.9 BRI-S13.8.10	<p>These development standards outline specific development criteria for garages and carports in association with dwellings.</p> <p>Provisions contained within these standards seek to minimise the visual dominance of garages and carports and ensure that they contribute to a visually interesting streetscape.</p> <p>These standards specifically support Plan Purpose BRI-S13.1.7.</p> <p>These development standards are in substitution for General Residential Zone clause 8.4.5 to reflect the different minimum frontage widths anticipated within Precincts A, B and C.</p>
BRI-S13.8.11	<p>The development standard is in addition to General Residential Zone clause 8.4 and introduces additional provisions to encourage a higher standard of design than is currently required by the zone.</p> <p>The development standard seeks to ensure that dwellings are of high design standard, with a particular focus on front building elevations being designed to provide visual interest, offer opportunities for passive surveillance of the public realm, and contribute positively to the streetscape through the use of different building materials, articulation and window size and placement.</p> <p>This standard specifically supports Plan Purpose BRI-S13.1.7.</p>
BRI-S13.8.12	<p>This development standard is intended to ensure that multiple dwelling development delivers sufficient council infrastructure to provide for road and pedestrian network connectivity and amenity.</p> <p>This development standard is in addition to General Residential Zone clause 8.4, which does not currently require street tree planting to be undertaken in association with multiple dwelling development.</p> <p>The standard requires the provision of street trees along the frontage of multiple dwelling developments to actively contribute to the public realm and increase urban tree canopy within Brighton Council in accordance with the <i>Draft Greening Brighton Strategy</i>.</p> <p>This standard specifically supports Plan Purpose BRI-S13.1.7.</p>
BRI-S13.8.13	<p>This development standard is intended to ensure that new multiple dwellings (including townhouses) contribute positively to the residential amenity, safety, and character of the area through provision of trees and landscaping treatments.</p>



	<p>This development standard is in addition to General Residential Zone clause 8.4, which does not currently require tree planting to occur within the private open space of a dwelling.</p> <p>The standard requires that 1 tree is provided in the private open space of each multiple dwelling in order to provide shade and amenity while increasing urban tree canopy in accordance with the <i>Draft Greening Brighton Strategy</i>.</p> <p>This standard specifically supports Plan Purpose BRI-S13.1.7.</p>
Development Standards for Buildings and Works – Precinct D	
BRI-S13.9.1	<p>This development standard outlines specific building height criteria for development within Precinct D.</p> <p>The acceptable solution requires a building height of not more than 9m, with the performance criteria providing some flexibility, providing the Plan Purpose BRI-S13.1.13 can be achieved.</p>
BRI-S13.9.2	<p>This development standard outlines specific building setback criteria for development with Precinct D.</p> <p>Acceptable solution 2 requires a setback of not less than 15m from Boyer Road and at least 5m from any other frontage. The performance criteria provides flexibility whilst ensuring that Plan Purpose BRI-S13.1.13 can be achieved.</p>
BRI-S13.9.3	<p>This development standard is intended to ensure that all dwellings within Precinct D are compatible with the amenity and character of the area.</p> <p>Provisions contained within this development standard seek areas of private open space to be appropriately designed to support solar access, and contains some flexibility where dwellings are located within proximity to public open space.</p> <p>This standard specifically supports Plan Purpose BRI-S13.1.13.</p>
BRI-S13.9.4	<p>This development standard outlines specific development provisions for Precinct D, which seek to ensure that building design and facades promote and maintain high levels of pedestrian interaction, amenity, and safety; and are compatible with the streetscape and Precinct D's prominent gateway location.</p> <p>This standard specifically supports Plan Purpose BRI-S13.1.7 and BRI-S13.1.13.</p>
BRI-S13.9.5	<p>This development standard is intended to ensure that fencing in association with Precinct D is compatible with the streetscape and its gateway location, and does not cause an unreasonable loss of residential amenity.</p> <p>This standard specifically supports Plan Purpose BRI-S13.1.7 and BRI-S13.1.13.</p>
BRI-S13.9.6	<p>This development standard is intended to ensure that outdoor storage areas for non-residential uses do not detract from Precinct D's prominent gateway location, appearance of the site, or surrounding area.</p> <p>Provisions contained within this standard seek to ensure that outdoor storage areas are either not visible or are appropriately treated or screened to mitigate any unreasonable loss of visual amenity.</p>



	This standard specifically supports Plan Purpose BRI-S13.1.7 and BRI-S13.1.13.
BRI-S13.9.7	<p>This development standard outlines specific development provisions which seek to ensure that the siting of vehicle parking areas do not dominate the street frontage, have an unreasonable visual impact, unduly affect pedestrian movement, or cause unreasonable loss of amenity to adjoining properties.</p> <p>This standard specifically supports Plan Purpose BRI-S13.1.7 and BRI-S13.1.13.</p>
Development Standards for Subdivision	
BRI-S13.10.1	<p>This development standard is in substitution for General Residential Zone clause 8.6.1 and Landscape Conservation Zone clause 22.5.1, in recognition of there being 4 Precincts within the Development Precinct in order to encourage housing diversity.</p> <p>This lot design standard specifies the different allotment areas, frontages, gradients, and vehicular access locations that are sought across the four distinct Precincts, noting the intention to encourage housing diversity and maximum the efficient utilisation of land and infrastructure.</p> <p>Performance criteria provide some flexibility to these standards while ensuring the achievement of Plan Purpose BRI-S14.1.7 and BRI-S13.1.19 to BRI-S13.1.13.</p>
BRI-S13.10.2	<p>This development standard is in substitution for General Residential Zone clause 8.6.1 and Landscape Conservation Zone clause 22.5.1, in recognition of there being 4 Precincts within the Development Precinct.</p> <p>The standard seeks to ensure that the layout of lots, roads, open space and pedestrian connections are reasonably consistent with the purpose of the Specific Area Plan and Development Framework; having regard to passive solar design, pedestrian and vehicular amenity, street hierarchy, integration of landscaping, the provision of infrastructure across the Development Precinct, and the safety and efficiency of Boyer Road.</p> <p>In particular, the standard aims to ensure there is an appropriate transition of lot densities within the Development Precinct and at the interface with adjacent land developed at low density, while providing the policy framework to support housing diversity and achieve the State's target of 15 dwellings per hectare.</p> <p>This standard specifically supports BRI-S13.1.4, BRI-S13.1.7 and BRI-S13.1.9.</p>
BRI-S13.10.3	<p>This development standard is in substitution for General Residential Zone clause 8.6.2.</p> <p>This standard details specific provisions to ensure the arrangement and design of new roads within the Development Precinct promotes a family-friendly, pedestrian-centric environment that encourages active modes of transport (walking, cycling, scootering) and outdoor activity, which will ultimately foster a sense of connection and community within the new residential estate.</p>



	<p>The standard seeks for new roads to be consistent with the Development Framework, the road hierarchy shown in Figure BRI-S13.15, and road design and traffic calming measures shown in Figure BRI-S13.13.</p> <p>The standard also seeks to ensure that new access points to Boyer Road are consistent with the locations nominated in Figure BRI-S13.17.</p>
BRI-S13.10.4	<p>This subdivision standard is intended to maintain, protect and improve the quality of the creek network through a stormwater disposal system based upon water sensitive urban design principles</p> <p>Provisions contained within this standard seek to ensure that subdivisions incorporate stormwater management systems which are in accordance with a stormwater management plan.</p> <p>This standard specifically supports BRI-S13.1.6.</p>
BRI-S13.10.5	<p>This subdivision standard outlines specific provisions to encourage safe and attractive landscaped roads, shared paths, and open space in accordance with the Development Framework and Landscape Plans.</p> <p>Provisions contained within this standard seek to ensure the establishment of street trees in accordance with Figure BRI-S13.14, and the creation of open spaces which are generally in accordance with the Development Framework and Figure BRI-S13.1.</p> <p>The Performance criteria further seek the establishment of a shelter belt along the common boundary shared with 194 Boyer Road (Title Reference 139649/1) and 232 Boyer Road (Title Reference 172452/2) to provide an appropriate interface between General Residential and Rural land</p> <p>This standard specifically supports Plan Purpose BRI-S13.1.7 and BRI-S13.1.8.</p>
BRI-S13.10.6	<p>This development standard is in addition to General Residential Zone clause 8.6 in recognition of the need for future subdivision within Precinct C – which adjoins areas of dense vegetation in the Landscape Conservation Zone – to be designed to minimise the threat and impact of bushfire on life and property.</p> <p>Provisions contained within this standard seek to ensure that allotments in Precinct C incorporate a hazard management area that is consistent with Figure BRI-S13.16.</p>
BRI-S13.10.7	<p>This development standard is in addition to General Residential Zone clause 8.6.</p> <p>Given the Development Precinct consists of six allotments in separate ownership, this infrastructure standard is intended to ensure that service infrastructure delivery occurs in a fair, coordinated, efficient and timely manner.</p> <p>Provisions contained within this standard seek to ensure that the delivery of the internal road network, stormwater infrastructure, and development staging are generally in accordance with Figure BRI-S13.14, Figure BRI-S13.15, Figure BRI-S13.17, Figure BRI-S13.18, Figure BRI-S13.19 and Figure BRI-S13.22.</p>



## 8. Planning Assessment – Draft Amendment of LPS Requirements of the Act

Section 40D (b) of the Act allows a planning authority to prepare a draft amendment of an LPS of its own motion.

### **40D. Preparation of Draft Amendments**

*A planning authority –*

- (a) Must prepare a draft amendment of an LPS, and certify it under section 40F, within 42 days after receiving the request under section 37(1) to which the amendment relates, if –*
  - (i) It decides under section 38(2) to prepare a draft amendment of an LPS; or*
  - (ii) After reconsidering, in accordance with a direction under section 40B(4)(a), a request under section 37(1) whether to prepare a draft amendment of an LPS, it decides to prepare such an amendment; or*
- (b) May, of its own motion, prepare a draft amendment of an LPS; or*
- (c) Must, if it received under section 40C(1) a direction to do so, prepare a draft amendment of an LPS and submit it to the Commission within the period specified in the direction or a longer period allowed by the Commission.*

Section 40F (1) of the Act requires that, where a planning authority has prepared a draft amendment of an LPS (under Section 40D (b)), it must be satisfied that the draft amendment of an LPS meets the LPS criteria under Section 34 of the Act.

### **40F. Certification of Draft Amendments**

- (1) A planning authority that has prepared a draft amendment of an LPS must consider whether it is satisfied that the draft amendment of an LPS meets the LPS criteria.*
- (2) If a planning authority determines that –*
  - (i) It is satisfied as to the matters referred to in subsection (1), the planning authority must certify the draft as meeting the requirements of this Act; or*
  - (ii) It is not satisfied as to the matters referred to in subsection (1), the planning authority must modify the draft so that it meets the requirements and then certify the draft as meeting those requirements.*
- (3) The certification of a draft amendment of an LPS under subsection (2) is to be by instrument in writing affixed with the common seal of the planning authority;*
- (4) A planning authority, within 7 days of certifying a draft amendment of an LPS under subsection (2), must provide to the Commission a copy of the draft and the certificate.*



### 8.1. Assessment of Section 34 (2) of the Act

The LPS criteria is provided under Section 34 of the Act, and Section 34 (2) is addressed below where relevant to the proposed amendment.

34. LPS Criteria	
34 (2). The LPS criteria to be met by a relevant planning instrument are that the instrument -	
Section 34 (2) Clause	Response
34 (2) (a) Contains all the provisions that the SPPs specific must be contained in an LPS; and	The Planning Scheme Amendment does not affect the provisions that must be contained in an LPS, with it noted that an LPS can contain Specific Area Plans in accordance with Section 32 (3) (b) and Section 32 (4) – extracts of these sections are provided below.
34 (2) (b) Is in accordance with section 32;	Section 32 of the Act sets out the contents of the LPS. The proposed zoning changes and extension of the priority vegetation area mapping are all provisions that apply to the LPS. An assessment of the proposed amendment against Section 34 can be found in Section 8.2.

#### 8.1.1. Assessment of Section 34 (2) (c) of the Act

34. LPS Criteria	
(2) The LPS criteria to be met by a relevant planning instrument are that the instrument -	
(c) furthers the objectives set out in Schedule 1 - Objectives	

Schedule 1 Part 1 – Objectives of the Resource Management and Planning System of Tasmania	
1. The objectives of the resource management and planning system of Tasmania are -	
Schedule 1 Part 1 Clause	Response
(a) To promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity	<p>Natural values have been specifically considered in the design of the Master Plan, as the Precinct is known to contain native flora and fauna.</p> <p>The northern section of the Precinct, zoned Landscape Conservation, contains significant bushland and is largely covered by the priority vegetation area (and is therefore subject to the Natural Assets Code), with about one-third protected under a Conservation Covenant. Vegetation assessments identified two non-listed communities – <i>Eucalyptus amygdalina</i> forest (DAM) and <i>Bursaria-Acacia</i> woodland (NBA) – in the southern part of 31 Cobbs Hill Road. This area will be rezoned to Landscape Conservation to ensure long-term protection.</p> <p>Additionally, areas of threatened <i>Eucalyptus globulus</i> dry forest (DGL) and DAM were found outside current overlays. The priority vegetation area will be extended to include these areas, with the northern road alignment adjusted to avoid the DGL community to ensure no direct impact on swift parrot habitat.</p>



	<p>The Landscape Conservation Zone provides habitat for several threatened species, including the Tasmanian devil, quolls, swift parrot, and eastern barred bandicoot. To reduce habitat disturbance, the SAP contains specific provisions which require the development of lots no less than 1,000m<sup>2</sup> along the boundary of the Landscape Conservation Zone and the General Residential Zone. A connected open space network and preserved riparian corridors will support wildlife movement and habitat continuity.</p>
<p><i>(b) To provide for the fair, orderly and sustainable use and development of air, land and water</i></p>	<p>The amendment seeks to implement the recommendations of the STRLUS and achieve the objectives set out in the Brighton Structure Plan 2018 (BSP). Since the BSP was prepared, the Brighton LGA has undergone several significant planning initiatives. Coupled with Tasmania's current housing crisis and the anticipated shortage of shovel-ready land, these factors underscore the need for the proposed rezoning of the Precinct.</p> <p>The Master Plan has been developed to support the fair, orderly, and sustainable development of the area. It carefully considers the site's physical characteristics, including areas of steep terrain, riparian corridors, and areas of native vegetation. The Specific Area Plan includes tailored provisions to guide appropriate development, ensuring the protection and management of natural assets whilst fostering a high-amenity residential environment.</p>
<p><i>(c) To encourage public involvement in resource management and planning</i></p>	<p>As detailed in Section 6.3, there has been extensive community consultation on the proposal to date.</p> <p>The public will be further involved in the draft Planning Scheme Amendment through opportunity to make representations and attend public hearings.</p>
<p><i>(d) To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b), and (c)</i></p>	<p>Since 2016, Brighton Council has experienced the highest proportional population growth in both the Southern Region and Greater Hobart, with percentage growth of 1.57% as of 30 June 2023. Since 2018, Brighton has consistently outpaced Greater Hobart in percentage growth, with the latter currently growing at just 0.46%.</p> <p>The proposed rezoning of the Development Precinct is intended to support this sustained population growth by unlocking land for residential development. The amendment will enable further expansion in one of Tasmania's faster growing suburbs, providing additional housing opportunities to meet future demand.</p> <p>The Master Plan outlines the creation of 388 new residential lots, opportunities for local business development through the establishment of a local activity centre, and the delivery of a substantial open space network. The Precinct is situated near existing educational facilities and the Old Main Road precinct.</p>
<p><i>(e) To promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State</i></p>	<p>The proposed amendment has had input from the community, different spheres of Government, and infrastructure authorities. If approved, ongoing responsibility will continue through the planning process.</p>



**Schedule 1 Part 2 – Objectives of the Planning Process Established by this Act**

*The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule -*

Schedule 1 Part 2 Clause	Response
<b>(a)</b> <i>To require sound strategic planning and coordinated action by State and local government</i>	The proposed amendment is to implement the recommendations of the Southern Tasmanian Regional Land Use Strategy 2010 – 2035 (STRLUS) and local strategic planning documents, and is consistent with relevant policies contained within the STLUS.
<b>(b)</b> <i>To establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land</i>	The proposed amendment is consistent with the LPS and has been prepared to align with the strategic objectives and policies outlined in Council-endorsed planning documents and the STRLUS.
<b>(c)</b> <i>To ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land</i>	<p>Environmental considerations have been integral to the Master Plan's design.</p> <p>The northern section of the Precinct, zoned Landscape Conservation, contains significant bushland and is largely covered by the priority vegetation area layer (and is therefore subject to the Natural Assets Code), with about one-third protected under a Conservation Covenant. Vegetation assessments identified two non-listed communities – <i>Eucalyptus amygdalina</i> forest (DAM) and <i>Bursaria-Acacia</i> woodland (NBA) – in the southern part of 31 Cobbs Hill Road. This area will be rezoned to Landscape Conservation to ensure long-term protection.</p> <p>Additionally, areas of threatened <i>Eucalyptus globulus</i> dry forest (DGL) and DAM were found outside current overlays. The priority vegetation area will be extended to include these areas, with the northern road alignment adjusted to avoid the DGL community to ensure no direct impact on swift parrot habitat.</p> <p>The Landscape Conservation Zone provides habitat for several threatened species, including the Tasmanian devil, quolls, swift parrot, and eastern barred bandicoot. To reduce habitat disturbance, the SAP contains specific provisions which require the development of lots no less than 1,000m<sup>2</sup> along the boundary of the Landscape Conservation Zone and the General Residential Zone. A connected open space network and preserved riparian corridors will support wildlife movement and habitat continuity.</p> <p>The proposed amendment aims to address housing supply challenges by creating a vibrant, well-connected neighbourhood that integrates a local centre (Precinct D) to support economic activity, while ensuring the protection of native flora and fauna within the Precinct.</p>



<p><i>(d) To require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels,</i></p>	<p>The proposal aligns with both local and State strategic planning frameworks. The Development Precinct is identified as a residential growth area in the Southern Tasmanian Regional Land Use Strategy 2010–2035 (STRLUS), specifically as ‘Bridgewater North’ under Policy SRD 2.3. It is also referenced in the Brighton Structure Plan 2018 (BSP 2018) as ‘Site 16: Boyer Road, Bridgewater’, though initially recommended for retention of its existing zoning due to isolation concerns.</p> <p>However, Brighton Council has since advanced planning in adjacent areas, notably through the endorsed Sorell Street Masterplan which includes a portion of ‘Site 2 – Serenity Drive’. While there is currently limited landowner interest in undertaking similar planning for the remainder of Site 2, this may change over time. Should this occur, it would address the ‘isolation’ issue identified in the BSP.</p> <p>Brighton is experiencing rapid population growth, with projections indicating a significant increase by 2053. Land supply is expected to be exhausted within 7–11 years, reinforcing the urgency of rezoning the Development Precinct. Federal funding has been secured to support this process.</p>
<p><i>(e) To provide for the consolidation of approvals for land use or development and related matters, and to coordinate planning approvals with related approvals</i></p>	<p>The proposal will provide a clear framework for development approvals in the Brighton LPS.</p> <p>The approvals process is generally prescribed, and the Planning Scheme Amendment process has little impact on coordination of approvals.</p> <p>However, the amendment does consider Aboriginal and European Heritage, natural values, bushfire, and infrastructure provisions within the design to attempt to avoid the need for future approvals.</p>
<p><i>(f) To promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation</i></p>	<p>The purpose of the Planning Scheme Amendment is to contribute to the development of a walkable community which features high levels of residential amenity and connectivity that promotes health and wellbeing.</p> <p>The Master Plan aims to create a high-quality open space network, connected by shared trails and roads, which adheres to all Healthy by Design principles through:</p> <ul style="list-style-type: none"> <li>• An integrated and accessible network of walking and cycling routes, ensuring high amenity and connectivity throughout the Development Precinct;</li> <li>• A functional street network with safe and convenient footpaths and crossing points;</li> <li>• A design that encourages a low-speed, pedestrian-friendly environment;</li> <li>• Landscaping and street-tree planting to enhance the attractiveness and welcoming nature of streetscapes;</li> </ul>



	<ul style="list-style-type: none"> <li>• Promotion of mixed-use, walkable neighbourhoods with easy access to Precinct D, which will act as a small town centre, and potential connections to Northern Christian School;</li> <li>• Open space areas within 400m of each lot, well-connected by shared trails and roads, providing opportunities for passive and informal recreation;</li> <li>• Open space areas designed for effective passive surveillance from roads, walkways, and adjacent allotments; and</li> <li>• An east-west road designed to support a potential future bus route, accessible via a network of well-connected footpaths and trails.</li> </ul>
<p><i>(g) To conserve those buildings, areas of other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value</i></p>	<p>The Genappe Homestead at 50 Boyer Road is a heritage-listed property within the Precinct. A 1.5-hectare curtilage is proposed to be retained around the homestead, with development restricted in key view corridors from Boyer Road to preserve its visual prominence. The Masterplan excludes the homestead and its immediate surroundings from development, incorporating open space buffers to maintain important sightlines toward the River Derwent.</p> <p>An application has been submitted to the Tasmania Heritage Council to amend the heritage listing to reflect the reduced curtilage, as outlined in the Boyer Road SAP Development Framework.</p> <p>In addition to the homestead, a red brick feature and three Hawthorn hedgerows were identified – noting that these items are not subject to the heritage listing. The brick structure, possibly a remnant of an earlier building, lies within an open space area and will be preserved in situ to avoid disturbance. Of the three hedgerows, Hedgerow 3 is considered the most historically significant but is proposed for removal to accommodate development in Precinct D. However, new hedgerow plantings will be established within the Precinct to reflect the Precinct's pastoral heritage. Hedgerows 1 and 2 will be partially retained within open space areas, with minimal impact expected.</p> <p>Two Aboriginal heritage sites are recorded in the Aboriginal Heritage Register within the Precinct, along with areas identified as having high (PAS) and moderate (MAS) archaeological sensitivity. These areas are proposed to be retained as open space to minimise disturbance. Subsurface investigations, including 45 test pits, found no cultural materials, suggesting that artefact deposits from nearby registered sites do not extend into the development area.</p> <p>Site AH8815, an artefact scatter, holds medium scientific and aesthetic significance and high social significance, while Site AH11483, an isolated artefact, has lower scientific but moderate to high social significance. Both are recommended for protection within open space. Although the high-sensitivity PAS1 area was not directly tested, it is also recommended for protection.</p>



	The Master Plan designates these areas as dedicated public open space to safeguard their cultural significance. Any proposed development impacting these areas will require further assessment in collaboration with Aboriginal Heritage Tasmania.
<i>(h) To protect public infrastructure and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community</i>	<p>Existing public infrastructure has been considered in the design of the Master Plan, with it noted that some level of augmentation will be required to service the Development Precinct.</p> <p>Provisions contained within the SAP will require the delivery of this infrastructure, at the cost of the developer, to enable the orderly provision and coordination of public utilities and facilities.</p>
<i>(i) To provide a planning framework which fully considers land capability</i>	<p>An Agricultural Land Assessment Report has been prepared for the Boyer Road Precinct which concludes that the land has 'low' to 'very low' land capabilities due to low rainfall and no access to irrigation, which severely limits the scope of agricultural activities that can occur on the land.</p> <p>It is noted that no prime agricultural land is located within 1km of the Precinct, and therefore the land can be developed for residential purposes without resulting in a loss of primary agricultural land or jeopardizing the use of surrounding land for agricultural purpose.</p> <p>Substantial buffering provided by existing vegetation within the northern portion of the Precinct, along with a proposed shelter belt along its western boundary, will create an appropriate interface between the Rural-zoned land at 158 Cobbs Hill Road – currently used for low-intensity grazing – and the adjoining Agricultural-zoned land, which supports livestock grazing and a small market garden enterprise.</p>

#### 34. LPS Criteria

- (2) The LPS criteria to be met by a relevant planning instrument are that the instrument -*
- (d) Is consistent with each State Policy*

##### 8.1.1.1 Tasmanian State Coastal Policy 1996

The *State Coastal Policy 1996* applies to land within 1km of the high-water mark. While the Development Precinct is situated near the Derwent River, with a portion of it directly adjacent to the site classified as coastline on ListMaps, the Development Precinct is characterised by significant slope and is not susceptible to flooding, with no future development to occur within a prescribed coastal area.

Furthermore, the SAP has strict provisions regarding the future management of stormwater before it is discharged into the coastal environment, with applicants to be required to demonstrate how a subdivision within the Precinct incorporates water sensitive urban design (WSUD) principles to manage stormwater.

The amendment is therefore to suitably comply with the intent of the *State Coastal Policy 1996*.



### 8.1.1.2 State Policy on Water Quality Management 1997

There will be no direct impact on water quality as a result of the amendment. Future impact on water quality will be regulated through future development applications.

### 8.1.1.3 State Policy on Protection of Agricultural Land 2009

The *State Policy on the Protection of Agricultural Land 2009* aims to conserve and protect agricultural land, ensuring it remains available for sustainable agricultural use and development, with particular emphasis on prime agricultural land.

An agricultural assessment conducted for the Development Precinct indicates that the land within the Precinct has 'low' to 'very low' land capabilities due to low rainfall and lack of access to irrigation, severely limiting the scope of agricultural activities. It is noted that no prime agricultural land is located within 1km of the Precinct. Therefore, the proposed amendment can facilitate the development of residential land without resulting in the loss of prime agricultural land or jeopardising the use of surrounding land for agricultural purposes.

### 8.1.1.4 National Environmental Protection Measures (NEPMs)

The NEPMs are recognised as a State Policy and form statutory instruments that specify national standards for a variety of environmental issues. NEPMs include Air Toxics, Ambient Air Quality, Assessment of Site Contamination, Diesel Vehicle Emissions, Movement of Controlled Waste between States and Territories, National Pollutant Inventory, and Used Packaging Materials.

The proposed amendment does not trigger consideration under the NEPMs.

## 8.1.2 Assessment of Section 34 (2) (e) of the Act

An assessment in accordance with Section 34 (2) (e) is required as part of the Planning Scheme Amendment.

### 34. LPS Criteria

(2) The LPS criteria to be met by a relevant planning instrument are that the instrument -

(e) Is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates;

In Southern Tasmania, the relevant regional land use strategy is the *Southern Tasmania Regional Land Use Strategy 2010 – 2035* (STRLUS). The policies pertinent to the amendment are detailed in the table below.

Policy	Action
<b>Biodiversity and Geodiversity</b>	
<b>BNV 1</b> Maintain and manage the region's biodiversity and ecosystems and their resilience to the impacts of climate change	<b>BNV 1.1.</b> Manage and protect significant native vegetation at the earliest possible stage of the land use planning process. Where possible, ensure zones that provide for intensive use or development are not applied to areas that retain biodiversity values that are to be recognised and protected by Planning Schemes.



	<p><b>BNV 1.2.</b> Recognise and protect biodiversity values deemed significant at the local level and ensure that planning schemes:</p> <ul style="list-style-type: none"> <li>a) Specify the spatial area in which biodiversity values are to be recognised and protected (either by textural description or map overlay); and</li> <li>b) Implement an 'avoid, minimise, mitigate' hierarchy of actions with respect to development that may impact on recognised and protected biodiversity values</li> </ul> <p><b>BNV 1.4</b> Manage clearance of native vegetation arising from use and development in a manner that is generally consistent across the region but allowing for variances in local values</p>
<p><b><u>Consistent</u></b></p> <p>North Barker has prepared a Natural Values Constraints report for the Boyer Road Development Precinct, which has directly informed the Development Framework with the SAP.</p> <p>The report has identified that 31 Cobbs Hill Road comprises <i>Eucalyptus globulus</i> dry forest and woodland (DGL) vegetation, listed as threatened under Schedule 3A of the Tasmanian <i>Nature Conservation Act</i> (NC Act). This area provides critical habitat for the swift parrot, which is protected under both the Tasmanian <i>Threatened Species Protection Act 1995</i> (endangered) and the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) (critically endangered).</p> <p>The report also identified that 25 Cobbs Hill Road comprises <i>Bursaria-Acacia</i> woodland and scrub (NBA), which is recommended for protection as it has the potential to create a mosaic of vegetation types beneficial for fauna, and which will enhance the connectivity of native vegetation within the Development Precinct.</p> <p>In response to this, the proposed Planning Scheme Amendment seeks to extend the priority vegetation area layer to include areas of land containing DGL vegetation at 31 Cobbs Hill Road (approx. 6,356m<sup>2</sup>), and NBA vegetation at 25 Cobbs Hill Road (approx. 17,284m<sup>2</sup>).</p>	
<p><b>BNV 2</b></p> <p>Protect threatened communities, flora and fauna species, habitat for threatened species and places important for building resilience and adaptation to climate change for theses.</p>	<p><b>BNV 2.1</b> Avoid the clearance of threatened vegetation communities except:</p> <ul style="list-style-type: none"> <li>a) Where the long-term social and economic benefit arising from the use and development facilitated by the clearance outweigh the environmental benefit of retention; and</li> <li>b) Where the clearance will not significantly detract from the conservation of that native vegetation community.</li> </ul>



	<p><b>BNV 2.2</b> Minimise clearance of native vegetation communities that provide habitat for threatened species</p> <p><b>BNV 2.3</b> Ensure potential applicants are advised of the requirements of the <i>Threatened Species Protection Act 1995</i> and their responsibilities under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>.</p>
<p><b>Consistent</b></p> <p>As per the response to <b>BNV 1</b>, the Planning Scheme Amendment will seek the protection of 6,356m<sup>2</sup> of DGL vegetation and 17,284m<sup>2</sup> of NBA vegetation through the extension of the priority vegetation area layer under the Natural Assets Code.</p>	
<p><b>BNV 5</b></p> <p>Prevent the spread of declared weeds under the <i>Weed Management Act 1999</i> and assist in their removal.</p>	<p><b>BNV 5.1</b> Ensure development that includes vegetation clearance and/or soil disturbance is undertaken in accordance with construction management plans that include weed management actions where the site is known, or suspected, to contain declared weed.</p>
<p><b>Consistent</b></p> <p>At least four species declared under the Tasmanian <i>Biosecurity Act 2019</i> – African boxthorn, blackberry, gorse, and white weed – are present within the Development Precinct. Additionally, numerous other declared weeds, including boneseed, bridal creeper, and fennel, are known to exist in the broader area. The requirement for these species to be removed and managed can be facilitated through future development applications.</p>	
<p><b>Water Resources</b></p>	
<p><b>WR 1</b></p> <p>Protect and manage the ecological health, environmental values and water quality of surface and groundwater, including waterways, wetlands and estuaries</p>	<p><b>WR 1.2</b> Incorporate total water cycle management and water sensitive urban design principles in land use and infrastructure planning to minimise stormwater discharge to rivers (particularly subdivisions).</p>
<p><b>Consistent</b></p> <p>The Development Framework and SAP has been developed to include specific Water Sensitive Urban Design provisions, which will require future applicants to demonstrate how a subdivision within the Development Precinct incorporates water sensitive urban design principles to manage stormwater.</p>	
<p><b>WR 2</b></p> <p>Manage wetlands and waterways for their water quality, scenic, biodiversity, tourism and recreational values.</p>	<p><b>WR 2.2</b> Provide public access along waterways via tracks and trails where land tenure allows, where there is management capacity and where impacts on biodiversity, native vegetation and geology can be kept to acceptable levels</p> <p><b>WR 2.3.</b> Minimise clearance of native riparian vegetation.</p>



	<b>WR 2.4.</b> Allow recreation and tourism developments adjacent to waterways where impacts on biodiversity and native vegetation can be kept to acceptable levels.
<p><b>Consistent</b></p> <p>The Development Precinct incorporates existing waterways, with the Development Framework seeking the restoration of riparian corridors to protect and enhance the water quality of the intermittent creek system.</p> <p>The Boyer Road Development Framework denotes indicative locations for pedestrian movement within the Precinct, which includes the establishment of walking trails along riparian corridors.</p>	
<b>Managing Risks and Hazards</b>	
<p><b>MRH 1</b></p> <p>Minimise the risk of loss of life and property from bushfires</p>	<p><b>MRH 1.1</b> Provide for the management and mitigation of bushfire risk at the earliest possible stage of the land use planning process by the identification and protection (in perpetuity) of buffer distances or through the design and layout of lots</p> <p><b>MRH 1.2</b> Ensure subdivision road layout design provide for safe exit points in areas subject to bushfire hazard</p>
<p><b>Consistent</b></p> <p>Nova Land Consulting has prepared a Bushfire Hazard Report recommending that all future dwellings should aim for a minimum BAL 19 separation. To ensure adequate protection, the Boyer Road Development Framework mandates a 20-metre wide Hazard Management Area, which must be free of structures and maintain a non-continuous tree canopy. Additionally, the Development Framework identifies Precinct C as requiring specific bushfire management provisions, which includes the establishment of a hazard management area.</p>	
<b>Cultural Values</b>	
<p><b>CV 1</b></p> <p>Recognise, retain and protect Aboriginal heritage values within the region for their character, culture, sense of place, contribution to our understanding history and contribution to the region's competitive advantage</p>	<p><b>CV 1.3</b> Avoid the allocation of land use growth opportunities in areas where Aboriginal cultural heritage values are known to exist.</p>
<p><b>Consistent</b></p> <p>An Aboriginal Heritage Assessment was undertaken for the Boyer Road Development Precinct, identifying two Aboriginal heritage sites, an area of High Potential Archaeological Sensitivity (PAS), and a zone of Moderate Archaeological Sensitivity (MAS). These culturally sensitive areas have been integrated into public open space to avoid disturbance and ensure their protection.</p>	



Subsurface investigations confirmed the absence of Aboriginal cultural materials or features within the precinct. The two identified heritage sites – Site AH8815 (artefact scatter), assessed as having medium scientific and aesthetic significance and high social significance, and Site AH11483 (isolated artefact), assessed as having low-medium scientific significance and medium-high social significance – will be preserved within designated open space, consistent with the recommendations of the Aboriginal Heritage Assessment and Sub-surface Investigations Report.

#### CV 2

Recognise, retain and protect historic cultural heritage values within the region for their character, culture, sense of place, contribution to our understanding history and contribution to the region's competitive advantage

**CV 2.7** Provide a degree of flexibility to enable consideration of development applications involving the adaptive reuse of heritage buildings that might otherwise be prohibited.

#### Consistent

The Development Precinct includes a heritage-listed property at 50 Boyer Road, known as the Genappe Homestead. The Boyer Road Master Plan and Development Framework proposes the retention of a 1.5-hectare curtilage around the homestead to preserve its setting and protect key view corridors from Boyer Road by limiting development within these sightlines.

The primary heritage feature within the precinct is the Genappe Homestead complex, which includes the main residence, associated outbuildings, sheds, and garden plantings. No additional historic heritage features or areas of elevated archaeological potential were identified elsewhere with the precinct. The homestead complex itself was assessed as having the highest archaeological potential.

An exception is the area surrounding a recorded red brick feature, which, based on historic aerial imagery, appears to be the foundation of a pre-1946 structure. This area has been assessed as having some archaeological potential and will be incorporated into open space to ensure its ongoing potential.

#### Recreation and Open Space

#### ROS 1

Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and wellbeing, amenity, environmental sustainability, and the economy

**ROS 1.5** Ensure residential areas, open spaces and other community destinations are well connected with a network of high-quality walking and cycling routes.

**ROS 1.6** Ensure subdivision and development is consistent with principles outlined in 'Healthy by Design: A Guide to Planning and Designing Environments for Active Living in Tasmania'.



**Consistent**

The Master Plan sets out a cohesive network of open spaces, connected by shared trails and roads to support active living, accessibility, and community well-being—aligned with *Healthy by Design* principles. Streetscapes will be enhanced with landscaping and tree planting to create a welcoming and attractive public realm.

It promotes a vibrant, mixed-use neighbourhood with convenient access to amenities, including Precinct D, envisioned as a lively town centre. Potential pedestrian and cycling links to Northern Christian School will improve connectivity and integration.

All homes will be within 400 metres of public open space, ensuring equitable access to areas for recreation and informal gatherings. These spaces will be linked by trails and roads and designed for passive surveillance to enhance safety.

A proposed east-west arterial road will support a future bus route, complemented by a network of footpaths and trails to improve access to public transport and encourage sustainable mobility.

Central to the plan is a well-connected active transport network, featuring safe and accessible walking and cycling routes that reduce reliance on cars. Streets will be designed for safety and functionality, with clear crossings, traffic-calming measures, and pedestrian-friendly infrastructure to foster a low-speed, community-oriented environment.

**Social Infrastructure****SI 1**

Provide high quality social and community facilities to meet the education, health and care needs of the community and facilitate healthy, happy and productive lives

**SI 1.2** Match location and delivery of social infrastructure with the needs of the community and, where relevant, in sequence with residential land release.

**SI 1.3** Provide social infrastructure that is well located and accessible in relation to residential development, public transport services, employment and education opportunities

**SI 1.4** Identify and protect sites for social infrastructure, particularly in high social dependency areas, targeted urban growth areas (both infill and greenfield) and in identified Activity Centres.

**SI 1.5** Provide multi-purpose, flexible and adaptable social infrastructure that can respond to changing and emerging community needs over time.

**SI 1.6** Co-locate and integrate community facilities and services to improve service delivery, and form accessible hubs and focus points for community activity, in a manner consistent with the Activity Centre hierarchy.

**Consistent**

The Development Framework and SAP includes provisions for establishing a small town centre within Precinct D. The Development Framework supports the creation of a diverse mix of residential, commercial and retail land uses within this Precinct, allowing this area to function as a local centre.



Additionally, the Development Framework ensures future pedestrian connectivity to Northern Christian School.	
<b>SI 2</b> Provide for the broad distribution and variety of social housing in areas with good public transport accessibility or in proximity to employment, education, and other community services.	<b>SA 2.1</b> Provide flexibility in planning schemes for a variety of housing types in residential areas  <b>SI 2.2</b> Ensure planning schemes do not prevent the establishment of social housing in residential areas
<b><u>Consistent</u></b>  The Boyer Road Development Framework accommodates a variety of allotment sizes, with Precincts A and D offering minimum allotments of 250m <sup>2</sup> , Precinct B 450m <sup>2</sup> , and Precinct C 1,000m <sup>2</sup> . All precincts are conveniently located near open spaces, with Precinct D particularly intended to meet residents' everyday needs by providing for small-scale non-residential uses. Although there are currently no public transport routes within the Development Precinct, the proposed east-west road can support a future bus route within walking distance of all proposed allotments.  Additionally, the proposed amendment does not preclude the establishment of social housing within the Development Precinct.	
<b>Physical Infrastructure</b>	
<b>PI 1</b> Maximise the efficiency of existing physical infrastructure	<b>PI.1.</b> Preference growth that utilises under-capacity of existing infrastructure through the regional settlement strategy and Urban Growth Boundary for metropolitan area of Greater Hobart
<b><u>Consistent</u></b>  The Development Precinct is located within the Urban Growth Boundary for Greater Hobart; however, the proposal will require the extension of physical infrastructure to support its future development.  Tasmania is in the midst of a serious housing crisis, with the largest increase in homelessness in the nation, a social housing wait list that has doubled, and an unprecedented increase in rent and house prices. It is anticipated that the Brighton LGA will face land supply shortages within the next decade. The Brighton LGA is expected to reach land exhaustion (shovel-read) within 11 years, while the Bridgewater township is anticipated to experience land exhaustion within the next 7 years.  To address this forecast shortfall, it is necessary to rezone the Development Precinct, with Brighton Council receiving Federal funding to assist with this process.	
<b>PI 2</b> Plan, coordinate and deliver physical infrastructure and servicing in a timely manner to support the regional settlement patterns and specific growth management strategies	<b>PI 2.1</b> Use the provision of infrastructure to support desired regional growth, cohesive urban and rural communities, more compact and sustainable urban form and economic development  <b>PI 2.4</b> Use information from the Regional Land Use Strategy, including demographic and dwelling forecasts and the growth management strategies, to inform infrastructure planning and service delivery.



	<p><b>PI 2.5</b> Develop a regionally framework(s) for developer charges associated with infrastructure provision, ensuring that pricing signals associated with the provision of physical infrastructure is consistent with the Regional Land Use Strategy.</p> <p><b>PI 2.6</b> Ensure electricity generation and major transmission assets are recognised and protected within planning schemes to provide for continued electricity supply.</p>
<p><b><u>Consistent</u></b></p> <p>A key driver for the proposed amendment is to address the urgent need for residential land in the Brighton region. The Brighton LGA is projected to deplete its shovel-ready land within 11 years, while the Bridgewater township is expected to reach land exhaustion in just 7 years. Best practice suggests that a 15-year supply of shovel-ready land is needed to maintain a sustainable housing market.</p> <p>The Boyer Road Precinct is designated as a Greenfield Development Precinct within the STRLUS. Rezoning of this land aims to ensure there is adequate land zoned for residential purposes to meet future forecast needs. It is noted that it may take several years or more before there is sufficient demand to develop the precinct.</p> <p>The responsibility for delivering the necessary Council infrastructure (i.e., stormwater, Boyer Road intersections, roads etc.,) is anticipated to fall on future applicants. Regarding TasWater and TasNetworks infrastructure, given the significant costs, this would likely be provided by those agencies, and head works charges (or similar) imposed on the developer at time of subdivision as per their respective policies.</p> <p>It is acknowledged that Brighton Council has secured a grant for the South Brighton Precinct, specifically for infrastructure within the suburb of Brighton. This demonstrates that funding for trunk infrastructure required for urban growth can be achieved without direct intervention by the Council to act as a 'banker' for providing the infrastructure required and then recoup the costs. Similarly, the South Brighton example shows Council can partner with infrastructure providers, such as TasWater, to secure funding for infrastructure upgrades not necessarily in their Capital Projects and Infrastructure planning.</p> <p>The upgrading of the TasWater reservoir on Cobbs Hill Road as well as the sewer infrastructure along Boyer Road will be required to service not only the subject site, but also the Sorrell Street Masterplan area and infill development anticipated within the Bridgewater Waterfront Masterplan. Therefore, these upgrades will be required for the realisation of the revitalised precinct stretching from the new Bridgewater Bridge to the subject site. However, these upgrades are yet to be determined or committed to.</p>	
<p><b>Settlement and Residential Development</b></p>	
<p><b>SRD 1</b></p> <p>Provide a sustainable and compact network of settlements within Greater Hobart at its core, that is capable of meeting projected demand.</p>	<p><b>SRD 1.1</b> Implement the Regional Settlement Strategy and associated growth management strategies through planning schemes</p> <p><b>SRD 1.5</b> Ensure land zoned residential is developed at a minimum of 15 dwellings per hectare (net density)</p>



<p><b>SRD 2</b></p> <p>Manage residential growth for Greater Hobart on a whole of settlement basis and in a manner that balances the needs for greater sustainability, housing choice, and affordability</p>	<p><b>SRD 2.3.</b> Provide greenfield land for residential purposes across the following Greenfield Development Precincts ... 'Bridgewater North'</p> <p><b>SRD 2.7.</b> Distribute residential infill growth across the existing urban areas for the 25 year planning period as follows ... Brighton LGA 15% (1,987 dwellings)</p> <p><b>SRD 2.8</b> Encourage a greater mix of residential dwelling types across the area with a particular focus on dwelling types that will provide for demographic change</p> <p><b>SRD 2.11</b> Increase the supply of affordable housing</p>
<p><b><u>Consistent</u></b></p> <p>Since 2016, Brighton Council has recorded the highest proportional population growth compared to both the Southern Region and Greater Hobart – at trend that is projected to continue well into the future. As of 30 June 2023, the estimated population of the Brighton Council area was approximately 19,988 residents, reflecting a 1.57% increase (+310 people) from the 19,688 population recorded on 30 June 2022. Since 2018, Brighton Council has consistently outpaced Greater Hobart in percentage growth, with the latter currently experiencing a growth rate of just 0.46%.</p> <p>Demand for private dwellings in Southern Regional Tasmania (excluding metropolitan Clarence and Kingborough) is projected to grow significantly, increasing from 58,284 dwellings in 2021 to 74,202 by 2046. This equates to an average of 640 new dwellings per year, with demand peaking early in the forecast period at 800–900 dwellings annually before tapering to around 500 per year by 2046. This growth is driven by population increases, a decline in average household size from 2.47 to 2.34, and demand for non-permanent accommodation, all of which contribute to a need for more dwellings to house the same number of people.</p> <p>While the broader Southern Regional Tasmania area has a theoretical land supply for approximately 15,500 dwellings, this figure drops to just over 12,200 when accounting for development constraints. This supply is expected to be exhausted by 2042. Within this context, the Brighton Local Government Area (LGA) is facing more immediate pressure, with current land supply projected to be exhausted within 11 years. Brighton is forecast to require 3,284 additional dwellings, yet current land availability can only accommodate 1,517, resulting in a shortfall of 1,767 dwellings.</p> <p>The Development Precinct has been directly identified as a Greenfield Development Precinct (Bridgewater North) within the STRLUS, with its rezoning expected to unlock land capable of supporting ongoing population growth and subsequent dwelling demand.</p> <p>The Development Framework has been carefully structured to achieve a minimum residential density of 15 dwellings per hectare, in alignment with SRD 1.5. It has been designed to foster a high level of residential amenity through the creation of an active, safe, and visually appealing urban environment. The framework also ensures a gradual and context-sensitive transition in residential densities, maintaining compatibility with the character of surrounding established areas while supporting the efficient use of land and infrastructure.</p>	



Within Precinct A, the framework facilitates higher-density subdivision to support the delivery of affordable housing and a diverse range of housing types, including medium-density typologies, with a minimum site area of 200m<sup>2</sup>. Precinct B is intended to accommodate predominantly traditional allotments while still allowing for housing diversity, with a minimum site area of 400m<sup>2</sup>. Precinct C provides for larger allotments, with a minimum site area of 800m<sup>2</sup>, to ensure a suitable transition to adjacent zones, address site-specific constraints, and mitigate bushfire risk.

Precinct D is designated as a mixed-use area that will support a combination of commercial, retail, and community uses scaled to serve the local catchment. It is intended to accommodate non-residential development that enhances the public realm while preserving residential amenity. The precinct will also support medium-density housing appropriate to its mixed-use character and serve as a visually engaging gateway to the Boyer Road Specific Area Plan. Built form in this precinct is encouraged to activate the street frontage and promote pedestrian-level engagement, with a minimum site area of 200m<sup>2</sup>.

### Activity Centres

#### AC 1

Focus employment, retail and commercial uses, community service and opportunities for social interaction in well-planned, vibrant and accessible regional activity centres that are provided with a high level of amenity and with good transport links with residential areas

**AC 1.4** Promote a greater emphasis on the role of activity centres, particularly neighbourhood and local activity centres, in revitalizing and strengthening the local community

**AC 1.6** Encourage an appropriate mix of uses in activity centres to create multi-functional activity in those centres

**AC 1.10** Activity centres should encourage local employment, although in most cases this will consist of small scale businesses servicing the local or district areas

### Consistent

A local need for a neighbourhood-scale grocer in Bridgewater has been identified by 2041. However, given that the Development Precinct comprises six separate landholdings and has not yet undergone site consolidation, it is considered premature to formally designate the location of a future activity centre or rezone any portion of the site to the Local Business Zone (LBZ) at this stage.

While the current Planning Scheme Amendment does not propose rezoning to LBZ, the Development Framework has been purposefully designed to accommodate future commercial and community uses consistent with the intent of the LBZ. These uses are concentrated within Precinct D, which is guided by a specific plan purpose under BRI-S13.1.13. This purpose supports the creation of a mixed-use precinct that provides commercial, retail, and community services for the local catchment, encourages non-residential development that enhances the public realm while maintaining residential amenity, and supports medium-density housing that complements the precinct's mixed-use character. It also aims to establish a visually engaging gateway to the Boyer Road Specific Area Plan and promote active street-level engagement through pedestrian connectivity and active frontages.

Precinct D also contemplates a range of non-residential land uses, including a child health clinic, childcare centre, consulting rooms, food service premises (excluding drive-throughs), local shops, medical centres, places of worship, arts and craft centres, public halls, residential support services, veterinary surgeries, and a supermarket with a maximum floor area of 540m<sup>2</sup>.

Should the need arise in the future to formally rezone this area to LBZ, this could be pursued through a subsequent Planning Scheme Amendment process.

As such, it is considered that the proposed amendments continue to further the requirements of the STRLUS.



### 8.1.3. Assessment of Section 34 (2) (f) of the Act

#### 34. LPS Criteria

*(2) The LPS criteria to be met by a relevant planning instrument are that the instrument -*

- (f) Is consistent with the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates;*

#### 8.1.3.1 Brighton Council Strategic Plan 2023 - 2033

The proposed amendment is consistent with the following relevant strategies from the Brighton Council Strategic Plan 2023 – 2033:

- 1.3 - Ensure attractive local areas that provide social, recreational and economic opportunities
- 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

### 8.1.3. Assessment of Section 34 (2) (g) of the Act

#### 34. LPS Criteria

*(2) The LPS criteria to be met by a relevant planning instrument are that the instrument -*

- (g) As far as practicable, is consistent with and coordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;*

The proposed amendment will not impact on the LPS of an adjacent municipal area. The amendment has been assessed as being consistent with the STRLUS.

### 8.1.4. Assessment of Section 34 (2) (h) of the Act

#### 34. LPS Criteria

*(2) The LPS criteria to be met by a relevant planning instrument are that the instrument -*

- (h) Has regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.*

The Development Precinct is not affected by the Gas Pipeline. Accordingly, there are no issues of gas pipeline safety associated with the draft amendment.

The proposed amendment is therefore considered to be consistent with the requirements under Section 34 (2) of the Act.

## 8.2. Assessment of Section 32 of the Act

### 32. Contents of LPS

*(3) Without limiting subsection (2) but subject to subsections (4), an LPS may, if permitted to do so by the SPPS, include -*

- (a) A particular purpose zone, being a group of provisions consisting of -*
  - (i) A zone that is particular to an area of land; and*
  - (ii) The provisions that are to apply in relation to that zone; or*
- (b) A specific area plan, being a plan consisting of -*



- (i) *A map or overlay that delineates a particular area of land; and*
- (ii) *The provisions that are to apply to that land in addition to, in modification of, or in substitution for, a provision, or provisions, of the SPPs; or*
- (c) *A site-specific qualification, being a provision, or provisions, in relation to a particular area of land, that modify, are in substitution for, or are in addition to, a provision, or provisions, of the SPPs.*
- (4) *An LPS may only include a provision referred to in subsection (3) in relation to an area of land if –*
  - (a) *A use or development to which the provision relates is of significant social, economic, or environmental benefit to the State, a region or a municipal area; or*
  - (b) *The area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPP*

### 8.2.1 Assessment of s32 (3) (b) & s32 (4) (b)

The proposed Boyer Road SAP is essential to address the unique spatial qualities and separate ownership of the six (6) parcels within the Development Precinct. The SAP will ensure that the required infrastructure and staging of the precinct occurs in a coordinated manner, avoiding ad-hoc development and ensuring seamless integration.

The Boyer Road SAP provides a Development Framework that facilitates the development of the land into a comprehensive, practical, and people-focused residential community. This community will feature good connectivity, high levels of amenity, generous areas of public open space, and local opportunities that support the day-to-day needs of residents.

The SAP outlines four unique precincts, each supporting a range of densities and allotment sizes, enabling the area to form a cohesive extension of the broader Bridgewater township. Future connection to Northern Christian School will provide residents with easy access to key educational services. Additionally, Precinct D offers opportunities for establishing a small local centre, which could include a local grocer, medical centre, cafe, and/or childcare facility (amongst other land uses) within a mixed-use area which enhances the liveability for future residents.

Without the SAP controls, simply rezoning the land to General Residential would likely result in ad-hoc development of the land and associated infrastructure. This approach would fail to achieve the desired residential yields necessary to ensure a 15-year shovel-ready land supply. It would also fall short in providing the required connectivity, high levels of amenity, and addressing the unique nature of the site, including the protection of vulnerable environmental species, interfaces with adjacent Agriculture and Rural land, and sites of Aboriginal heritage, in a holistic and sensitive manner.

## 9. Conclusion

The proposal to amend the *Brighton Local Provisions Schedule* is consistent with regional and local land use strategy and the requirements of the *Land Use Planning and Approvals Act 1993*.

On this basis, it is recommended that Council initiate and certify draft amendment RZ 2025-04 as detailed in this report and in the attachments.



**RECOMMENDATION:**

- A. That in accordance with s40D(b) of the *Land Use Planning and Approvals Act 1993* that the planning authority, of its own motion, prepare a draft amendment of an LPS, to be known as draft amendment RZ 2025-04 as follows:
- a. To amend the planning scheme map to:
    - i. Rezone the land at:
      1. 50 Boyer Road, 170 Boyer Road, 182 Boyer Road and parts of 25 Cobbs Hill Road, 29 Cobbs Hill Road and 31 Cobbs Hill Road from Future Urban Zone to General Residential Zone;
      2. Part of 31 Cobbs Hill Road from Future Urban Zone to Landscape Conservation Zone;
    - ii. Amend the priority vegetation area layer over 31 Cobbs Hill Road and 25 Cobbs Hill Road; Amend the Local Heritage Place BRI-C6.1.68 overlay mapping at 50 Boyer Road;
    - iii. Insert the Boyer Road Precinct Specific Area Plan overlay over 50 Boyer Road, 170 Boyer Road, 182 Boyer Road, 25 Cobbs Hill Road, 29 Cobbs Hill Road and 31 Cobbs Hill Road;
    - iv. Insert the Local Area Objectives overlay BRI-S13.3 on part of 50 Boyer Road.
  - b. Amend the Planning Scheme Ordinance to:
    - i. Introduce the Boyer Road Specific Area Plan at clause BRI-S13.0.
- B. That in accordance with Section 40F(2)(a) of the *Land Use Planning and Approvals Act 1993*, Council considers that draft amendment RZ 2025-04 satisfies the provisions of Section 34 of the *Land Use Planning and Approvals Act 1993*.
- C. That in accordance with Section 40F(3) of the *Land Use Planning and Approvals Act 1993*, Council directs that draft amendment RZ 2025-04 be certified by instrument in writing affixed with the common seal of the Council.
- D. That in accordance with Section 40F(4) of the *Land Use Planning and Approvals Act 1993*, Council directs that a certified copy of draft amendment RZ 2025-04 be given to the Tasmanian Planning Commission within seven (7) days.
- E. That in accordance with Section 40FA(1) of the *Land Use Planning and Approvals Act 1993*, Council directs that a copy of the draft amendment RZ 2025-04 be provided to relevant agencies and those state service, or State authorities, that the planning authority considers may have an interest in the draft amendment.
- F. That in accordance with Section 40G(1) of the *Land Use Planning and Approvals Act 1993*, Council directs that draft amendment RZ 2025-04 be placed on public exhibition as soon as practicable.

**DECISION:**

*Cr De La Torre moved, Cr Irons seconded that the recommendation be adopted.*

**CARRIED**



## VOTING RECORD

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

Meeting closed: 6.10pm

Confirmed: \_\_\_\_\_  
(Mayor)

Date: \_\_\_\_\_  
15 July 2025



11 June 2025

Dear CEO/GM,

**Support for Garage Sale Trail 2025 – Promoting Circular Economy Outcomes**

As you are aware, TasWaste South has previously supported participating of southern councils in the Garage Sale Trail program. It is a well-established initiative that directly promotes the circular economy and delivers real value to your local community.

TasWaste South is pleased to once again support participation in the Garage Sale Trail program by member councils from 2025 through to 2028 inclusive. TasWaste South has agreed to fund for a region-wide partnership to cover the southern region which means that, should your council wish to participate, there will be no direct cost for the councils.

This represents a modest financial contribution from TasWaste South consistent with budgeted amounts for previous years achieved through covering the whole region and builds on the previous support from within the region with nine of 12 councils participating last year.

Garage Sale Trail is a practical and engaging initiative that encourages reuse, reduces resources to landfill and helps households repurpose unwanted items through localised garage sales. This initiative is a clear demonstration of levy funds in action - delivering on waste reduction outcomes whilst fostering community involvement and awareness.

Importantly, this program is ready-to-go, with:

- A straightforward participation process requiring minimal internal effort. This is facilitated by:
  - Professionally designed and customised promotional materials ready to be shared directly with your communications and waste teams to share with your community.
  - Garage Sale Trail to deliver a media and digital marketing campaign across the southern region.
  - A workshop held in August to arm you with the relevant information.
  - A mid-campaign workshop held in October to assess progress and enhance promotional efforts.
  - All community enquiries will be managed by Garage Sale Trail.

## Contact Us:

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Tasmania 7001

Tel: 0409 963 061  
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ABN 71 966 321 558



Supported by the Tasmanian  
Government through the Waste  
and Resource Recovery Board.



By supporting this initiative, your council can showcase a tangible commitment to waste minimisation and circular economy principles while also engaging positively with the local community in a meaningful and accessible way. This event could be run alongside other community events and is an excellent opportunity to involve sporting and other community clubs in the reuse sector.

Your officers will be contacted shortly by the Garage Sale Trail team to confirm your council's participation and provide you with a formal program overview and media kit for your perusal.

Thank you for your continued leadership in supporting progressive waste and resource recovery initiatives.

Yours sincerely,



Paul Jackson  
**CEO - TasWaste South**

## Contact Us:

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Supported by the Tasmanian  
Government through the Waste  
and Resource Recovery Board.





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18 June 2025

Att: Mr James Dryburgh  
GM/CEO, Brighton Council  
Via email: [admin@brighton.tas.gov.au](mailto:admin@brighton.tas.gov.au)

Dear Mr Dryburgh

### **Update from the Tasmanian Waste and Resource Recovery Board**

As a valued stakeholder, I am pleased to provide you with an update on the activities of the Waste and Resource Recovery Board.

Since its establishment, the Board has laid a strong foundation for lasting improvements in waste and resource management in Tasmania. With major investments already made in infrastructure, community capacity, and strategic partnerships, we are now well positioned to accelerate action and deliver long-term results.

The process of establishing the inaugural Board — along with its systems and governance arrangements — was intensive and time-consuming. Pleasingly, we are now moving beyond this foundational phase to focus on implementation and delivery. Our clear priority is to consolidate progress, invest for impact, and support Tasmania's transition to a more sustainable, circular resource recovery system — moving beyond recycling and reducing waste to landfill by keeping valuable materials in use for as long as possible.

Upon its establishment, the Board received a Ministerial Direction outlining the Government's initial priorities. In addition to overseeing start-up arrangements, the Direction tasked the Board with:

- Developing the Tasmanian Waste and Resource Recovery Strategy (WRR Strategy).
- Establishing and administering the following programs:
  - Charitable Recyclers Program (\$100,000 committed annually).
  - Levy rebate for resource recovery facilities (\$750,000 committed annually).
  - Support to public authorities to address illegal dumping and littering (\$800,000 committed annually).



- Support for Regional Waste Organisations (\$6.83 million reinvested to date).
- Support for remote councils, including site visits (\$500,000 committed annually).
- Exceptional circumstances funding, allocated on a case-by-case basis (\$500,000 committed annually).

In September 2024, further Ministerial priorities were issued and have since been reaffirmed by the then Minister for Environment, Minister Ogilvie. These include:

- A review of industrial waste generation, movement, and fate, with a focus on northern Tasmania.
- Development of a Tasmanian Organics Strategy, informed by current and future composting demands.
- A funded, statewide waste and resource recovery education program.

In February 2025, the Minister also requested the Board investigate waste oil management in Tasmania.

I am pleased to advise that all Ministerial directions and requests are now either completed or well underway.

The WRR Strategy is the Board's most critical guiding document. It sets out a clear vision and is built around four strategic pillars, each with three objectives. We are now halfway through the life of the Strategy and have made strong progress — not only by the Board, but also through industry, government, and community partners.

Work has now commenced on a review of the inaugural Strategy, with a revised version to be released for public consultation in 2026.

To support infrastructure aligned with circular economy outcomes, the Board developed the High Priority Infrastructure Grants Program:

- Round 1 received 40 applications; 18 were funded, totaling \$3.5 million.
- Round 2, valued at \$2.5 million, recently closed and was oversubscribed.
- Round 3 is planned for release later this year.

Additional initiatives include:

- A schools education program (\$250,000 reinvested).
- A scholarship program established (\$100,000 committed annually).
- A community grants program, launching in late 2025 (\$500,000 committed).
- A sponsorship program (over \$70,000 in sponsorship funding provided to date).
- A statewide education program to be delivered through ReThink Waste in collaboration with the Regional Waste Organisations (\$4.3M committed to 2028).

I'm particularly proud of the charitable reuse study recently completed. The study highlights the significant volume of material reused within the charitable sector and includes a new calculator tool for council use. More importantly, it will inform the



development of a \$500,000 reinvestment program for the reuse and repair sector, to be delivered in the 2025–26 financial year.

The Board is committed to building on current momentum and sharpening its focus in key areas. Our 2025–26 priorities include:

- Continued delivery of the WRR Strategy through targeted investments, grants, and data-driven projects.
- Completion of the WRR Strategy review to guide work from 2026 onward.
- Fulfilling ongoing obligations under Ministerial Directions.
- Ongoing improvement of governance and corporate practices.
- Strengthening engagement with councils, community groups, Regional Waste Organisations, government and industry to understand needs, close gaps, and maximise opportunities.

The Board does not operate in isolation. We have developed a strong working relationship with the Department of Natural Resources and Environment Tasmania, enabling us to contribute to and co-deliver key State and national initiatives, including:

- The introduction of the Recycle Rewards container refund scheme
- Phasing out Problematic Single-Use Plastics (PSUPs)
- Funding support for organics processing and tyre recycling
- Participation in national efforts to implement the revised National Waste Policy and Action Plan
- Funding of statewide litter surveys in line with new national standards.

We trust this update is of interest and value, and we look forward to continuing to work with you. The Board welcomes opportunities for future collaboration with councils and other key stakeholders as we collectively build a more sustainable future for Tasmania.

Regards



Hon Pam Allan

Chair, Tasmanian Waste and Resource Recovery Board

cc: CEO Waste and Resource Recovery Board



3 July 2025

Re: Brighton Bowls & Community Club Inc - Assistance with applications for future grant opportunities.

Dear James,

Firstly, we would like to thank you for making time to meet with Colin and Margaret Felmingham, the President and Secretary of the Brighton Bowls Club & Community on Tuesday the 24 of June.

As you are aware we are an independent club operating as a Bowls and Community Club. The club supports our members and the wider community by holding events throughout the year, which are all manned by a small but dedicated volunteer base.

We have a regular Friday Night Meals once a month, Bingo every Monday Night and our Bar, which are our main source of income. We also provide the use of our facilities to community groups such as Rotary, Rural Youth, RSL Bowls and a group of PTSD sufferers.

Unfortunately, even with these regular events, the club is finding it difficult to meet the rising running costs that the club requires; for example, Insurances, equipment, general maintenance and the most expensive outlay being the grass green, which requires an experienced greenkeeper constant maintenance, chemicals and water.

We have approached you, as we are concerned about the future of our club in being able to maintain this level of expense and would ask for assistance in securing Grants, specifically toward the instalment of another synthetic green. This would significantly reduce the club's monetary outlay and safeguard our future.

Once again thanks for your time and we would welcome any assistance that your team could provide in the future.

Yours faithfully

Margaret Felmingham

Secretary

Brighton Bowls & Community Club Inc

0418 145 755









7 July 2025

**ATTACHMENT  
AGENDA ITEM 9**

Mrs Margaret Felmingham  
Secretary - Brighton Bowls & Community Club  
[brightonbowlsclub@outlook.com](mailto:brightonbowlsclub@outlook.com)

Dear Margaret

**BRIGHTON BOWLS & COMMUNITY CLUB**

Thank you for your letter dated 3<sup>rd</sup> July 2025 following the recent meeting with yourself and Colin at the Council Chambers. It was very useful in helping us better understand the issues the Club is currently facing.

Please be assured that Council will keep you informed if we identify any grant opportunities that may be relevant to your needs. Additionally, should you become aware of any opportunities that Council may assist with, please feel free to contact us for support.

Thank you once again for your engagement, and we look forward to working with you further.

Yours sincerely

James Dryburgh  
**CHIEF EXECUTIVE OFFICER**



**From:** Kellyanne Williams <[kellyanne.williams@54reasons.org.au](mailto:kellyanne.williams@54reasons.org.au)>

**Sent:** Monday, 7 July 2025 2:13 PM

**Subject:** Thank you

Good afternoon,

Just wanted to send an email thanking you for the support you provided to the HIPPY Brighton team last week during our NAIDOC event.

It was an amazing day seeing everyone come together and provide such a positive environment for the children and families.

Working in collaboration for the families is an asset for the Brighton community.

Special thanks to the Brighton Council making the venue available for our use on the day.

**Kellyanne Williams** | Team Leader HIPPY Brighton | **54 reasons**

Shop 106, 28 Greenpoint Road Bridgewater TAS 7019

Mobile: 0429 980 574 | Email: [kellyanne.williams@54reasons.org.au](mailto:kellyanne.williams@54reasons.org.au)

Work Days Mon-Fri 9-2.30

**54 reasons**

[54reasons.org.au](https://54reasons.org.au)



*I acknowledge Aboriginal and Torres Strait Islander people as enduring custodians of our ancient land and offer my respects to Elders, past, present and emerging. Working and living in lutruwita, and supporting the Uluru Statement from the Heart: <https://ulurustatement.org/>*

Save the Children Australia ABN 99 008 610 035 is a company limited by guarantee registered as a charity in Australia. Its registered office is Wurundjeri Woi-wurrung Country, Level 9/469 La Trobe Street, Melbourne, VIC 3000.



**We're here to make sure that all children and young people understand their rights – all 54 of them – and have them met, so they thrive. [DISCOVER THEM NOW.](#)**

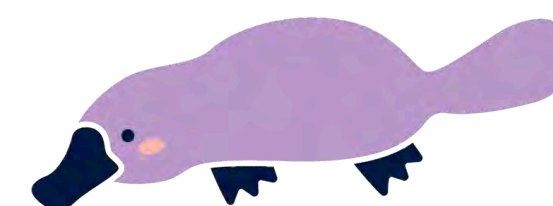




***HIPPY Brighton***

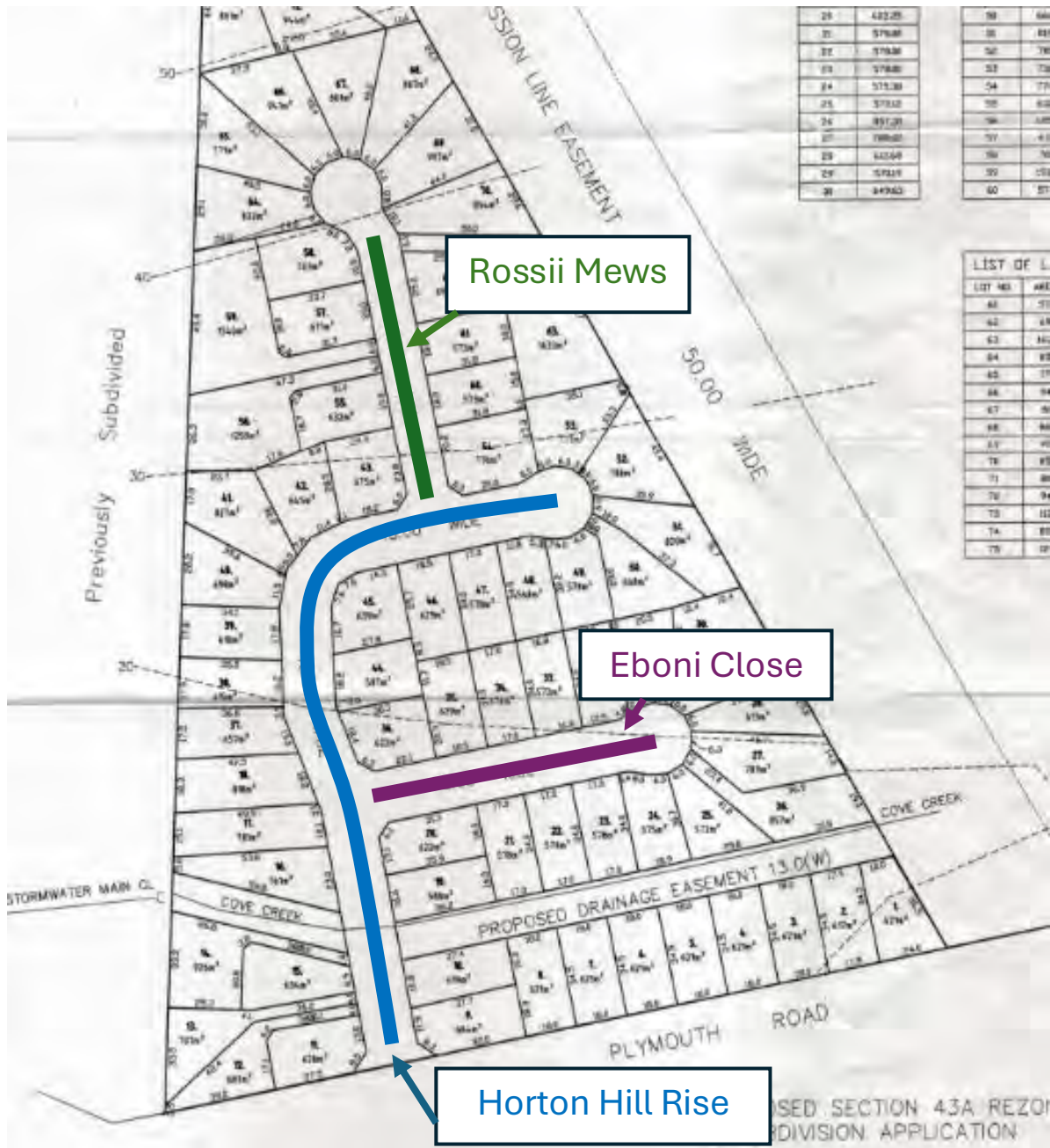
*Would like to thank*  
**BRIGHTON**  
**COUNCIL**

*For supporting our*  
***NATDOC***  
*celebration*  
*2025*



*54* reasons





Attachment 1: Map of Subdivision showing proposed street names.





**Brighton**  
*going places*

# Brighton Activity Centre Strategy

JUNE 2025

mesh


PREPARED BY MESH IN  
PARTNERSHIP WITH GEOGRAFIA

**Geografia**

**ATTACHMENT A  
AGENDA ITEM 16.2**







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



# Brighton Activity Centre Strategy

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CLIENT	BRIGHTON COUNCIL
PROJECT	Brighton Activity Centre Strategy
VERSION	03
PREPARED BY	Mesh in partnership with Geografia
REVIEWED BY	Geografia
DATE	13 June 2025

PREPARED BY MESH IN  
PARTNERSHIP WITH GEOGRAFIA

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Geografia



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# Introduction

## Why is an Activity Centre Strategy needed?

Brighton's population has grown faster than anticipated over the past decade, leading to an increase in light industry and commercial jobs.

The municipality of Brighton is increasingly serving a dual role: it not only acts as a key rural hub for nearby communities but also services the Greater Hobart area and becoming a more important provider of commercial and community services. This growth presents both new challenges and opportunities in terms of urban planning and service delivery.

To adequately address the rapid population growth, outer-urban location, and distinctive demographic and economic requirements, the Brighton Municipality requires an Activity Centre Strategy for efficient service planning.





## What is an Activity Centre?

Activity Centres are places where people go to shop, work, eat, play and meet. It can include places where you access key services such as government agencies, postal services, schools or health services. They are often described as community hubs or shopping centres. An example of an activity centre is Green Point or Cove Hill in Bridgewater, Glenorchy or Brighton Road.

## What is an Activity Centre Strategy?

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. A hierarchy of centres facilitates synergies and efficiencies and avoids unnecessary competition between centres.

## What is the purpose of the Brighton Activity Centre Strategy?

The strategy aims to guide and support a network of vibrant, multi-functional activity centres that integrate residential, community, cultural, recreational and economic uses to meet community needs through 2046.

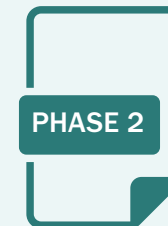
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## How did the community inform the strategy?

The community and key stakeholders inform the draft strategy in two key consultation phases.



**Phase 1** occurred between 21<sup>st</sup> October and 4<sup>th</sup> November. It captured themes to draft recommendations for the hierarchy and each centre, and gathered insights on how people interact with each centre and the aspirations of industry stakeholders.



The draft Strategy was available for public comment between April and May 2025. Submissions were received from the community, landowners, industry stakeholders and government agencies.



# Context

The municipality of Brighton, situated in Southern Tasmania at a regional level and within Greater Hobart at a metropolitan level, occupies the eastern bank of the Derwent River to the north of Hobart.

It comprises five urban and three rural suburbs, with the majority of its population concentrated in Bridgewater, Brighton, Gagebrook/Herdsman's Cove, and Old Beach.

Brighton is anchored by two crucial road networks of state and regional importance. The Midland Highway serves as Tasmania's primary freight and passenger link, connecting Launceston to Greater Hobart. The East Derwent Highway runs along the river's eastern shore, linking the Midland Highway to Rosny Hill Road.

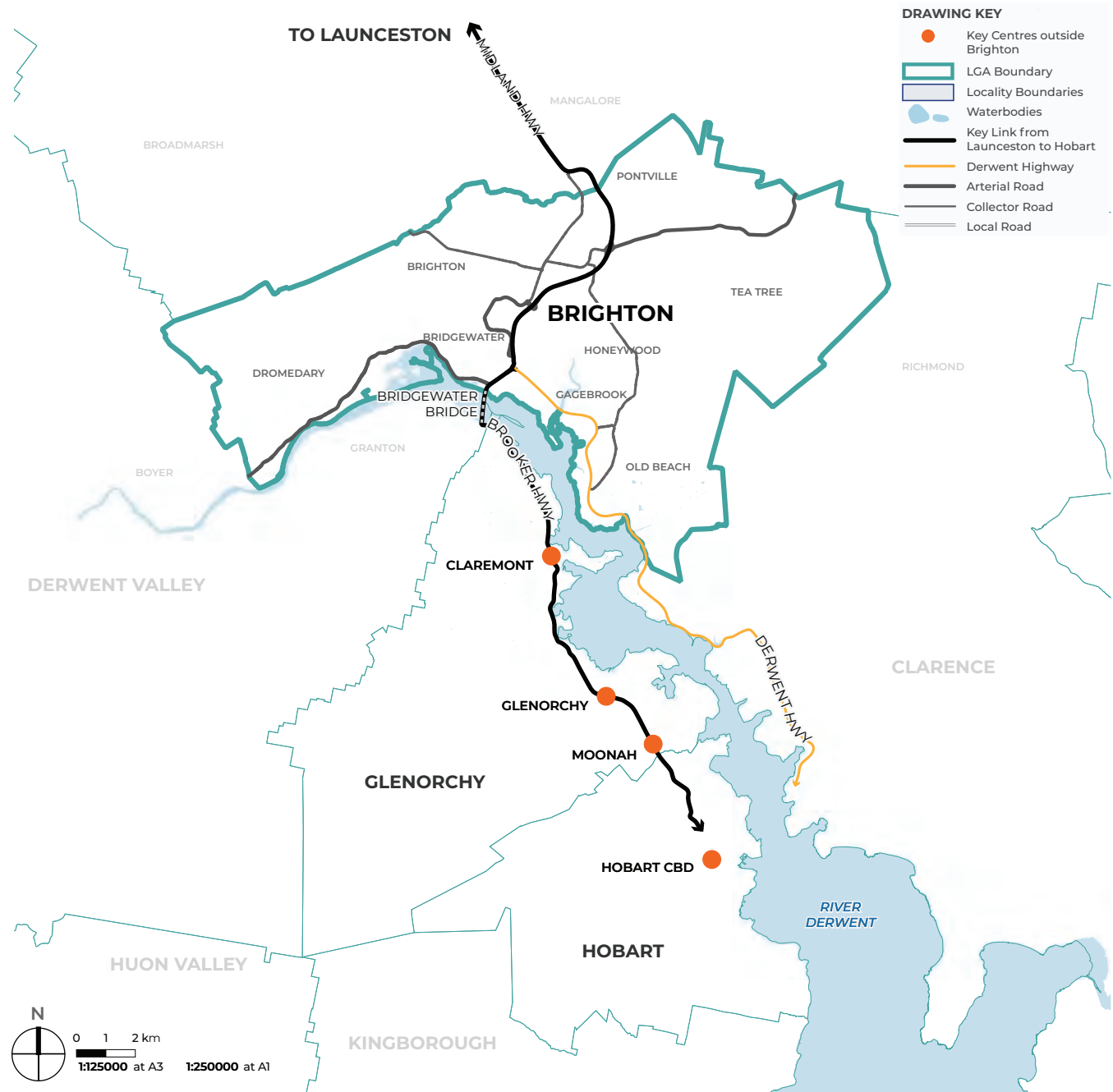


Figure 1. Regional and LGA Map



## Demographics

### Population and Growth



Since 2016, Brighton and Sorrel have demonstrated the highest proportional growth in the southern region and Greater Hobart, increasing by 21% and 19% respectively.<sup>1</sup>

As of 2022, Brighton's municipality population stands at approximately **19,998** (Profile Id 2023).

### Employment



Economically, Brighton's growth and employment are driven primarily by industrial activities such as transport and warehousing, facilitated by its substantial industrial land area - the largest in the region.

The municipality currently hosts 853 active businesses with key employment sectors including agriculture/food manufacturing, accommodation and food services, and public administration and safety.

Brighton has experienced a considerable increase in the number of light industry jobs. Notably, at 590 jobs, Transport, Postal and Warehousing is now the largest industry in the municipality (up by 121% From 2011).

Despite these economic strengths, Brighton faces significant socio-economic challenges, evidenced by the highest levels of disadvantage and rental stress of the region.

### How do people get around?



Brighton residents rely on private vehicle travel as their primary mode of transport. Public transport options available in the municipality are limited to bus routes providing connections with Hobart, Glenorchy and Rosny.

<sup>1</sup> Population growth at both regional and metropolitan levels is notably influenced by international migration, a significant demographic factor in Southern Tasmania, which is home to a total of 295,917 residents.  
Source: The Draft Tasmanian Planning Policies (2022), State Planning Office



The Centres & Mixed Use Areas

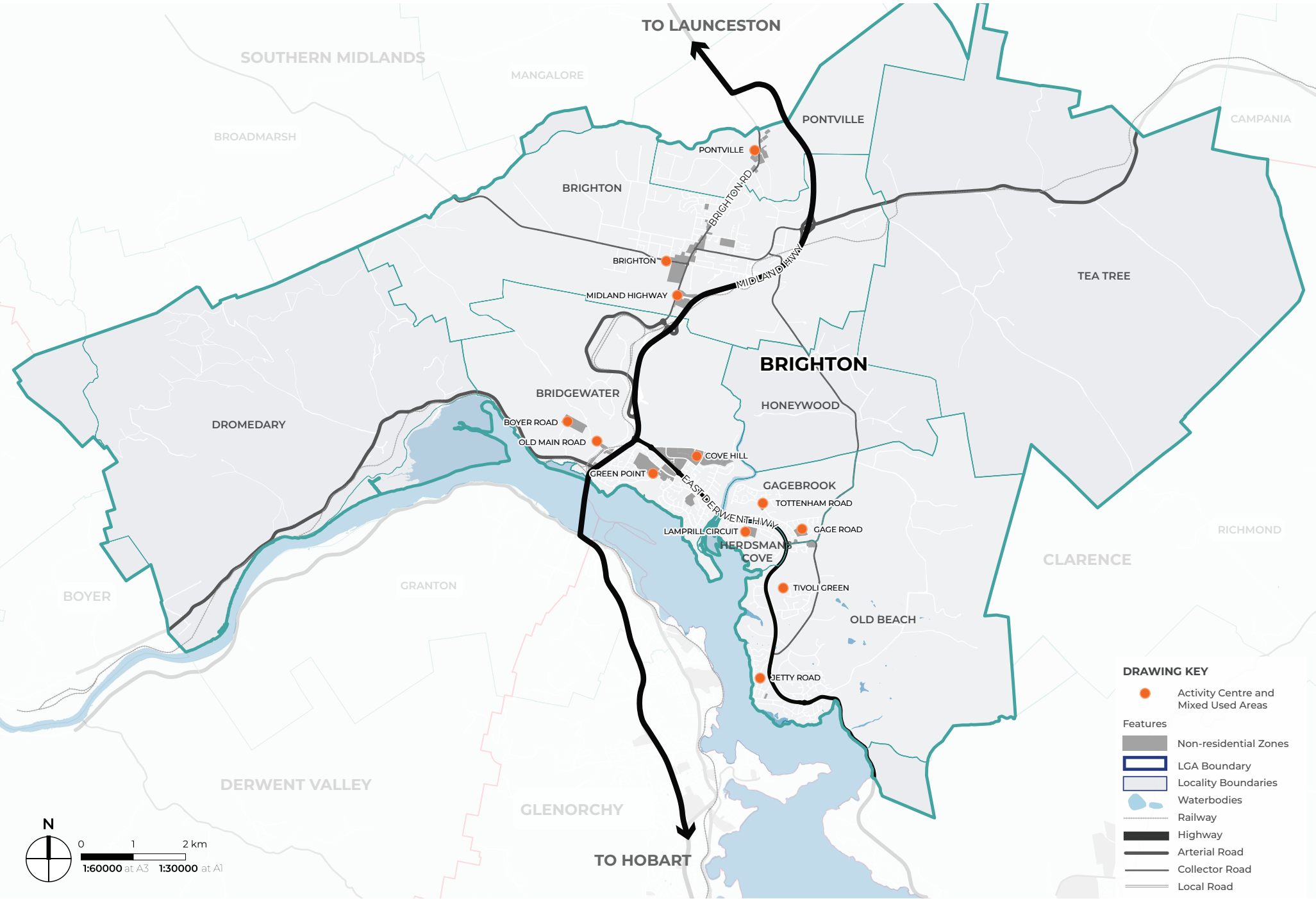


Figure 2. Network of centres and activity nodes in Brighton LGA and nearby municipalities.



### **Regional Role of Bridgewater and Brighton suburbs**

Both areas maintain a regional influence, extending their retail catchment beyond the municipality and playing a crucial role in the wider Southern Tasmania region.

### **High Resident Escape Spend in Bulky Goods**

A significant portion of Brighton residents' spending is directed outside the municipality, with the potential to recapture some, especially in bulky goods and food catering.

### **Role of Brighton Activity Centre**

As population growth continues, retail demand is anticipated to concentrate more heavily in Brighton Activity Centre.

### **Resident Escape Spend from Old Beach**

Old Beach has the highest level of Resident Escape Spend in the LGA.





# The Future of Brighton

## Demographic Findings

Brighton is experiencing significant population and job growth. The most notable trend is the continued population growth, which is expected to exceed earlier projections. These factors will influence the future needs of the community's activity centres.

### Higher than Expected Population Growth



Brighton's actual population growth consistently surpassed official forecasts.

### Modest Job Growth with a Focus on Population-Servicing Sectors

58%

Jobs in Brighton have grown by 58% over the past decade, with increases in retail, education, and construction, supporting a moderate demand for commercial land use. Notably the municipality has also experienced significant increases in Transport, Postal and Warehousing job numbers.

## Growth Areas

Population growth in the municipality is expected to be driven by several factors, including areas already planned for growth, as well as new growth areas that will be identified in upcoming strategic projects, such as the new regional land use strategy and future municipal plans. Figure 3 summarises areas currently identified for residential growth.





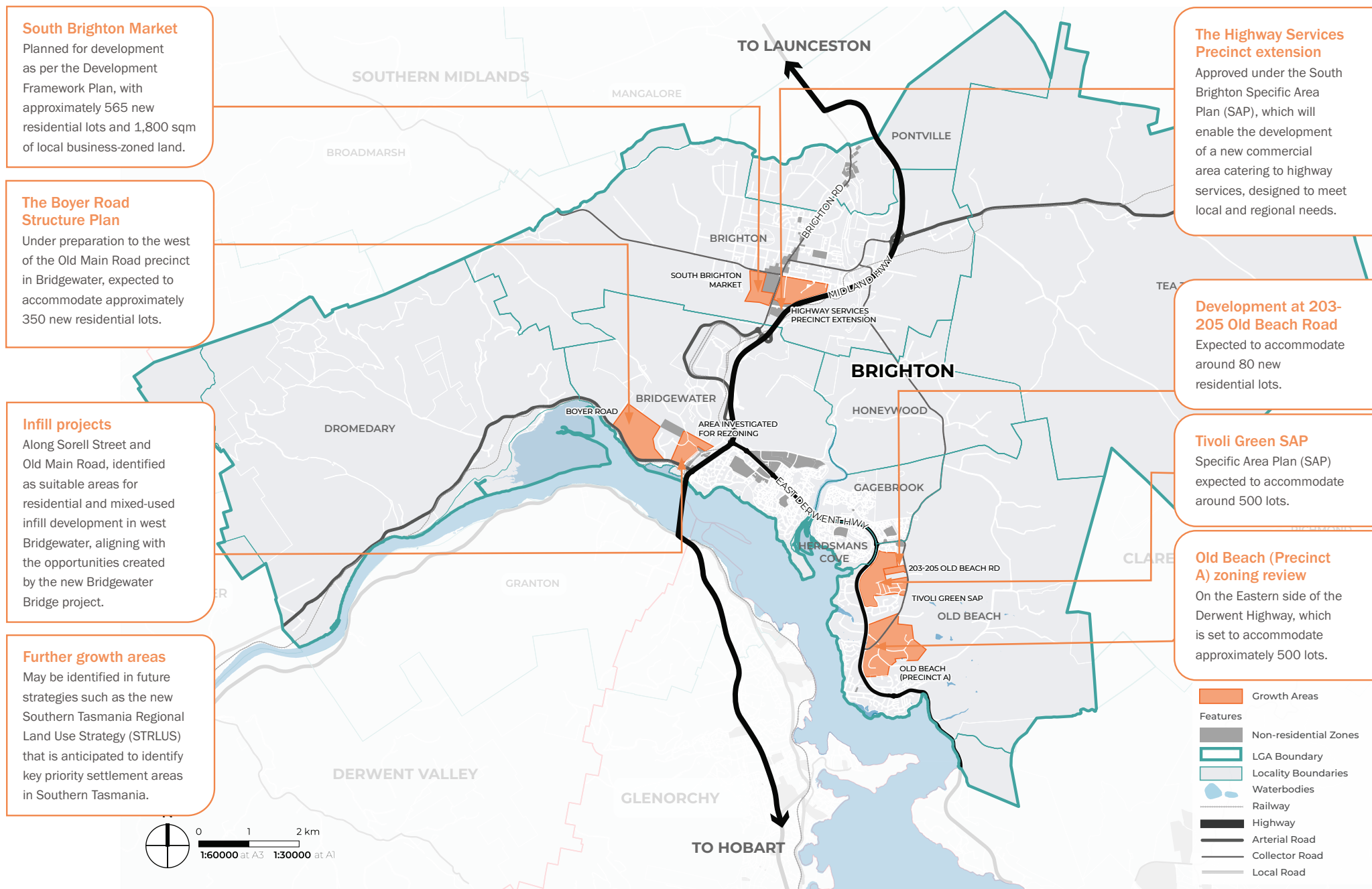


Figure 3. Network of centres and activity nodes in Brighton LGA and growth areas



# Creating the Strategy

The Brighton Activity Centre Strategy methodology includes a combination of policy review, community engagement and data analysis to inform the proposed activity centre hierarchy.





Step 1	✓	Step 2	✓	Step 3	✓	Step 4	✓	Step 5	✓	Step 6	✓
<p><b>Activity Centre Planning Principles</b></p> <p>The first step of the project was to undertake a background review of strategy planning policy and the strategy context for the economic development of Brighton and its activity centres and to identify and distil key principles for Activity Centre Planning in Tasmania.</p>		<p><b>Land Use Needs &amp; Gaps</b></p> <p>A retail, commercial and employment land use needs assessment to inform the activity centre strategy factoring growth up until 2046 and an analysis of Council's Social Infrastructure Plan to ensure relevant findings are incorporated in this strategy.</p>		<p><b>Community Engagement</b></p> <p>First round of Community engagement activities to capture valuable insights into local perceptions, needs and aspirations for the future of Brighton's activity centres.</p>		<p><b>The draft Strategy</b></p> <p>Preparation of the draft strategy through the identification of an activity centre hierarchy and development of objectives and strategic directions based on the community engagement findings, the policy and strategic context and the retail/commercial land use forecast needs of Brighton.</p>		<p><b>Community Engagement</b></p> <p>Second round of Community engagement activities to capture community feedback on the draft Strategy.</p>		<p><b>The Final Strategy includes the implementation plan</b></p> <p>Preparation of the final strategy.</p>	
Completed								April to May 2025		June 2025	



# Activity Centre Planning Principles

The purpose of the Background Assessment was to establish the strategic policy and strategy context for the economic development of Brighton and its activity centres.





Policies, Strategies, masterplan and assessments considered in this review include:

- The Draft Tasmanian Planning Policies (2022), State Planning Office.
- The Draft Tasmania Population Policy (2024), Department of State Growth.
- The Tasmanian Planning Scheme & Fact Sheet No. 5 (2017), State Planning Office.
- The Southern Tasmania Regional Land Use Strategy (2010-2035), Southern Tasmanian Councils Authority.
- The Draft Keep Hobart Moving Plan (2024), Department of State Growth.
- Brighton Council Structure Plan 2018, Essential Economics.
- Brighton Council Vision 2050, Brighton City Council.
- Brighton Structure Plan (2018), Echelon.
- Brighton Social Infrastructure Plan (2023) Ethos Urban & The Community Collaborative.
- Bridgewater Parkland (2016) – Master Plan Report, Play St.
- Bridgewater Waterfront Masterplan (2023), Brighton Council.
- South Brighton Market Assessment (2021), Choice Location Strategists.
- Old Beach Zoning Review (2023), ERA.

### **Southern Tasmania Regional Land Use Strategy**

**The Southern Regional Land Use Strategy (STRLUS) provides key directions for growth and land use across the region.**



First released in 2011, updated in 2013 and 2023 and is now under a major review. The Brighton Activity Centre Strategy is expected to be completed before the new STRLUS, and its findings will likely help guide the STRLUS review.

Once the updated STRLUS is finished, the Brighton Activity Centre Strategy may require further adjustments to align with the STRLUS and resolve any inconsistencies.

## **A Hierarchical Network**

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. A hierarchy ensures coordination of land uses and achievement of efficiencies while avoiding unnecessary competition between centres. This also means supporting the intensification of higher order activity centres serviced by public transport and directing major trip generating activities to these centres whilst acknowledging the role and importance of lower order centres such as local centres catering for the needs of the local community.



## Multi-functional Centres

Policy and strategic direction at all government levels recognise the importance of centres for both economic growth and community congregation and their success linked with the provision of higher density housing within or close to activity centres.

In line with developing activity centres as a focus for services, businesses, local employment and social interaction, land use policies direct a mix of uses and multi-functionality in these centres as mixed uses are conducive to economic growth and long-term economic resilience.

### A Mix of Businesses

At a local level, strategies envision activity centres to offer a diverse mix of local places to work, shop, eat and socialise creating a vibrant shopping street. Local issues and opportunities include the need for affordable commercial spaces, incentives for industry and businesses to relocate to Brighton, and the potential for a State Government department to be accommodated in the municipality.

### Increased Residential Density

Policy and strategies support the location of increased residential density in or near activity centres.

This is because there are reciprocal benefits of locating residential uses in activity centres. Residential uses support the economic success of businesses and significantly contribute to the vibrancy and ‘buzz’ associated with successful centres. Likewise, centres provide key services and infrastructure to support liveable outcomes for residents.

## Community, Culture and Recreation

There is an emphasis on the role of activity centres in revitalising and strengthening the local community; supporting social cohesion by concentrating community and social infrastructure such as schools, health care facilities, libraries, social services, child, youth and aged care services in accessible locations. As such, the strategy should protect and provide for these uses.

Further, activity centre planning should identify local challenges and support place-based approaches to deliver solutions that engage people of all ages, facilitate participation and enhance feelings of belonging by encouraging spaces for culture and the creative industries (among others).

At a local level, general issues and opportunities include the need for better access to local health care and wellbeing and the vulnerable population within the western region of Brighton.

## Industrial Sector

Draft State Policies emphasise that activity centre planning should avoid encroaching on industrial land, especially when such encroachment could hinder the potential for consolidating or expanding industrial zones.

## Tourism

Policies and strategies promote the integration of tourism infrastructure into activity centres such as:

- Providing flexibility within activity centres for tourism related use and development.
- Considering the constraints planning controls may present to innovative tourism land use and development.

## Encouraging Innovation

Existing policy and strategies, particularly at State and Regional level recognise the need to consider the relationship between existing centres, education facilities and the provision of logistics and digital infrastructure.

Specifically, the need to:

- Diversify trades and businesses (including green and emerging technologies)
- Embrace emerging and innovative businesses/technologies
- Embrace best-practice environmentally sustainable initiatives





## Public Transport

### More Transport Choices

Draft State Policies direct the integration of land use with existing and planned passenger transport infrastructure and services and to support an integrated network that increases mode choice (e.g. enabling residents and visitors to choose to access centres via bus, cycling, walking, or other transport modes) to increase transport options to access employment, essential services and community participation.

At the local level, there were once plans to bring light rail to Bridgewater, capitalising on the existing rail infrastructure. However, with the new Bridgewater Bridge currently under construction and no provision for light rail, this opportunity is now effectively lost, leaving future transit options significantly more limited.

Local policies recognise the opportunity for additional commuter ferry services and stations in Bridgewater and Old Beach to encourage public and active transport modes in the municipality.

The draft Keep Hobart Moving Plan focuses on a Rapid Bus Network (RBN) and potential ferry service expansions. Unfortunately, the plan excludes Bridgewater and Brighton from the RBN and ferry investigation areas. The municipality is therefore likely to continue to rely on private modes of transport and the existing bus network.

### Car Parking Requirements

State and regional policy recognise car parking as a key travel demand management measure to support a modal shift from private vehicle travel to public and active transport modes. For instance, by advocating for improvements to the bus network, encouraging planning policy to remove minimum car parking requirements within activity centres, requiring the provision of end-of-trip facilities and active street frontage layouts in new development instead of parking lot dominant retailing.



## The Role of Planning

### Planning Policy Alone Cannot Drive Economic Growth

The Draft State policies recognise planning alone cannot drive economic growth or alleviate key economic issues within Tasmania such as a declining workforce, notwithstanding this state policy identifies planning still has a role to play by:

- Ensuring efficient ports and transport networks for global market access.
- Fostering liveable cities to attract and retain young adults.
- Allocating adequate land in suitable areas for diverse economic activities.
- Protecting designated land from incompatible uses and development.
- Supporting efficient infrastructure use and coordinated new infrastructure delivery.
- Identifying and supporting emerging industries.
- Promoting economic diversification to enhance resilience.
- Safeguarding resources essential for sustainable economic development.

Considering this, the strategy should focus on promoting opportunities for self-sufficiency and diversification of activity centres, and implementing planning mechanisms that are adaptive and flexible to respond competitively to emerging markets and opportunities.



## Effective application and drafting of planning controls

There is specific guidance within State and regional policy on the overarching goals and principles when applying and drafting planning controls.

The following directions are relevant to activity centre planning:

- *Allow use and development that has little or no impact to proceed without requiring planning approval.*
- *Reduce planning regulation to reflect the level of impact caused by the use and development.*
- *Support the maintenance of regulatory consistency.*
- *Encourage mechanisms that allow for timely adjustments in planning regulation for responses to and recovery from emergency events, pandemic and climate change.*
- *Research, share and expand the available population data, analysis to guide infrastructure, housing and services planning and decision making.*
- *Allocate a sufficient supply of land within existing settlements for commercial and business use based on existing and projected demands.*

Further, state and regional policy directs the following technical application of State Planning Provisions:<sup>2</sup>

- Apply the Commercial Business Zone (CBZ), the General Business Zone (GBZ) and the Local Business Zone (LBZ) to ACs as appropriate having regard to its role/function in the network.
- Consider a 10–15-year timeframe.
- Implement strategies with structure plans.
- Primary and Principal activity centres are identified at a regional/state level whilst the structure and economic planning of lower order centres is to be managed and implemented at a local level.



## Land allocation for commercial and business use

Policy within the draft Tasmanian Planning Provisions (TPPs) directs the identification and allocation of a sufficient supply of land within existing settlements to provide for commercial and business use and development based on existing and projected demands considering the following:

- a) the nature and scale of the catchment being serviced;
- b) consumer demand and demographic forecast;
- c) efficient use of existing infrastructure;
- d) accessibility to existing transport networks and services;
- e) access to employees;
- f) activity centre hierarchy; and
- g) regional settlement hierarchy



<sup>2</sup> Draft Tasmanian Planning Policy and the STRLUS.



Zone /Use Class	Purpose	General Retail & Hire (e.g. supermarket, cafés, shops)	Residential	Business and Professional Services (e.g. office space)	Bulky-Goods Sales
<b>General Business Zone</b>	Main suburban shopping centres and rural town centres	As of right - 3,500m <sup>2</sup> per tenancy or discretionary	Permitted above ground level and discretionary otherwise	As of right	Permitted up to 3,500m <sup>2</sup> and discretionary otherwise
<b>Commercial Zone</b>	Large floor area commercial businesses, service industry, mainly in the form of Bulky Good Slates, service industry and warehousing.	Discretionary	Prohibited	Discretionary	Permitted if no less than 250m <sup>2</sup> , otherwise discretionary.
<b>Local Business Zone</b>	Lower order - local shopping strips and town centres of smaller settlements	As of right - 250m <sup>2</sup> per tenancy or discretionary	Permitted above ground level and discretionary otherwise	As of right	Permitted up to 250m <sup>2</sup> , discretionary otherwise.
<b>Urban Mixed Use Zone</b>	Applied mainly to metropolitan areas where there is a mix of uses and a desire to maintain this mix	Permitted - 300m <sup>2</sup> per tenancy or discretionary	Permitted above ground level and discretionary otherwise	Permitted	Permitted up to 300m <sup>2</sup> , discretionary otherwise.
<b>Village Zone</b>	To provide for small rural centres with a mix of residential, community services and commercial.	Permitted - 250m <sup>2</sup> discretionary	Single dwelling as of right, otherwise permitted.	Permitted	Discretionary

Table 1. Summary of key commercial and business zones



# Land Use Needs and Gaps

The preparation of the activity centre strategy requires an estimation of land use needs to guide the development of new centres and the consolidation of existing ones.





## Why is a land use needs assessment needed?

The preparation of the activity centre strategy requires an estimation of floorspace and land use needs to guide the development of new centres and the consolidation of existing ones. For instance, to understand how much additional space for a half-sized or full-sized supermarket can be supported in the municipality.

Geografia has conducted this analysis, identified current retail and commercial gaps and forecasted future demand in these sectors driven by population growth. The assessment quantifies the retail (including large-format bulky goods) and commercial needs and gaps in square metres also referred to as “floorspace”. These floorspace figures inform “land use” needs by applying the appropriate floorspace-to-land ratio under low, medium and high land use need scenarios<sup>3</sup>.

It is important to note the term “floorspace” does not translate to the actual land-size in activity centres that will be designated for a particular land use need. Instead, it is a unit of measurement that informs the planning policy review recommendations along with other activity centre principles (e.g. need to consolidate a mixed use of activities, the opportunities and limitations of centres and floor area ratios.)

Geografia’s analysis focuses on three key categories:

**1. Retail floorspace and land use needs:**

Space allocated for retail activities such as grocery stores, liquor outlets, clothing stores, and personal services (e.g. hairdressers).

**2. Bulky-goods floorspace and land use needs:**

Space used for large-format retailers dealing in bulky items.

**3. Commercial floorspace and land use needs:**

Space used for office-based services, including professional and business services.

Please refer to the background report prepared by Geografia, dated February 2025 for further details.

<sup>3</sup> Land use needs scenarios are represented by floor-to-land ratios for retail, commercial and bulky goods. For retail and commercial land use needs, a low land use scenario is 1:1 meaning buildings are assumed to cover the entire land footprint, medium is 1:0.6 and high is 1:0.4. For bulky goods, the ratios are 1:0.5, 1:0.3, and 1:0.2 respectively. The strategy adopts a medium land use needs scenario.



# Retail Land Use Needs and Gaps

The retail analysis focused on understanding the actual catchments and spending patterns of residents and visitors (via Spendmapp). To provide a comprehensive view, the analysis examined several key retail categories:

- **Food, Liquor and Groceries:** Establishments that sell food, beverages, and household groceries (e.g., grocery stores and liquor outlets)
- **Food Catering:** Establishments that provide food and beverages for immediate consumption (e.g., cafés and restaurants)
- **Apparel, Homeware and Leisure:** Retailers offering clothing, footwear, home goods, and leisure products
- **Bulky Goods:** Retailers selling bulky items such as furniture and appliances.
- **Retail Services:** Services provided by retailers, including personal care, repairs, and financial services

The assessment, drawing on the actual spending patterns, revealed the following key insights about Brighton’s retail capacity:

- **Regional Servicing Role:** Bridgewater and Brighton suburbs have a regional servicing role, contributing to areas beyond the municipality and playing a crucial role in the wider Southern Tasmania region.
- **Escape Spend Opportunities:** Higher-order activity centres in the region, such as Glenorchy and Hobart CBD, play a prominent role in meeting the needs of Brighton municipality residents, accounting for 21% of all spending by residents in FY2023. Additionally, neighbourhood and local activity centres located outside of Brighton, such as Moonah and Derwent Park, attracts 26% of resident spending.

This “escape spending” is likely driven by the limited local retail offerings, the relative distance between Bridgewater and Brighton suburbs and competing centres, and the convenience of accessing these other centres during daily commutes.

- **Localised Trends:** Amongst all of Brighton LGA’s suburbs, Old Beach has the largest volume of residents spending outside the municipality.

This analysis highlights the significant potential for growth within Brighton’s activity centres by addressing gaps in local offerings and recapturing escape spend, while also strengthening their role as regional economic hubs.

The land use needs analysis demonstrates that there is demand for future retail floorspace in the municipality, summarised in Table 2.

Land Use Needs by Scenario in 2046 (sqm)	Low	Medium	High
Retail (excluding large format Bulky Goods)	23,804	39,676	59,512

Table 2. Aggregated retail land use needs by 2046 for Brighton LGA in square metres.

→ The Strategy recommends allocating floorspace for retail activities primarily in Major Activity Centres and Neighbourhood Centres, specific recommendations are provided for Supermarkets and grocery outlet allocations in Section 5.3.



## Supermarkets, Grocery Outlets and Liquor

Table 3 summarises the floorspace demand for Food, Liquor and Groceries, the number of local grocers, half-line or full-line supermarkets that can be supported by suburb and where the strategy recommends this demand to be allocated.

For the purposes of this retail assessment, full-line supermarkets are defined as supporting approximately 3,500m<sup>2</sup> in retail floorspace; likewise, half-line supermarkets are defined to support 1,500m<sup>2</sup> in retail floorspace, with local grocers ranging between 300m<sup>2</sup> to 850m<sup>2</sup> in retail floorspace typically.

Suburb /Demand	Demand in 2024-29	Demand in 2030-39	Demand in 2040-46	Recommendations
<b>Bridgewater Suburb</b> includes Green Point, Cove Hill and Old Main Road	No demand in this period.	No demand in this period.	<b>Option 1</b> Local grocer in 2041, followed by half-line supermarket in 2046; or  <b>Option 2</b> Half-line supermarket in 2044, followed by a local grocer in 2046.	→ Local grocer in Boyer Road and half-line supermarket in Old Main Road to support the positioning of Old Main Road as a Neighbourhood Centre.
<b>Brighton Suburb</b> includes Brighton Road, South Brighton Market and the Highway Precinct Service.	<b>Option 1</b> Local grocer in 2028, followed by half-line supermarket in 2038 <sup>4</sup> ; or		<b>Option 2</b> Full-line supermarket in 2045.	→ Proceed with Option 1. Demand recommended to be allocated in Brighton Road.
<b>Pontville</b>	No demand for local grocer or supermarket by 2046.			→ N/A
<b>Old Beach</b> includes Jetty Road and Tivoli Green.	<b>Option 1</b> Half-line supermarket in 2029, followed by a local grocer in 2033.	<b>Option 2</b> A half-line supermarket in 2029 followed by a second half-line supermarket in 2039.	<b>Option 3</b> A full-line supermarket in 2042, followed by a local grocer in 2046.	→ Proceed with Option 1 with demand to be allocated in: → 1. Tivoli Green (Half-line supermarket in 2029); and → 2. Jetty Road (local grocer in 2033)
<b>Gagebrook-herdsman's Cove</b>	Small allocations could be supported (e.g. expanding floorspace in the existing IGA, for instance).			→ Entertain developer-led initiatives to accommodate demand as needed.

Table 3. Summary of Food, Liquor and Groceries Needs for Brighton LGA in square metres.

<sup>4</sup> It is worth noting this demand is in addition to Brighton Shopping Centre recently constructed (December 2024).



## Bulky Goods Forecast Gaps<sup>5</sup>

Background analysis shows that nearly 75% of spending in bulky goods occurs outside the Brighton municipality. Of this, 27% of this is directed to higher-order activity centres, while 49% goes to other neighbourhood and local centres, particularly Moonah. Given the high levels of spending by residents escaping in the category, there may be an opportunity to support this unmet demand through local bulky goods retail. A key consideration is the potentially large catchment area extending beyond the municipality, consistent with the regional roles of Bridgewater and Brighton suburbs.

Based on an analysis of current bulky-goods land use and resident expenditure on these products, the municipality is estimated to have a bulky goods floorspace gap of around 3,500 sqm, which is projected to increase to over 5,000 sqm by 2046. The absence of a large-format bulky goods retailer in Brighton suggests that the local market could support a mid-sized outlet (approximately 4,000 sqm) based on resident spending.

When considering both resident and non-resident expenditure, the analysis identifies a potential retail gap of over 9,000 sqm, expected to grow to close to 13,500 sqm by 2046. Demand estimates range from around 13,000 sqm from local residents to nearly 18,000 sqm if Brighton's Local Government Area (LGA) is positioned to serve a broader northern regional catchment<sup>6</sup>.

Based on these floorspace needs and under a medium land use scenario, Brighton requires an additional 43,000 sqm of appropriately zoned land by 2046, with potential needs reaching up to 92,358 sqm under a high land use scenario.

Land Use Needs by Scenario in 2046 (sqm)	Low	Medium	High
Bulky Goods	10,025	45,736	95,358

Table 4. Aggregated Bulky Goods land use needs by 2046 for Brighton LGA in square metres.

→ The Strategy recommends continuing to support and encourage the aspirational positioning of part of Cove Hill and South Brighton Market (including Highway Precinct) as a bulky-goods sales precincts that serve a local and regional catchment.

## Commercial Land Use Forecast Needs and Gaps

Current demand for public sector office space is estimated at over 2,240 sqm, with projections showing it will grow to 2,477 sqm by 2046. This demand can be met with the land currently available.

In contrast, private sector demand is estimated at 4,257 sqm, where only slightly under 3,000 sqm are currently available, creating a growing gap that is expected to reach 9,342 sqm by 2046. The analysis suggests that new zoning and designated areas will be needed to accommodate future commercial space requirements of approximately additional 15,390 sqm of commercial space will be needed by 2046.

Land Use Needs by Scenario in 2046 (sqm)	Low	Medium	High
Commercial land use needs	9,234	15,390	23,084

Table 5. Aggregated commercial land use needs by 2046 for Brighton

→ The Strategy recommends allocating floorspace for commercial floorspace in Major Activity Centres and Neighbourhood Centres. LGA in square metres

<sup>5</sup> Exact values were rounded up or down for the readability of the document.  
<sup>6</sup> This is consistent with previous studies undertaken to inform the Brighton South Market Assessment.



## Social Infrastructure Needs

Due to the multi-functional role of centres and the importance of consolidating community infrastructure in accessible locations, the Strategy has incorporated key recommendations of Council's Social Infrastructure Plan (2023).

Key recommendations	Integration with the Activity Centre Strategy
→ <b>1. Asset Upgrade (Priority) - Old Beach Community Centre (and surrounding precinct)</b>	Review and action in line with the Activity Centre Hierarchy.
→ <b>2. Asset Upgrade (Priority) - Brighton Municipal Memorial Hall</b>	Review and action in line with the Activity Centre Hierarchy.
→ <b>3. Explore the location of a new community hub near Council's chambers.</b>	This new community hub could incentivise the congregation of activities in Gagebrook and Herdman's Cove in the long-term.
→ <b>4. Deliver a dedicated youth centre</b>	Review and action in line with the Activity Centre Hierarchy.
→ <b>5. Brighton employment and work hub</b>	Consider locating this hub in Brighton to supports its aspirational role as a MAC.
→ <b>6. Any other relevant recommendation not mentioned above, particular centre-specific recommendations.</b>	Review and action in line with the Activity Centre Hierarchy.

Table 6. Social Infrastructure Plan (2023) - Key recommendations



# Community Engagement

## Phase 1 Consultation

The Phase 1 community consultation for the Brighton Activity Centre Strategy has provided valuable insights into local perceptions, needs, and aspirations for the future of Brighton's activity centres. The responses, primarily gathered through the community and stakeholder surveys, indicate strong support for enhancing the activity centres with a focus on increasing the variety of retail options, improving public amenities, and boosting the overall aesthetic and safety of these areas.

### Engagement Activities



Phase 1 tasks included online surveys targeted at the broader community and key industry stakeholders, a civic lottery (randomised letter invitations) to participate in the consultation activities and pop-up listening hubs at three key established centres.

Promotion of Phase 1 consultation activities included a project-specific page on Council's website, social media posts, an article on Council's community newsletter and direct email invitations to key industry stakeholders and government agencies. Additional information found in Council's summary of findings if needed.

## Phase 1 Participation

Overall, the responses to the survey were positive, with 93 responses to the community survey and 13 to the industry stakeholder.



### Gender

The majority of survey respondents were female, making up 76.34% of the total responses.

### Age Group

The largest age cohort was 25-34 years, representing 28% of respondents, followed closely by the 35-44 years group at 23.66%

### LGA Location

90% of respondents live in the Brighton LGA. 3% live in Southern Midlands

### Brighton LGA Location

38% of respondents live in Brighton (town), 19% in Bridgewater, and 15.5% on Old Beach.

### Green Point or Cove Hill

89% of respondents said they frequently visited Green Point or Cove Hill in Bridgewater.

A substantial 58.75% of respondents prefer to visit Cove Hill (CH) over Green Point (GP), with only 19% preferring GP and 14% indicating no preference.



Overall, the consultation reveals a shared community desire for better-connected, safer, and more diverse activity centres.

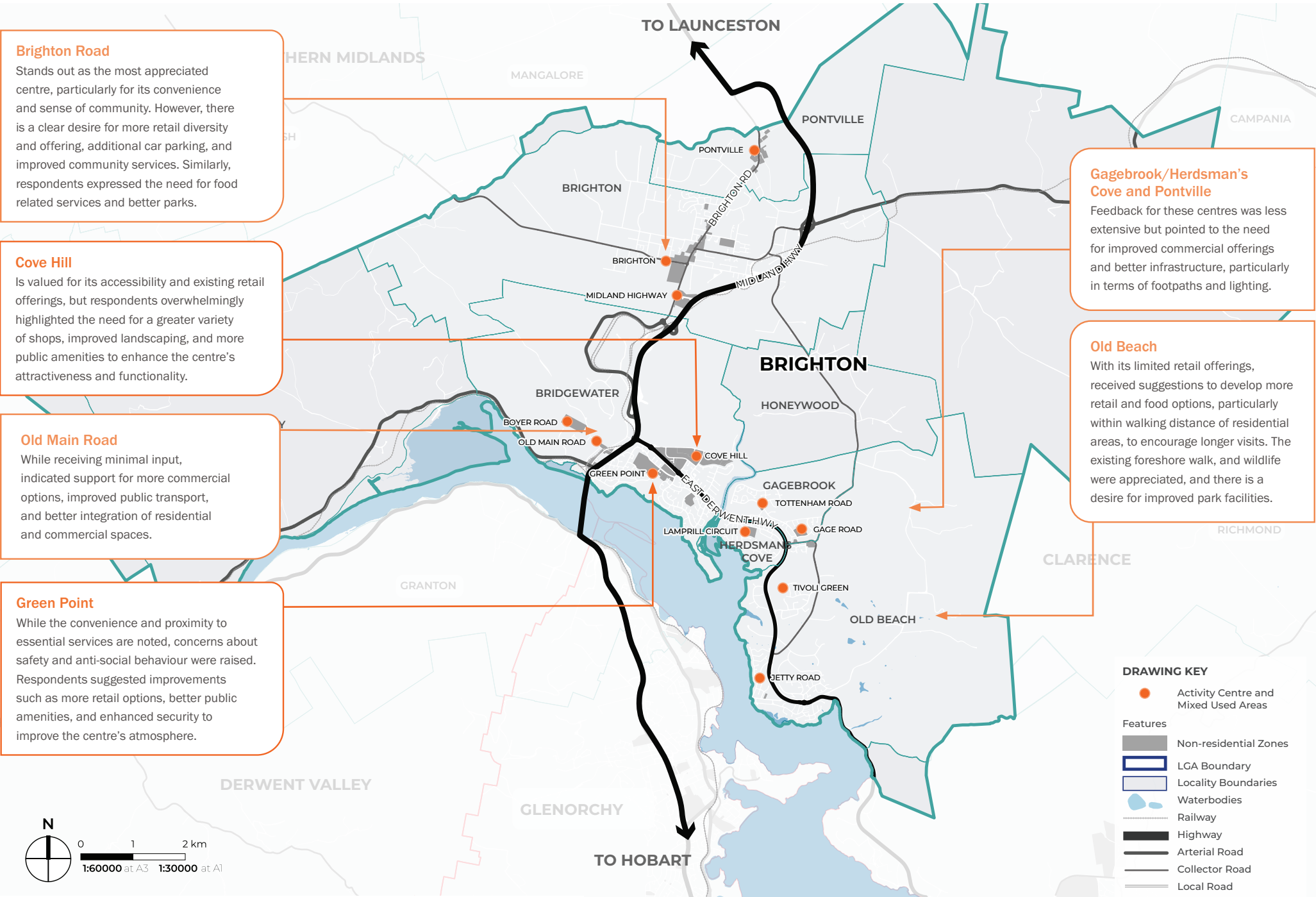


Figure 4. Network of centres and activity nodes in Brighton LGA



# The Strategy

The goal of this strategy is to support the creation of a network of functional, vibrant, economically successful and multi-functional centres accommodating a mix of land uses to serve the needs of the community now and into 2046.





## The Hierarchy

### How to Read the Strategy

#### Objectives

Are set out to help achieve the overarching goal/purpose of the strategy. These are organised into General Objectives that apply to Brighton's LGA and all centres within it as relevant. General objectives are complemented by centre-specific objectives that are customised for each centre's, function, needs and hierarchy role.

#### Strategic Directions

Are policy ideas that help provide coherence and focus to achieve a particular objective.

#### Actions

Objectives and strategic directions will be supported by 'actions' which guide specific work and tasks of a statutory nature, such as a review of planning controls or local policy, or non-statutory such as advocacy, investigation, civil works planning, etc.

Centre Name		Classifications <sup>7</sup>	Suburb	Status
Major Activity Centres (determined at a regional level by the STRLUS)				
<b>B</b>	 Brighton	Major Activity Centre (aspirational)	Brighton	Existing centre
<b>CH</b>	 Cove Hill	Major Activity Centre	Bridgewater	Existing centre
<b>GP</b>	 Green Point	Major Activity Centre	Bridgewater	Existing centre
Neighbourhood Centres (determined at a local level)				
<b>OMR</b>	 Old Main Road	Neighbourhood Centre (aspirational)	Bridgewater	Proposed centre
<b>TG</b>	 Tivoli Green	Neighbourhood Centre	Old Beach	Proposed centre
Other Centres (determined at a local level)				
<b>JR</b>	 Jetty Road	Local Centre	Old Beach	Existing centre
<b>BTC</b>	 Boyer Road	Local Centre	Bridgewater	Potential new centre
<b>P</b>	 Pontville	Visitor Accommodation (Specialist centre)	Brighton	Existing centre
<b>MH</b>	 Midland Highway Service Centre	Highway Service Precinct (Specialist Centre)	Brighton	Existing centre
Other Activity Nodes and Mixed Use Areas				
-	 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

Table 7. A Network of Activity Centres

<sup>7</sup> Classifications based on STRULS (2011 and amended in 2020).



## Activity Centre Classification Definitions<sup>8</sup>

### Definition

#### Major Activity Centres

- MAC** **Major Activity Centres** serve the surrounding district and provide a range of convenience goods and services as well as some community services and facilities.
- MACs generally serve one Local Government Area (LGA) but may include visitors from other LGAs. These centres include at least one major supermarket, a range of speciality shops and secondary retailing; government services and infrastructure such as community halls, health centres or social services such as Service Tasmania; and are serviced by high-quality bus services linking surrounding residential catchment
- The following land uses are encouraged within MACs:
- Education facilities within or nearby centres.
  - Local Government Centre services if there is no higher order centre within the municipality.
  - Above-ground level residential uses within centres and increased residential density encouraged in surrounding areas.
  - Night-time activities.

#### Neighbourhood Centres (determined at a local level)

- NC** **Neighbourhood centres** serve daily needs of the surrounding community and provide a focus for day-to-day life within a community.
- NCs generally serve various suburbs but may attract people from a wider catchment; include at least one supermarket, a range of speciality shops and retailing; local community services such as community health facilities and may include interspersed residential uses and some night-time activities.
- NCs are ideally served by public transport and are highly accessible by active transport modes from surrounding areas to enhance local access.
- NCs are to be identified and classified in a hierarchy at a local level.

#### Other centres (determined at a local level)

- LC** **Local Centres** provide a focus for day-to-day life within an urban community. LCs generally offer at least one grocery/convenience store and a range of small specialty shops and may include local community services, some interspersed residential uses and some night time activities.
- LCs should be highly accessible by active transport modes.
- LCs are to be identified and classified in a hierarchy at a local level.

- SC** **Specialist centres** provide for activity of a specialist nature as defined through specific local area or structure plans. Their catchment area can vary depending on specialisation.
- SCs can include retail but it should reflect the specific purpose of the centre for instance it can be a Highway Service Precinct at the local level.

#### Other activity nodes and mixed use areas

- AN** **Activity nodes** are areas in Brighton that provide a type of congregation of activities and serve the local community.

Table 8. Activity Centre Classification Definitions

<sup>8</sup> Source: STRULS (2011 and amended in 2020)



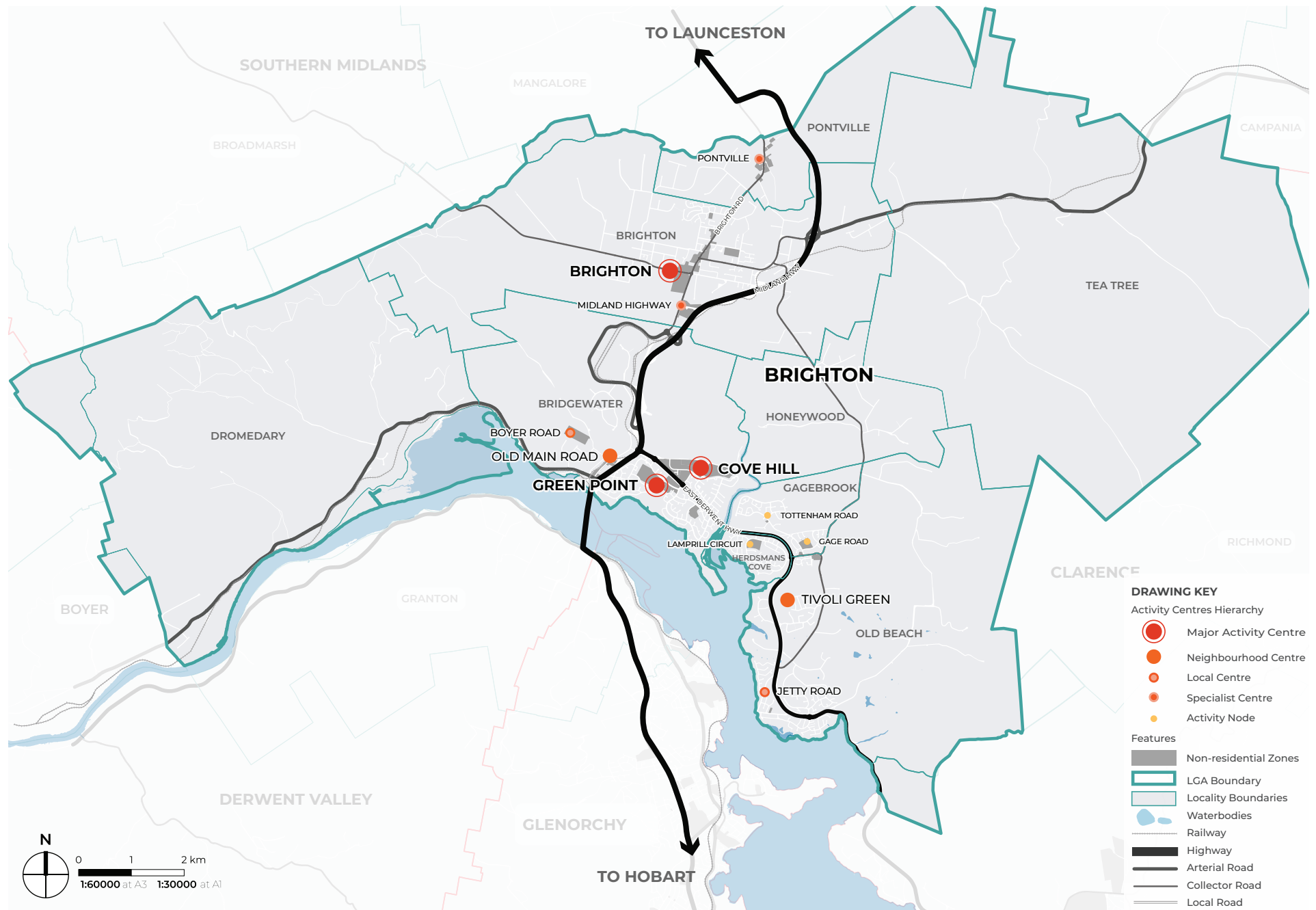


Figure 5. Activity Centre Hierarchy in Brighton



# General Objectives

## 01 To define a clear hierarchy of activity centres in Brighton and support their growth accordingly.

### Strategic Directions

<b>SD1</b>	Guide investment, planning policy and capital works to implement the activity centre hierarchy (Table 6 - A Network of Activity Centres).
<b>SD2</b>	Encourage the formal recognition of the activity centre hierarchy in the STRLUS as relevant.
<b>SD3</b>	Support a mix of land uses and growth of Major Activity Centres to meet a range of community needs now and into 2046.
<b>SD4</b>	Support and enable commercial uses such as office-based services including professional and personal services to Major Activity Centres and Neighbourhood Centres.
<b>SD5</b>	Support and encourage the aspirational positioning of part of Cove Hill and South Brighton Market as a bulky-goods sales precinct that serve a local and regional catchment.
<b>SD6</b>	Support, encourage and advocate for the positioning of Brighton as a Major Activity Centre, capitalising on its typology that allows for pedestrianisation and its strategic location, which fosters reciprocal benefits from nearby residential areas. This positioning also offers significant potential to accommodate higher growth and density within a walkable catchment, among other advantages.
<b>SD7</b>	Support, encourage and advocate for the positioning of Old Main Road as a Neighbourhood Centre, leveraging on its gateway location at the Bridgewater Bridge crossing, a transport link of State and Regional significance, and its proximity to residential growth areas.
<b>SD8</b>	Plan for the management of existing unclassified mixed-use areas/activity centre nodes.
<b>SD9</b>	Protect the industrial role of Brighton by directing commercial uses to identified activity centres and restricting out of centre development.
<b>SD10</b>	Restrict the location of drive-through or vehicle-dependent type businesses such as restaurants with drive-throughs, service stations and similar to established highway service precincts or to the edges of activity centres when appropriate.
<b>SD11</b>	Monitor and review the progress of residential development in the municipality to assess whether the assumptions used in the 2025 land use needs modelling remain relevant. These timeframes are critical as they directly affect demand projections, particularly regarding when the municipality faces supply gaps in retail and commercial land.

### Actions

<b>A1</b>	Implement the activity centre hierarchy through a review of planning controls including zoning, local area objectives and specific area plans where necessary to allow the productive and orderly use and development of centres according to their classification in the hierarchy considering the recommendations made in Tables 6 and 16.
<b>A2</b>	Advocate for the formal recognition of the activity centre hierarchy in the STRLUS, particularly: <ul style="list-style-type: none"> <li>- Brighton as a Major Activity Centre or equivalent 'higher order' category.</li> <li>- Cove Hill and Green Point classification as two (2) separate Major Activity Centres.</li> <li>- Old Main Road and Tivoli Green as aspirational neighbourhood centres or equivalent 'middle order' category as per the new STRLUS.</li> <li>- The ability to identify, recognise and classify Jetty Road, Pontville and other centres as Local Centres, Specialist Centres or equivalent 'lower order' category at the local level.</li> </ul>
<b>A3</b>	Advocate for the retention of 'middle-order' centres categories in the STRLUS and Council's ability to recognise and classify these.
<b>A4</b>	Investigate whether to direct bulky-good sales floorspace to South Brighton Market.
<b>A5</b>	Prepare design guidelines for drive-through type businesses and implement via a review to planning policy as adequate.

Table 9. General Objectives, Strategic Directions and Actions



## 02 To support and enable the establishment of new centres in Brighton to service both existing residential areas and growth areas in coordination with the community, developers, businesses and key stakeholders.

### Strategic Directions

- SD1** Facilitate and coordinate the creation of new activity centres including the intensification of existing centres to serve the additional demand from growth areas as follows:
- Boyer Road Growth Area to be served primarily by a Neighbourhood Centre to be located in the existing Old Main Road retail strip and secondarily, by a small local centre to be identified in the Boyer Road Structure Plan.
  - Tivoli Green Growth Area to be served primarily by a new neighbourhood centre in the Tivoli Green. Noting that the new centre in Tivoli Green will also service the broader needs of residential areas in Old Beach.
- SD2** Support the development/intensification of Jetty Road as a Local Centre to serve the needs of Old Beach residents and complement its current status as a community hub.

### Actions

- A1** Facilitate and guide the development of Tivoli Green (Precinct A) as a Neighbourhood Centre in Tivoli Green to service the needs of future residents and part of the retail and commercial demand gap of Old Beach residents.
- A2** Enable the creation of new centres and intensification of existing centres through a review of planning controls including zoning, local area objectives and specific area plans where necessary according to their classification in the hierarchy considering the recommendations made in Tables 6 and 16.

## 03 To create accessible activity centres that prioritise active and public transport modes.

### Strategic Directions

- SD1** Support and encourage the delivery of public transport network based on the activity centre hierarchy and priorities identified in this Strategy.
- SD2** Ensure the planning and proposed delivery of new centres enables a modal shift transition.
- SD3** Support the prompt and adequate delivery of public transport improvements by state agencies.
- SD4** Support and enable improved public transport connectivity between activity centres with an emphasis on frequency of services.

### Actions

- A1** Advocate for the planning of higher order public transport to service Southern Tasmania the municipality (passenger train service and/or bus rapid transit).
- A2** Advocate and guide improvements to the bus network in line with the activity centre hierarchy with a focus on frequency, reliance, accessibility including improvements to infrastructure (bus shelters, signage, etc) and technology (real time information, efficient payment mechanisms, etc) and improvements already identified:
- Two additional bus stops to be provided in Old Main Road (one on either side of the southern end of Old Main Road as part of the Bridgewater Bridge delivery.
  - Bus routes re-routed to service Old Main Road.
  - Increased frequency of services to Brighton Road.
  - Other as relevant.
- Coordinate with relevant agencies to advocate for robust bus stops including the provision of weather protection, adequate signage and seating options.
- A3** Advocate for prompt public transport planning at a state and regional level to support the activity centre hierarchy, in particular access to Major Activity Centres.
- A4** Prepare car parking strategies for Major Activity Centres and Neighbourhood Centres to support a transition to public and active transport and discourage reliance on personal vehicle travel to access higher order centres when appropriate including:
- Car parking management plans.
  - Opportunities for park and ride facilities to connect with the bus network.
- A5** Advocate for the extension of bus routes to service Old Beach in particular new stops in:
- Tivoli Green to service the new neighbourhood centre.
  - Jetty Road to service existing community infrastructure and a future local retail needs.
  - Explore the need to relocate the bus stop or how to better service this centre.



#### 04 To encourage more people to live in or within walking distance to Major Activity Centres and Neighbourhood Centres.

##### Strategic Directions

- SD1** Encourage increased residential growth in and near activity centres and public transport (i.e. Brighton (MAC), Green Point (MAC), Old Main Road (NC) and Tivoli Green (NC)).
- SD2** Support above ground level residential uses within higher order activity centres in particular, Brighton (MAC), Green Point (GP) and Old Main Road (OMR).

##### Actions

- A1** Prepare a residential strategy to guide the growth of the municipality, including specific investigation of opportunities to encourage increased densities in and around activity centres.
- A2** Actively review the development feasibility of available residential, development interest and planning controls to ensure housing supply is prioritised and delivered in areas earmarked for increased density, such as within close proximity to Major Activity Centres.

#### 05 To prioritise the co-location of community infrastructure and services into activity centres.

##### Strategic Directions

- SD1** Plan for the delivery of community infrastructure having regard to the activity centre hierarchy, the recommendations Council's Social Infrastructure Plan and the findings of the community engagement activities.

##### Actions

- A1** Prioritise the delivery of community infrastructure in activity centres in line with Council's Social Infrastructure Plan (2023).

#### 06 To support the economic success and economic growth of centres.

##### Strategic Directions

- SD1** Enable planning for the economic success of activity centres by measuring and monitoring their economic progress and sharing key economic indicators with the business community, stakeholders and industry representatives.
- SD2** Plan for economic development strategies and initiatives that support the economic strengthening of centres, business community and employment opportunities by leveraging off their points of difference.
- SD3** Explore the need to develop Safety Plans<sup>9</sup> or strategies to address community safety perceptions in the municipality, for instance Green Point.
- SD4** Support the establishment of a destination high-street and night-time economy as appropriate.

##### Actions

- A1** Prepare an Economic Development Strategy or similar to support the economic success and economic growth of centres in line with the hierarchy recommendations including:
- Monitoring and reporting of key indicators of economic strength such as vacancy rates, key attractors, retail spending and frequency, hours of operation, average visits to community and recreational facilities, resident and visitor preferences and needs, business interest and development applications.
  - Identifying and enhancing key points of difference for each centre and how to leverage and built from these differentiators such as Cove Hill and South Brighton as Bulky Goods Sales precinct and large-scale offerings; Old Main Road as a Gateway centre and Bridgewater's interface with key natural landscape assets (e.g. waterfront).
  - Identifying opportunities for temporary interventions such as pop-up markets or large investments such as planning for and delivering a key attractor in the municipality (festival, permanent market, re-locating Council chambers, etc).
  - Identifying how to support the development of local business trader groups and improve communication with local retail stakeholders to promote the development of centres.
  - Leverage off existing access to key centres such as the Bridgewater waterfront to attract and support revitalisation efforts in the municipality.
  - Support the development of a business prospectus to invite investment into place-based opportunities in Brighton.

<sup>9</sup>Safety Plans generally include a municipal vision for a safe community underpinned by a focus on crime prevention and inclusion including interventions to public spaces and engagement activities.



- A2** Plan for amenity improvement, public realm activation and revitalisation of main streets and centres in a manner that promotes increased patronage from residents and visitors. This could include (but is not limited to):
- Streetscape enhancements, including upgrading public realm infrastructure, such as footpaths, lighting and green spaces, to improve the attractiveness and accessibility of main streets
  - Activation programs, such as hosting markets, festivals and pop-up events to draw foot traffic and boost local spending (and complement potential opportunities in tourism to Pontville)
  - Art and Mural, installing public art and murals to enhance vibrancy and reflect community identity
  - Local events such as farmers markets or night markets, live performances of cinema screenings to activate spaces
- Establishing business improvement districts (BIDs) where businesses collectively fund and manage precinct improvements
- 
- A3** Identify opportunities to support amenity improvements, open space and connections between Boyer Road, Old Main Road and Bridgewater's waterfront
- 
- A4** Explore the establishment of a high street food and dining precinct in Old Main Road that can cater to local residents, leverage future waterfront assets, and appeal to broad visitor groups outside the municipality.
- 
- A5** Explore the need for a night-time economy strategy to improve the vibrancy and functionality of night time activities in Brighton.
- 
- A6** Investigate opportunities to enhance Pontville and support its tourism accommodation offering; and expand secondary tourism experience offerings including farmers markets, cultural events and festivals, art and mural displays and signage highlighting township and heritage building histories.
-



# Implementation Recommendations - General

## General Recommendations

<p><b>R1</b> Apply the General Business Zone (GBZ) to Major Activity Centres subject to their recognition in the STRLUS; and the Local Business Zone (LBZ) to Neighbourhood and Local Centres.</p>		
<p><b>R2</b> Apply the Urban Mixed Use Zone (UMUZ) in sections of activity centres where residential uses may be encouraged. Concurrently, apply Specific Area Plans (SAPs) that substitute development standards to allow for greater flexibility with the intention to encourage the establishment of dwellings in activity centres (see Section 16 discussion).</p>		
<p><b>R3</b> Accompany parent zones with a Specific Area Plan (SAP) primarily to allow greater flexibility and adaptability and enable the economic success of centres as appropriate and secondarily, to implement centre-specific objectives such as maximum retail floor areas, if needed.</p>		
<p><b>R4</b> Schedule planning scheme amendments to enable adequate retail and commercial land supply for the next 15 years (2039-40).</p>		
<p><b>R5</b> Ensure centre-specific recommendations are actioned prior to the re-zoning of land to support a structure planning approach to relevant centres and identification of key development sites.</p>		
<p><b>R6 Brighton Road</b> As part of a structure planning exercise, consider extending the GBZ to properties surrounding the commercial centre to support the growth of Brighton Road as the main commercial road in Brighton and to unlock the delivery of retail uses as follows:</p> <ul style="list-style-type: none"> <li>- A local grocer by 2028, followed by a half-line supermarket by 2038 or alternatively a full-line supermarket by 2045.</li> <li>- Allocate the remaining retail for the suburb in Brighton Road (Table 22 of the Background Review Report).</li> </ul> <p>Consider applying the GBZ to provide for commercial land use needs as per Table 30 of the Background Review Report.</p> <p>Consider updating the Local Area Objective as per the recommendations of Table 20.</p>	<p><b>R7 South Brighton Market Precinct</b> Four properties within South Brighton Market (Approx. 2.42 hectares) are currently zoned Light Industrial where Bulky Good Sales are permissible but not encouraged.</p> <p>Prepare and apply local area objectives for this section of South Brighton Market to recognise a vision for a bulky goods precinct with a regional catchment.</p>	<ul style="list-style-type: none"> <li>- Consider preparing and applying a SAP and local area objectives to Old Main Road: <ul style="list-style-type: none"> <li>• To implement the recommendations and findings of the Bridgewater Bridge Masterplan and a future Urban Design Analysis.</li> <li>• To substitute development controls with specific design guidelines 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.</li> </ul> </li> <li>- Consider applying the LBZ to provide for commercial needs as per Table 30 of the Background Review Report.</li> </ul>
	<p><b>R8 Cove Hill</b></p> <ul style="list-style-type: none"> <li>- Part of Cove Hill, approximately 19 hectares are currently zoned Light Industrial, Bulky Good Sales in this zone are permissible but not encouraged.</li> <li>- Consider preparing and applying a Specific Area Plan for Cove Hill to enable and encourage retail and bulky-good sales land uses.</li> <li>- Recommendations that impact industrial land are outside of the scope of this strategy.</li> <li>- It is recommended to undertake an industrial land use needs study and strategy prior to the consideration of rezoning of any industrial land.</li> <li>- Consider updating the Local Area Objective as per the recommendations of Table 20.</li> </ul>	
	<p><b>R9 Old Main Road</b> Recommendations that impact industrial land are outside of the scope of this strategy.</p> <p>It is recommended to undertake an industrial land use needs study and strategy prior to the consideration of rezoning of any industrial land.</p> <p>Consider applying the LBZ to the centre to unlock the delivery of retail uses as follows:</p> <ul style="list-style-type: none"> <li>- A half-line supermarket by 2046.</li> <li>- The majority of the remaining retail floorspace within Bridgewater to be allocated in Old Main Road in line with the Background Review findings (Table 20) and the centre-specific recommendations of this strategy.</li> </ul>	
		<p><b>R10 Boyer Road (New Local Centre)</b> Consider applying the LBZ to the new local centre to unlock the delivery of a local grocer by 2041.</p>
		<p><b>R11 Tivoli Green</b> Consider applying the LBZ to a new neighbourhood centre in Tivoli Green or supporting a private-led amendment for this purpose to unlock the delivery of:</p> <ul style="list-style-type: none"> <li>- A half-line supermarket by 2029</li> <li>- Remaining retail needs as per Table 26 of the Background Review Report, noting part of these land use needs are also to be allocated to Jetty Road.</li> </ul>
		<p><b>R12 Jetty Road</b> Consider applying the LBZ to additional properties in Jetty Road or supporting a private-led amendment for this purpose to unlock the delivery of:</p> <ul style="list-style-type: none"> <li>- A local grocer by 2033.</li> <li>- Remaining retail needs as per Table 26 of the Background Review Report, noting part of these land use needs are also to be allocated to Tivoli Green.</li> <li>- Consider preparing and applying local area objectives (Low priority).</li> </ul>

Table 10. Planning Controls Review Recommendations



# Centre Specific Objectives

BRIGHTON	35
COVE HILL AND GREEN POINT	39
COVE HILL	41
GREEN POINT	45
OLD BEACH	49
TIVOLI GREEN	51
JETTY ROAD	52
BOYER ROAD GROWTH AREA	53





# Brighton

Brighton is an activity centre with a mix of commercial, health, educational, and recreational uses along Brighton Road, including two key precincts: a Commercial Centre and South Brighton Market.

Brighton is an activity centre with a mix of commercial, health, educational, and recreational uses along Brighton Road, including two key precincts: a Commercial Centre and South Brighton Market. Its location and layout make it ideal for increased development and positioning as a Major Activity Centre in both the short and long term.

The centre spans both sides of Brighton Road, providing opportunities for better service co-location and improved accessibility. It is served by Bus Routes 521 and X25, with plans to introduce Sunday services. Unlike other regional roads, Brighton Road does not serve a regional freight role, making it a strong candidate for pedestrianisation and mixed-use development.

Brighton's proximity to surrounding residential areas, which are expected to see higher density growth, supports its potential for further development to serve both existing and future communities.





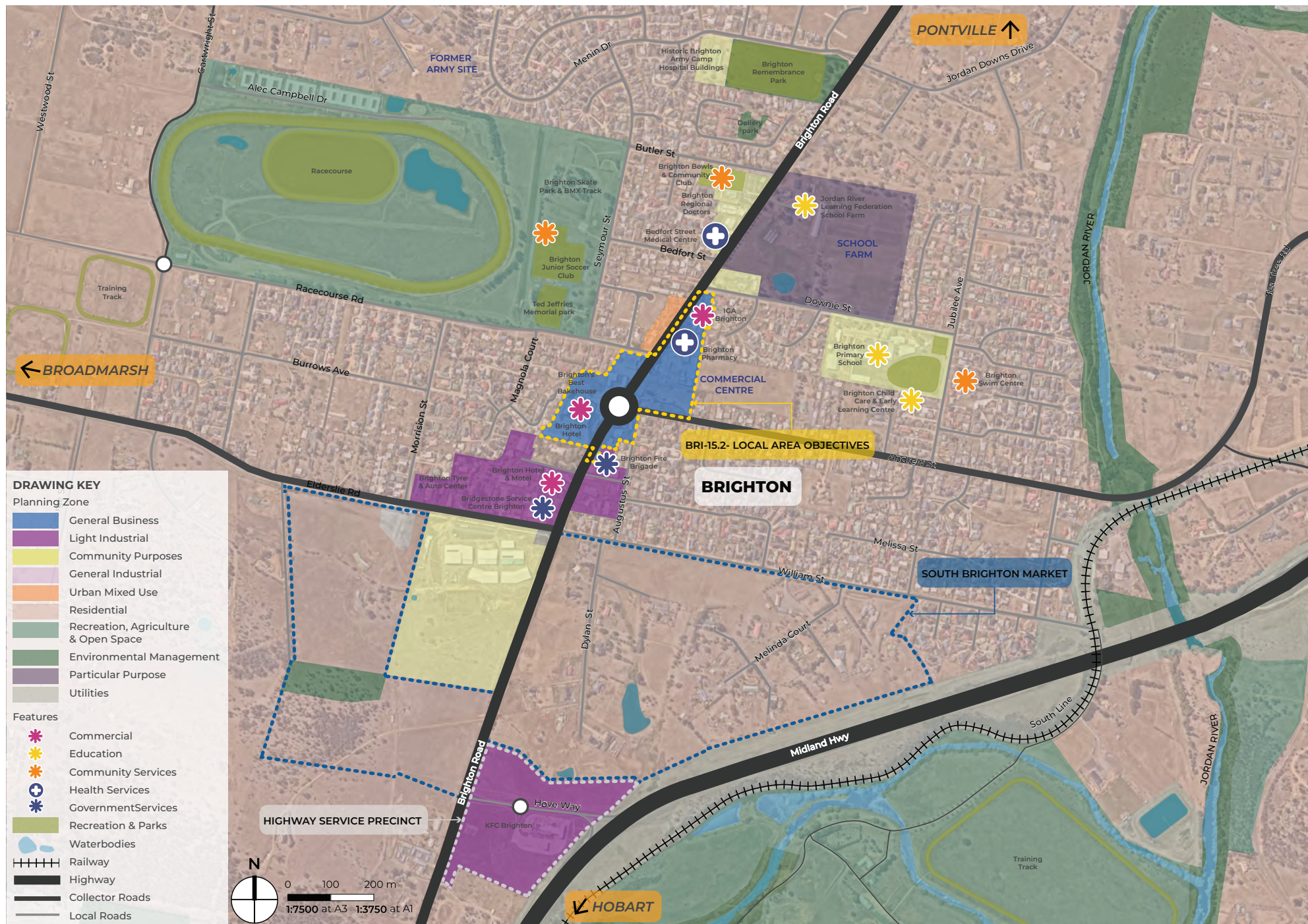


Figure 6. Brighton Context Map



# Brighton

## Community Input

Brighton Road received the most responses in the survey, with many participants rating it as having the best overall atmosphere compared to other centres. It is also seen as the most convenient location for local residents, who value its easy access on foot from surrounding neighbourhoods. However, there is a strong and consistent desire for a broader range of retail, services, and hospitality options in the Brighton area.

### The aspects most appreciated by visitors

- Convenience (easy access and proximity).
- Community atmosphere (friendly staff and a sense of local community).
- A variety of shops and services. Conversely, the main improvement the community would like to see in Brighton is more variety of shops, community services and additional car parking.



### The community would like

- A wider variety of retail shopping options.
- Food-related stores (e.g. coffee shops and restaurants).
- Grocery outlets (e.g. butchers) and night-time economy options (e.g. restaurants open after work hours and other).



### Other factors mentioned by the community

- Better parks for children of all ages.
- Pedestrian safety and more car parking.
- Community services such as Service Tasmania and more landscaping.



## 01 To enhance Brighton as a vibrant and multifunctional centre.

### Strategic Directions

- |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SD1</b> | Allocate sufficient supply of land within the centre to provide for commercial and business uses, and development based on: <ul style="list-style-type: none"> <li>- The recommendations of a Structure Plan/Local Area Plan.</li> <li>- Consumer demand and demographic forecast.</li> <li>- The role of Brighton in the regional settlement hierarchy.</li> <li>- Its aspirational role as a Major Activity Centre.</li> <li>- Its advantageous topology/layout positioning.</li> <li>- Public transport access and existing use of infrastructure.</li> </ul> |
| <b>SD2</b> | Consolidate, promote and support a mix of uses and activities in Brighton's commercial core that support its role as a vibrant and multifunctional centre.                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>SD3</b> | Encourage and support the establishment of a greater mix of food services (such as coffee shops, restaurants and dining options) and grocery outlets (such as butchers, veggie shops, speciality shops, etc).                                                                                                                                                                                                                                                                                                                                                    |
| <b>SD4</b> | Encourage the growth of the night-time economy by supporting the extension of business operation hours and encouraging the establishment of new business that include an 'after-hours' offer (e.g. later services (after 9 pm) or overnight services like (up to 3 am) in appropriate locations.                                                                                                                                                                                                                                                                 |
| <b>SD5</b> | Enable and encourage professional health services to be co-located in Brighton to support its role as a community service core as identified in Council's Social Infrastructure Plan (2023).                                                                                                                                                                                                                                                                                                                                                                     |

### Actions

- |           |                                                                                                                                                                                                                                 |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A1</b> | Review planning controls to allocate retail and commercial floorspace taking into account key findings of the retail land use forecast needs analysis in line with Tables 10 and 17 – Planning Controls Review Recommendations. |
| <b>A2</b> | Only re-zone land when a vision and a structure plan has been completed to guide investments and development outcomes.                                                                                                          |
| <b>A3</b> | Investigate options for markets, festivals and pop-up art exhibitions in line with Brighton's Structure Plan (2018).                                                                                                            |

Table 11. Centre Specific Objectives and Strategic Directions for Brighton



## 02 To strengthen Brighton's role as a key community and social hub in the municipality.

### Strategic Directions

- |            |                                                                                                                                                                                                                    |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SD1</b> | Revitalise and strengthen the local community by concentrating community and social infrastructure in activity centres. Social infrastructure includes a range of cultural, recreational and community facilities. |
| <b>SD2</b> | Support the establishment of Brighton as community service core in the municipality and consolidate social infrastructure close to the town centre/commercial core.                                                |

### Actions

- |           |                                                                                                                                                                                                                                                                                                                                                                   |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A1</b> | Implement the relevant recommendations of Council's Social Infrastructure Plan: <ul style="list-style-type: none"><li>- Upgrade the Brighton Municipal Memorial Hall.</li><li>- Advocate for a new small-scale library in Brighton's centre.</li><li>- Other as relevant in line with Table 6 - Social Infrastructure Plan (2023) - Key recommendations</li></ul> |
| <b>A2</b> | Re-explore opportunities to provide additional community infrastructure such as a leisure centre, playgrounds and recreational facilities for the recreational needs of children and teenagers such as a mountain bike track.                                                                                                                                     |

## 03 To create a built environment that is secure, vibrant and practical and fosters a strong sense of community and cultural identity.

### Strategic Directions

- |            |                                                                                                                                                  |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SD1</b> | Encourage development that supports the creation of a safe, attractive and vibrant centre with an emphasis on an enhanced pedestrian experience. |
| <b>SD2</b> | Plan for pedestrian and active transport connectivity within the centre and between the commercial core and South Brighton Market.               |

### Actions

- |           |                                                                                                                                                                                                                                                                                                                                     |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A1</b> | Prepare a Structure Plan for Brighton as recommended in Table 16 which among others will identify an activity centre core and activity centre boundaries.                                                                                                                                                                           |
| <b>A2</b> | Following the completion of the Structure Plan consider the preparation of an Urban Design Framework that provides realistic design concepts based on consultation, research and analysis illustrating how a future supermarket development will look and enable communication and testing with key stakeholders and the community. |



# Cove Hill and Green Point: Analysis

Cove Hill (CH) and Green Point (GP) are two distinct activity centres within Bridgewater. Although they are located close to each other, they are physically separated by the East Derwent Highway, a major freight route. Previous studies have suggested exploring the possibility of a pedestrian overpass to connect the two centres.

To inform future planning, we surveyed the community about their visitation habits and preferences. The majority of respondents prefer Cove Hill over Green Point, with only a few favouring GP or expressing no preference. The reasons for preferring Cove Hill include safety, parking availability, shopping options, supermarket choices, and overall appearance.

In contrast, Green Point is preferred by some for its essential services, such as a chemist and post office, newer facilities, better parking, and its proximity to residents' homes.

Most respondents access the centres by car and typically visit only one centre per trip, highlighting the need to plan for each centre independently.

Cove Hill and Green point analysis and numbers, visitation patterns both centres and individual centres, and reasons for preference.

## Summary of Survey Analysis

- Cove Hill and Green point analysis and numbers, visitation patterns both centres and individual centres, and reasons for preference.
- A significant 58.75% of respondents prefer to visit Cove Hill (CH) over Green Point (GP), with only 19% preferring GP and 14% indicating no preference.
- **Visitation Patterns** 80% of respondents indicated that they typically visit only one centre per trip. Among the 15% who visit both centres, the majority (87.5%) use driving as their mode of transport.
- **Reasons for Preference** Respondents who preferred Cove Hill (CH) over Green Point cited the following reasons, ranked from most to least commented on:
  - **Safety** CH is perceived as safer than GP, with fewer incidents of anti-social behaviour, especially among adolescents.
  - **Parking** CH is considered easier and more convenient for parking
  - **Shopping Options** CH offers a wider range of shopping options, including a butcher and stores like The Reject Shop.
  - **Retail Preferences** Many respondents expressed a preference for Coles at CH over Woolworths at GP.
  - **Appearance** CH is seen as having a more aesthetically pleasing appearance than GP.
- **Reasons for Preferring Green Point (GP)** A smaller group (23.75%) preferred Green Point for the following reasons:
  - **Essential Services** GP is preferred by some due to the presence of a chemist and post office.
  - **Newer Facilities & Better Parking** Respondents noted that GP is a newer centre with better parking options.
  - **Proximity** Some people live closer to GP, making it more convenient for them to visit.







Figure 7. Cove Hill and Green Point Map



# Cove Hill

Cove Hill is an activity centre with a mix of commercial activity and services, including a large supermarket, bulky goods retailers and industrial uses.

This centre adjoins an industrial precinct to the north of local and regional significance.

Cove Hill's location, diverse offerings, accessible parking, and perceived safety make it a preferred destination over Green Point. Hurst Street provides partial pedestrian connectivity between the supermarket and other businesses. The centre is serviced by Bus Routes 520, 522 and X20, with planned network improvements, and is primarily accessed by private vehicles via the East Derwent Highway.

Looking into the future, Cove Hill has the potential to grow and develop into a more pedestrian-friendly centre, if Hurst Street is strengthened as a High Street to accommodate a broader range of commercial uses and more intense development due to its light industrial character.

In contrast to Green Point, Cove Hill is not well-suited for residential development, such as apartments above ground-level retail, due to its proximity to industrial precincts.

## Community Input

Cove Hill is considered by the community as convenient to visit, with ample parking available. While respondents value the current selection of shops, there is a strong consensus that the centre needs a wider variety of stores, more seating, and enhanced landscaping or overall appearance to become a more inviting destination.

### Suggestions for the growth of the centre include:

- A large-scale pharmacy.
- Park and ride facilities into Hobart.
- More frequent and reliable public transport to Brighton LGA.
- Connections with Green Point.
- General urban design improvements such as more seating, landscaping, and renovations.







Figure 8. Cove Hill Context Map



# Cove Hill

## 01 To enhance Cove Hill as a vibrant and multifunctional centre.

### Strategic Directions

<b>SD1</b>	Consolidate, promote and support the establishment of a greater mix of uses (such as coffee shops, restaurants and dining options) to support and complement existing businesses.
<b>SD2</b>	Encourage emerging and innovative land uses and development to locate in Cove Hill due to its industrial character and fewer sensitive (residential) interfaces.
<b>SD3</b>	Support the co-location of land uses with greater needs for floorspace when they primarily serve the community such as educational, entertainment, recreational or health and allied health needs in Cove Hill. For instance, educational and training institutions, emergency services, large-scale pharmacies, indoor recreational offerings (e.g. climbing gyms) and other emerging commercial and entertainment offerings (e.g. medium-sized breweries and others).

### Actions

<b>A1</b>	Explore and investigate ways in which Council can support the establishment of a greater mix of uses identified by the community such as coffee shops, restaurants, dining options, etc in line with the community engagement findings.
<b>A2</b>	Investigate opportunities to incentivise the establishment of a large-scale pharmacy, identified as a key need in Phase 1 of the community engagement activities.
<b>A3</b>	Explore the feasibility of the establishment of MONA's hacking school or a similar project targeted at the young community in Cove Hill as identified in the Brighton Structure Plan (2018).

Table 11. Centre Specific Objectives and Strategic Directions for Cove Hill

## 02 To create a built environment that is secure, vibrant and practical and fosters a strong sense of community and cultural identity.

### Strategic Directions

<b>SD1</b>	Encourage development that supports the creation of a safe, attractive and vibrant centre with an emphasis on an enhanced pedestrian experience.
<b>SD2</b>	Plan for pedestrian and active transport connectivity within the centre and in particular between the supermarket and other business and service offerings in the centre.
<b>SD3</b>	Ensure public transport infrastructure is adequate to incentivise a modal shift to public transport modes.

### Actions

<b>A1</b>	Prepare a Public Realm Strategy for Cove Hill and Green Point as per the recommendations in Table 16.
<b>A2</b>	Investigate opportunities to create a public space in Cove Hill, for instance, adjacent to Hurst Street to support the creation of a pedestrian connection within the centre.
<b>A3</b>	Investigate the need to relocate Cove Hill's bus stop to best serve the needs of the community and usability of the centre.
<b>A4</b>	Advocate for the upgrade and maintenance of bus stop infrastructure.
<b>A5</b>	Investigate opportunities to deliver park and ride facilities to encourage the use of the bus network between Hobart and Cove Hill.







# Green Point

Green Point is a key activity centre in Brighton, offering a mix of commercial services, including a large supermarket, and important community and civic facilities such as a police station, civic centre, library, and Service Tasmania. It is identified as one of Brighton's primary community service hubs.

The centre is well-served by public transport, with Bus Routes 521, X21, 520, X20 and 522, and planned improvements to the bus network. It is primarily accessed by private vehicles via the East Derwent Highway.

Whilst Green Point is surrounded by established residential areas, which limits opportunities for major expansion, there are still possibilities for intensifying the existing commercial land. This could include encouraging and enabling new uses that complement the existing businesses and community infrastructure.

There are existing 'pockets' of Urban Mixed Use Zone in Green Point (Green Point Road and Eddington Street) which could be accommodate future commercial growth and intensification.

Unlike Cove Hill, Green Point is not constrained by nearby industrial areas, making it better positioned to accommodate higher residential densities.

## Community Input

Green Point is seen as a convenient hub for local residents, with amenities like a chemist, post office, and a variety of stores. However, the centre is generally perceived as unsafe, with anti-social behaviour being a significant concern. Community feedback highlights the need for more diverse shops, improved public amenities, and better accessibility for people with mobility challenges.

### Suggestions for the growth of the centre include:

- Better security to improve safety and atmosphere.
- Toilets.
- Greater diversity of shops, including a café and clothing store.
- Public seating and places for kids play.
- Cleaner centre.
- Better car parking.







Figure 9. Green Point Context Map



# Green Point

## 01 To enhance Green Point as a vibrant and multifunctional centre.

### Strategic Directions

<b>SD1</b>	Consolidate, promote and support the establishment of a greater mix of uses (such as coffee shops, restaurants and dining options) to support and complement existing businesses.
<b>SD2</b>	Support and enable residential growth within the precinct in line with the general residential growth objectives contained in this strategy.
<b>SD3</b>	Support the co-location of land uses with greater needs for floorspace when they primarily serve the community such as educational, entertainment, recreational or health and allied health needs in Cove Hill. For instance, educational and training institutions, emergency services, large-scale pharmacies, indoor recreational offerings (e.g. climbing gyms) and other emerging commercial and entertainment offerings (e.g. medium-sized breweries and others).

### Actions

<b>A1</b>	Explore and investigate ways in which Council can support the establishment of a greater mix of uses identified by the community such as coffee shops, restaurants, dining options, etc in line with the community engagement findings.
-----------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Table 12. Centre Specific Objectives and Strategic Directions for Green Point

## 02 To create a built environment that is secure, vibrant and practical and fosters a strong sense of community and cultural identity.

### Strategic Directions

<b>SD1</b>	Support the creation of a safe, attractive and vibrant centre with an emphasis on an enhanced pedestrian experience.
<b>SD2</b>	Plan for pedestrian and active transport connectivity within the centre and in particular pedestrian connectivity between Green Point and Cove Hill.
<b>SD3</b>	Ensure public transport infrastructure is adequate to incentivise a modal shift to public transport modes.

### Actions

<b>A1</b>	Further Investigate opportunities to improve the community perceptions of Green Point and the overall experience of visitors in response to the community engagement findings such as Safety Plans.
<b>A2</b>	Support and encourage the development of the existing 'pockets' of Urban Mixed Use Zone in Green Point (Point Road and Eddington Street) which could be accommodate future commercial growth and intensification.
<b>A3</b>	Prepare a Public Realm Strategy for Cove Hill and Green Point as per the recommendations in Table 16.







# Old Beach: Analysis

Old Beach is a primarily residential suburb located on both sides of the East Derwent Highway, with community and recreational facilities concentrated along Jetty Road and a neighbourhood store situated to the south.

Residents of Old Beach generally have a higher socio-economic profile compared to the broader municipality and typically travel to Glenorchy, Green Point, and Cove Hill for goods and services. The suburb is experiencing both infill and greenfield growth, including around 500 new lots in Tivoli Green east of the highway, approximately 80 new lots at 203-205 Old Beach Road, and a small-scale commercial development on Jetty Road.

Old Beach currently has a significant retail floorspace gap, driven by existing demand<sup>10</sup> and the additional demand from new growth areas. This gap is expected to be addressed primarily by a new neighbourhood centre in **Tivoli Green**, as outlined in the Structure Plan. Concurrently, **Jetty Road**, with its mix of community and recreational uses, would benefit from a local convenience store to better serve the growing population.

This strategy directs:

- Developing Tivoli Green (Precinct A) as a Neighbourhood Centre to meet the needs of future residents and address part of the retail demand gap in Old Beach.
- Enhancing Jetty Road to strengthen its role as a Neighbourhood Centre, serving Old Beach residents and complementing its current community hub function.

## Community Input

Community feedback highlights a significant retail floorspace gap in Old Beach, with many noting the limited commercial and retail options available. The foreshore walk, wildlife, and food vans on Jetty Road are also highly valued. When asked about key features for a new centre in Old Beach, residents highlighted the need for a supermarket, beauty services, retail and food options within walking distance of housing, spaces for community interaction, playgrounds, public toilets, and healthy take-away options.

### Residents expressed a desire for:



- A supermarket.
- More retail stores, and cafés along Jetty Road.
- Improvements to the park, particularly upgrading the tennis and basketball courts.







# Tivoli Green

- 01 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.**

## Strategic Directions

- SD1** Support creation of a Neighbourhood Centre in Tivoli Green to serve the retail and services needs of existing and future Old Beach residents in line with the Tivoli Green Specific Area Plan.
- SD2** Encourage the delivery of a half-line supermarket in Tivoli Green in coordination with developers, key stakeholders and the community.
- SD3** Plan for the delivery of community infrastructure in Tivoli Green in line with Council's Social Infrastructure Plan and Table 6 - Social Infrastructure Plan - Key recommendations.

## Actions

- A1** Prepare an Urban Design Framework for the delivery of the half-line supermarket and complementary retail floorspace as per the recommendation of Table 16.
- A2** Implement the recommendations of Tables 10 and 17 – Planning Controls Review Recommendations.

Table 14. Objective and Strategic Directions for Tivoli Green

# Jetty Road

- 01 To strengthen Jetty Road's role as local multifunctional centre that services the Old Beach Community.**

## Strategic Directions

- SD1** Support the establishment of commercial and retail uses in Jetty Road to enable its aspirational role as a local centre to serve the needs of the Old Beach community.
- SD2** Allocate additional supply of commercial land within Jetty Road to provide for commercial businesses and development based on consumer demand and demographic forecast, the role of the centre in the settlement hierarchy, its aspirational role as a local centre, and the opportunities to co-locate commercial uses with existing community and recreational infrastructure in the centre.
- SD3** Encourage a local grocer in Jetty Road in coordination with developers, key stakeholders and the community.
- SD4** Plan for delivery and upgrade of community infrastructure in Jetty Road in line with Council's Social Infrastructure Plan and the findings from the community engagement activities.
- SD5** Support the Jetty Road's community hub and encourage community use and activation including continuing support of the use of Cloak Oval for food vans and other emerging pop-up uses in the centre.
- SD6** Encourage development that supports the creation of a safe, attractive and vibrant centre, enable its aspirational role as a Local Centre, serve the needs of Old Beach residents and complement its current status as a community hub.

## Actions

- A1** Prepare a Business Development Prospectus for Jetty Road as per the recommendations of Table 15.
- A2** Implement the recommendations of Tables 10 and 17 – Planning Controls Review Recommendations.
- A3** Plan and enable the priority upgrade of the Old Beach Community Centre in line with Council's Social Infrastructure Plan and Table 6 - Social Infrastructure Plan - Key recommendations

Table 15. Objective and Strategic Directions for Jetty Road







# Boyer Road Growth Area: Analysis

The Boyer Road Growth Area, located to the west of Old Main Road is anticipated to deliver around 380 new residential lots. The additional retail and commercial demand of Boyer Road are to be primarily served by Old Main Road as a Neighbourhood Centre and secondarily by a small town centre anticipated by the Boyer Road Structure Plan currently under preparation.

**Old Main Road** is an existing centre located at the edge of the municipality and Bridgewater bridge. Despite its gateway positioning it features a high vacancy rate with limited commercial activity and services. It currently resembles the role of a highway service with an anchor drive-through restaurant and Council's Works Depot.

Old Main Road is not currently serviced by public transport. With the completion of the New Bridgewater Bridge, two new bus stops will be situated on either side of the southern end of Old Main Road and bus services will be rerouted to service this centre.

The centre's gateway location and typology make it a good candidate for greater intensification and positioning as a Neighbourhood Centre and to accommodate a local grocer.

A **Local Centre** is likely to be incorporated by the Boyer Road Structure Plan to serve the day-to-day needs of future residents of this growth area. The strategy recommends that this new centre is classified as a local centre in the hierarchy and adopts a lower order classification in relation to Old Main Road.

## Community Input

One respondent highlighted that the Dromedary community would likely use this centre, emphasizing Old Main Road's important gateway location at the entrance to the LGA. Respondents also called for improved parking, better open spaces, and thoughtful planning to integrate residential and commercial development for Old Main Road's growth.

The community engagement activities did not specifically seek feedback on the Boyer Road growth area or a potential new centre within this growth area.

**Community input for Old Main Road was limited, but respondents expressed a preference for:**



- A supermarket.
- Improved bus services along Boyer Road.
- A café and a newsagent.



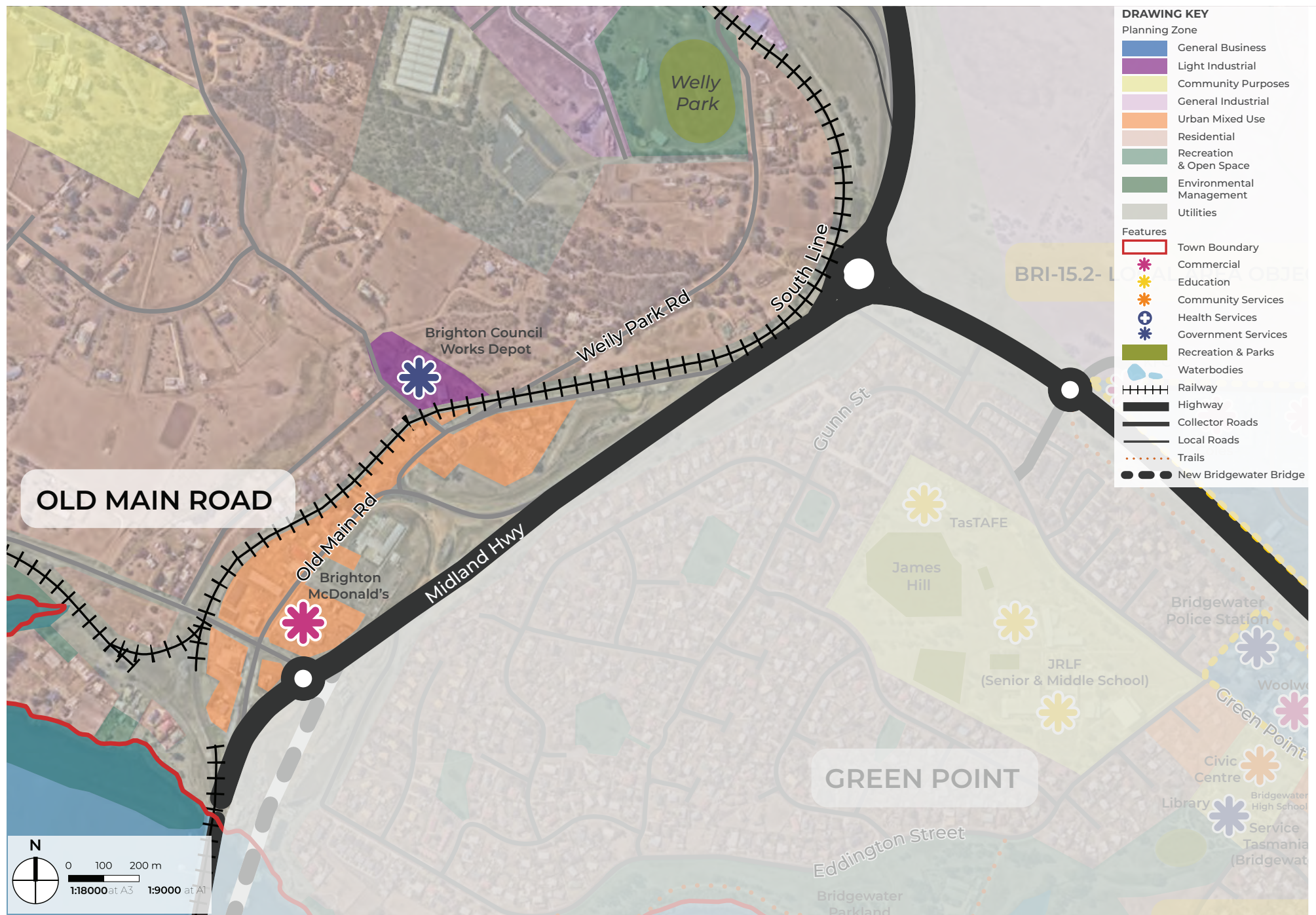


Figure 11. Old Main Road Context Map



# Old Main Road

## 01 To support Old Main Road's role as a neighbourhood centre.

### Strategic Directions

- |            |                                                                                                                                                                                                                                                                                                                                                                    |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SD1</b> | Support the establishment of commercial and retail uses in Old Main Road to serve the needs of the community and support its aspirational role as a neighbourhood centre.                                                                                                                                                                                          |
| <b>SD2</b> | Allocate additional supply of commercial land within Old Main Road to provide for commercial businesses and development based on consumer demand and demographic forecast, the role of the centre in the settlement hierarchy, its location in relation to key residential growth areas and gateway location, and its aspirational role as a neighbourhood centre. |
| <b>SD3</b> | Encourage the delivery of a local grocer in Old Main Road in coordination with developers, key stakeholders and the community.                                                                                                                                                                                                                                     |
| <b>SD4</b> | Plan for the delivery and upgrade of community infrastructure in Old Main Road in line with Council's Social Infrastructure Plan and the findings from the community engagement activities.                                                                                                                                                                        |
| <b>SD5</b> | Ensure the potential Local Centre to be provided in Boyer Road retains a lower role to support the aspirational role of Old Main Road as a higher order centre.                                                                                                                                                                                                    |
| <b>SD6</b> | Encourage and support the establishment of a greater mix of food services (such as coffee shops, restaurants and dining options).                                                                                                                                                                                                                                  |

### Actions

- |           |                                                                                                                                                                                           |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A1</b> | Prepare a site selection analysis for Old Main Road as per the recommendations in Table 16.                                                                                               |
| <b>A2</b> | Implement the recommendations of Table 6 – Planning Controls Review Recommendations.                                                                                                      |
| <b>A3</b> | Plan and enable provision of key community facilities and infrastructure in line with Council's Social Infrastructure Plan and Table 6 - Social Infrastructure Plan - Key recommendations |

Table 16. Objective and Strategic Directions for Old Main Road





# Implementation Recommendations - Centre Specific

## Centre Specific Recommendations

### R6 Brighton Road

As part of a structure planning exercise, consider extending the GBZ to properties surrounding the commercial centre to unlock the delivery of retail uses as follows:

- A local grocer by 2028, followed by a half-line supermarket by 2038 or alternatively a full-line supermarket by 2045.
- Allocate the remaining retail for the suburb in Brighton Road (Table 22 of the Background Review Report).

Consider applying the GBZ to provide for commercial land use needs as per Table 30 of the Background Review Report.

Consider updating the Local Area Objective as per the recommendations of Table 20.

### R7 South Brighton Market Precinct

Four properties within South Brighton Market (Approx. 2.42 hectares) are currently zoned Light Industrial where Bulky Good Sales are permissible but not encouraged.

Prepare and apply local area objectives for this section of South Brighton Market to recognise a vision for a bulky goods precinct with a regional catchment.

### R8 Cove Hill

- Part of Cove Hill, approximately 19 hectares are currently zoned Light Industrial, Bulky Good Sales in this zone are permissible but not encouraged.
- Consider preparing and applying a Specific Area Plan for Cove Hill to enable and encourage retail and bulky-good sales land uses.
- Entertain private-led re-zonings that allow commercial and bulky good sales offerings to support the role of Cove Hill as a regional bulky-goods precinct including extensions of the precincts to the north and south.
- Entertain private-led re-zonings to commercial zones and re-developments to enable the allocation of commercial land use needs as per Table 30 of the Background Review.
- Consider updating the Local Area Objective as per the recommendations of Table 20.

### R9 Old Main Road

Consider applying the LBZ to the centre to unlock the delivery of retail uses as follows:

- A half-line supermarket by 2046.
- The majority of the remaining retail floorspace within Bridgewater to be allocated in Old Main Road in line with the Background Review findings (Table 20) and the centre-specific recommendations of this strategy.
- Consider preparing and applying a SAP and local area objectives to Old Main Road:
  - To implement the recommendations and findings of the Bridgewater Bridge Masterplan and a future Urban Design Analysis.
  - To substitute development controls with specific design guidelines 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.
- Consider applying the LBZ to provide for commercial needs as per Table 30 of the Background Review Report.

### R10 Boyer Road (New Local Centre)

Consider applying the LBZ to the new local centre to unlock the delivery of a local grocer by 2041.

### R11 Tivoli Green

Consider applying the LBZ to a new neighbourhood centre in Tivoli Green or supporting a private-led amendment for this purpose to unlock the delivery of:

- A half-line supermarket by 2029
- Remaining retail needs as per Table 26 of the Background Review Report, noting part of these land use needs are also to be allocated to Jetty Road.

### R12 Jetty Road

Consider applying the LBZ to additional properties in Jetty Road or supporting a private-led amendment for this purpose to unlock the delivery of:

- A local grocer by 2033.
- Remaining retail needs as per Table 26 of the Background Review Report, noting part of these land use needs are also to be allocated to Tivoli Green.
- Consider preparing and applying local area objectives (Low priority).

Table 17. Planning Controls Review Centre Specific Recommendations





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# Brighton Activity Centre Strategy

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# Appendices

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# Strategic Projects Summary

The Activity Centre strategy sets out objectives and strategic directions to accommodate the retail and commercial needs of Brighton's rapid population growth.

The strategy identifies and proposes a new activity centre hierarchy that reflects the economic analysis undertaken by Geografia to guide how centres within Brighton should grow in the next 15-20 years and to support the creation of a network of functional, vibrant, economically successful and multi-functional centres.

The strategy identifies statutory and non-statutory actions to achieve this, such as the preparation of structure plans. Notwithstanding this, planning policy alone cannot drive economic growth and therefore, planning mechanisms to implement the recommendations of the strategy should be adaptive and flexible to respond competitively to development opportunities and emerging markets and to consider the aspirations of developers and retail providers in Tasmania.





A key component of any strategic project is engagement, particularly with the community who will be experiencing the change and key landowners who will be responsible for enacting the vision of the plan.

Four key strategic project types are identified as the next logical step to support and encourage the delivery of well-design supermarkets, retail and commercial land and subsequently development in suitable locations:

## 1. Structure Plans

A structure plan is a guide for how a local area should change and develop over time. Structure plans can take many forms and can provide comprehensive guidance or set a higher-level framework to guide growth and change. The preparation of structure plans includes community, stakeholder and landowner engagement that will provide Council with the information required to identify key development sites and land to be re-zoned as well as other urban design interventions to guide the development of an area.

A structure plan for an activity centre would generally look at the activity centre holistically and may identify:

- Issues and opportunities of the area including existing transport network capacity
- Development sites for new supermarkets
- Development sites for general retail, commercial and bulky-good sales
- Vehicle and pedestrian links and integrate urban design interventions already identified
- Key Guidance on housing types that are encouraged to locate in the centre (i.e. units or apartments)
- Opportunities for community amenity such as provision of open space, community facilities etc.

## 2. Urban Design Framework (UDF)

Urban Design Frameworks (UDF) provide a design vision for a site based on consultation, research and analysis. For the purpose of an Activity Centre a UDF is generally guiding a single or small number of sites illustrating how future retail (such as a supermarket) will develop and interact with existing or other proposed built form. A UDF can include built form guidelines to directly inform the preparation of a SAP or become an incorporated document in the planning scheme.

## 3. Urban Design - Site Selection Analysis

A Site Selection analysis would involve a multi-criteria assessment of potential sites to determine suitable locations for a supermarket or other retail. The multi-criteria assessment would likely involve assessment against considerations such as opportunities for urban design improvements (connectivity, public realm etc.), commerciality (site exposure, access etc.) and land ownership considerations (size of site, ownership etc). Council could use this high-level study to initiate an Expression of Interest (EOI) process with landowners/developers and retail providers to support the development of these sites. Subject to the EOI responses, the re-zoning of the land may be developer-led. This could be a good option for centres where structure plans or similar strategic projects have already been completed and can inform the site selection analysis, for instance, Old Main Road.

## 4. Business Development Prospectus

A business development prospectus coordinated with Council's Economic Development Team can serve as a notification of Council's interest in delivering the recommendations of the strategy to key retail providers and developers. This option may be better suited to centres where economic opportunities exist currently or within the near-term future, when the general location of future supermarkets and additional retail areas is generally known and where there is likely to be developer interest for the delivery of the project.

Key Strategic projects by centre are summarised in the table below.



Priority	Centre	Key Centre-specific Projects
High	Brighton	<p><b>Brighton's Major Activity Centre Structure Plan/Local Area Plan</b></p> <p>It's understood a process is underway to prepare a strategic plan for Brighton, being referred to as a Local Area Plan. This will essentially fulfill the role and function of a Structure Plan. It is recommended that the Structure Plan/Local Area Plan for Brighton's Major Activity Centre focuses on identifying:</p> <ul style="list-style-type: none"> <li>- Key issues and opportunities of the area including existing transport network capacity and a movement strategy.</li> <li>- An activity centre core and boundaries</li> <li>- Precincts, themes and preferred future character for the centre that facilitates growth and change and to accommodate a distribution of business activity, jobs, housing, services and transport connections, in particular:</li> <li>- Key development sites for new supermarkets</li> <li>- Key development sites for further retail, business services and commercial land allocation as per the recommendations of the land use needs study accompanying this strategy.</li> <li>- Preferred location for higher density housing ensuring the need to provide housing choice and diversity and based on an analysis on housing demand and capacity.</li> <li>- Key vehicle and pedestrian links</li> <li>- Public spaces and urban design improvements/interventions including previously identified in other strategies such as wider footpaths, outdoor dining, footpath and landscaping upgrades.</li> <li>- Public infrastructure assets, upgrades and works</li> <li>- Contribution mechanisms to fund delivery of key improvements.</li> </ul> <p><b>Urban Design Framework for Brighton's MAC (Optional)</b></p> <p>Subject to the findings of the Structure Plan, it may be required to prepare or require that any private-led planning scheme amendment is accompanied by an Urban Design Framework that provides realistic design concepts based on consultation, research and analysis illustrating how a future supermarket development will look and enable communication and testing with key stakeholders and the community.</p>
High	Tivoli Green	<p><b>Tivoli Green Urban Design Frameworks (UDF)</b></p> <p>Prepare a UDF with the purpose of providing realistic design concepts for the delivery of a half-line supermarket and complementary retail floorspace in Tivoli Green based on consultation, research and analysis illustrating how a future supermarket development will look and enable communication and testing with key stakeholders and the community.</p> <p>An UDF can also include built form guidelines to directly inform the updates to the existing SAP.</p>
High	Boyer Road	<p><b>Boyer Structure Plan – Currently under preparation</b></p> <p>Coordinate and ensure the Structure Plan for Boyer Road includes adequately zoned land to enable the delivery of a local grocer.</p>
Medium	Jetty Road	<p><b>Business Development Prospectus for Jetty Road</b></p> <p>Consider the preparation of a business development prospectus for the establishment of a local grocer in Jetty Road, highlighting existing retail opportunities by reducing escaped spending patterns outside the municipality and taking into account the objectives and strategic directions of this strategy such as the need to integrate a future local grocer with community facilities (existing and planned).</p>
Low	Cove Hill & Green Point	<p><b>Public Realm Strategy for Cove Hill &amp; Green Point</b></p> <p>Prepare a public realm strategy to identify and recommend urban design and landscape architecture interventions to revitalise these centres. Outcomes of this strategy may include key works and upgrades to the public real and pedestrian and cyclist network improvements, among others.</p> <p>This strategy could focus on fostering a strong sense of community and cultural identity whilst also addressing the community's perceptions of safety.</p>
Low	Old Main Road	<p><b>Site Selection Analysis for Old Main Road</b></p> <p>Prepare a high-level urban design site selection analysis to identify preferred sites for the delivery of a half-line supermarket, complementary retail and commercial land use needs as well higher density residential opportunities.</p> <p>The site selection analysis should be prepared concurrently or after the Residential Strategy is completed.</p>

Table 18. Key strategic projects by centre



Priority	Key Municipal Strategic Projects
High	<p><b>Economic Development Strategy - Objective 7</b></p> <p>Prepare an Economic Development Strategy or similar to support the economic success and economic growth of centres in line with the hierarchy recommendations including:</p> <ul style="list-style-type: none"> <li>- Monitoring and reporting of key indicators of economic strength such as vacancy rates, key attractors, retail spending and frequency, hours of operation, average visits to community and recreational facilities, resident and visitor preferences and needs, business interest and development applications.</li> <li>- Identifying and enhancing key points of difference for each centre and how to leverage and built from these differentiators such as Cove Hill and South Brighton as Bulky Goods Sales precinct and large-scale offerings; Old Main Road as a Gateway centre and Bridgewater's interface with key natural landscape assets (e.g. waterfront).</li> <li>- Identifying opportunities for temporary interventions such as pop-up markets or large investments such as planning for and delivering a key attractor in the municipality (festival, permanent market, re-locating Council chambers, etc).</li> <li>- Identifying how to support the development of local business trader groups and improve communication with local retail stakeholders to promote the development of centres.</li> <li>- Leverage off existing access to key centres such as the Bridgewater waterfront to attract and support revitalisation efforts in the municipality.</li> </ul> <p>Support the development of a business prospectus to invite investment into place-based opportunities in Brighton.</p>
High	<p><b>Residential Strategy – Objective 4</b></p> <p>Prepare a residential strategy to guide the growth of the municipality, including specific investigation of opportunities to encourage increased densities in and around activity centres.</p>
Medium	<p><b>Car Parking Strategy – Objective 3</b></p> <p>Prepare car parking strategies for Major Activity Centres and Neighbourhood Centres to support a transition to public and active transport and discourage reliance on personal vehicle travel to access higher order centres when appropriate including:</p>

Table 19. Key Municipal Strategic Projects



## Further Discussion

### The Effectiveness of the Urban Mixed Use Zone

Council is interested in whether the current application of the UMUZ in Brighton Road, Green Point and Old Main Road is effective.

#### Brighton Road

In Brighton Road, current properties zoned UMUZ are largely used for residential purposes. The Strategy recommends that this zone is kept until a Structure Plan is prepared for the centre which may recommend different zoning controls given the key location of these properties in relation to the commercial core of the centre.

#### Green Point

Considering the Strategy's recommendations for land use needs in Bridgewater to be allocated primarily to Old Main Road and Boyer Road, the current application of the UMUZ is recommended to remain as is because it allows for existing residential land uses whilst enabling potential commercial development opportunities in the short and medium-term or until population growth creates additional retail and commercial gaps.

#### Old Main Road

The Strategy recommends a Site Selection Analysis for Old Main Road to identify key development sites for the delivery of a half-line supermarket. The use of the Local Business Zone is recommended for sites selected for the delivery of a supermarket as well as complementary retail land uses in coordination with key stakeholders, developers and landowners.

The remaining areas of Old Main Road are earmarked for higher density residential development. The current application of the UMUZ is suitable for this purpose as it does not restrict the use of land for a dwelling being a 'permitted' use class, however, the development standards are not specific to activity centre contexts and a SAP is recommended to provide relevant built form guidelines by substituting with customised residential standards to encourage and facilitate the delivery of dwellings and a better design response in activity centres.

An urban design study is likely to be needed for the preparation of the urban design guidelines to inform the development standards to be incorporated in the SAP.



## Local Area Objectives Recommendations

Existing LAO	Recommendations
<b>Green Point BRI-15.1</b>	
To develop Green Point as a focal point for Bridgewater and encourage a mix of uses including retail, commercial, residential, administrative and community services that complement and support the strategic role of the area as a Major Activity Centre.	<p>Remove the emphasis on Green Point being a focal point for Bridgewater. Consider, for instance:</p> <p>To encourage a mix of uses including retail, commercial, residential, administrative and community services that complement and support the strategic role of Green Point as a Major Activity Centre.</p>
<b>Cove Hill – BRI-15.2</b>	
To develop Cove Hill as a bulky goods and larger format retailing focal point. Larger speciality format retailing and support services to include supermarkets, hardware, discount department stores, camping, disposals, clothing, furniture, lighting, cafes, restaurants and entertainment facilities are to be concentrated at Cove Hill.	<p>Amend to emphasise the need to promote and support the establishment of a greater mix of uses. Consider:</p> <p>To encourage a mix of uses in Cove Hill including retail (such as cafes and restaurants), commercial (professional business services and office space) and bulky goods and larger format retailing to support its strategic role as a Major Activity Centre. Encourage the co-location of uses that require greater floorspace, in particular when they primarily serve the community such as educational, entertainment, recreational or health and allied health needs in Cove Hill.</p>
<b>Brighton Town Centre – BRI-15.3</b>	
To develop the Brighton town centre as a Rural Services Centre for the surrounding region and encourage consolidation of the town centre and provide a mix of uses including retail, commercial, administrative and community services that complement this function and provide for the needs of the local community.	Review Brighton's LAO as part of the preparation of the MAC Structure Plan.

Table 20. Local Area Objectives (LAO) Recommendations



Additional Supporting Maps









## Summary of Findings - Community Consultation Phase 1









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# Appendices

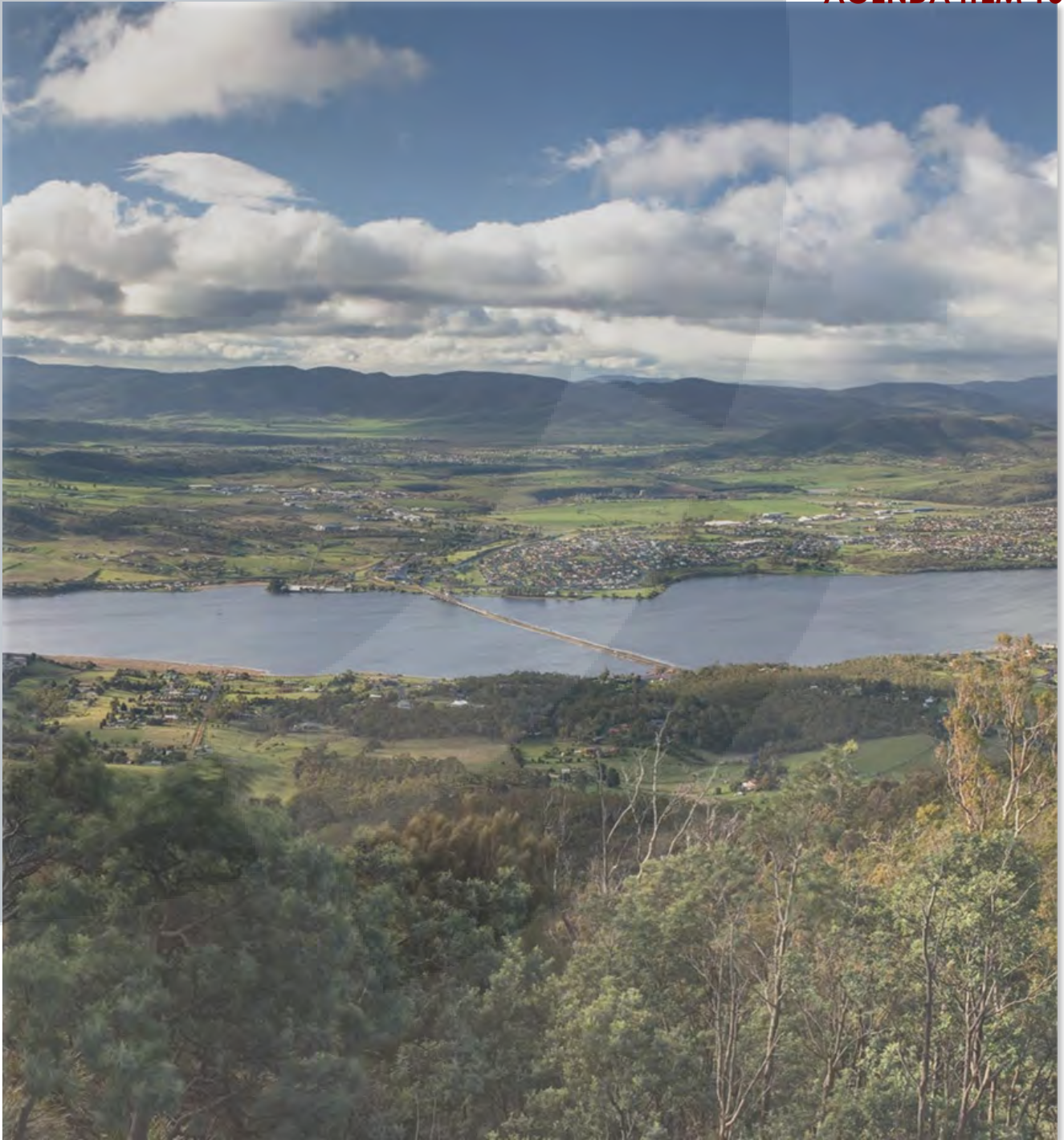
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# Brighton Activity Centre Strategy

## BACKGROUND REPORT

12 June 2025

Prepared by

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Prepared for







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## Disclaimer

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The front cover image, featuring Bridgewater, Gagebrook, and Brighton suburbs, along with the Derwent River, is by Australian photographer John Harrison.







# Executive Summary

## INTRODUCTION

- This Report is the first deliverable on the development of the Brighton Activity Centre Strategy.
- The Brighton Activity Centre Strategy will be a framework for guiding planning, economic development and investment decisions for Brighton Council's activity centres.

## STRATEGIC CONTEXT

- Brighton Council in Southern Tasmania has its development shaped by the existing commercial activities and their potential. Development direction is guided by a large set of local, regional and State policies that have a significant range of objectives. Moreover, some are under review.
- Consideration should be given to how general economic conditions and these documents and objectives will influence outcomes for Brighton's activity centres.

## ECONOMIC & DEMOGRAPHIC CONTEXT

- An analysis of the economic and demographic characteristics of Brighton Council and its surrounds suggests that, while historical and forecast job growth may be modest, population growth has been and will likely continue to be higher than expected.
- While Brighton and Bridgewater suburbs have both local and regional service centre roles, Glenorchy, Hobart and Moonah are important consumer expenditure destinations for Brighton Council residents.
- Most notably, in terms of Resident Escape Spend, bulky goods may represent a development opportunity.

## LAND USE NEEDS ANALYSIS

- The estimated 19,876 sqm of retail and 2,160 sqm of commercial floorspace in Brighton Council broadly matches current floorspace demand.



- Demand is expected to exceed supply as early as 2026 in some locations and, more significantly, in the early 2030s (in both retail and office space).
- The potential exists for supermarkets (in Brighton and Old Beach suburbs), bulky goods (in the LGA) and some recapture of the relatively high level of Resident Escape Spend (particularly in Old Beach) (Figure A).

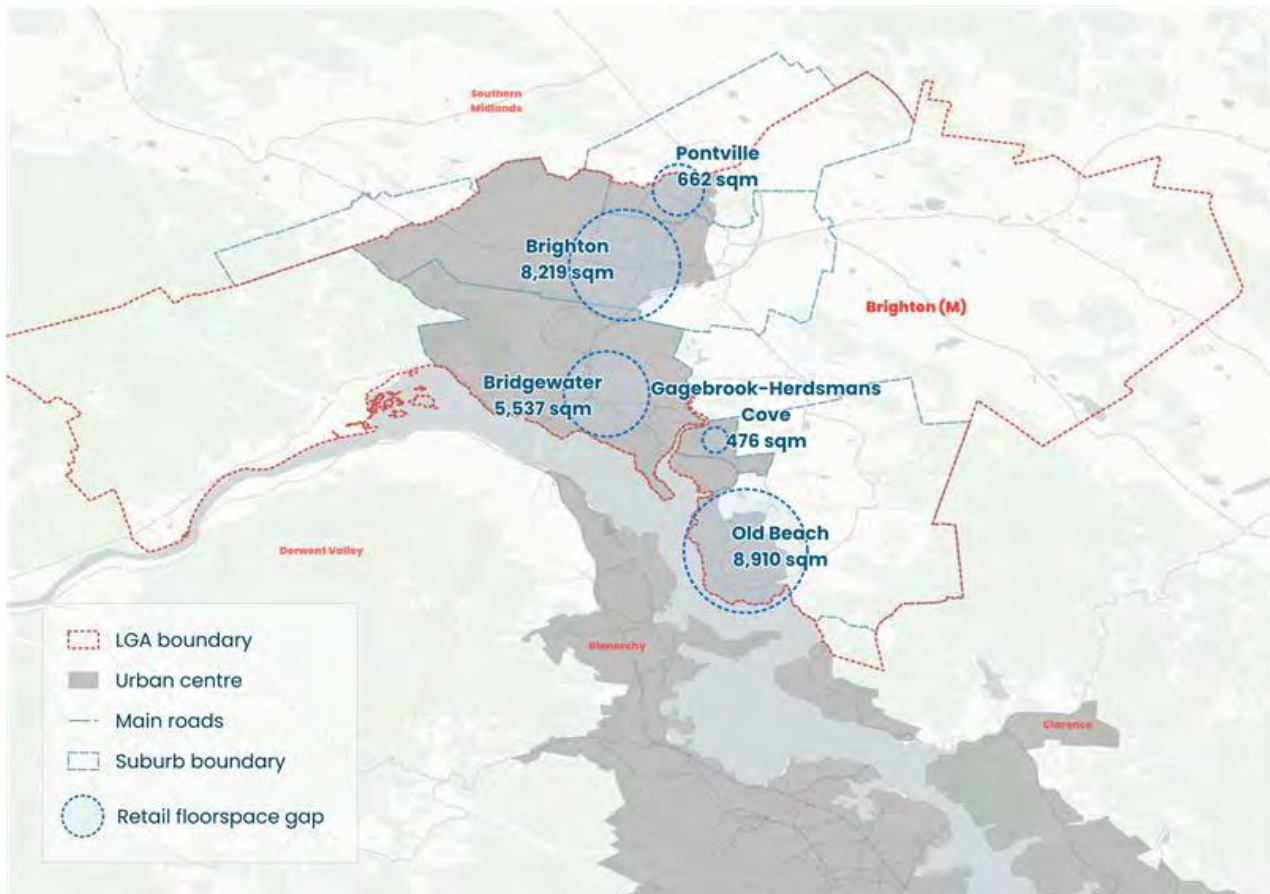


Figure A: Aggregated Retail Floorspace Needs (Gaps) by 2046  
Source: Geografia, 2024





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# 1.0 Introduction

This Report is the first deliverable on the development of the Brighton Activity Centre Strategy. It will be re-issued with additional material subsequent to the completion of a consultation phase. The Brighton Activity Centre Strategy will provide a framework to guide planning, economic development and investment decisions for Brighton Council's activity centres.

## 1.1 PROJECT OBJECTIVES

This project was commissioned to prepare the Brighton Activity Centre Strategy. The Strategy will provide an overarching framework to inform planning and land use decisions for the City's activity centres. Specifically, it seeks to:

- Translate regional land use strategies <sup>1</sup> for the Brighton Council (referred to as Brighton (M) <sup>2</sup> henceforth) context
- Provide strategic guidance to inform planning, economic development and decision-making about activity centres in Brighton (M)
- Assist the Council's activities in attracting, directing, advocating for, and guiding investment that will support these local centres.

The overall goal of the Strategy is to support the full realisation of each centre's role and function; and build on a local sense of place by directing the growth, renewal and revitalisation of each centre.

## 1.2 THIS REPORT

This background report is the first deliverable of the project. It outlines the findings of a retail and economic assessment and a review of strategic policy. These outputs will support the forthcoming consultation process, after which options and recommendations for each of Brighton's activity centres will be prepared. The report includes:


- A review of the existing strategic and policy context

---

<sup>1</sup> The Southern Tasmania Regional Land Use Strategy (STRLUS).

<sup>2</sup> To distinguish between the municipality and the locality of Brighton, we denote Brighton Council as Brighton (M) and Brighton suburb as Brighton (S).



- 
- 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.

Once the consultation is complete, this report will be reissued and include:

- Recommendations for the Activity Centre Hierarchy
- Recommendations for Planning Scheme Amendments
- An overview of the consultation approach and findings
- A detailed plan and the Implementation Strategy.

### 1.3 STUDY CONTEXT: REGIONAL POLICY DRIVERS

Two region-wide policies and projects have had a bearing on the development of this Study. These are described here, along with the response to them.

#### 1. The Southern Tasmania Regional Land Use Strategy (STRLUS)


The Brighton Activity Centre Strategy falls under the Southern Tasmania Regional Land Use Strategy (STRLUS). The STRLUS is a regional policy document initially ratified in 2010 and amended in 2013. Its intention is to facilitate and manage change, growth, and development in Southern Tasmania out to 2035.

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.

Since 2013, population growth, and changing economic and social conditions have altered the Southern Tasmania region. The City of Brighton has seen some of the highest levels of resident population growth in Southern Tasmania.

In response to broader planning reforms initiated by the State Government, the Southern Tasmania Council Authority has commissioned a review and development of an updated STRLUS. With this in mind, there exists the potential risk of misalignment between the activity centre





strategy and future strategies to be delivered in the next 2–5 years. Our understanding is that this Strategy will assist the STRLUS review.

Further, to ensure that *this* Strategy remains relevant to the revision exercise, the following approach has been undertaken:

- The assessment will first identify the future land use needs of Brighton (M)'s residents. This component will account for Resident Escape Spend <sup>3</sup> (RES) to higher-order activity centres in Southern Tasmania. This will ensure that future local land use recommendations continue supporting these activity centres' viability and vibrancy. In this respect, the analysis will factor in the Hobart CBD Primary Activity Centre and the Principal Activity Centres of Central Glenorchy, Rosny Park and Kingston.
- This Study will then evaluate previously established catchments of Brighton (M)'s activity centres <sup>4</sup>. Once validated, the Study will account for future land use needs of residents within the surrounding catchment areas.
- Lastly, recognising the changing statutory landscape, the analysis considers any relevant approved changes to the local hierarchies of neighbouring municipalities. The analysis will have particular regard for strategic planning changes in Glenorchy, Greater Hobart and Clarence.

## 2. Revised Population Forecasts

In parallel with the revision of the STRLUS, revised and updated local population forecasts have been commissioned for the region, which considers recent population growth trends. While the projections are the most up-to-date available, it is understood they do account for the population potential of recently identified growth area opportunities in Brighton (M). It is likely, therefore, that, if based on these projects, the assessment of future land use needs could be underestimated.

To account for this, this Study:


- Uses the most recent REMPLAN 2023 forecasts as a baseline projection for Brighton (M).

---

<sup>3</sup> This is spending by residents of Brighton Council outside of the LGA.

<sup>4</sup> As established in STRLUS.



- 
- Adopts a micro-simulation approach to allocating population projections to the Brighton (M) suburb level, in line with the assessment of local activity centre needs in the municipality.
  - Estimates and accounts for additional population supported by growth area development opportunities.





## 2.0 Strategic Context

Brighton Council in Southern Tasmania has its development shaped by the existing commercial activities and their potential. Development direction is guided by a large set of local, regional and State policies that have a significant range of objectives. Moreover, some are under review. Consideration should be given to how general economic conditions and these documents and objectives will influence outcomes for Brighton's activity centres.

### 2.1 BACKGROUND

Brighton (M) is in Southern Tasmania and part of Greater Hobart. Occupying the eastern bank of the Derwent River (to the north of Hobart), it comprises five urban and three rural suburbs, with most of its population concentrated in Bridgewater, Brighton suburb (referred to as Brighton (S) <sup>5</sup> henceforth), Gagebrook-Herdsman's Cove, and Old Beach.

Key attractions and cultural landmarks in Brighton (M) include Bonorong Wildlife Sanctuary, ZooDoo, the historic Pontville village, agricultural tourism (featuring wine tasting at local cellar doors), and sites of Aboriginal and military historical significance, including Pontville's oldest Georgian building.


Since 2016, Brighton (M) and Sorrel have had the highest proportional population growth in the southern region and Greater Hobart (up by 21% and 19%, respectively). As of 2022, Brighton's (M) population was approximately 19,688. Population growth at both regional and metropolitan levels is influenced by international migration, a significant demographic factor in Southern Tasmania, which is home to 295,917 people.

Economic growth in Brighton (M) is mostly driven by industrial activities facilitated by the substantial industrial land area (the largest in the region). The municipality currently hosts 853 active businesses, with key employment sectors including agriculture/food manufacturing, accommodation and food services, and public administration and safety. Despite these economic strengths, Brighton (M) faces significant socio-economic challenges, evidenced by the highest levels of disadvantage and rental stress in the region.

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<sup>5</sup> To distinguish between the municipality and the locality of Brighton, we denote Brighton Council as Brighton (M) and Brighton suburb as Brighton (S).





Transport infrastructure in Brighton (M) is anchored by three crucial road networks of state and regional importance. The Midland Highway serves as Tasmania's primary freight and passenger link, connecting Launceston to Greater Hobart. The East Derwent Highway runs along the river's eastern shore, linking the Midland Highway to Rosny Hill Road. The Tasman Highway connects Greater Hobart to the east coast, providing a direct route to destinations such as Sorell and the Tasman Peninsula, while supporting both freight and tourism traffic.

Brighton (M) residents rely on private vehicle travel as their primary mode of transport. The only public transport options available in the municipality are buses providing connections with Hobart, Glenorchy and Rosny. Some express buses service Brighton (S) and Bridgewater. The need for light rail and a commuter ferry has been identified and advocated for in the recent years. However, the most recent Draft Keep Hobart Moving Plan (2024) public transport strategy prepared by the State Government does not anticipate the delivery of these services.


### Growth Areas and Emerging Development

There are several key residential and commercial growth areas in Brighton (M). These are:

1. The Boyer Road – Future Urban Zone to the west of the Old Main Road precinct in Bridgewater, which is expected to accommodate approximately 350 new residential lots.
2. South Brighton Market, which is planned for development as per the Development Framework Plan, with approximately 565 new residential lots and 1,800 sqm of local business-zoned land.
3. Precinct A – Old Beach Zoning Review on the eastern side of the East Derwent Highway, which is set to accommodate approximately 500 new residential lots.
4. Development at 203–205 Old Beach Road, which is expected to accommodate around 80 new residential lots.
5. Infill projects along Sorell Street and Old Main Road, which have been identified as suitable areas for residential and mixed-used infill development in Bridgewater. These projects align with the opportunities created by the new Bridgewater Bridge project.
6. The Highway Services Precinct extension, approved under the South Brighton Specific Area Plan, which will enable the development of a new commercial area catering to highway services, designed to meet local and regional needs.

This study also assumes the potential for further growth areas and housing development scenarios, not currently considered in the list above.





To this end, we assumed that these are implicitly considered in the forecast population growth outlined in the baseline model.

## 2.2 POLICY AND STRATEGY REVIEW

Policies, Strategies, masterplan and assessments considered in this review include:

- The Draft Tasmanian Planning Policies (State Planning Office, 2022)
- The Draft Tasmania Population Policy (Department of State Growth, 2024)
- The Tasmanian Planning Scheme & Fact Sheet No. 5 (State Planning Office, 2017)
- The Southern Tasmania Regional Land Use Strategy 2010–2035 (Southern Tasmanian Councils Authority, 2013)
- *Draft Keep Hobart Moving Plan* (Department of State Growth, 2024)
- Brighton Council Structure Plan (Essential Economics, 2018)
- Brighton Council Vision (Brighton Council, 2050)
- Brighton Structure Plan (Echelon Planning, 2019)
- Brighton Social Infrastructure Plan (Ethos Urban & The Community Collaborative, 2018)
- Bridgewater Parkland Master Plan Report (PlaySt, 2016)
- Bridgewater Waterfront Masterplan (Brighton Council, 2023)
- South Brighton Market Assessment (Choice Location Strategists, 2021)
- Old Beach Zoning Review (ERA, 2023).


The remainder of this section provides an overview of the significant effects of these documents.

### A Hierarchical Network

Policy and strategic direction at all government levels are generally consistent with established activity centre (AC) planning principles. These policies recognise the importance of centres for both economic growth and community congregation, and their success is linked with the provision of higher-density housing within ACs or in close proximity.

AC policy and strategies in Tasmania, particularly at State and regional levels, maintain their emphasis on the need to create a network of ACs.





This is to define a hierarchy, ensure complementarities and efficiencies and avoid competition between centres. This means supporting the intensification of higher-order ACs serviced by public transport, i.e. directing major trip-generating activities or activity-generating uses to higher-order ACs.

Policy within the *draft* 2022 Tasmanian Planning Provisions (TPPs) states that the role and function of each centre be determined by:

- Existing and planned public and active transport opportunities
- The relevant growth settlement strategy
- Opportunities for innovation, research and emerging industries
- Opportunities for a range of cultural, recreational and community facilities.

The Southern Tasmania Regional Land Use Strategy (STRLUS) identifies the following AC hierarchy:

- Primary Activity Centre – Hobart CBD & immediate surrounds
- Principal Activity Centres – Glenorchy, Rosny Park and Kingston
- Major Activity Centres (MACs) – Bridgewater (Green Point) and Moonah
- Rural Services Centres (RSCs) – Brighton (S), Huonville, New Norfolk, Oatlands, Sorell
- Minor or Neighbourhood Centres and Local strips are to be identified at the local level
- Specialist Centre – Cambridge Park, Derwent Park and others.

The ACs within Brighton (M) that are identified within this hierarchy are Bridgewater (Green Point) and Brighton (S). The remaining centres that are within the scope of this project (Gagebrook-Herdsman's Cove, Pontville and Old Beach) do not have a classification under the STRLUS (Figure 1).



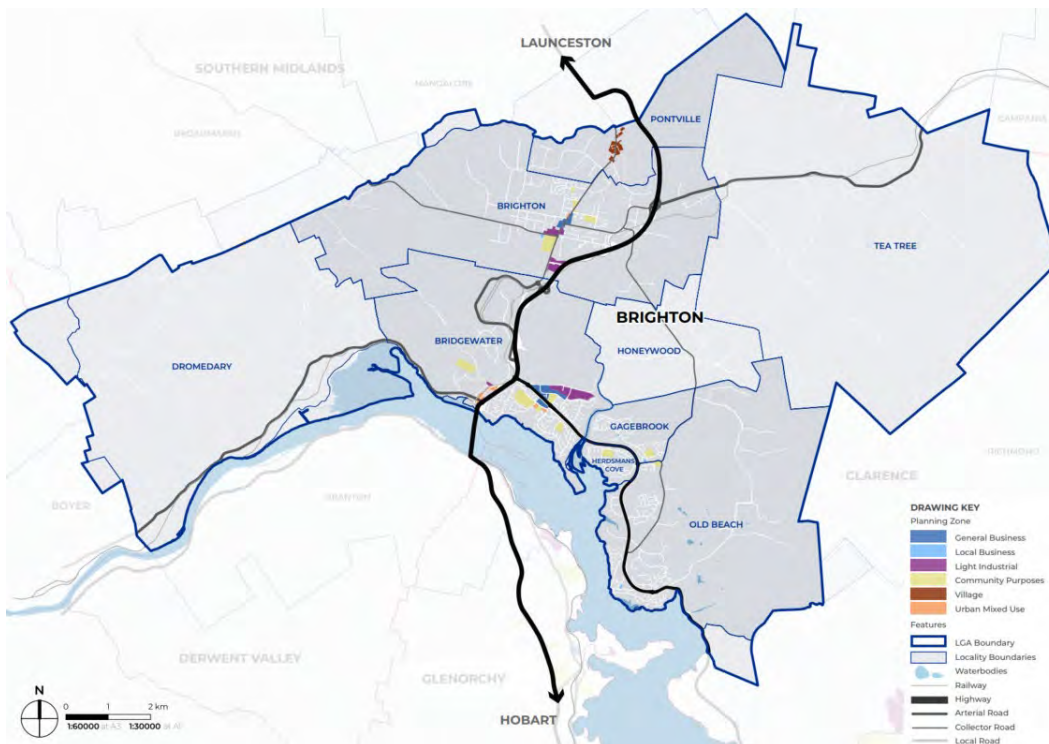


Figure 1: Brighton Activity Centre Network

Source: Mesh, 2024

## Land Use

In line with developing ACs as a focus for services, businesses, local employment and social interaction, land use policies direct a mix of uses and multi-functionality in these centres. This is based on the premise that mixed uses are conducive to economic growth and long-term economic resilience.

## Businesses

At a local level, ACs are envisioned to offer a diverse mix of local places to work, shop, eat and socialise, creating a vibrant shopping street. Specifically, more takeaways/cafes with healthy options, local restaurants, fruit and veg shops and delis.

Local issues and opportunities include the need for affordable commercial spaces, incentives for industry and businesses to relocate to Brighton, and the potential for a State Government department to be accommodated in the municipality.

A review of the Brighton Council Structure Plan 2018 (Essential Economics) indicated:



- Low vacancy rates across the municipality, suggesting support for the expansion of planning controls in Brighton (M) to encourage retail floorspace. This does not apply to Bridgewater
- Forecast demand for at least 7,220 sqm of retail floorspace and 1,130 sqm of additional commercial office space (2018–2033) the majority to be distributed in Bridgewater and Brighton (S)
- An existing spending leakage to other municipalities, mainly Glenorchy and Hobart.

According to the supportable floorspace assessment (prepared by SGS in 2023), the population growth estimations demonstrate:

- 1,250 to 1,780 sqm of supportable retail floorspace
- 100 to 1,000 sqm of supportable community facilities floorspace
- The existing urban mixed zone land (approximately 11,000 sqm can accommodate commercial and community facilities.

The report does not appear to consider the impact of the above retail floorspace provision to other activity centres in Brighton and the wider region.

### High Density Residential

The location of high-density residential uses in – or in close proximity to – activity centres is an established principle in activity centre planning. This should be a main consideration in the preparation of the Strategy as there are reciprocal benefits of locating residential uses in activity centres. In particular, residential uses support the economic success of businesses and significantly contribute to the vibrancy and 'buzz' associated with successful centres. Likewise, centres provide key services and infrastructure to support liveable outcomes for residents.

State, regional and local policy acknowledges the rationale above and seeks to establish that:

- In addition to economic growth considerations, ensure the creation of activity centres that are vibrant and support urban lifestyles
- Allow for above-ground level residential uses in ACs
- Ensure the planning scheme allows for medium-density housing to be established in close proximity to town centres, public transport services and open space.





## Community, Culture and Recreation

There is an emphasis on the role of ACs in revitalising and strengthening the local community, providing social cohesion opportunities by concentrating community and social infrastructure such as schools, health care facilities, libraries, social services, child, youth and aged care services. As such, the Strategy should protect existing uses and support any required provisions in the future.

With this in mind, activity centre planning should identify local challenges and support place-based approaches to deliver solutions that engage young people, facilitate participation and enhance feelings of belonging.

At a local level, general issues and opportunities include:

- The need for better access to local health care and wellbeing
- Vulnerability within the western region of Brighton
- Opportunities for communal gardens.

## Industry and Tourism

With consideration of the overlapping need to support industry growth and tourism potential, activity centre planning should:

- Not significantly intrude on Industrial land, particularly when it could limit its potential consolidation
- Promote the integration of tourism infrastructure into activity centres
- Provide flexibility within AC for tourism-related use and development
- Consider the constraints planning controls may present to innovative tourism land use and development.

## Innovation

Existing policy and strategies, particularly at the State and Regional level, recognise the need to consider the relationship between existing centres, education facilities and the provision of logistics and digital infrastructure. Specifically, the need to:

- Diversify trades and businesses, including green and emerging technologies
- Embrace emerging and innovative businesses and technologies
- Embracing best-practice environmentally sustainable initiatives.






## Public Transport Requirements

- Council-endorsed strategies acknowledge the opportunities for light rail servicing Bridgewater in the future. This is contingent on the delivery of a passenger train service in the future using existing rail infrastructure located within the Bridgewater Bridge Precinct, which currently sits within the jurisdiction of higher levels of government.
- Likewise, local policy identifies opportunities for an additional commuter ferry service and station in Bridgewater to encourage public and active transport modes from Brighton to the western bank of Greater Hobart.
- The recently released *draft* Keep Hobart Moving Plan (2024) prepared by the State Government makes no suggestion of the State's intention to facilitate, promote or deliver passenger light rail in Greater Hobart. This draft plan is limited to a high-level indication of a planned Rapid Bus Network (RBN) and potential expansions to the existing commuter ferry services.
- Unfortunately, the indicative RBN and ferry investigation areas shown in the plan exclude Bridgewater and Brighton. The municipality is, therefore, likely to continue to rely on private modes of transport and the existing bus network.

## Car Parking Requirements

- At a high level, State and regional policy broadly encourages a modal shift from private vehicle travel to public and active transport modes via parking policy. For instance, encouraging planning policy to remove minimum car parking requirements in activity centres results in the need to improve the provision of end-of-trip facilities and active street frontage layouts in new developments.
- Despite the above, it is understood that a modal shift to public and active transport modes requires a two-tier approach: firstly, the removal of car parking supply to discourage private transport and secondly, the increased provision of a robust public transport system with meaningful catchment areas and good connectivity.
- A review of existing policies identifies that a sustainable transport strategy is still required to coordinate and achieve a modal shift within Brighton. This strategy should assess the implications of removing car parking from activity centres, particularly given the current low pedestrian connectivity, especially for disabled





persons. Eliminating car parking without addressing connectivity challenges risks isolating pedestrians.

## Application and Drafting of Controls

Specific guidance exists within State and regional policy on the overarching goals and principles when applying and drafting planning controls.

The following directions are relevant to activity centre planning:

- Allow use and development that has little or no impact to proceed without requiring planning approval
- Reduce planning regulation to reflect the level of impact caused by the use and development
- Support the maintenance of regulatory consistency
- Encourage mechanisms that allow for timely adjustments in planning regulation for responses to and recovery from emergency events, pandemics and climate change
- Research, share and expand the available population data and analysis to guide infrastructure, housing and services planning and decision-making
- Allocate a sufficient supply of land within existing settlements for commercial and business use based on existing and projected demands.


Further, State and regional policy directs the following technical application of State Planning Provisions: <sup>6</sup>

- Apply the CBZ, GBZ and LBZ to ACs as appropriate, having regard to its role/function in the network
- Consider a 10–15-year timeframe
- Implemented strategies with structure plans
- Primary and Principal activity centres are identified at a regional/state level, whilst the structure and economic planning of lower-order centres are to be managed and implemented at a local level.

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<sup>6</sup> Draft Tasmanian Planning Policy and the STRLUS.





Overarching policy direction seeks to ensure planning interventions provide a high level of flexibility and adaptability. Further, the direction identifies that interventions consider the level of impact caused by the use or potential development. However, the same background documents direct the application and use of State Planning Provision (SPP) zones to ACs. This limits the ability of local government to 'ensure' local planning interventions support that aspirational level of flexibility.

In other words, the level of flexibility and adaptability is determined implicitly by the SPP zones rather than potential local planning interventions. This implies that the SPP zones provide a high level of flexibility, for example, to support emerging industries and businesses (although it's important to note that this has not been tested).

In lieu of this, Specific Area Plans (SAPs) are available to manage specific use or development outcomes that justify a specialised approach. The Strategy needs to respond to both policy directions when designing/applying planning controls. More consistency with SPPs will facilitate a smooth implementation process. However, an approach that relies on SAPs may enable a better outcome for the municipality and its centres.

### Land for Commercial and Business Use

Policy within the *draft* 2024 Tasmanian Planning Provisions (TPPs) directs the identification and allocation of a sufficient supply of land within existing settlements to provide for commercial and business use and development, based on existing and projected demands, with further consideration to the following:

1. The nature and scale of the catchment being serviced
2. Consumer demand and demographic forecast
3. Efficient use of existing infrastructure
4. Accessibility to existing transport networks and services
5. Access to employees
6. Activity centre hierarchy
7. Regional settlement hierarchy.



## 2.3 ACTIVITY CENTRE PROFILES

### Bridgewater

Table 1 and Table 2 summarise the findings of a policy and strategic review for Bridgewater, including Bridgewater East (which includes Green Point MAC and Cove Hill) and Bridgewater West (Old Main Road/Bridgewater Bridge Precinct – see Figure 2).



Figure 2: Bridgewater – Activity Centre Profile

Source: Mesh, 2024



## 1. Bridgewater East (Green Point MAC and Cove Hill)

### Overview

Land use zones area	<p><b>Bridgewater (East and West):</b></p> <p>General Business: 17.06 ha</p> <p>Urban Mixed Use: 7.61 ha</p> <p><b>Cove Hill:</b></p> <p>General Business: 13.83 ha</p> <p><b>Green Point:</b></p> <p>General Business: 3.23 ha</p> <p>Urban Mixed Use: 2.29 ha</p>
Features	Two main areas: Cove Hill and Green Point and smaller retail and commercial areas
Role	Retail, commercial, civic, educational and industrial
Floor space	13,328 sqm of retail floorspace (Audited in 2018, revised in 2024) 2,080 of commercial floorspace (Audited in 2018, revised in 2024)



## 1. Bridgewater East (Green Point MAC and Cove Hill)

Notable tenancies/places	<p><b>Cove Hill:</b></p> <p>Groceries – Coles Bridgewater (with an estimated 4,000 sqm in floorspace)</p> <p>Food &amp; beverage – KFC, Thirsty Camel, Big Bargain Bottleshop.</p> <p>Discount home – The Reject Shop, Shiploads</p> <p>Medical – Green Point Medical Services</p> <p>Educational – St Pauls Catholic School, Discovery ELC</p> <p>Community services – Community sports hall, St Joseph’s Administration</p> <p>Recruitment services – Workskills</p> <p>Civil &amp; emergency services – Bridgewater Fire Station. Bridgewater Ambulance Station, Hobart Community Legal Services</p> <p>Place of assembly – Church &amp; temple</p> <p>Industrial uses to the south of Cove Hill Road (Polyfoam Australia Pty, Waster Transfer Station, Star Track Express) and to the north (Precast Tas, Salva Car Removal, Porta Timber and Metal recycling)</p> <p><b>Green Point:</b></p> <p>Groceries – Woolworths Green Point (with an estimated 3,500 sqm in floorspace), BWS</p> <p>Postal services – Australia Post</p> <p>Civil &amp; emergency services – Bridgewater Police Station, Brighton Civic Centre, Library, Service Tasmania, Centrelink, Centacare Evolve Housing</p> <p>Recruitment services – Asuria, Max Solutions</p> <p>Educational – Jordan River Learning School (Primary &amp; Secondary) and Bridgewater High School</p> <p>Open space – Bridgewater Parkland</p> <p>Medical – Brighton Community Health Centre, Priceline Pharmacy</p>
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### Strategic Context

Classification in AC hierarchy	Bridgewater Green Point is designated as a <b>Major Activity Centre</b> with the role of serving the surrounding district and providing a range of convenience goods and services and some community facilities (STRLUS, 2011)
Brighton Social Infrastructure Plan, Ethos Urban, the Community Collaborative (2023)	<p>Bridgewater and Brighton as community services cores</p> <p>Increase activation in the town centre to drive social outcomes and utilisation of civic services and vice versa</p>



## 1. Bridgewater East (Green Point MAC and Cove Hill)

Brighton Structure Plan (2018)	<p>Cove Hill and Green Point are physically disconnected by East Derwent</p> <p>The need to accommodate freight and heavy vehicles along the East Derwent Highway</p> <p>Investigate pedestrian overpass locations along the East Derwent Highway</p> <p>Pedestrian connections between Coles and existing pedestrian crossing</p> <p>Public art and landscape improvements</p> <p>Investigate Urban Mixed Zone surrounding Green Point to allow for dwellings</p> <p>Investigate location for a Cove Hill public space</p> <p>Potential emergency services precinct within Bridgewater</p> <p>Advocate for a commuter ferry services with one stop in Bridgewater and Old Beach and establish a waterfront activity node</p> <p>Encourage the establishment of MONAs hacking school in Bridgewater</p>
Bridgewater Parkland – Master Plan Report, Play/St, 2016	<p>Recommendation for the creation of a 'spine corridor' connecting the civic centre with the waterfront with a number of community/recreational uses along the way including a community hub, skate hub, community nursery and a foreshore parkland hub</p>
Bridgewater-Gagebrook-Old Beach Network Study, Department of State Growth	<p>The study aims to improve the East Derwent Highway by enhancing safety and service levels for motorists and pedestrians. It is guided by modelling of future growth scenarios and their impacts on key intersections. Community feedback has highlighted concerns about pedestrian safety when crossing the highway.</p>

### Statutory Context

TPS	<p><b>Zones:</b></p> <p>General Business Zone</p> <p>Light &amp; General Industrial</p> <p>Community Purpose, Open Space &amp; Urban Mixed Use Zone</p> <p>Surrounded by Inner &amp; General Residential Zones</p> <p><b>Codes:</b></p> <p>Bushfire, Biodiversity, Natural Assets, landslip, costal erosion codes to the south</p>
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## 1. Bridgewater East (Green Point MAC and Cove Hill)

LPS	<p>BRI-15.1 – Local Area Objectives – Green Point Area:</p> <p>To develop Green Point as a focal point for Bridgewater and encourage a mix of uses including retail, commercial, residential, administrative and community services that complement and support the strategic role of the area as a Major Activity Centre</p> <p>BRI-15.2 – Local Area Objectives – Cove Hill Area:</p> <p>To develop Cove Hill as a bulky goods and larger format retailing focal point. Larger speciality format retailing and support services to include supermarkets, hardware, discount department stores, camping, disposals, clothing, furniture, lighting, cafes, restaurants and entertainment facilities are to be concentrated at Cove Hill</p> <p>BRI-S4.0 – Bridgewater Quarry Specific Area – Plan (Cove Hill) seeks to protect the operations of the Bridgewater Quarry from incompatible or conflicting use or development</p>
<b>Future Development</b>	
MONA's hacking school	Waterfront precinct
Point.B	Mixed-use industrial precinct

Table 1: Bridgewater East Policy Review Summary

Source: Mesh, 2024

## 2. Bridgewater West (Old Main Road/Bridgewater Bridge Precinct)

<b>Overview</b>	
Land use zones area	<p><b>Bridgewater (East and West):</b></p> <p>General Business: 17.06 ha</p> <p>Urban Mixed Use: 7.61 ha</p> <p><b>Old Main Road:</b></p> <p>Urban Mixed Use: 5.32 ha</p>
Features	<p>Mix of land uses, services and heritage features</p> <p>Some commercial activity along Old Main Road</p>
Existing role	Highway Services Centre (Midland Highway)
Floor space	<p>High vacancy rate (42%) within the northern end of Bridgewater Bridge (Essential Economics, 2018)</p> <p>1,000 sqm of retail floorspace (audited in 2018, revised in 2024)</p>
Notable tenancies/places	McDonald's Bridgewater



2. Bridgewater West (Old Main Road/Bridgewater Bridge Precinct)	
Strategic Context	
Classification in AC hierarchy	None
Bridgewater Waterfront Masterplan (2023)	<p>Need to accommodate heavy vehicles along Midland Highway</p> <p>Old Main Road as the central village spine of Bridgewater</p> <p><b>Zoning recommendations:</b></p> <p>Rural Living to the west to be re-zoned to General Residential Zone to support the Old Main Road precinct</p> <p>Most of land zoned Utilities to be converted to Urban Mixed Use to support the creation of a commercial high street and medium density developments</p> <p>Light Industrial Council land to be rezoned to Community Purpose Zone</p> <p>SAP to study area to implement urban design elements of the Master Plan</p> <p><b>Connectivity recommendations:</b></p> <p>Re-develop old bridge for a river cruise (tourism) and commuter ferry terminal</p> <p>Urban design improvements (bus stop, separate bike lanes, tree, etc.)</p> <p>Retain rail lines for potential future use and location of passenger railway station</p> <p>30-metre waterfront corridor</p>
Statutory Context	
TPS	<p><b>Zones:</b></p> <p>Urban Mixed Use Zone and Utilities Zone</p> <p>Surrounded by General Residential to the east and predominantly Rural Living to the west</p> <p><b>Codes:</b></p> <p>Individually listed local heritage sites within the centre</p> <p>Bushfire, Biodiversity, Natural Assets, Inundation and Erosion Codes adjoining the centre to the west and south</p>
LPS	BRI-S8.0 – Urban Rural Interface Specific Area Plan (to the west of the Old Main Road centre. This SAP seeks to provide for high density rural living for areas of the Rural Living Zone closer to settlements and urban fringe areas.
Future Development	
New Bridgewater bridge	Due 2025
Bridgewater Bridge Waterfront Masterplan	Rural Living Zone to the west currently identified for infill development opportunities. The Boyer Road Future Urban Zone (further to the west) is expected to accommodate approximately 350 new lots.

Table 2: Bridgewater West Policy Review Summary  
Source: Mesh, 2024



## Brighton (S)

This includes the existing Rural Services Centre (RSC) and Highway Services Precinct, as well as the South Brighton and Brighton Shopping Centre (Figure 3). Results are summarised in Table 3.



Figure 3: Brighton (S) – Activity Centre Profile  
Source: Mesh, 2024

### 3. Brighton (S) (incl. Highway Services Precinct)

#### Overview

Land use zones area	General Business: 6.30 ha Local Business: 0.66 ha Urban Mixed Use: 0.67 ha
Features	Scattered commercial activity along Brighton Street, small scale supermarket, health, educational and recreation land uses
Role	Limited commercial, health, educational and recreational services



### 3. Brighton (s) (incl. Highway Services Precinct)

Floor space	<p>3,214 sqm of retail floorspace and approximately 80 sqm in commercial floorspace (Audited in 2018, revised in 2024). This excludes 2,107 sqm in forthcoming retail floorspace from shopping centre development.</p> <p>100 sqm to 1,000 sqm of community facilities floorspace</p> <p>The existing urban mixed zone land (approximately 11,000 sqm) can accommodate commercial and community facilities) (SGS, 2023)</p>
Notable tenancies/places	<p>Groceries – IGA Brighton</p> <p>Emergency services – Brighton Fire Brigade</p> <p>Health – Bedford Street Medical Centre, Brighton Pharmacy, Brighton Dental Centre</p> <p>Recreation – Brighton Skate Park/BMX Track, Brighton Bowls Community Club, Brighton Soccer Club</p> <p>Food &amp; beverage – Brighton's Best Bakehouse, Moes Cafe</p> <p>Education – Jordan River Learning Federation School Farm, Brighton Primary School, Brighton Child Care &amp; Early Learning Centre</p> <p>Hotels – Brighton Hotel &amp; Motel</p>

#### Strategic Context

Classification in AC hierarchy	<b>Rural Services Centre</b> with the role of providing a range of goods and services and meeting the needs of predominantly non-urban community, with trips to larger activity centres required occasionally.
Brighton Social Infrastructure Plan, Ethos Urban, the Community Collaborative (2023)	<p>The Brighton Municipal Memorial Hall and the Old Beach Community Centre are identified as an asset upgrade priority with highest potential to accommodate future growth</p> <p>Bridgewater and Brighton as community services cores</p> <p>Consolidate social infrastructure close to the Brighton town centre</p> <p>Advocate for a new small-scale library in Brighton's centre</p>
Brighton Structure Plan (2018)	<p>A number of urban design improvements (development to face streets, widen footpaths, outdoor dining, footpath upgrades and landscaping)</p> <p>Encourage the re-development of 51 Brighton Road for a landmark multi-level building</p> <p>Traffic and Car Parking Management Plan for the town centre</p> <p>Advocate for light rail services to be extended to Brighton</p>
Brighton Council Structure Plan, Essential Economics (2018)	<p>Low vacancy rates suggest support for expansion of planning controls encouraging retail floorspace (except for Bridgewater)</p> <p>Consider testing whether there continues to be a lack of a critical mass of population to support major retail development in Brighton</p>



### 3. Brighton (s) (incl. Highway Services Precinct)

Brighton Structure Plan, Echelon (2018)	<p>Ensure attenuation buffers around the Brighton Transport Hub and Industrial Estate area maintained</p> <p>Advocate for improved bus services, upgrade to bus stops and shelters and locations for park and ride facilities for bus services</p> <p>Investigate options for markets, festivals and pop-up art exhibitions</p> <p>Ensure the planning scheme allows for medium density housing to be established in close proximity to town centres, public transport services and open space</p>
Brighton Town Centre Local Area Plan, Aurecon (2012)	<p>Brighton's Activity Centre is recognised as composed of the following key areas:</p> <p>Commercial Town Centre – two clusters of activity</p> <p>Former Army Site</p> <p>School Farm</p> <p>Highway Services Precinct</p> <p>Greenfield Development Precinct (now South Brighton Market)</p>

#### Statutory Context

TPS	<p><b>Zones:</b></p> <p>General Business Zone, Light industrial, Particular Purpose Zone (Bridgewater Highschool Farm)</p> <p>Community Purpose Zone</p> <p>Surrounded by General Residential and Recreation Zone</p> <p><b>Codes:</b></p> <p>Individually listed local heritage sites within the centre</p> <p>Natural Assets Code to small section to the west of Brighton Road/Downie Street</p>
LPS	<p>BRI-15.3 – Local Area Objectives – Brighton Town Centre:</p> <p>To develop the Brighton town centre as a Rural Services Centre for the surrounding region and encourage consolidation of the town centre and provide a mix of uses including retail, commercial, administrative and community services that complement this function and provide for the needs of the local community.</p> <p>BRI-S11.0 – South Brighton Specific Area Plan to implement the South Brighton Development Framework, vary the Use Table of the Local Business Zone and allow for increased density with variations to the subdivision standards (lot size), among others</p>



3. Brighton (s) (incl. Highway Services Precinct)	
Surrounding LPS	<p>BRI-S8.0 – Urban Rural Interface Specific Area Plan – to the south, east and north</p> <p>BRI-S1.0 – Brighton Horse Racing Specific Area Plan – to the west</p> <p>BRI-S4.0 – Brighton Quarry Specific Area Plan; BRI-S10 – Brighton Industrial Hub Specific Area Plan and BRI-S12.1 – Burrows Avenue Specific Area Plan – to the south</p> <p>BRI-S11.0 – South Brighton Specific Area Plan – to the south</p>
Future Development	
Shopping centre and supermarket	Lot 162, Brighton Road for a small-scale shopping centre and supermarket. Development is expected to support 2,107 sqm in retail floorspace, with Banjo's Bakery confirmed as a tenant.
South Brighton Market	As per Development Framework Plan. Approximately 550 new lots and 2,800 sqm of local business zoned land.

Table 3: Brighton (s) Policy Review Summary  
Source: Mesh, 2024



## Pontville

Pontville is characterised by its mixed-use and rural settings (Figure 4). Results are summarised in Table 4.



Figure 4: Pontville – Activity Centre Profile  
Source: Mesh, 2024

4. Pontville	
Overview	
Land use zones area	Village: 10.98 ha
Features	Visitor accommodation and historical landmarks Proximity to Brighton's AC
Role	Tourism
Floor space	270 sqm of retail floorspace (reviewed in 2024)



4. Pontville	
Notable tenancies/places	<p>Visitor accommodation – Lythgo's Row Colonial Cottages</p> <p>Hotel – The Crown Inn</p> <p>Employment centre – Southern Workforce Network</p>
Strategic Context	
Classification in AC hierarchy	Not classified
Brighton Structure Plan, Echelon (2008)	<p>Lower traffic speeds, extensions to pedestrian connections and improved signage for safer navigation</p> <p>Create a historic trails network and thematic interpretation following the Pontville Trail Network Concept Plan</p> <p>Consider improvements and new recreational facilities within Pontville Park</p>
Statutory Context	
TPS	<p><b>Zones:</b></p> <p>Village Zone</p> <p>Surrounded by Rural Living, Open Space/Recreation Zone and a small patch of General Residential Zone.</p> <p><b>Codes:</b></p> <p>Local Historical Heritage Code – Pontville (Precinct) and individually significant properties</p> <p>Landslip, Bushfire, Natural Assets, Flood Prone Areas (west)</p>
LPS	N/A
Future Development	
N/A	None identified

Table 4: Pontville Policy Review Summary

Source: Mesh, 2024



## Old Beach

Old Beach is a primarily residential suburb recent growth featuring established homes and newer developments (Figure 5). Results are summarised in Table 5.



Figure 5: Old Beach – Activity Centre Profile  
Source: Mesh, 2024

5. Old Beach	
Overview	
Land use zones area	General Business: 0.48 ha
Features	Community Services, Recreational uses and home-based businesses scattered throughout the suburb
Role	Local – small scale. Organic growth of home-based businesses taking advantage of waterfront and distance from other centres.
Floor space	390 sqm of estimated retail floorspace (2024)



5. Old Beach	
Notable tenancies/places	<p>'Yourtown Bridgewater' (Youth Social Services)</p> <p>Old Beach Community Hub</p> <p>Brighton Community Food Hub</p> <p>Old Beach Scout Hall</p> <p>Lennox Park</p>
Strategic Context	
Classification in AC hierarchy	Not defined
Brighton Social Infrastructure Plan, Ethos Urban, the Community Collaborative (2023)	<p>The Brighton Municipal Memorial Hall and the Old Beach Community Centre are identified as an asset upgrade priority with highest potential to accommodate future growth</p> <p>Activation should be driven on this site to incentivise community use and the role of the community hub.</p>
Old Beach Zoning Review, ERA (2023)	<p>This study compares two potential growth areas in Old Beach and makes recommendations for changes to the UGB, re-zoning to the Future Urban Zone (General Residential Zone) to allow the creation of up to 580 new lots</p> <p>It recognises the benefits of establishing a convenience/neighbourhood level shop in Old Beach to support the anticipated growth of 3,000 residents in the next 10 years. Precinct A is identified as suitable to provide these services (East of East Derwent Highway).</p>
Statutory Context	
TPS	<p><b>Zones:</b></p> <p>Local Business Zone (one property)/Recreation Zone surrounded by General Residential Zone</p> <p><b>Codes:</b></p> <p>Bushfire Prone Areas, Inundation/Coastal Erosion, Natural Assets, near the waterfront</p>
LPS	BRI-S9.0 – Tivoli Green Specific Area Plan (opportunities for commercial)
Future Development	
Precinct A, as identified in the Old Beach Zoning Review (ERA 2023), located on the eastern side of the highway	Approximately 500 new lots
203–205 Old Beach Road	Approximately 80 new lots
Lennox Park, Jetty Road	Container café

Table 5: Old Beach Policy Review Summary

Source: Mesh, 2024



## Gagebrook-Herdsman's Cove

Gagebrook-Herdsman's Cove features a mix of housing, schools, community centres, along with access to essential services such as education facilities (Figure 6). Results are summarised in Table 6.



Figure 6: Gagebrook-Herdsman's Cove – Activity Centre Profile

Source: Mesh, 2024

6. Gagebrook-Herdsman's Cove	
Overview	
Land use zones area	Local Business: 0.86 ha
Features	Council's chambers and schools
Role	Local – Small Scale
Floor space	457 sqm in estimated retail floorspace



6. Gagebrook-Herdsman's Cove	
Notable tenancies/places	Brighton Council Chambers Herdsman Cove IGA – Lamprill Circuit Primary Schools Service Station Laona Store – small convenience store
Strategic Context	
Classification in AC hierarchy	Not classified
Brighton Social Infrastructure Plan, Ethos Urban, the Community Collaborative (2023)	Social and physical community fragmentation and lack of an identifiable town centre between Old Beach and Gagebrook and Herdsman's Cove Recommends the identification of a new social infrastructure node/local town centre. Co-location near Council chamber could facilitate the creation of a significant civic centre. Potentially identifies as a preferred location for a youth centre Build on the existing community core at the community centre and IGA Expand community benefits on Council Chambers land
Statutory context	
TPS	<b>Zones:</b> Local Business Zone (two segregated properties Service Station and Fish and Chips and convenience store) Community Uses (Primary Schools) <b>Codes:</b> Bushfire, Natural Assets and Coastal inundation along waterfront
LPS	To the south – BRI-S9.0 – Tivoli Green Specific Area Plan
Future Development	
Tivoli Green	Greenfield development also identified under the Old Beach AC profile

Table 6: Gagebrook-Herdsman's Cove Policy Review Summary


Source: Mesh, 2024

## 2.4 CONCLUSION – GENERAL

Information on the key planning and strategy documents that will (or can) influence development in Brighton (M) is provided in the Appendix. General implications are provided here.

A review of relevant strategic plans, policies and masterplans at State, Regional, metropolitan and local levels suggests that there is support for the growth and economic development of the existing centres within





Bridgewater and Brighton (S) as activity centres within local and regional catchments.

While there are fewer references to lower-order centres, some of the recent work has recognised the existing fragmentation of activity in these centres and the need to identify a town centre. This would have multiple benefits, including the development of a recognisable precinct that may attract a wider range of uses, including evening economy activity (e.g., dining and takeaway).

Notably, only the following suburbs record significant night-time spending:

- Bridgewater (\$12 million in Total Local Spend in 2023-24, of which \$7 million was from residents);
- Brighton (S) – \$4.4 million, with \$2 million from residents; and
- Gagebrook at \$443,000 all of which was from residents (Spendmapp, 2024 <sup>7</sup>).


The analysis of these documents also shows that:

- Considering the ongoing review of key State and Regional policies and strategies, there is a potential for misalignment between the activity centre strategy and future strategies to be delivered in the next 2-5 years, notably the STRLUS and the review of the Tasmanian Planning Scheme Provisions. Our understanding is this Strategy will assist the STRLUS review.
- One of the main challenges with activity centre planning in Tasmania is the lack of a robust public transport strategy to inform the role and hierarchy designation of activity centres. For Bridgewater, this lack of direction is exacerbated by the fragmented conditions of the centre presenting two or three long-term growth options: Green Point, Cove Hill or Old Main Road.
- A sustainable transport strategy is needed to coordinate and achieve a modal shift within Brighton and to establish whether car parking requirements can be removed from activity centres as encouraged by State and regional policy.
- There is an immediate need to advocate for the inclusion of Brighton (M)'s centres in the planning of the future ferry stations and Rapid Bus Network for Greater Hobart to improve accessibility

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<sup>7</sup> A detailed analysis of the patterns in the night-time spend data and discussion of any potential opportunities is beyond the scope of this study. The floorspace analysis is based on an analysis of the aggregated spend (that is, both night and day combined).





and mobility in the municipality but also to provide long-term guidance and support for the development and hierarchy of the centres.

- The municipality is experiencing growth pressures and is expected to accommodate a significant proportion of the needed housing supply in Southern Tasmania. In particular, residential growth is expected in the short to medium term in Bridgewater (West), Brighton (South), and Old Beach.
- There is strong strategic and planning direction for the growth of Bridgewater and Brighton (S) as the leading centres of Brighton (M) and some evidence to suggest the need to revise their roles in the regional network due to the catchment areas serviced and the need for the further congregation of services in the municipality.
- The designation of roles and functions for each activity centre needs to consider the broader regional network of centres.
- Excluding Brighton (S), a common challenge across activity centres is the lack of a 'high street' with the potential to become a pedestrian/vibrant road. Most centres are located on roads that serve as key freight and passenger vehicle routes. Additionally, there is a need for pedestrian functionality audits to assess access for all users, including parents with prams and individuals using wheelchairs.
- There is a clear need to define activity centre boundaries to congregate activities within all centres, including the delivery of public transport, community infrastructure and higher-density housing. This is particularly important for Old Beach and Gagebrook-Herdsmans Cove.
- Overarching policy direction seeks to ensure planning interventions/regulation provide a high level of flexibility and adaptability and reflect the level of impact caused by the use/development regulated.

## 2.5 CONCLUSION – BY CENTRE

Information on the key planning and strategy documents that will (or can) influence development in Brighton (M) is provided in the Appendix. Location-specific implications are provided here.





## Bridgewater

- The STRLUS classifies Bridgewater (Green Point) as a Major Activity Centre. It is unclear whether this classification encompasses Cove Hill.
- Bridgewater is made up of three separate precincts, which suggests the need for further definition. For instance, while Old Main Road forms part of Bridgewater suburb, it may warrant designation as a separate activity centre due to its distance from Green Point, the lack of permeability between the two and the different opportunities and constraints posed by its location in relation to the new and old Bridgewater Bridge and the waterfront.
- Green Point serves as a commercial/retail node with proximity to key civic land uses and open space infrastructure. It also acts as a hub for supporting those facing social disadvantage, hosting essential services such as Centrelink, Service Tasmania, recruitment agencies, the library, and the police. However, it lacks permeability and a defined 'main street', which may limit its cohesion and accessibility. Relocating these services would have a significant impact on the community.
- Cove Hill directly adjoins industrial land, which can be seen as both a challenge and an opportunity. Industrial land may constrain the establishment of higher-density residential uses to the north of Cove Hill to support its success. On the other hand, the industrial land could provide the flexibility/affordability required for 'innovative', 'unanticipated' land uses/businesses required for the success of the activity centre, such as a large brewery, tourism uses, recreational uses, etc with higher land size needs which in turn have the potential to act as anchors to the activity centre and support its long-term success and growth.
- There are opportunities for pedestrian/cycling connections between nodes of activity via a spine corridor as identified in the Bridgewater Parkland Master Plan.
- Whilst Green Point and Cove Hill are potentially two of the most successful nodes of activity in Brighton, these nodes are divided by the East Derwent Highway, a key freight route. This presents a significant constraint for establishing a cohesive and connected activity centre. Its fragmentation raises questions about its future role as the principal centre within Brighton (M) given the challenges of its development as a vibrant and attractive precinct. Further stages of the strategy should consider:
  - Whether other centres in the municipality are better placed for to occupy the role of a principal centre in the long-term




- Whether the permeability and access limitations of Green Point/Cove Hill can be resolved with urban design interventions
- Whether the separation of Cove Hill and Green Point is necessary to secure the long-term economic success of Green Point and its establishment as the principal activity centre of Brighton
- Whether Hurst Street as a connector/local road is better suited to accommodate an activity centre, particularly in comparison to East Derwent Highway and Green Point.
- The Old Main Road precinct has limited commercial/retail activity at present but its strategic position (adjoining potential future passenger train stations and commuter ferry stations) presents opportunities for a more viable future activity centre when compared to Green Point and Cove Hill. However, the State Government's decision not to include rail on the bridge makes such developments unlikely in the near future.
- Old Main Road is a lower-order road presenting an opportunity for long-term pedestrian activation and connections. Further stages of this strategy should consider:
  - Whether Old Main Road should be defined as a separate activity centre and if so, what role and function should be designated to it to ensure its medium to long-term success.

## Brighton (S)

- Brighton (S) has the potential to become a vibrant activity centre in the short to medium term. Nodes of activity are concentrated along Brighton Road, which has the potential to become a thriving 'high street' because:
  - It has a lower-order function within the road network
  - Retail and commercial businesses are located on both sides of the road and are predominantly oriented to the main street
  - The centre is mostly flat and has footpaths on at least one side encouraging walkability.
- Subject to the delivery of the South Brighton Market, the centre will be supported by increased housing.
- The Strategy should consider:
  - What planning controls best serve is positioning as a Rural Services Centre and potentially a Major Activity Centre in





the long-term, including the need to increase the density and diversity of housing.

- How to best integrate and connect the different identified precincts within the centre.


## Pontville

- There are limited references and guidance for the growth of Pontville other than the 2018 Structure Plan.
- A desktop review shows there are merits for the designation of Pontville as a specialist centre. Further, some challenges identified for this centre include the lack of footpaths, continuity and connectivity between landmarks and hotels.
- The Strategy should consider:
  - Whether there is sufficient justification for the classification of Pontville as a specialist centre
  - How to best enhance the celebration of the historical landmarks within Pontville for the economic success of the centre
  - Strategies to better link Pontville with established tourism industries in the region (wineries, MONA, etc.) or how to develop an innovative/authentic role in the tourism industry of Southern Tasmania.

## Old Beach

- From a desktop review, it is clear that the Old Beach Neighbourhood Store serves as a limited convenience store/fish and chips shop. Old Beach residents rely on Bridgewater and Glenorchy for retail and commercial needs.
- Considering the existing escaped spending patterns and anticipated population growth in Old Beach, the establishment of a local convenience centre is crucial to improve the liveability outcomes of the community.
- Jetty Road appears to be the location of the centre, with one property zoned Local Business Zone; however, some strategies identify the potential for Tivoli Green's development to include a commercial offering.
- It is important to note that the East Derwent Highway acts as a barrier between Tivoli Green and Jetty Road. Currently there is minimal or no safe pedestrian between the two areas.
- The Strategy should consider:



- 
- How to best balance the need to improve liveability outcomes in Old Beach, accounting for a reasonable share of spending that should defer to Bridgewater as the higher-order activity centre.
  - Where in Old Beach a local centre should be established, possibly along Jetty Road or in Tivoli Green. Given the current constraints of the East Derwent Highway, there may be a need for a local centre in each of these areas.
  - The planning controls that would support its short and long-term success.

### Gagebrook-Herdsman's Cove

- Gagebrook-Herdsman's Cove accommodates a small local convenience store (IGA), Council Chambers, a primary school and a couple of community parks and recreation zones. These uses are scattered across the suburb and on both sides of the East Derwent Highway with limited pedestrian connectivity.
- There are nodes of activity identified along Gage Road, Lamprill Circuit and Tottenham Road.
- There is a clear need to identify a town centre to provide direction for growth and serve the local catchment. The Strategy should consider:
  - How to best balance the need to improve liveability outcomes in Gagebrook-Herdsman's Cove and the impact a new local centre would have on Bridgewater
  - Where a local centre should be established (e.g., Gage Road, Lamprill Circuit or Tottenham Road)
  - The planning controls that would support its short and long-term success.
- Alternatively, whether a local centre should be provided within Gagebrook-Herdsman's Cove instead of Old Beach to support improved liveability outcomes within this area of Brighton.





## 3.0 Economic & Demographic Context

An analysis of the economic and demographic characteristics of Brighton and its surroundings suggests that, while historical and forecast job growth may be modest, population growth has been and will likely continue to be higher than expected. While Brighton (S) and Bridgewater are local and regional service centres, Glenorchy, Hobart and Moonah are important consumer expenditure destinations for residents. In terms of Resident Escape Spend, bulky goods may represent a development opportunity.

### 3.1 MODELLING PRINCIPLES

The following outlines this Study's analytical focus and modelling principles for the retail needs of each major suburb in the municipality.

#### Bridgewater

The Study assesses the total retail needs for Bridgewater through the lens of Green Point, Cove Hill, Old Main Road and Brighton Industrial Hub. The analysis will focus on two questions:

1. What is the future retail demand for Bridgewater, particularly Green Point MAC, as the regional servicing activity centre?
2. After considering the needs of Green Point MAC, what is the excess retail demand for Cove Hill, Old Main Rd and Brighton Industrial Hub to support their respective local retail needs?

#### Brighton (S)

The Study will assess the total retail needs of Brighton (S) through the lens of the Brighton RSC and the South Brighton Highway Services Precinct. The analysis will focus on two questions:

1. What is the future retail demand for Brighton (S) while considering Green Point MAC as the higher-order activity centre?
2. What is the excess retail demand to Highway Services Precinct (also known as South Brighton) as a potential speciality bulky goods focussed area?





### Gagebrook-Herdsmans Cove

The Study assesses the local retail needs of Gagebrook and Herdsmans Cove suburbs through the lens of existing retail allotments in Tottenham Rd, Gagebrook and Lamprill Circle, Herdsmans Cove. The analysis will identify the future retail demand for the two suburbs combined.

### Pontville

Recognising the limited retail offering and potential tourism functionality, this Study assesses the future retail demand for Pontville, with consideration of non-resident spending patterns.

### Old Beach

This Study assesses the total retail needs of Old Beach suburb through the lens of potential retail offerings in Jetty Road, Old Beach and the Tivoli Green Estate. The analysis will focus on two questions:

1. What is the future retail demand for Old Beach, taking into consideration future residential estates and the potential to re-capture expenditure leakage to neighbouring municipalities?
2. What are the retail allocations between Jetty Road and Tivoli Green Estate?

### Bulky Goods Retail in Brighton (M)

This Strategy also recognises a high level of Resident Escape Spend in bulky good retail. At present, there are currently no full or mid-size bulky goods providers to service local retail needs. Mindful of that, this Study evaluates existing and future bulky good land use needs in Brighton (M).

### Commercial Land in Brighton (M)


Lastly, the Strategy seeks to identify the commercial needs and model land use outcomes and recommendations for each of Brighton's activity centres. This will be assessed at the municipal level, where identified local allocation opportunities will be investigated at the activity centre level of Brighton (M).

## 3.2 METHOD OF THE ANALYSIS

### The Use of Consumer Expenditure Data

Where possible, this Study has relied on the use of real consumer spend and other datasets to understand existing retail needs and gaps and





project future land use trends in Brighton (M). In particular, Spendmapp<sup>8</sup> data has been used for the economic analysis. This provides:

- Real consumer spending trends for Brighton (M) residents and visitors;
- The actual real catchments of patrons to Brighton's (M) activity centres; and
- Resident Escape Spend from Brighton (M) residents to other activity centres in Southern Tasmania and the online retail economy.

Expenditure categories used for this analysis are derived from the banking sector's 'Merchant Category Codes' (MCCs). These are globally consistent definitions. For the purposes of this study, they have been aligned with the ABS's retail spend categories (see Appendix).

## Land Use Needs Assessment

1. The land use needs assessment took the following approach:
2. Firstly, establish the strategic policy context for Brighton (M) and its retail activity.
3. Develop a retail land use forecasting model to identify existing and future retail needs of Brighton's (M) activity centres. The retail model was developed through:
  - a. A suburb-level population model that microsimulates the REMPLAN population forecasts down to the suburb level and appends any additional population growth to identified growth areas.
  - b. An assessment and profile of FY2023 spending patterns by residents and visitors to each of Brighton's (M) activity centres, factoring in Resident Escape Spend to neighbouring and higher order activity centres.
  - c. Forecasting the total and per capital spend for each of Brighton's (M) activity centres, holding fixed the existing RES. The forecast will also consider existing and future changes in online retail trends and the long-run category-level retail growth rates.
  - d. Forecasting the total land use needs by applying floorspace and land-to-spend ratios for each AC.

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<sup>8</sup> Spendmapp.com.au



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4. Compose a commercial land use forecasting model to identify existing and future needs. They will encompass:
    - a. A municipal-level employment forecast using historical jobs data (sourced primarily from the ABS Census) and applying historical growth rate projections.
    - b. Estimates of future job numbers in Brighton (M) by industry sector.
    - c. Forecasts of total commercial land use needs using jobs-to-floorspace and floorspace-to-land ratios by industry land use categories.
    - d. Undertaking an activity centre audit and gap analysis through a desktop assessment of the existing retail and commercial floorspace and land use. From this, the gap between existing supply and future demand will be determined and the subsequent land use opportunities.

More details on the methodology are provided in the Appendix.

### 3.3 DEMOGRAPHIC AND ECONOMIC FINDINGS

The assessment of economic and demographic data has identified six themes defining the Brighton (M) retail and commercial economy.

#### 1. Brighton (M) has Consistently Experienced Higher-than-Expected Population Growth

When compared to actual population levels, the previously established Department of Treasury and Finance official forecasts have underestimated population growth in Brighton (M) (Figure 7).



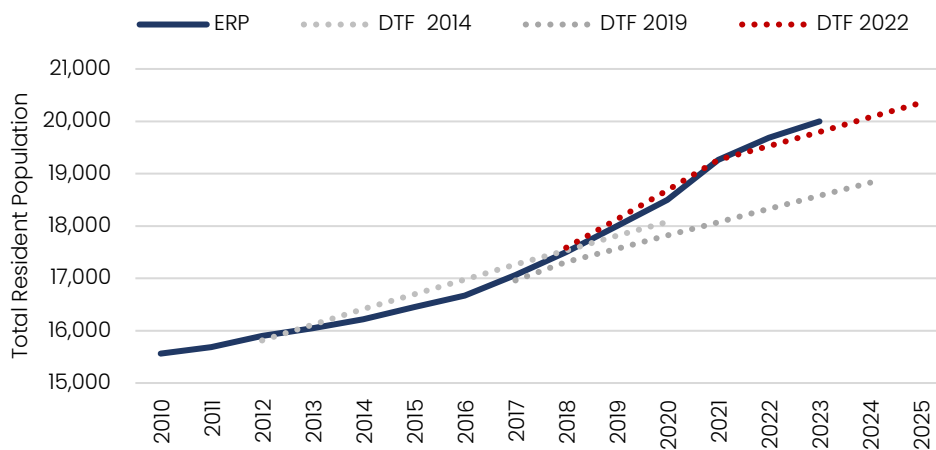


Figure 7: Comparison of ERP and Historical DTF Forecasts, Brighton (M)

Source: ABS Estimated Resident Population (ERP) and TAS Department of Treasury (DTF) Population Forecasts for 2014, 2019 and 2022

One of the challenges of accurate forecasting of Brighton's (M) population is accounting for its rapidly expanding residential growth areas. A large part of Brighton contains rural living residential land uses. Housing affordability pressures are seeing these areas being developed to higher densities.

This analysis has adjusted modelling input assumptions to account for the (historically) consistently under-estimated forecasts.

## 2. Rapid Population Growth in Brighton (S) and Its Implications for Retail

As highlighted in the previous section, Brighton (M) has consistently exceeded population growth expectations. With an ongoing development pipeline in various suburbs (see Section 2.1 Background for a recap), Brighton (S) is projected to become the largest suburb within Brighton (S) in terms of population (Figure 8). This trend indicates that retail demand – and, by extension, AC prominence – will be increasingly concentrated in Brighton (S). The retail model in these investigations incorporates assumptions to account for this growing population base.



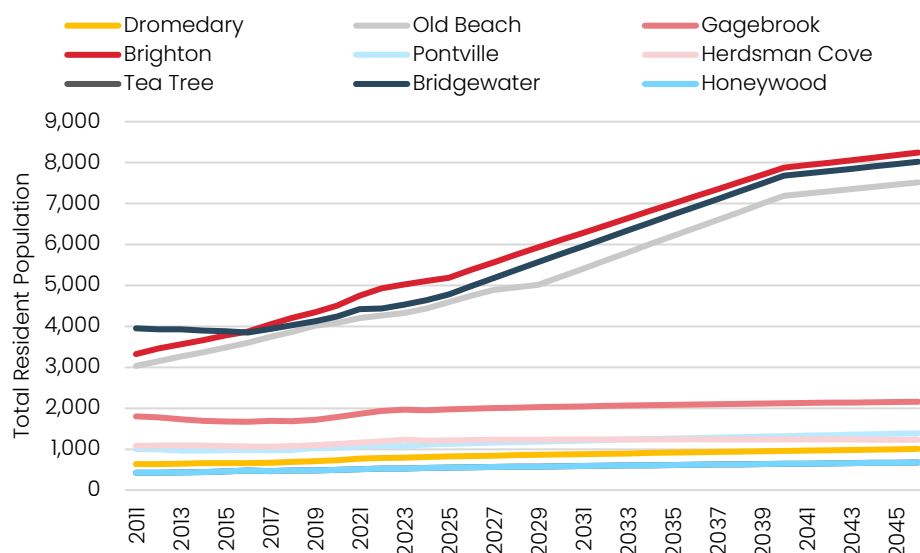


Figure 8: Population Forecasts by Suburb, Brighton (M)  
Source: Geografia, 2024 and REMPLAN, 2023

### 3. Modest Job Growth, Driven by Population Servicing Sectors

Historical employment data from the ABS shows modest job growth in Brighton (M). Over the ten years between the 2011 and 2021 Censuses, the count of jobs increased by 58% to 3,684 (Table 7). Job increases have largely been driven by population-servicing industries, such as Retail (up by 72%), Education & Training (up by 23%), Health Care (up by 69%) and Construction (up by 54%). Continued growth in these sectors is likely to support modest commercial land use demand.

Industry of Employment	2006	2011	2016	2021	10-Year Change
Agriculture, Forestry and Fishing	59	57	68	106	86%
Mining	6	11	13	21	91%
Manufacturing	108	180	139	219	22%
Electricity, Gas, Water and Waste Services	3	23	17	23	0%
Construction	163	260	310	400	54%
Wholesale Trade	82	128	92	125	-2%
Retail Trade	198	234	287	403	72%
Accommodation and Food Services	120	154	206	225	46%
Transport, Postal and Warehousing	169	267	439	590	121%



Industry of Employment	2006	2011	2016	2021	10-Year Change
Information Media and Telecommunications	8	7	13	20	186%
Financial and Insurance Services	6	4	9	7	75%
Rental, Hiring and Real Estate Services	24	31	8	16	-48%
Professional, Scientific and Technical Services	22	41	55	73	78%
Administrative and Support Services	49	63	98	123	95%
Public Administration and Safety	142	141	144	148	5%
Education and Training	292	325	342	401	23%
Health Care and Social Assistance	176	207	286	350	69%
Arts and Recreation Services	38	54	68	102	89%
Other Services	68	107	129	188	76%
<b>Total</b>	<b>1,745</b>	<b>2,325</b>	<b>2,807</b>	<b>3,684</b>	<b>58%</b>

Table 7: Total Number of Jobs, 2006–21, Brighton (M)

Source: ABS Place of Work 2006, 2011 and 2011 Census; and ABS Place of Employment 2021 Census. The ten-year change is from 2011 to 2021

Brighton (M) has also experienced a considerable increase in the number of light industry jobs. Notably, at 590 jobs, Transport, Postal and Warehousing is now the largest industry in the municipality (up by 121% from 2011). Although outside the scope of this Study, it may be worth further investigation as shifts in industry dominance of this scale can significantly impact the typology of industrial land use demand.

#### 4. Continued Regional Role of Bridgewater and Brighton (S)

Analysis of Spendmapp data <sup>9</sup> reveals that Bridgewater and Brighton (S) both continue to have a regional servicing role. Figure 9 and Figure 10 illustrate their respective catchments, both of which expand beyond the municipality into the northern suburbs of Glenorchy and rural interior regions of Southern Midlands.

These catchments are in line with the population servicing catchments identified by STRLUS 2013 <sup>10</sup> and are used in the analysis to follow. Figure 27 in the Appendix further highlights the ongoing primacy of Bridgewater, as

<sup>9</sup> See the Appendix for a definition of the Spendmapp terms used in this Study.

<sup>10</sup> P. 83 Map 8 Activity Centre Network, STRLUS



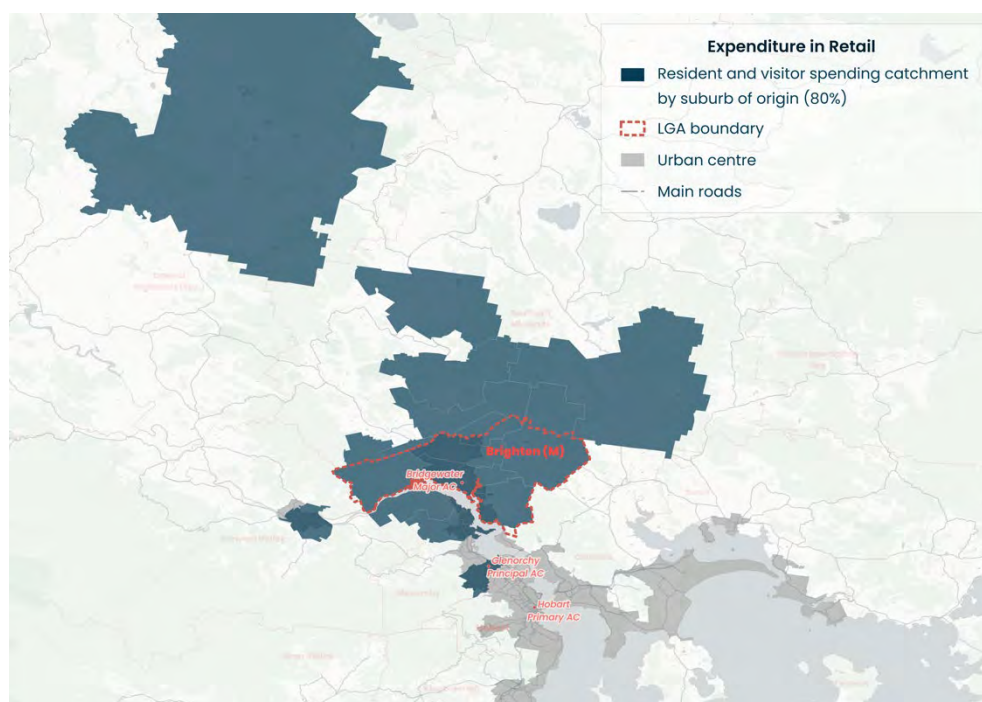


Figure 9: Actual Retail Catchment – Bridgewater (including Cove Hill and Green Point)

Source: Spendmapp by Geografia, 2024

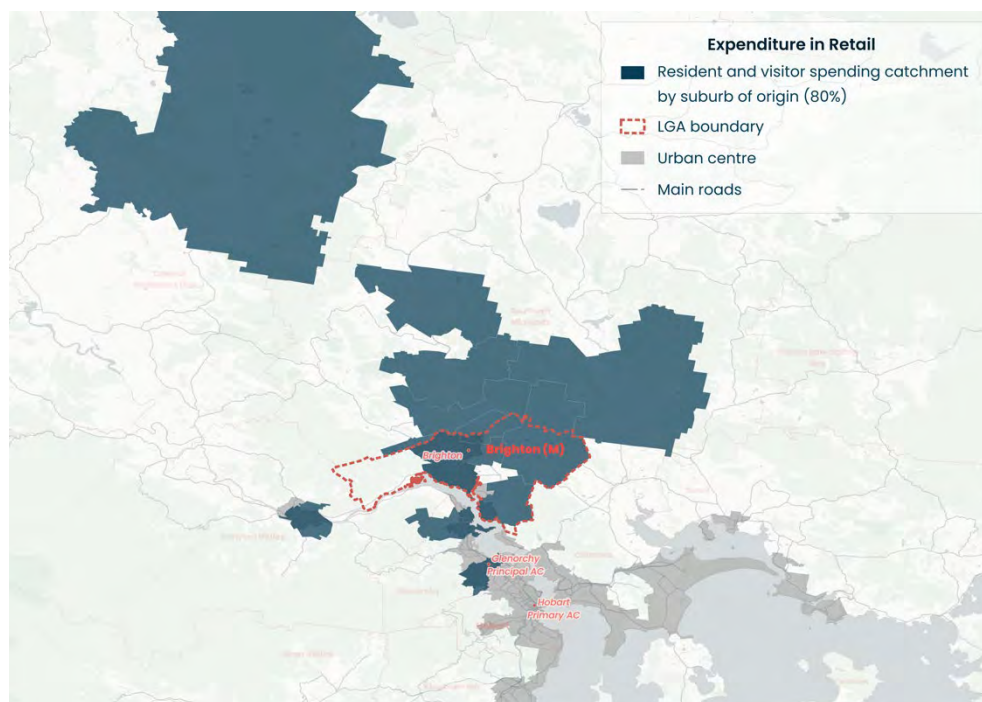


Figure 10: Actual Retail Catchment – Brighton (S)



## 5. Glenorchy, Hobart CBD and Moonah are Major Retail Destinations for Brighton (M) Residents

Table 8 summarises the spend patterns of Brighton (M) residents as defined using Spendmapp data for the 2023 Financial Year.

Activity Centre Hierarchy in Southern Tasmania	Share of Brighton (M) Resident Spending
Higher-Order Centres (Hobart, Glenorchy, Rosny Park)	21%
Bridgewater	17%
Brighton (S) and Other Neighbourhood and Local Activity Centres Brighton (M)	11%
Other Neighbourhood and Local Activity Centres Outside Brighton (M)	26%
Online	24%
<b>Total</b>	<b>100%</b>

Table 8: Share of Retail Spending by Brighton (M) Residents, FY23

This shows the share of retail spending in activity centre locations in Southern Tasmania attributable to Brighton (M) residents. Source: Spendmapp by Geografia, 2024

Notably, the data shows that Glenorchy and Hobart CBD have a prominent role in meeting the needs of Brighton (M) residents. In FY 2023, 21% of all spending by Brighton (M) residents was directed towards these higher-order activity centres. This is a relatively significant volume of Resident Escape Spend.

In addition to this, there is substantial escape spend to:

- Online retail (which accounts for 24% of local resident spending)
- Other neighbourhood and local activity centres located outside Brighton (M), which attracts 26% of residents. Brighton (M) residents direct spending to local neighbourhood offerings in Moonah, Derwent Park and New Town.

These patterns may result from a combination of relatively limited local offerings and the convenience of accessing these centres on the way to



(and from) places of work and study. Based on previous analysis of escape and online spend thresholds across Australia, it is reasonable to conclude that there is some scope to re-capture a proportion of this escape spend. This would support growth in local retail.

With respect to local (within-municipality) spending, most Brighton (M) residents direct their spending to Bridgewater, which captures 17% of Resident Local Spend. This is followed by 11% of spending towards other neighbourhood and local activity centres in Brighton (M), including Brighton (S), small retail convenience shops and takeaway dining in Old Beach, Pontville, and Gagebrook-Herdsman's Cove. The approved and planned opening of the Brighton Shopping Centre at the end of 2024 is expected to increase this share of spending to Brighton (S).

## 6. Bulky Goods Resident Escape Spend and the Local Opportunities

Table 9 summarises the spending distribution by destination for selected Expenditure Categories for FY 2023.

AC Hierarchy	Food, Liquor and Groceries	Food Catering	Apparel, Homeware and Leisure	Bulky Goods	Retail Services
Higher-Order Centres	15%	17%	31%	27%	17%
Bridgewater	44%	9%	5%	8%	1%
Brighton (S)	3%	5%	1%	7%	1%
Brighton Neighbourhood and Local Activity Centres	19%	6%	3%	7%	2%
Online	5%	22%	37%	3%	49%
Other NACs and LACs	14%	42%	22%	49%	30%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Table 9: Share of Retail Spending by Category, FY23

This shows the share of retail spending by Brighton Residents in Activity Centre locations in Southern Tasmania by category of spend. Source: Spendmapp by Geografia, 2024

Spendmapp shows that nearly 75% of spending in bulky goods occurs outside Brighton (M). Notably 27% of this is directed to higher-order activity centres and another 49% goes to bulky goods offerings in other



neighbourhood and local centres (particularly Moonah). Figure 11 illustrates the spatial distribution of spending in this category.

Given the high levels of Resident Escape Spend in the category, Spendmapp data shows there may be opportunity to support unmet demand by residents through local provision of bulky goods retail. The extent of retail bulky goods provision is verified and quantified in the following Section of the report.

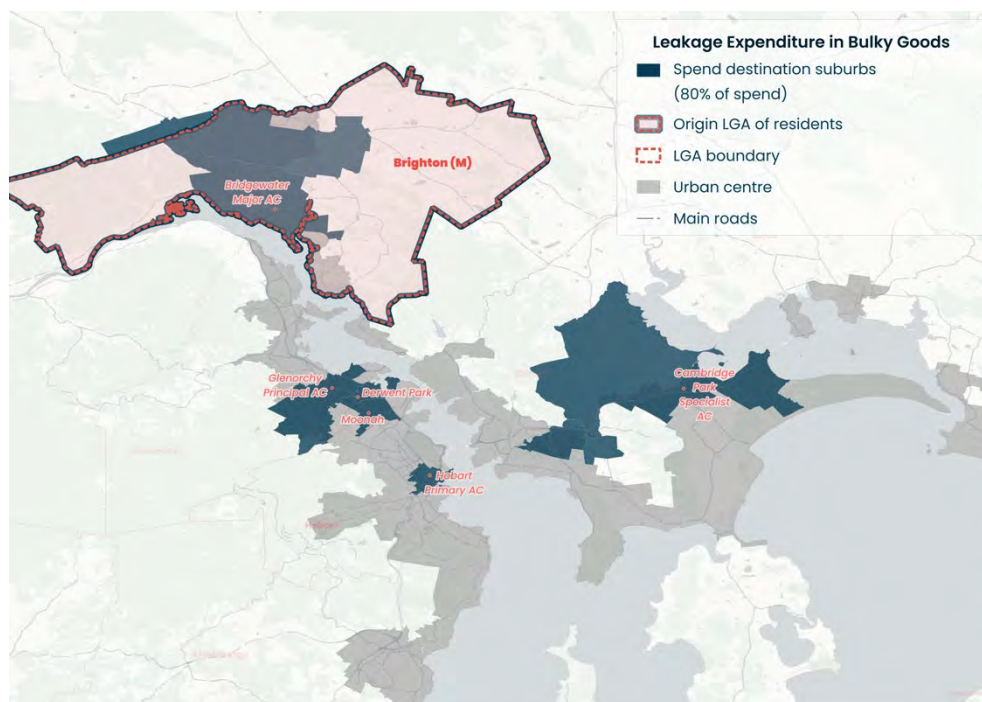


Figure 11: Bulky Goods Resident Escape Spend Catchment, FY23  
Source: Spendmapp by Geografia, 2024

Table 9 reveals high Resident Escape spending in Food Catering (17% escapes to higher order centres, mostly Hobart and 42% to other neighbourhood and local activity centres, mostly Moonah).

This is likely due to work commuting and the greater level of food and dining options outside of Brighton (M), with few options available in Brighton (M).

## 7. Old Beach Experiences the Highest Levels of Escape Spend

Amongst all of Brighton's (M) suburbs, Old Beach has the largest volume of Resident Escape Spend. Nearly \$18.0 million goes to higher-order activity centres, including Hobart (\$8.0 million) and Glenorchy (\$6.5



million). A further \$7.7 million goes to other neighbourhood and local centres outside Brighton, including \$3.6 million to Moonah and \$2.3 million to New Town (Figure 12 and Figure 13).

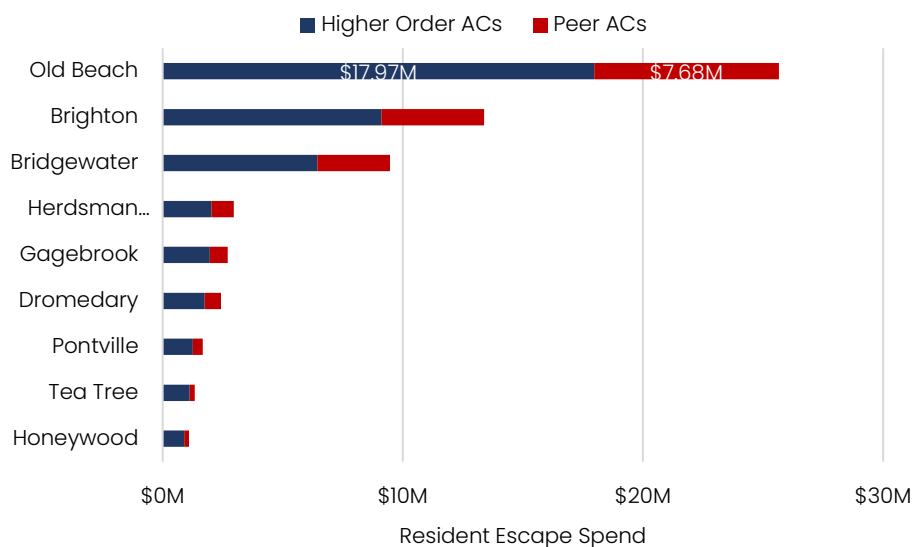


Figure 12: Total Escape Expenditure by Suburb, Brighton (M), FY23

Source: Spendmapp by Geografia, 2024

As with elsewhere, the Resident Escape Spend volume is driven by:

- Lack of local retail offering
- The relative distance of Bridgewater and Brighton (S) to other competing centres
- The convenience of accessing these competing centres on the way to (or from) places of work and study in Hobart.

Equally, as with the other parts of Brighton, the analysis of national data suggests there is scope to reduce this escape spend through improved offerings in the suburb.



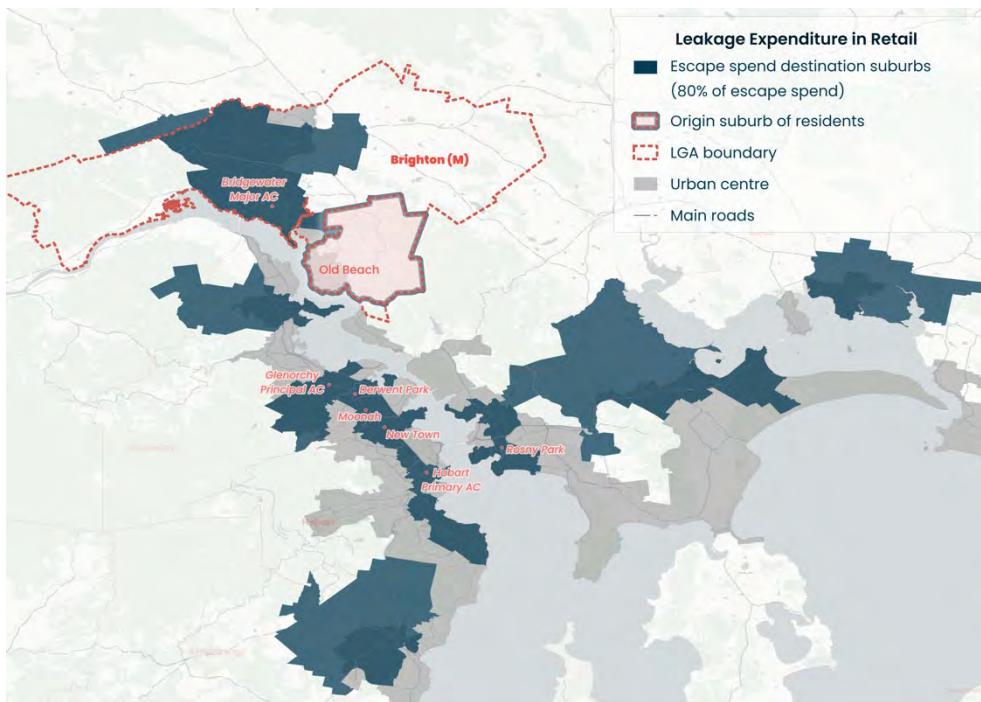



Figure 13: Old Beach Escaped Spending Catchment, FY23  
Source: Spendmapp by Geografia, 2024

## Summary of Findings

This assessment of Brighton (M) identified the following:

- **Higher than Expected Population Growth:** Brighton's (M) actual population growth consistently surpassed official forecasts.
- **Increasing Retail Demand and AC Prominence:** As population growth continues, retail demand and the prominence of the AC is anticipated to concentrate more heavily in Brighton (S).
- **Modest Job Growth with a Focus on Population-Servicing Sectors:** Jobs in Brighton (M) have grown by 58% over the past decade, with increases in retail, education, and construction, supporting a moderate demand for commercial land use. Notably Transport, Postal and Warehousing job numbers increased significantly.
- **Continued Regional Role of Bridgewater and Brighton (S):** Both areas maintain a regional influence, extending their retail catchment beyond the municipality and playing a crucial role in the wider Southern Tasmania region.
- **High Resident Escape Spend in Bulky Goods:** A significant portion of Brighton (M) residents' spending is directed outside the municipality, with the potential to recapture some, especially in bulky goods and food catering.



- 
- **Resident Escape Spend from Old Beach:** Old Beach has the highest level of Resident Escape Spend in Brighton (M).



## 4.0 Land Use Needs Analysis

The estimated 19,876 sqm of retail and 2,160 sqm of commercial floorspace in Brighton (M) broadly matches current floorspace demand. Demand is expected to exceed supply as early as 2026 in some locations and, more significantly, in the early 2030s (in both retail and office space). The potential exists for supermarkets (in Brighton (S) and Old Beach, bulky goods (in the LGA) and some recapture of the relatively high level of Resident Escape Spend (particularly in Old Beach).

### 4.1 SUPPLY AUDIT

Table 10 outlines the review of existing floorspace use supply.

Location	Retail (sqm)	Commercial (sqm)
<b>Bridgewater*</b>	<b>13,328</b>	<b>2,080</b>
Green Point MAC	4,120	2,000
Cove Hill	8,178	80
Old Main Road	1,000	-
<b>Brighton (S)</b>	<b>5,431</b>	<b>80</b>
Existing	3,324	80
Development Pipeline	2,107	-
<b>Pontville</b>	<b>270</b>	<b>-</b>
<b>Old Beach</b>	<b>390</b>	<b>-</b>
<b>Gagebrook-Herdsman's Cove</b>	<b>457</b>	<b>-</b>
<b>Total</b>	<b>19,876</b>	<b>2,160</b>


Table 10: Floorspace Audit Findings

Source: Essential Economics (2018) revised and updated by Geografia in July 2024. \*Bridgewater's total floorspace also includes floorspace in Brighton Industrial Estate; Brighton's (S) total floorspace also includes floorspace provision of the forthcoming Brighton Shopping Centre.

A review of the retail and commercial floorspace supply found:

- Bridgewater maintains the largest volume of retail and commercial floorspace, supporting the municipality and region with 13,326 sqm of retail and 2,080 sqm of commercial floorspace.
- The majority of Brighton's (M) commercial floorspace is found in Green Point MAC, which encompasses 2,000 sqm. While this MAC





has a notable retail floorspace of 4,210 sqm, Cove Hill within Brighton (M) has the largest retail floorspace at 8,178 sqm.

- Large retail chains, including Woolworths and Coles, are situated in Bridgewater's Green Point MAC and Cove Hill. Essential services, such as post offices and pharmacies, are found in Bridgewater and Brighton (S).
- Brighton (S) currently has 3,215 sqm and is expected to grow by an additional 2,107 sqm by the end of 2024, following the completion of the Brighton Shopping Centre. This means that, in total, Brighton (S) will have 5,321 sqm of retail floorspace available.
- There are no major Bulky Goods retailers in Brighton (M), except for local hardware stores, e.g. in Brighton Central.
- The remaining centres of Old Beach, Gagebrook-Herdsman's Cove and Pontville have between 270 sqm and 450 sqm in retail floorspace each. Most of the retail is directed towards local convenience retail, local grocers, food and dining, and retail services.
- Notably, despite identifying high levels of spending patterns (in the previous Section), Old Beach only contains an estimated 390 sqm of retail floorspace.

## 4.2 RETAIL FLOORSPEACE NEEDS AND GAPS

### Bridgewater

Table 11 outlines the findings of the retail floorspace needs analysis for Bridgewater, combining the retail floorspace needs of Green Point MAC, Cove Hill and Old Main Road.



Category	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Food, Liquor and Groceries	4,225	5,338	6,698	8,220	9,620
Food Catering	1,083	1,520	2,131	2,919	3,800
Apparel, Homeware and Leisure	1,014	1,467	2,108	2,953	3,926
Bulky Goods	503	541	583	617	629
Retail Services	339	451	291	750	891
<b>Total Retail Demand</b>	<b>7,163</b>	<b>9,318</b>	<b>12,111</b>	<b>15,459</b>	<b>18,865</b>
Existing Retail Supply	13,328				
<b>Retail Needs (Gap)</b>	<b>-6,165</b>	<b>-4,010</b>	<b>-1,217</b>	<b>2,131</b>	<b>5,537</b>

Table 11: Total Retail Floorspace Demand and Needs (Gaps), Bridgewater, 2026–46  
Source: Geografia, 2024

The modelling indicates existing retail floorspace supply will be sufficient to support Bridgewater’s retail needs until 2037. This is based on assumptions about the impact of the Brighton Shopping Centre. When opened, the centre is expected to re-direct spending away from Bridgewater’s retail offerings; thereby reducing demand for retail land use in Bridgewater in the short-to-medium term.

From 2038 onwards, growth area development opportunities are expected to accelerate population growth in the suburb and, subsequently, the demand for population servicing industries. The result is a total retail floorspace gap of 2,131 sqm in Bridgewater by 2041 and by 2046, a gap of 5,537 sqm (Figure 14).

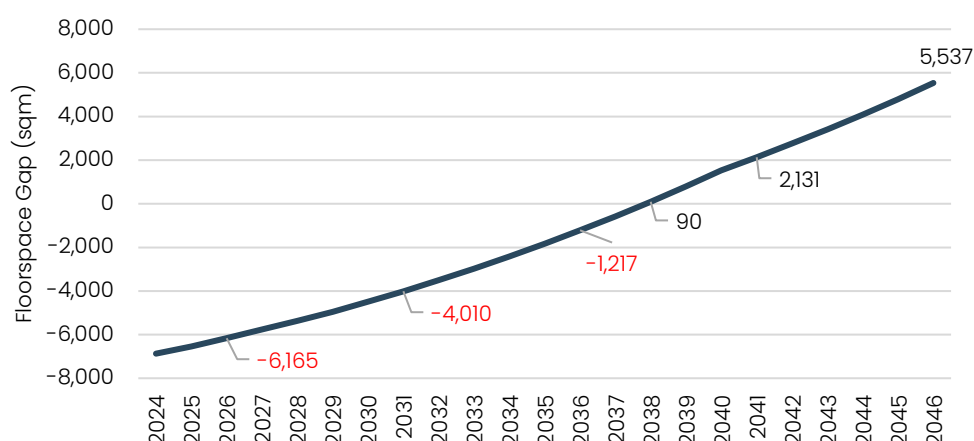


Figure 14: Total Retail Floorspace Gap Forecast, Bridgewater  
Source: Geografia, 2024 using Spendmapp, 2024



Specific to local Food, Liquor and Grocery needs, demand can be addressed through various options (e.g., local grocer, half-line supermarket, full-line supermarket<sup>11</sup>), depending on supermarket typology and timing of demand:

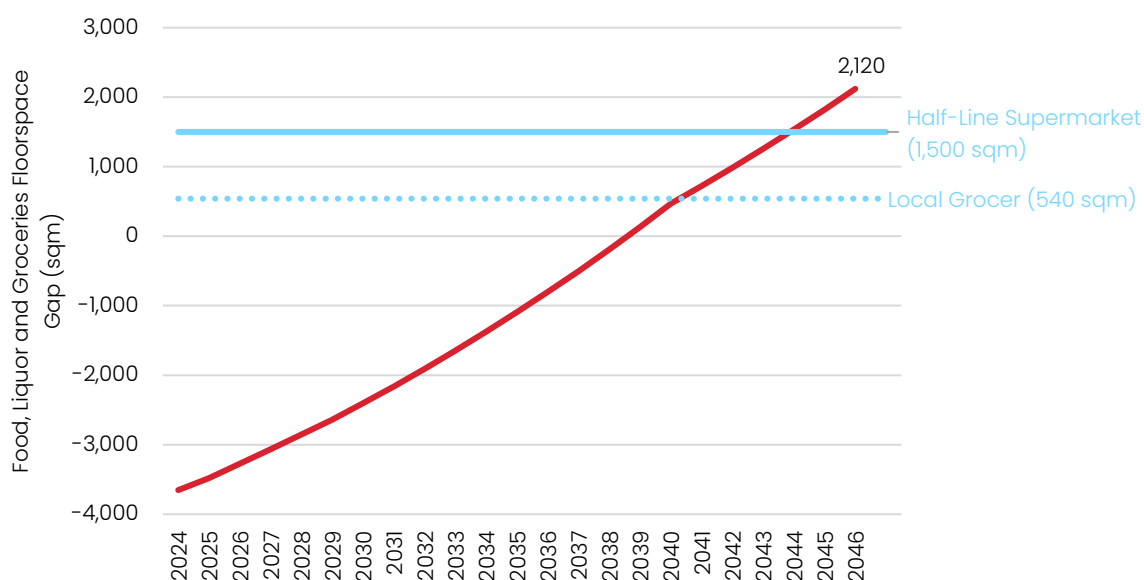
### 1. Option 1: One Local Grocer, One Half-Line Supermarket

- Introduce a local grocer (~540 sqm in floorspace) in Bridgewater in 2041 to address initial demand (Figure 15). This will reduce demand by 540 sqm as it is absorbed and fulfilled by the local grocer.
- As demand grows and reaches 1,580 sqm in 2046, introduce a half-line supermarket (~1,500 sqm in floorspace) to accommodate the renewed demand.

### 2. Option 2: One Half-Line Supermarket

- In this scenario, introduce a half-line supermarket (~1,500 sqm) when demand is sufficient in 2044 at 1,535 sqm (Figure 15). This approach consolidates demand into a single phase, allowing it to build over time before being addressed.

Note that there is insufficient demand up until 2046 to support a full-line supermarket (~3,500 sqm in floorspace). A half-line supermarket (~1,500 sqm) remains the largest feasible option until that point.



<sup>11</sup> The retail model uses typical floorspace benchmarks for supermarkets in Australia: full-line (up to 3,500 sqm), half-line (up to 1,500 sqm), and local grocer (up to 540 sqm). While indicative and subject to variation based on urban context and local conditions, these benchmarks have been adopted for this study.



Figure 15: Food, Liquor and Groceries Floorspace Gap Forecast, Bridgewater  
Source: Geografia, 2024 using Spendmapp, 2024

Overall, the retail modelling assessment shows that while current retail services should be sufficient out to 2037, higher population growth and growth area development may create demand for new retail allocations.

Although retail demand is expected to grow at modest levels, the model accounts for spending that should defer to Brighton (S) due to its status as an emerging growth suburb. In that regard, the modelling suggests that existing retail supply is sufficient to cater to retail needs in the short to medium term, taking into account local retail needs for growing activity centres such as Brighton (S).

## Brighton (S)

Table 12 outlines the findings of the retail floorspace needs analysis for Brighton (S), combining the retail floorspace needs of Brighton RSC, the Highway Services Precinct and South Brighton.

Category	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Food, Liquor and Groceries	2,498	3,186	4,046	5,012	5,896
Food Catering	915	1,288	1,815	2,495	3,256
Apparel, Homeware and Leisure	662	968	1,395	1,962	2,622
Bulky Goods	504	555	605	646	662
Retail Services	475	625	809	1,019	1,214
<b>Total Retail Demand</b>	<b>5,055</b>	<b>6,621</b>	<b>8,669</b>	<b>11,134</b>	<b>13,650</b>
Existing Retail Supply*	5,431				
<b>Retail Needs (Gap)</b>	<b>-376</b>	<b>1,190</b>	<b>3,238</b>	<b>5,703</b>	<b>8,219</b>

Table 12: Total Retail Floorspace Demand and Needs (Gaps), Brighton (S), 2026–46  
\*Includes forthcoming provision of Brighton Shopping Centre’s floorspace. Source: Geografia, 2024

The retail land use analysis indicates sufficient retail floorspace supply in Brighton (S) until 2027 (again, as a result of the Brighton Shopping Centre development). Thereafter, population growth may increase the demand for more retail land in the suburb. The estimate is that, by 2041, the retail floorspace gap will be 3,237 sqm, and by 2046, 5,225 sqm (Figure 15).



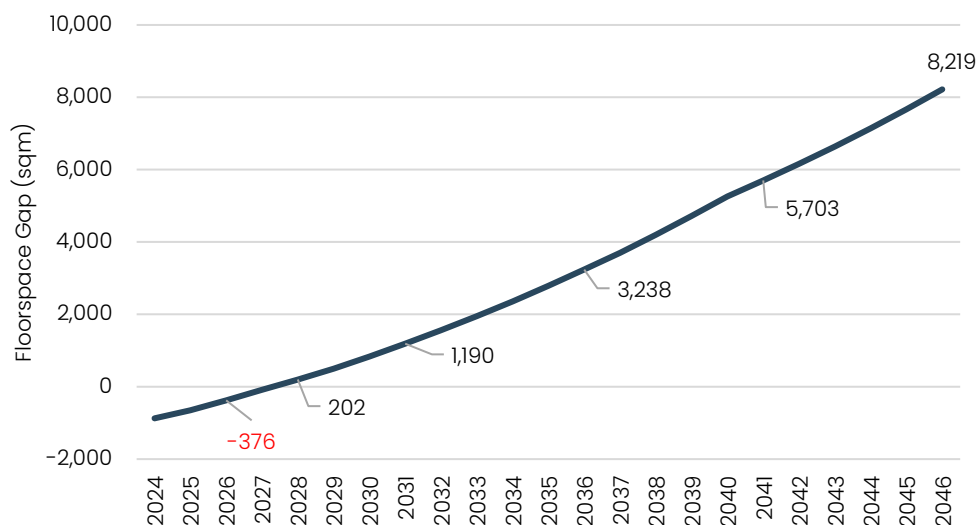


Figure 16: Total Retail Floorspace Gap Forecast, Brighton (S)  
Source: Geografia, 2024 using Spendmapp, 2024

Specific to local Food, Liquor and Groceries considerations, the assessment identifies two viable options to meet future demand:

#### 1. Option 1: One Local Grocer, One Half-Line Supermarket

- Introduce a local grocer (~540 sqm in floorspace) in Brighton (S) in 2028 to address initial demand (Figure 17). This will absorb and fulfill a portion of demand.
- As demand continues to grow, reaching 1,692 sqm in 2038, introduce a half-line supermarket (~1,500 sqm in floorspace) to accommodate the renewed demand.

#### 2. Option 2: One Full-Line Supermarket

- Introduce a full-line supermarket (~3,500 sqm in floorspace) in 2045 when demand reaches 3,695 sqm (Figure 17).

Based on current catchment assumptions, Brighton (S) is likely to support the development of a full-line supermarket within the 25-year time horizon of the model forecasts.



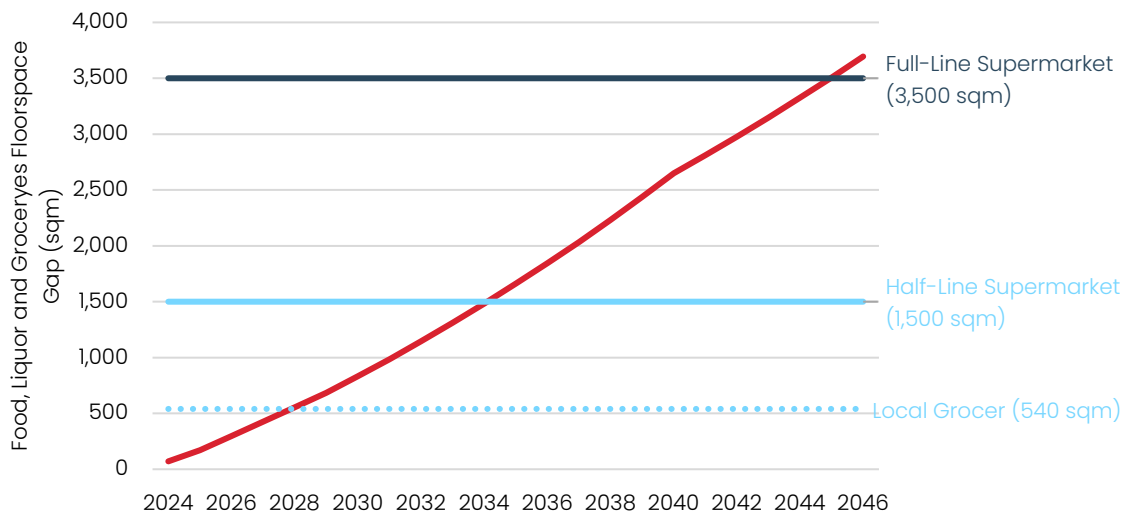


Figure 17: Food, Liquor and Groceries Floorspace Gap Forecast, Brighton (S)  
Source: Geografia, 2024 using Spendmapp, 2024

In summary, the retail modelling finds that while there are sufficient retail services in Brighton (S), accelerated population growth may change this from 2027. This takes into account the planned opening of the Brighton Shopping Centre and a share of local resident spending that defers to higher-order centres. In particular, the opening of the local supermarket provision in Brighton Shopping Centre fulfils the role of Brighton as a Rural Services Centre (as identified in the policy review).

## Pontville

Table 13 summarises the findings of the retail floorspace needs analysis for the suburb of Pontville.



Category	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Food, Liquor and Groceries	0	0	0	0	0
Food Catering	193	228	262	291	302
Apparel, Homeware and Leisure	195	228	261	288	300
Bulky Goods	0	0	0	0	0
Retail Services	216	252	288	318	331
<b>Total Retail Demand</b>	<b>604</b>	<b>708</b>	<b>810</b>	<b>898</b>	<b>932</b>
Existing Retail Supply	270				0
<b>Retail Need (Gap)</b>	<b>334</b>	<b>438</b>	<b>540</b>	<b>628</b>	<b>662</b>

Table 13: Total Retail Floorspace Demand and Needs (Gaps), Pontville, 2026–46  
Source: Geografia, 2024

There is currently a gap in retail floorspace supply in the suburb of about 334 sqm. This analysis is conditional on Pontville maintaining its current role in catering both to residents and tourists. Assuming this, future land use allocations could be justified in additional food catering retail (restaurants and dining), apparel, homeware and leisure (e.g. antique shops, furniture stores, etc.) and retail services (barbers, salons, etc.).

By the early 2030s, population and visitor growth are expected to increase the retail floorspace gap of Pontville. Specifically, by 2041, the suburb may require an additional 628 sqm and by 2046, this gap may be 662 sqm (Figure 18). By contrast, the model indicates there is no additional demand for grocery retail.

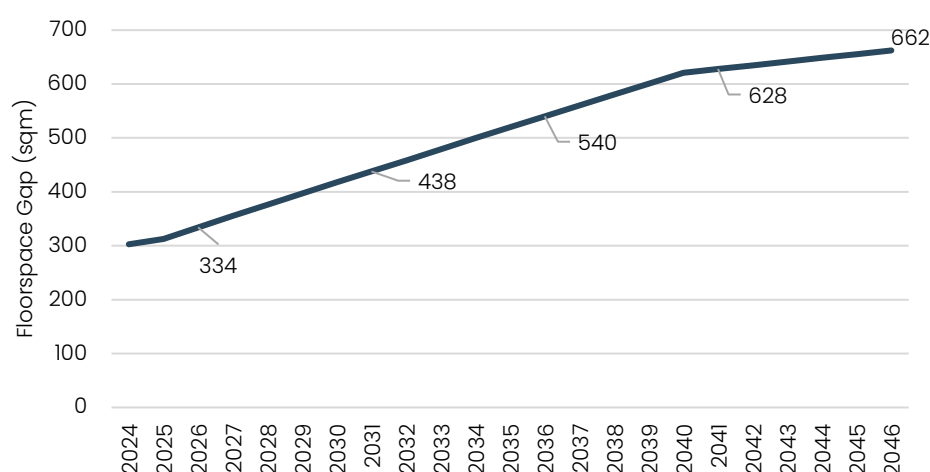


Figure 18: Total Retail Floorspace Gap Forecast, Pontville  
Source: Geografia, 2024 using Spendmapp, 2024



## Old Beach

Table 14 outlines the findings of the retail land use and gap analysis for Old Beach suburb, combining the retail land use needs of residential development areas and growth area opportunities, including those being serviced by Jetty Road retail strip and the potential Tivoli Green development.

Category	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Food, Liquor and Groceries	1,704	2,208	2,971	3,822	4,511
Food Catering	329	474	709	1,014	1,329
Apparel, Homeware and Leisure	449	661	1,008	1,471	1,970
Bulky Goods	0	0	0	0	0
Retail Services	540	7,07	961	1,249	1,490
<b>Total Retail Demand</b>	<b>3,022</b>	<b>4,050</b>	<b>5,650</b>	<b>7,556</b>	<b>9,300</b>
Existing Retail Supply	390				
<b>Retail Needs (Gap)</b>	<b>2,632</b>	<b>3,660</b>	<b>5,260</b>	<b>7,166</b>	<b>8,910</b>

Table 14: Total Retail Floorspace Demand and Needs (Gaps), Old Beach, 2026–46  
Source: Geografia, 2024

The analysis indicates a gap in retail floorspace supply in Old Beach estimated at 2,632 sqm. As identified in the Economic Context section, a major driver of these trends is the lack of local retail options in Old Beach and the high levels of Resident Escape Spend to centres outside Brighton.

By the early 2030s, population growth is expected to expand this retail gap. Specifically, by 2036, there will be an estimated total retail floorspace gap of 3,660 sqm, and by 2046, this gap is expected to grow to 8,910 sqm (Figure 19).



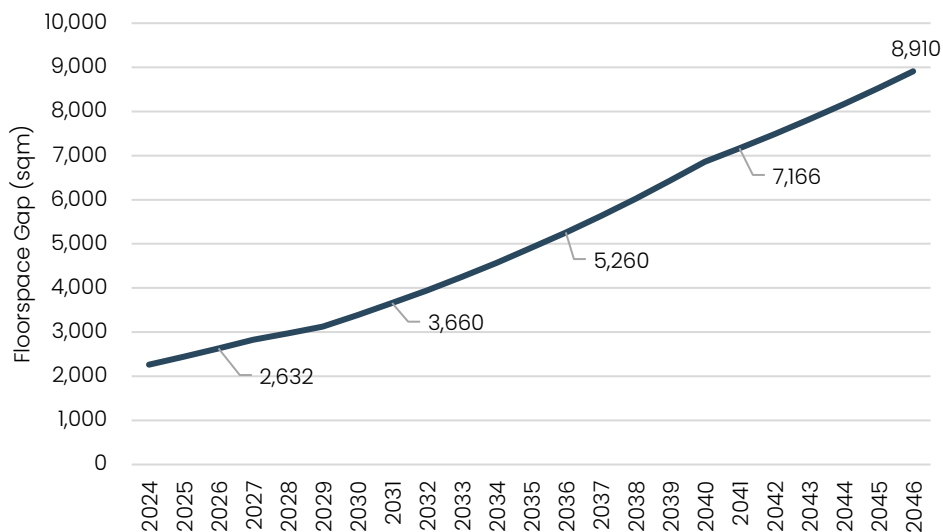


Figure 19: Total Retail Floorspace Gap Forecast, Old Beach

Source: Geografia, 2024 using Spendmapp, 2024

With respect to Food, Liquor and Grocery needs, the model identifies two viable options:

**1. Option 1: Two Half-Line Supermarkets (or One Half-Line Supermarket, One Local Grocer)**

- Introduce a half-line supermarket (~1,500 sqm in floorspace) in 2029 to address initial demand (Figure 20), reducing unmet demand by 1,500 sqm.
- As demand builds and reaches 1,615 sqm in 2039, a second half-line supermarket (~1,500 sqm) can be introduced to meet the renewed demand. Alternatively, a local grocer can be introduced earlier on in 2033.

**2. Option 2: One Full-Line Supermarket, One Local Grocer**

- Introduce a full-line supermarket (~3,500 sqm) in Old Beach in 2042 to address initial demand (Figure 20), absorbing and fulfilling a portion of it.
- As demand continues to grow, a local grocer (~540 sqm in floorspace) can be introduced in 2046 to accommodate additional demand.

Overall, demand projects indicate that by 2046, there will be sufficient demand to support a full-line supermarket (~3,500 sqm).



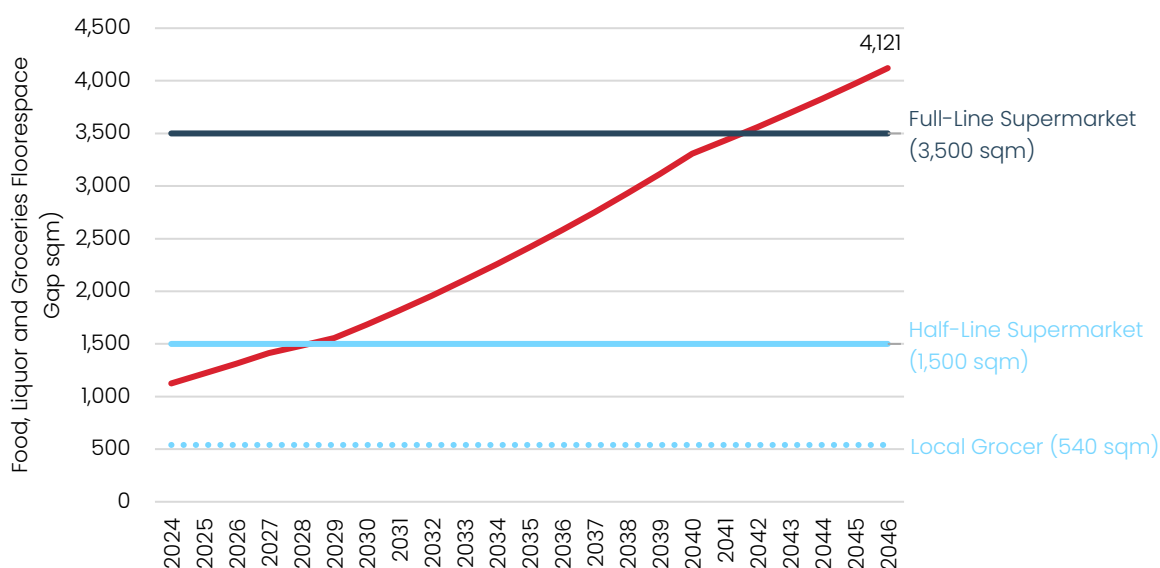


Figure 20: Forecast Food, Liquor and Groceries Floorspace Gap, Old Beach

Source: Geografia, 2024 using Spendmapp, 2024

## Gagebrook-Herdsman's Cove

Table 15 outlines the findings of the retail land use and gap analysis for the combined suburbs of Gagebrook and Herdsman's Cove.

Category	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Food, Liquor and Groceries	396	460	530	607	693
Food Catering	73	94	120	153	194
Apparel, Homeware and Leisure	0	0	0	0	0
Bulky Goods	44	45	46	46	46
Retail Services	0	0	0	0	0
<b>Total Retail Demand</b>	<b>513</b>	<b>599</b>	<b>696</b>	<b>807</b>	<b>933</b>
Existing Retail Supply	457				
<b>Retail Needs (Gap)</b>	<b>56</b>	<b>142</b>	<b>239</b>	<b>350</b>	<b>476</b>

Table 15: Retail Floorspace Demand and Needs (Gaps), Gagebrook-Herdsman's Cove

Source: Geografia, 2024

The retail land use analysis shows a gap of retail floorspace in the suburbs of an estimated 56 sqm. That is, current demand is very close to being



met by current supply. This is likely a result of the proximity to Bridgewater MACs and Green Point.

By the early 2030s, population growth is expected to increase retail floorspace demand, with a total retail floorspace gap of 239 sqm by 2036 and 476 sqm by 2046. Small allocations in additional retail land uses would be appropriate to cater to any future demand needs in the suburbs (Figure 21).

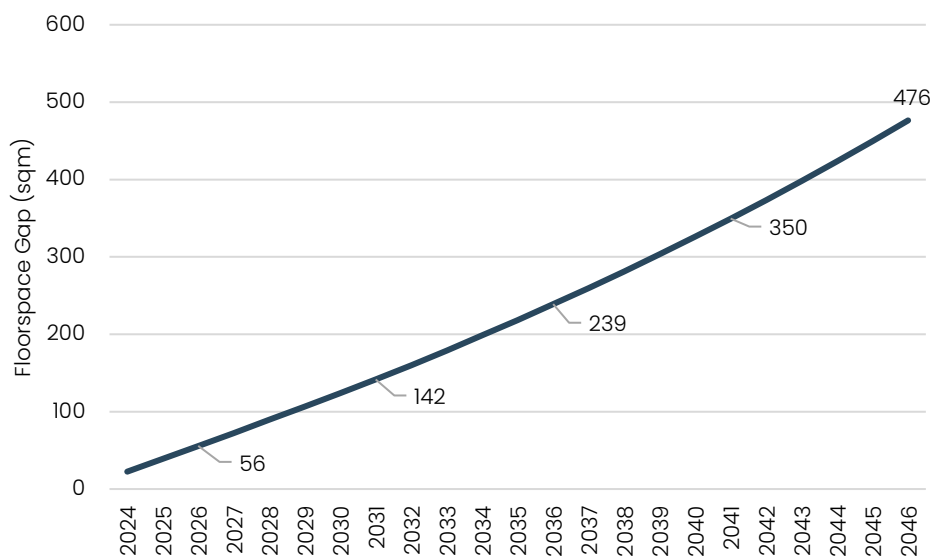


Figure 21: Total Retail Floorspace Gap Forecast, Gagebrook-Herdsman's Cove  
Source: Geografia, 2024 using Spendmapp, 2024

Regarding local grocery needs, the suburbs are currently serviced by an IGA. While demand is expected to grow, the future retail demand falls short of supporting another local grocer. Instead, future needs could potentially be supported through expanding the floorspace of the existing operator (subject to other planning considerations) or providing expanded retail allocations to neighbouring centres, i.e. Old Beach and Bridgewater (Figure 22).



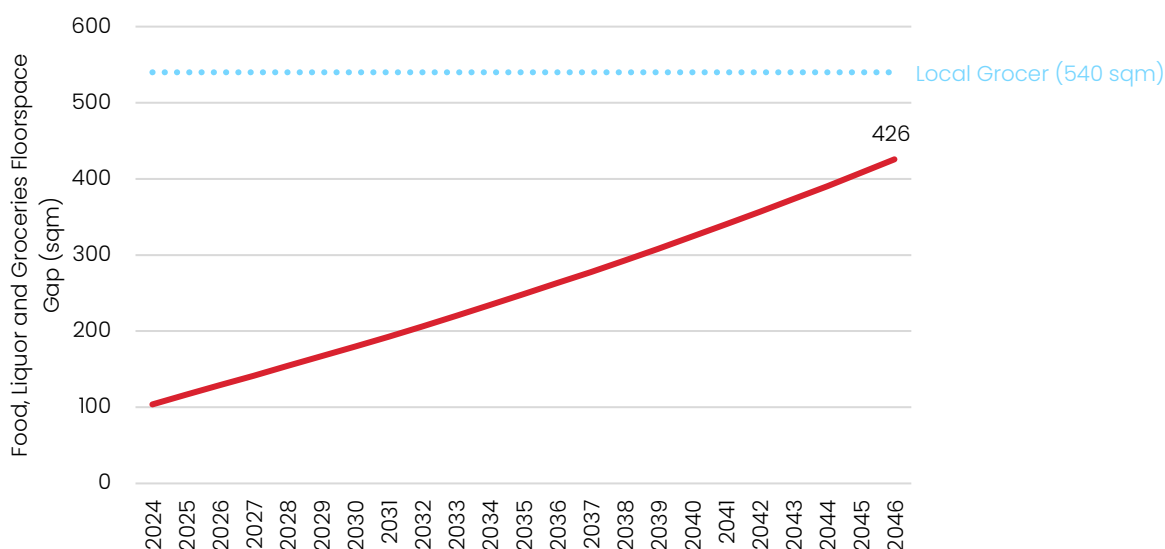


Figure 22: Food, Liquor and Groceries Floorspace Gap Forecast, Gagebrook-Herdsman's Cove

Source: Geografia, 2024 using Spendmapp, 2024

## Bulky Goods

Table 16 shows total retail demand from Brighton's (M) residents for bulky goods retail, i.e. the quantum of bulky goods floorspace that can be reasonably recaptured by Brighton that escapes outside of the municipality.

It depicts latent floorspace demand that could be supported by Brighton (M) resident spending. The model accounts for existing shares of spending to higher-order activity centres and maintains their shares to ensure that this is consistent with the current centre hierarchy.

As there is no large format bulky goods retailer, it is assumed the current serviceable supply is effectively zero. Consequently, there is a gap of at least 3,568 sqm in bulky goods floorspace in Brighton (M). This is estimated to grow to 5,012 sqm by 2046.

While the model suggests local demand is unlikely to support a large format bulky goods retailer, Brighton (M) residents could potentially support a half-line bulky goods retail outlet (around 4,000 sqm).



Bulky Goods	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
<b>Total Bulky Goods Demand</b>	<b>3,568</b>	<b>3,992</b>	<b>4,477</b>	<b>4,878</b>	<b>5,012</b>
Floorspace Supply of Large Format Bulky Goods Retailers	-				
<b>Bulky Goods Needs (Gap)</b>	<b>3,568</b>	<b>3,992</b>	<b>4,477</b>	<b>4,878</b>	<b>5,012</b>

Table 16: Resident Demand for Bulky Goods Floorspace and Needs (Gaps), Brighton (M)

Source: Geografia, 2024

A key consideration for bulky goods retail assessment is to account for a potentially large catchment outside the municipality, consistent with the regional roles Brighton RSC and Bridgewater MAC.<sup>12</sup> Given existing providers in Glenorchy, Moonah, Hobart (on the other side of the river) and Cambridge Park, it is difficult to establish the geographical extent of a catchment that could potentially be supported by a northern regional-servicing bulky goods retailer.

To consider non-resident spending to a potential Brighton (M) bulky goods centre, the assessment uses Spendmapp National database to identify existing ratios of resident to non-resident spending in bulky goods retail for major centres in Tasmania, i.e. Hobart and Launceston. The model then applies these ratios (and their ranges) to estimate the total bulky goods floorspace demand that accounts for the potential pool of resident and non-resident expenditure.

Figure 23 depicts the estimated demand for bulky goods floorspace considering local and non-local (i.e. residents from outside Brighton) spending pools in the category. The model identifies:

- An existing retail gap of over 9,000 sqm in bulky goods floorspace in Brighton (M)
- This gap is estimated to grow to 13,000 sqm by 2046

Given high levels of uncertainty in the modelling, Figure 23 also depicts the ranges of potential bulky good floorspace that could conceivably be supported in Brighton (M):

<sup>12</sup> As there is no current operator, there is no spend data available for mapping the potential catchment.



- At the lower level, these are effectively retail demand from Brighton residents only, which sits close to 4,000 sqm of bulky goods floorspace – sufficient to support a half-line bulky goods retailer.
- At the higher level, Brighton could potentially support over 13,000 sqm of bulky goods retail floorspace in 2026, growing to a need of over 18,000 sqm. These upper bound estimates assume that Brighton (M) plays a significant regional role in servicing a wide northern regional catchment.

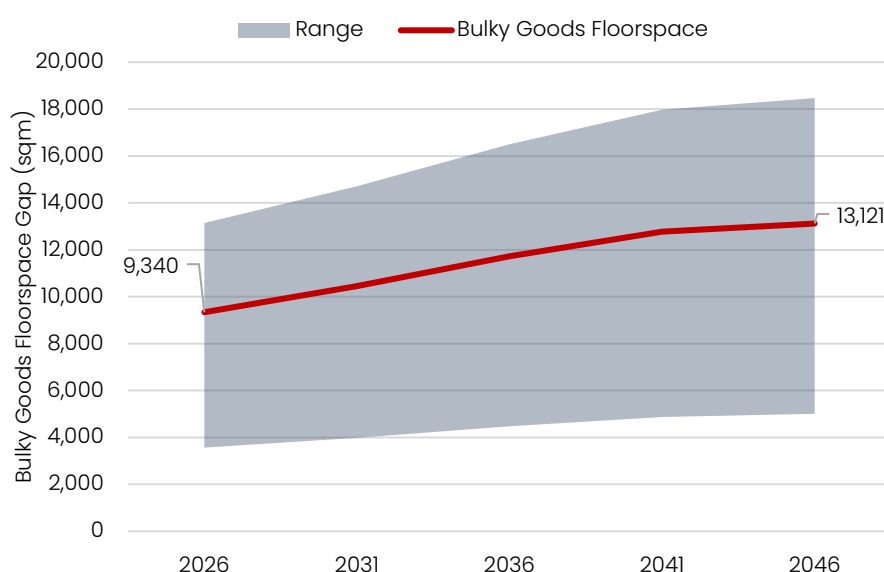


Figure 23: Estimated Bulky Goods Floorspace Gap, Brighton (M)

This shows demand for bulky goods floorspace based on both resident and non-resident consumer demand. The range considers variation in capturing spending from outside the municipality, that is, Brighton (M) serving a potential regional function in its bulky goods retail provision. The range is a 90% confidence interval. Source: Geografia, 2024 using Spendmapp, 2024

## 4.3 COMMERCIAL FLOORSPACE NEEDS AND GAPS

The analysis of commercial floorspace and land demand uses 2021 estimates as the baseline and is separated into public and private sector requirements.

### Office-Based Jobs Forecasts

Table 17 summarises the commercial employment forecasts. That is, the total number of office-based jobs in Brighton (M) by the public and



private sectors. The commercial employment forecasts account for office-based jobs by industry sector and factors in home-based employment in the municipality.

According to the analysis, in 2021, Brighton (M) supported over 90 public sector office-based jobs. This is concentrated in local government, as well as some jobs in health, education and defence. The model suggests marginal growth in office-based public-sector jobs (an increase from 90 to 99 jobs by 2046, or 10%). These forecasts assumed a business-as-usual scenario, projecting future jobs from historical trends seen over the past 15 years in Brighton (M) (Table 17).

It is important to note that public sector job growth is sensitive to unpredictable political and policy changes. For example, the total job count in Brighton (M) could increase significantly if a State agency were to be relocated to the municipality.

As most Brighton (M) office jobs are in the private sector and this sector is less subject to unpredictable step changes, we can be more confident of the forecast trajectory that sees the job count increase from 178 jobs in 2021 to 380 by 2046 (Table 17).

Total Office-Based Jobs	2021	2026	2031	2036	2041	2046
Public	90	90	95	96	98	99
Private	178	220	262	304	344	380
<b>Total</b>	<b>268</b>	<b>310</b>	<b>357</b>	<b>401</b>	<b>442</b>	<b>480</b>

Table 17: Total Commercial Office-Based Jobs Forecast, Brighton (M)  
Source: Geografia, 2024

## Future Commercial Floorspace and Land Needs

Table 18 summarises the commercial floorspace supply and demand in the municipality. The current demand estimate is over 2,240 sqm in public sector office floorspace, currently being serviced through a combination of Council offices, and school and health facilities. The projected growth to 2046 takes this to 2,477 sqm. This suggests future demand can be supported within existing land allocations for the public sector (Table 18).

By contrast, there is an estimated demand for 4,457 sqm in private sector office floorspace, but only an estimated supply of 2,755 sqm. The current gap is likely being serviced by more affordable, office-based facilities in industrial precincts and warehouses. The 2021 gap of 1,702 sqm in private



sector office floorspace in Brighton (M) is expected to grow to 4,849 sqm in 2036 and eventually to 6,757 sqm in 2046.

The estimated demand growth warrants the allocation of more appropriate zonings and precincts. As with the retail modelling, the model does not include locational recommendations, which should be determined by planning considerations.

Commercial	2021 (sqm)	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Public Demand	2,240	2,309	2,366	2,412	2,448	2,477
Private Demand	4,457	5,490	6,554	7,604	8,600	9,512
<b>Total Commercial Demand</b>	<b>6,697</b>	<b>7,800</b>	<b>8,920</b>	<b>10,015</b>	<b>11,048</b>	<b>11,989</b>
Commercial Floorspace (Private)	2,755					
<b>Commercial Floorspace Gap (Private)</b>	<b>1,702</b>	<b>2,735</b>	<b>3,799</b>	<b>4,849</b>	<b>5,845</b>	<b>6,757</b>

Table 18: Commercial Floorspace Demand and Needs (Gaps), Brighton (M), 2021-2046

Source: Geografia, 2024

## 4.4 RETAIL AND COMMERCIAL LAND USE NEEDS

### Bridgewater

Under a medium land use scenario, the model indicates Bridgewater will require an additional allocation of 9,200 sqm appropriately zoned land for 2046 (Table 19). In summary, sufficient retail floorspace currently exists to support the centres' functionality in the short term. However, longer-term demand (>15-year time horizon) will need to be accounted for, particularly in light of the potential growth area population in Bridgewater.



Land Use Scenario	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Low	-6,165	-4,010	-1,217	2,131	5,537
Medium	-10,275	-6,684	-2,028	3,552	9,229
High	-15,413	-10,026	-3,042	5,328	13,843

Table 19: Total Retail Land Needs, Bridgewater, 2026–46

Source: Geografia, 2024

Table 20 outlines the projected split between Food, Liquor and Groceries and all other retail categories in 2046 under different land use scenarios.

Land Use Scenario in 2046	Low (sqm)	Medium (sqm)	High (sqm)
Food, Liquor and Groceries	2,120	3,534	5,300
All Other Retail Categories	3,417	5,695	8,543
<b>Total</b>	<b>5,537</b>	<b>9,229</b>	<b>13,843</b>

Table 20: Retail Land Needs by Category, Bridgewater, 2046

Source: Geografia, 2024

## Brighton (S)

Under a medium land use scenario, Brighton (S) may require an additional allocation of about 13,700 sqm appropriately zoned land for future retail needs (Table 21).

Land Use Scenario	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Low	-376	1,190	3,238	5,703	8,219
Medium	-627	1,984	5,397	9,504	13,699
High	-941	2,976	8,096	14,256	20,548

Table 21: Total Retail Land Needs, Brighton (S), 2026–2046

Source: Geografia, 2024



Table 22 presents the projected distribution of Food, Liquor and Groceries compared to all retail categories in 2046 across various land needs scenarios.

Land Use Scenario in 2046	Low (sqm)	Medium (sqm)	High (sqm)
Food, Liquor and Groceries	3,695	6,158	9,237
All Other Retail Categories	4,525	5,541	11,311
<b>Total</b>	<b>8,219</b>	<b>13,699</b>	<b>20,548</b>

Table 22: Retail Land Needs by Category, Brighton (S), 2046  
Source: Geografia, 2024

### Pontville

Under a medium land use scenario, Pontville will require an additional allocation of 1,100 sqm appropriately zoned land for future retail needs (Table 23).

Land Use Scenario	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Low	334	438	540	628	662
Medium	557	730	900	1,046	1,104
High	835	1,095	1,351	1,570	1,656

Table 23: Total Retail Land Needs, Pontville, 2026–46  
Source: Geografia, 2024

The projected breakdown of Food, Liquor and Groceries versus all other retail categories in 2046 under different land scenarios is shown in Table 24.



Land Use Scenario in 2046	Low (sqm)	Medium (sqm)	High (sqm)
Food, Liquor and Groceries	0	0	0
All Other Retail Categories	662	1,104	1,656
<b>Total</b>	<b>662</b>	<b>1,104</b>	<b>1,656</b>

Table 24: Retail Land Needs by Category, Pontville, 2046

Source: Geografia, 2024

## Old Beach

Under a medium land use scenario, Old Beach will require an additional allocation of 14,850 sqm appropriately zoned land by 2046 for future retail needs (Table 25).

Land Use Scenario	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Low	2,632	3,660	7,166	5,260	8,910
Medium	4,387	6,099	11,943	8,767	14,850
High	6,581	9,149	17,915	13,150	22,274

Table 25: Total Retail Land Needs, Old Beach, 2026–2046

Source: Geografia, 2024

Table 26 details the forecasted allocation of Food, Liquor and Groceries alongside all other retail categories in 2046 for each land scenario.

Land Use Scenario in 2046	Low (sqm)	Medium (sqm)	High (sqm)
Food, Liquor and Groceries	4,121	6,868	10,302
All Other Retail Categories	4,789	7,981	11,972
<b>Total</b>	<b>8,910</b>	<b>14,850</b>	<b>22,274</b>

Table 26: Retail Land Needs by Category, Old Beach, 2046

Source: Geografia, 2024



## Gagebrook-Herdsmans Cove

Under a medium land use scenario, the suburb will require an additional allocation of 800 sqm appropriately zoned land by 2046 for future retail needs (Table 27).

Land Use Scenario	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Low	56	142	239	350	476
Medium	93	236	398	583	794
High	139	354	598	874	1,191

Table 27: Total Retail Land Needs, Gagebrook-Herdsmans Cove, 2026–2046  
Source: Geografia, 2024

The distribution of Food, Liquor and Groceries compared to other retail categories, as projected under varying land scenarios, in 2046 is summarised in Table 28.

Land Use Scenario in 2046	Low (sqm)	Medium (sqm)	High (sqm)
Food, Liquor and Groceries	426	709	1,064
All Other Retail Categories	51	84	127
<b>Total</b>	<b>476</b>	<b>794</b>	<b>1,191</b>

Table 28: Retail Land Needs by Category, Gagebrook-Herdsmans Cove (S), 2046  
Source: Geografia, 2024

## Bulky Goods

Under the medium land use scenario, Brighton (M) is projected to require an additional 43,000 sqm of appropriately zoned land by 2046. In a high land use scenario, this requirement increases to approximately 92,000 sqm (Table 29).



Land Use Scenario	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Low	7,136	7,983	8,954	9,757	10,025
Medium	31,134	34,829	39,063	42,565	43,736
High	65,747	73,548	82,490	89,886	92,358

Table 29: Total Bulky Goods Land Needs, Brighton (M), 2021–2046

Source: Geografia, 2024

## Commercial

Under the medium land use scenario, an additional 11,000 sqm of appropriately zoned land may be required by 2046 to meet the private sector floorspace needs in Brighton (M) (Table 30).

Land Use Scenario	2026 (sqm)	2031 (sqm)	2036 (sqm)	2041 (sqm)	2046 (sqm)
Low	2,735	3,799	4,849	5,845	6,757
Medium	4,559	6,331	8,081	9,742	11,262
High	6,838	9,497	12,122	14,613	16,892

Table 30: Total Commercial Land Needs, Brighton (M), 2021–2046

Source: Geografia, 2024

## 4.5 SUMMARY

Figure 24 summarises the aggregated retail floorspace needs (excluding large-format bulky goods) by location for 2046. This is in addition to the estimated demand for 5,165 sqm of bulky goods floorspace and 6,757 sqm of commercial floorspace.



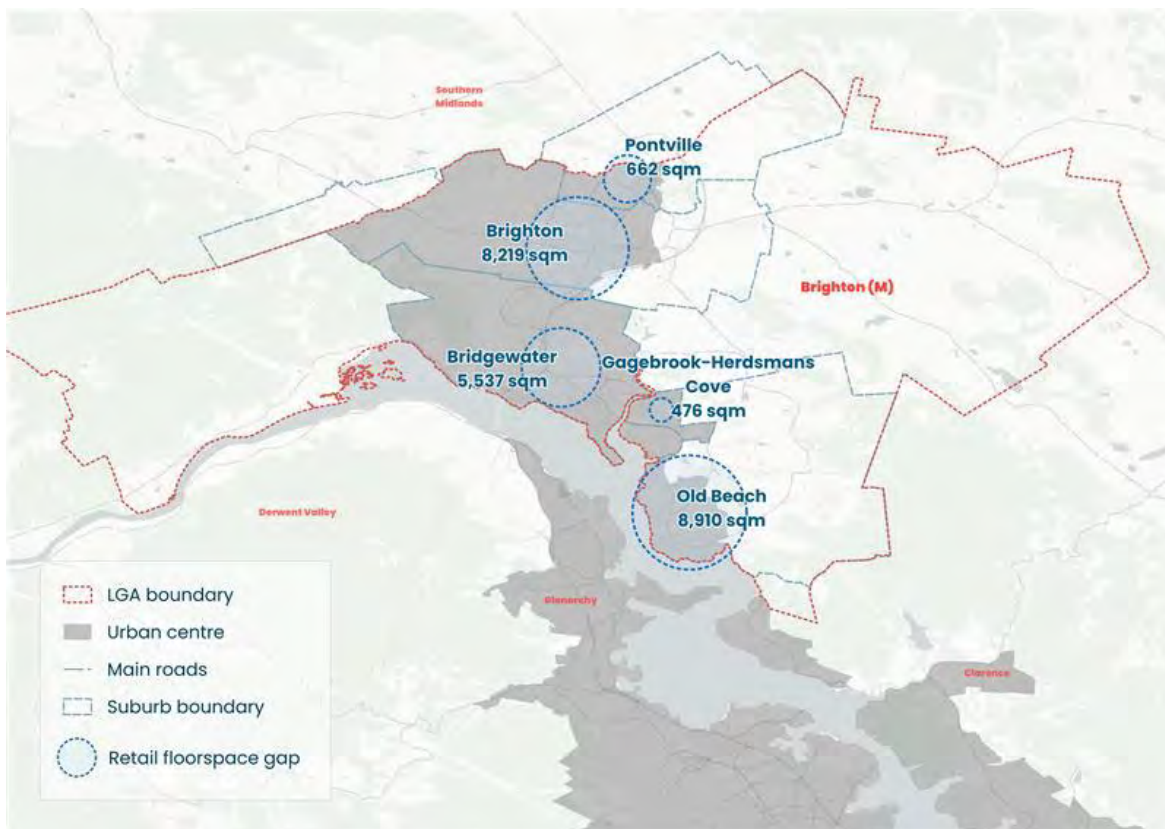


Figure 24: Aggregated Retail Floorspace Needs (Gaps) by 2046

Source: Geografia, 2024

Retail and commercial land use needs by location for 2046 are summarised as follows in Table 31, broken down by categories of interest and land use scenario.



Location	Category	Land Use Scenario in 2046 (sqm)		
		Low	Medium	High
Bridgewater*	Food, Liquor and Groceries	2,120	3,534	5,300
	All Other Retail Categories	3,417	5,695	8,543
	<b>Total</b>	<b>5,537</b>	<b>9,229</b>	<b>13,843</b>
Brighton	Food, Liquor and Groceries	3,695	6,158	9,237
	All Other Retail Categories	4,525	5,541	11,311
	<b>Total</b>	<b>8,219</b>	<b>13,699</b>	<b>20,548</b>
Pontville	Food, Liquor and Groceries	0	0	0
	All Other Retail Categories	662	1,104	1,656
	<b>Total</b>	<b>662</b>	<b>1,104</b>	<b>1,656</b>
Gagebrook-Herdsman's Cove	Food, Liquor and Groceries	426	709	1,064
	All Other Retail Categories	51	84	127
	<b>Total</b>	<b>476</b>	<b>794</b>	<b>1,191</b>
Old Beach	Food, Liquor and Groceries	4,121	6,868	10,302
	All Other Retail Categories	4,789	7,981	11,972
	<b>Total</b>	<b>8,910</b>	<b>14,850</b>	<b>22,274</b>
Brighton (M) (LGA-Wide)	<b>Total Retail (Exc. Large Format Bulky Goods)</b>	<b>23,805</b>	<b>39,675</b>	<b>59,512</b>
	<b>Total Bulky Goods</b>	<b>10,025</b>	<b>43,736</b>	<b>92,358</b>
	<b>Total Commercial</b>	<b>6,757</b>	<b>11,262</b>	<b>16,892</b>

Table 31: Retail and Commercial Land Use Needs by 2046

Source: Geografia, 2024. \*Bridgewater includes Green Point, Cove Hill, Old Main Road and Boyer Road.



## 5.0 Appendix

### 5.1 THE TASMANIAN PLANNING SYSTEM

The Tasmanian Planning System has undergone significant changes, with several planning reforms and reviews. Most notable are the transition to a state-wide scheme, the introduction of the Tasmanian Planning Policies (TPPs) and the regional planning framework review, which in turn will require the review of all three regional land use strategies (Figure 25).

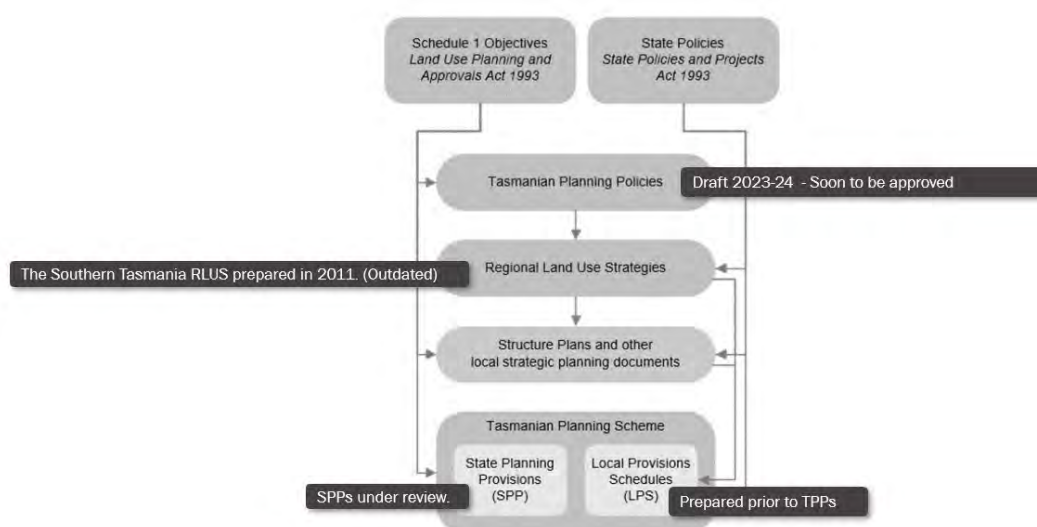


Figure 25: Hierarchy of Planning Instruments

Source: Regional Planning Framework Discussion Paper, 2022


### 5.2 STATE-LEVEL POLICIES AND PLANS

#### Legislative Framework

The Tasmanian legislative framework includes the following Acts and Policies that may be relevant for the preparation and implementation of the Strategy:

- Land Use Planning and Approvals Act 1993
- Historic Cultural Heritage Act 1993
- Aboriginal Heritage Act 1993
- Local Government Act 1993



- 
- Protection of Agricultural Land 2009
  - National Environmental Protection Measures.

### Draft Tasmanian Planning Policies

The Tasmanian Planning Policies (TPPs) is a high-level policy framework to inform strategic land use planning, including the preparation of the State Planning Provisions (SPPs) of the Tasmanian Planning Scheme (TPS) and the regional land use strategies.

While the TPPs have not been gazetted, Mesh considers them to be seriously considered in the preparation of strategic documents. The TPPs have undergone rounds of public consultation, have been independently reviewed by the Tasmanian Planning Commission and are expected to be approved by the Minister in late 2024 or early 2025. Once approved, the TPS will inform the preparation of the outdated three regional land use strategies.


There are a total of seven draft policies. Particularly relevant to this background report are the policies, strategies and guidelines found under 'Settlement' (Table 32), 'Sustainable Economic Development' (Table 33) and 'Planning Processes' (Table 34).



## SETTLEMENT

Settlement		
Policy	Key Strategies	What This Means for the Brighton Activity Centre Strategy
Growth	<p>Provide for at least a 15-year supply of land; prioritise consolidation and re-development within existing settlements and integrate with existing transport systems</p> <p>Prioritise growth of settlements that are within the higher tiers of the settlement hierarchy.</p> <p>Require the preparation of structure plans for effective land use and development planning.</p> <p>Identify the role and function of activity centres within settlements and provide for use and development that compliments and supports that role and function.</p> <p>Encourage the concentration of commercial, administrative, major retail, entertainment and cultural use and development within activity centres that are highly accessible by public and active transport.</p> <p>Prioritise the sustainable expansion, consolidation and redevelopment and intensification of existing activity centres prior to the development of new activity centres.</p>	<p>The Strategy should seek to:</p> <ul style="list-style-type: none"> <li>• Prioritise existing settlements, connections with transport systems and generally follow the growth settlement strategy.</li> <li>• Provide for use and development that compliments and supports the role and function of activity centres.</li> <li>• Prioritise economic growth in activity centres accessible by public and active transport.</li> <li>• Be implemented/aided by structure plans.</li> </ul>
Liveability	<p>Facilitate access to, and a diverse range, of employment opportunities in settlements by the provision of public transport and enabling business that promote local characteristics, resources and produce.</p> <p>Increase opportunities for innovation, technology and research to support established and emerging industries.</p> <p>Provide for connectivity within settlements, especially between residential areas, activity centres and open space networks.</p> <p>Provide for a range of cultural, recreational and community facilities that support wellbeing, social cohesion and cultural identity and understanding.</p> <p>Facilitate place-making and recognise the contribution it makes to the local economy, environmental amenity and social wellbeing of the community.</p>	<p>In identifying the role and function of each centre and subsequent recommendations, the strategy should consider:</p> <ul style="list-style-type: none"> <li>• Existing and planned public and active transport opportunities.</li> <li>• Opportunities for innovation, research and emerging industries.</li> <li>• Opportunities for a range of cultural, recreational and community facilities.</li> </ul>





Settlement		
Social Infrastructure	Provide for a sufficient supply of land to support the communities existing and forecast demand for social infrastructure.  Facilitate co-location of suitable and compatible social infrastructure.	Ensure the Strategy considers the need to protect and provide for social infrastructure within activity centres (school, health care, libraries, social services, and child and aged care).
Settlement Types	Promote the vibrancy and character of specific activity centres, hubs or inner-city locations that have good connectivity, housing choices and access to goods and services that support urban lifestyles.	In addition to economic growth considerations, ensure the Strategy supports the creation of activity centres that are vibrant and support urban lifestyles.
Housing	Encourage higher density in locations that are within close proximity to an activity centre.	Ensure the Strategy recognises and provides for the need to accommodate higher density residential developments in activity centres.

Table 32: Settlement Policy Review Summary

Source: Mesh, 2024


## SUSTAINABLE ECONOMIC DEVELOPMENT

Tasmanian natural resources and proximity to Antarctica are key for the State's economic prosperity. At the same time, its isolation from mainland Australia limits the State's capacity to competitively access the northern hemisphere and Asian Markets. Concurrent with this, one of Tasmania's key challenges for economic growth is a decline in the skilled workforce, driven by an ageing population base.

The State policy recognises that planning alone cannot drive economic growth nor can it prevent a declining workforce. However, it still has a role to play by:

- Supporting the provision of digital infrastructure
- Ensuring ports and strategic transport networks are efficient to allow access to global markets
- Supporting the creation of liveable cities that encourage migration and retention of young adults
- Supporting the establishment of higher education institutions.





The following principles are identified as the role of planning in the sustainable economic development of the state:

- Allocating sufficient land in appropriate locations to support various economic activities
- Protecting allocated land from incompatible use and development
- Supporting the efficient use of infrastructure and coordinated delivery of new infrastructure
- Identifying and supporting emerging and innovative industries
- Promoting diversification to strengthen the resilience of the economy
- Protecting the resources and values that are relied on for sustainable economic development.

This policy is further divided into seven themes of which 'Tourism', 'Industry', 'Business and Commercial', 'Innovation and Research' and 'Transport Modes' are considered of relevance for the Brighton Activity Centre Strategy (Table 33).

Sustainable Economic Development		
Sub-Policy	Key Strategies	What This Means for the Brighton Activity Centre Strategy
Tourism	<p>Identify existing and potential key tourism sites or destinations and their role.</p> <p>Support unique, diverse and innovative tourism experiences that support the Tasmanian brand.</p> <p>Facilitate the provision of infrastructure, housing and services, where appropriate, to support tourism and hospitality employees and support the growth of sustainable tourism use and development.</p> <p>Promote the growth and investment in recreational, art and cultural activities that attracts tourism growth and supports the local community's access to these facilities.</p> <p>Promote the integration of tourism infrastructure into activity centres to support and reinforce the economic function of activity centres.</p>	<p>The Strategy recommendations should aim to:</p> <ul style="list-style-type: none"><li>• Promote the growth and investment in recreational, art and cultural activities.</li><li>• Promote the integration of tourism infrastructure into activity centres.</li></ul>



## Sustainable Economic Development

Industry	<p>Identify and allocate land within urban growth boundaries that is suitable for industrial use and development.</p> <p>Provide at least a 15-year supply of industrial land within existing growth boundaries.</p> <p>Protect existing and future industrial land from encroachment by incompatible use and development.</p> <p>Protect land surrounding industrial estates by designating it for a compatible land use that does not prejudice the future availability of the land for industry.</p>	<p>The Strategy should aim to protect existing industrial land within activity centres when appropriate and ensure surrounding land uses do not prejudice industry activities.</p>
Business and Commercial	<p>To promote business and commercial activities at a scale and intensity suited to the location to support diverse economic and employment opportunities.</p> <p>Identify and allocate a sufficient supply of land within existing settlements to provide for commercial and business use and development based on existing and projected demands.</p> <p>Identify an activity centre hierarchy that is based on the scale, role, function and accessibility of activity centres.</p> <p>Support the hierarchy by promoting complimentary use and development to strengthen efficiencies within activity centres and avoid unnecessary competition between centres.</p> <p>Encourage the intensification and growth in and around higher order activity centres.</p> <p>Support existing centres prior to considering the establishment of new unless it is a natural progression and highly accessible to its catchment of users.</p> <p>Support home-based business where and when reasonable.</p> <p>Provide for small scale commercial or business opportunities in residential and industrial areas that meets the needs of local residents or workers.</p> <p>Support mixed uses in activity centres that are highly accessible and where land use conflicts can be managed.</p>	<p>This policy is key to the development of the Activity Centre strategy. It directs planning to:</p> <ul style="list-style-type: none"> <li>• Allocate a sufficient supply of land within existing settlements for commercial and business use based on existing and projected demands.</li> <li>• Promote complimentary use and development and avoid unnecessary competition between centres.</li> <li>• Encourage the intensification of higher order activity centres.</li> <li>• Support mixed uses in highly accessible activity centres where land conflicts can be managed.</li> </ul>



Sustainable Economic Development		
Innovation and Research	<p>Support the provision and expansion of logistics and digital infrastructure.</p> <p>Support accessible and well-connected tertiary education and training institutions.</p> <p>Provide for precinct planning that allows for collaborations between industry, research and education.</p> <p>Promote existing and emerging innovation that promote Tasmania's assets by providing planning mechanisms that are adaptive and flexible to respond competitively to opportunities as they arise.</p> <p>Support opportunities for greater economic self-sufficiency, diversification and circular economies to help reduce the impacts of external forces on the State economy.</p>	<p>The Strategy should consider the relationship between existing activity centres and education facilities and the role of activity centres in the provision of logistics and digital infrastructure.</p> <p>The Strategy should allow opportunities for economic self-sufficiency and diversification.</p> <p>The Strategy should aim to provide planning mechanisms that are adaptive and flexible to respond competitively to opportunities as they arise.</p>
Transport Modes	<p>Support integrated land use and infrastructure and network planning that increases mode choice to access employment, essential services and community participation.</p> <p>Integrate land use with existing and planned passenger transport infrastructure and services.</p> <p>Locate developments that attract high numbers of people within existing activity centres.</p> <p>Encourage land use planning frameworks that can support and adapt to changing passenger transport needs.</p> <p>Recognise carparking as a key travel demand management measure and appropriately manage carparking provision to support a modal shift.</p>	<p>The Strategy should ensure recommendations consider:</p> <ul style="list-style-type: none"> <li>• The existing and planned transport links.</li> <li>• The need to accommodate development that attracts high numbers of people within existing activity centres.</li> <li>• Ensure parking policy supports a modal shift when appropriate.</li> </ul>

Table 33: Sustainable Economic Development Policy Review Summary

Source: Mesh, 2024



## PLANNING PROCESSES

Planning Processes		
Sub-Policy	Key Strategies	What This Means for the Brighton Activity Centre Strategy
7.1 Consultation	<p>Facilitate the community's understanding of the planning system, land use planning issues and how they might be impacted to encourage meaningful community consultation in land use planning.</p> <p>Promote fair, inclusive, respectful and genuine consultation.</p> <p>Ensure consultation processes are informative and transparent.</p>	The community consultation strategy to have regard to the strategies included under 7.1 of the TPPs.
7.2 Strategic Planning	<p>Avoid allowing use and development where the implications of such proposal are not fully known or understood.</p> <p>Promote the identification and establishment of long-term land use planning priorities to allow inter-generational equity.</p> <p>Strengthen the use of scientific-based evidence to make informed land use planning decisions.</p> <p>Promote collaboration and coordination between Commonwealth, State and local government to deliver integrated, efficient and effective planning outcomes.</p> <p>Facilitate coordinated approaches between public and private investment to achieve common planning goals.</p> <p>Promote the review of land use strategies so that they remain current.</p>	The Strategy to have regard to 7.2 of the TPPs.
7.3 Regulation	<p>Allow use and development that has little or no impact to proceed without requiring planning approval.</p> <p>Reduce planning regulation to reflect the level of impact caused by the use and development.</p> <p>Support the maintenance of regulatory consistency.</p> <p>Encourage mechanisms that allow for timely adjustments in planning regulation for responses to and recovery from emergency events, pandemic and climate change.</p>	The land use recommendations to have regard to 7.3 of the TPPs.

Table 34: Planning Processes Policy Review Summary

Source: Mesh, 2024





## Draft Tasmanian Population Policy (July 2024)

Policy	Details
Liveability	Increased liveability through better infrastructure planning and delivery: Promote urban renewal and redevelopment. Embrace emerging and innovative technologies to support quality of life. Improve the alignment of supply and demand of infrastructure and services.
People & Skills	Identify social cohesion opportunities and challenges in local communities and support place-based approaches to deliver innovative solutions that engage young people, facilitate participation, and enhance feelings of belonging.
Sustainability	Research, share and expand the available population data, analysis to guide infrastructure, housing and services planning and decision making.

Table 35: Draft Tasmanian Population Policy Review Summary  
Source: Mesh, 2024

## Tasmanian Planning Scheme and Fact Sheet No. 5 (Business and Commercial Zones)

The Business, Commercial and Mixed Use Zone group contains a total of six zones that are intended to reflect Tasmania’s activity centre hierarchy, as provided by the relevant land use strategy. Given the interface of Activity Centres with industrial land, the Industrial Zones are also described in this section. Specific Area Plans (SAPs) and Site-specific qualifications (SSQs) are also part of the planning toolkit for activity centre planning (Table 36).

Activity Zones	
Business Zones	Description
Village Zone	The Village Zone provides for small rural centres with an unstructured mix of residential, community services and commercial activities. The Zone’s Use Table provides for a variety of Permitted uses reflective of this intent. The Zone provides for single dwellings as No Permit Required and provides for the protection of residential amenity from non-residential uses. The Village Zone is generally applied to the entirety of a small settlement or part of a rural settlement to reflect a genuine mix of uses.



Activity Zones	
Urban Mixed Use Zone	<p>The Urban Mixed Use Zone provides for mix of uses where no particular use predominates, but with more of a business or commercial focus than the Village Zone.</p> <p>Unlike the Village Zone, the Urban Mixed Use Zone does not allow for Residential use No Permit Required, but rather allows it as Permitted where it occurs above ground level or to the rear of premises. This is to ensure an active street level (such as through shop frontages and pedestrian activity) is retained throughout the Zone.</p> <p>The purpose of the Zone provides specifically for ensuring the introduction Of new uses does not undermine the activity centre hierarchy.</p>
Business Zones	<p>The three business zones are very similar in their purpose but are applied to activity centres at different levels within the hierarchy. The purpose of the Local Business Zone is to provide for local retail and other services to meet the needs at the neighbourhood level.</p>
Local Business Zone	<p>The Local Business Zone represents the lowest order business zone in the activity centre hierarchy.</p>
General Business Zone	<p>The General Business Zone represents the middle order of the business zones, providing for the main suburban and rural town centres.</p>
Central Business Zone	<p>The Central Business Zone is applied to the capital city centre, large regional centres and some of the higher order suburban centres. The purpose in each of the Zones is to encourage business, retail, administrative, professional, community and entertainment functions consistent with the centre's role in the activity centre hierarchy. The Zones all encourage active street frontages and pedestrian activity. They allow for Residential or Visitor Accommodation uses where they encourage the viability of the Zone.</p>
Commercial Zone	<p>The Commercial Zone provides for retailing, service industries and warehousing that requires and large floor area needs. Examples of these uses include Bulky Goods Sales and Equipment and Machinery Hire and Sales. The uses provided for under the Zone usually require high levels of vehicle access and customer car parking.</p> <p>The Zone is often applied to specialist centres, such as the Devonport Homemaker Centre and Cambridge Park, that provide for large format retailing.</p>
Industrial Zones	Description
Light Industrial Zone	<p>The Light Industrial Zone aims to primarily provide for service-based industries which cater for the local and regional needs. Examples of such uses include manufacturing, processing, repair, storage and distribution of goods and materials. The impact of uses within the Zone are expected to be capable of being managed to the extent that they do not cause an unreasonable loss of amenity to other uses.</p>
General Industrial Zone	<p>The General Industrial Zone provides for the higher impact industries and largescale industrial operations such as Resource Processing, Manufacturing and Processing, Service Industries and Transport and Distribution uses. It is anticipated that the uses within the Zone are likely to generate impacts on other uses. Therefore, the Zone provides land that allows for higher impacting uses to operate without encroachment from incompatible uses that would give rise to land use conflict.</p>
Tourism/Recreation	Description
Major Tourism Zone	<p>The Major Tourism Zone is intended to integrate a range of use and development to provide for large scale tourist facilities. An example of the range of uses includes Visitor Accommodation, Hotel Industry, Tourist Operation and Sports and Recreation. Other complementary uses, such as Business and Professional Services and General Retail and Hire may also be approved within the Zone as Discretionary uses where they do not undermine the activity centre hierarchy.</p>



Activity Zones	
<b>Recreation Zone</b>	The Community Purpose Zone provides for land accommodating key community facilities and services, including health, educational, government, cultural facilities. The Zone provides for uses that range in scale from a small community hall to a hospital. Community type residential uses are also allowed for in the Zone through the provision facilities such as respite centres, assisted housing and retirement villages as Permitted uses.
<b>Open Space Zone</b>	The Recreation Zone may be applied to public or private land and provides for formal recreation facilities. These can include sporting grounds such as an athletic centre, or hockey centre through to enclosed facilities such as a gymnasium or public swimming pools. In addition, provision is made within this Zone for Major Sporting Facilities acknowledging the impact these facilities can have on surrounding areas.
SAPs and SSQs	Description
<b>Specific Area Plans (SAPs)</b>	SAPs can provide for additional or different requirements for use and development for a specific area.  One example is the Museum of Old and New Art (MONA) site at Berriedale, which under the Glenorchy LPS is Zoned Major Tourism and Environmental Management, with the MONA Specific Area Plan (MONA SAP) also applied to the land. The site accommodates a unique range of uses that managed through the MONA SAP including a vineyard, accommodation, the MONA museum, ferry terminal and ancillary restaurants and retail. SAPs are not able to override the administrative provisions outlined in clauses 3.0 to 6.0 of the SPPs. SAPs and the associated overlay map are contained in the LPS section of the TPS
<b>Site-specific Qualification (SSQ)</b>	Clause 5.4 explains that an SSQ can substitute, modify or operate in addition to a Use Table, or use or development standard in a Zone or Code for a particular site. An SSQ might allow for a specific business to operate out of a home in the General Residential Zone or for a specific General Retail and Hire business on a property in the Rural Zone as permitted uses. Similarly, an SSQ might provide specific subdivision or other development standards on a site that might not otherwise be allowed under the relevant zones or codes. SSQs are not able to override the administrative provisions outlined in clauses 3.0 to 6.0. SSQs are listed under the LPS section of the TPS.

Table 36: Activity Zones Policy Review Summary

Source: Mesh, 2024

## East Derwent Highway – Bridgewater to Bowen Bridge Planning Study

The Department of State Growth is currently conducting a strategic assessment of the East Derwent Highway section extending from the Midland Highway intersection in Bridgewater to the eastern end of the Bowen Bridge. Key investigations will focus on identifying opportunities for road improvements to accommodate future growth in the region.





## 5.3 REGIONAL LEVEL POLICIES AND PLANS

### Southern Tasmania Regional Land Use Strategy (2010–2035) (STRLUS)

Regional land use strategies set out key strategic directions for the Northern, Southern and Cradle Coast regions. Regional land use strategies guide amendments to each council's Local Planning Schedule as well as local strategic planning documents and structure plans. In short, these strategies should identify where growth and land use change should occur within the State.

The Southern Tasmania Regional Land Use Strategy (STRLUS) was originally issued in October 2011 and amended in 2013 and 2023. The STRLUS is currently undergoing a major review, it is likely that the Activity Centre Strategy is finalised prior to the completion of the updated STRLUS. Therefore, the findings from the Brighton Activity Centre Strategy will likely inform the revised STRLUS. Notwithstanding this, it is important to note that it is possible that the updated STRLUS makes changes to the activity centre hierarchy network and/or other relevant changes to the strategic directions which in turn result in some inconsistencies/misalignment between the strategies.

**Brighton (M) is recognised as a Major Satellite of Greater Hobart** along with Sorrel and Margate. Hobart and its Satellites, including Brighton (M), form part of the higher-order settlement for urban consolidation and population growth in Southern Tasmania. Residential growth is anticipated to be 50% infill and 50% greenfield development. Bridgewater North, Brighton South, Gagebrook-Herdsman's Cove, and Old Beach among others are recognised as greenfield development precincts. The STRLUS identifies Brighton LGA to accommodate 15% of the residential growth for the region, which is estimated at the time to be 1,987 dwellings.


#### ACTIVITY CENTRE NETWORK

Activity centres are identified as the focus for services, employment, and social interaction. Emphasis is placed on their role in community, education, government services, recreation, and entertainment. The STRLUS also recognises activity centres as suitable for higher-density housing.

Other nodes of activity such as trade and construction retail, significant employment and community functions are not considered 'Activity Centres' and are seen more as specialised nodes of activity.

According to the STRLUS, the purpose of creating an activity centre network is to define a hierarchy to ensure complementarities and





efficiencies rather than creating unnecessary competition between centres.

The Activity Centre Network is composed of:

- Hobart CBD and its immediate surrounds designated the Primary Activity Centre
- Principal Activity Centres aim to provide a wide range of services and facilities (including offices), with a strong focus on the retail and commercial sector. No Brighton (M) ACs are identified under this classification.
- **Bridgewater (Green Point)** is recognised as a **Major Activity Centre** with the role of serving the surrounding district and providing a range of convenience goods and services and some community facilities.
- **Brighton (S)** is recognised as a **Rural Services Centre** with the role of providing a range of goods and services and meeting the needs of a predominantly non-urban community, with trips to larger activity centres required occasionally.
- Minor/Neighbourhood ACs – role to serve the needs of the surrounding community and provide a focus for day-to-day life – to include a mix of retail, services and employment. Minor or Neighbourhood Activity Centres and Local Centres are described in the policy but not designated and are to be determined at the local level.
- Local Centres with the role of providing a focus for day-to-day life within an urban community and include at least one grocery/convenience store and a range of small speciality shops or small-scale eating establishments.
- Specialist Centre to be identified at a local level to provide for the activity of a specialist nature as defined through specific local area or structure plans – retail and (limited) office space should reflect the centre’s purpose or defined character.

It’s important to note that **Gagebrook-Herdsman’s Cove, Pontville and Old Beach** do not have a specific classification under the STRLUS.

Activity centres with regional and sub-regional functions are recommended for inclusion in the Activity Centre Network. The STRLUS recommends that structure and management plans be prepared for these centres to strengthen their overall function and operation and to ensure that they are integrated with surrounding uses and the transport network (Table 37).



STRLUS		
Policy	Key Strategies	What This Means for the Brighton Activity Centre Strategy
SD3	Creating a network of vibrant and attractive activity centres.	
LUTI 1.3	Encourage residential development above ground floor level in the Primary, Principal and Major Activity Centres.	Allow for above-ground level residential uses in ACs.
LUTI 1.5	Locate major trip generating activities in close proximity to existing public transport routes and existing higher order activity centres.	Direct major trip generating activities to higher order centres serviced by public transport.
AC1	Focus employment, retail and commercial uses, community services and opportunities for social interaction in well-planned, vibrant and accessible regional activity centres that are provided with a high level of amenity and with good transport links with residential areas.	Consolidate activity-generating uses and opportunities for social interaction in AC particularly in those with good access to transport links and residential areas.
AC 1.2	Utilise the Central Business, General Business, Local Business Zones to deliver the activity centre network through planning scheme, providing for a range of land uses in each zone appropriate for to the role and function of that centre in the network.	Apply the CBZ, GBZ and LBZ to ACs as appropriate having regard to its role/function in the network.
AC 1.3	Discourage out-of-centre development by only providing for in-centre development within planning schemes.	Discourage out-of-centre development.
AC 1.4	Promote a greater emphasis on the role of activity centres, particularly neighbourhood and local activity centres, in revitalising and strengthening the local community.	Local activity centres have a key role in revitalising and strengthening the local community.
AC 1.5	Ensure high quality urban design and pedestrian amenity through the respective development standards.	The development outcomes are largely determined by the standard SPPs of the Business/Commercial Zones unless a SAP is introduced.
AC 1.6	Encourage an appropriate mix of uses in activity centres to create multi-functional activity in those centres.	A mix of uses and multi-functionality should be encouraged in each AC.
AC 1.7	Improve the integration of public transport with Activity Centre planning, particularly where it relates to higher order activity centres.	Consider the integration of centres with public transport.
AC 1.8	Ensure that new development and redevelopment in established urban areas reinforce the strengths and individual character of the urban area in which the development occurs.	As AC 1.5
AC 1.9	Require active street frontage layouts instead of parking lot dominant retailing with the exception of Specialists Activity Centres if the defined character or purpose requires.	Another reason to justify the removal of minimum car parking requirements.



STRLUS		
AC 1.10	Activity centres should encourage local employment, although in most cases this will consist of small scale business servicing the local or district areas.	ACs should encourage local employment.
AC 1.11	Provide for 10–15 years growth of existing activity centres through appropriate zoning within planning schemes.	AC planning is encouraged to consider a 10–15-year timeframe.
AC 2	Reinforce the role and function of Primary and Principal Activity Centres providing for needs of Southern Tasmania.  Encourage structure and economic development planning for lower-level Activity Centres by local planning authorities.	As neither of the ACs studied are Primary or Principal, structure and economic planning is to be managed and implemented by Brighton Council.
AC3	Evolve Activity Centres focussing on people and their amenity and giving the highest priority to creation of pedestrian oriented environment.	Consider the removal of minimum car parking requirements within ACs to encourage active and public transport use.
AC 3.1	Actively encourage people to walk, cycle and use public transport to access Activity Centres.	
AC 3.5	Allow flexibility in providing on-site car parking in the lower order Activity Centres subject to consideration of surrounding residential amenity.	
LUTI 1.3	Encourage residential development above ground floor level in the Primary, Principal and Major Activity Centres.	As LUTI 1.3
LUTI 1.5	Locate major trip generating activities in close proximity to existing public transport routes and existing higher order activity centres.	As LUTI 1.5
LUTI 1.6	Ensure car parking requirements are consistent with achieving increased usage of public transport.	As AC 3.5.
LUTI 1.12	Include requirements in planning schemes for end-of-trip facilities in employment generating developments that support active transport modes.	Require the provision of end-of-trip facilities.
T 1.5	Provide flexibility within commercial and business zones for mixed use developments incorporating tourism related use and development.	Provide flexibility within AC for tourism related use and development.
T 1.6	Recognise planning schemes may not always be able to accommodate the proposed tourism use and development due to its innovative and responsive nature.	Consider the constrains planning controls may present to innovative tourism land use and development.

**Table 37: STRLUS Policy Review Summary**

Source: Mesh, 2024



## 5.4 METROPOLITAN – GREATER HOBART POLICIES AND PLANS

### Draft Keep Hobart Moving Plan <sup>13</sup>

The draft Keep Hobart Moving plan is a short strategy to integrate transport system projects and plans within Greater Hobart for the next ten years. Its overarching goal is to create a safe, accessible, people-focused, and future-ready city that will enable economic prosperity and liveability. One of its goals is to increase public transport use for journeys to work from 6.4% to 10% by 2030.

The details available within this plan are limited to a list of projects classified in 'Planning' and 'Delivery'. This plan lists:

- Planned East Derwent Highway Improvements (Bridgewater to Grasstree Hill).
- An ongoing review of bus routes and timetables.
- A planned Rapid Bus Network (RBN) from Hobart to Claremont, Hobart to Howrah and Hobart to Blackmans Bay. Notably, the proposed RBN ends in Claremont and does not reach Brighton's LGA.
- Investigations areas for expansions to the existing ferry services. It includes a section between Glenorchy and Claremont but excludes Bridgewater.

## 5.5 LOCAL POLICIES AND PLANS

### Brighton Council Structure Plan 2018 <sup>14</sup>

This Structure Plan assesses issues and opportunities associated with retail, commercial and industrial land in Brighton (M) (Table 38).

Key Findings	What This Means for the Brighton Activity Centre Strategy
In light of Tasmania's economic and population growth, it is important to maintain a supply of industrial land particularly the Brighton Industrial area & Transport Hub	Ensure AC planning does not significantly intrude on Industrial land, particularly, when it could limit potential future consolidation of industrial land.

<sup>13</sup> Department of State Growth.

<sup>14</sup> Prepared by Echelon Planning and Essential Economics.



Key Findings	What This Means for the Brighton Activity Centre Strategy
The vacancy rate within Brighton is low at 4.5% of total retail floorspace. There is however a high-vacancy rate of concern within the northern end of Bridgewater Bridge (42%).	Low vacancy rates suggest support for expansion of planning controls encouraging retail floorspace (except for Bridgewater).
Limited commercial services offerings estimated at 2,500m <sup>2</sup> .	Estimated existing commercial floorspace and land needs gaps and identify appropriate locations for future commercial services.
The forecast population growth is supporting a range of convenience-related retailing but unlikely to support a retail scale such as Rosny Park or Glenorchy's centres.	Evaluate this through retail land use needs assessment, implicitly testing whether there continues to be a lack of a critical mass of population to support major retail development in Brighton (M).
Forecast demand for at least 7,220m <sup>2</sup> of retail floorspace and 1,130m <sup>2</sup> of additional commercial office space (2018-2033) the majority to be distributed in Bridgewater and Brighton (S).	Compare retail and office floorspace demand with the estimations made in 2018, in particular: <ul style="list-style-type: none"> <li>Retail floorspace demand: 7,220 m<sup>2</sup></li> <li>Commercial office floorspace demand: 1,130m<sup>2</sup></li> </ul>
The western region of Brighton (M) has modest population growth, lower incomes and very high unemployment rates.	Consider vulnerable population within western region of Brighton (M) through improved offerings of its closest activity centres.
A significant group of employed residents travel toward Glenorchy and Hobart for work and it's likely that retail spending is 'escaping' to these locations.	Compare changes in retail spending leakage.
Opportunities to improve performance of Bridgewater via appearance, perception and integration of retail areas.	Consider whether the poor presentation of centres continuous to be a problem.

**Table 38: Brighton Council Structure Plan 2018 Policy Review Summary**  
Source: Mesh, 2024

## Brighton Council Vision 2050 (2021)

The following 2050 vision statements are relevant for activity centre planning:

- Our place is thriving: A destination for business, learning and creation
- Our community is proud: We embrace who we are now while celebrating our ancient past
- Our opportunities are for all: From the young to the elderly
- Our environment is cherished: We act sustainably and are mindful of climate change.





Brighton's (M) economic development objectives include:

- Attracting economic development and job opportunities
- Diversification of trades and businesses, including green and emerging technologies
- Affordable commercial spaces available for businesses
- Incentives for industry and businesses to move to or stay in Brighton
- Move a State Government department to Brighton (M)
- Offer a diverse mix of local places to shop, eat and socialise; a vibrant shopping street
- More takeaways/cafes with healthy options; good fruit and veg shop and deli; Local restaurants
- Encouraging arts, culture and the creative industries
- Better access to local health care and wellbeing: edible gardens, communal olive oil and fruit orchard
- Embracing best-practice environmentally sustainable initiatives
- Better connectivity with between walking tracks and nature assets.

The vision seeks to enable major projects and connections, mainly:

- The completion of new Bridgewater Bridge
- A new local High School
- A vibrant industrial area
- A light rail connection
- The Derwent River Ferry Service.

### Brighton Structure Plan <sup>15</sup> (2018)


The Brighton Structure Plan identifies several important constraints and opportunities for Brighton's (M) ACs, including:

- Encouraging local businesses, educators and trainers to collaborate
- Improving tourism offering
- Improving the Cove Hill Centre, Brighton High Street, Pontville

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<sup>15</sup> Prepared by Echelon Planning



- 
- Improving movement networks and bus services and connections across the East Derwent Highway, planning for future ferry services and light rail

The implementation plan makes a number of key recommendations, the following are considered relevant to activity centre planning:

- Ensure the planning scheme allows for medium-density housing to be established in close proximity to town centres, public transport services and open space
- Ensure attenuation buffers around the Brighton Transport Hub and Industrial Estate area are maintained
- Advocate for improved bus services, upgrades to bus stops and shelters and locations for park and ride facilities for bus services
- Investigate options for markets, festivals and pop-up art exhibitions

This structure plan recognises the following community infrastructure needs:

- Identification and establishment of an emergency services precinct. Three options are discussed:
  - Old Main Road
  - Cove Hill Road central
  - West of Cove Hill Road
- A new secondary school with potential locations identified in Brighton and Pontville
- MONA's hacking school in Bridgewater
- Upgrades to the Pontville Park to a regional facility

Detailed policy direction and opportunities identified specific to a centre are contained within Section 2.3 Activity Centre Profiles.



## 5.6 MODELLING METHODS

### Key Terms

The following key terms are used to describe consumer expenditure data and land typology:

- **Total Local Spend:** The combined total of resident and visitor (non-resident) spending within Brighton (M) or specified suburbs
- **Resident Escape Spend:** Spending by Brighton (M) residents or those from specified suburbs made outside the LGA
- **Resident Local Spend:** Spending by residents within the LGA
- **Resident Online Spend:** Spending made online by residents
- **Visitor (Non-Resident) Local Spend:** Spending by non-residents within Brighton (M) or specified suburbs
- **Total Resident Wallet:** The sum of all resident spending. That is, Resident Local Spend, Resident Online Spend, and Resident Escape Spend.
- **Commercial land:** This refers to land used to accommodate office spaces, e.g., for professional services.
- **Retail land:** This refers to land used to accommodate retail activities, including for grocery stores, liquor outlets, clothing and personal services such as hairdressers.

Table 39 shows the alignment between the Spendmapp (MCC) expenditure categories and the ABS retail categories <sup>16</sup>.

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<sup>16</sup> For details on the latter, please refer to the ABS website: [abs.gov.au/methodologies/retail-trade-australia-methodology/jul-2024#defining-retail-trade](https://abs.gov.au/methodologies/retail-trade-australia-methodology/jul-2024#defining-retail-trade).





Spendmapp Category	ABS Retail Category
Grocery Stores, Food & Alcohol Retailing	Food, Liquor and Groceries
Dining, Entertainment & Travel (exc. Entertainment & Travel)	Food Catering
Department Stores & Retail	Apparel, Homeware and Leisure
Bulky & Household Goods	Bulky Goods
Services & Other	Retail Services

Table 39: Spendmapp and ABS Retail Categories Alignment

Source: Geografia, 2024, ABS, 2024

## Population Forecasts

Brighton's population growth has consistently surpassed historical population forecasts. To address this and ensure the assessment does not underestimate future population needs, this Study adjusts by supplementing the most recent population forecasts with the effects of growth area opportunities. The Council has identified five key areas for consideration. These are:

1. The Bridgewater Bridge Waterfront Masterplan. The growth area potential also includes land zoned Rural Living west of the main project area, and combined with this, it is expected to be able to accommodate 423 dwellings when fully developed.
2. South Brighton Market is expected to accommodate approximately 565 new residential lots and 1,800 sqm of land zoned for business.
3. Boyer Road – Future Urban Zone, west of the Old Main Road precinct in Bridgewater. This is expected to accommodate approximately 350 new residential lots.
4. Precinct A – Old Beach Zoning Review on the eastern side of the East Derwent Highway in Old Beach. This is expected to accommodate approximately 500 new residential lots.
5. Development at 203–205 Old Beach Road, Old Beach, is expected to accommodate around 80 new residential lots.

Table 40 summarises the population estimate of these five growth areas and the assumed commencement year of the development. The information has been prepared in consultation with the Council.



Growth Area Opportunities	Assumed Commencement Year	Development Timeline (Years)	Est. Dwellings (no.)	Assumed Household Size	Population Estimate
South Brighton Market, Brighton (S)	2026	11	565	3.00	1,695
Bridgewater Bridge Waterfront Masterplan†	2025	8	423	2.28	964
Boyer Road – Future Urban Zone	2026	16	350	3.10	1,085
Precinct A – Old Beach Zoning Review	2030	10	500	3.10	1,550
Development at 203-205 Old Beach Road, Old Beach	2025	2	80	3.10	248
<b>Total</b>			<b>1,918</b>		<b>5,542</b>

Table 40: Total Population Estimates by Growth Area Opportunities

Source: Geografia, 2023, compiling information provided by Council. Assumed household sizes are derived from previous assumptions used in growth area studies undertaken by SGS and Choice Location.

† Including RLZ area west of the Masterplan area.

In total, these five growth areas are estimated to accommodate 5,542 new residents in 1,918 dwellings. When combined with the baseline population forecasts, the population increases from 20,364 residents in 2024 to 30,920 residents in 2046 (Figure 26).



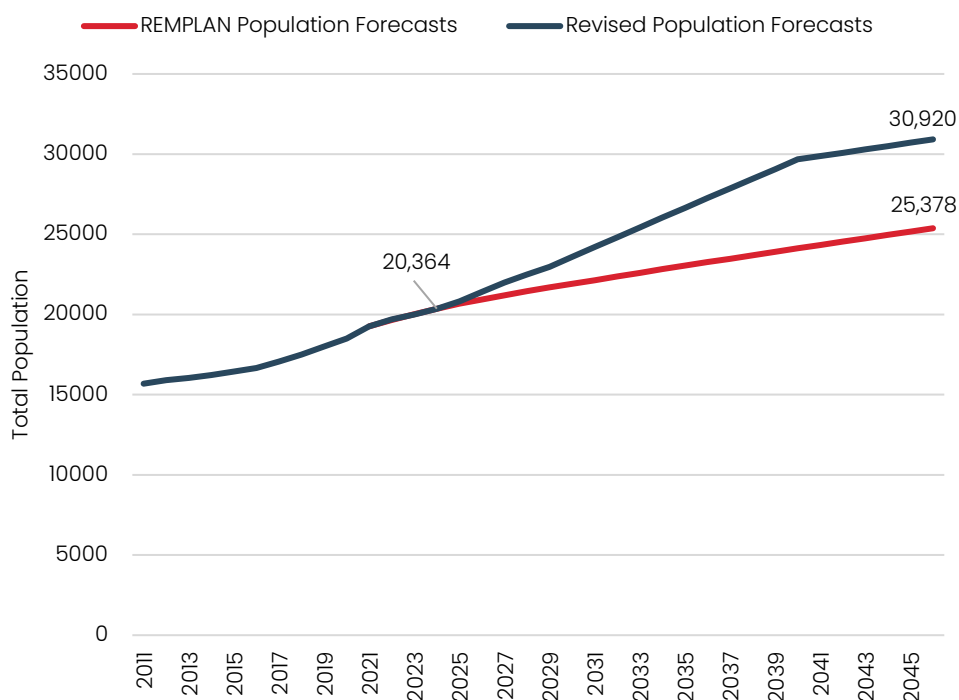


Figure 26: Population Forecasts for Growth Areas Combined

Source: Geografia, 2024 and REMPLAN, 2023

## Retail Catchments of Brighton's Activity Centres

Before estimating current and future demand, catchment areas need to be assessed and determined. This is critical as these form the basis of the demand growth analysis. While the STRLUS identified regional catchments for Bridgewater and Brighton (which were adopted), these catchments were mapped more than 10 years ago and require validation.

Bank transaction data (via Spendmapp) was used to evaluate the catchments and explain any inconsistency between the results of this analysis and previous studies. Figure 8 and Figure 9 depict the 80% retail activity<sup>17</sup> catchment areas for Bridgewater and Brighton suburbs. That is the geographical area from which at least 80% of the retail expenditure in these centres is drawn. An 80% limit is used to exclude the typical 20% who may be occasional visitors (including the 20% would likely create a catchment area encompassing the whole of Australia).

<sup>17</sup> Spendmapp data includes information on cardholder address, the location of the merchant in which the transaction occurs, the time and volume of expenditure and the type of goods and services being purchased. To protect privacy, data is aggregated to suburb level and category of expenditure.



The spend and mobility data derived catchments aligns well with those established by STRLUS. That is;

- Bridgewater has a catchment that encompasses the whole of Brighton (M), parts of northern Glenorchy, Southern Midlands and other adjoining rural municipalities
- Brighton (S) has a catchment that encompasses the whole of Brighton (M), Southern Midlands and other adjoining rural municipalities.

In addition to this, the Spendmapp data shows that the remaining neighbourhood and local activity centres have more restricted catchments. Consequently, this analysis assumes the remaining centres have a local catchment area encompassing their respective suburbs. This applies to Gagebrook-Herdsman's Cove and Old Beach (Table 41).

Brighton Activity Centre	Primary Catchment Area	Secondary Catchment Area
Bridgewater	Brighton (M)	Southern Midlands, southern Central Highlands and northern parts of Glenorchy (Granton, Austins Ferry, Claremont) as per Figure 8 and previously established catchments in STRLUS
Brighton (S)	Brighton (M), Pontville	Southern Midlands and southern Central Highlands as per Figure 9 and previously established catchments in STRLUS
Old Beach	Old Beach	–
Gagebrook-Herdsman's Cove	Gagebrook, Herdsman's Cove	–
Pontville	Pontville	–
<b>Total</b>		

Table 41: Brighton (M) ACs Retail Catchment Areas  
Source: Geografia, 2024 using Spendmapp, 2024

## Recognising Resident Escape Spend to Higher-Order Activity Centres and Online Retail

Spendmapp reveals Resident Escape Spend and Resident Online Spend patterns. Table 42 lists the distribution of escape spend by retail category



for all Brighton (M) residents in FY23. The modelling fixes these proportions for two reasons:

1. It accounts for future land use needs in a manner that respects existing hierarchies and supports the vibrancy of these higher-order activity centres
2. It recognises more recent and permanent shifts in existing spending patterns towards the online retail economy.

AC Hierarchy	Food, Liquor and Groceries	Food Catering	Apparel, Homeware and Leisure	Bulky Goods	Retail Services
Higher-Order Centres	15%	17%	31%	27%	17%
Online	5%	22%	37%	3%	49%

Table 42: Share of Brighton (M) Resident Escape Spend by Category  
Source: Geografia, 2024 using Spendmapp, 2024

### Recognising Increased Retention from Forthcoming Provisions

Three imminent initiatives and strategic policies suggest the potential to increase the level of retail provision:

1. Brighton Shopping Centre is expected to increase local spending patterns for both Brighton and adjoining Pontville. In this regard, the spend capture rate for Brighton and Pontville is assumed to increase to 50% of the Total Resident Wallet. At the same time, the spending share from these suburbs to Bridgewater will decline to 30%.
2. Old Beach as a potential neighbour centre, supporting increased level of local retail provision. Using existing spending patterns would not reflect potential retail. To assess, we assume 50% of total resident spending locally, with an additional 30% deferring to Bridgewater as the MAC.
3. Retain existing shares of spending for remaining suburbs as fixed (i.e. deferring to Bridgewater and Brighton), given the primacy of the RSC and MAC in the local hierarchy.



## Forecasting Total Retail Spending

Forecast total retail spending has been modelled by:

- (After removing Resident Escape Spend) Quantifying per capita spending by category and suburb of residence.
- (Using per capita spending patterns) Applying percentage growth rates using revised population growth rates.
- Applying real changes in retail spending patterns by category, using historical 10-year percentage changes by ABS Retail category.

Figure 27 illustrates the existing and future retail spending patterns for Brighton (M) Activity Centres. It shows increasing levels of spending in Bridgewater, Brighton (S), and Old Beach. At the same time, the model shows relatively low levels of retail growth in Gagebrook-Herdsman's Cove and Pontville. This reflects the relatively unchanging population sizes as these areas approach housing development capacity.

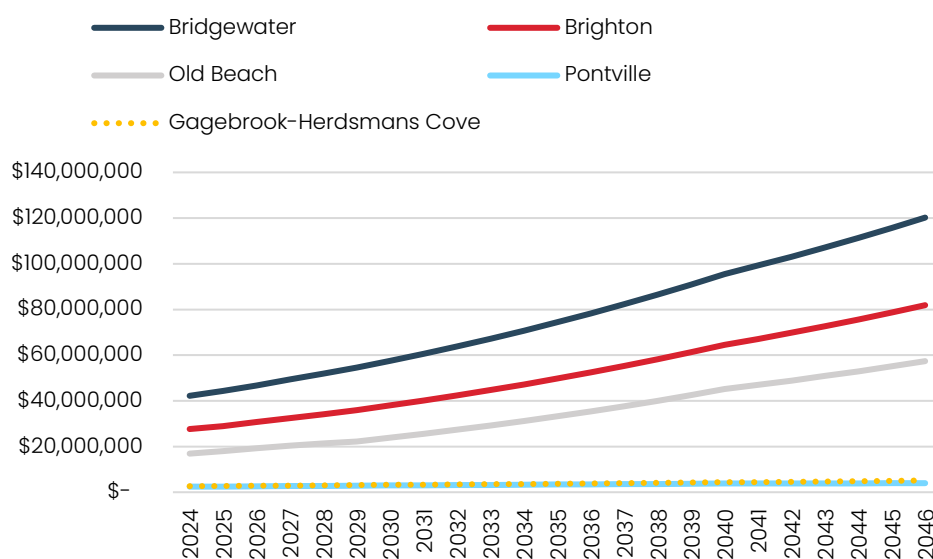


Figure 27: Forecast Total Retail Spending by Activity Centre, FY23

Source: Geografia, 2024 using Spendmapp, 2024



## Forecast Total Land Use Demand

To derive retail floorspace demand, turnover-to-floorspace ratios are applied to the forecast total retail spending. Table 43 shows the assumed ratios by retail category and Brighton Activity Centre suburbs.

These ratios are taken from Spendmapp and are based on actual total retail spending patterns. It is important to note that spending patterns in Brighton are lower than seen elsewhere in Australia, as well as in the rest of Hobart. This reflects the lower household spending capacities in these suburbs and the limited retail offering.

Retail Category	Bridgewater	Brighton	Old Beach	Others
Floor Liquor and Groceries	\$8,000	\$8,000	\$8,000	\$6,000
Food Catering	\$4,500	\$4,500	\$4,500	\$4,500
Apparel, Homeware and Leisure	\$5,500	\$5,500	\$5,500	\$5,500
Bulky Goods	\$3,000	\$3,000	\$3,000	\$3,000
Retail Services	\$3,000	\$3,000	\$3,000	\$3,000

Table 43: Spend Turnover Per Sqm Floorspace

Source: Geografia, 2024

In addition to the turnover-to-floorspace ratios, floorspace-to-land ratios are used to estimate land demand. These are then assessed against the current floorspace and land supply for retail-relevant land in Brighton's activity centres.

## Employment Forecasts

In Section 3.3, employment growth was discussed and showed relatively modest increases in Brighton (M). The growth is dominated by light industries (transport, postal and warehousing) and population servicing industries. This Study assumes that historical growth rates remain fixed and in line with population and employment growth patterns over the last ten years.

Table 44 provides an output of the total employment forecasts by ANZSIC Industry Division.




Industry of Employment	2026	2031	2036	2041	2046
Agriculture, Forestry and Fishing	108	134	159	182	201
Mining	32	46	60	73	86
Manufacturing	216	232	244	255	263
Electricity, Gas, Water and Waste Services	24	30	36	41	45
Construction	428	512	589	656	714
Wholesale Trade	152	189	223	254	282
Retail Trade	446	567	683	790	884
Accommodation and Food Services	189	216	240	260	277
Transport, Postal and Warehousing	692	852	1,003	1,137	1,254
Information Media and Telecommunications	16	23	31	39	47
Financial and Insurance Services	0	0	0	0	0
Rental, Hiring and Real Estate Services	22	36	53	72	91
Professional, Scientific and Technical Services	56	69	81	91	100
Administrative and Support Services	115	124	132	139	144
Public Administration and Safety	121	123	125	126	127
Education and Training	384	413	437	457	473
Health Care and Social Assistance	364	438	506	566	617
Arts and Recreation Services	104	131	156	178	198
Other Services	193	235	274	309	340
<b>Total</b>	<b>3,662</b>	<b>4,371</b>	<b>5,032</b>	<b>5,626</b>	<b>6,143</b>

Table 44: Forecast Total Jobs by Industry Sector, Brighton (M)

Source: Geografia, 2024

ABS Census data indicates that some share of employment in Brighton (M) is carried out at home. Given the increased prevalence of working from home, the 2021 Census home-employment patterns are fixed. 'Office-based employment levels are then derived by applying the share of office-based to total non-home based jobs by industry sector in Brighton. This is depicted in Table 45.





Industry of Employment	Share of Office-based Jobs from Total Non-Home based Jobs
Agriculture, Forestry and Fishing	0%
Mining	0%
Manufacturing	0%
Electricity, Gas, Water and Waste Services	0%
Construction	0%
Wholesale Trade	0%
Retail Trade	0%
Accommodation and Food Services	0%
Transport, Postal and Warehousing	0%
Information Media and Telecommunications	0%
Financial and Insurance Services	90%
Rental, Hiring and Real Estate Services	80%
Professional, Scientific and Technical Services	85%
Administrative and Support Services	65%
Public Administration and Safety	75%
Education and Training	5%
Health Care and Social Assistance	5%
Arts and Recreation Services	5%
Other Services	20%


Table 45: Share of Total Office-Based Jobs by Industry Category  
Source: Geografia, 2024

The ABS Census also facilitates the separation of private and public sector jobs. The 2021 Census ratio is assumed to be fixed.

### Forecast Total Land Use Demand

To derive commercial floorspace demand, the turnover-to-floorspace ratio is applied to the forecasted total office-based jobs in Brighton (M). Table 46 shows the jobs-to-floorspace ratios at the municipal level.





Land Use Formats	Jobs-to-Floorspace Ratios (sqm)
Commercial and/or Office	25

Table 46: Jobs-to-Floorspace Ratios and Floorspace-to-Land Ratios

Source: Geografia, 2024

To derive retail land demand, floorspace-to-land ratios are applied to future floor space demand (Table 47). These are then assessed against the current floorspace and land supply for relevant land in Brighton's (M) activity centres.

Land Use Formats	Low	Medium	High
Retail	1.00	0.60	0.40
Commercial and/or Office	1.00	0.60	0.40
Bulky Goods	0.50	0.30	0.20

Table 47: Floorspace-to-Land Ratios by Scenario

Source: Geografia, 2024





# Brighton Activity Centre Strategy

## EXECUTIVE SUMMARY REPORT

12 June 2025

Prepared by

**Geografia** mesh

Prepared for



**Brighton**  
going places





# Geografia

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# 1.0 Introduction

The Brighton Activity Centre Strategy aims to provide an overarching framework for guiding planning and land use decisions, fostering vibrant, multi-functional centres that support the community's needs now and into 2046.

## 1.1 PROJECT OBJECTIVES

Geografia and Mesh were commissioned to prepare the Brighton Activity Centre Strategy. The Strategy will provide an overarching framework to guide planning and land use decisions for the Brighton Council's activity centres. Specifically, it aims to:

- Translate regional land use strategies, including the *Southern Tasmania Regional Land Use Strategy*<sup>1</sup> (STRLUS), into the context of Brighton Council (referred to as Brighton (M)<sup>2</sup> henceforth).
- Provide strategic guidance to inform planning, economic development, and land use decision-making for activity centres in Brighton (M).
- Assist the Council's efforts to attract, direct, advocate for, and guide investment that will enhance these local centres.

The primary goal of the Brighton Activity Centre Strategy is to **support the creation of a network of functional, vibrant, economically successful, and multi-functional centres** that accommodate a mix of land uses to serve the needs of the community now and through 2046.

Figure 1 illustrates the networks of activity centres and nodes within Brighton (M) and surrounding municipalities.

---

<sup>1</sup> At the time of writing this report, STRLUS is being revised and updated.

<sup>2</sup> To distinguish between the municipality and the locality of Brighton, we denote Brighton Council as Brighton (M) and Brighton suburb as Brighton (S).



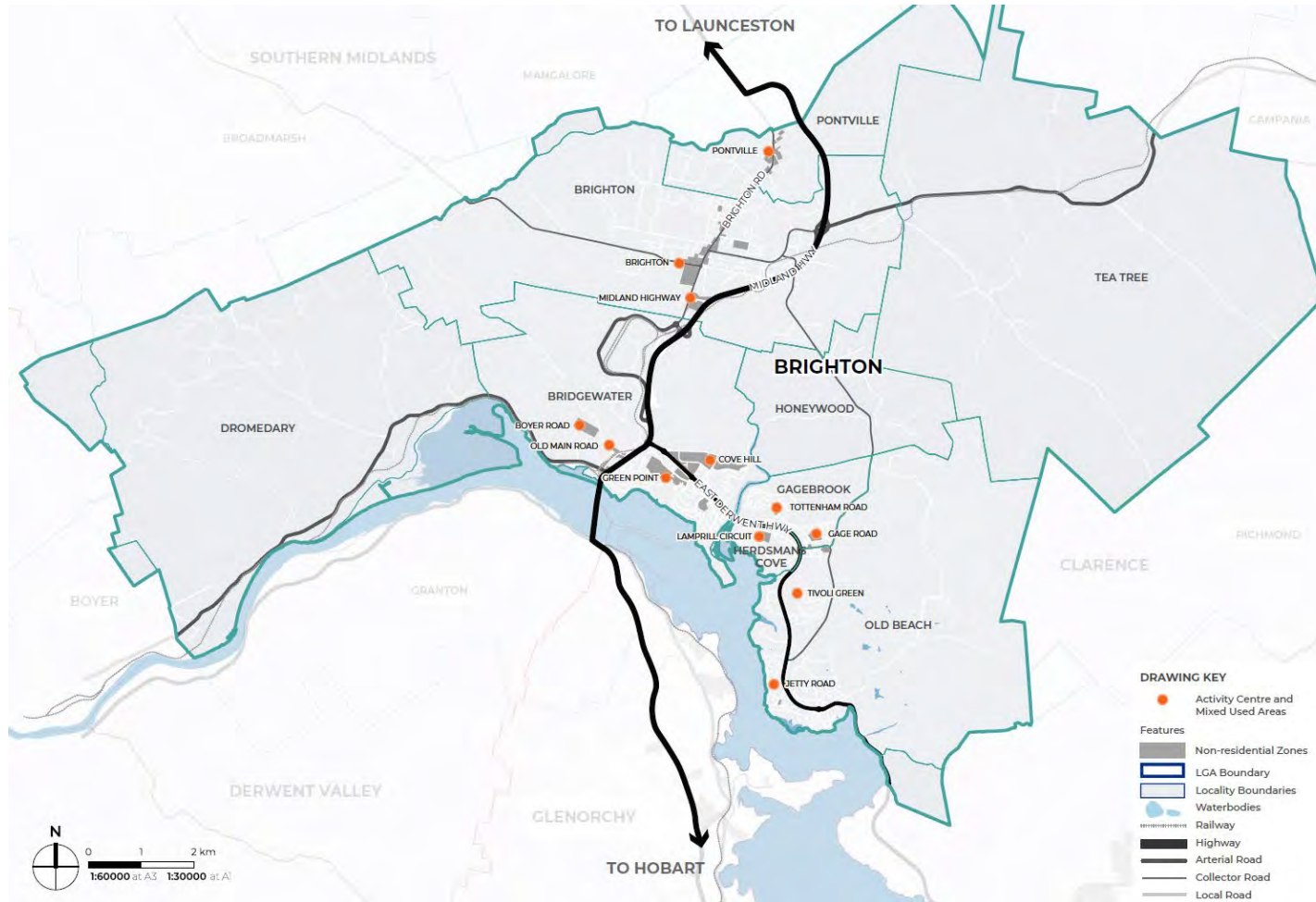


Figure 1: Networks of Activity Centres and Nodes Within Brighton (M) and Surrounding Municipalities  
Source: Mesh, 2025





## 2.0 Activity Centre Planning Principles

Five activity centre planning principles guide the development of a coordinated network of centres, focusing on residential growth, community services, innovation, transport, economic resilience, and strategic land use planning.

### 1. A Hierarchical Network


Activity Centre policy and strategies in Tasmania, whether at the State or regional level, emphasise creating a network of centres within a defined hierarchy to coordinate land uses while avoiding unnecessary competition. This approach includes supporting the intensification of higher-order centres serviced by public transport, while acknowledging the role of lower-order centres servicing local community needs.

### 2. Multi-Functional Centres

Policy direction at all levels recognises the importance of activity centres for economic growth and community interaction, with their success tied to higher-density housing to foster multifunctionality and long-term economic resilience. This approach highlights the need for a mix of uses, including:

- **A Mix of Businesses:** Local strategies aim to create vibrant activity centres with diverse places to work, shop, eat, and socialise, addressing local needs for affordable commercial spaces, industry incentives, and potential government relocations.
- **Increased Residential Density:** Policies support increased residential density in or near activity centres, fostering economic success, vibrancy, and access to key services and infrastructure.
- **Community, Culture and Recreation:** Activity centres are key to strengthening local communities by concentrating essential services and creating spaces for culture and creative industries.
- **Industrial Sector:** Draft State policies emphasise the need to avoid encroaching on industrial land to support consolidation and expansion.



- 
- **Tourism:** Policies promote integrating tourism infrastructure into activity centres by enabling flexible planning controls and supporting innovative tourism-related development.

### 3. Encouraging Innovation

Existing State and regional policies highlight the importance of considering the relationship between centres, education facilities, and logistics and digital infrastructure. The proximity of these diverse assets and institutions can enhance productivity and innovation by creating agglomeration effects, where businesses, workers, and infrastructure benefit from shared resources, knowledge exchange, and network efficiencies.

### 4. Public Transport

State and regional policies highlight the importance of integrating transport options to enhance access to activity centres in the following ways:

- **More Transport Choices:** Draft State policies encourage integrating land use with transport infrastructure, expanding options for residents and visitors to access centres via bus, cycling, walking, or other modes, to enhance access to employment, services, and community participation.
- **Car Parking Requirements:** To support this shift towards public and active transport, State and regional policies advocate for reducing car parking requirements within activity centres, alongside improvements to bus networks and the introduction of active street frontage in new developments.
- **Local Transport Challenges:** While local policies support additional commuter ferry services and stations in Bridgewater and Old Beach, the *Keep Hobart Moving Plan* excludes these areas from the Rapid Bus Network and ferry network. Without a more inclusive transit plan, the municipality is likely to continue to rely on private modes of transport and the existing bus network.

### 5. The Role of Planning

While planning alone cannot drive economic growth, it plays a critical role in shaping infrastructure, liveability, and economic diversification. Draft State policies emphasise the importance of efficient transport networks, strategic land use planning, and infrastructure investment to attract and retain a skilled workforce.





To align with these priorities, the Strategy should promote self-sufficiency, diversify activity centres, and implement adaptable planning mechanisms to support emerging markets.







## 3.0 Strategic Context


The strategic context has been informed by a review of policies, strategies, and key factors, including infrastructure needs and economic development opportunities, which will guide the development and planning of Brighton (M)'s activity centres.

### 3.1 GENERAL CONSIDERATIONS

Following a review of policies, strategies, masterplans, and assessments, the general considerations for the Strategy can be summarised as follows:

- **Support for Growth and Regional Strategy Alignment:** Strategic plans support the growth of Bridgewater and Brighton (S) as activity centres within regional development. While these exist, misalignment risks with potential future regional-level strategies, this report will (to the best extent possible) minimise those risks by using the most up-to-date information, to assist and inform the current STRLUS review.
- **Fragmentation:** Lower-order centres, such as those in Bridgewater and Brighton (S), show fragmentation and a need for a defined town centre. Establishing a clear town centre will create a recognisable precinct that attracts a broader range of uses, including night-time activities like dining and entertainment.
- **Public Transport Needs:** The absence of a comprehensive public transport strategy, combined with fragmented conditions, presents challenges in defining the roles and hierarchy of activity centres. A sustainable transport strategy is needed to align with State and regional policies, particularly to assess the feasibility of removing car parking requirements.
- **Growth Pressures and Housing:** Brighton (M) is under growth pressures, with residential expansion expected in Bridgewater, Brighton (S), and Old Beach in the short to medium term. There is strong strategic direction for the growth of Bridgewater and Brighton (S) as key centres within the municipality.
- **High Street and Accessibility Challenges:** Many centres in Brighton (M) lack a pedestrian-friendly "high street". A pedestrian functionality audit is required to improve accessibility for all users.
- **Defining Activity Centre Boundaries and Flexibility:** Clear boundaries are necessary for activity centres to concentrate





activities and infrastructure, particularly in Old Beach and Gagebrook-Herdsman's Cove. Overarching policies should ensure flexibility and adaptability in planning interventions, based on the impact of uses and development.

## 3.2 ACTIVITY CENTRE CONSIDERATIONS

Based on a review of key factors and existing conditions affecting Brighton (M)'s activity centres, the considerations for the Strategy, categorised by activity centres, are outlined as follows:

### Bridgewater

- The STRLUS classifies Bridgewater (Green Point) as a Major Activity Centre, though it is unclear whether this classification includes Cove Hill.
- Bridgewater comprises three separate precincts, raising the need for further definition, especially given the fragmentation caused by the East Derwent Highway.
- The Strategy should consider whether other centres in the municipality may be better positioned to occupy the role of a principal centre in the long term and how connectivity issues between Green Point and Cove Hill can be addressed.


### Brighton (S)

- Brighton (S) has the potential to become a vibrant activity centre in the short to medium term, with key nodes of activity concentrated along Brighton Road.
- The delivery of the South Brighton Market will support increased housing, which will further enhance the centre's vibrancy.
- The Strategy should consider what planning controls best serve its positioning as a Rural Services Centre and potentially a Major Activity Centre in the long term.

### Pontville

- There are limited references and guidance for the growth of Pontville, though it has merits for classification as a specialist centre.
- The lack of footpaths and connectivity between landmarks and hotels presents challenges for the centre.



- 
- The Strategy should consider whether there is sufficient justification for classifying Pontville as a specialist centre and how to better celebrate its historical landmarks for economic success.

### Old Beach

- Old Beach currently has limited retail and commercial offerings, with residents relying on Bridgewater and Glenorchy for these needs.
- The population growth in Old Beach highlights the need for a local convenience centre to improve liveability outcomes.
- The Strategy should consider where in Old Beach a local centre should be established and how to improve pedestrian connectivity, particularly across the East Derwent Highway.

### Gagebrook-Herdsman's Cove

- Gagebrook-Herdsman's Cove has limited commercial activity and services scattered across the suburb, with poor pedestrian connectivity across the East Derwent Highway.
- There is a clear need to identify a town centre to provide direction for growth and serve the local catchment.
- The Strategy should consider where a local centre should be established (e.g., Gage Road, Lamprill Circuit, or Tottenham Road) and how to balance this development with the needs of Bridgewater.



## 4.0 Economic and Demographic Context

Brighton (M)'s economic and demographic profile is characterised by four key themes: overall population growth, specific suburb growth, and both short-term and long-term retail and commercial needs. These themes highlight the opportunities and challenges that shape the community's evolving needs.

### 1. Brighton (M) Surpasses Population Growth Expectations

Brighton (M) has consistently exceeded population forecasts, highlighting the need for strategic planning to support its growing communities (Figure 2). This Strategy takes these patterns into account by including the most up to date population model and housing development scenarios to project future population growth in Brighton (M).

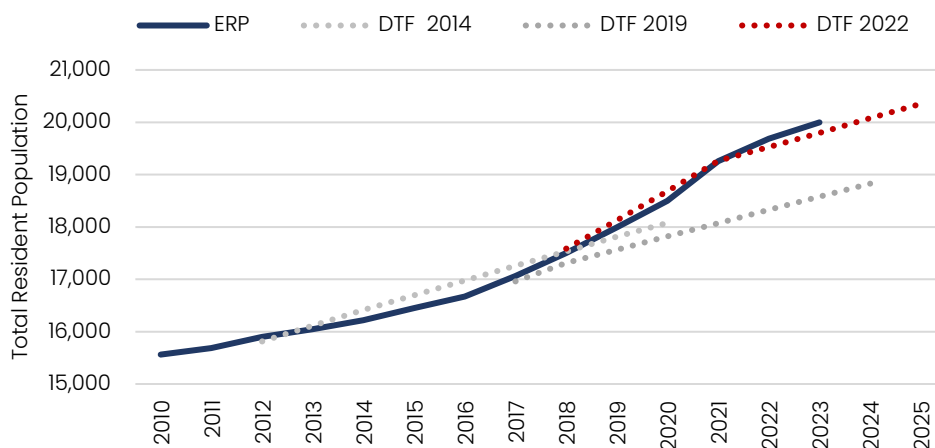


Figure 2: Comparison of ERP and Historical DTF Forecasts, Brighton (M)

Source: ABS Estimated Resident Population (ERP) and TAS Department of Treasury (DTF) Population Forecasts for 2014, 2019 and 2022

### 2. Rapid Population Growth in Bridgewater and Brighton (S) and Its Long-Term Retail Impact

With ongoing development across multiple suburbs, Brighton (S) is projected to become the largest suburb by population (Figure 2). This growth trends suggest that retail demand, and consequently activity centre needs, will increasingly shift towards Brighton (S), further



strengthening its role in servicing local and regional catchments. This aligns with its designated function as a regional servicing centre under STRLUS.

Meanwhile, Bridgewater's strong population growth will sustain the vibrancy of existing centres like Green Point and create opportunities for new local or neighbourhood centres in growth areas.

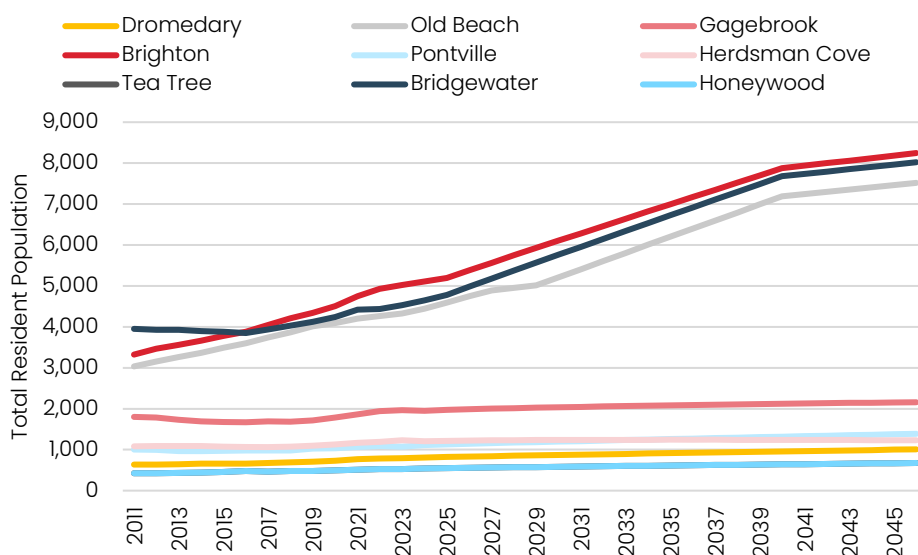


Figure 3: Population Forecasts by Suburb, Brighton (M)

Source: Geografia, 2024 and REMPLAN, 2023

### 3. High Escape Spend Drives Short-Term Needs in Old Beach

Old Beach has the highest volume of escape spend among all Brighton (M) suburbs, with nearly \$18 million spent in higher-order activity centres and \$7.7 million in other neighbourhood and local centres outside Brighton (M) (Figure 3). This level of escape spending is expected to grow as the suburb's population increases.

Key drivers include the convenience of accessing alternative centres during commutes to Hobart and the proximity of competing centres like Moonah and Glenorchy, compared to Bridgewater and Brighton (S).

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.



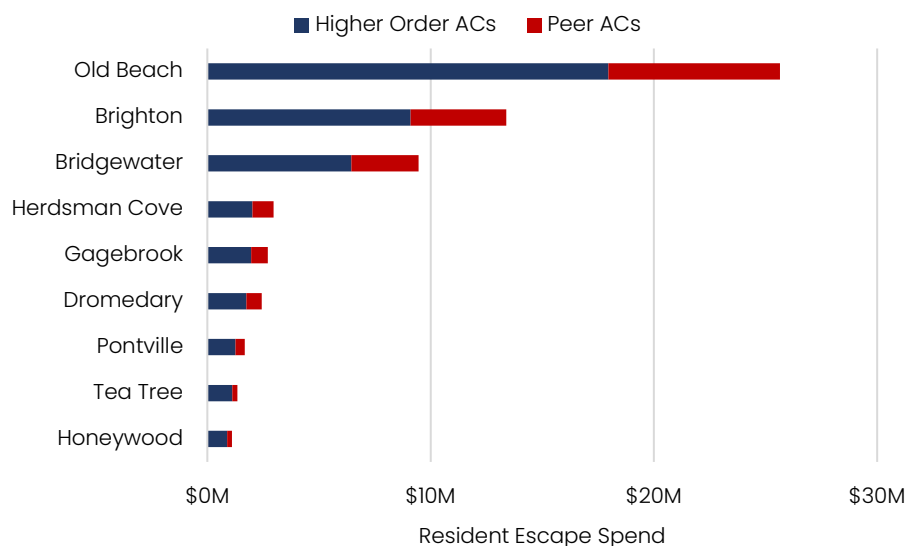


Figure 4: Total Escape Expenditure by Suburb, Brighton (M), FY23

Source: Spendmapp by Geografia, 2024

#### 4. Long-Term Opportunity for Bulky Goods Provision

Nearly 75% of bulky goods spending by residents occurs outside Brighton (M), with 27% directed to higher-order activity centres and 49% to other neighbourhood and local centres (Figure 5).

This highlights another significant opportunity: to meet unmet demand through the attraction of a local bulky goods retailer. While existing gaps in demand could support small-scale provisions, there exists larger opportunities in the long-term driven by population growth in Brighton, Bridgewater, and Old Beach, as well as the regional servicing roles of Bridgewater and Brighton.



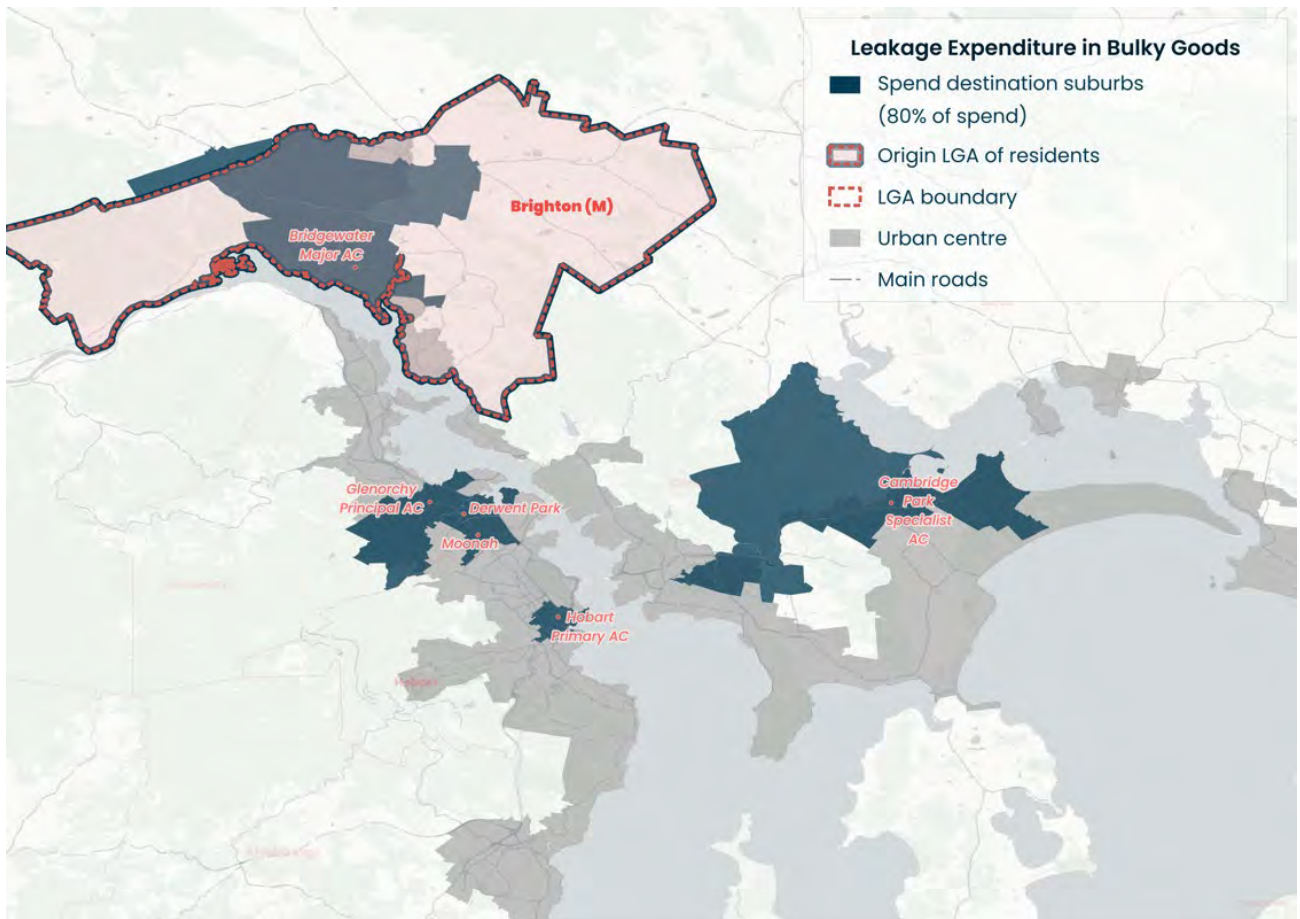


Figure 5: Bulky Goods Resident Escape Spend Catchment, FY23  
Source: Spendmapp by Geografia, 2024





## 5.0 Land Use Needs and Gaps

### 5.1 PURPOSE OF ANALYSING LAND USE NEEDS AND GAPS

The Strategy requires estimating floorspace and land use needs to guide the development and consolidation of new and existing activity centres. Geografia has assessed current retail and commercial floorspace gaps and forecasted future demand driven by population growth. The analysis quantifies retail (including large-format bulky goods) and commercial floorspace needs, which then informs the required land use needs, in square metres.

The analysis focuses on three key categories:

1. **Retail floorspace and land use needs:** Space allocated for retail activities (e.g., grocery stores, clothing stores, and personal services).
2. **Bulky goods floorspace and land use needs:** Space used for large-format retailers dealing in bulky items.
3. **Commercial floorspace and land use needs:** Space used for office-based services (e.g., professional and business services).

### 5.2 RETAIL LAND USE NEEDS AND GAPS

The retail analysis focused on understanding the actual catchments and spending patterns of residents and visitors using Spendmapp:

- **Food, Liquor and Groceries:** Establishments that sell food, beverages, and household groceries (e.g., grocery stores and liquor outlets).
- **Food Catering:** Establishments that provide food and beverages for immediate consumption (e.g., cafés and restaurants).
- **Apparel, Homeware and Leisure:** Retailers offering clothing, footwear, home goods, and leisure products.
- **Bulky Goods:** Retailers selling bulky items such as furniture and appliances (excluding large-format Bulky Goods).
- **Retail Services:** Services provided by retailers, including personal care, repairs, and financial services.



The land use needs analysis shows that there is demand for future retail floorspace, resulting in a land use requirement of nearly 40,000 sqm under the medium land use scenario for Brighton (M) (Table 1).

Land Use Needs by Scenario in 2046 (sqm)	Low	Medium	High
Retail (excluding large-format Bulky Goods)	23,804	39,676	59,512

Table 1: Aggregated Retail Land Use Needs (sqm) in 2046, Brighton (M)  
Source: Geografia, 2024

### 5.3 SUPERMARKETS, GROCERY OUTLETS AND LIQUOR NEEDS AND GAPS

As discussed in Section 5.1, Food, Liquor and Groceries is a subset of the total retail analysis. Table 2 summarises the floorspace demand for local grocers<sup>3</sup>, half-line supermarkets<sup>4</sup>, or full-line supermarkets<sup>5</sup> that each suburb can support, along with the Strategy’s recommendations for where this demand should be allocated.

Suburb	Demand in 2024–29	Demand in 2030–39	Demand in 2040–46	Recommendations in line with Planning and Urban Design Considerations
<b>Bridgewater</b> Includes Green point, Cove Hill, and Old Main Road	No demand in this period.	No demand in this period.	<b>Option 1:</b> Local grocer in 2041, followed by half-line supermarket in 2046; or  <b>Option 2:</b> Half-line supermarket in 2044, followed	<b>Local grocer in Boyer Road and half-line supermarket in Old Main Road to support the positioning of Old Main Road as a Neighbourhood Centre.</b>

<sup>3</sup> For the purpose of this retail assessment, local grocers are defined as supporting between 300 sqm and 850 sqm of retail floorspace.

<sup>4</sup> Half-line supermarkets are defined as supporting approximately 1,500 sqm of retail floorspace.

<sup>5</sup> Full-line supermarkets are defined as supporting approximately 3,500 sqm of retail floorspace.



Suburb	Demand in 2024–29	Demand in 2030–39	Demand in 2040–46	Recommendations in line with Planning and Urban Design Considerations
			by local grocer in 2046.	
<b>Brighton (S)</b> Includes Brighton Road, South Brighton Market, and the Highway Service Precinct	<b>Option 1:</b> Local grocer in 2028, followed by half-line supermarket in 2038; or		<b>Option 2:</b> Full-line supermarket in 2045.	<b>Proceed with Option 1. Demand recommended to be allocated in Brighton Road.</b>
<b>Pontville</b>	No demand for local grocer or supermarket by 2046.			<b>No recommendations</b>
<b>Old Beach</b> Includes Jetty Road and Tivoli Green	<b>Option 1:</b> Half-line supermarket in 2029, followed by local grocer in 2033; or  <b>Option 2:</b> Half-line supermarket in 2029, followed by half-line supermarket in 2039; or		<b>Option 3:</b> Full-line supermarket in 2042, followed by local grocer in 2046.	<b>Proceed with Option 1 with demand to be allocated in:</b> 1. Tivoli Green (Half-line supermarket in 2029); and 2. Jetty Road (local grocer in 2033)
<b>Gagebrook-Herdsman's Cove</b>	Small allocations could be supported (e.g., expanding floorspace of the existing IGA).			<b>Consider local initiatives to accommodate demand on existing sites, as needed.</b>

Table 2: Summary of Food, Liquor and Groceries Floorspace Needs, Brighton (M)  
Source: Geografia, 2024

## 5.4 BULKY GOODS NEEDS AND GAPS

Based on the land use needs analysis, Brighton (M) currently has a bulky goods floorspace gap of approximately 3,500 sqm, which is expected to grow to over 5,000 sqm by 2046. Resident spending indicates the market could support a half-line bulky goods retail outlet (around 4,000 sqm).

A broader regional catchment could increase the gap to over 9,000 sqm, growing to 13,500 sqm by 2046. To accommodate this demand, Brighton (M) will require an additional 43,000 sqm of appropriately zoned land by 2046 under a medium land use scenario (Table 3).

**The Strategy recommends continuing to support and encourage the aspirational positioning of part of Cove Hill and South Brighton Market**



(including the Highway Service Precinct) as a bulky goods sales precincts, serving both local and regional catchments.

Land Use Needs by Scenario in 2046 (sqm)	Low	Medium	High
Bulky Goods (Large-Format)	10,025	43,736	92,358

Table 3: Aggregated Bulky Goods (Large-Format) Land Use Needs (sqm) in 2046, Brighton (M)  
Source: Geografia, 2024

### 5.5 COMMERCIAL LAND USE NEEDS AND GAPS

Current demand for public sector office floorspace is 2,240 sqm, projected to grow to nearly 2,500 sqm by 2046, which can be accommodated with available land. However, private sector floorspace demand currently exceeds 4,000 sqm, creating a floorspace gap of 9,500 sqm by 2046. To meet future commercial needs, over 15,000 sqm of additional commercial land will be required by 2046.

The Strategy recommends allocating commercial floorspace within Major Activity Centres and Neighbourhood Centres.

Land Use Needs by Scenario in 2046 (sqm)	Low	Medium	High
Commercial	9,234	15,390	23,084

Table 4: Aggregated Commercial Land Use Needs (sqm) in 2046, Brighton (M)  
Source: Geografia, 2024




## 6.0 Recommended Hierarchy and Definitions

### 6.1 ACTIVITY CENTRE HIERARCHY

The activity centre hierarchy for Brighton Council is outlined in Table 5 and Figure 6 below.

Centre Name	Classifications	Suburb	Status
<b>Major Activity Centres (determined at a regional level by STRLUS)</b>			
Brighton	Major Activity Centre (aspirational)	Brighton	Existing centre
Cove Hill	Major Activity Centre	Bridgewater	Existing centre
Green Point	Major Activity Centre	Bridgewater	Existing centre
<b>Neighbourhood Centres (determined at a local level)</b>			
Old Main Road	Neighbourhood Centre (aspirational)	Bridgewater	Proposed centre
Tivoli Green	Neighbourhood Centre	Old Beach	Proposed centre
<b>Other Centres (determined at a local level)</b>			
Jetty Road	Local Centre	Old Beach	Existing centre
Boyer Road	Local Centre	Bridgewater	Proposed centre
Pontville	Visitor Accommodation (Specialist Centre)	Brighton	Existing centre
Midland Highway Service Centre	Highway Service Precinct (Specialist Centre)	Brighton	Existing centre
<b>Other Activity Nodes and Mixed Use Areas</b>			
Lamprill Circuit – convenience store, community centre, school, and immediate surroundings	Activity Node	Herdsman's Cove	Existing centre





Centre Name	Classifications	Suburb	Status
Tottenham Road – convenience store, Cove Creek Oval, 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

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Table 5: Activity Centre Hierarchy (List) in Brighton (M)

Source: STRLUS, 2011 (Amended in 2020) as informed by Table 7, Brighton Activity Centre Strategy.



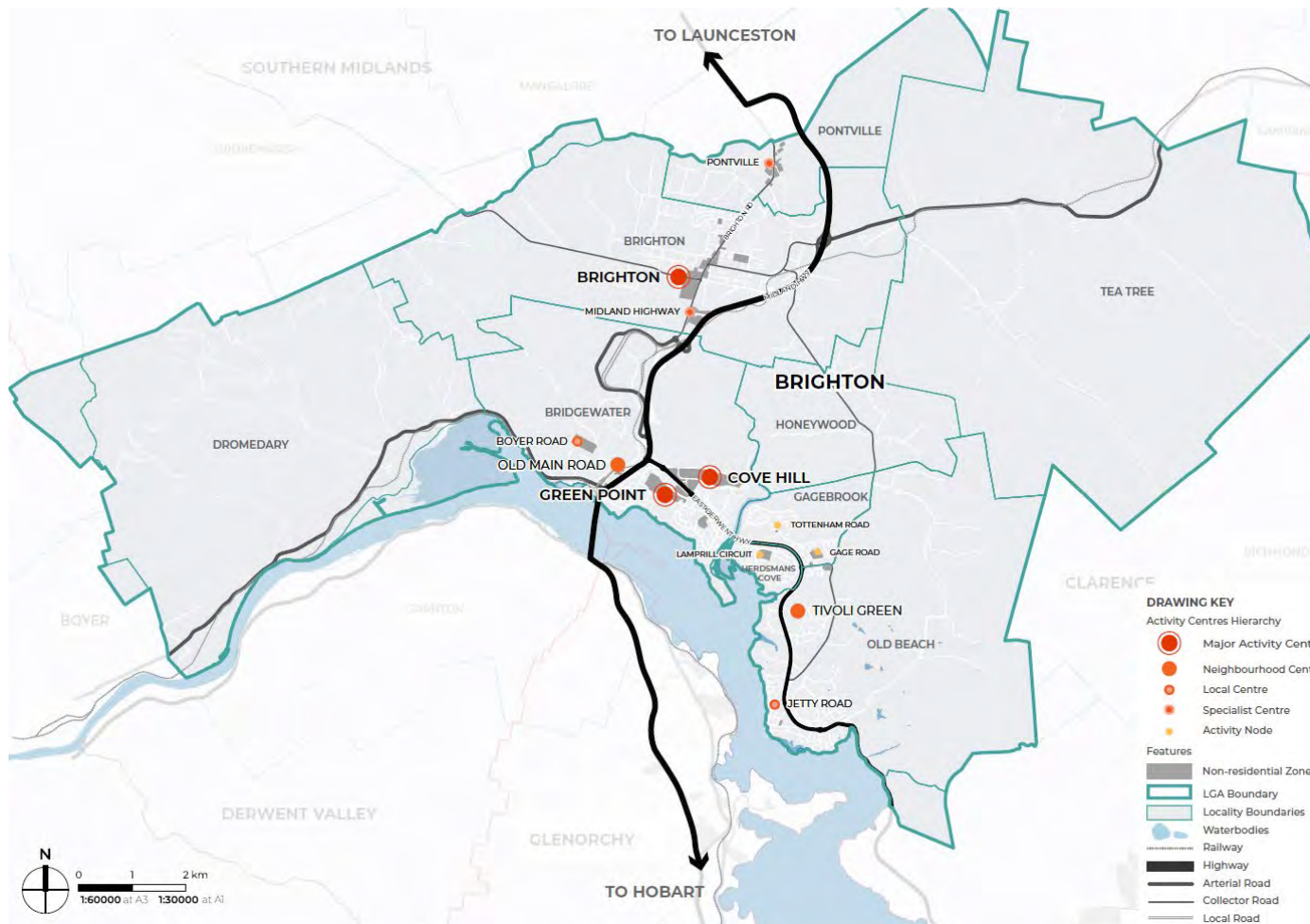


Figure 6: Activity Centre Hierarchy (Map) in Brighton (M)  
Source: Mesh, 2025




## 6.2 ACTIVITY CENTRE CLASSIFICATION DEFINITIONS

The activity centre classification definitions are provided in Table 6 below.

Classification	Definition
MAC	<p><b>Major Activity Centres</b> serve the surrounding district and provide a range of convenience goods and services as well as some community services and facilities.</p> <p>MACs generally serve one Local Government Area (LGA) but may include visitors from other LGAs. These centres include at least one (1) major supermarket, a range of speciality shops and secondary retailing; government services and infrastructure such as community halls, health centres or social services such as Service Tasmania; and are serviced by high-quality bus services linking surrounding residential catchment.</p> <p>The following land uses are encouraged within MACs:</p> <ul style="list-style-type: none"><li>• Education facilities within or nearby centres.</li><li>• Local Government Centre services if there is no higher order centre within the municipality.</li><li>• Above-ground level residential uses within centres and increased residential density encouraged in surrounding areas.</li><li>• Night-time activities.</li></ul>
NC	<p><b>Neighbourhood Centres</b> serve daily needs of the surrounding community and provide a focus for day-to-day life within a community.</p> <p>NCs generally serve various suburbs but may attract people from a wider catchment; include at least one (1) supermarket, a range of speciality shops and retailing; local community services such as community health facilities and may include interspersed residential uses and some night-time activities.</p> <p>NCs are ideally served by public transport and are highly accessible by active transport modes from surrounding areas to enhance local access.</p> <p>NCs are to be identified and classified in a hierarchy at a local level.</p>





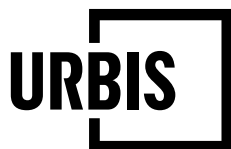
Classification	Definition
LC	<p><b>Local Centres</b> provide a focus for day-to-day life within an urban community. LCs generally offer at least one grocery/convenience store and a range of small specialty shops and may include local community services, some interspersed residential uses and some night-time activities.</p> <p>LCs should be highly accessible by active transport modes.</p> <p>LCs are to be identified and classified in a hierarchy at a local level.</p>
SC	<p><b>Specialist Centres</b> provide for activity of a specialist nature as defined through specific local area or structure plans. Their catchment area can vary depending on specialisation.</p> <p>SCs can include retail but it should reflect the specific purpose of the centre for instance it can be a Highway Service Precinct at the local level.</p>
AN	<p><b>Activity Nodes</b> are areas in Brighton (M) that provide a type of congregation of activities and serve the local community.</p>

---

Table 6: Activity Centre Classification Definitions

Source: STRLUS, 2011 (Amended in 2020)





5 May 2025

Brian White  
Strategic Planner  
Brighton Council

Via [development@brighton.tas.gov.au](mailto:development@brighton.tas.gov.au)

Dear Brian,

## DRAFT BRIGHTON ACTIVITY CENTRE STRATEGY - LANDOWNER SUBMISSION

Urbis, on behalf of **Dourias Group Holdings** (comprising Dourias MGH Pty Ltd and 69 Brighton Road Pty Ltd), thanks Brighton Council (**the Council**) for the opportunity to contribute to the public consultation of the draft Brighton Activity Centre Strategy (**the Strategy**).

**Dourias Group Holdings** is the landowner for the following properties relevant to the draft Strategy:

- 1, 12, 15, 16 & 17 Dylan Street (*controlled by Dourias MGH Pty Ltd*)
- 69 Brighton Road (*controlled by 69 Brighton Road Pty Ltd*)

We are enthusiastic stakeholders within Brighton and are proud to contribute to its ongoing growth. Our recent lodgement of an application to develop 1 Dylan Street, Brighton for a childcare use highlights our commitment to Brighton's development as a maturing activity centre.

We reiterate our support of the Council's aspiration managing the sustainable growth of Brighton's network of centres. We recognise the importance of strategically planning for the Council's burgeoning housing and economic development, particularly in areas such as Brighton where growth continues to occur at unprecedented pace.

Notwithstanding this, we are compelled to make representation to the draft Strategy to ensure that the residential growth that is occurring or planned for in South Brighton can be supported by fit-for-purpose retail provision and amenity.

South Brighton is rapidly growing. Recent planning changes and infrastructure commitments serve to further accelerate the capacity for change in this locality. A significant new residential community is expected to develop over the coming decades, and long-term planning for this area must consider its ultimate needs.

### Brighton as a Major Activity Centre (MAC)

We are supportive of the recommendation of the draft Strategy to reclassify Brighton as a 'Major Activity Centre' (MAC). This recommendation appropriately reflects the growth of Brighton, and recognises that a 'Rural Services Centre' (RSC) will no longer be fit-for-purpose in the medium term.





We agree that vision for Brighton clearly is more well aligned with a MAC designation as described in the Southern Tasmania Regional Land Use Strategy (STRLUS).

Significant investment in the region is further driving the case for growth in Brighton. The opening of the Brighton High School in February of this year, as well as completion of new services infrastructure by TasWater continues to bolster the case for accelerated growth.

A further \$770m of Government investment will flow into the region by way of the new Brightwater Bridge. This significant piece of transport infrastructure will slash commuting times to Hobart, increasing visitor and residential capacity of Brighton.

As the background report to the draft Strategy identifies, Brighton continues to outperform historic estimates of population growth. With a southern housing front for Brighton now unlocked, it can be expected that this trajectory will continue with limited zoned supply constraints.

It is therefore appropriate to consider the needs of a larger and more diverse population. To this end we are strongly supportive of the Strategy's recognition of Brighton as a higher order centre and consider the associated recommendations as fit-for-purpose in planning for this growth.

As a MAC it will be more important than ever to ensure that future residents enjoy accessible services and amenities, including retailing options, within the centre. We maintain reservations with respect to strategic directions within the document which seek to limit retail, including supermarkets of any scale, centrally within Brighton township.

It is recognised in the Strategy and its supporting background report that under a high growth scenario that there is a lack of suitably zoned supply within the existing town centre. With the recent development of 162 Brighton Road, there are now a diminished number of adequately sized properties capable of accommodating the future retail demands of the centre.

### **Supermarket Demands**

In support of this submission, Urbis has undertaken a high-level analysis of supermarket provisioning for the Brighton LGA. This has been considered in parallel work undertaken in support of the draft Strategy.

### **Existing Supermarket Provision**

We note that the Brighton LGA has an existing population of 20,284 people, and existing supermarket supply of ~8,200 sq.m across three stores. This equates to a supermarket provisioning rate of 39.7 sq.m per 100 people, higher than the Tasmania average of 33.2 sq.m per 100 people.

There are no future supermarket developments proposed in the Brighton LGA. Hence, when considering forecast population in Brighton is expected to be 26,540 people by 2050, this would change the supermarket provisioning rate to 30.8 sq.m per 100 people, below the Tasmania average. The Brighton LGA would require additional supermarket floorspace to remain in line with the Tasmania's average provision of supermarkets.

	2025	2030	2035	2040	2045	2050
Brighton LGA Population	20,550	21,940	23,270	24,480	25,560	26,540
Supermarket Floorspace	8,200	8,200	8,200	8,200	8,200	8,200
Floorspace per 100 people, Brighton LGA	39.7	37.2	35.1	33.4	32.0	30.8
Floorspace per 100 people, Tasmania	33.2	33.2	33.2	33.2	33.2	33.2

### **Total Retail Floorspace Provisioning**



Retail needs are expected to continue to grow in the Brighton LGA. On average in Australia, there is 2.2sq.m of retail per person. The Brighton LGA population is expected to grow from by nearly 6,000 people by 2050. This population growth indicates an additional retail need of 13,000 sqm.

### **Implications for the future Brighton MAC**

Given the existing hierarchy of centres within Brighton, as determined by the STRLUS, it can be expected that this demand should be chiefly directed to its higher order centres. In the future, as a MAC, it would be expected that Brighton will accommodate much of this anticipated growth.

To accommodate this scale of growth, it is evident that alternative local retail locations within Brighton must be considered. In our view it is highly likely that insufficient appropriately zoned land will be identified within central Brighton to accommodate this growth.

We are supportive of the significant work that Brighton Council has undertaken to activate central Brighton. The vibrancy of this town centre would risk being undermined in a situation where all retailing needs are centralised within the town centre. Impacts associated with traffic and car parking, in particular, will undermine the amenity and walkability of this centre to the overall detriment of the township.

It is important to note that Brighton town centre will continue to service all land north, including Bagdad, Kempton, Tea Tree and Broadmarsh. A strategically located retail node in South Brighton would therefore have a minimal impact on the vitality of central Brighton.

It is therefore appropriate to consider complementary out of centre locations for future supermarket needs. Areas which will service a large visitor and population catchment, such as South Brighton, must be considered. In our view, this direction must be reflected within the final Strategy.

### **Brighton Highway Services Precinct**

To support Brighton on its transition from RSC to MAC, we are firmly of the view that the role and function of the Dylan Street sites (nos. 12, 15, 16 and 17) within the Brighton Highway Services Precinct must be re-evaluated in light of recent planning and infrastructure developments. With the recent completion of infrastructure works undertaken by TasWater, these sites are ideally positioned to now support development.

The South Brighton Development Precinct represents an opportunity to considerably increase the population of the Brighton Activity Centre. The new residents of greenfield development within South Brighton will suffer from more limited accessibility to the traditional town centre, the zoned capacity of which is recognised as being strained.

Following the adoption of the South Brighton SAP, we were disappointed that land identified for 'retail' (as shown in Figure 1 below) within the SAP benefit from only a very limited number of discretionary retail uses. The designation of this land as predominantly accommodating 'bulky goods', in addition to other light industrial uses, and providing limited alternative retail land uses is a missed opportunity to address retail needs for the future local community.



Figure 1: Light industrial land within the South Brighton Development Framework Plan



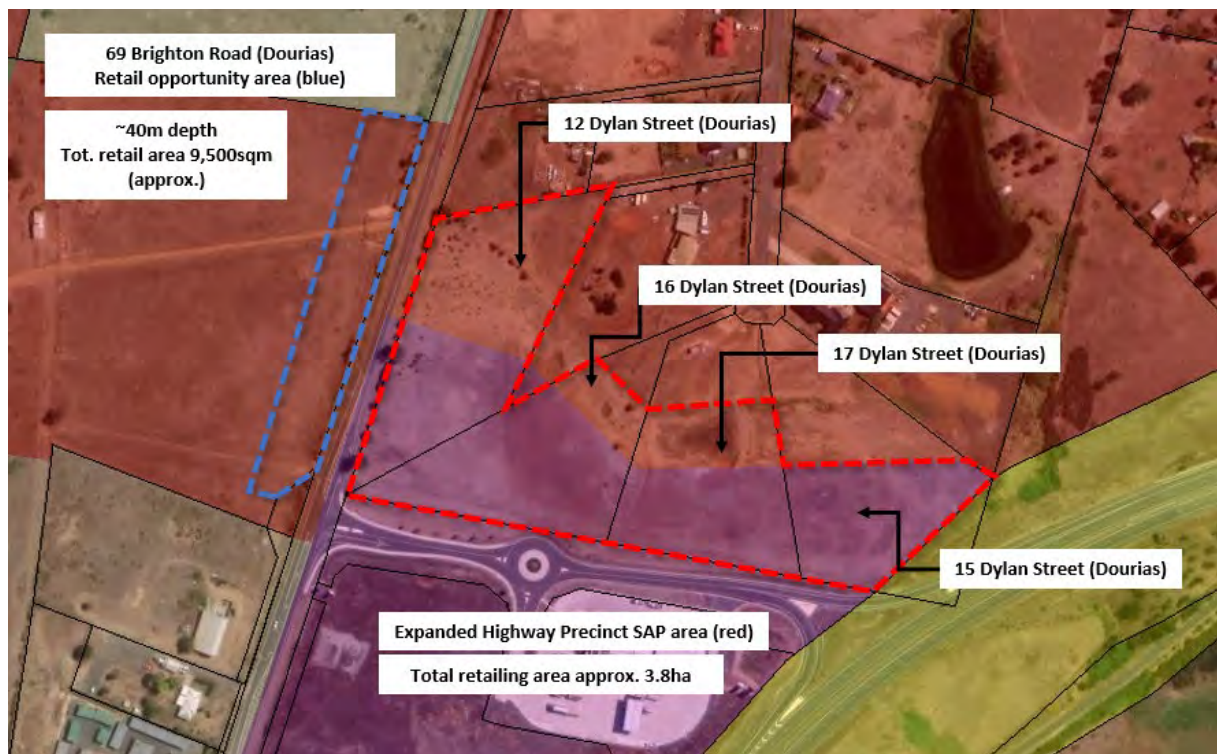
It has been well established that there is appetite and demand for higher order retailing, including supermarket uses, at this location. The ongoing use of the land for light industrial and bulk goods purposes in isolation of other uses appears incompatible with the long term vision for the growth area. In our view, it presents a missed opportunity to facilitate a higher amenity means of address to South Brighton, as well as provide a more appropriate interface to the residential lands expected to develop immediately north.

In principle we continue to be supportive of the strategic intent of the Highway Services Precinct SAP. Notwithstanding this, we believe the SAP area (and LIZ application) should be extended further into nos. 12,15, 16 and 17 Dylan Street as shown in the figure below. To support a retailing node at this location, we also seek for Council to apply new commercial ordinance which would allow for the establishment of a supermarket use in the future.

We expect a gross floor area allowance of approx. 3,000 – 4,000sqm will be required to accommodate a full line supermarket in the future, and any future controls should support and reflect this. In our view this is strategically justified and will be critical to serving the future community of South Brighton.



Figure 2: Potential SAP amendments



### 69 Brighton Road

The property at 69 Brighton Road represents a logical location for a smaller-scale retail offering, sleeving the residential land across the balance of the property. This is indicatively shown in Figure 2 above. When considered in tandem with the Highway Services Precinct SAP at 12, 15, 16, and 17 Dylan Street, the property provides an opportunity to create a sleeve of retail and commercial uses along both sides of Brighton Road.

Beyond fulfilling a secondary retailing role, this approach would provide an appealing and contemporary means of entry to Brighton township at its most southern boundary. This smaller retailing node would be logically co-located with the existing light industrial and large format retailing already planned for at this location (as reflected in the application of the LIZ within the South Brighton SAP).

The retail capacity of this node could be comfortably managed through the application of appropriate floor space controls via the Brighton Local Provision Schedule (BLPS) or existing SAP. An appropriate control of floorspace, such as the restriction of supermarket or other retail uses to no larger than 400sqm, would ensure that the primacy of the Brighton town centre is preserved while providing accessible local retail for the future resident population of South Brighton.

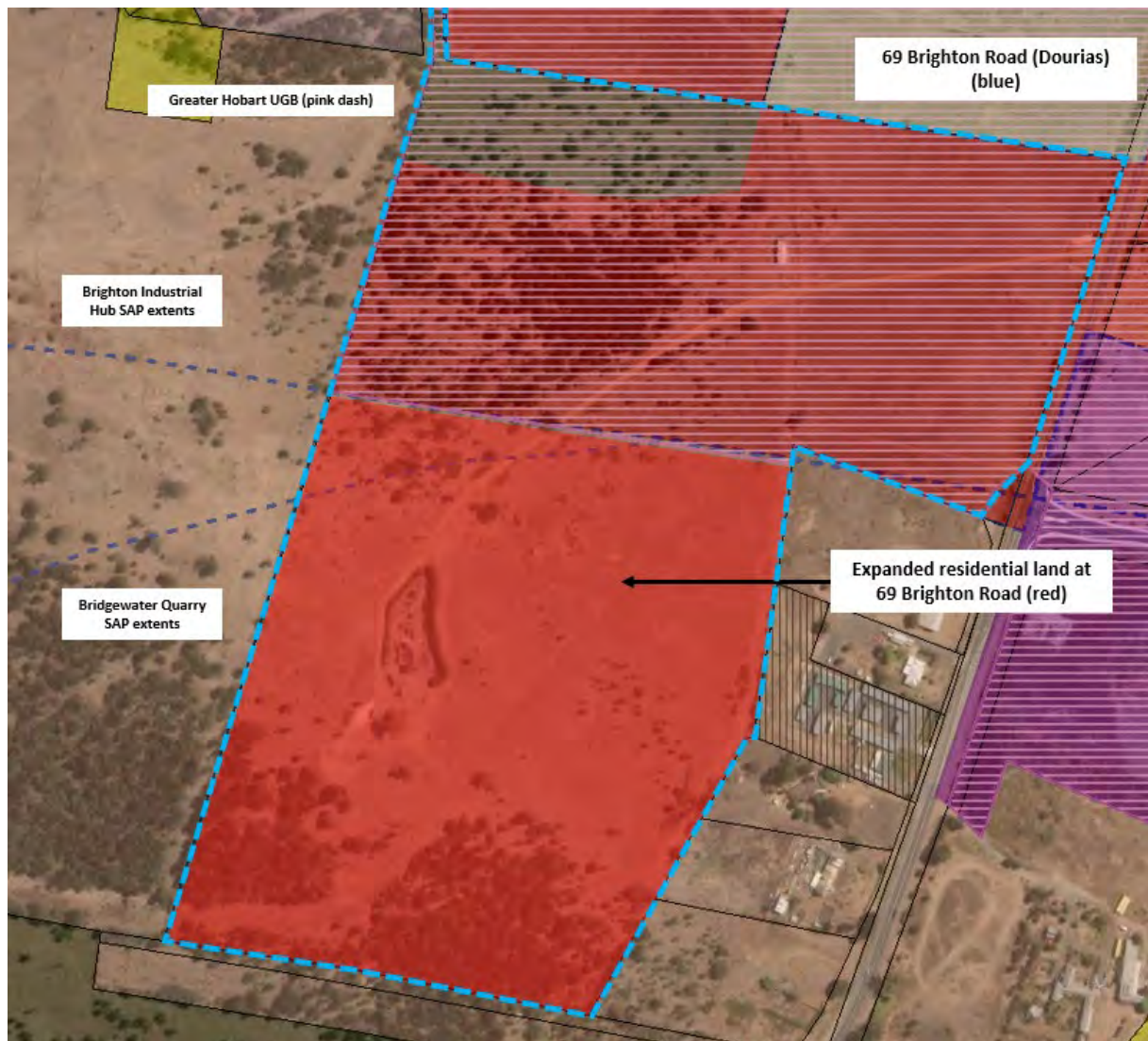
The provision of a small retail node here would also serve to support convenience shopping being undertaken by parents and students attending the recently opened Brighton High School. This would support the minimisation of unnecessary traffic movements into the high amenity town centre, and support those accessing the school from its southern catchment.



It is our view that the discrete application of the Local Business Zone (LBZ), or similar, could achieve the above-described outcome. We also note that this location was already noted as an activity node to support the potential future light rail in the 2018 Structure Plan. Should light rail be explored once again, this outcome would support the advancement of this concept.

Further to this, it is our view that the opportunity to explore the expansion of the General Residential Zone (GRZ) across the balance of 69 Brighton Road (as shown in the figure below) should be considered within the scope of the final Brighton Activity Centre Strategy.

Figure 3: Expanded residential land at 69 Brighton Road



We recognise that the Brighton Industrial Estate Buffer SAP limits sensitive uses within the balance of the property and was naturally utilised as the delineation for the southern extent of South Brighton SAP and residential zoning. Notwithstanding this, we are eager to advocate for a reconsideration of this buffer area at an appropriate time in the future.



With the southern edge of 69 Brighton Road approximately 300m from the closest zoned land of the Brighton Industrial State, and over 600m from the closest operational use, we would contend that a sufficient buffer area would be maintained in the future between the industrial estate and future residential uses across the entirety of the 69 Brighton Road land.

The other buffer relevant to the site is that imposed by the Bridgewater Quarry SAP.

We believe that the extent of this SAP should be reconsidered in the short term to support the unlocking of 69 Brighton Road (and other land within South Brighton) for residential development. An investigation into the size of this buffer ought to be undertaken to determine if the buffer is still fit for purpose based on the current and planned quarry operations and the extent of the mining lease.

The expansion of the South Brighton growth area to this area would be logical, taking advantage of the significant investment made in the Brighton High School which has opened immediately north of the site. An expanded residential area within and around 69 Brighton Road would provide an opportunity to design an integrated, high amenity, community focused, neighbourhood which leverages the investment made in the High School.

To support this outcome, we encourage the Council to consider identifying rural zoned land at 69 Brighton Road as a future investigation area for the logical extension of the centre.

### **A Brighton Structure Plan**

A key implementation recommendation of the draft Strategy is the preparation of a new Brighton Structure Plan. We strongly support this and agree that it be undertaken as a high priority once the Strategy is finalised. It is our view that many of the components of this submission could be satisfactorily interrogated and implemented via a robust strategic planning exercise, led by the Council.

As highlighted in this letter, we believe there are a number of land use elements that need to be considered holistically. The relationship between the residential growth of the township and their retail needs should be explored in greater detail via this process. The undertaking of a detailed retail needs assessment will allow the Council to better understand the land and zoned supply constraints and explore alternative locations for 'out of centre' retail growth.

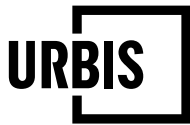
Recognising the estimated need for an additional 13,000sqm of retail floorspace across the municipality to accommodate its anticipated growth, we are firmly of the view that this cannot be solely accommodated solely within the traditional core activity areas of MACs within Brighton. The potential impacts associated with traffic, land supply, neighbourhood character, heritage and residential interfaces are likely to restrict development major retail development within these locations.

To address this, a future strategic process should consider alternative 'out of centre' locations which could play a supporting role to existing traditional centres. This will allow for long-term planning without compromising the function and amenity of these areas.

As described within this submission, we would strongly encourage consideration of a new retail node within South Brighton to support its growth. The draft Strategy should note the potential for this, highlighting the need for locally accessible retail options for the emerging growth front.

Furthermore, we are also supportive of the need to plan for greater housing diversity and density as part of a structure planning process. Any structure planning process should consider the broader Brighton Activity Centre and co-locate diverse housing options with local amenities. It is reasonable to expect that South Brighton could accommodate greater residential growth, particularly if the quarry and industrial buffers reflected by other SAPs were reduced.





Recognising the significant State and Federal investment being directed to Brighton and its surrounds, much of it associated with its southern growth front, it is the logical location to direct greater housing and retail opportunities. This strategic direction is further reinforced in the context of the opening of Brighton High School in February 2025.

### **Summary**

We greatly appreciate the opportunity to make representation to this process and are in-principle strongly supportive of the need for a comprehensive strategy for the collection of activity centres within Brighton.

As described in the body of this letter, we feel greater discretion and flexibility must be afforded within the Brighton Highway Services Precinct and South Brighton SAP areas with respect to retailing uses. The future community associated with these areas will require local, accessible and fit-for-purpose convenience retailing options.

We believe our landholdings at Dylan Street and Brighton Road, which already benefit from broadly compatible land use zoning, are ideally positioned to support this outcome. We believe the Highway Services Precinct is far too preclusive of retail and supermarket developments.

In our view, well-designed planning controls and discretionary directions around supermarket uses will ensure the sustainability and vibrancy of the primary town centre of Brighton while ensuring the new residents of South Brighton will enjoy walkable access to their daily needs.

The further expansion of urban uses at 69 Brighton Road will further complement the South Brighton Development Area and is a logical investigation area for future strategic planning work. Any future updated Brighton Structure Plan should give considerable regard for this outcome.

We recognise the considerable investment which has occurred to make central Brighton a more vibrant place to visit and shop. We are strongly of the view that the long-term sustainability of the town centre will be best served by being complemented by smaller nodes of retail activity, minimising the burden of traffic and car parking from Brighton town centre – ensuring it continues to grow into a high amenity, lively, and contemporary centre at the heart of the Brighton LGA.

We thank you for your consideration of our submission on behalf of our client, Dourias Group Holdings.

Kind regards,

A handwritten signature in dark ink, appearing to read "James Woolway".

James Woolway  
Associate Director  
+61 3 8663 4984  
jwoolway@urbis.com.au



## Brian White

---

**From:** C.k Bharathy  
**Sent:** Monday, 5 May 2025 4:18 PM  
**To:** Development  
**Subject:** Brighton Activity Centre strategy, a submission.

**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 Brian,

I wanted to share my thoughts on the Brighton Activity Centre strategy, and I hope t these will be considered in the planning and policy recommendations.

1. **\*Community Safety:** With rising safety concerns and youth crime, I urge the council to adopt measures to create a safer community. This could include installing CCTV cameras and implementing additional security measures to combat these issues. I have been a regular visitor to the Hindu cultural center and there had been several breaches of security and unsettling. Additionally, consider introducing programs aimed at youth development and mental well-being.

2. **\*Health Access:** I support the inclusion of full fledged pharmacy service at the CoveHill shopping centre, as highlighted in the March 2025 activity centre draft for Brighton. Many residents, particularly the elderly, frequently visit Coles at CoveHill, and having a pharmacy there would enhance their access to medication. I had felt this facility missing whenever I go shopping to Coles. This facility I am sure will make the shopping center more integrated. A new pharmacy at CoveHill would greatly benefit the community.

3. **\*Support for Startups and Small Businesses:** I believe that if the local council implemented support systems for new startups, such as mentoring programs, it would significantly enhance the economic development of the area.

4. **\*Improving the Aesthetic of CoveHill Fair Centre:** Many residents prefer CoveHill due to its parking facilities. Particularly the walkways leading to main shopping strips. I believe modernizing the appearance of CoveHill would bring a fresh and appealing look to the community.

I hope you will consider these points in the policy recommendations for the betterment of the Brighton community.

Thank you.

Best regards,  
C.K.Bharathy

Retired Senior Manager and Technical specialist- Power Industry Australia and NZ



23 April 2025  
Reference: 1819-050

Brian White, Strategic Planer  
Brighton Council  
1 Tivoli Road  
OLD BEACH TAS 7017

Dear Brian,

### **FEEDBACK ON DRAFT BRIGHTON ACTIVITY CENTRE STRATEGY**

Thank you for the opportunity to comment on the draft Brighton Activity Centre Strategy (the strategy). ERA Planning and Environment (ERA) has been engaged by Tivoli Green Pty Ltd, landowners of the Tivoli Green housing estate, to provide the following feedback. We commend Council for undertaking this work and the quality of outputs from the consultants.

#### **Growth potential**

The strategy and background report appear to confuse or conflate the Tivoli Green Specific Area Plan (SAP) and the Old Beach Rezoning Review. Therefore, it is not clear whether the growth potential of both areas has been accurately captured. The strategy and background report should refer to growth potential from the Old Beach Rezoning Review (approximately 500 lots) and Tivoli Green SAP (approximately 500 lots); a total potential for approximately 1000 additional lots.

#### **Retail floorspace in Tivoli Green**

The strategy estimates a need for approximately 1.5 ha of land zoned for retail in Old Beach, including the Tivoli Green and Jetty Road centres. The Tivoli Green SAP is currently subject to review by Tivoli Green Pty Ltd to accommodate a neighbourhood centre with capacity for the bulk of this retail need; equivalent to approximately 1 ha of land planned for the local business zone. Tivoli Green Pty Ltd look forward to working with Council on delivering on the identified retail need for the community.

#### **Urban design framework**

The strategy recommends that an Urban Design Framework (UDF) be prepared for the Tivoli Green centre. It is assumed that the UDF would be led by Council in partnership with Tivoli Green Pty Ltd, and the final strategy should clarify implementation responsibilities.

#### **Community infrastructure**

The strategy refers to delivery of public open space in Tivoli Green to align with Council's Social Infrastructure Plan. Approximately 8 ha of public open space is planned in Tivoli Green; equivalent to roughly 15% of the SAP. There are opportunities for additional public open space to be provided in Old Beach when developing the future urban zoned land. Broadly speaking, the intent of Social Infrastructure Plan is achievable without additional open space contributions in Tivoli Green SAP.

We look forward to finalisation of the strategy and support its implementation.

Yours sincerely,



Mark O'Brien  
**Principal Planner**



## Department of State Growth

Salamanca Building, Parliament Square  
4 Salamanca Place, Hobart TAS 7000  
GPO Box 536, Hobart TAS 7001 Australia  
Phone 1800 030 688 Fax (03) 6173 0287  
Email [info@stategrowth.tas.gov.au](mailto:info@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)



Brian White  
Strategic Planner  
Brighton Council  
Email: [development@brighton.tas.gov.au](mailto:development@brighton.tas.gov.au)

### **Draft Brighton Activity Centre Strategy**

Thank you for the opportunity to comment on the draft Brighton Activity Centre Strategy (draft Strategy). The draft Strategy identifies a network of multi-functional activity centres to support future growth and community needs within Brighton, out to 2046.

The following response from the Department of State Growth (State Growth) addresses strategic planning, housing, industrial land, and passenger transport.

### **Roles of activity centres and proposed hierarchy**

The draft Strategy notes that an activity centre hierarchy should *facilitate synergies and efficiencies and avoid unnecessary competition between centres*. In this context, it is unclear why three separate Major Activity Centres, with overlapping functions and services, have been identified. Under the *Southern Tasmania Regional Land Use Strategy (STRLUS)*, only Glenorchy City Council contains more than one Major Activity Centre (or higher order centre) within a single local government area.

Green Point and Cove Hill are located in close proximity to each other, separated only by the East Derwent Highway. Council may wish to consider the appropriateness of classifying both as Major Activity Centres given they will service near identical catchments and should complement rather than compete in terms of the services and facilities provided. Alternatively, both areas could be planned as a single centre, noting there would be connectivity issues.

The proposed function of Brighton appears closer to the definition of a Neighbourhood or Local Centre with a local grocer in 2028 and half-line supermarket in 2038. By comparison, Sandy Bay is defined as a Neighbourhood Centre under the current STRLUS and supports two supermarkets along with a range of specialty shops and services.

Similarly, the functions of Old Main Road may be better defined as a Local Centre, particularly noting proximity to both Green Point and Cove Hill.

### **Housing**

State Growth supports the objective to encourage residential growth and density in and near activity centres. Growth should be targeted to existing activity centres at Brighton, Cove Hill and Green Point. State Growth has previously identified concerns with



connectivity, amenity and accessibility outcomes associated with further development in the Old Main Road area.

State Growth supports the development of structure plans to include guidance on housing types that are encouraged in activity centres. Housing types for activity centres could include a range of medium density typologies, including duplex, townhouses, terraced houses, and low-medium rise apartment buildings.<sup>1</sup>

The preparation of a residential strategy as a key municipal strategic project is generally supported. Development of the strategy should occur after completion of the current STRLUS review to ensure it reflects regional objectives and is consistent with future growth targets and areas. It should also consider measures to increase infill and medium-density housing within existing centres, together with the specific infrastructure and service costs of developing new growth areas. The intent to investigate opportunities to encourage increased densities in and surrounding activity centres is supported.

State Growth supports the proposed use of the Urban Mixed Use Zone to support residential development in appropriate parts of the activity centres.

## **Passenger transport**

### *Transport choices*

The draft strategy includes an action to advocate for the planning of higher order public transport to service the municipality, including passenger rail or bus rapid transit. The justification to provide these options is challenging due to their high-cost and limited passenger demand. State Growth notes that rapid buses, as compared to light rail, are a lower cost and highly flexible medium capacity public transport mode, which is better suited to Hobart's dispersed population.

Based on population densities and expectations of future growth, current network planning proposes Claremont as the logical termination point for a northern corridor rapid bus service.

State Growth is finalising a Greater Hobart Rapid Bus Network Strategic Business Case, which will help determine next steps to improving public transport along the northern corridor. As part of planning for rapid bus services, connections to existing public transport networks such as Brighton and Bridgewater bus services may be undertaken.

### *Greater Hobart Bus Network Review*

State Growth is undertaking a review of the Greater Hobart Bus Network and has had initial consultation with Brighton Council on its proposed land use changes, including activity centre changes. The review will focus on updating routes and timetables that:

- are reliable, easy to use, and convenient
- improve access to jobs and everyday needs like shopping and social activities
- make better use of available funding to benefit the most people.

Broader public consultation on the current bus network is planned for May-June 2025.

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<sup>1</sup> A good reference for housing typologies is the 'Spectrum of Housing' figure on page 8 of the Department's Medium Density Design Guidelines.



State Growth has developed bus network planning principles to guide the network review. These are used to consider changes to the network, including route extensions and frequency. These principles focus on:

- Fair service coverage - respond to areas of high demand and community need to offer fair service coverage and better meet growth.
- Simple and direct routes - make routes simple and direct so they are easy to understand by passengers and have quicker travel times.
- Connecting to nearest major centres - link smaller areas to the nearest major centre.
- Consistent and frequent services - provide consistent and frequent services.
- A public transport system that is planned holistically - planning a better public transport system between bus services, a future expanded ferry network, active transport and possible future rapid bus network.

### *Precinct areas*

*Brighton* - As part of the network review, there is an election commitment to deliver new Sunday services to Brighton.

*Cove Hill* - State Growth will work with Council to plan new bus stop infrastructure to support access to Cove Hill.

*Old Beach* - Ferry Road in Old Beach is currently serviced by existing public transport routes. Tivoli Green is currently serviced by public transport on the East Derwent Highway. Any extension of bus routes to Tivoli Green would need to be considered in the context of State Growth's bus network planning principles and available budget for public transport.

*Boyer Road* - As identified in the plan as part of the Bridgewater Bridge construction, Old Main Road will be serviced by both urban and intercity services with new bus stop infrastructure to be constructed. This will improve accessibility to public transport west of the Midland Highway.

Currently only school buses run along Boyer Road. Based on our network planning principles there needs to be sufficient demand and density to justify the provision of general access services along Boyer Road.

### *Park and ride*

State Growth has developed a park and ride framework to guide the location and provision of future park and ride sites. Park and ride facilities are one component of an integrated passenger transport solution to encourage more people to use public transport.

To maximise investment in a park and ride facility, the sites should ideally be located:

- in less congested outer urban areas, close to where commuters begin their trips
- near a commercial centre, so people can combine their commute with shopping or other tasks
- close to existing bus routes and active transport networks to make them attractive.

Park and ride facilities are costly to build and maintain, depending on the level of on-site infrastructure provided. Costs can include land acquisition in addition to construction, operational and maintenance costs, and the provision of additional bus services.



Please contact Claire Armstrong, Senior Strategic Planner, by email at [planningpolicy@stategrowth.tas.gov.au](mailto:planningpolicy@stategrowth.tas.gov.au) or telephone on (03) 6166 4484 for more information.

Yours sincerely

A handwritten signature in black ink, appearing to read 'ASmythe', with a stylized flourish at the end.

Andrew Smythe  
**General Manager, Policy, Strategy and Projects**

27 May 2025



## Brian White

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**From:** TasWater Development Mailbox <Development@taswater.com.au>  
**Sent:** Monday, 28 April 2025 3:08 PM  
**To:** Brian White  
**Subject:** TasWater Advice TWSI 2024/00702-BTN, RE: Draft Brighton Activity Centre Strategy - Stakeholder Consultation

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

Hi Brian,

TasWater has no specific comments to make on this Strategy. We always prefer densification to expansion, which this Strategy largely promotes.

Planning applications received in furtherance of the Strategy will be assessed at the time of application.

Cheers,

**AI Cole**

Senior Assessment Officer



✉ AI.Cole@taswater.com.au

☎ +61439605108



**From:** Brian White <brian.white@brighton.tas.gov.au>  
**Sent:** Friday, 11 April 2025 1:28 PM  
**Subject:** Draft Brighton Activity Centre Strategy - Stakeholder Consultation

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

Good afternoon,

I hope this message finds you well.

Brighton Council has now finalised the draft *Brighton Activity Centre Strategy*.

As a relevant stakeholder, I am writing to inform you that the Strategy is now available for review via the following link:



 <https://haveyoursay.brighton.tas.gov.au/activity-centre-strategy>

Consultation on the Strategy is open until **5 May 2025**.

Please don't hesitate to contact me if you would like to discuss the Strategy further.

Kind Regards,

**BRIAN WHITE**  
**STRATEGIC PLANNER**



**Brighton**  
going places



Click here to view the  
**2050**  
VISION

1 Tivoli Road, Old Beach TAS 7017

Tel: (03) 6268 7070

[www.brighton.tas.gov.au](http://www.brighton.tas.gov.au)

*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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SUBMISSIONS FROM DRAFT  
STRATEGY

Stakeholder	Relevant Comments	Our View	Action	Team IC (Geografia/Mesh/Council)
ERA (on behalf of Tivoli Green Pty Ltd)	<p><b>Growth potential</b></p> <p>- The strategy and background reports should refer to growth potential from the Old Beach Rezoning Review (approx. 500 lots) and Tivoli Green SAP (approx. 500 lots), a total potential of approx. 1,000 additional lots</p> <p>- Plus comment by Brian: Old Beach growth area on the east of the East Derwent Highway is not mapped in the strategy</p> <p><b>Community infrastructure</b></p> <p>There are opportunities for additional public open space ot be provided in Old Beach when developing the future urban zoned land</p>	These are considered and amended in the report.	<p>Mesh: Amend Figure 3 in the strategy as follows</p> <p>--&gt;</p> <p>1. Add Tivoli Green SAP - Actioned</p> <p>2. Rename the existing Tivoli Green to "Precinct A - Old Beach Zoning Review Area".</p> <p>Geografia:</p> <p>1. Rename developments in the Background Report in the correct and cohesive manner</p> <p>2. Confirm housing development scenarios are considered in the model by adding an additional note in background document to identify that all other housing development scenarios are implicitly considered in the REMPLAN population forecasts (albeit with caveats on accuracy)</p>	Mesh Geografia
Urbis (on behalf of Dourias Group Holdings)	<p><b>Considerations for alternative local retail locations</b></p> <p>- The vibrancy of the town centre would risk being undermined in a situation where <u>all</u> retailing needs are centralised within the town centre</p> <p>- As such, considerations for complementary out-of-centre location for future supermarket needs, particularly a full-line supermarket (3,000-4,000 sqm), and small retail in South Brighton</p> <p><b>Brighton Structure Plan</b></p> <p>Agrees that the preparation of a Brighton Structure Plan be undertaken as a high priority once the strategy is finalised</p>	While Urbis' quantitative retail needs assessments broadly aligns with our retail gap analysis, we deviate in our views to the appropriate location of the future supermarket location. On the basis of first principles, the supermarket opportunity should be ideally directed to the retail core/high street to support efforts to develop a future high street activation opportunity (inc. but not limited to complementary food/dining/entertainment opportunities). To the extent that this should be supported, future retail needs should be primarily considered to be directed to the retail/high street core, and only secondarily considered to out-of-centre locations once high street activation is fulfilled. We recommend Council revisit Urbis' recommendations once this objective is realised.	<p><b>Geografia:</b> No action</p> <p><b>Mesh:</b></p> <p>1. Make clearer of the primacy of activating Brighton high street's retail core in strategic opportunities. Amended wording as per attached PDF with comments.</p> <p>2. Delineate South Brighton and Highway Services Precinct in map - Actioned.</p>	Mesh



Metro Tasmania	<p><b>Public transport facilities</b></p> <p>Improvements to existing public transport facilities (wheelchair accessibility, shelter, seating, and lighting) would be welcomed by the local community</p> <p><b>Cove Hill</b></p> <ul style="list-style-type: none"> <li>- Existing shelter and seating at Cove Hill Fair is not fully DDA compliant and is in the car park where conflicting movements of vehicles elevate the risk of accidents to passengers and buses</li> <li>- A new bus stop with the ability of buses to turn around should be part of any plans to upgrade Cove Hill Fair</li> </ul> <p><b>Public transport considerations in the future development of residential and commercial sites</b></p> <ul style="list-style-type: none"> <li>- To cater for the requirements of public transport (inc. sufficient street widths and pedestrian access)</li> <li>- Importance of consultation with the Department of State Growth for any future development proposals</li> </ul>	Public transport views and sentiments are considered and affirmed in the AC Strategy.	No response.	n/a
Office of the Coordinator-General	<p><b>Industrial land</b></p> <ul style="list-style-type: none"> <li>- (Following their support of the principles outlined in the strategy regarding the retention of industrial zoned land) Strongly opposed to any planning recommendation or decision that reduces the amount of industrial zoned land</li> <li>- Recommends that R8 and R7, which refers to Light Industrial land, are amended to make clear that re-zoning is not supported</li> </ul> <p><b>Housing</b></p> <p>Encourages the development of a residential strategy that sets out the requirements and appropriate staging for the development of higher-density housing (both in-fill and greenfield)</p>	Specific to the question of industrial land needs, the AC Strategy's scope only explicitly considers the current and future needs of bulky goods retail, which could be collocated on industrial land. To respond more broadly the comments of the OCG, these are best considered through the scope of a separate industrial land strategy.	<b>Mesh:</b> Consider reviewing wording of objective, noting that broader industrial land use needs assessments is required to explore this further. Amended wording as per attached PDF with comments.	n/a
C. K. Barathy, Retired Senior Manager and Technical Specialist, Power Industry Australia and NZ	<p><b>1. Community safety</b> - measures to create a safer community (e.g., CCTV cameras, youth development and wellbeing programs)</p> <p><b>2. Health access</b> - inclusion of a full-fledged pharmacy at Cove Hill</p> <p><b>3. Support for start-ups and small businesses</b></p> <p><b>4. Improving the aesthetic of Cove Hill Fair</b></p>	Safety views and sentiments (particularly through the lens of night-time activity) are considered and affirmed in the AC Strategy.	No response.	n/a
TasWater	No specific comments	No comments.	No response.	n/a



Department of State Growth	<b>Roles of Activity Centres and Proposed Hierarchy</b> <b>- Green Point and Cove Hill:</b> Council may wish to consider the appropriateness of classifying both as Major Activity Centres, given they will service near identical catchments and should complement rather than compete in terms of the services and facilities provided. Alternatively, both areas could be planned as a single centre, noting there would be connectivity issues.	<b>Green Point and Cove Hill:</b> Cove Hill and Green Point serve both distinct and complementary roles - Cove Hill as a retail and employment hub near industrial areas and Green Point as a civic and community services centre with greater potential for residential intensification. Designating both as MACs enables tailored growth strategies that reflect their unique functions and support the needs of their respective catchments. Further, Cove Hill already serves a regional servicing role that overlaps with Green Point. As such, classifying it as a MAC gives recognition to the function it already fulfils.	No response.	Mesh
	<b>- Brighton:</b> The proposed function of Brighton appears closer to the definition of a Neighbourhood or Local Centre with a local grocer in 2028 and half-line supermarket in 2038.  <b>- Old Main Road:</b> May be better defined as a Local Centre, particularly noting proximity to both Green Point and Cove Hill	<b>Brighton:</b> Classification as an MAC ensures continuity of Brighton's regional servicing role via its current classification as a Rural Services Centre. Further, the classification recognises future opportunities for regional servicing in bulky goods opportunities.- Old Main Road: 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. -Green Point and Cove Hill are divided by a regional freight road, which makes future pedestrian connections between them unlikely. Consultation findings show that users of these centres rarely visit both in a single trip. Despite their close proximity, the centres operate independently, presenting constraints for both centres to be planned as a single centre.	Added further justification to the response in red.	
Department of State Growth	<b>Housing</b> '- State Growth supports the objective to encourage residential growth and density in and near activity centres - State Growth supports the development of structure plans to include guidance on housing types that are encouraged in activity centres - The preparation of a residential strategy as a key municipal strategic project is generally supported - State Growth supports the proposed use of the Urban Mixed Use Zone to support residential development in appropriate parts of the activity centres  <b>Passenger Transport</b> - State Growth is finalising a Greater Hobart Rapid Bus Network Strategic Business Case,which will help determine next steps to improving public transport along the northern corridor - Precinct areas of Brighton, Cove Hill, Old Beach, and Boyer Road form part of the network review	Noted.	No response.	n/a



13 December 2024

## **Proposal – RDA Tasmania Secretariat Function for Southern Tasmanian Councils Network**

### **Purpose**

This proposal outlines how RDA Tasmania could act as the Secretariat for a collaborative network of Southern Tasmanian Councils in lieu of the formal STCA model. The network aims 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.

### **Background**

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.

RDA Tasmania, with its expertise in regional collaboration, strategic planning, and data-driven decision-making, is well-positioned to support this initiative.

### **Objectives**

To deliver a network of Southern Councils to:

- **Facilitate Collaboration:** Provide a structured platform for councils to exchange knowledge, align priorities, and foster partnerships
- **Leverage Data and Insights:** Enable evidence-based decision-making by sharing regional data, analytics, and trends
- **Encourage Efficiency:** Identify shared service opportunities and streamline resource allocation
- **Drive Strategic Projects:** Support collaborative projects that address regional challenges and opportunities
- **Enhance Governance:** Provide administrative and logistical support to ensure forums are effective and outcomes focused
- **Regional Communication:** Provide a point of contact for stakeholders to engage at a southern scale.





## **Proposed Role of RDA Tasmania**

### *1. Secretariat Services (base function)*

- Meeting Coordination: Plan, organise, and facilitate quarterly CEO/GM collaboration forums
  - Arrange venues (or virtual platforms)
  - Prepare agendas in consultation with member councils
  - Distribute meeting materials in advance.
- Documentation: Record minutes, track actions, and circulate summaries post-forum
- Membership Liaison: Be the point of contact and maintain communication with nominated council representatives, ensuring consistent engagement and participation
- Centralised Communication: Support (media and social media) content and presence as required
- Financial Administration: Provide financial services and reporting.

### *2. Data and Insights (base function)*

- Maintain a repository of regional data and analytics, including:
  - Economic trends, workforce statistics, and infrastructure needs
  - Social and environmental indicators.
- Distribute relevant contemporary information and data across the member councils.

### *3. Strategic Project Support (as required and funded separately)*

Subject to the agreement of the southern Councils:

- Provide tailored data analysis to inform discussions and support evidence-based decisions
- Facilitate identification of shared priority projects
- Assist in grant applications and project governance (eligible NFP entity)
- Coordinate project development and monitoring across councils
- Project administration and support for whole of region or sub-regional projects.

### *4. Shared Service Opportunities (as requested and funded separately)*

Subject to the agreement of the southern Councils:

- Identify services with potential for regional collaboration
- Develop business cases for shared services to improve efficiency and reduce costs
- Monitor and evaluate shared service implementations.





#### *5. Advocacy and Reporting (base funding)*

- Coordinate joint advocacy efforts to state and federal governments
- Prepare quarterly progress reports summarising outcomes and key insights from forums.

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

This funding would support administrative tasks as well as resource dedicated to coordination (within the network and with external parties as required), communication and engagement and facilitating network gatherings and occasional activities arising.

#### **Governance Structure**

- Membership: CEO/GM or delegate from each Southern Tasmanian Council
- Chairperson: Rotational leadership among councils, supported by RDA Tasmania
- Secretariat: RDA Tasmania as the operational backbone of the network
- Working Groups: Ad-hoc groups formed for specific initiatives or projects
- Terms of Reference: To underpin functioning including annual report and financial statements.

#### **Expected Benefits**

- 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.

RDA Tasmania would welcome the opportunity to serve as the Secretariat for the Southern Tasmanian Councils Network in the short to medium term, fostering collaboration and driving positive outcomes for the region. We look forward to engaging with council representatives to refine this proposal and begin implementation.





We propose this function could be a two-year commitment to begin with, with an annual review, then reconsideration after two years.

Yours faithfully



**James McKee**  
**CEO & Director of Regional Development**  
**Regional Development Australia – Tasmania Inc.**

