



Brighton Council

ATTACHMENTS

ORDINARY COUNCIL MEETING

21 JULY 2026





**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 5.30 P.M. ON TUESDAY, 16 JUNE 2026**

PRESENT: Cr Gray; Cr Curran; Cr Geard; Cr De La Torre; Cr McMaster; Cr Murtagh (entered 6.35pm); Cr Owen & Cr Whelan.

IN ATTENDANCE: Mr J Dryburgh (Chief Executive Officer); Ms J Banks (Director Governance & HR); 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) and Mr A Wright (Manager Regulatory Services).

1. STATEMENT BY THE CHAIRPERSON

2. ACKNOWLEDGEMENT OF COUNTRY

3. APOLOGIES & REQUESTS FOR LEAVE OF ABSENCE

Cr Irons had requested a leave of absence. It was noted that Cr Murtagh may join the meeting during the evening.

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

CARRIED

VOTING RECORD

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

4. NOTIFICATION OF LEAVE OF ABSENCE FOR PARENTAL LEAVE

Nil.

5. CONFIRMATION OF MINUTES

5.1 Ordinary Council Meeting -19 May 2026

RECOMMENDATION:

That the Minutes of the previous Ordinary Council Meeting held on 19th May 2026, be confirmed.

DECISION:

Cr Geard moved, Cr Owen seconded that the Minutes of the previous Ordinary Council Meeting held on 19th May 2026, be confirmed.

CARRIED

VOTING RECORD

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

5.2 Planning Authority - 2 June 2026

RECOMMENDATION:

That the Minutes of the Planning Authority Meeting held on 2nd June 2026, be confirmed.

DECISION:

Cr Whelan moved, Cr Curran seconded that the Minutes of the Planning Authority Meeting held on 2nd June 2026, be confirmed.

CARRIED

VOTING RECORD

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

6. DECLARATION OF INTEREST

In accordance with the requirements of Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025*, the chairperson of a meeting is to request Councillors to indicate whether they have, or are likely to have, an interest in any item on the agenda. In accordance with Section 48(4) of the *Local Government Act 1993*, it is the responsibility of councillors to then notify the Chief Executive Officer, in writing, the details of any interest(s) that the councillor has declared within 7 days of the declaration.

Cr Whelan declared an interest in Item 17.4

7. PUBLIC QUESTION TIME & DEPUTATIONS

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

Nil.

7.1 Public Questions on Notice

Nil.

8. COUNCILLORS QUESTION TIME

8.1 Councillor Questions on Notice

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

Nil.

8.2 Councillor Questions without Notice

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

Nil.

9. REPORTS FROM COUNCIL

9.1 Mayor's Communications

21/05/2026	Brighton Council Community Volunteer Awards
25/05/2026	TasWaste South Board Risk Workshop
27/05/2026	Meeting with Jen Butler MP & Craig Farrell

28/05/2026	Meeting at Tea Tree Hall
02/06/2026	Meeting with Dion Lester, LGAT
02/06/2026	Council Workshop
02/06/2026	Planning Authority Meeting
03/06/2026	TasWaste South Board Meeting
11/06/2026	Meeting with Brighton Football Club
16/06/2026	CEO Performance Review workshop with Councillors
16/06/2026	Council Meeting

RECOMMENDATION:

That the Mayor's communications be received.

DECISION:

Cr De La Torre moved, Cr McMaster seconded that the Mayors Communications be received.

CARRIED

VOTING RECORD

In favour Against

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

9.2 Reports from Council Representatives

- Cr Geard attended the Hobart Fire Management Committee meeting 15/6/2026.
- Cr Geard met with the Hobart Dog Club and attended the Poultry Club Show.
- Cr Geard and Cr Owen attended the Emergency Services Conference in Hobart.
- Cr De La Torre updated Councillors on the Brighton Justice & Early Intervention program – grants process.

RECOMMENDATION:

That the reports from Council representatives be received.

DECISION:

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

CARRIED

VOTING RECORD

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

10. MISCELLANEOUS CORRESPONDENCE*Nil.***11. NOTIFICATION OF COUNCIL WORKSHOPS**

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

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

A workshop was held on the 2nd June 2026 at 5.00pm to discuss the Draft Term Plan 2026-2030; Draft Recognition for Memorials Policy; Rezoning proposals and a presentation from Community Development & Engagement.

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

Apologies: Nil.

12. NOTICES OF MOTION*Nil.***13. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA**

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

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

There were no supplementary agenda items.

14. REPORTS FROM COMMITTEES

Nil.

15. PETITIONS

Nil.

16. COUNCIL ACTING AS A PLANNING AUTHORITY

Under the provisions of the *Land Use Planning and Approvals Act 1993* and in accordance with Regulation 29 of the *Local Government (Meeting Procedures) Regulations 2025*, the Chairperson is to advise the meeting that Council will act as a planning authority in respect to those matters appearing under Item 16 on this agenda, inclusive of any supplementary items.

Nil.

17. OFFICERS REPORTS

Cr McMaster moved, Cr Owen seconded that the following item be deferred until later in the meeting pending officer advice in response to a question raised by Cr Whelan. For the purposes of these Minutes, the items will remain in numerical order.

CARRIED

VOTING RECORD

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

17.1 New Policy - Draft Brighton Council Flag Management Policy

Author: Manager Community Development & Engagement (A Turvey)

Approved: Chief Executive Officer (J Dryburgh)

Background

Following on from the adoption of the LGBTIQ+ Action Plan in May 2026, this report presents the Draft Flag Management Policy for Council's consideration.

Brighton Council is committed to fostering an inclusive, welcoming and connected community that celebrates the diversity of its residents. Community members and organisations have increasingly sought opportunities to recognise significant cultural, social and commemorative events through the display of flags at Council facilities.

Currently, there is no formal policy governing requests to fly community flags. The development of a Flag Management Policy provides a transparent and consistent framework for assessing requests while ensuring that the Australian National Flag is displayed and treated in accordance with national protocols.

The policy also supports Council's strategic commitment to inclusion and community participation and aligns with Council's LGBTIQA+ Action Plan 2026 and other strategic priorities.

The Draft Flag Management Policy establishes a clear process for community groups and members wishing to request the temporary display of a flag that recognises a significant event, celebration or awareness day.

The policy applies to the three flag poles located at the Bridgewater Civic Centre, 25 Greenpoint Road, Bridgewater.

Key provisions of the policy include:

- Community groups and members may apply to have a flag flown for a specified period associated with a significant event or recognised day/week of celebration or awareness.
- During an approved display period, the Tasmanian Flag will be temporarily replaced with the approved community flag, while the Australian National Flag and Aboriginal flag will continue to be displayed in accordance with Australian National Flag Protocols.
- Applications must be submitted at least 45 calendar days prior to the proposed display period to allow sufficient time for Council consideration.
- Applications will be assessed against Council's values and commitment to diversity, inclusion and community connection as outlined in the Strategic Plan and associated policies.
- Approved applicants will be responsible for supplying the flag and ensuring it is in an appropriate condition for display.

The policy provides a fair, transparent and consistent approach to community flag requests while balancing opportunities for community recognition with Council's obligations regarding the respectful display of official flags.

Consultation

CEO, Senior Management Team and Executive Officer (Governance).

Risk Implications

The adoption of a formal policy reduces the risk of inconsistent decision-making and provides a clear framework for assessing requests. It also ensures Council continues to observe Australian National Flag Protocols and maintains a transparent process for community engagement.

Financial Implications

Minimal.

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

The policy has been developed to provide a consistent process for community requests and has been informed by Council's commitment to inclusion and diversity, including the LGBTIQ+ Action Plan 2026.

Environmental or Climate Change Implications

Nil.

Economic Implications

N/A

Other Issues

Nil.

Assessment

The Draft Flag Management Policy provides Council with a practical and transparent framework for considering requests to fly community flags that celebrate significant events and recognise the diversity of the Brighton community. The policy balances opportunities for community expression with Council's responsibilities regarding the respectful display of official flags and supports Council's strategic objectives of inclusion, connection and community wellbeing.

Options

1. As per the recommendation.
2. Other.

RECOMMENDATION:

That Council adopt the Flag Management Policy (Policy 7.16) as presented and authorise the implementation of the Community Flag Application process for requests to fly community flags at the Brighton Civic Centre.

DECISION:

Cr De La Torre moved, Cr McMaster seconded that Council adopt the Flag Management Policy (Policy 7.16) as presented and authorise the implementation of the Community Flag Application process for requests to fly community flags at the Brighton Civic Centre.

CARRIED

VOTING RECORD

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

17.2 Kennel Licence Application - 147 William Street, Brighton

Author: Director Development Services (A Woodward)

Background

The purpose of this report is to enable Council to determine a kennel licence application made to Council for 19 dogs to be housed at 147 William Street, Brighton.

This report details the reasons for the officer's recommendation.

The relevant legislation is the *Dog Control Act 2000*. The Act outlines the following requirements for refusing or approving a kennel licence:

53. Consideration of application

(1) A general manager is not to consider an application for a licence until 28 days after a notice is published under [section 51](#).

(2) A general manager is to take into account any objections received.

54. Refusing application

(1) A general manager may refuse to grant an application for a licence if of the opinion that –

(a) the premises to which the licence relates are unfit for the purpose for which they are to be used; or

(b) it is in the public interest that the licence not be issued.

(2) A general manager is to refuse to grant an application for a licence if not satisfied that the requirements of [section 55\(1\)](#) are likely to be met.

55. Granting application

(1) A general manager may grant an application for a licence if satisfied that –

(a) adequate provisions for the health, welfare and adequate control of all dogs on the premises are provided or are likely to be provided; and

(b) nuisance to any other persons is unlikely to occur; and

(c) requirements under laws relating to public health and environmental protection are likely to be satisfied.

Council also has a current Kennel Licence Policy which outlines certain requirements regarding kennel licences and outlines that if an application does not meet certain requirements, it shall be referred to and determined by Council. In this instance the application does not meet the permitted numbers of dogs as per the property size and subsequently must be determined by Council.

Assessment

Mr and Mrs Brazendale have applied for an increase to their kennel licence from 10 dogs to 19 dogs on their property at 147 William Street, Brighton (CT 252444/1) (see Fig 1 below). This application is for 18 greyhounds and 1 mixed breed companion dog. The property is 2.513 hectares in size and is located within the Rural Zone under the Tasmanian Planning Scheme. Under the Policy, the guidance number of dogs for a block this size is 5 – 7.



Figure 1 - Site Location.

An inspection of the property and kennels was undertaken on the 29th May 2026 by the Director Development Services and Council's Compliance Officer (Animal Control).

The following is a summary of the assessment conducted by Officers:

Application requirements	The application was submitted in accordance with the Act.
Representations received	No representations were received following the advertisement for the kennel licence.
General Health Conditions	All dogs appeared to be in very good health and content.

Kennel Facilities

The greyhounds are housed within the main building in a self contained area. This is well constructed and has adequate heating and ventilation. The area is very well maintained and very clean. The dogs have individual cubicles that are off the ground and a suitable size, and all have access to water.

The mixed breed dog is located within the household and is cared for as per normal domestic dogs.

Considered suitable.

Exercise and enrichment

There is an exercise area for the dog that is approximately 50m x 6m that the dogs routinely access twice per day.

Considered suitable.

Noise Management

There have been no records of any complaints from the dogs at the property. Officers did not observe any barking at the time of inspection and the owner advised this would only usually occur during exercise time feeding time.

The property is separated from the nearby residential area by the Brighton Bypass and only has one nearby house, which also has a kennel licence.

Considered suitable.

Waste Management

The indoor area is a concrete slab which is regularly cleaned with hospital grade disinfectant with a mop and bucket. All wastewater is disposed of via the septic tank onsite. It is noted that the building is currently being assessed for a change of use and as part of this process a new wastewater system has been designed. The current system did not appear to be failing or causing a nuisance.

The faeces are collected regularly during the day and placed in a waste receptacle and transported to an approved waste management facility.

Arrangements appear suitable but recommend condition that the licence is conditional on the approval and installation of a new wastewater system and occupancy of the premises. In addition, a floor waste drain is to be connected to the wastewater system.

Security and Containment

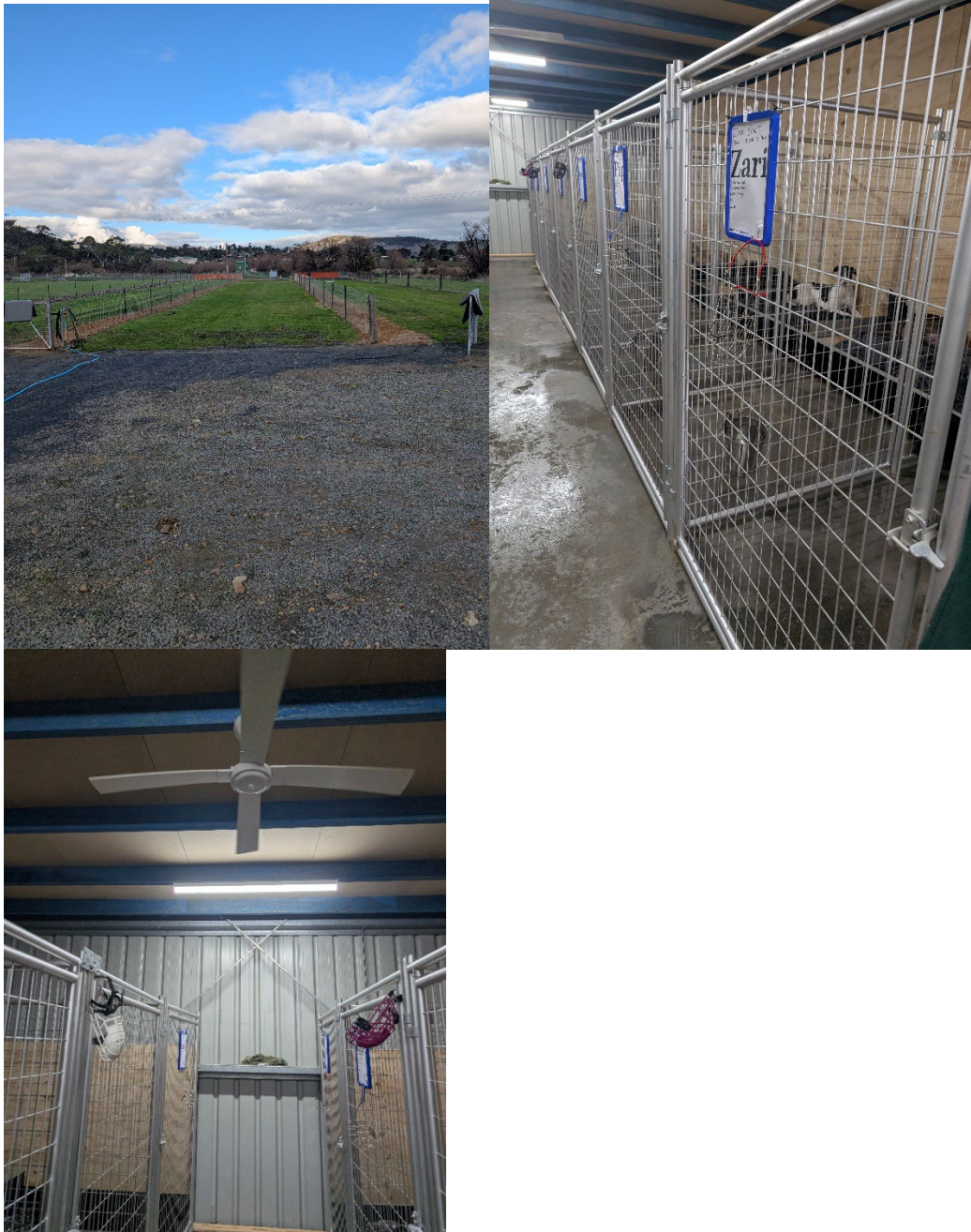
The building and main kennels are secure and monitored with security devices. The property is appropriately fenced around the perimeter.

Considered suitable.

Records and Compliance

All records (registration, vaccination and health) relating to the dogs were onsite and kept up-to-date.

Considered suitable.



Officers Recommendation

The site is well located for a kennel licence of this size due to the distance between neighbouring residences and the fact that the bypass separates this site from the key residential area. The kennels are very well constructed and managed. There are some items that need to be addressed with the property, however, it is Officers opinion that this can be done via conditions on the licence. Therefore, approval is recommended with conditions.

Consultation

Officers met with the TasRacing Integrity Unit Inspectors, and no concerns or issues were raised with this proposal.

Risk Implications

At the time of inspection all issues appeared to be managed, however this may change in future. To address this, regular inspections will be undertaken.

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

Nil

Economic Implications

Nil

Other Issues

Not applicable

Options

1. As per the recommendation
2. Other

RECOMMENDATION:

That Council, in accordance with Council Policy 4.3, resolves to recommend to the General Manager that a kennel licence be issued pursuant to the *Dog Control Act 2000* for the keeping of no more than eighteen (18) greyhounds and one (1) mixed breed as requested at 147 William Street, Brighton and that the following conditions be included on the kennel licence:

1. The Council is to be notified of any change in the dogs kept on the property.
2. No more than 19 dogs are to be kept on this property. Adequate provisions for the health, welfare and control of all dogs.
3. The approval is subject to the owners obtaining an occupancy permit for the building onsite to be used as a dwelling. This must be obtained within 6 months from the date of this approval.
4. The floor waste drain is to be connected to an approved onsite waste water management system.
5. Each dog is to be registered annually and microchipped in accordance with the *Dog Control Act 2000*. Council to be notified of each microchip number.

DECISION:

Cr Owen moved, Cr McMaster seconded that Council, in accordance with Council Policy 4.3, resolves to recommend to the General Manager that a kennel licence be issued pursuant to the Dog Control Act 2000 for the keeping of no more than eighteen (18) greyhounds and one (1) mixed breed as requested at 147 William Street, Brighton and that the following conditions be included on the kennel licence:

- 1. The Council is to be notified of any change in the dogs kept on the property.*
- 2. No more than 19 dogs are to be kept on this property. Adequate provisions for the health, welfare and control of all dogs.*
- 3. The approval is subject to the owners obtaining an occupancy permit for the building onsite to be used as a dwelling. This must be obtained within 6 months from the date of this approval.*
- 4. The floor waste drain is to be connected to an approved onsite waste water management system.*
- 5. Each dog is to be registered annually and microchipped in accordance with the Dog Control Act 2000. Council to be notified of each microchip number.*

CARRIED**VOTING RECORD**

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

17.3 Kennel Licence Application - 15 Linda Avenue, Pontville

Author: Director Development Services (A Woodward)

Background

The purpose of this report is to enable Council to determine a kennel licence application made to Council for 10 dogs to be housed at 15 Linda Avenue, Pontville.

This report details the reasons for the officer's recommendation.

The relevant legislation is the *Dog Control Act 2000*. The Act outlines the following requirements for refusing or approving a kennel licence:

53. Consideration of application

(1) A general manager is not to consider an application for a licence until 28 days after a notice is published under [section 51](#).

(2) A general manager is to take into account any objections received.

54. Refusing application

(1) A general manager may refuse to grant an application for a licence if of the opinion that –

(a) the premises to which the licence relates are unfit for the purpose for which they are to be used; or

(b) it is in the public interest that the licence not be issued.

(2) A general manager is to refuse to grant an application for a licence if not satisfied that the requirements of [section 55\(1\)](#) are likely to be met.

55. Granting application

(1) A general manager may grant an application for a licence if satisfied that –

(a) adequate provisions for the health, welfare and adequate control of all dogs on the premises are provided or are likely to be provided; and

(b) nuisance to any other persons is unlikely to occur; and

(c) requirements under laws relating to public health and environmental protection are likely to be satisfied.

Council also has a current Kennel Licence Policy which outlines certain requirements regarding kennel licences and outlines that if an application does not meet certain requirements, it shall be referred to and determined by Council. In this instance the application does not meet the permitted numbers of dogs as per the property size and subsequently must be determined by Council.

Assessment

Glen William Howlett has applied for an increase to their kennel licence from 8 dogs to 10 dogs on their property at 15 Linda Avenue, Pontville (CT 109172/34) (see Fig 1 below). This application is for 10 greyhounds. The property is 2.77 acres in size and is located within the Rural Living Zone under the Tasmanian Planning Scheme. Under the Policy, the guidance number of dogs for a block this size is 5–7.



Fig 1 - Site Location.

An inspection of the property and kennels was undertaken on the 29th May 2026 by the Manager Regulatory Services and Council's Compliance Officer (Animal Control).

The following is a summary of the assessment conducted by Officers:

Application requirements	The application was submitted in accordance with the Act and advertised as per <u>Attachment 1</u> .
Representations received	One representation was received following the advertisement of the kennel licence application. The representation raised concerns regarding noise and the impact of the proposal on neighbouring amenity. In accordance with section 53 of the Dog Control Act 2000, the matters raised have been considered as part of this assessment.
General Health Conditions	All dogs appeared to be in very good health and content.
Kennel Facilities	The greyhounds are housed within the main building in a self-contained area. This is well constructed and has adequate heating and ventilation. The area is very well maintained and very clean. The dogs have individual cubicles that are off the ground and a suitable size, and all have access to water. Considered suitable.
Exercise and enrichment	There is an exercise area for the dogs, approximately 22m x 12m, which they routinely access twice per day. Considered suitable.
Noise Management	One representation was received in relation to noise associated with the dogs kept at the property. Officers did not observe barking during the site inspection. The applicant advised that barking generally occurs during feeding times, exercise periods or when unfamiliar persons arrive at the property. While neighbouring dwellings are located in proximity to the site, they are separated by typical rural residential setbacks and open space. Having regard to the site inspection findings, the management practices observed and the matters raised within the representation received, officers are satisfied that nuisance to other persons is unlikely to occur, especially as there as is only an increase of 2 dogs. Considered suitable.
Waste Management	The kennel building consists of individual pens on a sealed concrete floor with a grated drain running along the front of the enclosures. The indoor areas appeared clean and well maintained at the time of inspection. The applicant advised that the kennels are regularly cleaned with disinfectant to maintain hygiene standards.

Dog faeces are collected throughout the day and disposed of in the general waste service. The applicant advised that this occurs as part of the daily cleaning routine to minimise odour and maintain the facility's cleanliness.

The exercise yards are securely fenced and provide an external area for the dogs separate from the internal sleeping areas. No evidence of wastewater overflow, excessive odour, or waste accumulation was observed during the inspection.

Based on the inspection and the waste management practices in place, the arrangements appear suitable and are not considered to be causing a nuisance at this time.

Considered suitable.

Security and Containment

The building and main kennels are secure and monitored with security devices. The property is appropriately fenced around the perimeter. Officers requested that self-closing spring hinges be installed on access doors to ensure containment measures are maintained.

Considered suitable.

Records and Compliance

All records (registration, vaccination and health) relating to the dogs were onsite and kept up-to-date.

Considered suitable.





Officers Recommendation

The site has been assessed against the requirements of the *Dog Control Act 2000* and Council Policy 4.3. The kennels were observed to be well-constructed, clean, and appropriately maintained, and the dogs appeared healthy, content, and well cared for at the time of inspection. Adequate arrangements are in place for the housing, exercise, welfare and control of the dogs, with appropriate security measures and record-keeping practices observed.

The application seeks approval to increase the number of greyhounds kept on the property from eight (8) to ten (10). While this exceeds the guidance contained within Council Policy 4.3 for a property of this size, officers consider the increase to be modest and note that the applicant has demonstrated a high standard of kennel management.

One representation was received during the public notification period, raising concerns about noise and its impact on neighbouring amenity. Officers have considered the matters raised in the representation as required under section 53 of the *Dog Control Act 2000*.

No barking or other nuisance behaviours were observed during the site inspection. The applicant advised that barking is generally limited to feeding times, exercise periods or when unfamiliar persons arrive at the property.

Having regard to the findings of the inspection, the management practices currently in place, the character of the surrounding rural living area, and the proposed licence conditions, officers are satisfied that the requirements of section 55(1) of the *Dog Control Act 2000* are likely to be met. In particular, officers are satisfied that adequate provision exists for the health, welfare and control of the dogs, that nuisance to other persons is unlikely to occur, and that public health and environmental protection requirements are likely to be satisfied.

Accordingly, officers recommend that the application be approved subject to the proposed licence conditions.

Consultation

Officers met with the TasRacing Integrity Unit Inspectors, and no concerns or issues were raised with this proposal.

Risk Implications

Compliance inspections may be undertaken from time to time to ensure ongoing compliance with licence conditions.

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

Nil

Economic Implications

Nil

Other Issues

Not applicable

Options

1. As per the recommendation.
2. Other.

RECOMMENDATION:

That Council, in accordance with Council Policy 4.3, resolves to recommend to the General Manager that a kennel licence be issued pursuant to the *Dog Control Act 2000* for the keeping of no more than ten (10) greyhounds as requested at 15 Linda Avenue, Pontville, and that the following conditions be included on the kennel licence:

1. Council is to be notified of any change in the dogs kept on the property.
2. No more than ten (10) dogs are to be kept on the property, with adequate provisions maintained for the health, welfare and control of all dogs.
3. The approval is subject to the owner installing self-closing spring hinges on all doors providing access to areas where dogs are housed or exercised.
4. Each dog is to be registered annually and microchipped in accordance with the *Dog Control Act 2000*, with Council to be notified of each microchip number.

In making this recommendation, Council has considered the representation received during the public notification period and is satisfied that the requirements of section 55(1) of the *Dog Control Act 2000* are likely to be met, including that nuisance to other persons is unlikely to occur.

DECISION:

Cr De La Torre moved, Cr Whelan seconded that Council, in accordance with Council Policy 4.3, resolves to recommend to the General Manager that a kennel licence be issued pursuant to the Dog Control Act 2000 for the keeping of no more than ten (10) greyhounds as requested at 15 Linda Avenue, Pontville, and that the following conditions be included on the kennel licence:

- 1. Council is to be notified of any change in the dogs kept on the property.*
- 2. No more than ten (10) greyhounds are to be kept on the property, with adequate provisions maintained for the health, welfare and control of all dogs.*
- 3. The approval is subject to the owner installing self-closing spring hinges on all doors providing access to areas where dogs are housed or exercised.*
- 4. Each dog is to be registered annually and microchipped in accordance with the Dog Control Act 2000, with Council to be notified of each microchip number.*

CARRIED

VOTING RECORD

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

Cr Whelan had declared an interest in the following item and left the meeting at 6.12pm

17.4 Kennel Licence Application - 53 Nelsons Building Road, Brighton

Author: Director Development Services (A Woodward)

Background

The purpose of this report is to enable Council to determine a kennel licence application made to Council for 14 dogs to be housed at 53 Nelson Building Road, Brighton.

This report details the reasons for the officer's recommendation.

The relevant legislation is the *Dog Control Act 2000*. The Act outlines the following requirements for refusing or approving a kennel licence:

53. Consideration of application

- (1) A general manager is not to consider an application for a licence until 28 days after a notice is published under [section 51](#).*

(2) A general manager is to take into account any objections received.

54. Refusing application

(1) A general manager may refuse to grant an application for a licence if of the opinion that –

(a) the premises to which the licence relates are unfit for the purpose for which they are to be used; or

(b) it is in the public interest that the licence not be issued.

(2) A general manager is to refuse to grant an application for a licence if not satisfied that the requirements of [section 55\(1\)](#) are likely to be met.

55. Granting application

(1) A general manager may grant an application for a licence if satisfied that –

(a) adequate provisions for the health, welfare and adequate control of all dogs on the premises are provided or are likely to be provided; and

(b) nuisance to any other persons is unlikely to occur; and

(c) requirements under laws relating to public health and environmental protection are likely to be satisfied.

Council also has a current Kennel Licence Policy which outlines certain requirements regarding kennel licences and outlines that if an application does not meet certain requirements, it shall be referred to and determined by Council. In this instance the application does not meet the permitted numbers of dogs as per the property size and subsequently must be determined by Council.

Assessment

Mr Paul Young has applied for an increase to their kennel licence from 4 dogs to 14 dogs on their property at 53 Nelson Building Road, Brighton (CT 156508/1) (see Fig 1 below). This application is for 14 greyhounds. The property is 1.6 hectares in size and is located within the Rural Living Zone under the Tasmanian Planning Scheme. Under the Policy, the guidance number of dogs for a block this size is 5 – 7.



Figure 1 - Site Location.

An inspection of the property and kennels was undertaken on 1 June 2026 by the Manager Regulatory Services and Council's Compliance Officer (Animal Control).

The following is a summary of the assessment conducted by Officers:

Application requirements

The application was submitted in accordance with the Act.

Representations received

Five representations were received following the advertisement of the kennel licence application. The representations primarily raised concerns regarding barking, noise impacts and the potential loss of residential amenity associated with the proposed increase in the number of dogs kept on the property. In accordance with section 53 of the *Dog Control Act 2000*, these representations have been taken into account in the assessment of the application.

General Health Conditions

All dogs appeared to be in very good health and content.

Kennel Facilities

The greyhounds are housed within a structure adjacent to the main a self-contained area. This is well constructed and has adequate heating and ventilation. The area is very well maintained and very clean. The dogs have individual cubicles that are off the ground and a suitable size, and all have access to water.

Considered suitable.

Exercise and enrichment

There is an exercise area for the dogs, approximately 63m x 6m, that contains three individual runs and is routinely accessed by the dogs twice per day.

There is also an outdoor kennel area measuring 7 by 11 meters, which includes a sheltered kennel area housing 3 dogs.

Considered suitable.

Noise Management

Officers did not observe any barking during the site inspection. The applicant advised that barking generally only occurs during feeding times, exercise, or when unfamiliar people arrive at the property.

Notwithstanding the observations made during the inspection, five representations were received raising concerns regarding barking and the impact of the proposal on the amenity of neighbouring properties. The proposal seeks approval for 14 greyhounds on a property where Council Policy 4.3 provides guidance for 5–7 dogs based on the site area. The considerable increase in dog numbers, when considered alongside the concerns raised by neighbouring residents, increases the likelihood of adverse noise impacts occurring.

Whilst the property is located within a rural living area characterised by larger allotments, paddocks and scattered dwellings, neighbouring residences remain in proximity to the site and are entitled to the reasonable enjoyment of their land without unreasonable interference.

Having regard to the representations received, Council cannot be satisfied that nuisance to other persons is unlikely to occur as required by section 55(1)(b) of the *Dog Control Act 2000*.

Not considered suitable.

Waste Management

During the site inspection, it was observed that the kennel building had a concrete floor with a central drain. The applicant advised that the kennels are cleaned by hosing down faeces and urine, with the wash-down water flowing through the drain and discharging via a pipe onto the ground adjacent to the building.

This wastewater contains animal waste and, if not properly managed, has the potential to create a nuisance through odours, attraction of insects, and contamination of surrounding land.

As an interim measure, officers requested that the occupier excavate a shallow trench, approximately 50 mm deep, beneath the discharge point to reduce surface runoff and limit direct exposure to the wastewater. This was intended as a temporary mitigation measure only and does not represent an approved wastewater disposal system.

It is recommended that any approval be contingent on the installation of an appropriate and approved wastewater management system to ensure that kennel wash-down wastewater is collected and disposed of in a manner that does not cause a nuisance or pose a risk to public health.

Security and Containment

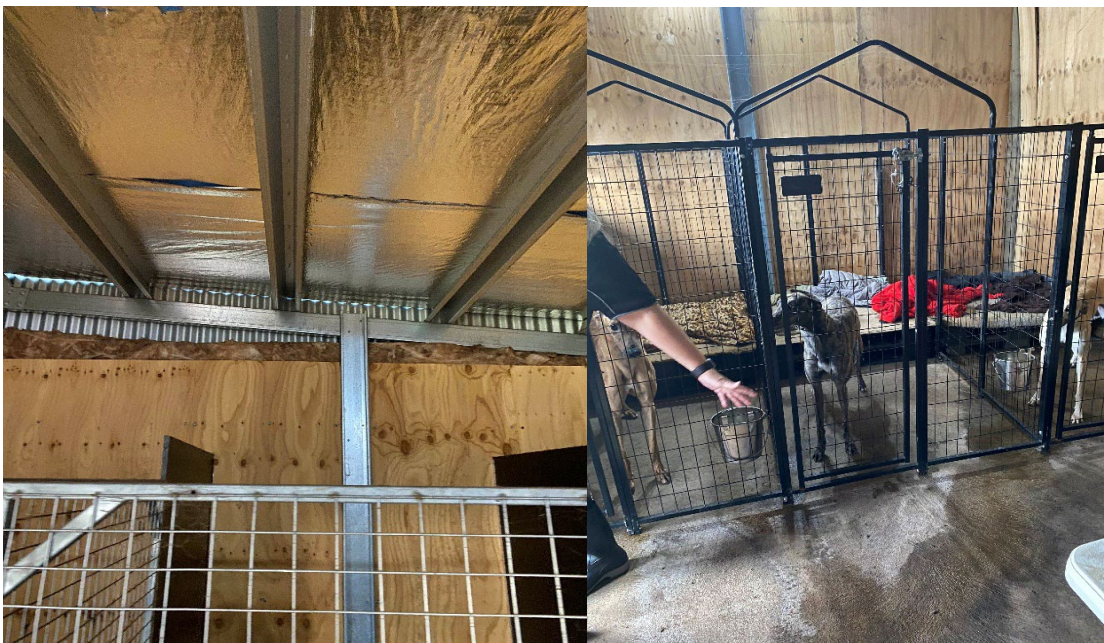
The building and main kennels are secure and monitored with security devices. The property is appropriately fenced around the perimeter.

Considered suitable.

Records and Compliance

All records (registration, vaccination and health) relating to the dogs were onsite and kept up-to-date.

Considered suitable.



Officers Recommendation

The kennels are well constructed and the dogs appeared healthy and well cared for at the time of inspection. However, the proposal seeks approval for 14 greyhounds on a property where Council Policy 4.3 provides guidance for 5–7 dogs. Importantly, five representations were received raising concerns regarding barking and the impact of the proposal on neighbouring amenity.

While officers did not observe barking during the inspection, the legislative test under section 55(1)(b) of the *Dog Control Act 2000* requires Council to be satisfied that nuisance to any other persons is unlikely to occur. Having regard to the representations received and the scale of the proposed operation, officers are unable to reach that state of satisfaction.

Accordingly, officers recommend refusal of the application pursuant to sections 54(2) and 55(1)(b) of the *Dog Control Act 2000*.

Consultation

Officers met with the TasRacing Integrity Unit Inspectors, and no concerns or issues were raised with this proposal.

Risk Implications

At the time of inspection all issues appeared to be managed, however this may change in future. To address this, regular inspections will be undertaken.

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

Nil

Economic Implications

Nil

Other Issues

Not applicable

Options

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

RECOMMENDATION:

That Council, in accordance with Council Policy 4.3, resolves to recommend to the General Manager that the application for a kennel licence pursuant to the *Dog Control Act 2000* for the keeping of no more than fourteen (14) greyhounds be refused at the subject property.

The reasons for refusal are as follows:

- Five representations were received during the public notification period raising concerns regarding noise impacts and loss of amenity associated with barking dogs.
- Having regard to the representations received, Council is not satisfied that nuisance to other persons is unlikely to occur as required by section 55(1)(b) of the *Dog Control Act 2000*.
- The proposed number of dogs substantially exceeds the guidance contained within Council Policy 4.3 for a property of this size, increasing the likelihood of adverse amenity impacts.
- Council is therefore not satisfied that the requirements of section 55(1) of the *Dog Control Act 2000* are likely to be met.
- Pursuant to section 54(2) of the *Dog Control Act 2000*, the General Manager is required to refuse to grant the application where the requirements of section 55(1) are not satisfied.

DECISION:

Cr Geard moved, Cr Curran seconded that Council, in accordance with Council Policy 4.3, resolves to recommend to the General Manager that the application for a kennel licence pursuant to the Dog Control Act 2000 for the keeping of no more than fourteen (14) greyhounds be refused at the subject property.

The reason for refusal are as follows:

- *Five representations were received during the public notification period raising concerns regarding noise impacts and loss of amenity associated with barking dogs.*
- *Having regard to the representations received, Council is not satisfied that nuisance to other persons is unlikely to occur as required by section 55(1)(b) of the Dog Control Act 2000.*
- *The proposed number of dogs substantially exceeds the guidance contained within Council Policy 4.3 for a property of this size, increasing the likelihood of adverse amenity impacts.*
- *Council is therefore not satisfied that the requirements of section 55(1) of the Dog Control Act 2000 are likely to be met.*
- *Pursuant to section 54(2) of the Dog Control Act 2000, the General Manager is required to refuse to grant the application where the requirements of section 55(1) are not satisfied.*

CARRIED

VOTING RECORD

In favour	Against
-----------	---------

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

Cr Whelan rejoined the meeting at 6.20pm.

Cr Murtagh joined the meeting at 6.35pm

17.5 Pontville Park Master Plan

Author: Manager Planning (J Blackwell)

Authorised: Director Development Services (A Woodward)

Background

This report aims to seek the adoption of the Pontville Park Master Plan following community consultation.

Pontville Park, comprising 27.75ha, is a Council-owned sport and recreation precinct in Pontville serving AFL, cricket, equestrian, dog sports, community markets and events, and housing the Municipal Memorial Hall. Several assets onsite are ageing and there is demand for improved facilities and safer movement through the site.

ROSS Planning, on behalf of Brighton Council has undertaken a detailed review of the park's current facilities, how they are used, and who uses them. The draft Master Plan explores opportunities for new user groups and considers improvements to the layout and facilities, ensuring Pontville Park continues to grow and meet the changing needs of our community.

The draft Master Plan, which was publicly exhibited between 20 March and 10th April 2026, provides a long-term framework to guide staged improvements and avoid ad-hoc development

Consultation

As noted previously, **Stage 1 Consultation** included

- Steering committee
- SMT and Council officers
- Councillor workshops
- Existing user groups (e.g., Brighton Football Club, Cricket Tasmania/Southern Cricket Association, Brighton & Southern Midlands Pony Club, Southern Tasmania

Quarter Horse Association, Dogs Tasmania/Tassie Flying Paws, Southern Tasmania Poultry Club, CWA, Brighton Show Society); and

- External stakeholders (e.g., Netball Tasmania, SATIS, Southern Primary School Sports Association).

Stage 2 consultation enabled the release the draft Master Plan to the community. This included engagement via Council's Have Your Say page, with the Draft Masterplan and supporting report available for viewing, social media posts advising the Masterplan was available for comment, and importantly, direct correspondence with user groups, seeking their feedback on the draft document.

During the exhibition period, a total of eight submissions were received. Consolidated themes included:

- The majority of responses related to the Dog Sports Precinct, including identifying the need for increased parking capacity, especially for vehicles with trailers; need for better accessibility, safety concerns regarding vehicle movements and associated pedestrian conflict and requests for lighting and storage improvements for the Dog Sports Precinct. One response clarified the hours Tassie Flying Paws used the sporting precinct.
- One neighbour raised amenity and land use impacts, in particular loss of openness, views and location of the proposed equestrian /poultry shed.
- Opportunities to improve facilities for Equestrian area to attract regional events and use
- One person suggested alterations to the Pontville Hall to support performing arts. Maintenance issues were raised by another respondent.

Submissions received are set out below. A summary of concerns and officer's consideration are set out in the table below:

Table 1: Summary of Submissions and Assessment

Submission	Council Officer comment
Submission 1: Hi, I just wanted to add my opinion to the Pontville park masterplan. I have lived in Brighton for over 20 years long enough to remember that this area was originally called the Brighton equestrian centre. I understand times have changed and the community needs more facilities but it seems the horse areas are shrinking with every upgrade. I understandably as numbers of equestrians compared with football players are lower but I feel less me Brighton council constantly misses the opportunity to improve the equestrian areas to a level which is actually useful. If you were to consider putting a roof over the sand arenas it would make it a much more desirable venue. It's in an ideal place just off the highway for people travelling from up	The importance of the Equestrian Centre to the area has been identified, with the masterplan showing an alternate solution which provides for the extension and long-term life span by concentrating facilities in the western corner of the site, with the sand arena being relocated (#25 on the plan). This has the effect of separating the equestrian facilities from other ball sports. A designated area for event camping has also been identified (in a similar location to that which exists currently), which can be used for both horses and other event camping, (eg Brighton Show).

north to competitions but we constantly get overlooked for hire because the facilities are just not up to standard. In this day and age dressage arenas need proper drainage and even well maintained all weather surfaces. Peoples horses are worth too much to ride on surfaces too deep or wet. An area undercover would attract far more bookings, it could also be hired out for lessons and workshops throughout the week. I have attended meeting after meeting where the council says they are wanting community input for planning but it seems it doesn't matter what we say as equestrians we loose more and ground and football players get new building and maintained ovals. Please consider doing more for the equestrian areas. PS. I also show dogs and the new dog area is fantastic. As a poodle breeder I really appreciate the shed as I can prepare my dogs out of the wind and rain. I could have the same appreciation for local indoor arena available for hire to ride my horse in. If you would like to discuss this idea further please contact me via email.	The Masterplan has not identified the demand for a roofed sand arena at this time. However, the Masterplan is a long term plan, and should circumstances change in future, this could be reviewed.
Submission 2: Firstly, the dog area requires additional parking capacity to accommodate both cars and trailers. During dog shows, attendance regularly exceeds 100 vehicles, which creates congestion and limits accessibility for participants and visitors. Secondly, I would like to request the installation of speed humps behind the toilet block near the dog area. Vehicles often travel too quickly through this section, and with children frequently using the nearby toilet facilities, this presents a safety risk. Addressing these issues would greatly improve both safety and usability of the area for all visitors.	Formal parking is identified at various areas within close proximity to the dog sheds, with both sealed and unsealed areas available (refer sealed areas #30 and #31, as well as gravel park #37 on map) The Masterplan shows significant changes in the centre of the site to protect pedestrians, through the inclusion of a raised pedestrian crossing (#16), a pedestrian friendly zone (#10) and bollards at either end of the carriageway between the outdoor ground for the dog sports area and the Bob Scott Pavilion (#34)
Submission 3: I am writing about the proposed master plan for Pontville Park. Could consideration please be given to the number of exhibitors who show at the dog sport precinct and the parking of cars, vans and dog trailers. There are upwards of 250 entrants at shows. Entering a dog means handlers bring with them dog trolleys, gazebos, chairs, grooming equipment, chairs etc. This makes it difficult to transport these items from car parking a distance away. Wheelchair access should also be a consideration as well if parking is a distance away. Consideration should be given	The site is currently operating with far less parking provided on the site. The plan shows an extensive area of parking (see submission 2 above). The final layout will be determined as part of detailed design, with consultation with affected stakeholders key to this. Accessibility is required to be factored into all new design.

to paving walkways to the dog sport precinct so exhibitors are not trying to push show trolleys through gravel and grass to get to the precinct from parking areas. I hope consideration will be giving to my suggestions. I am a member of Dogs Tasmania and I show dogs at Pontville on a regular basis.	For large events, Clubs should prepare an event management plan to ensure the safe operation of the site.
Submission 4: The Pontville Hall is 'tired' and needs major restoration. i] Safety concerns. There is no escape from the stage if the auditorium were to catch fire. ii] The 'green rooms' are at the wrong end of the Hall for theatre productions. iii] There are no toilets beyond the proscenium arch onstage for cast members. iv] The Hall desperately needs a sound engineer to remedy the acoustic in the hall or alternatively install sound baffles across the ceiling or above head height on both sides of the walls at varying intervals to reduce echo. This worked well in the Kettering Hall. vi] Whilst we are aware that the Hall is used by a number of Community groups, any suggested improvements would not impede their activities. C] RECOMMENDATIONS: i] Removal of the box-like structures from the stage. ii] There is sufficient land at the back or on the left-hand side of the Hall to build separate male and female 'Green-Rooms' with toilets. Sets and props' storage could also be included in this design. iii] Create an external exit from the 'Green-Rooms for fire or any other hazard that may occur. iv] Above stage and auditorium stage lighting with control panel in the wings to be installed together with sound equipment.	The Pontville Hall is a heritage listed place under the Brighton Local Provisions Schedule and any changes to the building would need to be considered in that context. However, the Masterplan has identified that the Hall requires some upgrades to remain fit for purpose, which will benefit all user groups. This includes investigating opportunities to provide additional storage for user groups within the Hall, as well as the feasibility for upgrading the facilities within the kitchen.
Submission 5: I would like to comment on the CWA room.	

The room itself is as reported in the draft. However I would like to add that the integrity of the roof above the room be investigated. There is a water mark on the ceiling from water leakage in the roof space. My guess is that it is highly probable that this has occurred from blocked guttering causing a backflow of water into the roof space. I would appreciate your feedback on this matter in regards to the integrity of the roof.	These concerns have been referred to Council's facilities officer as a maintenance issue.
Submission 6: I am providing feedback on the Pontville Park Master Plan. Firstly, there is an error on page 32 of the report. It states "Tassie Flying Paws use the site for club activities twice per week over the spring and summer months ", that statement is incorrect. The statement required is "Tassie Flying Paws use the dog sports area for club activities every Sunday during the year, with occasional use on Saturdays when Dogs Tasmania is not using the site. In addition, during the six months of daylight saving, they use the dog sports area on Wednesday nights. " Secondly, general comments on the plan: * We note the storage facility at 35, and given that our recent application for storage containers at the southern end of the dog arena was not approved due to this plan, it is pleasing that additional storage space is being provided. We assume that we can use this facility, our space requirements are 6m x 9m for Tassie Flying Paws and Dogs Tasmania. * we note the revised parking arrangements, please note that some dog owners use dog trailers so parking arrangements will need to take that into consideration. This isn't a significant issue for our club though. We note the proposed changes to deal with vehicle traffic between the Bob Scott Pavilion and the dog arena. * we have previously requested lighting for the dog arena, the current floodlights are ineffective. The installation of lighting would see our club use the dog arena on	The Masterplan has been updated to reflect Tassie Flying Paws' usage of the Sporting dog precinct. The Masterplan includes a short-term action to "Remove the existing container compound. Replace with a suitable storage shed on the immediate northern side of the dog sports pavilion" as a short-term option. Noted. See response re Parking to Submission 2. The Masterplan includes an action to upgrade the lighting in the dog sports area to allow for year-round use (medium term).

Wednesday nights all year, and may lead to usage on other nights.	
Submission 7: I have one criticism of the Pontville Park Master Plan and that is there is not enough parking around the Dog Sports area. When ever there is a dog event there will be multiple cars with dog trailers. The car parking depicted in the Master Plan does not address this at all. There will need to be a much larger parking area.	Refer to Submissions 2 and 3 above.
Submission 8: I have had a look at the master plan and I can see many changes proposed for the further development of Pontville Park. I am fortunate to have property which borders on the park and I purchased the property with my husband with open space and ease of walking access in mind. He is vision impaired and currently is able to walk out on there unimpeded by infrastructure near to our home. I also enjoy the extended views across to St Matthew's Church and the old grandstand along with the open ground space. As discussed, I'm not against progress, but am so hoping that there may be an alternative location for the equestrian/ poultry shed near to our boundary. I am unsure that screening and bushes would address my concerns, for which I thank you for extending the deadline.	The proposed masterplan does not significantly change the layout of the site for equestrian events, with the proposed shed (#23) shown as being in alignment with the existing grass arena, and approximately 30m from the shared western boundary of the Park.

Based on the submissions received during exhibition, the only change to the Pontville Park Master Plan was to update the hours that Tassie Flying Paws utilise the sporting dog precinct.

It is also noted that during the consultation process, the Brighton Robins AFL and Karana netball clubs advocated for an extensive netball precinct which included eight (8) outdoor courts and a multi court indoor stadium. Demand analysis has determined that this number of courts was excessive for the number of players at the club (approx. 300), with the general rule of thumb being one court per 100-150 players. An alternate layout has been proposed, which includes a four (4) court outdoor precinct and a two (2) Court multi-use indoor stadium. The outdoor courts are identified as two (2) dedicated netball courts and two (2) shared courts, which is considered sufficient to meet demand. The outdoor courts have been identified as a short term priority.

The Master Plan recommends Council undertake additional investigation prior to constructing an indoor stadium, due to the large number (9) of indoor courts set to be constructed across Greater Hobart in the short term as well as capital costs and ongoing maintenance costs associated with the scale of the development.

ROSS Planning met with representatives of the AFL and Netball clubs in early March, following a workshop with Council to discuss the findings of the draft Master Plan prior exhibition.

Risk implications

Nil

Financial Implications

The master plan preparation has been delivered within its allocated budget. Should Council endorse the Master Plan, its implementation will be subject to future capital funding, grant opportunities and the long-term financial plan.

There is a risk that the community may perceive the Master Plan actions as needing to be carried out immediately. The Masterplan counters this perception by identifying each action as being 'Short', 'Medium' and 'Long Term' actions.

Strategic plan

This project aligns with the following strategies:

The Master Plan aligns with Brighton Council's Strategic Plan 2023–2033, including:

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

- 1.3 Ensure attractive local areas that provide social, recreational and economic opportunities
- 1.4 Encourage a sense of pride, local identity and engaging activities.

Goal 2 Ensure a sustainable environment

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

Goal 3 Manage Infrastructure and growth effectively

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

Goal 4 Ensure a progressive, efficient and caring council

- 4.1 Be big picture, long-term and evidence-based in our thinking.

Social implications

The Master Plan provides a blueprint for the site, showing how equitable access to diverse sport and recreational opportunities (formal and informal) can be achieved. The Master Plan supports intergenerational participation, provides actions that can strengthen each club's viability, and enhances community gathering spaces (pedestrian precinct, play and picnic nodes).

Economic implications

Nil.

Environmental or climate change implications

Nil

Other Issues

Nil.

Assessment

The Master Plan provides an evidence-based pathway to improve safety, capacity and user experience at Pontville Park while supporting broader community recreation. It balances formal and informal sporting and recreational opportunities with pragmatic movement upgrades.

Options

1. As per the recommendation; or
2. Do not adopt the Pontville Park Master Plan; or
3. Other.

RECOMMENDATION:

That Council adopt the Pontville Park Master Plan.

DECISION:

Cr De La Torre moved, Cr Geard seconded that Council adopt the Pontville Park Master Plan.

CARRIED

VOTING RECORD

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

17.6 New Policy - Draft Requests for Memorial Recognition Policy

Author: Executive Officer, Governance (E Lang)

Authorised: Chief Executive Officer (J Dryburgh)

Background

A new Request for Memorial Recognition Policy has been developed with the draft version presented to Councillors during a Council Workshop on the 2nd June 2026.

This new policy has been developed to:

- establish a clear and consistent framework for the consideration of proposals such as memorial plaques and trees on land or assets owned or managed by Council; and to
- ensure recognition is appropriate and consistent with good governance principles and is applied equitably and in the long term public interest.

The draft policy outlines Council's preference to refrain from naming buildings, parks or facilities after individuals. However, it endorses modest forms of recognition, such as planting a memorial tree or installing a small commemorative plaque.

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

S1.1: Engage with and enable our community.

Social Implications

Ensures fair and respectful recognition of community contributions.

Environmental or Climate Change Implications

Not applicable.

Economic Implications

Not applicable.

Options

1. As per the recommendation.
2. Other.

RECOMMENDATION:

That Council adopt the Requests for Memorial Recognition Policy (Policy 7.14).

DECISION:

Cr Curran moved, Cr Murtagh seconded that Council adopt the Requests for Memorial Recognition Policy (Policy 7.14).

CARRIED**VOTING RECORD**

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

17.7 Policy Review - Election Caretaker Period Policy

Author: Executive Officer, Governance (E Lang)

Authorised: Chief Executive Officer (J Dryburgh)

Background

The Election Caretaker Period Policy has been reviewed for Council's consideration and adoption to ensure it remains current, compliant and aligned with best practice governance standards ahead of the 2026 Local Government elections.

The Election Caretaker Period policy establishes clear governance arrangements during the caretaker period and aims to:

- ensure Council business is conducted in a neutral and transparent manner;
- prevent decisions that could bind an incoming Council;
- maintain public confidence in the integrity of Council decision making; and
- provide guidance to Councillors and staff regarding appropriate conduct.

Consultation

Senior Management Team

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

Supports community confidence by ensuring council decision making during the election period is fair and transparent.

Environmental or Climate Change Implications

Not applicable.

Economic Implications

Not applicable.

Options

1. As per the recommendation.
2. Other.

RECOMMENDATION:

That Council adopt the revised Election Caretaker Period Policy (Policy 2.7).

DECISION:

Cr De La Torre moved, Cr Geard seconded that Council adopt the revised Election Caretaker Period Policy (Policy 2.7) with minor amendments as discussed.

CARRIED

VOTING RECORD

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

17.8 2026/2027 Budget

Author: Director Corporate Services (G Browne)

Background

The Budget (Estimates) have been prepared in accordance with the *Local Government Act 1993*. The 2026-2027 Budget and Fees & Charges Register has been provided to all Councillors, and a draft budget review workshop has been undertaken as well as the draft budget approved in principle.

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

Preparing the 2026/2027 Budget has been challenging in the current economic climate. Over recent years, Council has experienced increasing costs, particularly for the materials and services required to deliver essential functions such as waste collection, road maintenance and streetscaping. At the same time, ongoing renewal works and new capital expenditure have contributed to community expectations for a higher level of service. To remain financially sustainable, these services must be funded through rates and charges.

For the 2026/2027 financial year, Brighton Council has budgeted for a 5.95% or \$75.00, rate increase for all residential occupied properties, together with a cash deficit of \$358,332. This deficit will allow Council to draw on cash reserves generated from prior year surpluses to deliver a budget that maintains the level of service expected by ratepayers, while minimising the impact of the rate increase.

The Rating Resolution has been prepared in accordance with the *Local Government Act 1993* and adopts the principles of Average Area Rating for residential rating purposes.

Options

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

RECOMMENDATION:

1. That Council adopt the 2026-2027 budget.
2. That Council approve the 2026-2027 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 2026 and ending 30 June 2027:
 - (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 8.388191 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 11.029120 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 6.688737 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 4.361861 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 24.035408 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 10.147192 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 16.079211 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 21.521843 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 23.352727 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 6.684829 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 10.836291 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 22.854214 cents in the dollar of AAV;
- (m) 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 13.651986 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 \$1335.00;
- (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 \$905.00;
- (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 \$1335.00;
- (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 \$1335.00;

- (e) 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 \$694.00;
- (f) 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 \$694.00;
- (g) 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 \$694.00;
- (h) 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 \$694.00;
- (i) 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 \$694.00;
- (j) 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 \$694.00;

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 2026 and ending 30 June 2027:

- (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 7.972970 cents in the dollar of AAV and then an AAR is made in the amount of \$1220.00;
- (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 6.668652 cents in the dollar of AAV and then an AAR is made in the amount of \$1335.00;
- (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 6.269655 cents in the dollar of AAV and then an AAR is made in the amount of \$1335.00;
- (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 8.882002 cents in the dollar of AAV and then an AAR is made in the amount of \$1220.00;

- (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 8.294615 cents in the dollar of AAV and then an AAR is made in the amount of \$1220.00;
- (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 5.661477 cents in the dollar of AAV and then an AAR is made in the amount of \$1335.00;
- (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 5.777357 cents in the dollar of AAV and then an AAR is made in the amount of \$1335.00;
- (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 5.432375 cents in the dollar of AAV and then an AAR is made in the amount of \$1335.00;
- (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 5.336801 cents in the dollar of AAV and then an AAR is made in the amount of \$1335.00;
- (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 6.487517 cents in the dollar of AAV and then an AAR is made in the amount of \$694.00;
- (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 5.758958 cents in the dollar of AAV and then an AAR is made in the amount of \$694.00;
- (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 7.523329 cents in the dollar of AAV and then an AAR is made in the amount of \$694.00;
- (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 19.267380 cents in the dollar of AAV and then an AAR is made in the amount of \$694.00;
- (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 17.629426 cents in the dollar of AAV and then an AAR is made in the amount of \$694.00;

- (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 4.909451 cents in the dollar of AAV and then an AAR is made in the amount of \$694.00;
- (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 4.331078 cents in the dollar of AAV and then an AAR is made in the amount of \$694.00;
- (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 9.108807 cents in the dollar of AAV and then an AAR is made in the amount of \$694.00; 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 4.348371 cents in the dollar of AAV and then an AAR is made in the amount of \$694.00.

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 2026 and ending 30 June 2027.

- (a) \$355.00 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) \$90.00 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) \$80.00 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 \$65.00 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 2026 and ending 30 June 2027:

- (a) A Separate Urban Fire Rate of 1.159577 cents in the dollar of AAV in respect of all lands in the proclaimed district with a minimum amount of \$52.00; and
- (b) A Separate Brighton Rural Fire Rate of 0.309027 cents in the dollar of AAV in respect of all lands in the proclaimed district with a minimum amount of \$52.00; and
- (c) A Separate Rural Fire Rate of 0.287125 cents in the dollar of AAV in respect of all lands in the proclaimed district with a minimum amount of \$52.00.

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 7 August 2026, and then by 30 October 2026, 29 January 2027 and 30 April 2027 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 2026/2027 is 10.64% per annum calculated on a daily basis.

DECISION:

Cr Curran moved, Cr McMaster seconded that

1. *Council adopt the 2026-2027 budget.*
2. *Council approve the 2026-2027 Rating Resolution.*

CARRIED

VOTING RECORD

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

17.9 2026/2027 Annual Plan

Author: Chief Executive Officer (J Dryburgh)

Background

The Annual Plan 2026/2027 had been prepared in accordance with Section 71 of the *Local Government Act 1993* and Council's 2026/27 budget.

The Annual Plan highlights key focus areas and strategies for 2026/27, 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 2026/27 budget, which has been approved in principle at the May Ordinary Council Meeting.

Strategic Plan

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 2027.

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 2026/2027 Annual Plan 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 Curran moved, Cr McMaster seconded that Council adopt the 2026/2027 Annual Plan 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 Geard	
Cr De La Torre	
Cr Gray	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

Meeting closed: 7.03pm

Confirmed:

(Mayor)

Date:

21st July 2026

From: pam harvey
Sent: Monday, 29 June 2026 3:06 PM
To: Admin Emails <Admin.Emails@brighton.tas.gov.au>
Subject: QHILTERS EASTER SHOWCASE

Attention James Dryburgh

On behalf of the organising committee for the above I would like to thank you...somewhat belatedly.. for the use of the community centre for our event. Thanks to your generosity and the work of our small band of volunteers we were able to forward a cheque for \$3000 to the local food bank. We make no profit out of this event...it all goes to Geoff and his hard-working band of volunteers.

Looking forward to our next year's event.

Cheers

Pam Harvey

BE KIND TO OUR EMAIL FRIENDS

If you forward this please remove all unnecessary email addresses before you send it on and use the BCC area when forwarding to several people at once.Thank you



1st July 2026

**Attachment
AGENDA ITEM 1**

The Honourable Kerry Vincent
Minister for Housing and Planning
kerry.vincent@parliament.tas.gov.au

Dear Minister,

**RE: BRIGHTON COUNCIL SUBMISSION – DRAFT SOUTHERN TASMANIAN REGIONAL LAND USE
STRATEGY**

Brighton Council has become increasingly convinced and concerned that the reclassification of Brighton in the Draft STRLUS is being driven by DSG officers (without relevant planning expertise, supporting independent expert evidence or due process) purely due to a desire to reduce or remove any pressure to expand or increase bus services in future. No adequate, evidence-based explanation has been provided to the contrary.

If this is the case, it is extremely short-sited and illogical. Firstly, no one at Council expects public transport to be dramatically improved overnight, but we must set the correct long-term strategies based on reality, not manipulate them to reduce perceived pressures to provide better services.

Secondly, this approach seems to forget the 21,000 people already living in the municipality, the growth already locked-in (much of which is driven by State Government), and the fact that poorer public transport in Brighton only leads to greater car dependency and congestion issues within Greater Hobart.

Thirdly, this approach is contrary to many other policies and key investments of state government. For example, right at this moment within this precinct, a new high school in its second year, a 110 lot Homes Tasmania subdivision is going to tender, a youth detention facility is being built, and a master plan to facilitate expansion of the Industrial Hub is underway.

Council have been willing to accept a range of matters within the Draft STRLUS that we don't fully agree with, but we are not willing to accept this one. We also do not believe correcting this issue would lead to any requirement to readvertise the STRLUS. We can provide a supporting letter from neighbouring councils if necessary.

To again provide the finer detail of the matter, Brighton Council officers provided this submission in relation to the Draft Southern Tasmanian Regional Land Use Strategy (Draft STRLUS) and the accompanying Background Report.

The focus of this submission was the Draft STRLUS activity centre hierarchy and the proposed reclassification of **Brighton (S)**¹ from a *Rural Services Centre* under the current STRLUS to a *Neighbourhood Centre* under the Draft STRLUS.

Council officers note that this represents a *significant* departure from the independently prepared draft STRLUS developed between 2023 and 2025, which was led by Adele Fenwick, supported by specialist consultants including Ethos Urban, and overseen by a Steering Group that included the Brighton Council CEO.

That work was jointly funded by the 12 Southern Councils and the State Government and originally identified Brighton (S) as a District Centre.

Following handover of the project to the State Planning Office ('SPO'), Brighton (S) was reclassified as a Neighbourhood Centre.

Council officers have recently seen the final draft of the STRLUS which continues to show Brighton being a 'neighbourhood centre', despite extensive strategic planning and economic evidence, including:

- a) The findings and recommendations of the Brighton Activity Centre Strategy ('BACS'), which was underpinned by robust retail and commercial needs modelling and policy analysis, and which specifically analysed the impacts that growth in Brighton (S) would have on higher-order centres such as Glenorchy and Rosny;
- b) Independent expert economic evidence from Dr Shashi Karunanethy, Chief Economist at Geografia and author of the BACS Background Report;
- c) Independent expert planning evidence from Emily Killin, Principal – Strategic Policy & Infrastructure Advisory, Mesh Planning, and co-author of the BACS; and
- d) The draft Brighton and Pontville Local Area Plan being prepared by Council and Mesh Planning, which is based on the BACS evidence base and recommendations and plans for Brighton's evolution as a District Centre.

Council officers recently met with SPO staff to discuss this submission and to better understand the planning rationale for Brighton's classification within the activity centre hierarchy. We appreciate the SPO making the time to meet with Council on this matter.

Following the meeting, Council remains unclear as to the strategic planning basis for Brighton's classification as a Neighbourhood Centre. The SPO acknowledged that regional-scale activity centre analysis has not been undertaken to inform the STRLUS.

By contrast, Brighton Council has undertaken detailed activity centre planning through the Brighton Activity Centre Strategy (BACS), including independent economic analysis of Brighton's role, function and growth potential, as well as the potential impacts of its growth on higher-order centres such as Glenorchy and Rosny. This position is also reflected in the draft

¹ Brighton (S) in this submission refers to the suburb of Brighton. Brighton refers to the municipality.

Brighton and Pontville Local Area Plan, which is being prepared on the basis that Brighton will continue to function and grow as a District Centre over the life of the STRLUS.

Given the absence of any alternative regional-scale activity centre analysis, Council considers that the findings and recommendations of the BACS represent the most robust evidence currently available regarding Brighton's role within the Southern Tasmanian activity centre hierarchy.

Council remains unaware of any independent economic, retail, commercial or strategic planning assessment that supports reclassifying Brighton from a District Centre to a Neighbourhood Centre.

Based on discussions with the SPO, it appears that public transport considerations have been a significant factor in Brighton's classification. While Council strongly supports improved public transport outcomes, it is difficult to understand why this consideration should outweigh the substantial body of independent strategic planning, economic and activity centre analysis that has been undertaken specifically for Brighton.

Council is concerned that the proposed classification is not supported by an equivalent evidence base and appears inconsistent with the findings of the expert work prepared to inform both the Brighton Activity Centre Strategy and the Draft STRLUS.

To support our submission, we provided expert statements from the co-authors of the BACS:

- **Dr Shashi Karunanethy**, Chief Economist, Geografia; and
- **Emily Killin**, Principal – Strategic Policy & Infrastructure Advisory, Mesh Planning.

Both expert statements draw directly on the BACS and its robust evidence base which recommend that Brighton (S) should be elevated in the regional activity centre hierarchy within the STRLUS.

1. Brighton's Activity Centre Classification - Summary of expert evidence

Brighton Council relies on the attached expert statements to address the appropriateness of Brighton's proposed classification within the Draft STRLUS activity centre hierarchy.

1.1. Peer review of the Draft STRLUS activity centre hierarchy (Geografia)

Dr Shashi Karunanethy (Geografia) provides an independent peer review of the Draft STRLUS activity centre hierarchy, with specific reference to the proposed classification of Brighton (S).

Dr. Karunanethy considers that the proposed change in classification of Brighton (S) under the Draft STRLUS warrants an evidence-based assessment of whether a Neighbourhood Centre classification appropriately reflects Brighton's growth outlook and its established rural servicing role.

The key points of the Geografia peer review are that:

- The Draft STRLUS introduces a revised activity centre hierarchy in which District Centres are the closest functional equivalent to the former Major Activity Centre classification under the 2010–2035 STRLUS;
- Brighton (S) is the only centre previously classified as a Rural Services Centre under the 2010–2035 STRLUS that has been reclassified as a Neighbourhood Centre under the Draft STRLUS;
- Other centres with comparable roles have either retained or been elevated to higher-order classifications, either as District Centres (where located within the Metropolitan Urban Boundary) or Service Hubs (where located outside it);
- The Draft STRLUS Neighbourhood Centre definition does not explicitly recognise a rural servicing or LGA-wide catchment role, resulting in removal of recognition of Brighton’s (S) established function;
- Evidence from the BACS demonstrates that Brighton (S) performs, and is expected to continue to perform, a rural servicing function, consistent with its previous classification under the STRLUS as a Rural Services Centre. This role extends beyond servicing the immediate township population and includes provision of retail, services and employment to a larger rural and peri-urban catchment;
- Designating Brighton (S) as a Neighbourhood Centre under the Draft 2025 STRLUS has significant implications for Brighton’s ongoing role as a service centre for surrounding rural communities, which continue to rely on Brighton for core retail provision (including supermarkets) and other key services, such as secondary school education;
- The reclassification of Brighton (S) from a Rural Services Centre under the previous STRLUS to a Neighbourhood Centre under the Draft STRLUS represents a significant change in designation and departs from previous evidence-based assessments, including the BACS, which identifies and recommends Brighton as a Major Activity Centre (the closest functional equivalent to a District Centre under the Draft STRLUS);
- Brighton (S) has experienced significant and sustained population growth, with growth consistently exceeding forecasts, and is projected to continue growing over the strategy period to become the largest suburb within the municipality;
- Retail and commercial modelling undertaken as part of the Brighton Activity Centre Strategy indicates that Brighton (S) has capacity to support additional retail and service provision over time at a scale consistent with a higher-order activity centre, including the potential to support a full-time supermarket;
- The modelling accounts for continued spending at other activity centres and demonstrates that recognising Brighton (S) as a higher-order centre **would not undermine the role or function of other District Centres or higher-order centres within the regional hierarchy;**
- On this basis, the peer review concludes that the proposed Neighbourhood Centre classification understates Brighton’s (S) functional role, catchment and growth

trajectory, is inconsistent with the treatment of comparable centres within the Draft STRLUS hierarchy, and may adversely affect investment certainty and longer-term delivery of services consistent with Brighton's established sub-regional role;

- The Geografia submission recommends that Brighton (S) be reclassified as a District Centre, or alternatively identified as a District Centre (Future);
- This approach would provide clarity within the regional activity centre hierarchy, ensure alignment between regional and local strategic planning frameworks, and support informed commercial and private sector investment decisions by allowing Brighton's classification to evolve in response to documented population growth, service demand, and market capacity, consistent with the principles underpinning the Draft STRLUS activity centre framework.

1.2. Planning evidence (Mesh Planning)

Emily Killin (Mesh Planning) provides a planning-based assessment of Brighton's role within the Draft STRLUS hierarchy, informed by the BACS, in support of recognition of Brighton as a District Centre.

The key points of the submission are:

- Strategic Planning for Activity Centres, such as through the development of an ACS ensures that the benefits of activity centres can be realised and strengthened in a way that balances growth and avoids unnecessary competition between centres;
- Effective Activity Centre planning should be informed by both planning and economic analysis to ensure land-use decisions are aligned and responsive to real market conditions and projected retail floor space demand;
- Brighton Council has proactively responded to historic and anticipated population growth by preparing the Brighton Activity Centre Strategy, which adopted a considered, rigorous and best-practice process;
- Brighton's population growth has consistently exceeded forecasts, with Brighton (S) projected to become the largest suburb in the municipality, increasing demand for retail, employment and service provision;
- To accommodate this growth, significant additional housing is planned and/or zoned in Brighton (S), including the South Brighton Market development, and recent additions to the Urban Growth Boundary;
- The BACS identifies that Brighton (S) can support additional retail and commercial floorspace within the commercial core, including provision for a local grocer and an additional supermarket over time;
- Brighton (S) performs a higher-order role than that contemplated by a Neighbourhood Centre classification in the Draft STRLUS, including provision of retail, services, employment and community infrastructure beyond a localised catchment;

- Recent State Government investment in Brighton (S), including education, infrastructure and housing delivery, demonstrates the strategic importance of the suburb and its emerging sub-regional role;
- When assessed against the Draft STRLUS activity centre definitions, Brighton clearly aligns with the characteristics of a District Centre, including catchment, service role and capacity for further development over time;
- While the Draft STRLUS recognises Brighton's (S) growth role in the settlement hierarchy (including identification as a Priority Growth Area), this is not reflected in the activity centre hierarchy;
- Council has commenced implementation of the Brighton Activity Centre Strategy, including the preparation of the **Brighton/ Pontville Local Area Plan**² to guide the Brighton's (S) future role and development consistent with a District Centre function; and
- The Mesh submission also identifies the option of recognising Brighton (S) as a 'Future District Centre' within the Draft STRLUS, should immediate reclassification not be supported.

The Mesh submission also considers alignment with the Tasmanian Planning Policies (TPPs) and identifies that the Brighton Activity Centre Strategy, together with the strategic work underway to implement it, supports key TPP outcomes and strategies, including those relating to:

- improving liveability through well-located services and activity centres;
- maximising the use of existing infrastructure;
- facilitating higher-density and more diverse housing in appropriate locations; and
- ensuring sufficient land is available to support employment, services and commercial activity.

If you have any questions regarding this submission, please contact me at 6268 7000 or via email at james.dryburgh@brighton.tas.gov.au

Yours sincerely,



James Dryburgh
Chief Executive Officer

² <https://haveyoursay.brighton.tas.gov.au/brighton-and-pontville-local-area-plan>

The Hon Kerry Vincent MP
Minister for Housing and Planning
Parliament House
HOBART TAS 7000

10 July 2026

Dear Minister

Southern Tasmania Regional Land Use Strategy

Last week you noted that planning reform in Tasmania has often been fragmented and that there is value in stepping back to ensure we “get it right”. The Greater Hobart Councils Partnership agrees.

We support the Government’s objective of finalising the Southern Tasmania Regional Land Use Strategy (STRLUS) and acknowledge the significant work undertaken by councils, the State Planning Office and other stakeholders to reach this point. We also believe STRLUS provides an opportunity to set a strong benchmark for Regional Land Use Strategies across Tasmania.

Our concern is not with the Strategy itself, but with the process immediately preceding its release. Following public consultation, councils invested considerable effort in preparing submissions and working with State officers. However, revised chapters containing significant material changes were provided only recently, leaving insufficient time for councils to raise and resolve the issues they contain, or to complete their normal governance processes.

As you know from your local government experience, councils have statutory governance obligations that cannot be compressed into a few days. The limited timeframe has prevented elected members from considering material changes, undermining the collaborative approach needed for successful implementation.

Implementation, not publication, will determine the Strategy’s success. Councils will be responsible for translating STRLUS into local planning, infrastructure priorities, planning scheme amendments and day-to-day decisions. The Strategy must also align with the Tasmanian Planning Policies, State Planning Provisions, Local Provisions Schedules, housing reforms, infrastructure planning and the Greater Hobart 30-Year Plan.

A Practical Pathway to Getting it Right

1. Complete governance processes

We respectfully request that public release of STRLUS be deferred by approximately six weeks to allow councils to complete their governance processes and provide considered feedback on the revised chapters. This is not a request to reopen the Strategy, but to ensure procedural fairness and proper council consideration.

2. Release the STRLUS

Following this short period, the Government could publicly release the Strategy and maintain momentum for planning reform.

3. Introduce a six-month implementation period

Consistent with the approach adopted for the Tasmanian Planning Policies, we recommend STRLUS be released this year but not take effect for approximately six months. This transition period would allow State and local government to:

- test interactions with other planning instruments;
- resolve implementation issues and unintended consequences;
- prepare supporting guidance;
- make any necessary technical amendments; and
- ensure alignment with broader housing, infrastructure and planning reforms.

This approach would strengthen confidence in the Strategy and reduce implementation risk. It would also establish a valuable precedent for the Northern and North West Regional Land Use Strategies by demonstrating integrated planning, procedural fairness and continuous improvement.

The Greater Hobart Councils Partnership remains committed to working with the Government to deliver more housing in appropriate locations, coordinate infrastructure and support well-planned communities. We therefore seek your support for this practical pathway, which will strengthen STRLUS and provide a solid foundation for Tasmania's long-term regional planning framework.

Although they are not part of the Greater Hobart Councils Partnership, Brighton and Sorell councils are adjoining growth councils and are part of the Southern Tasmania Regional Land Use Strategy area. As the issues raised in this letter, including the activity centre hierarchy, urban growth boundaries, infrastructure planning, implementation arrangements and council governance processes, have regional implications beyond the four GHCP councils, the partnership has included reference to the support of Brighton and Sorell Councils in this correspondence.

We would welcome the opportunity to discuss these recommendations with you at your earliest convenience.

Yours sincerely,



Cr Brendan Blomeley
Mayor, City of Clarence



Ald Sue Hickey
Mayor, City of Glenorchy



Cr Anna Reynolds
Lord Mayor, City of Hobart



Cr Christian Street
A/Mayor, Kingborough Council

This Greater Hobart Councils Partnership position is supported by:



Cr Leigh Gray
Mayor, Brighton Council



Cr Janet Gatehouse
Mayor, Sorell Council

Attachment A: Examples of matters to be considered during the implementation period

The following examples are provided to illustrate the basis for the Partnership's request. They are not intended as a further submission.

- **Material changes following public consultation** (e.g. activity centre hierarchy, urban growth boundaries, sequencing of land release, implementation arrangements).
- **Governance and procedural fairness** (consultation timeframes, inability for councils to complete governance processes, absence of a council endorsement step).
- **Implementation alignment** (interaction with the Tasmanian Planning Policies, State Planning Provisions, Local Provisions Schedules, Greater Hobart Plan, land supply monitoring and infrastructure planning).
- **Strategic Planners Working Group observations** (including alignment with the 30-Year Greater Hobart Plan, monitoring and implementation capability, State Planning Office resourcing, and the importance of embedding the Strategy before commencement).

GRANTON

Attachment
AGENDA ITEM 17.1

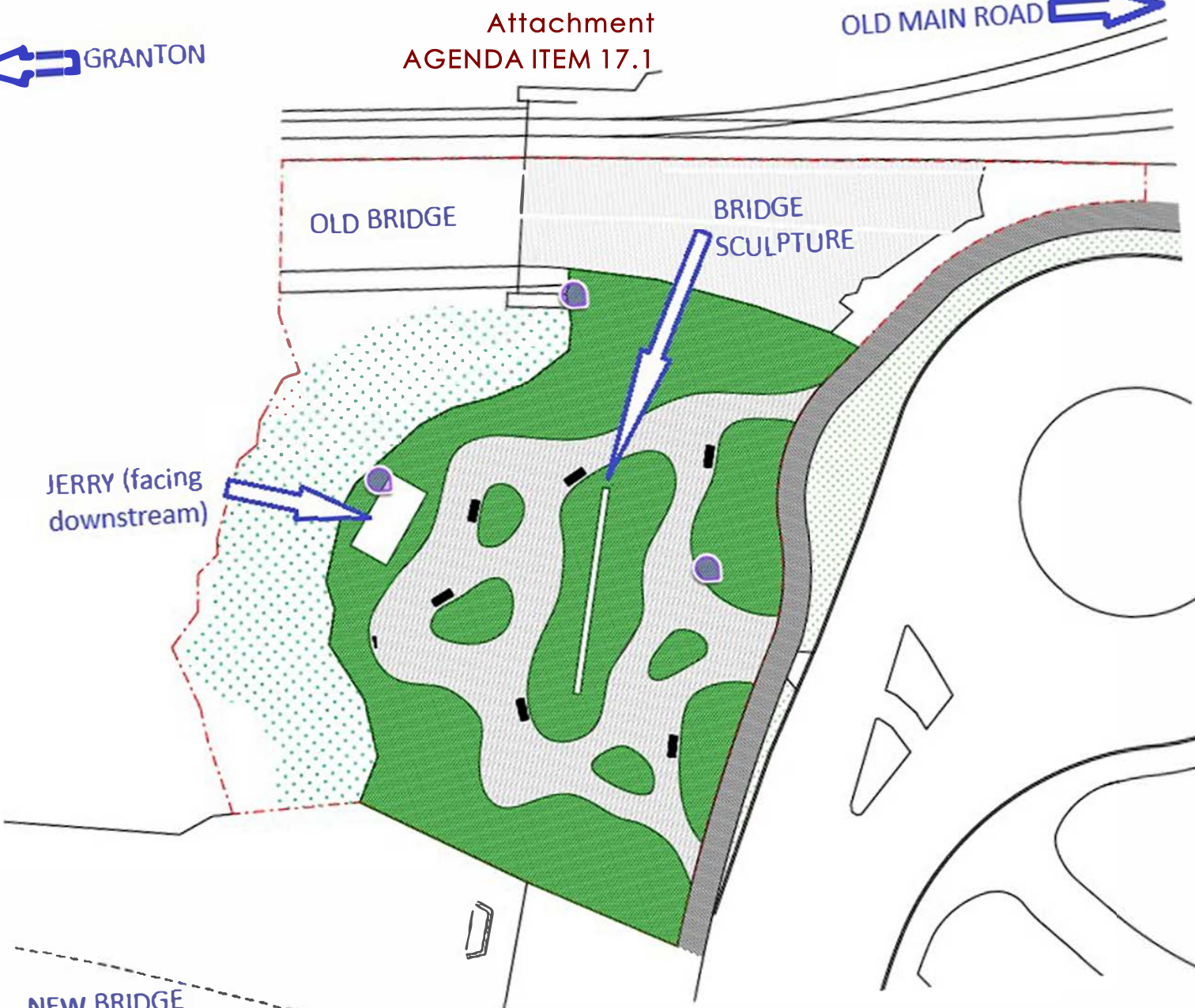
OLD MAIN ROAD

OLD BRIDGE

BRIDGE
SCULPTURE

JERRY (facing
downstream)

NEW BRIDGE





**Brighton
Council**

POLICY NAME: COUNCIL BUILDINGS - HIRE FEES / WAIVER REQUESTS

POLICY No: 8.2

PURPOSE:

Council recognises the valuable contribution that community groups, clubs and organisations play in helping to make Brighton a thriving community.

The purpose of this policy is to provide a consistent and transparent framework for the consideration and approval of venue and asset hire fee waivers or discounts for community groups.

SCOPE:

This policy applies to all Council owned facilities, venues and hireable assets.

POLICY:

Hire fees are set through Council's adopted Fees & Charges. Waivers or discounts will only be applied where there is a demonstrated community benefit or alignment with Council's strategic objectives.

- Junior organisations from within the municipality i.e. Playgroup, Scouts, Guides that contribute to the health and wellbeing of the community is not charged for the use of Council's public buildings.
- Other groups that contribute to the health and wellbeing of the community i.e. martial arts, exercise groups etc be charged 50% of the normal hire fee.
- Organisations or groups who are fundraising or are a charity be charged 50% of the normal hire fee.
- Not-for-profit organisations or Service Providers within the municipality be charged 50% of the normal hire fee if they demonstrate that the hire of the building is to be used for the benefit of our residents i.e. encouraging community participation e.g. training course, workshop / forum.
- The General Manager or his delegate retains the right to determine what is to be classified as contributing to the health and wellbeing of the community.

Delegation of Authority

To support efficient administration of these requests, the following delegations apply:

- **Chief Executive Officer (CEO):** the CEO may approve full or partial hire fee waivers for venue and asset hire up to the value of \$1000.00.
- The CEO may sub-delegate authority to relevant Directors or Managers for routine, low-value or minor waiver requests up to the value of \$500.00.

Commented [EL1]: These dot points are from the original Policy 8.2; all other content has been added to delegate the approval of full or partial hire fees (up to a specified amount) by the CEO or Directors. Also updated to incorporate more comprehensive assessment procedures.

- Delegated officers must act in accordance with this policy and must declare any actual or perceived conflict of interest in accordance with Council's Code of Conduct and the *Local Government Act 1993*.
- Matters that are outside delegation thresholds or considered high value, precedent setting or contentious must be referred to Council for determination.

Assessment Criteria

Requests for waivers will be **assessed** against the following criteria:

- Demonstrated community benefit or public value.
- Alignment with Council strategies, plans or priorities.
- Nature of the organisation (e.g not-for-profit, community group).
- Financial capacity of the applicant.
- Frequency of requests or prior support provided.
- Equity and consistency with similar decisions.

Limitations

Fee waivers **do not** apply when:

- Commercial or private benefit is the primary purpose of the hire without any community benefit.
- It is for a political, campaign or advocacy event.
- It is for activities that are considered inconsistent with Council values or policies.
- External costs must be recovered – e.g security, cleaning, staffing. The fee waiver applies to the hire fee only and does not extend to direct or indirect costs incurred by Council.

Operational Requirements

The delegated officer **must** carry out these actions concerning any fee waiver requests:

- Consult with the Facilities Coordinator to confirm venue or asset availability and ensure the proposed hire does not conflict with existing bookings or operational requirements.
- Ensure that all approved fee waivers are sent to the Director, Corporate Services for recording details to be included in Council's Annual Report as a donation in accordance with section 77 of the *Local Government Act 1993*.
- Provide documentation, including the original request and rationale for approval or refusal and file in Council's records management system.
- Ensure that all fee waiver decisions are consistent, transparent, equitable, and financially responsible, having regard to Council's adopted Fees and Charges, strategic priorities, and legislative obligations.

ADMINISTRATIVE DETAILS:

Adopted by Council: 21/06/2011

Reviewed: June 2026

To be reviewed:

From: [SCA President](#)
To: [Jack Jankus](#)
Subject: FW: Brighton City Council Facilities of interest for SCA
Date: Monday, 18 May 2026 7:01:58 PM
Attachments: [image001.png](#)
Importance: High

Please be aware that this message originated from an external source.
Exercise extreme caution with links and attachments.

jack.jankus@brighton.tas.gov.au

From: SCA President
Sent: Monday, May 18, 2026 4:27 PM
To: 'jack.jankus@brighton.tas.gov.au' <jack.jankus@brighton.tas.gov.au>; admin SCA email <admin@southerncricket.com.au>
Cc: SCA Treasurer <Treasurer@southerncricket.com.au>; SCA Secretary <secretary@southerncricket.com.au>; SCA Assistant Secretary <AssistantSecretary@southerncricket.com.au>; Ian Marshall <>
Subject: Brighton City Council Facilities of interest for SCA
Importance: High

Hi Jack

Thanks for your time again today. As discussed, please see the following:

I am writing to express interest in re-engaging with you and, in partnership with the Southern Cricket Association, establishing a pathway for a long-term cricket club presence at Thompson Oval, Brighton.

The proposed club structure would initially consist of two senior men's teams competing within the Southern Cricket Association competition framework, with a clear strategic objective to establish a women's cricket program as participation and community interest continue to grow. The club already has 60% of player interest and has the capacity to work with two other clubs to help facilitate this as a long-term option. The capacity to further develop requires a home that enables this and allows the club to plan short-term and flourish long-term.

We believe this proposal presents a significant opportunity for Brighton Council to increase utilisation of Thompson Oval and associated sporting infrastructure while supporting community participation, health outcomes, and local sporting development within the municipality.

Key benefits of the proposal include:

- Increased utilisation of Thompson Oval during the cricket season through regular training, match-day activity, and club development programs.
- Activation of council sporting infrastructure through consistent and organised

sporting use, improving the value derived from existing facilities.

- Development of a sustainable local sporting pathway for Brighton residents, providing opportunities for senior participation and future junior growth.
- Creation of a women's cricket program aligned with the ongoing growth of female participation across Tasmania and Australia.
- Increased community engagement and social connection through local sporting activity, volunteer participation, and family involvement.
- Potential economic and social benefits to the Brighton area through visiting teams, spectators, and associated community activity.

Importantly, we see strong potential for a broader, long-term partnership arrangement involving both Brighton Council and the Southern Cricket Association, which could further support the utilisation of additional ovals and facilities within the precinct over time.

A coordinated long-term arrangement could provide:

- Greater scheduling flexibility across multiple grounds.
- Capacity for future competition growth and expanded participation.
- Hosting opportunities for representative cricket, junior carnivals, women's cricket, and community events.
- Improved long-term planning for facility maintenance, upgrades, and shared infrastructure investment.
- Stronger alignment between council sporting infrastructure planning and regional cricket development strategies.

We intend to work collaboratively with all stakeholders to establish a sustainable and community-focused cricket presence that contributes positively to Brighton's sporting landscape for many years to come.

We would welcome the opportunity to meet and discuss the proposal further, including potential facility requirements, seasonal access arrangements, and opportunities for a longer-term strategic partnership.

Thank you for considering this proposal, and we look forward to continuing the discussion soon.

Regards





GLENORCHY
CRICKET CLUB

NORTHERN MAGPIES
CRICKET CLUB
2026/27



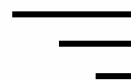
NORTHERN MAGPIES
CRICKET CLUB

PROPOSED TO:

Brighton, Derwent Valley, Central Highlands and
Southern Midlands Councils

ORGANISED BY:

GCC President, Brett Geeves
0450 496 366 - presidentglenorchycc@gmail.com



2026

About Glenorchy CC

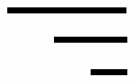


The Glenorchy Cricket Club (GCC) - founded in 1931 - is based out of the KGV Oval, and is the most successful club in the history of the Cricket Tasmania Premier League (CTPL), with 32 club championships. With the growth of it's junior club, the GCC now hosts:

- Four senior male CTPL teams, (1st, 2nd, 3rd and U/18's),
- One senior women's CTPL team (2nd Grade)
- One women's U/16 junior team
- Four Hurricanes Junior League (HJL) junior teams (U/16 and U/14), and an ever growing participation footprint of five Stage One and Stage Two teams that plays host to boys and girls.
- Game Play and Woolworths Blast entry level cricket program for boys and girls.



Project Background



The Northern Magpies is a bold and strategic transformation of the Glenorchy Cricket Club into a regional representative cricket program that unites five council areas: Glenorchy, Brighton, Derwent Valley, Southern Midlands, and Central Highlands.

At its core, the project is driven by a clear objective:

To identify and develop as many professional-level cricketers as possible from Tasmania's northern suburbs and regional heartlands - ensuring this diverse, talented region is represented on Cricket Tasmania's contract list and within state and national pathways.

The club already operates informally across these regions. Our current playing roster reflects this commitment, featuring athletes such as:

- Ryan Green (Southern Midlands)
- Bobby & Addysen Nossiter, Angel Green, Tyler Benson (New Norfolk)
- Sophie Brazendale, Kane Lovell (Central Highlands)
- Zac Pfitzner and a host of other families (Brighton)

These players represent the real-world footprint of a club whose operations have long extended beyond municipal boundaries. The Northern Magpies concept simply formalises that reach, and ensures that local councils, junior clubs, families, and emerging talent have a clear and inclusive pathway from grassroots to high performance; all under a proudly regional identity.

Key Components of the Northern Magpies Vision:

- Unification of Premier League cricket (men's and women's programs) under a single regional brand. 1st Grade Women's program a clear goal.
- Local junior clubs (e.g., Bagdad, Gretna, New Norfolk, Molesworth, Bothwell) remain in control of their own identity and culture, but are structurally linked to the Northern Magpies
- Inclusive talent development, ensuring girls and boys across all five council regions access the same opportunities, visibility, and progression.



Project Background

Infrastructure as the Engine Room:

The strategy is anchored by a \$6.5M proposal to redevelop KGV into a regional cricket hub, featuring:

- A four-lane indoor training facility for year-round access and elite player development
- A modernised community clubhouse to support broader use, community programming, and council partnerships

This venue will act as the physical and symbolic home of the Northern Magpies - a shared high-performance base for players across all five council areas.

The Northern Magpies is more than a name change, it is a shift in governance, branding, player development and community engagement. It embodies the values of:

- Equity (equal opportunities across gender and geography)
- Access (infrastructure and resources in traditionally underserved regions)
- Identity (a strong brand locals can belong to and be proud of)
- Partnership (shared governance across councils, community clubs, and Cricket Tasmania)

It is a model designed to future-proof cricket's footprint in southern Tasmania by rooting it in real communities, real infrastructure, and real opportunities.

We are seeking council support not just for a building or a brand, but for a generation of athletes, volunteers, families and future leaders who will see themselves reflected in a united regional cricket identity. The Northern Magpies is a once-in-a-generation chance to build something bigger than any single club. It is a home for the entire northern suburbs.





Goals & Objectives



Launch a Women's 1st Grade Premier League Program:

Field a high-performance women's program under the Northern Magpies identity.



Strengthen Regional Representation via Junior Hub at Brighton: Blast, Stage One, Stage Two (organic growth into U/14/16 HJL) based at the Brighton Sports Complex



Deliver Major Infrastructure at KGV as Regional Performance Hub:

Construct a four-lane indoor centre and upgraded clubhouse at KGV to serve as a regional high-performance and community hub, benefiting all community clubs within the region



Brighton Regional Sports Centre a Home Venue:

Create a spiritual connection to the region through the use of the facility as a joint home venue for CTPL and HJL fixtures



Introduce Northern Magpies U/14 Community Cup:

A re-engagement with the Community Shield model that saw ALL community clubs of the region create mixed teams for unification of the region - scholarships offered to identified talent to join the pathway.



In conjunction with Cricket Tas, build the foundation of the Northern Magpies Junior Hub at Brighton:

Engage CT Game Development to work within schools for promotion of BLAST/Stage One programs at Brighton - Natural growth.to U/16.



Create a Unified Brand for Regional Pride:

Branding (logo, clothing and marketing) to represent the councils through their choice of representative colour; positioning the Northern Magpies as the premier regional cricket brand in Tasmania.

Project Delivery - Northern Magpies CC



In partnership with CT/Reclink, coordinate and deliver a game development strategy to promote the NM Junior Hub to schools and the broader community



Provide scholarships to **two** identified community players to integrate into the NMCC CTPL pathway - \$500: subs, base level clothing, and potential for travel assistance



Goal: Northern Magpies First Grade Senior Women's Program



A NMCC Senior Coach will attend **two** training sessions per year, of HJL community clubs in the region, to provide high performance coaching to players, and to assist community coaches with game trends to aid learning and development .



Deliver the U/14 Community Cup - a gala day that invites all community HJL clubs to participate in an introduction to the NMCC as the representative premier club of the region, create friendships and connection to players in other regions/clubs.



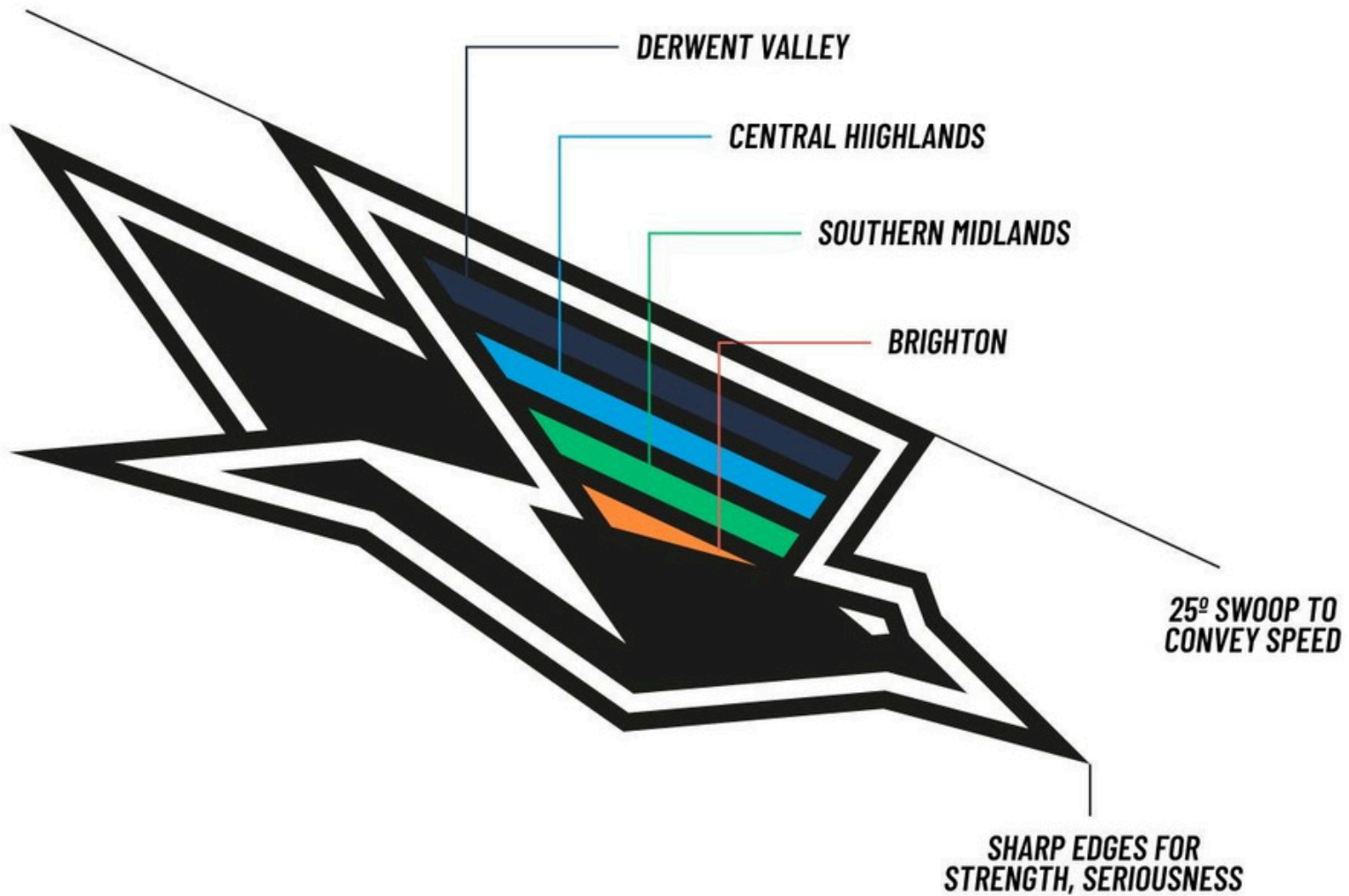
Select, and manage, an U/14 NMCC representative team from the gala day, and HJL statistics, to play in a yearly tournament against Northern based teams at the end of the HJL season (mid-March).



In the event that the pursuit of the indoor facility at KGV is successful: Community cricket clubs of the council region - Senior and HJL - will have priority booking access, at a community rate, over inner-city, eastern shore and southern based clubs



Branding





Branding





Branding

TYPOGRAPHY

BARLOW ITALIC CONDENSED

Barlow is a slightly rounded, low-contrast, grotesk font superfamily designed by Jeremy Tribby.

The typeface draws from the visual style of the California public, sharing qualities with the state's car plates, highway signs, busses, and trains.

AaBbCc
123!@#

This font is completely free and open source.

For further information on licencing, please visit fonts.google.com.



Partnership support - Brighton Council



Facilities: Lease free access to Brighton Sports Complex for agreed Northern Magpies Cricket Club training and home games.



Assist the Northern Magpies Director of Cricket/GM with connection to the community for sponsorship opportunities



Provide the council regions representative colour for use in logo, branding and marketing material



Assist with office and storage space at the Brighton Sports Complex.



Sponsorship: \$10,000 per year to support the implementation and management of the Northern Magpies Junior Hub, U/14 Community Cup, scholarship support, and coaching support of regional HJL community clubs and players



Support the Northern Magpies on infrastructure proposals for upgrades of the synthetic net facilities at the Brighton Sports Complex to meet the natural growth of HJL teams.



Work with the NMCC to host one gala weekend per year at the Brighton Sports Complex, that would see ALL NMCC teams playing across one weekend at the venue.

KGV Infrastructure Project - in partnership with GHD

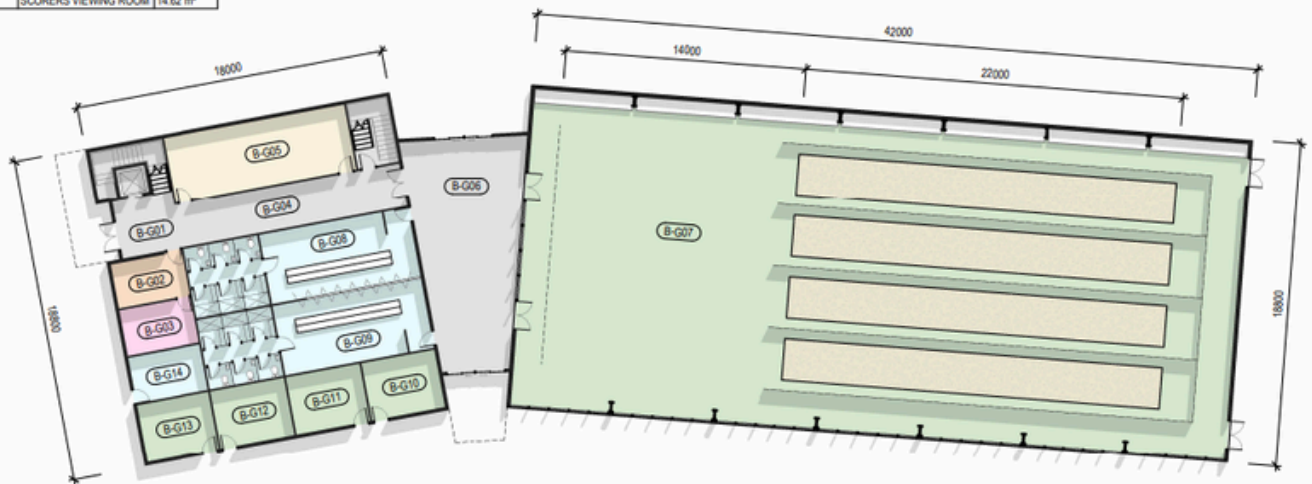


- 4 Lane Indoor Facility and Upgraded Community Club House
- 6.5 Million Construction Cost
- Priority access to community clubs and council regions of the Northern Magpies Cricket Club

Number	Name	Area
B-G01	ENTRY	12.02 m ²
B-G02	RECEPTION	11.29 m ²
B-G03	OFFICE	11.61 m ²
B-G04	CIRCULATION	33.94 m ²
B-G05	LAYDOWN	41.22 m ²
B-G06	CONNECTING LINK	78.29 m ²
B-G07	INDOOR TRAINING	764.74 m ²
B-G08	CHANGE ROOM 1	35.73 m ²
B-G08A	G08 AMENITIES	17.81 m ²
B-G09	CHANGE ROOM 2	35.73 m ²
B-G09A	G09 AMENITIES	17.81 m ²
B-G10	MEDIA BOX	14.62 m ²
B-G11	COACHES BOX 2	14.79 m ²
B-G12	COACHES BOX 1	14.79 m ²
B-G13	SCORERS VIEWING ROOM	14.62 m ²

Number	Name	Area
B-G14	UMPIRES ROOM	11.61 m ²
B-L01	LOBBY	14.63 m ²
B-L02	CLUB HOUSE	148.35 m ²
B-L03	BALCONY	58.24 m ²
B-L04	CHANGING PLACES	7.13 m ²
B-L05	AMENITIES	12.73 m ²
B-L06	CIRCULATION	6.11 m ²
B-L07	KITCHEN	26.68 m ²
B-L08	KIOSK	7.59 m ²
B-L09	STORAGE	13.54 m ²
B-S01	STAIR 01	8.91 m ²
B-S02	STAIR 02	9.22 m ²
B-S03	LIFT	2.89 m ²
		1446.63 m ²

[Light Blue Box]	AMENITIES
[Yellow Box]	BOX
[Light Grey Box]	CIRCULATION
[Pink Box]	FOH
[Light Green Box]	OFFICE
[Dark Green Box]	TRAINING FACILITIES



GLENORCHY CRICKET CLUB FACILITIES
GCC

Project no. 12657176
Date 04 04 2025
Issue PRELIMINARY
Status S4
Scale 1:200 @ A3

Option B - Ground Floor Plan
12657176-SK-005

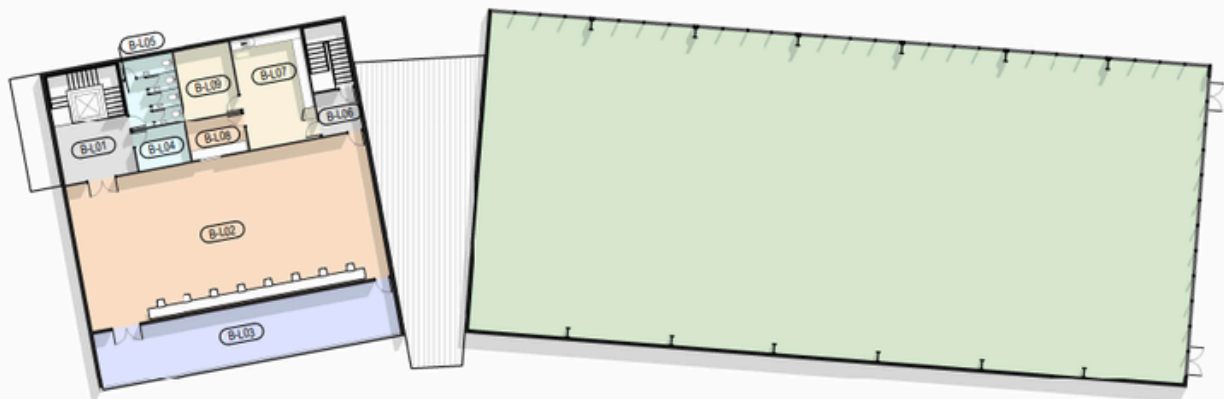
REV
P03

KGV Infrastructure Project - in partnership with GHD

OPTION B - SPACE SCHEDULE		
Number	Name	Area
B-G01	ENTRY	12.02 m ²
B-G02	RECEPTION	11.29 m ²
B-G03	OFFICE	11.61 m ²
B-G04	CIRCULATION	33.94 m ²
B-G05	LAYDOWN	41.22 m ²
B-G06	CONNECTING LINK	78.29 m ²
B-G07	INDOOR TRAINING	764.74 m ²
B-G08	CHANGE ROOM 1	35.73 m ²
B-G08A	G08 AMENITIES	17.81 m ²
B-G09	CHANGE ROOM 2	35.73 m ²
B-G09A	G09 AMENITIES	17.81 m ²
B-G10	MEDIA BOX	14.62 m ²
B-G11	COACHES BOX 2	14.79 m ²
B-G12	COACHES BOX 1	14.79 m ²
B-G13	SCORERS VIEWING ROOM	14.62 m ²

OPTION B - SPACE SCHEDULE		
Number	Name	Area
B-G14	UMPIRES ROOM	11.61 m ²
B-L01	LOBBY	14.63 m ²
B-L02	CLUB HOUSE	148.35 m ²
B-L03	BALCONY	58.34 m ²
B-L04	CHANGING PLACES	7.13 m ²
B-L05	AMENITIES	12.73 m ²
B-L06	CIRCULATION	6.11 m ²
B-L07	KITCHEN	26.68 m ²
B-L08	KIOSK	7.59 m ²
B-L09	STORAGE	13.54 m ²
B-S01	STAIR 01	8.91 m ²
B-S02	STAIR 02	9.22 m ²
B-S03	LIFT	2.89 m ²
		1446.63 m ²

AREA LEGEND	
	AMENITIES
	BOH
	CIRCULATION
	FOH
	OUTDOOR SEATING
	TRAINING FACILITIES



GLENORCHY CRICKET CLUB FACILITIES
GCC

Project no. 12657176
Date 04.04.2025
Issue PRELIMINARY
Status 04
Scale 1:200 @ A3

Option B - First Floor Plan
12657176-SK-006

REV
P03



2026 -Timeframe

Phase 1: Jan-Feb

● Phase 1: Foundations, Approvals & Early Engagement (Jan-Feb 2026)

📌 January 8 – February 15

- Secure Formal Endorsement from Cricket Tasmania = Achieved
 - Submit formal request letter
 - Provide governance and rebranding strategy document
 - Request written confirmation and board approval of name/logo use
- Engage Potential Sponsors
 - Develop sponsor prospectus focused on rebrand and regional opportunity
 - Begin early discussions with key sponsors to support launch costs (uniforms, signage, media)
- Initial Council Engagement
 - Deliver tailored proposals to Brighton, Derwent Valley, Southern Midlands, Central Highlands
 - Focus on narrative of regional pride, youth development, shared identity
 - Present initial business case + branding concepts



2026 -Timeframe

Phase 2: Feb to March

● Phase 2: Strategy Development, Legal Checks & Drafting (Feb-Mar 2026)

📌 February 15 – March 15

- Conduct Due Diligence
 - Finalise name and logo registration (IP Australia / ABN linkage)
 - Ensure trademark protections for “Northern Magpies”
 - Review GCC constitution re: name change procedures
- Draft Constitutional Changes
 - Prepare updated Glenorchy CC constitution reflecting new name/identity
 - Prepare notices required for Special General Meeting (SGM)
- Develop Northern Magpies Branding Pack – All councils agreeable
 - Logo variations
 - Colour palette and usage guide
 - Uniform design mockups (men's, women's, junior)
 - Club signage and digital templates



2026 -Timeframe

Phase 3: March - April

● Phase 3: Community & Stakeholder Engagement (March–May 2026)

📌 March 15 – April 15

- Run Community Information Sessions
 - Regional roadshow with key figures (President, coaches, players)
 - Clubs: All community clubs across council regions
 - Present identity, pathways, U/14 Community Cup, scholarship program
- Communicate Internally
 - Letters/emails to life members, past players, volunteers and families
 - Emphasise history retention, strategic vision, and alignment with modern community sport

📌 April 15 – May 15

- Gather Formal Letters of Support
 - From councils, community clubs, Cricket Tasmania (already in progress)
 - Use in SGM documentation and media release materials
- Refine Uniform & Facility Branding
 - Finalise suppliers for new kit
 - Lock in internal deadlines for logo application to facilities and digital platforms



2026 -Timeframe

Phase 4: June - Mid June

Phase 4: Legal & Governance Formalisation (June 2026)

June 1 – June 15

- Issue SGM Notification
 - 14+ days notice to Glenorchy CC members per constitution
 - Include motion for name change, new constitution, rationale, and community/council endorsements

June 15 – June 20

- Hold Special General Meeting (SGM)
 - Vote on name change to Northern Magpies Cricket Club
 - Record meeting minutes and vote results

Lodge changes with regulatory bodies (Consumer Affairs, Cricket Tasmania)

Once passed constitutionally

- Order clothing
 - 6-8 week turnaround on clothing, ensures arrival before official announcement



2026 -Timeframe

Phase 5: July - Mid July

Phase 5: Launch Execution & Preseason Preparation (July 2026)

July 1 – July 15

- Operational Rollout
 - Place uniform orders
 - Print and install new signage (KGV, sponsor boards, digital assets)
 - Update MyCricket / PlayHQ details, website, social media handles
- Prepare Media Kit
 - Final press release copy
 - Media invites
 - Sponsor acknowledgements
 - Council logo integration
 - Launch event plan

July 15 – August 1

- Launch Event Preparation
 - Coordinate schedules with CT, councils, sponsors
 - Select location (KGV Clubhouse, civic space, etc.)
 - Finalise AV, photographer, branded merchandise



2026 -Timeframe

Phase 6: August 1st

- August 1, 2026 – Official Northern Magpies Launch
 - Formal press event with key speakers:
 - Club leadership
 - Mayors/Representatives from all 5 councils
 - Sponsor partners
 - Launch media campaign across radio, print, social and digital
 - Publish new logo, uniforms, identity across all platforms
 - Open community membership and U/14 nomination expressions of interest



**Brighton
Council**

POLICY NAME: RESIDENTIAL USE IN THE AGRICULTURE ZONE

POLICY No: 6.2

PURPOSE OF POLICY:

The purpose of this policy is to:

- 1) Protect agricultural land and existing agricultural operations in the municipality by ensuring that Zone Purpose statements 21.1.1 and 21.1.3 of the Agriculture Zone of the Tasmanian Planning Scheme – Brighton (Planning Scheme) are upheld.
- 2) Establish clear, consistent criteria for determining whether Residential use is required to support a genuine agricultural business.
- ~~2) — Ensure that agricultural use remains the dominant use of land in the Agriculture Zone. Establish clear guidelines to assist Council in determining whether discretionary Residential use is required to support genuine agricultural use.¹~~
- 3) ~~Ensure that agricultural use is the dominant use of land in the Agriculture Zone when a Residential use is approved.~~
- 4) Provide consistency and transparency in the decision-making process, particularly to potential applicants, for applicants and decision-makers

SCOPE:

The policy applies to:

- Assessment of all new development applications for Residential use in the Agriculture Zone ~~as mapped in the Planning Scheme.~~
- Compliance with all existing planning permits that approve Residential use in the Agriculture Zone on the condition that it is to support an ongoing agricultural use.

The Policy does not apply to subdivisions.

POLICY:

General Principles

- 1.1 In the Agriculture Zone, a new discretionary Residential use will only be supported where it is required to support a genuine and ongoing agricultural business on the land, must be required to support an agricultural business on the same site, unless

¹ Residential use is capitalised as it is a listed Use Class under Table 6.2 of the Tasmanian Planning Scheme – Brighton. Agricultural use is not capitalised as it is a sub-use of the Resource Development use.

it can be demonstrated that ~~the use it~~ can satisfy clause 21.3.1 P4 (b) of the Planning Scheme.

- 1.2 ~~A Farm Management Plan (FMP), must demonstrate a genuine, viable and sustainable agricultural business and that a Residential use is required as part of that use. To demonstrate that an agricultural use is operating as an agricultural business, which-~~ The business may include complementary uses (e.g. farm stay, cellar door, etc.)), ~~and that a Residential use is required as part of that use, a Farm Management Plan is required.~~

- 1.3 ~~The size and design of a new dwelling must be commensurate proportionate to the operational requirements of the agricultural use. with the functional requirements of the agricultural use it is required to support.~~

- 1.41.3 ~~Enforcement of existing permit conditions approv Residential use to support an agricultural use is vital if the purposes of this Policy are to be achieved.~~

- 1.51.4 ~~This Policy does not override any applicable standards of the Planning Scheme and is to be read in conjunction with these standards.~~

Assessment of discretionary ~~R~~residential use in the Agriculture Zone

- 2.1 ~~When applying for a discretionary Residential use in the Agriculture Zone, in addition to responding to all other relevant requirements of the Planning Scheme, a Farm Management Plan (prepared by a suitably qualified person) prepared by a suitably qualified person must be submitted to demonstrate that the Residential use will support a genuine agricultural business on the property.~~

A suitably qualified person means someone with demonstrated expertise and/or qualifications in the agricultural field.

- 2.2 ~~It is important to note that the submission of a Farm Management Plan by a suitably qualified person does not guarantee an application will be approved approval.~~

~~Council staff will give due regard to the plan submitted and~~ 2.3 Council may obtain their own independent advice from a suitably qualified agricultural consultant prior to coming to a judgement decision based on all the evidence available.

Requirements of a Farm Management Plan

- 3.1 A Farm Management Plan must ~~include contain~~:

- Details of the proposed/existing agricultural use, including:
 - Resources to be farmed (e.g. livestock, crops, etc.)
 - ~~Infrastructure and servicing Site plan showing existing and proposed servicing of the land,~~ (including all weather road access, ~~potable,~~ stock and domestic water supply, ~~irrigation,~~ power, telecommunications, waste- and storm-water management, and proposed residential use)

Commented [JB1]: 21.3.1 b) Be located on a site that:
(i) is not capable of supporting an agricultural use; (ii) is not capable of being included with other agricultural land (regardless of ownership) for agricultural use; and (iii) does not confine or restrain agricultural use on adjoining properties.

- Land capability, ~~and constraints and measures to any necessary improvements to~~ improve land capability
- Climate ~~implications and water availability~~ considerations
 - ~~Irrigated water considerations~~
 - ~~Infrastructure required (e.g. sheds, yards, irrigation facilities, greenhouses, etc.)~~
- ~~Buildings, p~~Plant and machinery ~~required~~
- ~~Labour requirements~~
- ~~Access to local services (e.g. pickers, agronomist)~~
- Details of the dwelling ~~must~~:
 - ~~provide clear evidence that the dwelling is:~~
 - o ~~functionally necessary for the operation of the agricultural business~~
 - o ~~not primarily for lifestyle purposes~~
 - ~~demonstrate how siting (including outbuildings, wastewater and stormwater disposal, services and access) minimises impacts on agricultural productivity, environmental management and adjoining land uses. Location, scale and layout of proposed dwelling and any outbuildings, including access, proposed services and waste and storm water disposal areas.~~
 - ~~include Full elevations site plan, floor plan and elevations~~
 - ~~locate dwellings on the least productive land where practicable to allow for maximum productivity.~~
 - ~~A~~
 - ~~Demonstrate why a dwelling on the particular site is required for the successful operation of the agricultural use as opposed to affording a more convenient lifestyle.~~
 - ~~How the proposed dwelling site has been selected to minimise adverse impacts on the ability to:~~
 - o ~~farm the land;~~
 - o ~~manage the environment; and~~
 - o ~~farm adjoining land.~~
 - ~~A Business Plan, which includes:~~
 - ~~Aa detailed~~ description of the business ~~demonstrating:-~~
 - ~~Demonstrate~~ how the business will be sustainable.
 - ~~Details market analysis including of the market/buyers to which the operator proposes to sell and~~ realistic estimates of quantity and volume of sales.
 - ~~Income~~ expected from the activity.

- ~~operations and logistics - information about~~ expected expenses and capital outlays - e.g., cost of travel, electricity, gas and water, cost of plant and equipment and stock; and
- ~~Demonstrate that the operator has the knowledge or~~ and skills of operator relevant to the proposed business to undertake the agricultural business.

Ongoing agricultural use ~~Right to Farm~~

~~4.1 A permit condition of approval for any dwelling in the Agriculture Zone is that if approved, the owner will be required to enter into an agreement with Council under Part 5 of the Land Use Planning and Approvals Act 1993 (Part 5 Agreement). The Part 5 Agreement will specify that:~~

- ~~• the residential use of the property is contingent upon the establishment and ongoing operation of agricultural activities in accordance with the Farm Management Plan.~~
- ~~• the land is within an established rural area and may be subject to noise, odour, chemical and dust emissions associated with surrounding agricultural activities.~~

~~4.2 This requirement ensures that current and future owners are aware that:~~

- ~~• continued residential occupation of the land is dependent on the ongoing agricultural use of the property,~~
- ~~• the This assigns responsibility for mitigating impacts of lawful agricultural operations to the 'agent of change' (being —the person who introduces a new Residential use into an existing agricultural environment), in order to:~~
~~The intent of this requirement is to protect agricultural operations from amenity complaints from new residents.~~

~~4.2 The Part 5 Agreement is intended to provide sufficient flexibility to accommodate changes in agricultural operations over time, recognising that farming practices may evolve in response to factors such as market conditions, technological advancements, climate variability, and other external influences.~~

~~he owner and Council enter into an agreement pursuant to Part 5 of the Land Use Planning and Approvals Act 1993:~~

~~The agreement is to provide that the owner covenants and agrees with Council that the residential use of the property is dependent upon the establishment and ongoing operation of agricultural use(s) that aim to maximise the potential of the land with consideration of limitations and constraints such as land capability, access to water, and the residential use must cease if and when the agricultural use ceases:~~

~~This ensures that owners, or future owners, of the land are clear about their responsibility that the agricultural use is ongoing. The wording of the agreement is intended to recognise that agricultural operations are subject to change depending on a range of external factors (e.g. markets, technology, climate, etc.) and a degree of flexibility is required.~~

Right-to-farm

A permit condition of approval for any dwelling in the Agriculture Zone is that the owner and Council enter into an agreement pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993*.

The agreement is to provide that the owner covenants and agrees with Council that the land is within an established rural area and may be subject to noise, odour, chemical and dust emissions associated with surrounding agricultural activities.

This assigns responsibility for mitigating impacts of lawful agricultural operations to the 'agent of change'—the person who introduces a new Residential use into an existing agricultural environment. The intent of this requirement is to protect agricultural operations from amenity complaints from new residents.

Permit checks

6.1 Council ~~staff officers~~ will undertake ongoing compliance checks on all existing planning permits for dwellings approved ~~'be required as part of an agricultural use'~~ on land in the Agricultural Zone. Owners and/or occupiers not in compliance with their existing permit will be ~~provided a reasonable opportunity to address non-compliances and work cooperatively towards an acceptable outcome, required to provide evidence of how this will be achieved within a reasonable timeframe.~~ Depending on the specifics of the permit in question, this may require (but ~~is~~ not limited to):

- ~~s~~Submission of a new or amended Farm Management Plan to the standards outlined in this Policy.
- ~~a~~A new application for planning approval under section 57 of the Act.

~~Bringing properties into compliance will involve a balance of providing a fair period for owners/operators to co-operate, and the potential use of statutory enforcement measures if compliance cannot be reached co-operatively. Bringing properties into compliance will involve a balance of providing a fair period for owners/operators to co-operate, and the potential use of statutory enforcement measures if compliance cannot be reached co-operatively. Where compliance cannot be achieved through cooperation within an appropriate timeframe, Council may consider the use of statutory enforcement measures, consistent with the principles of Council's Enforcement Policy 7.2.~~

ROLES & RESPONSIBILITIES:

Planning: Ensure that the requirements of this Policy are applied to all relevant planning applications and permits.

Environmental Health: Ensure that this Policy is considered when assessing a complaint received involving conflict between agricultural and residential uses.

ADMINISTRATIVE DETAILS:

Policy ~~compiled~~reviewed: ~~February~~July 20226

Adopted by Council: 15/02/2022TBA

To be reviewed: 2026Every 4 years



POLICY NAME: RESIDENTIAL USE IN THE AGRICULTURE ZONE

POLICY No: 6.2

PURPOSE OF POLICY:

The purpose of this policy is to:

- 1) Protect agricultural land and existing agricultural operations in the municipality by ensuring that Zone Purpose statements 21.1.1 and 21.1.3 of the Agriculture Zone of the Tasmanian Planning Scheme – Brighton (Planning Scheme) are upheld.
- 2) Establish clear, consistent criteria for determining whether Residential use is required to support a genuine agricultural business.
- 3) Ensure that agricultural use remains the dominant use of land in the Agriculture Zone 1.
- 4) Provide consistency and transparency in the decision-making process, for applicants and decision-makers

SCOPE:

The policy applies to:

- Assessment of all new development applications for Residential use in the Agriculture Zone
- Compliance with all existing planning permits that approve Residential use in the Agriculture Zone on the condition that it is to support an ongoing agricultural use.

The Policy does not apply to subdivisions.

POLICY:

1. General Principles

- 1.1 Residential use will only be supported where it is required to support a genuine and ongoing agricultural business on the land, unless it can be demonstrated that the use can satisfy clause 21.3.1 P4 (b) of the Planning Scheme.
- 1.2 A Farm Management Plan (FMP), must demonstrate a genuine, viable and sustainable agricultural business and that a Residential use is required as part of that use. The business may include complementary uses (e.g. farm stay, cellar door, etc.)),
- 1.3 The size and design of a new dwelling must be proportionate to the operational requirements of the agricultural use.

¹ Residential use is capitalised as it is a listed Use Class under Table 6.2 of the Tasmanian Planning Scheme – Brighton. Agricultural use is not capitalised as it is a sub-use of the Resource Development use.

- 1.4 This Policy does not override any applicable standards of the Planning Scheme and is to be read in conjunction with these standards.

2. Assessment of discretionary residential use in the Agriculture Zone

- 2.1 In addition to responding to all other relevant requirements of the Planning Scheme, a Farm Management Plan prepared by a suitably qualified person must be submitted to demonstrate that the Residential use will support a genuine agricultural business on the property.

A suitably qualified person means someone with demonstrated expertise and/or qualifications in the agricultural field.

- 2.2 The submission of a Farm Management Plan does not guarantee approval.
- 2.3 Council may obtain their own independent advice from a suitably qualified agricultural consultant prior to coming to a decision based on all the evidence available.

3. Farm Management Plan

- 3.1 A Farm Management Plan must include:

- Details of the proposed/existing agricultural use, including:
 - Resources to be farmed (e.g. livestock, crops, etc.)
 - Infrastructure and servicing (including all weather road access, stock and domestic water supply, irrigation, power, telecommunications, waste- and storm-water management, and proposed residential use)
 - Land capability, constraints and measures to improve land capability
 - Climate implications and water availability
 - Buildings, plant and machinery required
 - Labour requirements
- Details of the dwelling must:
 - provide clear evidence that the dwelling is:
 - o functionally necessary for the operation of the agricultural business
 - o not primarily for lifestyle purposes
 - demonstrate how siting (including outbuildings, wastewater and stormwater disposal, services and access) minimises impacts on agricultural productivity, environmental management and adjoining land uses.
 - include site plan, floor plan and elevations
 - locate dwellings on the least productive land where practicable to allow for maximum productivity.
- A Business Plan, which includes a detailed description of the business demonstrating:
 - how the business will be sustainable.
 - market analysis including realistic estimates of quantity and volume of sales.

- income expected from the activity.
- operations and logistics - expected expenses and capital outlays - e.g., cost of travel, electricity, gas and water, cost of plant and equipment and stock; and
- knowledge and skills of operator relevant to the proposed business.

4. Right to Farm

4.1 If approved, the owner will be required to enter into an agreement with Council under Part 5 of the *Land Use Planning and Approvals Act 1993* (Part 5 Agreement). The Part 5 Agreement will specify that:

- the residential use of the property is contingent upon the establishment and ongoing operation of agricultural activities in accordance with the Farm Management Plan.
- the land is within an established rural area and may be subject to noise, odour, chemical and dust emissions associated with surrounding agricultural activities.

4.2 This requirement ensures that current and future owners are aware that:

- continued residential occupation of the land is dependent on the ongoing agricultural use of the property,
- the responsibility for mitigating impacts of lawful agricultural operations to the 'agent of change' (being the person who introduces a new Residential use into an existing agricultural environment), in order to protect agricultural operations from amenity complaints from new residents.

4.2 The Part 5 Agreement is intended to provide sufficient flexibility to accommodate changes in agricultural operations over time, recognising that farming practices may evolve in response to factors such as market conditions, technological advancements, climate variability, and other external influences.

5. Permit checks

5.1 Council officers will undertake ongoing compliance checks on all existing planning permits for dwellings approved on land in the Agricultural Zone. Owners and/or occupiers not in compliance with their existing permit will be provided a reasonable opportunity to address non-compliances and work cooperatively towards an acceptable outcome. Depending on the specifics of the permit in question, this may require (but is not limited to):

- submission of a new or amended Farm Management Plan to the standards outlined in this Policy.
- a new application for planning approval under section 57 of the Act.

Where compliance cannot be achieved through cooperation within an appropriate timeframe, Council may consider the use of statutory enforcement measures, consistent with the principles of Council's Enforcement Policy 7.2.

ROLES & RESPONSIBILITIES:

Planning: Ensure that the requirements of this Policy are applied to all relevant planning applications and permits.

Environmental Health: Ensure that this Policy is considered when assessing a complaint received involving conflict between agricultural and residential uses.

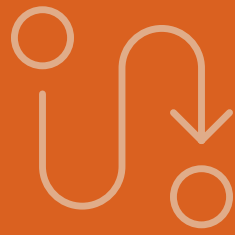
ADMINISTRATIVE DETAILS:

Policy compiled: February 2022

Adopted by Council: 15/02/2022

Policy reviewed: July 2026

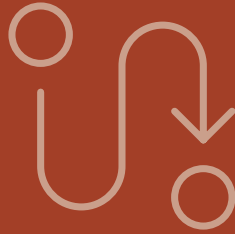
To be reviewed: Every 4 years



Brighton Active Transport Strategy 2026-2036



**Brighton
Council**



We acknowledge the traditional owners who once walked this country: the Mumirimina people.

The Mumirimina belonged to the Oyster Bay Tribe. This was the largest tribe in Tasmanian and covered 8000 square kilometres. kotalayna levee in Brighton was a significant meeting place where hundreds of generations of Aboriginal families hunted, gathered, corroboreed, camped and traded.

In the course of colonisation, dispossession of the Mumurimina was early, rapid and extensive.

We acknowledge the Tasmanian Aboriginal Community, today as the continuing custodians of the land, and pay our respects to Elders past and present. Through our words and actions we strive to build a community that reflects and respects the history and hopes for all the people in Brighton.



Contents

Executive Summary	4
1. Introduction	6
2. What is Active Transport?	6
3. Key Points of Strategy	7
4. Vision For Active Transport	8
5. Active Transport Benefits	9
6. Brighton Context	10
7. Why Does Council Need an Active Transport Strategy?	11
8. Strategic Context	22
9. Existing Active Transport Infrastructure	27
10. Active Transport Infrastructure Best Practice Guidance	28
11. Cycling Network Plan	30
12. The Strategy and Key Actions	32
13. Implementation	35
14. Conclusion	39
Appendix	40



Executive Summary

The *Brighton Active Transport Strategy 2026-2036* ('the Strategy') outlines a bold and practical vision for a connected, healthy, and sustainable Brighton. As one of Tasmania's fastest-growing municipality, Brighton faces a unique intersection of rapid residential growth and a young diverse population, and pressing environmental challenges. This Strategy responds to those conditions by planning, prioritising, and delivering a cohesive network for walking, cycling, and wheeling that is safe, inclusive, and accessible for everyone.

Vision

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

Purpose

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

Key Drivers

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

Engagement

Engagement undertaken as part of this Strategy indicates that while active transport is already widely used within Brighton, safety and network connectivity are the primary barriers to increased participation. In particular, concerns relating to crossing major road corridors, including Brighton Road, and gaps in the network limit the ability for residents to undertake safe and direct trips.

A detailed summary of engagement outcomes is provided in Appendix D.

Strategic Goals

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

Community Benefits

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

Implementation

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





1. Introduction

The Brighton Active Transport Strategy 2026-2036 (‘the Strategy’) is a plan aimed at creating a sustainable and integrated active transport network in the Brighton municipality.

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

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

2. What is Active Transport?

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

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

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

3. Key Points of Strategy

1. Growing Municipality:

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



2. Current Challenges:

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



3. Goals and Objectives:

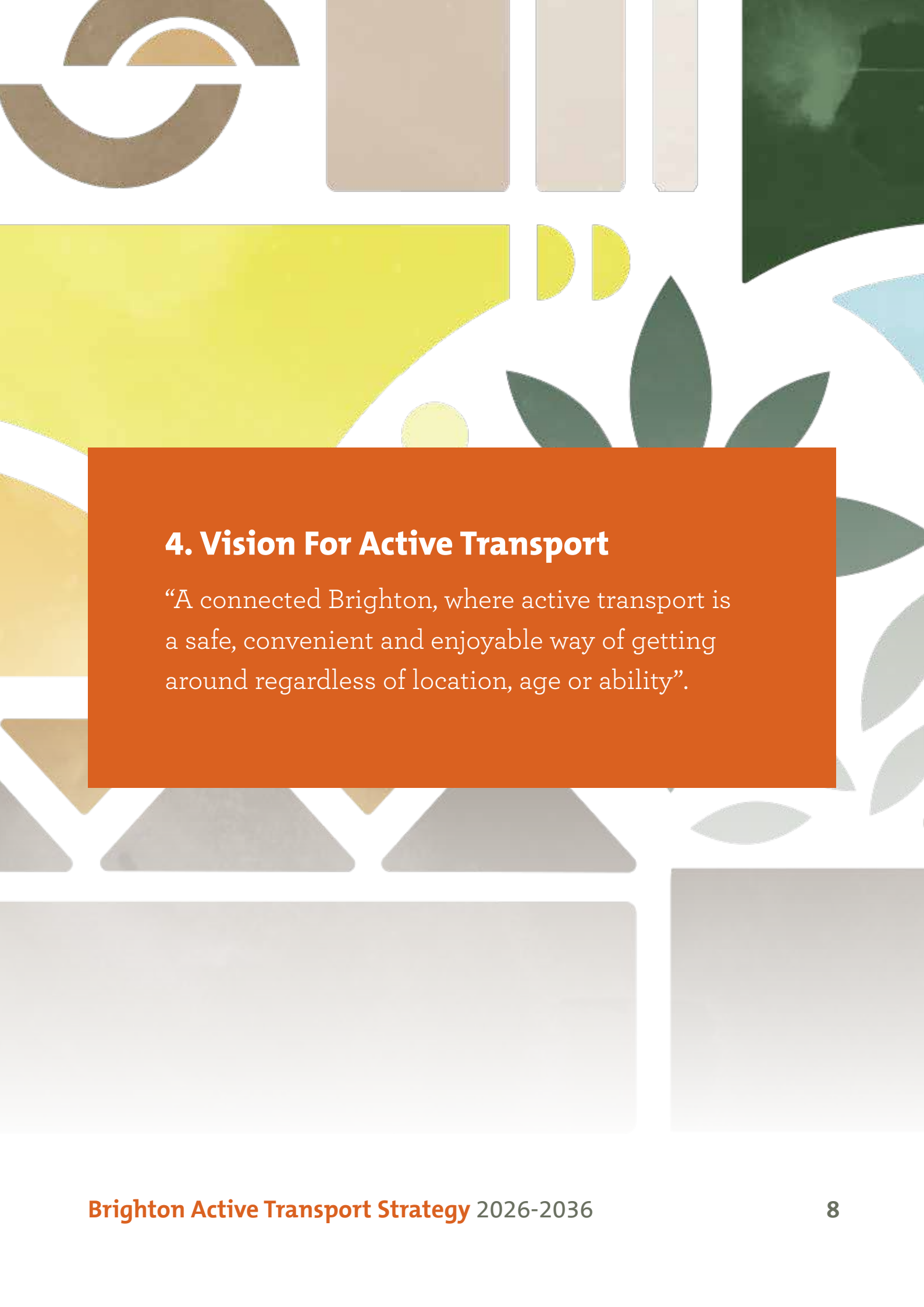
- Promote walking, cycling, and sustainable short-distance travel.
- Ensure inclusive access to active transport for all ages and abilities.
- Enhance urban liveability through safe, connected mobility.
- Reduce car reliance and emissions via integrated transport options.
- Support community health through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



4. Benefits of the Strategy:

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



The background of the page is a collage of various geometric and organic shapes. At the top left, there are brown and tan curved shapes. To the right, there are vertical bars in shades of brown and tan. A large yellow semi-circle is on the left side. In the center, there are green leaf-like shapes. At the bottom, there are grey and tan geometric shapes, including triangles and rectangles. A large orange rectangle is positioned in the center, containing the text for this section.

4. Vision For Active Transport

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

5. Active Transport Benefits

Active transport delivers numerous benefits, including:

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



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



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



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



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



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



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





6. Brighton Context

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



Figure 1 Brighton Municipality (Source: Mesh)

7. Why Does Council Need an Active Transport Strategy?

7.1 Unique and Varied Demographics



**Brighton
Population
2024**
20,284

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



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



Median Age
Brighton 35
Tasmania 42



Place of Birth
Australia 87.4%
Tasmania 79.1%

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

Work and Economy



Unemployment

Brighton 6.6%
Tasmania 5.9%



Income

Median Individual
Income
Brighton \$700
Tasmania \$701



Occupations

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

Industry of Employment

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



Journey to
Work by Car
Brighton 71.1%
Tasmania 64.1%

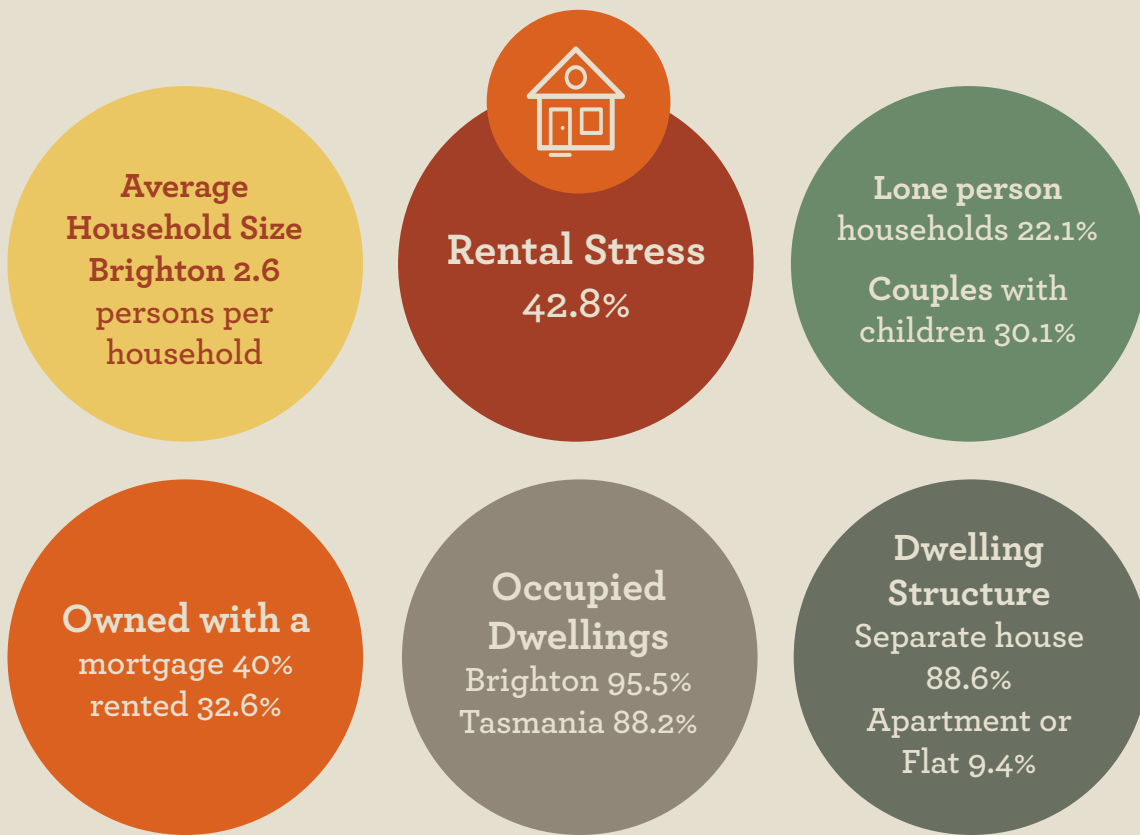


Journey to
Work by Bus
Brighton 1.9%
Tasmania 2.5%

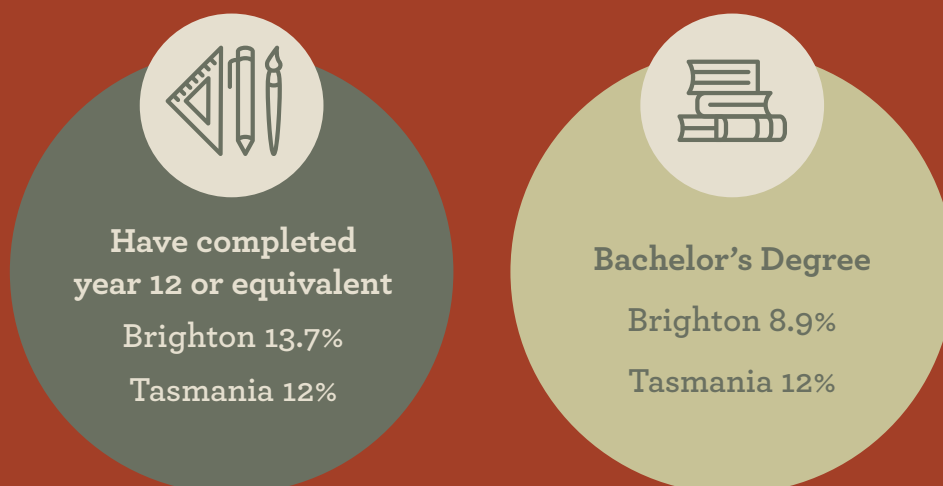


Car Ownership
No car
Brighton 6.5%
Tasmania 6%

Family and Dwelling Characteristics



Education



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

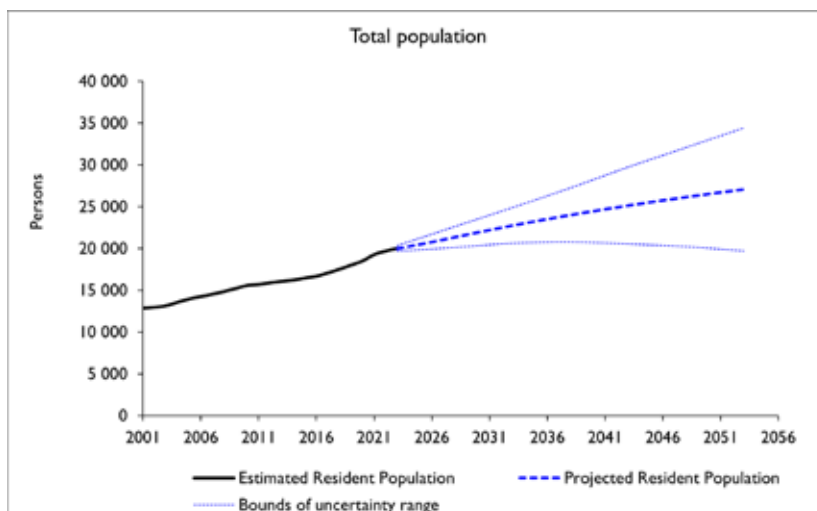
7.2 Population Growth

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

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

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

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



7.3 A Young Population

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

Figure 3 Age profile (Source: Treasury)²



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

2. Ibid

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

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

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

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

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

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



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

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

7.4 Areas of Socio –Economic Disadvantage

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

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

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

Table 1 IRSD Variables (Source: ABS)

Variable	Gagebrook	Bridgewater	Herdsmans Cove	State Average
Median Household Income (\$)	825	951	1,012	1,358
Highest Level of Education Attained - Year 10 (%)	24.6	23.3	25.7	15.9
Unemployment (%)	22.8	11.9	16.9	5.9
Family Composition (One Parent Family %)	53.4	42.4	46.9	17.3
Tenure Type (Owned Outright %)	7.4	19.6	10.1	37.1
Indigenous Population (%)	24.9	17.2	21.6	5.4
Dwellings with No Cars (%)	19.3	13.8	11.5	6

It is essential that these disadvantaged areas are provided with active transport infrastructure to allow residents to access nearby activity centres and participate in free recreational activities, such as visiting parks and trails. Additionally, ensuring that people in these communities can safely and conveniently walk or cycle to public transport stops is crucial for connecting them to higher-order centres such as Glenorchy, Clarence, and Hobart, where they can access employment and essential services.

⁵ Australian Bureau of Statistics. Socio-Economic Indexes for Areas (SEIFA), Australia (Catalogue No. 2033.0). Australian Bureau of Statistics. <https://www.abs.gov.au>

⁶ Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts. Understanding data series: SEIFA. <https://www.infrastructure.gov.au/sites/default/files/documents/bcarr-understanding-data-series-seifa.pdf>



Transport disadvantage (TD) is defined as a difficulty accessing public and active transport infrastructure because of cost, availability of services or poor physical accessibility.⁷ Accessibility in transport extends beyond just travel time and distance; it also includes connectivity, which refers to the coordination between transit routes and urban form features.

TD also encompasses challenges in maintaining private transport, such as the costs of running a car and paying for public transport. This disadvantage is often experienced by groups prevalent in Brighton's more disadvantaged suburbs, including young people, unemployed individuals, and those on lower incomes. Outer-urban areas like Brighton are particularly susceptible to TD due to the lack of consistent, safe, and reliable public transport options necessary to access services and employment opportunities.⁸

The social impacts of TD for residents of disadvantaged areas with limited public transport options include difficulties in accessing education, training, and employment. For young and unemployed individuals, TD can also restrict participation in recreational activities outside their immediate area.

There are areas within Brighton that experience TD and improving active transport infrastructure is a key strategy to address this issue. It is, therefore, essential that the Council ensures these disadvantaged areas are provided with accessible, safe, and convenient active transport services and infrastructure.

7 Rosier, K., & McDonald, M. (2011). The relationship between transport and disadvantage in Australia. Australian Institute of Family Studies. https://aifs.gov.au/sites/default/files/publication-documents/rs4_2.pdf

8 Chi, S., Golbabaee, F., Biermann, S., & Reed, T. (2022). Defining transport disadvantage in Perth: Early findings. In Proceedings of the Australasian Transport Research Forum 2022 (pp. 1-13). Australasian Transport Research Forum. https://australasiantransportresearchforum.org.au/wp-content/uploads/2022/05/ATRF2022_Resubmission_45.pdf

7.5 Climate Change

Climate change, as defined by the Intergovernmental Panel on Climate Change (IPCC), refers to a change in the climate that can be identified by shifts in mean conditions or variability, persisting for decades or longer. The IPCC's Sixth Assessment Report (AR6)⁹ confirms that human activities, particularly greenhouse gas emissions, have unequivocally caused global warming. The report highlights that global surface temperatures increased by 1.1°C above pre-industrial levels between 1850-1900 and 2011-2020, with greenhouse gas levels rising due to unsustainable energy use, land-use changes, and consumption patterns.

The IPCC illustrates a direct correlation between global temperature increases and greenhouse gas emissions since 1850. The report warns of the severe impacts already being felt globally, including rising sea levels, extreme weather events, and disappearing sea ice. If temperatures rise by 2-3°C, irreversible tipping points could be reached, leading to catastrophic outcomes like the melting of the West Antarctic and Greenland ice sheets, causing sea levels to rise by several metres. Increased temperatures will also escalate the frequency and intensity of heatwaves, heavy rainfall, and droughts, significantly impacting urban communities.



Figure 4 Future Climate Change Impacts ¹⁰

7.5.1 Transport Sector Emissions

In 2019, the transport sector accounted for 14% of global greenhouse gas emissions. By 2023, Australia's transport sector became the third-largest source of national emissions, contributing 21% of the total. A report by the Southern Councils Climate Collaboration found that transport was the highest source of greenhouse gas emissions in the Brighton Municipality, at 37% in 2021-2022.

⁹ IPCC. (2023). Climate change 2023: Synthesis report. Contribution of Working Groups I, II and III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change (H. Lee & J. Romero, Eds.). IPCC. <https://doi.org/10.59327/IPCC/AR6-9789291691647>

¹⁰ Bureau of Meteorology. (2024). State of the climate 2024. Australian Government. <https://www.csiro.au/en/research/environmental-impacts/climate-change/state-of-the-climate>

7.5.2 Transport Emissions Reduction and Resilience Plan 2024-2029

The Tasmanian government has prepared the first five-year Emissions Reduction and Resilience Plan¹¹ for the transport sector, in consultation with business and industry.

The Plan outlines new, existing, and ongoing projects in the transport sector which are to reduce emissions and build resilience to a changing climate.

A key focus area of the plan is to increase the use of public and active transport in Tasmania.

7.5.3 Brighton Climate Change and Resilience Strategy

Brighton Council has adopted an ambitious target of 85% emissions reduction by 2030 and net zero by 2035, with a specific focus on promoting active transport as part of its Climate Change and Resilience Strategy.¹²

7.5.4 Vulnerable Communities

Climate change and natural disasters disproportionately impact vulnerable communities. The term “vulnerability” in natural hazards literature refers to the conditions, influenced by physical, social, economic, and environmental factors, that increase a community’s susceptibility to the impacts of hazards.¹³

Studies show that lower socio-economic status is consistently linked to greater hardship post-disaster and lower levels of disaster preparedness. Communities with limited education, low car ownership, and poor-quality housing are particularly vulnerable.

Councils have a crucial role in reducing these risks by implementing strategic land use planning based on comprehensive risk assessments and ensuring active transport linkages within and between settlements create resilient communities.

7.6 Current Method of Travel and Low Rates of Active Transport Participation

7.6.1 Greater Hobart Household Travel Survey 2023

The Greater Hobart Household Travel Survey investigates Greater Hobart household travel activity.¹⁴ The survey was completed by over 7,700 respondents across more than 3,300 households during an eight-week period. Randomly selected households were asked to collect their travel data for a single specified day during the eight-week survey period – from work and school trips, to walking the dog, or visiting a friend.

The data for Brighton shows low rates of active transport use, accounting for just 6.6% of total trips. Regarding local trips, the data shows almost half were for the purpose of social/ recreation, with the majority being to buy something. Brighton (41%) and Glenorchy (24.8%) were the most visited destinations.

Journeys between home and work data show that 4.7% were made using active transport and 0.9% using public transport. These low rates of active transport usage for work would likely be due to Brighton’s outer urban location with people’s employment being in higher order activity centres.

11 Department of State Growth. (2024). Transport Emissions Reduction and Resilience Plan. Tasmanian Government. https://recfit.tas.gov.au/_data/assets/pdf_file/0010/537859/Transport_Emissions_Reduction_and_Resilience_Plan.pdf

12 Brighton Council Climate Change and Resilience Strategy, 2021

13 Boon, H. (2013). Preparedness and vulnerability: an issue of equity in Australian disaster situations. Australian Journal of Emergency Management, 28(3), 12-16. <https://knowledge.aidr.org.au/media/2274/ajem-28-03-05.pdf>

14 Department of State Growth. (2024). Greater Hobart Travel Survey. Tasmanian Government. https://www.transport.tas.gov.au/managing_the_roads/traffic_in_tasmania/greater_hobart_household_travel_survey

The next survey provides an opportunity to measure the success of this Strategy in increasing active transport participation for trips to work, social/ recreation etc.

7.7 Current and Future Growth Areas

Brighton is experiencing significant development activity, particularly in greenfield areas such as the Tivoli Green Estate in Old Beach and the Brighton Estate (Army Camp) in the Brighton township. Anticipated future growth includes further greenfield development in Bridgewater at the Boyer Road growth area, and infill growth within Brighton township through the restructuring of an existing rural residential area in South Brighton.

Ensuring connectivity within these new developments and to nearby activity centres services and essential services is crucial for an active transport friendly urban environment.

Tivoli Green Estate

- Privately led, 600 lot masterplan, subject to the Tivoli Green Specific Area Plan (SAP).
- Includes precincts which provide opportunities for lot and housing diversity.
- Identified as a Greenfield Development Precinct in STRLUS.

South Brighton Masterplan/ Development Framework

- Council led masterplan, involving the rezoning and master planning of an existing Rural Living zoned area on the southern side of Brighton's town centre.
- Approximately 500 lots with opportunities for lot and housing diversity.
- Identified as a Greenfield Development Precinct in STRLUS.

Bridgewater Bridge Waterfront Masterplan

- State Government and Council led masterplan of area adjacent to the new bridge.
- Opportunities for infill and medium density housing in existing activity centre.
- Masterplan to revitalise Old Main Road as a mixed-use precinct.
- Focuses on promoting safe movement and transport access.

Sorell Street Residential Masterplan

- Council led masterplan to restructure existing Rural Living area for infill at urban densities.
- Recommendation of the Bridgewater Bridge Waterfront Masterplan.
- Masterplan endorsed by Council. No rezoning commenced.
- Identified as potential infill in Brighton Structure Plan.

Boyer Road Precinct Structure Plan

- Council led structure plan of Future Urban zoned land.
- Potential lot yield of 400 lots.
- Proposed variety of lot sizes and future housing diversity.
- Identified as a Greenfield Development Precinct in STRLUS.

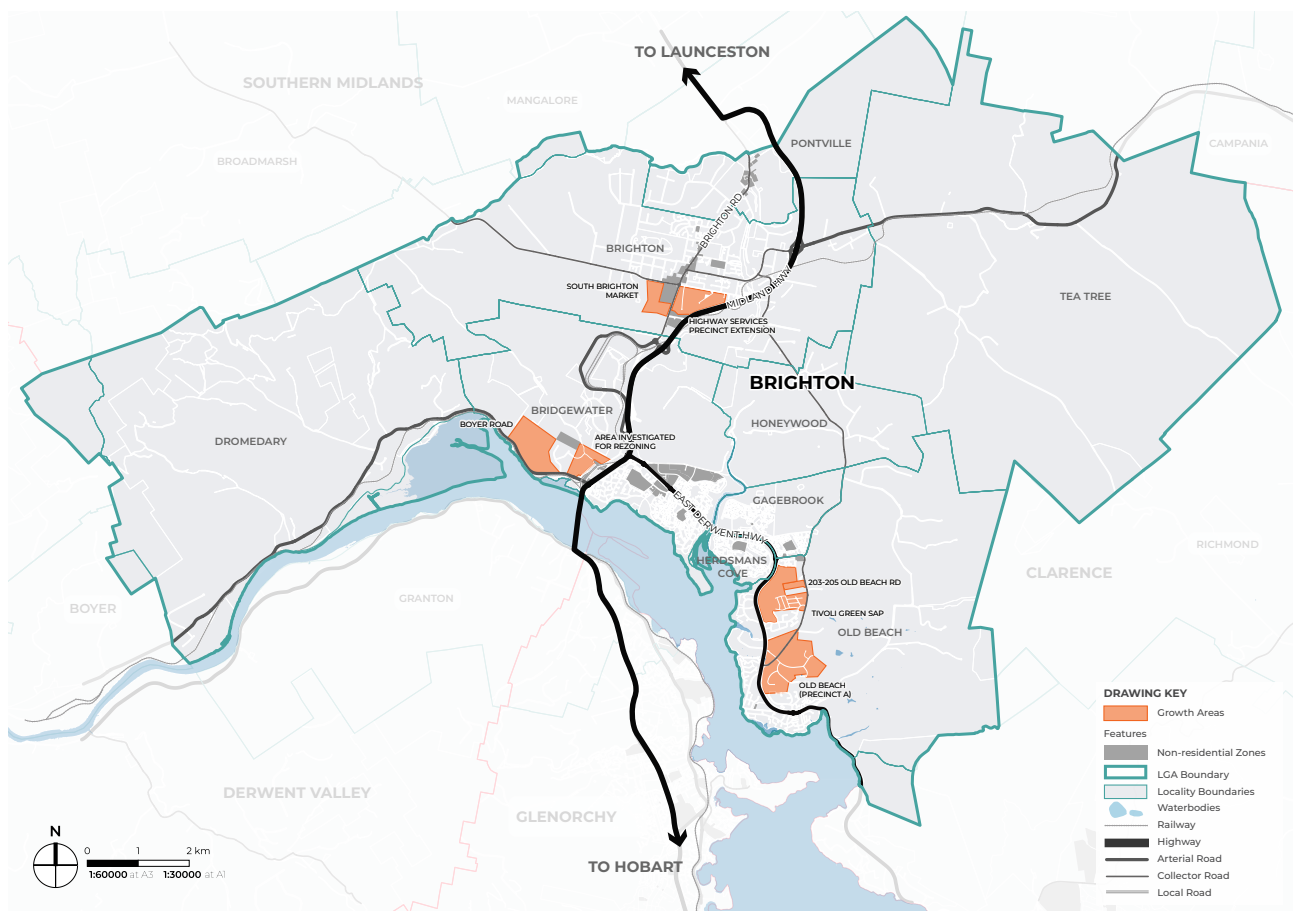


Figure 5 Growth Areas (Source: Mesh)

7.8 The Bridgewater Bridge

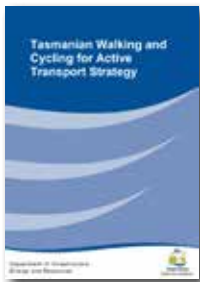
As part of the Hobart City Deal, the Australian and Tasmanian governments are investing \$786 million in the new Bridgewater Bridge, the largest transport project in Tasmania's history, set to be completed in 2025. The project includes four lanes, interchanges, and a shared path for cyclists and pedestrians, with a masterplan focusing on improving active transport connections and revitalising the Bridgewater area, including the Old Main Road Centre and public land.



8. Strategic Context

The Strategy aligns and furthers a range of strategies and plans at the regional, state and local levels.

8.1 State Strategies



This strategy emphasises seven priority areas to support its vision and objectives: supportive land use systems that encourage walking and cycling; improved infrastructure and facilities; enhanced safety for pedestrians and cyclists; improved policy and planning; better stakeholder collaboration; a deeper understanding of walking and cycling needs; and the promotion of a cycling culture.

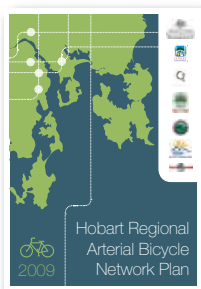


This plan outlines the government's commitment to achieving net-zero greenhouse gas emissions by 2030. Priority Area 2 focuses on reducing emissions through the increased uptake of electric vehicles and public and active transport.



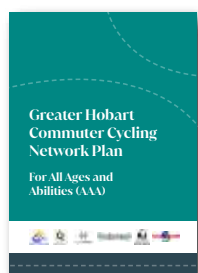
This strategy aims to reduce serious injuries and fatalities on Tasmanian roads, promoting a 'Safe System' through safer infrastructure, traffic management, and behavioural change.

8.2 Regional strategies



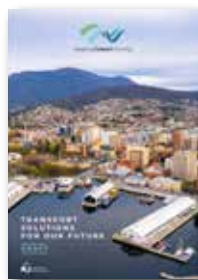
The 2009 plan, endorsed by the five Greater Hobart Councils, focuses on developing the core arterial bicycle networks to enhance urban connectivity. Its purpose is to identify key roads that should be part of the arterial bicycle network, ensuring that future state and local road projects incorporate bicycle-friendly designs.

According to the plan, an arterial cycleway will extend from Brighton through to Bridgewater and across the Bridgewater and across the Bridgewater Bridge to Granton. It also shows it going along the East Derwent Highway to Clarence.



The plan identifies a network of All Ages and Abilities (AAA) cycling routes across the Greater Hobart area. It has been endorsed by the State Government and the four member councils of Cycling South: City of Hobart, Glenorchy City Council, Kingborough Council, and Clarence City Council.

Unlike the 2009 plan, this document does not include Brighton. However, it does outline planned cycling infrastructure extending up to the new Bridgewater Bridge in Granton.



The plan aims to deliver a modern and connected public transport system in Greater Hobart, utilising the river, roads, and bridges to offer commuters attractive alternatives to private car transport. It includes a comprehensive program of works for new and enhanced walking, wheeling, and cycling networks. Key projects relevant to Brighton include: a strategic active transport corridor between Brighton through to Bridgewater and connecting to the Inner-City Cycleway; East Derwent Highway Improvements and a park and ride facility in Claremont.



The strategy is a broad policy document that will facilitate and manage change, growth, and development within Southern Tasmania over the next 25 years. It aims to provide greater opportunities for integrating land use with transport options, particularly public transport, walking and cycling. It encourages walking and cycling as alternative modes of transport through the provision of improved infrastructure and linkages, and developing safe, attractive and convenient walking and cycling environments.

Of relevance to Brighton Council's growth areas is the policies regarding encouraging evolving activity centres to be pedestrian orientated environments.



One of the primary goals of the Hobart City Deal is to alleviate congestion by reducing the proportion of work commutes made by car. To achieve this, Park and Ride locations have been designated and a grant fund named Better Active Transport in Greater Hobart has been established to support the development and expansion of bicycle routes outlined in the Greater Hobart Cycling Plan. The City Deal also recommends investing in infrastructure to enhance linkages and access for cyclists and pedestrians.

8.3 Council strategies

The Brighton Council has several strategies and plans that are relevant to this project.



The Bridgewater Waterfront Masterplan envisions a safe pedestrian and cycling route along Old Main Road, the establishment of a shared trail along the river, and secure bike facilities near public transport stops.



Brighton Council's Open Space Strategy 2025 provides the strategic framework to guide the planning and management of open spaces in the Brighton Local Government Areas (LGAs) urban areas over the next ten years and beyond. The Strategy recommends improvements such as a wayfinding strategy, connectivity between existing open spaces, among others.



The Brighton Structure Plan outlines land use and development strategies, acknowledging connectivity issues for pedestrians and cyclists, and includes actions to enhance walking and cycling networks. This Strategy has reviewed outstanding actions from the plan and reprioritised where necessary.



The Brighton Social Infrastructure Plan identifies social infrastructure gaps and emphasises the need for a comprehensive cycling strategy, focusing on feeder roads, urban cycling links, and improved signage.



The Bridgewater Parkland Masterplan aims to enhance parkland areas with accessible pathways for pedestrians and cyclists, promoting active transport within vibrant green spaces. Construction of the Parkland has progressed steadily since the plan was endorsed.



The Brighton Activity Centre Strategy emphasises the importance of active transport in creating vibrant centres and connectivity within and between centres.



The Brighton and Pontville Local Area Plan (BPLAP) provides detailed planning for the Brighton and Pontville activity centres. The Strategy aligns with the BPLAP, particularly in relation to pedestrian crossings, streetscape improvements and connectivity within the Brighton activity centre.

8.4 Brighton Council Strategy 2023-2033

The Brighton Council Strategy is a ten-year plan outlining values, goals, and strategies to foster a thriving community. The strategic goals guide the Active Transport Strategy's key actions.

Our purpose:	To create a thriving place with opportunities for all.			
Our values:	Community 	Vision 	Integrity 	Respect 
Our goals:	GOAL 1: Inspire a proud community that enjoys a comfortable life at every age	GOAL 2: Ensure a sustainable environment	GOAL 3: Manage infrastructure and growth effectively	GOAL 4: Ensure a progressive, efficient and caring Council
Our strategies:	1.1 Engage with and enable our community 1.2 Build resilience and opportunity 1.3 Ensure attractive local areas that provide social, recreational and economic opportunities 1.4 Encourage a sense of pride, local identity and engaging activities	2.1 Acknowledge and respond to the climate change and biodiversity emergency 2.2 Encourage respect and enjoyment of the natural environment 2.3 Demonstrate strong environmental stewardship and leadership 2.4 Ensure strategic planning and management of assets has a long term-sustainability and evidence-based approach	3.1 Implement strategic long-term asset management plan aligned to long-term financial plan 3.2 Infrastructure development and service delivery are guided by strategic planning to cater for the needs of a growing and changing population 3.3 Community facilities are safe, accessible and meet contemporary needs 3.4 Advocate and facilitate investment in our region	4.1 Be big picture, long-term and evidence-based in our thinking 4.2 Be well-governed, providing quality service and accountability to our community 4.3 Ensure strong engagements and relationships to shape the agenda and advocate for our community 4.4 Ensure financial and risk sustainability 4.5 Ensure Council is a desirable place to work with exceptional workplace culture, attracting and retaining high-performing, committed and fulfilled staff

Figure 6 Brighton Council Strategy 2023 -2033 (Source: Brighton Council)

8.5 Brighton Council 2050 Vision

The Brighton 2050 Vision articulates community aspirations for the future, addressing current social, environmental, and economic challenges. A recurring theme in stakeholder consultations highlights the need for more and safer footpaths, cycling infrastructure, and walking tracks.

A thriving place	A proud community	A good life at every age
1 Attracting economic development and job opportunities. 2 Enabling major infrastructure projects for a growing community. 3 Ensuring quality education and training to meet the needs of everyone. 4 Delivering connections across Brighton and beyond with good public transport and roads. 5 Offering a diverse mix of local places to shop, eat and socialise. 6 Encouraging the arts, culture and the creative industries. "A hub for business and people in the future. It is perfectly situated to be easily accessible and has the space to plan out world class facilities." <i>Survey response</i>	1 Inspiring pride in where we live and who we are. 2 Building connections with communal events and spaces. 3 Fostering an inclusive approach which empowers all regardless of who you are and where you come from. 4 Valuing our Aboriginal culture as part of our learning, decision making and identity. 5 Supporting efforts to resolve our social and economic challenges. 6 Ensuring all voices are included and represented in shaping our future. "I'd like a place that everyone is proud of. Equal opportunities for all. Lots of social activities for children and the elderly. A place where everyone respects each other." <i>Survey response</i>	1 Engaging young people in planning and decision making. 2 Facilitating local education and employment opportunities for young people. 3 Supporting opportunities for recreation and leisure for everyone at every stage of life. 4 Ensuring services and programs tailored for our young and our elderly residents. 5 Creating child friendly environments including parks and playgrounds. 6 Advocating for safe, affordable homes for first home buyers and those on low incomes. "A huge investment will have been made in youth, so the residents of 2050 have big aspirations." <i>Survey response</i>
A comfortable home	A caring Council	A sustainable environment
1 Ensuring safe, clean and tidy neighbourhoods. 2 Boosting community health and wellbeing. 3 Creating opportunities for residents to play a role in shaping Brighton. 4 Ensuring an abundance of trees and open spaces in the urban areas. 5 Maintaining a semi-rural feel with our mountain and river views and historical buildings. 6 Making it easy to get around with good, connected footpaths, trails and cycleways. "Growth is good, but don't lose the large country town feel that Brighton has." <i>Survey response</i>	1 Committing to fair rates while staying financially sustainable. 2 Remaining innovative and progressive. 3 Listening to our community and keeping people informed and engaged in planning and decision making. 4 Being an employer of choice with staff who are friendly, dynamic and helpful. 5 Matching infrastructure and services as our population grows. 6 Managing efficient and cost-effective regulation, design and planning for growth, affordability and amenity. "Brighton Council seems to be all about the ratepayers and residents by creating a better community and keeping rates as low as possible." <i>Survey response</i>	1 Embracing best-practice environmentally sustainable initiatives. 2 Embedding climate change awareness into decision making. 3 Nurturing natural places for people and wildlife. 4 Reducing, reusing and recycling waste through integrated management. 5 Supporting locally grown fresh and healthy food. 6 Embracing sustainable travel options. "I'd like Council to be a leader on climate adaptation and the changes required to transfer to a future that is legitimately sustainable for the land and people." <i>Survey response</i>

Figure 7 Brighton Council Vision 2050 (Source: Brighton Council)

8.6 Council Policy 1.7: Infrastructure Contributions

Brighton Council's Infrastructure Contributions Policy allows the Council to invest in key infrastructure and recover costs through charges on new lots or land intensification that directly benefit from these investments. The policy aims to address the "first mover" problem by ensuring that developers who make early infrastructure investments can recoup costs as development progresses in the area.

9. Existing Active Transport Infrastructure

9.1.1 Pathway Network

Brighton's primary residential areas are well serviced by footpaths, providing good opportunities for safe pedestrian movements within these settlements. The network contains shared paths, with the most notable being between Gagebrook and the Green Point/ Cove Hill centres.

Gaps have been identified in the pathway network via observations by Council staff, and community engagement as part of this project and other projects. The existing network is currently poorly signposted, and there is only limited information about Council's pathway network (in particular, foreshore trails) on Council's website.

The existing and proposed pathway network is provided in Appendix A.

9.1.2 Cycling Infrastructure

There are only limited options available within Brighton for specific cycling infrastructure. The network is provided either as on-road bicycle lanes or sealed shoulders or within the off-road shared path network.

The Brighton centre, for example, has painted bicycle lanes running between the Brighton Road Elderslie Road intersection north to the Butler Street intersection. These painted lanes do not meet current best practice for this type of infrastructure as they do not contain a painted buffers between the lane and traffic, or kerbside parking. They are also less than 1.5m wide in parts.

Brighton's proposed cycling network is provided as Appendix B.

9.1.3 Foreshore and River Trails

Brighton's foreshore and river trails along the Derwent and Jordan Rivers offer residents a high-quality leisure experience within proximity to residential areas and are clearly one of Council's most popular assets when it comes to active transport infrastructure.

The existing trails include the Old Beach Foreshore Trail, the Dromedary Walk, the Jordan River Trail Network and the Bridgewater Foreshore walkway. These trails are suitable for people walking, wheeling and riding. A number of these trails are available for viewing on the Greater Hobart Trails website but only limited information available on Council's website. There is currently only limited wayfinding of Council's existing trail network. The trails are suitable for people walking, wheeling and riding.

There is a unique opportunity for Council to increase active transport participation by improving the network. A way-finding scheme and interactive mapping on Council's website would encourage residents and visitors to the municipality to utilise the trails and experience the benefits of increased active transport participation. Maximising the future use of the trails

Council's 2050 Vision and numerous strategic planning documents endorsed by the Council recognise the opportunities to enhance the trail network along the foreshore.

10. Active Transport Infrastructure Best Practice Guidance

The best practice guidelines most relevant to this Strategy that relate to the planning and design of active transport infrastructure are:

- Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling
- Tasmanian Cycling Infrastructure Design Guide.

Whilst this Strategy does recommend some specific infrastructure treatments for new/ upgraded pathways, these guidelines will be used in the specific planning and delivery of those routes. Nonetheless, the guides have been considered in making preliminary recommendations set out in the priority projects section of the Strategy.

The primary focus of this Strategy is on walking infrastructure that can be shared with people riding, making the Austroads document the central reference. However, the Strategy also aims to incorporate cycling-specific infrastructure over time.

It is noted that any Tasmanian-specific guidance documents will be used once published.

10.1 AUSTROADS GUIDELINES

Austroads publications offer nationwide guidance on street design, informing current engineering guidelines in Tasmania, such as the Tasmanian Subdivision Guidelines. Of relevance to this strategy is the Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling ('Austroads Guide')¹⁵, often considered the benchmark for minimum standards in active transport infrastructure planning.

10.2 Tasmanian Cycling Infrastructure Design Guide

The Tasmanian Cycling Infrastructure Design Guide ('the Guide')¹⁶ was recently published by the Tasmanian Government to support the design of infrastructure that encourages more people to ride. The Guide draws on national and international best practices, emphasising cycling infrastructure suitable for people of all ages and abilities (AAA).

Figure 8 Six Design Principles
(Source: Tasmanian Government)



¹⁵ Austroads. (2021). Austroads guide to road design part 6A: Paths for walking and cycling. Austroads. <https://austroads.com.au>

¹⁶ Department of State Growth. (2024). Tasmanian cycling infrastructure design guide. Tasmanian Government. https://www.infrastructure.tas.gov.au/_data/assets/pdf_file/0006/534768/Tasmanian_Cycling_Infrastructure_Design_Guide.pdf



The Guide outlines six best practice design principles that cycling infrastructure should meet and will be used in designing new and recommended pathway upgrades in this Strategy when it comes time for the detailed design and planning of the projects.

10.3 Cycle Route Directional Signage Resource Manual

The Cycle Route Directional Signage Resource Manual provide a resource for cycling infrastructure owners to utilise when developing and implementing directional signage for cycle routes. This guide will be used in future wayfinding/ signage projects.

11 Cycling Network Plan

11.1 Brighton's Proposed Cycling Network

With assistance from the Department of State Growth, Brighton Council has developed a Cycling Network Plan to encourage an increase in take up riding in Brighton and contribute to a more sustainable, accessible and healthy transport network for our residents and visitors.

The proposed network has been planned using an 'origin- destination' spatial analysis. The focus of the analysis was to ensure that the cycling network offers safe and comfortable routes from where people live (origins) to where they want to go (destinations) with a particular focus on providing safe routes to school.

The proposed active transport network has been designed to improve safety and connectivity between residential areas, activity centres, schools and open space. The network prioritises completion of missing links and safer connections across key barriers, particularly higher-speed road corridors, in response to issues identified through community engagement.

The proposed network is provided as Appendix B. The methodology is explained in further detail in Appendix C.

It is envisaged that the routes identified in the network will undergo further planning, design, and consultation during future stages to identify the preferred treatment for each route that responds to each context.

For lower order routes, treatments such as sharrows should be considered.

11.2 Cycling Network Route Classifications

The Greater Hobart Cycling Plan commits to providing a network of Primary, Secondary and Neighbourhood routes that are suitable for all ages and abilities riding. These classifications are based on the types of destinations that the route connects to, and the key reason for people to ride on that route. The proposed cycling network for Brighton therefore comprises four classifications as shown in Figure 9.

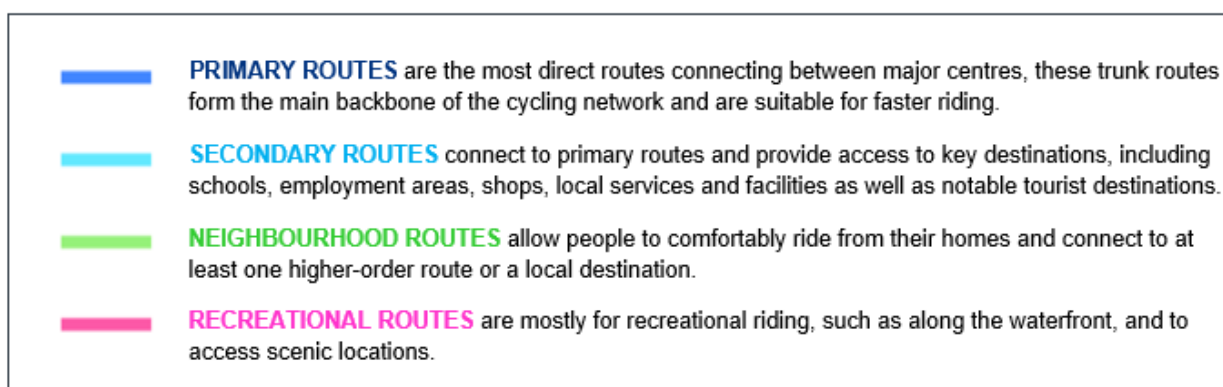


Figure 9 Cycling route classifications for Brighton

Figure 10 illustrates the types of infrastructure that the Tasmanian Government deems appropriate to meet the AAA requirement. For example, a primary route may include off-road paths or protected bicycle lanes. A secondary route may include protected bicycle lanes, and a neighbourhood route may include local street bikeways on quiet streets.



Figure 10 Cycling treatments and level of comfort, Tasmania Cycling Infrastructure Design Guide (2024)

Route classification

The routes were classified to ensure each route's function is clearly defined. This classification will guide the design of future projects to meet specific needs.

Key routes by classification type

- **Primary Routes:** The route from Pontville to Bridgewater will serve as the primary route, offering direct connectivity through Pontville and Brighton through to the Intercity Cycleway in Granton. It is noted that Brighton's Primary Route is shown in the Hobart Regional Arterial Bicycle Network Plan.
- **Secondary Routes:** These routes provide essential east-west connections to link to the primary route. Secondary routes will also aim to provide direct access to all schools in Brighton, promoting safe riding for students and families. Some key secondary routes in Brighton's proposed network include shared paths along the East Derwent Highway between Gagebrook and Bridgewater.
- **Neighbourhood routes:** This fine-grained network of local routes connect residential areas to the primary and secondary routes, so residents have a door-to-door connection for their everyday travel within Brighton.
- **Recreational routes:** Recreational routes provide a leisurely and scenic walking and riding experience. They can be journeys within themselves and/or link major tourist destinations. These routes often serve many people walking so need suitable width and relaxed riding speeds.



12. The Strategy and Key Actions

12.1 Strategic Objective 1: Increase Active Transport Awareness and participation

To raise awareness about the benefits of walking, cycling, and other forms of active transport, and encourage greater participation among residents to create a healthier Brighton.

No.	Key Action	Responsibility	When	Comments
1.1	Support, promote and encourage active transport among people of all ages, abilities and genders.	Development Services, Community Development	2026 - 2028	Active School Travel Program: Develop and implement initiatives like “Walk to School” and “Bike to School” programs to engage students and families in active travel. Utilise Brighton Community News and social media to promote active transport initiatives. Promote active transport in Schools: Partner with local schools to integrate active transport into daily routines through education and participation in challenges (e.g., “Ride to Work Day,” walking challenges). Community Events: Organise events like “Car-Free Days,” “Bike Weeks,” or “Community Rides” to encourage residents to try out active transport.
1.2	Educate the Community on Walking and Cycling to Improve Safety and Increase Confidence	Development Services, Community Development	2026-2028	Social Media Strategy: Develop a social media campaign that highlights the benefits of active transport, shares success stories, promotes the existing trail network, and educates residents on how to get started safely. Online Interactive Mapping and Webpage: Create a user-friendly, interactive map of current walking and cycling routes in Brighton to help residents plan their active transport journeys. Promote New and Existing Infrastructure: Launch campaigns to raise awareness of newly completed or upgraded walking and cycling infrastructure to encourage use and increase user confidence in the safety and convenience of active transport options.

12.2 Strategic Objective 2 – Improve the Safety and Connectivity of Active Transport Network For All Ages and Abilities

To provide an integrated active transport network that will enable all users to move around the network easily and safely. A key focus of this objective is improving safety at crossing points along major road corridors, particularly where barriers to movement have been identified through engagement.

No.	Key Action	Responsibility	When
2.1	Establish a works program to assist with funding the projects outlined in the priority projects section of the Strategy and other relevant strategic actions.	Asset Services	2026 - 2027
2.2	Continue construction and improvements to the pathway network.	Asset Services	Ongoing
2.3	Increase the provision of quality on-road and off-road pedestrian and cycling infrastructure across the municipality.	Development Services, Asset Services	Ongoing
2.4	Improve pedestrian connections in residential areas to key destinations, including bus stops, schools, parks/ recreational trails, and activity centres	Asset Services	Ongoing
2.5	Upgrade and expand the cycling infrastructure in accordance with the proposed cycling network, with a particular focus on higher order routes, having regard to the Tasmanian Cycling Infrastructure Design Guide.	Asset Services	Ongoing
2.6	Take a flexible approach in deciding the types of cycling infrastructure to deliver the cycling network which considers the unique opportunities, challenges and constraints along each corridor or segment.	Asset Services	Ongoing
2.7	Provide new separated pedestrian/ cycling infrastructure and/or retrofit existing cycling infrastructure to deliver the cycling network where feasible, and practical.	Asset Services	Ongoing
2.8	Consider sharrows and related signage as treatments for lower order cycling routes.	Asset Services	Ongoing
2.9	Pursue further expansion of recreational trails with a focus on the riverside/ foreshore network.	Asset Services	Ongoing
2.10	Consider Crime Prevention Through Environmental Design Principles and guidelines when designing and delivering active transport infrastructure where feasible.	Asset Services	Ongoing
2.11	Improve pedestrian connectivity between the Green Point and Cove Hill centres	Asset Services	Ongoing
2.12	Investigate and deliver pedestrian crossing improvements and associated streetscape upgrades along Brighton Road, consistent with the Brighton and Pontville Local Area Plan (BPLAP), to improve safety and connectivity across the activity centre.	Asset Services	Ongoing

12.3 Strategic Objective 3 – Improve Supporting Active Transport Infrastructure

To enhance key supporting infrastructure such as wayfinding, lighting, and secure parking to improve safety, accessibility, and the overall experience of active transport across the municipality.

No.	Key Action	Responsibility	When
3.1	Develop a wayfinding strategy for active travel throughout the municipality with clear signage and information boards that guide users along key routes and connections within the municipality.	Development Services, Asset Services	2026- 2027
3.2	Improve lighting in high traffic areas, as well as routes connecting residential areas to bus stops and activity centres.	Development Services, Asset Services	Ongoing
3.3	Provide secure and appropriate bicycle parking at higher order activity centres, parks and high priority bus stops.	Asset Services	Ongoing

12.4 Strategic Objective 4 –Advocacy and Policy for improved Active Transport Infrastructure and Funding

To continue to encourage private developments provide adequate active transport infrastructure, advocate for investment in active transport infrastructure, planning policies and legislation which promotes sustainable and pedestrian friendly places.

No.	Key Action	Responsibility	When
4.1	Encourage increased mixed-use developments and higher densities near activity centres and existing active transport infrastructure to promote walkability and reduce car dependency	Development Services	Ongoing
4.2	Encourage new multiple dwelling and subdivision developments to provide high quality active transport infrastructure.	Development Services	Ongoing
4.3	Identify and designate densification areas in higher order centres as part of future local planning projects.	Development Services	Ongoing
4.4	Encourage new growth and densification areas be guided by specific area plans (SAP) that include policy encouraging active transport infrastructure where feasible, including: • Dedicated cycling infrastructure or shared paths to attractors (such as activity centres, schools, parks etc.) and existing active transport infrastructure. • Pedestrian-friendly streetscapes, • Connections to other transport modes, such as public transport hubs, to provide a seamless travel experience for all users.	Development Services	Ongoing
4.5	Pursue the re-activation of non-operational rail corridors for public open space and community uses pursuant to the Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016	Development Services.	2026-2027
4.6	Continue to advocate for improved active transport infrastructure on State roads.	Asset Services, Development Services	Ongoing
4.7	Council to consider Council Policy 1.7: Infrastructure Contributions when determining whether to upgrade public infrastructure (including roads/ footpaths) within those areas covered by Specific Area Plans which call up the policy and where it would unlock and encourage infill development when landowners have no desire to do so: • South Brighton Specific Area Plan • Burrows Avenue Specific Area Plan	Development Services, Asset Services	Ongoing
4.8	Adopt a Positive Provisioning Policy to incorporate cycling friendly design in all Council projects.	Development Services, Asset Services	2026-2027



13. Implementation

Delivery of the strategies, pathways and cycling facilities outlined in the Strategy will require significant resourcing and funding, of which a large proportion will rely upon external funding. Some strategies will require partnership with the community and other organisations to deliver.

13.1 Priority Pathway Projects

The Council has identified active transport infrastructure projects based on discussions between Asset Services and Development Services staff, a review of recent strategic planning documents relevant to active transport, and feedback from the community.

These project recommendations will be further refined during the planning and design stages to determine the specific infrastructure needs, the full extent of the project areas, and how they align with community expectations.

This is especially true for the proposed cycling network, where specific cycling infrastructure may be desirable but may not be immediately feasible due to road layout constraints. Nevertheless, Council is committed to providing cycling infrastructure that offers the highest level of comfort to encourage more people to use active transportation.

13.2 Implementation Plan

Council has proposed an implementation plan for the next 10 years which separates projects into the following phases/ priorities.

1. Short term (1-3 years) – High
2. Medium term (3-5 years) – Medium
3. Long term (5-10 years) – Low

The following indicative costs accompany each action:

1. Small = Less than \$100,000
2. Medium = \$100,000 - \$500,000
3. High = \$500,000 - \$1,000,000
4. Very High = More than \$1,000,000

These projects represent a 10-year program of works for delivery, subject to available funding, including from external sources.

Table 2 Priority Infrastructure Actions

Action	Street Name/ Location	Area	Project Description	Type of project	Usage	Cost	Priority
1	Cove Hill Road	Bridgewater	Construct footpath on southern side of Cove Hill Road from the waste transfer site to connect to existing pathway on Hurst Street and the footpath at the East Derwent Highway roundabout.	New pathway	Walking	High	Medium
2	East Derwent Highway (DSG) – Cove Hill	Bridgewater	Complete gaps on pathway on northern side of East Derwent Highway adjacent in between Cove Hill Centre east to the existing footpath.	Extension of existing pathway	Shared	Low	Medium
3	East Derwent Highway Bridge (Jordan River trail)	Bridgewater	Investigate options for formalising the pedestrian underpass under the western side of the Bridge across the Jordan River. May not be appropriate from a passive surveillance/ Crime Prevention Through Environmental Design Principles. Consider undertaking the relevant assessment before proceeding with project.	New pedestrian underpass	N/A	High	Long
4	Bridgewater Foreshore/ Jordan River Trail	Bridgewater	Investigate extending the Bridgewater Foreshore Trail north along the west bank of the Jordan River to connect to the cul-de-sacs off Bisdee Road, other sections of Bisdee Road, and Cove Hil Road.	Extension of foreshore/ riverside trail	Shared	Medium	Short
5	Cowle Road	Bridgewater	Extend footpath along eastern side of Cowle Road from the Taylor Crescent intersection to the Cove Hill Road intersection.	Extension of existing pathway	Walking	Low	Short
6	Bridgewater waterfront	Bridgewater	Construct shared pathway to extend/ connect riverside trails on either side of new Bridgewater Bridge	New shared pathway	Shared	Medium	Short
7	Cove Hill Centre and East Derwent Highway	Bridgewater	Provision of footpath between Cove Hill Centre carpark (i.e., Coles) and existing shared path along the East Derwent Highway	New pathway	Walking	Low	Short
8	Old Main Road	Bridgewater	Pursue and investigate the design and costings to the upgrade/ retrofit of Old Main Road in accordance with Bridgewater Bridge Masterplan, which includes cycling infrastructure	New pathway/ upgrade of road	Shared	High	Medium
9	Nielsen Esplanade and Bridgewater Foreshore Trail	Bridgewater	Extend and formalise Bridgewater Foreshore Trail east from Neilson Esplanade to connect to existing trail	Extension to existing riverside trail	Shared	Medium	Medium
10	Boyer Road	Bridgewater	Investigate pedestrian pathway between Boyer Road growth area and Old Main Road activity centre as part of the development of the Boyer Road growth area	New pathway	Shared	High	Long

11	Wallace Street	Bridgewater	Activate the non-operational rail corridors of the of the Derwent Valley and South Lines of the rail corridor for future shared path. Pursue approval process under the Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016 to re-activate the rail corridors for recreational use pursuant to the Bridgewater Bridge Masterplan	New pathway	Shared	Medium	Medium
12	Weily Park Road	Bridgewater	Investigate possible upgrades to Weily Park Road	Upgrade	N/A	High	Low
13	Midland Highway	Bridgewater	Construct shared path between new bridge to connect to existing path on East Derwent Highway	New shared pathway	Shared	Medium	High
14	Brighton Road	Brighton	Extend existing protected shared path between Ferguson Oval into Pontville village centre	Extension of existing shared path	Shared	Medium	Medium
15	Pontville Bridge	Brighton	Investigate possible underpass and/or pedestrian bridge under Pontville Bridge to connect a future Jordan River Trail to Pontville village centre	New pedestrian underpass/ bridge	NA	Very High	Long
16	Ford Road/ Jordan River Trail	Brighton	Complete the footpath on Ford Road between the existing footpath and the Jordan River Trail carpark	Extension of existing pathway	Walking	Low	Short
17	Ford Road/ Brighton Road/ Jordan River Trail	Brighton	Continue pursuing new river side trail along eastern side of Jordan River between Brighton Road and Ford Road	New riverside trail	Shared	Low	Medium
18	Seymour Street	Brighton	Construct footpath for the length of Seymour Street on western side of road	Footpath	Walking	Medium	Medium
19	Burrows Avenue	Brighton	Complete the footpaths on Burrows Avenue	Extension of existing pathway	Walking	Medium	Short
20	Brighton Road/ Highway Services Precinct	Brighton	Construct a pedestrian refuge to allow safe crossing from the western to eastern side of Brighton Road adjacent to the Highway Services precinct	Pedestrian crossing	N/A	Low	Short
21	Downie Street	Brighton	Upgrade existing footpath to a shared path on southern side of Downie Street from between Bemlena Place and the Brighton Road intersection	Extension/ upgrade	Shared	Low	Short
22	Elderslie Road	Brighton	Construct shared path between Cartwright/ Elderslie Road east to connect to existing shared path nearby to high school site	New shared pathway	Shared	High	Medium
23	Silvergum Street	Brighton	Construct shared path between Racecourse Road and Elderslie Road via Silvergum Street and CT 186588/1	New shared pathway/ upgrade	Shared	Medium	Long
24	William Street	Brighton	Shared path along southern side of William Street	New shared pathway	Shared	High	Medium

25	Munday Street	Brighton	Construct shared pathway to connect the southern side of William St and northern side of Andrew St. Requires appropriate road crossing points on both Williams and Andrew St.	New shared pathway/ upgrade	Shared	High	Medium
26	Racecourse Road	Brighton	Construct shared path on the northern side between Seymour St and Cartwright St.	New shared pathway	Shared	High	Medium
27	Brooke St	Brighton	Construct shared path / upgrade footpath to connect Racecourse Road and Elderslie Rd	New shared pathway/ upgrade	Shared	Medium	Medium
28	Cartwright St / Glen Lea Rd / Cameron Rd / Hartley Ct	Brighton	Construct shared path along eastern side of Cartwright St, Glen Lea Rd and Cameron Rd and northern side of Hartley Ct to connect to an existing section of the Jordan River Trail	New shared pathway/ upgrade	Shared	High	Medium
29	Brighton Road	Brighton	Construct shared path between high school to Brighton Hub on western side of Brighton Road.	New shared pathway/ upgrade	Shared	Low	High
30	Brighton Road	Brighton	Construct shared path between William Street/ Brighton Road roundabout and Highway Services Precinct on eastern side of Brighton Road.	New shared pathway/ upgrade	Shared	Low	High
31	Brighton Road	Brighton	Construct new zebra crossings as per BPLAP	New zebra crossings	Road crossing	High	Medium
32	Brighton Road (Pontville)	Brighton	Construct new zebra crossings as per BPLAP	New zebra crossings	Road crossing	Medium	Medium
33	Seymour Street / Racecourse Road	Brighton	Construct new zebra crossings as per BPLAP	New zebra crossings	Road crossing	Medium	Medium
34	Andrew Street	Brighton	Construct new zebra crossings as per BPLAP	New zebra crossings	Road crossing	Medium	Medium
35	Old Beach Road	Old Beach	Investigate feasibility of upgrading Old Beach Road to consider a footpath	Road upgrade/ retrofit	N/A	High	Medium
36	Old Beach Foreshore Trail	Old Beach	Continue to pursue extension of foreshore trail between St Annes and Jetty Road.	Extension to existing foreshore trail	Shared	High	Medium



14. Conclusion

The Brighton Active Transport Strategy 2026-2036 presents a long-term, evidence-based vision to transform how residents move around their community—supporting healthier, more sustainable, and more connected lifestyles. Grounded in population trends, community needs, and climate imperatives, this Strategy lays the foundation for a resilient and inclusive transport network that prioritises people over cars.

Through the delivery of well-planned infrastructure, education programs, supportive planning policy, and community partnerships, Brighton can make active transport a natural and preferred choice—especially for short trips. The success of this Strategy depends on ongoing collaboration across Council departments, State Government agencies, developers, community organisations, and most importantly, Brighton’s residents.

Active transport is not just about pathways and bike lanes—it’s about reimagining Brighton as a place where people of all ages and abilities can move safely, affordably, and freely. With consistent investment and strategic leadership, this Strategy has the potential to deliver lasting benefits across health, equity, the economy, and the environment.

Brighton Council invites all stakeholders to embrace the shared responsibility of making this vision a reality.

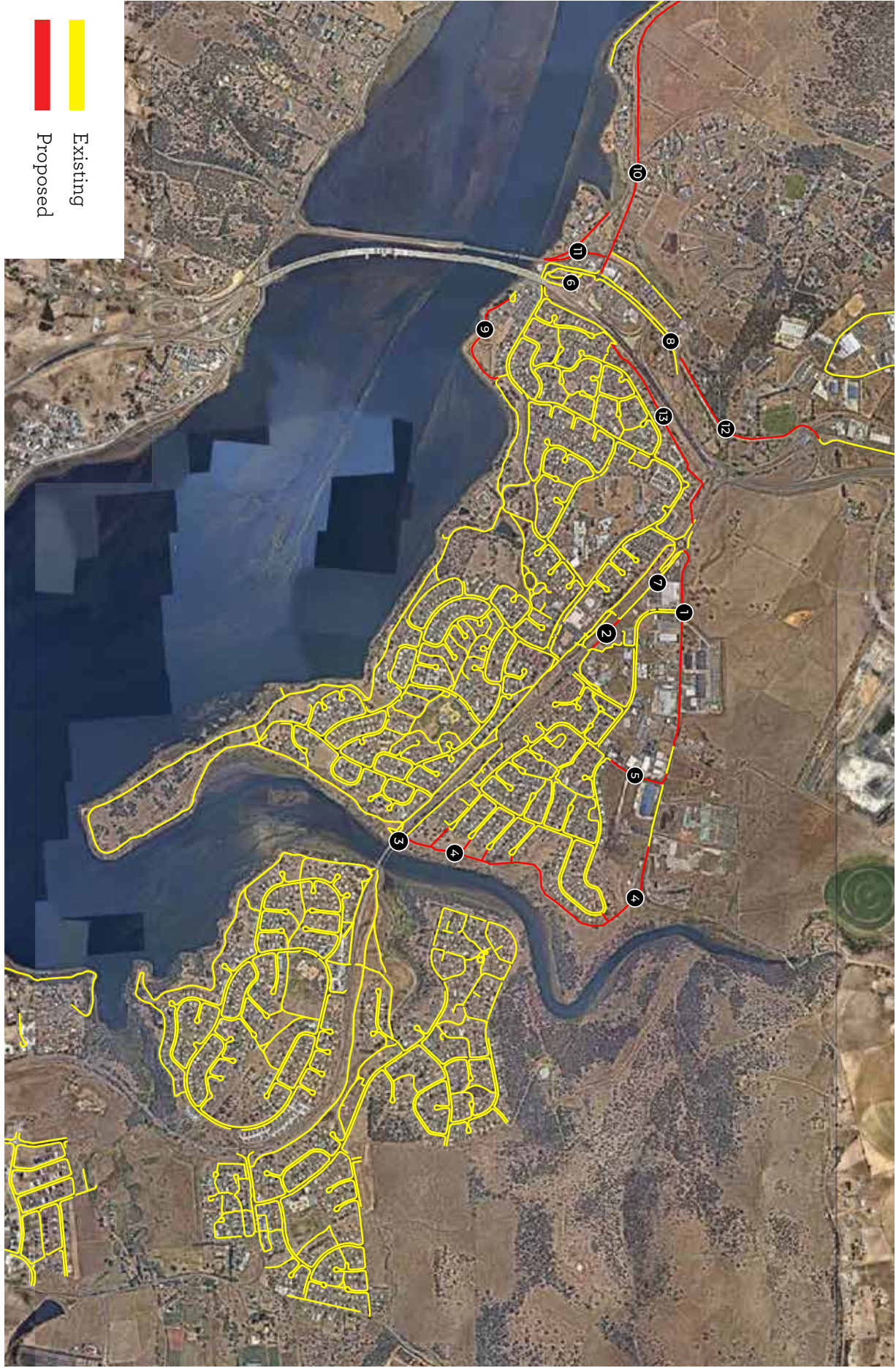
Acknowledgements: Brighton Council wishes to thank Cycling South, the Department of State Growth and WSP for their assistance in preparing the Strategy.

Graphic Design: Julia Dineen Graphic Design

Appendix A:

Existing and proposed pathways





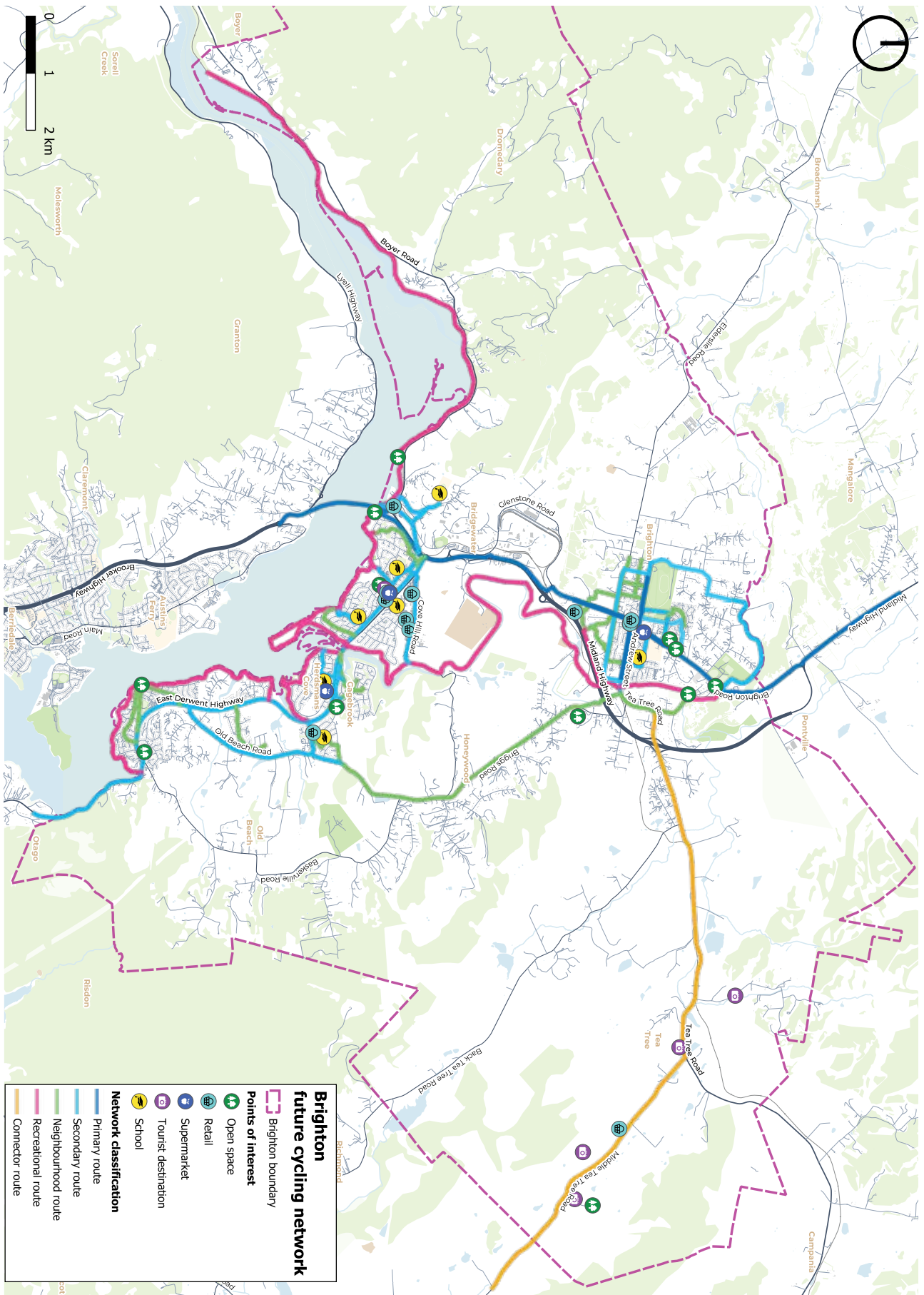






Appendix B: Proposed Cycle Network





Appendix C:

Cycle Network Methodology



Appendix C - Cycle Network Methodology

Cycling Network origin-destination Analysis

To inform the cycling network plan, WSP completed the following steps to prepare a computer generated network plan:

- Create a list of **destination features** to be used as the destinations for the origin/destination routing algorithm. These include Tourist destinations, Schools, Fresh food (supermarkets), Retail and Open space facilities.
- Update the Brighton **population** data, based on Census information. This data determine the origins to understand approximately where residents start their trip.
- Download the entire **street network** for Brighton including roads, cycle paths, footpaths and other tracks. Then to each path attach additional information such as grade (steepness) and road classification (a proxy for traffic speed and volume).
- **Prioritise** the different types of possible paths based on weightings to determine the most appropriate route. **Weightings** are described in Table 5 below.
- Route a path from ALL **origins** to ALL **destinations** minimising a custom 'weight' metric that prioritises (in this order): Pleasant or existing cycle facilities, low grade (steepness) and low traffic speed (assumed according to road classification).
- Remove ALL links not involved in one of the **shortest paths**.
- For each link – calculate the number of **potential trips** to each destination. This calculation assumes that if AAA infrastructure is provided, all residents could choose to cycle if they wanted to. Demographic factors such as age and rider confidence do not weight the potential number of trips. Destination types that have more instances will attract higher flows and so to counteract this, flows are normalised by dividing by the number of instances of that destination type.
- Links are then simplified and prioritised according to the **most frequently used** segments, but prioritising keeping connections to (in order of importance) Schools > Tourist features > Open space > Fresh food > Retail.
- Finally, disconnected links or dead ends are **removed** so that the final output is coherent and logical.
- The computer-generated links are **reviewed and refined** by Council, to inform the proposed network and project prioritisation.

Note this is a computer-generated network based on the data in Table 1 and seeks to provide balanced access to where people currently live. It does not consider the engineering challenges associated with the routes identified, nor the likelihood of different people choosing to cycle.

Table 1: Destinations, data sources and weightings

Factors	Data source	Description	Weighting
Destinations			
Primary schools	The LIST	Primary school catchment polygons are used to filter residential origins and route those residents to their local primary schools. Childcare destinations are not considered.	Very high
Other schools	Council supplied data	All other schools	High
Retail	Google Places	Limited to clothing stores, bike shops, book shops, convenience stores, department stores, florists and large shopping malls.	Low
Fresh food	Google Places	Supermarkets	Low
Tourist attraction	The LIST	Tourist and cultural features	Medium
Open Space	Google Places / The List	Parks, sport complexes (Playgrounds not specifically identified)	Medium
Origins			
Residents	ABS Mesh Blocks (Census 2021)	Centre points of each block are used as the origin for all residents of that area	Where more residents are carried by a link, the stronger the 'importance' rating, as per legend
Employment	The List	Not used as part of the algorithm. These areas are identified on the map and are usually well-connected due to clusters of destinations (see above).	NA
Outside the LGA		Origins or destinations outside of LGA are not included.	NA
Routing			
Topography	ELVIS open data, sources DEM data from Geoscience Australia	Grade added to all links. Normalised grade z-score (abs) used in weight metric for the routing algorithm	Medium-high
Road classification	Open Street Maps (OSM)	Cycleway Path Tertiary Residential Secondary Primary	Very high (0.01) High (0.05) High (0.5) High (0.5) High (0.5) Very low (10)
Speed	OSM data	Inferred only from road classification (as such, low accuracy)	NA
Traffic volume	OSM data	Inferred only from road classification (as such, low accuracy)	NA
Footpaths	OSM data	Identified as 'Path' classification	NA
Existing cycling infrastructure	OSM data	Identified as 'Cycle path' classification	NA
Legibility	Not considered	Not directly considered as suitable results achieved using the classification weighting method	NA
Level of Cycling Stress	Not considered	To be considered in individual project development and improved with new safer infrastructure	NA
Crash statistics	Not considered	To be considered in individual project development and improved with new safer infrastructure	NA

Appendix D: Engagement Summary



Appendix D - Engagement Summary

1. Executive Summary

Brighton Council publicly exhibited the draft **Active Transport Strategy 2025–2035** ('ATS') from **17 September 2025 to 15 October 2025**. During this period, Council hosted a dedicated **Have Your Say** project page where stakeholders could:

- View the draft Strategy
- Complete an online survey
- Make written submissions
- Provide location-based feedback using the interactive mapping tool

Council also posted numerous corflutes along key active transport routes across the municipality.

Across the exhibition period, a total of 56 contributions were received from 28 participants, as follows:

- 23 survey responses
- 31 map contributions
- Two written submissions

The engagement identified consistent themes. There is strong existing use of walking and cycling across the municipality, but safety — particularly at crossings and along road corridors — remains the key issue influencing participation. Feedback also highlighted gaps in the pedestrian and cycling network and the need to improve connections between residential areas, activity centres and open space.

Overall, the feedback supports the direction of the draft ATS, with a clear emphasis on safety and connectivity. The engagement has been used to refine the Strategy, particularly in relation to network definition, mapping clarity and prioritisation of actions.

The findings have been considered in finalising the Strategy. Finalisation was also timed to align with the Brighton and Pontville Local Area Plan ('BPLAP'), which includes more detailed work on the public realm and pedestrian connections within the Brighton activity centre and to key destinations such as Ted Jeffries Park. Relevant outcomes of that work have been incorporated into the ATS to ensure alignment across Council's strategic planning.

In response to engagement, the Strategy mapping has been substantially improved to better communicate priority routes and actions. Mesh Planning were engaged to update mapping for consistency across projects. The priority action table has also been refined, including the addition and removal of projects and re-prioritisation of actions where appropriate.

2. Engagement Methods

2.1. Online Survey

A survey was available on the Have Your Say Page, capturing views on travel behaviour, barriers to active transport, preferred infrastructure types, and project priorities.

2.2 Interactive Social Map

Community members could provide location-based feedback through an interactive mapping tool, identifying:

- Missing footpaths
- Unsafe crossings

- Cycling barriers
- Connectivity gaps
- Valued routes and suggested upgrades

2.3 Written Submissions

Two written submissions were received (Department of State Growth and Cycling South).

3. Key Findings and Strategic Implications

3.1. Strong Use of Active Transport

Most respondents already engage in active transport, with 74% walking or cycling daily or a few times a week. Walking for recreation (91%) and walking with a dog (70%) were the most common activities.

3.2. Safety is the Primary Constraint

Safety is the primary issue influencing participation. The lack of safe paths (87%) was the dominant barrier, followed by poor lighting or visibility (43%) and distance to destinations (22%). Respondents also identified missing ramps and incomplete paths as practical access issues.

This indicates that improving perceived and actual safety — particularly through better separation from traffic and safer crossings — is critical to increasing uptake.

3.3. Network Gaps and Connectivity Issues

Feedback consistently identified:

- missing or incomplete footpaths
- gaps in the network
- poor connections between residential areas and destination

The effectiveness of the network is currently constrained by disconnected routes, requiring a stronger focus on completing missing links and improving continuity.

3.4. Preference for Low-Stress Infrastructure

There is a strong preference for infrastructure that separates users from traffic. Respondents favoured:

- Physical separation from vehicles
- Shared paths

Mixing with traffic was the least preferred option, with 76% ranking it lowest.

This reinforces the importance of prioritising safer, lower-stress environments where possible.

3.5. Strategic Priorities

Respondents placed highest priority on:

- Improving safety and connectivity
- Providing supporting infrastructure (lighting, wayfinding, parking)
- Requiring active transport infrastructure in new development
- Increasing awareness and participation

These priorities align strongly with the direction of the Draft Strategy.

4. Response to Key Themes

4.1. Safety and Crossings

Safety, particularly at crossings and along major road corridors, was consistently identified as the primary barrier to active transport participation.

In response, the Strategy prioritises:

- improved pedestrian crossing infrastructure
- safer route design
- expanded shared path infrastructure

This includes alignment with the Brighton and Pontville Local Area Plan (BPLAP), which identifies crossing improvements and streetscape upgrades within the Brighton activity centre.

4.2. Network Gaps

Feedback identified that sections of the active transport network are incomplete, limiting connectivity between residential areas, activity centres and key destinations.

In response, the Strategy prioritises:

- completion of missing links
- improved connections between residential areas, schools, activity centres and open space
- strengthening of river and shared path corridors

4.3. Infrastructure Type

There is a strong preference for infrastructure that provides separation from traffic and reduces exposure to higher-speed road environments.

In response, the Strategy prioritises infrastructure that provides a low-stress environment suitable for a wide range of users. While fully separated cycling infrastructure is preferred, shared paths are considered the most feasible delivery model in many locations, having regard to road constraints and available corridors. Higher levels of separation will be considered during detailed design where feasible.

4.4. Rural Living Areas

A number of submissions requested improvements to active transport infrastructure within Rural Living areas.

- Council does not typically provide urban-standard infrastructure in these areas due to:
- lower density
- higher servicing costs
- differing service expectations

Accordingly, the Strategy focuses on serviced residential areas, activity centres and key connection corridors. Targeted improvements, including trail connections, will continue to be considered where they support broader network connectivity.

4.5 Mapping Clarity

Feedback indicated that the draft mapping was difficult to interpret and did not clearly communicate priorities.

In response, the mapping has been updated to:

- clearly identify and number priority routes and actions
- improve readability
- align with other Council strategic planning projects

5. Location- Based Feedback

For completeness, location-based feedback received through the interactive mapping tool is summarised below. Responses reflect how matters have been addressed through the Strategy or will be considered through future planning and design processes.

Location	Issue	Comment
Brighton		
Army Camp Estate	Lighting of open space	The lighting of open spaces is not specifically within the scope of the ATS.
Burrows Avenue	Proposed upgrade to include curb ramps.	Completion of the Burrows Avenue footpath is included in the Strategy. Accessibility outcomes, including kerb ramps, will be addressed during detailed design.
Volcanic Drive, Ethan Court, Tea Tree Road.	Various requests/ comments for upgrades/ provision of shoulders, footpaths etc.	Council does not typically provide footpaths in rural living zoned areas. The level of service in these areas is less than in serviced residential areas nearby to activity centres. The focus on the ATS is on serviced residential and business zoned land. The ATS does, however, include proposed possible upgrades to provide unsealed shared in Brighton to connect the Jordan River Trail into the Brighton town centre to create a 'loop' which was identified in the BPLAP.
Bridge crossing between Brighton and Pontville	Comment on safety issues crossing.	The ATS includes an action specifically looking at improving access between Brighton and Pontville. Actions include investigating an underpass/ bridge.
Ford River	Issues crossing bridge	Council will consider this issue when it comes to assessing the safety of roads and bridges. The ATS includes an action to complete footpath along Ford Road heading south to the riverside walkway.
Brighton Road	Unsafe crossing	Already identified as a safety priority
Roundabout near high school	Fast-moving traffic; poor visibility; request for pedestrian crossing/overpass	The Strategy includes improvements to pedestrian safety, including shared path connections along Elderslie Road, William Street and Brighton Road. The BPLAP also proposes a lower-speed environment in this area.
Briggs Road (Harris Rd / Redside Dr area)	Poor visibility on hill; unsafe for walking/ cycling; request for safer access	Rural road safety matter which is outside ATS scope.
Brighton Road/ Highway Services Precinct	Request for footpaths on both side of road between school and KFC etc.	The ATS includes an action to provide footpath between high school and the roundabout near the Brighton Hub. The other side of the road will be upgraded as part of the South Brighton development.
Pontville		
Pontville riverfront	Path "just stops"	The ATS identifies pursuing new and improved river trails as a key strategic action as well as a priority infrastructure action.
Jordan River corridor	Valued route plus recommendations for upgrades	The ATS and its mapping includes proposed upgrades to provide unsealed shared in Brighton to connect the Jordan River Trail into the Brighton town centre to create a 'loop' which was identified in the BPLAP.
Bridgewater		
Glenstone Road roundabout	Suggestion to relocate proposed crossings to quieter leg of roundabout	Council has funding to construct pathway from school to this roundabout. As part of that project the crossing on the roundabout will be considered.

Footpath between Glenstone Road roundabout and Brighton Hub	Footpath goes through a sign	It is considered there is ample clearance for pedestrians/ cyclists to go under the sign on the footpath.
Brighton Hub	Recommendations for additional footpaths in Hub	Already included in ATS network as part of Bridgewater walking and cycling connections.
Cycling between Brighton and Bridgewater	Request to extend local path to meet the new Bridgewater Bridge shared path	Council is committed via the ATS to providing improved connections between Brighton and Bridgewater including the new shared path between the Brighton High School and the Brighton Hub.
Brighton Hub	Request to upgrade Weily Park Road to be fully sealed for whole extent	Already included in ATS as a key connection. Furthermore, Council is currently doing strategic planning work in 'Bridgewater West' and the Brighton Hub which will look at active transport connection improvements between the Hub and nearby growth areas. Wiley Park Road will be considered for upgrade in the future.
Old Main Road	Request separated cycleways on Old Main Road.	The ATS includes an action to: Pursue and investigate the design and costings to the upgrade/ retrofit of Old Main Road in accordance with Bridgewater Bridge Masterplan, which includes cycling infrastructure
Railway Line	Recommendation for rail trail between Riverside Drive to Boyer	The ATS includes actions regarding investigating additional riverside trails.
Bridgewater Foreshore	Comments regarding accessing Bridgewater foreshore	The ATS includes actions regarding improved connections between Brighton and Bridgewater.
Old Beach, Herdsmans Cove & Gagebrook		
Old Beach Foreshore	Comment to continue Old Beach Foreshore trail	The ATS includes an action to investigate continuing Old Beach foreshore trail.

5.2 Written Submissions

Council received two (2) written submissions from the Department of State Growth and Cycling South.

The Department of State Growth submission raised matters relating to:

- clarification of roles and responsibilities
- the need for consultation on works impacting State-controlled roads and infrastructure
- mapping accuracy and presentation

These matters have been addressed through:

- removal of references to external agencies delivering actions
- clarification of Council's role in implementing the Strategy
- confirmation that consultation will occur with relevant agencies during project design and delivery
- updates to mapping to improve clarity and reflect current infrastructure planning

Cycling South supported the overall direction of the Strategy and no changes were required in response.

4. Key Changes to ATS

As a result of engagement, the Strategy has been updated to include:

- improved mapping clarity and numbering of priority actions
- refinement and reprioritisation of infrastructure actions
- clarification of roles and responsibilities, including removal of references to external agencies delivering actions

- updates to mapping to reflect current infrastructure planning
- stronger alignment with the Brighton and Pontville Local Area Plan (BPLAP), including consideration of key crossing improvements





**Brighton
Council**

Appendix D - Engagement Summary

1. Executive Summary

Brighton Council publicly exhibited the draft **Active Transport Strategy 2025–2035** ('ATS') from **17 September 2025 to 15 October 2025**. During this period, Council hosted a dedicated **Have Your Say** project page where stakeholders could:

- View the draft Strategy
- Complete an online survey
- Make written submissions
- Provide location-based feedback using the interactive mapping tool

Council also posted numerous corflutes along key active transport routes across the municipality.

Across the exhibition period, a total of 56 contributions were received from 28 participants, as follows:

- 23 survey responses
- 31 map contributions
- Two written submissions

The engagement identified consistent themes. There is strong existing use of walking and cycling across the municipality, but safety — particularly at crossings and along road corridors — remains the key issue influencing participation. Feedback also highlighted gaps in the pedestrian and cycling network and the need to improve connections between residential areas, activity centres and open space.

Overall, the feedback supports the direction of the draft ATS, with a clear emphasis on safety and connectivity. The engagement has been used to refine the Strategy, particularly in relation to network definition, mapping clarity and prioritisation of actions.

The findings have been considered in finalising the Strategy. Finalisation was also timed to align with the Brighton and Pontville Local Area Plan ('BPLAP'), which includes more detailed work on the public realm and pedestrian connections within the Brighton activity centre and to key destinations such as Ted Jeffries Park. Relevant outcomes of that work have been incorporated into the ATS to ensure alignment across Council's strategic planning.

In response to engagement, the Strategy mapping has been substantially improved to better communicate priority routes and actions. Mesh Planning were engaged to update mapping for consistency across projects. The priority action table has also been refined, including the addition and removal of projects and re-prioritisation of actions where appropriate.

2. Engagement Methods

2.1. Online Survey

A survey was available on the Have Your Say Page, capturing views on travel behaviour, barriers to active transport, preferred infrastructure types, and project priorities.

2.2 Interactive Social Map

Community members could provide location-based feedback through an interactive mapping tool, identifying:

- Missing footpaths
- Unsafe crossings

- Cycling barriers
- Connectivity gaps
- Valued routes and suggested upgrades

2.3 Written Submissions

Two written submissions were received (Department of State Growth and Cycling South).

3. Key Findings and Strategic Implications

3.1. Strong Use of Active Transport

Most respondents already engage in active transport, with 74% walking or cycling daily or a few times a week. Walking for recreation (91%) and walking with a dog (70%) were the most common activities.

3.2. Safety is the Primary Constraint

Safety is the primary issue influencing participation. The lack of safe paths (87%) was the dominant barrier, followed by poor lighting or visibility (43%) and distance to destinations (22%). Respondents also identified missing ramps and incomplete paths as practical access issues.

This indicates that improving perceived and actual safety — particularly through better separation from traffic and safer crossings — is critical to increasing uptake.

3.3. Network Gaps and Connectivity Issues

Feedback consistently identified:

- missing or incomplete footpaths
- gaps in the network
- poor connections between residential areas and destination

The effectiveness of the network is currently constrained by disconnected routes, requiring a stronger focus on completing missing links and improving continuity.

3.4. Preference for Low-Stress Infrastructure

There is a strong preference for infrastructure that separates users from traffic. Respondents favoured:

- Physical separation from vehicles
- Shared paths

Mixing with traffic was the least preferred option, with 76% ranking it lowest.

This reinforces the importance of prioritising safer, lower-stress environments where possible.

3.5. Strategic Priorities

Respondents placed highest priority on:

- Improving safety and connectivity
- Providing supporting infrastructure (lighting, wayfinding, parking)
- Requiring active transport infrastructure in new development
- Increasing awareness and participation

These priorities align strongly with the direction of the Draft Strategy.

4. Response to Key Themes

4.1. Safety and Crossings

Safety, particularly at crossings and along major road corridors, was consistently identified as the primary barrier to active transport participation.

In response, the Strategy prioritises:

- improved pedestrian crossing infrastructure
- safer route design
- expanded shared path infrastructure

This includes alignment with the Brighton and Pontville Local Area Plan (BPLAP), which identifies crossing improvements and streetscape upgrades within the Brighton activity centre.

4.2. Network Gaps

Feedback identified that sections of the active transport network are incomplete, limiting connectivity between residential areas, activity centres and key destinations.

In response, the Strategy prioritises:

- completion of missing links
- improved connections between residential areas, schools, activity centres and open space
- strengthening of river and shared path corridors

4.3. Infrastructure Type

There is a strong preference for infrastructure that provides separation from traffic and reduces exposure to higher-speed road environments.

In response, the Strategy prioritises infrastructure that provides a low-stress environment suitable for a wide range of users. While fully separated cycling infrastructure is preferred, shared paths are considered the most feasible delivery model in many locations, having regard to road constraints and available corridors. Higher levels of separation will be considered during detailed design where feasible.

4.4. Rural Living Areas

A number of submissions requested improvements to active transport infrastructure within Rural Living areas.

- Council does not typically provide urban-standard infrastructure in these areas due to:
- lower density
- higher servicing costs
- differing service expectations

Accordingly, the Strategy focuses on serviced residential areas, activity centres and key connection corridors. Targeted improvements, including trail connections, will continue to be considered where they support broader network connectivity.

4.5 Mapping Clarity

Feedback indicated that the draft mapping was difficult to interpret and did not clearly communicate priorities.

In response, the mapping has been updated to:

- clearly identify and number priority routes and actions
- improve readability
- align with other Council strategic planning projects

5. Location- Based Feedback

For completeness, location-based feedback received through the interactive mapping tool is summarised below. Responses reflect how matters have been addressed through the Strategy or will be considered through future planning and design processes.

Location	Issue	Comment
Brighton		
Army Camp Estate	Lighting of open space	The lighting of open spaces is not specifically within the scope of the ATS.
Burrows Avenue	Proposed upgrade to include curb ramps.	Completion of the Burrows Avenue footpath is included in the Strategy. Accessibility outcomes, including kerb ramps, will be addressed during detailed design.
Volcanic Drive, Ethan Court, Tea Tree Road.	Various requests/ comments for upgrades/ provision of shoulders, footpaths etc.	Council does not typically provide footpaths in rural living zoned areas. The level of service in these areas is less than in serviced residential areas nearby to activity centres. The focus on the ATS is on serviced residential and business zoned land. The ATS does, however, include proposed possible upgrades to provide unsealed shared in Brighton to connect the Jordan River Trail into the Brighton town centre to create a 'loop' which was identified in the BPLAP.
Bridge crossing between Brighton and Pontville	Comment on safety issues crossing.	The ATS includes an action specifically looking at improving access between Brighton and Pontville. Actions include investigating an underpass/ bridge.
Ford River	Issues crossing bridge	Council will consider this issue when it comes to assessing the safety of roads and bridges. The ATS includes an action to complete footpath along Ford Road heading south to the riverside walkway.
Brighton Road	Unsafe crossing	Already identified as a safety priority
Roundabout near high school	Fast-moving traffic; poor visibility; request for pedestrian crossing/overpass	The Strategy includes improvements to pedestrian safety, including shared path connections along Elderslie Road, William Street and Brighton Road. The BPLAP also proposes a lower-speed environment in this area.
Briggs Road (Harris Rd / Redside Dr area)	Poor visibility on hill; unsafe for walking/ cycling; request for safer access	Rural road safety matter which is outside ATS scope.
Brighton Road/ Highway Services Precinct	Request for footpaths on both side of road between school and KFC etc.	The ATS includes an action to provide footpath between high school and the roundabout near the Brighton Hub. The other side of the road will be upgraded as part of the South Brighton development.
Pontville		
Pontville riverfront	Path "just stops"	The ATS identifies pursuing new and improved river trails as a key strategic action as well as a priority infrastructure action.
Jordan River corridor	Valued route plus recommendations for upgrades	The ATS and its mapping includes proposed upgrades to provide unsealed shared in Brighton to connect the Jordan River Trail into the Brighton town centre to create a 'loop' which was identified in the BPLAP.
Bridgewater		
Glenstone Road roundabout	Suggestion to relocate proposed crossings to quieter leg of roundabout	Council has funding to construct pathway from school to this roundabout. As part of that project the crossing on the roundabout will be considered.

Footpath between Glenstone Road roundabout and Brighton Hub	Footpath goes through a sign	It is considered there is ample clearance for pedestrians/ cyclists to go under the sign on the footpath.
Brighton Hub	Recommendations for additional footpaths in Hub	Already included in ATS network as part of Bridgewater walking and cycling connections.
Cycling between Brighton and Bridgewater	Request to extend local path to meet the new Bridgewater Bridge shared path	Council is committed via the ATS to providing improved connections between Brighton and Bridgewater including the new shared path between the Brighton High School and the Brighton Hub.
Brighton Hub	Request to upgrade Wiley Park Road to be fully sealed for whole extent	Already included in ATS as a key connection. Furthermore, Council is currently doing strategic planning work in 'Bridgewater West' and the Brighton Hub which will look at active transport connection improvements between the Hub and nearby growth areas. Wiley Park Road will be considered for upgrade in the future.
Old Main Road	Request separated cycleways on Old Main Road.	The ATS includes an action to: Pursue and investigate the design and costings to the upgrade/ retrofit of Old Main Road in accordance with Bridgewater Bridge Masterplan, which includes cycling infrastructure
Railway Line	Recommendation for rail trail between Riverside Drive to Boyer	The ATS includes actions regarding investigating additional riverside trails.
Bridgewater Foreshore	Comments regarding accessing Bridgewater foreshore	The ATS includes actions regarding improved connections between Brighton and Bridgewater.
Old Beach, Herdsmans Cove & Gagebrook		
Old Beach Foreshore	Comment to continue Old Beach Foreshore trail	The ATS includes an action to investigate continuing Old Beach foreshore trail.

2.3 Written Submissions

Council received two (2) written submissions from the Department of State Growth and Cycling South.

The Department of State Growth submission raised matters relating to:

- clarification of roles and responsibilities
- the need for consultation on works impacting State-controlled roads and infrastructure
- mapping accuracy and presentation

These matters have been addressed through:

- removal of references to external agencies delivering actions
- clarification of Council's role in implementing the Strategy
- confirmation that consultation will occur with relevant agencies during project design and delivery
- updates to mapping to improve clarity and reflect current infrastructure planning

Cycling South supported the overall direction of the Strategy and no changes were required in response.

4. Key Changes to ATS

As a result of engagement, the Strategy has been updated to include:

- improved mapping clarity and numbering of priority actions
- refinement and reprioritisation of infrastructure actions
- clarification of roles and responsibilities, including removal of references to external agencies delivering actions

- updates to mapping to reflect current infrastructure planning
- stronger alignment with the Brighton and Pontville Local Area Plan (BPLAP), including consideration of key crossing improvements





DESKTOP ANALYSIS

OPPORTUNITIES AND CONSTRAINTS

BRIGHTON HUB STRUCTURE PLAN

10.07.2026

We acknowledge the Aboriginal and Torres Strait Islander peoples as the first Australians and traditional custodians of the lands on which we work. We pay our respect to their Elders past and present.



STRATEGIC CONTEXT

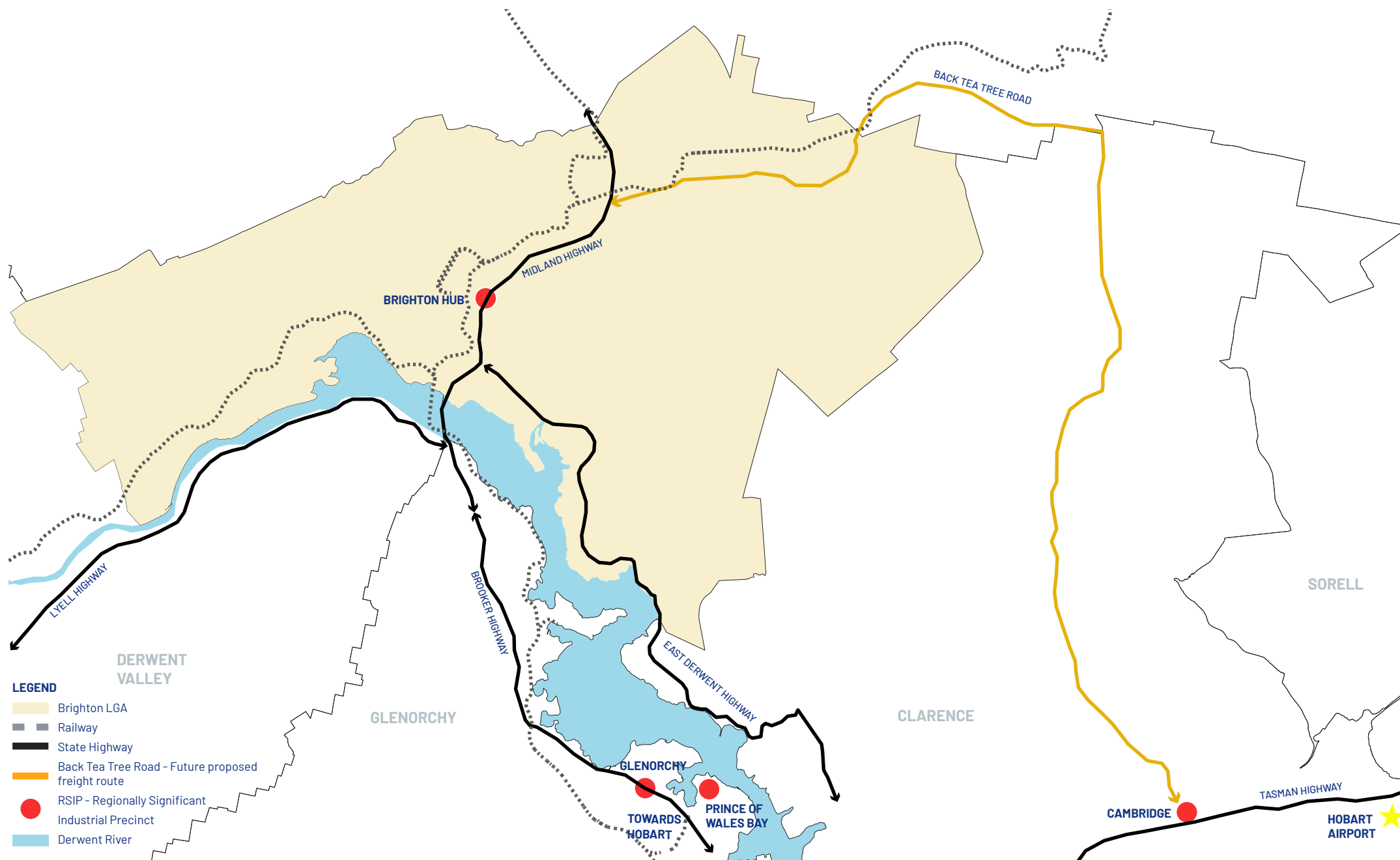
The Brighton Hub is recognised across multiple levels of government as southern Tasmania's primary intermodal logistics hub and one of four Regionally Significant Industrial Precincts (RSIPs) in the region, alongside Glenorchy, Prince of Wales Bay and Cambridge. Its strategic value derives from its position on the Burnie to Hobart freight corridor, Tasmania's premier land transport route, and its integration of road and rail freight infrastructure approximately 20 kilometres north of Hobart.

Both iterations of the Southern Tasmania Regional Land Use Strategy (declared 2011, with a draft update released in 2025) identify the Hub as critical to regional supply chains and seek to protect it from use and development that would compromise its strategic economic potential. The draft 2025 strategy also recognises the Hub as a suitable location for circular economy land uses, reflecting a broadening of the precinct's anticipated industrial character beyond traditional freight and warehousing. The Statewide Industrial Land Study – Strategic Framework for the Southern Region (2025) reinforces this, confirming that Brighton and Clarence are the only precincts in Greater Hobart with sufficient industrial land to meet demand under a higher growth scenario, and identifying infrastructure constraints in water, wastewater and power as the primary barriers to absorbing future growth. The study recommends proactive engagement with TasWater and TasNetworks to address these.

The Tasmanian Integrated Freight Strategy describes the Hub as a purpose-built road-rail interchange that has unlocked substantial areas of industrial land close to Hobart, and identifies the Burnie to Hobart corridor as the state's primary freight route, of which the Hub is a critical node. The completion of the new Bridgewater Bridge, a \$786 million joint Commonwealth and State investment, directly strengthens the Hub's freight function. The four-lane bridge, with grade-separated interchanges at Granton and Bridgewater, opened on 1 June 2025, improving freight movement around the state capital and cutting travel times for the approximately 22,000 vehicles that use the crossing daily. For the Brighton Hub, the new bridge reduces a longstanding bottleneck on the Midland Highway and improves the reliability and efficiency of heavy freight movements between the Hub and southern Hobart.

At the state planning policy level, the draft Tasmanian Planning Policies (approved by the Minister and due to take effect in July 2026) establish the framework within which the Hub sits. Relevant provisions include Section 4.6 (Industry), which seeks to protect industrial land from encroachment and encourage co-location of uses within strategic precincts; Section 4.8 (Innovation and Research), which supports the provision of digital and logistics infrastructure; Section 5.1 (Provision of Services), which encourages telecommunications connections at the time of subdivision and the co-location of service infrastructure corridors; and Section 5.5 (Ports and Strategic Transport Nodes), which specifically identifies the Brighton Transport Hub as a location where compatible use and development should be promoted and protected.

STRATEGIC CONTEXT





LOCAL CONTEXT

At the local level, the Brighton Hub functions as the economic centrepiece of the Brighton municipality. Brighton's economy generates \$822 million in Gross Regional Product (as of 2023), with the transport, postal and warehousing sector the largest employer, recording 121% growth and over 590 jobs. The Hub sits within land zoned General Industrial under the Tasmanian Planning Scheme – Brighton, with planning controls further refined through the Brighton Industrial Hub Specific Area Plan (SAP) to avoid the establishment of sensitive uses in the area.

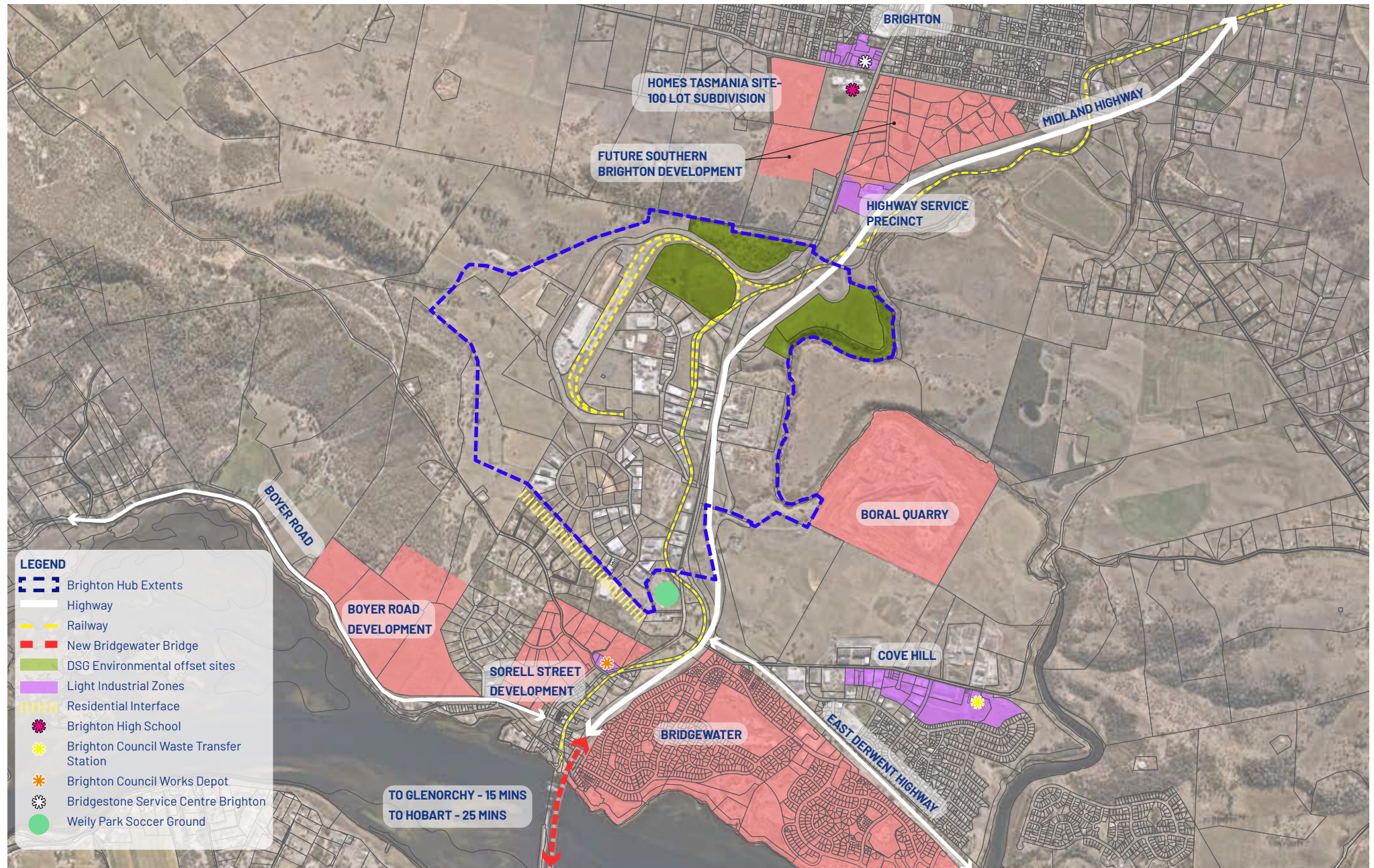
The precinct's physical context is shaped by a number of constraints and interfaces that have direct implications for its future development. To the east, Boral operates a quarry whose attenuation zone extends across portions of the Hub, limiting the range of uses and development configurations that can be accommodated near the common boundary. To the south, an existing rural living interface and Weily Oval requires that industrial development be managed to avoid adverse amenity impacts on neighbouring properties. To the north, conservation areas established as offsets in perpetuity in connection with the Bridgewater Bridge project constrain the direction of any future industrial expansion in that part of the precinct. Together, these constraints mean that future growth in the Hub must be carefully considered, with subdivision design and land use distribution shaped accordingly.

Light Industrial zoned land is located to the north of Brighton Hub and along Cove Hill Road. The Brighton Activity Centres Strategy (2023) discusses the potential for consolidation of Light Industrial zoned land within the Brighton Hub.

The Brighton Structure Plan (2018) identifies the Hub as a state-significant employment precinct, forecasts approximately 38 years of industrial land supply in the General Industrial Zone, and flags increasing demand for sites, some fragmentation in the precinct layout, and scope to improve presentation and amenity. The Boyer Road Structure Plan provides further guidance on residential land in proximity to the Hub, addressing the interface between industrial and other land uses in that part of the municipality.

Several more recent strategies have built on these foundations. The Brighton Circular Economy Precinct report (2022) identifies the Hub as a prospective location for circular economy activity, with existing businesses in manufacturing, transport and waste recovery already engaging in some circular practices, and identifies industrial symbiosis, digital connectivity and renewable energy as key emerging opportunities. The Brighton Industrial Estate Brand and Place Strategy (2020) addresses the Hub's identity and amenity, identifying issues of disconnected businesses, low public realm quality and limited activation, and setting out an action plan for repositioning the precinct as an attractive destination for workers and businesses.

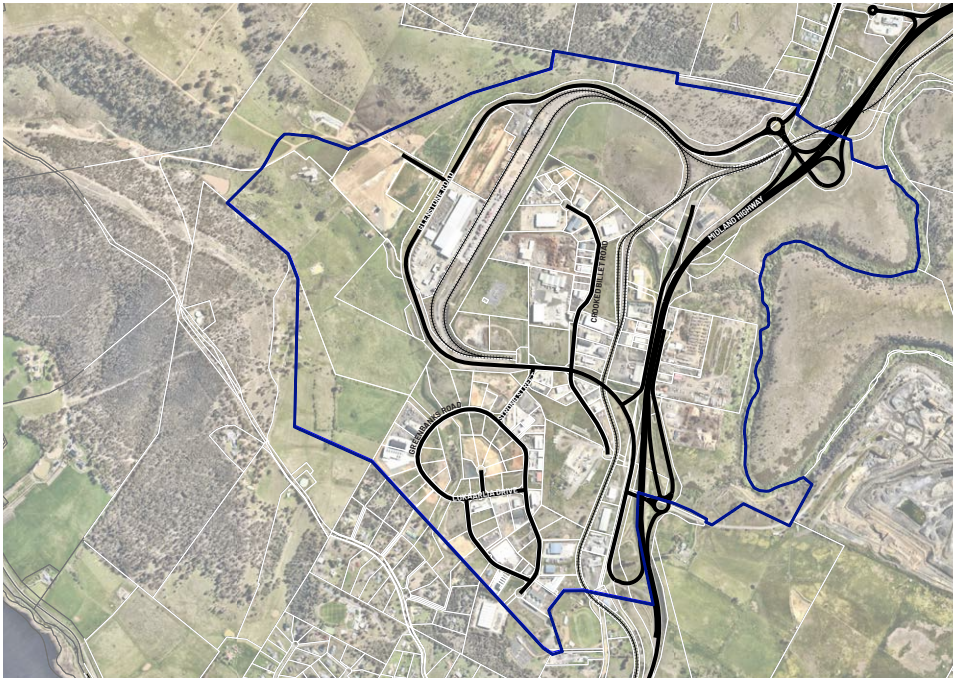
LOCAL CONTEXT



STUDY AREA



SOME IMAGES FROM OUR SITE VISIT



LEGEND

- Study Area
- Railway line
- Midland Highways
- Secondary Roads
- Property Parcels

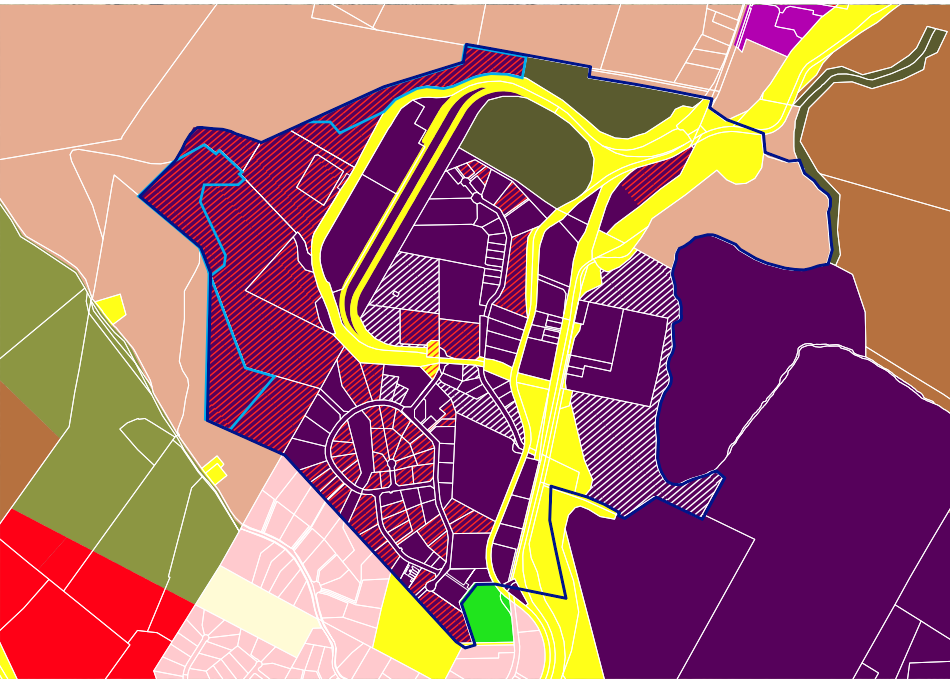
The Brighton Industrial Hub Structure Plan study area boundary has been defined to capture the full extent of General Industrial zoned land together with associated Landscape Conservation, Rural and Utilities zoned land within the precinct. This includes vacant and undeveloped lots with potential for future industrial use.

The Boral Quarry site and future extraction areas, although zoned General Industrial has been deliberately excluded. The quarry's operational land and future extraction areas are subject to specific extractive industry provisions. Extractive industry considerations sit outside the scope of a Structure Plan that is focused on freight, logistics and industrial land use.

The boundary reflects the precinct's existing physical and infrastructure edges, including the Midland Highway interchanges to the east, the TasRail corridor and associated operational land at the heart of the precinct, and the interface with rural living lots to the south.

Topographical and environmental constraints, including DSG offset sites, protected native vegetation communities and waterway protection areas, have been considered in establishing the extent of the study area.

LAND USE



EXISTING CONDITIONS

LEGEND

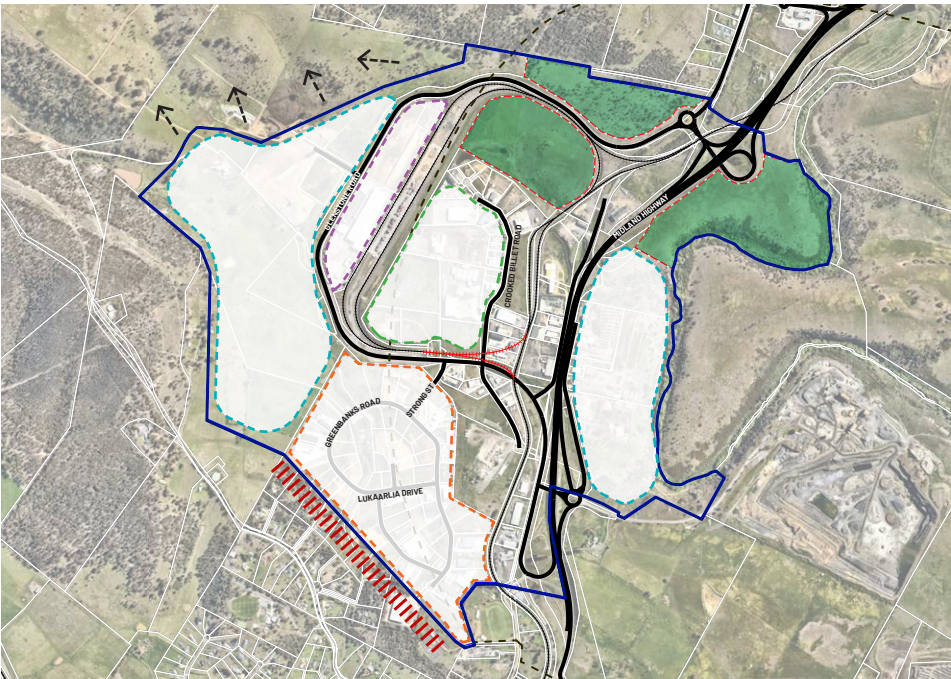
- Study Area
- General Residential
- Rural
- Rural Living
- Light Industrial
- General Industrial
- Recreation
- Community Purpose
- Utilities
- Agriculture
- Environmental Management
- Landscape Conservation
- Underutilised Land
- Vacant Land
- Land Identified as not suitable for development (State Wide Industrial Land Study)

The study area comprises approximately 250 hectares of land zoned for General Industrial use. Current land use patterns indicate a mixed state of development:

- Approximately 101 hectares (40%) are actively utilised, representing established industrial uses
- Around 108 hectares (43%) remain vacant, indicating a significant supply of undeveloped industrial land
- A further 33 hectares are underutilised, suggesting land that is either partially developed or not operating at its full industrial capacity

The study area demonstrates a strong theoretical supply of industrial land. However, this supply is not uniformly distributed. A substantial proportion of vacant land is concentrated in the northern and north western sectors, where land remains largely undeveloped and is likely constrained by limited servicing and infrastructure provision.

The zoning framework provides extensive industrial land use, the effective short term supply is more constrained, being concentrated in a smaller number of serviced and development ready locations.



OPPORTUNITIES AND CONSTRAINTS

LEGEND

- Study Area
- Boral Quarry
- Bridgewater Quarry Attenuation Area
- Longer term option for rail connection based on demonstrated business case
- DSG Environmental Offset Sites
- Residential Interface
- Potential Rail related Industry Area
- Potential Heavy Industry Area
- Potential Light Industry Area
- Potential Circular Economy Precinct
- Hub Future Expansion investigation area

The Brighton Hub is flanked by the residential interface to the south and by the Boral Quarry and Jordan River to the east. Additionally, the Department of State Growth owns significant environmental offset sites along the Midland Highway on the northern edge of the existing Hub boundary, further directing future investigation areas towards the north-west and west. To ensure an efficient land supply within the existing Hub boundary, distinct precincts have been identified based on industry requirements:

- Potential Heavy Industry Areas – for industries dependent on road access, freight, and logistics
- Potential Rail-Related Industry Areas – for industries and activities primarily reliant on the railway network, located around existing rail infrastructure.
- Potential Light Industry Areas – centred around Lukaarlja Drive and south of Glenstone Road, accommodating predominantly local industries with smaller land requirements.
- Potential Circular Economy Hub – located in the central part of the Hub, leveraging its accessibility to all other precincts and providing opportunities for future circular economy activities.

MOVEMENT NETWORK



EXISTING CONDITIONS

LEGEND

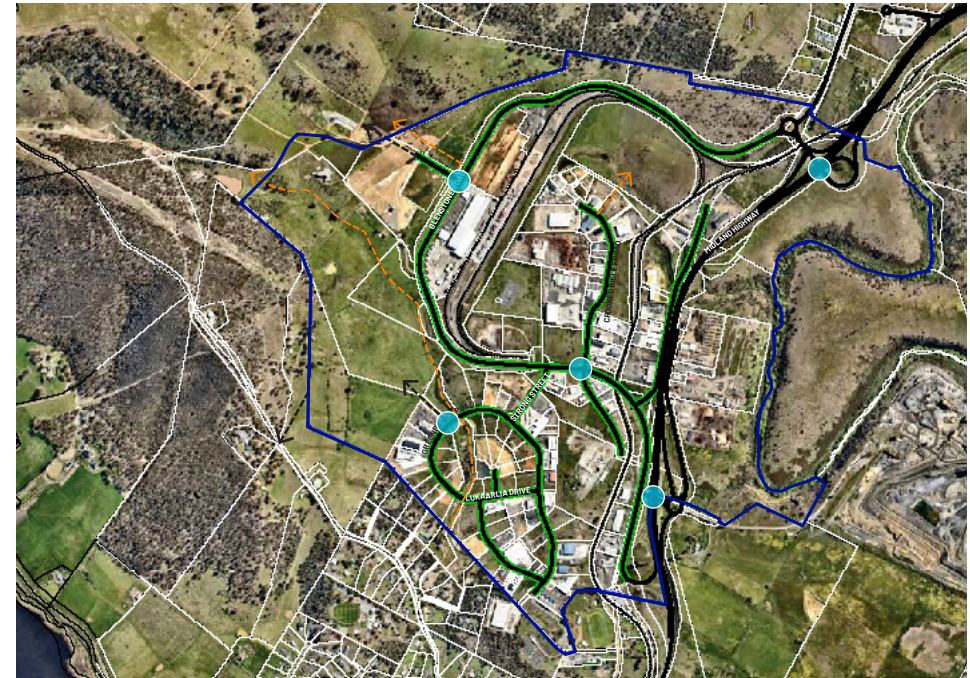
- Study Area
- Midland Highway
- Glenstone Road (Connector)
- Midland Highway Interchange Access
- Existing Roads
- Land currently not accessible via existing road network
- Footpaths on one side of the road
- Footpaths on both sides of the road
- Right of Carriageway Easement

The Brighton Hub is accessed via two grade separated interchanges on the north-south Midland Highway, with most of the precinct located on the western side, including the TasRail Depot, and a smaller area to the east accessed via Bluemetal Drive from the southern interchange

Glenstone Road serves as the main two lane collector road through the western side, connecting both interchanges and multiple access points. Most intersections are three-leg priority-controlled T-junctions, which are considered safe, while roundabouts at the interchanges also perform well. Two four-leg intersections on Glenstone Road present higher crash risks and may benefit from alternative designs such as roundabouts or offset T-junctions.

The rail network is constrained, with connections only at the northern end, creating inefficiencies for movements to the south, and any southern connection would require significant upgrades.

There is also demand for better pedestrian connectivity through expanded footpaths to support safe movement and access between businesses across the precinct.

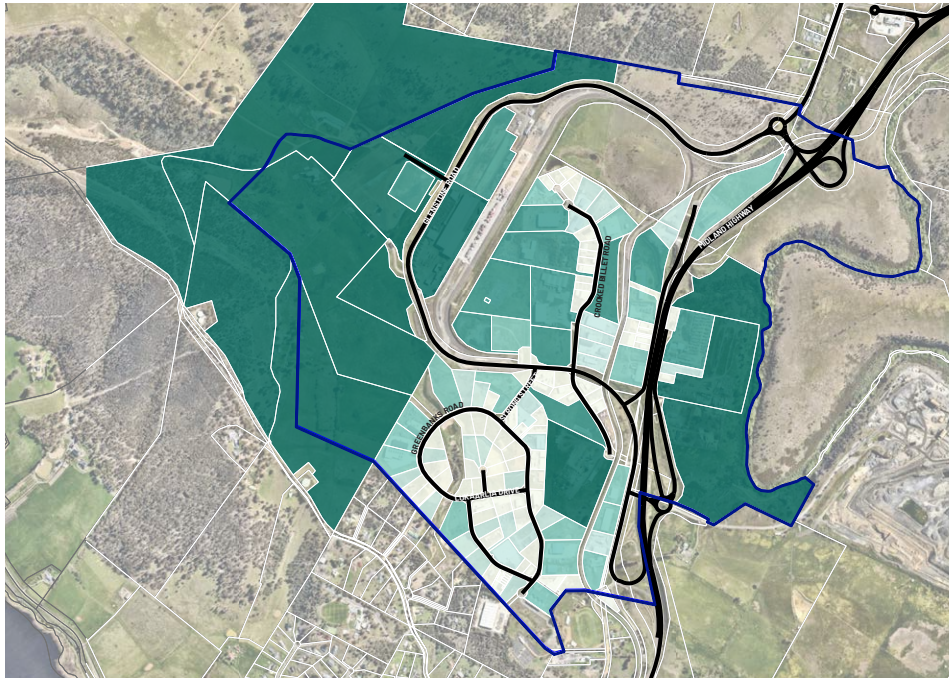


OPPORTUNITIES AND CONSTRAINTS

LEGEND

- Study Area
- Opportunity to develop new internal roads to improve:
 - Site access
 - Freight movement
 - Lot subdivision flexibility
- Pedestrian Improvements:
 - Extend footpaths across all streets
 - Strengthen connectivity between businesses
 - Improve safety and walkability
- Opportunities for passive pedestrian network
 - Develop a walking track around the estate and along the creek to provide unique pedestrian routes during lunchtimes and generate community interest. Track marked via pavement stickers.
- Rail Flexibility:
 - Allow for the extension of the rail in the future if required
- Opportunities for wayfinding signage:
 - Enhance entry experience through landmark entry statements, landscape and wayfinding.
 - Install a high impact, visually interesting entrance marker such as sculptural installation or a 'big thing' in three key locations
 - Implement recognisable entry landscape treatment at both the north and south entrances.

LOT CONFIGURATION AND BUILT FORM



EXISTING CONDITIONS

LEGEND

- Study Area
- Lots < 0.5 Ha
- Lots 0.5 Ha - 1.0 Ha
- Lots 1.0 Ha - 2.0 Ha
- Lots 2.0 Ha - 5.0 Ha
- Lots > 5.0 Ha

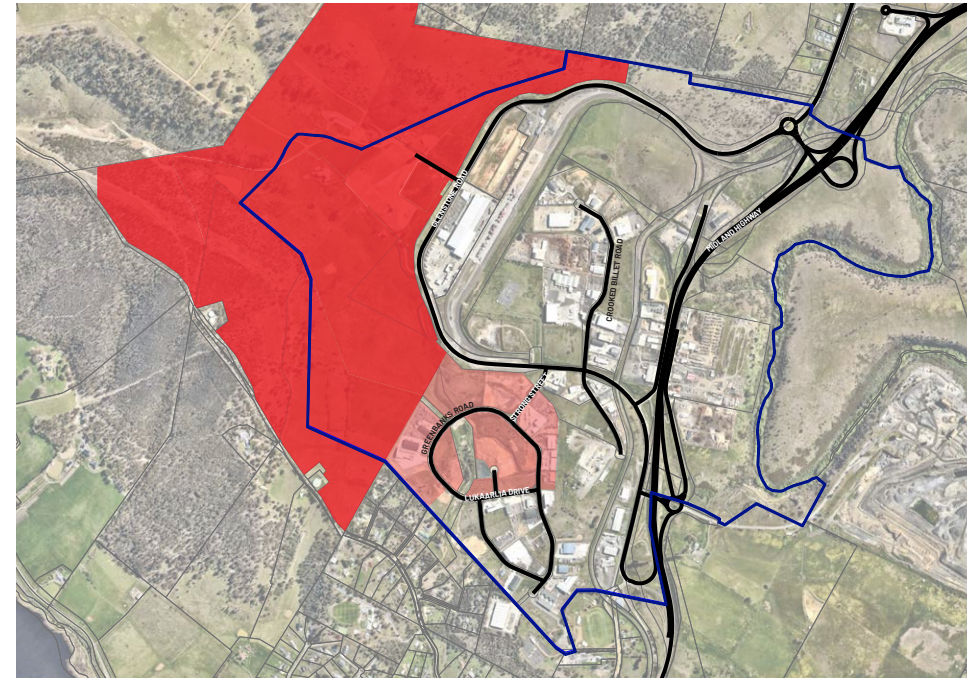
The existing lot mix is diverse, with a relatively even spread of small, moderate and larger allotments.

- 23 ha across 75 lots < 0.5 ha
- 20+ ha across 30 lots that are 0.5 Ha - 1.0 ha
- 26+ ha across 19 lots that are 1.0 Ha - 2.0 ha
- 43+ ha across 15 lots that are 2.0 Ha - 5.0 ha
- More than 130 ha across 10 lots are > 5.0 ha

The large and extra large lots that are 2.0 ha are vacant parent lots that have not been subdivided. These are mostly clustered in the north and north west of the study area.

The study area has an adequate theoretical supply of vacant industrial land (~108 ha). However, a significant proportion of supply is clustered around the north and north west of the study area. This area is yet to undergo land development.

Currently built form consists predominantly of large sheds and warehouses.



OPPORTUNITIES AND CONSTRAINTS

LEGEND

- Study Area
- Opportunities for Large Lot Industrial Development
 - Suitable for moderate to large allotments (2.0 - 5.0+ ha)
 - Ideal for logistics, warehousing, and large-format industrial uses.
 - Larger lots accommodate industrial users requiring larger land areas, good separation and buffers, transport access and manoeuvrability
- Transition Lot Typologies (North of Lukaarlia Drive):
 - Opportunity for moderate-sized lots (1.0 Ha - 2.0 ha).
 - Provides a graduated transition between land use
 - Reflect the current development pattern and typologies in this area

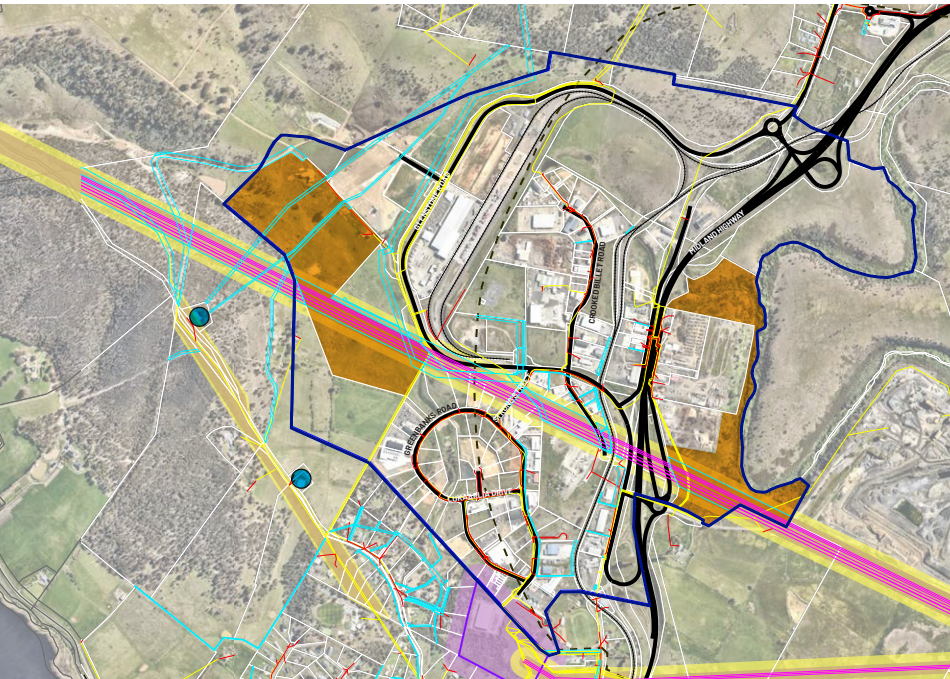
The Hub is well positioned to accommodate regional, state and national scale export-oriented businesses that can leverage the advantageous location and existing infrastructure. Priority industries include transport, logistics, distribution, freight, construction, warehousing, manufacturing and the circular economy.

Moderate sized lots (1-2 ha) should be considered north of Lukaarlia Drive as a transition area, with larger lots (2-5+ ha) considered for the balance of the northern area.

There is a cluster of broadhectare parcels in the north and north-west of the Hub with theoretical capacity and subdivision potential. The gross land area of these parcels (in aggregate) is 70+ ha; accounting for more than two-thirds of the vacant land that is available at the Hub.

This area presents the next major development front of the Hub.

INFRASTRUCTURE



EXISTING CONDITIONS

LEGEND

- Study Area
- Midland Highway
- Glenstone Road (Connector)
- Railway line
- Bridgewater Quarry Attenuation Area
- Substation Facility Buffer Area
- Substation
- Electricity Transmission Corridor
- Inner Protection Area
- Land without Road Access
- Easements
- High Voltage Conductors
- Low Voltage Conductors
- Overhead Transmission Lines
- TasWater Reservoir

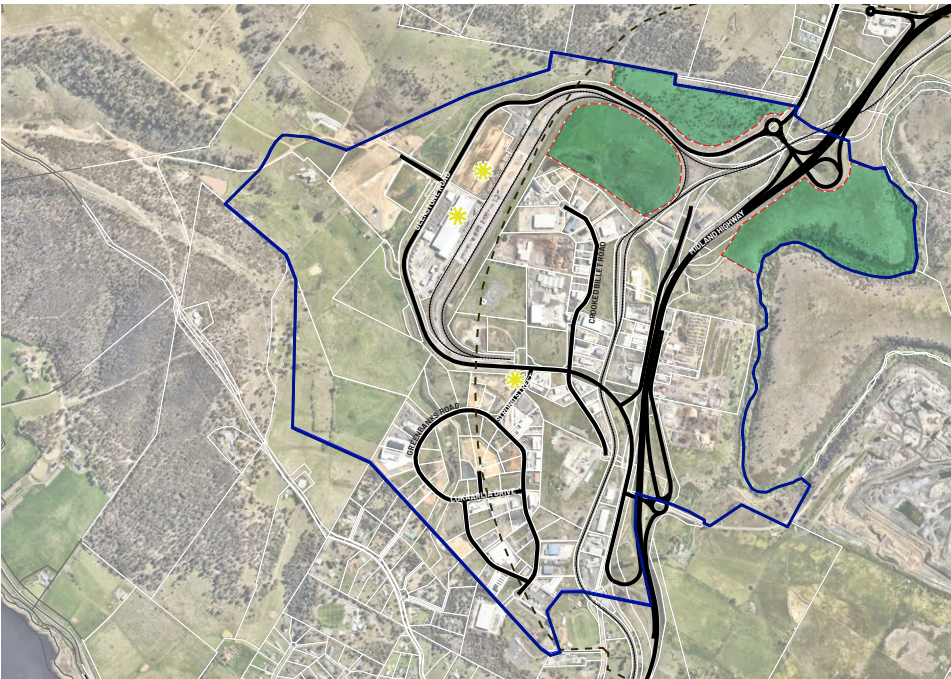
The Brighton Hub is supplied from the Bridgewater Terminal sub-station located to the south of the industrial estate. 110kV Extra High Voltage (EHV) transmission lines run through the middle of the Hub, which effectively cuts the industrial estate into "Northern" and "Southern" precincts.

The Northern precinct appears well serviced by 22kV High Voltage (HV) feeders running along the Western side of the rail hub, and extending into the Brighton town centre. The Eastern (or Highway) side of the industrial hub, including the Boral Quarry, also appear well serviced by HV feeders running along the highway. The Southern precinct appears to have a couple of dedicated HV feeders, that also link to the Northern precinct.

The Hub is serviced with reticulated water and sewerage by TasWater with upgrades required to service any additional developable land.

The Federal Government has provided funding for a water reservoir along Cobb Hill Road to be delivered by 2028.

Sewerage treatment plants and related pump stations will require capacity upgrades to manage increased flows.



OPPORTUNITIES AND CONSTRAINTS

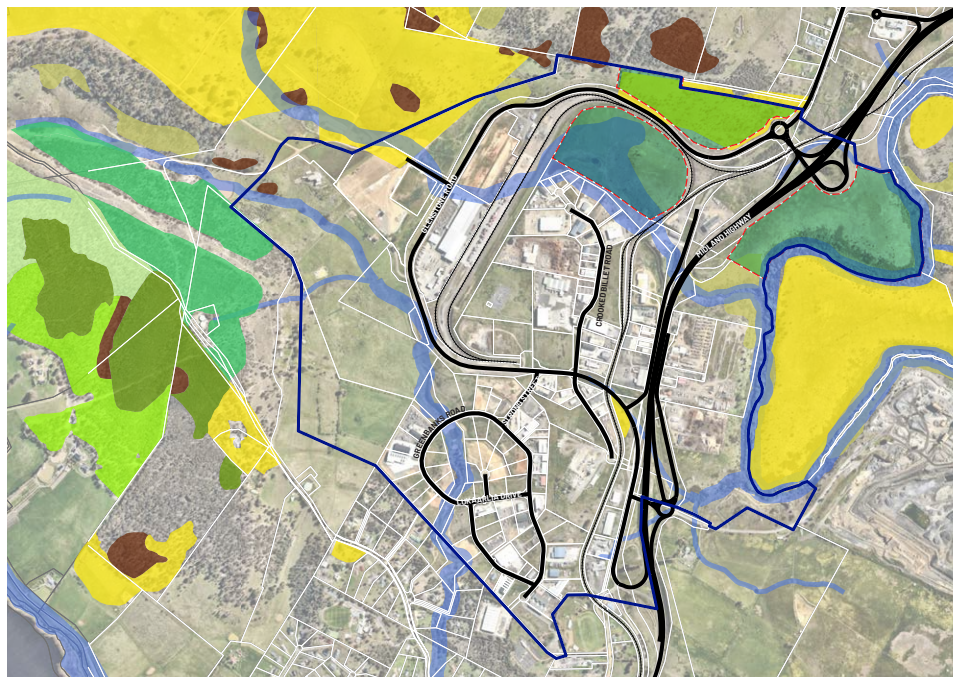
LEGEND

- Study Area
- Opportunities for EV Charging Stations:
 - For trucks at the council designated Truck stop (2 , Strong Street)
 - At Freight level
- Bridgewater Quarry Attenuation Area

There are opportunities to assess existing electricity and telecommunications network capacity early and plan for any required upgrades, new substations or alternative models, noting that grid constraints may limit development capacity if not addressed.

Furthermore, we believe that EV charging infrastructure for both heavy and light vehicles should be prioritised. In particular, the council-proposed truck rest stop at 2 Strong Street and the TasRail intermodal hub are well-positioned to serve as initial charging locations. Their direct access to key freight and transport corridors makes them strategic sites for supporting the gradual transition to electric vehicles and encouraging broader adoption across the region.

ENVIRONMENT



EXISTING CONDITIONS

LEGEND

- Study Area
- DSG environmental offset sites
- Waterway and coastal protection area

PROTECTED TASVEG COMMUNITIES

- Lowland Native Grasslands of Tasmania
- Eucalyptus tenuiramis forest and woodland on sediments
- Eucalyptus globulus dry forest woodland
- Eucalyptus risdonii forest and woodland
- Eucalyptus amygdalina forest and woodland on sandstone

OTHER TASVEG COMMUNITIES

- Acacia woodland and scrub

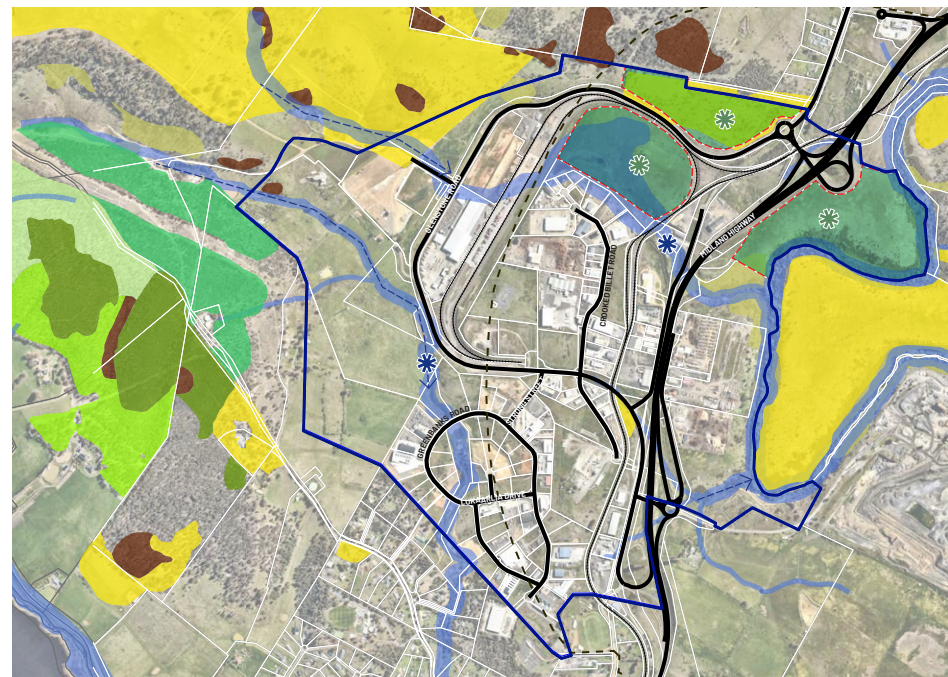
The Brighton Hub precinct contains several native vegetation communities protected under State and Federal Environmental legislation. These include the Lowland Native Grasslands of Tasmania, Eucalyptus tenuiramis forest and woodlands on sediments, and Eucalyptus globulus dry forest and woodland. The Eucalyptus globulus vegetation community also provides habitat to the critically endangered swift parrot.

The Department of State Growth also has three offset sites to the north of the precinct which must be protected and maintained in perpetuity.

According to the 2021 Brighton Council Catchment Management Plan, the industrial area is generally well serviced for storm water, with a key priority being the protection of Ashburton Creek from pollutant loads.

Flooding priorities include avoiding development within the creek's flow area and ensuring future development properly manages both minor and major flows.

The precinct is serviced by three main drainage corridors: Ashburton Creek, which is the primary flow path for most of the site; Crooked Billet Creek in the northeast; and a smaller unnamed tributary of the Jordan River in the southeast



OPPORTUNITIES AND CONSTRAINTS

LEGEND

- Study Area
- Opportunity to formalise tributaries
- * Potential locations for stormwater detention and water quality treatment
- * Opportunity to rehabilitate biodiversity zones and integrate recreational trails and information interpretational signage.
- DSG environmental offset sites

NATIVE VEGETATION

- Lowland Native Grasslands of Tasmania
- Eucalyptus tenuiramis forest and woodland on sediments
- Eucalyptus globulus dry forest woodland
- Eucalyptus risdonii forest and woodland
- Eucalyptus amygdalina forest and woodland on sandstone

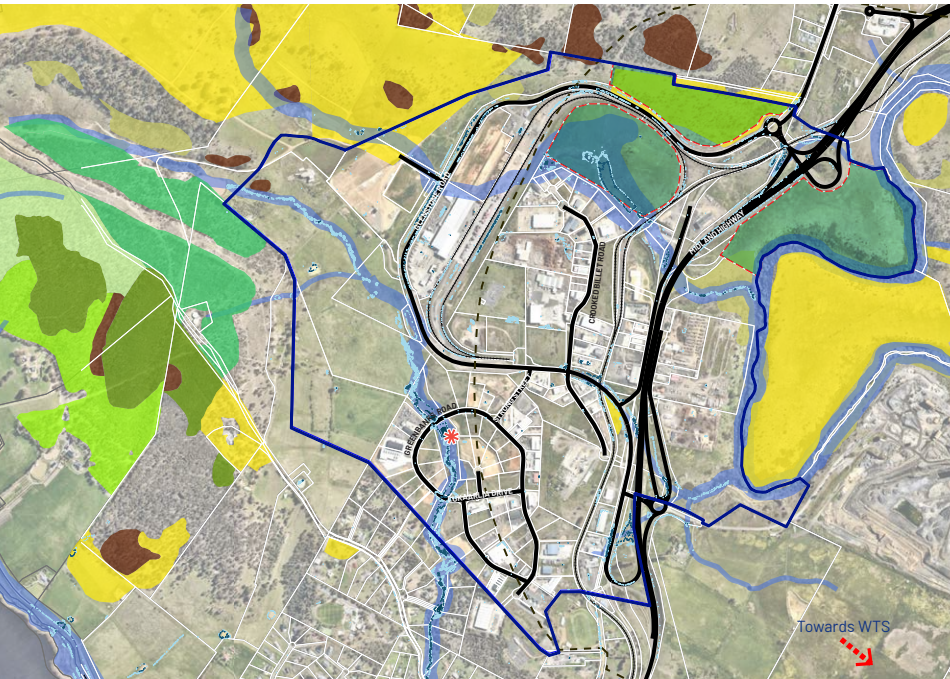
One of the primary opportunities within the study area is the formalisation of tributaries along existing overland flow paths. Subject to detailed assessment, these tributaries could be rationalised and realigned to improve development efficiency and maximise developable land.

Mapping identifies three key overland flow routes influencing the study area: the Ashburton Creek catchment, the Crooked Billet Creek catchment, and an unnamed tributary affecting the southeastern portion of the site. The locations identified on the map may also provide suitable opportunities for detention basins, where required.

The DSG environmental offset sites along the Midland Highway are ideal locations for establishing and protecting biodiversity corridors within the precinct. Recreational trails and interpretive signage could be incorporated to promote environmental education and public appreciation of these areas.

Unlike the offset sites, these vegetation communities are not 'no-go' areas. Their legislative protection means future expansion would be subject to technical investigation, reporting and negotiation, potentially including offset procurement, rather than being precluded outright. They represent a consideration for future planning rather than a constraint.

CIRCULAR ECONOMY



EXISTING CONDITIONS

LEGEND

- Study Area
- DSG environmental offset sites
- Waterway and coastal protection area
- Bridgewater Quarry Attenuation Area
- Existing Detention Basin
- Brighton Hub Waste Transfer Station (WTS) at Cove Hill
- Lowland Native Grasslands of Tasmania
- Eucalyptus tenuiramis forest and woodland on sediments
- Eucalyptus globulus dry forest woodland
- Eucalyptus risdonii forest and woodland
- Eucalyptus amygdalina forest and woodland on sandstone

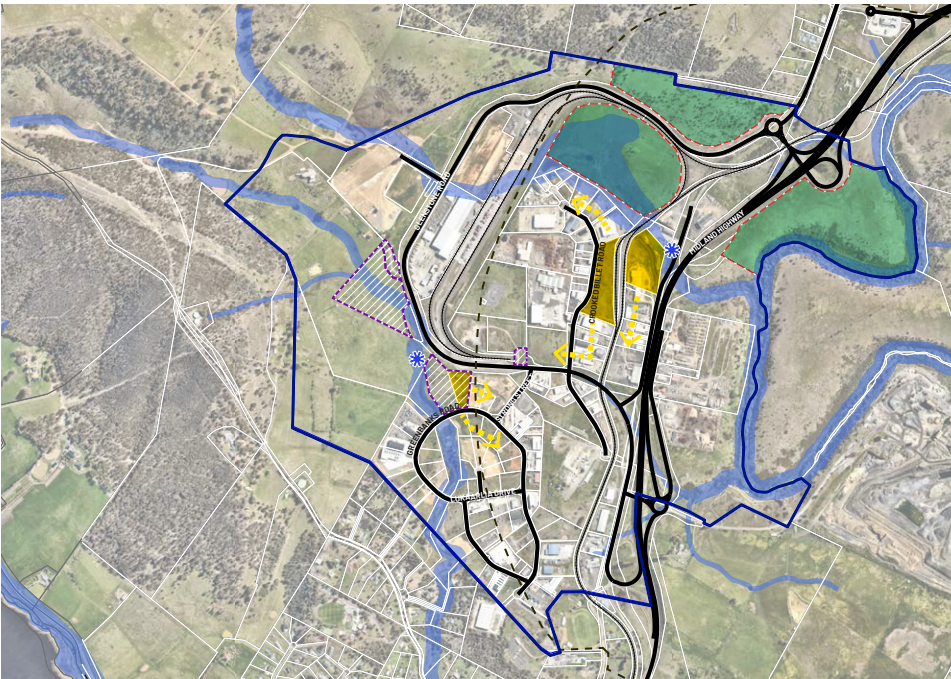
1% AEP Overland Flood Event

- | | |
|--------------|--------------|
| 0.0 to 0.5 m | 2.0 to 3.0 m |
| 0.5 to 1.0 m | 3.0 to 4.0 m |
| 1.0 to 2.0 m | 4.0 to 5.0 m |

The Brighton Hub has an established base of businesses in manufacturing, transport and waste recovery, with some circular economy activity already occurring within the precinct.

The Hub's General Industrial zoning accommodates a broad range of land uses, providing an existing platform for circular economy operations. Council and DSG own land within and adjacent to the precinct.

Development potential across parts of the precinct is constrained by the 1% AEP flood extent, protected native vegetation communities including lowland Themeda triandra grassland and Eucalyptus tenuiramis forest and woodland on sediments, and DSG environmental offset sites which must be maintained in perpetuity.



OPPORTUNITIES AND CONSTRAINTS

LEGEND

- Study Area
- DSG environmental offset sites
- Waterway and coastal protection area
- Bridgewater Quarry Attenuation Area
- Potential Detention Basin Location
- Circular Economy germination sites
- Agglomeration of circular economy precinct
- Council/DSG Owned land

Opportunities exist to work with existing businesses to identify current circular activities and shift linear practices toward circularity.

On-site renewable energy generation can reduce business costs and emissions, and planning for low and zero emissions freight vehicles – including EV charging infrastructure – will position the precinct for the anticipated transition in fleet technology.

Landscaping measures including planted nature strips and canopy trees can reduce urban heat island effects where appropriate, and the restoration and maintenance of ecological systems within and around the Hub presents further opportunity to improve the precinct's environmental performance.

PRIORITY ACTIONS



The Brighton Industrial Estate Brand and Place Strategy seeks to set a new vision and pathway, supported by practical actions, to reposition the Brighton Hub as an attractive prospect for future investors and to support growth.

The Brighton Hub is called the Brighton Industrial Estate in this strategy.

This Strategy outlines the place strategy and action plan. The Strategy describes the Brighton Hub's context, including the Brighton area, relevant policies and programs, engagement outcomes, and key local and global case studies. The strategy contains a new place vision and is designed to provide guidance on how actions could be implemented and examples of implementation.

The strategy recognises that the Brighton Hub is an underutilised asset in Tasmania that presents valuable 'employment land' that will support local enterprise growth and job opportunities for a growing Brighton population.

The strategy recognises that industrial land is a key feature of the future growth of the Brighton municipality and that industrial land use is centred around

the Brighton Hub as the major transport interchange for Southern Tasmania. The strategy also recognises that the Brighton Hub has the backbone of a good location with proximity to industrial amenity, development opportunities and a growing population.

Niche has undertaken review of the strategy and identified the following priority actions for integration in the Structure Plan.

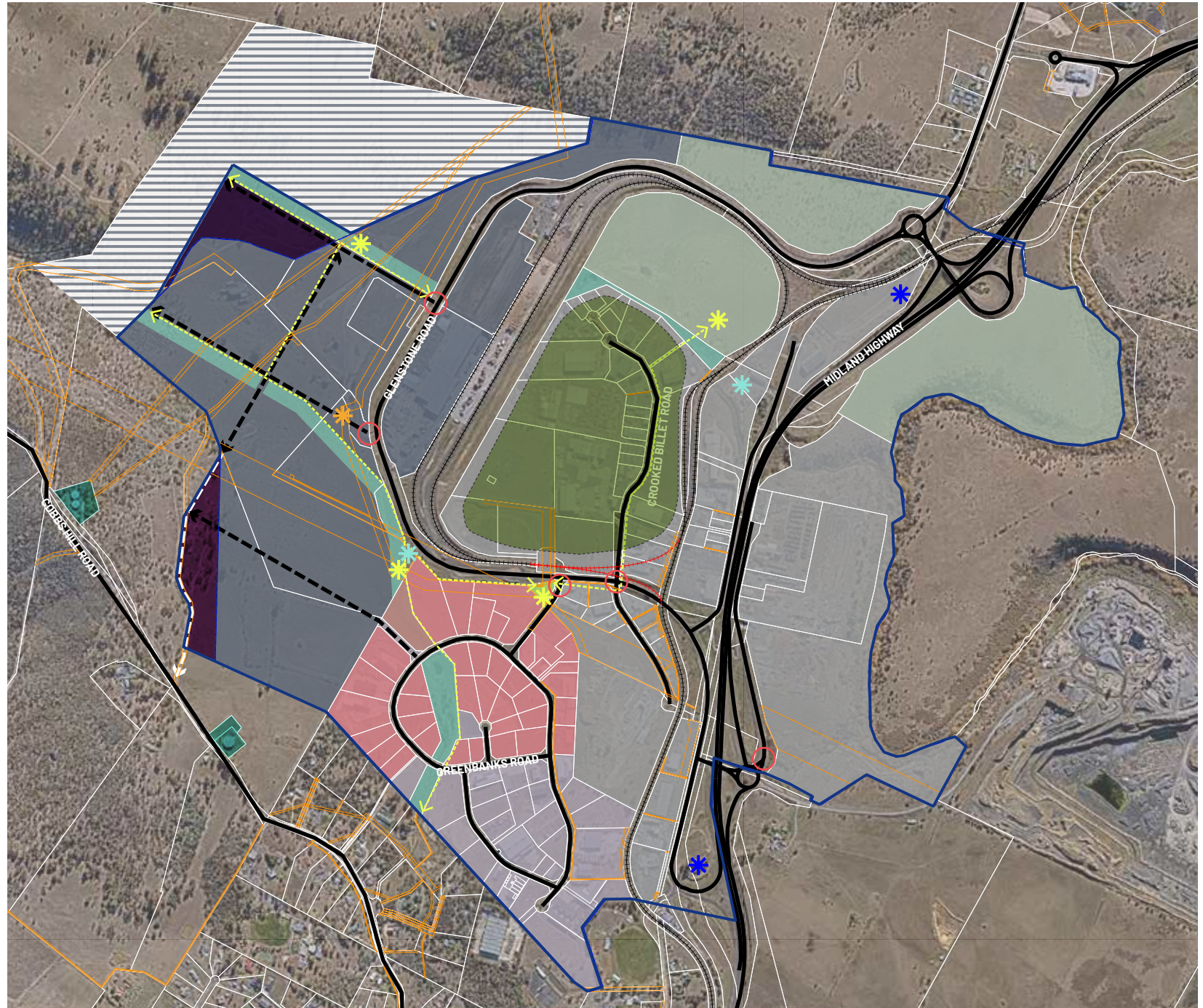
STRATEGY NUMBER	STRATEGIC ACTIONS
2	Landmark Entrance Experience
3	Road Verge Landscaping
4	Business frontage guidance
5	Wayfinding Infrastructure
6	Art Wall
7	Integrated Lighting Upgrade
8	Update Mobile Food Vendor Policy
9	Food Truck Fridays
10	Walking Tracks
12	Lunchtime seating nooks
13	Amenity and activity nodes
14	Activate vacant land
15	Biodiversity Zones
16	Ashburton Creek Recreation Zone
17	Connective footpath upgrades
19	Truck parking
20	Define new car parking
23	Specific Area Plan
25	A new prospectus

Not part of scope, but Brighton Council could consider

PREFERRED STRUCTURE PLAN

LEGEND

-  Current Brighton Hub Boundary
-  Proposed Brighton Hub Boundary
-  Light Industrial
-  Industrial
-  Industrial (preferred rail related activity)
-  Future Investigation Area
-  Land proposed for General Industrial rezoning
-  Transition Lot Typologies (1-2ha)
-  Brighton Hub Rest Stop
-  Drainage
-  Potential Detention Basins
-  Conservation (DSG offset sites)
-  Existing Road
-  Future Roads (indicative location)
-  Possible Future Road Investigation
-  Primary Recreation Path Network (indicative location)
-  Recharge and Lunch Nodes (designed for employees in the Hub)
-  Rail
-  Potential Future Rail
-  Easements
-  Brighton Hub Gateways
-  Precinct Gateway (wayfinding)
-  Potential Temporary Waste Recovery Centre
-  Potential Circular Economy precinct location



STRATEGIC IMPLICATIONS FOR BRIGHTON HUB

The body of strategic work reviewed points consistently to the Brighton Hub as southern Tasmania's most important industrial land asset, and one that is under increasing pressure to perform. Demand for industrial land in the region is growing, the supply of suitable land elsewhere in Greater Hobart is contracting, and the Hub is expected to absorb a significant share of that overflow. Environmental constraints, interface buffers, drainage corridors, easements and landlocked parcels collectively reduce what is actually available for industrial development. Several themes emerge from the reviewed documents and desktop analysis as particularly significant for future planning.

LAND SUPPLY AND LOT CONFIGURATION

While the Hub holds substantial area in industrial zoning, the effective supply of suitable, serviced and available land is more limited than gross figures suggest. A small number of landowners control large parcels, some of whom have shown limited appetite to subdivide or develop. The existing stock of subdivided lots skews small (3,000 to 7,000 square metres), while demand is increasingly for larger lots of two to five hectares, particularly for strategic warehousing and logistics operations. Compounding this, the desktop assessment identifies a number of land parcels that currently lack road access, which further reduces the pool of land available for near-term development without new internal road infrastructure.

Future structure planning should address internal road layout, lot configuration and rail access in an integrated way, ensuring land is released in a pattern that matches market demand and supports the Hub's intermodal function.

INFRASTRUCTURE CONSTRAINTS

Water, wastewater and power infrastructure are identified across multiple documents as the primary constraints on the Hub's development capacity. TasWater and TasNetworks servicing limitations are already impacting the precinct's ability to attract and accommodate growth. The desktop assessment identifies an electricity substation and associated buffer area within the precinct, along with overhead transmission lines and easements that affect developable land.

These constraints need to be addressed proactively and in coordination with the relevant providers, rather than left to be resolved on a lot-by-lot basis as development applications are lodged. The structure plan presents an opportunity to quantify future demand, identify infrastructure upgrade priorities and provide a clear framework that can support funding advocacy.

Avoiding development within creek flow areas, protecting Ashburton Creek from pollutant loads, and ensuring future development properly manages both minor and major flood flows are identified as priorities. The desktop assessment identifies potential locations for stormwater detention and water quality treatment infrastructure, and the formalisation of drainage tributaries, which should be incorporated into the structure plan framework.

CIRCULAR ECONOMY AND EMERGING INDUSTRIES

Multiple documents, including the draft Southern Tasmania Regional Land Use Strategy and the Statewide Industrial Land Study, explicitly identify the Brighton Hub as a location suited to circular economy land uses. The Circular Economy Precinct report provides a starting framework, and the proposed green hydrogen facility signals genuine private and government interest in this direction. Future planning should consider how the General Industrial Zone and any Specific Area Plan provisions can accommodate circular economy uses, including waste recovery, energy recovery, remanufacturing and research and development functions, without undermining the precinct's core freight and logistics role.

DIGITAL AND TELECOMMUNICATIONS INFRASTRUCTURE

The draft Tasmanian Planning Policies identify digital connectivity as a component of the state's innovation and economic growth agenda. As freight, logistics and industrial operations become increasingly data-intensive and reliant on automation, reliable high-capacity connectivity will be a baseline expectation for prospective tenants. The desktop assessment identifies EV charging opportunities at the council-designated truck stop on Strong Street and at freight-level locations across the precinct, reflecting the anticipated shift in fleet technology.

Subdivision design should integrate conduit and pit networks from the outset, and the structure plan should establish clear expectations around telecommunications infrastructure provision to avoid the cost and disruption of retrofitting.

INTERFACE AND BUFFER MANAGEMENT

The Hub's development potential is shaped on multiple sides by sensitive interfaces. The Boral quarry attenuation zone to the east, the residential interface to the south and the conservation offset areas to the north all constrain where and how the precinct can grow. These are not new issues, but they have not been comprehensively addressed in a single planning document. The structure plan should map these constraints clearly, identify the land affected and establish planning provisions that protect both the industrial function of the Hub and the amenity and environmental values of adjoining areas.

FRAGMENTATION AND PRECINCT IDENTITY

The Brighton Structure Plan (2018) and the Brand and Place Strategy (2020) both identify fragmentation as a persistent problem. Businesses operating in isolation, low public realm quality, limited amenity and an underdeveloped sense of place all contribute to underperformance relative to the Hub's strategic potential. Addressing this requires more than design guidance, it also requires a governance model that gives the business community a stake in the precinct's future. The Circular Economy Precinct report identifies the establishment of an operating body as a first step, and this warrants serious consideration as part of any broader structure planning process.

FREIGHT FUNCTION AND THE BRIDGEWATER BRIDGE DIVIDEND

The opening of the new Bridgewater Bridge in June 2025 removes a longstanding constraint on freight efficiency between the Hub and southern Hobart. The structure plan should consider how to translate this improved connectivity into tangible precinct outcomes, including by protecting freight-accessible land from conversion to non-industrial uses, supporting heavy vehicle access and ensuring internal road layouts within the Hub can accommodate the likely increase in freight movements. The desktop assessment also identifies opportunities for container storage within the precinct to improve freight movement efficiency, noting that DSG offset sites are excluded from consideration for this purpose.

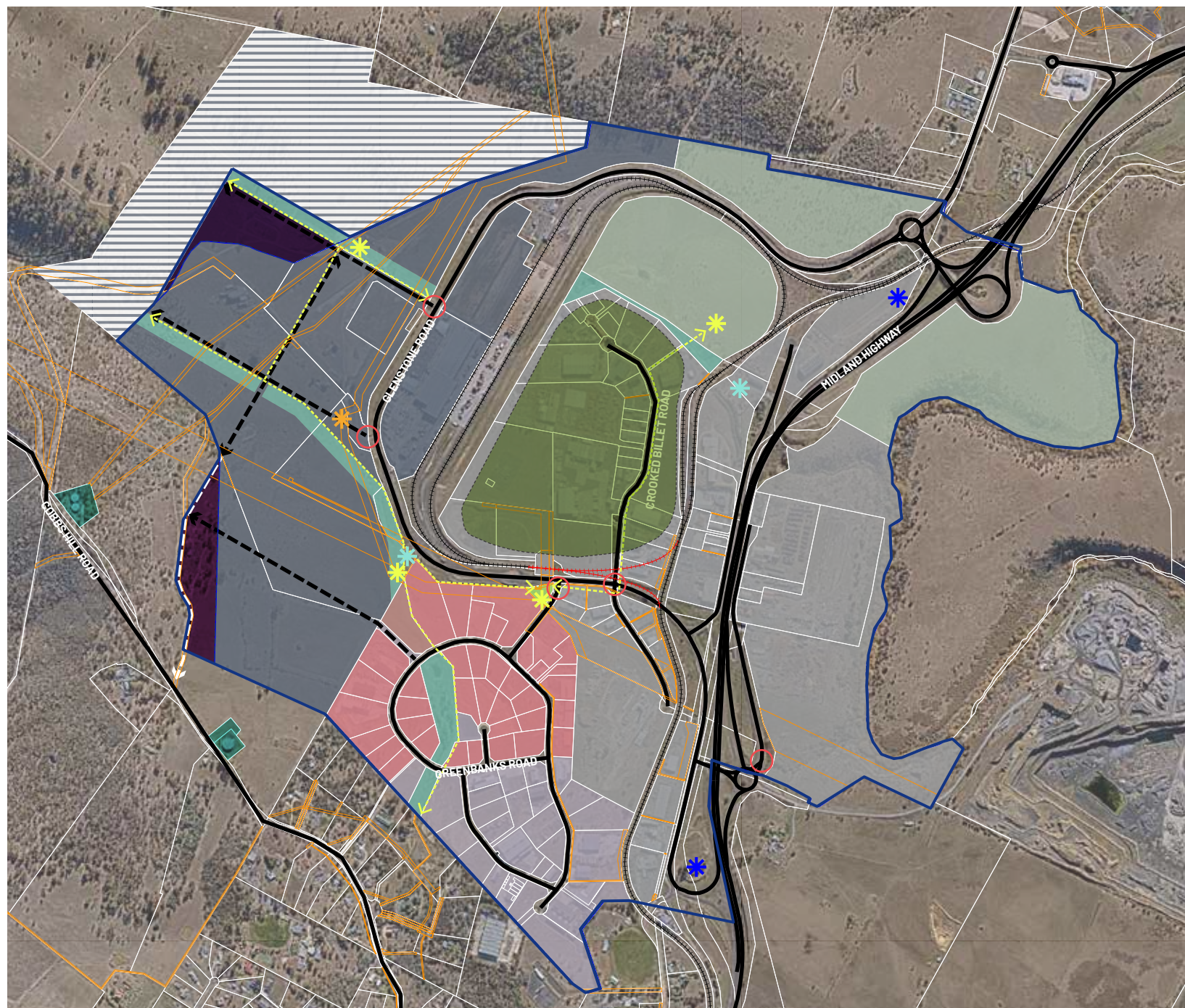
STRATEGIC COORDINATION

Across the reviewed documents, one gap is consistent: the absence of an up-to-date, integrated structure plan for the Hub. Multiple strategies have identified this as a priority, and the ad-hoc development pattern that has resulted from its absence is well documented. A comprehensive structure plan, addressing land supply, infrastructure, interface management, circular economy opportunities and precinct identity in a coordinated way, is overdue and, given the current level of strategic interest in the Hub, well-timed.

PREFERRED STRUCTURE PLAN

LEGEND

-  Current Brighton Hub Boundary
-  Proposed Brighton Hub Boundary
-  Light Industrial
-  Industrial
-  Industrial (preferred rail related activity)
-  Future Investigation Area
-  Land proposed for General Industrial rezoning
-  Transition Lot Typologies (1-2ha)
-  Brighton Hub Rest Stop
-  Drainage
-  Potential Detention Basins
-  Conservation (DSG offset sites)
-  Existing Road
-  Future Roads (indicative location)
-  Possible Future Road Investigation
-  Primary Recreation Path Network (indicative location)
-  Recharge and Lunch Nodes (designed for employees in the Hub)
-  Rail
-  Potential Future Rail
-  Easements
-  Brighton Hub Gateways
-  Precinct Gateway (wayfinding)
-  Potential Temporary Waste Recovery Centre
-  Potential Circular Economy precinct location



MEMORANDUM (DRAFT – VERSION 2)

To:	Brighton City Council and Department of State Growth
From:	Alexandra Faure, Sustainability Lead (Niche Planning Studio)
Date:	12.06.2026
Version	Draft – V2

RE: CIRCULAR ECONOMY & CLEAN ENERGY OPPORTUNITIES IN BRIGHTON HUB

Precinct design and supporting infrastructure play a critical role in delivering zero-carbon and climate-resilient built environments, enabling efficiencies and scaling up impact beyond what can be achieved at the individual building level. Decisions made at this stage can lock in both embodied and operational emissions for the lifetime of assets, while also shaping the precinct’s ability to respond to evolving climate risks over time. When approached strategically, precinct-scale planning enables shared systems, resource efficiencies and integrated solutions that are not feasible at smaller scales.

As part of the structure plan process, Brighton Council is seeking to safeguard strategically located land for freight, logistics and intermodal uses while enabling emerging industries – particularly clean energy, circular-economy enterprises and smart logistics—to locate, scale and operate within a resilient precinct. To inform this vision we have reviewed relevant federal, state and local policy to understand strategic alignment and funding/regulatory support; examined successful national examples to identify key success factors and transferable opportunities; and analysed the subject site’s structural and locational advantages to identify realistic planning and operational pathways.

This memorandum provides a concise summary of planning and operational opportunities to realise that vision, including early decisions around precinct layout, infrastructure provision and coordination models. It highlights opportunities to attract and support industries aligned with circular economy principles, recommends precinct design features and policy settings to enable clean energy enterprises, and identifies co-location benefits between complementary industries.

1.1 POLICY SETTINGS

As Australia strives to meet its emission reduction targets, the rapid roll out of both circular economy and clean energy initiatives has become increasingly essential. Support for these initiatives is evident at federal, state, regional, and local levels, reflecting a comprehensive commitment to a sustainable future. Key policies are summarised in this section.

1.1.1 Federal Policy

- **2035 National Emissions Reduction Target** – Australia has set a new 2035 National Emissions Reduction Target of 62–70% below 2005 levels, marking a critical milestone on the pathway to net zero by 2050 and significantly accelerating the pace of decarbonisation across the economy. For industrial precincts, this translates into a need for rapid, coordinated decarbonisation of energy-intensive activities, including a shift to renewable electricity, electrification of processes, and improved resource and energy efficiency. Strengthened policy settings—particularly in electricity decarbonisation, industrial efficiency, transport electrification, and the expansion of the Safeguard Mechanism and Australian Carbon Credit Unit (ACCU) Scheme—are expected to drive both compliance obligations and new opportunities for low-carbon innovation.
- The **Net Zero Plan (2025)** sets the national delivery pathway, prioritising clean electricity, electrification and efficiency, clean fuels, emerging technologies, and carbon removals. For industrial precincts, this means a growing expectation to function as integrated, low-carbon systems—leveraging shared infrastructure (e.g. renewable energy generation and storage), co-location of complementary industries, and circular resource flows. It also signals increased access to funding and facilitation mechanisms (e.g. Net Zero Fund, Investor Front Door), positioning well-planned precincts to attract investment, support innovation, and remain competitive in a decarbonising economy.
- Six **Sector Plans (2025)** have been developed to support the delivery of the Net Zero Plan. Of particular relevance to industrial precincts are the *Electricity and Energy, Industry, and the Built Environment Sector Plans*, which outline differentiated pathways reflecting sector-specific challenges and opportunities—from rapid grid decarbonisation to more gradual transitions in heavy industry. These plans collectively signal a shift towards precinct-scale decarbonisation, where industrial areas are expected to operate as integrated, low-carbon ecosystems rather than isolated assets.
 - The **Electricity and Energy Sector Plan** provides a pathway to affordable, reliable and secure energy, driven by three shifts, as technology, markets and energy demand evolves: improved energy efficiency, electrification and fuel-switching, and scaled-up clean energy supply. Industrial precincts will need to plan for electrification at scale, secure access to renewable energy (on-site or via grid), and accommodate emerging energy carriers (e.g. renewable gases, low-carbon fuels). This reinforces the importance of shared energy infrastructure, grid capacity planning, and future-proofing land for energy systems.
 - The **Industry Sector Plan** sets a pathway to net zero for manufacturing and waste sectors, including technology deployment, fuel-switching, and industrial symbiosis. Industrial precincts are positioned as key enablers of industrial decarbonisation, with opportunities to facilitate co-location of complementary industries, shared utilities, and resource exchange (e.g. heat, materials, by-products). This elevates the role of precinct design and governance in enabling circular economy outcomes and reducing emissions collectively rather than site-by-site. Highlighted opportunities for decarbonisation include integrating renewables and affordable renewable hydrogen and carbon feedstock at scale, and industrial symbiosis.
 - The **Built Environment Sector Plan** focuses on creating a low-emissions, energy-efficient and climate-resilient built environment, with strong emphasis on planning and design.

Industrial precincts will need to embed climate-responsive design and infrastructure upfront, including heat mitigation, energy-efficient buildings, and integrated landscape and water systems, to reduce operational demand and improve resilience over time.

- The ***National Waste Policy and National Waste Policy Action Plan*** provide a national framework to accelerate Australia's transition to a circular economy and improve waste and resource recovery. Key targets relevant to industrial precincts include achieving an 80% average resource recovery rate across all waste streams—particularly for commercial and industrial (C&I) and construction and demolition (C&D) waste—and significantly increasing the use of recycled content by governments and industry. Central to both is scaling up circular economy initiatives that design waste and pollution out of the system.
- The ***National Hydrogen Strategy (2024)*** provides a framework to position Australia as a global hydrogen leader by 2030 and identifies the most prospective hydrogen use cases that will be the focus for ongoing government economic incentives and policy support. Importantly, it flags that Tasmania is uniquely placed to assist in the transitioning energy landscape in the export and local use of green hydrogen and its derivatives, such as green methanol and green ammonia.

1.1.2 State Policy

- Tasmania's ***Emissions Reduction and Resilience Roadmap 2024–29*** provides an overarching framework that links the State's six sectoral plans (including energy, waste and industrial processes) with the statewide climate risk assessment, establishing a coordinated pathway to reduce emissions and build resilience across the economy. The roadmap focuses on maintaining Tasmania's net zero emissions position through to 2030 and beyond, while supporting industries and businesses to transition to a low-emissions, climate-resilient economy through targeted actions, enabling infrastructure, and cross-sector programs. For industrial precincts, the roadmap highlights opportunities to integrate renewable energy, improve energy efficiency, support circular economy outcomes (particularly in waste and resource recovery), and enable low-emissions industrial processes, while also responding to cross-cutting risks such as supply chain disruption, infrastructure resilience, and evolving market and regulatory conditions.
- The ***Tasmanian Waste and Resource Recovery Strategy 2023–2026*** provides a statewide framework to support the transition to a circular, low-emissions economy by reducing waste generation, increasing resource recovery, and retaining the value of materials within the economy. The strategy focuses on integrated planning, strategic investment, circular economy market development, and strong partnerships to enable reuse, repair, recycling and remanufacturing, while establishing the infrastructure, data systems and skills required to scale these outcomes across Tasmania. For industrial precincts, it highlights opportunities to develop circular economy precincts, invest in resource recovery infrastructure (including through programs such as the Waste and Resource Recovery High Priority Infrastructure Grant Program), and support new business models that reduce waste and create value from materials—particularly in priority streams such as construction and demolition waste, organics and plastics.
- The ***Statewide Industrial Land Study – Strategic Framework for the Southern Region (2025)*** provides a strategic assessment of current and future industrial land needs across Tasmania, identifying supply, demand and infrastructure constraints, and establishing a framework to ensure sufficient, well-located and serviced industrial land is available to support economic growth. The study identifies key

challenges including an overall shortfall of industrial land supply (with only around 20 years of suitable vacant land remaining), a qualitative mismatch in lot sizes and locations, and infrastructure constraints—particularly in Regionally Significant Industrial Precincts (RSIPs) such as Brighton Hub, where power, wastewater and transport limitations are restricting development and investment. For industrial precincts such as the Brighton Hub, the study highlights the need to protect and plan for strategically located land that supports intermodal logistics, freight and export-oriented industries, including the provision of larger lot sizes suited to warehousing and heavy industry. It also emphasises the importance of coordinated infrastructure upgrades and proactive planning—such as rezoning additional land, aligning lot configurations with precinct intent, and working with service providers—to unlock capacity, attract investment and accommodate future ‘overflow’ demand from constrained urban areas. Importantly, the Study recognises the Brighton Hub is Southern Tasmania’s primary intermodal logistics hub and as such plays a critical role in regional supply chains, accommodating warehousing, construction, and logistics businesses.

- The **Future Gas Strategy (2023)** sets out the State’s vision for the role of gas in a transitioning energy system, recognising the need to balance energy security, affordability and emissions reduction while supporting an industry-led shift away from fossil gas. The strategy identifies a suite of decarbonisation pathways—including electrification, bioenergy, renewable hydrogen and other synthetic renewable gases—acknowledging that no single solution will meet all energy needs and that a mix of technologies will be required as alternatives mature and become commercially viable. For industrial precincts, the strategy highlights the ongoing role of gas (particularly for high-heat industrial processes) in the short to medium term, while emphasising the importance of enabling infrastructure, energy efficiency, and planning for the integration of renewable gases over time. This creates opportunities to support emerging industries (e.g. hydrogen and bioenergy), leverage existing gas infrastructure, and facilitate a staged transition to low-emissions energy systems at precinct scale.
- The **Renewable Hydrogen Strategy and Action Plan (2020)** establish a framework for Tasmania to become a leader in large-scale renewable hydrogen production, supporting both domestic use and export markets by 2030. The Strategy promotes a hub-based approach, focusing on locations that can leverage existing infrastructure (energy, water, ports and transport) to enable cost-effective, large-scale deployment, with Bell Bay identified as the State’s primary export-oriented hydrogen hub. For industrial precincts, the Strategy supports a distributed network of hydrogen-ready locations, including regionally significant precincts beyond Bell Bay. In particular, the Brighton Hub is recognised as well-positioned to support domestic hydrogen applications—such as transport, gas blending and industrial use—due to its access to transmission, gas infrastructure and major transport corridors, highlighting its role in enabling precinct-scale energy transition.
- The **Tasmanian Planning Policies (TPPs)**, which guide Tasmania’s land use planning system and come into effect on 1 July 2026, support the development of strategically located and well-serviced employment precincts that contribute to a resilient and sustainable economy. Relevant policies, including Renewable Energy (4.5), Industry (4.6), Innovation and Research (4.8) and Provision of Services (5.1), promote renewable energy development, protect and provide sufficient industrial land, encourage emerging industries and innovation, and support the coordinated delivery of essential infrastructure, including digital infrastructure, telecommunications, energy, recycling and waste management services. Together, these policies reinforce the importance of infrastructure-enabled

industrial precincts that can support economic diversification, emerging industries and long-term regional growth.

1.1.3 Local Policy

- The **Brighton Council Strategy 2023–2033** sets a long-term vision to create “a thriving place with opportunities for all,” underpinned by strong community values and a commitment to sustainable, evidence-based decision-making. Of particular relevance to the precinct, the Strategy embeds environmental sustainability as a core priority through Goal 2: Ensure a sustainable environment, which includes acknowledging and responding to the climate and biodiversity emergency, demonstrating environmental stewardship, and ensuring long-term, evidence-based asset planning.
- The **Brighton Structure Plan (2018)** provides a strategic framework to guide land use, infrastructure and growth across the municipality, with a focus on accommodating population growth, strengthening employment, and improving connectivity, amenity and service provision over the short to long term. The Plan reinforces Brighton’s role as a key employment and logistics node within Greater Hobart, centred on the Transport Hub and Industrial Estate, while identifying the need to improve infrastructure efficiency, connectivity and presentation, and to protect industrial land for future demand. It also emphasises environmental protection, urban greening, and improved walking/cycling networks, but has limited explicit focus on energy systems, renewables or circular economy, reflecting its pre-net zero policy context. For the Brighton Industrial Hub, the Plan confirms its strategic importance as a state-significant freight and logistics precinct with growing demand and long-term industrial land supply. It highlights opportunities to enhance efficiency, coordination and infrastructure servicing, while improving integration with surrounding uses and protecting buffers. While sustainability is not a primary framing, the Plan identifies early foundations for precinct-scale approaches—including industrial clustering, infrastructure coordination and improved resource efficiency—which can support future energy transition and circular economy initiatives.
- The **Brighton Climate Change and Resilience Strategy (2023)** provides a framework for Council and community climate action, focused on emissions reduction, adaptation and enabling a transition to a low carbon, resource-efficient economy, including opportunities in emerging technologies, markets and systems. The Strategy positions Council as both an operator and facilitator, with targets for net zero emissions, increased renewable energy uptake, and improved resource efficiency, supported by demonstrated progress (e.g. ~70% emissions reduction driven largely by landfill methane capture). While not framed explicitly as an “industrial decarbonisation” or “circular economy precinct” strategy, the document establishes clear enabling conditions—policy alignment, emissions data, partnerships, infrastructure investment, and behaviour change programs—that can support: Precinct-scale energy systems (renewables, electrification, waste-to-energy); Industrial symbiosis and material/resource efficiency; Low-carbon logistics and freight transition; and integration of climate risk into infrastructure and asset planning.

1.2 CASE STUDIES AND TRANSFERABLE SUCCESS FACTORS

1.2.1 Kwinana Strategic Industrial Area, Western Australia

The Kwinana Strategic Industrial Area (WA) is a mature heavy industrial precinct and globally recognised example of industrial symbiosis at scale, demonstrating how coordinated governance, infrastructure and

tenant collaboration can unlock significant resource, energy and cost efficiencies over time. Located within a major freight and port network, Kwinana has evolved from traditional heavy industry into a highly integrated industrial ecosystem, with over 150 active synergy exchanges across water, energy and material flows.

A key success factor is the establishment of the Kwinana Industrial Council (KIC)—an industry-led governance entity that coordinates precinct-wide performance, facilitates collaboration between tenants, and acts as a conduit between industry, government and research institutions. This governance model has enabled transparent data sharing, improved understanding of industrial inputs/outputs, and actively supported the identification and implementation of symbiotic opportunities, including co-location of complementary industries and attraction of supporting businesses.

Kwinana also demonstrates the importance of enabling infrastructure to support circular systems, particularly in water. Investment in alternative water sources—such as desalination and water recycling—has reduced reliance on potable supply and enabled industrial processes to operate more efficiently and resiliently. More broadly, the precinct highlights how shared infrastructure systems (water, energy, waste) can underpin circular economy outcomes at precinct scale.

For the Brighton HUB Industrial Precinct, Kwinana provides several directly relevant insights:

- The importance of establishing a precinct governance and operating model to coordinate energy, water and material flows over time.
- The value of undertaking material flow analysis and data sharing to enable industrial symbiosis and inform tenant curation.
- The need to safeguard land and plan infrastructure early (e.g. for resource recovery, water systems and energy assets) to avoid retrofits.
- Kwinana also highlights the role of partnerships with industry, government and research institutions in driving innovation, supporting new circular industries, and building a resilient, low-carbon industrial ecosystem.

1.2.2 Neerabup Resource Recovery Precinct, Western Australia

The Neerabup Resource Recovery Precinct (NRRP) is a planned 30-hectare regional waste and resource recovery precinct being developed by the City of Wanneroo in Perth's northern corridor. Located adjacent to the Neerabup Power Station within the Neerabup Industrial Area, the precinct is intended to consolidate waste management and resource recovery functions within a single purpose-built location and support the City's transition away from landfill dependence. The masterplan includes a Waste Transfer Station (WTS), Community Recycling Centre (CRC) and Materials Recovery Facility (MRF), with land also safeguarded for potential future energy recovery technologies, subject to future demand, feasibility and approvals.

A key feature of the precinct is its staged delivery model. Stage 1 focuses on establishing core waste transfer, recycling and materials recovery infrastructure, while preserving flexibility for future expansion as waste volumes, technology and market conditions evolve. The approach enables infrastructure investment to be aligned with demonstrated demand, reducing the risk of underutilised assets while ensuring sufficient land is available for longer-term resource recovery opportunities. The Materials Recovery Facility is also intended to be delivered through private investment, highlighting the role of partnerships between local government and industry in supporting resource recovery outcomes.

The precinct also demonstrates a partnership-based delivery model. While the City of Wanneroo is leading the development of the precinct and associated public waste infrastructure, the Materials Recovery Facility is intended to be delivered through private investment. This recognises the role of local government in safeguarding land and providing enabling infrastructure, while leveraging private sector expertise and capital to deliver resource recovery and processing facilities. The precinct is explicitly intended to act as a catalyst for broader private investment, innovation and value-adding industries associated with the circular economy.

For the Brighton Hub Industrial Precinct, Neerabup highlights several key success factors:

- The value of adopting a staged approach to resource recovery infrastructure that aligns investment with demonstrated demand and allows circular economy functions to expand over time.
- The importance of safeguarding appropriately located and buffered land for future resource recovery technologies, even where market demand or business cases have not yet been established.
- The opportunity to co-locate waste transfer, recycling and resource recovery infrastructure to improve operational efficiency and support future expansion.
- The role of local government in enabling circular economy outcomes through land-use planning and foundational infrastructure, while creating the conditions for private sector-led investment and innovation over time.

1.2.3 Bell Bay Advanced Manufacturing Zone (BBAMZ), Tasmania

The Bell Bay Advanced Manufacturing Zone (BBAMZ) (Tasmania, Australia) is a regionally significant industrial precinct and economic development initiative that demonstrates the role of coordinated governance, industry collaboration and strategic positioning in supporting industrial diversification, investment and the transition toward lower-carbon industries. Located within the George Town and Tamar Valley regions, Bell Bay benefits from proximity to port infrastructure, renewable energy resources and established heavy industry.

A defining feature of BBAMZ is its role as an industry-led economic development group, working collaboratively with government, industry and the local community to attract investment, support business growth and facilitate new industrial opportunities. This coordinated approach has enabled a shared vision for the precinct, improved alignment between stakeholders, and strengthened the region's ability to respond to emerging opportunities, particularly in advanced manufacturing and clean energy.

The precinct is increasingly positioned to support energy-intensive and emerging low-carbon industries, including those linked to renewable energy, hydrogen and advanced processing. Its access to relatively low-cost renewable electricity in Tasmania provides a strong competitive advantage, supporting both decarbonisation and the attraction of new industries aligned with the energy transition.

BBAMZ highlights the importance of governance, partnerships and strategic coordination in unlocking precinct-scale opportunities, particularly in regional areas where market signals alone may not be sufficient to drive investment.

For the Brighton Hub Industrial Precinct, BBAMZ provides several directly relevant insights:

- The importance of establishing a coordinated governance and industry engagement model to attract investment and support precinct growth over time.

- The value of leveraging regional competitive advantages (e.g. energy, location, infrastructure) to position the precinct for emerging industries.
- The role of partnerships between industry, government and community in enabling new economic opportunities and supporting diversification.
- The opportunity to align precinct development with the energy transition, attracting industries that benefit from access to renewable energy and low-carbon infrastructure.

1.2.4 Ballarat West Employment Zone, Victoria

The Ballarat West Employment Zone (BWEZ) (Victoria, Australia) is a large-scale, masterplanned industrial precinct demonstrating how early investment in enabling infrastructure and strategic land allocation can support industrial growth, decentralisation and the development of circular economy industries in regional contexts. Located on the western edge of Ballarat, the precinct has been progressively developed to attract industry relocation and new investment, with a strong focus on long-term economic and environmental outcomes.

A key feature of BWEZ is the provision of trunk infrastructure ahead of development, including water, sewerage, drainage and road connections across previously undeveloped land. This upfront investment has significantly reduced barriers to entry for industry, enabling faster development timelines and improving the attractiveness of the precinct for a range of industrial users. Importantly, it has also allowed infrastructure to be designed in a coordinated manner, supporting efficient servicing and future scalability.

The precinct also demonstrates a proactive approach to circular economy development through the allocation of a dedicated 5.2-hectare Circular Economy Precinct, intended to support resource recovery, recycling and related industries. By safeguarding land for these uses early, BWEZ avoids potential land use conflicts and ensures that circular economy activities can be integrated into the broader industrial ecosystem over time.

BWEZ highlights the importance of aligning infrastructure delivery, land use planning and economic development objectives, particularly in regional areas seeking to attract new industries and diversify their economic base.

For the Brighton Hub Industrial Precinct, BWEZ provides several directly relevant insights:

- The importance of early provision of trunk infrastructure to unlock development and attract industry, particularly on greenfield sites.
- The value of safeguarding land for circular economy uses (e.g. resource recovery, recycling) to enable future industry clustering and avoid displacement.
- The opportunity to use infrastructure planning to support coordinated and efficient servicing, reducing long-term costs and enabling scalability.
- The role of industrial precincts in supporting regional economic development and industry relocation, particularly when combined with strong infrastructure and strategic positioning.

1.3 OPPORTUNITIES FOR BRIGHTON HUB

Opportunities for the Brighton Hub Precinct are summarised below. The implications for the Precinct Structure Plan have been identified across four categories to reflect the different types of requirements and delivery mechanisms through which these opportunities can be realised—from on-ground outcomes to supporting systems and ongoing governance. These include:

- Spatial (on-plan outcomes)
- Infrastructure (physical systems and servicing)
- Enabling (analysis, sequencing and conditions)
- Governance / operations (mechanisms to support implementation, coordination and ongoing performance)

1.3.1 Circular Economy Opportunities

The precinct is well positioned to support the transition to a circular economy, with a number of structural advantages that can underpin long-term value creation. Its strategic location as an intermodal hub—with integrated road and rail access, proximity to major highways, Hobart and Hobart Airport, and strong freight connectivity—enables efficient movement of materials across regional and state supply chains. This is complemented by an established transport, logistics and warehousing sector, supported by key operators, as well as a significant supply of industrial land, including large, serviced and development-ready lots suited to medium- and large-scale uses. Together, these characteristics create a strong foundation for attracting and co-locating industries involved in resource recovery, recycling, remanufacturing and logistics, enabling the precinct to evolve into a coordinated circular ecosystem where materials and resources are kept in use for longer.

While many circular economy outcomes are ultimately realised during the operational phase—through material flows, waste and resource management, and industrial symbiosis—there are important actions that can be taken now to enable these outcomes over time. This includes safeguarding space for shared infrastructure and resource transfer and recovery which could be scaled over time (i.e. from limited material recovery and waste transfer facility to regional resource recovery hub), and embedding governance mechanisms to coordinate shared infrastructure, staging future circular economy initiatives, facilitating tenant collaboration and supporting ongoing optimisation.

Early decisions around precinct layout, infrastructure provision and coordination models will be critical to enabling future collaboration between tenants, supporting efficient resource use, and avoiding the need for costly retrofits. Taken together, these steps can position the precinct to deliver both economic and environmental benefits through a scalable and integrated circular economy approach.

Building upon the Circular Economy Strategy prepared for the precinct by KPMG in 2022, the table below includes key considerations and implications for the precinct design and development.

Opportunity	Implication for Precinct Structure Plan
Precinct governance and operating entity Establish a dedicated entity to actively manage precinct performance, coordinate shared services and infrastructure, and facilitate industrial symbiosis and tenant collaboration over time.	Governance / Operations – Encourage through a guideline the establishment of a precinct management entity responsible for coordinating shared infrastructure, facilitating tenant collaboration, supporting future circular economy initiatives and optimising precinct performance over time. Representation should evolve alongside the precinct and may include landowners, local and State Government, utility and infrastructure providers, industry representatives, research institutions and other relevant stakeholders.
Material flow analysis & industrial symbiosis Undertake precinct-wide material flow analysis and regional waste demand assessment to inform precinct growth and enable co-location of complementary industries, supporting by-product exchange and shared resource use.	Governance / Operations – Require or strongly encourage a material flow analysis and regional waste demand assessment be undertaken to inform development staging, tenant mix, co-location opportunities and the appropriate scale, location and staging of resource recovery and circular economy infrastructure as the precinct evolves.
Target circular industries Attract industries that are complementary and/or focused on remanufacturing, repair, refurbishment and product life extension to anchor circular activity and create local value chains.	Governance / Operations – Encourage the prioritisation of circular economy industries within designated areas and supporting clustering of complementary uses via guideline and tenant attraction strategies.
Data, tracking and optimisation Implement systems to track material flows, waste streams and resource use to support optimisation, reporting and continuous improvement.	Governance / Operations – Encourage through a guideline the implementation of precinct-wide data and monitoring systems to support long-term optimisation, infrastructure planning and industrial symbiosis opportunities.
Regional resource recovery and recycling hub Identify and safeguard suitable land to progressively develop resource recovery infrastructure, leveraging freight access and economies of scale, and transitioning from foundational waste transfer and material recovery functions toward a larger integrated circular economy hub.	Spatial + Infrastructure – Identify and safeguard sufficient land to enable staged expansion of recovery and processing activities over time. Early stages may focus on waste transfer, drop-off, sorting and consolidation functions (~2–5ha), with potential expansion toward larger regional-scale recovery, processing and circular manufacturing activities (15–30ha+) as demand evolves. Consider centrally located sites with good accessibility, sufficient area for future expansion, and proximity to intermodal and logistics areas to support efficient material aggregation, transfer and redistribution across regional and state supply chains.

Opportunity	Implication for Precinct Structure Plan
Organics processing Consider future organics processing and recovery opportunities, including composting, soil and organic products and biogas/energy generation opportunities, subject to feedstock availability, tenant mix, regional demand, further feasibility assessment, and alignment with long term circular economy goals.	Spatial + Infrastructure – Identify and protect suitably buffered land capable of accommodating future organics processing infrastructure if sufficient feedstock and demand emerge over time. Consider co-location with future resource recovery and recycling areas to leverage shared infrastructure and logistics.
End-of-life renewable energy infrastructure recovery and recycling Support future industries associated with the collection, disassembly, recovery, recycling and repurposing of renewable energy infrastructure, including solar panels, batteries and wind energy components.	Spatial + Governance / Operations – Safeguard land within future resource recovery and recycling areas capable of accommodating renewable infrastructure recovery, storage and processing activities over time. Consider co-location with future recycling and resource recovery areas to leverage shared access, servicing, logistics and operational efficiencies
Circular water systems Integrate recycled water networks, stormwater capture and treatment systems to enable water reuse across industrial processes and reduce potable demand.	Spatial + infrastructure – Integrate recycled water and stormwater systems within / near non-developable areas (i.e. retarding basin only), drainage corridors and open space networks, enabling precinct-wide reuse.
Construction waste diversion from landfill Set a target for construction waste diversion from landfill in alignment with State and Local Policy	Enabling – Embed construction waste diversion targets aligned with State and Local policy as a planning requirement or guideline. A minimum of 70% is recommended. Note that this may require land to be temporarily set aside for construction waste separation (Approx. 0.8ha – 1ha recommended, centrally located).
Low-carbon and recycled precinct infrastructure Embed requirements for recycled and low embodied carbon materials in precinct infrastructure to stimulate demand for circular products and support local markets.	Enabling – Embed as a requirement or guideline within precinct infrastructure standards (e.g. roads, utilities, public realm) to prioritise recycled and low embodied carbon materials. A minimum of 30% reduction in embodied carbon associated with the top 4-6 carbon intensive materials used for civil infrastructure is recommended (i.e. asphalt, concrete, steel, aggregates and pipes).
Design for adaptability and disassembly Encourage flexible, modular building design to extend asset life, enable reuse, and reduce future demolition waste.	Spatial – Encourage through built form controls and/or design guidelines, promoting adaptable, modular buildings that support long-term reuse and reduced waste.

1.3.2 Energy Opportunities

The integration of renewable energy generation and storage within the precinct presents a significant opportunity to enhance energy affordability, resilience and competitiveness for industrial users. On-site generation—such as solar—combined with battery storage or other firming solutions, can reduce exposure to energy price volatility, support reliable operations, and enable existing manufacturing and industrial activities to transition to lower-emissions energy sources without compromising productivity. This is particularly important in protecting local jobs and strengthening the long-term viability of energy-intensive industries. Beyond the precinct, there is also potential to contribute to the broader energy system by supplying low-cost, firmed renewable energy to surrounding communities, supporting electrification of transport, and alleviating pressure on the wider grid.

Realising this opportunity will require further investigation and careful system design, particularly in relation to energy demand, grid capacity, infrastructure staging, and system governance (including potential models such as embedded networks or microgrids). However, even at this early stage, there is a clear case for safeguarding space for future energy infrastructure—including distribution corridors, substations and shared energy assets—through easements and planning controls. Embedding this flexibility within the precinct layout will enable multiple future pathways to be explored without costly retrofits, and support the development of a coordinated, scalable energy system aligned with the precinct’s long-term growth.

Opportunity	Implication for precinct design
Precinct energy governance and operating model Establish or enable a coordinated governance model to manage shared energy infrastructure, optimise system performance, and facilitate energy sharing across tenants.	Governance / Operations – Encourage via guideline to establish a precinct-level energy governance/operating entity.
Grid connection and capacity assessment Assess existing network capacity early and plan for upgrades, new substations or alternative models, noting that grid constraints may limit development capacity if not addressed.	Enabling + Infrastructure – Require or strongly encourage early assessment to inform land for substations, easements and network upgrades. <i>We note TasNetworks have been commissioned to undertake a ‘Connection Capability Report’ for the Brighton HUB which will provide this information.</i>
Energy demand and load profile analysis Undertake detailed analysis of current and future energy demand to inform sizing of generation, storage and network infrastructure, and identify anchor users.	Enabling – Require or strongly encourage analysis to inform land for substations, easements and network upgrades. <i>We note TasNetworks have been commissioned to undertake a ‘Connection Capability Report’ for the Brighton HUB which will provide this information.</i>
Generation strategy (on-site and off-site) Safeguard and optimise space for on-site renewables (e.g. rooftops, carparks, surplus land)	Enabling – Safeguard solar access and enable renewables across rooftops, carparks and surplus land; support integration with off-site supply.

Opportunity	Implication for precinct design
while enabling integration with off-site procurement to meet energy objectives.	
Renewable Energy Precinct (generation + storage) Identify and safeguard suitable land for renewable energy generation and storage, enabling staged deployment to manage peak demand, improve resilience, support renewable integration and avoid costly retrofits.	Spatial + Infrastructure – Identify and safeguard land near grid connections; protect energy corridors, easements and sites for substations, storage and shared energy assets. <i>Refer to Pitts and Sherry’s Memorandum, dated 1 April 2026 – Figure 19 (TasNetwork assets Map) and the ‘Connection Capability Report’ by TasNetworks once finalised.</i>
Precinct energy system (microgrid / embedded network) Plan for a coordinated energy system (e.g. embedded network or microgrid) to enable energy sharing, centralised infrastructure and improved efficiency across tenants.	Spatial + Infrastructure + Governance / Operations – Co-locate with renewable energy precinct; enable via guideline, subject to landowner / operator model.
Resilience and energy security Incorporate backup power, islanding capability and system redundancy to ensure continuity of operations for industrial users.	Governance / Operations – Embed into Structure Plan as an objective rather than spatial requirement.
Electrification of freight and industrial operations Support EV charging infrastructure for heavy and light vehicles, leveraging proximity to major transport routes.	Spatial + Infrastructure – Co-locate charging infrastructure with substations and renewable energy precinct.
Energy-intensive industry attraction (aligned with renewables) Once energy demand and load profiles have been established, attract industries that can utilise renewable energy supply (e.g. advanced manufacturing, cold storage), contingent on infrastructure upgrades.	Governance / Operations – Encourage via guideline, aligned with infrastructure capacity and energy availability.
Green hydrogen production and logistics Explore hydrogen production using renewable energy, with potential to supply heavy transport, industrial users, or export via existing freight links.	Spatial + Infrastructure + Enabling – Consider identifying a hydrogen precinct (near energy and freight infrastructure); otherwise enable through inclusion of guideline and future investigation.

ADDENDUM – CIRCULAR ECONOMY HUB PROPOSED STAGING

Australian examples indicate that smaller transfer and resource recovery facilities serving localised area can operate within relatively compact areas of approximately 1–5ha, while larger regional resource recovery hubs integrating transfer, sorting, organics and recovery infrastructure may require 10–30ha+ to accommodate a broader range of services, material storage areas, buffer requirements and future expansion.

Given the long-term aspirations for the precinct and uncertainty regarding future tenant mix, waste streams and regional demand, a staged approach to resource recovery infrastructure is recommended. This would enable the precinct to progressively scale circular economy functions over time while avoiding significant upfront investment or underutilised infrastructure in the early stages of development. Co-location with future Council waste transfer infrastructure is recommended as it would create operational efficiencies through shared access, logistics, staffing, servicing and infrastructure.

This staged approach aligns with the broader structure planning objective of safeguarding land and enabling infrastructure early, while maintaining flexibility to respond to evolving technologies, market conditions and industry demand. It also supports progressive transition from basic waste management functions toward a more integrated circular economy ecosystem as the precinct matures.

Progression between stages would ultimately depend on further assessment of waste generation volumes, tenant demand, regional servicing gaps and infrastructure feasibility. As such, **a detailed waste demand and resource flow assessment** should be undertaken to better understand the types, volumes and sources of waste streams likely to be generated within the precinct and broader regional catchment over time, and to inform the appropriate scale, location and staging of future resource recovery infrastructure.

While a Council-operated waste transfer facility could act as an important catalyst and demonstrate early commitment to circular economy outcomes within the precinct, it is anticipated that many complementary resource recovery, recycling, reuse and processing activities would ultimately be delivered by private sector operators in response to market demand. Over time, this could support the development of a broader circular economy ecosystem without requiring all functions to be established or operated by Council.

The following table provides an example of staging, potential function and key considerations.

Table 1. Proposed Staging of Circular Economy HUB

STAGE	POTENTIAL FUNCTION	KEY CONSIDERATION
Stage 1 – Foundational Material Recovery & Waste Transfer <i>Approx. 2-5ha required</i>	- Waste Transfer Station (WTS) - Temporary construction waste management (~1ha) - Basic sorting, storage and consolidation	- Establishes foundational waste and logistics infrastructure early in precinct development. - Could support construction-phase waste management and basic operational waste streams from early tenants. - Land should be selected to allow for easy access and future expansion.
Stage 2 – Expanded Material Recovery and Circular Economy initiatives <i>Approx. 5-15ha required</i>	- Material Recovery Facility - Construction and demolition waste processing - Construction and industry waste sorting and resource recovery - Organics processing (if viable) - Reuse and repair activities - Emerging industrial symbiosis opportunities - Community recycling functions (if desired)	- Expansion would depend on tenant mix, waste generation volumes and broader regional demand. - Opportunities for industrial symbiosis and co-location with compatible industries may emerge over time. - Shared logistics and infrastructure with the WTS could improve operational efficiency.
Stage 3 – Integrated Regional Resource Recovery and Circular Economy Hub <i>Approx. 15-30+ha required</i>	- Advanced recycling and reprocessing, including of renewable infrastructure - Circular manufacturing and remanufacturing industries - Integrated resource, energy and logistics systems - Regional-scale coordination of material flows	- Represents a longer-term regional-scale circular economy precinct supporting multiple recovery and processing streams. - Potential to integrate with broader freight, energy and industrial systems across the precinct. - Governance, tenant coordination and digital systems would become increasingly important to optimise material flows and precinct performance over time.

MEMORANDUM

To:	Brighton City Council and Department of State Growth
From:	Alexandra Faure, Sustainability Lead (Niche Planning Studio)
Date:	12.06.2026
Version	Draft – V2

RE: DIGITAL INFRASTRUCTURE AND SMART LOGISTICS OPPORTUNITIES IN BRIGHTON HUB

A digitally enabled industrial precinct is one where data is used as core infrastructure to coordinate operations, optimise resource use, and improve decision-making across tenants and systems. Rather than operating as a collection of independent users, the precinct functions as a connected system, where infrastructure, logistics and industrial processes are actively coordinated through a continuous cycle of tracking, optimising and adapting to support greater efficiency, resilience and long-term performance. In practical terms, this means the precinct can track freight, materials and energy flows in real time, enable dynamic scheduling and logistics coordination, support data sharing between tenants and operators, and leverage predictive insights to continuously improve performance.

While digital enablement is largely driven by infrastructure and operations, planning policy and controls play a critical role in encouraging readiness for emerging technologies and ensuring early decisions do not constrain future digital capability. Rather than prescribing how and when digital and smart logistics solutions should be implemented, the focus at the structure planning stage is to establish the conditions for scalable, staged implementation as the precinct develops and demand evolves. This approach helps avoid over-investment upfront while maintaining flexibility to integrate new technologies over time.

This memorandum clarifies the relationship between digital infrastructure and smart logistics and the precinct's broader strategic objectives; examines relevant national and international case studies to identify key success factors and transferable learnings; and outlines key opportunities for the Brighton Hub.

1.1 Existing Digital Connectivity

Telecommunications infrastructure planning has been considered through engagement with NBN and other industry stakeholders. Existing fibre infrastructure is available within and surrounding the precinct, with multiple businesses already connected to fibre services and other telecommunications technologies, including Straight Link, SRT Logistics and OneTrack.

Unlike traditional utility infrastructure such as water, sewerage and electricity networks, telecommunications infrastructure can generally be expanded incrementally in response to demand. As the Statutory

Planning and Urban Design

ABN 35 334 392 034
W nicheplanningstudio.com.au

VIC BOONWURRUNG COUNTRY

Unit 1, 286 Ferrars Street
South Melbourne VIC 3205

WADAWURRUNG & DJA DJA WURRUNG COUNTRY

Suite 8, 11 Davey Street
Ballarat Central VIC 3350

WA WHADJUK NOONGAR COUNTRY

Level 2, 896 Canning Highway
Applecross WA 6153

TAS PALAWA COUNTRY

Level 1, 14 Molle Street
Hobart, TAS, 7000

Infrastructure Provider, NBN has an obligation to provide access to telecommunications services and can facilitate network extensions or upgrades where required.

Mobile telecommunications infrastructure will also play an important role in supporting future industrial, logistics and digital operations within the precinct. While specific tower locations, small cell infrastructure and future network upgrades are typically determined in response to customer demand and development patterns, engagement with Mobile Network Operators (MNOs) and Mobile Network Infrastructure Providers (MNIPs) should continue as the precinct develops to ensure future coverage and capacity requirements can be accommodated.

Telecommunications infrastructure in Australia is primarily regulated under the *Telecommunications Act 1997* (Cth) and associated legislation, which grants carriers certain rights to inspect land, install low-impact facilities and maintain infrastructure — in some cases without requiring state or local planning approval. The *Telecommunications (Low-impact Facilities) Determination 2018* sets out the categories of infrastructure that can be installed as of right, including small cells, conduits and certain antenna structures. This creates an important interface with Tasmania's *Land Use Planning and Approvals Act 1993* and the relevant planning scheme: while carriers may exercise federal rights for low-impact works, more substantial infrastructure, including towers and equipment shelters, will generally require planning approval at the local level.

Understanding this legislative boundary is useful at the Structure Plan stage. Identifying preferred locations for future telecommunications infrastructure within the precinct, including equipment shelter sites and tower envelopes, can reduce conflict between carrier rights and local amenity expectations, and provide greater certainty for both developers and network operators as the precinct grows.

At the Structure Plan stage, the priority is to ensure future development does not constrain the delivery of additional telecommunications infrastructure where required, particularly as freight, logistics, automation and data-intensive industrial uses continue to grow.

The spatial implications of digital infrastructure provision should be considered early in the precinct design process. Conduit routes and pit networks identified at the subdivision stage avoid costly retrofitting and allow fibre to be extended efficiently as lots develop. Where possible, telecommunications conduit should be co-located with other utility corridors to minimise ground disturbance. Road reserve widths, building setbacks and the placement of shared facilities should account for equipment shelters, network nodes and small cell infrastructure on light poles or similar structures.

For freight, logistics and data-intensive uses, internal road layouts and lot configurations should support private fibre networks and on-site connectivity, particularly where automation or real-time tracking is likely. Internal conduit connecting warehouses, gatehouse facilities and perimeter infrastructure is best considered at the site design stage rather than retrofitted.

1.2 Role of Digital Enablement in Precinct Performance

The performance of modern industrial precincts is increasingly defined not only by the quality of their physical infrastructure, but by their ability to efficiently collect, share and utilise data across operations, assets and

supply chains. In this context, digital systems act as critical enabling infrastructure, supporting more productive, efficient and resilient industrial ecosystems. Importantly, digital enablement provides a mechanism to maximise the value of existing and planned infrastructure, improving utilisation and operational performance rather than relying solely on physical expansion.

For freight and logistics precincts in particular, digital technologies are increasingly transforming how goods, vehicles and infrastructure are coordinated. This includes the use of artificial intelligence (AI) and near-real-time location intelligence to optimise freight movements, improve scheduling and routing, reduce congestion and support more efficient use of transport infrastructure. Cloud-based logistics platforms are also enabling greater visibility across supply chains by connecting freight operators, warehouse facilities, carriers, customers and regulatory systems through integrated digital networks.

Digital enablement is also becoming increasingly important within industrial operations. Industrial Internet of Things (IIoT) sensors can provide real-time information on asset performance, freight movements, environmental conditions and operational efficiency, while supporting improved safety, security and asset management. Advances in warehouse automation, including autonomous mobile robots (AMRs), automated storage and retrieval systems, and advanced sorting technologies, are further improving productivity and competitiveness across freight and logistics industries. These trends align with broader national initiatives, including the Australian Government's National Robotics Strategy and associated funding programs aimed at accelerating industrial innovation and automation.

This enabling role is also critical in translating broader sustainability objectives into operational outcomes. Circular economy opportunities, for example, rely on the ability to identify, match and optimise resource exchanges between tenants. While co-location creates the potential for industrial symbiosis, these opportunities depend on real-time visibility of material flows. Digital platforms and material flow analysis tools therefore become essential in supporting ongoing optimisation of materials, water and waste streams across the precinct.

A similar dynamic applies to energy systems. Electrification, renewable energy integration and alternative fuels introduce both opportunity and complexity, increasing variability in supply and demand. Digitally enabled energy systems support real-time balancing and coordination across tenants, helping to improve efficiency, reduce peak demand pressures and maximise utilisation of shared energy infrastructure.

Beyond operational performance, digital enablement can also strengthen how the precinct is planned and managed over time. Data-driven tools—including GIS platforms, digital twins and material flow analysis—can support more informed spatial decision-making by identifying opportunities to optimise land use, infrastructure investment and tenant clustering. This enables planning decisions to evolve as new information becomes available and supports more efficient long-term development outcomes.

This capacity to monitor, predict and respond is equally important in the context of climate resilience. Digital infrastructure and smart logistics systems support real-time monitoring, predictive modelling and coordinated operations, enabling a shift from reactive responses to more proactive and adaptive approaches to climate risk. This includes responding to disruptions such as extreme weather events, flooding or supply chain interruptions while maintaining operational continuity. As industrial systems become increasingly connected,

cybersecurity will also become an important consideration, requiring appropriate governance, interoperability standards and protection of operational technology, logistics systems and critical infrastructure.

Taken together, these capabilities strengthen the precinct's ability to improve productivity, attract investment, support innovation, enhance resilience and adapt to changing technologies and market conditions over time, reinforcing Brighton HUB's role as a future-ready industrial and logistics precinct.

1.3 CASE STUDIES AND TRANSFERABLE SUCCESS FACTORS

1.3.1 Port of Rotterdam Digital Port Ecosystem (Netherlands)

The Port of Rotterdam (Netherlands) is one of the world's most advanced digitally enabled industrial and logistics ecosystems, demonstrating how integrated data platforms and real-time monitoring can optimise freight flows, infrastructure performance and industrial operations at scale. As Europe's largest port, Rotterdam operates as a highly coordinated system, where digital tools are used to manage vessel movements, cargo handling and hinterland logistics across a complex, multi-tenant environment.

A key innovation is the development of a precinct-wide digital twin, which integrates real-time data on weather, tides, infrastructure and logistics movements to support predictive decision-making. This is complemented by the Port Community System (PCS), a shared data platform that enables seamless information exchange between shipping companies, terminal operators, logistics providers and government agencies. Together, these systems enable dynamic scheduling, improved asset utilisation and reduced congestion across the port.

Importantly, these digital systems also support climate resilience and energy optimisation, enabling the port to model and respond to risks such as sea level rise, extreme weather and changing operating conditions. By integrating environmental data with logistics and infrastructure systems, Rotterdam can anticipate disruptions and maintain operational continuity, while also improving the efficiency of energy use across port operations.

A critical success factor has been the strong role of the Port Authority as a central coordinating entity, establishing data-sharing standards and ensuring broad participation across stakeholders. This governance model has enabled interoperability between systems (i.e. the ability of two or more systems to work together), reduced fragmentation, and supported continuous optimisation of port operations without requiring significant physical expansion.

For the Brighton Hub Industrial Precinct, Rotterdam provides several directly relevant insights:

- The value of establishing a coordinating entity and centralised digital platform to manage freight flows and precinct performance.
- The importance of real-time data sharing to enable efficient logistics, energy coordination and system-wide optimisation across multiple tenants.
- The opportunity to enhance climate resilience and operational continuity through predictive modelling and integrated environmental monitoring.

- The role of digital systems in supporting long-term scalability, allowing operational improvements without reliance on major physical expansion.

1.3.2 Port of Hamburg SmartPORT (Germany)

The Port of Hamburg (Germany) is a leading example of how digital technologies can be applied incrementally to optimise freight movement and infrastructure performance within a complex, operational port environment. Through its SmartPORT initiative, Hamburg has transformed traditional logistics operations into a more coordinated and data-driven system, demonstrating how targeted digital interventions can improve efficiency without requiring large-scale physical expansion.

A key feature of the SmartPORT program is the deployment of real-time traffic and logistics management systems, supported by a network of sensors across roads, bridges and port infrastructure. These systems collect and analyse data on freight movements, congestion and infrastructure conditions, enabling dynamic routing, improved scheduling and better coordination between port users. Information is shared with logistics operators through digital platforms, allowing them to respond in real time to changing conditions and optimise their operations accordingly.

Beyond efficiency gains, these systems enhance climate resilience and operational adaptability, improving the port's ability to respond to disruptions such as extreme weather events, flooding or changing freight conditions. Real-time visibility and coordination allow logistics operators to adjust routing and scheduling dynamically, supporting continuity of operations under variable and uncertain conditions.

A critical success factor has been the staged and collaborative implementation approach, with digital solutions introduced progressively and in close partnership with logistics operators and technology providers. This has supported industry uptake, reduced implementation risks, and allowed systems to evolve in response to operational needs rather than being over-specified upfront.

Hamburg highlights how digital enablement can enhance the performance of existing infrastructure by improving visibility, coordination and responsiveness, particularly in environments where freight flows are complex and highly variable.

For the Brighton Hub Industrial Precinct, Hamburg provides several directly relevant insights:

- The value of a staged, scalable approach to digital implementation, allowing systems to evolve alongside precinct development.
- The importance of improving real-time visibility of freight movements to reduce congestion and improve reliability.
- The opportunity to enhance existing infrastructure performance and climate resilience through data-driven coordination, rather than relying solely on physical upgrades.
- The role of industry collaboration and user-focused design in ensuring successful adoption of digital systems.

1.3.3 Port of Brisbane / Australia TradeCoast (Australia)

The Port of Brisbane and the broader Australia TradeCoast (Queensland) represent a major national logistics and industrial precinct, illustrating how digital systems and coordinated infrastructure can enhance freight efficiency, tenant attraction and supply chain performance within an Australian context. As a key gateway for trade, the precinct integrates port operations, warehousing, transport and industrial activities within a highly connected freight network.

Digital enablement within the precinct includes the use of freight tracking systems, supply chain integration platforms and smart logistics infrastructure, enabling improved visibility and coordination across freight movements. These systems support real-time information exchange between port operators, logistics providers and tenants, improving scheduling, reducing delays and enhancing reliability.

While less centralised than international examples, these systems support incremental optimisation of logistics, energy use and operational performance, enabling tenants to respond more effectively to changing demand and operating conditions. This contributes to improved supply chain resilience, particularly in the face of disruptions affecting freight flows or infrastructure capacity.

A key success factor has been the strong alignment between infrastructure investment and tenant demand, particularly from major logistics operators requiring efficient, predictable freight movements. The precinct benefits from its integration with road, rail and port networks, with digital systems enhancing the performance of this physical infrastructure rather than replacing it.

The precinct also demonstrates how digital systems can support pragmatic, staged implementation, building capability over time while maintaining flexibility and avoiding unnecessary upfront investment.

For the Brighton Hub Industrial Precinct, the Port of Brisbane provides several directly relevant insights:

- The importance of aligning digital systems with core freight and logistics functions, rather than treating them as standalone initiatives.
- The value of improving supply chain visibility and coordination to enhance reliability and tenant outcomes.
- The opportunity to attract logistics and industrial tenants through efficient, digitally supported freight operations.
- The relevance of a staged and pragmatic approach to digital adoption, building on existing infrastructure and scaling over time.

1.3.4 Industrial Precinct in Portes du Tarn, Toulouse, France

The Portes du Tarn Industrial Park (Toulouse, France) is a contemporary eco-industrial precinct demonstrating how digital tools, governance and tenant curation can support industrial symbiosis and long-term precinct optimisation. Developed since 2012 through a public development agency (SPLA81), the precinct supports key industries including aeronautics and space, pharmaceuticals, chemicals and food production, and is explicitly based on industrial ecology principles, with a strong focus on data-driven planning and staged development.

A key innovation is the use of integrated digital platforms and real-time monitoring systems to track precinct performance and identify optimisation opportunities across materials, energy, equipment and services. Tools

such as the COPRIE platform analyse tenant inputs and outputs to identify potential synergies and resource-sharing opportunities, while also enabling the simulation of future industrial scenarios. This is complemented by Web GIS technology, which supports data-driven spatial decision-making, enabling optimal tenant placement based on infrastructure capacity, logistics efficiency and opportunities for resource exchange, while also supporting adaptive planning as the precinct evolves.

Importantly, tenant selection is highly curated, with detailed information collected upfront on built form, energy use, materials, waste and transport requirements. Proposals are assessed against criteria including industrial synergies, environmental impacts, waste and water management, and mobility, ensuring each new tenant contributes to a more efficient and integrated precinct. In parallel, the precinct deploys sensor networks to monitor environmental indicators such as air, water and noise, enabling ongoing performance tracking and adaptive management.

For the Brighton Hub Industrial Precinct, Portes du Tarn highlights several transferable success factors:

- The value of digital enablement to support material flow analysis and precinct optimisation
- The role of a governance entity in tenant curation and performance management
- The importance of data-driven planning and staging to align land use, infrastructure and industrial synergies over time.

Together, these approaches support a more efficient, coordinated and low-impact industrial ecosystem.

1.4 OPPORTUNITIES FOR BRIGHTON HUB

The following table outlines key opportunities to embed digital enablement within the Brighton Hub Industrial Precinct, translating strategic objectives into practical implications for the structure plan. These opportunities focus on establishing the foundational infrastructure, systems and governance required to support efficient logistics, resource optimisation and long-term resilience. Importantly, they prioritise scalable and staged implementation, ensuring early planning decisions enable future capability without requiring significant upfront investment or constraining emerging technologies.

Opportunity	Implication for Precinct Structure Plan
High-speed connectivity (fibre-ready / 5G-ready precinct) – Provide the digital backbone required to support real-time data exchange, automation and future technologies	Spatial: Safeguard corridors/easements for digital infrastructure to avoid retrofit constraints Infrastructure: Provide fibre backbone and enable future 5G deployment across the precinct
Central precinct coordination entity / operating model – Establish a dedicated body to manage shared systems, coordinate tenants and optimise precinct performance over time	Governance / operations: Establish a coordinating body responsible for managing digital systems, data governance and ongoing optimisation

Opportunity	Implication for Precinct Structure Plan
Staged digital infrastructure and scalability framework – Plan for progressive deployment of digital systems, ensuring early infrastructure enables future upgrades without over-investment	Governance / operations: Establish mechanisms to review, upgrade and scale systems over time
Climate and environmental monitoring systems – Deploy sensor networks to monitor environmental conditions (e.g. flooding, temperature, air and water quality) to support adaptive management and resilience	Governance / operations: Integrate monitoring into precinct-wide platforms to support real-time response and long-term adaptation planning Infrastructure: Install environmental sensors and monitoring systems across key assets and risk areas (e.g. drainage, low-lying land, transport corridors)
Precinct-wide digital platform (GIS / digital twin over time) – Establish a shared digital platform to integrate spatial, infrastructure and operational data for planning and ongoing optimisation	Governance / operations: Establish a data governance framework, with baseline data requirements and nominated precinct-level platform for owners/operators
Real-time freight tracking and scheduling – Implement systems to track freight movements and coordinate arrivals, departures and loading activities to reduce delays and improve intermodal efficiency	Governance / operations: Enable a shared logistics coordination platform to support real-time scheduling and data exchange Infrastructure: Install sensors, tracking systems and integration with freight platforms
Smart gate and yard management – Automate site access and manage vehicle queuing and circulation to optimise throughput and minimise congestion	Spatial: Allocate space for smart gates and on-site queuing to avoid spillback onto external roads Infrastructure: Install automated gate systems, sensors and communications infrastructure
Data-enabled energy and infrastructure optimisation – Use real-time data to monitor and balance energy demand, improve efficiency and support shared or renewable energy systems	Governance / operations: Support data-sharing protocols and potential shared energy management models Infrastructure: Install smart metering, monitoring systems across shared energy infrastructure
Material and resource flow tracking (supporting circular economy) – Implement systems to track material flows, waste streams and resource use to support optimisation, reporting and continuous improvement	Governance / operations: Require tenant-level data inputs (e.g. waste, materials, water) to support future material flow analysis + Enable mechanisms for data sharing and facilitation of resource exchange between tenants

Opportunity	Implication for Precinct Structure Plan
Data-informed spatial planning and tenant clustering – Use data (logistics flows, infrastructure capacity, resource use) to inform tenant mix, co-location, and land use planning over time (such as future precinct expansion)	Governance / operations: Establish data inputs and analytical tools (e.g. GIS, flow analysis) to inform ongoing spatial decision-making and support clustering of complementary industries

Brighton Hub Structure Plan

Industrial Land Supply and Demand Assessment

Prepared by Urban Enterprise for Niche Planning Studio

June 2026

Acknowledgment of Country

We acknowledge the traditional custodians of the land on which we work and pay our respects to their Elders past and present.

Authors

Kurt Ainsaar, Director

Contributors

Ned Barry, Consultant

Jareth Ombiga, Spatial Analyst

Version Control

Issue:	Date:	Description:
01	April 2026	Draft
02	June 2026	Final

© Copyright Urban Enterprise Pty Ltd 2026

This work is copyright. Apart from any uses permitted under Copyright Act 1963, no part may be reproduced without written permission of Urban Enterprise Pty Ltd.

Disclaimer

Neither Urban Enterprise Pty. Ltd. nor any member or employee of Urban Enterprise Pty. Ltd. takes responsibility in any way whatsoever to any person or organisation (other than that for which this report has been prepared) in respect of the information set out in this report, including any errors or omissions therein. In the course of our preparation of this report, projections have been prepared on the basis of assumptions and methodology which have been described in the report. It is possible that some of the assumptions underlying the projections may change. Nevertheless, the professional judgement of the members and employees of Urban Enterprise Pty. Ltd. have been applied in making these assumptions, such that they constitute an understandable basis for estimates and projections. Beyond this, to the extent that the assumptions do not materialise, the estimates and projections of achievable results may vary.

www.urbanenterprise.com.au



Contents

1	Introduction	4.
2	Strategic & Economic Context	6.
3	Industrial Land Supply	12.
4	Industrial Demand	22.
5	Findings & Recommendations	32.
	Appendices	34.

1. Introduction

1.1. Background

The Brighton Hub (the Hub) is a Regionally Significant Industrial Precinct (RSIP) located in Bridgewater in the Brighton Local Government Area.

The Hub is situated approximately 22 km north of central Hobart, and is the Southern Region's major intermodal hub, providing critical road and rail freight access for transport, freight, logistics, distribution and warehousing operators.

The Hub is in a highly strategic location, with access to the Midland Highway and north–south rail connections that extend to the northern region of Tasmania.

Currently, there is no strategic framework guiding the future growth and development of the Hub. It is within this context that Brighton Council (Council) and the Department of State Growth (DSG) have commissioned a 20-year Structure Plan for the Hub.

The Structure Plan is being led by Niche Planning Studio, with economic and property market input from Urban Enterprise.

1.2. Engagement & Scope

Urban Enterprise have been engaged to prepare an industrial land supply and demand assessment to inform the Structure Plan for Brighton Hub.

The scope of this assessment includes the following:

- Identify and discuss the economic attributes of the Hub that are advantageous to industrial businesses.
- Summarise the strategic and policy context for the Hub, and summarise existing priorities for land use and development.
- Profile the local and regional economy to identify industry drivers and economic specialisations, and assess macroeconomic trends that could have implications for industrial land in the Hub.
- Provide an overview of the current businesses profile and mix within the Hub, noting lot sizes and business types.
- Assess industrial zoned land supply in the Hub:
 - Estimate the quantum of land supply that is currently vacant and/or underutilised, and therefore a theoretical candidate for future consumption and development.
 - Identify vacant and broadhectare sites with the potential for future consumption.
- Assess headline indicators for industrial demand in the region, including population, employment and business growth for industrial-related industry sectors.
- Analyse historical industrial land consumption activity and trends. Identify and assess recent examples of industrial subdivision and development in the Hub.

- Consult with key landowners, developers and agents to gather market commentary and insights into the demand profile, as well as any development issues and opportunities in the Hub.
- Summarise findings in respect of land supply and demand in the Hub to inform the Structure Plan.

1.3. Consultation Summary

This assessment is informed by targeted consultation with landowners, developers and agents, as well as Brighton Council.

Stakeholder consultation was designed to obtain insights and views regarding:

- The property and location characteristics of the Hub that are favourable to the market;
- The adequacy of land supply and development intentions for strategic landholdings;
- Development barriers, constraints and opportunities across the Hub; and
- The strength and profile of demand for industrial land in the Hub.

1.4. Study Area

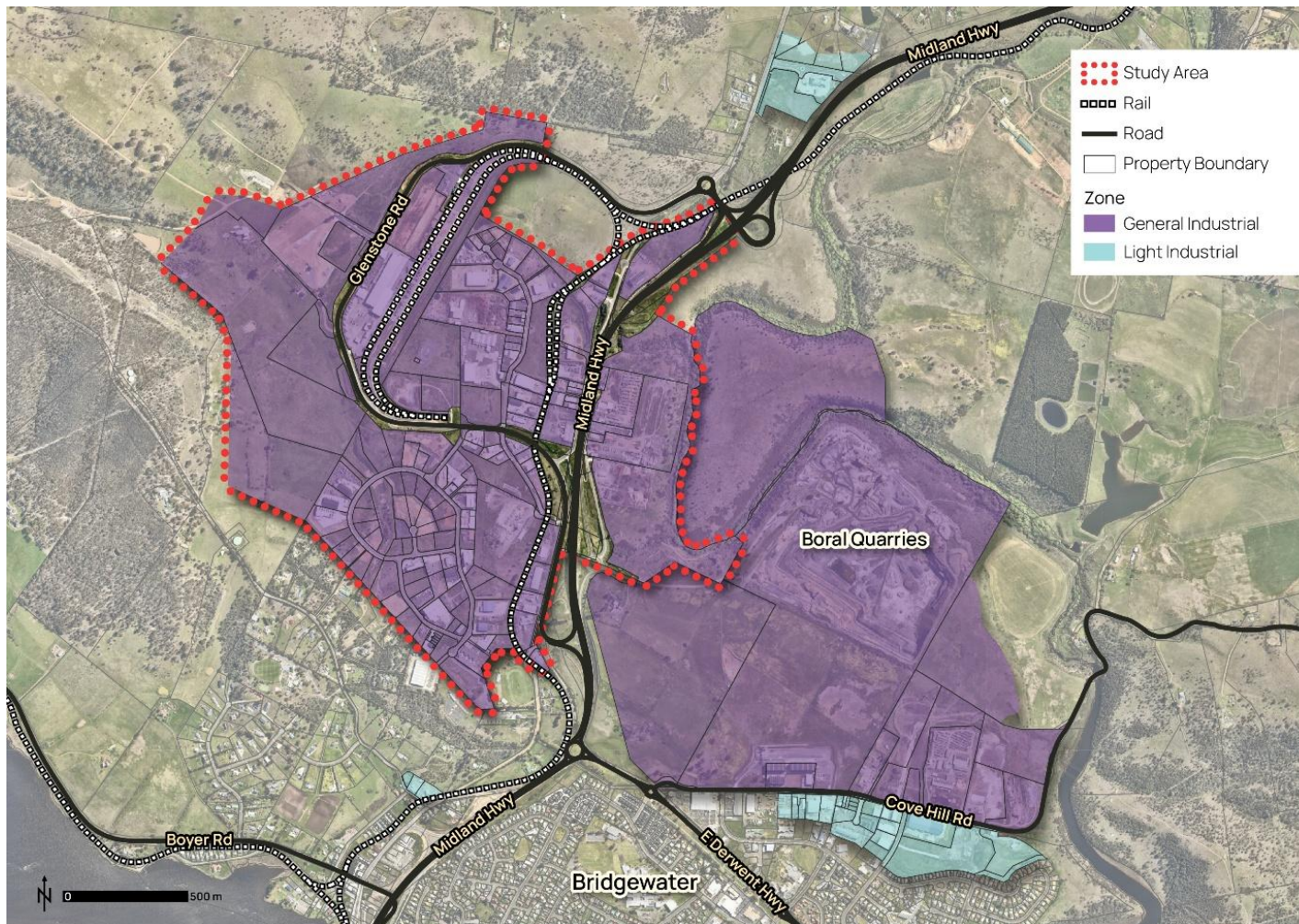
The Structure Plan study area is shown in Figure 1.

The study area broadly corresponds with the Brighton Industrial Hub Specific Area Plan (SAP) overlay area; but excludes the Boral quarry land to the east.

The General Industrial zone (GIZ) applies to the majority of the study area, and extends to the east of the study area; encompassing large tracts of land north of Cove Hill Road in Bridgewater.

South of Cove Hill Road, there is some Light Industrial zoned (LIZ) land that accommodates demand from local population service-industrial users.

Figure 1: Study Area



Source: Urban Enterprise, 2026

2. Strategic & Economic Context

2.1. Introduction

This section provides the strategic and economic context that is relevant to the Hub, including:

- An overview of the Hub and its location;
- The economic and strategic role of the Hub;
- Existing issues and challenges facing development and growth;
- The current business profile and lot mix;
- A SWOT analysis; and
- Existing strategic priorities for the Hub.

It is important to note that the Tasmanian Statewide Industrial Strategy (SIS) was released in December 2025, and includes economic and strategic analysis that is relevant to Brighton Hub. Some of this information is referenced throughout this section.

2.2. Regional Context

The Brighton Hub is designated as a Regionally Significant Industrial Precinct (RSIP), and is the Southern Tasmanian region's primary intermodal logistics and industrial hub.

The Hub is located in Bridgewater within Brighton Council; approximately 22 km north of central Hobart. The Hub is strategically located at the interface of metropolitan Hobart and regional areas in central Tasmania.

The Hub is situated adjacent to the Midland Highway and the north-south rail line, providing very good access to principal freight routes connecting southern Tasmania with the State's northern ports (e.g. Bell Bay, Burnie and Devonport). As a result, the Hub is an ideal location for regionally and state significant transport and export-oriented businesses operating in the freight, transport, distribution, logistics, civil construction and manufacturing sectors.

According to the SIS, there are approximately 1,040 jobs across the sectors of transport and warehousing, construction, wholesale trade and manufacturing.

Figure 2: Regional Context, Brighton Hub



Source: Urban Enterprise, 2026

2.3. Economic Profile: Brighton & Southern Region

The Hub performs a regionally significant economic role, and thus serves a catchment that extends across the Southern Tasmania region.

For the purpose of profiling and assessing the economy, a local (Brighton LGA) and regional (Southern Tasmania) catchment have been adopted, and benchmarked with the State of Tasmania where relevant.

Table 1 summarises key economic metrics for Brighton LGA, Southern Tasmania and Tasmania as at 2024 financial year, and the extent of change that has occurred over a 5-year period (i.e. since 2019). Table 2 summarises economic metrics for all nineteen industry sectors.

Key observations are as follows:

- In 2024, the Brighton LGA generated a Gross Regional Product in the order of \$0.92 billion, \$1.95 billion in output, \$315m in export value and \$767m in value-added.
- Brighton LGA accommodates approximately 5,680 local jobs and 775 businesses.
- Between 2019 and 2024, Brighton's economic contribution increased significantly, with:
 - GRP growth of +70%;
 - Output growth of +105%;
 - Export value growth of +44%;
 - Value-add growth of +94%.

These growth rates significantly outpaced both Southern Tasmania and the State.

- The key industry drivers in Brighton LGA are primarily industrial-related sectors and population-service sectors.
- Construction generates the largest share of annual output (59%), value-add (47%), employment (24%) and businesses (30%). Notable construction sub sectors include 'heavy and civil engineering' and 'construction services'.
- Other economically important industries in Brighton include 'transport, postal and warehousing', 'manufacturing' and 'healthcare and social assistance'.
- Industrial-related sectors in Brighton are the main drivers of the local economy. In aggregate, these sectors account for 83% of output, 85% of export value, and 72% of value add.

Table 1: Economic metric summary, Brighton LGA & Southern Region, 2019-24

	Brighton LGA		Southern Tasmania		Tasmania	
	Total	Change (2019-24)	Total	Change (2019-24)	Total	Change (2019-24)
GRP (\$m)	924	+70%	21,437	+12%	40,460	+12%
Output (\$m)	1,959	+105%	37,096	+11%	71,104	+12%
Export value (\$m)	315	+44%	15,317	+8%	29,099	+5%
Value-added (\$m)	767	+94%	18,275	+14%	34,696	+15%
Employment	5,687	+53%	155,993	+15%	290,728	+13%
Businesses	775	+20%	22,779	+10%	44,080	+9%

Source: State Growth Tasmania Economy Id, FY2019 – FY2024.

Table 2: Economic metric summary (by industry), Brighton LGA & Southern Region, 2024

Industries	Output		Exports		Value-added		Employment		Businesses	
	#	%	#	%	#	%	#	%	#	%
Construction	1,147	59%	2	1%	361	47%	1,358	24%	235	30%
Transport, Postal and Warehousing	225	11%	140	44%	94	12%	750	13%	84	11%
Manufacturing	139	7%	81	26%	42	5%	357	6%	32	4%
Health Care and Social Assistance	83	4%	4	1%	60	8%	507	9%	47	6%
Retail Trade	65	3%	20	6%	41	5%	577	10%	39	5%
Wholesale Trade	64	3%	18	6%	36	5%	264	5%	15	2%
Education and Training	46	2%	4	1%	34	4%	493	9%	10	1%
Public Administration and Safety	39	2%	2	1%	21	3%	178	3%	3	0%
Agriculture, Forestry and Fishing	32	2%	26	8%	11	1%	244	4%	46	6%
Other Services	27	1%	2	0%	17	2%	222	4%	53	7%
Accommodation and Food Services	23	1%	3	1%	12	2%	260	5%	31	4%
Arts and Recreation Services	20	1%	8	3%	10	1%	165	3%	9	1%
Administrative and Support Services	20	1%	2	1%	12	2%	144	3%	44	6%
Professional, Scientific & Technical Services	13	1%	1	0%	7	1%	82	1%	68	9%
Electricity, Gas, Water and Waste Services	7	0%	0	0%	2	0%	34	1%	8	1%
Information Media and Telecommunications	4	0%	0	0%	2	0%	13	0%	3	0%
Mining	3	0%	2	1%	2	0%	23	0%	3	0%
Financial and Insurance Services	3	0%	0	0%	2	0%	9	0%	7	1%
Rental, Hiring and Real Estate Services	1	0%	0	0%	1	0%	7	0%	38	5%
Total industries	1,959	100%	315	100%	767	100%	5,687	100%	775	100%
Industrial-related Sectors*	1,617	83%	269	85%	549	72%	3,030	53%	423	55%

Source: State Growth Tasmania Economy Id, FY2019 – FY2024.

2.4. Statewide Industrial Strategy: Brighton Hub

The SIS outlines the strategic role and advantages of the Hub, the specific issues and challenges relevant to development, and provides a SWOT analysis (see Table 3).

Strategic Role

“Brighton Hub is Southern Tasmania’s primary intermodal logistics hub, supporting freight movement between the northern ports and southern Tasmania via rail and road transport. It plays a critical role in regional supply chains, accommodating warehousing, construction, and logistics businesses.” (SIS, p. 83)

Advantages

The Hub has a suite of attributes that are favourable for industrial land users, and provide strong market appeal, including:

- Access to major road and rail freight avenues such as the Midland Highway and the Brighton Intermodal Freight Terminal; providing critical connection to northern Tasmania.
- Proximity to Greater Hobart and Hobart airport.
- Large tracts of vacant industrial zoned land supply.
- Existing services such as electricity, water and natural gas.
- Appropriate buffers and separation from sensitive urban interfaces.

Issues and Challenges

- Landowner fragmentation and examples of inactive planning/development activity for strategic landholdings.
- Some infrastructure constraints, particularly water, wastewater, and power.
- Physical and environmental challenges, including bushfire-prone areas, topography, landslip hazards, and sensitive vegetation and heritage sites.
- Examples of smaller subdivisions and businesses that conflict with larger freight, logistics, distribution and manufacturing businesses.

Table 3: SWOT, Brighton Hub

SWOT Components		Description
Internal	Strengths	• Strategically located intermodal hub with integrated rail and road access, enabling efficient freight movement between northern ports and southern Tasmania. • Strong transport, postal, and warehousing industries, supported by key logistics businesses (e.g., SRT Logistics, Tasfreight). • Large available lots (60% of large lots in three key sites), suitable for medium-to-large-scale industrial operations. • Proximity to main highways, railways, and within 30 minutes of the nearest airport. • Proximity to population (housing) and activity centres (Brighton). • Established infrastructure and utility access, accommodating current development levels.
	Weaknesses	• Shortfall of suitable vacant industrial land to accommodate future growth. • Limited landowner engagement; reluctance to subdivide or develop remaining land. • With suitable vacant land actually being developed, prevalence of smaller subdivided lots (3,000–7,000 sqm), despite demand for larger lots (2–5 ha) (based on take-up since last study). • Quarry site constraints, with significant attenuation zones and owner resistance to development near mining lease areas. • Environmental challenges, including bushfire-prone areas, landslip hazards, and sensitive vegetation and heritage sites. • Low prioritisation in improving landscaping and placemaking at Brighton Hub.
External	Opportunities	• Growing demand for larger lots, with increasing development applications (15–20 annually compared to 4–5 previously). • Potential for circular economy initiatives (e.g., hydrogen, recycling, new waste transfer station). • Development potential at the edges of the quarry sites and underutilised areas. • Strong growth in transport-related industries (+118% in transport jobs from 2011–2021). • Updated structure planning to ensure alignment with market demands and environmental considerations. • Completion of Bridgewater Bridge will improve accessibility and connectivity.
	Threats	• Competition from other industrial precincts with larger lot availability and better infrastructure. • Environmental and planning constraints could delay or prevent necessary development. • Over-reliance on a few key landowners and businesses for precinct activation. • Increased strain on existing infrastructure (water, sewer, power) with rapid growth.

Source: SIS, 2025

2.5. Brighton Structure Plan

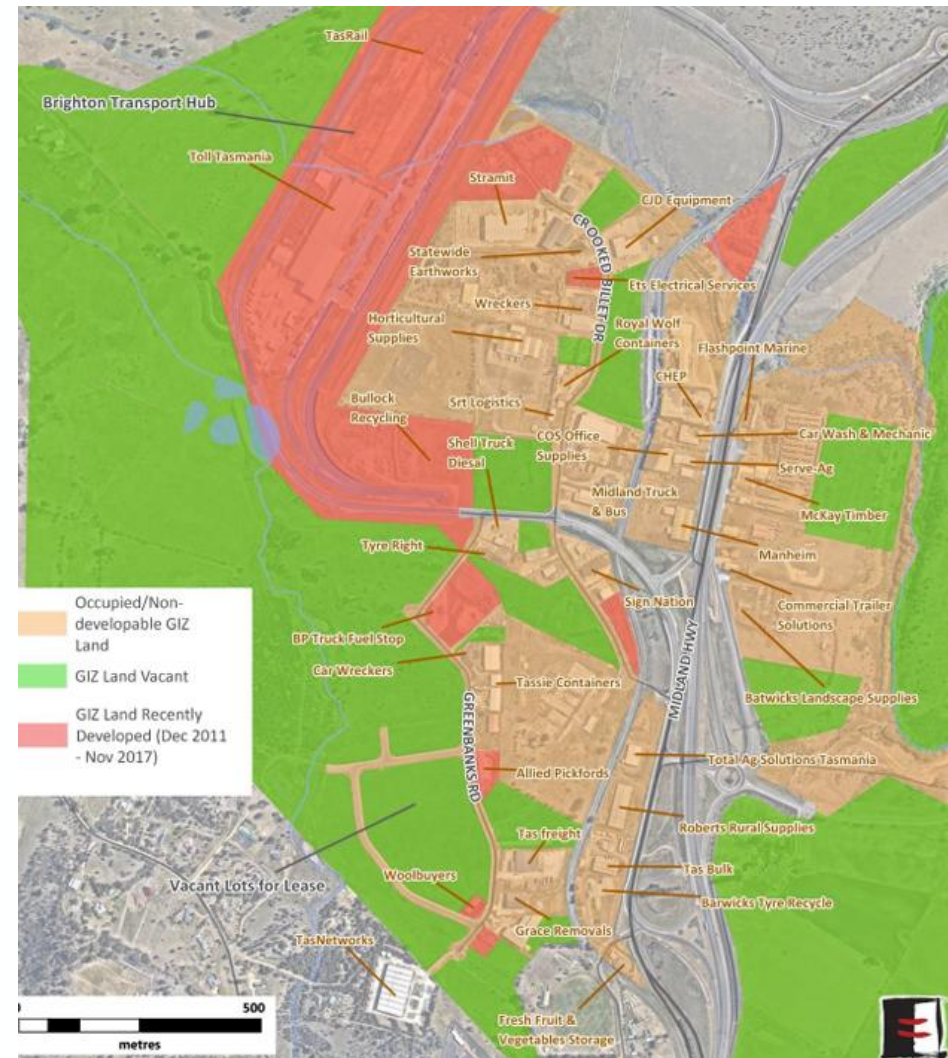
The Brighton Structure Plan was completed in 2018, and provides an overarching vision and strategic plan to guide growth and development of the municipality.

The Structure Plan was informed by an Economic Assessment, prepared by Essential Economics (2018). The assessment has regard to industrial land supply and demand, including the Brighton Hub.

The following points from the Economic Assessment are relevant:

- The Tasmanian economy is expected to continue to grow and attract investment. Maintaining a supply of industrial land in strategic locations in the Greater Hobart region will be important, including Brighton.
- The Brighton Hub is regionally significant, and should be viewed in the context of the Greater Hobart and state-wide industrial land needs.
- Industrial land in Brighton Council has the potential to attract business demand from local, regional and state-wide catchments.
- As at 2018, the assessment estimated that Brighton Council has approximately 301 ha of vacant industrial land (57% of total industrial land in the municipality). Based on the historical consumption rate, there was approximately 38 years of supply in the GIZ.
- Although very limited uptake had occurred in the Light Industrial Zone, the 6.8 ha of vacant supply may be insufficient if uptake levels were to increase.
- Given the excess supply of land in the GIZ, consideration may be given to rezoning some GIZ land in the Brighton Hub to LIZ. A potential area of GIZ land for rezoning is that land located directly north of the Midland Highway and west of Possum Road.
- Although the need for this to occur is uncertain given the apparent suitability GIZ land to accommodate surplus LIZ demand.
- Council should seek to encourage consolidated industrial land use patterns and efficient use of land in the Brighton Hub, noting that evidence of some fragmentation and inefficient use currently exists.

Figure 3: Industrial land supply, Brighton Structure Plan, 2018



Zone	Total Land	Vacant/Undeveloped (November 2017)	Annual Land Uptake (Dec 2011-Nov 2017)
General Industrial Zone	500.3ha	294.5ha	7.8ha
Light Industrial Zone	24.0ha	6.8ha	0.0ha*
Total	524.3ha	301.3ha	7.8ha

Source: Brighton Structure Plan Economic Assessment, 2018

2.6. Strategic Priorities for Brighton Hub

The SIS (2025) provides a statewide framework to guide the protection, planning and servicing of industrial land across Tasmania. Its purpose is to ensure there is sufficient, well-located and infrastructure-ready industrial land to support freight, advanced manufacturing, agribusiness and emerging green industries, while addressing infrastructure constraints and land supply shortfalls.

The SIS identifies the Brighton Hub as Southern Tasmania's premier intermodal logistics precinct and a critical industrial growth area for Greater Hobart. However, it notes that infrastructure limitations, particularly wastewater capacity, power supply and some site design considerations are constraining development potential across otherwise strategically located land. Brighton Hub is identified as a key overflow area for Greater Hobart.

To guide future growth, the SIS sets out a series of targeted strategic directions for the Brighton Hub, which are relevant to the Structure Plan:

- **Bolster Brighton Hub's Position as Southern Tasmania's Premier Intermodal Logistics Hub:** Protect and reserve rail-adjacent land for freight and logistics, optimise freight corridors, and reinforce Brighton Hub as the primary logistics gateway and overflow industrial area for Greater Hobart.
- **Promote Appropriate Lot Sizes to Support Logistics Growth:** Facilitate 2–5 hectare lots for strategic warehousing while maintaining flexibility for smaller or mixed lots and incentivise development through streamlined approvals or specific area planning.
- **Support Diversification Through Infrastructure Upgrades:** Upgrade wastewater and other utilities to attract advanced manufacturing, agribusiness, and green technology industries.
- **Explore Circular Economy and Green Industry Opportunities:** Enable hydrogen hubs, advanced recycling, and modern waste infrastructure to support circular economy and emerging green industries.
- **Plan for Future Industrial Land Supply:** Identify and potentially rezone additional land while balancing environmental and heritage considerations, applying buffer zones to protect industrial operations.

Figure 4: Strategic Principles, Brighton Hub

Strategic Principle		Details	Required Changes	Specific Observations
	Bolster Brighton Hub's Position as Southern Tasmania's premier intermodal logistics hub	Leverage integration of rail and road networks to attract freight, transport, and logistics businesses.	Ensure intermodal land is protected and reserved for logistics-specific businesses.	Implement structure planning to preserve rail-adjacent land and optimise freight corridors for seamless flow.
	Promote suitable lot-sized development, particularly ensuring land is available for businesses needing access to intermodal facilities, through structure planning and/or SAP	Enable subdivisions catering to 2–5 ha lots; maintain a mix of lot sizes to meet varied industry demands, but primarily logistics to accommodate strategic warehousing.	Encourage subdivision of larger lots (2–5 ha) while maintaining flexibility for mixed lot sizes.	Incentivise landowners to develop larger lots through streamlined approvals and/or specific area planning, such as a new strategic or structure plan.
	Explore and identify circular economy initiatives (Council)	Accommodate projects like hydrogen hubs, advanced recycling facilities, and a Council waste transfer station.	Invest in waste and recycling infrastructure; support hydrogen and green energy projects.	Establish partnerships for hydrogen hubs, advanced recycling, and a modern Council waste transfer station.
	Encourage diversification and growth of industries through adequate wastewater infrastructure provision	Support advanced manufacturing, agribusiness, and green technologies to create a resilient and diversified economy.	Identify and attract high-growth industries such as advanced manufacturing and agribusiness.	Launch targeted investment campaigns; provide infrastructure and utility upgrades tailored to these industries, specifically to address limited wastewater capacity in this area.

Source: SIS, 2025

Consultation Findings: Location and Role of the Hub

- Consultees noted the advantageous location of the Hub, lending itself to a transport-oriented industrial precinct that can leverage the high-quality access to road and rail freight avenues, Greater Hobart and central Tasmania.
- Consultees noted that there is a current mismatch between the strategic vision for the Hub, the demand profile, and the development that is occurring on the ground.
- Although there are several transport, logistics, freight and distribution businesses in the Hub, the take-up from these sectors and larger users is relatively slow.
- The current business profile and typologies are mixed, with businesses across construction and civil, recycling and the circular economy, manufacturing, fabrication and warehousing, along with transport, logistics, freight and distribution.
- Consultees noted that the rail terminal is currently underutilised. This is attributed to greater efficiency (time and cost savings) to transport freight to northern Tasmania via the road network. However, consultees agreed that there is opportunity for the rail terminal to be utilised more in the future.

2.7. Key Points

- The Brighton Hub is designated as a Regionally Significant Intermodal Precinct (RSIP), and is Southern Tasmania's primary intermodal logistics and industrial hub.
- The Hub is in a highly strategic location, with excellent access to road and rail freight avenues, as well as proximity to Greater Hobart and areas of primary production (e.g. agriculture, energy, resources) in central Tasmania.
- The Hub is well positioned to accommodate regional, state and national scale export-oriented businesses that can leverage the advantageous location and existing infrastructure.
- The SIS acknowledges the regional importance of the Hub. The SIS prioritises the reservation of undeveloped vacant land for large lot sizes (2-5+ ha) to accommodate industrial users with requirements such as generous land areas, access, buffers and separation, and proximity to transport and freight networks.
- The Brighton Structure Plan (2018) notes that the Hub should be viewed in the context of the Greater Hobart and state-wide industrial land needs.

The supporting Economic Assessment discussed the potential to incorporate some LIZ land in the Hub; as a buffer to sensitive interfaces, and to serve overflow demand for light industrial uses in Brighton Council.

3. Industrial Land Supply

3.1. Introduction

This section provides an assessment of industrial land supply in the Brighton Hub to identify the location and estimate the quantum of vacant land that is practically available for future consumption.

3.2. Methodology

To assess industrial land supply in the study area, the following methodology has been adopted and applied:

- Define the spatial area to be assessed: Brighton Hub Structure Plan boundary.
- Define the planning zones to be included: General Industrial Zone (GIZ).
- Compile a detailed property database of all allotments (lots) in which the core zone applies.
- Categorise the occupancy status of lots: occupied, vacant or underutilised. The following occupancy definitions have been adopted and applied:
 - **Occupied:** An allotment where there is a structure, use or business activity that occupies the site. The lot appears to be highly utilised, with limited potential for further subdivision or consumption.
 - **Vacant:** an allotment where no structure, clear use or business activity is apparent on site.
 - **Underutilised:** an allotment where the majority of the site is vacant, but a small proportion is occupied by a structure or use. The lot appears to have surplus land which could potentially be consumed or subdivided in future.
- Using the most recent available satellite imagery (February 2026), manually verify the categorisation of sites.
- Using GIS, calculate the gross land area of all allotments by zone and occupancy category.

It is important to note that during the manual verification process, some parcels that are technically categorised as underutilised were re-categorised as vacant due to the significant land area and opportunity for future subdivision and development.

3.3. Business & Lot Profile

At present, the Brighton Hub accommodates a diverse mix of industrial businesses. The business profile is weighted towards transport, warehousing, logistics and distribution operators, alongside manufacturing, construction-related trades, storage, and logistics support services.

The Hub includes a combination of regional, state and nationally significant business that operate across freight, transport, logistics, distribution, manufacturing, recycling and waste, and civil construction.

Concurrently, there are a number of small to medium-sized industrial users such as construction contractors, equipment hire businesses, trade suppliers, engineering workshops and transport operators.

Larger-scale anchor businesses that are currently operating in the Brighton Hub include:

- **Team Global Express** – freight and logistics
- **Onetrak** – construction equipment supplier
- **SRT Logistics** – refrigerated transport service
- **Straightlink** – logistics service
- **Tasfreight** – logistics service
- **Nutrien Ag Solutions** – agricultural service

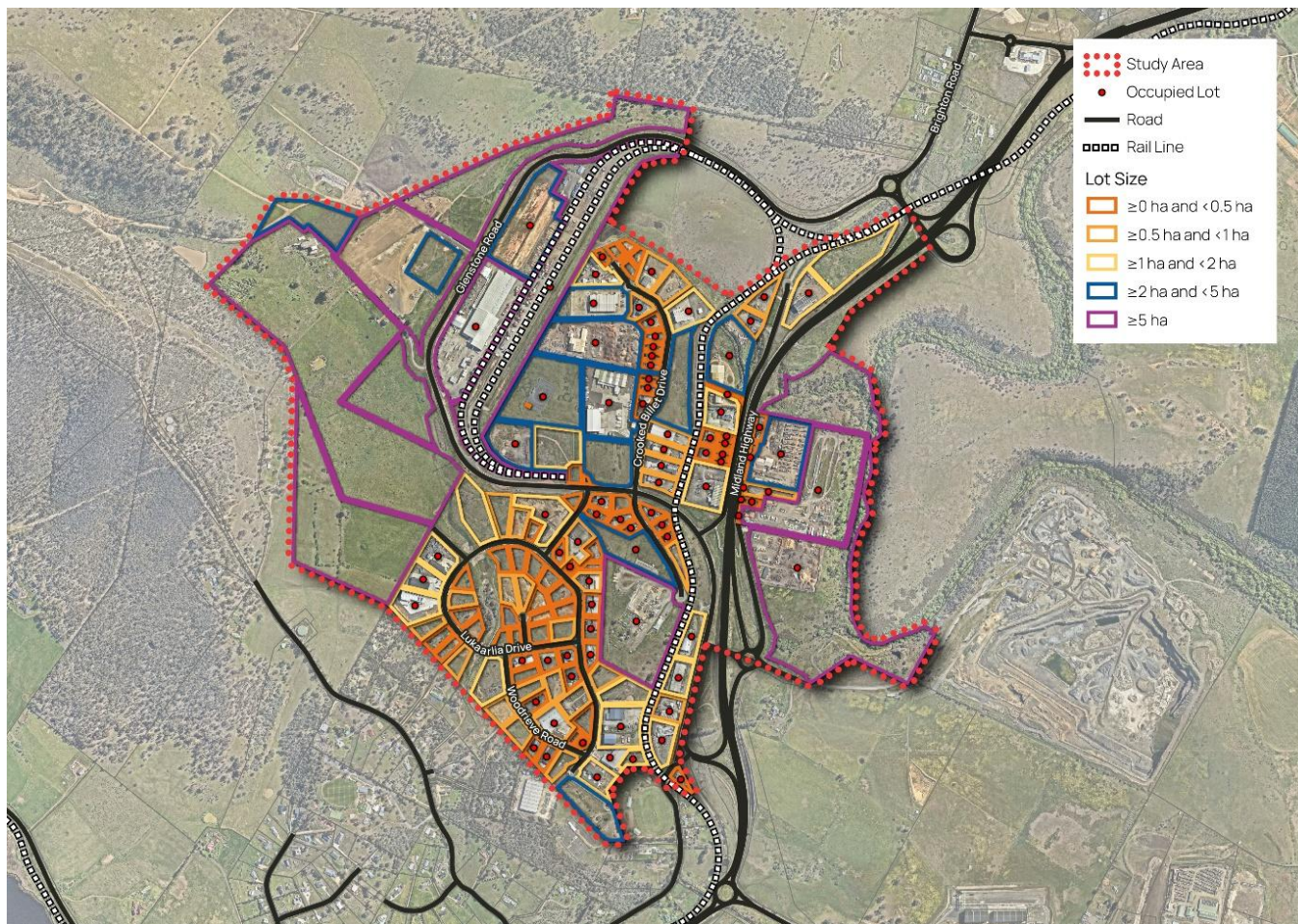
The existing lot mix is diverse, with a relatively even spread of small, moderate and larger allotments (see Figure 5).

Table 4 summarises the lot size ranges within the Study Area:

- 75 lots across more than 23 ha are less than 0.5 ha;
- A further 20+ ha across 30 lots are between 0.5 and 1 ha;
- 26+ ha across 19 lots are between 1 and 2 ha;
- 43+ ha across 15 lots are between 2 and 5 ha; and
- More than 130 ha across 10 lots are 5+ ha.

It should be noted that some of the large and extra-large lots that are 2+ha are vacant parent lots that have not been subdivided. These are mostly clustered in the north and north-west of the study area. This is assessed further in section 3.

Figure 5: Lot Size Mix, Study Area



Source: Urban Enterprise, 2026

Table 4: Lot Size Mix, Study Area

Lot Size Mix	Lot Count	Area (ha)
≥0 ha and <0.5 ha (small)	75	23.31
≥0.5 ha and <1 ha (moderate)	30	20.28
≥1 ha and <2 ha (moderate)	19	26.77
≥2 ha and <5 ha (large)	15	43.53
≥5 ha (extra large)	10	130.32

Source: Urban Enterprise, 2026

3.4. Industrial Land Supply Summary

There is approximately 250 ha of General Industrial zoned land in the study area.

An industrial land supply summary is provided in Table 5, and illustrated in Figure 6.

- 101 ha (40%) of land is occupied;
- 108 ha (43%) of land is vacant; and
- 33 ha of land is categorised as underutilised.

A further 6.6 ha of land is categorised as undevelopable, as it is currently encumbered or used for required infrastructure such as drainage basins.

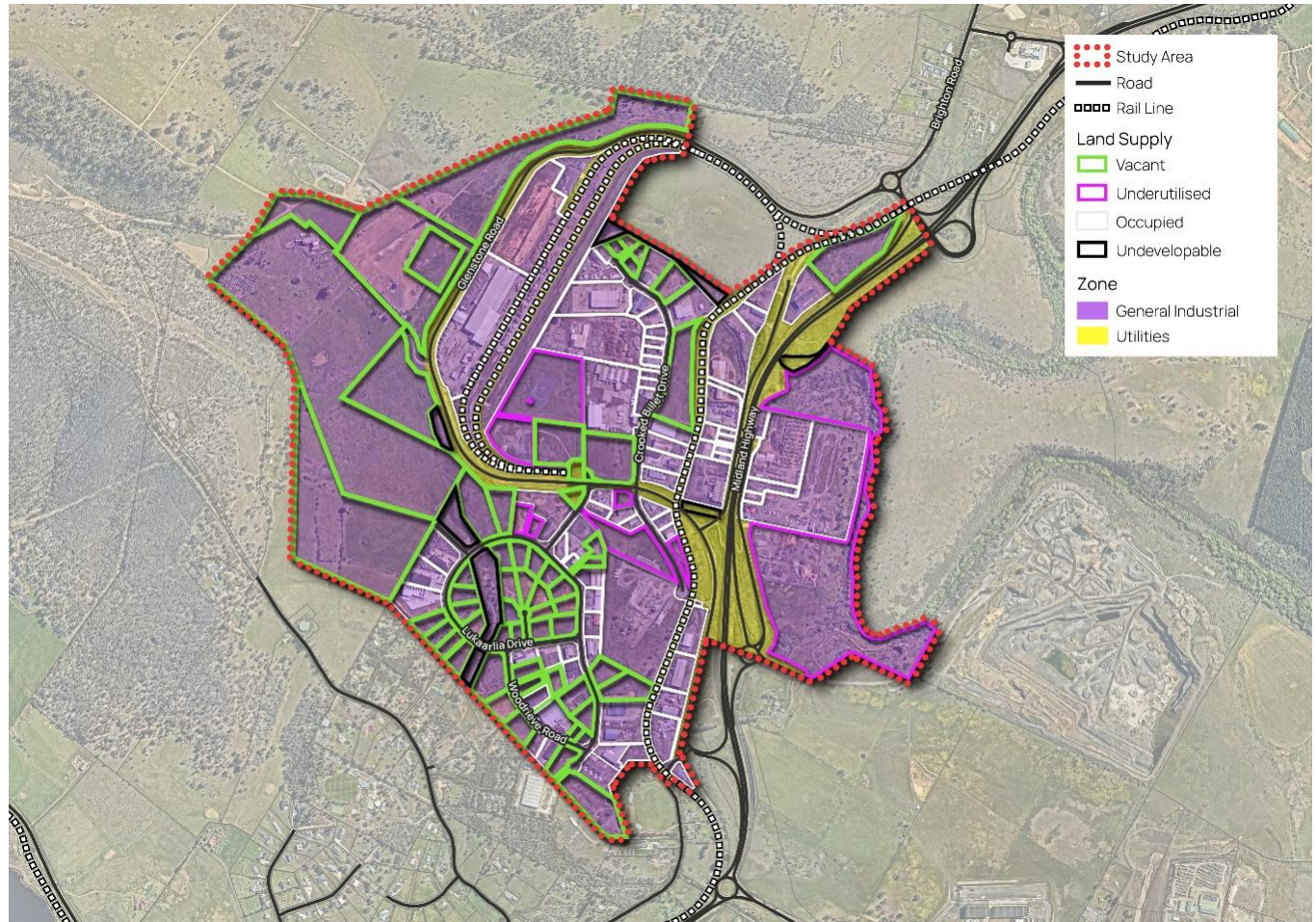
The study area has a good theoretical supply of vacant industrial land. However, a significant proportion of supply is clustered around the north and north-west of the study area. This area is yet to undergo land development, and appears to require infrastructure and servicing investment. Therefore, a notable proportion of gross land will be deducted for encumbrance, along with infrastructure such as roads and drainage.

Vacant land supply that appears to be ‘market ready’ and practically available for development is primarily concentrated around Lukaarlia Drive (30 lot subdivision), and the Greenbanks Road-Woodrrieve Road sub-precinct.

These areas are the current development fronts at the Hub, and are likely to serve demand over the short to medium term.

Recent subdivision and consumption activity in the Hub is assessed in Section 4.

Figure 6: Industrial Land Supply, Study Area



Source: Urban Enterprise, 2026

Table 5: Industrial Land Supply, Study Area

Land Supply	Lots	Gross Area (ha)
Vacant	59	108.41
Underutilised	8	33.83
Occupied	82	101.97
Undevelopable	5	6.58
Total	154	250.79

Source: Urban Enterprise, 2026

3.5. Broadhectare Vacant Land Supply

There is a cluster of broadhectare parcels in the north and north-west of the Hub with theoretical capacity and subdivision potential. These are shown in Figure 7 on page 16.

The gross land area of these parcels (in aggregate) is more than 70 ha, which accounts for more than two-thirds of the vacant land that is available at the Hub.

Several parcels within this area have an active planning status, whereby a planning permit is approved or under assessment. These include:

- 221 Glenstone Road: 4-lot subdivision is approved and is awaiting certificate of title;
- Lot 2 Glenstone Road: 4-lot subdivision application lodged and is under assessment; and
- 155 Cobbs Hill Road: 14-lot subdivision application lodged and is under assessment.

Given that these parcels have an active planning status, it is anticipated that the north and north-western part of the Hub will become the next development front; providing additional 'market ready' land once allotments are approved, subdivided, titled and developed.

It is important to note that planning approval does not guarantee development will occur, at least in a timely fashion. This creates some uncertainty around the ultimate timing of development and consumption.

Further, once development is committed, there is typically a 'lag' between land development and site specific business consumption. This is due to the time it takes to deliver relevant infrastructure and servicing works such as drainage and local roads.

Although the Hub has a notable supply of industrial zoned land, and there is some evidence of active planning activity across strategic broadhectare parcels, the practical and 'market ready' availability of land supply is anticipated to be lower for the following reasons:

1. Existing uses continue to prevail:

- Landowners of vacant sites with an inactive planning status do not intend to subdivide or sell their land;
- Landowners of vacant sites do not have the expertise or financial capacity to subdivide or develop the land.

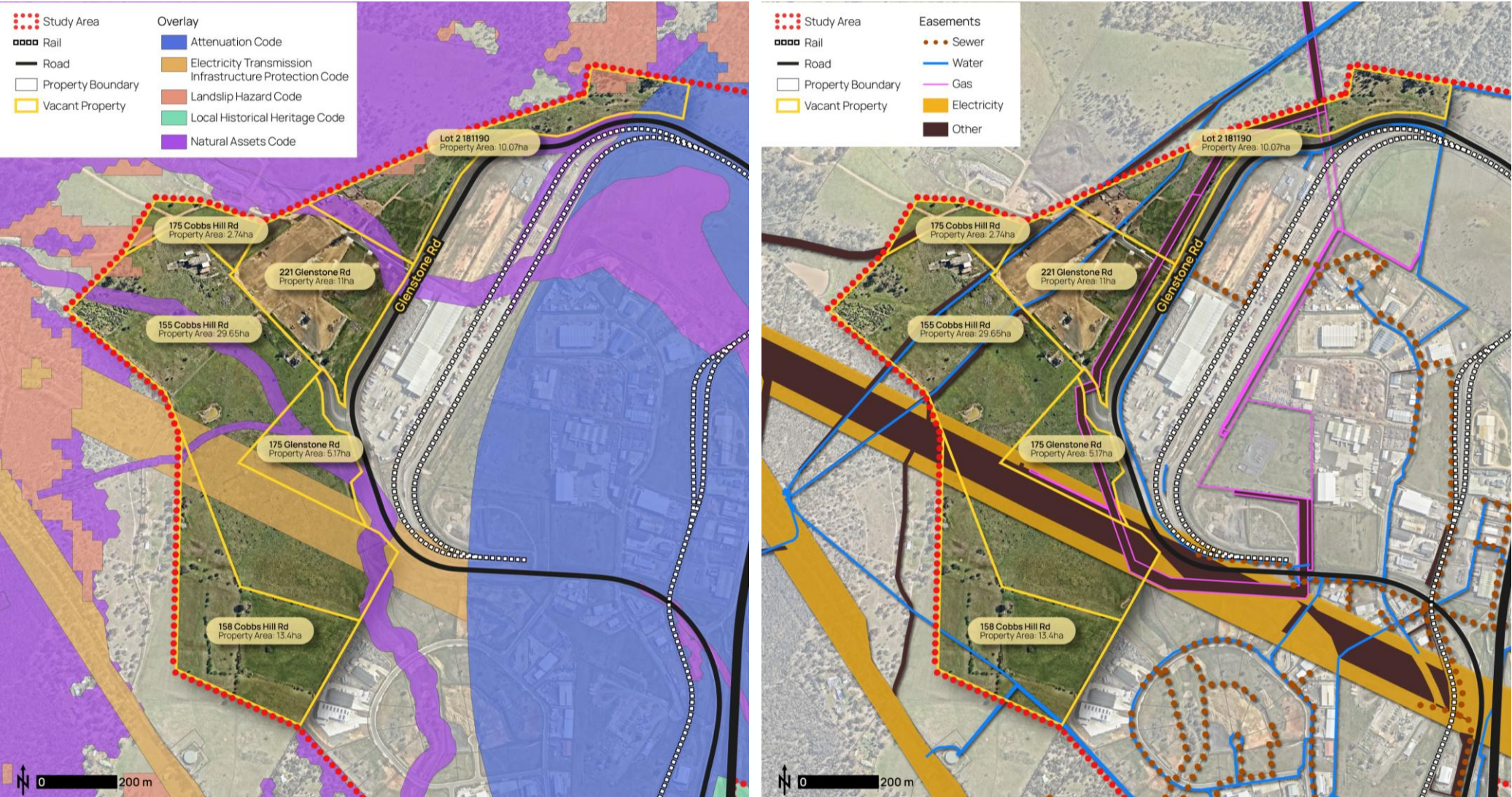
2. Physical constraints on the land limits the development potential and/or capacity (e.g. topography, vegetation); which in effect reduces the net developable area.

3. Servicing constraints on the land limits the development potential of the land; which in effect reduces the net developable area.

These factors are particularly relevant for the broadhectare parcels identified in Figure 7, which are undeveloped and have an inactive planning status.

Some of these parcels may have development challenges or limitations due to physical encumbrances or servicing constraints. For example, Figure 7 illustrates that there are existing easements on the land, several overlays apply such as natural assets and landslip, as well as this area being bushfire prone.

Figure 7: Vacant land supply, broadhectare land, Brighton Hub



Source: Urban Enterprise, 2026

3.6. Industrial Zoned Land Supply: Greater Hobart

Over the next 20 years, the SIS (2025) projects that Tasmania will require 394-468 hectares of additional industrial land.

While there is a forecast statewide surplus of between 389 and 462 hectares of industrial-zoned land over the next 20 years, there are significant fluctuations at a regional and local level. For example, in the Southern Region, Glenorchy (-55 ha), Hobart (-18 ha), Kingborough (-17.3 ha) and Sorell (-14.4 ha) face significant shortfalls, as shown in Figure 8.

Comparatively, Brighton and Clarence LGAs are well-supplied for industrial zoned land. Brighton Hub has the highest quantum of vacant General industrial zoned land in the southern region, and serves industrial demand from a broad regional catchment. This is especially the case for larger industrial users seeking larger land areas, separation and transport access.

The SIS (2025) estimates that Greater Hobart will generate demand for 204-242 ha of industrial land over a 20-year period, which equates to an average of 10.2-12.1 ha per annum (11.15 ha midpoint).

Given that Brighton has expressed advantages in its location, access and availability of zoned land, it is apparent that a notable proportion of demand for General Industrial zoned land that is generated within Greater Hobart and the southern region would flow to the Brighton Hub. This includes:

- Any potential demand generated from new business entrants seeking a presence in northern Hobart; and
- Existing larger industrial businesses seeking to re-locate to a new purpose-built location.

This is re-affirmed in the SIS (2025), which states that:

- Brighton performs a critical role in accommodating overflow demand from other constrained areas, including Greater Hobart; and
- Future industrial growth depends on LGAs such as Brighton and Clarence, and planning should ensure these LGAs remain capable of absorbing demand, through ongoing land release, servicing, and infrastructure coordination.

As a result, the Hub's role in serving industrial demand from Greater Hobart and the southern region (where land stocks are constrained) will strengthen. This could translate to higher consumption rates in the short to medium term.

Figure 8: Comparison of Vacant Land to 20-year demand (ha), LGA

LGA	Vacant land 2024 (Ha)	20-year demand (Ha)		Surplus/gap (Ha)	
		Low land to job ratio	High land to job ratio	Low land to job ratio	High land to job ratio
Brighton	93*	25	30	67.5	62.8
Central Highlands (Tas.)	0	3	3	-2.8	-3.3
Clarence	141*	85	101	55.8	40.0
Derwent Valley	1	6	7	-4.8	-5.9
Glamorgan-Spring Bay	7	4	5	2.8	2.1
Glenorchy	1	47	56	-46.3	-55.0
Hobart	0	15	18	-15.1	-17.9
Huon Valley	31	13	15	18.1	15.8
Kingborough	20	31	37	-11.4	-17.3
Sorell	0	12	15	-12.1	-14.4
Southern Midlands	0	4	5	-4.1	-4.9
Tasman	0	1	1	-0.9	-1.1
Greater Hobart	254	204	242	50	13
Southern Region	293	246	292	47	1

Source: SIS, 2025

Alternative Industrial Zoned

Figure 9 shows the location of General Industrial zoned land (dark purple) and Light Industrial zoned land (light purple) in the Brighton and Glenorchy LGAs in northern Hobart.

Brighton LGA

The Brighton Hub study area is the main source of General Industrial zoned land in the Brighton LGA.

The General Industrial zone extends to the west of the study area, west of the Highway and north of Cove Hill Road. There is some Light Industrial zoned land along Cove Hill Road in Bridgewater.

Based on a review of aerial imagery, there appears to be some vacant land within the Light Industrial zone, and General Industrial zone within Bridgewater in the Brighton LGA, but it is located outside of the study area.

In theory, Light Industrial zoned land could accommodate smaller lots and businesses that are more commensurate with serving population-led industrial demand from within a localised catchment. This would allow major broadhectare vacant sites in the study area to be reserved for larger industrial users that require more significant land areas, separation from sensitive interfaces, and good accessibility to allow large truck movements and manoeuvrability.

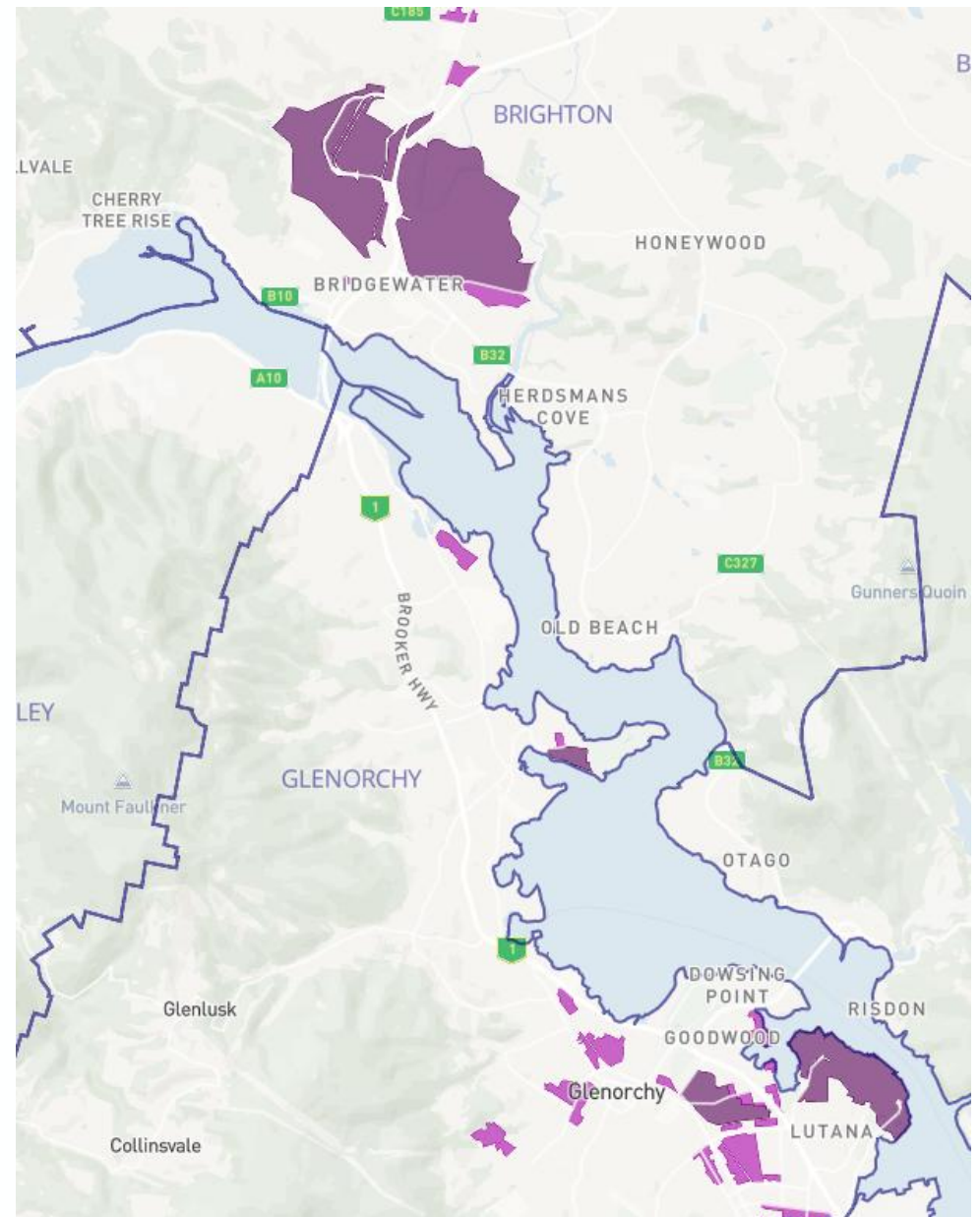
Glenorchy LGA

Further south, Glenorchy LGA has General Industrial zoned land; concentrated to existing precincts in Derwent Park; approximately 15 km south of the study area (see Figure 9).

Industrial precincts in Derwent Park appear highly occupied, and vacant sites are scarce. The capacity for Glenorchy to accommodate business demand for General Industrial zoned land is very limited, especially demand for greenfield or brownfield sites that can accommodate new, purpose-built industrial improvements.

Consultation with Glenorchy Council noted that industrial precincts such as Derwent Park are economically mature. However, new investment is still being accommodated; but is primarily service-oriented infill business demand located on single sites.

Figure 9: General Industrial and Light Industrial Zone



Source: Landchecker, 2026

3.7. Long Term Planning for Industrial Land Supply

The Tasmanian Planning Policies (TPPs) require councils to maintain a minimum 15-year supply of industrial land. This supply must be located within designated urban or settlement growth boundaries and be based on projected demand.

Although the study area is not a Local Government Area, it is a highly strategic and economically important industrial location in Brighton Hub and Greater Hobart. It is therefore prudent to take a long term view when planning for industrial land, especially if land supply becomes constrained and potential new land areas and locations need to be augmented through a rezoning process and Planning Scheme Amendment.

Planning and development timeframes vary between sites and locations, but the typical process from precinct planning and design, through to land development and capital construction follows the same broad sequence, and includes:

- **Phase 1:** Technical investigations and planning approval;
- **Phase 2:** Subdivision design and permit approval;
- **Phase 3:** Land development and lot construction; and
- **Phase 4:** Construction of capital improvements.

The typical timeframe to complete phase 1 through to phase 3 is 5 to 7 years. Therefore, 5 years represents the earliest time within which unzoned land can be made available for market consumption. In practice, it is common for one or more steps in this process to experience longer timeframes and delays, which can often extend the timeframe.

The overall length of this process indicates that precinct planning should commence well in advance of when the land needs to be available to the market to mitigate the risk of periods of low or constrained 'market ready' land supply.

It is important to take a long-term horizon in respect of land supply for the following reasons:

- The practical and 'market ready' availability of industrial land supply is often lower compared with theoretical land supply due to land fragmentation, physical encumbrances and servicing constraints.
- An adequate supply and availability of industrial land stocks encourages an industrial market that is flexible and responsive, so demand can be served as it arises.
- Having multiple 'market ready' subdivisions and development fronts encourages greater competition, and broadly accommodates the needs and preferences of different industrial market segments.
- If additional zoned land is required, rezoning processes are typically lengthy.
- Land that is rezoned may not be available to the market directly following a rezoning process due to several factors around developability and viability.

Figure 10: Planning & Development Process & Timing (indicative), Greenfield Industrial Land Development

Phase 1	• Identify Investigation Areas • Technical investigations • Exhibition & community engagement, submissions • Approval/amendment	3-4 years
Phase 2	• Subdivision planning & permit approvals • Detailed design • Certification of plans and statement of compliance	1-1.5 years
Phase 3	• Civil works and site preparation • Construction of lots • Sales and marketing titles lots	1-1.5 years
Phase 4	• Construct capital improvements • Finalisation of any civil works.	1-1.5 years

Consultation Findings: Land Supply

- The Hub is generally well supplied for zoned industrial land. However, there are several barriers to development that are impacting the developability of the land, and rate of development on the ground. These include:
 - Fragmented ownership;
 - Servicing requirements;
 - Physical constraints such as vegetation, bushfire and landslip hazard; and
 - Lengthy timeframes to obtain approvals.
- In particular, consultees expressed that lengthy planning approval timeframes and processes are stymying development, and leading to delayed or foregone business investment.
- The combination of barriers to development has weakened developer and market confidence due to increased risk and uncertainty.
- Although the Hub is theoretically well supplied for industrial zoned land, the Structure Plan could take a long term view when managing land supply. This will ensure that infrastructure delivery and land development can be logically sequenced, and potential areas for expansion can be investigated.
- Greater coordination between Government, referral agencies and landowners is required to facilitate development.

3.8. Key Points

- The study area has an adequate ‘theoretical’ supply of vacant industrial land (~108 ha). However, a significant proportion of supply is clustered around the north and north-west of the study area. This area is yet to undergo land development, and appears to require infrastructure and servicing investment.
- The practical and ‘market ready’ availability of industrial land supply is anticipated to be lower for the following reasons:
 - Existing uses continue to prevail;
 - Physical constraints; and/or
 - Servicing constraints.
- Vacant land supply that appears to be ‘market ready’ and practically available for development is primarily concentrated around Lukaarla Drive (30 lot subdivision), and the Greenbanks Road-Woodrieve Road sub-precinct.
- The economic importance of the Hub is further highlighted in the context of a very limited availability of vacant industrial zoned land stocks in alternative locations in Greater Hobart.
- The SIS anticipates that Brighton Hub will continue to serve overflow demand for industrial demand originating from Greater Hobart and the broader southern region.
- Any potential demand generated for larger lots with good separation and transport access would flow to the Brighton Hub. This includes:
 - New business entrants seeking a presence in northern Hobart;
 - Existing larger industrial businesses seeking to re-locate to a new purpose-built location.
- It is prudent to take a long-term view when planning for industrial land supply. Although current land stocks are sufficient, identification of candidate expansion areas for future investigation could be considered as part of the Structure Plan process.

4. Industrial Demand

4.1. Introduction

This section provides an assessment of industrial demand in the Brighton Hub to determine the profile and strength of demand, and to identify relevant trends that should be considered in the Structure Plan.

The assessment is informed by analysis of population and employment trends, industrial land consumption and development activity, as well as market insights gathered through consultation.

Industrial Related Sectors

The following industry sectors have been adopted for the purpose of assessing industrial land demand and are referred to as 'industrial-related sectors':

- Manufacturing,
- Transport, postal and warehousing,
- Construction,
- Wholesale trade,
- Electricity, gas, water & waste services,
- Agriculture, and
- Mining.

It should be noted that not all activities within these industries require or occupy industrial land, including in instances where businesses:

- Occupy commercial zoned land;
- Are home-based (e.g. construction trades); or
- Operate on farmland (e.g. agriculture).

The need for industrial land is generated either directly or indirectly from industry sectors and sub-sectors:

- **Directly** - traditional industrial users that require industrial zoned land to establish a business premises and operate. Examples include manufacturing, warehousing, transport, distribution and logistics.
- **Indirectly** – supply-chain sectors that require industrial zoned land to support and service industries that do not typically occupy industrial zoned land such as agriculture, horticulture, aquaculture, mining and energy.

4.3. Macroeconomic Conditions

There are several tailwinds that are influencing the southern region and Tasmania's economy and industrial land market:

- **The growing demand for food and fibre in Tasmania and Australia** is flowing through to demand for primary production, food processing, and export-oriented enablers such as freight, transport and warehousing.
- **The transition to renewable energy production and growing investment in wind, solar and battery storage projects in Tasmania** is creating construction-related demand for civil construction services, trades, machinery operators, equipment and parts manufacturing and servicing. Longer-term operations and maintenance activities are also anticipated to grow.
- **Regional population and housing growth** is driving ongoing but cyclical demand for residential and commercial construction services, building materials and trade supplies.
- **Logistics and warehousing growth linked to e-commerce** is increasing the need for regional distribution capability.

Table 6: Implications of macroeconomic trends, Tasmania

Macroeconomic Trend		Direction	Demand side impact	Scale of Impact	Horizon (cyclical or structural)	Implication for Industrial Land
	Agriculture & Aquaculture (growing demand for food and fibre)	Tailwind	- Food processing. - Warehousing, cold storage and packaging. - Freight and transport. - Ag equipment, tech servicing. - Rural supplies and services.	High	Long (structural & cyclical)	- Protect and support industrial land that is freight-accessible; - Ensure wastewater and power capacity.
	Renewable Energy Transition & Project Investment	Tailwind	- Civil construction services and trades. - Machinery operators and servicing. - Equipment and parts manufacturing and servicing. - Fabrication. - Extractive industries.	Moderate	Medium- Long (structural)	- Ensure supply of large lot industrial land to capitalise on strategic demand as it arises; - Plan for power-intensive uses.
	Green & Circular Economy	Tailwind	- Recycling and waste transfer. - Materials recovery and reuse. - Organics processing.	Moderate	Medium-Long (structural)	- Ensure supply of large lot industrial land to capitalise on strategic demand as it arises; - Preserve buffer-compatible land; - Avoid residential encroachment.
	Growth in Online Retail & Logistics	Tailwind	- Regional warehousing. - Courier depots. - Freight and transport.	Moderate	Long-term structural	- Ensure supply of large lot industrial land to capitalise on strategic demand as it arises; - Encourage flexible subdivision and strata industrial formats
	Regional Population & Housing Growth	Tailwind	- Construction trades services and supplies. - Building materials. - Automotive servicing and repair. - Light manufacturing. - Atypical industrial uses (gyms, fitness, play centres)	High	Ongoing (cyclical)	Ensure pipeline of smaller industrial lots and multi-unit development.

Source: Urban Enterprise, 2026

4.4. Growth Context

Population

Figure 11 and Table 7 present the historical and projected population growth for Brighton, Southern Tasmania and Tasmania.

The following points are relevant:

- Between 2003 and 2023, Brighton's estimated population increased from around 13,150 to 20,000 (+343 per annum), increasing at an average rate of 2.1% per annum.
- The rate of population growth in Brighton across this period in Brighton significantly outpaced Southern Tasmania (1.2% per annum) and Tasmania (0.9% per annum).
- Brighton's population represents approximately 7% of the broader Southern Tasmania region's population.

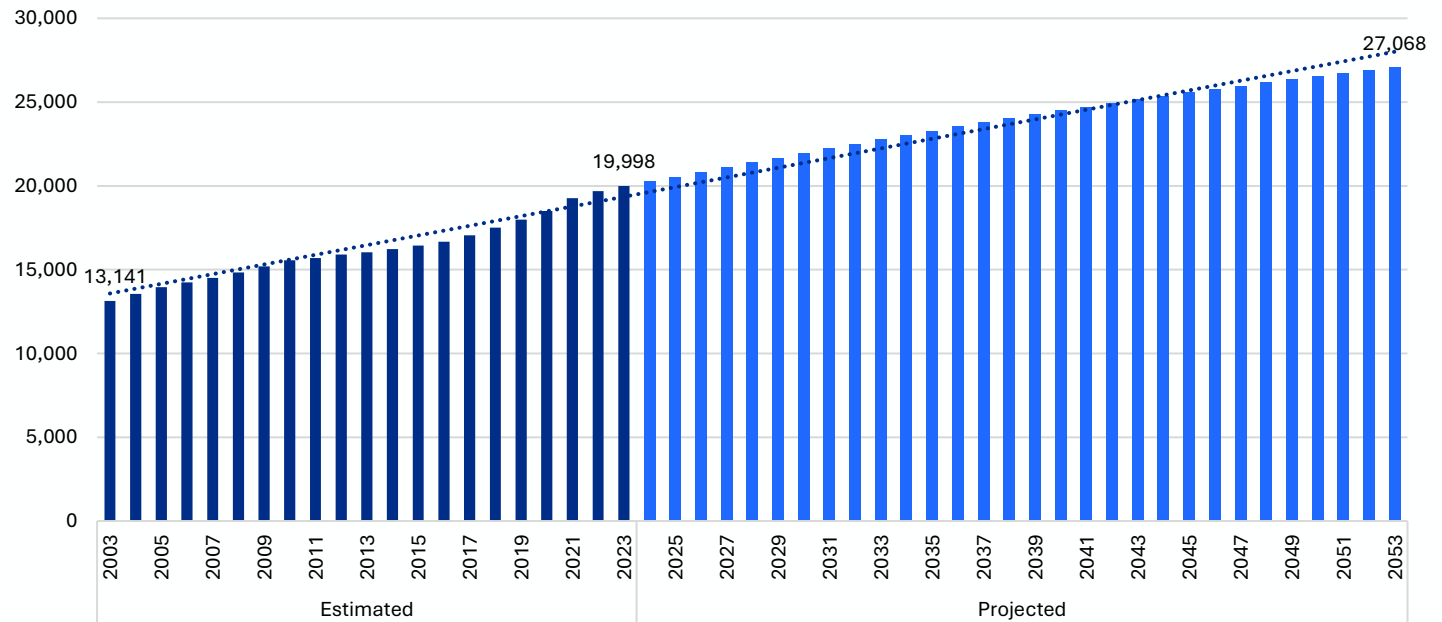
The Tasmanian State Government's official population projections provide 30-year projections for the period 2023 to 2053.

According to these projections, Brighton's population is projected to increase by approximately 7,070 residents to reach approximately 27,000 in 2053. This represents an average of 236 additional residents per annum, at an average annual rate of 1.0%, which is noticeably lower compared with historic trends.

The lower projected growth rate is reflected across both Southern Tasmania (0.6% per annum) and Tasmania (0.5% per annum).

Overall, growth across Brighton, Southern Tasmania and Tasmania is relatively favourable, which will strengthen demand for industrial land to support future population and economic growth.

Figure 11: Historic & Projected Population Growth, Brighton LGA, 2001 - 2053



Source: Department of Treasury and Finance, Population Projections for Tasmania and Local Government Areas, 2024

Table 7: Historic & Projected Population Growth, Brighton, Southern Tas, Tasmania, 2003 - 2053

				Historic Growth (2003 – 2023)			Projected Growth (2023 – 2053)		
	2003	2023	2053	#	AAG	AAGR	#	AAG	AAGR
Brighton	13,141	19,998	27,068	+6,857	+343	2.1%	+7,070	+236	1.0%
Southern Tasmania	233,975	297,472	351,021	+63,497	+3,175	1.2%	+53,549	+1,785	0.6%
Tasmania	478,534	573,156	641,045	+94,622	+4,731	0.9%	+67,889	+2,263	0.4%

Source: Department of Treasury and Finance, Population Projections for Tasmania and Local Government Areas, 2024

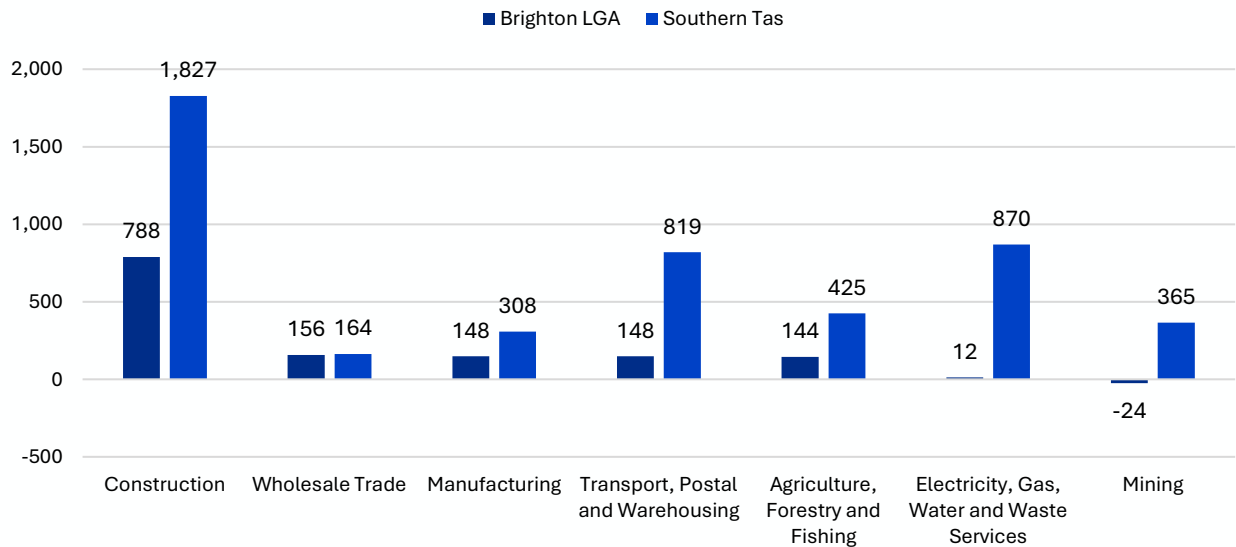
Employment & Business

As at 2024, there were approximately 5,700 jobs in Brighton LGA and more than 155,000 in Southern Tasmania.
Figure 12 presents the change in local employment industrial related sectors between 2019 and 2024.

Key observations:

- Brighton LGA recorded an increase of 1,963 local jobs between 2019 and 2024, with around 70% of this growth occurring in industrial-related sectors (+1,372 jobs). In contrast, industrial industries accounted for just 24% of total employment growth across the Southern Tasmania region over the same period.
- Construction was the largest growth sector (+788 jobs), followed by Retail Trade (+229 jobs), Wholesale Trade (+156 jobs), Manufacturing (+148 jobs), and Transport, Postal and Warehousing (+148 jobs).
- Brighton accounted for around 30% of total industrial employment growth across the Southern Tasmania region. Growth was particularly concentrated in Wholesale Trade, Manufacturing and Construction, which represented 95%, 48% and 43% respectively of the region’s total employment growth in these sectors.
- Between 2019 and 2024, Brighton’s business base grew by 129 businesses, with 43% of this growth coming from industrial-related industries. By comparison, industrial-related industries accounted for 33% of business growth across Southern Tasmania.
- Industrial-related businesses in Brighton remained relatively stable, with the Construction sector recording the largest increase (+49 businesses), reflecting the broader growth trend across Southern Tasmania.

Figure 12: Employment Change, Industrial-Related Sectors, Brighton LGA & Southern Tasmania, 2019-24



Source: State Growth Tasmania Economy Id, 2023/24.

Industrial Employment Forecasts

The Tasmania State Industrial Strategy provides LGA-level industrial employment forecasts. Brighton LGA is projected to add approximately 1,062 industrial jobs over the next 20 years. Over the same period, the Southern Tasmania region is forecast to add 10,386 industrial jobs, representing over 60% of Tasmania’s total projected increase of 16,632 industrial jobs.

4.5. Subdivision & Development Activity

The majority of occupied lots at the Hub were developed and consumed prior to 2015.

More recent subdivision and consumption activity has been concentrated in the southern and western parts of the Hub, most notably west of the Midland Highway and south of Glenstone Road.

The two more recent active subdivision areas are:

- Lukaarlia Drive (30 lots); and
- Greenbanks Road-Woodrieve Road sub-precinct.

Lukaarlia Drive

A 30-lot subdivision around Lukaarlia Drive is being developed across three stages.

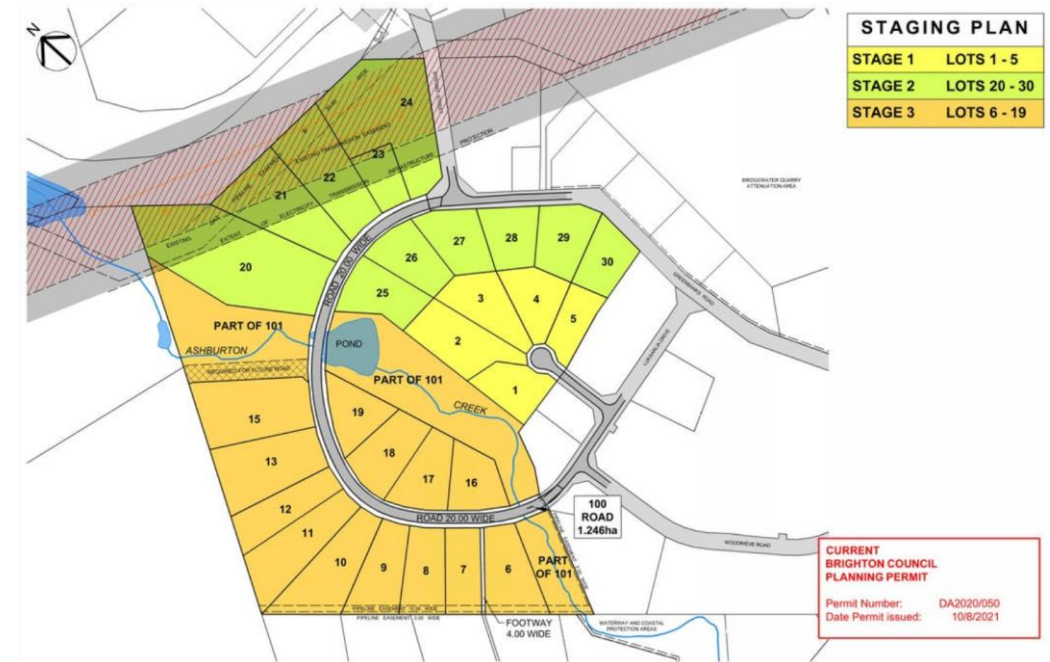
Internally, lots along Lukaarlia Drive and around Bevel Close are generally less than 0.5 hectares in area, while land to the north and west of Lukaarlia Drive comprises moderate sized lots, typically between 1–2 hectares.

According to the developer, 23 out of the 30 lots sold in the first three years. To date, three lots (15, 15A, and 17 Lukaarlia Drive) have been consumed, developed and are occupied. These lots are characterised by large-format industrial buildings with substantial hardstand areas and access suitable for heavy vehicles.

Five lots have been re-advertised for sale. Three lots are around 0.5 ha in area, and are advertised for in the order of \$750,000–\$950,000. Advertised prices are unavailable for the larger lots, which are 1 ha and 1.98 hectares respectively.

The remaining sites that have sold remain vacant, and are yet to be occupied by a capital improvement.

Figure 13: Subdivision layout and staging plan, Lukaarlia Drive



Source: Real Commercial (accessed March 2026)

Table 8: Advertised Listings, Lukaarlia Drive, March 2026

Address	Property Type	Advertised Price	Land and/or building area
14 Greenbanks Road, Bridgewater	Vacant Development Site	Offers over \$850,000	Land: 0.4ha
16 Greenbanks Road, Bridgewater	Vacant Development Site	Unavailable	Land: 1.03ha
33 Lukaarlia Drive, Bridgewater	Vacant Development Site	Unavailable	Land: 1.98ha
18 Lukaarlia Drive, Bridgewater	Vacant Development Site	Offers over \$725,000	Land: 0.4ha
13 Lukaarlia Drive, Bridgewater	Vacant Development Site	Offers over \$950,000	Land: 0.53ha

Source: Real Commercial (accessed March 2026)

Greenbanks Road-Woodrieve Road Sub-Precinct

This area encompasses land along Greenbanks Road and Woodrieve Road directly south of Lukaarlia Drive. A higher level of consumption activity is evident, with a mix of vacant lots and turnkey product.

The lot profile within this area is smaller, and are generally below 0.5 hectares. There are several lots with an area of 0.5–1 hectare, and a limited number of moderate sized lots between 1–2 hectares.

The lot profile and configuration has led to a mix of small to mid-format industrial users, including small-scale warehouse and factoryettes (250–500 sqm).

The built form profile is characterised by standalone warehouses, trade-based premises and multi-unit industrial developments.

The business profile primarily consists of construction, transport and distribution, trade services and light industrial activities.

Notably, this area is located closer to the residential interface and adjoins a sports oval, which is likely to have influenced the nature of development over time. In this context, there is a reasonable expectation that smaller lot sizes and less intensive industrial uses will continue to emerge in the southern portion of the precinct.

There are several industrial properties currently advertised for sale (see Table 9), including vacant development sites of varying sizes, established mid-sized industrial buildings, and newly developed turnkey factoryette units (see Figure 14).

Illustrating the trend toward smaller lots, a 2.04 ha site at 73 Greenbanks Road, at the southern extent of the Brighton Hub, was sold in 2024 with approval for subdivision into nine smaller lots. There is currently no evidence of development on the site, and it is unclear whether the approved subdivision will proceed.

Figure 14: Recent Development Example, 67 Greenbanks Road



Source: Real Commercial (accessed March 2026)

Table 9: Advertised Listings, Greenbanks Road-Woodrieve Road Sub-Precinct

Address	Property Type	Price	Land and/or building area
4 Woodrieve Road, Bridgewater	Vacant Development Site	Offers over \$2,200,000	Land: 1.28ha
29 Greenbanks Road, Bridgewater	Vacant Development Site	Offers over \$1,900,000	Land: 1.14ha
17 Woodrieve Road, Bridgewater	Vacant Development Site	\$440,000	Land: 0.18ha
3 Lukaarlia Drive, Bridgewater	Warehouse, Factory & Industrial	Contact Agent	Land: 0.35ha Floor area: 700sqm
11, 12 & 13, 67 Greenbanks Road, Bridgewater	Warehouse, Factory & Industrial	Offers over \$2,550,000	Land: 0.42ha Floor area: 785sqm
7/67 Greenbanks Road, Bridgewater	Warehouse, Factory & Industrial	Offers over \$1,150,000	Land: 0.42ha Floor area: 350sqm
9 & 10, 67 Greenbanks Road, Bridgewater	Warehouse, Factory & Industrial	Offers over \$1,750,000	Land: 0.42ha Floor area: 525sqm
4/67 Greenbanks Road, Bridgewater	Warehouse, Factory & Industrial	Offers over \$850,000	Land: 0.42ha Floor area: 250sqm

Source: Real Commercial (accessed March 2026)

4.6. Industrial Land Consumption

Industrial land consumption is an important indicator of demand, and can be defined as the amount of land that changes from vacant to occupied (having a clear use or structure).

It is acknowledged that consumption can only occur where 'market ready' land is available.

Methodology

To assess and estimate historical consumption of industrial land in the study area, the following methodology was adopted:

- Assess consumption over a 10-year period between 2015 and 2025 (calendar year)
- Review annual satellite aerial imagery across industrial zoned areas in the study area over the 10-year period to identify the quantum of land that has been consumed.
- Using GIS, calculate the quantum of land (ha) that has been consumed over the 10-year period.

To address fluctuations in annual consumption rates, aggregate consumption has been mapped across two 5-year periods: 2015 to 2020 and 2021 to 2025.

Results

In the 10-year period between 2015 and 2025, a total of 12.8 ha of land was consumed across 17 parcels, at an average annual rate of 1.28 ha per annum.

Average annual consumption rates averaged approximately 0.86 ha per annum between 2015 and 2020. In the post pandemic period, average consumption rates increased significantly to 1.7 ha per annum. This was largely led by 2023, which recorded 6.4 ha of consumed land across 7 lots.

Figure 15 (overleaf) shows the lots that have been consumed over the 10-year period.

In terms of location, consumption has been relatively dispersed. More recently, consumption has been concentrated to Lukaarlia Drive, Greenbanks Road and Woodrieve Road.

Lots that have been consumed are generally small to moderate, and range between 0.3 and 1.5 ha.

Site specific examples of consumption activity are provided on Page 28.

Table 10: Industrial Land Consumption Summary, Study Area, 2015-25

Consumption	Lots	Area (ha)	Ave p.a.
2015 - 2020	6	4.3	0.86 ha
2021 - 2025	11	8.51	1.7 ha
Total	17	12.81	1.28 ha

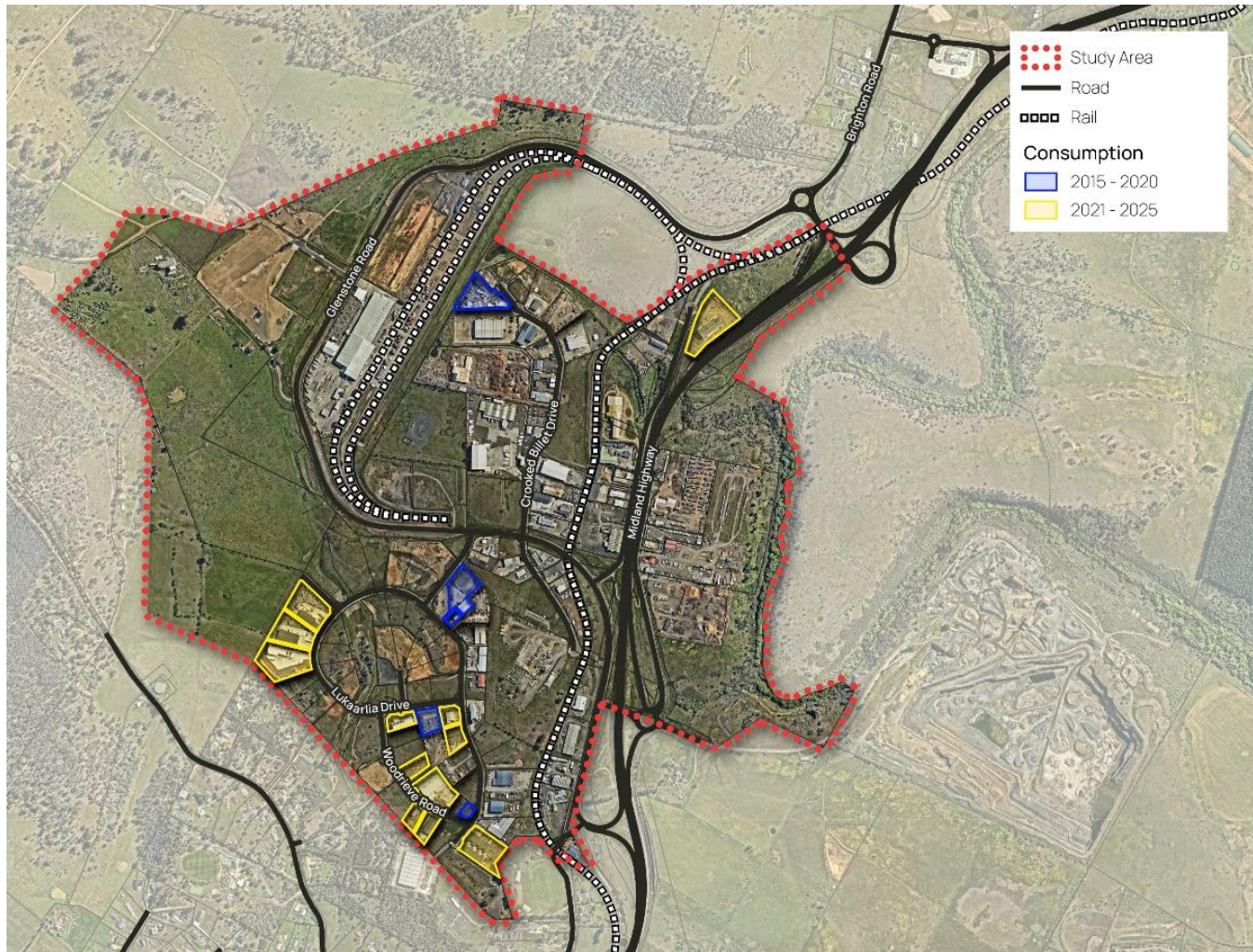
Source: Urban Enterprise, 2026

Table 11: Industrial Land Consumption by Year, Study Area,

	Lots	Area (ha)
2015	1	0.17
2016	0	0
2017	0	0
2018	4	3.97
2019	1	0.16
2020	0	0
2021	1	0.41
2022	2	1.34
2023	7	6.4
2024	0	0
2025	1	0.36
Total	17	12.81

Source: Urban Enterprise, 2026

Figure 15: Land Consumption, Study Area, 2015-2025



Source: Urban Enterprise, 2026

According to the SIS (2025), over the next 20 years, Tasmania is projected to require between 394 and 468 hectares of additional industrial land. The highest growth is expected in the Southern Region, particularly within Greater Hobart, which accounts for 242 hectares of land demand under the high growth scenario. (p. 7)

Examples of Consumption & Development Activity

Surdex Steel

- Address: 15 Lukaarlia Drive, Bridgewater
- Site size: 1.43 ha
- Construction completion: 2025
- Built form: 2,500sqm factory and over 3,000sqm concrete hardstand.
- Business description: steel distribution and processing company supplying a wide range of products for industries including construction, transport, agriculture, mining, and defence.
- Surdex Steel Hobart services Hobart, Launceston, Devonport and Burnie.



Sigma Healthcare

- Address: 13-15 Woodrieve Road, Bridgewater
- Site size: 0.98 ha
- Construction completion: 2024
- Built form: 4,000 sqm purpose-built distribution centre.
- Business Description: Sigma Healthcare is a major Australian pharmaceutical wholesaler, distributor and retail pharmacy network operator, and plays an important role in the Australian healthcare supply chain. The site is Sigma Healthcare's only distribution centre in Tasmania and will allow Sigma to "supply over 7 million units of essential medicines and related products to pharmacies across Tasmania every year".



Deman Engineering

- Address: 22 Greenbanks Road, Bridgewater
- Site size: 0.43 ha
- Construction completion: 2024
- Built form: 1,500sqm factory and associated hardstand.
- Business description: A small-scale diesel engineering and manufacturing business, specialising in diesel engine sales, service, spare parts and custom engineering, particularly for marine, mining and industrial applications.



Multi-Business Complex

- Address: 12 Woodrieve Road, Bridgewater
- Site size: 0.46 ha
- Construction completion: 2024
- Built form: 1,460sqm factory and associated hardstand. Total of five strata units, four are approximately 250 Sqm, the last is approximately 460sqm. All 5 have been sold.
- Business mix:
 - Tas Underground Asset Locators
 - Greenview Tilt Tray Specialists
 - Survey Plus Tas
 - Angelique's School of Dance



Source: Urban Enterprise, 2026

4.7. Adequacy of Supply

To assess the adequacy of industrial land supply in the Brighton Hub study area, three scenarios for future consumption have been assessed and applied to the vacant land supply identified to estimate the number of years of zoned land supply that is left in Brighton Hub.

To provide an estimate for net land area and for the purpose of this analysis, 30% of land has been deducted from the gross vacant land area (~108 ha) to allow for potential encumbrances, and the provision of infrastructure such as roads and drainage. This is a preliminary assumption that is likely to change once detailed subdivision planning on vacant broadhectare parcels occurs.

To estimate the years of industrial land supply remaining within the study area, a range of scenarios for consumption have been formulated and adopted:

- **Scenario 1: Baseline (1.7 ha p.a.)**
This scenario assumes that the average annual consumption rate within the Hub over the 5-year period between 2021 and 2025 will continue. This equates to 15% of Greater Hobart's future industrial land needs (11.15 ha p.a.) as identified in the SIS (2025).
- **Scenario 2: Moderate (2.8 ha p.a.)**
This scenario assumes that 25% of Greater Hobart's future industrial land needs (11.15 ha p.a.) as identified in the SIS (2025) is directed and absorbed by Brighton Hub.
- **Scenario 3: High (5.6 ha p.a.)**
This scenario assumes that 50% of Greater Hobart's future industrial land needs (11.15 ha p.a.) as identified in the SIS (2025) is directed and absorbed by Brighton Hub.

Table 12: Adequacy of Industrial Land Supply, scenarios, Brighton Hub

Scenario	1	2	3
Vacant Industrial Land Supply (ha)	75.9 (net, ha)*		
Consumption rate (ave. annual)	1.7	2.8	5.6
Years supply (estimate, ha)	63.8	38.9	19.4

Source: Urban Enterprise, 2026

* 30% deducted from 108 ha to allow for encumbrances and infrastructure.

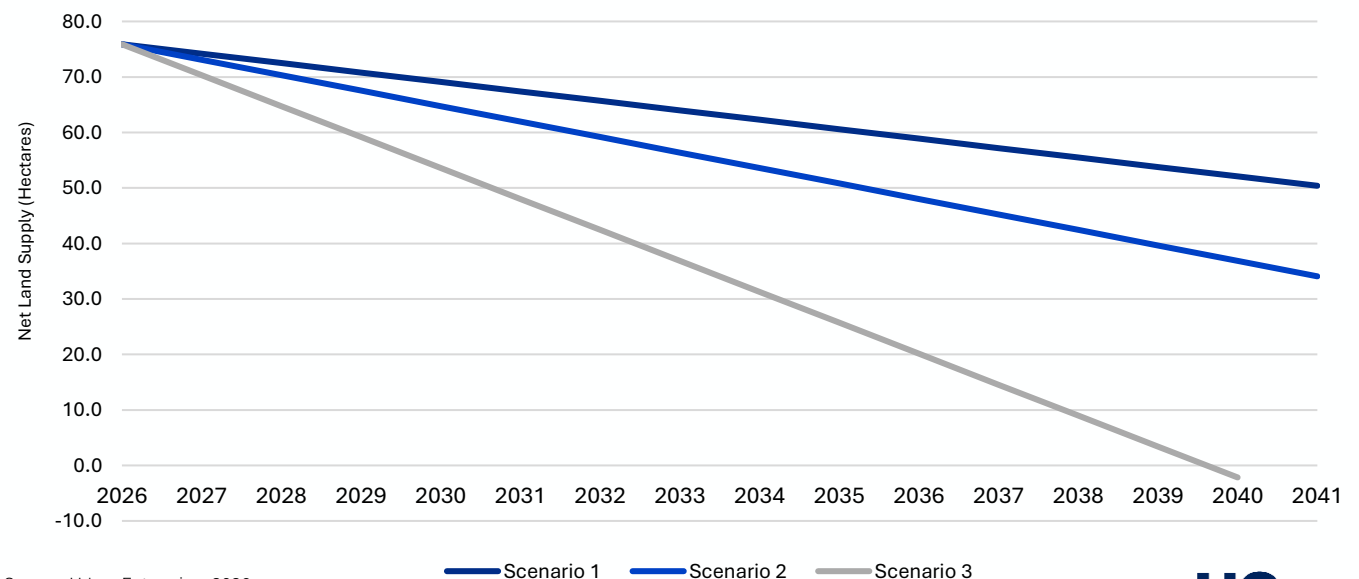
Based on the consumption scenarios, the study area is estimated to have between 19 and 63 years of vacant zoned land supply that is theoretically available.

Given that the SIS (2025) anticipates a notable proportion of Greater Hobart's industrial demand to flow to Brighton and Clarence Local Government Areas, it is likely that consumption rates will increase beyond historical levels (i.e. scenario 1). For this reason, scenario 2 or 3 are more likely to materialise. Based on these scenarios, the study area has an estimated 19 to 38 years of vacant land supply left.

It is important to note, however, that these are estimates only. The rate of actual consumption and development activity should be regularly monitored and updated over time to ensure land supply figures are up to date.

As previously stated, the Tasmanian Planning Policies (TPPs) require councils to maintain a minimum 15-year supply of industrial land. Applying this requirement to the study area, there is an adequate theoretical supply of zoned industrial land, and additional zoned land, or expansion of the existing precinct is not required at this point. However, noting that the developability of the cluster of vacant land in the north of the study area is unknown. If there are development constraints that emerge, the net developable area may reduce, meaning that the years supply would also decrease.

Figure 16: Years of supply remaining, demand scenarios, Study Area



Source: Urban Enterprise, 2026

Consultation Findings: Demand

- Consultees were of the view that market demand has been consistent at the Hub, but development has been modest. This is due to a combination of factors such as:
 - Vacant lots being purchased but construction not commencing;
 - Challenging and slow approvals processes and timeframes;
 - Development barriers and constraint such as infrastructure and servicing requirements.
- Although construction activity has been slow, the subdivision at Lukaarlia Drive attracted a high level of interest and sales within a 3-year period.
- Some lots have been consumed and constructed; however several sites have been re-advertised for sale. This could in part be driven by land value appreciation and vendors seeking to capitalise on land value appreciation (i.e. windfall).
- Consultees noted that the Hub is well placed to accommodate transport-oriented businesses, despite take-up being relatively modest for larger lots (2+ ha).
- Contemporary high-value industrial uses could also be explored, such as advanced manufacturing and data centres if servicing capacity can facilitate these uses.
- Consultees noted that the Hub is well placed to serve demand from:
 - Businesses located on mainland Australia seeking a presence in Tasmania;
 - Existing Tasmanian businesses seeking to relocate to a new, purpose-built site.
- The Hub is well positioned for its next phase of development and consumption, but planning authorities and referral agencies need to coordinate with landowners and developers to facilitate subdivision activity and 'market ready' lots.

4.8. Key Points

- Industrial-related sectors in Brighton are the main drivers of the local economy. In aggregate, these sectors generate 83% of output, 85% of export value and 72% of value add.
- Employment growth across industrial-related sectors in Southern Tasmania is evident. Brighton LGA accounted for around 30% of total industrial employment growth in the southern region.
- Macroeconomic conditions indicate that industrial land demand should remain positive over the medium to long term at the Brighton Hub, especially for activities that support the sectors of agriculture and aquaculture, transport and logistics, renewable energy and the circular economy, resources, e-commerce, construction and civil services.
- Modest population growth is projected in Southern Tasmania and the rest of Tasmania, which is anticipated to buoy demand for industrial sectors that directly support population growth.
- According to the SIS (2025), over the next 20 years, Tasmania is projected to require between 394 and 468 hectares of additional industrial land. The highest growth is expected in the Southern Region, particularly within Greater Hobart, which accounts for 242 hectares of land demand under the high growth scenario.
- Given that the majority of vacant industrial zoned land in the southern region is concentrated to the Brighton and Clarence LGAs, a notable proportion of this demand is likely to flow to these areas, including the Hub.
- Consumption activity in Brighton Hub has been relatively subdued in recent years. However, consumption can only occur where 'market ready' land is available.
- Consumption and development activity has been concentrated to recent subdivision activity in the south and south-west of the study area. Consumption activity has been relatively modest at around 1.7 ha per annum between 2021 and 2025.
- Consumption has occurred primarily across small and moderate sized lots; between 0.3 to 1.5 ha in area. The business profile of new occupants includes a mix of construction and civil services, manufacturing, engineering, logistics and distribution.
- The subdivision around Lukaarlia Drive (30 lots) is the current active development front. The subdivision generally includes lots ranging from approximately 0.3 ha and 1 ha. The subdivision is close to being sold out, but many sites remain vacant and are yet to be constructed/occupied.
- There has been very limited consumption of lots that are 2+ hectares. However, noting that vacant lots of this scale that are 'market ready' are practically unavailable, and therefore relatively untested.
- Based on the most likely consumption scenarios, the study area has an estimated 19 to 38 years of vacant land supply left. At present, there is an adequate theoretical supply of zoned industrial land, and additional zoned land, or expansion of the existing precinct is not required at this point.
- Given the strategic and economic importance of Brighton Hub and the lengthy planning timeframes associated with augmenting new zoned land supply, it is important to maintain a 15-year rolling supply of industrial zoned land supply.

5. Findings & Recommendations

Industrial land supply and demand findings and recommendations are summarised below. These should be considered in the preparation of the Structure Plan for the Brighton Hub study area.

Strategic Role and Vision

- There is strong strategic support for Brighton's designation and role as a Regionally Significant Industrial Precinct to be maintained and enhanced.
- The location, transport and infrastructure attributes of the Hub are highly strategic and commensurate with its role as a transport and export-oriented precinct.
- The Hub is well positioned to accommodate regional, state and national scale export-oriented businesses that can leverage the advantageous location and existing infrastructure. Priority industries include transport, logistics, distribution, freight, construction, warehousing, manufacturing and the circular economy.
- The SIS acknowledges the regional and economic importance of the Hub.
- The SIS prioritises the reservation of undeveloped broadhectare vacant land for large lot sizes (2-5+ ha) that can accommodate industrial users with requirements such as generous land areas, access, buffers and separation, and proximity to transport and freight networks.

Land Supply & Capacity

- Currently, the study area has an adequate 'theoretical' supply of vacant industrial land (~108 ha). However, the 'market ready' availability of industrial land supply is anticipated to be lower due to ownership fragmentation, development inactivity, physical encumbrances and servicing constraints; all of which limit the developability of the land, and add to the uncertainty around the timing of market augmentation.
- There is a cluster of broadhectare parcels in the north and north-west of the Hub with theoretical capacity and subdivision potential. The gross land area of these parcels (in aggregate) is 70+ ha; accounting for more than two-thirds of the vacant land that is available at the Hub.

This area presents the next major development front of the Hub.

- Moderate to larger industrial allotments (1-5+ ha) should be considered for undeveloped vacant land in the north and north-west for the following reasons:
 - Moderate to larger lots (1-2+ ha) that are vacant, serviced and 'market ready' are very limited;
 - There are practically no alternative locations in northern Hobart for larger industrial users to locate;
 - Some smaller sized allotments are currently available around Lukarlia Drive, Woodrieve Road and Greenbanks Road; and
 - Larger lots align with the Hub's designation as a RSIP, and accommodate industrial users requiring larger land areas, good separation and buffers, transport access and manoeuvrability
 - Larger users could utilise and leverage the committed public investment in infrastructure (e.g. intermodal freight terminal, road network).
- Moderate sized lots (1-2 ha) should be considered north of Lukarlia Drive as a transition area, with larger lots (2-5+ ha) considered for the balance of the northern area.
- Consider consolidating smaller lots (<0.5 ha) in the south west corner of the Hub (south of Lukarlia Drive) to:
 - Provide a buffer to the interface with residential and community/recreation areas;
 - Consolidate and cluster smaller lots and lighter industrial users; and
 - Reflect the current development pattern and typologies in this area.

Demand & Long Term Land Supply Planning

- Industrial land supply and demand indicators suggests that industrial land demand should remain positive over the medium to long term at the Brighton Hub, especially for activities that support the sectors of agriculture and aquaculture, transport and logistics, manufacturing, renewable energy and the circular economy, resources, e-commerce, construction and civil services.
- According to the SIS (2025), over the next 20 years, Tasmania is projected to require between 394 and 468 hectares of additional industrial land. The highest growth is expected in the Southern Region, particularly within Greater Hobart, which accounts for 242 hectares of land demand.
- The SIS anticipates that the Hub's role in serving industrial demand from Greater Hobart and the southern region (where land stocks are constrained) will strengthen. This is likely to translate to higher consumption rates in the short to medium term.
- Based on the most likely consumption scenarios, the study area has an estimated 19 to 38 years of vacant land supply left. At present, there is an adequate theoretical supply of zoned industrial land.
- Additional zoned land, or expansion of the existing precinct is not required at this point. However, noting that the developability of the cluster of vacant land in the north of the study area is not fully known. If there are development constraints that emerge, the net developable area may reduce, meaning that the years of supply remaining would also decrease.

- The Structure Plan should adopt a long-term view when planning for industrial land supply. Given the strategic and economic importance of Brighton Hub and the lengthy planning timeframes associated with augmenting new zoned land supply, it is recommended that Council seeks to maintain a 15-year rolling supply of industrial zoned land supply in the study area.
- Additional zoned land, or expansion of the existing precinct is not required at this point, given that there is an estimated 18-38 years remaining. However, land supply and consumption activity should be regularly monitored. If development constraints emerge for strategic broadhectare parcels, or the rate of consumption increases, the years supply remaining may reduce.

When vacant zoned land supply decreases to 15 years, more detailed planning for expansion areas should commence.
- From a purely development pattern perspective, the most appropriate area to investigate for future expansion is north and west of Glenstone Drive. This would provide a natural extension of the existing GIZ.
- The location of investigation areas requires careful consideration of land ownership, land capability, infrastructure and servicing capacity, access and developability.

Appendices

Appendix A Acronyms & Glossary of Terms

Appendix A: Acronyms & Glossary of Terms

Acronym	Expanded
AAG	Average Annual Growth
AAGR	Annual Average Growth Rate
ABS	Australian Bureau of Statistics
LGA	Local Government Area
SA	Statistical Area
SIS	State Industrial Strategy

Term	Definition
Consumption (land)	The amount of land that changes from vacant to occupied (having a clear use or structure).
Employment	Employment data represents the number of people employed by businesses/organisations in each of the industry sectors in a defined region. Employment data presented in this report is destination of work data. That is, no inference is made as to where people in a defined region reside. This employment represents full-time equivalent jobs, based on a 38-hour work week.
Export Value	Represents the value of goods and services exported outside of the defined region that have been generated by businesses / organisations in each of the industry sectors within the region.
Gross Regional Product	The total value of final goods and services produced in the region over the period of one year.
Market Ready Land Supply	Land that is suitably zoned with a planning permit that is approved or in-train. This typically means that subdivision works are underway or about to commence, and the land is ready for market consumption. (available <12 months).
Output	Represents the gross revenue generated by businesses/organisations in each of the industry sectors in a defined region. Gross revenue is also referred to as total sales or total income.
Value-Add	The marginal economic value that is added by each industry sector in a defined region. Value-Added can be calculated by subtracting local expenditure and expenditure on regional imports from the output generated by an industry sector, or alternatively, by adding the Wages & Salaries paid to local employees, the gross operating surplus and taxes on products and production. Value-Added by industry sector is the major element in the calculation of Gross Regional Product / Gross State Product / Gross Domestic Product.



www.urbanenterprise.com.au