



Brighton Council

ATTACHMENTS

ORDINARY COUNCIL MEETING

18 AUGUST 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 5.33 P.M. ON TUESDAY, 21 JULY 2026**

PRESENT: Cr Gray; Cr Curran; Cr Geard; Cr Irons; Cr McMaster; Cr Murtagh; Cr Owen & Cr Whelan.

IN ATTENDANCE: Ms J Banks (Acting Chief Executive Officer); Mr C Pearce-Rasmussen (Director Asset Services); Ms G Browne (Director Corporate Services); Mr A Woodward (Director Development Services); Ms A Turvey (Manager Community Development & Engagement); Mr B White (Strategic Planner) & Ms E Lang (Executive Officer, Governance)

1. STATEMENT BY THE CHAIRPERSON

2. ACKNOWLEDGEMENT OF COUNTRY

3. APOLOGIES & REQUESTS FOR LEAVE OF ABSENCE

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

CARRIED

VOTING RECORD

In favour	Against
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Cr Curran	
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Cr Geard	
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Cr Gray	
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Cr Irons	
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Cr McMaster	
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Cr Murtagh	
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Cr Owen	
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Cr Whelan	
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4. NOTIFICATION OF LEAVE OF ABSENCE FOR PARENTAL LEAVE

Nil.

5. CONFIRMATION OF MINUTES

5.1 Ordinary Council Meeting -16 June 2026

RECOMMENDATION:

That the Minutes of the previous Ordinary Council Meeting held on 16th June 2026, be confirmed.

DECISION:

Cr Curran moved, Cr Whelan seconded that the Minutes of the previous Ordinary Council Meeting held on 16th June 2026, be confirmed.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr Geard	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
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 Geard declared an interest in Item 17.5

Cr Gray declared an interest in Item 17.5

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.

- Nicki Kastner from 'Her Strength, Her Story' addressed Council regarding the support for the Butterflies and Boots Gala Ball and provided an update on the work they are doing in the family and domestic violence space.
- Yvonne Miller raised a concern about the lack of white line markings on Jetty Road, Old Beach, noting that it was dangerous. The question has been taken on notice and will be followed up.

- Mayor Gray formally recognised Janine Banks for her forty years of dedicated service to the Council, noting that this meeting would be her final meeting before retirement. Appreciation was expressed on behalf of Councillors, both past and present for her contributions.
- Cr Geard also acknowledged and thanked Janine for her significant service to Council.

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.

- **Councillor Owen** – question whether the Council has established any flood mitigation plans for the areas of Bridgewater and Old Beach that are affected by high tides.

Question taken on notice.

9. REPORTS FROM COUNCIL

9.1 Mayor's Communications

19/06/2026	TasWaste South Strategy Workshop
22/06/2026	ALGA Board NGA Briefing
23/06/2026	Media Event – Tassie Devils
24/06/2026	Brighton Pontville Local Area Plan Steering Committee Meeting
25/06/2026	TasWater General Meeting
30/06/2026	LGAT 360 Performance Review Meeting
02/07/2026	Meeting with St Ann's Living & Council staff

07/07/2026	Citizenship Ceremony
07/07/2026	Council Workshop
08/07/2026	Meeting with The Young Group & Director, Governance/HR
08/07/2026	Meeting with Pod-Matrix & Director, Governance/HR
08/07/2026	Meeting with Liverpool Engineering & Director, Governance/HR
08/07/2026	LGAT Service Awards Meeting
08/07/2026	Meeting with Kalis Group and Director, Governance/HR
08/07/2026	Meeting with Hobart Zoo & Aquarium and Director, Governance/HR
16/07/2026	ALGA Board Induction
21/07/2026	Council Meeting

RECOMMENDATION:

That the Mayor's communications be received.

DECISION:

Cr Owen moved, Cr McMaster seconded that the Mayor's communications be received.

CARRIED

VOTING RECORD

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

9.2 Reports from Council Representatives

- Nil.

10. MISCELLANEOUS CORRESPONDENCE

- Email from Pam Harvey dated 29 June 2026 thanking Council for the use of the Civic Centre for the Quilters Easter Showcase.
- Letter to Minister Kerry Vincent dated 1 July 2026 from CEO James Dryburgh regarding Brighton Council Submission on the Draft Southern Tasmanian Regional Land Use Strategy.
- Letter to Minister Kerry Vincent dated 10 July 2026 from the Greater Hobart Councils Partnership regarding the Southern Tasmania Regional Land Use Strategy.

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 7th July 2026 at 4.30pm to receive a briefing from TasWaste South CEO; Brighton Hub Structure Plan; Cricket Club Proposals for Pontville and CEO Performance Review.

Attendance: Cr Gray; Cr Curran; Cr De La Torre; Cr Geard; Cr Irons (via Teams); Cr McMaster; Cr Murtagh & Cr Owen.

Apologies: Cr Whelan

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

17.1 Location of "Jerry" Sculpture

Author: Manager Community Development & Engagement (A Turvey)

Approved: Acting Chief Executive Officer (J Banks)

Background

The "Jerry" sculpture by artist Tony Woodward was commissioned by the Rockefeller family for the new Green Point Plaza shopping centre in Bridgewater, which was completed in 2007. The sculpture is a unique depiction of the fog that we all know as the Bridgewater Jerry. "Jerry" takes on a human form to lovingly embrace the township of Bridgewater and was originally placed at the front of the Bridgewater Library, which was located within the shopping centre area at the time.

Over the years "Jerry" and his mosaic tiles became quite degraded and subject to vandalism.

May 2021

In May 2021, the Café Connections community group requested a meeting with council officers to discuss a concept the group had been working on to support community pride in our Bridgewater area. The Bridgewater Jerry fog, as a weather phenomenon, was centre to this idea of promotion and building of community pride as an initiative by members of the Café Connections group. Three (3) members of the group pitched their idea to council officers from Asset Services and Development Services. A 'Bridgewater Jerry Walkway' that included historical interpretation signs along the waterfront was central to this idea. The "Jerry" sculpture was featured in the presentation as a community asset and became a focus of discussions at Café Connections. This was the beginning of the Bridgewater Jerry Photo Competition idea, which is now run annually by Café Connections and sponsored by Asthma Australia.

November 2021

Cr Phil Owen, as a regular attendee at Café Connections instigated and supported the removal of the "Jerry" sculpture by Council to the Works Depot to prevent further degradation. The "Jerry" sculpture was removed from the original site in November 2021 with the intention that "Jerry" would eventually be restored and relocated to an appropriate location to provide more prominence for "Jerry", safety and passive surveillance once restored.

In 2022, initial quotes were received from the artist's sister Margaret Woodward for the restoration of the sculpture.

November 2023

Council officers were contacted by a member of the New Bridgewater Bridge team from State Growth who were managing stakeholder communications and had seen the removal of "Jerry" from the Green Point location to the depot on Council's social media.

State Growth were doing some work around the Heritage Interpretation Strategy for the New Bridgewater Bridge Project and keen to look at whether “Jerry” might feature in some aspects of this plan.

December 2023

Council officers invited State Growth to meet with members of Café Connections to view “Jerry” at the Works Depot and discuss with Café Connections the possibility of “Jerry” being included at the foreshore near the bridge, as part of the heritage interpretation work and a desire to feature the phenomenon of the Bridgewater Jerry in some way in the New Bridge precinct. Café Connections agreed in principle to this idea of “Jerry” being included in the plan but with the stipulation of safety, passive surveillance and appropriate interpretation being required at the relocation site.

January 2025

As the opening of the New Bridgewater Bridge draws ever closer, plans for the landscaping of the precinct immediately near the bridge are being undertaken by State Growth. Council officers were contacted by State Growth enquiring on the progress of the restoration of “Jerry” and if Café Connections were still open to the sculpture being located in an area near the New Bridge (please see attached map).

In February 2025, Council endorsed the use of the Public Art Strategy 2024/25 budget for the restoration of “Jerry” based on a revised 2025 quote provided by Margaret Woodward. The remaining funds (\$2,106.00) for this project would be allocated from the Promotion of the Municipality budget item.

February 2025

Council officers met on site with State Growth to view the potential locations for “Jerry” on the waterfront as part of the proposed landscaping. State Growth was reminded that this is a decision that needed to be made in consultation with Café Connections, given their initiatives related to the Bridgewater Jerry and interest in the preservation of “Jerry” as a community asset.

Manager Community Development and Engagement met with the Café Connections group on 25 February during one of their regular gatherings at the Bean to Brew Café, to communicate to the group the proposal from State Growth.

The group discussed several options, including “Jerry” being located at the Civic Centre.

These discussions were outlined by Moira Davidson, the co-ordinator of the group in an email attached post the meeting.

July 2026

The restoration work by Margaret Woodward (sister of the late Tony Woodward the original artist) is now entering its final chapter, with the iconic Jerry sculpture just weeks away from being fully restored.

Margaret has reported that the project is now almost complete.

"I'm happy to report Jerry is pretty much done. There are only his legs and feet left to finish, with just one or two more visits needed to complete the grouting and polishing."

Alongside the mosaic restoration, Jerry's bronze components have been professionally repaired by artisan Curtis Hore, with the work undertaken through Dobsons. The final lettering on the marble plinth is also being prepared.

State Growth are proposing that if Council is in agreement, the Jerry Sculpture is placed in the landscaped 'sculpture area' on the riverbank underneath the new Bridgewater Bridge and just to the right as you are heading south. This is where the main large sculpture commissioned by State Growth will also be installed. Please see attached concept location map provided by State Growth. State Growth will naturally be covering the costs of installation and landscaping at this site should Council agree to this new location for "Jerry". However, they have requested that Council transport Jerry to the site once they are ready to install.

The timeframe has been indicated as end of 2026: "We're hoping to get both done by the end of the year." *State Growth, 16 June 2026.*

Consultation

Café Connections; Senior Management Team; Margaret Woodward Design

Risk Implications

That the final chosen location does not provide sufficient passive surveillance and protection of the restored "Jerry" from vandalism.

Financial Implications

Unknown.

Strategic Plan

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.

Social Implications

Enhancing community infrastructure

Environmental or Climate Change Implications

Nil.

Economic Implications

Nil.

Other Issues

Nil.

Assessment

The “Jerry” sculpture is an important and treasured community asset with its link to the Bridgewater Jerry fog. In a similar way to the Café Connections community group thinking, State Growth has chosen to associate and illuminate this well-known phenomenon as part of the heritage interpretation on and around the New Bridgewater Bridge. This was motivation for State Growth to have “Jerry” located near the bridge and river as part of the amenity in the precinct immediately adjacent the New Bridge. The decision of where to locate “Jerry” needs to be carefully weighed up based on future safety for “Jerry” and relevance to the proposed location.

Options

1. Based on concept map provided by State Growth, Council agrees to State Growth’s proposal and once the site is prepared, “Jerry” is located on the Bridgewater foreshore near the New Bridgewater Bridge.
2. Council locates “Jerry” at the front of the Civic Centre in Green Point Road, Bridgewater.
3. Other.

RECOMMENDATION:

That Council agrees to State Growth’s proposed location, “Jerry” is located on the Bridgewater foreshore near the New Bridgewater Bridge (see Concept Map).

DECISION:

Cr Geard moved, Cr Whelan seconded that Council agrees to State Growth’s proposed location, “Jerry” is located on the Bridgewater foreshore near the New Bridgewater Bridge (see Concept Map); including a request to DSG for CCTV to be installed in the area.

CARRIED

VOTING RECORD

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

17.2 Policy Review - Council Buildings - Hire Fees/Waiver Requests Policy

Author: Corporate & Risk Officer (J Jankus)

Approved: Director Corporate Services (G Browne)

Background

Each year, Council receives numerous requests to waive or further reduce hire fees beyond 50%. Most of these requests are approved by Council, as they promote positive health and wellbeing and increase community connection.

By adopting this revised policy, the administrative workload of preparing reports for every discount or waiver request (especially those with low financial value) will be reduced. The CEO would have authority to waive up to \$1000 and Directors up to \$500, noting that anything that exceeds \$1000 or outside of this policy, would still require formal Council approval.

In summary, the amendments to this policy improve efficiency while maintaining appropriate oversight and accountability for these requests.

Consultation

Director Corporate Services, Executive Officer – Governance & Business Improvement and Corporate & Risk Officer.

Risk Implications

The policy has a structured assessment criteria in which all requests will be assessed within the framework of the criteria.

Financial Implications

The policy outlines a pre-determined value and limit on what the CEO/Directors are permitted to waive or discount according to the policy.

Strategic Plan

Goal 1.1: Engage with and enable our community.

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

Goal 4.4: Ensure financial and risk sustainability.

Social Implications

The policy will allow faster delivery of outcomes to the community.

Environmental or Climate Change Implications

Nil

Economic Implications

Nil

Other Issues

Nil

Assessment

The Policy allows staff to make quicker decisions for specific events involving community groups and reduces the need for formal council approval for smaller value proposals brought forward.

Options

1. As per recommendation
 2. Don't approve the Policy
 3. Amend Policy
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RECOMMENDATION:

That Council adopt Council Buildings - Hire Fees/Waiver Requests Policy (Policy 8.2).

DECISION:

Cr Irons moved, Cr Owen seconded that Council adopt Council Buildings - Hire Fees/Waiver Requests Policy (Policy 8.2); with any hire fee waive approvals by staff to be included in the monthly update.

CARRIED

VOTING RECORD

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

17.3 Brighton District Cricket Club - Write off Bad Debt

Author: Director Corporate Services (G Browne)

Background

When the Pontville Pavilion was constructed in 2020, the Brighton District Cricket Club and the Brighton Football Club were joint licence holders for the venue. In 2023, the Brighton District Cricket Club went into recess, leaving Council with outstanding debts totalling \$12,628.53. The debt is made up from \$8,188.90 being for Aurora Charges and \$4,439.63 which is ground hire fees.

The amount remained recorded as an outstanding debtor on the basis that the club may have been reactivated in the future and that repayment could potentially be pursued if the club resumed operations. The club has not recommenced operations and Council is now considering alternative arrangements for cricket operations at Pontville Park.

Council's Debtor Management Policy provides that debts over \$1,000 that are deemed uncollectable are to be referred to Council for a decision. The outstanding amount exceeds the Chief Executive Officer's delegated authority and therefore requires Council approval before it can be written off.

Consultation

Chief Executive Officer, Director Corporate Services.

Risk Implications

There is a low financial reporting risk if debts that are no longer considered recoverable remain recorded as outstanding debtors. Retaining unrecoverable amounts may overstate Council's receivables and affect the accuracy of Council's financial position.

Financial Implications

The outstanding debt totals \$12,628.53. If approved, the amount will be written off in Council's accounts as an unrecoverable debt.

Writing off the debt will ensure Council's financial records accurately reflect the recoverability of outstanding debtors. The write-off does not prevent Council from maintaining clear debtor management processes, but recognises that, based on the current circumstances, there are no reasonable prospects of recovery.

Strategic Plan

The recommendation furthers the following strategies from Council's Strategic Plan:

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

4.4 – Ensure financial and risk sustainability.

Social Implications

Nil

Assessment

The Brighton District Cricket Club has been in recess since 2023 and has not resumed operations. Council has retained the outstanding debtor balance to allow for the possibility that the club may be reactivated and the debt pursued. Based on the time that has passed and Council's current consideration of alternative arrangements for cricket operations at Pontville Park, it is now unlikely that the club will recommence in a form that would enable recovery of the outstanding amount.

Council's debtor management framework provides that all reasonable attempts should be made to recover outstanding debts before they are written off and that debts greater than \$1,000 require Council approval where they are deemed uncollectable. In this case, the amount is above the Chief Executive Officer's delegated authority and is considered unrecoverable due to the club being in recess and the absence of any reasonable prospect of repayment.

Writing off the debt is considered appropriate as it will ensure Council's accounts accurately reflect the value of recoverable debtors and support transparent financial reporting. The recommendation is consistent with sound financial management and Council's obligation to maintain accurate financial records.

Options

1. As per the recommendation.
2. Retain the outstanding debt on Council's accounts.

RECOMMENDATION:

That Council approves the write-off of the outstanding debt of \$12,628.53 owed by the Brighton District Cricket Club and authorises the amount to be recorded as a bad debt write-off in Council's accounts.

DECISION:

Cr Owen moved, Cr Curran seconded that Council approves the write-off of the outstanding debt of \$12,628.53 owed by the Brighton District Cricket Club and authorises the amount to be recorded as a bad debt write-off in Council's accounts

CARRIED

VOTING RECORD

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

17.4 Pontville Sports Pavilion - Cricket

Author: Corporate & Risk Officer (J Jankus)

Authorised: Director Corporate Services (G Browne)

Background

Council has been approached by the Southern Cricket Association and the Northern Magpies Cricket Club, to utilise the Pontville Park to expand each club's operations in the area.

A workshop was recently conducted with Council to address the summer operations of the precinct as the space is underutilised during this period. The Brighton District Cricket Club has been in recess since 2023, creating a void.

Consultation

Director Corporate Services, Director Asset Services, Elected Members

Risk Implications

Nil

Financial Implications

An underutilised venue results in minimal revenue returns.

Strategic Plan

Goal 1.1 Engage with and enable our community

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

Goal 4.3 Ensure strong engagements and relations to shape the agenda and advocate for our community

Social Implications

Nil

Environmental or Climate Change Implications

Nil

Economic Implications

Nil

Other Issues

Nil

Assessment

The proposals from the Southern Cricket Association and Northern Magpies Cricket Club were considered at a recent Council workshop. In assessing both proposals, consideration was given to the current underutilisation of Pontville Park during the summer season, the absence of a local cricket club following the Brighton District Cricket Club entering recess in 2023, and the opportunity to re-establish a stronger local cricket presence within the Brighton municipality.

On balance, the Southern Cricket Association proposal is considered to provide the stronger community outcome. Establishing a new club with a home base at Pontville provides an opportunity to build a club identity connected to the local area, encourage participation from residents, and support long-term use of the precinct. This approach is considered preferable to the expansion of an existing club whose primary membership and operations are predominantly based outside the municipality.

Supporting the Southern Cricket Association proposal would assist in activating Pontville Park over the summer period, increase utilisation of Council facilities, and provide a pathway for renewed local cricket participation. It also aligns with Council's strategic objectives to enable community participation, support recreational opportunities, and strengthen local connections through effective use of community assets.

Options

1. Approve the Southern Cricket Association Club to establish a homebase at Pontville.
2. Approve Northern Magpies Cricket Club proposal.
3. Other

RECOMMENDATION:

That Council approve the proposal from the Southern Cricket Association to establish a new cricket club home base at Pontville Park, noting the proposal provides the strongest opportunity to activate the precinct during summer, rebuild local cricket participation, and deliver broader community benefit for the Brighton municipality.

DECISION:

Cr Geard moved, Cr Curran seconded that Council approve the proposal from the Southern Cricket Association to establish a new cricket club home base at Pontville Park, noting the proposal provides the strongest opportunity to activate the precinct during summer, rebuild local cricket participation, and deliver broader community benefit for the Brighton municipality.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr Geard	
Cr Gray	
Cr Irons	
Cr McMaster	

Cr Murtagh

Cr Owen

Cr Whelan

*Cr Gray & Cr Geard declared an interest in Item 17.5 and left the meeting at 6.21 pm.
Cr Curran (Deputy Mayor) took the Chair.*

17.5 Policy Review - Residential Use in the Agriculture Zone

Author: Manager Planning (J Blackwell)

Background

Council's Residential Use in the Agriculture Zone Policy has recently undergone its scheduled review and has been assessed by council staff.

The policy has been updated but remains fundamentally unchanged; it has been enhanced through streamlining and refinement for greater clarity and efficiency.

This policy ensures that residential development in the Agriculture Zone is only approved where it is genuinely required to support a viable agricultural business and protects agricultural land from incompatible residential use.

A tracked change version and a clean copy are attached for reference.

Consultation

Director, Development Services

Risk Implications

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

Financial Implications

Nil.

Strategic Plan

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

Social Implications

Nil.

Environmental or Climate Change Implications

Nil.

Economic Implications

Nil.

Assessment

The updated Residential Use policy within the Agriculture Zone remains fundamentally unchanged; it has been enhanced through streamlining and refinement for greater clarity and efficiency.

Options

1. As per the recommendation.
2. Other.

RECOMMENDATION:

That Council adopts Residential Use in the Agriculture Zone Policy (Policy 6.2).

DECISION:

Cr Owen moved, Cr Irons seconded that Council adopts Residential Use in the Agriculture Zone Policy (Policy 6.2).

MOTION LOST

VOTING RECORD

In favour	Against
Cr Irons	Cr Curran
Cr Owen	Cr McMaster
	Cr Murtagh
	Cr Whelan

Cr Gray & Cr Geard returned to the meeting at 6.31 pm.

Cr Gray (Mayor) resumed the Chair.

17.6 Brighton Active Transport Strategy 2026-2036

Author: Strategic Planner (B White)

Authorised: Director Development Services (A Woodward)

Background

To summarise and assess the outcomes of stakeholder engagement and endorse the Brighton Active Transport Strategy 2026- 2036 ('ATS') as amended.

Following Council's endorsement to proceed to community engagement at its June 2025 meeting, the draft ATS was publicly exhibited for comment, in an endeavour to understand:

- Whether there is general support for the identified vision and strategic objectives in the ATS.
- Whether there is support for the identified priority infrastructure projects.
- Whether the community has other ideas regarding future active transport upgrades not identified in the draft ATS.

Consultation

Consultation relating to the draft ATS occurred between 17 September 2025 to 15 October 2025.

A variety of methods were used during this time to understand stakeholders' views and are summarised as follows:

- Have your say website
- Survey
- Social Pinpoint Mapping
- Email submissions
- Corflute Posters along popular walking tracks routes across Brighton
- Social Media posts
- Key Stakeholder emails.

Project Delay Due to the Brighton and Pontville Local Area Plan

Council officers delayed finalising the ATS until the Brighton and Pontville Local Area Plan ('BPLAP'), being prepared by Mesh Planning, was sufficiently advanced and the community had an opportunity to comment on the additional active transport infrastructure identified through that project.

The draft ATS and consultation findings were provided to Mesh Planning and informed preparation of the BPLAP. Additional active transport projects identified through the BPLAP have subsequently been incorporated into the final ATS mapping and actions.

Council officers also engaged Mesh Planning to update the ATS mapping following feedback received during consultation, improving its clarity and usability.

Engagement Results Summary

A detailed discussion of the feedback received during consultation is provided as Attachment B.

The key findings are summarised as follows:

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.

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.

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.

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.

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.

Response to Feedback

The final ATS has considered the feedback as follows.

Issue	Summary	Response
<i>Safety and Crossings</i>	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.
<i>Network Gaps</i>	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
<i>Infrastructure Type</i>	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.
<i>Rural Living Areas</i>	A number of submissions requested improvements to active transport infrastructure within Rural Living areas.	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.

<i>Mapping Clarity</i>	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
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Updated/ Additional Actions

The final project list in the ATS has been updated to take into account feedback received during consultation and/or projects added to the BPLAP:

- Weily Park Road investigation
- Midland Highway shared path connection
- Brighton Road shared path projects
- BPLAP crossing projects
- Racecourse Road project
- Brooke Street project
- Cartwright/Glen Lea/Cameron Road connection

Risk Implications

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

Financial Implications

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

Strategic Plan

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

- 1.1 Ensure attractive local areas that provide social, recreational and economic opportunities.
- 1.2 Encourage a sense of pride, local identity and engaging activities
- 2.2 Encourage respect and enjoyment of the natural environment
- 2.4 Ensure strategic planning and management of assets has a long-term sustainability and evidence-based approach
- 3.3 Community facilities are safe, accessible and meet contemporary need
- 4.1 Be big picture, long-term and evidence-based in our thinking

Social Implications

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

Assessment

Brighton's existing active transport network features a network of footpaths, riverside trails and shared paths suitable for a range of active transport modes of travel.

Feedback received during consultation points to the importance the community places on having safe and connected pathway system across the municipality. This feedback was shared with Mesh who integrated it into the BPLAP.

The ATS provides the strategic framework to guide the planning and management of active transport infrastructure in Brighton's urban areas over the next ten years and beyond. The strategy incorporates best practice guidance for the future design of those identified infrastructure upgrades as well as a host other non-infrastructure related actions to encourage more people to engage in active transport. Quality active transport infrastructure improves social connection, helps to reduce transport emissions, improves mental health and promotes a healthy lifestyle.

Engagement with residents during consultation on this project and others shows that the existing active transport infrastructure within the municipality is valued and that the efforts Council has made with connecting our main residential areas to activity centres and open space is appreciated.

Nonetheless, the key issue raised during consultation was gaps in the pathway network. The revised ATS has added additional pathway upgrades to address these concerns and incorporates improved mapping to clearly communicate the proposed network and priority actions.

Options

1. As per the recommendation.
2. Other

RECOMMENDATION:

That Council

- A. Note the Engagement Summary; and
- B. Endorse the Brighton Active Transport Strategy 2026 – 2036.

DECISION:

Cr Irons moved, Cr McMaster seconded that Council:-

- A. *Note the Engagement Summary; and*
- B. *Endorse the Brighton Active Transport Strategy 2026 – 2036.*

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr Geard	

Cr Gray
Cr Irons
Cr McMaster
Cr Murtagh
Cr Owen
Cr Whelan

17.7 Brighton Hub Structure Plan - Opportunities, Constraints, Desktop Analysis & Preferred Structure Plan

Author: Strategic Planner (B White)

Authorised: Director Development Services (A Woodward)

Background

This report seeks Council endorsement of the Brighton Hub Structure Plan – Opportunities, Constraints, Desktop Analysis and Preferred Structure Plan (**“Stage 4 Deliverables”**) for stakeholder engagement.

The Brighton Hub (**“the Hub”**) Structure Plan (**“BHSP”**) project aims to provide an evidence-based framework to guide future growth, development and investment within the Brighton Hub to 2046. The structure plan translates policy directions from all levels of government into a locally responsive framework and provides the strategic basis for the Hub to realise its full potential as Southern Tasmania’s most important industrial land asset and Brighton Council’s key economic development precinct.

The preparation of a structure plan for the Hub was a key recommendation of the Statewide Industrial Land Study, which informed the preparation of the updated Southern Tasmanian Regional Land Use Strategy (**“STRLUS”**). The Statewide Industrial Land Study identified the strategic importance of the Brighton Hub and recommended the preparation of a structure plan to support coordinated land release, infrastructure planning, the safeguarding of strategically important industrial land in proximity to the intermodal transport hub, and long-term industrial development and economic growth.

The Statewide Industrial Study also identified strong opportunities for the Hub in circular economy, hydrogen, and advanced manufacturing.

Currently, there is no local strategic planning framework in place to guide the long-term growth and development of the Hub. While development is assessed under the General Industrial Zone provisions of the Tasmanian Planning Scheme, these provisions do not provide a coordinated framework for land use planning, infrastructure delivery, staging of development, or the protection of key strategic assets – such as proximity to rail. There is therefore a clear need for a higher level strategic planning framework, informed by best practice land use and economic development principles, to guide future growth and investment and provide the basis for implementation through the Brighton Local Provisions Schedule, including the potential preparation of a Specific Area Plan.

Niche Planning Studio (**“Niche”**) were engaged by Council and Building Tasmania (formerly Department of State Growth) to prepare the BHSP and has now completed the Stage 4 Deliverables for the second round of stakeholder engagement.

Opportunities, Constraints and Desktop Analysis

Niche and their sub-consultants have now completed the **Stage 4 Deliverables**, comprising:

- a) Opportunities and Constraints Desktop Analysis (Niche);

- b) Preferred Structure Plan on a Page (Niche).
- c) Industrial Land Supply and Demand Assessment (Urban Enterprise);
- d) Circular Economy Memo (prepared by Alexandra Faure, Niche);
- e) Digital Infrastructure Memo (prepared by Alexandra Faure, Niche);

The Stage 4 Deliverables were also informed by an *existing conditions infrastructure assessment* prepared by Pitt & Sherry. This report will be updated following the second round of consultation to consider infrastructure requirements of the final structure plan recommendations.

Overall, the Opportunities and Constraints Analysis and Desktop Review identified the following key strategic implications for the Brighton Hub:

- Brighton Hub is southern Tasmania's most important industrial land asset, and one that is under increasing pressure to perform, given it will likely absorb a significant portion of the unmet demand for industrial land in Greater Hobart up to 2046;
- The Hub's strategic location makes it ideal for regionally and state significant transport and export- orientated businesses operating in the freight, transport, distribution, logistics, civil construction and manufacturing sectors;
- The Brighton Hub currently has a significant amount of zoned land that is theoretically 'development ready' to meet projected demand for ~19 years. However, much of the broad acre zoned land in the northwest is constrained for further development due to limited infrastructure capacity and concentrated land ownership. Therefore, future investigation areas beyond the existing Hub boundaries are considered warranted within the life of the plan;
- TasWater and TasNetworks servicing limitations are already impacting the precinct's ability to attract and accommodate growth;
- The current pattern of subdivision in the Hub with smaller lots nearby to the Brighton Transport Hub risks jeopardising the strategic use of these areas for industries that required proximity to rail;
- There is growing demand for industrial lots between 2 and 4 hectares in size;
- Multiple policy documents identify the Brighton Hub as a location suited to circular economy land uses. Future planning should consider how local provisions in the planning scheme can encourage and 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;
- There are opportunities for provision of innovative digital and telecommunications infrastructure to be encouraged in future planning provisions (most likely at the subdivision stage);
- The governance model arrangements recommended in the Brighton Hub Place Making Strategy should be progressed to support the ongoing development of significant circular economy opportunities within the Hub;

- Land outside the current Hub boundaries to the west is mapped as containing native vegetation, some of which is protected under both state and federal environmental laws. Any future expansion of the Hub must consider this constraint;
- The Hub's development potential is shaped on multiple sides by sensitive interfaces such as the existing lower density residential uses to the south and north.

Preferred Structure Plan on a Page

The preferred structure plan is provided as Figure 1 below and within Attachment A and B.

Key elements of the preferred structure plan are:

- Identification of a series of industrial precincts including:
 - o a preferred rail related industry precinct with larger lot sizes west of the Brighton Transport Hub;
 - o light industrial land adjacent to existing Rural Living zoned land;
 - o a transition precinct north of Lukaarlia Drive between smaller industrial lots and rail-related industry areas;
 - o a circular economy precinct along Crooked Billet Drive;
 - o Standard industrial lots elsewhere within the Hub.
- Identification of investigation areas proposed for future industrial expansion, subject to further planning and environmental assessment;
- Active transport infrastructure, including shared pathways and recreational links to improve connectivity within and around the Hub;
- Stormwater management measures, including possible future detention basins and drainage infrastructure to support future development;
- Environmental considerations, including protection of native vegetation, biodiversity values and areas subject to natural constraints.

Next Stage of Consultation

The next stage of consultation is to release the Stage 4 Deliverables to stakeholders for a 4-week consultation period.

Stakeholders will be invited to participate in the engagement via:

- Letters to all landowners/ tenants within the Brighton Hub and on adjoining land;
- Emails to state agencies and infrastructure providers;
- Council's Have Your Say page;
- Social media posts;
- Direct contact with the 'Community Reference Group' that attended the first round of stakeholder engagement.

Stakeholders will be able to provide feedback via:

- Survey on Council's Have Your Say Page;
- Written/ email submissions;
- Participation in the 'Community Reference Group'.

Next Steps after Engagement

- Council officers and Niche will summarise survey results and submissions received;
- A summary of feedback will be uploaded to the Have Your Say Page;
- Feedback will be used to prepare final structure plan report.

Risk implications

There are no significant risks with exhibiting the documents for consultation. One potential minor risk is stakeholder expectations that the preferred structure plan is immediately enforceable under the planning scheme.

However, future rezoning applications will be required for the final structure plan to have any statutory weight.

Financial Implications

There are no financial implications arising from endorsing the Stage 4 Deliverables for stakeholder engagement.

Strategic plan

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

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

- 1.1 Engage with and enable our community.
- 1.3 Ensure attractive local areas that provide social, recreational and economic opportunities.

Goal 2 Ensure a sustainable environment

- 2.1 Acknowledge and respond to the climate change and biodiversity emergency.
- 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.
- 3.4 Advocate and facilitate investment in our region.

Goal 4 Ensure a progressive, efficient and caring council

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

Social implications

Endorsing the Stage 4 Deliverables for stakeholder engagement will enable public involvement in the planning system which is a key objective of the Resource Management and Planning System of Tasmania.

Economic implications

There are no immediate economic implications arising from the recommendation. However, the Brighton Hub Structure Plan seeks to support long term economic development, employment growth and industrial investment within the municipality.

Environmental or climate change implications

There are no direct environmental or climate change implications arising from endorsing the Stage 4 Deliverables for engagement. Environmental considerations form part of the structure planning process and will continue to be investigated as the project progresses.

Other Issues

Nil.

Assessment

The Stage 4 Deliverables are an appropriate evidence base for stakeholder engagement and provide a sound basis for testing the preferred structure plan with stakeholders.

The technical investigations undertaken by Niche and its subconsultants demonstrate that the Brighton Hub is likely to play an increasingly important role in meeting industrial land demand across Greater Hobart and southern Tasmania over the next 20 years. The investigations also identify several strategic challenges, including infrastructure constraints, land fragmentation, protection of strategic freight related land, and environmental considerations.

The preferred structure plan provides a high level framework to guide discussion with stakeholders on these matters and to test whether the proposed precincts, infrastructure priorities and future investigation areas appropriately respond to the opportunities and constraints identified through the project.

The Stage 4 Deliverables are intended for stakeholder engagement so that landowners, government agencies, infrastructure providers and the wider community can provide feedback before preparation of the final structure plan.

Options

1. As per the recommendation; or
2. Do not endorse the Brighton Hub Structure Plan Stage 4 Deliverables for stakeholder engagement; or
3. Other.

RECOMMENDATION:

That Council endorses the Brighton Hub Structure Plan Stage 4 Deliverables for stakeholder engagement for a period of approximately 4 weeks.

DECISION:

Cr Curran moved, Cr McMaster seconded that Council endorses the Brighton Hub Structure Plan Stage 4 Deliverables for stakeholder engagement for a period of approximately 4 weeks.

CARRIED

VOTING RECORD

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

17.8 Local Government Association of Tasmania (LGAT) - 2026 General Management Committee By-Election

Author: Acting Chief Executive Officer (J Banks)

Background

Due to Mayor Paula Wriedt's recent resignation from the LGAT General Management Committee, a vacancy now exists for the position of General Management Committee Member (Southern District having a population of more than 20, 000).

As a Southern District Council, Brighton has been provided with a ballot paper for election of a General Management Committee Member.

The following candidates have been nominated:-

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

- Heather CHONG - City of Clarence
<https://www.ccc.tas.gov.au/your-council/how-council-works/councillors/>
- Tim MARKS – Glenorchy City Council
<https://www.gcc.tas.gov.au/your-council/currently-elected/elected-members/>

Consultation:

N/A

Risk Implications:

Nil.

Financial Implications:

Nil.

Strategic Plan:

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

Social Implications:

Nil

Environmental or Climate Change Implications:

Nil

Economic Implications:

Nil

Other Issues:

Nil

Assessment:

The sealed and signed ballot paper envelope is to be completed by the Mayor of each member council and received by the Tasmanian Electoral Commission by 10am on Tuesday, 11th August 2026.

Options:

1. As per the recommendation.
2. Other.

RECOMMENDATION:

That the ballot paper for the position of LGAT General Management Committee member be completed, signed and returned to the Tasmanian Electoral Commission by the 11th August 2026.

DECISION:

Cr Irons moved, Cr McMaster seconded that the ballot paper for the position of LGAT General Management Committee member be completed, nominating Cr Heather Chong, and returned to the Tasmanian Electoral Commission by the 11th August 2026.

CARRIED

VOTING RECORD

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

17.9 Delegations - Local Government (Regulations) 2025

Author: Acting Chief Executive Officer (J Banks)

Background

Council's current Instrument of Delegation for tenders referred to the *Local Government (General) Regulations 2015*. These Regulations were amended in 2025 so the purpose of this report is to reflect the change in the year on the Instrument.

Legislation enables Council to delegate some of its functions to assist in the smooth and efficient running of Council affairs.

In order for Council to make a valid delegation, legislation requires:-

- a) Council must have authority from legislation to delegate the Function
- b) The legislation must allow Council to delegate the Function to the Delegate
- c) Council must resolve to make the delegation
- d) Council must resolve to seal and Instrument of Delegation

In addition, Council may resolve to allow the delegate to sub-delegate the Function.

Consultation:

Nil

Risk Implications:

Council may incur legal costs if demonstrated that Council's delegation/s are invalid.

Financial Implications:

None, unless delegations are deemed invalid and action is taken against Council.

Strategic Plan

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

Social Implications

Nil.

Environmental or Climate Change Implications

Nil.

Economic Implications

Nil.

Assessment:

Council's Tender Policy AP08 was updated in 2015 to reflect amendments to the *Local Government (General) Regulations 2015*.

The delegation now needs to be updated to reflect the *Local Government (General) Regulations 2025*.

Options

1. As per the recommendation.
2. That the Delegation not be adopted.

RECOMMENDATION:

That Council resolve to delegate the following functions and powers to the General Manager in accordance with Section 22 of the *Local Government Act 1993*; and that the General Manager sub-delegate functions and powers in accordance with Section 64 of the *Local Government Act 1993*, and if at any time the General Manager is unable to act, Council delegates the Function to the person acting as the General Manager at the time.

Local Government (General) Regulations 2025

1.	S.24(3) – Public Tenders	In accordance with Policy AP08
2.	S.26(1) – Multiple-use register	In accordance with Policy AP08
3.	S.27(1) – Multiple-stage tender	In accordance with Policy AP08
4.	S.46 Plan of boundaries of towns	

The Delegations are made on the following conditions:

1. The Delegation is subject to the conditions or restrictions (if any) outlined in the table above.
2. The Delegation is subject to such policies, policy guidelines and directions as the authority may from time to time approve.
3. The Delegation is subject to the Council's by-laws or the provisions of any Act.
4. That the general Instruments of Delegation in relation to the Act listed above be signed and sealed by the authority.

DECISION:

Cr Geard moved, Cr McMaster seconded that Council resolve to delegate the following functions and powers to the General Manager in accordance with Section 22 of the Local Government Act 1993; and that the General Manager sub-delegate functions and powers in accordance with Section 64 of the Local Government Act 1993, and if at any time the General Manager is unable to act, Council delegates the Function to the person acting as the General Manager at the time.

Local Government (General) Regulations 2025

1.	S.24(3) – Public Tenders	In accordance with Policy AP08
2.	S.26(1) – Multiple-use register	In accordance with Policy AP08
3.	S.27(1) – Multiple-stage tender	In accordance with Policy AP08
4.	S.46 Plan of boundaries of towns	

The Delegations are made on the following conditions:

1. *The Delegation is subject to the conditions or restrictions (if any) outlined in the table above.*
2. *The Delegation is subject to such policies, policy guidelines and directions as the authority may from time to time approve.*
3. *The Delegation is subject to the Council's by-laws or the provisions of any Act.*

4. *That the general Instruments of Delegation in relation to the Act listed above be signed and sealed by the authority.*

CARRIED

VOTING RECORD

In favour	Against
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Cr Curran	
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Cr Geard	
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Cr Gray	
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Cr Irons	
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Cr McMaster	
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Cr Murtagh	
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Cr Owen	
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Cr Whelan	
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18. Closed Meeting

Regulation 17 of the *Local Government (Meeting Procedures) Regulations 2025* provides that Council may consider certain sensitive matters in Closed Meeting.

RECOMMENDATION:

That in accordance with Regulation 17 of the *Local Government (Meeting Procedures) Regulations 2025*, Council move into Closed Session and the meeting be closed to members of the public to deal with the following item:

Item:	Closed under:
18.1 –CEO Performance Review – 2025/26	17(2)(a)

DECISION:

Cr Irons moved, Cr Curran seconded that in accordance with Regulation 17 of the Local Government (Meeting Procedures) Regulations 2025, Council move into Closed Session and the meeting be closed to members of the public to deal with the following item:

Item:	Closed under:
18.1 – CEO Performance Review – 2025/26	17(2)(a)

CARRIED

VOTING RECORD

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

18.1 Chief Executive Officer's Performance Review - 2025/26

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

RECOMMENDATION:

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

Agenda item	Matter	Outcome
18.1	CEO Performance Review – 2025/26	Report received and to be kept confidential.

DECISION:

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

<i>Agenda item</i>		<i>Outcome</i>
<i>18.1</i>	<i>CEO Performance Review – 2025/26</i>	<i>Report received and to be kept confidential.</i>

CARRIED

VOTING RECORD

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

Meeting closed: 7.33 pm

Confirmed: _____
(Mayor)

Date: _____
18th August 2026



**Brighton
Council**

**MINUTES OF THE PLANNING AUTHORITY MEETING
OF THE BRIGHTON COUNCIL, HELD IN THE COUNCIL CHAMBERS,
COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH
AT 5.40P.M. ON TUESDAY, 4 AUGUST 2026**

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

IN ATTENDANCE: Mrs J Blackwell (Manager Planning); Mr L Wighton (Acting Director, Asset Services); Mr A Wright (Manager, Regulatory Services)

1. STATEMENT BY THE CHAIRPERSON

2. ACKNOWLEDGEMENT OF COUNTRY

3. APOLOGIES & REQUESTS FOR LEAVE OF ABSENCE

All members were present.

4. NOTIFICATION OF LEAVE OF ABSENCE FOR PARENTAL LEAVE

Nil.

5. PUBLIC QUESTION TIME AND DEPUTATIONS

Nil.

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.

There were no declarations of interest.

7. COUNCIL ACTING AS PLANNING AUTHORITY

In accordance with the provisions of Part 2, Regulation 25 of the *Local Government (Meeting Procedures) Regulations 2025*, the intention of the Council to act as planning authority pursuant to the *Land Use Planning and Approvals Act 1993* is to be noted.

In accordance with Regulation 25, the Council will act as a planning authority in respect to those matters appearing under Item 7 on this agenda, inclusive of any supplementary items.

7.1 95 William Street, Brighton - Subdivision (4 lots) - SA2026/00009

Author: Planning Officer (K Tran)

Authorised: Manager Planning (J Blackwell)

Applicant:	Rogerson & Birch Surveyors
Subject Site:	95 William Street, Brighton
Proposal:	Subdivision (4 Lots)
Planning Scheme:	Tasmanian Planning Scheme - Brighton
Zoning:	General Residential
Codes:	Bushfire-prone areas Code Parking and Sustainable Transport Code Road and Railway Assets Code
Local Provisions:	N/A
Use Class:	N/A - Subdivision
Discretions:	- Road and Railway Assets Code - C3.5.1 A1.2 New Vehicle Crossing - C3.7.1 A1 - Subdivision within Attenuation Areas
Representations:	1 representation was received. The representor raised the following concerns: - Potential future development of the lots (number and type of dwellings, building height, privacy, views, setback and siting) - That future development will be used for rentals - Traffic created by the new development would create noise and safety issues. - Decline in property value. - Question regarding the timeline of construction.

	Suggestion of a more suitable site for the proposed development rather than the subject site of this assessment.
Attachments:	A - Proposal Plans B - TasWater SPAN C - TasRail Standard Notes – Operational Lines
Recommendation:	Approval with conditions.

1. STATUTORY REQUIREMENTS

The purpose of this report is to enable the Planning Authority to determine application SA 2026/009.

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

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

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

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

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

2. SITE ASSESSMENT

The subject site, known as 95 William Street, Brighton, comprises a vacant, irregularly shaped allotment located on the southern side of William Street. The site adjoins established residential development of Sexton Court to the west and is situated adjacent to open undeveloped buffer land of the Midland Highway to the south. The South Line railway corridor is located to the north east and east of the site. The surrounding locality is characterised by a mix of established residential development, open land and transport infrastructure corridors, with the site occupying a transitional position between the residential area of Brighton and adjoining undeveloped land (Figure 1).

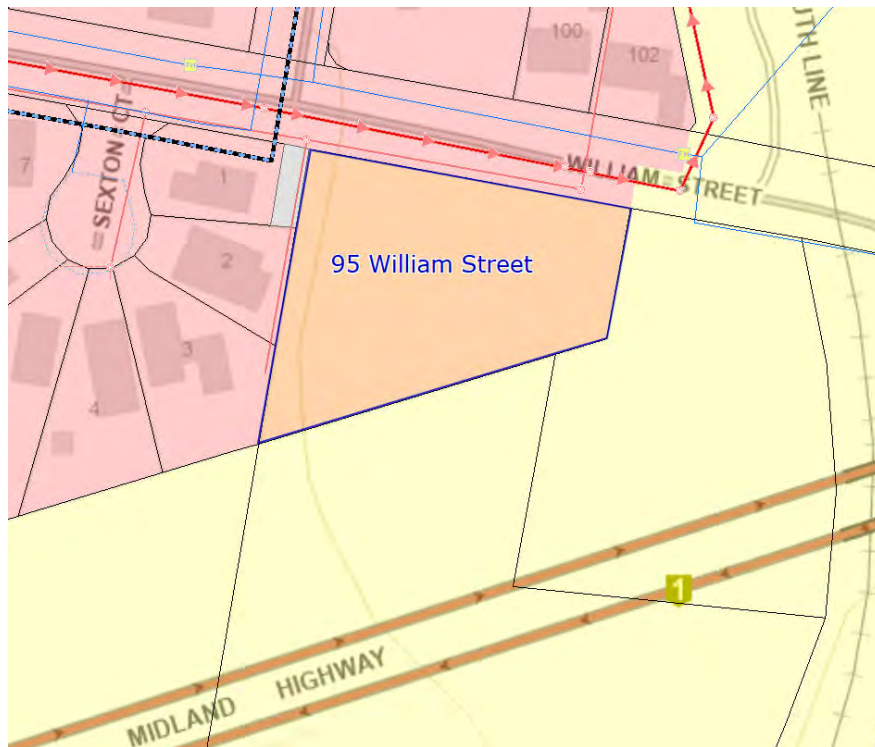


Figure 1. Topographic photo of site and its immediate surroundings (Source: Listmap)

The site area is 3,959m² and zoned General Residential (Figure 2).

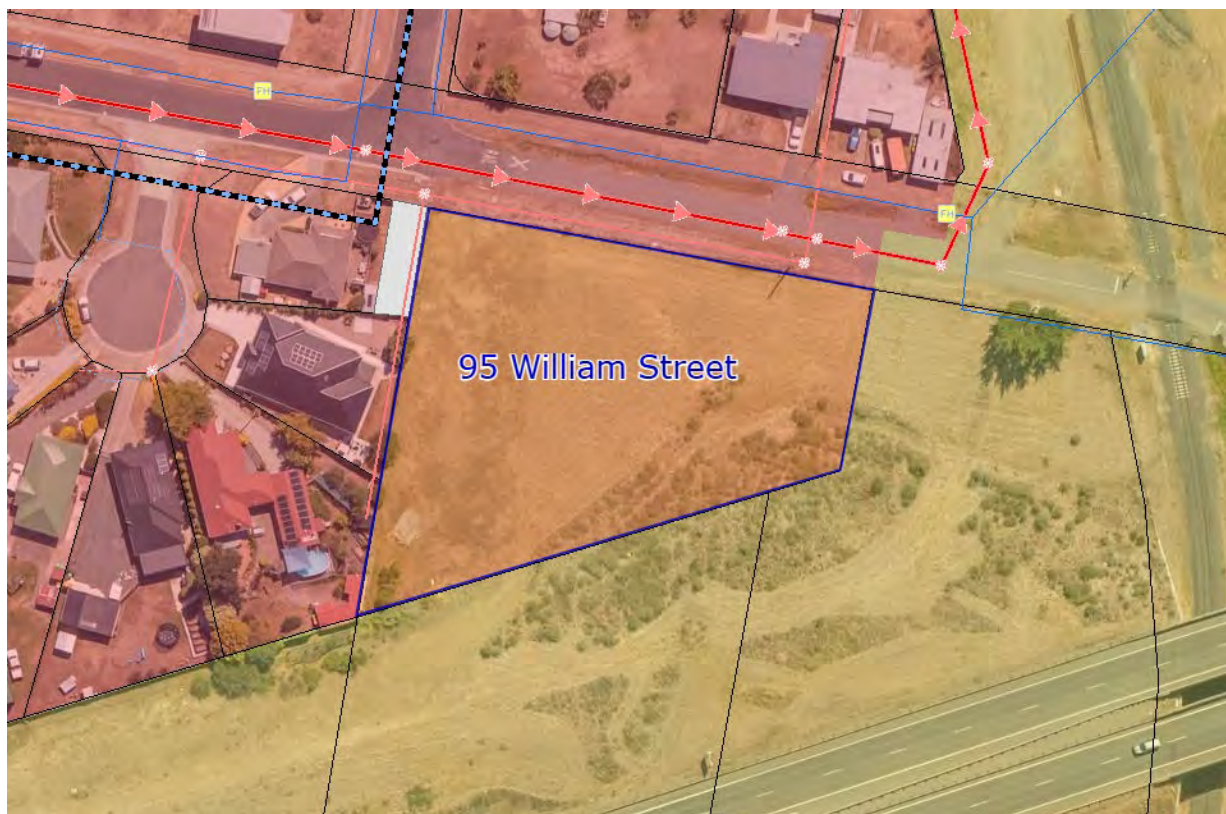


Figure 2. Zoning (General Residential) (Source: Listmap)



Figure 3. Overlay – Bushfire-prone area overlay (Source: Listmap)

The site is covered by the Bushfire-prone area overlay (Figure 3) and located within the attenuation area of both Midland Highway and South Line rail corridor. No other easements or covenants burden the site.

3. PROPOSAL

The proposal seeks planning approval to subdivide the land at 95 William Street, Brighton into four (4) Lots (see Figure 4), and includes a dedicated area for a Bushfire Hazard Management Area (shown in orange). The area of each lot is between 807m² (Lot 4) and 1321m² (Lot 1). Each lot will have direct access from William Street and will be connected to reticulated services.

The application is supported by the attached plans, Bushfire Assessment Report and Infrastructure Report.

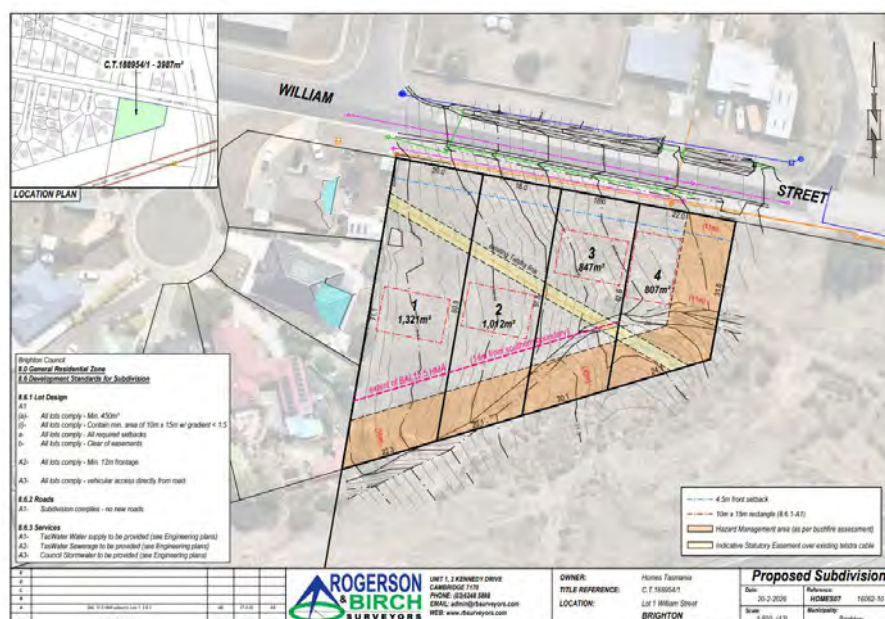


Figure 4. Proposed subdivision plan.

4. PLANNING SCHEME ASSESSMENT

Compliance with Applicable Standards:

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

5.6.2 A standard is an applicable standard if:

- (a) the proposed use or development will be on a site within:

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

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

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

Determining applications (clause 6.10.1):

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

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

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

Use Class

Pursuant to clause 6.2.6 of the Scheme, as the proposal is for subdivision, the proposed development is not required to be categorised into a Use Class.

Compliance with Performance Criteria

The proposal meets the Scheme's relevant Acceptable Solutions with the exception of the following.

Clause 3.5.1 A2/P2 – Use Standards - Road Authority Consent

Objective:	
To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.	
Acceptable Solution	Performance Criteria
A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.	P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.

The proposal provides for four (4) new vehicle crossings to serve the proposed lots. The application did not include road authority consent for the new vehicle crossings pursuant to 3.5.1 A1.2 and therefore must rely on demonstrating compliance with the Performance Criteria in Clause 3.5.1 P1.

Individual vehicle crossings will provide access to each of the lots, which are intended for future residential use, given the land is located within the General Residential Zone.

The application was referred to Council's Manager Development Engineering, who has confirmed that William St has sufficient capacity for any increase in traffic generated by development on the proposed lots. It is not expected that the additional traffic will have any significant impact on the surrounding road network.

Council's Manager Development Engineering has confirmed that road authority consent can be obtained via a Road Opening Permit, and recommends that a condition as to this be included as part of any permit approved by the Planning Authority.

Accordingly, the PC is satisfied with conditions.

Clause C3.7.1A1 – Subdivision for sensitive uses within a road or railway attenuation area

Objective:	
To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solution	Performance Criteria
A1 A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.	P1 A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to: (a) the topography of the site; (b) any buffers created by natural or other features; (c) the location of existing or proposed buildings on the site; (d) the frequency of use of the rail network; (e) the speed limit and traffic volume of the road; (f) any noise, vibration, light and air emissions from the rail network or road; (g) the nature of the road; (h) the nature of the intended uses; (i) the layout of the subdivision; (j) the need for the subdivision;

	(k) any traffic impact assessment; (l) any mitigating measures proposed; (m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.
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The proposal provides for a subdivision with intended future use for sensitive use within the road and railway attenuation area.

Attenuation area is defined by the code as:

road or railway attenuation area	means a road or railway attenuation area shown on an overlay map in the relevant Local Provisions Schedule or, if not shown, an area within 50m of the boundary of: (a) a major road with a speed limit above 60km/h; (b) the rail network; (c) a future major road; or (d) a future railway.
---	--

The proposed subdivision plan (Figure 4) shows building areas for each lot.

The site is subject to the Attenuation area as the cadastral parcels for both the Midlands Highway and the Southline Railway Corridor do not provide separation, measured from the boundaries, which exceed 50m to the site.

In addressing the Performance Criteria, the lots are screened by the topography of the site and the adjoining land, which is subject to an area of steep elevation from the highway. This acts as a buffer to minimise any impact of the Midland highway (refer Figure 5). Similarly, William Street and the Utilities zoned land to the east provides a buffer area between the proposed subdivision lots and the South Line. This is complemented by the 10m wide bushfire management area (Figure 4).

In relation to the rail line, TasRail operate three freight train services each way daily. Accordingly, the application was referred to TasRail, and also to the Department of State Growth as the relevant rail and road authorities respectively. Neither authority raised any issues with regard to the proposed attenuation area. However, TasRail did provide a copy of their standard notes – operational lines for inclusion in any permit granted, which asks that land owners be made aware that the land may be subject to noise, vibration, light and air emissions due to proximity to the rail line. Accordingly, it is recommended that a condition requiring a Part 5 be included in any permit granted.

The Part 5 should acknowledge that landowners are aware that the land may be subject to noise, vibration, light and air emissions due to proximity to the rail line. In addition to the above, any future application for sensitive use will be required to address the development standards in the Road and Railway Assets Code at the time of construction.

As noted above, Council's Manager Development Engineering considers that there will be no significant impact on the surrounding road network.

Accordingly, the PC is satisfied with conditions.



Figure 5. Steep elevation as natural barrier for the subdivision lots.

5. REFERRALS

Council's Development Engineer

Council's Manager Development Engineering has been consulted regarding this proposal. That officer considers that the proposal can satisfy the applicable standards of the Parking and Sustainable Transport Code and the Road and Railway Assets Code. Further, the proposal is not considered to generate stormwater issues provided that the stormwater-related conditions on any planning permit approved be observed. Officer comments have been incorporated into the report, where necessary.

TasWater

The application was referred to TasWater, and TasWater has issued a Submission to Planning Authority Notice (SPAN) Reference No. TWDA 2026/00244-BTN, dated 19/03/2026. A copy of the SPAN will be attached to any planning permit issued.

Department of State Growth

The application was referred to Department of State Growth, and the Crown Landowner Consent was granted under Crown Landowner Consent SRA-26-150, issued on 12/05/2026. A copy of the Crown consent will be attached to any planning permit issued.

TasNetworks

The application was referred to TasNetworks, and TasNetworks confirmed that they have no comments for the proposal and would not believe it would affect TasNetworks' operation.

TasRail

The application was referred to TasRail, who advised that the culverts adjacent to the rail network do not go anywhere and additional works would be required.

Impact on the State rail network was also considered by DSG when providing Crown Consent to the application, which considered that stormwater from the proposed subdivision connects to the state road drainage network prior to discharging to the rail corridor. The crown consent includes a requirement to obtain approval for TasRail works and occupancy approvals prior to commencement of works. This condition will be included in the Permit Condition.

Further, TasRail has recommended its Standard Notes – Operational Lines be provided to the Applicant. It is recommended that these be attached to any permit approved as advice.

6. OTHER

6.1 Public Open Space Requirements

Public Open Space Requirements no longer sit in the planning scheme. However, Council has powers and responsibilities under Sections 116 and 117 of the Local Government (Buildings and Miscellaneous) Act 1993 in relation to public open space. Further guidance is provided by Council's Public Open Space Policy. These provisions enable Council to:

- a) Require a subdivider to provide to Council up to 5% of land being subdivided; or
- b) Require a subdivider to make a contribution cash-in-lieu of the provision of land, either in part or in whole.

In this instance, the applicant has not identified a land contribution for open space. Accordingly a condition for a cash-in-lieu contribution is recommended, requiring a contribution equating to 5% of the improved value of the land as at the date of the Final Plan to be made.

7. REPRESENTATIONS

One (1) representation was received during the statutory public exhibition period between 04/07/2026 and 20/07/2026.

The concerns of the representor are summarised below:

Representation	Officer Comments
<i>Firstly I guess we would like a further definition of 4 lots/4 dwellings. Does this mean 4 individual single storey homes or two storey unit blocks??? Will they be privately owned or part of affordable housing? An immediate answer on this would be appreciated.</i>	The application is for the subdivision of the existing Lot 1 at William Street into four (4) smaller lots. Any future development will be subject to separate development application(s). Any decision as to tenure of the land lies with the landowner.
<i>We would strongly oppose two storey as this is our outlook and the view we have had for 20 plus years would be completely gone. Not to mention our privacy/security with them able to look directly into our back yard. We would need to build a higher boundary fence, plant established trees for privacy, which will costs us money, or would this be covered by the builder as part of it?</i>	The land is zoned General Residential and development standards which encompass building height, setbacks, privacy will need to be addressed during any future development application. Side and rear boundary fencing is a civil matter to be agreed between land owners.
<i>How close to our boundary fence will they be built? I can see on the plans, it looks like they will be built towards the back of each lot. Does the red square indicate the placement of the dwelling? Will the driveways run along our fence line if this is the case.</i>	Refer to response above, as to setback. The red square indicates the building area required to demonstrate compliance with the Subdivision standards. The application assesses vehicle access from the road to the property boundary. Driveways will form part of future development application/s.
<i>All the houses in Sexton Court are privately owned, no rentals. I worry about the safety and security with more rentals in the area, and the safety of adding more driveways into a very tight, narrow street. We are part of a very quiet and friendly street/cul-de-sac and feel very safe with low crime/hooning in this area.</i>	Housing tenure is not a planning consideration. Refer to comments below re: traffic
<i>We are concerned our house will lose value, being next door to these dwellings being built on such a small block. We feel like we may even need to move out of our home but financially this is would impact us greatly.</i>	Property value is not a planning consideration.

<i>The traffic flow on an already busy street will not only be a safety issue but speed and noise would be a factor. We already have had to adjust to the highway being so close and now these houses will be even closer.</i>	William Street is a local collector street constructed with a sealed width of approximately 7.5 metres. Whilst the subdivision itself does not generate additional traffic it is considered that any traffic generation from future development of the lots is unlikely have any significant impact on the surrounding road network nor create any safety concerns.
<i>What is the timeline for construction to start?</i>	Commencement date is for the subdivider to determine. However, section 53 of Land Use Planning and Approvals Act 1993 provides for an initial time frame of 2 years from the date of permit, with further opportunities for 3 x 2 year extensions available.
<i>I also note that there has been vacant blocks at the other end of William St, corner Dylan Street, for years. I feel these would have been a much better option for housing and they are ready to go. And close the new High School.</i>	Site development is a matter for respective landowners and is not a relevant planning consideration for this assessment.

8. CONCLUSION

The proposal for the Development at 95 William Street, Brighton, satisfies the relevant provisions of the Tasmanian Planning Scheme - Brighton, and as such is recommended for approval.

RECOMMENDATION:

That pursuant to the *Tasmanian Planning Scheme - Brighton*, Council approve application SA2026/00009 for Development at 95 William Street, Brighton, for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

General

1. The subdivision layout or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.
2. Prior to Council sealing the final plan of survey for any stage the developer must provide certification from a suitably qualified person that all requirements of the approved Bushfire Hazard Management Plan have been complied with.
3. Where a conflict occurs between the application for planning approval, the endorsed drawings and conditions of this permit, the latter prevails.
4. This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this letter or the date of the last letter to any representor, whichever is later, in accordance with section 53 of the *Land Use Planning and Approvals Act 1993*.

Landscaping

5. The road reserve must be landscaped by trees or plants in accordance with a landscape plan prepared by a landscape architect or other person approved by Council and submitted to Council's Director Development Services for endorsement with the engineering drawings. The landscape plan must show the areas to be landscaped, the form of landscaping, the species of plants and estimates of the cost of the works. Planting shall be equivalent to a minimum of 1 tree per lot or 20 metres frontage, whichever is greater, using advanced plants that suit the character of the locality. No plants listed as noxious weeds within Tasmania or displaying invasive characteristics shall be used in the landscaping of the road.

Advice: *The Developer should liaise with Council as to the types of street trees preferred, and consider the recommendations contained in Council's Greening Brighton Strategy 2024 - 2033.*

Transfer of reserves

6. All roads or footways must be shown as "Road" or "Footway" on the Final Plan of Survey and transferred to the Council by Memorandum of Transfer submitted with the Final Plan of Survey.

Part 5 Agreement

7. An agreement pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* must be entered into prior to the sealing of the final plan of survey. The owners must covenant with Council that each lot are aware that the land is within a Road and Railway Attenuation area and may be subject to noise, vibration, light and air emissions.
8. Agreements made pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* must be prepared by the applicant on a blank instrument form to the satisfaction of the Council and registered with the Recorder of Titles. The subdivider must meet all costs associated with the preparation and registration of the Part 5 Agreement.

Easements

9. Easements must be created over all drains, pipelines, wayleaves, and services in accordance with the requirements of Council's Municipal Engineer. The cost of locating and creating such easements shall be at the developer's full cost.

Advice: *An easement, or similar, should be provided over the existing telecommunication line running through the proposed Lots.*

Endorsements

10. The final plan of survey must be noted that Council cannot and/or will not provide a means of stormwater drainage to all lots on the plan of survey.

Public open space

11. As no provision has been made for Public Open Space, Council requires payment of a cash contribution for Public Open Space prior to sealing the Final Plan of Survey pursuant to Section 117 of the Local Government (Building and Miscellaneous Provisions) Act 1993. The cash contribution amount is to be equivalent to five percent (5%) of the whole of the area comprised in the plan as at the date of lodgement with the Recorder of Titles.

12. The value is to be determined by an independent Registered Valuer for the purpose of determining the improved value of the land. The valuation must not be undertaken more than three (3) months prior to the date of lodgement of the Final Plan to the Recorder of Titles.
13. The cash-in-lieu of public open space must be in the form of a direct payment made before the sealing of the final plan of survey.

Final Plan

14. A final approved plan of survey and schedule of easements as necessary, together with two (2) copies, must be submitted to Council for sealing for each stage. The final approved plan of survey must be substantially the same as the endorsed plan of subdivision and must be prepared in accordance with the requirements of the Recorder of Titles.
15. Prior to Council sealing the final plan of survey for each stage, security for an amount clearly more than the value of all outstanding works and maintenance required by this permit must be lodged with the Brighton Council. The security must be in accordance with section 86(3) of the *Local Government (Building & Miscellaneous Provisions) Council 1993*. The amount of the security shall be determined by the Council's Municipal Engineer in accordance with Council Policy 6.3 following approval of any engineering design drawings and shall not to be less than \$5,000.
16. All conditions of this permit, including either the completion of all works and maintenance or payment of security in accordance with this permit, must be satisfied before the Council seals the final plan of survey for each stage. It is the subdivider's responsibility to notify the Council in writing that the conditions of the permit have been satisfied.
17. The subdivider must pay any Titles Office lodgment fees direct to the Recorder of Titles.

Covenants

18. Covenants or other restrictive controls that conflict with any provisions or seek to prohibit any use provided within the planning scheme must not be included or otherwise imposed on the titles or lots created by this permit either by transfer, inclusion of such covenants in a Schedule of Easements or registration of any instrument creating such covenants with the Recorder of Titles unless such covenants or controls are expressly authorised by the terms of this permit or the consent in writing of Councils Director Development Services.

Engineering

19. The subdivision must be carried out and constructed in accordance with the:
 - a. *Tasmanian Infrastructure Design Guidelines*
 - b. *Tasmanian Municipal Standard – Specifications*
 - c. *Tasmanian Municipal Standard – Drawings*as published by the Local Government Association of Tasmania and to the satisfaction of Council's Municipal Engineer.
20. Engineering design drawings, to the satisfaction of the Council's Municipal Engineer, must be submitted to and approved by Council before any works associated with development of the land commence.

Advice: Any engineering drawings submitted with the application are considered to be concept plans and may require alterations prior to consideration for approval.

21. Engineering design drawings are to be prepared by a qualified and experienced civil engineer, or other person approved by Council's Municipal Engineer, in accordance with the *Tasmanian Infrastructure Design Guidelines*, and must show
 - a) all existing and proposed services required by this permit;
 - b) all existing and proposed roadwork required by this permit;
 - c) measures to be taken to provide sight distance in accordance with the relevant standards of the planning scheme;
 - d) measures to be taken to limit or control erosion and sedimentation;
 - e) any other work required by this permit.
22. Approved engineering design drawings will remain valid for a period of 2 years from the date of approval of the engineering drawings.
23. The developer shall appoint a qualified and experienced Supervising Engineer (or company registered to provide civil engineering consultancy services) who will be required to certify completion of subdivision construction works. The appointed Supervising Engineer shall be the primary contact person on matters concerning the subdivision.

Services

24. The developer must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the proposed subdivision or development. Any work required is to be specified or undertaken by the authority concerned.
25. Any existing services shared between lots are to be separated to the satisfaction of Council's Municipal Engineer.
26. Property services must be contained wholly within each lot served or an easement provided in accordance with the requirements of the responsible authority and to the satisfaction of Council's Municipal Engineer.

Roadworks

27. Roadworks and drainage must be constructed in accordance with the standard drawings and specifications prepared by the IPWE Aust. (Tasmania Division) and to the requirements of Council's Municipal Engineer or as otherwise required by this permit.
28. Roadworks must, unless approved otherwise by Council's Municipal Engineer, include: -
 - a. William Street (across the entire frontage of the subdivision)
 - i. new kerb and channel on the southern side (to match the alignment of existing kerb and channel to the west);
 - ii. 1.5m min. width concrete footpath on the southern side;
 - iii. road pavement widening on the southern side where required to match new kerb alignment;
 - iv. Piped stormwater drainage

29. All carriageway surface courses must be constructed with a hotmix asphalt with a minimum compacted depth of 35mm, in accordance with standard drawings and specifications prepared by the IPWE Aust. (Tasmania Division) and the requirements of Council's General Manager.
30. A reinforced concrete vehicle access must be provided to the property boundary of each lot.

Sewer & Water

31. Each lot must be connected to a reticulated potable water supply.
32. Each lot must be connected to a reticulated sewerage system.

TasWater

33. The development must meet all the required conditions of approval specified by TasWater Submission to Planning Authority notice No. TWDA 2026/00244-BTN, dated 19/03/2026.

Stormwater

34. Unless approved otherwise by Council's Municipal Engineer the stormwater system for the proposed development must be substantially in accordance with *INFRASTRUCTURE REPORT February 2026 prepared for AWC Constructions William Street, Brighton issue 4 dated 17/06/2026*, prepared by Collective Consulting.
35. The developer is to provide a piped stormwater property connection to each lot capable of servicing the entirety of each lot by gravity in accordance with Council standards and to the satisfaction of Council's Municipal Engineer.
36. Unless approved otherwise by Council Municipal Engineer, the developer is to provide a stormwater drainage system designed to comply with all of the following:
 - a) The piped system for the subdivision must be able to accommodate a storm with a 5% AEP (plus Climate Change) when the land serviced by the system is fully developed.
 - b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure
 - c) The subdivision must incorporate overland flow paths to accommodate a 1% AEP (plus climate change) rainfall event. The existing 1% AEP flow path through the proposed lots must be redirected and contained wholly within the road reservation;
 - d) Stormwater from the proposed subdivision must be treated prior to entering the public stormwater system to:
 - i. Standard Stormwater Treatment Requirements specified in Table 3 Water Quality Treatment Targets in DEP AND LGAT TASMANIAN STORMWATER POLICY GUIDANCE AND STANDARDS FOR DEVELOPMENT 2021 V1.

Alternatively;

The developer may make a financial contribution to Brighton Council for the provision of stormwater treatment in accordance with Council Policy 6.1 Stormwater Quality Control Contributions.

37. Stormwater Quality Improvement Devices installed as part of the subdivision must be consistent with other systems adopted by Council and approved by Council's Municipal Engineer.
38. Water Sensitive Urban Design elements (where incorporated) must be in accordance with the *Water Sensitive Urban Design Procedures for Stormwater Management in Tasmania*, and to the satisfaction of the Council's Municipal Engineer.
39. An updated Stormwater Management Report must be submitted to Council's Municipal Engineer in conjunction with the engineering design plans for approval. The Stormwater Management Report must be prepared and certified by a suitably qualified person, in accordance with section 2.6.2 of *DEP & LGAT (2021). Tasmanian Stormwater Policy Guidance and Standards for Development. Derwent Estuary Program and Local Government Association of Tasmania (Hobart, Australia)* and include calculations, design, construction and maintenance details of stormwater treatment, detention, and conveyance. The report must clearly demonstrate that the requirements of this permit are met and that adjacent and downstream properties will not be adversely impacted by the stormwater system. Once approved the Stormwater Management Report will form part of this permit.

Advice: General Manager's consent is required for connection to the public stormwater system in accordance with the Urban Drainage Act. Providing the planning permit conditions are met General Managers Consent will be granted.

Access to Public Road

40. Prior to undertaking any works in the State road reservation, a Works Permit is required from the Department of State Growth in accordance with Section 16 of the Roads and Jetties Act 1935.
41. Prior to the concentration and discharge of stormwater to the State road reservation, consent is required under Section 17B(1) of the Roads and Jetties Act 1935.

Advice: No works on or affecting any Council road reservation is to be commenced until the Brighton Council has issued a WORKS IN ROAD RESERVATION PERMIT. Application for the issue of the necessary works permit is to be made to the Brighton Council's Asset Services Department prior to the proposed date of commencement of any works.

Telecommunication and Electrical Reticulation

42. Electrical and telecommunication services must be provided to each lot in accordance with the requirements of the responsible authority and to the satisfaction of Councils Municipal Engineer.
43. All new electrical and telecommunications services must be provided underground unless approved otherwise by Council's Municipal Engineer.
44. Prior to the work being carried out a drawing of the electrical reticulation, and telecommunications reticulation in accordance with the appropriate authority's requirements and relevant Australian Standards must be submitted to and endorsed by the Council's Municipal Engineer.
45. Prior to sealing the final plan of survey the developer must submit to Council,

- (a) A "Provision of Telecommunication Infrastructure – Confirmation of final payment or Certificate of Practical Completion of Developers Activities" from NBN Co.
- (b) Written advice from TasNetworks confirming that all conditions of the agreement between the owner and the authority have been complied with and that future owners will not be liable for network extension or upgrade costs other than individual property connections at the time each lot is further developed.

Erosion and Sediment Control

- 46. An Erosion and Sediment Control Plan (here referred to as a 'ESCP') prepared in accordance with the guidelines Erosion and Sediment Control, The fundamentals for development in Tasmania, by the Derwent Estuary Programme and Tamar Estuary and Esk Rivers Program, must be approved by Council's Director Development Services before development of the land commences. The ESCP shall form part of this permit when approved.
- 47. Temporary run-off, erosion and sediment controls must be installed in accordance with the approved ESCP and must be maintained at full operational capacity to the satisfaction of Council's Director Development Services until the land is effectively rehabilitated and stabilised after completion of the development.
- 48. The topsoil on any areas required to be disturbed must be stripped and stockpiled in an approved location shown on the detailed ESCP for reuse in the rehabilitation of the site. Topsoil must not be removed from the site until the completion of all works unless approved otherwise by the Council's Municipal Engineer.
- 49. All disturbed surfaces on the land, except those set aside for roadways, footways and driveways, must be covered with top soil and, where appropriate, re-vegetated and stabilised to the satisfaction of the Council's Municipal Engineer.

Construction amenity

- 50. The subdivider must make good any damage to the road frontage of the development site including road, kerb and channel, footpath, and nature strip to the satisfaction of Council's Municipal Engineer.
- 51. The road frontage of the development site including road, kerb and channel, footpath, and nature strip, should be:
 - (a) Surveyed prior to construction, photographed, documented and any damage or defects be noted in a dilapidation report to be provided to Council's Asset Services Department prior to construction.
 - (b) Be protected from damage, heavy equipment impact, surface scratching or scraping and be cleaned on completion.

In the event a dilapidation report is not provided to Council prior to commencement, any damage on completion, existing or otherwise, may be deemed a result of construction activity and require replacement or repair to the satisfaction of Council's Municipal Engineer.

- 52. The development must only be carried out between the following hours unless otherwise approved by the Council's Chief Executive Officer,

• Monday to Friday	7:00 AM	to	6:00 PM
• Saturday	8:00 AM	to	6:00 PM
• Sunday and State-wide public holidays	10:00 AM	to	6:00 PM

53. All works associated with the development of the land must be carried out in such a manner so as not to unreasonably cause injury to, or unreasonably prejudice or affect the amenity, function, and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of,
- (a) Emission from activities or equipment related to the use or development, including noise and vibration, which can be detected by a person at the boundary with another property.
 - (b) Transport of materials, goods, or commodities to or from the land.
 - (c) Appearance of any building works or materials.
54. Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the land in an approved manner. Burning of such materials on-site will not be permitted unless in accordance with the landscaping plan requiring disposal by such means.
55. Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the subdivision during the construction period.

Survey pegs

56. Survey pegs are to be stamped with lot numbers and marked for ease of identification.
57. Prior to the works being taken over by Council, evidence must be provided from a registered surveyor that the subdivision has been re-pegged following completion of substantial subdivision construction work. The cost of the re-peg survey must be included in the value of any security.

Maintenance and Defects Liability Period

58. The subdivision must be placed onto a twelve (12) month maintenance and defects liability period in accordance with Council Policy following the completion of the works in accordance with the approved engineering plans and permit conditions.
59. Water Sensitive Urban Design elements provided as part of the subdivision are to be placed and an extended maintenance and defects liability period to be determined at the detailed design stage, but not less than twenty-four (24) months.
60. Prior to placing the subdivision onto the maintenance and defects liability period the Supervising Engineer must provide certification that the works comply with the Council's Standard Drawings, specification and the approved plans.

As Constructed Drawings

61. Prior to the works being placed on the maintenance and defects liability period "as constructed" drawings and data for all engineering works provided as part of this approval must be provided to Council to the satisfaction of the Council's Municipal Engineer. These drawings and data sheets must be prepared by a qualified and experienced civil engineer or other person approved by the Municipal Engineer in accordance with Council's Guidelines for As Constructed Data.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT:

- A. This permit does not imply that any other approval required under any other legislation or by-law has been granted.
- B. This permit does not take effect until all other approvals required for the use or development to which the permit relates have been granted.
- C. A copy of TasRail's Standard Notes – Operational Lines is attached.
- D. The owner is advised that an engineering plan assessment and inspection fee of 1% of the value of the approved engineering works (minimum of \$300.00), or as otherwise specified in Council's Schedule of Fees, must be paid to Council prior to the approval of engineering plans.
- E. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval if the development for which the approval was given has not been substantially commenced. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development shall be treated as a new application.

DECISION:

Cr Geard moved, Cr Whelan seconded that the recommendation be adopted.

CARRIED

VOTING RECORD

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

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

Meeting closed: 5.55pm

Confirmed:

(Mayor)

Confirmed:

18 August 2026



TasFarmers

41–43 Wellington Street
Longford
TAS 7301

Ref: TF-2026-90

09/07/2026

Mayor Leigh Gray

Mayor, Brighton Council
1 Tivoli Road
Old Beach TAS 7017

Dear Mayor Gray,

RE: Agricultural Property Valuations and Annual Assessed Values

TasFarmers writes to express its extreme concern over the current property valuations from the Office of the Valuer General being received by primary producers in your municipality.

TasFarmers' members are seeing significant valuation increases which are not reflective of the current economic climate or the market reality of agricultural property values. At a recent farmers' meeting in northern Tasmania, farmers expressed their shock at the scale of these valuation increases and their deep concern as to the potential for significant increases in local government rates and charges.

TasFarmers is well-aware that these valuations take place separately from any council deliberations. However, the annual assessed value that is derived from these valuations is the basis for council's calculation of rate demands, and well within the scope of your council to act.

TasFarmers is urging your council to alter the cent in the dollar rate applied to the new AAV to reflect the CPI, rather than the huge increase that otherwise would result from these extraordinary increases in valuation.

TasFarmers holds significant concerns for the wellbeing of farmers, financially and mentally, through these new valuations and requests your council review the cent in the dollar AAV calculations as a priority.

We urge your Council to act swiftly and decisively.

Best regards,

Nathan Calman

Chief Executive Officer, TasFarmers



17 July 2026

Your Ref: TF-2026-90

Attachment
AGENDA ITEM 10

Mr Nathan Calman
Chief Executive Officer, TasFarmers
reception@tasfarmers.com.au

Dear Mr Calman

AGRICULTURAL PROPERTY VALUATIONS AND ANNUAL ASSESSED VALUES

Thank you for your letter of 9th July 2026 in relation to agricultural property valuations and annual assessed values.

Rates revaluations are conducted by the Office of the Valuer General every six years and property owners have 60 days from the date their valuation notice is issued to lodge a statutory objection with the OVG if they believe their valuation is incorrect.

The effective date of valuation for the Brighton municipality is the 10th August 2026. The 2026/2027 rates were raised on the existing valuations. There will be no changes to this rating category until rates are raised in the 2027/2028 financial year.

Although there may have been a substantial shift in property values in this sector, when rates are calculated, the rates in the dollar are adjusted accordingly, depending on what yield is required and what increase has been decided on by council. For example, if rates values are substantially increased the rate in the dollar should be decreased and if values decrease the rate in the dollar should increase

Due to the date of valuation in the Brighton municipality for the 2026/2027 financial year, any supplementary valuations that are received by Council, will be calculated on the higher cents in the dollar as legislation only allows the general rate to be calculated once during the financial year.

I would strongly encourage your members to contact the Office of the Valuer General and lodge an objection to their valuations if they feel that they do not reflect current market conditions.

Yours sincerely

Cr Leigh Gray
MAYOR

Minister for Housing and Planning
Minister for Infrastructure and Transport
Minister for Local Government

Level 10, 15 Murray Street, HOBART TAS 7000 Australia
GPO Box 123 HOBART TAS 7001 Australia
Email: Minister.Vincent@dpac.tas.gov.au



20 JUL 2026

Mr James Dryburgh
Chief Executive Officer
Brighton Council

Attachment
AGENDA ITEM 10

james.dryburgh@brighton.tas.gov.au

Dear Mr Dryburgh

Thank you for your recent correspondence regarding the classification of the Brighton Activity Centre within the draft Southern Tasmania Regional Land Use Strategy. I acknowledge the supporting evidence you have provided in favour of identifying Brighton as a District Centre and confirm that your submission has been considered by the State Planning Office.

As previously outlined, the State Planning Office has recommended that a comprehensive review of the activity centre network be undertaken within the five-year period following the declaration of the new STRLUS. This review will ensure that any future decisions about the role of individual activity centres—and the operation of the regional hierarchy—are informed by robust, evidence-based analysis.

I can confirm that the STRLUS review process is well advanced. However, the draft document must still be considered by the Tasmanian Planning Commission before I am able to make any decisions regarding the status of the Brighton Activity Centre or other matters within the Strategy. Accordingly, no decision has been made at this time.

Please be assured that we are working diligently to progress the declaration of an updated STRLUS.

Yours sincerely

Hon Kerry Vincent MLC
Minister for Housing and Planning



Brighton & Pontville Local Area Plan

JULY 2026

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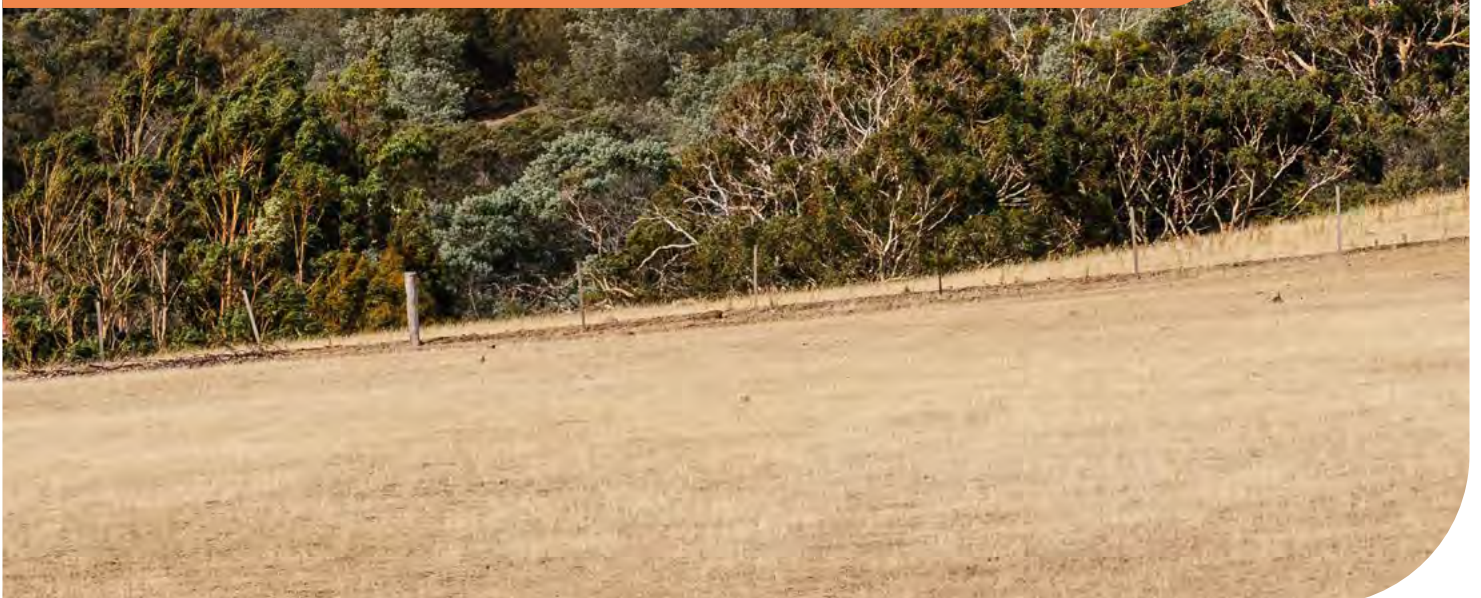


Brighton
going places





We acknowledge the traditional owners who once walked this country, the Mumirimina people, the original custodians of the skies, land and water of kutalayna (Jordan River). We forward our respect to the palawa/pakana (Tasmanian Aboriginal) community as the traditional and original owners of lutruwita (Tasmania).



Brighton & Pontville Local Area Plan

BRIGHTON COUNCIL

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CLIENT	BRIGHTON COUNCIL
PROJECT	Brighton & Pontville Local Area Plan
VERSION	4.0 FINAL
PREPARED BY	Emily Killin, Pavan Dutta, Will Priestley, Yota Kojima
REVIEWED BY	Jacob Peterson
DATE	July 2026

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Abbreviations & Definitions

Activity Centre - A focal point for retail, commercial, community, employment and higher-density residential uses, supported by public transport and active travel.

Activity Centre Core - The central and most intensive part of an activity centre where the highest concentration of commercial, retail, community, transport, and higher density residential uses is located.

Brighton (M) - For the purpose of this document, Brighton (M) is used when referencing the Brighton Municipality.

Brighton (S) - For the purpose of this document, Brighton (S) is used when referring to the Brighton Suburb.

CPZ (Community Purpose Zone) - Provides for community, education, health and institutional uses.

District Centre - A higher-order activity centre, as identified within the STRLUS, that serves a broad catchment, providing a wide range of retail, commercial, community and employment uses.

GBZ (General Business Zone) - Provides for retail, commercial and service uses serving a broad catchment.

GRZ (General Residential Zone) - Provides for a range of housing types in residential areas with good access to services.

IRZ (Inner Residential Zone) - Provides for a variety of residential use or development that accommodates a range of dwelling types at higher-densities.

LCZ (Landscape Conservation Zone) - Protects areas of landscape, environmental or scenic value.

LAP (Local Area Plan) - A strategic, place-based planning document that provides detailed guidance for land use, built form, movement, public realm and development outcomes within a defined local area.

LBZ (Local Business Zone) - Provides for small-scale retail and services serving local communities.

LDRZ (Low Density Residential Zone) - Provides for low-density housing on larger lots.

LIZ (Light Industrial Zone) - Provides for light industrial and service industry uses with limited amenity impacts.

PPZ (Particular Purpose Zone) - Applies to land requiring a specific planning framework for a defined purpose.

Public Realm - All publicly accessible spaces, including streets, footpaths, parks, plazas, civic spaces and open spaces. The public realm plays a central role in shaping character, accessibility, safety, amenity and community life.

Recreation Zone - Provides for sport, recreation and public open space uses.

RLZ (Rural Living Zone) - Provides for low-density residential living in a rural setting while protecting rural character.

SAP (Specific Area Plan) - A statutory planning instrument prepared under the Tasmanian Planning Scheme that provides detailed planning provisions, development standards and policy guidance for a defined area where tailored planning controls are required.

Street Setback - A street setback is the minimum distance between a building and the street boundary, intended to regulate the placement of development relative to the public street.

STRLUS (Southern Tasmania Regional Land Use Strategy) - A strategic framework that implements the TPPs and guides land use and development across Southern Tasmania by setting regional objectives and principles to inform local planning schemes and infrastructure planning.

TPPs (Tasmanian Planning Policies) - State-level policies that establish the overarching principles, objectives and priorities for land use and development across Tasmania.

UMUZ (Urban Mixed-Use Zone) - Provides for a mix of residential, commercial and compatible uses in urban areas.

VZ (Village Zone) - Provides for small-scale residential and commercial development in village settings.

Executive Summary

The Brighton and Pontville Local Area Plan (LAP) provides a coordinated and place based framework to guide future growth, development and investment across the study area. It translates regional and state policy directions into a locally responsive spatial plan, supporting Brighton's (M) function as a key growth area within Southern Tasmania.

Regional strategy identifies Brighton (S) as a Priority Growth Area within the Metropolitan Urban Growth Boundary, and the local strategy identifies it as an aspirational District Centre and primary location for population, employment and service growth. The LAP reinforces this direction by consolidating growth within well serviced areas, strengthening the activity centre as the municipality's commercial and civic focus, and supporting a more diverse and compact urban form. This includes improving the quality of the public realm, enhancing connectivity and walkability, and ensuring infrastructure is delivered in a coordinated and efficient manner.

In contrast, Pontville is recognised for its distinct village character and role within the visitor economy. The LAP seeks to protect and enhance this identity by limiting large scale growth, supporting investment in tourism and hospitality uses, and maintaining its heritage, landscape and amenity values.

The LAP is underpinned by strong alignment with the Draft Southern Tasmania Regional Land Use Strategy, Tasmanian Planning Policies and key Council strategies, including the Brighton Activity Centre Strategy. It's informed by comprehensive stakeholder and community engagement including workshops, online engagement and targeted meetings. This engagement highlighted the need for greater housing diversity, improved transport connections, enhanced open space and recreation opportunities, and a more active and vibrant town centre.

Overall, the LAP establishes a clear and implementable framework to manage growth and investment in a coordinated and sustainable way, reinforcing Brighton (S) as the municipality's primary centre while ensuring Pontville's unique character is retained.

Part One: Introduction



1. PURPOSE OF THE LOCAL AREA PLAN

This Local Area Plan (LAP) has been prepared to provide a clear, place-based framework to guide future land use and development in Brighton (S) and Pontville. It translates higher-level strategic work into locally specific directions to support coordinated growth and decision-making.

The LAP has been prepared having regard to the Draft Southern Tasmanian Regional Land Use Strategy (STRLUS)¹, which identifies Brighton within the Metropolitan Urban Growth Boundary and as a Priority Growth Area and recognises its important role in accommodating future growth. While the Draft STRLUS does not formally classify Brighton (S) as a District Centre, it establishes a strategic basis for increased housing, services, employment and infrastructure within the municipality.

In this context, the LAP draws on the Brighton Activity Centre Strategy (ACS), which provides a detailed, evidence-based assessment of Brighton’s function and capacity as a higher-order centre. The ACS demonstrates that Brighton exhibits the key characteristics of a District Centre, including its role in servicing a broader catchment and supporting a diverse mix of uses.

On this basis, the LAP adopts an aspirational approach, establishing a framework to guide the evolution of Brighton toward District Centre status over time. It is intended that this work will inform future reviews of regional strategy, including the STRLUS, and support the formal elevation of Brighton’s (S) role within the activity centre hierarchy.

Pontville is identified as a Village in the STRLUS reflecting its role as a small, distinct settlement adjacent to a priority growth area. The STRLUS recognises that villages can serve multiple roles across the region. In the case of Pontville, its primary role is as a smaller township valued for its rural heritage and landscape character.

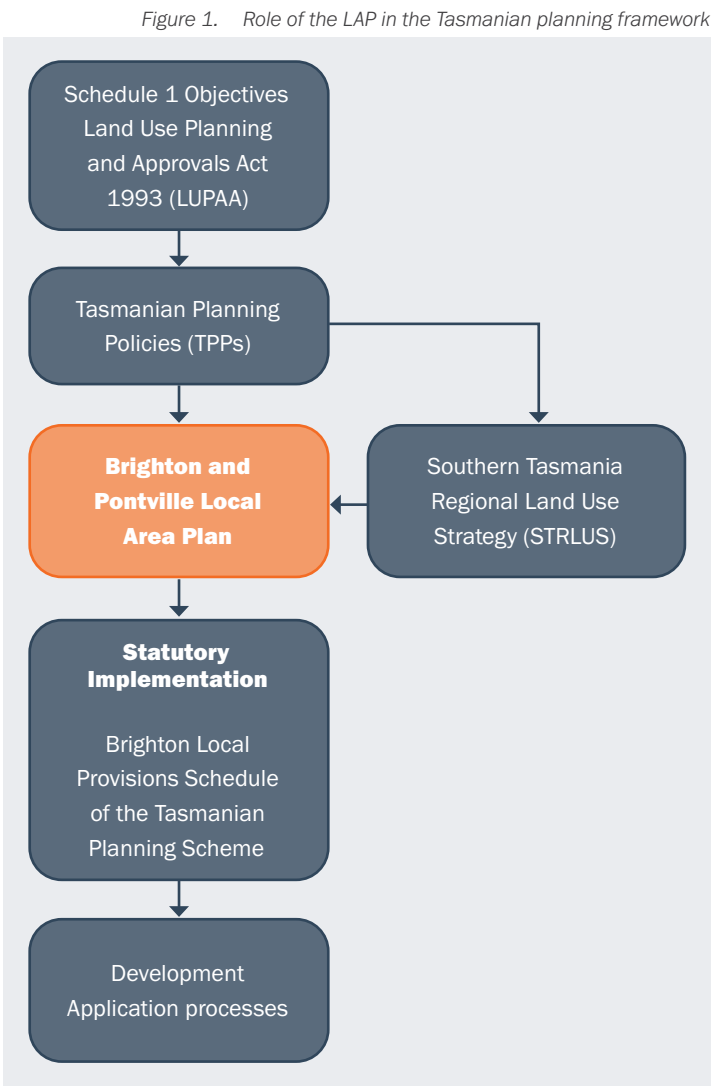
The LAP is intended to guide Council and relevant stakeholders in making decisions that support and realise the respective roles of Brighton and Pontville in a planned and sustainable way.

The objectives of the LAP are to:

- Set a framework that guides elevation of the Brighton Activity Centre toward District Centre status.
- Define the role of business-related zoning in Brighton and Pontville.
- Elevate the public realm and streetscapes of Brighton and Pontville.

2. ROLE OF THE LOCAL AREA PLAN

The LAP provides place-based strategic guidance to support the implementation of broader regional and State policy directions (refer Figure 1). In response to the STRLUS, which identifies the need for structure planning to guide land use change, investment and infrastructure guidance for Priority Growth Areas and District Centres, the LAP translates this direction into a locally specific framework. The LAP sets out clear spatial guidance, strategic directions and implementation pathways to coordinate land use change, infrastructure provision and investment in a manner that reflects the role of Brighton and Pontville within the regional settlement network. The LAP will be implemented in the Brighton Local Provisions Schedule of the Tasmanian Planning Scheme to guide future development applications.



1. The Tasmanian Government released the Draft Southern Tasmania Regional Land Use Strategy (STRLUS) in November 2025. The STRLUS has recently been subject to a consultation process, it’s expected the document will be amended in response to submissions and finalised later in 2026. References to the STRLUS throughout this document are referring to the 2026 draft version

3. STUDY AREA: BRIGHTON & PONTVILLE

The LAP study area (Figure 2) covers an area of approximately 1,206 hectares bounded by the Midland Highway to the east, the Jordan River and One Pony Hill to the north, the alignment of Ferguson Road to the west and suburban boundary to Bridgewater to the south. The study area generally aligns with existing zoned land.

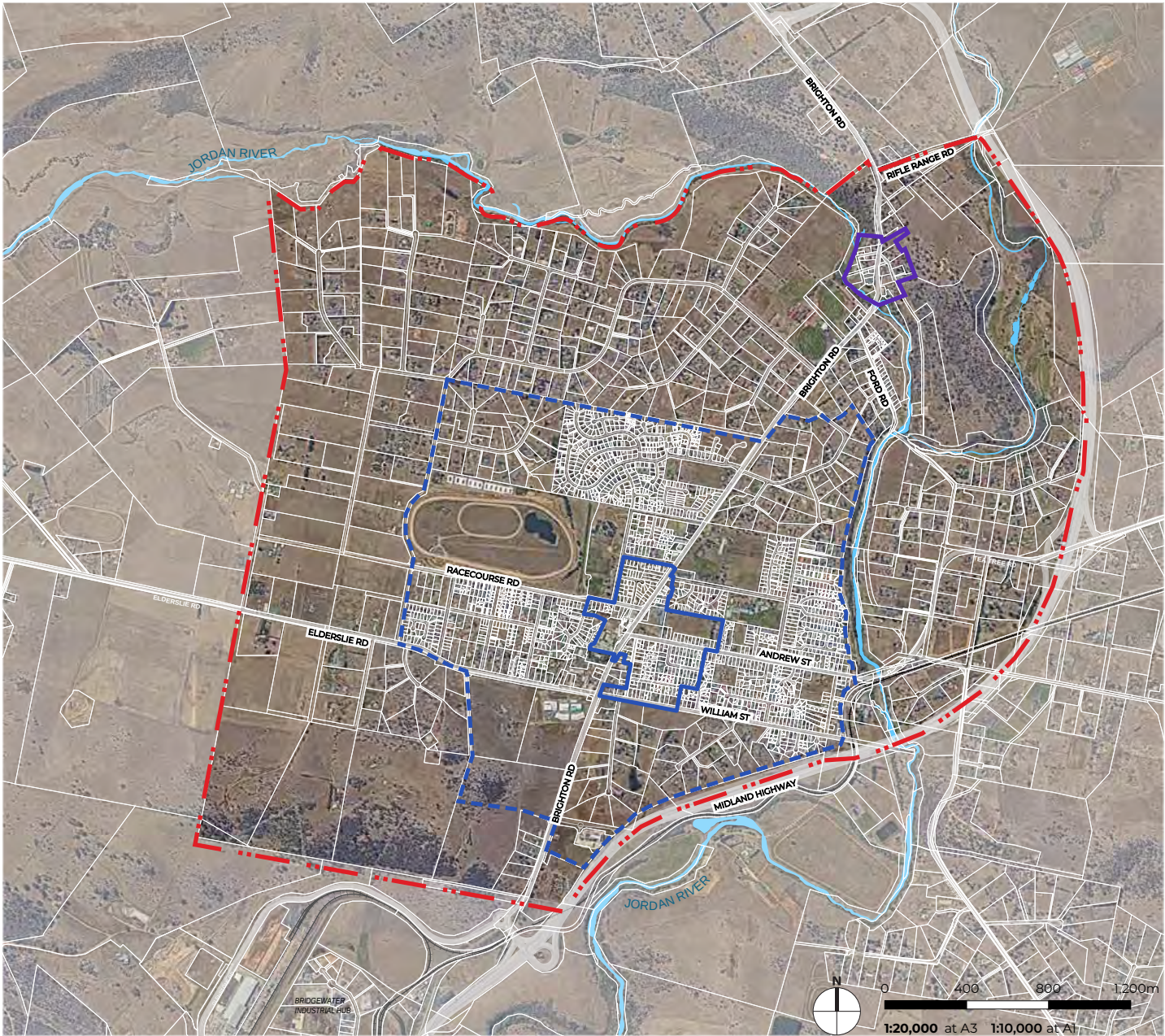
The study area includes parts of Brighton (S) and Pontville and their immediate surrounds, located within Hobart's southern growth corridor. The area benefits from strong regional connections, including proximity to Hobart and access to the Midland Highway, which support Brighton's (S) role as a key service and employment centre (Figure 3).

Within the study area, the Brighton District Activity Centre (Brighton DAC) is consolidated around existing zoned land, reinforcing a compact and walkable centre. The primary area for growth and capital investment is identified as the Brighton DAC Core. This core is the focus for higher intensity uses, including retail, commercial, community facilities and higher density residential development, and is where growth and investment will be prioritised. The Brighton DAC core generally follows a 400m walkable catchment from key areas of service provision, aligned with State Policy direction. In Pontville, the Village Core is identified as the focus for improvements to connectivity, public space and local services and aligns with the towns Village Zone application.

Brighton (M) Demographic Snapshot

- > Fastest growing municipality in Southern Tasmania
- > Youngest LGA in Tasmania
- > Population growth: ~19,000 (2021) to ~25,000 by 2046 (+32%)
- > Average annual dwelling demand: ~131 dwellings
- > Population profile: Attractive location for young families, with positive natural population growth
- > Population profile: Significant ageing population

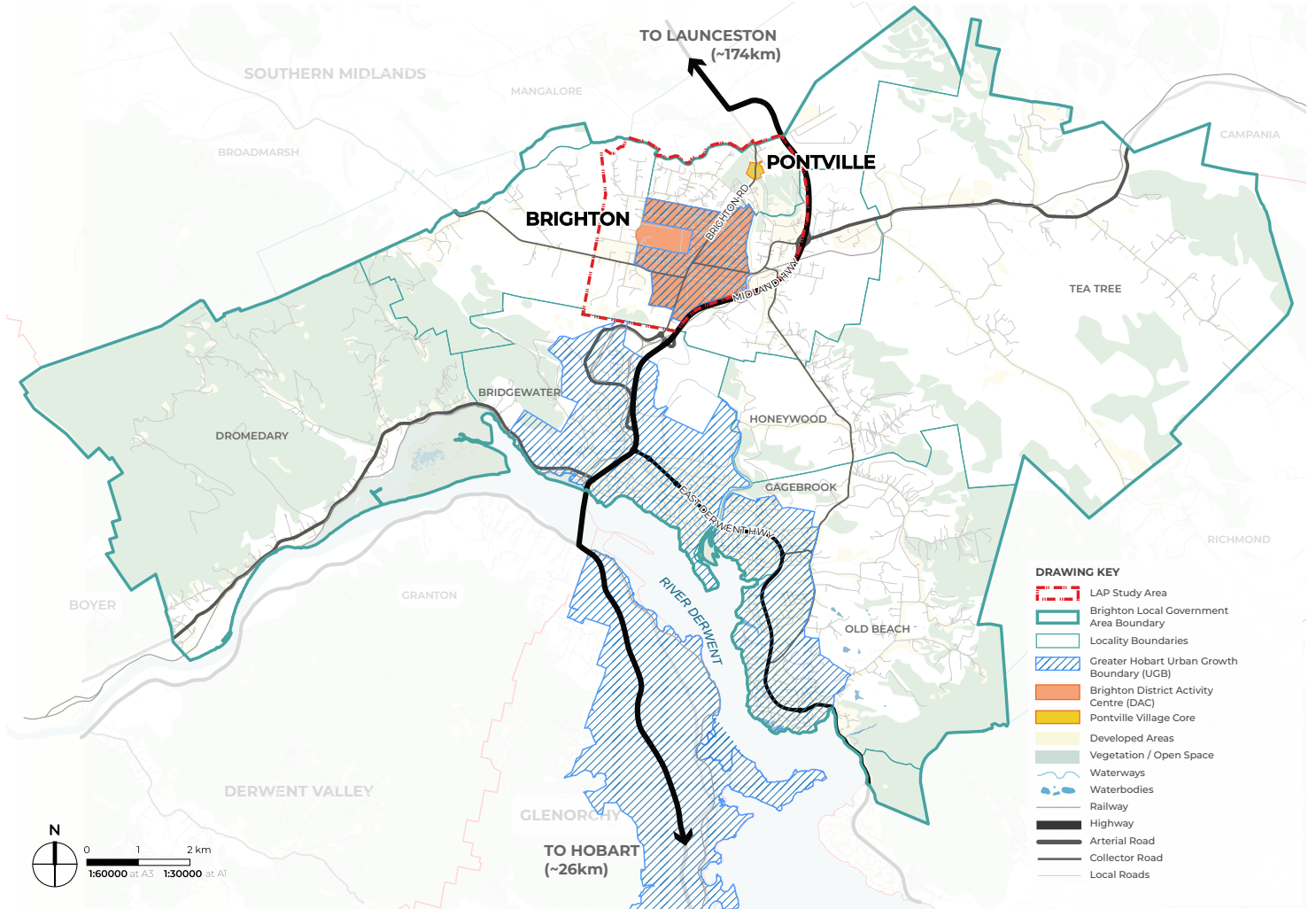
Figure 2. Brighton & Pontville Local Area Plan Study Area



DRAWING KEY

- LAP Study Area
- Cadastre
- Brighton District Activity Centre (DAC)
- Brighton District Activity Centre (DAC) Core
- Pontville Village Core
- Jordan River
- Rail Line
- Road Network

Figure 3. Regional Context Plan



4. METHODOLOGY & APPROACH

The LAP was prepared using an integrated, place-based approach that brings together planning, urban design and public realm considerations (Figure 4). The process focused on synthesising existing policy, technical studies and spatial information to identify the necessary elements of the LAP, including key issues, opportunities and directions.

These elements were tested and refined through site-based analysis and engagement with Brighton Council officers, a Council project working group and steering committee, State agencies, landowners and the broader community. This ensured the LAP is grounded in local conditions, informed by diverse perspectives, and focused on practical and implementable outcomes.

Figure 4. Methodology Diagram



Part Two: Brighton & Pontville Context



The Brighton & Pontville context sets out the basis upon which the LAP has been prepared. The LAP is underpinned by a strong strategic planning framework at regional, state and local levels. It is also informed by stakeholder and community feedback gathered through workshops, agency consultation and community engagement.

The LAP translates higher-order policy directions and Council strategies into a clear, spatially defined and implementable framework to guide future growth and investment. Key alignments include:

Southern Tasmanian Regional Land Use Strategy

Identifies Brighton (S) as a Priority Growth Area with a role in accommodating housing, services and employment growth.

Tasmanian Planning Policies

Promote compact settlement outcomes, housing diversity, integrated land use and transport, and efficient infrastructure use.

Brighton Activity Centre Strategy

Provides the economic and planning rationale for Brighton (S) as a District Centre and Pontville as a Village Centre. Calls for a coordinated spatial framework to guide intensification, mixed use development, public realm upgrades and movement.

5. KEY POLICY & STRATEGY SUPPORT

The previous Brighton Town Centre Local Area Plan was prepared in 2012 to guide land use, development and town centre renewal in response to anticipated growth and infrastructure change. Since that time, Brighton's (S) growth trajectory and policy framework have evolved substantially. This updated Local Area Plan is informed by contemporary State, regional and local policy that has emerged since 2012 and reflects current strategic priorities, planning reforms and growth expectations. Many of the initiatives of the 2012 plan have progressed including redevelopment of the former Army site, progress on the South Brighton development and establishment of the Highway Services Precinct.

5.1. Draft Southern Tasmanian Regional Land Use Strategy (STRLUS)

It identifies Brighton (S) as a Priority Growth Area within the Greater Hobart Urban Growth Boundary, recognising its key role in accommodating population growth and supporting increased housing, services and employment. While Brighton (S) is not currently classified as a District Centre within the regional hierarchy, its strategic location and growth function indicate that it is increasingly performing a higher order role (refer Brighton Activity Centre Strategy below). This role is supported by the STRLUS which emphasises the need for coordinated, infrastructure led planning and delivery.

Key Directions for the LAP

- > Brighton (S) is a Priority Growth Area and forms part of the Greater Hobart Metropolitan Urban Growth Boundary.
- > **Public Realm Focus:** District Centres are required to prepare public realm plans to guide future investment and place outcomes.
- > **More Intensity in the Right Places:** Policy supports increased residential and mixed-use density within priority growth areas and District Centres.
- > **Connected and Walkable:** Policy encourages active transport, as well as density targets of 25+ dwellings/ha, within a 400m catchment from the centre of town.
- > **Structure Planning Required:** Structure plans and local area plans are needed to coordinate land use, housing, transport and infrastructure.
- > **Design-Led Outcomes:** Public realm improvements and urban design guidance are to be integrated into planning frameworks.



Importantly, the STRLUS is subject to periodic review (typically every five years), providing an opportunity for the aspirations of the Brighton Activity Centre Strategy and this LAP to inform future updates to the regional settlement hierarchy.

5.2. Tasmanian Planning Policies (TPPs)

The TPPs were finalised in November 2025 and will be effective from July 2026, providing a state-wide policy foundation that guides regional strategies and local planning outcomes. The TPPs guide the approach to preparation of the LAP, aligning with feedback from service authorities, who indicated a preference for more consolidated growth and efficient infrastructure servicing rather than dispersed expansion.

Key Directions for the LAP

- > **Focus growth in the right places:** Direct growth to well-serviced settlements and activity centres.
- > **Land Supply:** Plan for at least 15 years regional land supply.
- > **Infill before expansion:** Prioritise infill, consolidation and redevelopment over outward growth.
- > **Clear centre hierarchy:** Reinforce settlement and activity centre hierarchies.
- > **Housing diversity:** Support a mix of housing types, including medium-density housing in higher-order centres.
- > **Integrated planning:** Coordinate land use, transport, social infrastructure and public realm planning.
- > **Climate-ready planning:** Address environmental values, natural hazards and climate resilience early.
- > **Structure planning required:** Promote structure plans and local area plans to coordinate land use, infrastructure, movement networks, and development sequencing—particularly in growth areas like Brighton(S).



5.3. Brighton Activity Centre Strategy (2025) (ACS)

Council commissioned the ACS in response to rapid population growth, increasing employment demand, Brighton's evolving role as a key economic and service centre within the Southern Tasmanian region and to inform the draft STRLUS.

The Strategy was informed by detailed economic, demographic and land use analysis, including retail and commercial modelling, population forecasting and assessment of Brighton's (M) role within the regional activity centre network.

The ACS confirms that Brighton (S) currently performs a significant municipal and rural servicing role, with a catchment extending across the LGA and into surrounding rural areas. This function, combined with strong population growth, indicates that Brighton (S) operates at a scale beyond a local neighbourhood centre.

The Strategy also identifies that Brighton (S) is projected to become the largest and fastest-growing suburb in the municipality, driving increased demand for retail, services, employment and community infrastructure over time.

Retail and economic modelling demonstrates that Brighton (S) has the capacity to support additional higher-order development, including supermarket provision, without undermining the role of other centres. On this basis, the ACS concludes that Brighton's (S) role, catchment and growth trajectory align more closely with a higher-order centre and identified it as an aspirational District Centre².

Overall, the Strategy identifies a clear need to elevate and strengthen Brighton's role as a higher-order centre and recognises that achieving these outcomes requires more than incremental development and ad hoc rezoning.

In comparison, Pontville is identified as a Specialist Centre, intended to remain a small scale heritage village, with support for tourism related uses, events and markets. The Strategy identifies no demand for supermarket uses and does not support retail expansion beyond that required to serve Pontville's specialist heritage and tourism role

The LAP responds to these directions by providing the planning framework needed to translate the ACS into spatially clear, implementable outcomes.

5.4. Brighton Social Infrastructure Plan

The Brighton Social Infrastructure Plan (2023) identifies priorities to support a growing and changing community by strengthening and consolidating social infrastructure in accessible locations

Key Directions for the LAP

- > Reinforce Brighton (S) as the municipality's core location for community and social services.
- > Consolidate social infrastructure in and around the Brighton town centre.
- > Integrate additional recreation infrastructure into existing parklands.
- > Provide youth oriented recreation facilities, including play equipment, outdoor courts and skate/BMX facilities.
- > Progress upgrades to Seymour Street and the Brighton Regional Sports Complex in line with adopted master plans.
- > Upgrade Pontville Park in accordance with the adopted master plan.



Key Directions for the LAP

- > Define the future extent and structure of the activity centre.
- > Identify locations for housing intensification and mixed-use development.
- > Guide public realm upgrades and urban design outcomes.
- > Coordinate movement, access, parking and infrastructure planning.
- > Manage interfaces with surrounding residential, industrial and rural areas.
- > Allocate demand for additional retail and commercial floorspace in Brighton (S), including supermarket uses.



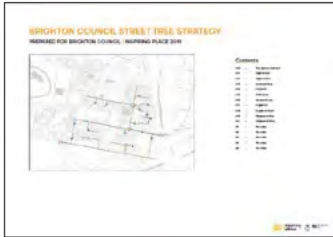
2 At the time of preparation of the ACS, the Draft STRLUS has not been released. Therefore, the ACS uses the term “Major Activity Centre” as per the previous STRLUS. The definition of a Major Activity Centre aligns with the term District Centre in the draft STRLUS.

5.5. Brighton Street Tree Strategy and Greening Brighton Strategy

The Brighton Street Tree Strategy (2019) provides guidance to improve tree canopy, streetscape quality and local character across Brighton and Pontville. It responds to low tree cover in newer suburbs and key corridors, and the need to improve shade, amenity and arrival experiences.

Key Directions for the LAP

- > Increase tree canopy in newer residential areas.
- > Improve planting along Brighton Road and key town entrances.
- > Use consistent street tree planting to reinforce character and amenity.
- > Strengthen Pontville's heritage village feel through sensitive planting.
- > Enhance links to the Jordan River corridor and recreation precincts.



5.6. Open Space Strategy

The Brighton Open Space Strategy (2025) guides how existing and future open spaces are planned and upgraded to support population growth, improve connectivity and increase use of key open space assets across Brighton and Pontville.

Key Directions for the LAP

- > Strengthen connections between neighbourhoods, the town centre and the Jordan River corridor.
- > Upgrade large, underutilised parks, including Ted Jeffries Memorial Park
- > Provide new parks, play spaces and trails in growth areas such as South Brighton
- > Complete and extend shared path networks, including along Brighton Road.
- > Support upgrades to the Pontville Regional Sports Centre.
- > Protect and respond to Pontville's heritage and landscape character while improving access and connectivity.



The Greening Brighton Strategy (2024–2033) sets a long term framework to improve urban greening, climate resilience and liveability across the municipality. It responds to low canopy cover, urban heat risk and the need to integrate greening into streets and public spaces.

Key Directions for the LAP

- > Increase tree canopy in newer residential areas.
- > Improve planting along Brighton Road and key town entrances.
- > Use consistent street tree planting to reinforce character and amenity.
- > Strengthen Pontville's heritage village feel through sensitive planting.
- > Enhance links to the Jordan River corridor and recreation precincts.



5.7. Draft Active Transport Strategy (2025-2035)

The Draft Brighton Active Transport Strategy provides a framework to improve walking and cycling networks as Brighton continues to grow, with a focus on safer, more connected and attractive routes linking key locations including schools, parks and recreation areas.

Key Directions for the LAP

- > Improve pedestrian safety and crossings in Brighton's town centre, particularly along Brighton Road.
- > Connect growth areas to the town centre, schools and parks via shared paths and cycling links.
- > Strengthen the Jordan River corridor as a walking and cycling spine.
- > Improve active transport links between Pontville, Brighton and Bridgewater, including access to the Sports Precinct.





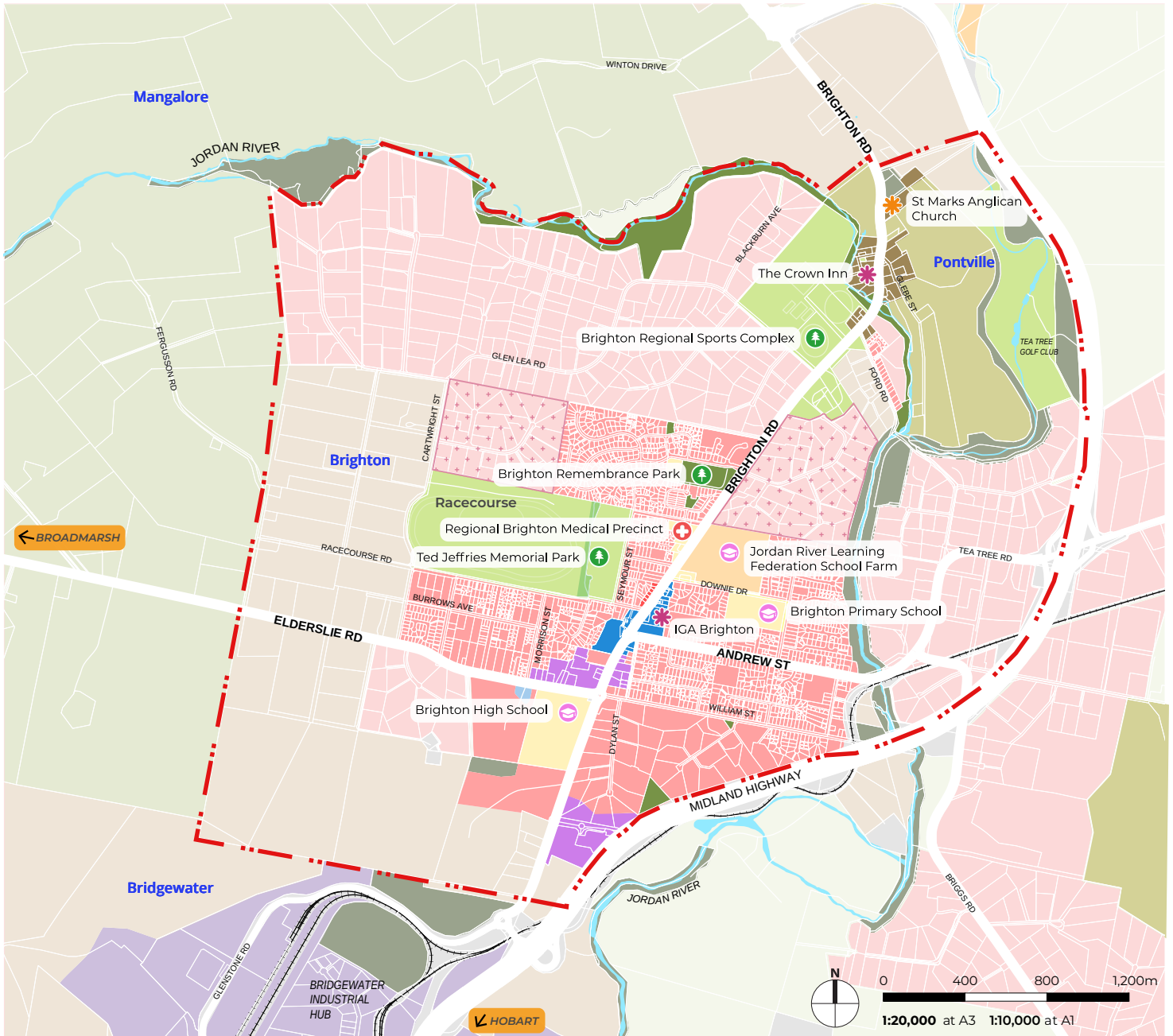
6. SITE ANALYSIS

The Site Analysis section provides an evidence based understanding of the physical, environmental, infrastructure and contextual factors that influence how land within the study area can change over time. It identifies constraints, opportunities and existing conditions that shape development outcomes, and establishes a clear basis for the spatial directions, land use responses and implementation actions set out in the Local Area Plan.

An overview of the Brighton and Pontville existing conditions are identified on Figure 5 and are discussed throughout this chapter. Brighton (S) and Pontville are two distinct urban centres connected by Brighton Road running in a north-south direction through the LAP study area. Brighton (S) is the major township with the retail core organised around Brighton Road in a 'main street' arrangement, focussed on the junction of Brighton Road and Andrew Street. Key land uses within Brighton (S) identify it as a key regional destination including medical facilities at Brighton Medical Precinct, education facilities in the form of both a primary and secondary school within the boundaries of the township, numerous parks and a range of retail uses including large supermarket, pharmacies and convenience retail. It's serviced by key employment areas including the Highway Services Precinct and the Bridgewater Industrial Hub (outside the study area to the South).

Pontville is a small historic town from the mid-19th century, concentrated around a historic village core situated on a sloping hillside on the northern side of Jordan River. Very limited development has occurred within the village core itself, and it remains an intact example of early European settlement of the area. On the south side of the Jordan River a small number of residential lots have been delivered along Ford Street.

Figure 5. Brighton & Pontville Existing Conditions Plan



DRAWING KEY

- LAP Study Area
- Cadastre
- ~~~~~ Jordan River
- ZONES**
- General Residential
- Urban Mixed Use
- Rural Living
- Particular Purpose
- Community Purpose
- General Business
- Local Business

- Light Industrial
- General Industrial
- Recreation
- Open Space
- Agriculture
- Landscape Conservation
- Environment Management
- Utilities and Infrastructure

STRULS URBAN GROWTH BOUNDARY UPDATE

- Areas included

ROAD HIERARCHY

- Railway
- Highway
- Collector Roads
- Local Roads

6.1. Topographic Context

Overview

The study area is defined by an undulating and rolling topography that conceals and reveals vistas to the surrounding mountains and hillsides that play a significant role in contextualising the township of Brighton within the surrounding landscape. Land generally slopes up from the Jordan River meandering around the LAP boundary to the south, east and west. Identified significant viewlines are:

- > **Andrew Street (facing east):** The land slopes down to the Jordan River opening up longer range views east to the hilly terrain around Tea Tree.
- > **Racecourse Road (facing west):** Mount Dromedary and Tanina Bluff are prominent in this viewline and mark a transition to denser forested landscapes to the west.
- > **Brighton Road – north of Menin Drive (facing north):** The land remains flat heading north departing Brighton before noticeably sloping down to the Jordan River as Pontville comes into view. The heritage homesteads of Pontville are distinctly visible against the landscape ridge line of Pony Hill as Pontville is approach from this direction, and it is a noted historic view of the township within the Pontville Conservation Study.

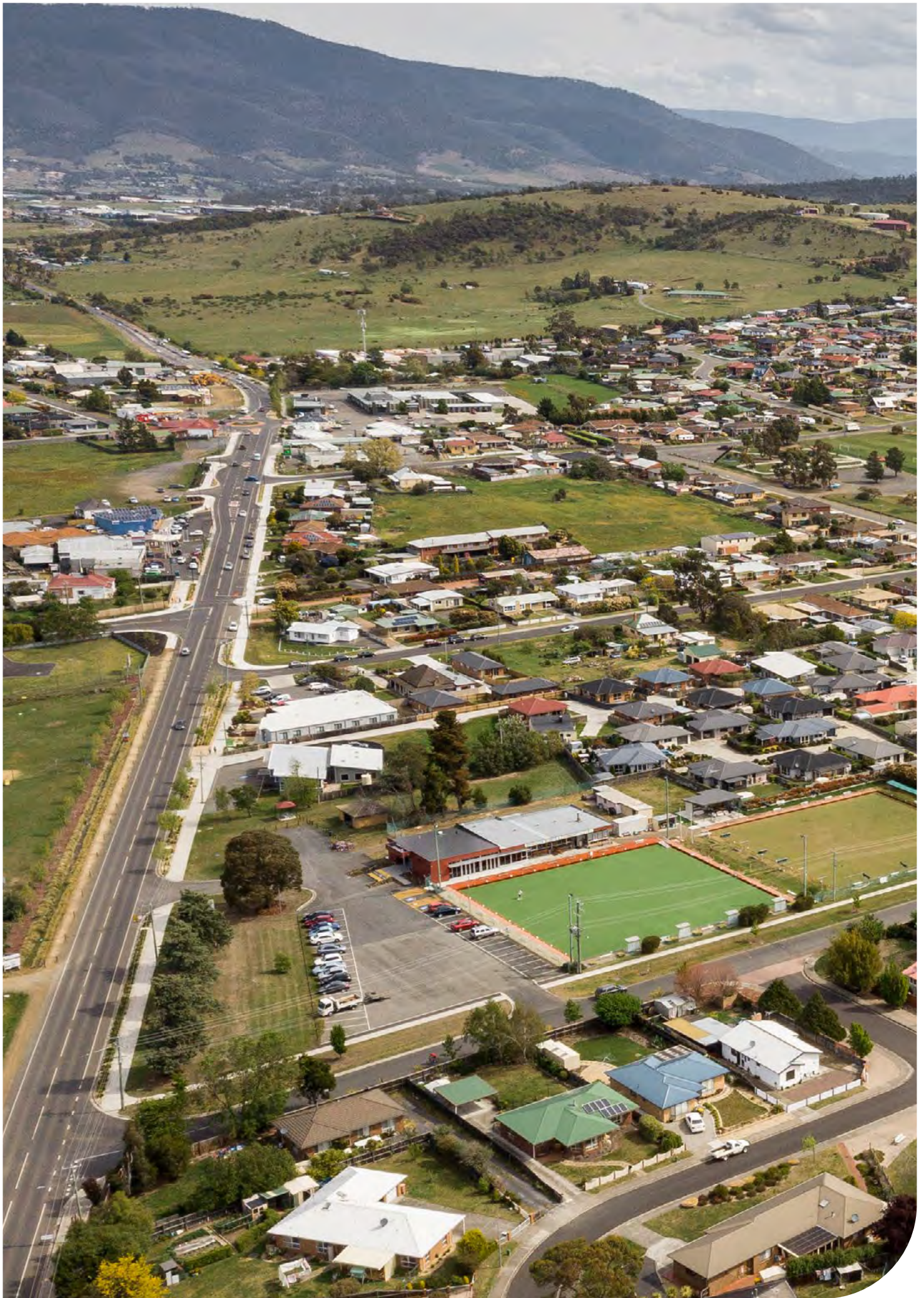
Brighton Road – south of Elderslie Road (facing north): Brighton is largely concealed from view from the south until passing a crest just to the south of Elderslie Road. This discrete approach emphasises the visibility of the forested hillscape of Chauncy Vale in the distance and enhances the arrival experience to Brighton as a regional centre distinct from urban areas to the south.

Key observations

- > The retention of long-range views along these streets within Brighton play a key role in connecting the town to its broader context.
- > Built form should be managed to ensure it does not inappropriately impinge on these views and public realm works should help emphasise these viewlines.
- > The view line along Brighton Road towards Pontville is particularly important as it emphasises the distinction between the two urban areas and highlights the largely intact heritage buildings of Pontville. Any consideration of future development within the Pontville viewline will need to be carefully considered.

Figure 6. Study Area Photos: Clockwise from top - long range views along Andrew Street (east), Vista along Brighton Road to historic village of Pontville and Pony Hill (north), Flatter terrain prevails in the Brighton LAP area (west), Undulating terrain conceals Brighton from long distance views (north)





6.2. Zoning Context

Overview

Figure 7 illustrates the prevailing zoning throughout the Study Area.

A small core of General Business focused around the junction of Brighton Road, Andrew Street and Racecourse Road identifies this area as the commercial core of Brighton. The General Residential Zone applies to the majority of the surrounding areas and denotes the extents of the established township radiating out from the retail core. The major exception to this is the Brighton Racecourse located to the west, which reduces the extent of residential occurring to the north-west and obstructs connectivity between the core and the north-west.

Beyond the General Residential Zone, there is a distinct transition in zoning to either the Rural Living or Rural zones. The Rural Living Zone applies to land north of Brighton and land to the east over the Jordan River and Midlands Highway reinforcing the delineation of Brighton from Pontville to the north. A small portion of Rural Living also occurs to the south-west however the west and south transition to the Rural Zone reflecting a stronger and more abrupt edge to Brighton in this direction. This zoning creates a clear transition to the industrial uses which prevails in the Bridgewater Industrial Hub to the south and buffer zones that limit residential uses further south.

A small portion of Local Business Zone has been provided outside the centre of Brighton on Elderslie Road as part of the larger Homes Tasmania redevelopment. This is not yet developed and conversations with Homes Tasmania have indicated there is no clear need for this out-of-centre commercial development.

A portion of land is zoned Light Industrial near the junction of Elderslie Road and Brighton Road. This area is occupied by a range of industrial uses. With the construction of Brighton High School and plans for Brighton South Urban Growth Area, this light industrial area is becoming surrounded by education and residential uses as Brighton grows.

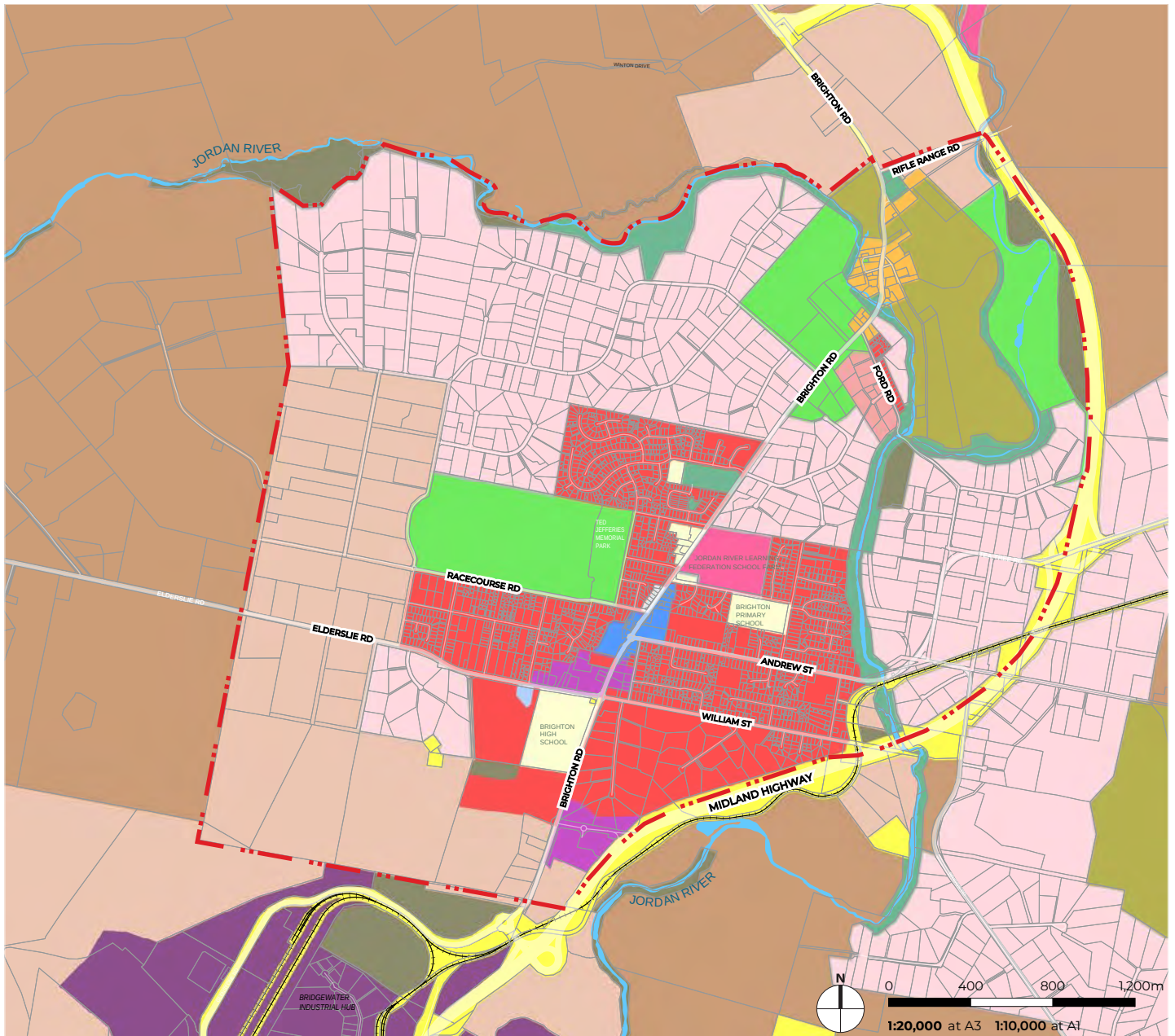
Land has been zoned Light Industrial to the south of the Brighton South Urban Growth Area which supports a Highway Services Precinct and includes a petrol station and convenience retail. This service precinct has direct access off the Midland Highway. It currently sits apart from Brighton (S), but future residential growth is anticipated to reach its northern boundary, making this Services Precinct part of the southern gateway condition to the Brighton Activity Centre.

Zoning in Pontville is noted as being quite granular with historic homestead lots subject to the Village Zone but with much of the surrounds including the full extent of Pony Hill identified in the Landscape Conservation Zone.

Key observations

- > The zoning clearly reinforces the delineation of Brighton (S) as the major centre and Pontville as a distinct small-scale village to its north.
- > Three Urban Growth Areas have already been identified to the north and south of Brighton (S) providing adequate locations for greenfield and brownfield development to support future residential growth.
- > The use of Local Business Zone land on the Homes TAS site should be reconsidered for an alternate use noting commercial demand for this land is not clear.
- > The Light Industrial zoned land on Elderslie Road is constrained in its capacity to grow due to surrounding residential and sensitive uses. It is no longer an ideal location for long-term industrial uses and its future use needs to be considered.
- > The growth of Pontville is restricted by the surrounding Landscape Conservation Zone requiring a substantial shift in zoning policy to anticipate significant development in this area.
- > There is currently no allocation of the Inner Residential Zone within the study area which is the preferred zone to encourage delivery of dwellings at higher densities. This is discussed further in Section 5.12.
- > Rural Zone land adjoining existing General Residential areas may represent a logical long-term residential growth opportunity, subject to further strategic investigation and assessment of servicing, environmental and land use constraints

Figure 7. Brighton & Pontville Existing Zoning Plan



DRAWING KEY

- LAP Study Area
- Cadastre
- Jordan River
- Rail Line

ZONES & PRECINCTS

- | | |
|--------------------------|------------------------------|
| General Business | Community Purpose |
| Local Business | Recreation |
| Urban Mixed Use | Open Space |
| General Residential | Agriculture |
| Low Density Residential | Environment Management |
| Rural Living | Landscape Conservation |
| Rural | Light Industrial |
| Village - Pontville Core | General Industrial |
| Particular Purpose | Utilities and Infrastructure |

6.3. Existing Specific Area Plans (SAPs) & Utility Corridors

Overview

The Brighton LAP area is subject to a number of Specific Area Plans (SAPs) that provide targeted planning controls for key precincts.

Key SAPs include:

- > **Urban–Rural Interface SAP (BRI-S8.0):** Establishes a transition zone with smaller rural lots, balancing growth pressures with rural character.
- > **Brighton Horse Racing SAP (BRI-S1.0):** Protects the long-term operation of the Brighton Training Facility, limiting encroachment from incompatible uses.
- > **Burrows Avenue SAP (BRI-S12.1):** Facilitates infrastructure provision to support subdivision and medium-density growth.
- > **Highway Services Precinct SAP (BRI-S3.0):** Supports highway-oriented commercial uses such as fuel, food, and bulky goods.
- > **Industrial Hub SAP (BRI-S10.0):** Protects the Brighton Industrial Hub from sensitive use establishing within a specified attenuation area.
- > **Bridgewater Quarry SAP (BRI-S4.0):** Protects quarry operations through attenuation buffering and land use controls, through prohibiting establishment of sensitive uses (which includes residential).
- > **South Brighton SAP (BRI-S11.0):** Implements the South Brighton Development Framework, enabling about 550 lots and coordinating infrastructure and open space.

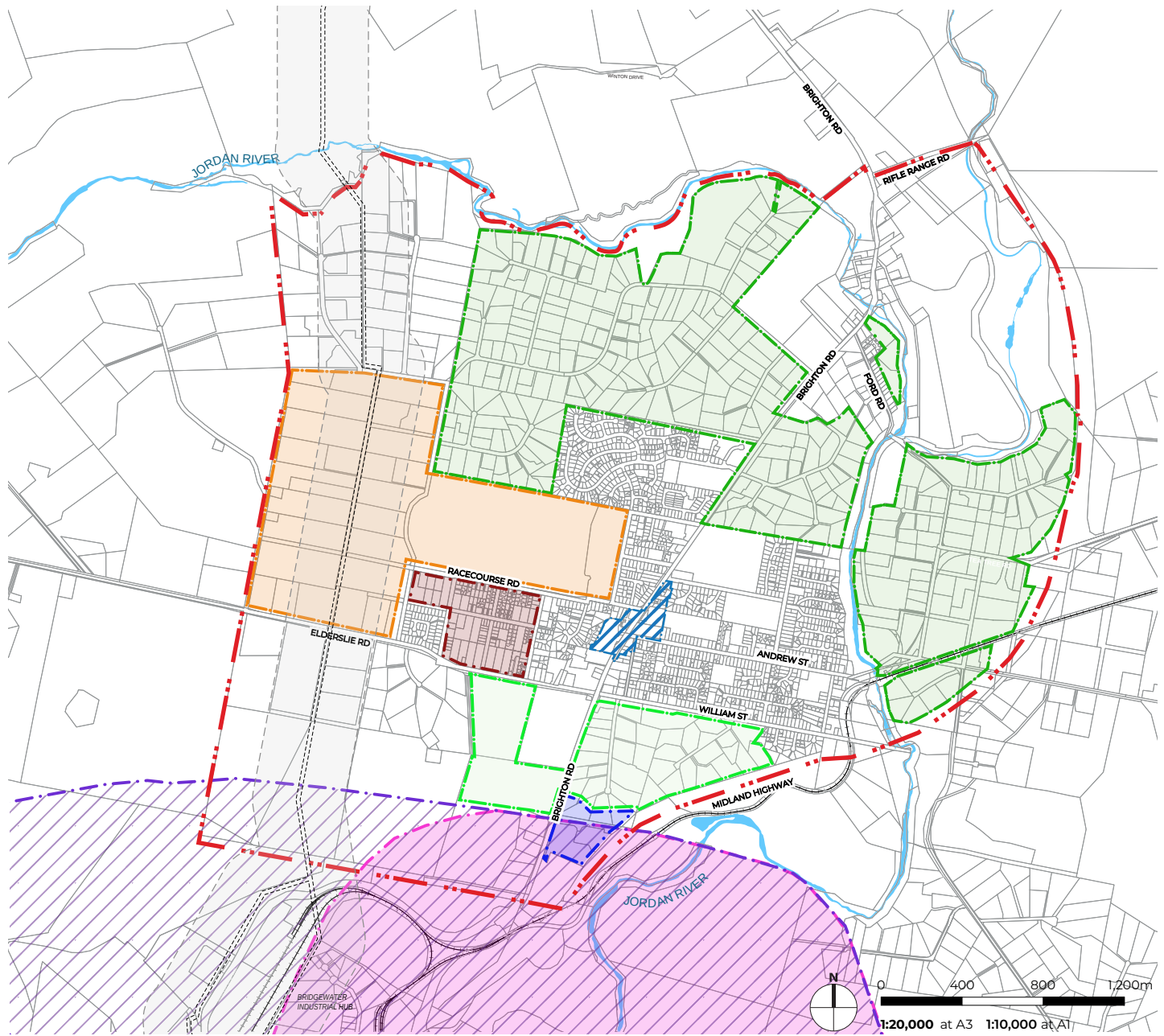
In addition to the SAPs, there is an identified utility corridor affecting the LAP area:

A declared gas pipeline planning corridor affects land along the western edge of the study area, outside the Brighton DAC Core.

Key observations

- > The SAPs clearly delineate where growth should and should not occur, particularly by separating sensitive uses, which include quarry operations, industrial activities, and horse-related activities, i.e. training, from residential expansion.
- > They embed infrastructure-led planning, particularly in South Brighton and Burrows Avenue, ensuring development is coordinated rather than ad hoc.
- > The industrial and highway SAPs anchor Brighton's regional economic role, supporting freight, logistics, and highway-based services.
- > The Urban–Rural Interface SAP provides a managed transition edge, preventing abrupt urban expansion into rural land.
- > The Bridgewater Quarry SAP provides clear guidance on areas where residential growth is not supported, establishing a well defined and defensible urban edge.
- > While the pipeline corridor does not preclude development, additional assessment, referral to the relevant State agency and design requirements will be required as part of any future development or rezoning investigations affecting land within the corridor.
- > Feedback received identified the need to potentially review the Brighton Horse Racing SAP, in consultation with industry and the local community to ensure its fit for purpose in guiding contemporary issues related to the operations of the Training Facility.
- > There is some landowner interest in there being a review of the Industrial and Bridgewater Quarry SAP to investigate further development along Brighton Road. It has been confirmed the Quarry SAP is currently fulfilling an important role in protecting the ongoing role of the existing quarry. Any potential review would need to be subject to wide ranging consultation with stakeholders and detailed technical analysis.

Figure 8. Brighton & Pontville Specific Area Plans (SAPs) & Utility Corridors



DRAWING KEY

- LAP Study Area
- Cadastre
- Jordan River
- Rail Line
- Declared Gas Pipeline Planning Corridor
- Tasmanian Gas Pipeline Easement

SPECIFIC AREA PLAN'S (SAP)

- BRIOS1.0 Brighton Horse Racing
- BRIS3.0 Highway Service Precinct
- BRI-S4.0 Bridgewater Quarry
- BRI-S8.0 Urban-Rural Interface
- BRI-S10.0 Industrial Hub
- BRI-S11.0 South Brighton
- BRI-S12.1 Burrows Avenue

LOCAL AREA OBJECTIVE

- BRI-15.3 Brighton Town Centre

6.4. Code Overlay Context

Overview

Figure 9 illustrates a number of relevant heritage and landscape overlays within the study area.

A significant portion of land in an around Brighton is subject to the Natural Assets Code, most notably the Jordan River and the landscape surrounding Pontville including Pony Hill and the Bagdad Rivulet.

Areas of heritage significance are concentrated around Pontville with the Local Historical Heritage Code affecting almost all properties within Pontville either with site specific heritage code controls or with broader precinct controls.

Pontville is also identified as a Local Historic Landscape Precinct, further emphasising its significance. The guidance for this Precinct (BRI-Table C6.3 Local Historic Landscape Precincts) prohibits development and the delivery of new homes in large parts of Pontville. The Pontville Conservation Study (1995) which underpins the heritage and landscape overlays applied to Pontville, identifies a number of significant features that need to be taken into consideration in the LAP.

These features are:

- > The approach to Pontville along Brighton Road with views to heritage homesteads and Pony Hill
- > The Pontville bridge as an early crossing point giving access to the midlands.
- > The distinct separation of Pontville from Brighton as an urban settlement.

There are also a number of sites within Pontville that are listed in the Brighton Local Provisions Schedule (BRI-Table C6.1 Local Heritage Places) and the Tasmanian Heritage Register as having individual heritage significance.

Figure 10 illustrates a number of relevant flooding and land management overlays within the Brighton LAP area

The vast majority of areas outside the established environs of Brighton are identified as Bushfire Prone areas. Landslip Hazard areas are identified along the Jordan River in and around the Pontville area and to the far south-west of the LAP area in Rural zoned land.

Land in close proximity to the Jordan River and Bagdad Rivulet is identified as flood prone and has a localised impact within the LAP restricted primarily to the Pontville village and to the north of the LAP area in Rural Living zoned land.

Further to these areas, a number of overland flow paths are identified that impact the established township area of Brighton. The most significant of these flow path runs from Ted Jefferies Memorial Park east, over Brighton Road, through residential areas near Brighton Primary School before crossing Andrew Street to the south and eventually flowing to the Jordan River to the east of Brighton. Other overland flow paths impact the Brighton Racecourse and the Rural zone to its west as well as the Brighton South Growth Area where future development has been planned to accommodate and respond accordingly.

Attenuation Area overlays impact the far southern portions of the site which relates to quarry operations from the nearby Boral quarry and the Brighton Hub. These Attenuation areas restrict land uses, particularly residential within this area.

Key observations

- > Landscape and heritage overlay controls reinforce the importance of Jordan River and Pontville as key features within the region that should be celebrated and preserved.
- > The viewline along Brighton Road towards Pontville is an important viewline which future development should respond sensitively to.
- > The Local Historic Landscape Precinct largely prohibits new development within the heritage township of Pontville limiting its potential to support future development.
- > The Attenuation Areas to the south related to quarry operations and industrial uses in the Brighton Hub currently discourages expansion of planned residential development beyond the existing Brighton South Growth Area.
- > A number of overland flow paths are present throughout Brighton and Pontville, which will inform the approach to development of key sites.

Figure 9. Brighton & Pontville Heritage & Scenic Controls

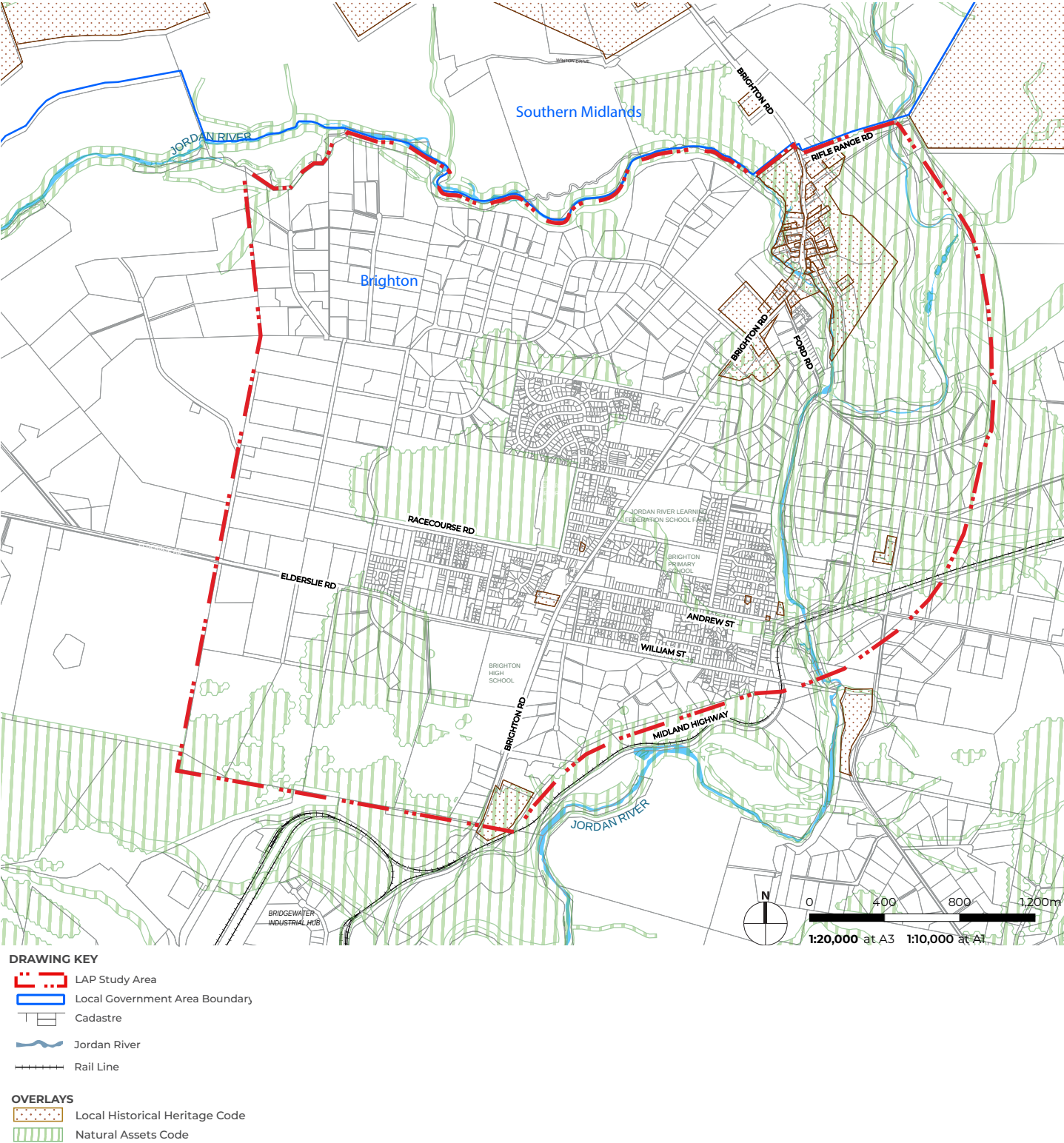
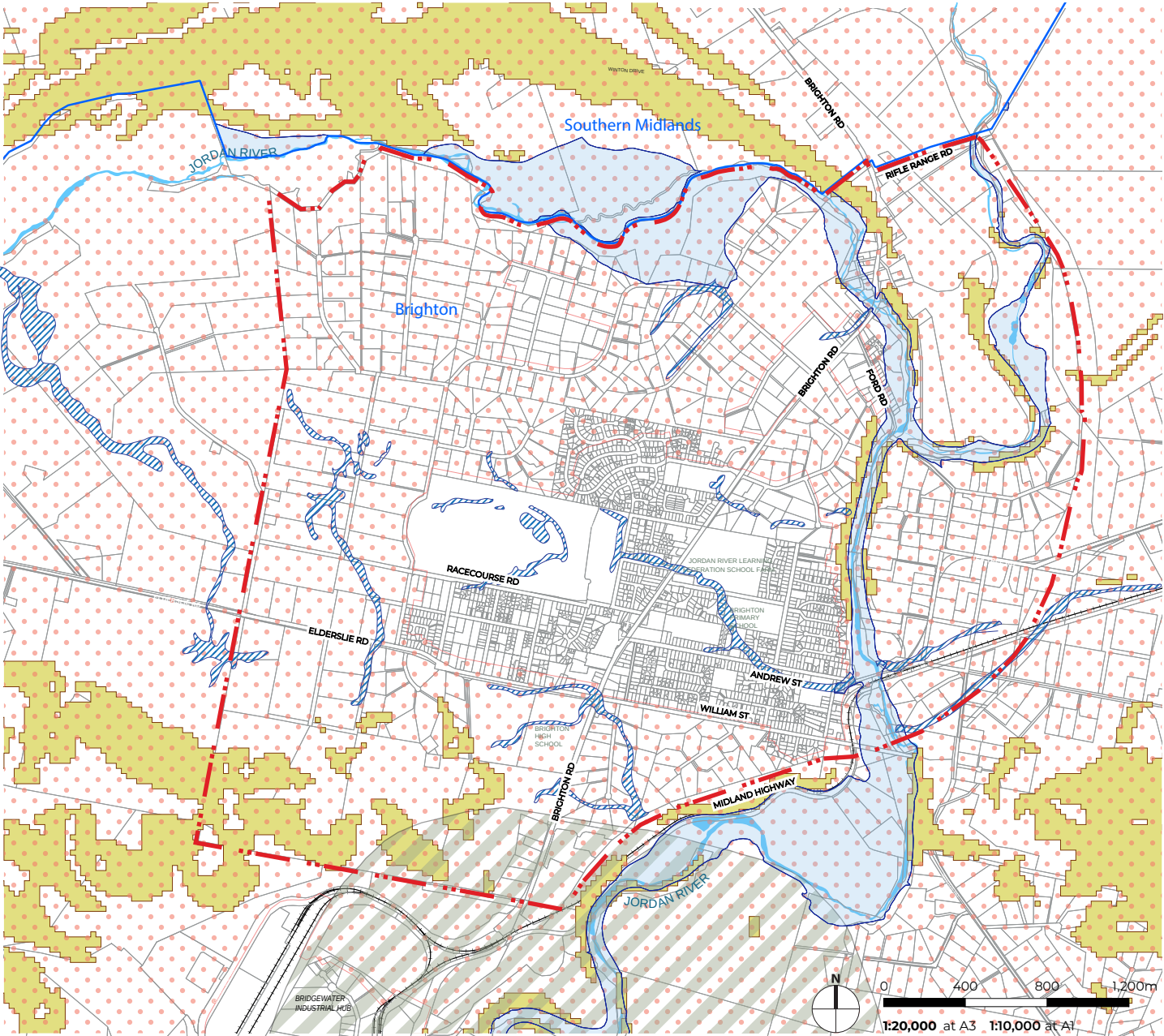


Figure 10. Brighton & Pontville Landscape controls



DRAWING KEY

- LAP Study Area
- Local Government Area Boundary
- Cadastre
- Jordan River
- Rail Line
- Overland Flow Paths

OVERLAYS

- Attenuation Area
- Bushfire-prone Area
- Flood-prone Hazard Areas Code
- Landslip Hazard Code

6.5. Major Investment

Overview

A number of significant improvements in the Brighton Activity Centre reinforce the growth of Brighton (S) as a major regional hub and support for elevation of its Activity Centre status. These include the relocation of IGA to a larger premises closer to the heart of Brighton Town Centre, a growing number of medical and regional health facilities at the Brighton Regional Medical Centre and the construction of Brighton High School at the southern entry to the Brighton Town Centre. State government investment in the area has included a recently approved Homes Tasmania subdivision for 100 lots on Elderslie Road, which includes an allocation of lots for social and affordable housing. TasWater has also contributed to significant sewer infrastructure upgrades to facilitate the Brighton South development, to unlock about 565 new homes.

While Pontville has not seen significant development, the heritage listed Crown Inn remains an important anchor in the village. Further there is a growing tourism appeal for the heritage town, highlighted by the opening of the popular Lark Distillery in 2022 outside of the village to the north.

Whilst not within the study area the Bridgewater Bridge improves access to Brighton (S) and Pontville for improved vehicle and freight movements both to and from Brighton (S) and Pontville. The Bridgewater Industrial Hub is also located just outside the study area to the South and is a major employer and State significant industrial hub.

Key observations

- > Major investment has been taking place in the Brighton Road corridor highlighting its importance as Brighton's 'main street' and reinforcing the heart of the centre near the Brighton Road and Andrew Street intersection.
- > The delivery of the state-of-the-art Brighton High School and Homes Tasmania projects on Elderslie Road marks a shift in Brighton South away from the existing light industrial uses towards more residential uses as planned in the Brighton South SAP.
- > Pontville has seen little investment to date and consideration for opportunities to support revitalisation will need to be considered.
- > Outside of the study area, the Bridgewater Bridge provides improved access for both vehicles and freight and better connects the northern suburbs within the Greater Hobart region.

Figure 11. Clockwise from top-left: Brighton Town Square IGA / Brighton Medical Precinct / Pontville Crown Inn Hotel / Brighton High School



6.6. Open Space Network

Overview

The Brighton LAP area benefits from good access to open space facilities with a range of local parks and recreation reserves located through the Brighton LAP area as well as linear open space provided along the Jordan River corridor. This is reinforced by the Brighton Open Space Strategy (2025) which highlights the significant amount of open space within Brighton and emphasises the opportunity to better connect neighbourhoods to this open space.

The recent Brighton Town Square open space that has been delivered as part of the IGA development is a positive addition but is designed to support passive recreation. Upgrades to the Ted Jefferies Memorial Park continue as part of a larger Masterplan. This park will become the main regional open space resource incorporating a wide range of open space functions.

The Jordan River Trail has been gradually extended along the Jordan River in different segments which are gradually being connected creating a scenic walk between Brighton and Pontville. A gap remains between Ford Street and Brighton Road that would then create a full 4.0km trail around the Brighton LAP area and connecting to Pontville. This would include utilising existing 'bridal paths' in Brighton for active transport linkages

and/or constructing sealed/ unsealed shared paths where bridal paths do not exist to extend the pathway to link into Brighton/ Elderslie Road.

The Pontville Regional Sports Centre is undergoing upgrades, to be informed by a master planning process that is currently underway. This will identify opportunities to strengthen the regional servicing role of this facility. There is an opportunity to better connect the Pontville township to the Pontville Sports Centre to contribute to the role and function and economic vibrancy of the Pontville Centre.

Key observations

- > Ted Jefferies Memorial Park is the key open space centrally located to the centre of Brighton (S) – providing safe and easy access to this open space should be prioritised.
- > There is a gap in open space provision in the heart of Brighton Town Centre and Pontville that supports outdoor dining and urban life as Brighton grows and densifies.
- > Opportunity exists to establish more pocket-scale urban open spaces such as a small plaza or forecourt close to the heart of Brighton Activity Centre.
- > The Jordan River Trail is an important link within the LAP and should be completed as a priority.
- > Opportunities also exist to establish a larger 'Brighton Loop Trail' that links into the Jordan River Trail as a continuous walking/cycling path around the Brighton Pontville LAP area, improving connectivity.

Figure 12. Study Area Photos: Clockwise from top left - Ted Jefferies Memorial Park Upgrades, the Jordan River Trail, the Pontville Regional Sports Centre and the Brighton Town Square development.



6.7. Interfaces and Built Form

Overview

Brighton's built form is characterised by low-scale development throughout the established township. The vast majority of buildings within the township are single storey. This includes commercial buildings along Brighton Road and more recent development such as the IGA supermarket and Brighton High School. A few examples of double storey form occur in the general residential zone. There are a range of notable interface conditions throughout the LAP area. Most notably:

- > While Brighton Road is clearly the town's 'main street' there is a distinct lack of increased scale and consistent streetscape along its length that would be expected of a key regional activity centre.
- > Buildings are typically setback or separated from one another by at-grade parking that interrupts continuous activation of the street.
- > Front setback parking and vehicular crossovers interrupt and break up footpaths through the centre limiting pedestrian amenity.
- > The configuration of Brighton Road as a two-lane road with central turning lane limits locations to cross the street.

There are a number of significant sites within the Town Centre that offer no interface to the street and remain undeveloped or underdeveloped:

- > The site at 21 Brighton Road which sits on the north-eastern corner of the Brighton Road and Andrew Street intersection is largely vacant offering a significant redevelopment opportunity.
- > The interface of The Brighton Hotel to Brighton Road offers limited activation, presenting a side elevation of a drive-in bottle shop to the street.
- > The light industrial sites to the southern end of Brighton Road provide poor built form interfaces to the street and surrounding properties. Over time these uses have gradually been encircled by residential and the adjacent Brighton High School.
- > There are also areas within the road reserve that are underutilised and create an uninviting environment for pedestrians within the town centre environment.

Housing diversity is minimal throughout the LAP area with the vast majority of houses being larger 3-4 bedroom single detached dwellings. While overall lot sizes do vary with very large lots in the Rural Living Zone to smaller lots in established subdivisions, the houses remain large.

There are limited examples of smaller units and no examples of medium density townhouse development that might support a wider range of family sizes and income brackets. This is notable compared to surrounding suburbs such as Bridgewater where a range of medium density development is being realised at increased scale (2-storey).

Figure 13. Study Area Photos: Clockwise from top left Inactive interfaces at Andrew Street roundabout, strategically located vacant sites, underutilised road reserve and Interrupted footpaths and dominance of parking



The lack of housing diversity, particularly around Burrows Avenue and Racecourse Road, where housing is characterised by long, narrow lots, has prompted the introduction of the Burrows Avenue Specific Area Plan (Clause BRI-S12.7.3) The SAP seeks to improve housing diversity, particularly through smaller two bedroom dwellings, along with enhanced landscaping and design outcomes.

Building heights are generally single storey with some examples of two-storey development. Potential exists to support increases in building height to provide more housing in conveniently located areas.

Residential interfaces within the area are more typical with setbacks between 5.0 - 7.0m with front landscapes typically lawn or low shrubs. Street trees are notably sparse throughout the Brighton LAP area despite nature strips being provided.

Key observations

- > The heart of Brighton (S) remains largely underdeveloped with single storey form being the dominant scale. As a key regional activity centre and priority growth area, where services are being concentrated, opportunity exists to encourage increased densities and building heights close to the centre.
- > Improving the street interfaces along Brighton Road would substantially improve pedestrian amenity and support a high quality 'main street' for the activity centre.
- > Vacant sites and underdeveloped sites in prominent locations such as 21 Brighton Road will be key strategic redevelopment opportunities where high quality built form outcomes should be achieved to help improve the 'main street' character of Brighton Road.
- > There are also larger underdeveloped sites on Andrew Street within the study area boundary in proximity to the Brighton DAC Core which present a strategic opportunity for delivery of higher density housing including 12A, 39A, 48 and 85 Andrew Street. Detailed sites analysis will be required to understand development constraints such as overland flow paths, however these present opportunities to facilitate

higher density housing due to the size of these lots.

- > Brighton Road interfaces are dominated by vehicular parking and access, and rationalising access and parking will improve the pedestrian experience in the heart of the centre.
- > Due to its prominence and proximity to key sites, the roundabout at Andrew Street emerges as a key arrival point within the town centre which should be strengthened through public realm improvements around it and reinforced by surrounding built form on adjacent sites such as the Brighton Hotel and any future development at 21 Brighton Road.
- > The STRLUS provides strategic justification for increased scales and densities including apartments in priority growth areas and around District Activity Centres. Clear potential exists for strategically encouraging building heights to support this.
- > In an activity centre context it is recommended that increased heights be targeted to areas within 400m of the town centre to support easy walking access while minimising broader impact to surrounding residential (this is also supported by the Tasmanian Planning Policies).
- > Heights up to 3 storeys (10m height) in the residential areas within the DAC Core area would help support urban townhouse typologies and mark a gradual transition from the 2 storey (8.5m height) form typically allowed in the General Residential Zone.
- > Heights up to 4 storeys (16m height) in the General Business Zone would support the long-term possibility of apartment buildings within the centre while minimising amenity impact on the surrounding residential areas.
- > Through targeted application of these height increases, impacts to viewlines will be minimal and only occur in the heart of the activity centre where densification is anticipated and encouraged under strategic policy.
- > The Inner Residential Zone is the most appropriate zone within the State Planning Provisions to facilitate higher density housing outcomes. Application of this zone should be focused in proximity to the Brighton DAC Core, consistent with the density guidance in the STRLUS, and on strategically located, undeveloped sites of sufficient size to support

Figure 14. Study Area Photos, Lack of street trees and canopy cover / lack of housing diversity



increased density.

- > Having regard to the existing urban form of Brighton (S), increased residential density is anticipated to be delivered primarily through townhouse typologies, with some opportunity for low-rise apartment development on identified key sites and shop-top housing in the General Business Area consistent with the Tasmanian Medium Density Design Guidelines.
- > There are significant opportunities to increase street tree planting in existing nature strips in line with the Greening Brighton Strategy (2024 – 2033).
- > Increased canopy tree planting in private gardens should also be encouraged to contribute to urban greening and mitigate urban heat island effects.
- > Existing road reserves should be leveraged to maximise public realm improvements.

Key observations

- > Recent rezonings in Brighton (M) since the release of the REMPLAN report/s mean there is sufficient land supply within Brighton (M) within the current 15 year planning period, consistent with the Tasmanian Planning Policies (TPPs) growth strategies.
- > The TPPs emphasise prioritising infill housing over urban expansion, to maximise the use of existing infrastructure and improve access to services.
- > Investment in infrastructure is underway to help unlock identified urban growth areas, including Brighton South, providing greater certainty around the timing and delivery of housing supply.

6.8. Land Supply and Demand

Overview

REMPAN assessed residential land supply and demand to inform the SLTRUS and concluded:

- > Brighton (M) is one of the fastest-growing municipality in the region, with an average annual dwelling demand of 131 dwellings. At the time the reports were released, Brighton's (M) practical vacant land supply was expected to last around 11 years³.
- > Large-scale development land in Brighton (M) is held in relatively limited ownership, which aids efficient delivery but raises risks of land banking.
- > Brighton's (M) growth is forecast to increase the population from approximately 19,000 (2021) to 25,000 (2046) (an increase of approximately 6,000), with approximately 70% of growth expected from natural change and 30% from net migration.
- > Pontville has very limited Rural Living/Low Density land left capable of being subdivided under current controls.
- > Ultimately, the findings highlight Brighton's role in absorbing much of the region's population growth, but also the urgent need for coordinated planning to ensure housing supply keeps pace.
- > Following completion of the REMPLAN report, additional residential land in Brighton (M) has been rezoned, including:
 - South Brighton development (500-lots).
 - Old Beach development (about 80-lots).
 - Boyer Road development (about 400-lots).
- > These inclusions, in addition to land that's been recently included with the Urban Growth Boundary (as part of the draft STRLUS), indicate sufficient long-term supply. Consistent with the directions in the TPPs, the focus should therefore be on ensuring introduction of housing density in well located areas.

³ Subsequent rezonings approved after the release of the REMPLAN report have increased the total years of zoned residential land supply beyond that identified in the report.

6.9. Movement and Access

Overview

Movement and access in Brighton and Pontville are supported by a well-defined road network. Brighton Road operates as the primary north-south spine linking the townships to the Midland Highway and broader regional destinations. This corridor provides strong vehicular accessibility and underpins the role of Brighton as a key service and activity centre. Andrew Street, Elderslie Road and Racecourse Road also provide key east-west connector road links out of Brighton to the surrounding areas all linking back to the central spine of Brighton Road. Footpaths are generally available on both sides of primary street and upgrades have recently taken place to Andrew Street and Brighton Road that provide generous footpaths and increased planting opportunities. Consistent footpaths do drop off away from main roads on side streets where footpaths can occur only on one side of the street or not at all.

Pontville is bisected by Brighton Road with a small number of side streets throughout. Public footpath access is limited in Pontville. With the formal footpath ending at Pontville bridge, there is no formal footpath on either side of Brighton Road through the village or in side streets restricting access. A shared path has been extended along Brighton Road towards Pontville but currently ends at the Pontville Regional Sports Centre and Pontville Recreation Reserve with plans to complete the link to Pontville in future provided within the Brighton Active Transport Strategy 2025-2035.

The Jordan River Trail is another key pedestrian and active transport link that primarily services the east of the LAP area and provides passive recreation opportunities and is planned to be completed.

Bus is the sole public transport options with most bus stops located on Brighton Road. Council is investigating a potential Park-and-ride facility at the Ted Jeffries Memorial Park to strengthen the role of Brighton as a regional service hub providing connections into Hobart and surrounding destinations.

It is noted that a potential future connection between Brighton (S) and Bonorong Wildlife Sanctuary (located east of the LAP area) has been identified as an opportunity to strengthen regional connectivity and access to a significant visitor destination. While this opportunity may warrant further consideration through future strategic planning work, it is outside the scope of this Local Area Plan and has not been investigated in detail.

Key observations

- > While travel patterns are car oriented, the existing street network offers a clear framework for improvement, particularly through extending footpaths, enhancing pedestrian crossings and more legible local streets.
- > Emerging growth areas on the edge of Brighton make it important for a strong pedestrian network to extend beyond the main streets to link residential areas to key destinations such as Brighton High School, Ted Jeffries Reserve and key open spaces.
- > Council has commenced implementation of the Active Transport Strategy, with a number of shared path upgrades already delivered across the study area. The LAP should continue and extend upon these planned works.
- > Road sections typically prioritise vehicles and parking and key streets within the Town Centre should be upgraded to better support pedestrian and active transport.
- > Road reserves are generally wide, presenting opportunities to accommodate improved shared paths, enhanced pedestrian amenity and additional street tree planting.
- > Bus stops are generally concentrated along Brighton Road. The proposed Park-and-Ride location off Brighton Road provides the necessary space for a public transport hub but will need to be supported by high quality pedestrian link back to the Town Centre.
- > The Jordan River Trail presents an opportunity for a larger 'loop' trail to be identified within the Brighton LAP area to better connect residents to this key landscape asset.
- > Pedestrian improvements should be a priority in Pontville where a lack of formal footpaths and the 60km/h speed limit raise safety issues with traffic.

6.10. Social Infrastructure

Overview

Brighton functions as the municipality's primary hub for community and social services, with facilities that serve a wide catchment but require consolidation and upgrading to meet ongoing growth. The town centre is identified as the preferred location for community infrastructure, with key needs including improved recreation and youth focused amenities, while enhancing existing parks and sporting facilities rather than duplicating them. In contrast, Pontville's social infrastructure role is local and village scale, centred on recreation and events, with Pontville Park and the Recreation Reserve as key assets, and future investment focused on upgrading existing facilities in a manner that respects the village's heritage and landscape setting.

Key observations

- > The Ted Jeffries Memorial Park is undergoing investment and is heavily used and has potential for multi purpose roles, including for recreation and shared parking.
- > Good access to regional jobs, education and sport, but pedestrian connectivity remains fragmented.
- > Social infrastructure benefits from proximity to schools, parks and the Activity Centre but could be better coordinated through improved shared path connections.
- > Pontville Recreation Reserve is valued as a regional events, sport and camping destination.
- > Pedestrian safety and connectivity across Brighton Road are ongoing concerns.
- > Existing heritage buildings and public spaces underpin Pontville's social and community role.

6.11. Engagement Outcomes - Key Themes and Observations

As identified in Part One, Section 3 (Methodology and Approach) stakeholder, landowner and community engagement was undertaken as part of the preparation of this LAP. Previous engagement from the Activity Centre Strategy, Open Space Strategy and Active Transport Strategy has also informed the LAP. Full details of the extent of the LAP engagement can be found in the Engagement Summary Report.

Key feedback from participants involved in engagement activities included:

- > Support for strengthening the area around Brighton Road and Andrew Street as the heart of the Brighton Activity Centre.
- > Support for minimising the spread of business uses outside the Activity Centre core of Brighton (S).

- > Families are attracted to Brighton (S) for space and value.
- > Traffic management of the local areas is important.
- > With the cessation of greyhound racing in Tasmania, the existing training facility may become available for an alternative open space use.
- > The Brighton Racecourse will remain in use in the long-term as a strategically important facility for horse racing and training in the South of the state.
- > Some landowners within the Light Industrial Zoned land on Elderslie Street expressed support to transition to alternative use more compatible with the Activity Centre.
- > The existing tree boulevard along Brighton Road to Pontville was identified as an important and appealing entry condition.
- > The SES facility on Brighton Road could potentially be re-located to an alternative site, subject to further discussion.
- > The landowner of the Brighton Hotel is considering further commercial expansion of this site in accordance with previous planning approvals.
- > Proposed Urban Growth Areas in the north of Brighton (S) are not yet serviced with sewer and will require stormwater infrastructure coordination to facilitate a denser housing outcome.
- > Maintaining a distinct urban break between Brighton (S) and Pontville was generally supported.
- > The implementation of a pedestrian connection over Pontville Bridge and completion of the Jordan River Trail were identified as priority projects.
- > A desire to enhance Pontville's appeal as a visitor destination that encourages visitors to stop and explore the town, supported by improved pedestrian safety and traffic conditions through the village.
- > Retain and protect the Pontville Sport Centre and improve its capacity to support events and camping.
- > Landowner interest in residential and commercial expansion to the south near the Highway Services Precinct.
- > Landowner interest in a future supermarket in the Highway Services Precinct.
- > Boral confirmed desire to retain existing attenuation buffers to quarry which impacts the southern end of the Brighton LAP Study Area (this is currently implemented through the existing SAP).
- > Desire for stronger gateway arrival experience from the South.

7. LAP DIRECTIONS

The policy, site analysis and engagement findings above have been synthesised into key directions for the LAP.

7.1. Growth

Direct investment to Brighton (S) as a Priority Growth Area within the Metropolitan Urban Growth Boundary.



The STRLUS identifies Brighton (S) as a Priority Growth Area within the Greater Hobart Urban Growth Boundary, reflecting Brighton's (M) role as one of the fastest growing municipalities in Southern Tasmania. This growth trajectory will continue to drive demand for housing, services and employment, reinforcing the role of Brighton (M), and through that, Brighton (S), as a key settlement and service centre within the region.

Source: Residential Demand and Supply Report (REMPAN, 2023); Population Change Profile (Denny, 2025); Draft STRLUS

7.2. Land Supply

Ensure long-term housing supply through planned growth areas while supporting a transition toward more compact housing forms.



Previously identified growth areas, including the South Brighton Market development and recent Urban Growth Boundary updates, provide capacity for long-term housing supply in Brighton (S), subject to structure planning (for Urban Growth Boundary updates) and coordinated delivery.

Source: STRLUS Urban Growth Boundary Update (2025); Residential Demand and Supply Report (REMPAN, 2023). Local Government Population Snapshots (Lisa Denny, 2025)

7.3. Housing & Built Form

Support greater housing diversity to respond to demographic change and state planning policy.



Future growth in Brighton (S) will require a broader range of housing types to meet changing demographic needs and improve affordability. While greenfield development will continue to play a role, due to an ageing population, declining household sizes and high demand for first home buyer price points, there is an increasing need to support medium density housing and smaller dwelling types, i.e townhouses and units, particularly located close to, services, amenities and transport. Current planning controls are not conducive to this outcome with amended statutory guidance required to achieve these outcomes.

Relevant document: Draft Southern Tasmania Regional Land Use Strategy (STRLUS)

7.4. Greening & Climate

Embed greening and climate responsive design into all future development.



Low canopy cover and areas of elevated heat risk highlight the importance of integrating greening initiatives and climate responsive urban design into future development. Increasing tree canopy, improving streetscape shading and incorporating water sensitive and heat mitigation measures will be critical to improving liveability and resilience as growth continues.

Source: Greening Brighton Strategy (2024–2033); Brighton Street Tree Strategy (2019); Residential Heat Risk Report (2025)

7.5. Movement & Access

Facilitate a shift towards a more balanced transport network that improves walking, cycling and public transport access over time.



While the study area is currently car dominated, ongoing growth presents opportunities to progressively strengthen walking, cycling and public transport connections. Improving access to centres, schools, open space and community facilities will be essential to supporting more sustainable travel choices and reducing reliance on private vehicles as development occurs.

Source: Brighton Active Transport Strategy (2025–2035); Draft Keep Hobart Moving Plan

7.6. Urban Design, Public Realm & Heritage

Strengthen town centre identity and public realm quality while respecting heritage constraints.



As Brighton grows and supports an increased population there is a clear need to improve and upgrade streetscapes, public spaces and town centre identity, particularly within activity centre core areas. In Pontville, heritage and landscape controls play an important role in shaping future development outcomes, limiting expansion while reinforcing the township's historic character and setting.

Source: Brighton Activity Centre Strategy (2025); Brighton Structure Plan (2018); Draft STRLUS (2025); Brighton Local Planning Scheme

7.7. Open Space & Community

Build on existing open space and community assets to meet increasing demand.



Brighton and Pontville contain significant open space and community facilities that play an important role in supporting health, recreation and social connection. With continued population growth, upgrades to existing facilities and improved access to open space will be increasingly important to meet community needs.

Source: Brighton Open Space Strategy (2025); Brighton Social Infrastructure Plan (2023)

7.8. Commercial & Employment Areas

*Reinforce Brighton as the primary commercial and employment centre within the municipality.
Enhance Pontville as a specialist tourism centre.*



The Brighton Core should be strengthened as the primary location for retail and commercial activity, supporting its role as a higher order activity centre for both the municipality and a wider rural catchment. Consideration should be given to consolidating Industrial uses outside the DAC and directing them to established employment areas, reducing land use conflict and improving centre appearance and functionality. Opportunities for improved hospitality and visitor servicing retail and complimentary uses should be identified in Pontville to enhance its tourism offer and complement the Brighton core.

Relevant document: Brighton Activity Centre Strategy (2025)

Part Three: Local Area Plan for Brighton & Pontville



Part 3: Local Area Plan for Brighton and Pontville provides the response to the LAP Directions identified above. It provides the proposed vision and future outcomes the LAP is seeking for both Brighton and Pontville.

8. HOW TO READ THIS SECTION

8.1. Section 1: LAP Scale – Brighton & Pontville

Identifies a **Vision** which describes the preferred future state for both Brighton and Pontville.

Introduces the LAP for Brighton & Pontville which implements the Vision and is supported by layered plans under three themes:

- > Land Use
- > Open Space
- > Movement Network

Each Layered Plan Includes:

- > **Objectives** What we want to achieve within the theme.
- > **Strategies** How we will achieve it.
- > **Actions** Further work required to achieve the Strategies and Objectives.

The Actions direct that a Specific Area Plan (SAP) be prepared for the Brighton District Activity Centre (DAC) Core to provide statutory weight to the LAP recommendations.

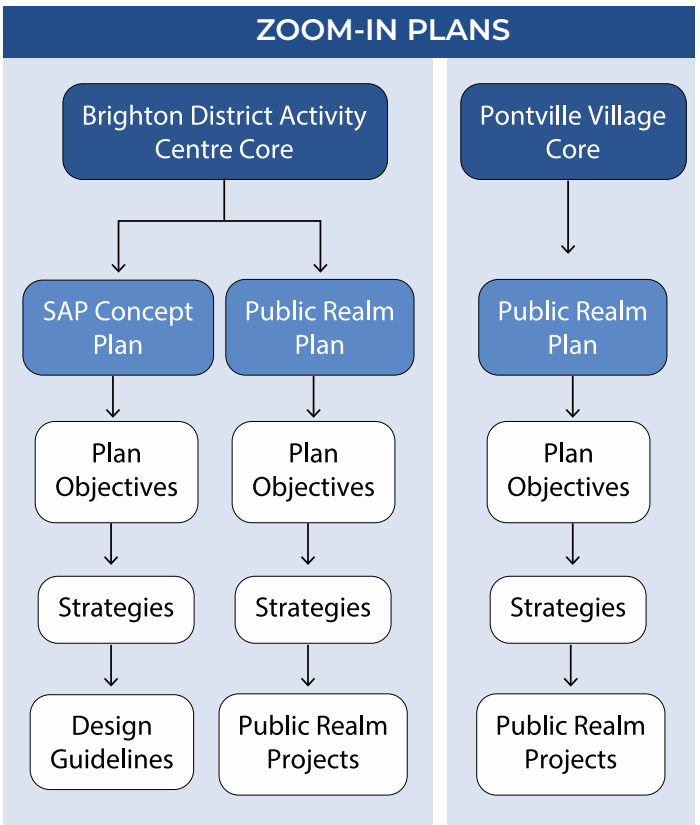
The Actions also identify the need for public realm improvements in both Brighton and Pontville.

Section 2 (below) provides guidance to inform the preparation of a SAP for Brighton and to guide Public Realm investment in both centres.

8.2. Section 2 & 3: Zoom-In Plans – Brighton District Activity Centre Core & Pontville Village Core

A number of zoom-in plans has been prepared to provide more detailed guidance for the Core areas for Brighton and Pontville. These zoom-in plans outlined preferred long-term development outcomes and do not discourage existing uses. The zoom-in plans are as follows:

- > **Brighton Specific Area Plan (SAP) Concept Plan** Provides the Urban Design Framework and guidance for Strategic Sites to inform the preparation of a SAP. This plan is accompanied by a Plan Purpose, Strategies and Design Guidelines, to inform the SAP.
- > **Brighton & Pontville Public Realm Plans** Guides the Public Realm investment in both Brighton and Pontville. These plans are accompanied by a Plan Objectives, Strategies and Public Realm Projects to form Council investment in each Centre.



8.3. Section 1: LAP Scale – Brighton & Pontville

The LAP for Brighton & Pontville (Figure 15) provides overarching direction for the scope and nature of change across the LAP study area. The LAP is supported by a vision for Brighton and Pontville:

The Vision for the Brighton District Activity Centre

The LAP will build on Brighton's established role as a regional service and activity centre, enhancing its function as a vibrant District Activity Centre (DAC). This will be achieved by consolidating retail and commercial activity within the existing core and supporting higher density housing within and around the centre. Centred on the junction of Andrew Street and Brighton Road.

The Brighton DAC Core will reinforce the heart of Brighton through targeted public realm and streetscape improvements that support higher intensity mixed use form and development.

Enhanced regional and local public transport accessibility, together with expanded active transport networks, will strengthen connections between Brighton, surrounding growth areas and neighbouring settlements.

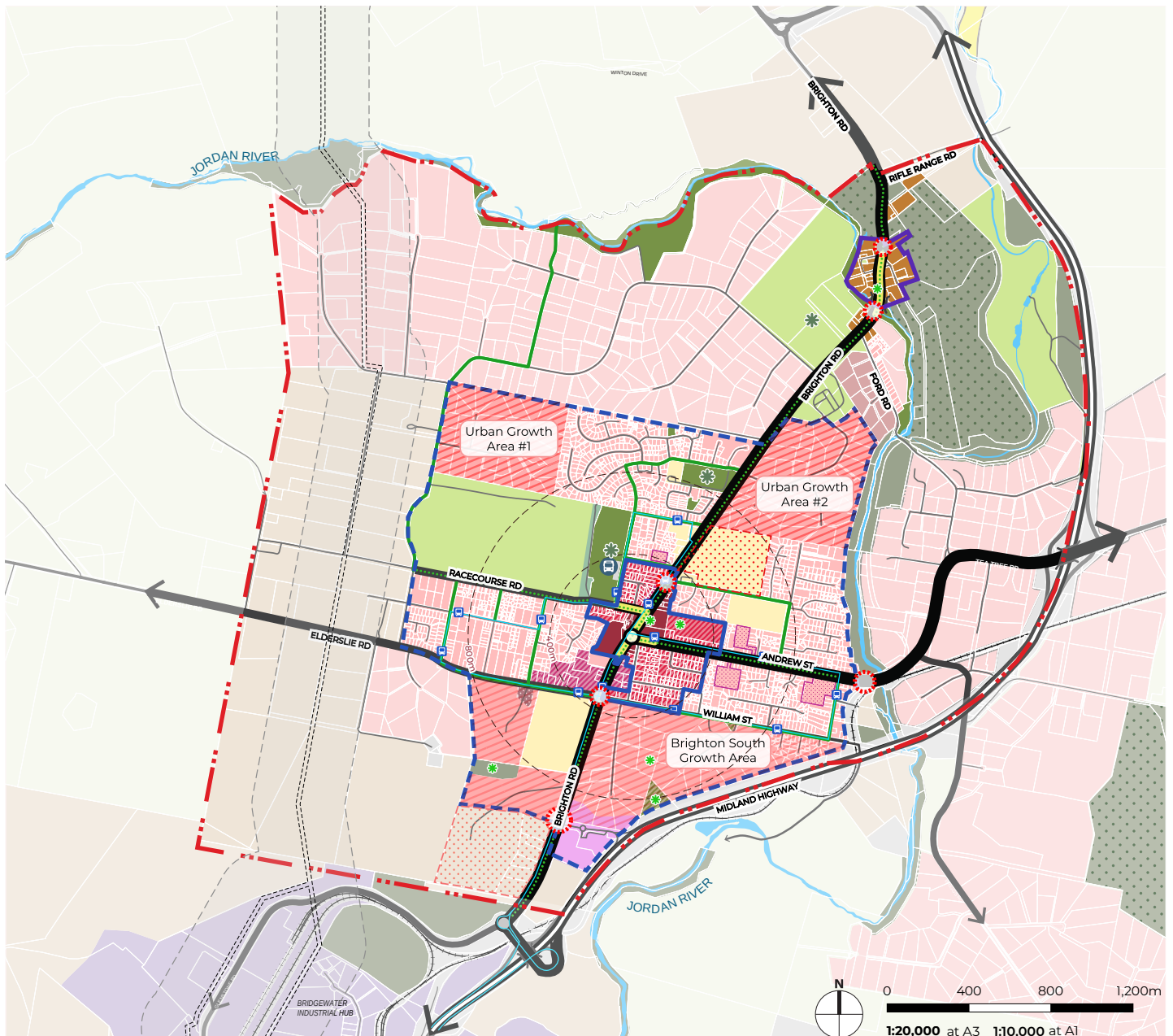
Improved shared paths and pedestrian and cycling links will support regional movement, encourage sustainable travel and improve access to services. Existing open space assets will be upgraded and better connected, reinforcing their role as key community anchors.

Collectively, these improvements will enhance accessibility at both the local and regional level, support higher residential densities close to services and transport, and deliver a more cohesive, connected and resilient town centre.

The Vision for Pontville

Pontville's role as a heritage village with a distinctive landscape setting will be protected and leveraged to support its function as a tourism and visitor destination. Safer and calmer connections and crossings along Brighton Road, improved vehicle movement, a clearer gateway into Pontville, convenient parking and greener, more inviting public spaces will enhance arrival and wayfinding for visitors. Continuous walking and cycling links to the Jordan River corridor and recreation precinct will strengthen connections to key attractions, while selectively repurposing underutilised sites will help establish a compact and legible village heart. This will be complemented by boutique hospitality, visitor serving uses and small format retail that support tourism, events and day to day village activity, while remaining consistent with Pontville's heritage character.

Figure 15. Local Area Plan for Brighton & Pontville



DRAWING KEY

- LAP Study Area
- Cadastre
- Brighton District Activity Centre (DAC)
- Brighton District Activity Centre (DAC) Core
- Pontville Village Core
- Declared Gas Pipeline Planning Corridor
- Tasmanian Gas Pipeline Easement
- Highway
- Primary Roads
- Secondary Roads
- Local Streets
- Proposed Green Streets Network
- Proposed Boulevard Planting
- Primary Shared Path Network
- Proposed Pedestrian-priority Slow Zone

ZONES & PRECINCTS

- Existing General Business Zone
- Existing Local Business Zone
- Proposed Inner Residential Zone
- Existing Urban Mixed Use Zone
- Proposed Urban Mixed Use Zone
- Existing General Residential Zone
- Proposed General Residential Zone
- Proposed Future Infill Sites
- Urban Growth Areas
- Future Residential Investigation Area 1: South Brighton Rural Zone
- Future Residential Investigation Area 2: Elderslie Road Local Business Zone
- Future Residential Investigation Area 3: Learning Federation School Farm
- Existing Low Density Residential Zone
- Existing Rural Living Zone
- Existing Rural Zone
- Existing Village Zone

- Existing Community Purpose Zone
- Existing Recreation Zone
- Existing Open Space Zone
- Proposed Open Space Zone
- Existing Agriculture Zone
- Existing Environment Management Zone
- Existing Landscape Conservation Zone
- Existing Light Industrial Zone
- Existing General Industrial Zone
- Existing Utilities and Infrastructure Zone

KEY LOCATIONS & NODES

- Existing Key Open Space
- Potential Future Open Space
- Existing Supermarket
- Future Supermarket - Preferred Location
- Existing Regional Brighton Medical Precinct
- Primary Gateway
- Proposed Park + Ride

9. LAND USE

9.1. LAP Land Use Objectives

- > To implement the Brighton District Activity Centre (DAC) boundary as the primary focus for housing, community, commercial and retail uses.
- > To focus and consolidate retail and commercial uses in the Brighton DAC Core.
- > To support existing areas identified for urban growth to meet land supply needs, while allowing for the investigation of future residential growth opportunities in strategically located areas where justified.
- > To encourage increased housing density, particularly medium density housing, within and in proximity to the Brighton DAC Core to support centre vitality and efficient infrastructure use.
- > To support increased building scale and density within the DAC Core and on key gateway sites to support activity, investment and centre vitality.
- > To encourage the provision of supporting services and amenities that enhance the function and attractiveness of the Brighton DAC Core.
- > To support the Pontville Village Core as the focus for public realm enhancements and improved services and tourism attractions.
- > To maintain and protect Pontville in recognition of its heritage values and landscape constraints.
- > To ensure built form outcomes in both centres contribute to a high-quality public realm and respond positively to streets and local character.

9.2. LAP Land Use Strategies

The following Strategies relate to Figure 16.

- > Implement the Brighton DAC Boundary to avoid unplanned urban expansion and establish a compact, walkable Activity Centre.
- > Support existing Specific Area Plans (SAP), including the Burrows Avenue SAP and the South Brighton SAP, to guide housing delivery with the Activity Centre.
- > Guide development within Urban Growth Areas 1 (Cartwright Street) and 2 (Brighton Road) to achieve integrated development outcomes that contribute positively to the Brighton DAC.
- > Investigate the suitability of Rural Zone land south of Brighton High School and west of Brighton Road for potential long-term residential growth and re-zoning to General Residential.
- > Encourage increased housing density and/or within 400m of the Brighton DAC Core at a net dwelling density of 25+ dwellings per hectare, targeting suitable residential land.
- > Investigate the suitability of Local Business zoned land on Elderslie Road to support medium density residential development and potential rezoning.
- > Direct medium density housing, retail, commercial, mixed-use development and public realm enhancements to land within the Brighton DAC Boundary.
- > Provide clear guidance on building heights and urban design outcomes to shape the scale and form of future development within the DAC Core.
- > Encourage housing density and diversity on identified Future Infill sites as larger sites proximate to the Brighton DAC Core.
- > Facilitate the transition of appropriate light industrial zoned land to the Urban Mixed-Use Zone over time.
- > Encourage non-residential uses to establish within the existing dwellings zoned Urban-Mixed Use.
- > Support large format retail, commercial and industrial use

opportunities within the Brighton Highway Services Precinct, consistent with the existing SAP.

- > Respect buffers to the existing Bridgewater Quarry and Brighton Hub to protect the ongoing operation of these uses.
- > Support the continued operation of the Brighton Racecourse and surrounding rural interface for equine related activity.
- > Reinforce the establishment of a health precinct between Bedford Road and Butler Street.
- > Respect the existing Local Historic Landscape Precinct in Pontville by limiting further unsympathetic urban expansion of the township.
- > To elevate the public realm of both Centres by improving built-form interfaces to respond positively to the street and surrounding urban context.

9.3. LAP Land Use Actions

A summary of the Actions is identified below, detail for each Action is in Section 5. The below Actions relate to Figure 16.

- > **LU-A1:** Expand the Brighton Town Centre Local Area Objective to apply to the Brighton DAC Core and update it to give effect to the objectives of the LAP.
- > **LU-A2:** Rezone existing General Residential Zone land within the Brighton DAC Core and Future Infill Sites to the Inner Residential Zone.
- > **LU-A3:** Support sensitive redevelopment on Future Infill Sites impacted by overland flow paths to unlock their development potential without detrimentally impacting surrounding areas.
- > **LU-A4:** Local Business Zone within the Homes Tasmania site to the General Residential Zone.
- > **LU-A5:** Prepare Precinct Structure Plans and Streetscape Master Plans for Urban Growth Areas 1 and 2 to inform logical subdivision patterns, infrastructure coordination, built form outcomes and the most appropriate zoning and densities for these sites.
- > **LU-A6:** Investigate transition of existing Light Industrial zoned land to Urban Mixed-Use Zone, ensuring alternative suitable sites are identified for existing industrial uses, land owner support and master planning to facilitate a coordinated development outcome. Consider the preparation of a SAP to ensure a coordinated development outcome across fragmented parcels. This should be supported by an Industrial Land Use Study to ensure no negligible impact on industrial land supply needs. Also ensure you add this to the table at the end.
- > **LU-A7:** Apply a SAP to the Brighton DAC Core to guide and elevate development outcomes (refer Section 12 for guidance on preparation of the SAP).
- > **LU-A8:** Implement a Future Residential Investigation Area (FRIA) designation on the following land:

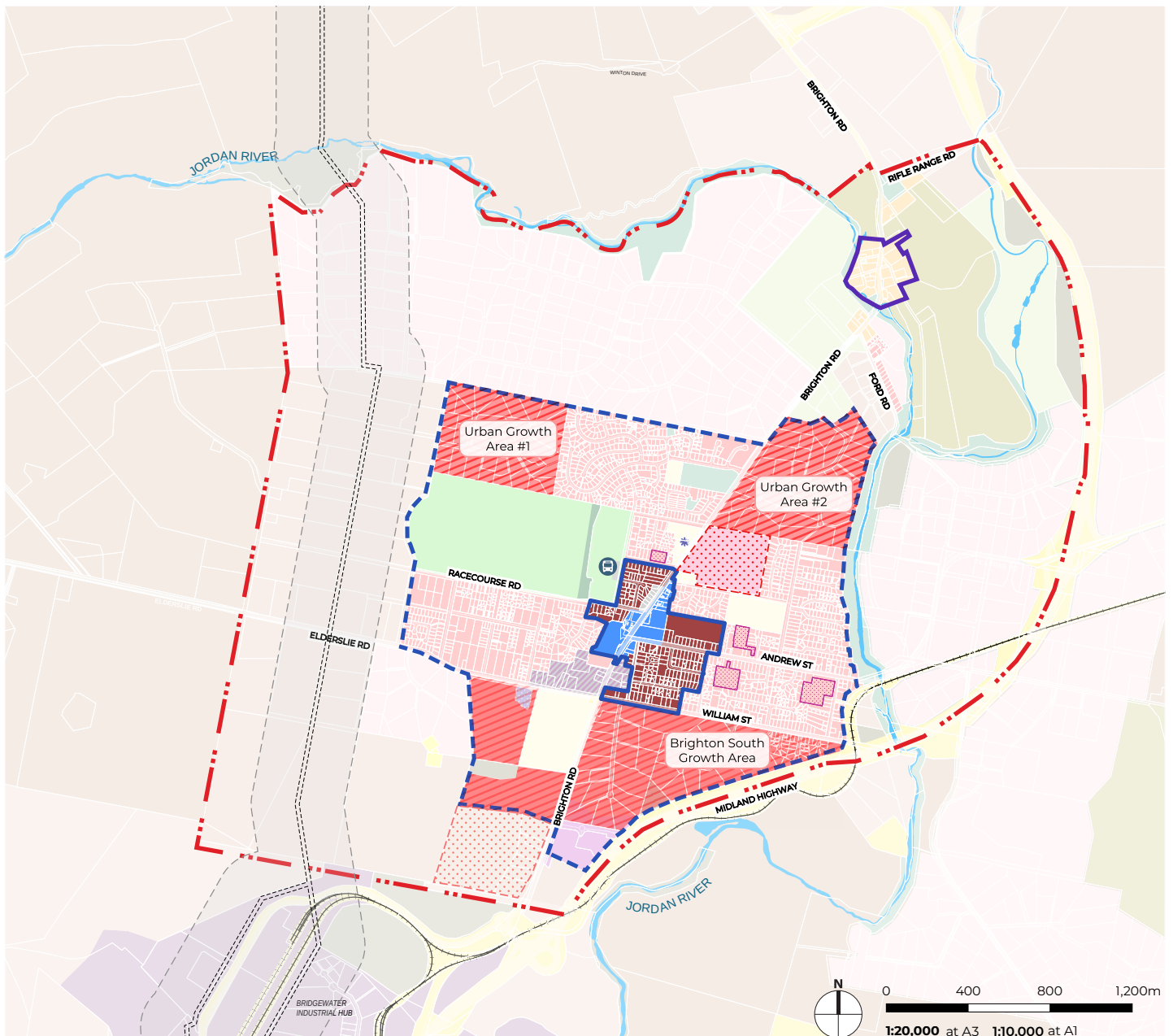
FRIA #1: FRIA #1: Rural Zone land, south of Brighton High School and west of Brighton Road. Future rezoning is subject to further investigation and should provide resolution of constraints associated with the Bridgewater Quarry SAP and Brighton Industrial Hub SAP.

FRIA #2: Local Business Zone land within the Homes Tasmania site on Elderslie Road. Future rezoning is subject to further investigation and should have key regard to infrastructure and stormwater constraints.

FRIA #3: Jordan River Learning Federation School Farm land. Future rezoning is subject to further investigation and extensive consultation with the community and the Department of Education, Children and Young People (DECYP). [

The designation of these sites is for investigation purposes only. The purpose of this designation is to support determining the suitability of the land for residential purposes. The designation does not guarantee that investigations will result in a future residential rezoning outcome.

Figure 16. Local Area Plan Land Use Plan



DRAWING KEY

- | | | | | | |
|------------------------------|---|--|--|--|--|
| | LAP Study Area | | Future Residential Investigation Area 1:
Brighton South Rural Zone | | Existing Environment Management Zone |
| | Cadastre | | Future Residential Investigation Area 2:
Elderslie Road Local Business Zone | | Existing Landscape Conservation Zone |
| | Brighton District Activity Centre
(DAC) | | Future Residential Investigation Area 3:
Learning Federation School Farm | | Existing Light Industrial Zone |
| | Brighton District Activity Centre
(DAC) Core | | Existing Regional Brighton Medical Precinct | | Existing General Industrial Zone |
| | Pontville Village Core | | Existing General Residential Zone | | Existing Utilities and Infrastructure Zone |
| ZONES & PRECINCTS | | | | | |
| | Existing General Business Zone | | Existing Low Density Residential Zone | | |
| | Existing Local Business Zone | | Existing Rural Living Zone | | |
| | Existing Urban Mixed Use Zone | | Existing Rural Zone | | |
| | Proposed Urban Mixed Use Zone | | Existing Village Zone | | |
| | Proposed General Residential Zone | | Existing Particular Purpose Zone | | |
| | Proposed Inner Residential Zone | | Existing Community Purpose Zone | | |
| | Proposed Urban Growth Areas | | Existing Recreation Zone | | |
| | Proposed Future Infill Sites | | Existing Open Space Zone | | |
| | | | Existing Agriculture Zone | | |

10. MOVEMENT NETWORK

10.1. LAP Movement Network Objectives

- > To introduce a clear hierarchy of streets within the Activity Centre to improve connectivity and safety for all users.
- > To encourage walking and cycling as safe, convenient and attractive modes of travel for local trips.
- > To support regional shared path connections that link the Activity Centre to surrounding communities.
- > To improve active transport connections between residential areas and key attractors such as public transport stops, schools and the DAC Core.
- > To encourage public transport use and enhance Brighton as a key regional transport hub.

10.2. LAP Movement Network Strategies

The following Strategies relate to Figure 17 and 18.

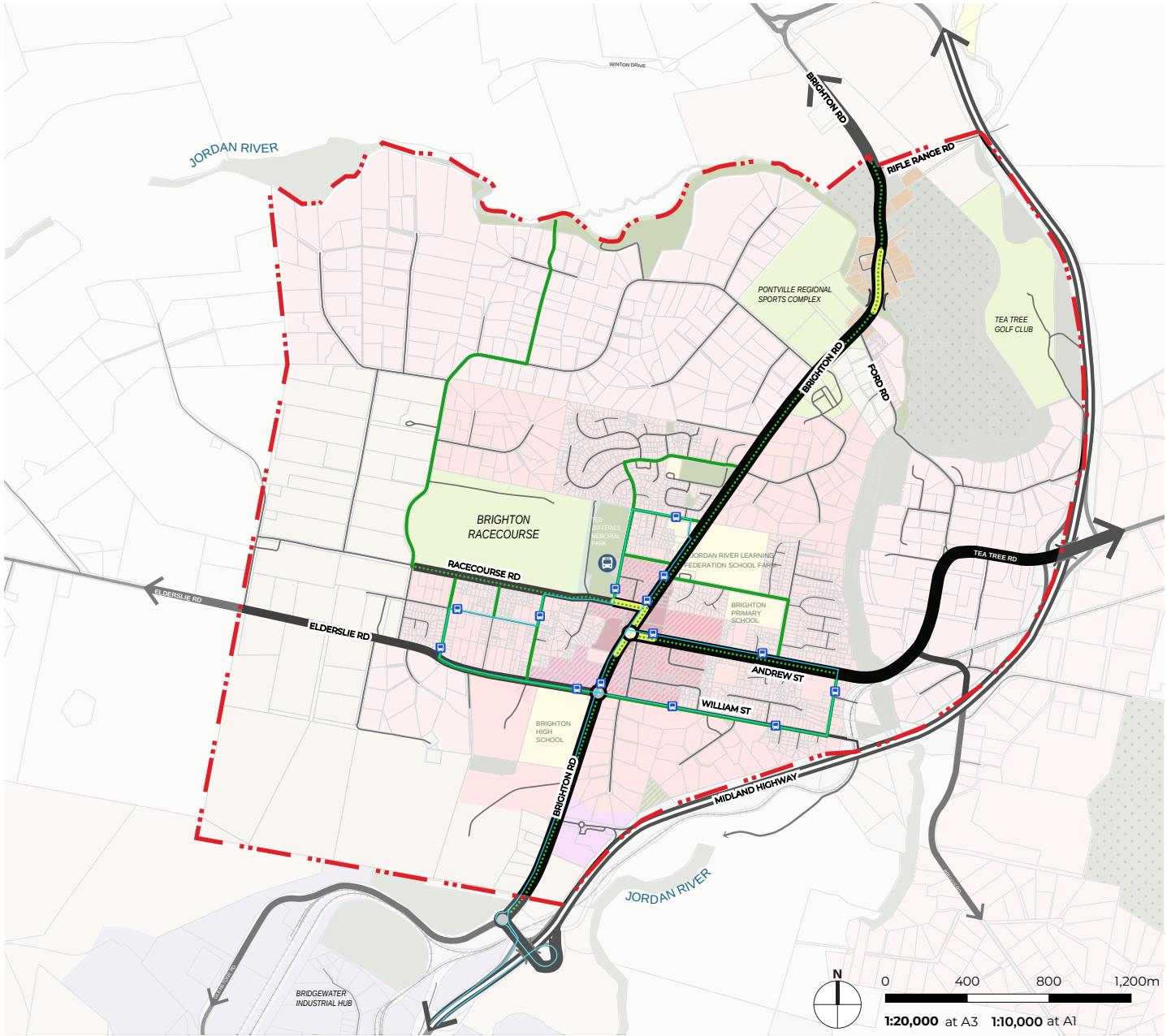
- > Review bus routes, service frequency and provision to improve access to bus travel.
- > Encourage the Ted Jeffries Memorial Park car park as a primary long stay parking location for Activity Centre users.
- > Create a regional township trail loop by completing and expanding the Jordan River Loop.
- > Complete missing gaps in the shared path network, consistent with the Active Transport Strategy 2025 - 2035.
- > Implement a road hierarchy, as shown in Figure 17, to respond to movement needs and support safe and legible travel.
- > Enhance Brighton Road as the key north south Connector Road for vehicle movements. Adapt the cross section in key locations to encourage safe walking and cycling opportunities.
- > Improve pedestrian connectivity and safety in Brighton and Pontville with upgraded streetscapes for Brighton Road, Racecourse Road and Andrews St, as indicated by the cross sections in Appendix 1.

10.3. LAP Movement Network Actions

A summary of the Actions is identified below, detail for each Action is in Section 6. The below Actions relate to Figure 17 and 18.

- > **MN-A1:** Investigate a park and ride facility at Ted Jeffries Memorial Park (Seymour Street) to support regional public transport access for Brighton residents and surrounding communities.
- > **MN-A2:** Advocate to the Department of State Growth, as part of their planned bus timetable review, for improved bus service frequency to and from Brighton and Pontville.
- > **MN-A3:** Complete the gaps in the shared path network as per Figure 18, as per the Active Transport Strategy 2025 – 2035.
- > **MN-A4:** Investigate completion of the missing sections of the Jordan River loop to deliver a complete network (Figure 18).
- > **MN-A5:** Implement the cross sections identified in Appendix 1 to improve walking and cycling connections and greening (discussed further in Section 11).

Figure 17. Local Area Plan Vehicular Road Hierarchy Plan



DRAWING KEY

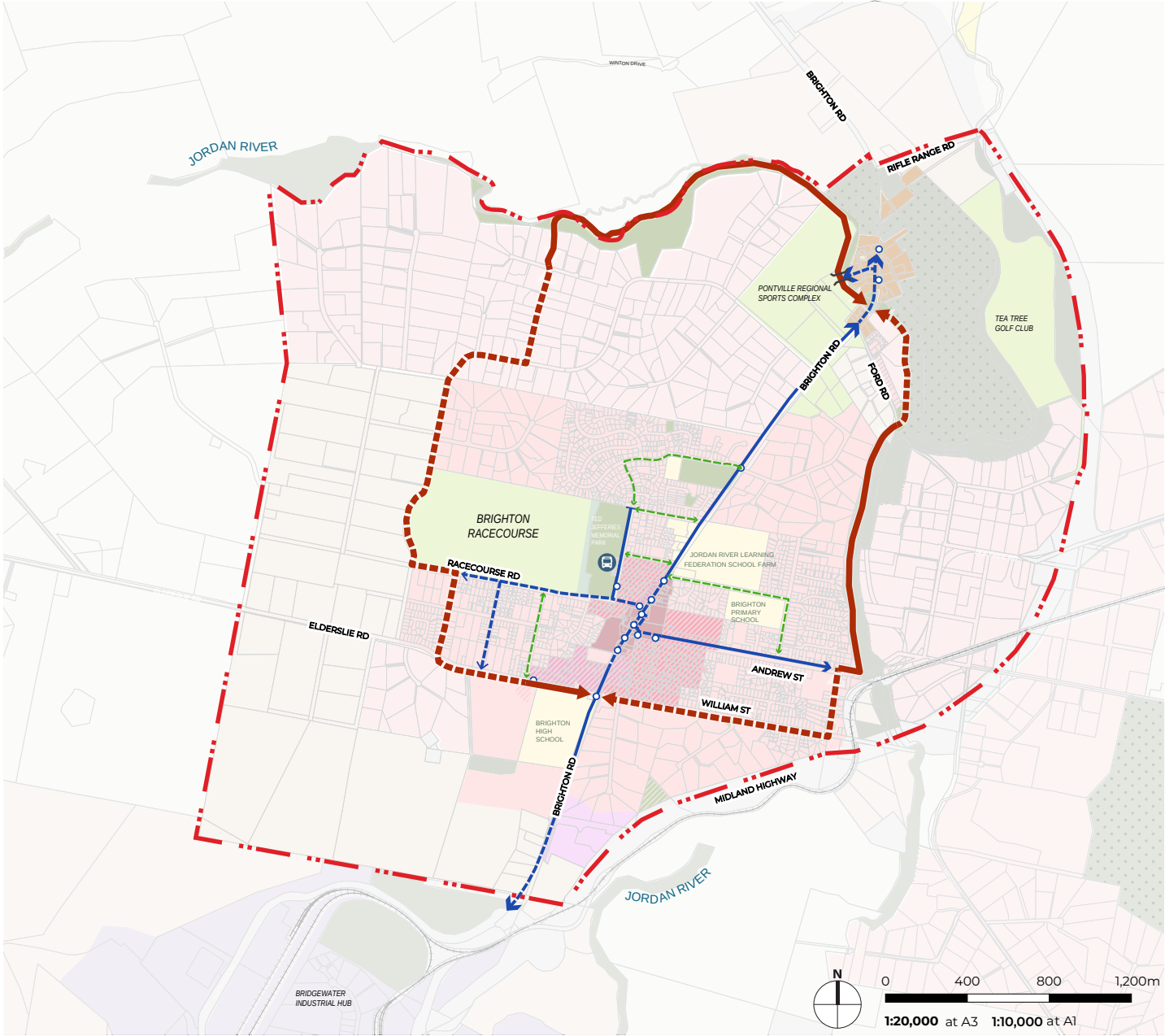
- LAP Study Area
- Cadastre
- Highway
- Proposed Boulevard Collector Road
- Collector Roads
- Roundabouts
- Proposed Pedestrian-priority Slow Zone
- Proposed Green Street Collector
- Proposed Green Street Local Road
- Existing Local Road
- Existing Bus Route and Bus Stops
- Proposed Park + Ride

ZONES & PRECINCTS

- Existing General Business
- Proposed Inner Residential
- Existing Urban Mixed Use Zone
- Proposed Urban Mixed Use Zone
- Existing General Residential
- Proposed General Residential
- Proposed Future Infill Sites
- Urban Growth Areas
- Existing Low Density Residential
- Existing Rural Living
- Existing Pontville Village
- Existing Community Purpose
- Existing Recreation
- Existing Open Space
- Proposed Open Space

- Existing Agriculture
- Existing Environment Management
- Existing Landscape Conservation
- Existing Light Industrial
- Existing General Industrial
- Existing Utilities and Infrastructure

Figure 18. Local Area Plan Pedestrian & Cycle Movement Network



DRAWING KEY

- LAP Study Area
- Cadastre
- Jordan River Loop (Existing sections)
- Jordan River Loop (Proposed sections)
- Primary Shared Path Network (Existing)
- Primary Shared Path Network (Proposed)
- Proposed Green Streets Network
- Proposed Zebra / Pedestrian Crossings
- Proposed Park + Ride
- Potential Pedestrian Bridge

ZONES & PRECINCTS

- | | |
|----------------------------------|---------------------------------------|
| Existing General Business | Existing Community Purpose |
| Proposed Inner Residential | Existing Recreation |
| Existing Urban Mixed Use Zone | Existing Open Space |
| Proposed Urban Mixed Use Zone | Proposed Open Space |
| Existing General Residential | Existing Agriculture |
| Proposed General Residential | Existing Environment Management |
| Proposed Future Infill Sites | Existing Landscape Conservation |
| Urban Growth Areas | Existing Light Industrial |
| Existing Low Density Residential | Existing General Industrial |
| Existing Rural Living | Existing Utilities and Infrastructure |
| Existing Pontville Village | |



11. LAP - OPEN SPACE & LIVEABILITY

11.1. LAP Open Space & Liveability Objectives

- > To connect and enhance a network of open spaces that support liveability outcomes.
- > To enhance gateways and key approaches to improve the arrival experience to Brighton and Pontville.
- > To encourage the provision of community amenities and services that support daily needs and social interaction.
- > To improve urban greening outcomes to enhance climate resilience, amenity and streetscape quality.

11.2. LAP Open Space & Liveability Strategies

The following Strategies relate to Figure 19.

- > Support the creation of gateway and arrival moments through public realm upgrades along key approaches, including Brighton Road and Andrew Street, to strengthen the sense of arrival.
- > Support improved path connections identified in Council's Active Transport and Open Space Strategies to enhance access to existing open spaces.
- > Support the ongoing enhancement and accessibility of key open spaces, including the Pontville Regional Sports Centre and Ted Jeffries Memorial Park.
- > Investigate the opportunity to deliver new open spaces as part of subdivision and development applications within the Brighton DAC Core, Urban Growth Areas and identified Future Infill Sites.
- > Promote the development of streets with canopy cover network generally aligning with the Brighton Street Tree Strategy to increase canopy cover and mitigate urban heat island effects.
- > Investigate transition of the surplus Greyhound Racing land (Council owned) to open space, ensuring interface to the Racecourse is protected for continued equine use.

11.3. LAP Open Space & Liveability Actions

The following Actions relate to Figure 19.

- > **OSL-A1:** Allocate budget through Councils capital works program to complete the following open space improvement projects currently undergoing master planning processes:
 - Ted Jeffries Memorial Park
 - Pontville Regional Sports Centre
- > **OSL-A2:** Deliver arrival signage and feature landscape planting at the locations identified in Figure 19.
- > **OSL-A3:** Implement the Brighton Street Tree Strategy along the Green Street Network to improve canopy cover, streetscape quality and pedestrian amenity, consistent with the indicative cross sections contained within the Brighton Street Tree Strategy.
- > **OSL-A4:** Implement a planting regime aligning with the Brighton Street Tree Strategy for streets identified as "Green Street Network (New)". Refer Table 1 for further guidance on planting specification and intent.
- > **OSL-A5:** Extend the shared path and improve boulevard landscaping to Brighton Road between William Street and Hove Way guided by the indicative section 'Brighton Road – South Entrance' (see Appendix 1 – Section A).
- > **OSL-A6:** Upgrade and improve street tree planting and footpath conditions along identified Primary Streets (Racecourse Road and parts of Andrew Street) guided by the Primary Streets typical section (see Appendix 1 – Section B).
- > **OSL-A7:** Investigate opportunities to strengthen existing canopy tree planting in Brighton Road Boulevard (retain and strengthen) areas.
- > **OSL-A8:** Prepare a Master Plan for the surplus Greyhound Racing land to guide its transition to an open space purpose that is compatible with the adjacent Racecourse and complements upgrades planned at the Ted Jeffries Memorial Park.
- > **OSL-A9:** Engage with Greyhound Racing Tasmania to understand long-term land use transition opportunities following cessation of Greyhound Racing in Tasmania.
- > **OSL-A10:** Deliver Town Centre Public Realm Upgrades to the Brighton DAC Core and Pontville Village Core (refer to Sections 13 & 14 for Public Realm guidance for Brighton and Pontville).

Figure 19. Local Area Plan Public Realm and Open Space Network Plan



DRAWING KEY

- LAP Study Area
- PUBLIC REALM AREAS**
- Recreation Zone
- Open Space Zone
- Environment Management Zone
- Landscape Conservation Zone
- Surplus Greyhound Racing Land
- * Key Existing Open Space
- * Potential Future Open Space

PUBLIC REALM OPEN SPACES

- Brighton Road Boulevard Planting (Retain & Strengthen)
- Brighton Road Boulevard Planting (Upgrade)
- Town Centre Public Realm Upgrade Area
- Feature Street Tree Planting
- Primary Street Tree Planting (Existing)
- Primary Street Tree Planting (Upgrade)
- Green Street Network (Street Tree Strategy)
- Green Street Network (New)
- Jordan River Loop (Existing)
- Jordan River Loop (Proposed)

Table 1. Local Area Plan Street Tree Strategy Further Guidance

Public Realm Street Typology	Intent / Description	Relevant Streets	Recommended Tree Species	LAP Notes
Brighton Road Boulevard Planting (Retain & Strengthen)	Retain and strengthen existing tree planting along Brighton Road.	Brighton Road	Refer 'Landmark Tree Species (>20m)' as per the Brighton Council Street Tree Strategy	Replace failing trees with new trees, utilising 'Landmark tree species' where possible in accordance with the Brighton Council Street Tree Strategy
Brighton Road Boulevard Planting (Upgrade)	Implement distinctive boulevard character along Brighton Road with trees planted along on both sides of the road.	Brighton Road	Refer 'Landmark Tree Species (>20m)' as per the Brighton Council Street Tree Strategy	Utilise 'Landmark tree species' where possible in accordance with the Brighton Council Street Tree Strategy
Town Centre Public Realm Upgrade Area	Implement distinctive street tree character for the Town Centre along Brighton Road, in order to create a sense of arrival and support a high-quality pedestrian experience.	Brighton Road	Refer 'Large Tree Species (10m-20m)' as per the Brighton Council Street Tree Strategy.	Recommend following the observed theme of selecting red/orange tone trees (such as Acer, Nyssa and/or Quercus) along north-south oriented streets, consistent with surrounding area and in accordance with the Brighton Council Street Tree Strategy.
Feature Street Tree Planting	Reinforce arrival in the Brighton DAC Core along Racecourse Road and Andrew St	Racecourse Road and Andrew Street	Refer Brighton Council Street Tree Strategy	No further comments
Primary Street Tree Planting (Existing) Primary Street Tree Planting (Upgrade)	Reinforce major east-west streets outside of the Brighton DAC Core	Racecourse Road and Andrew Street	Refer Brighton Council Street Tree Strategy	No further comments
Green Street Network (Existing)	To follow the implementation schedule as per the Brighton Council Street Tree Strategy	Menin Drive Butler Street Seymour Street Bedford Street Downie Drive Jubilee Avenue Munday Street William Street Elderslie Road Morrison Street Brooke Street	Refer Brighton Council Street Tree Strategy.	No specified trees along Elderslie Rd or Brooke St in the Brighton Council Street Tree Strategy. Recommend extending planting along Williams St to Elderslie Rd (Eucalyptus pulchella - White Peppermint) and mirroring planting along Morrison St to Brooke St (Fraxinus pennsylvanica 'Aerial' - Aerial Ash or Fraxinus oxycarpa 'Raywoodii' - Claret Ash).

Public Realm Street Typology	Intent / Description	Relevant Streets	Recommended Tree Species	LAP Notes
Green Street Network (New) - Cartwright St, Glen Lea Rd and Cameron Rd	Forms part of the Jordan River Loop. Extend street tree network along Cartwright St, Glen Lea Rd and Cameron Rd in accordance with species and specification as per the Brighton Council Street Tree Strategy.	Cartwright Street Glen Lea Road Cameron Road	Recommend planting to be consistent with Racecourse Rd as identified in the Brighton Council Street Tree Strategy. (Quercus palustris - Pin Oak or Nyssa sylvatica - Tupelo)	No further comments
Green Street Network (New) - Seymour St	Fills gap in Street Tree Network. Extend street tree network along Seymour St in accordance with species and specification as per the Brighton Council Street Tree Strategy.	Seymour Street	Recommend planting to be consistent with Seymour St as identified in the Brighton Council Street Tree Strategy. (Fraxinus pennsylvanica 'Aerial' - Aerial Ash or Fraxinus oxycarpa 'Raywoodii' - Claret Ash)	No further comments
Jordan River Shared Path Loop (Proposed)	To complete the trail along the Jordan River	N/A	No planting specified in Brighton Council Street Tree Strategy. Indigenous and Native planting recommended to reinforce riparian corridor	No further comments

12. SECTION 2: ZOOM IN BRIGHTON DISTRICT ACTIVITY CENTRE CORE SAP CONCEPT

The proposed Design Guidelines in this chapter respond to the key observations coming out of Part 2: Brighton and Pontville Context. The design guidelines are proposed to be embedded into a SAP to provide statutory weight to the proposed controls. The proposed controls support the consolidation of Brighton as a District Activity Centre and for increased density close to services and existing infrastructure, in accordance with the Tasmanian Planning Policies.

12.1. Plan Objectives

The Brighton District Activity Centre (DAC) Core exhibits particular spatial, economic and social characteristics that distinguish it from surrounding areas and justify a tailored planning approach. As demonstrated in Part 2: Context, generic zone controls and State Planning Provisions provide a baseline framework but are not sufficient to address the complexity and importance of outcomes sought within the DAC Core. A Specific Area Plan (SAP) is therefore warranted to respond to the DAC's strategic role and provide place specific urban design and built form guidance that cannot be effectively delivered through standard zoning alone.

The SAP should apply to the Brighton DAC Core boundary identified in Figure 21. The DAC Core generally follows a 400m walkable catchment around the core commercial area of the Activity Centre, consistent with Tasmanian Planning Policies. The following objectives should inform the Plan Purpose section of the SAP:

- > To provide a coordinated planning framework to guide development within the Brighton DAC Core.
- > To ensure sufficient retail and commercial floorspace to meet current and future demand.
- > To consolidate retail uses to support a vibrant and connected Brighton DAC Core.
- > To encourage commercial uses, including offices, located within the Brighton DAC Core.
- > To encourage a diversity of housing typologies
- > To increase residential and mixed-use density
- > To increase private sector investment.
- > To enable increased building heights, consolidated massing and high-quality street oriented built form outcomes that support a high-intensity mixed-use activity centre.

12.2. Strategies

- > Plan for identified retail needs as per the Brighton Activity Centre Strategy:
 - A local grocer by 2026 (300sqm – 850sqm of floor space)
 - A half-line supermarket by 2031 (1,500sqm of floor space)
 - Up to 15,400sqm of commercial/ retail floor space, by 2046 at the municipal scale. And the ACS Background report identifies that Brighton (S) will need 8,219sqm of commercial/ retail floor space by 2046.
- > Encourage the staged provision of retail development at the corner of Andrew Street and Brighton Road to support centre consolidation.
- > Encourage home based business and small scale commercial uses within land zoned Urban Mixed Use.
- > Encourage multistorey mixed use development along Brighton Road north of Racecourse Road to intensify activity and support centre vitality.
- > Support improved pedestrian connectivity between the Brighton DAC Core, Future Infill sites to the east, and potential future local open space.
- > Encourage a diversity of housing types within the Brighton DAC Core to support centre activation.
- > Encourage high quality design outcomes on prominent sites within the Brighton DAC Core.
- > Establish a coordinated planning framework for the Brighton DAC Core through a Specific Area Plan, consistent with the below Design Guidelines and Figure 21.

12.3. Design Guidelines

The following design Guidelines are identified on Figure 21.

Building Heights General Guidance

To facilitate an appropriate increase in development intensity within the DAC Core that reflects its role as a higher order activity centre and makes efficient use of well located land.

1. Support increases in height to enable built form of up to 4 storeys (16.0m) in General Business Zone.
2. Support increases in height to enable built form of up to 3 storeys (10.0m) in all other residential and Mixed-Use Zones.
3. Ensure built form is designed to avoid unreasonable overshadowing to the private open space areas of adjacent properties.
4. Ensure built form minimises overshadowing to public open spaces.
5. Ensure all elevations of built form above two storeys are designed to be viewed from the public realm minimising the visibility of blank walls.
6. Ensure buildings located adjacent to the Andrew Street and Brighton

Road roundabout deliver built form that address the intersection and support a high-quality pedestrian environment.

Street Interfaces – All Frontages

To ensure new development positively addresses the public realm, improves pedestrian amenity and contributes to an active, legible and visually cohesive town centre.

7. Support all frontages and street setbacks within the DAC Core area as indicated on Figure 21.
8. Use high-quality architectural and landscape design to emphasise primary entrances.
9. Position building entrances and transparent windows on all façades facing streets, parks, and open space.
10. Provide continuous canopies for weather protection with sufficient overhang space while allowing for street canopy trees to be planted.
11. Provide an entrance to each ground floor retail unit, which is identifiable and directly accessible from the public footpath.

Street Interfaces – Active Retail Frontages

To maximise visual interest, passive surveillance and pedestrian engagement along primary retail streets.

12. Provide transparent windows and doorways up to 2.5 metres in height, of not less than 80 per cent of the width of the frontage, excluding any column or solid plinth or base.

Street Interfaces – Active Frontages

To ensure ground floor uses contribute to street activation and avoid blank or inactive building edges.

13. Provide transparent windows and doorways up to 2.5 metres in height, of not less than 40 per cent of the width of the frontage, excluding any column or solid plinth or base.

Street Interfaces – Open Space Frontages

To strengthen the relationship between buildings and public spaces and improve safety, activation and use of open spaces.

14. Locate primary entrances and provide active uses such as alfresco dining to activate public spaces and increase passive surveillance opportunities.

Street Interfaces – Mixed Use Frontage (0M preferred)

To create a continuous, pedestrian focused street edge that supports activity, legibility and high quality streetscapes within the DAC Core.

15. 0m setback to footpath preferred for non-residential land uses.
Minimum 3m setback applies for all ground-floor residential uses.

Street Interfaces – Short landscaped Frontages (Min. 3.0M)

To provide a softer transition between buildings and streets where setbacks are required, while maintaining visual interest and canopy cover.

16. Provide continuous low planting to the street with small native canopy tree (may allow exotic deciduous species at discretion of council).

Street Interfaces – Landscape Frontage (Min. 5.0M)

To accommodate larger canopy trees and landscaped buffers that enhance amenity and streetscape quality at key interfaces.

17. Provide continuous low planting to the street with large native canopy trees (may allow exotic deciduous species at discretion of council).



Site Specific Guidance – 141 Brighton Road (Hotel Site)

To reinforce the strategic and landmark role of the hotel site through improved public realm outcomes, access management and built form response.

- 1. Encourage an open space or similar public realm improvement in front of the Brighton Hotel site toward the street to strengthen and reinforce the significance of the site in Brighton Central.
- 2. Allow for 2 primary access points off Brighton Road to service the site with preferred circulation to the rear to maximise street frontage.
- 3. Encourage key built form on prominent corner sites that address the open spaces and public realm improvements.

Site Specific Guidance – 12A Andrew Street

To deliver high quality medium density residential development with convenient access to the heart of the DAC Core.

- 1. Encourage a pocket open space to be provided as part of any redevelopment.
- 2. Support direct pedestrian linkage from the site through to the IGA site to improve connectivity.
- 3. Encourage medium density residential development that includes a range of dwellings types and sizes.
- 4. Encourage consolidation of site with 36 Andrew Street to better provide 2 primary access points to the development.

Site Specific Guidance – 6 Augustus Street, 138 Brighton Road, 4 Augustus Street and 146 Brighton Road

To maximise active frontage and improve the interface with Brighton Road by prioritising rear access and coordinated public realm outcomes.

- 5. Encourage and allow for rear access from Augustus Street to maximise street frontage to Brighton Road.
- 6. Ensure future development addresses the potential open space located within the Brighton Road Reserve.

Site Specific Guidance – 150 Brighton Road (largely vacant site) and 162 Brighton Road (IGA site)

To facilitate coordinated redevelopment of a key gateway site that supports centre consolidation, improved street activation and high quality retail outcomes.

- 7. Encourage the development of a retail / commercial site on the corner of Brighton Road and Andrew Street with high-quality street frontage. Chamfer corner to allow for public realm improvement and improve sightlines.

- 8. Encourage the development of a half-line supermarket adjacent to the IGA with sleeved active frontages.
- 9. Encourage the consolidation of vehicular circulation with the adjacent IGA site (162 Brighton Road) to the north.

Design Guidelines Supporting Information

Building Heights

Building heights will remain unchanged outside the Brighton DAC Core.

The LAP proposes for modest increases in the preferred building heights within the Brighton District Activity Centre Core to support:

- The long term vision of Brighton's growth as a major destination and activity centre within the region.
- Support a greater diversity of development opportunities including potential apartments and shop top housing.

This includes increasing heights to 3 storeys (10.0m) in the Inner Residential Zone and to 4 storeys (16.0m) in the General Business zone. This increases in height beyond the Standard Zone Provisions are to better support reasonable floor-to-floor heights (assuming 3.2 for residential and 4.0m for commercial) and providing allowance for roof profiles above.

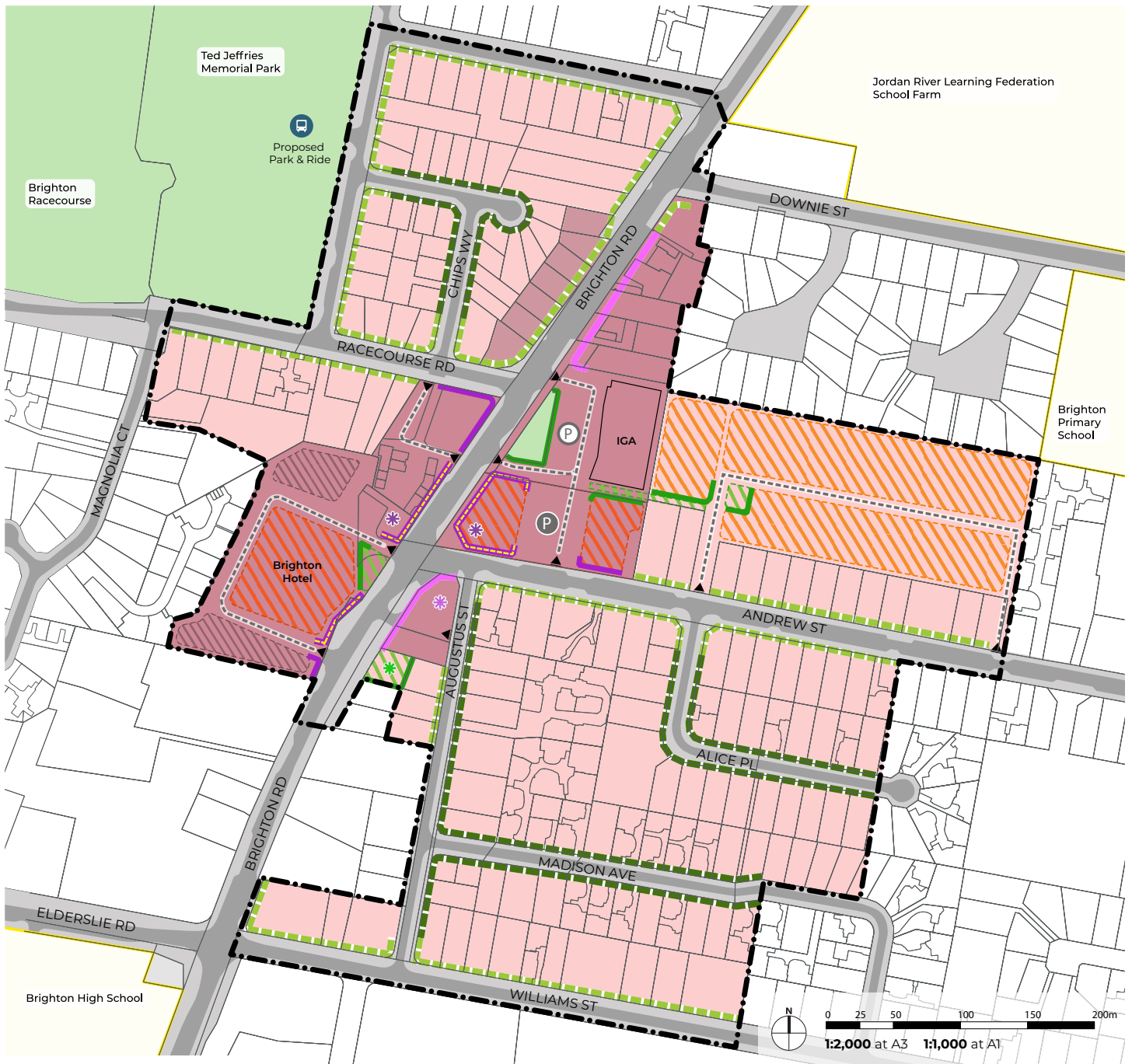
Setbacks

Guidance on setback is provided in the Brighton DAC Core to support future development creating a stronger street edge to Brighton Road. Along residential side streets, setbacks of between 3.0m and 5.0m are proposed to ensure that new development still deliver space for front gardens and planting that will contribute to a green streetscape character.

Interfaces

Locations where active frontages are expected have reduced front setbacks proposed to help strengthen street activity and safety along Brighton Road. These will help direct the location of future active uses such as cafés and shops and will apply to new development. Implementation of these controls will help promote a shift away from the existing conditions where parking in the front setback currently dominates Brighton Road and reduce pedestrian amenity.

Figure 21. Brighton District Activity Centre Core Concept Specific Area Plan



DRAWING KEY

- Brighton District Activity Centre (DAC) Core
- Cadastral
- Open Space
- Schools
- Road Network

BUILDING HEIGHTS & STREET INTERFACES

- Heights up to 4 storeys (16.0m)
- Heights up to 3 storeys (10.0m)
- Active Retail Frontage 80% Openings (0m Setback)
- Active Frontage 40% Openings (0m Setback)
- Open Space Frontage (0m Setback)
- Mixed-use Frontage (0m Preferred Setback)
- Short Landscaped Frontage (Minimum 3m Setback)
- Landscaped Frontage (Minimum 5m Setback)

DESIGN GUIDANCE

- Indicative preferred future medium density residential development
- Indicative preferred future retail / commercial development
- Indicative preferred future retail / commercial / parking development
- Indicative preferred future open space
- Indicative preferred future open space location
- Indicative preferred future key built form - Retail / Commercial
- Indicative preferred future key built form - Mixed Use
- Existing car parking area associated with IGA and nearby businesses
- Preferred future car parking area
- Indicative preferred future vehicular circulation
- Indicative preferred future vehicular access

13. SECTION 2: ZOOM-IN

BRIGHTON DISTRICT ACTIVITY CENTRE CORE: PUBLIC REALM

13.1. Plan Objectives

- > To improve canopy cover and reduce the urban heat island effect.
- > To enhance the streetscape of the DAC Core to support a high-quality pedestrian experience.
- > To improve pedestrian and cycle connectivity along key roads while increasing opportunities for street tree planting.
- > To strengthen the gateway and arrival experiences into Brighton.
- > To ensure key streets, including Brighton Road, support surrounding land use outcomes and activity centre function.
- > To improve the quality, usability and legibility of public spaces.
- > To enhance pedestrian movements within and through the Activity Centre.

13.2. Strategies

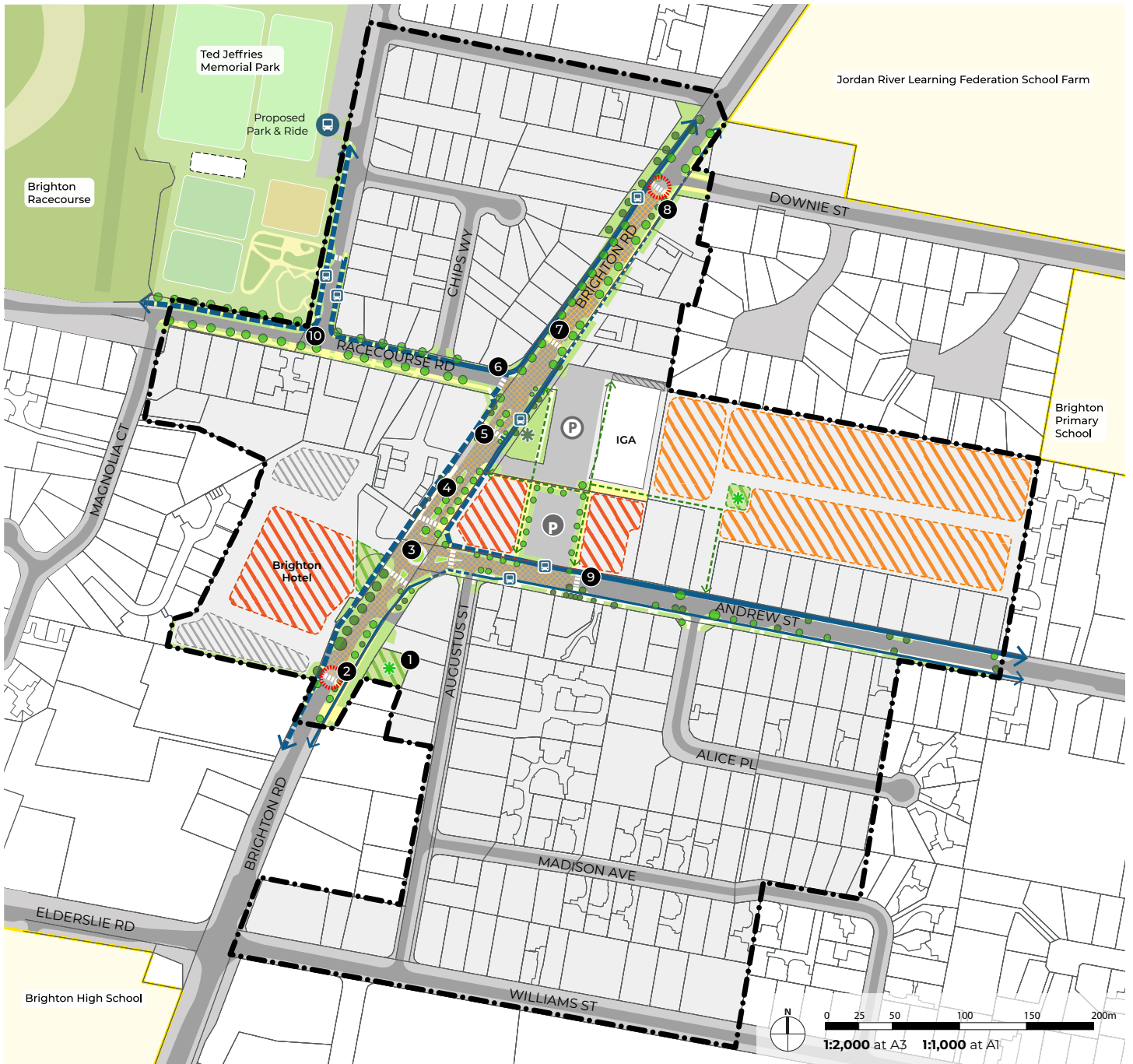
- > Implement a “pedestrian priority slow zone” within the Brighton DAC Core in line with Figure 22 and guided by the street sections C (refer Appendix 1), including:
 - Widened verge with increased street tree planting
 - Widened footpath / shared path
 - Outdoor dining / greening opportunities
- > Upgrade Brighton Road between Andrew Street and Racecourse Road to introduce a central landscape median where possible guided by street section D (refer Appendix 1).
- > Upgrade Racecourse Road to improve pedestrian and cyclist connectivity to Ted Jefferies Memorial Park and improve opportunities for street tree planting guided by street section B (refer Appendix 1)
- > Improve wayfinding within the Activity Centre to support pedestrian movement and access to key destinations.
- > Strengthen gateway arrival experiences into the Activity Centre through coordinated signage, public art and landscape treatments.
- > Identify opportunities for forecourt and plaza spaces at key locations, including near major intersections, pedestrian crossing and bus stops to augment the public open space network.
- > Strengthen public realm and boulevard planting along Brighton Road south of Andrew Street by leveraging underutilised land within the road reserve, existing building setbacks and rear access from Augustus Street.

General notes for slow zone

- > Reduced speed limits and convenient pedestrian crossings in key locations.
- > Slow zone treatment to include changes in surface colour, decorative rumble strip pattern and/or supergraphics.
- > Use distinct street trees and planting palette to differentiate the Town Centre.
- > Advocate for a 40km/hr speed limit through the Brighton DAC Core area.



Figure 22. Brighton District Activity Centre Core Public Realm Projects



DRAWING KEY

- Brighton District Activity Centre (DAC) Core
- Cadastre
- Open Space
- Schools
- Road Network

PUBLIC REALM

- Existing footpath and verge
- Proposed footpath and verge
- Existing street trees
- Proposed future street trees
- Proposed future raised / zebra crossings
- Proposed pedestrian priority slow zone
- Existing Bus Stops

DESIGN GUIDANCE

- Indicative preferred future medium density residential development
- Indicative preferred future retail / commercial development
- Indicative preferred future retail / commercial / parking development
- Indicative preferred future open space
- Indicative preferred future open space location
- Existing car parking area associated with IGA and nearby businesses
- Preferred future car parking area
- Indicative preferred future gateway treatment
- Existing shared path network (min. 3.0m wide)
- Proposed future shared path network (min. 3.0m wide)
- Existing pedestrian pathway network (min. 1.5m wide)
- Proposed future pedestrian pathway network (min. 1.5m wide)
- Indicative preferred future pedestrian pathways within private land (min. 1.5m wide)

PUBLIC REALM PROJECTS

- 1 New Open Space at Former SES Site and Adjacent Road Reserve
- 2 Brighton Rd Gateway Treatment and Zebra Crossing
- 3 Brighton Rd Roundabout Upgrade and Zebra Crossing
- 4 Brighton Rd Central Median Planting
- 5 Brighton Town Square Crossing and Median Planting
- 6 Brighton Rd / Racecourse Rd Junction Zebra Crossing
- 7 Brighton Rd Zebra Crossing
- 8 Brighton Rd / Downie St Junction Zebra Crossing and Bus Stop Parklet
- 9 Andrew St Zebra Crossing
- 10 Racecourse Rd / Seymour St Shared Path and Street Upgrades

13.3. Public Realm Projects (Actions)

1. New open space at SES site and associated road reserve area

Redevelop the SES site at 138 Brighton Road once the SES relocates as a new open space for passive recreation per its identification within the Brighton Open Space Strategy. Upgrade the Brighton Rd road reserve adjacent to 2 Augustus St, 6 Augustus St and 138 Brighton Rd as an integrated part of the design.

2. Brighton Rd gateway treatment and zebra crossing + slow zone treatment

Implement a new raised table zebra crossing or similar with gateway / threshold treatment to mark the beginning of the slow zone.

3. Brighton Rd / Andrew St junction roundabout upgrade and zebra crossings + slow zone

Upgrade existing refuge island crossings to include zebra crossing markings and Belisha beacons. Add slow zone treatment along Brighton Rd and Andrew St.

4. Brighton Rd central median tree planting + slow zone

Implement a planted central median with large canopy trees between Andrew Street and Racecourse Road with slow zone treatment. Cycling will be accommodated through the shared path network and lower-speed traffic environment, rather than dedicated on-street bicycle lanes, to retain street trees, parking and public realm improvements.

5. Brighton town square zebra crossings and median tree planting + slow zone

Upgrade existing refuge island crossing to include zebra crossing marking and Belisha beacons and add slow zone treatment along Brighton Rd

6. Brighton Rd / Racecourse Rd junction zebra crossing + slow zone

Implement a new zebra crossing across Racecourse Rd with planted buildouts and improved street lighting to ensure crossing is visible and well-lit. The exact location to be subject to detailed design.

7. Brighton Rd zebra crossing + slow zone

Upgrade existing refuge island crossing to include zebra crossing markings and Belisha beacons. Add slow zone treatment along Brighton Rd.

8. Brighton Rd / Downie St junction zebra crossing and bus stop parklet + slow zone

- Upgrade existing crossing point with raised table zebra crossing with gateway / threshold treatment to mark the beginning of the slow zone.
- Add supergraphics or change in pavement colour between the zebra crossing and bus stop along the western side of Brighton Rd.
- Upgrade existing parklet around bus stop to include a shelter, street lighting and increased amenity planting.

9. Andrew St zebra crossing + slow zone

Upgrade existing refuge island crossing to include zebra crossing marking and Belisha beacons. Add slow zone treatment along Andrew St.

10. Racecourse Rd and Seymour St shared path and street upgrades

- Improve footpath condition along southern side of Racecourse Rd with continuous front berm and street tree planting
- Continue shared path along north side of Racecourse Rd and eastern side of Seymour St to meet existing crossing point with buildout.
- Continue shared path along north side of Racecourse Rd heading west from Seymour St junction.
- Explore new street tree planting opportunities along Racecourse Rd to establish boulevard character.

14. ZOOM-IN

PONTVILLE PUBLIC REALM PLAN

14.1. Objectives

- > To ensure future development and change in Pontville respects its heritage and landscape character.
- > To provide opportunities to expand and enhance the village scale retail and hospitality offer, while respecting the historic and landscape character of the town.
- > To improve pedestrian experience while maintaining convenient parking and vehicle access
- > To provide welcoming public spaces that encourage visitors to linger.

14.2. Strategies

The Strategies for Pontville relate to Figure 23 & 24.

- > Encourage expansion of the retail / hospitality offer while respecting the unique heritage character of Pontville.
- > Implement a unique heritage arrival experience at Pontville via public realm improvements as indicated by Figure 23 & 24.
- > Respect the current Local Historic Landscape Precinct control that applies in Pontville which limits further development of the township.
- > Investigate slowing speeds to 40km/h on Brighton Road through the heart of Pontville to improve amenity.
- > Upgrade footpath over Jordan River to improve accessibility and complete the proposed Jordan River loop.
- > Establish new east-west pedestrian link over former Police Office land to provide connections to the heritage interpretation site.
- > Create a 'parklet' outside the Crown Inn as a 'village green' with potential for outdoor dining.
- > Improve access to public parking at the Hub to mitigate reduced parking on Brighton Road.
- > Investigate opportunities for parallel parking and footpath on east side of Brighton Road through Pontville.
- > Improve connections to the Pontville Sport Centre, which is planned for upgrade and expansion with potential pedestrian bridge.
- > Investigate reversing one way road access of loop road servicing jobs hub site.
- > Investigate opportunities to introduce on-street car parking and a pedestrian footpath on the east side of Brighton Road, in the Pedestrian Slow Area.

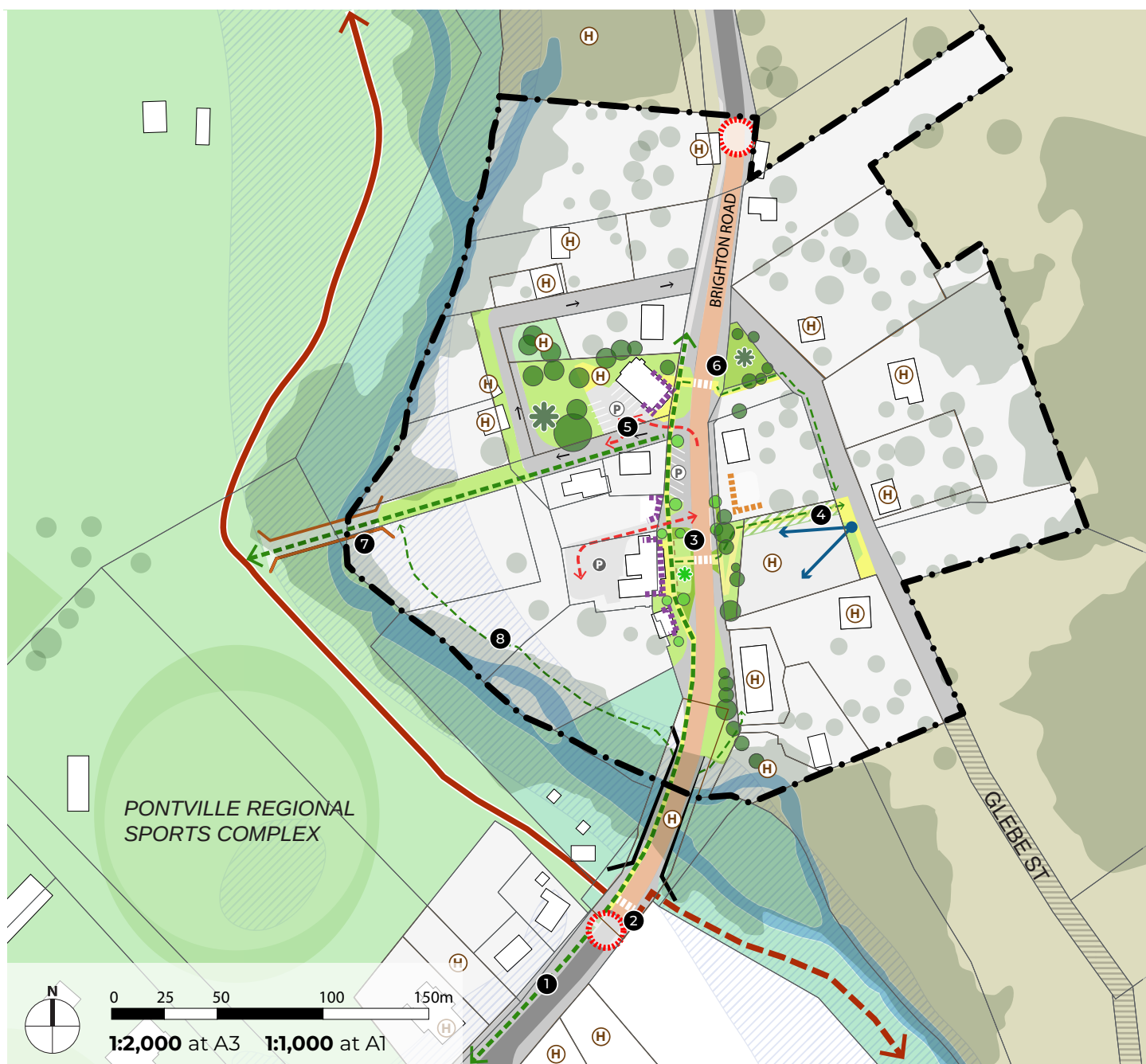
It is acknowledged that there has been previous, and that there is ongoing, interest in development of the Pony Hill site. The site is highly visually sensitive and retains strong, intact landscape values that make a significant contribution to the character and setting of Pontville.

Additional development may require amendments to the existing Historic Landscape Precinct controls, which is not currently contemplated. The site analysis undertaken as part of the Local Area Plan confirms the sensitive nature of Pony Hill and indicates that any further development would need to be very carefully considered. Any additional development in the Pony Hill area should be for low density residential outcomes and be supported by robust analysis to ensure the heritage, landscape and environmental elements of the township are retained.

Figure 23. Indicative Concept Illustration of Pontville Village Core public realm improvements



Figure 24. Pontville Public Realm Plan



DRAWING KEY

- Pontville Village Core
- Cadastre
- Jordan River
- 1% AEP Flooding Extents (indicative)
- Recreation Zone
- Open Space Zone
- Landscape Conservation Zone
- Existing Primary Roads
- Existing Local Streets
- Existing Buildings
- Heritage Sites
- Existing Vegetation (in key locations)
- Existing Surrounding Vegetation
- Existing Bridge (vehicular)

PUBLIC REALM

- Public Space Landscape Area
- Potential Landscape Srea
- High-quality Footpath / Forecourt Upgrades
- Pedestrian-priority Slow Zone
- Preferred Parking (public)
- Preferred Parking (private)
- Preferred Parking access
- Proposed One-way Street Direction
- Proposed Shared Path Network
- Proposed Pedestrian Links
- Jordan River Loop (Existing sections)
- Jordan River Loop (Proposed sections)
- Proposed Pedestrian Bridge
- Proposed Street Planting
- Proposed Lookout
- Existing Open Space
- Potential Future Open Space

DESIGN GUIDANCE

- Active Frontage (Preferred)
- Potential Active Frontage
- Indicative Preferred Future Gateway Treatment

PUBLIC REALM PROJECTS

- 1 Extend Shared Path to connect to Pontville
- 2 Pontville Village Gateway Treatment and Zebra Crossing
- 3 Pontville Parklet
- 4 Glebe St Pedestrian Link and Lookout
- 5 Upgrade parking and access at Old Council Chambers Building
- 6 Old Council Chambers Gateway Treatment and Zebra Crossing
- 7 Potential Pedestrian Bridge across Jordan River
- 8 Eastern Bank Pedestrian Link

14.3. Public Realm Project (Actions)

Public Realm projects are identified on Figure 24.

- 1. Extend Shared Path along Brighton Road to connect to Pontville**
Consistent with the Active Transport Strategy, extend the Shared Path network to fully connect to Pontville,
- 2. Pontville Village gateway treatment and zebra crossing + slow zone treatment**
Implement a new zebra crossing with gateway / threshold treatment to mark the beginning of the slow zone through the Pontville Village Core.
- 3. Pontville Parklet**
Investigate the delivery of a parklet and outdoor dining space in front of The Crown Inn. Introduce zebra crossing markings and add slow zone treatment along Brighton Road per Figure 23 and 24. Refer to Section E of Appendix 1 for indicative cross section.
- 4. Glebe St Pedestrian Link and Lookout**
Investigate the delivery of a pedestrian link through 362 Brighton Road to connect to Glebe Street. Establish a lookout point with associated landscaping and seating area.

- 5. Upgrade parking and access at Old Council Chambers Building**
Investigate improving access to parking area off Cheyne St. Engage with a traffic engineer to confirm benefits of reversing one way signage, inform required stakeholders and implement change via signage.
- 6. Old Council Chambers gateway treatment and zebra crossing + slow zone treatment**
Implement a new raised table zebra crossing with gateway / threshold treatment to mark the beginning of the slow zone through the Pontville Village Core.
- 7. Potential pedestrian bridge across Jordan River**
Investigate delivery of a pedestrian bridge over the Jordan River to provide access to the Pontville Regional Sports Centre
- 8. Eastern bank pedestrian link and Pontville Bridge underpass**
Support delivery of a publicly accessible pedestrian link along the eastern bank of the Jordan River to improve access and visibility to the Pontville bridge as part of any private redevelopment of the land.

Delivery of Public Realm Project 3 will require engagement with the Crown Inn to investigate:

- > Formalisation of rear of site for car parking, including
- > Improved signage to direct customers to this parking.

There is also an opportunity to encourage supporting retail or hospitality use to locate on adjacent site (361 Brighton Road).

Part Four: Implementation



Implementation of the LAP will be in the form of statutory implementation as well as ongoing actions that Council will lead in partnership with land owners and government agencies. This chapter describes those steps, when they should be taken and who is responsible for leading the change. Firstly, there are statutory implementation steps to ensure the Brighton Local Provisions Schedule of the Tasmanian Planning Scheme is updated to reflect the directions outlined in the LAP. This includes rezoning and preparing more detail statutory planning guidance for specific areas. This is critical for setting the planning framework for future development applications.

There are also general actions and public realm projects that may involve further investigations or advocacy efforts to support the long-term vision for the area. These actions might include advocacy, more detailed planning and design processes, or partnerships with various stakeholders to achieve broader goals.

15. STATUTORY IMPLEMENTATION

Statutory implementation involves amending the Brighton Local Provisions Schedule of the Tasmanian Planning Scheme, so future development applications are submitted consistent with the LAP. Statutory implementation is in the form of a new Local Area Objective, rezoning and a Specific Area Plan (SAP).

Figure 25 identifies the proposed statutory implementation actions.

15.1. Local Area Objective

To give effect to the LAP, it will be necessary to amend the existing Local Area Objective for Brighton to ensure alignment with the preferred land use outcomes, urban structure and design intent established by the LAP. The current objective does not adequately reflect the refined role, scale and form of development envisaged for Brighton, nor does it provide sufficient strategic support for the associated statutory controls proposed through the Plan. Amending the Local Area Objective will ensure consistency between strategic intent and statutory implementation and provide a clear basis for future planning scheme amendments. The proposed Local Area Objective application and wording is identified in Section 15 in the Action table.

15.2. Specific Area Plan

A SAP is proposed to apply to the Brighton DAC Core. The existing zoning framework does not provide sufficient flexibility or specificity to facilitate the intended scale and form anticipated for the DAC Core. A SAP is therefore required to translate the design intent into statutory controls that can appropriately manage height, built form, density and interface

conditions in a coordinated and site responsive manner. The SAP will be directly informed by the guidance provided in Section 1.1, which includes objectives, strategies and design guidelines.

No changes are proposed to any existing SAPs within the study area, with these recommended to remain in place.

15.3. Rezoning

Rezoning is required to achieve the land use aspirations of the Local Area Plan. Some rezoning is proposed to occur immediately (i.e. where residential zones are proposed to be rezoned to alternative residential zones). While other rezonings will be subject to further investigations prior to a rezoning being supported. The proposed rezonings are summarised below.

Immediate rezonings

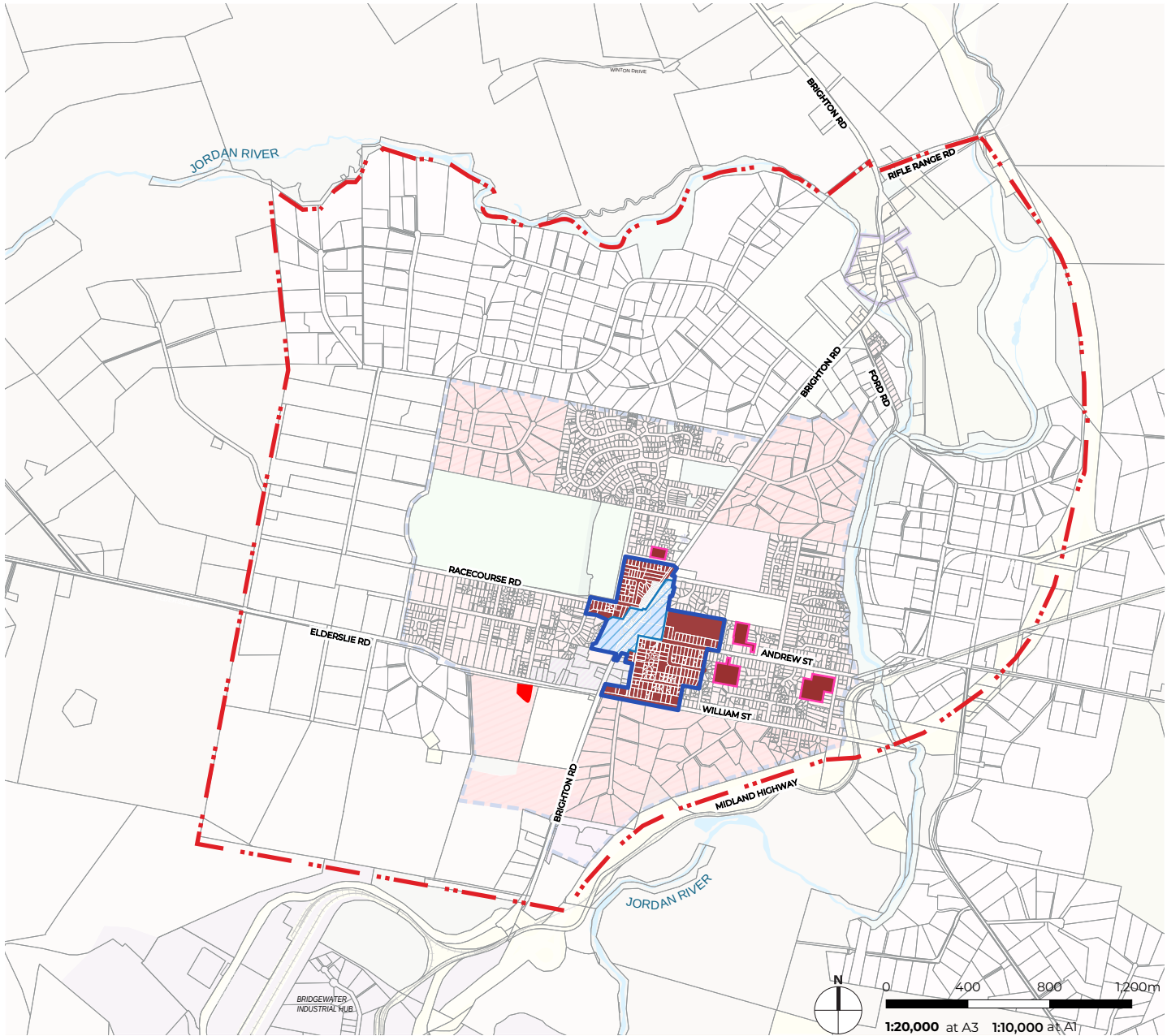
- > Engage with Homes Tasmania to rezone the existing Local Business Zone to the General Residential Zone.
- > Rezone the identified “future Infill sites” to the Inner Residential Zone.
- > Rezone the General Residential Zone within the Brighton DAC Core to the Inner Residential Zone.

Future potential rezonings (subject to further work)

- > Following engagement with land owners and completion of PSP’s and master plans for the two Urban Growth Areas, rezone to an appropriate zoning and apply a SAP to implement the master plans and ensure a coordinated development outcome.
- > Following engagement with landowners and further strategic investigation, consider rezoning the land designated as Future Residential Investigation Areas (FRIAs) to General Residential Zone. These areas are:
 - FRIA #1: The Rural Zone land, south of Brighton High School and west of Brighton Road.
 - FRIA #2: The Local Business Zone land within the Homes Tasmania site on Elderslie Road.
 - FRIA #3: Jordan River Learning Federation School Farm land.

The Future Residential Investigation Area designation does not imply or guarantee a future rezoning outcome. Any future rezoning of these sites would be subject to detailed strategic investigation and resolution of infrastructure and servicing requirements. In particular, FRIA #1 will involve a review and amendment of the Bridgewater Quarry SAP (BRI-S4.0) and Brighton Industrial Hub SAP (BRI-S10.0) where necessary, and confirmation that residential development would be compatible with the ongoing operation of quarry and industrial activities. FRIA #3 is subject to extensive consultation with the community and DECYP.

Figure 25. Proposed Statutory Implementation Actions



DRAWING KEY

-  LAP Study Area
-  Cadastre
-  DAC Core - Proposed SAP Boundary
-  Brighton Local Area Objective Boundary
-  Future Infill Site - Proposed Inner Residential Zone
-  Proposed Inner Residential Zone
-  Proposed General Residential Zone

16. ACTIONS

Table 2 identifies the Actions required to Implement the Neighbourhood Plan. The elements of the Action table are:

- > The description of the action includes the main task, in some instance there are sub-tasks that will also be required to be completed.
- > The responsibility column identifies who will be responsible for leading delivery of the action. Where both Council and an agency is identified, Council will lead the action in partnership with the agency. A proponent action will be led by the developer or other key relevant stakeholder.

- > The timing column is identified as either short, medium or long term. Short term actions are intended to occur within 0 – 5 years, medium term are within 5 – 10 years and long term actions are beyond 10 years.

Table 2. LAP Actions

Reference	Description	Responsibility	Timing
LAP Land Use Actions (Figure 16)			
LU-A1	Update the Brighton Town Centre Local Area Objective to implement the objectives of the LAP. The following wording should be considered: <i>To develop the Brighton Activity Centre as a District Activity Centre for the Brighton residents but to also service a regional services hub for surrounding regions. Expand the retail and commercial offering and encourage medium density housing outcomes. Invest in public realm enhancements that elevate the Activity Centre as a pedestrianised high amenity street-based Centre.</i>	Council	Short
LU-A2	Rezone residential land within the Brighton DAC Core and Future Infill Sites to the Inner Residential Zone.	Council	Short
LU-A3	Support sensitive redevelopment on Future Infill Sites impacted by overland flow paths to unlock their development potential without detrimentally impacting surrounding areas.	Council	Short
LU-A4	Prior to supporting rezoning, prepare Precinct Structure Plans and Streetscape Master Plans for Urban Growth Areas 1 and 2 to: - Guide transition of fragmented low-density development to general residential, or an alternative suitable zone. - Ensure a connected and cohesive movement network that links to surrounding existing residential development. - Identify opportunities for medium density housing, particular on lots fronting Brighton Road. - Ensure integration with surrounding open space and shared path networks. - Ensure infrastructure coordination.	Council	Long
LU-A5	Investigate transition of Light Industrial Zone on Elderslie and Brighton Road to Urban Mixed-Use Zone, ensuring landowner support and master planning to facilitate a coordinated development outcome. This should be supported by an Industrial Land Use Study to ensure no negligible impact on industrial land supply needs. Also ensure you add this to the table at the end. The following steps should occur: - Preparation of a master plan that identifies a cohesive and logical development pattern considering access. - Consideration of potential site constraints including land contamination. - Engagement with business owners - Preparation of a SAP which embeds the master plan directions.	Council	Medium
LU-A6	Apply a SAP to the Brighton DAC Core to guide and elevate development outcomes. Discussed further in Section 12.	Council	Short
LU-A7	Implement a Future Residential Investigation Area (FRIA) designation on the following land: - FRIA #1: Rural Zone land, south of Brighton High School and west of Brighton Road. Future rezoning is subject to further investigation and should provide resolution of constraints associated with the Bridgewater Quarry SAP and Brighton Industrial Hub SAP. - FRIA #2: Local Business Zone land within the Homes Tasmania site on Elderslie Road. Future rezoning is subject to further investigation and should have key regard to infrastructure and stormwater constraints. - FRIA #3: Jordan River Learning Federation School Farm land. Future rezoning is subject to further investigation and should have key regard to infrastructure and stormwater constraints. The designation is for investigation purposes only, to determine the suitability of the identified land for residential purposes and does not guarantee a future rezoning outcome.	Council Homes Tasmania Department of Education, Children and Young People	Long

Reference	Description	Responsibility	Timing
LAP Movement Network Actions (Figure 17 & 18)			
MN-A1	Investigate a park-and-ride facility at Ted Jeffries Memorial Park (Seymour Street) to support regional public transport access for Brighton residents and surrounding communities.	Council	Medium
MN-A2	Advocate to the Department of State Growth, as part of their planned bus timetable review, for improved bus service frequency to and from Brighton and Pontville.	Council	Short
MN-A3	Complete the gaps in the shared path network as per Figure 18, as per the Active Transport Strategy 2025 – 2035.	Council	Medium
MN-A4	Investigate completion of the missing sections of the Jordan River loop to deliver a complete network (Figure 18).	Council	Medium – Long
MN-A5	Implement the cross sections identified in Appendix 1 to improve walking and cycling connections and greening. Discussed further in Section 11.	Council	Long
LAP Open Space & Liveability Actions (Figure 19)			
OSL-A1	Allocate budget through Councils capital works program to complete the following open space improvement projects currently undergoing master planning processes: - Ted Jeffries Memorial Park - Pontville Regional Sports Centre	Council	Immediate
OSL-A2	Deliver arrival signage for Brighton and Pontville and feature landscape planting at the locations identified in Figure 19.	Council	Short
OSL-A3	Implement the Street Tree Strategy along identified streets to improve canopy cover, streetscape quality and pedestrian amenity, consistent with the indicative cross sections contained within the Brighton Street Tree Strategy.	Council	Medium
OSL-A4	Implement a planting regime aligning with the Brighton Street Tree Strategy for all streets able to provide canopy cover not previously identified in the Brighton Street Tree Strategy.	Council	Medium
OSL-A5	Extend the shared path and improve boulevard landscaping to Brighton Road between William Street and Hove Way guided by the indicative section 'Brighton Road – South Entrance' (see Appendix 1 – Section A).	Council	Medium
OSL-A6	Upgrade and improve street tree planting and footpath conditions along identified Primary Streets (Racecourse Road and parts of Andrew Street) guided by the Primary Streets typical section (see Appendix 1 – Section B)	Council	Medium
OSL-A7	Investigate opportunities to strengthen existing canopy tree planting in Brighton Road Boulevard (retain and strengthen) areas.	Council	Medium
OSL-A8	Prepare a Master Plan for the surplus Greyhound Racing land to guide its transition to an open space purpose that is compatible with the adjacent Racecourse and complements upgrades planned at the Ted Jeffries Memorial Park.	Council	Short
OSL-A9	Engage with Greyhound Racing Tasmania to understand long-term land use transition opportunities following cessation of Greyhound Racing in Tasmania.	Council	Short
OSL-A10	Deliver Town Centre Public Realm Upgrades to the Brighton DAC Core and Pontville Village Core (refer to Sections 13 & 14 for Public Realm guidance for Brighton and Pontville).	Council	See specific projects below

Reference	Description	Responsibility	Timing
Brighton DAC Core Public Realm Projects / Actions (Figure 22)			
BPR-A1	New open space at SES site and associated road reserve area - Redevelop the SES site at 138 Brighton Road if the SES relocates as a new open space for passive recreation per its identification within the Brighton Open Space Strategy. Upgrade the Brighton Rd road reserve adjacent to 2 Augustus St, 6 Augustus St and 138 Brighton Rd as an integrated part of the design.	Council	Long
BPR-A2	Brighton Rd gateway treatment and zebra crossing + slow zone treatment - Implement a new raised table zebra crossing or similar with gateway / threshold treatment to mark the beginning of the slow zone.	Council	Short
BPR-A3	Brighton Rd / Andrew St junction roundabout upgrade and zebra crossings + slow zone - Upgrade existing refuge island crossings to include zebra crossing markings and Belisha beacons. Add slow zone treatment along Brighton Rd and Andrew St	Council	Medium
BPR-A4	Brighton town square zebra crossings and median tree planting + slow zone - Upgrade existing refuge island crossing to include zebra crossing marking and Belisha beacons and add slow zone treatment along Brighton Rd	Council	Medium
BPR-A5	Brighton Rd / Racecourse Rd junction zebra crossing + slow zone - Implement a new zebra crossing across Racecourse Rd with planted buildouts and improved street lighting to ensure crossing is visible and well-lit.	Council	Short
BPR-A6	Brighton Rd zebra crossing + slow zone - Upgrade existing refuge island crossing to include zebra crossing markings and Belisha beacons. - Add slow zone treatment along Brighton Rd.	Council	Short
BPR-A7	Brighton Rd / Downie St junction zebra crossing and bus stop parklet + slow zone - Upgrade existing crossing point with raised table zebra crossing with gateway / threshold treatment to mark the beginning of the slow zone. - Add supergraphics or change in pavement colour between the zebra crossing and the bus stop along the western side of Brighton Rd. - Upgrade existing parklet around bus stop to include a shelter, street lighting and increased amenity planting	Council	Medium
BPR-A8	Andrew St zebra crossing + slow zone - Upgrade existing refuge island crossing to include zebra crossing marking and Belisha beacons. Add slow zone treatment along Andrew St.	Council	Short
BPR-A9	Andrew St additional street tree planting - Explore opportunities for additional street tree planting along Andrew St within buildouts or within back berm.	Council	Short
BPR-A10	Racecourse Rd and Seymour St shared path and street upgrades - Improve footpath condition along southern side of Racecourse Rd with continuous front berm and street tree planting - Continue shared path along north side of Racecourse Rd and eastern side of Seymour St to meet existing crossing point with buildout. - Continue shared path along north side of Racecourse Rd heading west from Seymour St junction. - Explore new street tree planting opportunities along Racecourse Rd to establish boulevard character.	Council	Medium

Reference	Description	Responsibility	Timing
Pontville Public Realm Actions (Figure 24)			
PPR-A1	Extend Shared Path along Brighton Road to connect to Pontville. Consistent with the Active Transport Strategy, extend the Shared Path network to fully connect to Pontville.	Council	Short
PPR-A2	Pontville Village gateway treatment and zebra crossing + slow zone treatment. Implement a new zebra crossing with gateway / threshold treatment to mark the beginning of the slow zone through the Pontville Village Core.	Council	Medium
PPR-A3	Pontville Parklet Investigate the delivery of a parklet and outdoor dining space in front of The Crown Inn. Introduce zebra crossing markings and add slow zone treatment along Brighton Road per Figure 23 and 24. Refer to Section E of Appendix 1 for indicative cross section.	Council	Medium
PPR-A4	Glebe St Pedestrian Link and Lookout Investigate the delivery of a pedestrian link through 362 Brighton Road to connect to Glebe Street. Establish a lookout point with associated landscaping and seating area.	Council	Medium
PPR-A5	Upgrade parking and access at Old Council Chambers Building Investigate improving access to parking area off Cheyne St. Engage with a traffic engineer to confirm benefits of reversing one way signage, inform required stakeholders and implement change via signage.	Council	Medium
PPR-A6	Old Council Chambers gateway treatment and zebra crossing + slow zone treatment Implement a new raised table zebra crossing with gateway / threshold treatment to mark the beginning of the slow zone through the Pontville Village Core.	Council	Medium
PPR-A7	Potential pedestrian bridge across Jordan River Investigate delivery of a pedestrian bridge over the Jordan River to provide access to the Pontville Regional Sports Centre	Council	Long
PPR-A8	Eastern bank pedestrian link and Pontville Bridge underpass Support delivery of a publicly accessible pedestrian link along the eastern bank of the Jordan River to improve access and visibility to the Pontville bridge as part of any private redevelopment of the land.	Council	Medium

17. MONITORING & REVIEW

The Brighton & Pontville LAP will be reviewed on a regular basis to ensure the guidance is still relevant and the actions are on track to being achieved within the identified timeframes.

The following tasks should be undertaken by Council.

17.1. Every 12 months

- > Review progress of the LAP actions.
- > Promote project progress against actions on the project webpage.

17.2. Every 5 years

- > Seek feedback from key stakeholders and the wider community on the vision and objectives to ensure the LAP still meets community and stakeholder expectations.
- > Review the LAP to ensure it aligns with contemporary policy and available information.



Appendices

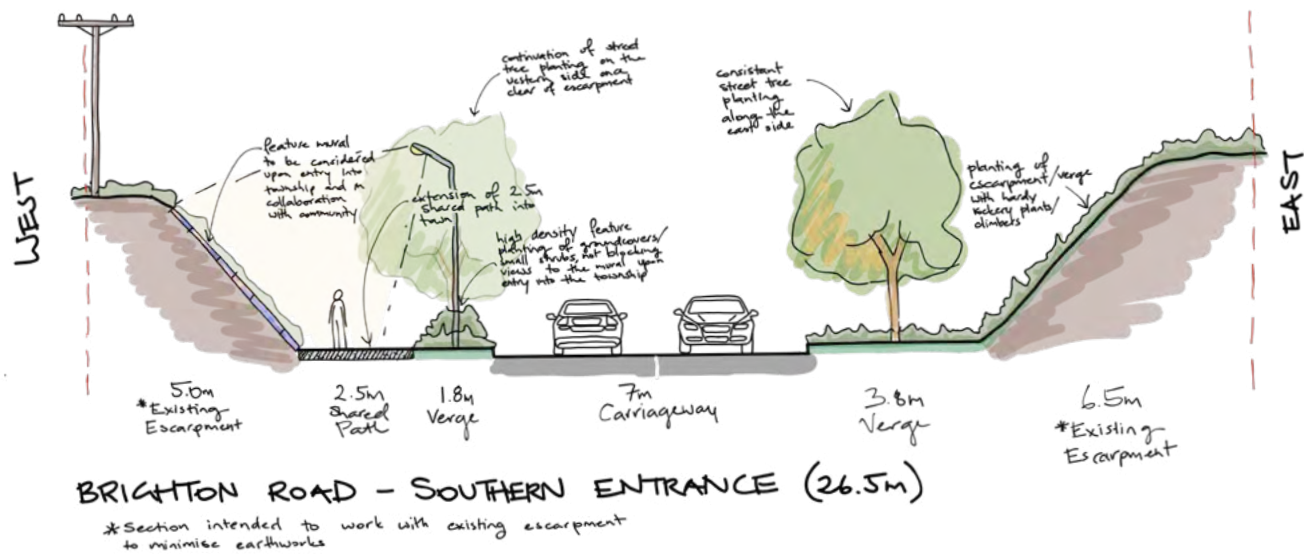


18. APPENDIX 1 - STREET CROSS-SECTIONS

18.1. Section A - Brighton Road – Southern Entrance – Typical Section



Figure 26. Section A - Brighton Road – Southern Entrance – Typical Section



18.2. Section B – Primary Streets (Racecourse Road and Andrew Street) – Typical Section

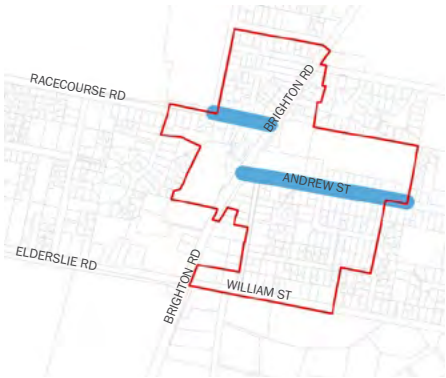
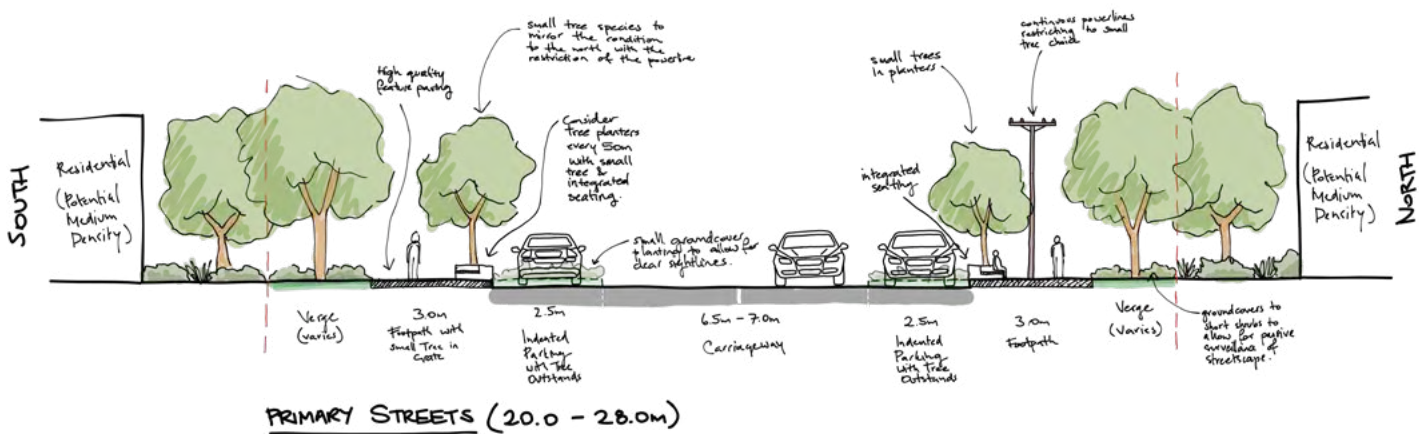


Figure 27. Section B – Primary Streets (Racecourse Road and Andrew Street) – Typical Section



18.3. Section C - Brighton Road – Town Centre Core – Typical Section



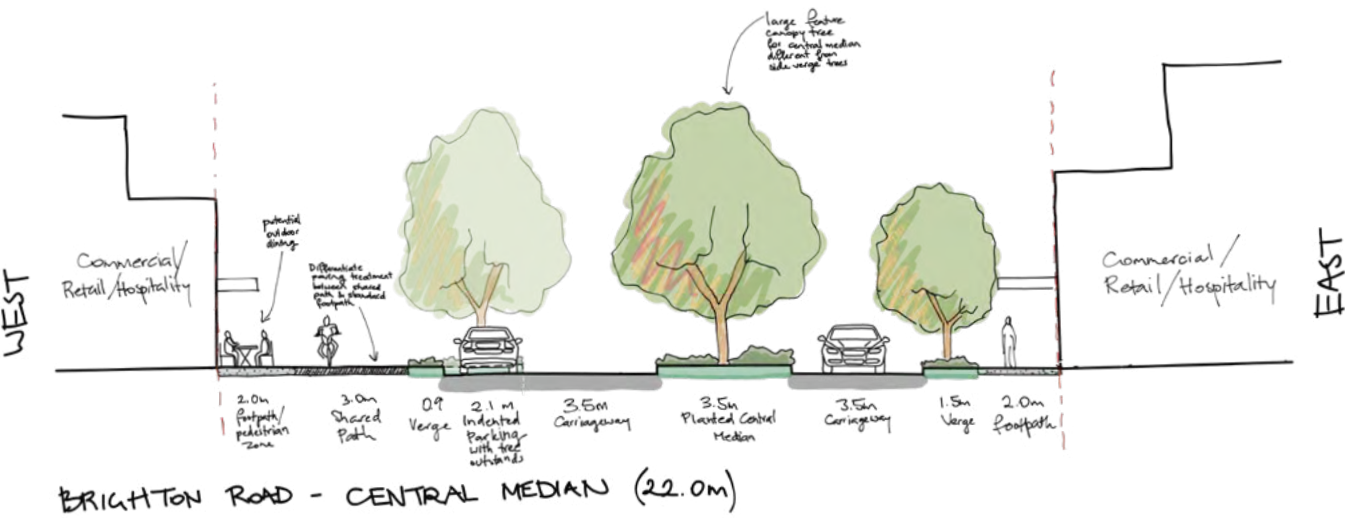
Figure 28. Section C - Brighton Road – Town Centre Core – Typical Section



18.4. Section D - Brighton Road – Town Centre Core – Central Median Section



Figure 29. Section D - Brighton Road – Town Centre Core – Central Median Section



18.5. Section E – Pontville – Brighton Road – Town Centre – Main Street

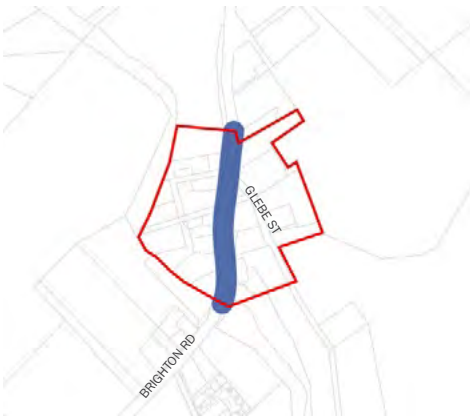
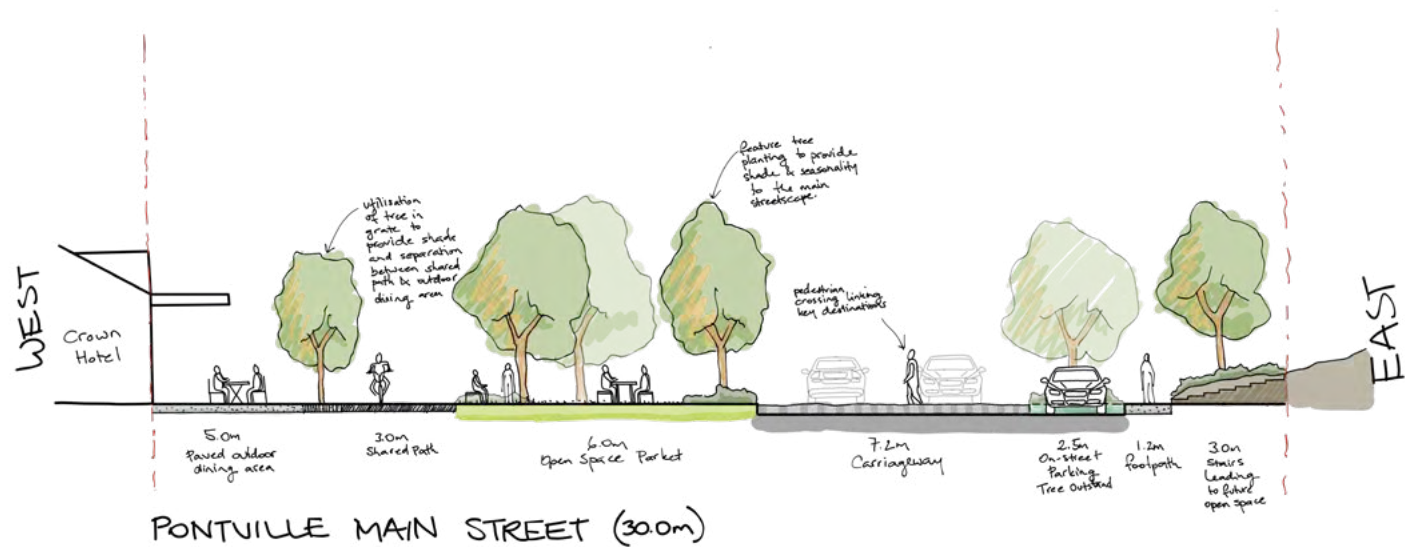


Figure 30. Section E – Pontville – Brighton Road – Town Centre – Main Street



Brighton & Pontville Local Area Plan

JULY 2026

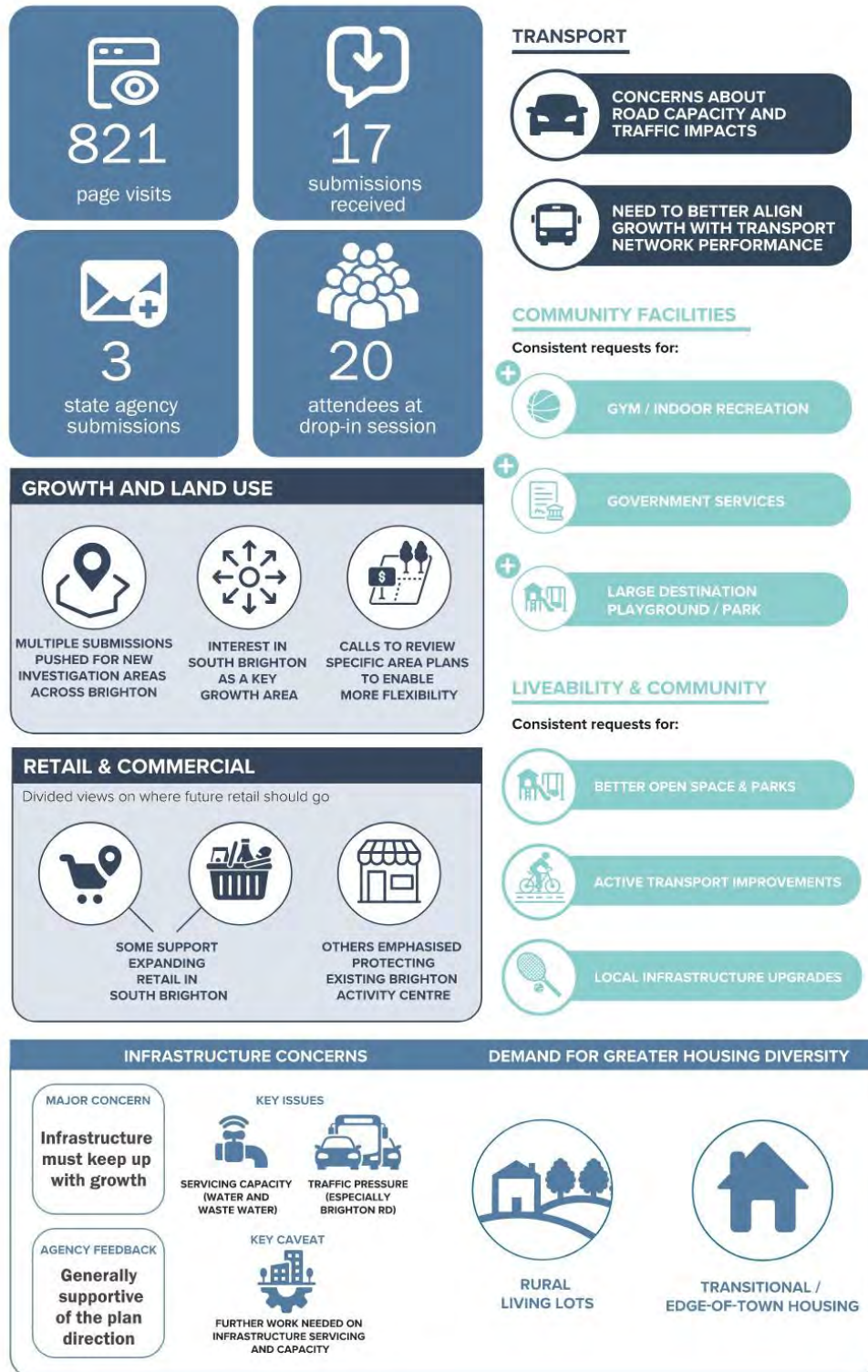
mesh
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Brighton
going places



Brighton & Pontville Local Area Plan Engagement Summary



1. Engagement Methods

1.1. Have Your Say Project Page

The Have Your Say project page was the primary engagement platform for the project. It enabled stakeholders to access project information, review the draft BPLAP, view the earlier issues and opportunities mapping, and read a summary of feedback from the previous engagement stage.

1.2. Community Drop- In Session

A community drop-in session was held at the Brighton Bowls Club on 31 May 2026. Approximately 20 people attended, and feedback was captured through annotations and notes made on the draft plans.

1.3. Written Submissions

Council received 16 written submissions, including three from State agencies.

2. Key Findings

2.1. Additional Growth and Investigation Areas

The most common issue raised during consultation was whether additional land should be identified for future investigation for residential and/or commercial growth.

These areas are shown in Figures 1 and 2.



Figure 1 Land requested for investigation during consultation (Source: TheList)

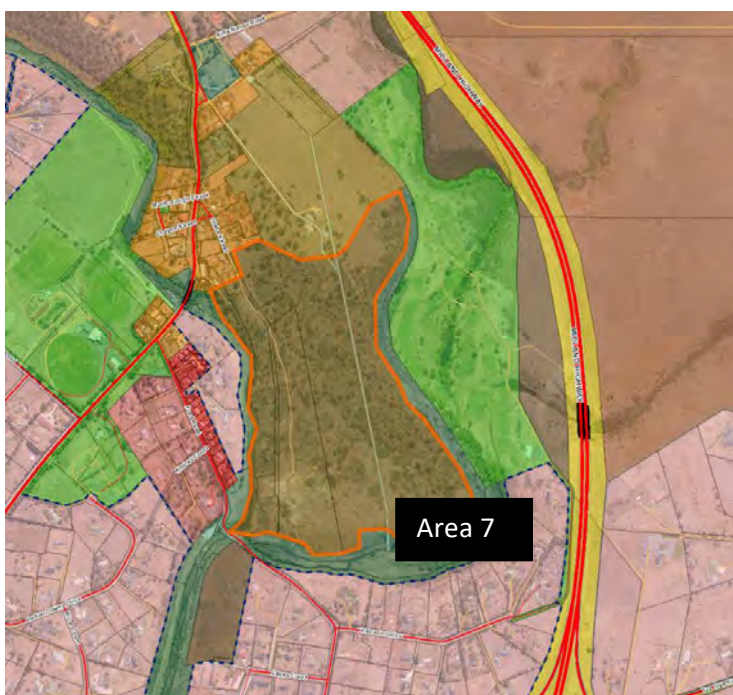


Figure 2 Land at 'Pony Hill' requested for investigation during consultation (Source: TheList)

2.1.1.Area 1: Horse Racing Specific Area Plan

Submissions were received regarding the existing Horse Racing Specific Area Plan ('SAP'). The matters raised included whether the Specific Area Plan remains fit for purpose given:

- the urbanisation of the surrounding area
- whether the land should be identified as an additional growth area in the BPLAP; and
- whether the land should be considered for rezoning to Rural Living to enable 1 hectare lots as a transition between the General Residential Zone and the Rural Zone.

Planning implications:

This feedback indicates there is community will for a review of the long-term role of the SAP. It is noted the draft BPLAP already includes a recommendation to undertake a review of the SAP.

2.1.2.Area 2: Rural Living Zoned Land West of High School

Submissions raised the potential for additional Rural Living or larger lot housing in areas on the edge of existing residential development.

Planning implications:

This is a consideration for the overall strategic direction of the BPLAP regarding whether further low-density style residential development is a desirable planning outcome on land within close proximity to the Brighton town centre which has several constraints for further development.

2.1.3.Area 3: Brighton Road Investigation Area

Council received a detailed submission regarding the future of the South Brighton Precinct. The submission requested that land at 15, 23, 27, 28, 29, 39, 41 and 69 Brighton Road ought to be identified for residential and retail growth. The land is shown in Figure 3.

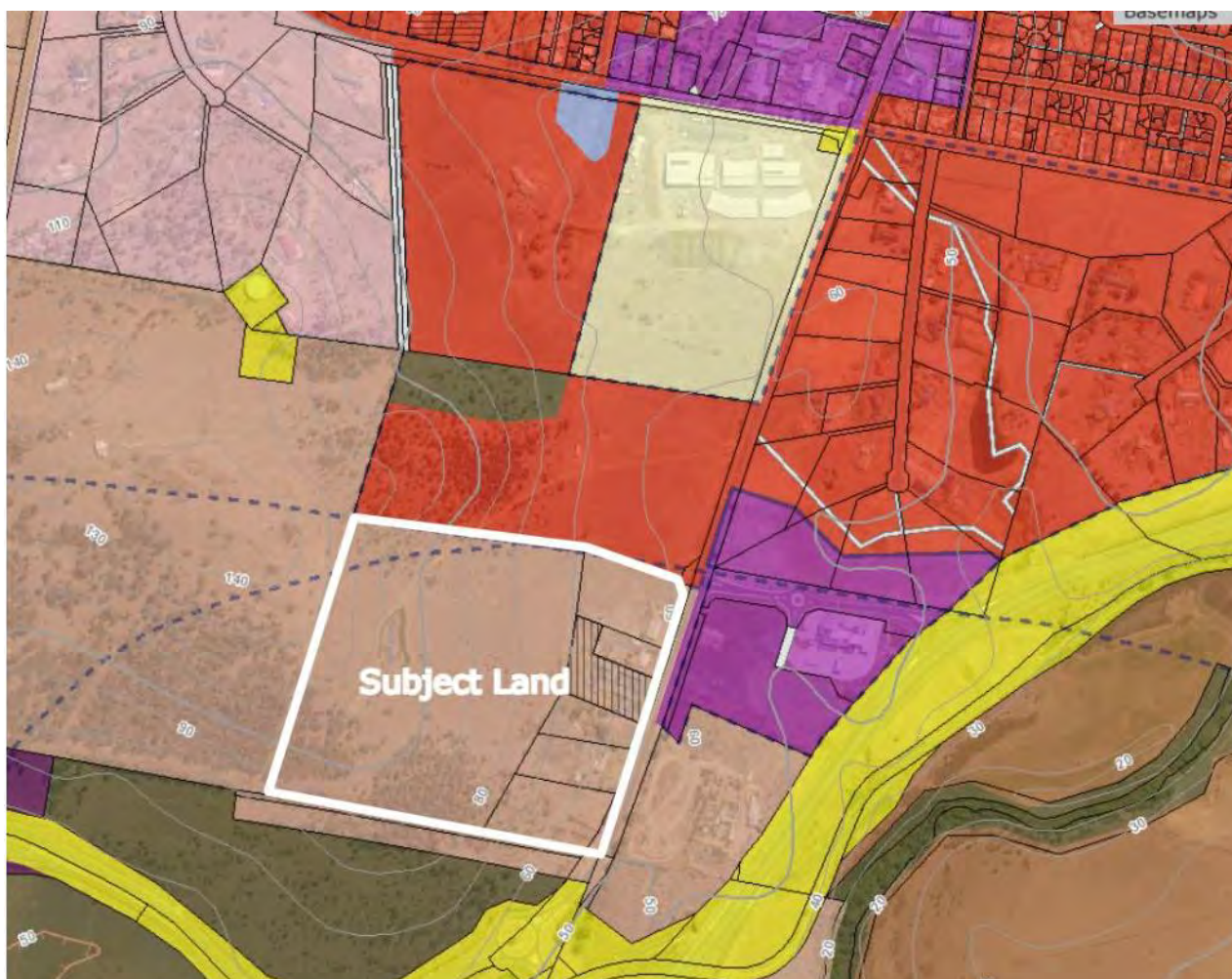


Figure 3 Brighton Road investigation area (Source: TheAdvisory)

The submission sought identification of the land as a Future Investigation Area and raised a number of strategic planning considerations, including:

- its inclusion within the urban growth boundary identified in the draft Southern Tasmania Regional Land Use Strategy (STRLUS);
- existing planning constraints associated with the Bridgewater Quarry and Brighton Industrial Hub Specific Area Plans;
- the potential to contribute to long-term residential land supply; and
- the relative suitability of the land compared to other nominated investigation areas.

The submission also stated that the land may be less constrained than other growth areas identified in the draft BPLAP.

Planning implications:

This submission raises considerations regarding long-term land supply and demand, the resolution of existing constraints, and the sequencing of future development in South Brighton.

2.1.4. Area 4: Part of 69 Brighton Road – Proposed Business Precinct

The previous submission also included a report prepared by Urbis: *Enabling Retail in South Brighton* (June 2026). The report recommends that part of 69 Brighton Road, on the western side of Brighton Road, ought to be reconsidered as a proposed small scale business precinct.

The submission states that a smaller-scale retail offering in this location could assist in providing for the retail needs of South Brighton and contribute to an activated gateway into Brighton. The Urbis report included an indicative masterplan (Figure 4) showing this land as a future Local Business zoned strip integrated with the future subdivision of the balance of 69 Brighton Road.

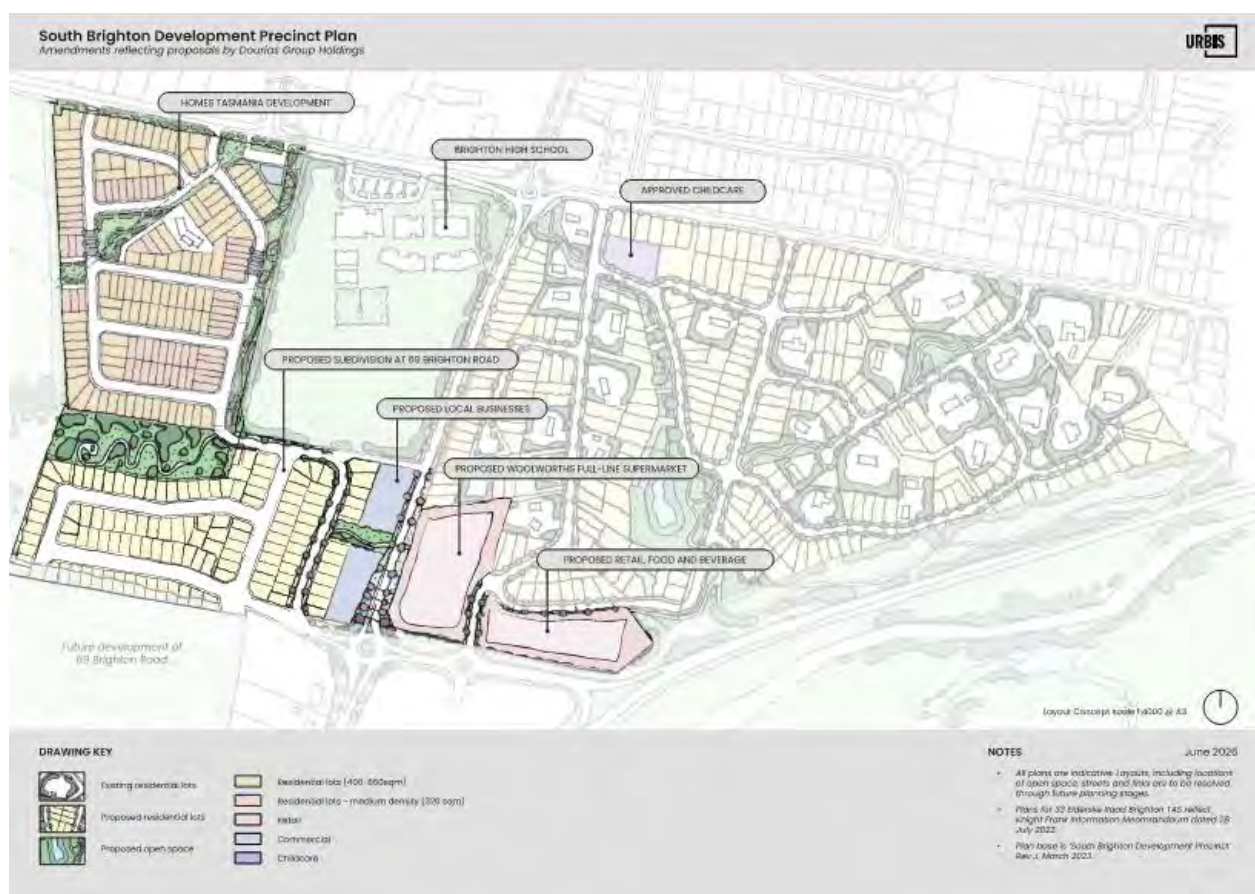


Figure 4 Proposed South Brighton commercial / Highway Services precinct (Source: Urbis)

The proposal would require amendments to the South Brighton SAP.

Planning implications:

This proposal raises significant strategic planning and policy considerations, regarding:

- the role and capacity of the Brighton activity centre core to accommodate future retail and commercial growth;
- the activity centre hierarchy and retail needs for Brighton as set out in the Brighton Activity Centre Strategy;

- the strategic directions of the draft BPLAP regarding 'out-of-centre developments, and the future success and vibrancy of the Brighton 'District Activity Centre';
- the role of South Brighton and the Highway Services precinct;
- urban design considerations; and
- Local, regional and state planning policy.

2.1.5. Area 5: Highway Services Precinct

The same submission, supported by the accompanying *Enabling Retail in South Brighton* report prepared by Urbis, and a traffic assessment prepared by Hubble Traffic (*MAC Brighton Secondary Commercial Precinct – Final V1*), identified land within the existing Highway Services Specific Area Plan north of Hove Way as being suitable for a broader range of retail and commercial uses not currently permitted under the planning framework. This proposal is shown in Figure 5.

The Urbis submission makes specific reference to providing for a future full-line supermarket in this location which, it is argued, is needed in Brighton by 2050 to service the area, and which cannot be accommodated in the areas shown for future retail in the draft BPLAP opposite the existing IGA due to the size of parcel needed. A letter is provided from Woolworths indicating their interest in investing in the area.



Figure 5 Proposed expansion and rezoning of land North of Hove Way (Source: Urbis)

The submission from Hubble Traffic evaluates the traffic benefits associated with introducing a secondary General Business zone on the southern entry to Brighton. It examines the suitability of the location from a network-efficiency perspective, particularly in the context of future residential growth and the increasing reliance on Brighton Road as the municipality's primary sub-arterial corridor.

The report states that, with the realisation of the 550 lots in South Brighton plus the 2 growth areas identified in the BPLAP in north Brighton, the cumulative effect will place unsustainable pressure on the most constrained section of Brighton Road which would push the road beyond its ability to cope.

The submission therefore recommends that:

- The existing Light Industrial zoned land north of Hove Way within the Highway Services Precinct SAP area be rezoned to General Business to allow for a greater range of retail uses, including a supermarket;
- The South Brighton SAP and the Highway Services Precinct SAP are amended to expand the General Business zone north of Hove Way to provide the floorspace for a future full-line supermarket; and
- Amend the South Brighton SAP and the Highway Services Precinct SAP to create those lots suitable for the full line supermarket and approximately 10-12 speciality retail venue.

Planning implications:

This proposal raises significant strategic planning considerations relating to:

- the role and function of the Highway Services Precinct in existing strategies and the BPLAP;
- the economic analysis and strategies of the Brighton Activity Centre Strategy;
- urban design considerations and future vibrancy of the Brighton activity centre core;
- impacts on the activity centre hierarchy;
- retail needs and existing supply of business zoned land in the Brighton Activity Centre Core;
- consistency with the local, regional and state policy;
- capacity of Brighton Road and existing Council strategies encouraging active transport.

2.1.6. Area 6: Jordan River Learning Federation School Farm

The Jordan River Learning Federation School Farm ('School Farm') was identified as an area the Council ought to consider as a future investigation area for mixed use and a key future growth area.

The land was identified in the previous Brighton Local Area Plan for investigation and possible rezoning. Staff at the Department for Education, Children and Young People confirmed during consultation that the Department has no intention of changing the current use of the site in the foreseeable future.

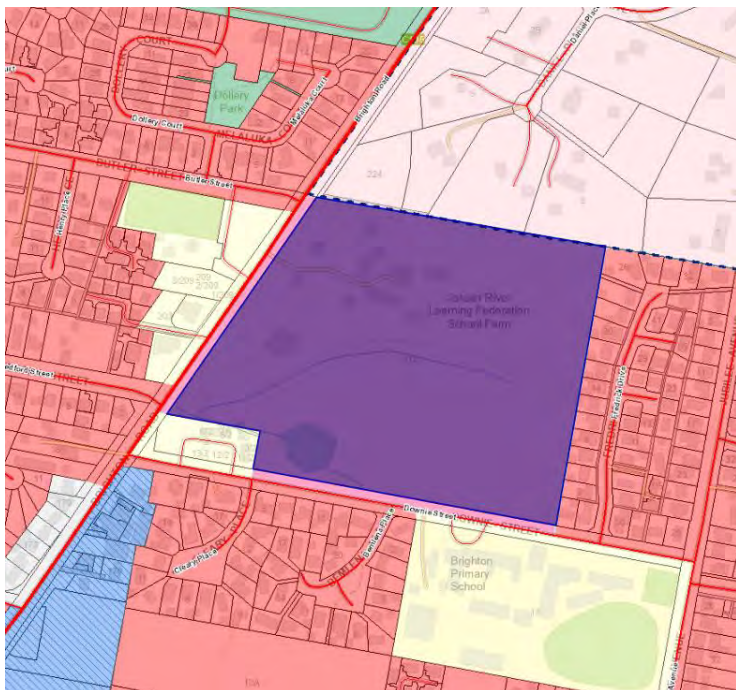


Figure 6 School Farm Site (Source: TheList)

Planning implications:

Significant further work, including community engagement and discussions with the Department for Education, Children and Young People is required to determine its long-term role and integration with surrounding development.

2.1.7. Area 7: Pony Hill

Council received a submission requesting that Pony Hill ought to be considered for investigation for a possible rezoning to allow for a future low density residential type subdivision and development.

The submission included visual modelling/ photomontages from various viewpoints showing how future dwellings may appear in the landscape.

A heritage consultant also provided a letter to provide their opinion regarding the future development of the site. The letter states that future dwellings on the site are likely to be acceptable from a visual point of view.

The submission includes an indicative concept plan of how future development might occur which is shown in Figure 7.

Planning implications:

The submission raises significant strategic planning implications, including:

- impacts on the heritage values of the Pontville village;
- whether the heritage overlay applying to the site ought to be reviewed and amended to allow for future residential development currently prohibited on much of the site;
- whether there is additional unmet demand for residential growth in Pontville;
- landscape and scenic values of the site;
- whether the existing Landscape Conservation Zone is most appropriate zoning for the site

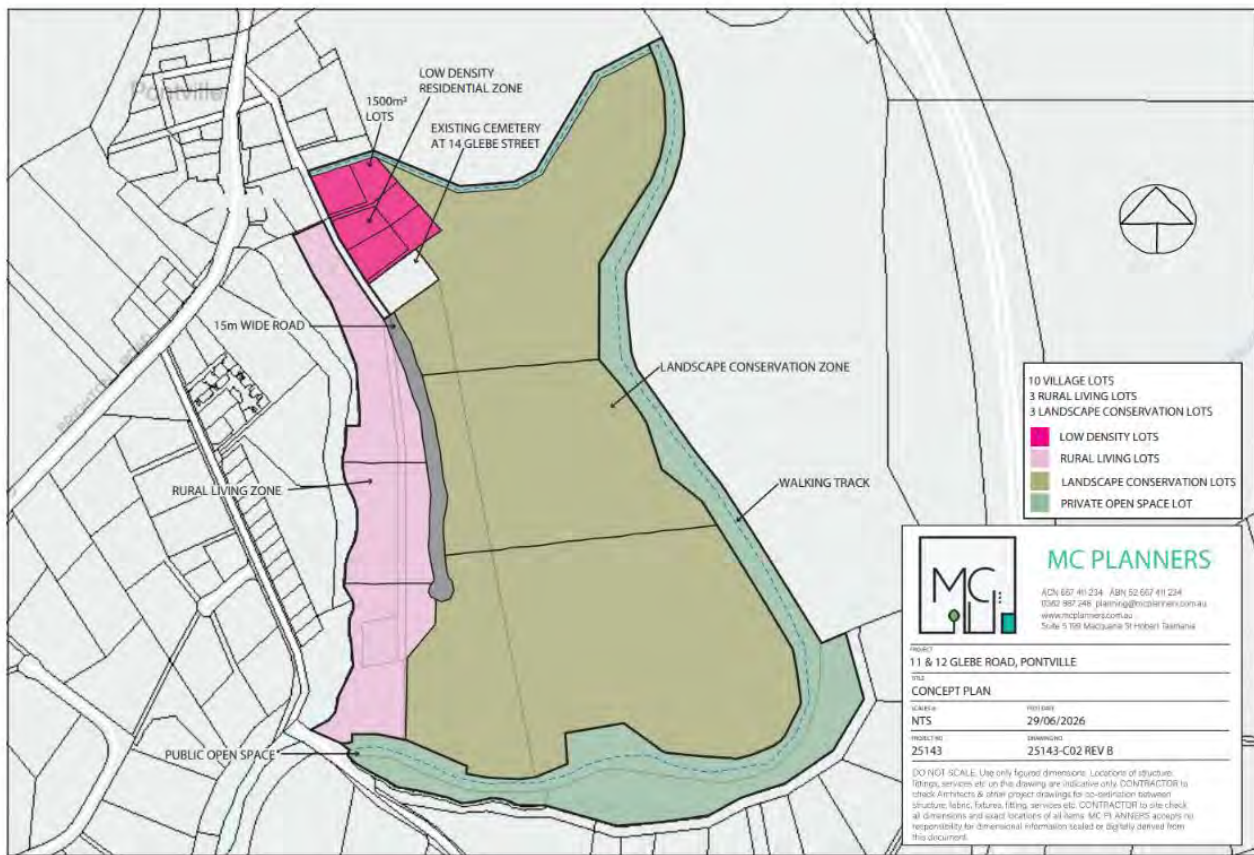


Figure 7 Indicative Concept Plan (Source: MC Planners)

2.2. Infrastructure and Servicing

Submissions highlighted the importance of infrastructure capacity in supporting future growth areas. Feedback from State agencies, including TasWater, emphasised the need for early engagement to confirm servicing requirements, including network capacity, staging, and the potential need for infrastructure upgrades.

Planning implications:

Future growth must align with confirmed servicing capacity and infrastructure provision. The identification of investigation areas will require further work to establish servicing feasibility, including consideration of capacity, staging, and potential augmentation of existing networks.

2.3. Transport

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

Planning implications:

Future growth must be aligned with the capacity and function of the transport network considering all forms of transport, including active transport.

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

Submissions also identified opportunities to improve open space, active transport and public infrastructure, including drainage and local infrastructure upgrades. These matters were consistent with earlier engagement.

Council also received submissions requesting the following services in Brighton:

- gym;
- government services (such as Service Tasmania); and
- a park similar to that found at Bellerive Beach.

Planning implications:

These matters will be considered in preparing refinement of the BPLAP.

2.5. Zoning

Council received one submission requesting clarification around the proposed inner residential zone.

Planning implications:

The report addressing submissions will provide more comment on this matter. Nonetheless, the proposed inner residential zone seeks to further the Tasmanian Planning Policies and the draft Southern Tasmanian Regional Land Use Strategy.

3. Conclusion

The consultation process identified a reasonably clear and consistent set of strategic planning issues.

The dominant theme was the identification of additional land for future investigation, particularly in relation to accommodating long-term residential and commercial growth.

State agency feedback generally supported the direction of the draft BPLAP, noting the importance of ongoing coordination to confirm infrastructure servicing requirements and network capacity.

The engagement outcomes will be used to refine the final BPLAP.

Attachment C: Council Officer Response to Submissions

1. Purpose

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

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

This attachment identifies:

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

2. Summary of Officer Recommendations

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

3. Future Investigation Areas

3.1. South Brighton Residential Investigation Area

Matter Raised

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

Officer Assessment

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

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

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

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

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

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

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

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

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

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

Table 1 below shows the updated Practical Vacant Supply Position

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

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

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

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

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

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

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

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

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

Urban Growth Areas in BPLAP

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

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

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

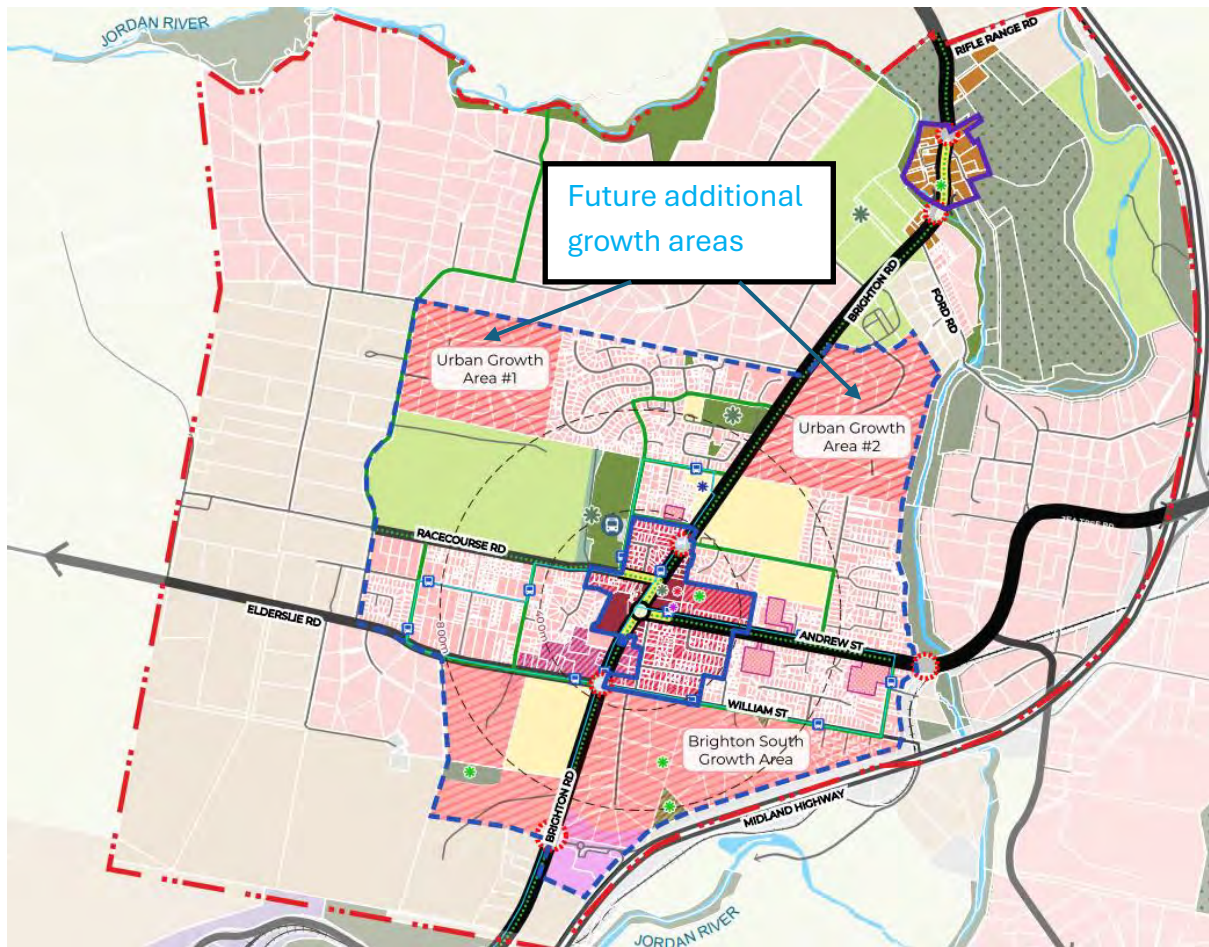


Figure 1 Urban Growth Areas in BPLAP (Source: Mesh)

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

Additional Future Investigation Area

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

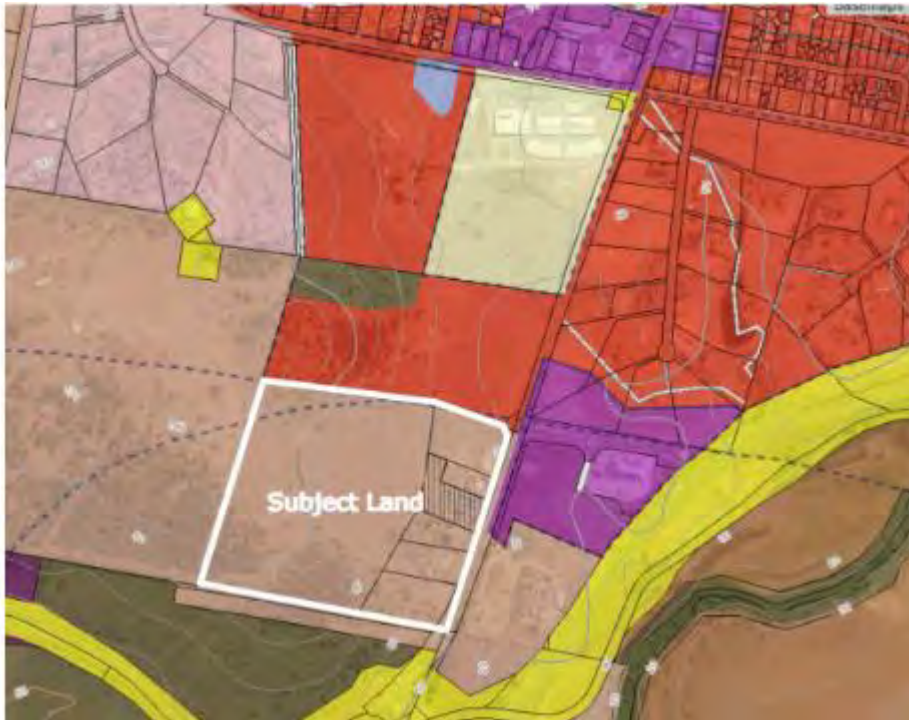


Figure 1 Future Investigation Area (Source: The Advisory)

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

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

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

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

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

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

Recommendation

Support

Amendment

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

3.2. Jordan River Learning Federation School Farm

Matter Raised

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

Officer Assessment

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

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

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

Recommendation

Support in Principle.

Amendment

Identify the School Farm as a Future Investigation Area.

3.3. Pony Hill

Matter Raised

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

Officer Assessment

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

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

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

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

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

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

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

Recommendation

Do Not Support.

Amendment

3.4. Rural Zone Land West of Brighton High School

Matter Raised

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

Officer Assessment

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

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

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

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

Recommendation

Do Not Support.

Amendment

No amendment recommended.

4. Commercial and Retail Growth

4.1. South Brighton Commercial and Retail Proposal

Matter Raised

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

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

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

Officer Assessment

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

Council officer assessment has been informed by:

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

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

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

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

Brighton Activity Centre Strategy

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

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

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

Option 1:

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

OR

Option 2:

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

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

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

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

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

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

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

Brighton and Pontville Local Area Plan

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

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

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

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

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

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

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

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

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

This direction is reflected throughout the BPLAP, including:

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

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

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

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

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

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

Independent Review Findings

Geografia

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

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

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

Mesh

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

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

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

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

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

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

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

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

Traffic Submission

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

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

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

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

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

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

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

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

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

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

Conclusion

The proposal is inconsistent with:

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

Council officers consider that the proposal has the potential to:

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

Accordingly, officers do not support:

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

Recommendation

Do Not Support.

Amendment

No amendment recommended.

5. Existing Planning Framework

5.1. Horse Racing Specific Area Plan

Matter Raised

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

Officer Assessment

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

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

Recommendation

Support Future Review.

Amendment

Retain and strengthen the existing review action.

5.2. Inner Residential Zone

Matter Raised

One submission sought clarification regarding the proposed Inner Residential Zone.

Officer Assessment

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

Recommendation

Support.

Amendment

No amendment recommended.

6. Infrastructure and Transport

6.1. Infrastructure and Servicing

Matter Raised

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

Officer Assessment

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

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

Recommendation

Note.

Amendment

None required.

6.2. Transport

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

Officer Assessment

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

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

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

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

Recommendation

Note.

Amendment

None required.

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

Matter Raised

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

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

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

Officer Assessment

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

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

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

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

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

Recommendation

Note.

Amendment

None Required.

6.4. Zoning

Matter Raised

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

Officer Assessment

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

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

Recommendation

Note.

Amendment

None Required.

7. Conclusion

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

Those changes are:

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

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

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

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

By Email

26 June 2026

Peer Review of Urbis Submission Enabling Retail in South Brighton (2026)

1. I am Dr Shashi Karunanethy, Chief Economist at Geografia Pty Ltd, an Australian economic and strategic planning consultancy. I have worked in economic development and strategic planning since 2010. Further details of my professional qualifications and experience are provided in the Curriculum Vitae attached at the end of this letter.
2. I have been instructed by Brighton Council to undertake a peer review of the Urbis report titled *Enabling Retail in South Brighton*, prepared for Dourias Group Holdings, dated June 2026, hereafter referred to as the Urbis report.
3. This review is informed by my involvement in the preparation of the Brighton Activity Centre Strategy, as well as broader experience in activity centre planning, employment and retail needs assessment, and regional land use strategy across Tasmania and other Australian jurisdictions.
4. Jane Wong, Senior Analyst and Strategic Planner at Geografia Pty Ltd, assisted me in the preparation and drafting of this peer review statement under my direction.
5. This review is limited to matters relating to the economic and strategic planning basis for the proposed retail precinct in South Brighton, including the proposed identification of land capable of accommodating a full-line supermarket. It does not assess traffic, servicing, engineering, land ownership, urban design or site-specific development feasibility matters.

Methodology Review

6. The Urbis report identifies a proposed retail precinct in South Brighton, north of Hove Way, and recommends that the land use treatment of this area be revised to support retail uses, including a site suitable in scale and layout for a full-line supermarket.
7. The Urbis report supports this recommendation by reference to:
 - i. Brighton's forecast population growth;
 - ii. existing supermarket floorspace provision across the Brighton Local Government Area;
 - iii. a comparison between Brighton's supermarket floorspace provision (per 100 people) against the Tasmanian average; and
 - iv. the absence of sites within the existing town centre identified by Urbis as suitable to accommodate a full-line supermarket.
8. The relevant policy framework for commercial and business land allocation is set out in the Tasmanian Planning Policies, section 4.7 Business and commercial, strategy 4.7.3(1), which states:

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

 - a) *the nature and scale of the catchment being serviced;*
 - b) *consumer demand and demographic forecast;*



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

9. With respect to point 8 above, review of the Urbis report shows that:
 - i. The analysis has been undertaken at the Brighton Local Government Area level rather than a defined trade area. The report does not define the trade area for the proposed South Brighton retail precinct, limiting the ability to assess centre-specific demand and impacts.
 - ii. The report does not include a centre-specific retail floorspace assessment for South Brighton, Brighton township, Bridgewater, Old Beach, Gagebrook-Herdsman's Cove or Pontville. Consequently, the report does not assess how forecast supermarket demand would be distributed within the Brighton activity centre network.
 - iii. The report does not include a category-level expenditure model for food, liquor and grocery demand within the proposed South Brighton catchment.
 - iv. The report does not identify existing and committed retail floorspace supply by centre, beyond its summary of existing supermarket floorspace across the Brighton Local Government Area.
 - v. The report does not assess the extent to which Brighton residents are expected to continue directing expenditure to higher-order centres outside the municipality, including Glenorchy and Hobart.
 - vi. The report does not assess the potential impacts of a full-line supermarket in South Brighton on the role, function, viability and development trajectory of the Brighton District Activity Centre Core.
 - vii. The report does not test whether the proposed retail precinct is consistent with the intended role and function of centres within the activity centre hierarchy or regional settlement hierarchy.
10. Without this analysis, it is not possible to determine whether the proposed allocation of commercial and business land in South Brighton is based on existing and projected demands having regard to the matters identified in Tasmanian Planning Policy 4.7.3(1).
11. The Urbis report notes that Brighton is growing and that additional supermarket floorspace may be required over time. However, the report does not establish that the proposed South Brighton retail precinct is the appropriate location from which to meet that demand, considering impacts to Brighton LGA's activity centre network.

Brighton Activity Centre Strategy

12. Geografia, in collaboration with Mesh Planning, prepared the Brighton Activity Centre Strategy (the Strategy) for Brighton Council in 2025. The Strategy was informed by an evidence-based assessment of retail, commercial, employment and activity centre



needs, supported by policy review, demographic and economic analysis, land use needs forecasting, and community engagement.

13. The Strategy assessed the role and function of Brighton's activity centres within both the municipal and regional activity centre hierarchy.
14. The Strategy identified that Brighton (Suburb) is experiencing significant population growth and is projected to become the largest suburb by population within the municipality over the horizon of the Strategy .
15. Retail and commercial modelling undertaken as part of the Strategy accounted for:
 - i. existing retail and commercial floorspace supply;
 - ii. forecast population growth by suburb;
 - iii. retail spending and resident escape spend;
 - iv. established retail catchments;
 - v. the continued role of higher-order centres, including Hobart and Glenorchy; and
 - vi. the role and function of centres within the Brighton activity centre hierarchy.
16. The Strategy quantified supportable food, liquor and grocery floorspace in Brighton over time. This included a local grocer in the short term, a half-line supermarket in the longer term, or alternatively a full-line supermarket toward the end of the forecast period.
17. The Strategy recommended a staged approach, with demand allocated to Brighton Road.
18. This recommendation was linked to the strategic objective of consolidating Brighton (Suburb) as a higher-order activity centre, strengthening high street activity, supporting mixed-use development and avoiding the premature dispersal of core retail demand away from the centre.
19. The Strategy did not recommend the establishment of a separate full-line supermarket-based retail precinct in South Brighton.
20. The Strategy recognised South Brighton as a growth area. However, this recognition did not extend to allocating Brighton's core supermarket demand to South Brighton ahead of, or instead of, the Brighton Road activity centre.
21. To the extent that the Urbis report proposes a different spatial allocation of supermarket demand, it does not provide equivalent catchment, floorspace, expenditure or hierarchy-based modelling to support that departure from the Strategy.
22. Lastly, the Urbis report does not consider the identified demand for bulky goods retail or the strategic role of South Brighton in accommodating this form of development, and how this corresponds with proposed supermarket retail configurations.

Brighton and Pontville Local Area Plan

23. The Draft Brighton and Pontville Local Area Plan (LAP) gives spatial and implementation effect to the Brighton Activity Centre Strategy.
24. The LAP makes the Brighton District Activity Centre Core the focus for retail, commercial, community, higher-density residential and public realm investment.
25. The LAP seeks to consolidate growth and investment in Brighton (Suburb) within a compact and walkable centre, with the Brighton District Activity Centre Core acting as the primary focus for activity.



26. This approach is consistent with the Activity Centre Strategy's recommendation to support Brighton Road as the location for additional retail and commercial activity over time.
27. The LAP also responds to Tasmanian Planning Policy 4.7.3(1) by translating projected demand, catchment considerations, demographic growth, infrastructure, accessibility and activity centre hierarchy considerations into a local spatial planning framework.
28. By contrast, the Urbis report relies on LGA-level supermarket and retail floorspace benchmarks and does not provide the additional modelling required to demonstrate that South Brighton is the appropriate location for a full-line supermarket-based retail precinct.

Conclusion

29. The Urbis report outlines forecast population growth and future retail demand in Brighton Local Government Area.
30. However, the report does not provide a centre-specific retail floorspace assessment, define the catchment being serviced, assess consumer demand at the proposed South Brighton precinct level, model expenditure flows, assess impacts on the Brighton Activity Centre, or test the proposal against the activity centre hierarchy.
31. As a result, the report does not sufficiently document the analysis undertaken to determine whether the proposed allocation of commercial and business land in South Brighton satisfies assessment requirements under Tasmanian Planning Policy 4.7.3(1).
32. The Brighton Activity Centre Strategy provides the relevant evidence base for retail and commercial land use planning in Brighton. It quantifies and explains demand for additional food, liquor and grocery floorspace over time and allocates that demand to Brighton Road through a staged approach.
33. The Draft Brighton and Pontville Local Area Plan gives effect to that Strategy by consolidating retail and commercial activity within the Brighton District Activity Centre Core.
34. The proposed amendment sought by Urbis would depart from this adopted strategic direction. It is therefore recommended that the Draft Brighton and Pontville Local Area Plan retain its current direction for retail and commercial land use, with core retail activity focused on the Brighton Activity Centre Core.



Curriculum Vitae

DR SHASHI KARUNANETHY

Chief Economist, Geografia



Shashi joined Geografia in 2014 and has been working in strategic planning and economic consulting since 2010. His expertise is in compiling and using extensive economic datasets to build spatial analytical and forecasting models.

Shashi has a thorough understanding of econometric and demand modelling and has run numerous projects for Geografia, including analysing activity centre growth potential, industrial and commercial land use demand modelling, health and court services, transport infrastructure, and other services.

Qualifications

PhD (Economics), MComm (Economics), BComm (Economics and Finance)

Affiliations

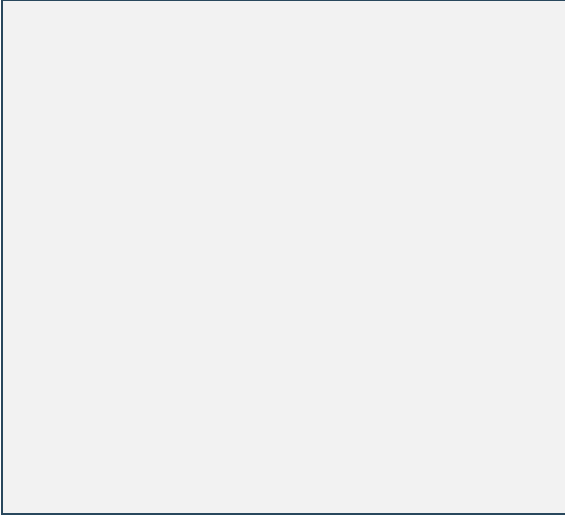
Member, Economic Development Australia

Selected Peer Review and Expert Evidence Experience

Economic expert evidence statement input preparation and peer review reports:

- Peer Review of Draft 2025 Southern Tasmania Regional Land Use Strategy (STRLUS)
- Peer Review: Industrial Land Demand and Supply Analysis – Norke Skog Boyer (KPMG, June 2023)
- Department of Transport (VIC) Small Area Land Use Projections Audit and Peer Review Assessment
- (Reserve) Land Economics Expert for VPA Crookall Precinct Structure Plan
- Lauderdale Retail Centre Expert Evidence Statement for Tasmanian Planning Commission
- Proposed Business 3 Rezoning, Bacchus Marsh Road, Corio, Economic and Strategic Assessment
- Former Foy Gibson (Collingwood) Development Application – Independent Economics Review Expert Evidence Statement (Heritage Victoria)
- Former Yorkshire Brewery Development Application (Heritage Victoria) – Independent Economics Review
- Hotel Windsor Development Application – Independent Economics Review Expert Evidence Statement (Heritage Victoria)

Selected Retail and Activity Centre Strategy Experience

- 
- Hobsons Bay Activity Centre Study
 - Monash Activity Centre Study
 - VPA National Innovation and Employment Land Use Needs Forecasts
 - VPA Croskell Employment Land PSP Needs Assessment and Implementation Plan
 - Brighton Activity Centre Strategy
 - Winchelsea Town Centre Study
 - Knox Activity Centre Strategy
 - Nillumbik Activity Centre Strategy
 - Nagambie Retail and Industrial Land Use Economic Analysis

7 July 2026

RE: Proposal for Retail Expansion in South Brighton

Mesh Planning has been engaged by Brighton Council to review and respond to the submission prepared by Urbis, Enabling Retail in South Brighton, submitted on behalf of Dourias Group Holdings.

This response is informed by Mesh Planning's involvement in the preparation of the Brighton and Pontville Local Area Plan (BPLAP) and the Brighton Activity Centre Strategy (ACS), which establish the strategic planning framework for retail and commercial growth in Brighton.

This review is limited to strategic planning, activity centre and urban design matters relevant to the proposed retail expansion in South Brighton.

1 THE PROPOSAL

Council received a submission supported by *Urbis (Enabling Retail in South Brighton)* and *Hubble Traffic* seeking to facilitate expanded retail and commercial development within the Highway Services Precinct north of Hove Way.



The submission proposes that land currently zoned Light Industrial within the Highway Services Specific Area Plan be expanded and rezoned to enable a broader range of retail uses, including a full-line supermarket and supporting retail precinct.

Key elements of the proposal include:

- > Identification of a new retail/commercial precinct in South Brighton to service the future residential population;
- > Rezoning land north of Hove Way to General Business to accommodate:
 - a full-line supermarket (~3,800sqm);
 - approximately 10–12 specialty retail tenancies;
- > Amendments to the Highway Services Precinct SAP and South Brighton SAP to facilitate this outcome;



- > Supporting evidence that:
 - Brighton's population is forecast to grow significantly, generating demand for additional retail floorspace;
 - the existing Activity Centre does not contain parcels of sufficient size to accommodate a full-line supermarket;
- > Submission of a letter from Woolworths Group expressing interest in establishing a supermarket in this location.

The accompanying traffic assessment further argues that a secondary commercial node in South Brighton could:

- > improve network efficiency; and
- > reduce long-term pressure on the most constrained sections of Brighton Road associated with growth across the municipality.

2 OUR RESPONSE

Council does not support the proposed retail expansion within the Highway Services Precinct and the request to rezone the land to General Business will not be incorporated into the final BPLAP.

This position is based on the following strategic and policy considerations:

2.1 Inconsistent with the strategic intent of the BPLAP

The core direction of the BPLAP is to consolidate retail and commercial activity within the Brighton District Activity Centre (DAC).

This is clearly articulated in:

- > **Land Use Objectives (Section 9.1):**
 - To focus and consolidate retail and commercial uses in the Brighton DAC Core
- > **DAC Objectives (Section 12.1):**
 - Ensure sufficient retail floorspace while consolidating retail to support a vibrant and connected centre
- > **DAC Strategies (Section 12.2):**
 - Plan for staged retail growth within the centre (e.g. local grocer, half-line supermarket)

The proposal to establish a major out-of-centre retail precinct directly conflicts with these objectives and would undermine the intended consolidation of activity in the core.

2.2 Undermines the Activity Centre hierarchy

The BPLAP establishes the Brighton DAC as the primary commercial and retail node, consistent with the Brighton Activity Centre Strategy and broader activity centre hierarchy principles under State policy. This framework is intended to consolidate higher-order retail within the centre and support its evolution toward District Centre status.

The BPLAP identifies opportunities for a broader mix of commercial, residential and local-serving uses within designated Urban Mixed Use areas, including LIZ land located opposite Brighton High School. These areas provide additional flexibility within the urban structure while maintaining the primacy of the Brighton District Activity Centre (DAC) Core as the municipality's principal retail and commercial destination.

In contrast, the proposal seeks to introduce a higher-order retail destination (including a full-line supermarket) in an out-of-centre location, which would directly compete with the DAC Core, fragment retail activity, and undermine the strategic objective of consolidation and the established activity centre hierarchy.

2.3 Inconsistent with State and regional policy direction

As alluded to above, the proposal is not aligned with key state policy frameworks:

Draft STRLUS

- o Directs growth to well-serviced activity centres
- o Emphasises coordinated, infrastructure-led development
- o Reinforces the importance of centre-based consolidation

Tasmanian Planning Policies (TPPs)

- > Prioritise a consolidated pattern of settlement and development (TPP 1.1 Settlement Patterns).

- > Promote infill development and the efficient use of land and infrastructure within existing settlements (TPP 1.1 Settlement Patterns).
- > Support integrated land use and transport outcomes and the efficient use of infrastructure (TPP 1.3 Infrastructure and Services).
- > Require a sufficient supply of land within existing settlements and growth areas to meet commercial and business demand, having regard to catchment, demand, infrastructure, accessibility, and the activity centre hierarchy (TPP 4.7 Business and Commercial)

The BPLAP gives effect to these directions by providing sufficient capacity for forecast retail and commercial growth within the Brighton District Activity Centre and future Urban Mixed Use areas. The proposal for dispersed retail expansion is fundamentally at odds with these relevant TPP principles.

2.4 Role of the Highway Services Precinct

The submission gives limited consideration to the strategic role of the Highway Services Precinct within Brighton's broader activity centre network.

The Brighton Activity Centre Strategy did not identify the Highway Services Precinct as the preferred location for a supermarket-based retail centre. Instead, it adopted a staged approach to retail growth focused on strengthening the Brighton District Activity Centre (DAC) Core as Brighton's primary retail and commercial destination, with future supermarket demand directed to the Brighton Road activity centre. This approach is intended to support consolidation, high-street activity, mixed-use development and the long-term evolution of the Brighton DAC.

While South Brighton was recognised as an important growth area, the Strategy did not recommend diverting core retail demand away from the activity centre. The Geografia peer review also notes that the Urbis submission does not provide equivalent catchment, expenditure, floorspace or activity centre hierarchy analysis to justify a departure from the strategic direction established by the Activity Centre Strategy.

Importantly, the Strategy identified an ongoing role for South Brighton and the Highway Services Precinct in accommodating commercial and bulky goods uses that are less suited to a traditional activity centre environment. This complements the activity centre hierarchy by providing for highway-oriented commercial activities while preserving the Brighton DAC Core as the focus of higher-order retail activity. The introduction of a full-line supermarket and associated retail precinct would fundamentally alter this role and establish a competing retail destination.

Accordingly, the submission has not demonstrated sufficient strategic justification to alter the intended function of the Highway Services Precinct or establish a second higher-order retail node in South Brighton

2.5 Transport and network considerations

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

While it identifies benefits in intercepting "passing trips", it is a high-level desktop assessment without detailed modelling

Critically, the report does not demonstrate a clear problem to be solved. It provides limited evidence that:

- > the existing network is experiencing capacity constraints; or
- > the current activity centre cannot accommodate existing or future demand

Instead, it largely relies on redistributing passing trips as justification, which is not sufficient to support a departure from the BPLAP's approach.

The BPLAP approach is to consolidate demand within the centre, where planned upgrades will improve:

- > active transport;
- > public transport; and
- > public realm outcomes

A secondary retail precinct risks:

- > generating additional vehicle trips;
- > reinforcing car dependence; and
- > undermining the walkable, centre-focused model promoted by the BPLAP.

The BPLAP approach is consistent with the STRLUS and Tasmanian Planning Policies, which prioritise consolidated, activity centre-based development, integrated land use and transport. No compelling strategic justification has been provided by the Traffic Statement to decentralise retail activity.

2.6 Adequacy of Retail and Commercial Land Supply

While long-term retail and commercial demand is acknowledged, the proposal:

- > is premature relative to planned growth staging;
- > is not supported by current strategic planning frameworks, i.e. the ACS and STRLUS; and
- > would represent a site-specific response rather than a coordinated planning outcome.

The presence of commercial interest (e.g. Woolworths) does not in itself justify a departure from established strategic planning principles.

The Brighton Activity Centre Strategy (ACS) identifies a staged retail and commercial growth pathway for Brighton, including:

- > A local grocer (300–850sqm) by 2026;
- > A half-line supermarket (approximately 1,500sqm) by 2031; and
- > Up to 8,219sqm of additional commercial floorspace by 2046

The BPLAP has been prepared having regard to these identified floorspace requirements and provides sufficient capacity within existing and planned commercial and mixed-use areas to accommodate forecast demand over the life of the plan. This conclusion is informed by the retail demand modelling undertaken as part of the ACS, which identified relatively modest retail growth requirements over the planning period, together with strategic testing of key redevelopment opportunities within the Brighton District Activity Centre Core. That testing indicated the forecast demand could be accommodated within the existing centre structure without requiring the establishment of an additional retail precinct in South Brighton.

Key redevelopment and infill opportunities exist within the activity centre core, including underutilised General Business land such as the former IGA site and land on Andrew Street. These sites are capable of accommodating future retail, commercial and office floorspace in a manner consistent with the ACS, activity centre hierarchy principles and TPP 4.7.3(1).

While the ACS identifies that a full-line supermarket may become supportable towards the end of the forecast period, the need and appropriate location for such a facility should be monitored through future reviews of the BPLAP and Activity Centre Strategy as population growth, land availability and market conditions evolve. Pre-empting this process by including the proposed supermarket precinct in the BPLAP at this stage represents a siloed, site-specific response rather than a coordinated planning outcome.

2.7 Urban Design Perspective

From an urban design perspective, the proposal to deliver an out-of-centre supermarket in the south of Brighton raises a number of key concerns.

The proposal is likely to create a car-dependent, highway-oriented retail node inconsistent with urban design principles for pedestrian and sustainable transport connectivity. The proposed site will expand a highway services precinct well outside the walkable catchment of the existing town centre providing a key retail function in a low accessibility area to the majority of residents of Brighton. A supermarket in this location would function as a drive -to destination, reinforcing car dependency and undermining the BPLAP's goals for active transport and connected neighbourhoods.

The location of a supermarket for Brighton, out of centre is likely to diminish activation of the Brighton District Activity Centre (DAC) Core by removing a major component of future retail demand and a major incentive to visit the town centre. This will detrimentally affect overall foot-fall and activation of the existing retail heart of the centre conflicting with the goals of the BPLAP.

The location of the supermarket out-of-centre is likely to require additional public realm infrastructure investment to support effectively and will undermine the investment in public realm infrastructure and accessibility improvements currently planned for the Brighton DAC Core.

While further residential development opposite the proposed retail precinct is subject to investigation and therefore possible to occur in future, the proposed supermarket location would remain separate from the Brighton District Activity Centre Core and function as a stand-alone retail destination. Locating a major supermarket in this position

risks diverting future retail investment and activity away from the centre, contrary to the BPLAP's objective of consolidating higher-order retail and commercial uses within the Brighton DAC Core.

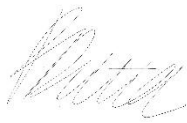
CONCLUSION

The proposed retail expansion is not supported, as it is inconsistent with the strategic direction of the BPLAP, the Activity Centre Strategy, and relevant State and regional policy.

The BPLAP will continue to:

- > prioritise consolidation of retail and commercial uses within the Brighton DAC Core;
- > support staged and coordinated retail growth aligned with demand; and
- > maintain the integrity of the activity centre hierarchy and existing Specific Area Plans.

Yours faithfully,



Pavan Dutta
Consultant Planner



Greater Hobart Sport Infrastructure Strategy

July 2026



**GREATER.
HOBART.**
COUNCIL
PARTNERSHIP

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North Chigwell Oval, Chigwell



Executive summary

Introduction and purpose

The Greater Hobart Council Partnership initiated this project in order to guide prioritised provision, development and activation of new and existing sports facilities to meet the diverse and changing needs of the community across a 20-year horizon. Importantly, given the regional nature of sport delivery and participation, the study area for the project was expanded beyond the four Greater Hobart member councils - Clarence, Glenorchy, Hobart and Kingborough - to also include Brighton and Sorell.

The Strategy identifies opportunities to increase participation of residents in sport by taking a planned and sustainable approach to the future development of indoor, outdoor and aquatic sporting infrastructure. It will allow each of the six local councils to plan for the future through a consolidated approach. Additionally, the Strategy will provide realistic actions and clarity to support peak sports bodies.

Strategic alignment

The Sport Infrastructure Strategy responds to key objectives and actions identified in the existing suite of planning documents. This ensures that each council's strategic direction and intent is evident in the Strategy.

Approach

Future directions have been informed by:

- ☐ assessment of current facility supply
- ☐ assessment of existing facility usage
- ☐ consideration of facility catchments and forecast population changes
- ☐ review of targeted engagement outcomes
- ☐ analysis of trends
- ☐ analysis of demand, opportunities and constraints.

Key directions

Overall, the sport facility network is generally well provided for in terms of both quantity and quality of facilities and experiences. However, there are clear opportunities for improvement (particularly for support infrastructure, where aging facilities are approaching end of life). There are also key sports that are at capacity, only to be potentially exacerbated by future population growth. The future directions identified aim to address this by identifying a number of additional facilities and undertaking facility upgrades.

The following key areas for focused implementation and prioritisation have been identified:

- ☐ current trends impacting sport participation require redesign of existing and design of new facilities to allow flexible use of the same space by different sports, as well as casual use and social options
- ☐ there is an opportunity to promote some existing facilities for increased use (including casual, social and formal opportunities)
- ☐ councils (and peak bodies) have an opportunity to ensure new facilities planned to meet demand have universal design principles applied to the design to maximise use
- ☐ limited availability of suitable land for large greenfield sites, will restrict new development and further highlight the importance of maximal use of existing facilities (and the continued successful partnership approaches with education institutions).

Guiding principles

The Strategy presents directions for facility provision underpinned by a set of guiding principles:

- ☐ quality planning
- ☐ partnerships
- ☐ valued and well-used
- ☐ adaptable
- ☐ sustainable
- ☐ diversity
- ☐ adequate resourcing.



TCA Ground, Queens Domain

2

Background

Project overview

This Strategy represents an opportunity to build upon the existing facilities and to provide a clear strategic (and sustainable) regional vision for future sport infrastructure.

Greater Hobart

The Greater Hobart Council Partnership is a collaboration between the Clarence, Glenorchy, Hobart and Kingborough Councils to implement the Greater Hobart Act 2019 and to address common challenges and opportunities facing the region across infrastructure, transport and strategic land use.

The purpose of the Greater Hobart Act 2019 is to create a more liveable, accessible and productive Greater Hobart area. Through this framework, the Strategic Partnership and the Tasmanian Government will work collaboratively to identify principles, priority areas and implement actions that will deliver strategic, efficient and integrated land use planning, and infrastructure outcomes.

The Partnership is overseen by the Greater Hobart Committee - the mayors and CEOs of each of the member councils.

Given that formal sport is delivered by peak bodies on a regional-basis and the fact that participants choose their sports without consideration of LGA boundaries, Sorell and Brighton Councils have also been included within the cluster of councils considered for this project.



Indicative extent of the six councils forming the 'Greater Hobart' being considered in this Strategy

What is the Greater Hobart Sport Infrastructure Strategy?

The Greater Hobart Sport Infrastructure Strategy establishes the region's first coordinated and collaborative approach to regional sport facility provision. It will support Greater Hobart councils to improve planning, coordination and sharing of facilities and streamline their engagement with peak sporting bodies.

The Strategy will align focus, efforts and resources to set a foundation for coordinated action across the sport sector to deliver a high-quality network of sport infrastructure for residents and visitors across a 20-year horizon. This collaborative approach with all levels of government and project partners will ensure that duplication is minimised, returns on investment are maximised, and opportunities to share resources are created.

Although it is clearly acknowledged that each council faces demands unique to their individual LGA communities, they also share a range of common challenges and should seek to collaborate for the benefit of all communities across the region.

Balancing the need for a regional-approach to facility provision with everyday local demands requires careful planning and coordination. The Strategy sets the framework for continued conversations and collaboration to ensure sustainable outcomes.

It is important to note that the intent of the Strategy is to provide an action plan for future development over an extended period of time so that ad hoc projects are avoided, and community use and long-term viability are maximised. To ensure this intent is achieved, the Strategy should be monitored regularly to ensure the outcomes continue to meet community needs in the best possible way.

Hierarchy of planning and processes

The Strategy provides future directions and actions to guide decision-making (at both a regional- and local council-level). However, it is essential that further detailed investigation and design is required prior to any of the infrastructure actions proceeding. These investigations may include:

- ☐ topographic surveys
- ☐ geotechnical investigations
- ☐ required planning approvals
- ☐ detailed design and construction drawings
- ☐ bill of quantities
- ☐ tenders and procurement processes.

Strategy structure

The Strategy includes a summary of the background influencers and strategic context. The analysis and future directions that follow these sections have been arranged to provide ease of reference to the reader. Each sport has been described within logical groupings:

- ☐ aquatic/water-based sports
- ☐ court sports
- ☐ field sports
- ☐ other indoor sports
- ☐ other outdoor sports
- ☐ equestrian sports.

Strategy inclusions and exclusions

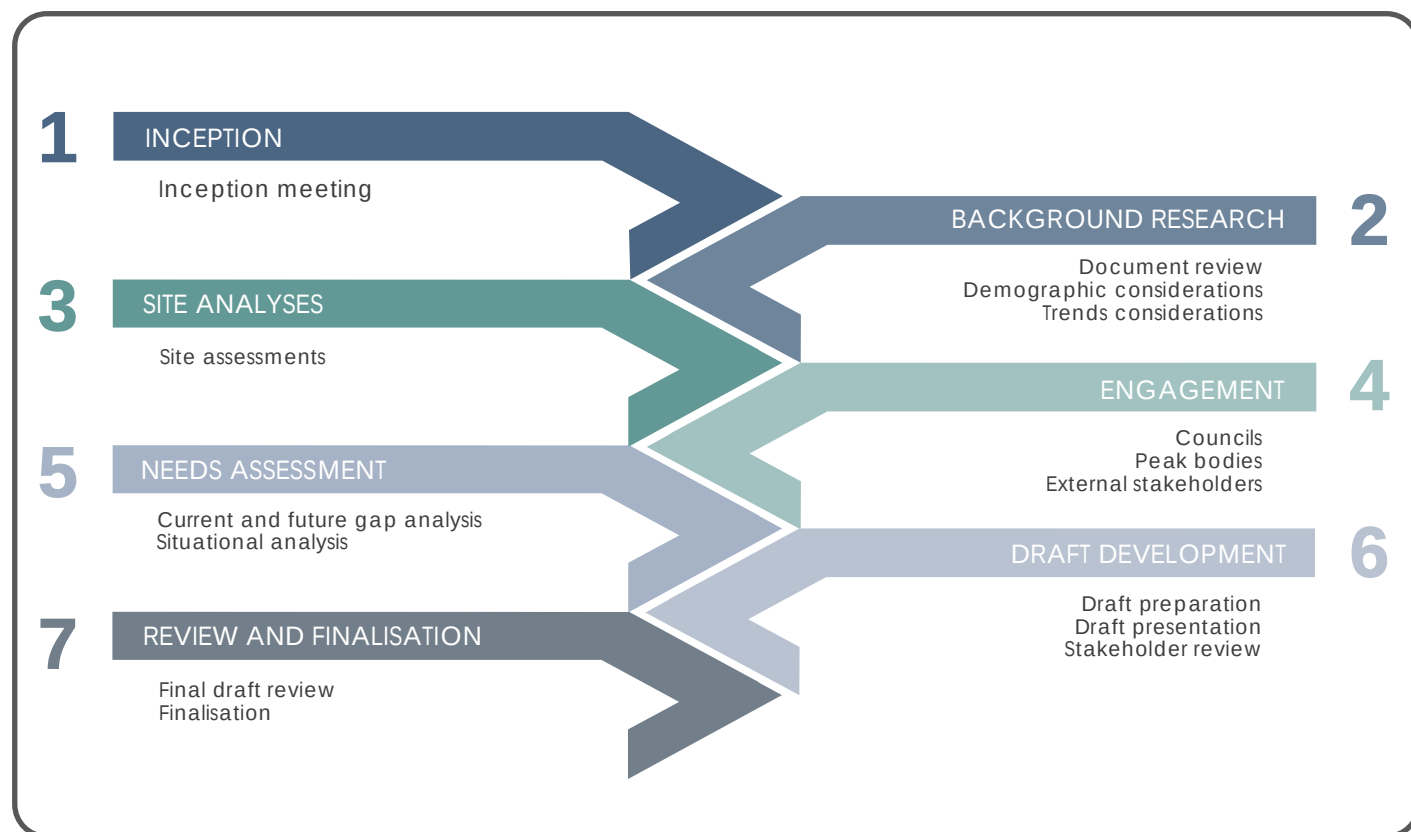
As indicated, the Strategy is focused on the provision of formal sport facilities (with a particular focus on council-managed venues). However, it is recognised that formal sport facilities can also play a key role as venues for recreation activities (kicking a ball, flying a kite on an outdoor playing field; undertaking tai chi on an indoor court; gentle exercise within a pool at an aquatic facility etc). As such, it is recommended that formal sports facilities remain available for unstructured and social community use wherever practical.

High-level sports facilities such as MyState Bank Arena¹ and the proposed Macquarie Point Stadium have been excluded from the project. Additionally, considerations of tracks and trails (and the sport and recreation activities they attract) have also been excluded. Finally, the more difficult-to-locate sports (generally not provided by councils) such as motorsports and shooting sports have not been included in the Strategy.

¹ It is acknowledged, however, that MyState Bank Arena serves a regional role in hosting sports events

Process

The project program spans across seven stages and has been delivered as follows:



Engagement approach

At the time of commencing the project, each of the six councils had either recently completed or were currently immersed in planning and engagement with local sport user groups. As a result, it was determined that the focus of the Strategy would be on engagement with relevant council officers and representatives from peak sport bodies.

Demographic considerations

The way in which a community participates in sport is largely influenced by age and household income (availability of funds for sport purposes). Understanding variations in communities, such as concentrations of older residents or youth, areas of higher wealth, is fundamental to responding to, and planning for, future provision. However, as will be highlighted throughout this Strategy, people are prepared to travel further distances to participate in formal sport (to compete at their preferred level; to be aligned with a certain team/club/coach; to participate with friends etc). Indeed, the driving force behind development of this Strategy is the need for a coordinated approach that recognises that sport participants do not consider council boundaries and minimises unnecessary facility duplication. As such, a detailed demographic breakdown of each of the six councils is not necessary. Rather, this assessment includes a snapshot of existing and future population and demographic characteristics to outline the 'catchment' for formal sport for Greater Hobart.

It is acknowledged that some participants will come from outside this area - with the Greater Hobart region regularly hosting State and National-level sporting events, and participants from outside these six councils travelling into 'Greater Hobart' to participate. However, day-to-day core participation, will come from the Strategy study area - the Cities of Hobart and Clarence, Glenorchy City Council, and Brighton, Kingborough and Sorell Councils.

Analysis of the (six council) Greater Hobart population characteristics reveals:

- an estimated combined residential population of 249,247 in 2023¹. Clear projection for population growth across the study area with almost 45,000 additional residents forecast by 2053. More than half of this growth is expected between City of Clarence and Kingborough Council. A breakdown of these estimated and projected populations is included in the table below
- with Tasmania having an estimated residential population of just over 573,000 and a projected 2053 population of 641,000¹, the study area represents approximately 45% of the total State population
- with a median age of 39 years², Greater Hobart³ is slightly younger than Tasmania (42 years). The table below highlights that Brighton Council, Glenorchy City Council and City of Hobart are slightly younger than the other three councils - but certainly not to any degree that might influence provision decision-making
- significant aging (indeed hyper-aging) is projected across Tasmania¹ - with the 65+ years cohort growing by 1.5 times between 2023 and 2053, while the 0-39 years cohort actually decreases somewhat across this timespan (influenced heavily by net interstate migration losses of younger people and net interstate migration increases in older age groups)
- Greater Hobart² also has a median weekly household income of \$1,520 (higher than Tasmania at \$1,358) and more than 93% of households with at least one motor vehicle (indeed 1-in-5 households have 3 or more motor vehicles).

LGA	Median age 2021	Estimated population 2023	Projected population 2053	Change 2023-2053
Brighton	35	19,998	27,068	7,070
Clarence	41	63,663	75,881	12,218
Glenorchy	37	50,808	54,490	3,682
Hobart	37	55,964	60,651	4,687
Kingborough	41	41,179	51,728	10,549
Sorell	42	17,635	24,416	6,781
Greater Hobart (6 councils)		249,247	294,234	44,987

¹ Department of Treasury and Finance (Medium Series), 2024

² ABS, Census QuickStats, 2021

³ The Greater Hobart Capital City Statistical Area (ABS Census QuickStats) has a slightly different footprint to that of the 6-council Greater Hobart included in this Strategy. The ABS Greater Hobart includes a small section of the Derwent Valley Council (New Norfolk) but excludes the Kingborough Council communities south of Lower Snug. However, with an estimated population of 247,000 in 2021, the ABS Greater Hobart is considered very representative of the study area population breakdown.

CATCHMENT PROFILE - KEY IMPLICATIONS

In terms of impacts for the preparation of the Sport Infrastructure Strategy, these population and demographic considerations suggest:

- ❑ demand for additional facilities is likely to continue to increase moving forward. However, it is important to recognise that with decreasing numbers of residents up to the age of 39 years, much of this new demand could result from increases in masters sporting activities
- ❑ some formal sporting clubs will need to carefully manage membership numbers, training and match processes in order to ensure that facilities are not used beyond capacity
- ❑ those clubs and providers that have participation focussed solely on children and young adults may see membership plateau (or even decrease) removing any additional capacity pressures on facilities
- ❑ while clubs (and peak bodies) should always look to keep formal sport participation as affordable as possible, higher household incomes in Greater Hobart can mean some level of availability of household funds for sport pursuits
- ❑ anecdotally, Greater Hobart residents are renowned for being hesitant to 'travel across the River' to access services and activities. However, with almost every household having access to a motor vehicle, residents need to be encouraged to travel slightly further to formal sport in order to ensure a sustainable approach to provision (and avoid unnecessary facility duplication).



Warrane Sports Centre, Warrane



Weily Park, Bridgewater



Strategic context

In order to present a clear picture of the background issues and opportunities influencing the potential development of sport infrastructure across Greater Hobart, engagement was undertaken with officers from the six councils and a literature review has been undertaken. Relevant policies and adopted strategies and plans have been reviewed and considered in preparation of the Strategy.

Greater Hobart

30-Year Greater Hobart Plan¹ and Implementation document²

The Greater Hobart Plan provides clear direction on how to best respond to current and emerging challenges associated with transport, housing and precinct planning. The Plan is designed to deliver the 2050 vision for Greater Hobart:

We will live in the world's best small capital city, a city built for people that is connected, friendly and safe.

Greater Hobart is a thriving and inspiring place to live, where we all work together to make a positive contribution to our extraordinary environment.

The Plan outlines that the region can accommodate 30,000 additional dwellings across the next 30 years, with at least 21,000 dwellings being infill development.

Key policy directions influencing the development of the Strategy include:

- ❑ 6.5 - Focus new public infrastructure and service provision in areas identified for growth
- ❑ 7.3 - A whole-of-Greater Hobart approach is to be adopted when considering future infrastructure needs
- ❑ 7.4 - Built infrastructure should be capable of adapting to new or multiple uses and different community needs
- ❑ 11.1 - Promote a coordinated approach to the provision and management of recreation and sporting facilities across Greater Hobart.

Additionally, the supporting Implementation document outlines a range of priority and future actions. Preparation of a Greater Hobart Public Open Space Strategy to ensure appropriate and equitable provision of passive and active open spaces has been identified as a potential future priority.

Clearly, this vision and these directions highlight the importance of this Strategy and the need to having a lens beyond individual local government boundaries to ensure a sustainable and collaborative approach to sport infrastructure planning and provision.

¹ Department of State Growth, 2022

² Department of State Growth, 2023

Brighton Council

Brighton Social Infrastructure Plan³

This Social Infrastructure Plan was prepared to ensure delivery of adequate and appropriate social infrastructure fundamental to achieving Council's commitment to lead change for better community liveability.

With regard to potential impacts for the Strategy, the Plan highlights:

- current and projected over-supply of sports fields; projected demand for indoor courts (up to 3), outdoor courts (up to 3) and tennis courts (up to 10). However, provision of facilities in education settings may offset these demands to some extent.

Open Space Strategy⁴

The Strategy provides an analysis of the open space network in each urban area, and provides for clear priority actions to guide open space improvements for the next 10 years. Like the Social Infrastructure Plan, the Open Space Strategy identifies suitable open space to meet future demand - with master plans required to direct development of existing sites. Interestingly, the Strategy recommends the need for an Open Space Planning/Project Officer to ensure the Strategy can be successfully delivered.

Council officer engagement

Council is developing a new Pontville Park Master Plan in 2026. This facility will continue to be one of the premier venues for Brighton Council. As it is re-developed and upgraded, it has the capacity to assist to address areas of unmet demand for Greater Hobart. Facilities being considered at the Park include three lit ovals with both turf and synthetic cricket wicket provision; equestrian facilities and two-court multi-purpose indoor facility (longer-term).



³ Ethos Urban and the Community Collaborative, 2023
⁴ Brighton Council, 2025



City of Clarence

Draft Clarence Sports Facilities Plan

City of Clarence's draft Sports Facilities Plan guides sustainable planning and delivery of upgraded and new sports infrastructure (and addresses the renewal of ageing assets) to meet current and future demand.

While the Plan outlines that Clarence residents have access to a diverse range of sporting facilities (with a number of sports well catered for), current and projected shortfall (and key projects to address these issues) are presented where necessary:

- ☐ AFL - current shortfall: 3 ovals. 2042 shortfall: 4 ovals
 - Actions - develop 2 ovals at Bayview Secondary College; light ovals at Clarendon Vale and Montagu Bay
- ☐ Basketball - current shortfall: 7 courts. 2042 shortfall 8 courts
 - Actions - develop 4 indoor and 4 outdoor courts at Bayview Secondary College; develop one indoor court at Cambridge Memorial Oval
- ☐ Cricket - current shortfall: 0.5 oval. 2042 shortfall: 1.5 ovals
 - Actions - potential development of a second oval at Geilston Bay; potential new oval at Bayview Secondary College
- ☐ Football - current shortfall: 0.5 field. 2042 shortfall: 2.5 fields
 - Actions - potential development at Wentworth Park; potential new fields at Bayview Secondary College; potential new development at Geilston Bay; additional field at Cambridge Memorial Oval
- ☐ Lawn Bowls - current over-supply of 4.5 greens
 - Actions - potential merger of Rosny Park and Beltana Lindisfarne clubs; support for synthetic greens
- ☐ Netball - current shortfall: 7 courts. 2042 shortfall: 8 courts
 - Actions - develop 4 indoor and 4 outdoor courts at Bayview Secondary College; develop one indoor court at Cambridge Memorial Oval; potential expansion of Warrane Sports Centre
- ☐ Touch - sufficient supply
 - Actions - consider best-fit arrangements for Wentworth Park and Geilston Bay.

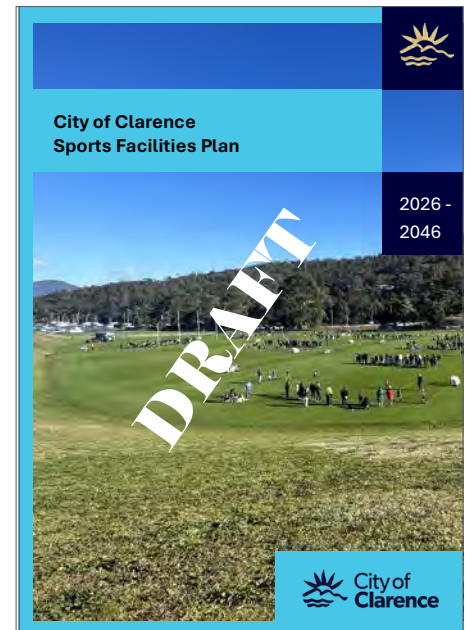
Council officer engagement

Though yet to be formally adopted, the draft Plan and its actions are supported by Council officers. Development of the Bayview Secondary College Sports Precinct project (particularly outdoor field development in the short-term) and, master plans for Wentworth Park and the Geilston Bay Sports Precinct all remain key priorities. Development at Cambridge Oval has been expedited, and will include construction of a 1-court indoor facility at Cambridge Primary School (developed in partnership with the Department of Education, Children and Young People as part of the school expansion but fully available for community use outside school requirements) and oval realignment to allow for an additional rectangular field are expected to be completed by mid 2028. Upgrades at Clarendon Vale Oval are also expected to be complete by mid-2026 - providing a new pavilion, upgraded cricket practice nets, field surface upgrades and lighting. Rokeby Village Green will be re-established as a junior cricket field for the 2026/27 season and ancillary facilities at Edgeworth Street Sportsground are planned for upgrade throughout 2027 (which will include the addition of field lighting).

Officers also note that while the YMCA-managed Clarence Aquatic Centre appears to not necessarily maximise learn-to-swim opportunities, other private providers meet this demand well.

General concerns raised by officers include:

- ☐ seasonal creep resulting in difficulties scheduling necessary maintenance and meeting sport expectations
- ☐ peak body expectations outlined in facility guidelines tend to be beyond Council resource realities.



Glenorchy City Council

Active Glenorchy - a framework for sport and recreation infrastructure¹

This document was prepared to guide the provision of sport and recreation facility development across a 20-year horizon. It includes site-specific actions across 20 key sites in addition to strategic directions. It also identifies supply and demand across facility categories:

- ☐ Ovals - 2016 shortfall: 3 ovals. 2041 shortfall: 5 ovals
- ☐ Rectangular fields - 2016 shortfall: 10 fields. 2041 shortfall 13 fields
- ☐ Outdoor netball courts - current over-supply. 2041 shortfall: 1 court
- ☐ Tennis courts - 2016 shortfall: 3 courts. 2041 shortfall: 5 courts
- ☐ Indoor courts - 2016 shortfall: 3 courts. 2041 shortfall: 4 courts.

Glenorchy War Memorial Pool Business Case²

This report provides a case for investment in a new multi-purpose aquatic facility at the existing Glenorchy War Memorial Pool site.

The original pool was closed in July 2023 due to significant structural and operational issues. The Business Case assessed the feasibility of four options:

- ☐ 50m outdoor pool, 25m indoor pool. learn-to-swim and wellness facilities
- ☐ 25m outdoor pool, 2 indoor courts, learn-to-swim, wellness facilities, health club and water play
- ☐ 50m indoor pool with external wall opening to give an outdoor experience, learn-to-swim and wellness facilities
- ☐ 50m outdoor pool, 25m indoor pool. learn-to-swim, wellness facilities and health club.

With a capital cost of almost \$84m, annual revenue of \$3.8m and net economic benefit of \$7.1m (including a benefit-cost ratio of 1.07), the fourth option was assessed as providing the most positive outcomes.

*Since this Business Case was prepared, Council has attracted State Government funding to undertake necessary refurbishments and upgrades to allow the existing pool to be reopened by late 2026. Additionally, Council has listed the \$84m aquatic and wellness facility project as one of its four priority projects and is actively seeking funding support from all levels of Government.

Council officer engagement

In 2025, the State Government committed to developing a 4-court community multi-sport indoor facility on State Government land adjoining Claremont College. This facility is expected to address the indoor court-related demand for the area into the medium-term.

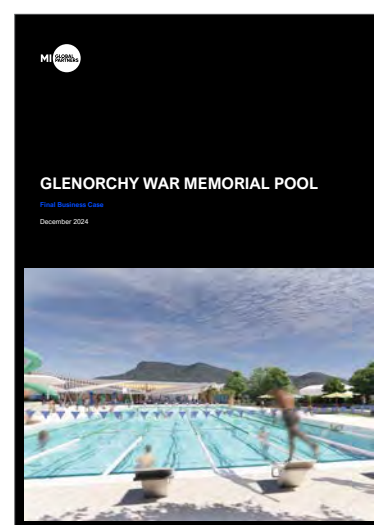
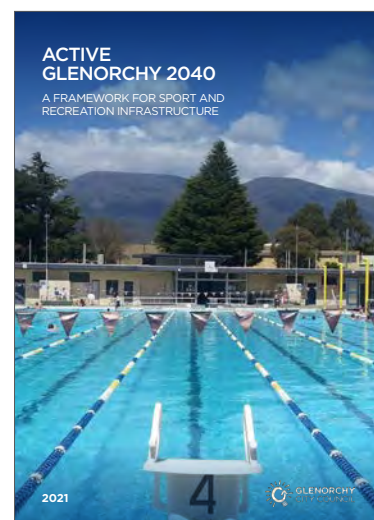
Additional projects known to be in progress or under consideration within the Council area include:

- ☐ lighting upgrades at AYC Netball facility
- ☐ lighting upgrades at Abbotsfield Park (for AFL)
- ☐ new cricket practice nets at Abbotsfield Park and KGV Oval
- ☐ Glenorchy Cricket Club has developed concept plans for an indoor cricket training facility at KGV Oval.

In recent years, Council, with funding support from various partners, has made significant investments in major sport and recreation infrastructure. This investment includes \$12.8m in major works at the North Chigwell and KGV soccer facilities, and \$6.5m works to repair and reopen the Glenorchy War Memorial Pool. Council is mindful of the need to balance major new infrastructure investment with the long-term financial sustainability (and, as such, is taking a cautious approach to major new capital developments).

¹ Otium, 2021

² MI Global Partners, 2024



City of Hobart

While the City of Hobart has an Open Space Strategy, this document specifically excludes detailed consideration of formal sports facility provision. It is the City's intent to explore the development of a sports and recreation framework and action plan following finalisation of the regional strategy work. The City also has detailed master and precinct plans for many of their sports facilities. Additionally, the City will undertake a master plan for North Hobart Oval in the second half of 2026.

Council officer engagement

- ☐ Two new netball courts were recently constructed at the Hobart Netball and Sports Centre, New Town
- ☐ The Hobart Netball and Sports Centre will host a large pickleball championship event with courts temporarily marked on the netball courts
- ☐ There are a range of upgrades and repairs planned at the Doone Kennedy Hobart Aquatic Centre (Aquatic Centre). A major issue with undertaking any required works, is the appropriate scheduling to minimise disruptions to the Centre's operation. Key projects include:
 - replacement of the existing floor tiles across the pool concourses
 - spa, steam room and sauna facilities upgrades (improved accessibility, upgrades to meet contemporary demand)
 - installation of a new, state-of-the-art moveable bulkhead (to World Aquatics standards)
 - installation of a licence plate recognition (LPR) system to dissuade non-centre users utilising the car park
 - replacement (and upgrade) of the lighting system
- ☐ Tennis Tasmania has secured \$16m for upgrades to the Domain Tennis Centre
- ☐ A master plan will be prepared for the Domain Athletic Centre in 2026
- ☐ Council has twelve staff (and the necessary equipment) to maintain the five turf cricket pitches/ovals across the LGA. The six synthetic cricket wicket ovals are not used at capacity
- ☐ It is thought that the development/maintenance of pavilions suffers due to the resources required to maintain the playing fields across the LGA (with 19 sites being maintained by Council)
- ☐ Queenborough Oval (upper) is currently undergoing a \$3.6m upgrade including change rooms, grandstand/function room and public toilets
- ☐ The TCA Ground remains the premier cricket facility, with management transferred to Council in 2000. Upgrades/repairs are complicated by five of the buildings being Heritage Listed and a highly invested community
- ☐ Of the 19 Council-managed grounds, 13 are used by football (soccer). The premier football facility at South Hobart Oval, is soon to have a new pavilion constructed. However, current limitations/constraints of the site have been noted.



Kingborough Council

Sport and Recreation Strategy¹

This Strategy is a review and update of previous Council planning works. It identifies issues and opportunities across key sport and recreation activities. Key actions (and expected timeframes) include:

- ☐ establishing a steering committee to progress development of an aquatic facility (ongoing)
- ☐ preparing master plans for all sports facilities (short-term)
- ☐ converting an existing grass field to synthetic (Lightwood Park and/or Kelvedon Oval) (long-term)
- ☐ establishing a working group to progress development of additional indoor courts at Kingborough Sports Centre (long-term)
- ☐ collaborating with the Department of Education, Children and Young People to develop partnerships that increase community access to school facilities (ongoing).



Council officer engagement

The 4-court indoor facility at Kingborough Sports Centre is well-used. At peak times, the facility is at-capacity with Council occasionally turning away potential users (such as badminton and volleyball). The 2-court Tasmania JackJumpers facility will free up access to two courts within the Sports Centre during the mornings.

Construction of the Tasmania Devil's AFL High Performance Centre at the Kingborough Sports Precinct will result in re-purposed use of an existing AFL oval, construction of a new AFL oval and construction of a new cricket oval with turf wicket block (while the Twin Ovals will be upgraded).

Football is a fast growing sport within the LGA - with the clubs based at Lightwood Park and Kelvedon Oval both reporting that demand exceeds capacity (with potential players being turned away).

¹ Council, 2024

Kingborough Sports Precinct Master Plan, Kingston



Sorell Council

Sorell Council has never undertaken a whole-of-council sport and recreation-style planning project. However, their key indoor and outdoor sports facility - South East Sports Complex (formerly known as Pembroke Park) has had a number of master plans (and master plan reviews) prepared over the last 10 years. The outcomes of the most recent master plan update are detailed below.

South East Sports Complex Landscape Master Plan Report¹

The Master Plan report describes proposed actions in three separate zones within the Sports Complex:

- ❑ Zone 1 - Football, basketball, netball and dog park
 - football field upgrade and development of a synthetic football field (short-term)
 - additional central car parking (short-term)
 - central playspace and community hub development (short-term)
 - upgraded amenities (medium-term)
 - relocated dog park (medium-term)
 - 2-court indoor sport extension (long-term)
 - multi-purpose field development (long-term)
 - southern car parking development (long-term)
- ❑ Zone 2 - Cricket, AFL and little athletics
 - upgrade of premier cricket field with turf wicket block (short-term)
 - covered turf wicket practice facility (short-term)
 - upgraded clubhouse and amenities precinct (short-term)
 - car parking upgrades (short-term)
- ❑ Zone 3 - BMX, skate park, tennis courts, RV park and equestrian
 - development of youth play precinct (medium-term)
 - BMX car parking (medium-term)
 - tennis precinct - courts, clubhouse and car parking (medium-term)
 - relocated RV park (long-term)
 - relocated equestrian precinct (long-term).



Council officer engagement

Disused sportsfields at Copping, Kellevie and Dunalley reflect the area's limited population base, a move away from formal sport and Council's desire to centralise facilities at the South East Sports Complex (where practical). While the Sports Complex Master Plan includes a range of recommendations (a number including high-level infrastructure), Council is keen to ensure a pragmatic approach to development that reflects demand and resource realities.

¹ *inspiring place, 2025 (draft)*

COUNCILS

Most of the six councils are well-advanced in planning for formal sporting facilities. However, approaches tend to reflect an LGA boundary 'view' rather than a consideration of the wider sports catchment.

The Greater Hobart Sport Infrastructure Strategy will ensure best use of resources for each council and reduced opportunities for facility over-supply (and the associated unnecessary resource drain).

Influence of trends in sport

Participation patterns in sport are changing at a community level. Factors such as a move toward non-organised or social sport, increased outdoor nature-based recreation and increased use of technology have all had a significant impact on how people recreate. Understanding these trends (and their impacts) is important as each council looks to develop infrastructure that encourages people to be active, yet, presents a sustainable use of resources.

Participation trends

Move away from formal sport

Since 2015, Sport Australia has conducted a national sport and physical activity participation survey, *AusPlay*. The most recent results of the survey were released in November 2025¹. In 2011-12 and 2013-14, a similar survey, the *Participation in Sport and Physical Recreation Survey* was conducted by the Australian Bureau of Statistics (ABS). Between 2001-2010, the *Exercise, Recreation and Sport Survey* (ERASS) was conducted by the Committee of Australia Sport and Recreation Officials (CASRO).

Overall, participation in physical activity has increased in the last two decades. Female participation (at least once a year) has remained on par with male participation throughout. However, more women continue to participate more often.

Importantly, participation in sport-related activities has decreased, while non-sport physical activities have increased significantly (by more than 20 percent since 2001). Participation in recreation activities such as walking and fitness/gym have increased the most.

More children participate in organised (out-of-school) sport, than adults. The top activities children participate in changes as children age, with a focus on the life skill of swimming for infants and toddlers and running, fitness/gym, football and walking being the dominant activities by the time children reach the ages between 15 and 24 years old.

National participation rates in organised sport have been declining for a number of years as participants move toward more social (drop-in drop-out) sport and informal recreation. It will be important for each council to monitor participation trends into the future to ensure resources are allocated appropriately to support a broad range of both recreation and sport activities.

¹ After 2023 (and moving forward), a different methodology has been employed to collect *AusPlay* data. This has resulted in data being collected up to 2023 not being able to be compared with future data. However, a consistent methodology was used up until 2023 allowing for comparisons and trend determination.

Busy lifestyles

Shift work, increases in part-time and casual employment and family commitments influence participation as:

- ❑ people do not have the time to commit as a regular participant or volunteer
- ❑ people seek facilities and participation opportunities with flexible hours.

A number of peak bodies are investigating additional delivery models such as social fixtures or 'pay as you play' approaches to address membership concerns.

Diversification of sport

Modified versions of traditional sports (such as T20 cricket and pickleball) are burgeoning. Changes are placing additional pressure on councils with regard to playing field and court capacity, facility flexibility and need to plan for additional demand.

Female participation in 'traditionally male' sports

There is a focus on the role of sport in promoting gender equality from all levels of government. This has seen significant resources put into marketing and promotion targeting female participants.

Those traditional sports reporting participation increases at State- and National-level largely have significant increases in female participation to thank (with many noting steady or decreasing participation by males).

Sports such as cricket, football, rugby league, AFL and rugby union have all seen increases in female participation due to targeted marketing and an enhanced presence in social and mainstream media (e.g. televised matches and greater print coverage).

These increases have the potential to result in demand for additional gender-neutral (female-friendly) change rooms and further playing and training spaces.

Masters sport popularity

There are indications that people may continue to engage in sport later into their old age. The Australian Sports Commission highlights that organisations may need to provide a wider range of products tailored to meet the needs of older Australians.

Given Greater Hobart's attractiveness as a tourist destination for older adults², combined with a range of quality sports facilities, it is no surprise that it is a popular venue for masters sporting events. For instance, the 9-day 2025 Hockey Australia Women's Masters Championships held in Hobart in October attracted more than 1,000 players and officials.

² New Young Travel, 2026

Formal sport participation

The table below highlights formal sport participation trends for adults and children at National, State and local levels (where data exists). It is important to note that at a National and State level this data is only based on AusPlay survey results for the 2024 and 2025 calendar years (while local trends have been ascertained through state sporting organisation engagement and data).

The table indicates that some sports locally (i.e. AFL and rugby union) are bucking National and State trends. Yet, participation in most sports reflect higher-level trends. Participation is analysed in more detail for each sport in Section 4

Sport	Participation rate ¹				National trend ²		State trend ²		Local trend
	Aust Adult	Aust Children	Tas Adult	Tas Children	Adult	Children	Adult	Children	
AFL	1.7%	5.9%	2.0%	8.3%	Steady	Steady	Decreasing	Decreasing	Increasing
Archery	0.1%	0.1%	0.1%	NA	Decreasing	Steady	Steady	NA	Increasing
Athletics	0.7%	3.2%	0.5%	5.9%	Decreasing	Steady	Decreasing	Steady	Decreasing
Badminton	0.8%	0.6%	0.5%	1.3%	Steady	Decreasing	Steady	NA	Decreasing
Baseball	0.2%	0.5%	0.1%	NA	Steady	Decreasing	Steady	NA	Increasing
Basketball	2.3%	7.1%	2.3%	8.8%	Steady	Increasing	Increasing	Increasing	Steady
BMX	<0.1%	0.1%	NA	NA	Steady	Steady	NA	NA	Steady
Bowls	0.8%	<0.1%	1.1%	NA	Steady	Steady	Decreasing	NA	NA
Cricket	1.6%	3.4%	1.7%	6.7%	Steady	Steady	Steady	Increasing	Decreasing
Cycling	1.0%	1.7%	1.1%	1.8%	Steady	Decreasing	Increasing	Decreasing	Steady
Equestrian	0.3%	0.2%	0.6%	NA	Steady	Decreasing	Steady	NA	Decreasing
Football (soccer)	3.6%	14.3%	2.4%	17.1%	Steady	Increasing	Increasing	Increasing	Increasing
Golf	2.2%	0.5%	2.8%	0.9%	Decreasing	Decreasing	Steady	Decreasing	Increasing
Gymnastics	0.4%	7.0%	0.4%	10.4%	Steady	Steady	Steady	Increasing	NA
Hockey	0.5%	1.1%	0.9%	2.1%	Steady	Increasing	Increasing	Increasing	Increasing
Netball	1.8%	5.0%	1.5%	4.3%	Steady	Increasing	Decreasing	Steady	NA
Pickleball (& padel) ³	0.7%	0.1%	0.8%	0.3%	Increasing	Increasing	Increasing	NA	Increasing
Pony club	<0.1%	0.1%	0.1%	0.5%	Steady	Steady	NA	NA	Decreasing
Rowing	0.2%	0.1%	0.2%	NA	Steady	Steady	Decreasing	NA	NA
Rugby union	0.3%	0.7%	0.2%	NA	Steady	Steady	Steady	NA	Increasing
Squash	0.2%	<0.1%	0.1%	NA	Steady	Steady	Steady	NA	Steady
Swimming	2.6%	23.3%	2.2%	20.1%	Decreasing	Steady	Increasing	Decreasing	NA
Table tennis	0.6%	0.5%	0.7%	0.6%	Steady	Steady	Increasing	NA	Steady
Tennis	1.9%	3.9%	1.5%	3.4%	Decreasing	Steady	Increasing	Increasing	NA
Touch football	0.5%	1.2%	0.2%	0.4%	Steady	Increasing	Steady	Decreasing	Decreasing
Volleyball	0.9%	0.7%	0.4%	NA	Steady	NA	Steady	NA	NA

1 - 2025 calendar year - total of both *all* or *some* participation through an organisation (for adults) and *all* participation through an organisation (for children)

2 - comparison of 2024 and 2025 participation rates

3 - recent AusPlay surveys have bracketed pickleball and padel together. Future surveys may consider the two sports separately

NA - no available data (or not enough data to be statistically reliable) / comparison not available

Facility trends

Field and court quality

Facility providers face an increasing trend to develop and re-develop sporting fields and courts to a higher level in order to increase carrying capacity (and to meet expectations from peak bodies). Upgrades, such as lighting and field irrigation and drainage, allow training and competition times to be extended and increases the ability of turf playing fields to cope with the resulting wear and tear. Further, to achieve ongoing field quality, fields need 'rest periods' (of up to four weeks) where necessary maintenance can be undertaken.

The replacement of turf fields with synthetic fields, however, can significantly increase carrying capacity by limiting maintenance-required field down time. A number of sports are moving toward the provision of synthetic fields (particularly for football and hockey where internationally certified surfaces are available). While there are budget implications regarding capital costs for development and asset renewal (synthetic replacement), there are a small number of synthetic fields recommended in this Strategy.

Field and court sharing

With many sports extending the lengths of pre-season and season fixtures, sports are no longer classifying themselves as strictly summer or winter sports. This has led to the sharing of fields and court space becoming more difficult. While providers strive to maximise the use of community resources (and State Government espouses field sharing), the reality is that shared use of ancillary facilities (e.g. pavilions, car parks) rather than fields will be more likely.

Preparation of the Strategy has included maximising shared use opportunities for pavilions and car parking - balanced against consideration of sustainable use of fields and courts through a mix of both sport-specific and shared opportunities.



Brighton Bowls and Community Club, Brighton

Facility management

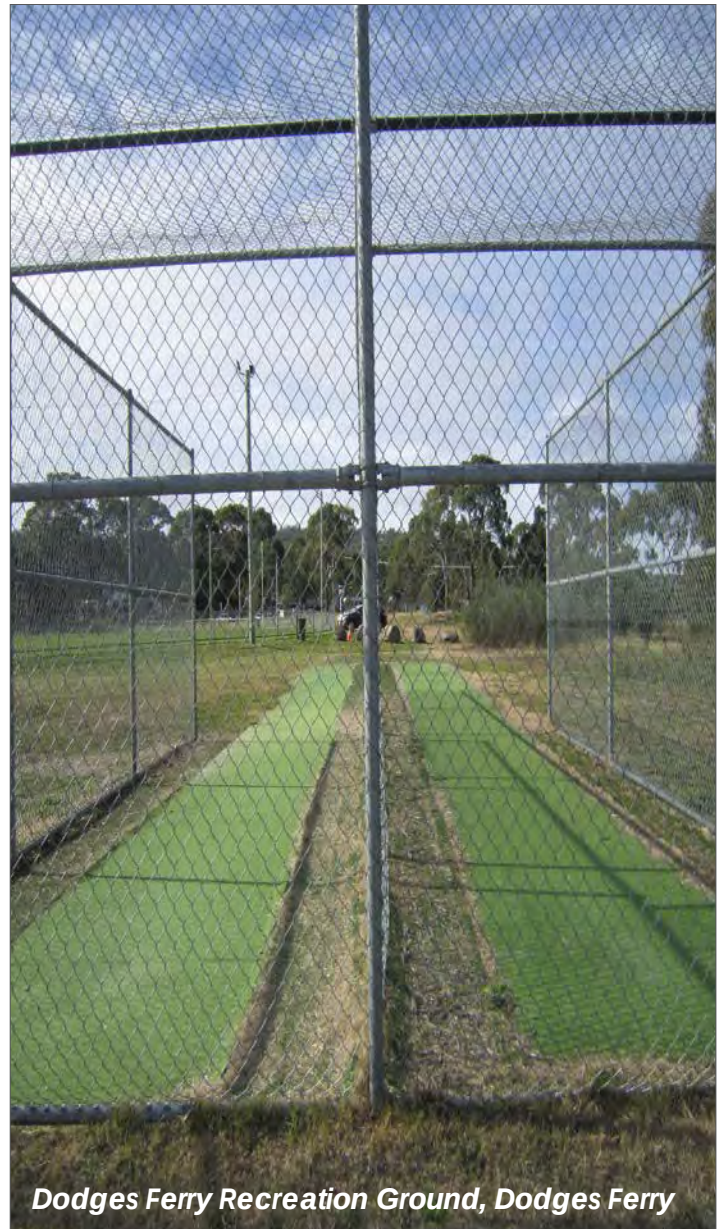
Councils across Australia employ various management structures over their sport facilities. Where resources allow, there is a growing trend towards councils taking on more responsibility for the overall management (and maintenance) of facilities. This involves users (tenant clubs) paying higher user fees, but being able to focus more on their core function of providing the relevant sport/activity, rather than face the burden of maintenance and asset management. Additional management information is included in the Appendix.

Climate change

Changes in climate (increasing temperatures, and extended periods of high and low rainfall) will see councils and sport providers consider new practices that respond to change yet look to continue to meet user demand. Opportunities such as ongoing moves for evening fixtures (and the potential for short-format matches to avoid playing during the heat of the day); further advancement and adoption of synthetic surfaces; and greater emphasis on provision of covered areas for officials and spectators should all be considered as facility upgrades and new facilities are planned.

Increasing capital and operating costs

The rapid rise in the cost to build sports facilities, driven by material shortages (steel, concrete) and labour demand, may require a shift in how venues are developed, funded, and operated. Resource realities simply cannot allow for every sport and user group to have access to every facility they desire. Councils will need to consider efficient designs and may also need to recognise need to scale back project designs (and community expectations).



Dodges Ferry Recreation Ground, Dodges Ferry

TREND CONSIDERATIONS - KEY IMPLICATIONS

In terms of impacts for the development of the Strategy, these trend considerations suggest:

- ☐ social sport and modified games are becoming increasingly popular, and can increase participation in sport across all age groups, and particularly people over the age of 40
- ☐ traditional use and management of sport fields may require review and adjustment to meet the needs of users in the future, and to take advantage of technology (e.g. telemetry systems for lighting and irrigation)
- ☐ demand for higher standard facilities, including lighting, well-drained turf, and all-weather fields is increasing
- ☐ demand for gender neutral facilities that are inclusive and attractive to all.

Sport infrastructure planning influences

Sport infrastructure hierarchy

The use of hierarchies when undertaking planning for community infrastructure is a long-held practice. Providing facilities at different levels (according to the hierarchy) ensures a network of sustainable opportunities that reflect community demand (and resources). The hierarchy provides a guide for what infrastructure should be provided, depending on where the facility fits within the hierarchy.

Allocating each venue to a level within a hierarchy (classification) is advantageous as it assists with the assessment of what facilities already exist and highlights the capacity for the venue to meet community demand. It is important to note that individual infrastructure within a venue may not always be at the same level of quality. For instance, a large multi-sport facility may be classified as 'regional' given that it hosts a range of users (including higher-level competitions and training). However, some of the infrastructure included at the regional venue may be small, aged etc and only attractive to an immediate catchment (e.g. function as 'local' within the hierarchy). Preferred facility inclusions for key sports (described by hierarchy) are included in the Appendix.

The hierarchy assists councils by providing a framework to guide facility planning and asset management, day-to-day operations and in managing community (and peak body) expectations. The hierarchy proposed for this Greater Hobart Strategy reflects that the six councils are all relatively close to one another geographically and the need for a range of options to be available for user groups across the region.

Importantly, these classifications do not mean that councils never again accept small parcels of land for local-level sport through development and/or stop maintaining existing local-level facilities. Rather, they act as a guide for councils to pursue more sustainable facilities that more closely reflect community demand.

Classification	Planning considerations
Local*	Serve small catchments Typically a single field or small number of outdoor courts (sites up to 3ha) Provide for low-level local and junior sport Limited or no irrigation Small or no amenities Lighting to training standard Example: Margate Oval (Kingborough Council)
Regional	Serve catchments across councils Well-maintained sports field/ovals and/or courts for a mixture of sports (preferably the site includes a minimum of 5ha usable space for sport development) Suitable for local and regional (and potentially state-level) competition May include both shared and sole use facilities Include quality irrigation and drainage Large amenities (potentially multiple across the site) Lighting to competition standard Spectator areas Extensive formal car parking Example: South East Sports Complex (Sorell Council)
State (and above)	Serve catchments across the State (and further afield) May include formal stadia and/or large multi-sport outdoor venues Suitable for all levels of competition Include quality irrigation and drainage Large amenities (potentially multiple across the site) Lighting to competition standard Spectator areas Extensive formal car parking Example: North Hobart Oval (City of Hobart)

* developing local facilities is not a preferred outcome for the Strategy. Local facilities (single fields with limited or no irrigation and limited (or no) amenities) are often poorly located in residential areas where noise and light complaints are common, limit use for training and competition by clubs, hinder opportunities for growth and are resource draining.

Quantifying demand - Preferred provision rates

For many decades, councils have attempted to quantify the need for community open space for sport using provision ratios. The most common (and simplest) method has been to provide council-wide desired land standards for the network of open space (i.e. land for recreation parks; land for sport parks). Using this approach, councils have adopted rates between 1.5-2.5ha/1,000 residents for sport land. More recently, there has been a move away from this approach given that it is somewhat arbitrary and does not necessarily reflect the needs of the local sporting community. For example, given that cricket and AFL ovals are far larger than the rectangular field sports; areas where AFL and cricket are popular are likely to require more area for sport land. Additionally, provision of formal sport is often opportunistic - dependent on site-specific attributes (e.g. availability of suitable land), funding availability, and peak sports and local volunteers keen to lead formal development.

A number of peak sporting bodies have developed preferred provision rates for catchment populations (e.g. 1 oval/10,000 residents). This is a more tailored approach than seeking an overall provision rate for sport land as-a-whole. However, it tends to over-exaggerate demand and does not reflect that different sports/clubs can be more or less popular in different locations (e.g. AFL has traditionally been very strong in Tasmania, while football is rapidly increasing in popularity). ROSS Planning has developed a far more accurate approach by calculating preferred facility provision rates by club membership (e.g. 1 field for every 150 players) for most of the traditional field and court sports¹. These standards were developed by considering training and competition requirements in a typical week - weighed up against sustainable loads and carrying capacity for fields (and considering the different impacts that juniors v seniors have on the same area of field). The preferred findings were then reviewed by peak sporting bodies. These preferred rates have been used in a number of demand modelling studies and it appears that they deliver realistic assessments of demand and can be used with confidence to project future provision.

Regardless of the planning approach to be undertaken, the following considerations are worthy of note:

- ☐ defining what is 'one facility' and appreciating potential for codes to change facility requirements
- ☐ opportunities to increase carrying capacity by provision of synthetic facilities (as opposed to natural turf)
- ☐ opportunities to increase available hours of usage through field lighting
- ☐ impacts of stand-alone year-round facilities compared with shared multi-use facilities
- ☐ field shape and changing preferences - it can be difficult to convert ovals into rectangular playing fields.

In order to understand the demand for future facilities, a number of mechanisms have been used. It is important to note that no one mechanism will be solely used to determine future demand for facilities. Steps undertaken to project demand include:

- ☐ examination of the current use of the existing sports infrastructure
- ☐ identification of existing sites being used under-capacity, at-capacity and over-capacity
- ☐ benchmarking provision against preferred rates
- ☐ reviewing local, State and National participation preferences and trends
- ☐ identifying future facility requirements
- ☐ consideration of options to meet future requirements.

¹ A number of peak sports have recently begun adopting a similar approach for planning

Access/distribution of facilities

Considering provision of community facilities within reasonable distance for most residents is a key planning task. Councils have long-desired provision of local parks spread across an LGA with nearby access for most residents. However, more recently, councils have identified that these local parks with limited infrastructure are not as popular as higher-level district and regional parks and that many residents prefer to travel slightly further to a more attractive park setting with a wider range of activities on offer. Sport provision is following a similar trend.

While anecdotally, it is claimed that Greater Hobart residents tend to dislike travel for day-to-day activities, there are clear signs that this may not be as steadfast as thought. There are a number of heavily used sports facilities (and organisations) with headquarter facilities. Sports such as athletics, BMX, hockey, touch football and indoor cricket are largely delivered from a sole venue. Additionally, it is not uncommon for facilities such as the South East Sports Complex (Sorell Council), Pontville Park (Brighton Council) and Kingborough Sports Centre (Kingborough Council) to host fixtures for teams and clubs from outside the LGA.

People choose to play different sports for different reasons and in different locations. People travel to attend particular sports because they:

- ☐ want to play with a group of friends
- ☐ want to play in a certain level of competition not available in every council area
- ☐ are attracted to a certain style of sport delivery (e.g. social sport delivered once each week without the need to train and/or volunteer)
- ☐ are attracted to a certain coach
- ☐ are attracted to a certain venue.

It is for these reasons (combined with the fact that a number of the Greater Hobart councils have limited undeveloped land with potential for sports facility development), that the Strategy reports with confidence the move away from local-level sports facilities and the view to a region-wide approach to delivery of sport (across higher-level regional standard venues wherever practical).





Snug Oval, Snug



South East Sports Complex, Sorell



Lauderdale Oval, Lauderdale



Geilston Bay Oval, Geilston Bay

4

Sport analysis

A sport-by-sport analysis has been undertaken in order to inform future provision and facility development.

For each sport the following elements have been considered:

- ☐ existing facilities and the number of courts/fields/ovals
- ☐ clubs and associations
- ☐ registered player numbers (where available)
- ☐ pattern of growth or decline in participation
- ☐ carrying capacity of the site
- ☐ distribution of facilities across the region
- ☐ future direction of the sport
- ☐ relevant actions from Council planning
- ☐ key directions from peak body strategies and guidelines.

The information provided on the following pages has been taken directly from engagement with council officers and peak bodies. Facility lists provided by councils were cross-referenced with Active Tasmania's Tasmanian Community Sports Facility Portal to ensure accuracy.

Importantly, it is recognised that this is not an exhaustive list of all sports undertaken across Greater Hobart. For example, difficult-to-locate sports such as motorsports, shooting sports, climbing sports and mountain biking have been excluded. In essence, the sports included in the analysis reflect the key sports (where there may potentially be existing or potential demand for facilities) where councils can have the most influence over facility directions. Some sports (such as ice sports, roller derby and skating) are more commonly provided through a commercial setting.

Key directions for each sport have been repeated in the Action Plan presented alphabetically by sport in Section 5. Additionally, a facility inventory and a facility-participation analysis have also been provided to the Strategy Working Group under separate cover.

For ease of reference, sport assessments have been described alphabetically within logical groupings:

- ☐ aquatic/water-based sports
 - rowing, swimming (and aquatic centres)
- ☐ court sports
 - badminton, basketball, netball, pickleball, tennis, volleyball
- ☐ field sports
 - AFL, athletics, baseball, bowls, cricket, croquet, hockey, rugby union, softball, touch
- ☐ other indoor sports
 - gymnastics, squash, table tennis
- ☐ other outdoor sports
 - BMX, cycling
- ☐ equestrian sports.

Aquatic/water-based sports

Rowing

Current provision

Rowing Tasmania has identified six rowing clubs in Greater Hobart:

- ☐ Clarence
 - Lindisfarne Rowing Club
- ☐ Glenorchy
 - Glenorchy Rowing Club
- ☐ Hobart
 - Buckingham Rowing Club
 - Derwent Mercantile Collegiate
 - Sandy Bay Rowing Club
 - Tasmania University Boat Club.

Participation

Participation numbers for Greater Hobart were not provided by Rowing Tasmania. However, annual reports from the past three years show the total number of members across the State. It should be noted that these totals include school members:

- ☐ 2023: 1,817
- ☐ 2024: 1,961
- ☐ 2025: 1,808.

Council planning initiatives

There are no known Council initiatives for rowing across Greater Hobart. This is, however, understandable given the nature of the sport and the tenure arrangements necessary for waterfront facilities (while councils own a number of the rowing sheds - they are leased to the clubs).

Peak body facility strategies and guidelines

Rowing Tasmania's Strategic Plan 2023-2026 focuses on growth of the sport, governance and increasing participation. It does not identify specific goals for the development of rowing facilities.

Greater Hobart challenges and directions

Councils across Greater Hobart appear to have limited dealings with rowing clubs and it is suggested that many of the other sports covered within this Strategy have higher priority needs. Therefore, councils should continue their current levels of service to rowing clubs and facilities and consider one-off requests as they arise.



Rowing on the Derwent River



Glenorchy Rowing, Montrose Bay



Lindisfarne Rowing, Lindisfarne

Swimming (aquatic centres)

Current provision

Swimming facilities (aquatic centres/swimming pools) are well supplied across the Greater Hobart region. The current provision of one State-standard facility at Hobart and a regional-level facility at Clarence caters for a population of 250,000¹. Add to this level of provision the planned regional- (or state-) level facility at Glenorchy, and a population of 400,000 people would be considered satisfactorily supplied in aquatic opportunities. This is based on the following generally accepted provision rates for aquatic centres:

- ☐ Regional: 1:100,000 residents - typically includes outdoor 50m pool and indoor 25m learn-to-swim pool
- ☐ Major regional (state):1:150,000 residents - typically includes indoor 50m pool and 25m learn-to-swim pool and additional leisure water.

Clarence Aquatic Centre

Managed by the YMCA and located in Montagu Bay, the regional-level Centre's key features include:

- ☐ 8-lane, 50m heated indoor pool
- ☐ 10m x 12m heated indoor program pool
- ☐ heated indoor beach entry toddlers pool
- ☐ cafe.

Glenorchy War Memorial Pool

The existing Glenorchy War Memorial Pool is currently being repaired and upgraded to allow re-opening in the short-term. In the medium-term, this facility will be replaced by a new facility at the current location. This future high-level facility will boast a 50m outdoor pool, 25m indoor pool, learn-to-swim and wellness facilities, and health club.

Doone Kennedy Hobart Aquatic Centre

The Doone Kennedy Hobart Aquatic Centre is the premier aquatic facility across the Greater Hobart region.

The main features of the Centre include:

- ☐ 8-lane 50m indoor pool (with operable boom to provide short-course options)
- ☐ 6-lane 25m indoor pool
- ☐ leisure pool (including Splash and Play zone)
- ☐ dive pool (Tasmania's only competition standard dive pool)
- ☐ waterslide
- ☐ kiosk/cafe
- ☐ Party Corner (party hire).

It should be noted that there are also a number of privately-provided swimming pools that tend to focus on provision of learn-to-swim opportunities (and assist by picking up any unmet demand for these activities from public aquatic centres). Known private facilities are located at West Hobart, New Town, Derwent Park, Howrah, Lauderdale, Lewisham and Dodges Ferry (construction nearing completion). There is also potential that construction of any additional public aquatic centres may impact the viability of the current private offerings.

Participation

Participation numbers for the Greater Hobart Region were not available from Swimming Tasmania, but 2024-25 recorded 603 registered competitive swimmers across the State. The identified swimming clubs within the Greater Hobart region are:

- ☐ Hobart: Friends Swimming, HC Swim Club, The Hobart Aquatic Club, Sandy Bay Swimming Club
- ☐ Clarence: Surge Aquatic Swim Club.

Clearly, the highest number of uses at aquatic centres are from recreation users and learn-to-swim programs rather than through formal swimming clubs.

¹ *there are also a number of privately-operated learn-to-swim facilities located across the region. While it is recognised that these facilities contribute to aquatic facility provision, as private venues offering a specific aquatic 'role' (learn-to-swim lessons) they have not been included in the provision analysis*

Council planning initiatives

As mentioned above, Glenorchy City Council has an ambition to build a significant new aquatic centre to replace the Glenorchy War Memorial Pool.

City of Clarence will undertake a feasibility study to determine aquatic facility upgrades necessary to extend the life of the existing venue.

Kingborough Council is currently considering the feasibility of developing an aquatic centre.

Peak body facility strategies and guidelines

Swimming Tasmania's 2025-2029 Strategic Update notes that Tasmania's limited facilities, aging infrastructure, financial pressures, and other issues are currently the main constraints on growth of the sport.

Greater Hobart challenges and directions

Given the current level of provision and the planned major Glenorchy facility, it is not believed that the resource impost associated with building a new aquatic centre in Kingborough is necessary to meet community demand.

It is also important to acknowledge that (while Glenorchy City Council has undertaken significant planning works demonstrating² the feasibility of the proposed new facility) the addition of a quality aquatic facility in Glenorchy would have impacts on the levels of use of existing aquatic venues (particularly the Doone Kennedy Hobart Aquatic Centre).



**Doone Kennedy Hobart Aquatic Centre,
Queens Domain**



Clarence Aquatic Centre, Montagu Bay

Court sports

Badminton

Current provision

There is only one dedicated badminton facility in Tasmania - the H Thompson Badminton Centre, located in South Hobart. While the facility boasts 12 courts, it was noted that it is regularly fully-booked due to the current level of demand.

A significant issue for badminton is the ability to access venues in other facilities around the Greater Hobart area at reasonable times. Between them, basketball and netball appear to dominate facility bookings at Moonah, Clarence, Kingston and Creek Road (New Town). Being able to book courts for badminton at a reasonable time on a regular basis is near-to impossible. The only time slots available to book are either too early in the morning or too late at night and it is impossible to attract regular players at these times to be able to build participation in badminton.

Participation

	Participation numbers		
	2022/23	2023/24	2024/25
Members	1,749	1,623	1,504
Events	1,410	1,710	2,100

Council planning initiatives

While there are no specific plans or strategies relating to the provision of badminton, the provision of additional indoor sporting facilities is being addressed across the Greater Hobart area through the following:

- ☐ Brighton Council
 - considering the feasibility of a 2-court multi-sport indoor facility at Pontville Park (medium-term)
- ☐ City of Clarence
 - development of a 1-court multi-sport indoor facility at Cambridge Primary School in partnership with the Department of Education, Children and Young People (short-term)
 - considering the feasibility of a 4-court multi-sport indoor facility at Bayview Secondary College (medium-to long-term)
- ☐ Glenorchy City Council
 - supporting development of a 4-court multi-sport indoor facility at Claremont (short-term)
- ☐ City of Hobart
 - supporting development of a 4-court multi-sport indoor facility at New Town (short-term)
- ☐ Kingborough Council
 - supporting development of the JackJumpers High Performance Centre at Kingston (that will free up community court space availability within the Kingborough Sports Centre)
- ☐ Sorell Council
 - considering the feasibility of a 2-court extension to the South East Sports Complex (long-term).

Peak body facility strategies and guidelines

Badminton Tasmania does not have any existing state facility planning documents/directions.

The badminton centre in South Hobart has recently undergone major upgrades to enhance access and establish new court surfaces.

While Badminton Tasmania does not have current plans for new facilities, it is open to dialogue about using existing and proposed facilities to expand participation. For example, the organisation was included in discussions regarding the South East Sports Complex Master Plan review, where ongoing demand for badminton was highlighted.

Greater Hobart challenges and directions

In accord with other indoor sports that traditionally have difficulty accessing court time at indoor centres, the needs of badminton should be included in considerations when future planning of such centres occurs.

While regular member numbers are slowly declining, the growth in event participation is noted. So, while the need for a further dedicated badminton facility would be a long-term goal (and subject to demonstrated demand), existing and future indoor sports centres could be encouraged to include both regular and event use by the sport.

Further, improved management of court schedules could also reduce the dominance of one or two sports in the use of these centres.

- ☐ It is essential that key badminton representatives are included in preliminary discussions regarding potential indoor sports facility development.



**H Thompson Badminton Centre,
South Hobart**



**H Thompson Badminton Centre,
South Hobart**

Basketball

Current provision

The recently prepared Basketball Tasmania State Facilities Strategy 2025-2035 outlines that, State-wide, there are 39 full-size courts spread across 26 (non-school) venues currently hosting clubs and associations. Of these courts, only 6 meet full Basketball Australia compliance. The Strategy identifies 12 'appropriate' courts currently being used in Greater Hobart for Basketball Tasmania activities:

- ☐ Kingborough Sports Centre - 3 courts
- ☐ Moonah Sports Centre - 2 courts (with an additional court only suitable for juniors)
- ☐ Hobart Netball and Sports Centre - 2 courts
- ☐ Clarence Sports Centre - 2 courts
- ☐ Warrane Sports Centre - 1 court
- ☐ South East Sports Complex - 2 courts.

Participation

Basketball is a popular sport across Greater Hobart. Since 2022, there have been more than 3,600 club players each year. Interestingly, this participation base has not increased in recent years. Clubs report that they are 'capped' - turning potential players away as they do not have access to courts to meet demand for training and fixtures.

School-based participation continues to grow - with almost 400 additional players since 2022 across Greater Hobart.

Council planning initiatives

The provision of potential additional indoor sports facilities is a current key topic for all six of the Greater Hobart Councils.

- ☐ Brighton Council
 - considering the feasibility of a 2-court multi-sport indoor facility at Pontville Park (medium-term)
- ☐ City of Clarence
 - development of a 1-court multi-sport indoor facility at Cambridge Primary School in partnership with the Department of Education, Children and Young People (short-term)-
 - development of a 4-court multi-sport indoor facility at Bayview Secondary College (either short-term or medium- to long-term depending on funding availability)
- ☐ Glenorchy City Council
 - supporting development of a 4-court multi-sport indoor facility at Claremont (short-term)
- ☐ City of Hobart
 - supporting development of a 4-court multi-sport indoor facility at New Town (short-term)
- ☐ Kingborough Council
 - supporting development of the JackJumpers High Performance Centre at Kingston (that will free up limited daytime community court space availability within the Kingborough Sports Centre)
- ☐ Sorell Council
 - considering the feasibility of a 2-court extension to the South East Sports Complex (long-term).

Peak body facility strategies and guidelines

The Basketball Tasmania State Facilities Strategy 2025-2035 outlines a current deficit of 16 courts (and a projected deficit of 19 courts by 2035) for Greater Hobart. The preferred provision rates used to undertake this assessment appear quite stringent (1 court : 8,800 residents overall; considered alongside 1 court : 1,500 school-aged residents). As noted earlier in the Strategy, provision rates based on population have a tendency to over-exaggerate demand. A more tailored approach is outlined in the Challenges and Directions section below.

Regardless of the scale, there appears to be a current (and increasing) deficit for access to suitable courts for club basketball activities.

Greater Hobart challenges and directions

Using a preferred provision rate based on participation is a more accurate approach to quantifying facility demand as it recognises that different sports can be more or less popular in different communities. Additionally, these forms of provision rates can be set to reflect available facility access, nuances of training and fixtures etc.

The Basketball Tasmania State Facilities Strategy 2025-2035 identifies an existing State-wide provision rate of 1 court : 309 club players. Basketball Victoria has set an upper benchmark of 1 : 300 in rural areas and 1: 500 in metropolitan areas. Basketball NSW has a preferred benchmark of 1 : 250 State-wide, and Basketball Queensland has based assessments on a preference for 1 : 150.

Clearly, Greater Hobart does not have the residential density of much of metropolitan Victoria. It also does not have the vast travel distances that can cause issues in Queensland - resulting in the higher benchmark used there. At the existing rate of 1 : 335, clubs in Greater Hobart report waiting lists and turning potential players away. So, for this Strategy a preferred provision rate of 1 court : 250 club players will be used for assessment. This figure reflects that used in New South Wales and falls between Queensland and rural Victoria benchmarks.

The table below highlights existing and potential future court demand.

Greater Hobart Provision	2025	2035
Total no. of appropriate courts	12	21 ¹
Registered club players	3,685	5000 ²
Court : Player	307	238
Shortfall at 1 : 250	3	0

¹ - based on development at Cambridge Primary School, Claremont and New Town being achieved

² - it is somewhat difficult to predict likely membership increases in Greater Hobart given that there has been no change in recent years potentially due to court availability. It may be that membership increases are achieved incrementally as new courts become available. Additionally, there is suggestion that the development of new professional teams (e.g. JackJumpers and Jewels) and/or success and coverage of international events (e.g. Olympic Games), will result in increases in grassroots participation. This spiking and 'halo effect' is well-recognised. However, short-term participation increases are often then followed by incremental decreases (even if clear strategies and programs are enacted). Little Athletics is well-known to enjoy large membership increases directly following an Olympic Games (where athletics attracts significant coverage) but then quickly returns back to pre-Olympic levels in the following years

Use of school courts should continue to be encouraged (and this use will assist to buffer demand). However, in the longer-term, school courts cannot necessarily be relied upon as individual school and Department of Education, Children and Young People community access policies and procedures can tend to change.

- ☐ Brighton Council
 - Assess the feasibility of a 2-court multi-sport indoor facility at Pontville Park (medium-term)
- ☐ City of Clarence
 - Develop a 1-court multi-sport indoor facility at Cambridge Primary School in partnership with the Department of Education, Children and Young People (short-term)
 - Develop a 4-court multi-sport indoor facility at Bayview Secondary College (medium- to long-term) (May need to reassess feasibility of this project if 4-court facilities are developed at Claremont and New Town)
- ☐ Glenorchy City Council
 - Continue to support development of a 4-court multi-sport indoor facility at Claremont (short-term)
- ☐ City of Hobart
 - Continue to support development of a 4-court multi-sport indoor facility at New Town (short-term)
- ☐ Kingborough Council
 - Continue to support development of the JackJumpers High Performance Centre at Kingston
 - As 4-court facilities are developed in Claremont and New Town, re-assess the feasibility of an extension to the existing Kingborough Sports Centre (long-term)
- ☐ Sorell Council
 - As 4-court facilities are developed in Claremont and New Town, re-assess the feasibility of a 2-court extension to the existing South East Sports Complex facility. Retain the preferred footprint for the proposed extension identified in the Master Plan in case future demand exists (long-term).

Netball

Current provision

Netball is currently well-provided for across the Greater Hobart area with a total of 35 indoor and outdoor courts available. It is noted that there are also nine additional indoor courts planned in the near future (one in Clarence, four in Glenorchy and four in Hobart). Further, early investigations are underway considering the development of four additional outdoor courts and two indoor courts in the Brighton Council area.

Participation

While detailed participation numbers for the Greater Hobart region were not provided by Netball Tasmania, State-wide registrations for the last three available years highlight growth:

- 2022: 7,795
- 2023: 8,875
- 2024: 9,699

Following further research into player numbers in Southern Tasmania, it is estimated that there were approximately 4,500 registered players in the Great Hobart region in 2025.

Council planning initiatives

As mentioned above, several planning initiatives are underway across Greater Hobart in regard to the provision of additional netball facilities. It should be noted, however, that not all future indoor sport developments may guarantee additional available netball courts. These are summarised as follows:

- Brighton Council
 - considering the feasibility of a 2-court multi-sport indoor (and 4-court outdoor) facility at Pontville Park (medium-term)
- City of Clarence
 - development of a 1-court multi-sport indoor facility at Cambridge Primary School in partnership with the Department of Education, Children and Young People (short-term)-
 - development of a 4-court multi-sport indoor facility at Bayview Secondary College (either short-term or medium- to long-term depending on funding availability)
- Glenorchy City Council
 - supporting development of a 4-court multi-sport indoor facility at Claremont (short-term)
 - lighting upgrades at AYC netball facility
- City of Hobart
 - the provision of a 4 court indoor multi sport facility is proposed as part of the New Town Sporting Precinct Master Plan. It is currently proposed that this facility be explored once pressing site needs are met - improved change rooms, function and club spaces and storage to support AFL, Cricket and track cycling (short-term)
- Sorell Council
 - considering the feasibility of a 2-court extension to the South East Sports Complex (long-term).

Peak body facility strategies and guidelines

Netball Tasmania's Strategic Plan identifies the following relevant priorities for the sport:

- building stakeholder partnerships with government, sport organisations, and community groups
- complete facilities audits and develop a statewide facilities strategy for upgrades and new builds.



Greater Hobart challenges and directions

The current provision for netball is considered appropriate. This is demonstrated when applying the relevant preferred provision rate of 1 court: 8,000 residents to the subject area's population of 250,000 people. Applying this rate results in the need for 31 courts being required. A further level of analysis is to consider the preferred provision rate prepared by Netball Queensland of 1 court to 120 players in regional areas and 1 court to 140 players in metropolitan areas. Given the mixed residential nature of Greater Hobart, 1 court to 130 players has been used for analysis. There are approximately 4,500 registered netball players in Greater Hobart. Using the preferred provision rate, this many players would require 35 courts.

While it has been noted that, as a sport, netball is well-provided for in regard to facilities across the Greater Hobart area, some associations and clubs note that they are struggling to access adequate court usage for their operations and to support potential growth.

As for a number of other indoor sports included in this Strategy, it is believed that improved consultation needs to occur during the planning of any new or upgraded indoor sporting facilities. Simple inclusions to centre designs such as appropriate storage, adequate run-offs and ancillary facilities can make such centres better equipped to provide for a wider range of sports. Further, improved management of court schedules could also reduce the dominance of one or two sports in the use of these centres.



Pickleball

Current provision

Pickleball can be played on almost any hard surface (grass is not appropriate for pickleball). As a result, courts tend to be temporarily marked (with removable tape) at any indoor facility and on outdoor hard-surface courts. Given Greater Hobart’s weather can be cold, wet and/or windy, there is a clear preference for pickleball to be played indoors.

The table below highlights the seven primary facilities hosting pickleball (and 8 facilities used on-occasion). Importantly, none of these facilities provide purpose-built pickleball courts (nor single line-marked courts).

Facility providing pickleball	Pickleball club
Primary facilities	
Clarence Sports Centre	Eastern Shore Pickleball
Richmond Primary School	Richmond Picklers (casual)
Moonah Sports Centre	Northern Suburbs Hobart Pickleball
H Thompson Badminton Centre	South Hobart Pickleball (casual)
Kingborough Sports Centre	Kingborough Pickleball
South East Sports Complex Stadium	South East Pickleball (casual)
Dodges Ferry Primary School	Dodges Ferry Pickleball (casual)
Additional facilities	
Glenorchy Primary School, Cadbury Tennis Courts, Hobart Netball and Sports Centre, Hobart City High School, Margate Primary School, Domain Tennis Centre, Sacred Heart College, University of Tasmania	

Participation

Pickleball is widely-recognised as one of the fastest growing sports in the world. With thriving popularity across all ages, inclusive and flexible delivery programs, and low-cost playing equipment and fees - the sport is expected to continue to expand.

Between 2024 and 2025, formal participation in Tasmania almost doubled - with approximately 900 playing members State-wide in 2025. The table below shows the recent membership growth for those clubs operating from a formal membership (rather than casual play) in Greater Hobart. Pickleball Tasmania notes that within Greater Hobart, every club has a waiting list for every session.

Pickleball club	Membership		
	2023	2024	2025
Eastern Shore Pickleball		52	116
Northern Suburbs Hobart Pickleball	49	75	173
Kingborough Pickleball	117	167	251

It is important to note that participation in pickleball is somewhat different to traditional sport membership approaches. For pickleball in Greater Hobart, players register to be members with Pickleball Tasmania - they then participate with as many of the locals clubs as they choose (with factors such as court location, court quality, level of competition, timing of fixtures influencing which clubs players participate with). Additionally, there are also far more social players that do not wish to play formal competitions and play at various clubs on a social basis. As a result, the sport of pickleball often reports participation rather than membership as it paints a clearer picture of popularity, growth and facility usage. Between 2023 and 2025, the number of annual participant sessions across Greater Hobart grew from 17,087 to 37,231 (more than doubling).

Pickleball has traditionally attracted older players - indeed Pickleball Tasmania notes that more than 80% of members are 50 years and above. As a result, most pickleball sessions are held during the working day when court access is more readily available. However, pickleball is becoming more attractive to younger players meaning that there is increasing pressure for pickleball to be offered at more ‘traditional’ times in the afternoons and evenings. However, this then creates clashes with other court sports - often with long histories of scheduling at these times. Pickleball organisations are having significant difficulties finding suitable times for activities outside work hours. Adding to this difficulty, pickleball is conducted year-round.

Council planning initiatives

Each of the six councils recognise the pressure on their local pickleball clubs (and indoor sports more widely) to gain access to court space at the most suitable times. Unfortunately, preferred times for training and competition are similar for most sports.

Additional development of indoor court space is currently under consideration across all councils. A number of projects are well-planned with construction expected within two years - 4-court facility in Claremont (Glenorchy), 1-court facility in Cambridge (Clarence) and 4-court facility in Hobart (New Town). Each of these projects may provide court space for pickleball. Potential expansion to the indoor facilities in Kingborough and Sorell and potential new development in Brighton might all be attractive to pickleball (if development is deemed feasible). Finally, a 6-court outdoor pickleball facility will be constructed at the Domain Tennis Centre (through re-use of existing tennis courts).

Peak body facility strategies and guidelines

Pickleball Tasmania remains committed to seeking additional court access for members. While shared-use facilities will always be appreciated, provision of purpose-built single lined marked courts for pickleball (with access to support facilities including social spaces) within Greater Hobart is a key priority. The recently prepared Pickleball Tasmania Facilities Strategy 2026-2030 highlights these facility needs.

The Eastern Shore Pickleball Club (based in the Clarence LGA) secured a funding commitment of \$400,000 towards an indoor facility in Clarence as part of the 2025 State Election campaign. However, the Club does not have a business case or funding model to secure the additional investment necessary to build a new facility.

While prepared to work with the Club to improve access to pickleball facilities, the City of Clarence considers that a more appropriate use of this funding would be to support development of a regional feasibility study and business case for a pickleball facility in Greater Hobart, undertaken in partnership with Pickleball Tasmania and the Tasmanian Government.

Greater Hobart challenges and directions

It is essential that key pickleball representatives are included in preliminary discussions regarding potential indoor sports facility development. While court sports such as netball, basketball and tennis are all active in communicating facility needs to all levels of government, as a burgeoning sport, pickleball, is yet to establish these channels. Continued growth in numbers and diversity in playing ages will see demand for additional spaces for pickleball and at a wider range of times become an increasing consideration.

- ☐ Establish pickleball courts at the Glenorchy Sports Complex (Claremont)
- ☐ Establish pickleball courts at the Cambridge Memorial Oval indoor facility
- ☐ Consider opportunities for pickleball courts within the 4-court facility proposed in New Town
- ☐ If decline in 'traditional' tennis participation continues, consider opportunities for conversion of under-utilised tennis courts to pickleball courts
- ☐ If decline in bowls continues, consider opportunities for conversion of under-utilised greens to pickleball
- ☐ Considering undertaking a pickleball regional facility demand analysis.



Tennis

Current provision

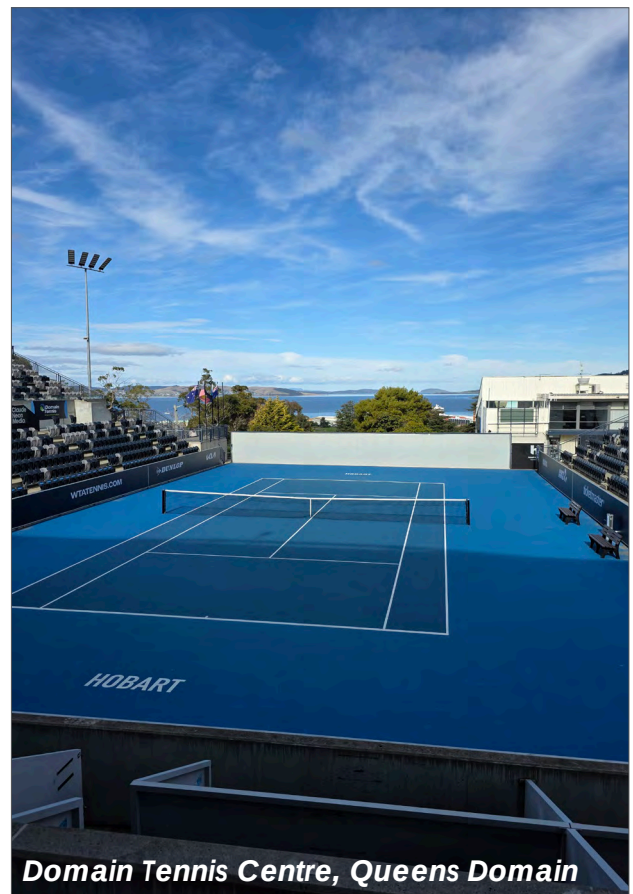
Tennis is well-provided for across Greater Hobart with at least 60 courts known to be available. It is noted that this total does not include unidentified private facilities or courts within school grounds.

The Domain Tennis Centre is the premier facility within Greater Hobart, offering a total of 18 courts, including an international standard show court (and warm-up court). Other facilities at the Centre include:

- ☐ 4 hard courts (not including show and warm-up court)
- ☐ 7 synthetic grass courts
- ☐ 5 synthetic clay courts
- ☐ 2 dedicated pickleball courts

Other tennis facilities are well distributed across the subject area with the vast majority in good condition:

- ☐ Glenorchy
 - Cadbury Tennhis Facility (2 courts)
 - Montrose Road Tennis (1 court)
 - Glenorchy City Tennis (6 courts)
- ☐ Kingborough
 - Kingston Tennis Club (6 courts)
 - Taroona Tennis Club (4 courts)
- ☐ Clarence
 - Lindisfarne Tennis Club (5 courts)
 - Sunshine Tennis Club (6 courts)
 - Richmond Tennis Club (2 courts)
 - Rosny Park Tennis Club (6 courts)
- ☐ Sorell
 - Pioneer Park (4 courts)
 - Dunalley Tennis Club (2 courts).



Domain Tennis Centre, Queens Domain

Participation

Data for club or casual participation in the Greater Hobart region was not available from Tennis Tasmania. However, the 2024-2025 Annual Report recorded a total of 4,222 club members State-wide (down from 4,747 the previous year). 55% of these members (2,322 members) were registered in the Southern Region.

It should be noted that accurate usage data of tennis facilities is traditionally difficult to obtain. This is due to a variety of reasons, including poor records of tenant clubs, the use of private coaches by many clubs and the level of casual (incidental) hire of tennis facilities.

Council planning initiatives

The only identified initiatives regarding the future development of tennis facilities across Greater Hobart include:

- ☐ \$10m upgrade to the Domain Tennis Centre led by Tennis Tasmania
- ☐ a single new court (identified in a draft master plan) in Pontville
- ☐ renewal of the two synthetic grass courts at Richmond Tennis Club (short-term)
- ☐ future (long-term) tennis facility development at the South East Sports Complex.

Peak body facility strategies and guidelines

Tennis Tasmania's Strategic Plan 2020-24 provides limited relevant information for this Strategy. The Plan does identify that one of Tennis Tasmania's 'pillars' is to create and maintain quality places to play tennis (although no details on this direction are provided).

Greater Hobart challenges and directions

The Greater Hobart area has a well-distributed and accessible network of tennis courts available. Future challenges for the ongoing provision of the sport include:

- ☐ maintaining existing facilities at their current level
- ☐ meeting the ongoing needs of the sport when considering the adaptation of existing courts and facilities for emerging sports such as pickleball.



Volleyball

Current provision

Like other indoor sports such as badminton and pickleball, volleyball often has difficulty accessing courts at the existing venues.

Volleyball Tasmania did note that all facilities currently used are multi-sport venues that are either managed by council, schools or non-profit entities. These facilities largely operate at capacity which does not allow for growth of volleyball programs.

Participation

Participation for volleyball is not measured by club members, but is generally based on the number of participants in local facilities. The following is a summary of the information provided by Volleyball Tasmania:

- ❑ Moonah Sports Centre: weekly competition – 27 teams, over 200 players
- ❑ Elizabeth College: weekly competition – 30 teams, over 200 players
- ❑ Elizabeth College: weekly club training – 150 players
- ❑ Elizabeth College: weekly junior development training – 150 players
- ❑ Clarence Sports Centre: weekly club training – 40 players
- ❑ Hobart College: weekly junior development training – 20 players
- ❑ Kingston Beach: social and competition beach volleyball – over 500 players.

Council planning initiatives

There are no specific plans or strategies relating to the provision of volleyball. However, the provision of additional indoor sporting facilities is being addressed across the Greater Hobart area through the following:

- ❑ Brighton Council
 - considering the feasibility of a 2-court multi-sport indoor facility at Pontville Park (medium-term)
- ❑ City of Clarence
 - development of a 1-court multi-sport indoor facility at Cambridge Primary School in partnership with the Department of Education, Children and Young People (short-term)-
 - development of a 4-court multi-sport indoor facility at Bayview Secondary College (either short-term or medium- to long-term depending on funding availability)
- ❑ Glenorchy City Council
 - supporting development of a 4-court multi-sport indoor facility at Claremont (short-term)
- ❑ City of Hobart
 - supporting development of a 4-court multi-sport indoor facility at New Town (short-term)
- ❑ Kingborough Council
 - supporting development of the JackJumpers High Performance Centre at Kingston (that will free up limited daytime community court space availability within the Kingborough Sports Centre)
- ❑ Sorell Council
 - considering the feasibility of a 2-court extension to the South East Sports Complex (long-term).

Peak body facility strategies and guidelines

While Volleyball Tasmania does not have specific documents guiding the sport, they consult to varying degrees on state infrastructure projects when invited. More general observations include:

- ☐ Brighton Council
 - supportive of proposed indoor sport facility development
- ☐ City of Clarence
 - limited use due to access issues
- ☐ Glenorchy City Council
 - current use at Moonah Sports Centre but no growth opportunities without access to the future stadium at Claremont
- ☐ City of Hobart
 - venues limited in size, largely owned and run by schools with limited access to external providers
- ☐ Kingborough Council
 - in recent years, volleyball has largely been locked out of regular use, due to being a minor hirer. New price points may also serve to exclude the sport further
- ☐ Sorell Council
 - no current use at the South East Sports Complex.

Greater Hobart challenges and directions

In accord with other indoor sports that traditionally have difficulty accessing court time at indoor centres, the needs of volleyball should be included in considerations when future planning of such centres occurs.

Further, improved management of court schedules could also reduce the dominance of one or two sports in the use of these centres.

- ☐ It is essential that key volleyball representatives are included in preliminary discussions regarding potential indoor sports facility development.



Field sports

AFL

Current provision

There are 25 community AFL clubs operating across Greater Hobart, with 38 ovals identified as hosting AFL as a key user. The sport is well catered for through these facilities, especially considering that the quality of the playing surfaces is generally very high across council areas. Although some pavilions are aging, they are also generally functional and in good condition.

Parking and spectator facilities are an issue at several sites, especially those in more metropolitan areas and it was noted that lighting upgrades (or at least audits) may be necessary at others. Further, given the age of many of the buildings, upgrades to change facilities will be necessary in the near future, especially in regard to catering for the increasing number of female participants in the sport.

Participation

AFL clubs in each of the council areas across Greater Hobart continue to enjoy consistent growth.

LGA	Community AFL club membership		
	2023	2024	2025
Brighton	399	485	533
Clarence	1,693	1,892	2,034
Glenorchy	857	887	1,024
Hobart	1,430	1,548	1,653
Kingborough	614	631	631
Sorell	485	405	516
Total club participation	5,478	5,848	6,391

Council planning initiatives

Given the provision of quality facilities, there are few specific initiatives identified by councils. Further, AFL Tasmania is one of the more proactive state organisations regularly addressing issues such as facility development, participation and general organisational support. Initiatives highlighted by councils include:

- ☐ City of Clarence
 - field lighting and ancillary facility upgrades at Clarendon Vale Oval
 - two new outdoor fields (one to be multi-use) at Bayview Secondary College Sports Precinct
 - addition of AFL facilities at North Warrane Oval and Cambridge Memorial Oval (including lighting)
 - master planning for Geilston Bay Sports Precinct
- ☐ City of Hobart
 - ancillary facility upgrades at the Hobart Netball and Sports Centre
 - ancillary facility upgrades at Queenborough Oval
- ☐ Kingborough Council
 - development of the AFL High Performance Centre at the Sports Complex will result in relocation of the Tigers facility (within the Complex)
- ☐ Sorell Council
 - the South East Sports Complex Master Plan includes ancillary facility upgrades for AFL.

Peak body facility strategies and guidelines

- ❑ AFL Tasmania Statewide Facilities Strategy (2021-2030)
 - prioritises opportunities to improve change facilities, field lighting and new ovals in the Southern Region
 - identified local developments in the Southern region include Geilston Bay AFL facility redevelopment; new sports pavilion at ANZAC Park; facility upgrade projects at TCA, New Town Oval, Queenborough Oval, South East Sports Complex, Kingston Beach Oval
- ❑ AFL Tasmania '28 by 28' Vision
 - aimed at doubling participation in the sport by 2028 (and upgrading 70 venues across the State).

AFL Tasmania has also identified the following specific issues being faced across Greater Hobart:

LGA	Issues
Brighton	❑ potential drainage issues on Thompson Oval ❑ removal of cricket pitch on Thompson Oval ❑ lights at Gunn Oval would be useful
Clarence	❑ Clarence Football Club participation increases have become a challenge for access to greenspace. Need for potential investment into Clarence High School/ Howrah Primary School to better support the club (would require support from Council and the Department of Education, Children and Young People) - clarity also needed on future of Ninja Stadium with regard to club access ❑ Lauderdale Oval - lighting is poor. AFL Tasmania has pledged \$50k for upgrades ❑ Lauderdale FC is eager to develop a secondary field at their site (this proposal is not currently supported by Council) ❑ Bayview Secondary College - timelines unknown. May support with overflow but Lauderdale want to keep all content at Lauderdale ❑ Lindisfarne - demand for pavilion development at Anzac Park
Glenorchy	❑ Glenorchy Football Club's junior growth is stifled due to ground access challenges at KGV (not enough nights in the week to cater for increased growth). Exploration of supporting field is in preliminary stages - needing to engage school sites with lighting for greater access and support (Montrose Bay, and Cosgrove identified as potential venues)
Hobart	❑ development of lighting infrastructure at Hobart City High School's New Town campus is being explored to support AFL Tasmania talent pathway programs and North Hobart Junior Football Club ❑ North Hobart Oval - lighting infrastructure needs upgrading. Club has vision for further upgrades to entry point and new pavilion ❑ New Town Oval - lighting infrastructure needs replacing (cannot retrofit on existing poles)

Greater Hobart challenges and directions

With a preferred provision rate of 210 players per oval and access to at least 38 ovals, AFL is currently well-catered for. As such, it is not believed there is a need for the development of any significant new venues for AFL across Greater Hobart. Instead, the focus of councils should be a co-operative approach with both clubs and AFL Tasmania to improve existing facilities.

Upgraded/new change facilities should be implemented at appropriate sites as funds are available, especially in regard to catering for the ongoing growth in female participation in the sport. A collaborative lighting audit of facilities across the Greater Hobart region would be more cost effective than if undertaken by individual councils and enable an implementation plan to be developed.

The vast majority of AFL ovals are also used for cricket. While shared use is fully supported (and essential to meet demand in an area like Greater Hobart where available land is very limited), where any council gets an opportunity to do greenfield development (or a complete re-think of arrangements at an existing facility), it is far more preferable for cricket ovals to be 'shared' with rectangular sport such as football, rugby or touch football. A well-designed facility will have a full-size rectangular field either side of the cricket wicket (or turf wicket block). This allows the winter sporting codes to train and play (year-round if required) without impacting turf wicket preparation. AFL ovals are better shared by sports such as athletics.

Archery

Current provision

There are three locations providing archery in Greater Hobart.

- ☐ Gerrard Street Reserve (Moonah) is a recreation park that includes a small fenced range accommodating up to 20 targets (out to a maximum of 100m)
- ☐ Hobart Archers facility at Roscommon Reserve, Lauderdale - a large outdoor field and target archery facility that includes a shooting line in excess of 100m long, a field archery course (approximately 6ha), clubhouse and carparking
- ☐ A field and target archery facility is located in a bushland setting approximately 3.5km north-east of Kingston. The facility includes targets out to 70m.

Participation

Across the three clubs, there were 165 registered Archery Australia members in 2025. This represented a slight increase from 2024. Hobart Archers and Van Diemen Archers (based at the facility near Kingston) each have approximately 70 members, with Arrogone Archers (Moonah) having approximately 25 members.

Importantly, there are many more keen archers than registered members with each club hosting very popular Come and Try days regularly across the year. Combined, these activities attract almost 2,000 participants each year - helping to create continued interest in the sport.

Council planning initiatives

There are no known archery-related initiatives being pursued by any of the six councils.

City of Clarence recently completed an upgrade of the Hobart Archers facility in Lauderdale to upgrade shooting lines and add concrete pathways to make the facility more accessible.

Peak body facility strategies and guidelines

Archery Tasmania is keen to see an indoor range developed in the southern area of Tasmania (Greater Hobart). Given the regular inclement weather in Tasmania, it is disappointing that there is currently only one existing indoor range (located in Launceston). Many sessions each year are cancelled at the outdoor ranges due to wet and overly windy conditions.

Archery Tasmania supports Hobart Archers endeavours to construct an indoor range (a shed-style facility with approximate dimensions of 30m x 20m). While preference is for the facility to be constructed at the existing range at Lauderdale, City of Clarence does not support construction of a permanent facility at this site. As a result, Hobart Archers is exploring the potential to use part of the Girl Guides Tasmania site directly north-east of their current facility.

Greater Hobart challenges and directions

- ☐ Assist Hobart Archers (and Archery Tasmania) identify a suitable site for the construction of a permanent indoor archery range.





Van Diemen Archery, Kingston



Gerrard Street Reserve, Moonah

Athletics

There are two delivery arms to athletics in Tasmania - Little Athletics Tasmania and Athletics Tasmania. Importantly, these two 'products' are led from the same unified office.

Current provision

There are six Athletics Tasmania Clubs based in Greater Hobart. All clubs compete at athletics meets conducted at the Domain Athletics Centre, with most training also based there.

- ❑ Domain Athletics Centre (council-managed, Queens Domain) - includes synthetic track, three dual-ended LJ/TJ approaches (with pole vault overlay), full synthetic 'D's for HJ and javelin, two concrete discus circles with cages, three concrete SP circles, covered and uncovered grandstands, amenities, changerooms, canteen, administration and socials rooms. This facility is the 'home' of athletics in Tasmania and has hosted National-level events. The synthetic surfaces and lighting are aged

There are seven venues hosting little athletics across Greater Hobart.

- ❑ Abbotsfield Park (council-managed, Claremont) - includes a grass track, three synthetic LJ/TJ approaches and grass throws areas
- ❑ Clarence High School (a Department of Education, Children and Young People and Council partnership, Bellerive) - includes grass track; and a separate area with four synthetic LJ/TJ approaches, two synthetic HJ fans, synthetic javelin approach, concrete discus circle with cage, two concrete SP circles, additional grass throws areas and a sports pavilion
- ❑ Weily Park (council-managed, Bridgewater) - includes grass track, one dual-ended and one single synthetic LJ/TJ approach, two synthetic HJ approaches, concrete discus circle with cage, and additional grass throws areas
- ❑ Domain Athletics Centre (see summary above)
- ❑ Gormley Park (council-managed, Kingston) - includes grass track, three synthetic LJ/TJ approaches, two concrete discus circles with cages, concrete SP circle, and additional grass throws areas
- ❑ Sandown Park (council-managed, Sandy Bay) - includes grass track, four synthetic LJ/TJ approaches, synthetic HJ fan, grass throwing areas
- ❑ South East Sports Complex (council-managed, Sorell) - includes grass track, four synthetic LJ/TJ approaches, concrete discus circle with cage, synthetic javelin approach, and additional grass throws areas.

Participation

State-wide, participation in Athletics Tasmania clubs is increasing slightly while Little Athletics has generally observed slight declines. In Greater Hobart, the State-wide decreases have been reflected in little athletics (although Claremont and East Derwent LACs continue to grow), while decreases have also been seen in athletics clubs most recently.

Athletics and Little Athletics (LAC)	Membership		
	2023/24	2024/25	2025/26
Athletics South Association	585	650	471
Claremont LAC	76	92	87
Clarence LAC	163	184	240
East Derwent LAC	65	78	101
Hobart Districts LAC	220	184	169
Kingborough LAC	207	198	192
Queenborough LAC	208	178	135
South East Districts LAC	102	107	89

Council planning initiatives

With athletics (and little athletics) delivered across all six Greater Hobart councils, there are a number of facility upgrades planned and/or in-train:

- ☐ Clarence High School - while the facilities are in good condition and meet demand, Council is looking at ways to resolve access and conflict issues for the three main user groups (Little Athletics, AFL and cricket)
- ☐ Domain Athletics Centre - while the outcomes of the State Facilities Strategy and facility master plan (both currently under-development) will largely drive future development of this facility, synthetic replacement and lighting upgrades are expected to be short-term priorities
- ☐ Gormley Park - ultimate development of an additional cricket oval as part of the Kingborough Sports Precinct Master Plan will result in relocation of the two discus facilities. Ideally, these should be re-built in a location (at Gormley Park or immediate surrounds) that causes minimal disruption
- ☐ South East Sports Complex - upgrade LJ/TJ synthetic surfaces, provide shelters near field event areas (short-term).

Peak body facility strategies and guidelines

A State Facilities Strategy is being developed for athletics and little athletics in 2026. The project includes auditing existing facilities, engagement with stakeholders and delivering a clear plan for the sport. Key outcomes of the Strategy are forecast to include:

- ☐ necessary facilities 'exist' but much of the network is aged and in need of maintenance or replacement
- ☐ field event and ancillary facility upgrades at local-level facilities
- ☐ ensuring suitable access arrangements at local-level shared facilities
- ☐ identifying necessary upgrades at the Domain Athletics Centre so that it remains the premier athletics venue in the State (and can host those high-level events that do not require separate warm-up facilities).

Greater Hobart challenges and directions

Once adopted, the State Facilities Strategy should guide future infrastructure planning and provision for athletics and little athletics in Greater Hobart. Key actions are expected to include:

- ☐ Ensuring suitable access for little athletics activities at Clarence High School
- ☐ Establishing a prioritised infrastructure development approach for the Domain Athletics Centre
- ☐ Determining the future location of two concrete discus circles with cages at Gormley Park (as detailed design of the proposed adjoining cricket/AFL oval progresses)
- ☐ Supporting the little athletics centre to upgrade field event areas at the South East Sports Complex.



Clarence High School, Bellerive

Baseball

Current provision

In Greater Hobart, all baseball activities are hosted at Prince of Wales Bay Recreation Reserve (Derwent Park). Given relatively small numbers, this centralised approach is considered appropriate for the sport moving forward.

Prince of Wales Bay Recreation Reserve includes a fenced baseball diamond with skinned bases, fenced and lit softball diamond and football fields. The baseball facilities are in good condition and meet the needs of the sport well.

Participation

Baseball Tasmania is committed to seeing the sport grow. Participation grew from 180 to 200 players between 2024 and 2025 and re-establishment of junior fixtures in 2025 was also encouraging.

Council planning initiatives

With baseball only played from one facility, it is not a priority sport for most of the Greater Hobart councils. Glenorchy City Council is looking to develop additional fencing to limit the number of stray balls entering the softball facility.

Peak body facility strategies and guidelines

Baseball Tasmania is largely pleased with the current facilities and growth in the sport. The organisation is in the process of preparing a Strategic Plan to guide directions over coming years. It is expected that a continued key direction will be emphasis on increasing membership and ensuring a quality product (come and try days, training opportunities and fixtures).

Additionally, Baseball Tasmania would like to achieve small upgrades at the canteen facility including provision of electricity and concreting the immediate surrounds.

Greater Hobart challenges and directions

- ☐ Assist Baseball Tasmania achieve continued growth and targeted facility upgrades at Prince of Wales Bay Recreation Reserve.



Bowls

Current provision

Fifteen bowls clubs were identified across Greater Hobart:

- ❑ Brighton
 - Brighton Bowls and Community Club
- ❑ Clarence
 - Beltana Bowls Club
 - Cremorne Bowls and Community Club
 - Howrah Bowls Club
 - Rosny Park Bowls Club
- ❑ Glenorchy
 - Claremont Bowls
 - Glenorchy City Bowls Club
 - Glenorchy Rodman Bowls Club
- ❑ Hobart
 - Buckingham Bowls Club
 - North Hobart Community Bowls Club
 - Royal Hobart Bowls Club
 - Sandy Bay Bowls and Community Club
- ❑ Kingborough
 - Bruny Bowls Club
 - Kingborough Bowls Club
 - Taroona Bowls Club
- ❑ Sorell
 - Sorell Bowls Club.



Participation

Participation numbers were unavailable as Bowls Tasmania informed that clubs were under no responsibility to report their numbers to Bowls Tasmania. Interestingly, recent AusPlay data indicates that formal bowls participation is steady at National level, yet at State level is on the decline (with participation in Tasmania almost halving between 2024 and 2025).

Council planning initiatives

While no bowls facility specific council planning initiatives were identified, a number of councils highlighted that they would consider finding an alternate use for bowls greens (e.g. conversion to pickleball courts) if bowls participation declined significantly.

Peak body facility strategies and guidelines

With relevance to this Strategy, the Bowls Tasmania Strategic Plan 2022 - 2025 notes the importance of collecting accurate membership and participation data. Interestingly, there are no prioritised actions related to facilities (or facility development).

Greater Hobart challenges and directions

Given the high-level involvement of clubs in regards to facility maintenance and development, councils should look to work closer with clubs to find solutions to the declining participation in the sport.

Cricket

Current provision

Across Greater Hobart, there are 57 cricket ovals used for community cricket. Of these, 5 are located at schools and UTAS and 52 on council-managed land.

Of the 57 ovals, 42 have synthetic wickets and 15 have turf wicket blocks.

Importantly, the vast majority of these ovals are shared facilities - largely with AFL. Invariably, this results in issues as AFL are not keen on playing over synthetic cricket wickets. Additionally, oval access is problematic at the start of the summer cricket season when turf wickets need to be prepared but ovals are still in use for AFL finals. Similarly, AFL pre-season activities (commencing as early as November) clash with much of the summer cricket season.

Participation

The sport of cricket is delivered by two separate bodies in Greater Hobart.

Cricket Tasmania provides a pathway from their Blast program (youngest beginning players), through to four age groups of boys and two age groups of girls, and through to seniors (premier league cricket). Recent years have shown an increase in Blast participation and slight decreases in boys and girls age group participation and senior participation. Cricket Tasmania seek fixtures on turf wickets for all senior matches and older age group juniors wherever possible.

The Southern Cricket Association (SCA) provides fixtures for men, women and juniors in a more 'community' setting, with all matches played on synthetic wickets. Participation across all levels has decreased slightly in recent years.

Program	Membership		
	2022/23	2023/24	2024/25
Cricket Tasmania - Blast	699	989	1012
Cricket Tasmania & SCA - Junior Boys	946	906	860
Cricket Tasmania & SCA - Junior Girls	102	102	72
Cricket Tasmania - Seniors	863	791	809
SCA - Seniors	1550	1400	1250

Anecdotally, it appears that the average age of senior cricketers is increasing as older players continue to enjoy the game. However, this has been tempered by a reduction in the number of younger players making the transition into senior cricket pathways.

Council planning initiatives

A lack of turf wicket blocks to meet demands for fixtures was noted by a number of councils (and Cricket Tasmania). General cricket-related council initiatives include:

- ☐ City of Clarence - Rokeby Village Green to be brought back on-line as a junior cricket facility. There is potential for a community turf wicket oval at Bayview Secondary College as part of the Bayview Sports Precinct project in the short-term. Have existing opportunities to meet demand for social cricket
- ☐ Glenorchy City Council - considering demand for an indoor training facility at King George V Oval
- ☐ City of Hobart - ancillary facility upgrades at the Hobart Netball and Sports Centre and Queenborough Oval
- ☐ Kingborough Council - the Kingborough Sports Precinct master plan includes development of a second turf wicket oval. No local demand for any additional cricket ovals beyond that
- ☐ Sorell Council - planning for the conversion of a synthetic wicket to a turf wicket block at the South East Sports Complex and development of an indoor cricket practice facility.

Peak body facility strategies and guidelines

At only 8%, Cricket Australia reports that Tasmania has the lowest proportion of turf wicket block ovals of any State or Territory. Further exacerbating difficulties with access to turf wickets, is the issues of season cross-over highlighted above. Highlighting that Greater Hobart hosts much of the higher level cricket pathways for the State, more than 25% of the ovals available for community cricket have turf wicket blocks.

Opportunities to light turf wicket fields to competition standard would allow for additional scheduling on those fields (and decreasing current demands). Preference is for the two (future) turf cricket fields at Kingborough Sports Complex to be lit to 300 lux (on the wicket square) and 200 lux (on the outfield).

Further addressing demand for turf wicket ovals is Cricket Tasmania's proposed development at Seven Mile Beach. The project includes development of three quality ovals with turf wicket blocks, 50 to 60 practice wickets and a 10-lane indoor training venue. While the facility would become home for elite and pathway cricket, it would also provide for local clubs given that community access would be retained for one oval, and a significant number of the indoor training lanes and practice wickets.

With the proposed indoor training venue at Seven Mile Beach and the existing facilities at Ninja Stadium and the Domain, the indoor practice needs of Greater Hobart would be met. Additionally, there may be scope for greater utilisation of the indoor facilities at The Cricket Hub (outside indoor cricket fixture times). It is recognised that Glenorchy Cricket Club has desire to develop an indoor training facility at KGV Oval (however, this is not supported by this Strategy from a regional perspective).

Greater Hobart challenges and directions

For cricket, a preferred provision rate of one oval (regardless of wicket type) for each 48 club players is used in a number of planning situations across the country. This rate can be increased slightly where there is access to fields lit to competition standard.

In 2024/25, there were a total of just under 3,000 players (not including the Blast program that tends to be based on cricket outfields not wickets). With 57 ovals available - this represents a provision rate of 52.6 players per oval. While this is slightly above the preferred provision rate, recent participation decreases combined with a small number of proposed new facilities, indicate that cricket oval provision in Greater Hobart will reflect demand moving forward.

Cricket Tasmania report that there is currently demand for additional ovals with turf wicket blocks across Greater Hobart. New ovals at Kingborough, Seven Mile Beach and Bayview Secondary College (potential turf wicket block) combined with conversion of a synthetic wicket to turf in Sorell, will go much of the way to meeting this demand into the medium-term. Conversion of a synthetic wicket oval to turf wicket at the South East Sports Complex (as proposed in the master plan) is supported. The Complex should include opportunities for cricket on both surface wickets to ensure a direct pathway for locals.

One of the key reasons for the issues relating to access for turf wicket blocks is that almost all cricket wickets are developed on ovals shared by AFL. While shared use is fully supported (and essential to meet demand in an area like Greater Hobart where available land is very limited), where any council gets an opportunity to do greenfield development (or a complete re-think of arrangements at an existing facility), it is far more preferable for cricket ovals to be 'shared' with rectangular sport such as football, rugby or touch football. A well-designed facility will have a full-size rectangular field either side of the cricket wicket (or turf wicket block). This allows the winter sporting codes to train and play (year-round if required) without impacting turf wicket preparation.

- ☐ Develop a second oval with turf wicket block at Kingborough Sports Precinct. Light the premier cricket field at Kingborough to competition standard
- ☐ Develop an oval with turf wicket block at Bayview Secondary College (consider a synthetic wicket if ovals with turf blocks are developed at Seven Mile Beach first)
- ☐ Ensure the South East Sports Complex includes one oval with turf wicket block and one oval with synthetic wicket
- ☐ Consider opportunities for cricket to share with rectangular field codes in future planning endeavours.



Example of a shared cricket and football facility layout

Croquet

Current provision

There are four facilities providing croquet across Greater Hobart.

- Eastern Shores Croquet Club (council-managed, Bellerive) - 2-lawn facility, clubhouse and small off-street car parking. Site is land-locked by residential development (no scope for expansion)
- Kingston Croquet Club (Department for Education, Children and Young People-managed, Kingston) - 2-lawn facility, small clubhouse and unsealed car parking
- New Town Croquet Club (council-managed, New Town) - 3-lawn facility, clubhouse and sealed car parking. Located within the multi-use New Town Sports Complex
- Sandy Bay Croquet Club (council-managed, 3-lawn facility, clubhouse and on-street car parking.

Participation

Membership across the four clubs has maintained steady in recent years as highlighted in the table below.

Croquet club	Membership		
	2023	2024	2025
Eastern Shores Croquet Club	52	56	64
Kingston Croquet Club	60	58	63
New Town Croquet Club	41	41	45
Sandy Bay Croquet Club	111	112	106

Council planning initiatives

While the croquet clubs tend to be largely 'self-sufficient' and have established quality venues, all four are known to be seeking (or sought) alternate venues where growth can be achieved. Interestingly though, none of the clubs are currently operating significantly beyond the preferred provision rate (see below).

Peak body facility strategies and guidelines

Croquet Tasmania (and Croquet Australia) recommend one lawn for every 25 club members, with a minimum of two lawns developed at any site. Four lawns are preferred for those sites looking to host regular competitions. Given the lack of 4-lawn facilities in Greater Hobart, large competitions such as the Tasmania Open Divisional Singles, and the Association Croquet and Golf Croquet State Medal Events are all contested over two or even three venues.

Greater Hobart challenges and directions

The sport of croquet in Greater Hobart has retained its membership base of more than 260 players in recent years. Quantifying future demand for croquet is somewhat difficult given that there are societal trends away from formal sport yet forecast growth in the older age bracket (providing the bulk of croquet membership). This Strategy suggests that the existing membership base can be retained and that infrastructure planning into the medium-term should reflect current participation.

Moving forward, two lawns can meet the member needs of Eastern Shores and Kingston, and with three lawns New Town Bay is well-supplied. While Sandy Bay has the highest participation rates per lawn, they are also the only club showing slight membership decreases (albeit small). As a result, the Strategy recommends that no new croquet venues (nor relocations) be considered in the short- to medium-term. If membership growth is achieved at Sandy Bay, relocation to a facility with four lawns may be required.





New Town Croquet Club, New Town



Eastern Shores Croquet Club, Bellerive

Football (soccer)

Current provision

Football is delivered in a somewhat unique fashion in Greater Hobart, with schools operating as junior clubs. School ovals host significant amounts of junior training and fixtures. With 57 community- and school-based clubs currently operating across Greater Hobart, there are a large number of fields being activated for football each week.

There are currently 28 community-based clubs currently operating from council-managed facilities across Greater Hobart. These facilities range from local-level single field venues such as Risdon Vale Oval through to multi-field regional-level facilities such as Lightwood Park (Kingston).

It is difficult to accurately quantify the number of council-managed football fields currently provided given that junior football is delivered from small-sided fields that tend to be marked 'wherever they can fit'. However, facility analysis has identified 38 local and 12 regional full-size equivalent fields across Greater Hobart. The vast majority of these fields enjoy quality playing surfaces, while ancillary facilities such as changerooms (particularly important given the increase in popularity of football for females) and car parking are often lacking (or limited).

Participation

Football is growing across Greater Hobart. Rather than provide participation data across all 57 school and community clubs, the table below shows membership distributed by council. The data represents the number of club players residing in each LGA. Highlighting the fact that formal sport participants travel to play for the sports/clubs of their choice, of the 28 community clubs, 21 have members from at least four councils and 13 of these have representation from all six Greater Hobart councils.

LGA	Community football club membership		
	2023	2024	2025
Brighton Council	227	196	262
City of Clarence	2,001	1,861	2,183
Glenorchy City Council	1,105	1,107	1,264
City of Hobart	1,762	1,809	2,149
Kingborough Council	1,198	1,063	1,418
Sorell Council	174	152	204
Total club participants	6,467	6,188	7,480

In 2025, there were 7,480 Greater Hobart residents participating in club football - representing an increase of more than 1,000 players in two years.

Council planning initiatives

A number of local football clubs are pressuring their local council for access to/development of additional field space. Indeed, a number of clubs are reporting that they are turning players away given field capacity issues.

It is interesting to consider the current arrangements of the five largest football clubs in Greater Hobart (all with over 500 players in 2025) as noted in the table below.

Community football club	2025 Players	Field space access (full-size equivalent)
Kingborough Lions United	694	4
Taroona	591	1 + 2 at Taroona High School
Glenorchy Knights	583	3
South Hobart	582	4
Clarence Zebras	502	7

Clearly, clubs cannot continue to grow beyond the capacity of their field access and simply expect councils to deliver additional field space on a whim. Councils need to take a more proactive role in monitoring football club membership and the impacts that will have on field capacity.

There are a range of council planning and delivery initiatives currently being undertaken regarding football:

- ❑ development of a second rectangular field and new pavilion at Cambridge Memorial Oval
- ❑ lightning and ancillary facility upgrades at Edgeworth Sports Grounds
- ❑ preparation of Wentworth Park and Geilston Bay Sports Precinct master plans
- ❑ investigating options for the future renewal or upgrade of football facilities and accommodation of additional sports codes at the Dampier Street synthetic facility (Warrior Park) in Warrane
- ❑ potential development of a synthetic field at Lightwood Park
- ❑ development of change rooms and allied facilities at South Hobart Oval
- ❑ development of a second field at the South East Sports Complex.

Together, these projects have the potential to deliver a small number (potentially three) full-size equivalent new fields and conversion of a grass field to synthetic field.

Peak body facility strategies and guidelines

Interestingly, Football Tasmania identifies that availability of fields for both junior and seniors is considered largely adequate in Greater Hobart. While there are a small number of popular clubs that struggle for field space, on-the-whole, the sport of football is well-catered for. Additionally, it is reported that demand for school-based clubs is met through school facilities (and this is expected to continue to be the case moving forward).

The Football Tasmania Strategic Plan 2024-2028 notes that one of the highest priorities for the sport is development of a 'Home of Football' with six full-size pitches (three synthetic and three grass) with additional small-sided fields, state-of-the-art changerooms, training and administration facilities. Wentworth Park (Howarth) has been identified as the preferred site for this development.

Greater Hobart challenges and directions

With the largest junior playing base, football is one of the largest participation sports in Greater Hobart. As noted, there are a number of clubs requesting access to additional field space and potential football development is currently being planned across a number of councils.

A preferred provision rate of 1 full-size equivalent field for every 150-180 players has been proposed for football (Football NSW and Football Queensland). If, as Football Tasmania outline, school-based club demand will continue to be met by school facilities, it is worth considering supply and demand for community-based clubs separately. As the table below demonstrates, there appear to be a suitable number of fields to meet current demand with a small number of additional fields required to meet expected future demand across the next 10 years. What will become more important is for councils to become more active in dissuading large clubs from growing beyond the capacity of their facilities (and in-turn having new players join smaller clubs with fields used under-capacity (helping to ensure sustainability)).

2025 community club participation	Current number of council-managed fields	Players catered for at 1:150-180	2035 forecast community club participation	Field requirements at 1:150-180
7,480	50	7,500 to 9,000	10,000 ¹	56-67

¹ - based on continued (but slowed) growth

With Football Tasmania confident that the sport is currently generally well-catered for from a training and fixture perspective, their focus is to achieve development of the proposed 'Home of Football' (at Wentworth Park). With City of Clarence undertaking a master plan over the site later in 2026, this football vision is set to be further unpacked. Providing a sustainable outcome that reflects resource realities from both a capital and operational perspective will be critical.

Hockey

Current provision

The very well-regarded Tasmanian Hockey Centre in New Town, Hobart is 'essentially' the home of the sport in Tasmania.

With three synthetic pitches of high quality, the facility is home to Hockey Tasmania and has a range of modern and well-used features, including a large function room.

Participation

There are over 3,300 participants in Greater Hobart (being 51% female and 49% male). This represents growth of 10% in 2025 - with increases expected to continue. It is also noted that hockey is delivered to over 25,000 participants State-wide through school and community programs.

Council planning initiatives

No specific hockey initiatives by the Greater Hobart councils were identified, most likely as result of the proactive manner in which Hockey Tasmania undertakes facility and membership development across the State.

Hockey Tasmania is currently investigating short- to medium-term solutions to address any facility shortages through the use of grass pitches (fields) and accessing indoor facilities.

Peak body facility strategies and guidelines

Hockey Tasmania's Strategic Plan 2023-2028 has identified two goals particularly relevant to this Strategy:

- ☐ manage and redevelop infrastructure to meet current and future (3-10 yrs) need for services
- ☐ implement sustainable approaches to the management of infrastructure.

Hockey Tasmania also lodged a federal Election Brief in 2025, outlining three major infrastructure projects - two of which that are also relevant to this Strategy:

- ☐ a \$20m upgrade to the Hockey Centre (Hobart) including an indoor sports centre, high-performance training centre, grandstand and lighting upgrades
- ☐ \$3m-\$5m for the expansion of regional hockey facilities outside of Greater Hobart and Launceston to include improvements such as installation of synthetic turf pitches and upgraded field lighting.

Greater Hobart challenges and directions

Given the quality of the existing facilities at the Hockey Centre and the successful central delivery model, no additional hockey facilities should be considered within Greater Hobart.

If Hockey Tasmania is unsuccessful attracting funding for the proposed indoor sports centre in the short-term, the sport may need assistance to access indoor sport facilities in Greater Hobart for indoor hockey. Currently, this is only undertaken at Moonah Sports Centre (where access can be difficult at times).

Tasmanian Hockey Centre, New Town



Rugby Union

Current provision

Rugby Union in Greater Hobart is currently delivered across five sites - three council-managed venues, UTAS Sandy Bay Campus and The Hutchins School.

- ❑ Rugby Park (New Town) is a two-field lit venue with clubhouse and small car park
- ❑ North Warrane Oval (Warrane) is a lit oval (with one rugby union field) shared with cricket. It includes a clubhouse and separate changeroom and amenities facility and car parking
- ❑ Glenorchy Recreation Ground (Glenorchy) is a lit oval (with one rugby union field) shared with cricket and football. It includes a clubhouse and small sealed car park
- ❑ The Hutchins School War Memorial Oval (Sandy Bay) is an unlit field used for AFL, cricket and school sport
- ❑ UTAS Sandy Bay Campus includes a lit rugby field with clubhouse and large sealed car parking.

Participation

The rugby union clubs in Greater Hobart grew by a combined rate of 8% between the 2024 and 2025 seasons. This was an improvement on the preceding year but below the annual State growth of 13%.

In 2025, across the six local clubs there were six senior men's teams, four senior women's teams, six U16 girl's teams and eight junior boy's teams (U14, U16 and U18). Additionally, training and matches are provided for players too young to play U14 fixtures. Combined, this represents approximately 600 players.

As an adjunct to the traditional rugby union pathways, Tasmanian Rugby also delivers Tri Tag (non-contact rugby union) that attracted an additional 63 players participating at Rugby Park one evening each week.

Council planning initiatives

- ❑ City of Clarence is considering opportunities to increase use of North Warrane Oval by adding facilities to accommodate additional codes (while not displacing the existing rugby union club).
- ❑ City of Hobart is reviewing the potential impacts of the proposed indoor sports facility at New Town on operations at Rugby Park.

Peak body facility strategies and guidelines

Tasmanian Rugby are implementing new participation initiatives in 2026 and are targeting 25% growth in women and girls membership and 15% growth in juniors. Additionally, the organisation are looking to address the churn rates within clubs which should see additional player numbers through improved retention. Together, these initiatives are forecast to see notable increases in rugby union participation moving forward.

Greater Hobart challenges and directions

- ❑ Investigate opportunities to increase use of North Warrane Oval (without displacing existing user groups)
- ❑ Ensure that planning related to the proposed New Town indoor sport facility considers potential impacts on the surrounding road network, nearby residents and Rugby Park (and its users)



Softball

Current provision

In Tasmania, softball is delivered from a central hub model. The Southern Tasmania Softball Association facility at Prince of Wales Bay Recreation Reserve (Derwent Park) hosts all softball for Greater Hobart. The attractive facility includes a fenced diamond (with training standard lighting), skinned bases and tiered spectator seating. A two-storey clubhouse is also located adjoining the diamond.

Participation

The sport has been in distress from a participation perspective for a number of years. The Southern Tasmania Softball Association is now clearly focussed on addressing this issue and increasing the membership base.

Since 2023, the Southern Tasmania Softball Association has seen a decrease in membership from 194 to 133. Of particular concern is the reduction in senior players from 141 to 61 across this time. However, given recent efforts from the Association, growth has been achieved in T-Ball membership (from 53 to 72) and these juniors are expected to move through into senior fixtures in coming years.

Council planning initiatives

With softball only played from one facility, it is not a priority sport for most of the Greater Hobart councils. Glenorchy City Council is looking to develop additional baseball fencing to limit the number of stray balls entering the softball facility.

Peak body facility strategies and guidelines

Softball Tasmania's Strategic and Operational Plan 2023-2026 includes a range of high-level initiatives aimed at increasing participation. Additionally, it highlights the importance of Associations working with co-tenants and local councils to attract funding to enhance facilities.

The Southern Tasmania Softball Association recognise that their current membership base is limited, but have identified four key projects that are considered important to enhance the attractiveness of the facility to new members and to retain existing members:

- ☐ diamond lighting - upgraded to club competition standard
- ☐ shaded spectator seating - provision of shade sails and trees to enhance spectator experiences
- ☐ inclusive changerooms - re-development of changerooms as fully inclusive facilities for players and officials
- ☐ clubhouse access - development of internal stairs to provide suitable access within the clubhouse (and to allow the Association to gain revenue through private function hire).

Greater Hobart challenges and directions

- ☐ Assist the Southern Tasmania Softball Association (Softball Tasmania) to build its membership base
- ☐ Prioritise upgraded diamond lighting and changeroom upgrades at Prince of Wales Bay Recreation Reserve.



Touch football

Current provision

In Greater Hobart, touch football is delivered through a central hub model - the Southern Touch Association. All touch football training, fixtures and carnivals are conducted at Wentworth Park (Howrah). The facility includes three fields marked year-round and space for up to nine fields in total. Fixtures are played four nights each week during the summer season and three nights during the winter season.

With quality grass surfaces, competition standard lighting, changerooms, amenities, canteen and sealed parking; Wentworth Park is an attractive venue for touch football.

Wentworth Park is also home to a football club, and while the two sports co-exist well the facility is approaching capacity at peak times leading to scheduling conflicts and difficulty accommodating the needs of both codes (particularly during summer months).

Participation

The Southern Touch Association has enjoyed a strong stable membership base in recent years. Membership has remained between 2,200 and 2,400 across the last 5 years.

Council planning initiatives

Delivery of touch football through a central facility hub model is well-established across the country. As such, there are no other councils undertaking planning for touch football. One quality multi-field facility is considered appropriate to service the Greater Hobart area.

City of Clarence will be preparing master plans for Wentworth Park and Geilston Bay Ovals throughout 2026. Between them, these two documents will set the framework for delivery of touch football and football for the area.

Peak body facility strategies and guidelines

With up to nine quality playing fields and suitable ancillary facilities, Wentworth Park is classified as a regional-level facility (according to Touch Football Australia's Preferred Facility Guidelines 2021). As the only touch football facility in Greater Hobart, the facility also functions at a regional-level.

Touch Football Tasmania (and its members) are well-attached to Wentworth Park and vision the site continuing to be the preferred venue for touch football for Greater Hobart (and the State).

Greater Hobart challenges and directions

Greater Hobart will require one central quality touch football facility moving forward. At present, Wentworth Park functions well as that facility. Continued engagement with Touch Football Tasmania during the preparation of the Wentworth Park and Geilston Bay Master Plan projects will be essential.



Other indoor sports

Gymnastics

Current provision

There are currently five gymnastics facilities across the Greater Hobart region:

- ☐ Brighton Council - Hobart Gymnastics Academy
- ☐ City of Clarence - Clarence Gymnastics Centre and Eastside Gymnastics Activity Centre
- ☐ City of Hobart - Hobart PCYC Gymnastics Club
- ☐ Kingborough Council - State Gymnastics Centre.

Participation

While participation data for Greater Hobart was not available from Gymnastics Tasmania, past annual reports have shown participation numbers to be fluctuating State-wide:

- ☐ 2022: 5,819 members
- ☐ 2023: 6,729 members
- ☐ 2024: 5,824 members.

Council planning initiatives

The only known initiative being actively undertaken is consideration of a major upgrade to the Brighton Council facility. Over \$2m has been made available from the State Government, but unfortunately, the projected costs of the upgrade far outweighs this amount. Subsequently, Council is currently considering options on the best way forward.

Peak body facility strategies and guidelines

It is interesting to note that the only reference to the development of facilities in Gymnastic Tasmania's Strategic Plan 2023-2026 is to advocate to Government and non-Government investors to ensure funding and facilities meet current and future needs of Gymnastics in Tasmania.

Greater Hobart challenges and directions

The most significant issue facing Councils across Greater Hobart in the provision of gymnastic facilities is the fact that such facilities can not effectively be multi-use due to the need for the equipment to remain in place and not be moved in and out of a facility. As a result, the most suitable venues for the sport remain large commercial spaces. The typical indoor sports centre does have the space to accommodate the sport without major disruptions to other users of the centres.

It is suggested that councils continue to assist clubs upgrade their facilities through assistance in attracting State and Federal Government funding.



State Gymnastics Centre, Kingston

Indoor cricket

Current provision

There is only one indoor cricket venue operating in Greater Hobart. The Cricket Hub is a quality 2-court council-owned (but leased) facility located adjoining the Kingborough Sports Centre. The facility operates year-round with winter by far the most popular season.

Participation

With junior fixtures conducted four afternoons each week, participation is strong and growing. There are 150 juniors currently involved at the facility (representing 20% growth across the last two years).

While senior men's participation is steady (with 46 teams competing across the year), growth in the ladies' program has been strong. There is now a standalone 6-team ladies competition. In fact, with this new ladies' program and the existing men's competition, a number of potential teams have recently had to be turned away due to lack of available court space.

Council planning initiatives

No indoor cricket-related initiatives identified by councils.

Peak body facility strategies and guidelines

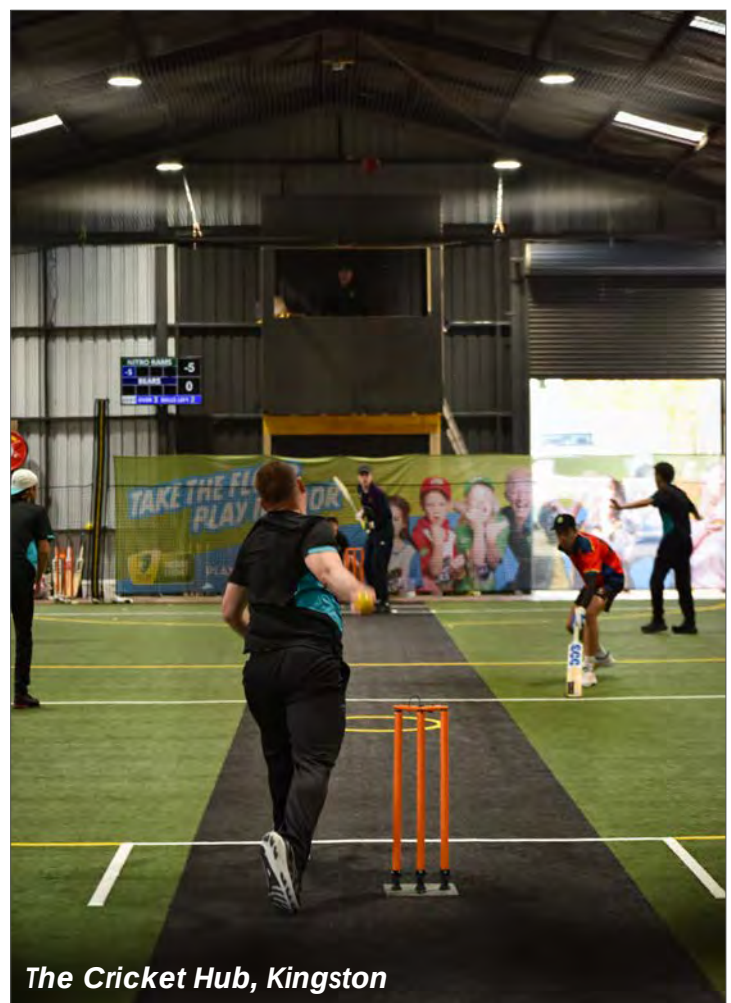
Tasmanian Indoor Cricket is proud of the growth in the sport. With the recently opened 1-court facility in Launceston supporting the existing 2-court facility in Kingston, enthusiasm for the sport is expanding and the (northern verse southern) State Titles events conducted in recent years have proven particularly successful.

Strong Tasmanian teams are set to play across junior and open age groups at the National Championships in June and July.

Greater Hobart challenges and directions

Growth in junior and female indoor cricket in Greater Hobart has been achieved through closer ties with outdoor cricket and understanding of the benefits that each sport provides players across pathways. Growth in senior male participation can only be achieved if an additional court (a 3-court facility) becomes available. Given that the Kingborough Sports Complex includes a wide range of grassroots sports, and the existing (JackJumpers) and future (Devils) high performance centres, preference is for expansion at the current location (The Cricket Hub).

- Investigate the feasibility of expanding The Cricket Hub to a 3-court venue (as the regional home for indoor cricket). If expansion at the site is not possible, identify a preferred location within Greater Hobart for a 3-court indoor cricket venue.



The Cricket Hub, Kingston

Squash

Current provision

There are three primary facilities providing squash in Greater Hobart.

- ❑ Kingborough Sports Centre is managed by Council and includes four courts. The facility is ageing, with both the walls and floor due for assessment and capital upgrade planning based on asset lifespan
- ❑ Eastside Squash Centre (Bellerive) is owned by Council but privately leased. The facility includes 8 courts in good condition, administration areas, social areas, equipment shop and kitchen
- ❑ Parsons Squash Centre (Derwent Park) is privately owned and includes four glass-back squash courts all in good condition.

Participation

There are approximately 250 players registered through Squash Tasmania playing across the three facilities. While membership at Parsons Squash Centre (30 members) and Kingborough Sports Centre (55 members) has remained steady in recent years, growth continues to be achieved at Eastside Squash Centre (165 members).

Council planning initiatives

Reflecting demand, none of the multi-sport indoor facilities being planned and/or considered for Greater Hobart currently include squash facilities.

Peak body facility strategies and guidelines

Squash Australia (and Squash Tasmania) continue to explore opportunities to promote the sport and achieve year-on-year growth of 5-10% as espoused in their Strategic Plan 2022-2026.

Greater Hobart challenges and directions

- ❑ Assess the remaining asset life for the walls and floor at the Kingborough Sports Centre squash courts. Budget for all necessary capital upgrades.



Table tennis

Current provision

There are four table tennis groups operating across Greater Hobart.

- ❑ The 10-table permanent set-up facility at Kingborough Sports Precinct generally hosts the State Championships and has previously hosted National Championships (using two of the indoor courts for additional games). With a permanent set-up, it is an attractive venue for Southern Tasmania Table Tennis Association members and visitors.
- ❑ The Clarence Sports Centre includes a 7-table permanent set-up on the mezzanine floor. With the facility used four evenings, one afternoon and one morning each week (by the Eastside Table Tennis League), this is a heavily used facility offering quality table tennis opportunities. Social table tennis sessions are held at the South East Sports Complex (former 'Boys Club' building) one evening each week. Tables are set up each week for this session.
- ❑ In early 2024, the 12-table permanent set-up facility at Glenorchy YMCA was being used for six sessions each week across four days before it was closed for refurbishment. The facility re-opened for table tennis in early 2026. The Northern Suburbs Table Tennis League now has access to 10 tables but is restricted to two afternoons/evenings and one morning each week.
- ❑ University of Tasmania has access to 4 tables that are set-up twice each week at Unigym (Sandy Bay).



Participation

There have been approximately 400 table tennis members playing across Greater Hobart in recent years. Closure of the facility at Glenorchy YMCA saw many members of the Northern Suburbs Table Tennis League leave (with a number becoming members of Eastside or Southern Tasmania). With re-establishment of the Northern Suburbs group at Glenorchy YMCA and a push from Table Tennis Tasmania for the University Club to expand, there are expectations of almost 500 active players in 2026.

Table tennis club	Membership		
	2023	2024	2025
Eastside Table Tennis League	93	117	138
Northern Suburbs Table Tennis League	138	59	39
Southern Tasmania Table Tennis Association	161	165	201
University Table Tennis	10	2	20

Council planning initiatives

The table tennis facilities at Kingborough Sports Centre and Clarence Sports Centre are highly regarded by the respective councils. However, the sport of table tennis appears to be largely left out of planning for future indoor sports facilities (particularly with regard to opportunities for any new permanent set-up facilities).

Peak body facility strategies and guidelines

Table Tennis Tasmania has recently appointed two part-time Development Officers to grow the sport. A particular focus will be on assisting newer clubs (such as the University Table Tennis Club) to quickly become established and attract a sustainable membership base. Additionally, the Development Officers will look to replicate the highly successful State Schools Championships (held in the north and north-west of the State) in the Greater Hobart area - that is also expected to result in membership increases for existing clubs. Table Tennis Tasmania report that finding a suitable venue for hosting these large school-based events may be difficult.

Greater Hobart challenges and directions

With a preferred provision rate of 1 table for 24 members, the groups based at Kingborough and Clarence Sports Centres are nearing capacity (with continued growth expected). It is important that key table tennis representatives are included in preliminary discussions regarding potential indoor sports facility development.

Other outdoor sports

BMX and Cycling

Current provision

There are three key council-managed facilities available for BMX and cycling activities in Greater Hobart:

- ☐ South East Sports Complex BMX Facility - high quality lit facility with covered start ramp, bitumen berms and synthetic surface straights. Suitable for hosting national-level events
- ☐ New Town Oval velodrome - local-level facility with 440m outdoor velodrome running around the outside of New Town Oval
- ☐ Tolosa Park Criterium Course - 800m off-road loop. Quality venue with spectator opportunities.

AusCycling Tasmania also host a range of road events - although these tend to be hosted in more rural areas.

Participation

There are two active BMX and cycling clubs (and a mountain bike club) operating in Greater Hobart. As shown in the table below, each club has maintained a steady membership base in recent years.

BMX/Cycling club	Membership		
	2023	2024	2025
Hobart Wheelers Dirt Devils	300	305	311
Southern City BMX Club	105	104	110

Council planning initiatives

- ☐ The South East Sports Complex Master Plan includes development of spectator and participant supporting infrastructure at the BMX facility
- ☐ The Tolosa Park Master Plan includes partial re-alignment of the criterium track to improve safety and functionality
- ☐ The City of Hobart is planning to undertake improvements to storage and change rooms and other ancillary facilities at the Hobart Netball and Sports Centre (home of the New Town Oval veoldrome)



Peak body facility strategies and guidelines

Given the facility's potential to host national-level events, AusCycling has worked with the Southern City BMX Club to identify a range of infrastructure priorities:

- ☐ safety fencing along the first and final straights
- ☐ sealed path from the finish line to the top of the start hill
- ☐ installation of a PA system to support events
- ☐ access to water
- ☐ development of a storage shed
- ☐ spectator seating.

Similarly, a range of upgrades have been raised for the Tolosa Park Criterium Course:

- ☐ track repairs (particularly addressing tree roots pushing through the surface and creating raised hazards)
- ☐ reconfiguration of the bottom (final) bend. Modifying this corner would improve safety and allow the circuit to be used in both directions, which is currently not possible
- ☐ improvements to the boundary fencing to make it wallaby proof and reduce the risk of wildlife entering the track during use
- ☐ raising a tap valve cover located on the racing line towards the bottom of the circuit, which currently sits several inches below the track surface and presents a safety hazard
- ☐ installation of an external power outlet at Hut 16 to support event delivery requirements such as timing systems, computers and event operations
- ☐ provision of a storage shed for club (and event) equipment and to replace the container previously located within the Tolosa MTB Park.

Recent upgrades to the velodrome at New Town Oval have enhanced the life of the facility and ensured a quality local-level cycling venue.

AusCycling also note that gaining permit access from Tasmania Police to conduct road cycling events can be difficult (yet councils are generally supportive of community cycling events)..

Greater Hobart challenges and directions

As the only BMX, velodrome and off-road criterium track facilities in Greater Hobart, these three venues need to be considered priority sport infrastructure.

- ☐ Prepare a 'mini master plan' for the Southern City BMX Club to guide future development. Include provision of a storage shed with spectator awning, safety fencing, sealed link from the finish line to start ramp, provision of water and additional spectator viewing opportunities
- ☐ Undertake a range of necessary maintenance and facility upgrades to support criterium cycling at Tolosa Park - addressing tree root invasion, raising a tap valve cover, enhancing fencing, provision of power, provision of storage and reconfiguration of the final bend.



Golf

Current provision

There are currently no public-owned (Council-controlled) golf courses across Greater Hobart. Despite this, Tasmania is a popular destination for both local and traveling (and tourist) golfers.

There are 16 golf courses in Greater Hobart. These range from local-level 9-hole courses (e.g. Tea Tree Golf Club) through to the recently opened Top 5 Australian Course at Seven Mile Beach.

It is also important to note that there are a range of mini golf (putt putt) facilities, driving ranges and a golf simulator facility currently established within Greater Hobart.

Participation

Formal club participation for the Greater Hobart clubs has grown steady in recent years - increasing from 4,100 players in 2021 to 5,100 players in 2025. Importantly, Golf Tasmania reports that only 11% of golf participation is attributable to formal club membership, with social golf far more popular.

Council planning initiatives

Golf is not a priority sport for the Greater Hobart councils.

Peak body facility strategies and guidelines

Golf Tasmania note that formal golf club membership declined rapidly between 2000 and 2015. This has been overturned through renewed 'enthusiasm' for golf resulting from expansion of new golf delivery mechanisms such as driving ranges, mini golf and golf simulators. While these three facility types are generally provided by golf courses and private providers, there are increasing examples of councils recognising the role they can have in increasing participation (e.g. Whitehorse City Council investing heavily in Morack Golf facility).

Golf Tasmania is content that the current range of golf courses meet current and projected demand.

Greater Hobart challenges and directions

Given the quality range of existing facilities (and competing priorities from other sports) there are no directions proposed for golf.



Pittwater Golf Club, Midway Point



Murraville Golf Club, Dunalley



Tea Tree Golf Club, Pontville

Equestrian sports

Equestrian

Current provision

There are three primary sites offering formal equestrian (non-pony club focus) activities across Greater Hobart - two facilities on Council-controlled land and one on private land.

- ❑ Tasmanian Equestrian Centre (council-controlled, Lauderdale) - leased by Equestrian Tasmania and includes dressage park (with four sand arenas and grass warm up areas); two showjumping parks; cross country course; grass arena; fabric surface arena; yards; wash bays; clubrooms and amenities; and parking
- ❑ Huntingfield Pony and Riding Club (council-controlled, Howden) - with two sand arenas, this facility is used by Equestrian Tasmania as a showjumping venue
- ❑ Coal Valley Equestrian Centre (private, Cambridge) - high quality covered sand arena; outdoor sand and grass arenas; yards; wash bays; canteen and amenities; parking; multi-purpose rooms; and accommodation

Participation

Equestrian Tasmania has maintained a steady membership base in recent years - with approximately 800 members State-wide. The organisation was particularly pleased that total membership held steady despite significant increases in fees imposed by Equestrian Australia.

Council planning initiatives

Given the range of facilities and organisations currently based at the Tasmanian Equestrian Centre, equestrian is not a priority sport for most of the Greater Hobart councils.

Peak body facility strategies and guidelines

The Equestrian Tasmania Strategic Plan 2026-2029 outlines the importance of working with individual disciplines to support growth and ensure quality participation pathways. It also identifies the desire for the Tasmanian Equestrian Centre to remain well-used and the need for additional quality venues in the north of the State.

Greater Hobart challenges and directions

- ❑ Support Equestrian Tasmania through co-planning for future facility upgrades at the Tasmania Equestrian Centre (e.g. clubroom and amenities updates, provision of pathways to ensure suitable access).



Pony Club

Current provision

Pony Club activities are conducted across five sites in Greater Hobart - three on Council-controlled land and two on private land.

- ☐ Tasmanian Equestrian Centre (council-controlled, Lauderdale) - leased by Equestrian Tasmania and includes dressage park (with four sand arenas and grass warm up areas); two showjumping parks; cross country course; grass arena; fabric surface arena; yards; wash bays; clubrooms and amenities; and parking. The facility is home of the Hobart and Districts Pony Club
- ☐ Huntingfield Pony and Riding Club (council-controlled, Howden) - includes two sand arenas, cross country course, yards and clubhouse
- ☐ Pontville Park (council-controlled, Pontville) - includes grass arena, cross country course, sand arena and yards. The facility is home to the Brighton and Southern Midlands Pony Club
- ☐ West Winds Community Centre grounds (private, Woodbridge) - includes a sand arena and shared clubrooms. The facility is home to the D'Entrecasteaux Pony Club
- ☐ Monmouth Pony and Riding Club (private, Seven Mile Beach) - includes two sand arenas, cross country course, yards and clubrooms.

The Dodges Ferry Horse Riding Club also operate from the South East Sports Complex - a council-controlled facility in Sorell. This club is not affiliated with Pony Club Tasmania but undertakes riding and harness driving activities from the grass arenas at the site.



Participation

Pony Club Tasmania notes State-wide participation decline. The table below shows that three of the clubs in Greater Hobart have maintained a steady membership base (while the other two show continued decline).

Pony club	Membership		
	2023	2024	2025
Brighton and Southern Midlands Pony Club	22	23	21
D'Entrecasteaux Pony Club	16	13	2
Hobart and Districts Pony Club	17	22	22
Huntingfield Pony and Riding Club	84	83	84
Monmouth Pony and Riding Club	73	63	42

Council planning initiatives

Master plans have recently been developed for Pontville Park and the South East Sports Complex. Equestrian facilities are planned for significant upgrade at Pontville Park. At South East Sports Complex, the Master Plan identified relocation of the club to the west of the existing facility. However, further investigations are required to establish ground condition viability and if an alternate location may need to be sought.

Peak body facility strategies and guidelines

Pony Club Tasmania recognises that continued membership declines is a significant concern and is looking at initiatives to enhance member retention and to attract new members.

The existing facility network in Greater Hobart is well-regarded. The 3-day State Eventing Trials are being hosted by Monmouth Pony and Riding Club in 2026, Pontville Park hosts the 1-day Mounted Games, while Monmouth and Huntingfield Pony and Riding Club share hosting of the 2-day Showjumping and Dressage events.

Greater Hobart challenges and directions

- ☐ Undertake planned equestrian facility upgrades at Pontville Park
- ☐ Support Equestrian Tasmania through co-planning for future facility upgrades at the Tasmania Equestrian Centre (e.g. clubroom and amenities updates, provision of pathways to ensure suitable access)
- ☐ Identify a preferred location for future Dodges Ferry Horse Riding Club activities.

School sports

It is recognised that schools and regional (representative) school sport providers are also keen users of sport facilities across Greater Hobart. As such, key school sport providers have also provided comment to support state sporting organisation engagement.

Southern Primary School Sports Association (SPSSA)

SPSSA organise sporting carnivals and trials for the 56 southern primary schools. Sports include swimming, hockey, athletics, cross country, netball, football, AFL and tennis.

Given that bookings are during school hours, the SPSSA Co-ordinator has little difficulty organising appropriate venues for these sporting events and the range of quality facilities meets the needs of the organisation well. Many council facilities are used such as the Domain Athletic Centre, Doone Kennedy Hobart Aquatic Centre, Wentworth Park, Geilston Bay Ovals, Hobart Netball and Sports Centre, Tasmanian Hockey Centre, South East Sports Complex and Cadbury Sports Ground Complex. Additionally, school ovals are used to host fixtures during the winter sports program.

Southern Inter-High School Sports Association (SHSSA)

SHSSA delivers carnivals for the high schools in Southern Tasmania across athletics, cross country and swimming. The Association has had difficulties in the past finding booking space for the two days of athletics carnivals at the Domain Athletic Centre. As a result, athletics has been moved from earlier in the year (where clashes with primary carnivals and independent school carnivals were an issue) to Term 4.

In 2026, the SHSSA cross country will be conducted in Rosny Park.

The athletics and aquatic facilities at the Domain are quality venues that are appreciated by SHSSA.

Sports Association of Tasmania Independent Schools - Southern (SATIS)

SATIS conducts sporting competitions for member independent schools across the State. A wide range of sports are offered including athletics, badminton, basketball, cricket, cross country, football, hockey, netball, rowing, softball, swimming, table tennis, tennis, touch football and volleyball.

Given the breadth of sports played and facilities required, both council and school venues are heavily used. SATIS report that the facilities most in demand include:

- ☐ AFL ovals for girls matches played in Term 4 (when grounds with turf cricket wickets become unavailable). There is no scope to play boys and girls AFL at the same time given there limited ovals to meet demand
- ☐ Basketball courts - Basketball is played in Term 3 mid-week after school hours. Given club basketball is also active at this time - access to courts is difficult.



*Doone Kennedy Hobart Aquatic Centre,
City of Hobart*



Geilston Bay Oval, Geilston Bay



Cadbury's Sports Ground Complex, Claremont



Rosny Bay Tennis Club, Rosny Bay



Future directions

This Sport Infrastructure Strategy will form part of a growing suite of documents assisting to deliver infrastructure to meet the needs of a growing Greater Hobart.

The Strategy focuses on formal sport facilities - particularly those where councils have the greatest opportunity to drive necessary change. It is intended to complement national, state and regional plans and strategies prepared by peak sports bodies, and will feed into the local planning processes of the six councils.

It has been developed through sport facility inspections, engagement with both internal stakeholders and peak sports bodies, and detailed analysis.

Vision

Improving the quality of life and health of the Greater Hobart community; Brighton Council, City of Clarence, Glenorchy City Council, City of Hobart, Kingborough Council and Sorell Council collectively provide sport infrastructure in a sustainable and equitable way - focussing on meeting the needs of residents and attracting visitors and events where practical.

Goals and guiding principles

To achieve and deliver on the vision, the following goals have been established to represent each councils' overarching intentions, commitment and priorities in provision of sport infrastructure. Together, they provide delivery mechanisms to guide decision-making

- ☐ Commit to achievable, functional and sustainable levels of service across the sport network that align with resource realities
- ☐ Identify opportunities and innovation to improve access to and functionality of sport infrastructure that maximises participation
- ☐ Reflect changing settlement patterns, respond uniquely to new and existing communities, community needs, barriers and motivations - yet recognise that residents will continue to travel to seek certain sport experiences
- ☐ Plan, prioritise, deliver and manage a sport network which is not hard-focussed on council boundaries but sees sport infrastructure delivery as a wider Greater Hobart approach

In addition, a set of guiding principles have been established to describe the over-arching intentions for the ongoing provision and management of sport infrastructure.

Quality planning	Councils will ensure an evidence-based strategic approach to the provision of sport opportunities. Facilities will be fit-for-purpose yet recognise resource realities (and, therefore, may potentially not fully meet State and National facility guidelines)
Partnerships	Councils will ensure that the community continue to be provided with opportunities to become involved in sports infrastructure decision-making processes Council officers delivering sport infrastructure will work closely together to ensure a Greater Hobart view to shared outcomes is maintained Council officers will work with local clubs (and state sporting organisations) to ensure there is capacity for organisations to meet any expected demand for growth. (In addition to access to suitable facilities) managing growth will require adequate coach, umpire and volunteer resourcing; and governance capability. Councils will work closely with other key land managers (e.g. Department for Education, Children and Young People) to ensure an integrated approach to open space provision and management
Valued and well-used	Councils will ensure that sport infrastructure is designed and effectively maintained to a high quality to encourage community value and to foster high levels of use
Adaptable	Councils will ensure that facilities offer a diversity of choices that reflect the varied needs of the community. Facilities will be developed that can respond to changing demographics and participation trends and provides opportunities for innovation in response to changes
Sustainable	Councils' investment in sport infrastructure results in an improvement and positive impact on the economy and the Greater Hobart community
Diversity	Councils value the diversity of Greater Hobart's communities and unfair and inappropriate barriers to sport participation (e.g. physical barriers such as lack of ramps, handrails and wide doorways) are identified and removed wherever possible
Adequately resourced	Councils will identify and allocate resources for the provision of sport infrastructure in a strategic, efficient, effective, transparent and equitable manner in line with each council's capacity to fund. Importantly, council budgets will need to reflect full asset life - operating costs, renewal requirements, maintenance, staffing and promotion to ensure appropriate asset management practices

Importantly, when considering specific sport infrastructure, not all of these principles will necessarily apply, and, in fact, some may be mutually exclusive. In these situations, it may be necessary for councils to consider the accommodation of competing and/or conflicting users by means of timing and/or availability of funding.

Prioritisation tool

In order to direct council and user group decision-making, a sport infrastructure prioritisation tool has been prepared for proposed projects. Importantly, this tool is for potential new or significantly upgraded infrastructure, rather than renewal and rehabilitation (that are considered through alternate asset management approaches). The prioritisation tool is included in the Appendix and includes a range of weighted assessment factors across the areas of planning; function; compliance; and implementation.

Those potential projects considered of highest importance will:

- ☐ have been identified in a range of planning projects (council, State and/or National sports plans)
- ☐ meet demand from sustained growth without impacting another facility
- ☐ recognise sports clubs with strong committees and proactive management approaches
- ☐ increase capacity and participation
- ☐ encourage community use and cater for a range of formal sport users
- ☐ have been planned in accordance with current standards and legislative requirements
- ☐ be scheduled within councils' budget programs.

Action plan

The Strategy includes a range of recommendations to meet existing and forecast community demand. Importantly, it represents an opportunity for the six councils to work together and to collectively build upon the existing sport infrastructure network in a sustainable and realistic manner. The action plan has purposefully been designed by sport (rather than by council). This allows peak bodies direct access to the recommendations that impact them and encourages the six councils to consider the key directions for the sport rather than be unnecessarily 'narrow-focused' within their LGA boundaries.

Some of the recommendations will be more challenging than others. Implementation of the recommendations will require strong leadership, appropriate resources from councils and a commitment to making some difficult decisions.

Many of the recommendations will require further consideration and refinement through wider planning processes including community engagement, consideration of feasibility and detailed design. While the Strategy presents prioritised recommendations, a key underlying issue will be the capacity to fund. Ultimate individual project timing will be dependent on the availability of necessary funding (be it from local clubs, peak bodies, council, State or Federal Government).

Priorities are assigned for each action. A description of the priority timeframes is included in the table below. Indicative costs are provided for the total project cost. More detailed costing will need to be undertaken for each project as its nears commencement.

Priority	Preferred timing
HIGH	Undertaken as soon as resources allow
MEDIUM	Undertaken in the next 5-10 years
LOW	Undertaken in the next 10-15 years

Importantly, the column headed 'LGA' refers to the location of the action - not necessarily that the council will drive the recommendation. In a number of instances, peak sporting bodies have highlighted the demand for the individual actions (and council may simply play a support/advocacy role in seeing the actions implemented).

Potential funding sources

Many of the recommendations will be beyond the resource realities of individual councils alone. As such, it is important that opportunities for funding assistance (grants) are sought wherever possible.

Funding source	Description
Peak sporting organisations	- one-off grants to support key infrastructure development considered essential for future growth of the sport - grants through individual sport infrastructure funds - Australian Cricket Infrastructure Fund (up to \$40,000, consideration for funding above \$40,000) - AFL Tasmania Community Football Facilities Fund (up to \$50,000)
Tasmanian Government (Active Tasmania)	- one-off election commitments - Her Path to Play Program (up to \$20,000 for clubs and non-council providers) - Active Industry Project Fund (up to \$80,000 for peak bodies) - Minor Facilities Upgrade Program (up to \$60,000 for clubs, peak bodies and councils) - Tasmanian Active Infrastructure Grants Program (up to \$500,000 for clubs, peak bodies and councils)
Federal Government	- one-off election commitments - Major and Local Community Infrastructure Program (invite only, non-competitive)

Strategic recommendations

Ref	Recommendation	Priority	LGA
Strategic priorities			
1.1	Formalise the existing Sport Infrastructure Strategy working group to continue to discuss regional issues and coordinate key strategic initiatives detailed in the Strategy	High	All
1.2	Pursue opportunities for cross boundary joint funding where this ensures a feasible approach to delivery	High	All
1.3	Include review of Strategy implementation as a standing agenda item for future Active Tasmania forums (target the Southern Regional LGA Networking Group as a vehicle for promoting and reviewing the Strategy)	High	N/A
1.4	Where councils do not currently have an adopted prioritisation tool for sport infrastructure provision, adopt the tool included in the Strategy	High	As required
1.5	Ensure all councils have an officer responsible for sport and recreation delivery (liaising with clubs and the community, maintaining up-to-date club membership data, preparing grants etc)	High	As required
1.6	Ensure all councils include operational expense planning as new infrastructure projects identified in the Strategy are progressed	High	All
1.7	Adopt a regional approach in preference for outdoor sporting facilities to remain open to the public outside formal use times. Recognise that fencing may be required for specialist surfaces (such as synthetic fields)	Medium	All
1.8	Undertake a lighting audit of field sports across all Greater Hobart council areas	Medium	All

Sport-specific recommendations

Ref	Recommendation	Priority	LGA	Indicative cost
AFL				
2.1	Work with Glenorchy Football Club to identify suitable sites for junior AFL activity	Ongoing	Glenorchy	Operational
2.2	Prepare a master plan for Geilston Bay Ovals	High	Clarence	In-train
2.3	Develop a new home for Kingborough Tigers as part of the AFL High Performance Centre development	High	NA	In-train
2.4	Upgrade pavilion and changeroom facilities for AFL at the South East Sports Complex	High	Sorell	\$500k
2.5	Upgrade lighting at Lauderdale Oval	High	Clarence	\$150k
2.6	Upgrade lighting at New Town Oval	High	Hobart	\$200k
2.7	Upgrade lighting at North Hobart Oval	High	Hobart	\$200k
Archery				
3.1	Assist Hobart Archers (and Archery Tasmania) in planning for a permanent indoor archery range at an alternate site	High	Clarence	Operational
Athletics				
4.1	Be guided by the Athletics State Facilities Plan once developed	High	All	N/A
4.2	Ensure suitable access for little athletics activities at Clarence High School	High	Clarence	Operational
4.3	Establish a prioritised infrastructure development approach for the Domain Athletics Centre (likely lighting upgrades and synthetic replacement)	High	Hobart	\$800k - \$1m
4.4	Determine the future location of two concrete discus circles with cages at Gormley Park (as detailed design of the proposed adjoining cricket oval progresses)	High	Kingborough	Dependent on ultimate design
4.5	Support the little athletics centre to upgrade field event areas at the South East Sports Complex	Medium	Sorell	\$80k
Badminton				
5.1	It is essential that key badminton representatives are included in preliminary discussions regarding potential indoor sports facility development	Medium	All	Operational
Baseball				
6.1	Investigate potential canteen upgrades at Prince of Wales Bay Recreation Reserve (baseball facility)	Medium	Glenorchy	\$40k
Basketball				
7.1	Develop a 1-court multi-sport indoor facility at Cambridge Memorial Oval	High	Clarence	In-train
7.2	Continue to support development of a 4-court multi-sport indoor facility at Claremont	High	Glenorchy	Operational
7.3	Continue to support development of a 4-court multi-sport indoor facility at New Town	High	Hobart	Operational
7.4	Continue to support development of the JackJumpers High Performance Centre at Kingston	High	Kingborough	Operational
7.5	Continue to support development of a 4-court multi-sport indoor facility at Bayview Secondary College (but reassess feasibility/ demand if facilities at Claremont and New Town are developed first)	High	Clarence	In-train
7.6	Assess the feasibility of a 2-court multi-sport indoor facility at Pontville Park	Medium	Brighton	Operational \$15m (development)

Ref	Recommendation	Priority	LGA	Indicative cost
Basketball (cont.)				
7.7	As 4-court facilities are developed in Claremont and New Town, re-assess the feasibility of an extension to the existing Kingborough Sports Centre	Low	Kingborough	Operational
7.8	As 4-court facilities are developed in Claremont and New Town, re-assess the feasibility of a 2-court extension to the existing South East Sports Complex facility. Retain the preferred footprint for the proposed extension identified in the Master Plan in case future demand exists	Low	Sorell	Operational
BMX				
8.1	Prepare a 'mini master plan' for the Southern City BMX Club to guide future development. Include provision of a storage shed with spectator awning, safety fencing, sealed link from the finish line to start ramp, provision of water and additional spectator viewing opportunities	Medium	Sorell	\$150k (development)
Bowls				
9.1	Given the high-level involvement of clubs in regards to facility maintenance and development, councils should look to work closer with clubs to find solutions to the perceived declining participation in the sport	Ongoing	All	Operational
9.2	Consider finding an alternate use for bowls greens (e.g. conversion to pickleball courts) where bowls participation declines significantly	Ongoing	All	Operational
Cricket				
10.1	Consider opportunities for cricket to share with rectangular field codes in future planning endeavour	Ongoing	All	Operational
10.2	Develop a second oval with turf wicket block at Kingborough Sports Precinct	High	NA	In-train
10.3	Light the premier cricket field at Kingborough to competition standard	High	Kingborough	\$700k
10.4	Develop an oval with turf cricket wicket block at Bayview Secondary College (consider development of a synthetic wicket if turf wicket ovals are developed at Seven Mile Beach first)	High	Clarence	\$750k
10.5	Ensure the South East Sports Complex includes one oval with turf wicket block and one oval with synthetic wicket	High	Sorell	Operational
Croquet				
11.1	Monitor membership of the Sandy Bay Croquet Club. If growth continues, consider the feasibility of relocation to a 4-lawn facility	Low	Hobart	Operational
Cycling				
12.1	Undertake a range of necessary maintenance and facility upgrades to support criterium cycling at Tolosa Park - addressing tree root invasion, raising a tap valve cover, enhancing fencing, provision of power, provision of storage and reconfiguration of the final bend	High	Glenorchy	\$100k
Equestrian (and Pony Club)				
13.1	Undertake planned equestrian facility upgrades at Pontville Park	High	Brighton	\$560k
13.2	Identify a preferred location for future Dodges Ferry Horse Riding Club activities	High	Sorell	Operational
13.3	Support Equestrian Tasmania through co-planning for future facility upgrades at the Tasmania Equestrian Centre (e.g. clubroom and amenities updates, provision of pathways to ensure suitable access)	Medium	Clarence	\$300k

Ref	Recommendation	Priority	LGA	Indicative cost
Football				
14.1	Develop an additional field (with lighting) and new pavilion at Cambridge Memorial Oval	High	Clarence	In-train
14.2	Undertake lighting and ancillary facility upgrades at Edgeworth Sports Grounds	High	Clarence	In-train
14.3	Prepare Wentworth Park and Geilston Bay Ovals master plans	High	Clarence	In-train
14.4	Construct a new pavilion at South Hobart Oval	High	Hobart	In-train
14.5	Investigate further facility development at Warrior Park	Medium	Clarence	Operational
14.6	Construct an additional football field at the South East Sports Complex	Medium	Sorell	\$1.5m
14.7	Determine the feasibility of developing a synthetic field at Lightwood Park	Medium	Kingborough	Operational \$4m (development)
Golf				
	Nil			
Gymnastics				
15.1	Investigate alternative priorities for the best use of the obtained State Government funding for the Bridgewater facility, including a high level of consultation with the club and Gymnastics Tasmania	High	Brighton	Operational
15.2	Continue to assist clubs upgrade their facilities through assistance in attracting State and Federal Government funding	Medium	All	Operational
Hockey				
16.1	If Hockey Tasmania is unsuccessful attracting funding for the proposed indoor sports centre in the short-term, the sport may need assistance to access indoor sport facilities in Greater Hobart for indoor hockey	Medium	All	Operational
Indoor cricket				
17.1	Investigate the feasibility of expanding The Cricket Hub to a 3-court venue (as the regional home for indoor cricket). If expansion at the site is not possible, identify a preferred location within Greater Hobart for a 3-court indoor cricket venue	Medium	Kingborough (expansion) All (alternate site)	\$300k (expansion) Dependent on whether a warehouse conversion or new greenfield
Netball				
18.1	Upgrade lighting at the AYC netball facility	High	Glenorchy	\$80K
18.2	Continue to support development of a 4-court multi-sport indoor facility at Claremont	High	Glenorchy	Operational
18.3	Continue to support development of a 4-court multi-sport indoor facility at New Town	High	Hobart	Operational
18.4	Continue to support development of the JackJumpers High Performance Centre at Kingston	High	Kingborough	Operational
18.5	Develop a 1-court multi-sport indoor facility at Cambridge Memorial Oval	High	Clarence	In-train
18.6	Continue to support development of a 4-court multi-sport indoor facility at Bayview Secondary College (but reassess feasibility/ demand if facilities at Claremont and New Town are developed first)	High	Clarence	Operational
18.7	Assess the feasibility of a 2-court multi-sport indoor facility at Pontville Park	Medium	Brighton	Operational \$15m (development)

Ref	Recommendation	Priority	LGA	Indicative cost
Netball (cont.)				
18.8	As 4-court facilities are developed in Claremont and New Town, re-assess the feasibility of an extension to the existing Kingborough Sports Centre	Low	Kingborough	Operational
18.9	As 4-court facilities are developed in Claremont and New Town, re-assess the feasibility of a 2-court extension to the existing South East Sports Complex facility.	Low	Sorell	Operational
Pickleball				
19.1	If decline in 'traditional' tennis participation continues, consider opportunities for conversion of under-utilised tennis courts to pickleball courts	Ongoing	All	Not costed
19.2	If decline in bowls continues, consider opportunities for conversion of under-utilised greens to pickleball courts	Ongoing	All	Not costed
19.3	Consider re-directing committed funding to a feasibility study/ business case process for pickleball facilities in Greater Hobart	High	All	Operational
19.4	Establish pickleball courts at the Glenorchy Sports Complex (Claremont)	High	Glenorchy	In-train
19.5	Establish pickleball courts at the Cambridge Memorial Oval indoor facility	High	Clarence	In-train
19.6	Consider opportunities for pickleball courts within the 4-court facility proposed in New Town	High	Hobart	In-train
Rowing				
20.1	Councils should continue their current levels of service to rowing clubs and consider one-off requests as they arise	Ongoing	Clarence, Glenorchy, Hobart	Operational
Rugby union				
21.1	Investigate opportunities to increase use of North Warrane Oval (without displacing existing user groups)	High	Clarence	Operational
21.2	Ensure that future planning related to the proposed New Town indoor sport facility considers potential impacts on Rugby Park and its users	High	Hobart	Operational
Softball				
22.1	Assist the Southern Tasmania Softball Association (Softball Tasmania) to build its membership base	High	Glenorchy	Operational
22.2	Prioritise upgraded diamond lighting and changeroom upgrades at Prince of Wales Bay Recreation Reserve	Medium	Glenorchy	\$200k
Squash				
23.1	Assess the remaining asset life for the walls and floor at the Kingborough Sports Centre squash courts. Budget for all necessary capital upgrades.	Medium	Kingborough	Not costed

Ref	Recommendation	Priority	LGA	Indicative cost
Swimming (aquatic centres)				
24.1	Seek funding to construct a high quality regional (and above)-level aquatic centre in Glenorchy	High	Glenorchy	\$84m
Table tennis				
25.1	Ensure key table tennis representatives are included in preliminary discussions regarding potential indoor sports facility development	Medium	All	Operational
Tennis				
26.1	Ensure suitable resources are available to maintain existing tennis facilities at their current level	Ongoing	All	Operational
26.2	Consider actions included in the Tennis Tasmania State Facilities Strategy (once it is developed)	High	All	Operational
26.3	When the Pontville Park Master Plan is adopted, construct a single tennis court as recommended	High	Brighton	\$165,000
26.4	Replace the synthetic surface on the two courts at Richmond Tennis Club	High	Clarence	\$80,000
26.5	If use of tennis courts declines, consider the adaptation of existing courts and facilities for emerging sports such as pickleball.	Medium	All	Operational
Touch football				
27.1	Prepare Wentworth Park and Geilston Bay Sports Precinct master plans and consider potential provision for touch as a key stakeholder at both sites	High	Clarence	In-train
Volleyball				
28.1	It is essential that key volleyball representatives are included in preliminary discussions regarding potential indoor sports facility development	Medium	All	Operational



State Gymnastics Centre, Kingston



Appendix

Appendix A - Facility guidelines

Appendix B - Sport Infrastructure Prioritisation Tool

Appendix C - Facility management considerations

Appendix A - Facility guidelines

Background

The following pages present preferred facility provision standards for the key sports at two levels - regional and State (and above). Councils will continue to be a key driver in the development of local-level facilities (largely through developer contributions and grants) where a regional approach is not more advantageous. However, the development of regional-level facilities is preferred and will require a collaborative approach where facilities may need to be staged in order to ultimately meet the regional-level provision standards. User groups and State (and National) Sporting Organisations will be expected to contribute to the development of these high-level facilities.

State (and above)-level facilities should not be a key responsibility of councils. Where possible, these facilities should generally be funded by State and Federal Government, and by State and National Sporting Organisations.

Where they exist, these guidelines represent a summary of State and/or National Sporting Organisation guidelines. In some instances, the hierarchy of facilities has not been mirrored and guidelines may have been altered slightly to provide best-for for Greater Hobart.

AFL¹ and cricket²

Playing surface considerations

Facility component	Regional	State (and above)
Playing field	AFL - Preferred 165m x 135m, Minimum 130m x 110m Cricket - Preferred 60m radius, Minimum 50m radius	AFL - Preferred 165m x 135m Cricket - Preferred 70m radius, minimum 65m radius
Run-off	3m	5m
Orientation	North-south	North-south
Lighting	Competition standard lighting (AFL - 150 lux. Cricket 300 lux square and 200 lux outfield) on at least one oval, other ovals lit to training standard (50 lux) with capacity to expand to competition standard	Competition standard lighting (AFL - 150 lux. Cricket 500 lux square and 300 lux outfield) on at least one oval, other ovals lit to training standard (50 lux) with capacity to expand to competition standard
Irrigation	Automated system	Automated system
Sight screens	One at each end of the main cricket field	One at each end of all cricket fields

Associated infrastructure considerations

Facility component	Regional	State (and above)
Ball protection fencing	Required if goals are within 10m of car parking, roads, buildings or footpaths	
Car parking	Off-street preference 80-120 spaces	Off-street minimum 200 spaces
Cricket practice nets	2 synthetic practice nets per oval	Minimum 2 synthetic practice nets per oval (consideration of turf practice nets as an alternative or additional option)
Cricket wicket - turf	25m x 3.05m (4-5 pitches). Turf wickets require club contribution and require junior use	25m x 3.05m (6-8 pitches). Turf wickets require club contribution
Cricket wicket - synthetic	28m x 2.8m	
Drinking fountains	2 per oval	
Fencing	Vehicle and pedestrian fencing around the facility	Vehicle and pedestrian fencing around the facility
Goal posts	Goals posts - 10m out of ground Point posts - 6.5m out of ground	Goals posts - 12m out of ground Point posts - 8m out of ground
Interchange benches - players and coaches	One for each team 4.8m x 1.2m	One for each team 6m x 1.2m
Interchange benches - officials	1.8m x 1.2m	6m x 1.2m
Oval fencing	Required	Required
Pavilion	600m ²	900m ²
Playspace	Local-level play node	Local-level play node
Public toilets	Externally accessible at the pavilion	Externally accessible at the pavilion
Scoreboard	Electronic or manual	Electronic
Shade and seating	Consider spectator shade in key gathering areas	Grandstand seating Additional shaded areas

¹ Desired standards are based on AFL Preferred Community Facility Guidelines, 2024.
² Desired standards are based on Cricket Australia Community Cricket Facility Guidelines, 2023

Athletics

Playing area¹ considerations

Facility component	Regional	State (and above)
Orientation	North-south	
Track surface	Permanent synthetic track of 400m circumference with minimum 8 lanes, and 10 front straight lanes for 110m hurdles events. (Construction in accordance with guidelines as outlined in World Athletics Track and Field Facilities Manual)	Permanent synthetic track of 400m circumference with minimum 8 lanes, and 10 lanes in front and back straights for 110m hurdles events. (Construction in accordance with guidelines as outlined in World Athletics Track and Field Facilities Manual)
Steeplechase	Permanent water jump (inside or outside the track)	Permanent water jump (inside or outside the track)
Combined discus/hammer cage	Minimum of 1 permanent combined throwing cage	2 permanent combined throwing cages
Shot put circle	Minimum of 2 permanent throwing circles	Up to 3 permanent throwing circles
Javelin	Minimum of 1 synthetic approach	2 synthetic approaches
High jump	Minimum of 1 synthetic 'D'	2 synthetic 'Ds'
Long/triple jump	2 double-ended synthetic approaches with pits	Up to 4 double-ended synthetic approaches with pits
Pole vault	Minimum of 1 synthetic approach (across 'D' with vaulting box)	2 synthetic approaches with vaulting box (across 'D' and in one of the straights)
Lighting	Lighting to club competition (200 lux)	Lighting to higher-level competition (300 lux)
Irrigation	Automated system	Automated system

Associated infrastructure considerations

Facility component	Regional	State (and above)
Car parking	Assessment require for the site	Assessment required for the site
Drinking fountain	Minimum of 2	Minimum of 4
Fencing	Vehicle and pedestrian fencing around the facility	Vehicle and pedestrian fencing around the facility
Park furniture	6 bench seats	Minimum of 8 bench seats
Pavilion	300m ²	450m ²
Public toilets	Externally accessible at the pavilion	At the pavilion (and potential for additional standalone)
Shade and seating	Consider spectator shade in key gathering areas	Grandstand seating Additional shaded areas
Storage shed	75m ² (minimum)	100m ² (minimum)

¹ Based on World Athletics Track and Field Facilities Manual 2023

Baseball¹ and softball²

Playing surface considerations

Facility component	Regional	State (and above)
Size	Baseball - 98m along foul lines and 122m to centre outfield from home plate Softball (female) - 83.82m radius from home plate, (male) - 91.44m radius from home plate	
Backnet	Permanent backnet for 2 diamonds (minimum)	Permanent backnet for 2 diamonds (minimum) with at least one having fencing extensions between home plate and first base and home plate and third base
Outfield fencing	Full outfield fencing (portable)	Full outfield fencing (portable or permanent)
Number of fields	Minimum of two full-size diamonds with no outfield overlaps	
Infield	Grass with skinned running tracks	Grass (or skinned) with skinned running tracks
Outfield	Grass surface with automated irrigation and quality drainage	
Lighting	Competition standard lighting on at least one diamond (500 lux infield and 300 lux outfield), other diamonds lit to training standard with capacity to expand to competition standard	Competition standard lighting on at least one diamond (750 lux infield and 500 lux outfield), other diamonds lit to training standard with capacity to expand to competition standard

Associated infrastructure considerations

Facility component	Regional	State (and above)
Car parking	Off street minimum 36 cars per diamond	
Drinking fountain	1 per diamond	
Fencing	Vehicle and pedestrian fencing around the facility	Vehicle and pedestrian fencing around the facility
Park furniture	4 bench seats per diamond	
Pavilion	300m ²	450m ²
Player dugouts	Permanent dug outs for 2 fields minimum (located along run to first base and run to home plate, 18.3m length each)	
Playspace	Local-level play node	
Public toilets	Externally accessible at the pavilion	
Scoreboard	Electronic or manual	Electronic
Shade and seating	Consider spectator shade in key gathering areas between diamonds	

¹ Desired standards are based on Baseball Australia Club Facility Resource Guide, 2016
² Desired standards are based on Softball Australia Facility Management Guide, 2023

Basketball¹

Playing surface considerations

Facility component	Regional	State (and above)
Size	28m x 15m with 2m run-offs	
Surface	Sprung timber flooring	
Lighting	500 lux	
Number of courts	4-6 courts	6+ courts

Associated infrastructure considerations

Facility component	Regional	State (and above)
Benches - Score	10m wide scorers/official area on each court	
Benches - Team	14 seats either side of the score benches (and outside the 2m run-off)	
Car parking	Minimum 50 spaces per court	
Off-court spaces and services	400m ²	450m ²
Scoreboard and shot clocks	One scoreboard and two shot clocks (one on the top of each backboard) on each court	
Seating	Grandstand seating	

¹ Desired standards are based on Basketball Victoria Facility Guidelines, 2025

Football (soccer)¹

Playing surface considerations

Facility component	Regional	State (and above)
Size	Preferred 105m x 68m with 3m run-offs on three sides and 5m run-off on the side of the field with Technical Area (at 2m wide, the Technical Area then creates a 3m run-off)	
Orientation	North-south	
Irrigation	Automated system	
Number of fields	Minimum 3 fields	Minimum 4 fields
Lighting	Competition standard lighting (150 lux) on at least one field, other fields lit to training standard (100 lux) with capacity to expand to competition standard	Competition standard lighting (200 lux) on at least one field, other fields lit to training standard (100 lux) with capacity to expand to competition standard
Surface	Majority turf, consider demand for synthetic (must be coloured green)	

Associated infrastructure considerations

Facility component	Regional	State (and above)
Ball protection fencing	Required if goals are within 10m of car parking, roads, buildings or footpaths	
Car parking	Off street minimum 40 cars per field	Preference for 200 car parks within 400m of the ground (minimum 40 cars per field)
Drinking fountain	1 per field	
Fencing	1m high perimeter fence around each field	
Goals	Permanent and semi permanent goals must conform to Australian Standard AS 4866.1-2007 - Playing field equipment- Soccer goals Part 1: Safety aspects and be properly installed and secured. Moveable goals must be complaint with the Australian Competition and Consumer Commissions Consumer Protection notice no28. of 2010	
Pavilion	500m2 internal + 350m2 wall and external	1,000m2
Playspace	Local-level play node	
Public toilets	Externally accessible at the pavilion	
Scoreboard	Electronic or manual	Electronic
Shade and seating	Consider spectator shade in key gathering areas	Grandstand seating Additional shaded areas
Technical area	Two covered team benches 5m long with seating for 9 in each on all fields	

¹ Desired standards are based on Football Victoria Field Dimensions and Football Facilities Building Development Guide, 2023

Gymnastics¹

Playing surface considerations

Facility component	Regional	State (and above)
Size	1,100m ² program space Additional 500m ² for trampoline Additional 500m ² for rhythmic gymnastics	1,500+m ² program space Additional 500m ² for trampoline Additional 500m ² for rhythmic gymnastics

Associated infrastructure considerations

Facility component	Regional	State (and above)
Car parking	Off street minimum 100 cars	Off street minimum 200 cars
Off-court spaces and services	400m ²	450m ²
Seating	Grandstand seating	

¹ Desired standards are based on Gymnastics Victoria Facility Design Guidelines, 2015

Hockey¹

Playing surface considerations

Facility component	Regional	State (and above)
Size	91.4m x 55m (with 5m run-offs on ends and 3m run-offs on sides)	
Orientation	North-south	
Field surface	Synthetic turf	
Number of fields	Minimum one pitch with capacity to expand to two	Minimum two pitches
Lighting	Competition standard lighting (350 lux) on at least one field, other fields lit to training standard (200 lux) with capacity to expand to competition standard	Competition standard lighting (500 lux) on at least one field, other fields lit to training standard (200 lux) with capacity to expand to competition standard

Associated infrastructure considerations

Facility component	Regional	State (and above)
Ball protection fencing	Required	
Car parking	Off street minimum 30 cars per pitch	
Drinking fountain	1 per pitch	
Fencing	Vehicle and pedestrian fencing around the facility	
Playspace	Local-level play node	
Public toilets	Externally accessible at the pavilion	
Rubbish bins	720 litres per oval	
Scoreboard	Electronic or manual	Electronic
Shade and seating	Consider spectator shade in key gathering areas	Grandstand seating Additional shaded areas
Team shelters	2 shelters per pitch (6-seat capacity)	
Technical official booth	2.5m long on at least one field	

¹ Desired standards are based on Hockey Australia Facility Design Guidelines suite, 2022

Playing surface considerations

Facility component	Regional	State (and above)
Size	30.5m x 15.25m (run-off 3.05m outside sidelines and/or 3.65m between courts)	
Orientation	North-south	
Court surface	Hardcourt (outdoor: asphalt, concrete or plexipave) Hardcourt (indoor: sprung timber)	Hardcourt (outdoor: plexipave preferred) Hardcourt (indoor: sprung timber)
Number of courts	Minimum 6 courts with capacity to expand (outdoor) Minimum 2 courts (indoor)	Minimum 8 courts (outdoor) Minimum 4 courts (indoor)
Lighting	Competition standard lighting (200 lux outdoor and 500 lux indoor)	

Associated infrastructure considerations

Facility component	Regional	State (and above)
Car parking	Off street minimum 30 cars per court	Off street minimum 30 cars per court (with overflow areas)
Drinking fountain	1 per court	
Fencing	Vehicle and pedestrian fencing around the facility (no fencing near court area)	
Officials bench	1 shelter per court 2.5m long (outdoor) 1 per court 1.5m long (indoor)	
Pavilion	450m ²	
Player shelters	2 shelters per court 6m long (not in run-off areas)	Opportunities for shelters dependent on court design
Playspace	Local-level play node	
Public toilets	Externally accessible at the pavilion	
Scoreboard	Manual or electronic (outdoor) Electronic (indoor)	
Shade and seating	Consider spectator shade in key gathering areas Seating for 30-50	Grandstand seating 50-100 Additional shaded areas

¹ Desired standards are based on Netball Australia National Facilities Policy, 2016 and Netball Victoria Facilities Manual, 2017

Rugby union¹

Playing surface considerations

Facility component	Regional	State (and above)
Size	Minimum 120m x 68m. Maximum 144m x 70m with 3m run-offs	
Orientation	North-south	
Irrigation	Automated system	
Number of fields	2 fields	Minimum 2 fields
Lighting	Competition standard lighting (350 lux) on at least one field, other fields lit to training standard (200 lux) with capacity to expand to competition standard	Competition standard lighting (500 lux) on at least one field, other fields lit to training standard (200 lux) with capacity to expand to competition standard

Associated infrastructure considerations

Facility component	Regional	State (and above)
Ball protection fencing	Required if goals are within 10m of car parking, roads, buildings or footpaths	
Car parking	Off street minimum 50 cars per field	Off street minimum 50 cars per field (with overflow areas)
Drinking fountain	1 per field	
Fencing	Vehicle and pedestrian fencing around the facility (spectator fencing around each field)	
Pavilion	500m ²	600m ²
Player shelters	2 shelters on western side of each field (4-seat capacity)	2 shelters on western side of each field (6-seat capacity)
Playspace	Local-level play node	
Public toilets	Externally accessible at the pavilion	
Scoreboard	Electronic or manual	Electronic
Shade and seating	Consider spectator shade in key gathering areas	Grandstand seating Additional shaded areas

¹ Desired standards are based on Rugby Australia National Facility Guidelines, undated

Tennis¹

Playing surface considerations

Facility component	Regional	State (and above)
Size (including run-off)	Minimum 34.75m x 17.07m. Preferred 36.57m x 18.29m	
Orientation	North-south	
Court surface	Synthetic grass or hardcourt (plexipave)	Synthetic grass or hardcourt (plexipave)
Number of courts	Minimum 8 courts (of same surface type)	Minimum 12 courts (of same surface type)
Lighting	Competition standard (350 lux)	

Associated infrastructure considerations

Facility component	Regional	State (and above)
Car parking	Off street minimum 4 spaces per court	
Drinking fountain	1 per 4 courts	
Fencing	All courts fenced individually	
Park furniture	1 bench seats per 2 courts (outside fenced area)	
Playspace	Local-level play node	
Pavilion	400m ²	700m ²
Public toilets	Externally accessible at the pavilion	
Shade and seating	Consider spectator shade in key gathering areas Grandstand seating on western side of the show court	

¹ Desired standards are based on Tennis Australia Tennis Infrastructure Planning documents, 2018

Touch football¹

Playing surface considerations

Facility component	Regional	State (and above)
Size	84m x 50m with 5m run-offs	
Orientation	North-south	
Irrigation	Automated system	
Number of fields	Minimum 4 fields	Minimum 8 fields
Lighting	Competition standard lighting (100 lux) on all fields	Competition standard lighting (150 lux) on all fields

Associated infrastructure considerations

Facility component	Regional	State (and above)
Car parking	Off street minimum 40 cars per field	Off street minimum 40 cars per field (with overflow areas)
Coaches boxes	Not essential	Elevated position for 4 people on premier fields
Drinking fountain	1 per field	
Fencing	Vehicle and pedestrian fencing around the facility (spectator fencing around each field)	
Pavilion	250m ²	420m ²
Playspace	Local-level play node	
Public toilets	Externally accessible at the pavilion	
Scoreboard	Electronic or manual	Electronic
Shade and seating	Consider spectator shade in key gathering areas	Grandstand seating Additional shaded areas

¹ Desired standards are based on Touch Football Australia Preferred Facility Guidelines, 2021

Additional indoor sports - Badminton¹, Indoor cricket², Pickleball³, Squash⁴, Table tennis⁵, Volleyball⁶

Playing surface considerations

Facility component	Regional	State (and above)
Size	- Badminton court: 13.4m x 6.1m (run-offs 2m at court ends and 1.5m on court sides) 7.5m height regional and 9m height state - Indoor cricket court: 28m to 30m X 10.5m to 12m. 4m to 4.5m height - Pickleball court: 13.4m x 6.1m (3.05m between courts. Regional run-offs 1.52m (side) and 2.435m (ends). State run-offs 2.13m to 3.05, (sides) and 2.54m to 3.05m (ends) - Squash court: 9.75m x 6.4m (singles) and 9.75m x 8.42m (doubles). 4 walls 5.64m minimum clear height - Table tennis court: (regional) 50m2-60m2 (state) 60m2-72m2 - Volleyball court: 18m x 9m with 3m run-offs. Regional - minimum 7m height regional and 8.5m height state	
Surface	- Badminton: sprung timber with vinyl covering - Indoor cricket: synthetic grass-carpet - Pickleball: sprung timber with vinyl covering, sprung timber and/or synthetic grass-carpet - Squash: sprung timber - Table tennis: sprung timber with vinyl covering - Volleyball: sprung timber, sprung timber with vinyl covering	

Associated infrastructure considerations

Facility component	Regional	State (and above)
Car parking	Off street preferred Dependent on court numbers	Off street preferred Dependent on court numbers
Off-court spaces and services	300m2	400m2
Seating	Consider raised mezzanine seating and grandstand seating	

¹ Desired standards based on Sport England Badminton Design Note, 2011
² Desired standards based on Cricket Australia Community Cricket Facility Guidelines, 2023
³ Desired standards based on Pickleball Australia Facility Guidelines, 2025
⁴ Desired standards based on World Squash Federation Court Specifications, 2017
⁵ Desired standards are based on Table Tennis Australia Facility Guidelines, undated
⁶ Desired standards are based on Volleyball Queensland Facility Guidelines, 2025

Additional outdoor sports - Archery¹, Bowls², Croquet³, Equestrian⁴

Playing surface considerations

Facility component	Regional	State (and above)
Size	- Archery: Outdoor target - 140m x 100m. Indoor target - 30m x 20m. Field - 2ha to 4ha - Bowls: rectangle or square 31m to 40m (grass or synthetic greens) - Croquet: 32m x 25.6m (with additional 4m buffer surrounds) (lawn) - Equestrian: Dressage - Two 60m x 20m sand arenas. Jumping - 5,000m ² sand arenas. Eventing - Dressage + Jumping + Cross Country 1.5ha. Driving - 4,000m ² turf arenas. Vaulting - 200m ² sand arenas. Show Horse - 1,600m ² sand arenas	

Associated infrastructure considerations

Facility component	Regional	State (and above)
Car parking	Off street preferred Dependent on size of facility Consider space required for float movement and parking for equestrian facilities	
Fencing	Vehicle and pedestrian fencing around the facility Fencing required for equestrian arenas	
Off-court spaces and services	250m ² Player shade required for bowls and croquet Yards and wash bays required for equestrian facilities	350m ² Player shade required for bowls and croquet Yards and wash bays required for equestrian facilities
Shade and seating	Consider spectator shade in key gathering areas	

¹ Desired standards based on Government of Western Australia Archery Guidelines, 2015
² Desired standards based on Bowls Australia Bowling Green Construction Guidelines, 2019
³ Desired standards based on Croquet Victoria Facility Guide, 2021
⁴ Desired standards based on Equestrian Queensland State-wide facilities Plan 2019-2028

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Appendix B - Sport Infrastructure Prioritisation Tool

Area	Factor	Description	Score	Score Guide
Planning	Planning tool	Priority should be given to projects that have been identified through council planning processes and/or the relevant State or National Sporting Organisation planning	/15	11 - 15 Project identified in council as well as State or National sports planning 6 - 10 Project identified in State or National sports planning, however, not in council 0 - 5 Emerging project identified by club, however, not identified in council or relevant sport planning
	Growth	Growth is measured by analysing actual and forecast club growth (against preferred standards of service) and sport trends . Prioritisation ratings for projects take into consideration existing service levels, catchment and forecast growth	/20	16 - 20 High club growth sustained over a number of seasons as well as projected growth in State sporting trends. The project services a wide catchment (i.e. not only local) 11 - 15 Club is showing steady membership or slight growth, however, no clear pattern over a number of seasons 6 - 10 Club is steady, however, no clear growth can be demonstrated 0 - 5 No club growth as well as declining participation trends for the sport or small catchment for participants (local)
	Club management	Priority is given to facilities that are managed in an efficient and effective manner	/10	6 - 10 An active and strong committee with proactive management directions who manage the facilities appropriately 0 - 5 A club that is lacking in clear management and direction, little drive to manage the facility in an efficient manner
Function	Capacity	Priority should be given to projects that will cater for increased participation. 'Playing' infrastructure such as fields, courts, irrigation, practice facilities and sports lighting is regarded more highly than 'ancillary' infrastructure such as car parking and spectator facilities	/20	15 - 20 The project will increase capacity and subsequently participation in the sport. Demand for the project has been clearly demonstrated i.e. participants have been turned away due to lack of capacity 8 - 14 The project will enable the club to increase capacity i.e. running a new fixture or adding an additional team 0 - 7 The project assists the club in its operations however does not provide opportunities for increased participation
	Community access and inclusion	Priority should be given to projects that encourage free community access outside times for formal sporting use as well as adhere to universal design principles	/5	3 - 5 The project encourages community use of fields/ovals/courts as well as catering for a wide range of the community i.e. females, those with limited mobility 0 - 2 Fenced/locked facility that excludes free community use of fields/ovals/courts catering only for traditional players
	Demand considerations	Priority should be given to projects where there is a demonstrated need within the community, without impacting on the ongoing use of another facility (or where needs are already being met elsewhere within the catchment)	/10	6 - 10 Need has been demonstrated through sound planning 0 - 5 Need has not been demonstrated, or the project would duplicate an existing facility
Compliance	Accessibility and safety	The project is required to meet legislative compliance and statutory building standards relating to the Disability Discrimination Act. The project is also required to meet legislative compliance to achieve environmental protection, or general Work, Health and Safety for employees and the community, or for the general protection of assets	/10	6 - 10 The proposed project has been planned in accordance with current standards and legislative requirements 0 - 5 The proposed project has not demonstrated compliance with required legislation or standards
Implementation	Timing	Priority should be given to projects planned to be delivered in line with existing council schedules (to avoid ad hoc and out-of-sequence development) as well as emerging government initiatives	/10	6 - 10 The project is scheduled within councils' current program 0 - 5 The project is not identified within councils' current program

Appendix C - Facility management considerations

Management and tenure options

Recent benchmarking shows that a range of council maintenance and management models exist across Australia.

Within the study area the majority of user groups hire their facility from council, or have a lease with council. User groups contribute towards the cost of grounds and facilities provided by council so that ratepayers do not bear the full cost.

A range of fees and charges are used across Australia depending on council's position on sporting facilities being provided as a community service obligation. However, it is interesting to note that all councils researched have some level of fees associated with the use of sporting facilities.

A number of councils have based fees on recovering a set percentage of councils' maintenance costs. These percentages range from 10% to 35%.

It is most common for councils to be responsible for field maintenance. However, there are a small number of councils where users are required to maintain sporting fields (particularly where leases apply). Inspections suggest that council-maintained fields are generally in better condition than sporting club-maintained fields.

In most instances, where buildings are leased, lessees are required to conduct all maintenance. Where leases are not in place, councils tend to conduct most maintenance with users responsible for interior maintenance and cleaning. It is difficult to summarise rates systems used. Rates vary from \$0 (rates fully subsidised) through to users' paying full rates. There are also vast differences in those rates and charges applicable to users (e.g. water rates, water consumption charges, sewerage charges, garbage collection charges, other statutory charges). In essence, council's position on sport and recreation provision as a community service obligation determines the level of applicable rates and charges.

Councils in Greater Hobart currently use a seasonal licence model and peak sporting groups indicate that clubs are generally content with this process. However, in order for clubs to establish a 'home' and to be encouraged to conduct forward-planning and development initiatives, it is recommended that councils consider adopting a tenure policy for sport that includes offering users a permit to occupy (licence) over playing fields and the ancillary facilities (such as pavilion, changerooms and storage) associated with these fields. Potentially, a range of lengths of permit may be possible (up to five years with five year option). Leasing sports facilities and pavilions to users is not recommended unless the club is seeking single use and committing significant resources into the facilities.

Sporting groups only require use of playing fields and courts at those times booked for use. Outside these times, council should be free to conduct maintenance or make the fields and courts available for additional users and the general public.

User groups should be encouraged for sharing facilities where this is a practical approach.