



Brighton & Pontville Local Area Plan

JULY 2026

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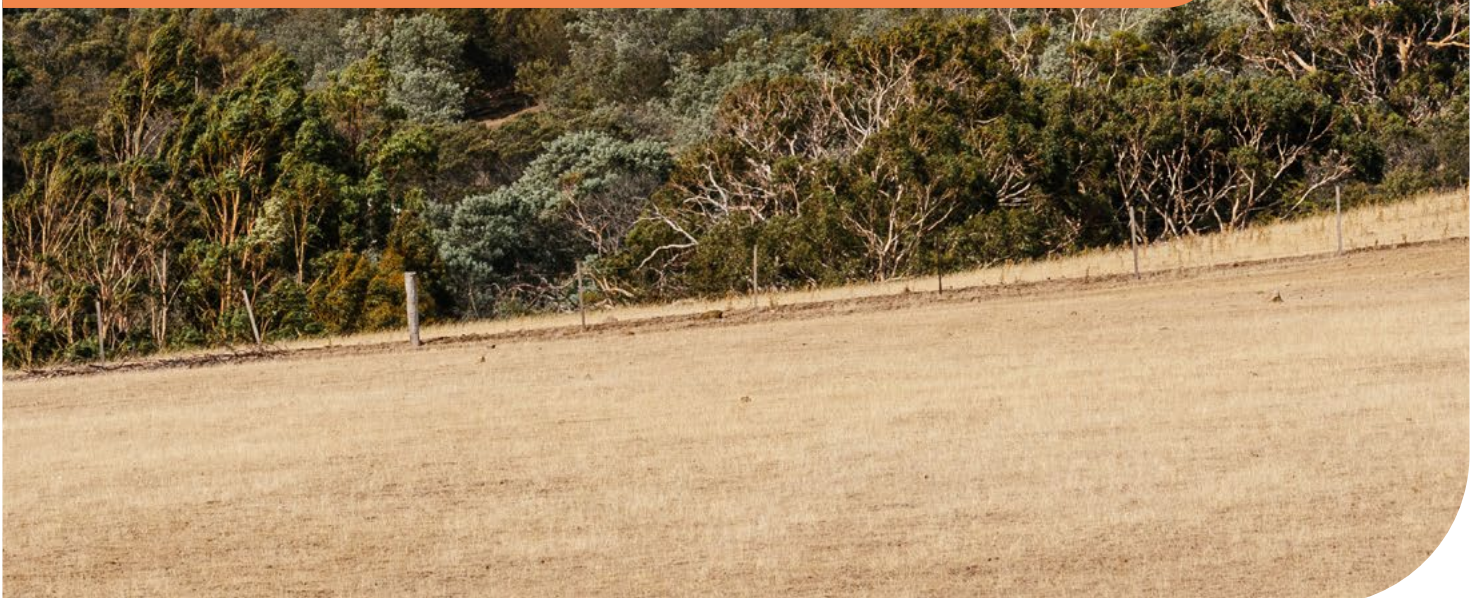


Brighton
going places





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
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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.

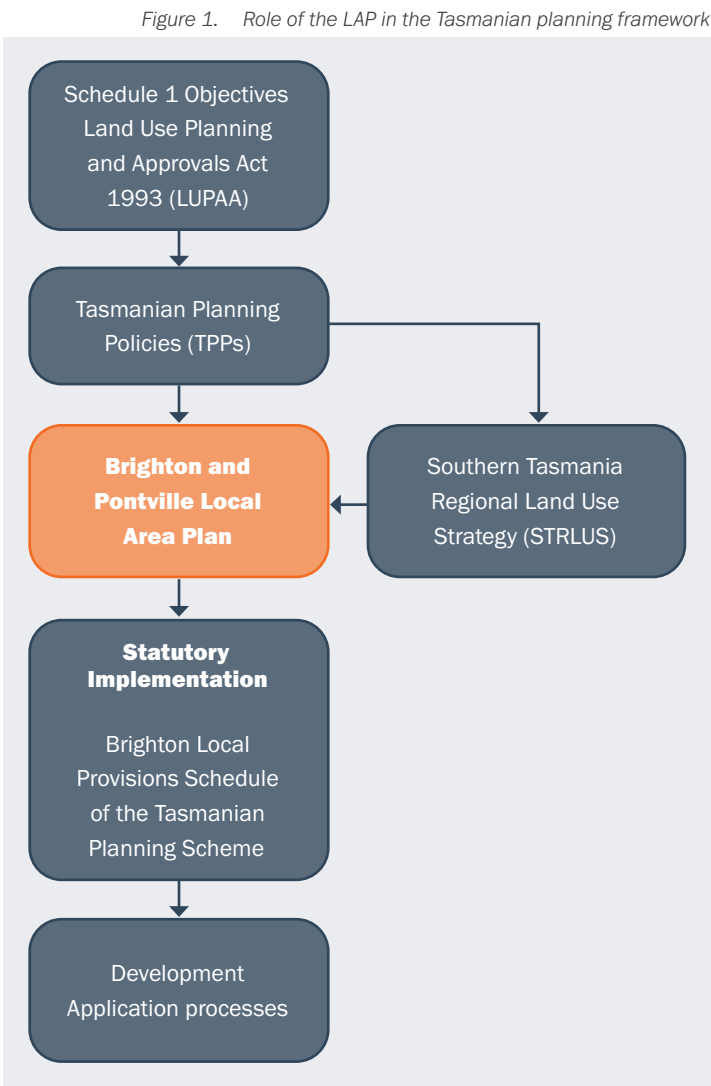
The LAP is intended to guide Council and relevant stakeholders in making decisions that support and realise the respective roles of Brighton and Pontville in a planned and sustainable way.

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.

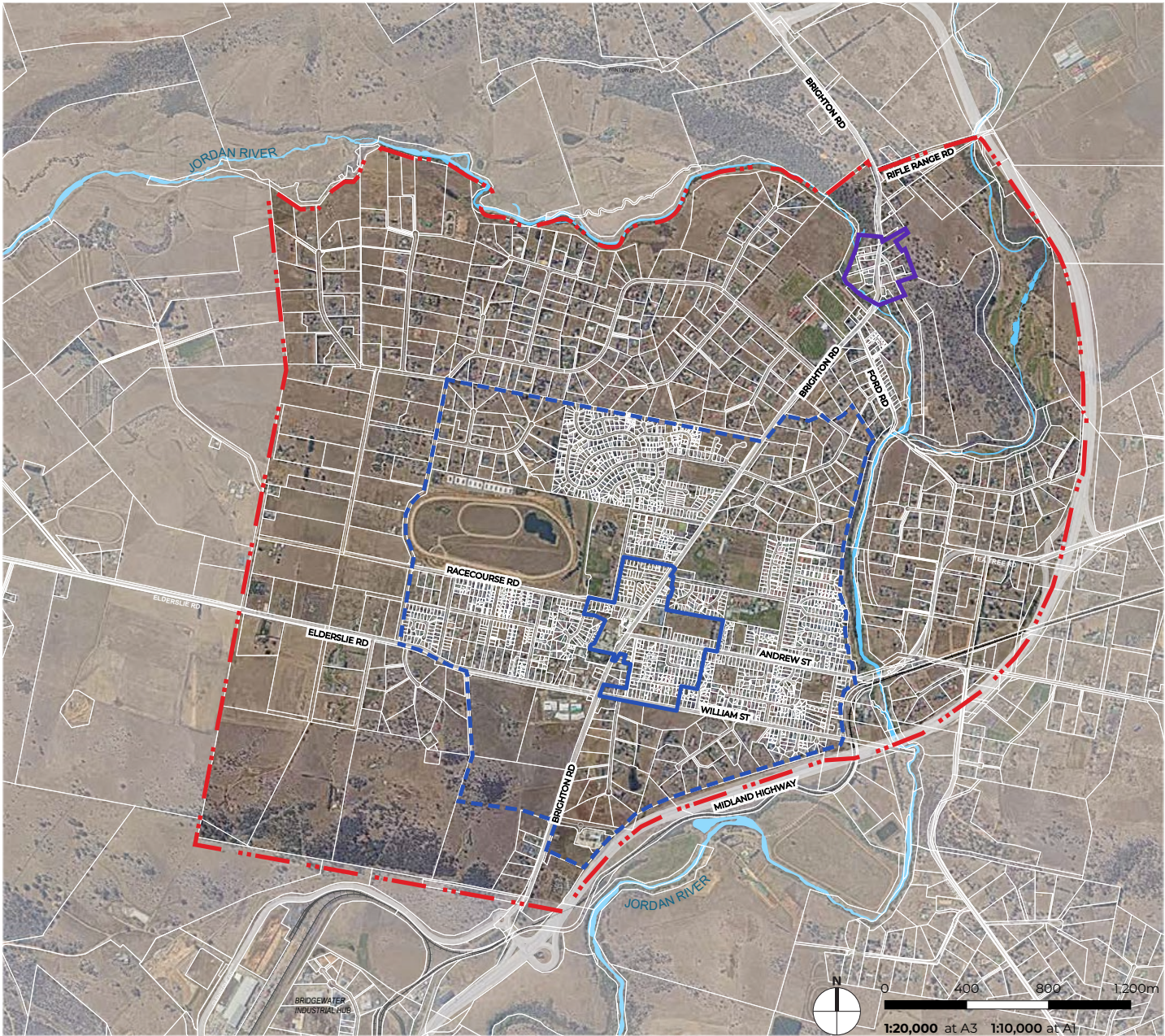
The study area includes parts of Brighton (S) and Pontville and their immediate surrounds, located within Hobart's southern growth corridor. The area benefits from strong regional connections, including proximity to Hobart and access to the Midland Highway, which support Brighton's (S) role as a key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

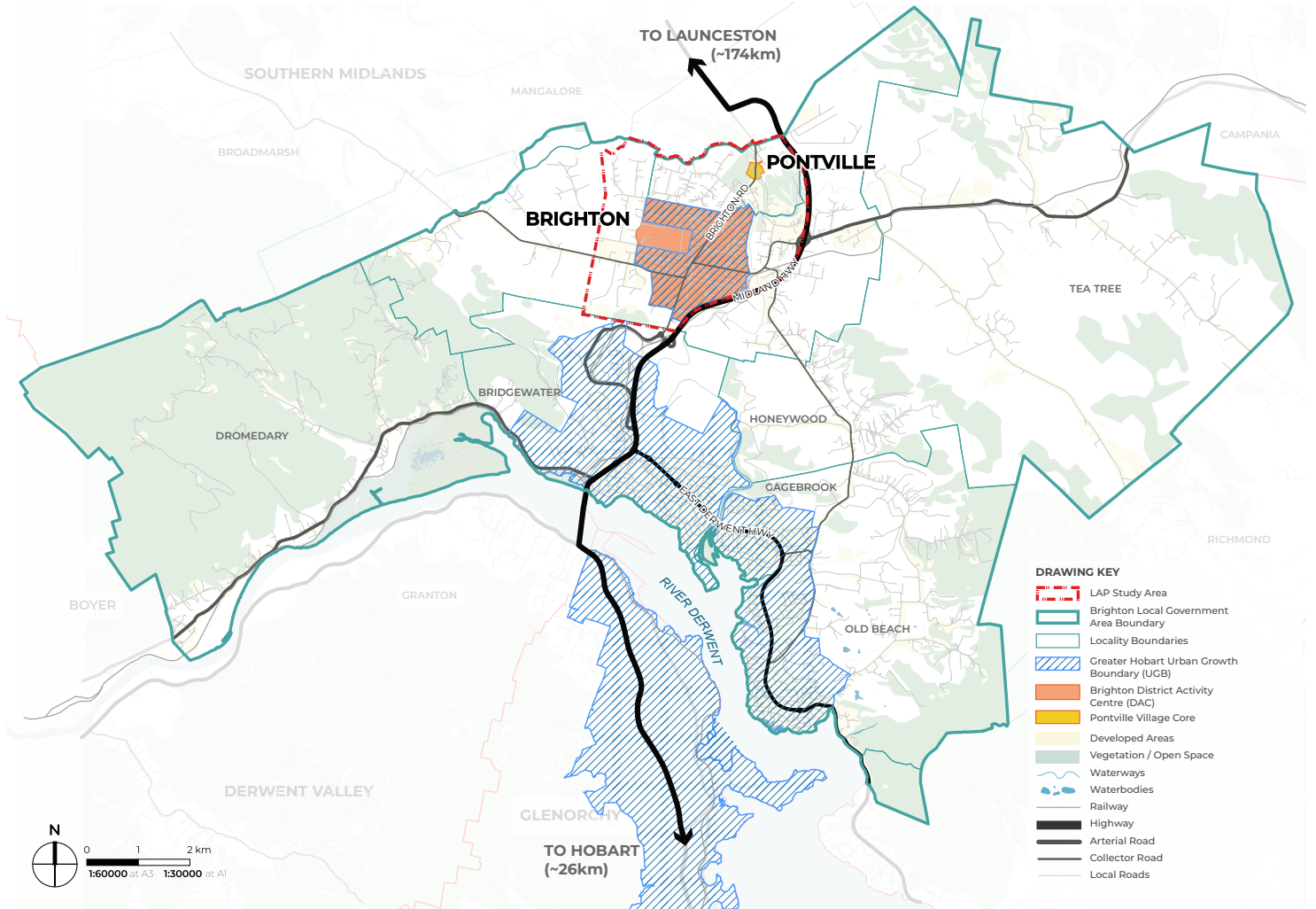
Figure 2. Brighton & Pontville Local Area Plan Study Area



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.



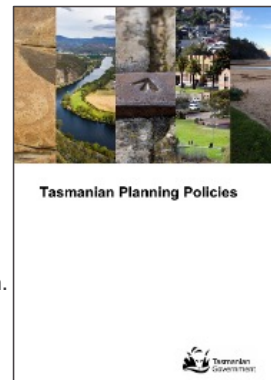
Importantly, the STRLUS is subject to periodic review (typically every five years), providing an opportunity for the aspirations of the Brighton Activity Centre Strategy and this LAP to inform future updates to the regional settlement hierarchy.

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

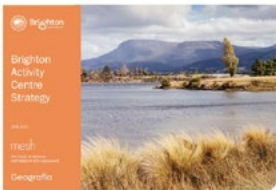
Key Directions for the LAP

- > 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.





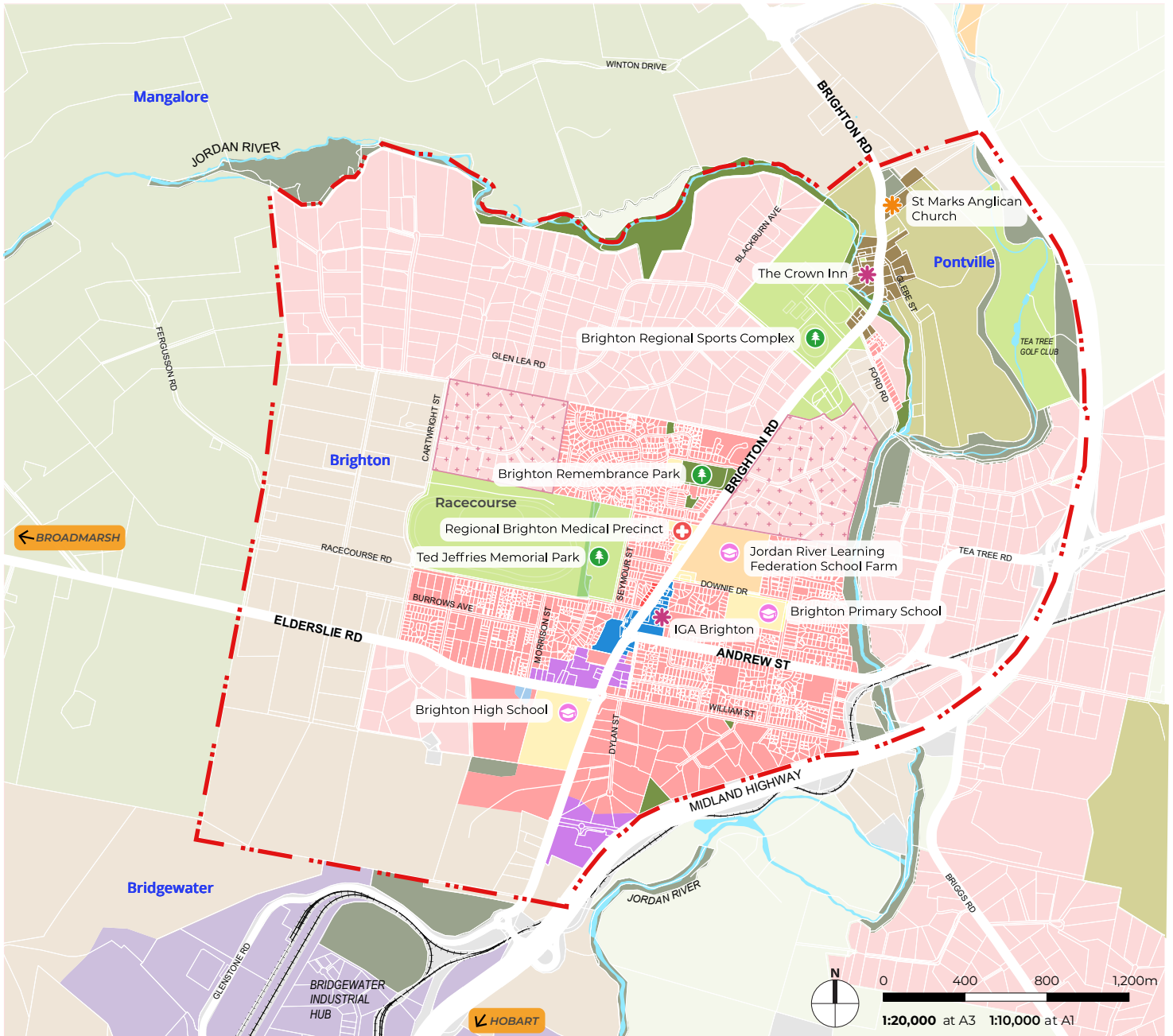
6. SITE ANALYSIS

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:

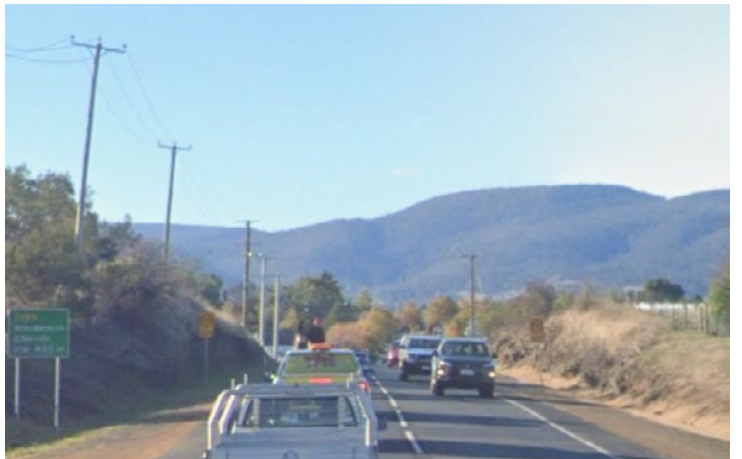
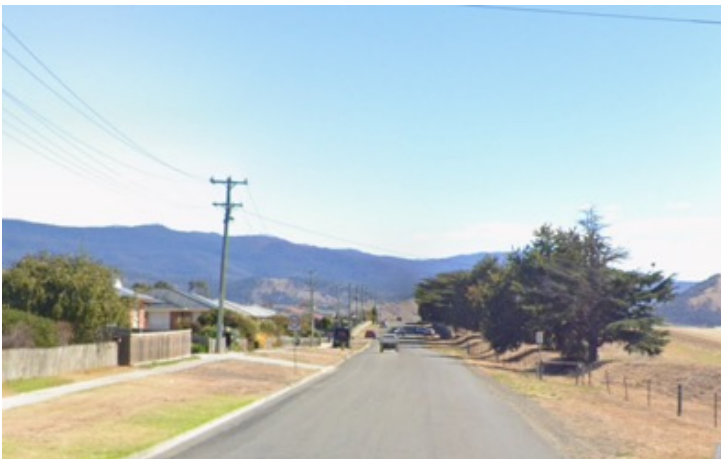
- > **Andrew Street (facing east):** The land slopes down to the Jordan River opening up longer range views east to the hilly terrain around Tea Tree.
- > **Racecourse Road (facing west):** Mount Dromedary and Tanina Bluff are prominent in this viewline and mark a transition to denser forested landscapes 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.

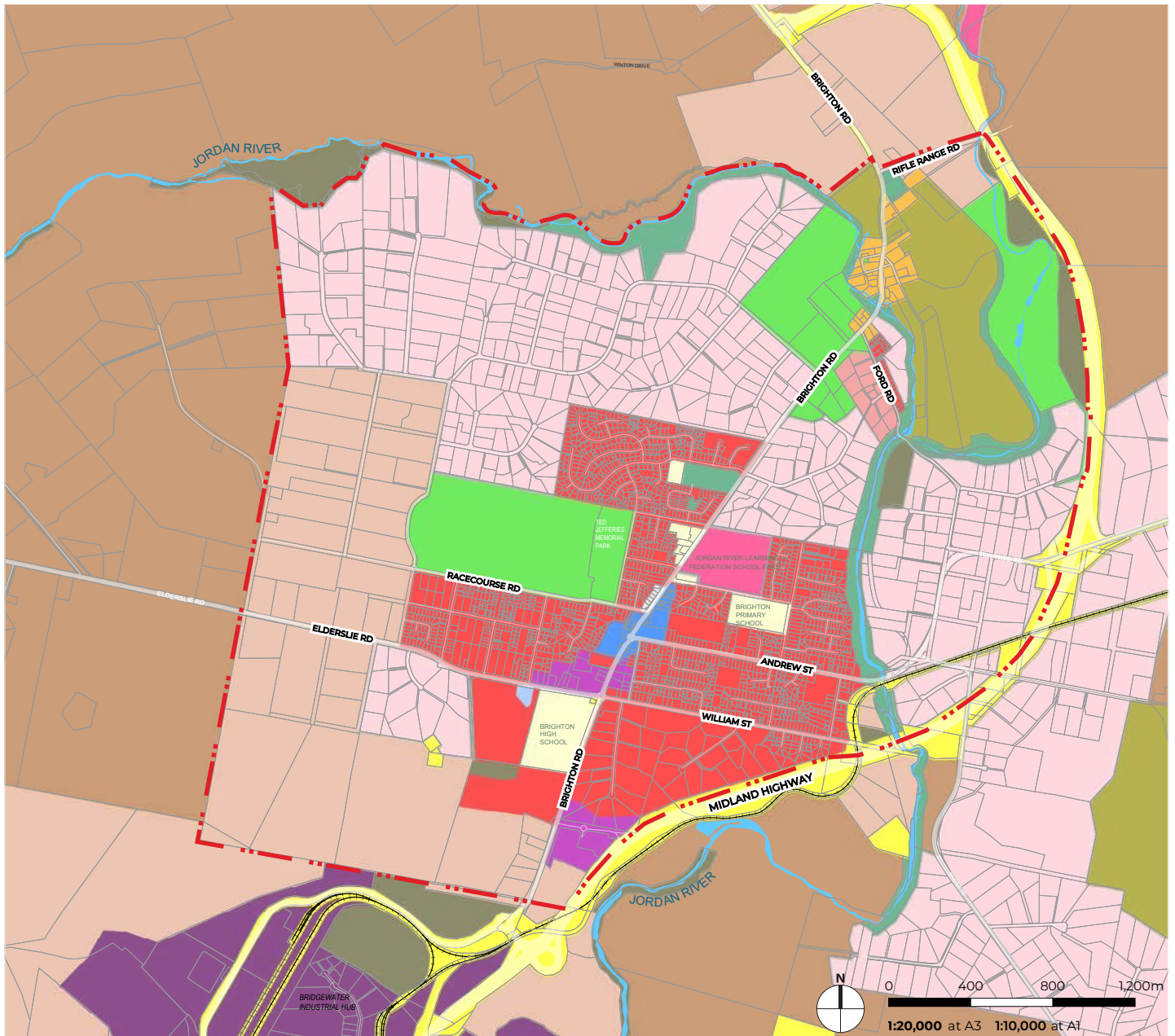
Land has been zoned Light Industrial to the south of the Brighton South Urban Growth Area which supports a Highway Services Precinct and includes a petrol station and convenience retail. This service precinct has direct access off the Midland Highway. It currently sits apart from Brighton (S), but future 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.

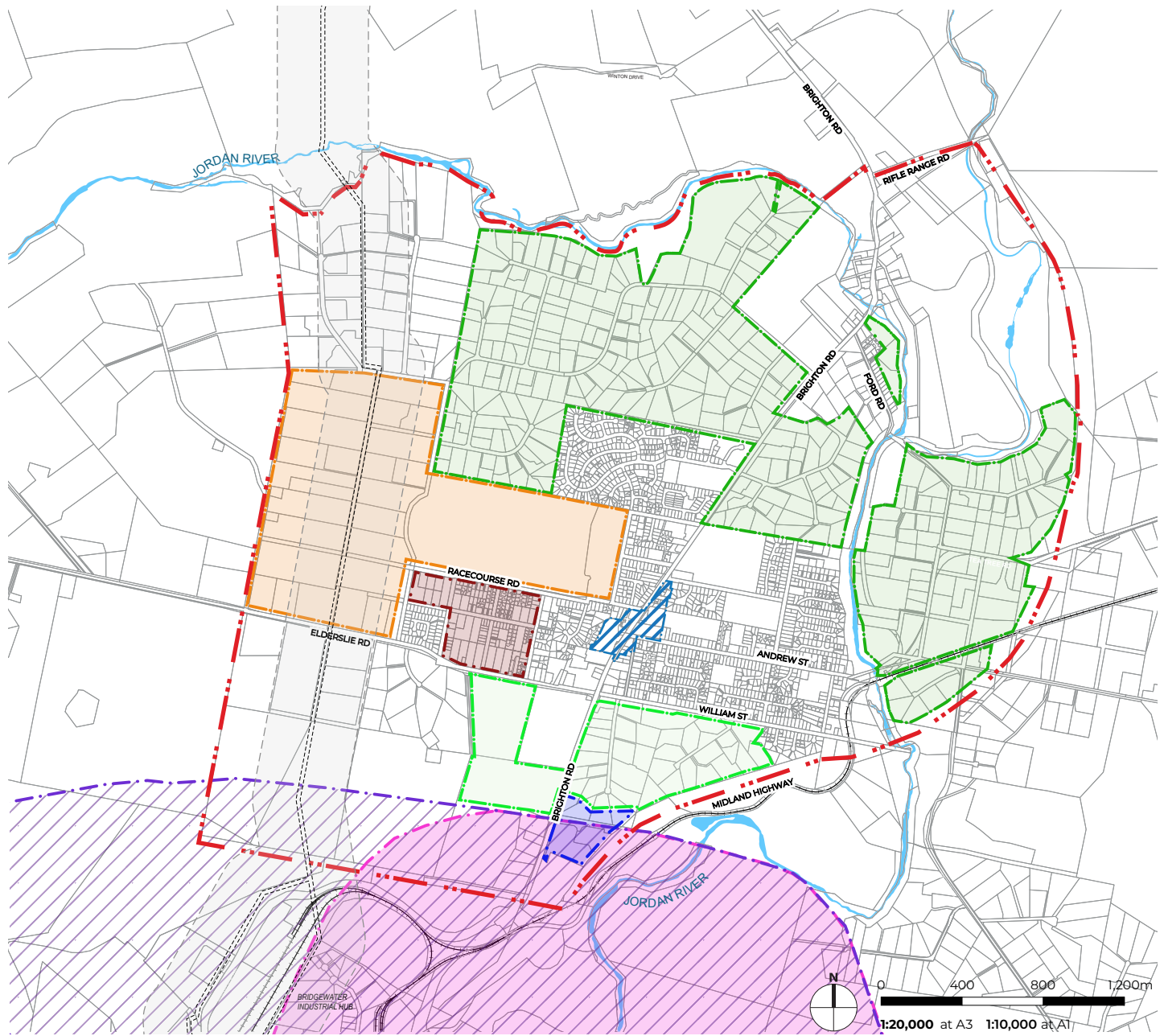
In addition to the SAPs, there is an identified utility corridor affecting the LAP area:

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

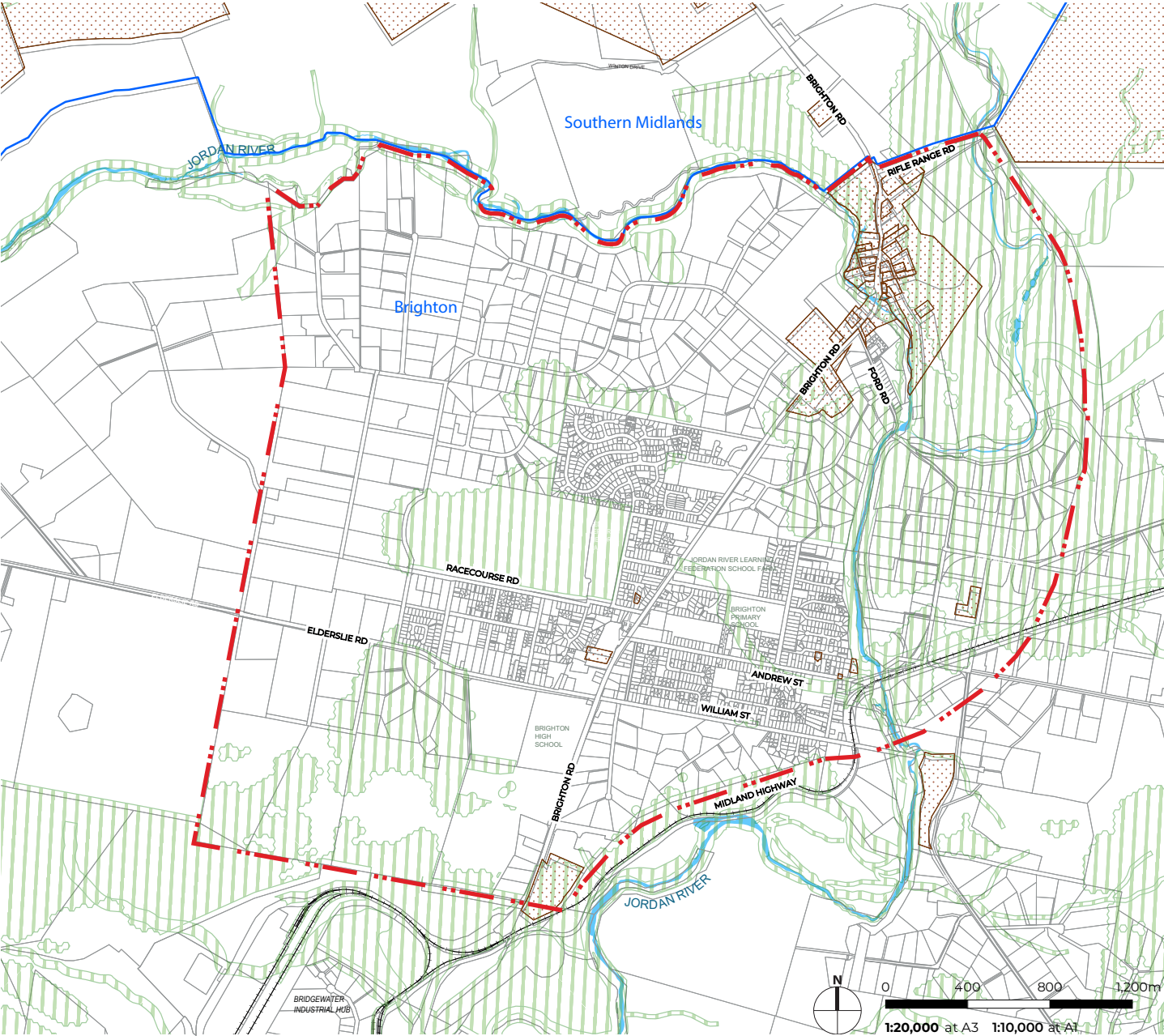
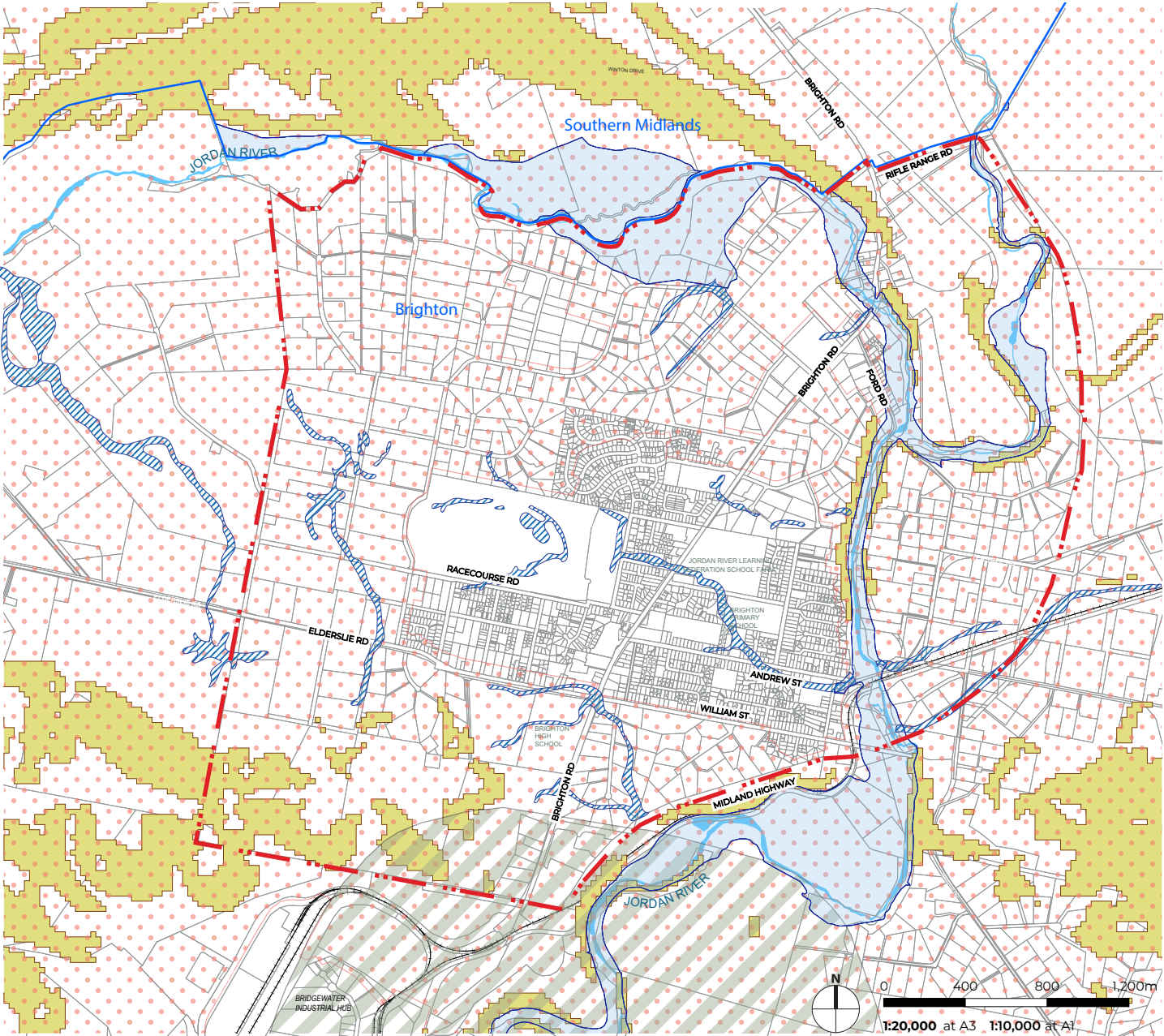


Figure 10. Brighton & Pontville Landscape controls



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 Jefferies 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.

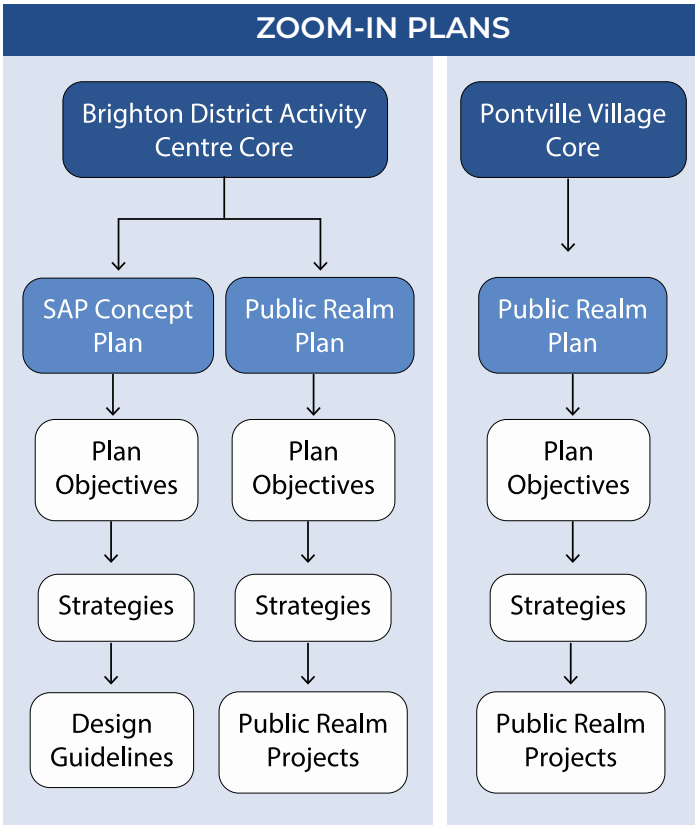
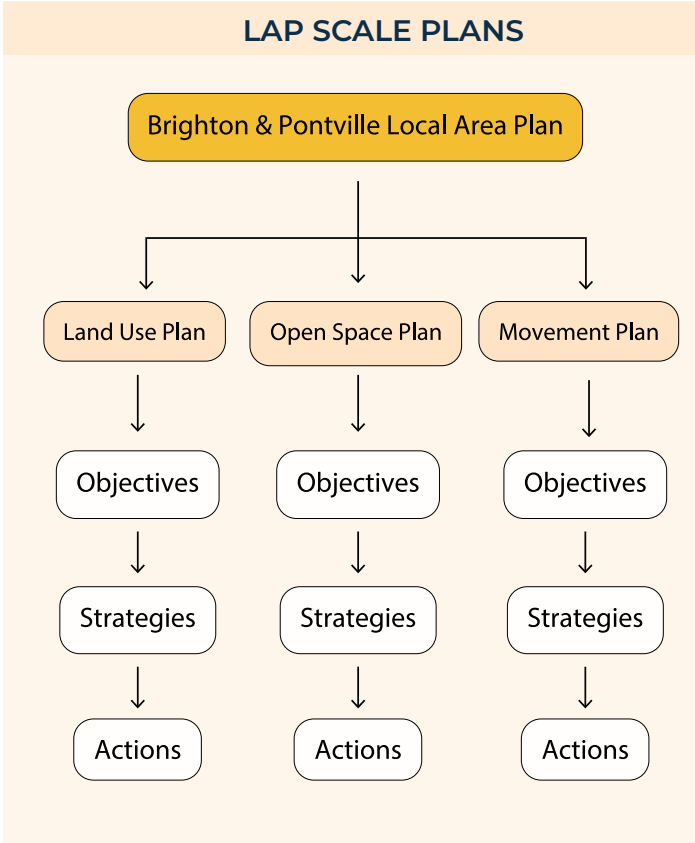
The Actions also identify the need for public realm improvements in both Brighton and Pontville.

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.

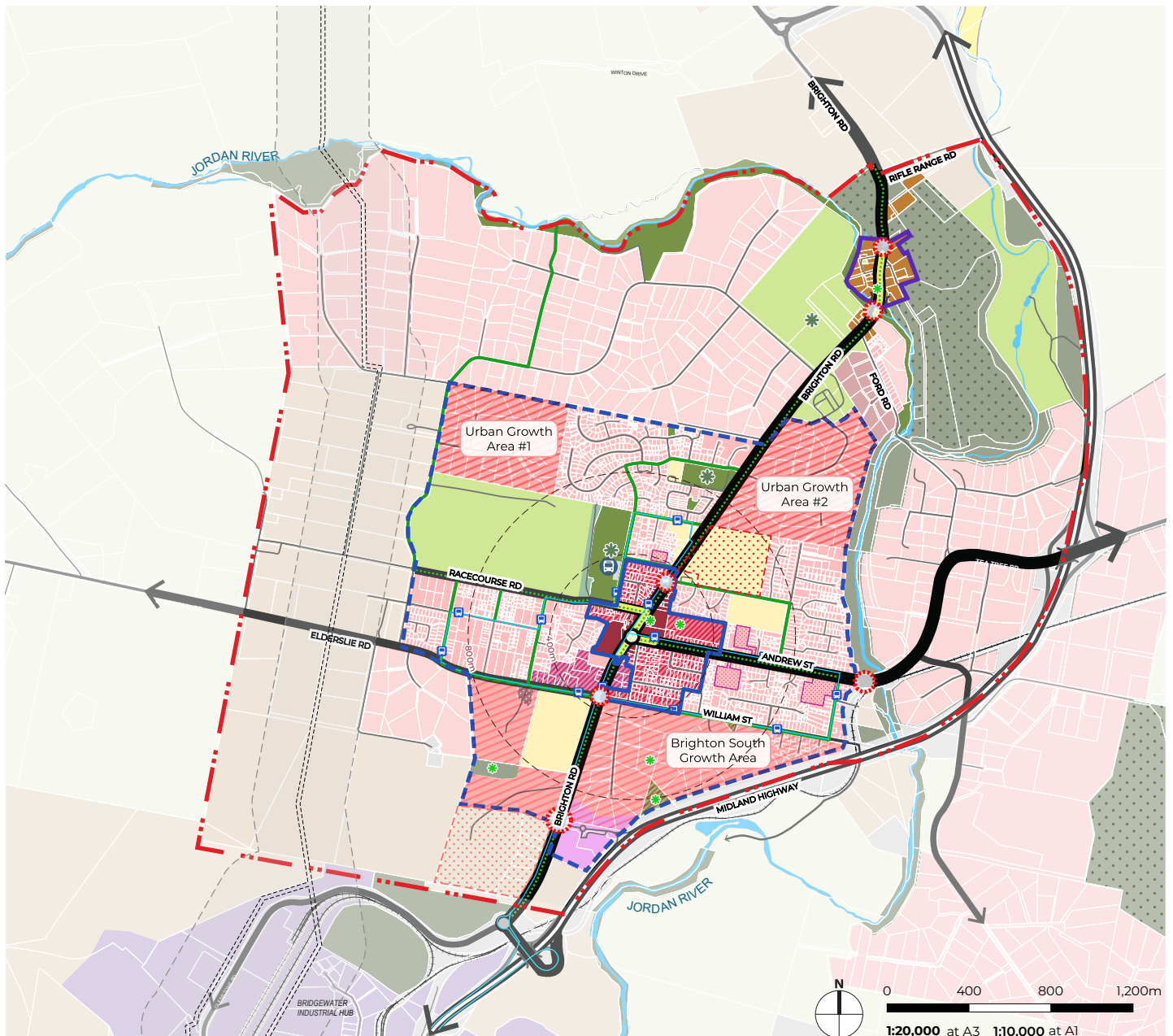
Improved shared paths and pedestrian and cycling links will support regional movement, encourage sustainable travel and improve access to services. Existing open space assets will be upgraded and better connected, reinforcing their role as key community anchors.

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:

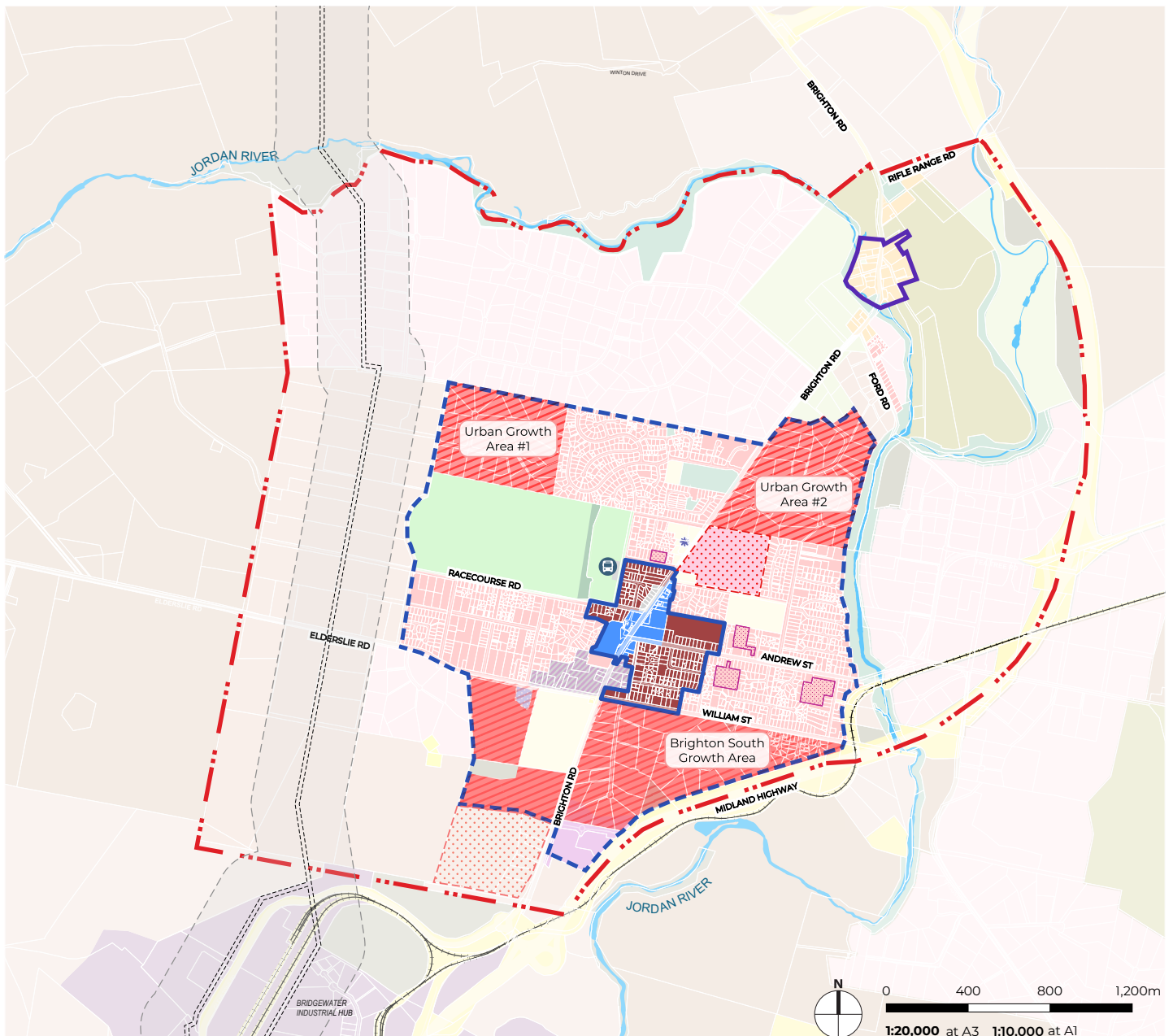
FRIA #1: FRIA #1: Rural Zone land, south of Brighton High School and west of Brighton Road. Future rezoning is subject to further investigation and should provide resolution of constraints associated with the Bridgewater Quarry SAP and Brighton Industrial Hub SAP.

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

Cadastre

Brighton District Activity Centre (DAC)

Brighton District Activity Centre (DAC) Core

Pontville Village Core

ZONES & PRECINCTS

Existing General Business Zone

Existing Local Business Zone

Existing Urban Mixed Use Zone

Proposed Urban Mixed Use Zone

Proposed General Residential Zone

Proposed Inner Residential Zone

Proposed Urban Growth Areas

Proposed Future Infill Sites

Future Residential Investigation Area 1: Brighton South Rural Zone

Future Residential Investigation Area 2: Elderslie Road Local Business Zone

Future Residential Investigation Area 3: Learning Federation School Farm

Existing Regional Brighton Medical Precinct

Existing General Residential Zone

Existing Low Density Residential Zone

Existing Rural Living Zone

Existing Rural Zone

Existing Village Zone

Existing Particular Purpose Zone

Existing Community Purpose Zone

Existing Recreation Zone

Existing 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

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.

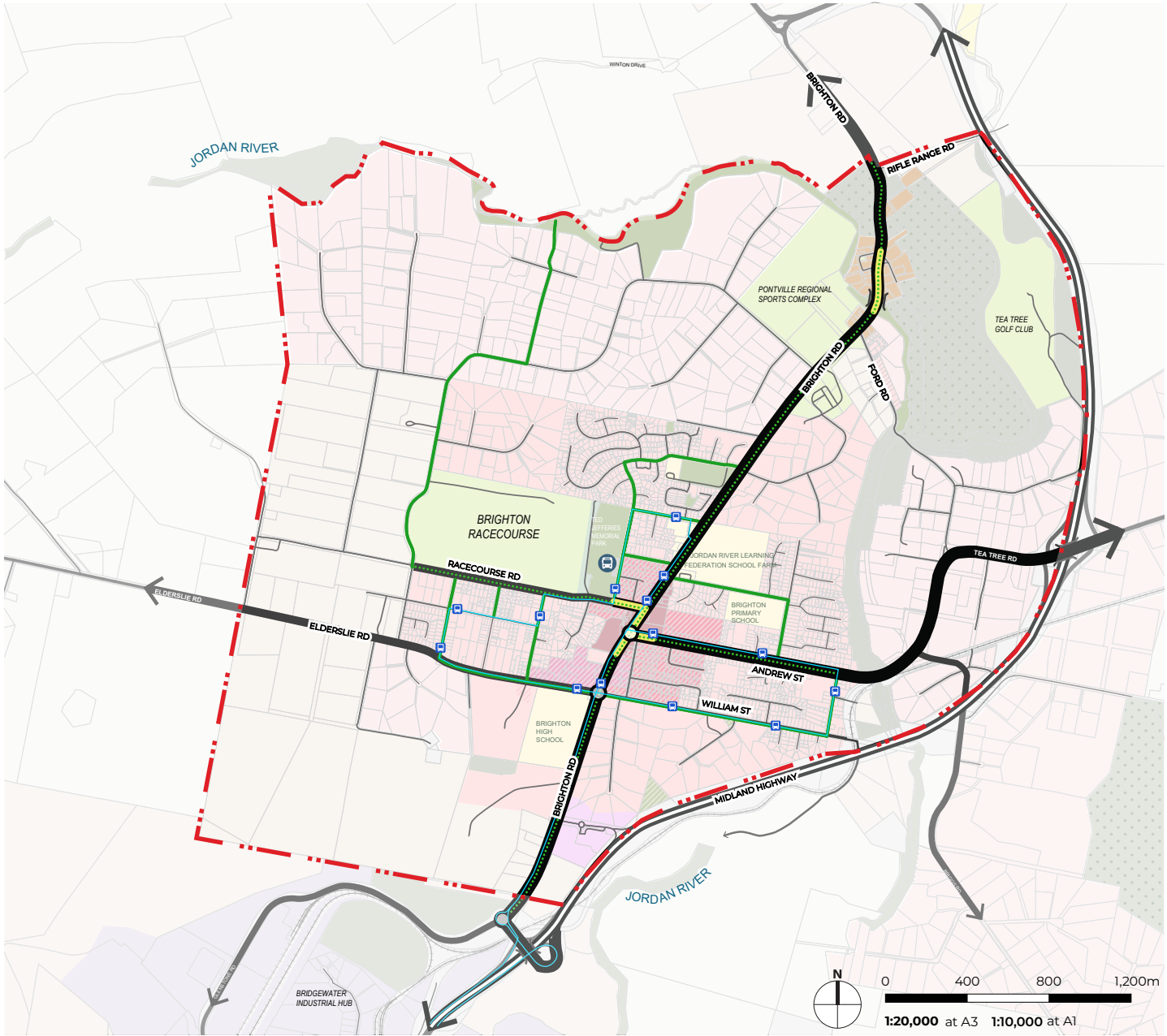
- > Review bus routes, service frequency and provision to improve access to bus travel.
- > Encourage the Ted Jeffries Memorial Park car park as a primary long stay parking location for Activity Centre users.
- > Create a regional township trail loop by completing and expanding the Jordan River Loop.
- > 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

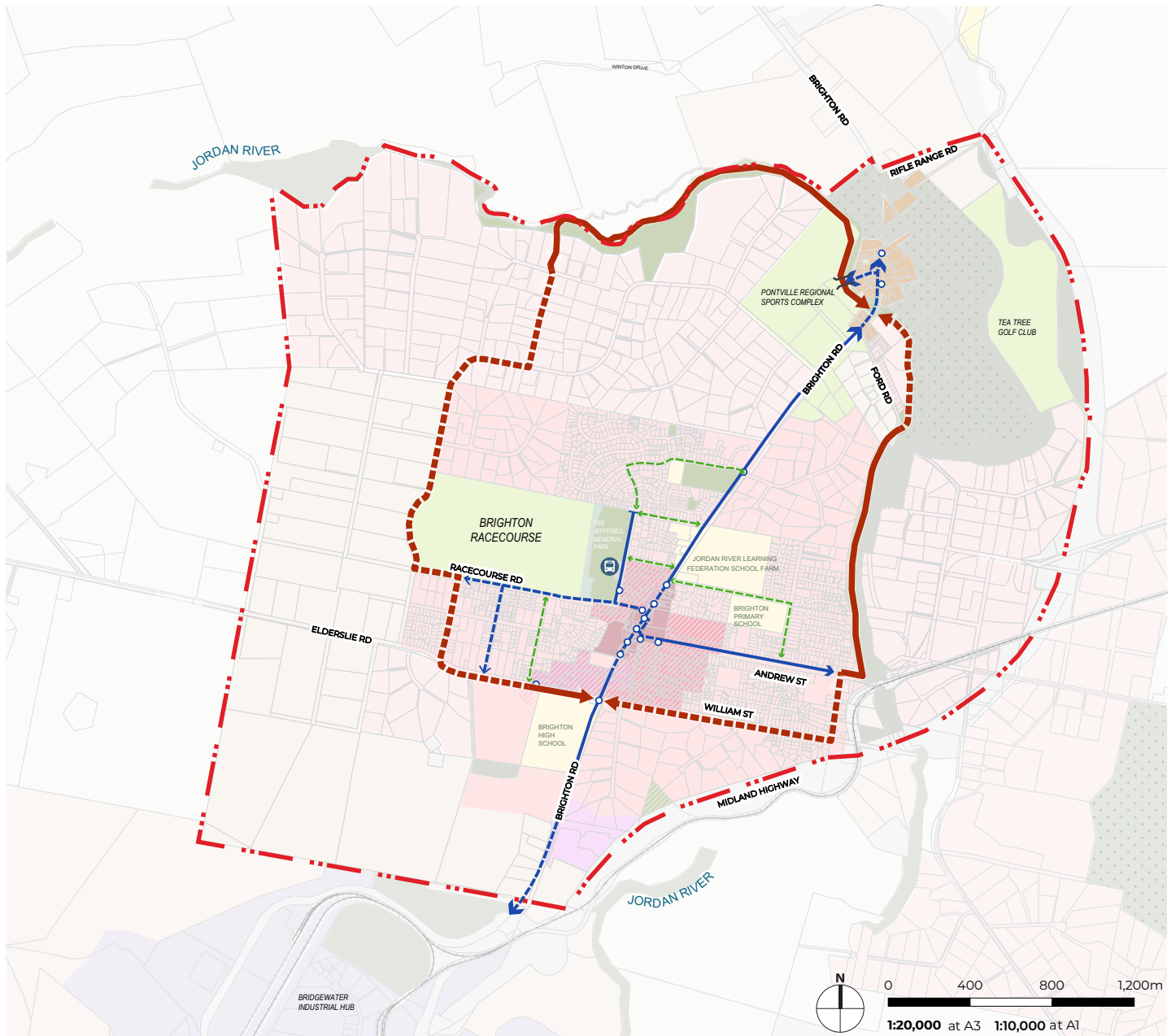
- LAP Study Area
- Cadastre
- Highway
- Proposed Boulevard Collector Road
- Collector Roads
- Roundabouts
- Proposed Pedestrian-priority Slow Zone
- Proposed Green Street Collector
- Proposed Green Street Local Road
- Existing Local Road
- Existing Bus Route and Bus Stops
- Proposed Park + Ride

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.

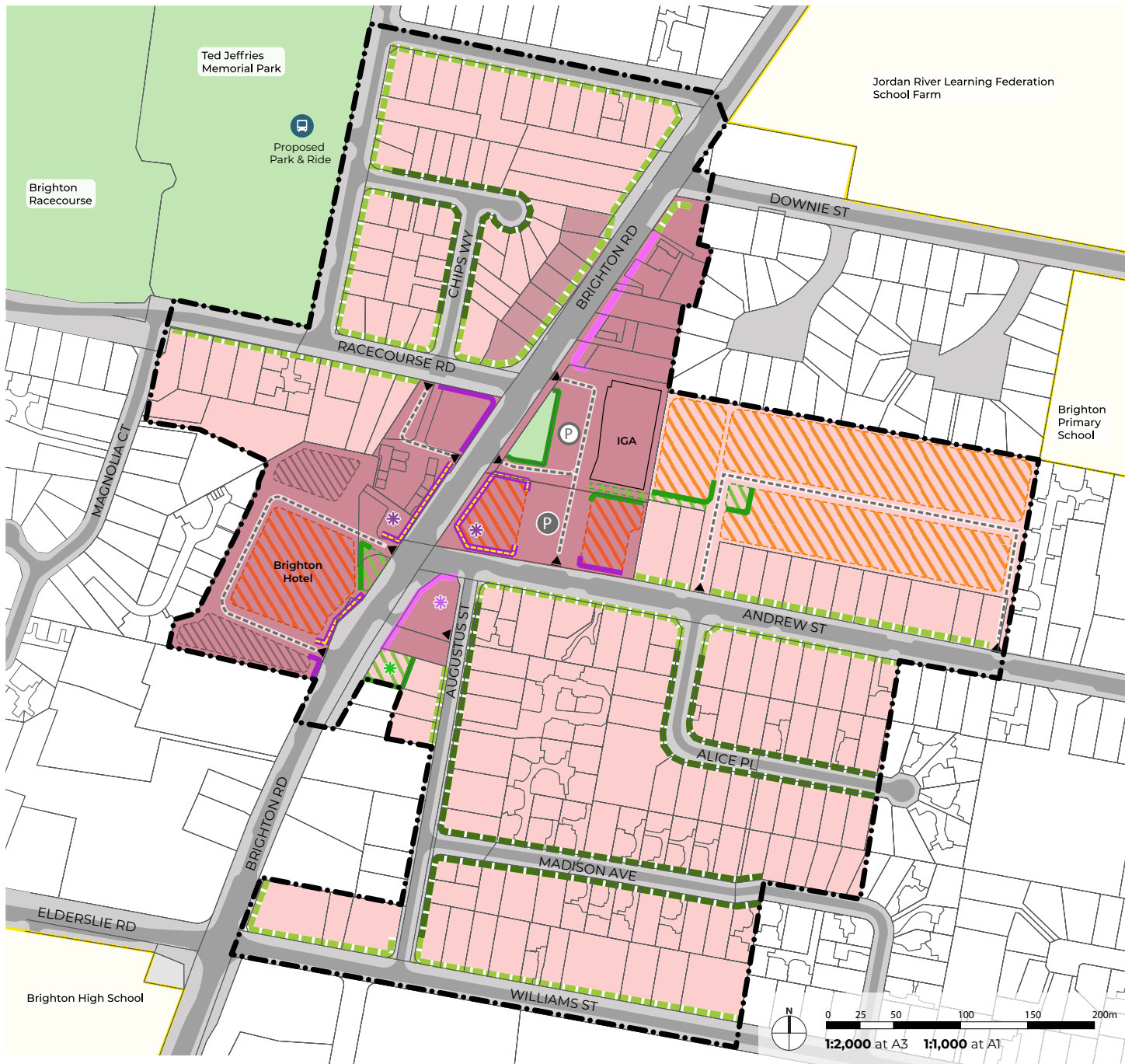
Setbacks

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
- Cadastre
- 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

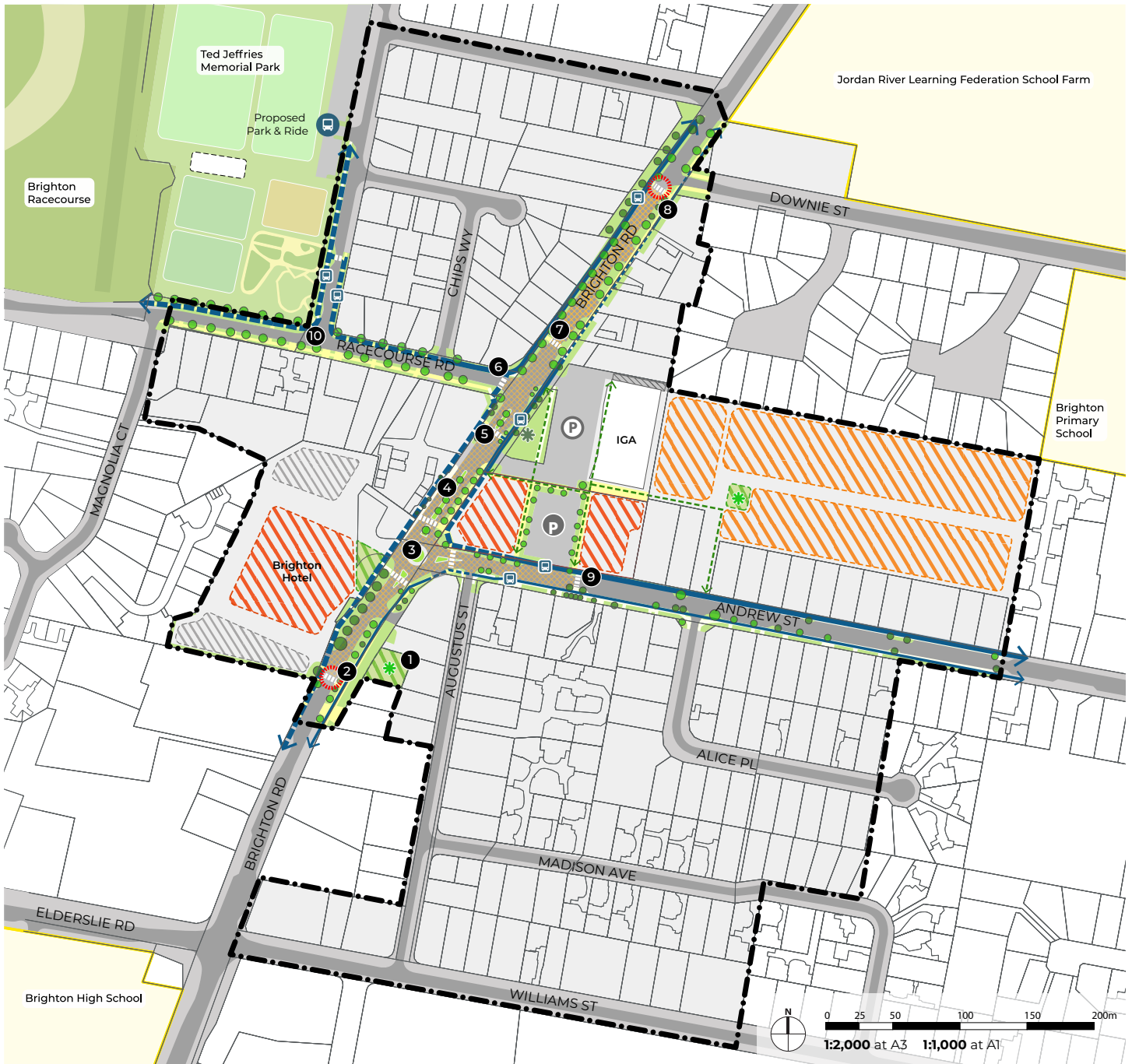
- > Implement a “pedestrian priority slow zone” within the Brighton DAC Core in line with Figure 22 and guided by the street sections C (refer Appendix 1), including:
 - Widened verge with increased street tree planting
 - Widened footpath / shared path
 - Outdoor dining / greening opportunities
- > 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
- Cadastral
- 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.

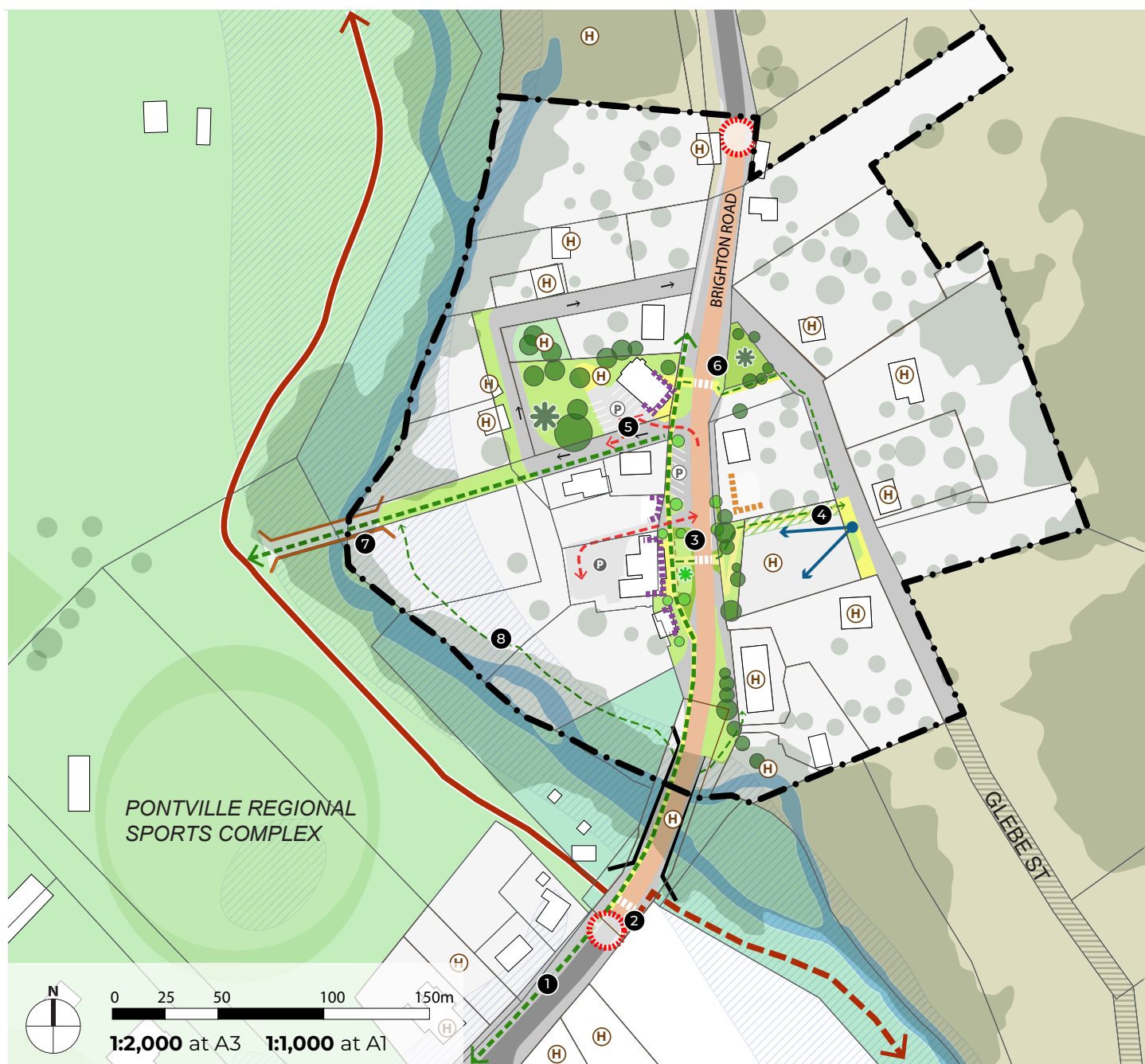
It is acknowledged that there has been previous, and that there is ongoing, interest in development of the Pony Hill site. The site is highly visually sensitive and retains strong, intact landscape values that make a significant contribution to the character and setting of Pontville.

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

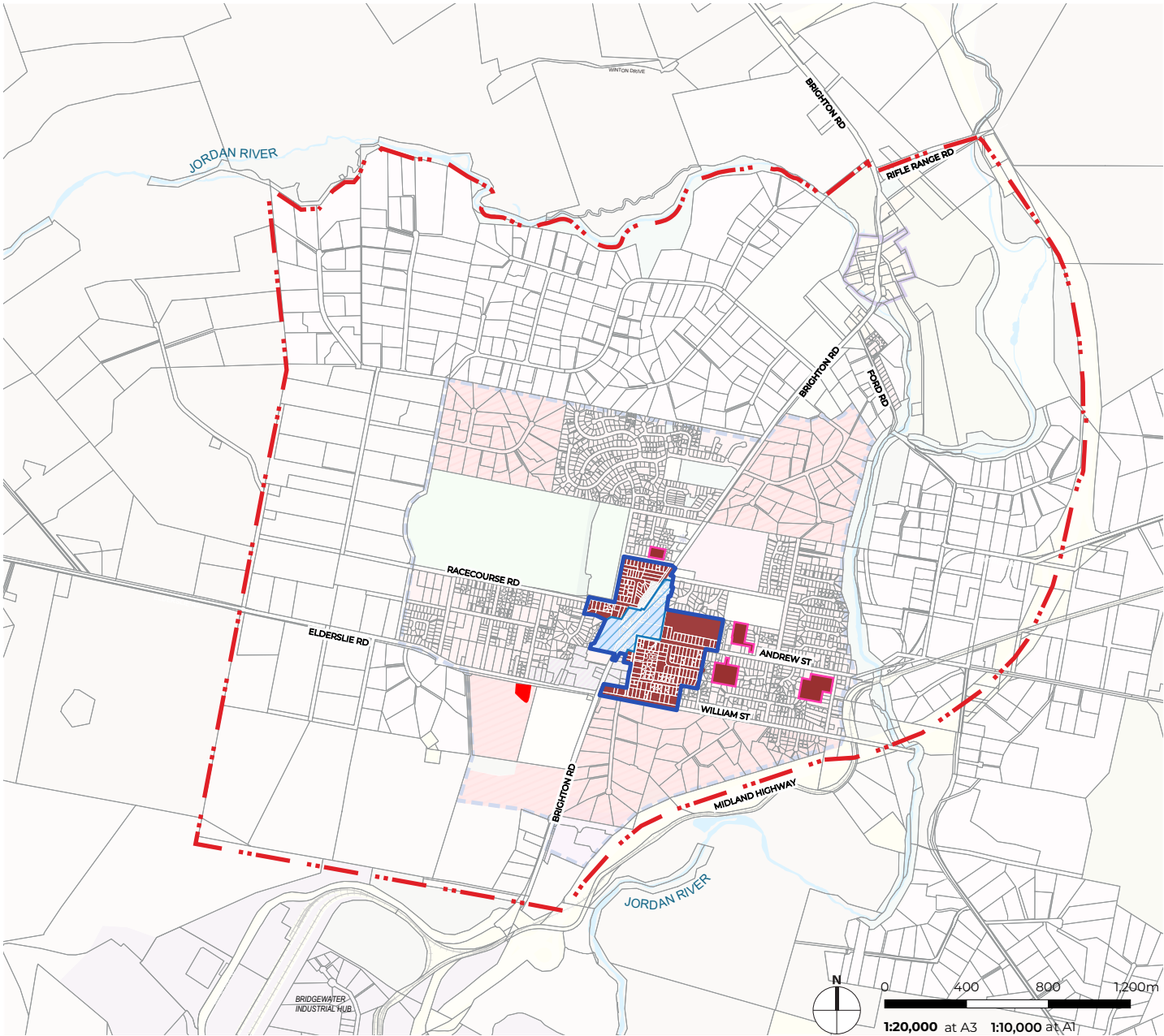
- > Engage with Homes Tasmania to rezone the existing Local Business Zone to the General Residential Zone.
- > Rezone the identified “future Infill sites” to the Inner Residential Zone.
- > Rezone the General Residential Zone within the Brighton DAC Core to the Inner Residential Zone.

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

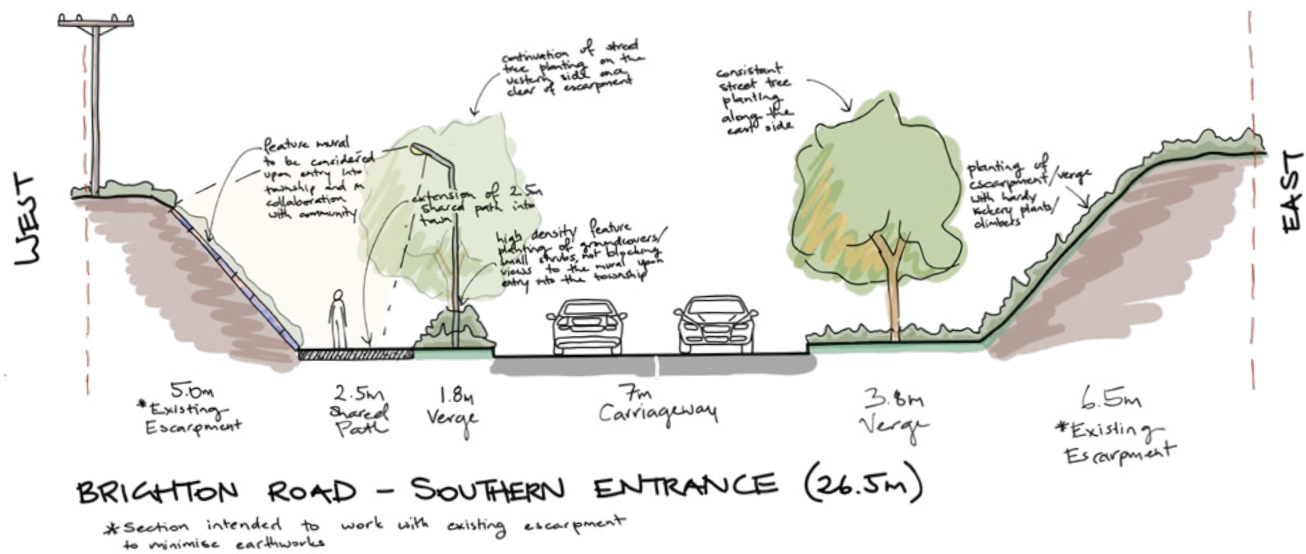


18. APPENDIX 1 - STREET CROSS-SECTIONS

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

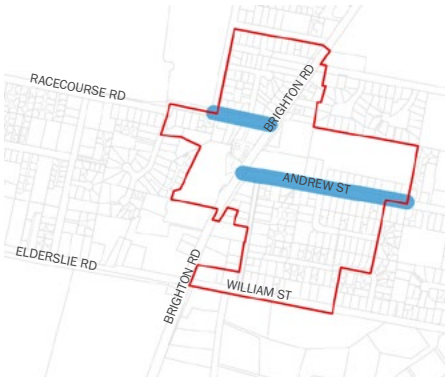
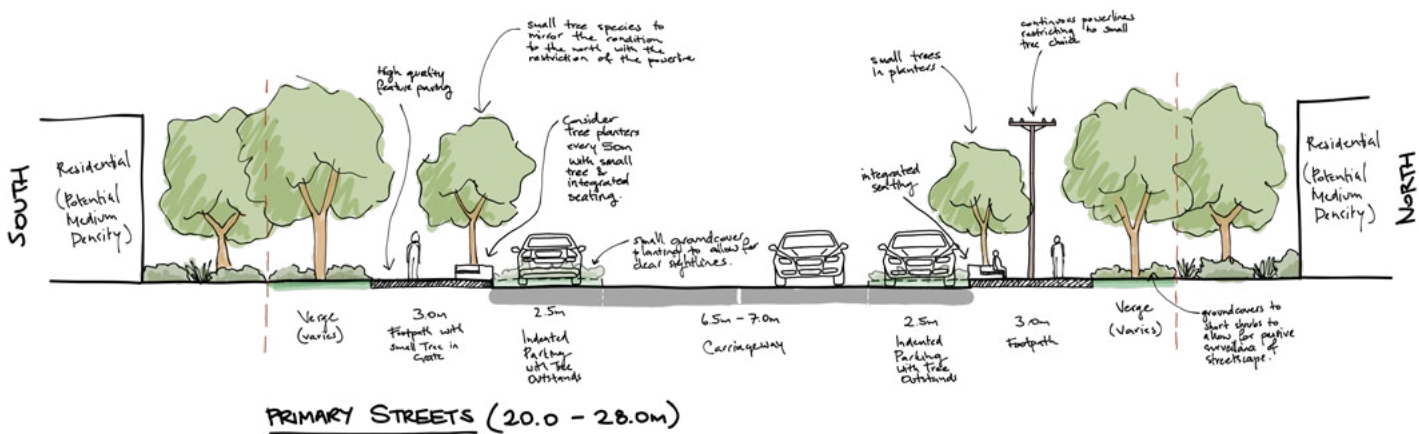


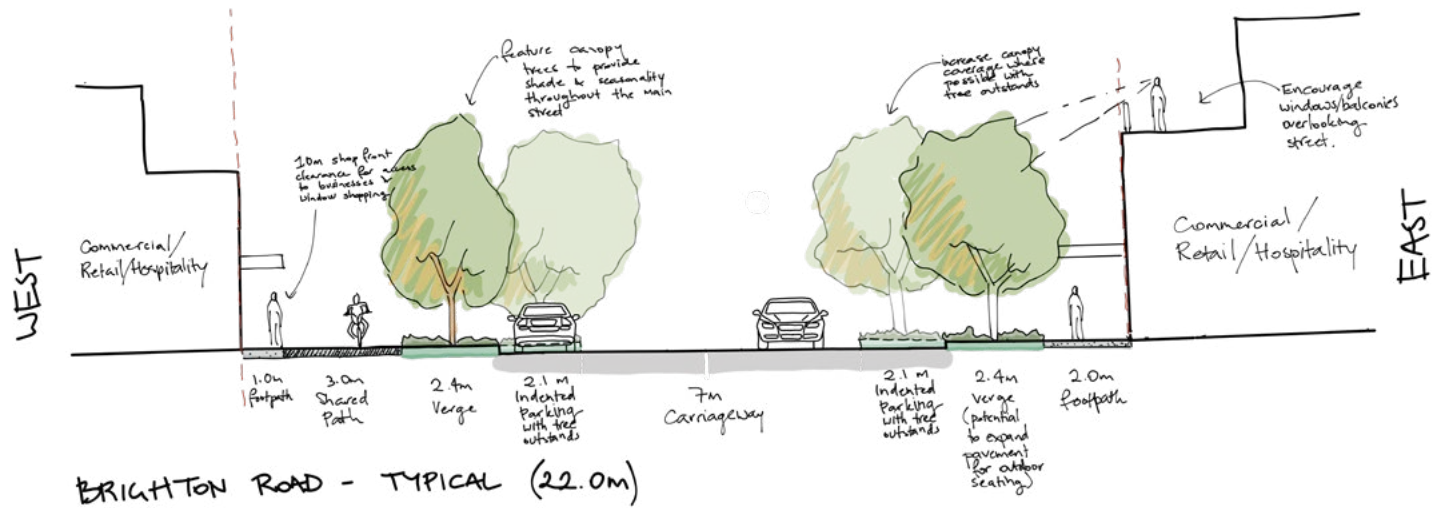
Figure 27. Section B – Primary Streets (Racecourse Road and Andrew Street) – Typical Section



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

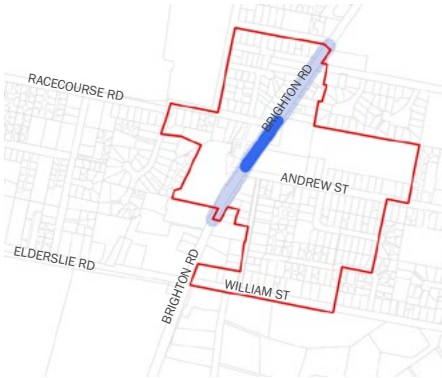
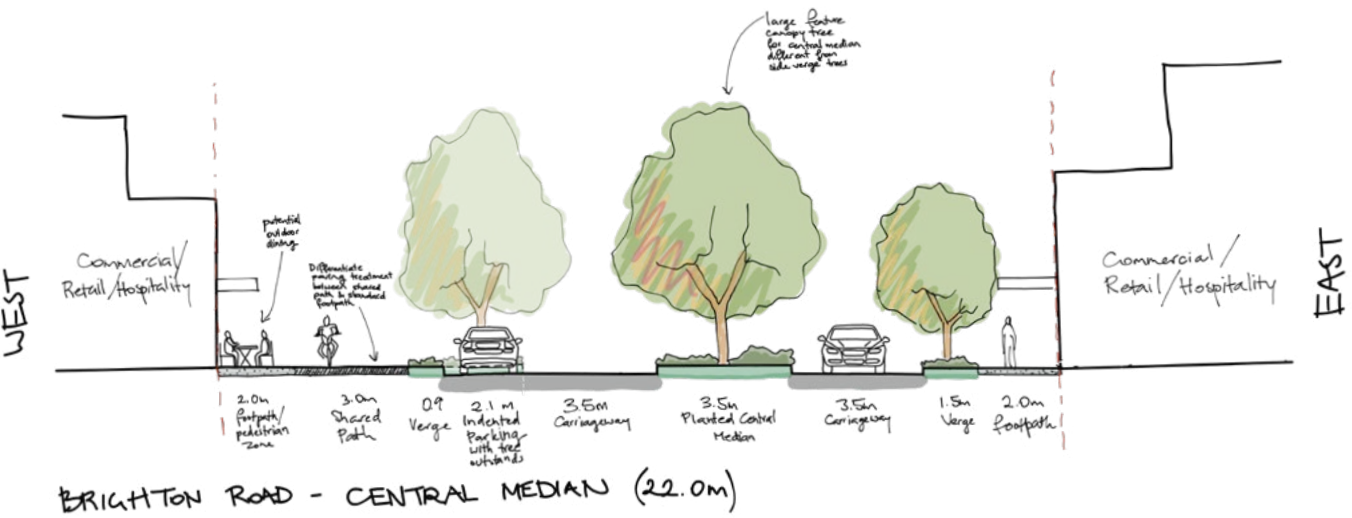


Figure 29. Section D - Brighton Road – Town Centre Core – Central Median Section



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

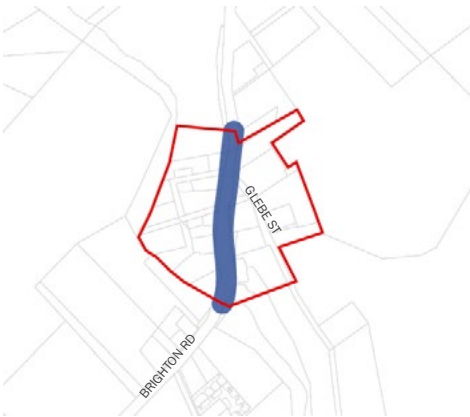
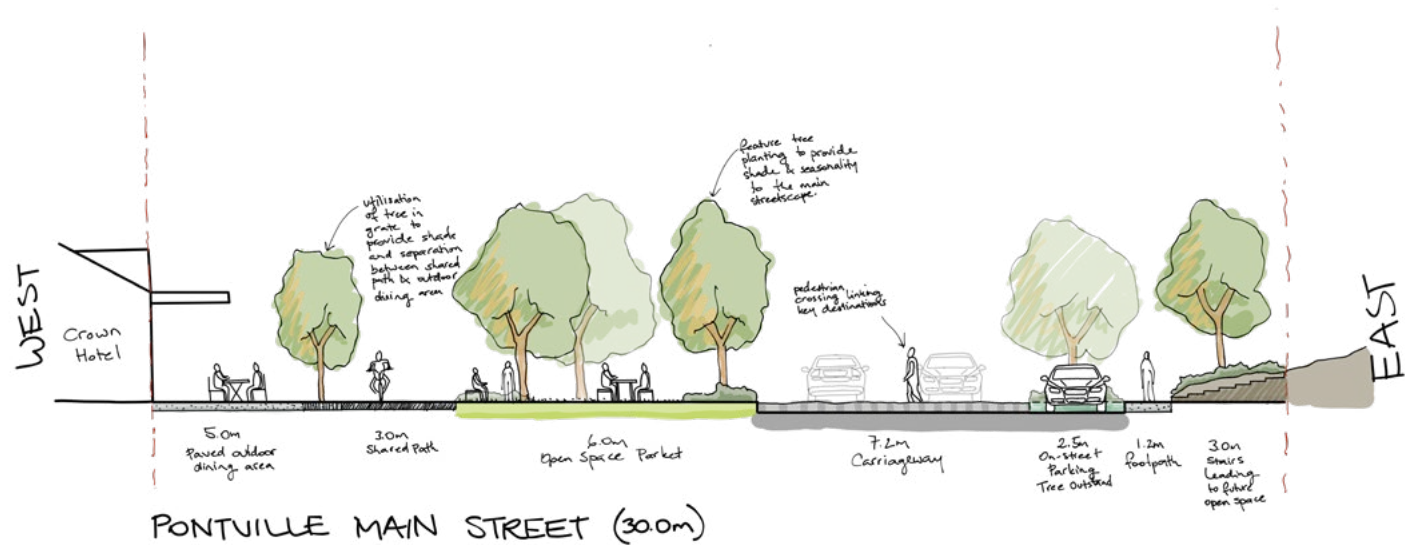


Figure 30. Section E – Pontville – Brighton Road – Town Centre – Main Street



Brighton & Pontville Local Area Plan

JULY 2026

