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BRIGHTON HUB STRUCTURE PLAN

CONSULTATION SUMMARY REPORT

Prepared for **Brighton Council**
Prepared by Niche Planning Studio

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

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1. EXECUTIVE SUMMARY

Niche Planning Studio undertook two rounds of engagement for the Brighton Hub Structure Plan on behalf of Brighton Council.

- Round 1, February – March 2026, to introduce the project and identify early issues, constraints and priorities.
- Round 2, July – August 2026, to test the preferred Structure Plan and concept options.

Across both rounds, approximately **198 landowners, businesses, agencies and government authorities** were invited to take part. This comprised **185 landowners and businesses** reached by letterdrop and email (same list used both rounds), **6 Department of State Growth representatives**, and **7 Tasmanian authorities and utility providers** (including Palisade).

Of those invited, **43 individuals and organisations actively participated** across both rounds: 10 landowners and businesses through Community Reference Group sessions and one-on-one discussions, 6 Department of State Growth representatives, 7 Tasmanian authorities and utility providers, 6 written submissions in Round 2, and 13 online survey responses. DSG and NRE engaged in both rounds, first through discussions and mapping review, and then through written submissions.

Feedback was consistent across both rounds. Support for the Hub's roles and the precinct based approach, with recurring matters on rail protection, environmental and drainage mapping, land use flexibility for emerging industries and discussion around approval timeframes, expansion areas and infrastructure capacity and funding. A submission from Aboriginal Heritage Tasmania raised Aboriginal heritage values as a matter currently not addressed in the draft Structure Plan. One landowner raised concerns about the supply and demand assessment, disputing the methodology used to calculate land consumption and market-ready land supply; differing views on these matters are acknowledged and the final Structure Plan will address definitions clearly.

2. INTRODUCTION

This report outlines the engagement activities undertaken across Round 1 and Round 2 consultation phases for the Brighton Hub Structure Plan, and provides an analysis of all received feedback. The engagement activities and feedback from Round 1 were used to inform development of the Brighton Hub Structure Plan draft concept plans. The written submissions and engagement during Round 2 shaped the final Structure Plan, and informed specific recommendations.

Round 1 of consultation (late February to late March 2026) introduced the project and sought early input on issues, constraints, and priorities for the Brighton Hub. Both rounds of consultation utilised the same core methods: a letter drop and email invitation to landowners and businesses within the Hub, a Community Reference Group (CRG) session, targeted discussions with government agencies and Tasmanian authorities, and an online survey hosted on Council's "Have Your Say" webpage.

The comparison below summarises participation in both rounds of consultation. Detail on each method and the feedback received is provided in Sections 3-6.

- **Letterdrop invitation:** Approximately 185 stakeholders, including business owners, landowners and relevant State Government agencies were invited via letter drop to attend the CRG session during Phases 1 and 2.
- **Community Reference Group:** Round 1 resulted in 7 attendees at one session. Round 2 saw three landowners participate in one-on-one discussions (one via phone call, one online meeting, and one face to face meeting), one invitee declined to attend and four did not respond.
- **Government agency involvement:** Round 1: interview with six representatives from the Department of State Growth. Round 2: written responses received from Department of State Growth and other agencies (refer to Section 6.2).
- **Tasmanian authorities:** Round 1: Six authorities and Palisade integrated Management Services responded to targeted questions. Round 2: addressed through written submissions (refer to Section 6.2).
- **Online survey:** Round 1: Eleven responses received, while the "Have Your Say" website had a total of 165 views, 143 visits and 98 visitors. Round 2: Two responses received, and the "Have Your Say" page had 163 views, 111 visits and 57 visitors.

2.1 PROJECT OVERVIEW

Brighton Council has recognised the need to prepare a Structure Plan for the Brighton Hub ('the Hub') to guide growth and development over the next 20 years to 2046. The Brighton Hub is a regionally significant intermodal and industrial precinct located within the southern region of Tasmania. The Hub's

strategic location adjacent to major freight routes, including the Midland Highway and the north-south rail line places the Hub as a key distribution point for Southern Tasmania.

Currently development within the Brighton Hub occurs in an ad-hoc manner, with small lot sizes and broader land use pressures across the Hub. This fragments the precinct and limits the Hub's capacity to support large-format and freight-dependent industries. Council therefore considered a Structure Plan was required to guide the growth and development of the Hub and protect its regional significance.

Accordingly, Niche Planning Studio was engaged by Brighton Council in January 2026 to prepare a Structure Plan, implementation plan and comprehensive supporting report.

The importance of this project lies in understanding the need for more industrial land for freight reliant and large-format industrial uses to solidify the Brighton Hub as a regionally significant hub. To support this change, clear guidance on how development should occur within the Hub, lot sizes, and the type and location of uses within the Hub.

The project scope also included a background study, freight capacity and infrastructure assessment, industrial land supply and demand assessment, circular economy and clean energy review and digital infrastructure and smart logistics review. Each of these technical reports has informed the concept plan and recommendations.

2.2 PRECINCT AREA

The Brighton Hub is an intermodal hub that is located approximately 20 minutes north of Hobart and is largely zoned General Industrial. The Midland Highway and the north-south rail line both run through the Hub. The Hub is defined by rural land to the north and west, vacant land and the Boral quarry to the east and developing residential land to the south (refer to **Figure 1**).

BRIGHTON HUB

Study Area- PLAN 001B



LEGEND

-  Study Area
-  Lots
-  Contours (10m)

3. CONSULTATION OVERVIEW

3.1 PURPOSE

Stakeholder engagement was designed to ensure key stakeholders, including business owners, landowners and relevant State Government agencies informed the draft Concept Plan options and provided input to shape the final Structure Plan. The consultation process granted a deeper understanding of opportunities and constraints of the Hub and ensured that the subsequent SWOT analysis was robust.

A collaborative and sustained engagement process was facilitated with stakeholders across both rounds of consultation to grant validity to the planning and design guidance in the Structure Plan.

3.2 OBJECTIVES OF ENGAGEMENT

To achieve the purpose within the project timelines, the following SMART Objectives (Specific, Measurable, Achievable, Realistic, Timely) were developed and applied by the project team:

- To ensure a wide-reaching awareness of the proposed Structure Plan.
- To disseminate additional information to the community regarding the proposal.
- To ensure transparency and collaboration between all parties.
- To undertake consultation in line with best practice methodology.
- To provide accurate and timely response to queries.
- To support a shared view of the final planning outcome.

3.3 KEY MESSAGES

The key messages for the project were:

- The Brighton Hub is a regionally significant intermodal hub and industrial estate and is the Southern Region's major intermodal hub, providing critical road-rail connectivity for freight and logistics operators.

- The Hub's strategic location adjacent the Midland Highway and north-south rail line positions it as a key distribution point for Southern Tasmania.
- There is a forecasted shortfall of industrial-zoned land within Greater Hobart, particularly in Glenorchy and central Hobart, which the Brighton Hub can help address.
- The Brighton Hub Structure Plan will establish a co-ordinated and staged framework to guide the future growth and development of the Brighton Hub.
- Council and the Department of State Growth (DSG) want to create a modern, sustainable and future-focused employment and industrial precinct, one that supports emerging industries, innovation, and high-quality development outcomes that reflect the Brighton Hub's regional significance.
- Council and DSG want to see the Brighton Hub succeed and attract significant investment.

The key messages conveyed regarding the proposed consultation methods and process were:

- Council is genuinely interested in hearing stakeholder thoughts about the future of the Brighton Hub.
- Consultation aims to raise awareness of the project and understand aspirations and priorities for growth within the Hub.
- Additional opportunities are being provided, through best practice engagement, for stakeholders to be further informed and consulted.
- The consultation is an opportunity to comment on the broad future of the Hub, stages for growth and land sizes, not on detailed application design.
- Stakeholder views will inform a draft Brighton Hub Structure Plan which will be provided to Council to inform the preparation of ongoing LPS amendments.
- Engagement supports the Brighton Hub evolving in a co-ordinated, staged and place-based way, meeting the needs of existing and future industries.

3.4 COMMUNICATION CHANNELS

Project information, updates and invitations were distributed through the below communication channels.

3.4.1 'HAVE YOUR SAY' WEBPAGE

The project was shared to Council's 'Have Your Say' webpage in February 2026 with an overview of why a Structure Plan was needed and a 5-question survey. Frequently asked questions, a project timeline and contact details, which included the Council project officer's email for further questions, were also included on the webpage.

In Round 1, the webpage received 165 views across 143 visits from 98 visitors, and the online survey received 11 responses. At least 4 of the website visitors were from Tasmania.

The project page was updated in late July 2026 with the draft Concept Plan and background reports, and a 13 question survey. Engagement on the "Have Your Say" page was left open until August 31st 2026, and during Round 2, received 163 views across 111 visits, with 57 visitors. The online survey received two responses.

3.4.2 LETTER DROPS

Letters were distributed mid-February 2026 (Round 1 invitations) and late July 2026 (Round 2 invitations) to approximately 185 landowners and businesses within the Hub, to invite them to participate in the consultation process. The letter provided an overview of the project, an email contact to register for the Community Reference Group, an email and contact number if they would like to speak to Council staff about the project and a QR code to the online survey on Council's 'Have Your Say' page.



Figure 2: Brighton Hub 'Have Your Say' Webpage excerpt

4. ENGAGEMENT METHODOLOGY: ROUND 1

Reflecting the Community and Engagement Strategy, this section outlines the specific methodology undertaken during Round 1 of the consultation period. Initial stakeholder engagement occurred from late February to late March 2026. Approximately 184 stakeholders were invited to participate throughout the Engagement Round 1 process, with 7 stakeholders attending the Community Reference Group Session and further stakeholders engaging through one-on-one sessions and targeted discussions.

Niche conducted a series of community engagement methodologies over the course of Engagement Round 1, which comprised the following:

- Targeted one-on-one discussions with key landowners.
- Group interview with the Department of State Growth.
- Targeted discussions with Tasmanian authorities.
- A Community Reference Group session.
- An online survey

4.1 TARGETED ONE-ON-ONE DISCUSSIONS – KEY LANDOWNERS

Council provided a list of four key landowners recommended to be engaged with, plus another landowner who had emailed Council regarding the Brighton Hub. Of these landowners, 1 attended the Community Reference Group session (discussed in Section 3.4). The remaining 4 were contacted in mid-March 2026 and asked to be involved in one-on-one discussions to be held online or over the phone; a follow up reminder was sent to 2 of these landowners in late March 2026.

Of the four landowners invited to a one-on-one discussion, 1 participated, 1 advised they had no comments and 2 did not respond.

The one-on-one discussion session was semi-structured in nature, with questions focusing on the landowners:

- Plans / vision for their land
- Any issues / constraints on their land
- Issues / opportunities within the broader Brighton Hub area
- What the landowner thinks the Brighton Hub needs

- Why they are located in the Brighton Hub
- Environment, access and connection, land requirements, infrastructure and services, amenity, and the circular and green economy
- Any other matters they wished to discuss

4.2 INTERVIEW – DEPARTMENT OF STATE GROWTH

Stakeholders from relevant sub-departments and agencies of Department of State Growth (DSG) were engaged in an online discussion session run by Niche. The discussion session was held on the 31 March 2026, and attended by 6 people from DSG with the following sub-departments and agencies represented:

- State roads
- Freight policy / strategy
- Environmental offsets
- Housing & strategic planning
- Environment and development approvals

The discussion session was semi-structured, where maps with the following themes were shared and discussed:

- Natural values / biodiversity
- Waterways
- Movement network
- Infrastructure constraints

Following the discussion session, an email was sent to the DSG attendees for them to share with others in the department or to provide additional information to what was discussed in the meeting. One email with additional information was received.

4.3 TARGETED DISCUSSIONS – TASMANIAN AUTHORITIES

Selected Tasmanian Authorities were contacted mid-March 2026 and were asked to respond to questions by email. A total of 6 Tasmanian authorities were engaged:

- TasWater
- TasNetworks
- Tas Gas Networks
- Tas Irrigation
- Heritage Tasmania
- Department of Natural Resources and Environment Tasmania

Palisade Integrated Management Services Pty Ltd were also engaged with, including on the TasGas Pipeline.

The emails sent to the authorities included a context and background of the project and questions that related to:

- Whether there were any data sets or maps we should be using that we may not be aware of;
- Whether any upgrades / studies were planned for the Brighton Hub area; and
- Whether the existing infrastructure would have the capacity for future growth.

Responses were received from the six selected authorities by late March 2026.

4.4 COMMUNITY REFERENCE GROUP

One Community Reference Group (CRG) session was facilitated and led by Niche (2 representatives) on 27 February 2026 from 12pm to 1:30pm at the Brighton Civic Centre (25 Green Point Road, Bridgewater). An invite to participate in the Community Reference Group was sent to approximately 184 landowners and businesses within the Hub. A total of 3 stakeholders RSVP'd to the invitation and on the day, 7 stakeholders attended the event. Council staff (1 representative) also attended the CRG session.

The session introduced the project to landowners and businesses within the Hub, and identified key issues, constraints, growth requirements and 'non-negotiables'. It included a presentation on the background and planning context, followed by table discussions using targeted questions on land requirements, amenity, the circular and green economy, constraints, preferred land uses, environment, and what CRG participants consider to be missing from the Hub.

4.5 ONLINE SURVEY

An online survey was included on the Brighton Hub 'Have Your Say' webpage. A QR code was provided in the letter drop that directed stakeholders to the online survey. The survey was open to stakeholders from late February to late March 2026 and 11 responses were received.

Stakeholders were asked to respond to the following questions:

- What best describes your interaction with the Brighton Hub?
- Why do you operate / own land / develop in the Brighton Hub?
- What constraints do you currently experience with the Brighton Hub?
- What would make you stay in the Brighton Hub in the future?
- What do you think the Brighton Hub needs to reflect its regional significance?

5. DETAILED FINDINGS: ROUND 1

This section sets out findings from each Round 1 consultation method. A full data record is provided in the appendices.

5.1 TARGETED ONE-ON-ONE DISCUSSIONS – KEY LANDOWNERS

The one-on-one discussion with the landowner discussed matters relating to the landowners site including issues and constraints and their vision for the site. Matters relating to the broader Brighton Hub were discussed and covered the following topics: vision / future direction for the Hub, economic / strategic considerations, planning constraints / structure plan considerations, safety and amenity, land requirements, infrastructure, and transport and access.

Niche gave a background to the project, including why a structure plan was needed, and also clarified what Niche's role in the preparation of the Structure Plan was.

There is no set plan / vision for the landowner's site in terms of land use or lot size, with the market demand seemingly a key influence. The following constraints were identified as affecting the landowner's site:

- Infrastructure
 - Sewer does not fully extend across the site
 - There is a transmission line easement located through the site, with any future development required to be appropriately setback
 - There is a need for major infrastructure upgrades
- There is no access point to the landowner's site from the surrounding road network

Concern was raised around the suitability of the current and future capacity of the road network for large trucks and the ability for all existing and potential future lots to be accessed. Safety and amenity concerns were also raised as part of the discussion, including people driving motorcycles along the main road of the Hub and people "hooning" around the area. Unauthorised access, such as break-ins, was also raised as an issue in the area, with policing or a management response suggested as a potential solution.

It was suggested during the discussion that future warehouses may have better opportunities to develop in the area if the intermodal hub had originally been located slightly north or north-west of the current location.

The potential expansion of the Brighton Hub was discussed, with the landowner raising that re-zoning the surrounding land was not a good option, as the surrounding area was undulating with limited ability to develop the land.

The landowner also raised that the planning process timeframes were causing delays in the ability to subdivide and develop the areas and was concerned that the Brighton Hub Structure Plan process may delay existing planning permit applications.

With regard to the future / vision for the Brighton Hub, the landowner asked whether it would be possible for Council or State Government to bring / attract investors to the area to help the growth in industry specialties. The landowner also commented that Tasmania has an abundance of services such as power and water that would be required to support a high-tech hub / data centre and that the Brighton Hub may be a suitable location for these uses in the future.

5.2 INTERVIEW – DEPARTMENT OF STATE GROWTH

The discussion with DSG included staff from the sub-departments and agencies of State Roads, Freight Policy / Strategy, Environmental Offsets, Housing and Strategic Planning, and Environment and Development Approvals. Discussion was centered around the following topics:

- Transport and road network
- Rail infrastructure
- Biodiversity and environmental constraints
- Flooding and stormwater
- Use of DSG land
- Community and amenity

DSG spoke about the various land parcels they own and the future plans for these parcels. DSG advised there are parcels that are currently leased to TasRail and that currently there is no alternative use proposed once the lease ends. The lease end date was not confirmed during the discussion. The land at 175 Glenstone Road is currently vacant, with DSG advising that there are no current or future plans for the site. DSG also own 2 sites that are identified for road reserves. DSG advised there are no plans to develop the parcels of land identified as road reserves and that these could possibly be disposed of in the future for development.

DSG also own various parcels of land that have been allocated as offset sites. DSG advised these sites cannot be developed and must remain as offset sites. Where there are areas identified as *Themeda triandra* (kangaroo grass) grassland and other threatened flora, DSG advised that avoidance of removal is recommended, with removal strongly discouraged. Where there is presence of declared noxious weeds on sites, DSG advised a weed management plan should be provided.

DSG advised that they have not investigated whether the rail line that runs through the TasRail site can be connected to the existing rail line to create a loop.

The desire of workers in the area to have somewhere to eat lunch and to walk was discussed. DSG supported providing green spaces and somewhere for workers to sit and eat their lunch and advised these spaces could be co-located with the DSG owned offset sites. DSG did advise that there is no declared funding program for delivery.

DSG advised that it was important to engage with the Traditional Landowners.

DSG raised concern regarding the limited capacity of existing stormwater infrastructure adjoining the offset sites, noting that the stormwater infrastructure may not support additional upstream development without upgrades. DSG also advised that the updated Council flood mapping should be relied on as the authoritative source.

The road network within the Hub was discussed with DSG advising that the Brighton Bypass was designed primarily to improve highway efficiencies and to reduce impacts on the township and was not necessarily built to service the Brighton Hub. In terms of the road network, DSG also advised that the future major road planning is limited, except for a long term potential upgrade of the Midland Highway / East Derwent Highway interchange to a grade-separated interchange.

5.3 TARGETED DISCUSSIONS – TASMANIAN AUTHORITIES

The emails to the various Tasmanian authorities centered around whether there were any data sets / mapping that Niche should be looking at that we may not be aware of, whether the authority had any plans to undertake or were undertaking any studies or upgrades in the area and whether the current infrastructure has the capacity to cater for future growth, and if not what would be required to enable future growth.

Below is a summary of each of the authority's responses.

TasNetworks

TasNetworks provided a network capacity map and annual planning report as additional information for Niche to review.

TasNetworks advised that there are some minor distribution upgrades that will be happening through the customer connection network but that nothing has been planned over the next 12-24 months. Longer term, TasNetworks advised they are looking for a new injection point in the area to supply the residential growth around Brighton.

In terms of capacity for the network to cater for growth, TasNetworks advised the Bridgewater substation is reaching firm capacity, and that depending on the size of the loads, capacity constraints may be evident on the distribution network and network upgrades may be required. TasNetworks advised they could

not advise if the current infrastructure can support future load growth without knowing an estimate on the number of lots and the types and size of loads that will likely be connecting. They also advised commercial loads can have a significant impact on the network, especially when they are typically 1-5 MW of demand on the 11 kV network.

TasWater

TasWater provided a link to their master plans webpage to review as additional information and also the image below.

TasWater advised that for water they have a duplicate water tank at Lodge Hill in the CAPEX plan as a nominal item for consideration in 5-10 years. Regarding sewer, TasWater advised there are no network / SPS upgrades planned in or around the Brighton Hub area.

With regard to the capacity of the network to cater for growth, TasWater advised that for water, depending on the type of industry that set up on each title created there could be the upsizing of mains locally to suit, and extension of the network along any new roads etc. required. In terms of sewer they advised that there will be gravity assets (identified by the teal line) that will need upsizing to the STP (bottom right in the image below), to support large scale development on this side of the town. They also advised GRPSP11 Nielsen Esplanade SPS also has deficiencies in both pump flow and emergency storage and will need upgrading to support growth in this area.

Tas Irrigation

Tas Irrigation advised that new projects under development in the Brighton Hub area are shown on their website with an interactive GIS map. They also advised that if the area of interest is strictly within the Brighton Hub, then based on their current planning there would be limited impact and that the impact may be on the developments and water available in the area. They also advised that currently water is for irrigation only, so there is no direct impact on the industrial hub and that if legislation changes then supply of water for other uses may occur.

A webpage link to the details of the proposed pipeline alignment and potential impacts was provided.

Tas Gas Networks

An online meeting was held with Tas Gas Networks to initially discuss what the purpose of the Structure Plan and clarify the information Niche was seeking from Tas Gas Networks.

Tas Gas Networks advised that they have no upcoming major infrastructure developments with the Brighton Hub. They also advised that Tas Gas Networks operates on a reactive basis and provides service pipe connections in response to individual demand. From a planning perspective, they advised they have no objections to the Brighton Hub area and will continue to monitor any upcoming development applications from Council.

Tas Gas Networks also provided as-built drawings for both steel and PE pipelines for Niche's records.

Department of Natural Resources and Environment (NRE) Tasmania

NRE Tasmania advised that there are no investigations currently occurring or planned to occur within the Brighton Hub. They also advised that there are no existing or future policies, programs or services which may impact the Brighton Hub.

In terms of the potential expansion of the Brighton Hub, NRE Tasmania advised the following sites would be inappropriate for the Hub to expand into as well as further investigation sites:

- Inappropriate
 - West
 - PIDs 5028723; 2989422; 2990423: *Eucalyptus tenuiramis* forest and woodland on sediments – a threatened native vegetation community under Schedule 3A of the Nature Conservation Act (2002) (see Figures 4 and 5); and

- PIDs 2808927; 3537225; 3377591: Conservation Covenants in perpetuity under the Nature Conservation Act (2002) (see Figure 5)
- Further investigation recommended
 - North
 - Roadside Conservation sites – Crown land managed by the Department of State Growth (see Figure 4); and
 - CT 164049/7: Lowland *Themeda triandra* grassland – part of the ‘Lowland Grasslands of Tasmania’ Critically Endangered ecological community under the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (<https://www.dcceew.gov.au/environment/epbc/protected-matters-search-tool>) (see Figures 6 & 7)
 - East
 - CT 50853/1: Lowland *Themeda triandra* grassland, as above (see Figures 6 & 7)
 - South
 - CT 170480/1: Tasmanian Heritage Register – Parkholm.

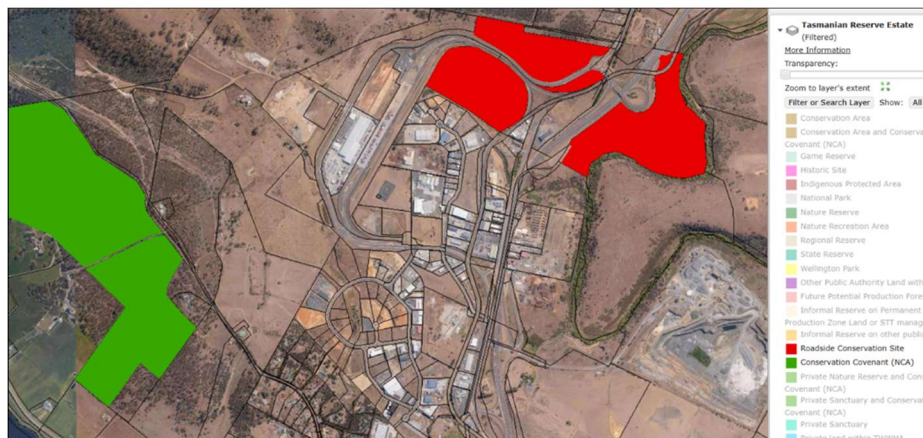


Figure 4: Tasmanian Reserve Estate, LIST layer (note that the Department of State Growth manage the Crown land affected by the Roadside Conservation Sites)



Figure 5: Threatened Native Vegetation Communities 2020, LIST layer



Figure 6: [TASVEG 5.0](#) mapping of Lowland *Themeda triandra* grassland, LIST layer



Figure 7: Indicative mapping of Lowland Grasslands of Tasmania

Palisade Integrated Management Services

Palisade Integrated Management Services were also contacted to obtain information on the TasGas pipeline and what the Structure Plan should consider. Palisade Integrated Management Services advised that the List includes their registered easements and the pipeline planning corridor, and that should be all that is required to inform the Structure Plan. They also advised that the TasGas Pipeline does not have any planned upgrades that are relevant to the area. They also advised that reducing lot sizes in the area may result in a change in the location class of the pipeline, necessitating additional protection measures before development can commence. In terms of provision of gas to customers, they advised that TasGas Pipeline only provides transmission services.

5.4 COMMUNITY REFERENCE GROUP

The CRG session focused on the broader Brighton Hub rather than on individual lots. Matters raised included:

- Access and Movement
 - The existing road and rail network is new and underutilised as there is no one in the Hub to use the networks
 - There needs to be better access to Cambridge as the large trucks currently use the back roads

- The train crossing requires localised re-sealing due to the amount of traffic over the crossing
- There are more cyclists accessing the area as a result of the paths installed, with a preference for a restriction on where cyclists can ride
- Land requirements and land uses
 - There is a desire for more heavy industrial in the area compared to light industrial
 - There is a need for larger lots and it is a key issue in the area, with the small lot area currently approximately three-quarters developed
 - The uses that are allowed in the Hub need to be considered as there has previously been a gym which was not compatible with the area
 - More rail line users are wanted; current use is low.
 - The possibility of re-zoning the land to a heavier industrial zone to encourage heavy industrial uses in the area
 - Potential for conflict between small lot uses and heavy industrial uses and larger lots, and the small lots should be separated from the large lots to help manage any land-use impacts.
 - The operators advised they generally moved into the Hub as they needed more land / larger sites than where they were previously at
- Infrastructure and services
 - Infrastructure in the area gets built as new as the land is developed
 - The water pressure for safety hoses in some areas is weak
 - TasFire's mapping is outdated and does not reflect the lot numbers
 - Fibre telecommunications in the area are adequate
 - The infrastructure was installed when the road network was done, they just haven't been hooked into yet, however the capacity is sufficient
 - Emerging technologies are currently expensive to connect / install
- Amenity
 - The preference is for the area to be operational / functional rather than attractive, in particular for the heavy industrial area, however they understand the smaller industrial operators may want the Hub to be more attractive
 - Street trees may be okay, but there would still need to be space for truck access and parking

- Staff would like open space in the area that they can go to for lunch as well as footpaths in the area for walking, but would like these amenities to be designed in a way that they do not encourage the broader community to access the Hub to use it for the open space and footpaths for walking
- Circular and Green Economy
 - The making and use of green hydrogen to benefit everyone has been investigated
 - Operators in the area are interested in carbon neutral options
 - Hydrogen will help replace diesel fuel one day
 - Data centres could be an option for emerging technologies / digital infrastructure in the area
 - Recycal has been investigating re-using plastic for plastic in diesel
 - The operators suggested promoting more cafés and walking to occur outside of the hub to discourage the general public from accessing the Hub
- Safety
 - There is a need to separate the general public from trucks in the area
 - The operators in the area generally do not want the general public accessing the area for walks or other general purposes given the safety risks and conflicts with the trucks
 - A lot of theft has been occurring within the Hub, with the operators installing their own safety and theft deterrent security infrastructure
 - Funding allocated for the Hub from the State Government for safety and security purposes would be good, with security cameras at the roads coming in and out of the Hub a potential solution

The focus group also briefly touched on why the operators are located in the Brighton Hub. The operators advised they are in the Hub as they required more land, the infrastructure provided within the Hub, the rail line, and the cost of land within the Hub was cheaper than other industrial areas.

5.5 ONLINE SURVEY

An online survey was included on the Brighton Hub 'Have Your Say' webpage. A QR code was provided in the letter drop that directed stakeholders to the online survey. The survey was open to stakeholders from late February to late March 2026 and 11 responses were received.

The first question asked 'What best describes your interaction with the Brighton Hub?'. When looking at the responses the mix of stakeholders that responded were:

- Landowner / ratepayer – 6 respondents
- Freight or logistics operator – 3 respondents
- Other – 1 x community member and 1 x Tas Gas

The second question asked 'Why do you operate / own land / develop in the Brighton Hub?' When looking at the responses, the following key 3 themes emerge:

- Location for rail and road access
- Industrial zoning
- Large land lots

The next question asked 'What constraints do you currently experience with the Brighton Hub?'. When looking at the responses the following themes emerge:

- Safety for the general public in the area and for businesses
- Lack of food and drink options within the Hub
- Land uses, with a lack of diverse commercial property use and small businesses operating within the Hub. Wanting the area to remain as an industrial and transport Hub
- Town planning constraints
- Limited trade waste capacity
- Lack of clear business and directional signage
- Truck exits

The fourth question asked 'What would make you stay in the Brighton Hub in the future?'. When looking at the responses the following themes emerge:

- Café or a community use
- Development
- Improved Council support for businesses and a continued good relationship with Council and TasWater
- Investment in infrastructure
- Business incentives
- Better governance and enforcement
- Improved social spaces

The final question asked 'What do you think the Brighton Hub needs to reflect its regional significance?'. When looking at the responses the following themes emerge:

- Tenants of scale and more businesses
- High quality design standards
- Better signage
- Location for transport operations
- Improved safety

The responses from the online survey were generally consistent with the discussion in the CRG session.

6. ENGAGEMENT METHODOLOGY: ROUND 2

Round 2 Engagement was undertaken between July and August 2026 to seek feedback on the preferred Structure Plan and concept options. It followed the same overall approach as Round 1, targeting the same agencies and landowners via letterdrop, and comprised:

- A Community Reference Group Session, delivered as targeted one-on-one discussions.
- Written submissions from government agencies, service authorities and Hub stakeholders.
- An online survey.

6.1 COMMUNITY REFERENCE GROUP – TARGETED ONE-ON-ONE DISCUSSIONS

The previous participants in the Community Reference Group session were sent targeted, personalised invites via email to be involved in a follow-up session to be held during the second phase of consultation. Invitations were also extended to the previous mailing list of 185 key landowners, tenants and stakeholders involved with the Brighton Hub.

Of the previous participants in the CRG, 2 took part in one-on-one discussions (1 in-person meeting and 1 phone call), 1 declined to attend, and the remaining 4 did not respond. One response was received to the broader invitations sent out, and an online one-one-one meeting was held with this landowner.

6.2 WRITTEN SUBMISSIONS

Written submissions on the preferred Structure Plan and supporting technical work were received from 5 key stakeholders during the engagement period, and one following closure of the official engagement period. These submissions were invited to be sent directly to Council, and were received from:

- Brighton Council's Engineering Team
- Conservation Assessments (on behalf of NRE Tasmania)
- Boral Limited
- Building Tasmania
- TasRail
- Aboriginal Heritage Tasmania

6.3 ONLINE SURVEY

An online survey was again hosted on the Hub's "Have Your Say" Council website, open from July 21st to August 31st, 2026. The survey comprised 13 questions covering respondents' connection to the Hub, their business or activity type, overall support of the preferred Structure Plan, support for the precinct based approach to managing industrial activity, support for a light industrial precinct and uses in the south-east precinct, the importance of protecting land near the Transport Hub for freight, logistics, rail-related and larger-lot industrial uses, support for identifying future industrial expansion areas subject to further assessment, and support for the circular economy precinct. The survey received two responses.

7. DETAILED FINDINGS: ROUND 2

7.1 COMMUNITY REFERENCE GROUP – ONE-ON-ONE DISCUSSIONS

Discussions with landowners covered the land development history of their landholdings and their future plans for the sites, including currently lodged development applications for subdivision and the status of these applications. A repeated observation was the feeling from landowners that the statutory process was difficult to navigate, and that the lack of strategic direction for the Hub is making the development application process more difficult. The previously identified access issue has since been resolved, with access available through the road reserve at 175 Glenstone Road, which connects directly to the site.

Landowners agreed that subdivision approval is important for providing certainty to potential investors, including logistics operators based in Derwent Park who are reportedly awaiting progress.

There was general support from the landowners for the preferred Structure Plan, with appreciation for the separation of uses by precinct. The history of circular economy businesses in the Brighton Hub was asked to be updated, and consideration of future transport needs, including accommodation of B-triple trucks and the need to transition more freight and logistics businesses to rail should also be incorporated into the recommendations.

Discussion regarding the location of Light Industrial land outside of the Hub was had with another landowner. The market demand for Commercial land uses to locate in Light Industrial pockets is growing, so market pressure on consolidation of light industrial land uses appears to be growing. The concern around forced relocation of light industry should land within the Hub be rezoned echoed the need for further investigation to be undertaken into Light Industrial land use and demand within Brighton municipality.

One landowner raised concerns about the supply and demand assessment prepared by Urban Enterprise, disputing the report's characterisation of land availability and consumption with the Hub. The landowner considers that the report does not accurately reflect conditions on the ground, particularly regarding which lots are genuinely available and market-ready for development, and the methodology by which land consumption has been calculated. In the landowner's view, there is currently insufficient large-format industrial land within the Hub to meet demonstrated demand from freight, logistics, warehousing and manufacturing businesses seeking to relocate from the greater Hobart area.

The landowner provided on-the-ground context, noting that most transport and logistics operators currently occupy sites of approximately 1 ha, and are actively seeking lots in the range of 2 to 10 ha in order to expand or relocate. They advised that this demand is not adequately captured in the

supply and demand report, and that without sufficient large lots, businesses likely to relocate to the Hub will remain in Derwent Park and Glenorchy. The landowner also noted existing and planned circular economy operations on their land, including resource recovery and construction material recycling, and raised the need for a portion of their landholding to be able to accommodate larger freight vehicles, including B-triple trucks.

These concerns were noted. There are differing views between the landowner and the supply and demand assessment on the methodology for calculating land consumption and what constitutes market-ready land supply. The Structure Plan and its supporting reports will clearly define the thresholds used to determine whether land is considered vacant, consumed or market-ready, so that the evidence base and conclusions are transparent.

7.2 WRITTEN SUBMISSIONS

Boral Limited

Boral intends to continue current quarry operations until the economically viable resource is exhausted, with no intention to cease operations in the near term, and supports the Structure Plan largely excluding quarry land from the study area.

Boral's land identified as area '3' on Figure 1 is included within the Structure Plan, proposed to remain industrial with no specific land use preference; Boral asked to be consulted before any Local Area Plan or updated planning controls affecting this land are applied. Boral requested the final Structure Plan accurately depict the quarry attenuation area and Specific Area Plan and detail associated planning constraints, raised no concern with the proposed minor expansion of the General Industry zone to the west and north-west, and supports the proposed Light Industry precinct subject to review of any zoning or use-table changes before implementation.

Boral also asked Council to consider reducing broad referral requirements under the Bridgewater Quarry Specific Area Plan for minor applications not consequential to quarry operations.

Brighton Council – Engineering Team

Council's engineering team advised the colours used on the preferred plan are difficult to distinguish, partly due to the image underlay, and that the waterway protection code does not follow the current creek line near the 175 Glenstone Road detention basin, with drainage sections in the structure plan simplified relative to current flow paths.

The team supported the priority given to waterway protection and flow management in the Opportunities, Constraints and Preferred Structure Plan document. Cobbs Hill Road was noted as a residential rural-standard road that would need significant upgrade for industrial traffic, raising a question over the suitability of routing industrial traffic through residential areas. The team also queried stormwater detention locations, including a potential

need for detention upstream of 221 Glenstone Road and doubt over the viability of the detention location shown on Possum Road, given detention already exists upstream west of the rail line.

Conservation Assessments (on behalf of NRE Tasmania)

Conservation Assessments confirmed the Structure Plan's values include threatened native vegetation communities, threatened species habitat, DSG offset sites and waterways, and supported identifying Biodiversity Zones as a mechanism for applying the mitigation hierarchy at the strategic planning stage, with avoidance the preferred approach ahead of minimising, mitigating and, where necessary, offsetting impacts.

A comprehensive Natural Values Survey, including targeted survey activity, was recommended, with the preferred plan to be revised to reflect survey findings and demonstrate how impacts are avoided, minimised and mitigated; further advice should be sought if additional values are identified or impacts cannot be avoided. In-depth flora and fauna surveys were recommended at the development stage rather than the Structure Plan stage.

All impacts to threatened native vegetation communities should be avoided where possible and minimised where not, with further Commonwealth advice required if EPBC Act-listed communities are identified.

Building Tasmania

Building Tasmania supports the proposed rail extension, subject to future investigation of the rail loop based on demonstrated demand, a viable business case, operational requirements and broader network investment priorities.

It does not support the proposed recharge and lunch node within its conservation offset site (folio of the Register 164049/5), as the environmental values are inconsistent with public access, and noted a detention basin already exists on folio 164049/2 where the plan shows a 'potential' basin, requesting the wording be updated.

TasRail

TasRail supports the overall intent of the Structure Plan and sees an opportunity to strengthen recognition of the Hub's rail and intermodal function. It sought confirmation that proposed subdivision and lot configurations do not include residential uses, given the risk that nearby residential development could constrain freight and rail operations through noise, hours of operation or truck movements. TasRail asked about government funding, grant or co-investment pathways to support Structure Plan initiatives, including future rail corridor works, Hub marketing, EV charging and renewable energy infrastructure, and raised interest in a potential EV charging facility at 250 Glenstone Road.

TasRail sought clarification on the meaning and function of 'transition lot typologies' and on the distinction between Light Industrial and Industrial or rail-related land use categories, and cautioned against noise-sensitive office uses locating adjacent to the operational Hub. It raised concern that proposed zoning preferences could unintentionally limit engagement with businesses in emerging sectors such as circular economy, resource recovery and recycling, and recommended the Structure Plan incorporate rail interface management principles covering setbacks, fencing, access and buffer management. TasRail sought confirmation that proposed pedestrian paths, particularly near the Glenstone Road boom gates, would not create safety or interface issues with the operational rail corridor, and asked that the Structure Plan more clearly recognise rail's role in reducing freight emissions and heavy vehicle movements.

TasRail considers itself a key stakeholder in the Hub's ongoing development and requested it be added as a major existing operator in the supporting technical report, alongside establishment of appropriate consultation and co-ordination mechanisms for future planning and infrastructure decisions.

Aboriginal Heritage Tasmania

A written submission was received from Aboriginal Heritage Tasmania (AHT) following the close of the Round 2 submission period. Brighton Council accepted the late submission given AHT's obligations under the *Aboriginal Heritage Act 1975*. The submission contains sensitive information and is not for public dissemination.

It should be noted that early engagement with Aboriginal community representatives was attempted during the consultation process; however, those approached did not wish to participate at that stage.

AHT's submission advises that Aboriginal heritage values do not appear to have been considered in the draft Structure Plan or its supporting documents. AHT notes that the Brighton and Jordan River area is known to be highly sensitive for Aboriginal heritage, with recorded artefact scatters, stone procurement sites and evidence of continuous occupation across the wider area. AHT considers the likelihood of further Aboriginal heritage being present within and around the Hub to be high.

AHT recommends that the Structure Plan be informed by a holistic approach to Aboriginal heritage assessment, rather than a site-by-site, development-driven approach. This would provide landscape-level mitigation and management strategies consistent with the Tasmanian Planning Policies, which identify the need for land use strategies to support investigation of land for Aboriginal heritage and avoid designating land for incompatible uses where values are known or likely to exist.

AHT provided specific comments on a number of precincts and proposed features within the Structure Plan, including the conservation zones, transition lot typologies, future investigation areas, creek corridors and proposed gateway locations. The submission recommends that Aboriginal heritage

assessment be undertaken in the early planning phases for any proposed development or works in these areas, and that Council undertake comprehensive consultation with the Aboriginal community on the draft Structure Plan.

AHT notes that all Aboriginal heritage is protected under the *Aboriginal Heritage Act 1975* regardless of prior disturbance, and that no permits are currently in place for the Brighton Transport Hub.

7.3 ONLINE SURVEY

The Round 2 online survey received 2 responses, both from respondents who own or occupy land near the Hub. Both respondents support the preferred Structure Plan overall, and supported the precinct-based approach to managing different types of industrial activity. Both supported the provision of land in the south-east precinct for light industrial uses such as mechanics, equipment hire and landscape supply.

Views were more mixed on other questions. On the importance of protecting land near the Hub for freight, logistics and rail-related and larger lot industrial uses, one respondent considered this not important and the other slightly important. On identifying future industrial expansion areas subject to further planning and environmental assessment, one respondent did not support this and the other was unsure.

Given the low response rate, these results should be read as indicative rather than statistically representative; over the survey period, the "Have Your Say" webpage recorded 163 views across 11 visits from 57 visitors, but this converted to only 2 contributions. However, the preferred Structure Plan was downloaded 58 times, with the background Opportunities and Constraints report downloaded 53 times.

8. CONCLUSION

Considered together, the engagement process and results point to a consistent set of matters for the Structure Plan to address. These key themes, detailed below, and findings from both rounds of engagement will be considered in finalising the Brighton Hub Structure Plan.

1. Support for the overall direction

Landowners, businesses and government stakeholders consistently support the Hub's role as a regionally significant intermodal and industrial precinct. They are also supportive of the precinct-based approach to managing different types of industrial activity and the proposed light industrial precinct in the south-east.

Boral, TasRail and Building Tasmania each support the Structure Plan's overall intent, subject to matters specific to their land and operations.

2. Rail and freight operations

TasRail's submission, together with feedback provided in the CRG session and one-on-one landowner meetings, points to a need to more clearly protect and support rail and intermodal operations. This includes rail interface management (setbacks, fencing, access and buffers), care in locating sensitive uses near to the operational Hub, and confirming that proposed lot configurations will not compromise the operation of the Hub by introducing sensitive uses into inappropriate locations.

It also includes recognising rail's role in reducing freight emissions and heavy vehicle movements, and testing the proposed future rail loop and corridor extension against demonstrated demand and a viable business case.

3. Environmental and drainage accuracy

Council's Engineering Team, Conservation Assessments and Building Tasmania all raised the accuracy of environmental and drainage mapping used in the preparation of the draft Structure Plan, including concerns around:

- Waterway protection alignment near the 175 Glenstone Road detention basin;
- The currency of the detention basin shown on folio 164049/2; and
- The extent of threatened native vegetation communities.

4. Aboriginal heritage

AHT's submission identifies the Brighton and Jordan River area as highly sensitive for Aboriginal heritage and recommends a holistic, landscape-level assessment approach be embedded in the Structure Plan. This represents a significant gap in the current draft that will need to be addressed prior to finalisation, including through targeted consultation with the Aboriginal community, should they wish to participate.

5. Land use flexibility

A landowner has raised a substantive dispute with the supply and demand assessment's methodology and findings, particularly regarding the calculation of land consumption and the definition of market-ready land supply. Given the weight of this feedback and the landowner's scale of land interest in the Hub, the final Structure Plan and supporting reports should clearly define the thresholds used to determine whether land is considered vacant, consumed or market-ready. It is acknowledged that differing views exist on this matter between the landowner and the assessment findings.

TasRail and landowner feedback raises a shared concern that overly prescriptive zoning or use categories could limit the Hub's ability to attract compatible emerging industries, including circular economy, resource recovery and recycling uses. This should be weighed against Council's Engineering Teams's concerns about industrial traffic spill-over onto residential-standard roads such as Cobbs Hill Road, and the need to ensure sensitive land uses do not limit the activities of the Hub.

6. Future expansion areas

Views on identifying future industrial areas are mixed. Landowner and online survey feedback in Round 2 shows support is not universal, while NRE's Round 1 advice identifies specific areas that are inappropriate for expansion (due to the presence of conservation covenants, threatened flora and fauna species, and/or threatened ecological communities), and highlighting areas that warrant further investigation.

Any expansion areas carried into the Structure Plan should be clearly tied to this environmental advice and to the supply and demand evidence base.

7. Development timeframe and approval pathways

Feedback from landowners in both rounds of consultation points to concern about planning process timeframes, including the sequencing of technical reports and their effect on progressing subdivision and development. This should be considered alongside the appropriate coordination of the Structure Plan and any concurrent subdivision approval processes.

8. Infrastructure funding and delivery

TasWater, TasNetworks and TasRail feedback across both rounds points to infrastructure capacity constraints, including electrical network capacity at the Bridgewater substation and required sewer and potable water upgrades to support any future growth.

TasRail's request for information on funding, grant and co-investment pathways reflects a broader theme. The Structure Plan should be clear about which infrastructure upgrades are required, what triggers them and how they might be funded and sequenced.