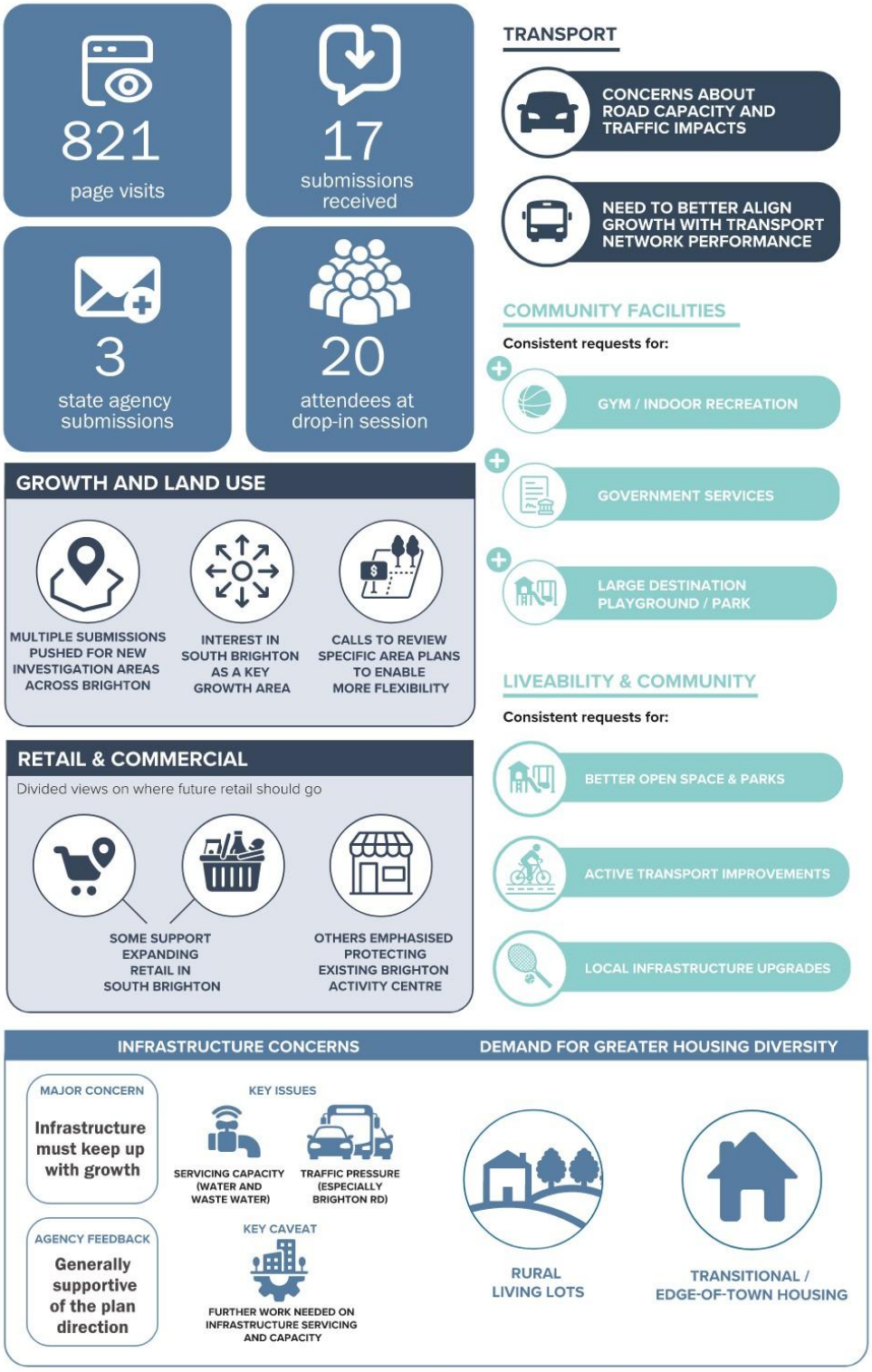
Brighton & Pontville Local Area Plan Engagement Summary



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1. Engagement Methods

1.1. Have Your Say Project Page

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

1.2. Community Drop- In Session

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

1.3. Written Submissions

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

2. Key Findings

2.1. Additional Growth and Investigation Areas

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

These areas are shown in Figures 1 and 2.

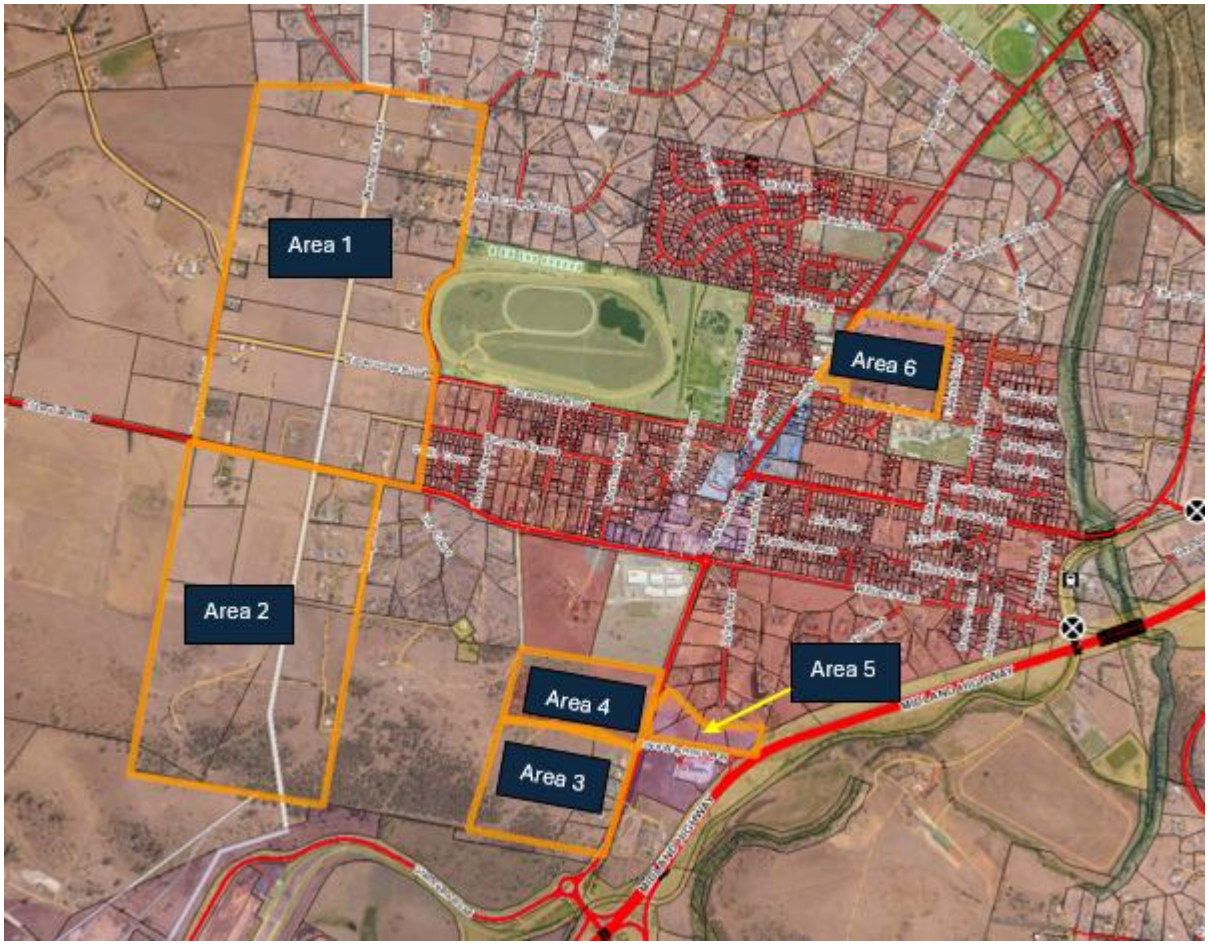


Figure 1 Land requested for investigation during consultation (Source: TheList)

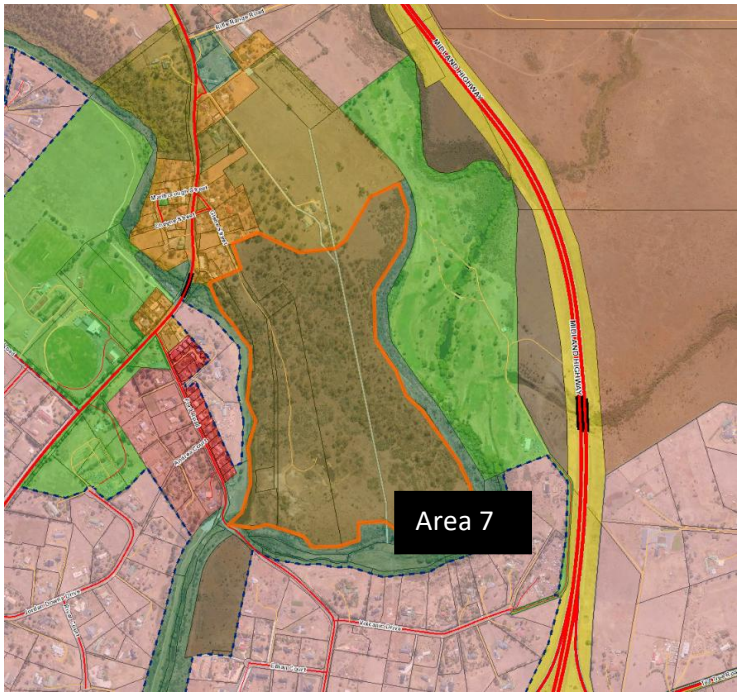


Figure 2 Land at 'Pony Hill' requested for investigation during consultation (Source: TheList)

2.1.1. Area 1: Horse Racing Specific Area Plan

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

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

Planning implications:

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

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

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

Planning implications:

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

2.1.3. Area 3: Brighton Road Investigation Area

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

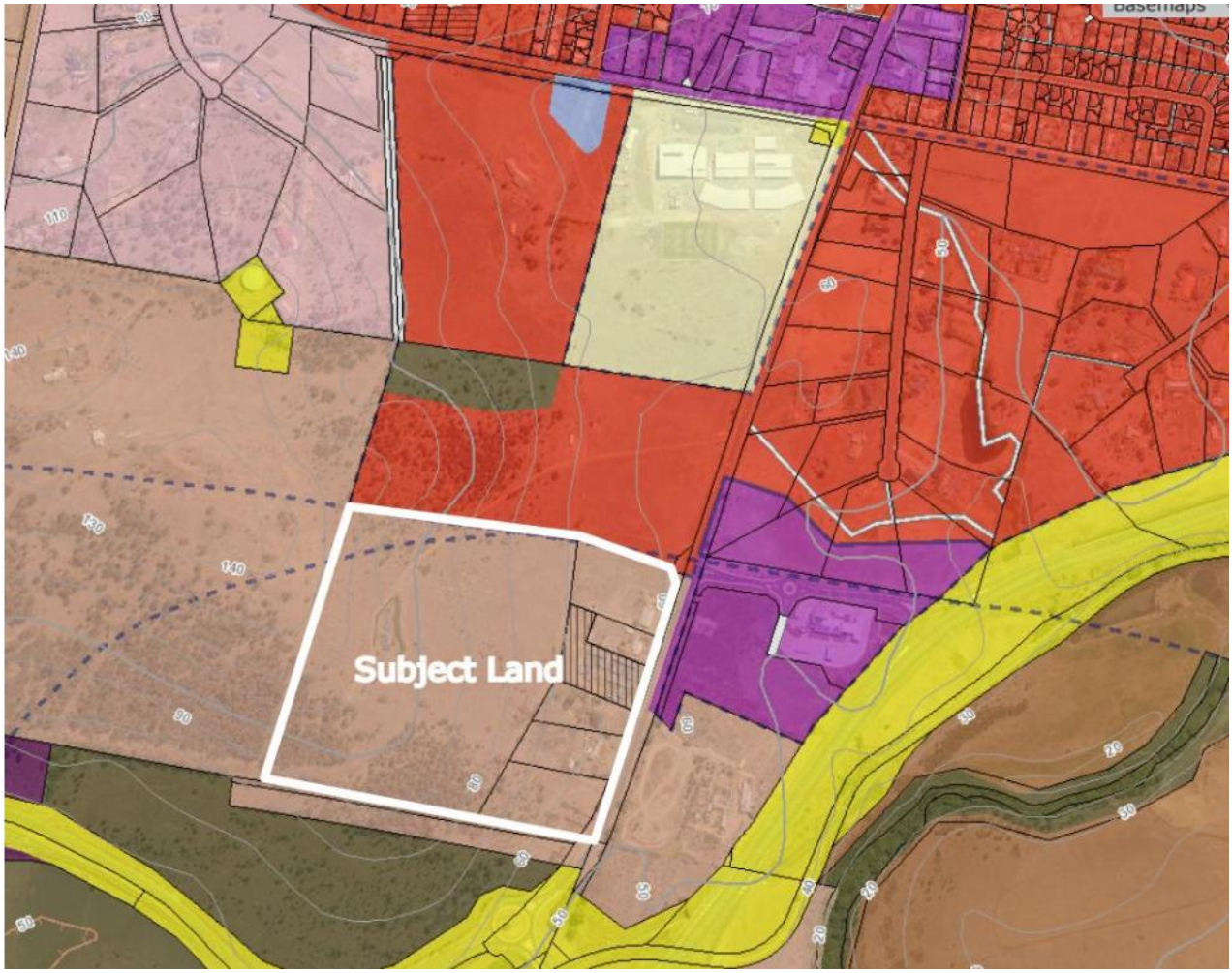


Figure 3 Brighton Road investigation area (Source: TheAdvisory)

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

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

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

Planning implications:

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

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

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

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

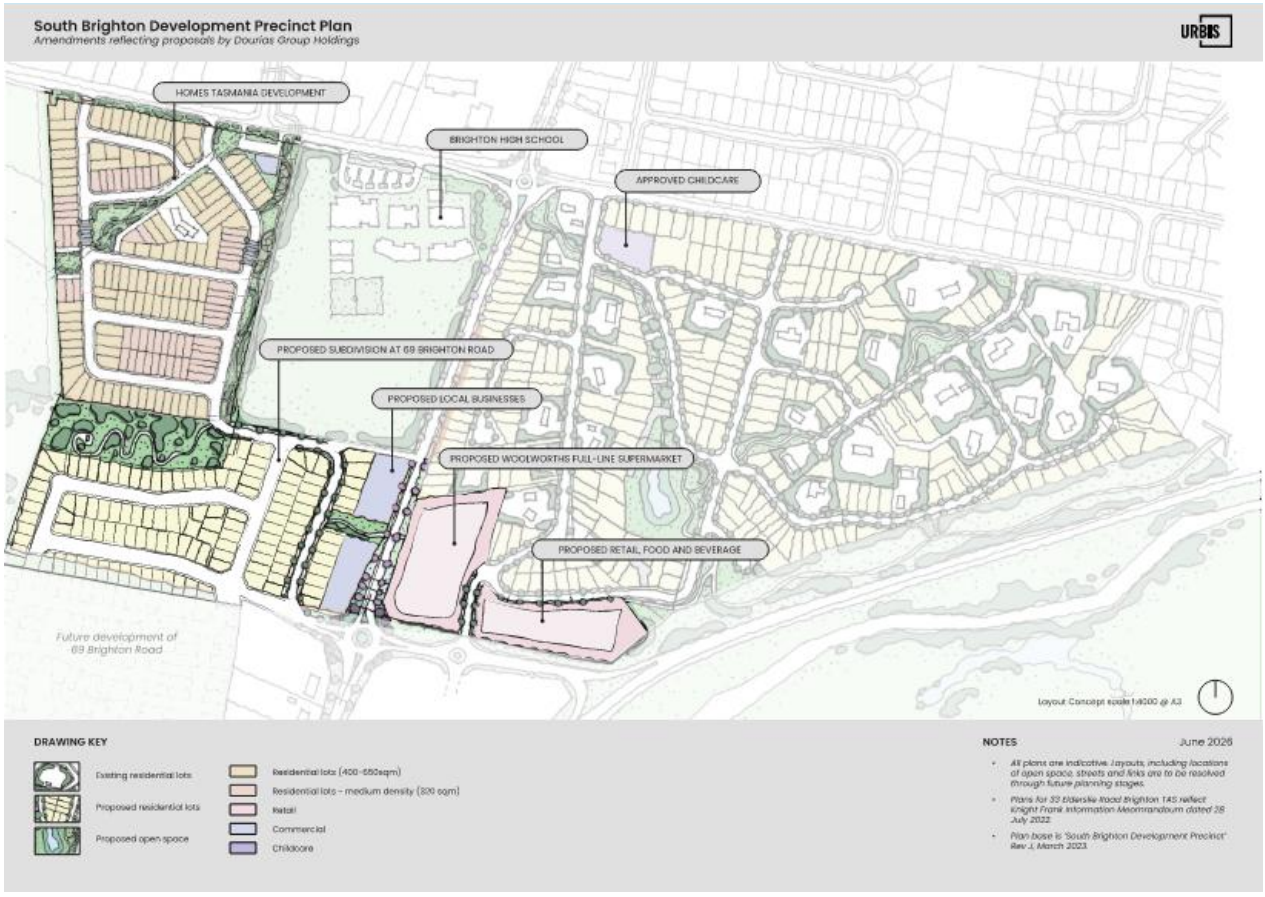


Figure 4 Proposed South Brighton commercial / Highway Services precinct (Source: Urbis)

The proposal would require amendments to the South Brighton SAP.

Planning implications:

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

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

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

2.1.5. Area 5: Highway Services Precinct

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

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



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

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

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

The submission therefore recommends that:

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

Planning implications:

This proposal raises significant strategic planning considerations relating to:

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

2.1.6. Area 6: Jordan River Learning Federation School Farm

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

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

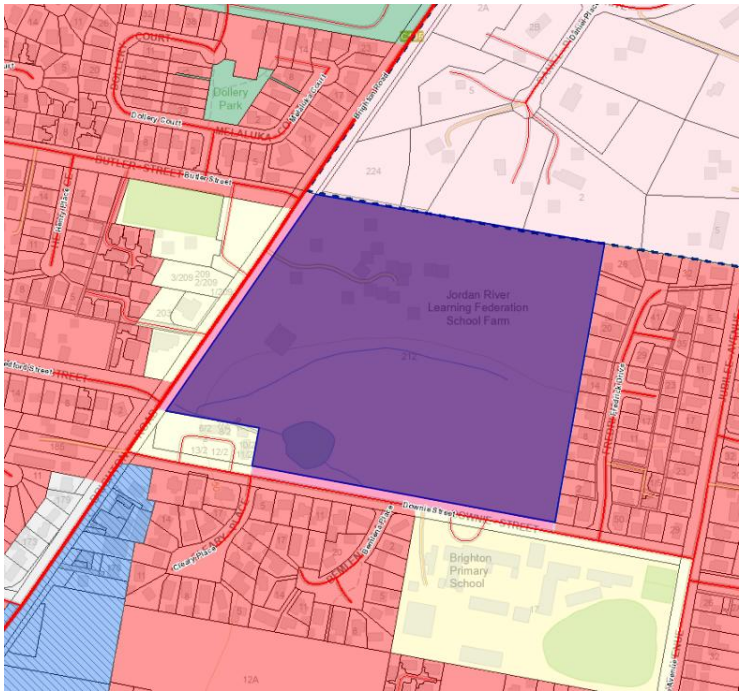


Figure 6 School Farm Site (Source: TheList)

Planning implications:

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

2.1.7. Area 7: Pony Hill

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

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

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

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

Planning implications:

The submission raises significant strategic planning implications, including:

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

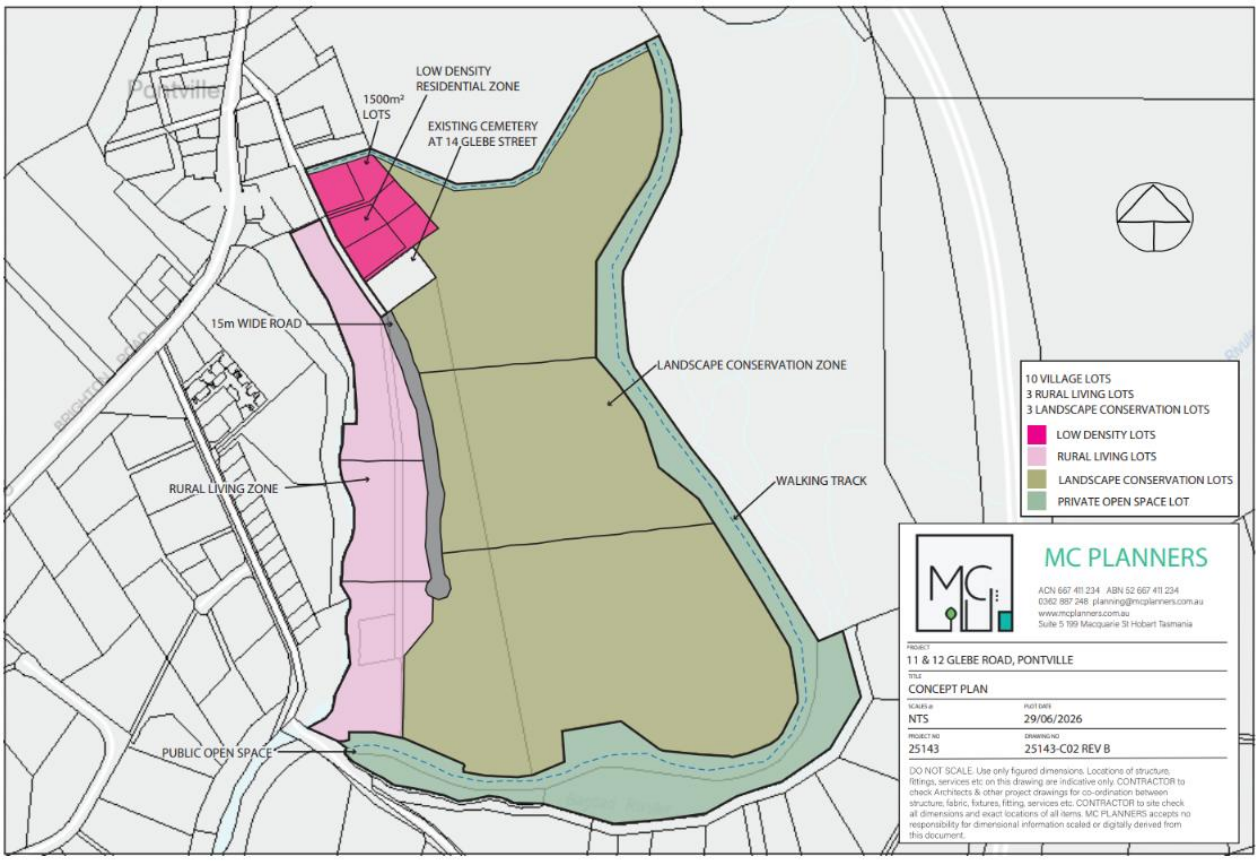


Figure 7 Indicative Concept Plan (Source: MC Planners)

2.2. Infrastructure and Servicing

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

Planning implications:

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

2.3. Transport

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

Planning implications:

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

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

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

Council also received submissions requesting the following services in Brighton:

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

Planning implications:

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

2.5. Zoning

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

Planning implications:

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

3. Conclusion

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

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

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

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