

Engagement Summary

Draft Exeter and District Structure Plan 2026

Contents

1	Introduction.....	3
2	Phase 1 consultation - Review of the 2014 Structure Plan.....	4
2.1	Summary of submissions	6
3	Phase 2 consultation – Draft Exeter and District Structure Plan 2023.....	8
3.1	Blackwall Residential Growth Area	8
3.2	Blackwall submissions	19
3.3	Investigation Area A – 144 & 168 Main Road, Exeter (CT167879/2 & CT21992/2).....	22
3.4	Investigation Area B, Tomah Place, Gravelly Beach.....	23
3.5	243 Gravelly Beach Road, Gravelly Beach (CT149152/1) and expansion of Investigation Area B.....	25
3.6	Northern Gravelly Beach district.....	29
3.7	128 Main Road, Exeter (CT130806/1-6)	32
3.8	2435 West Tamar Highway (CT 167031/1).....	33
3.9	174 Main Road, Exeter (198618/1).....	35
3.10	137A Hendersons Lane, Gravelly Beach (CT 29720/1)	37
3.11	2127 West Tamar Highway, Lanena (CT 158571/1 and CT 158572/1)	38
3.12	31 Annears Road, Blackwall (CT 167179/8)	39
3.13	7 Stony Brook Road, Blackwall (CT22952/2)	40
3.14	55 Main Road, Exeter (CT118983/3)	42
3.15	Murray Street – Frankford Road link.....	44
3.16	Infrastructure	46
3.17	Other.....	48
	Appendix 1 – Summary of Phase 1 Structure Plan review consultation	49
	Appendix 2 – Phase 2 consultation - List of Submitters	52
	Appendix 3 – Proforma submission.....	54
	Appendix 4 – Post-Exhibition investigations – Infrastructure Analysis (Exeter and District Structure Plan finalisation project).....	56

1 Introduction

The Draft Exeter and District Structure Plan was prepared following a review of the 2014 Exeter Structure Plan.

This report summarises the engagement process, feedback received and how the feedback informed the revised draft Exeter and District Structure Plan released in June 2026.

Phase 1 of the consultation with the Exeter community ran from late February through to March 2021 which informed the review and draft Structure Plan.

The draft Structure Plan was prepared and 77 submissions were received during the formal consultation period between 4 March 2023 and 30 April 2023. Four late submissions were also accepted.

Additional investigations were undertaken in relation to the Blackwall Growth Area including targeted consultation with landowners within the Growth Area.

All submissions received were workshopped with the Councillors to determine what changes should be made to the Structure Plan in response.

The amended Structure Plan has not been released for additional community consultation as a result.

Thank you to everyone who contributed to this process to date.

2 Phase 1 consultation - Review of the 2014 Structure Plan

The review was informed by initial consultation with the community to understand:

- What do you like most about Exeter?
- What improvements do you think could be made in Exeter?
- What does the Exeter Community need?

Over 30 submissions were received which informed the development of the Draft Exeter and District Structure Plan 2023.

A summary of the feedback received is below with a more detailed summary of submissions included in section 2.1.

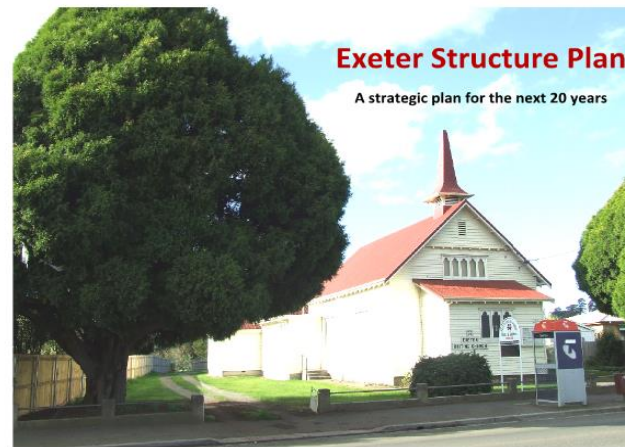


Figure 1 – image of 2014 Exeter Structure Plan

What we like most about Exeter

Initial consultation provided feedback about what participants liked most about Exeter with a sample of responses provided below.

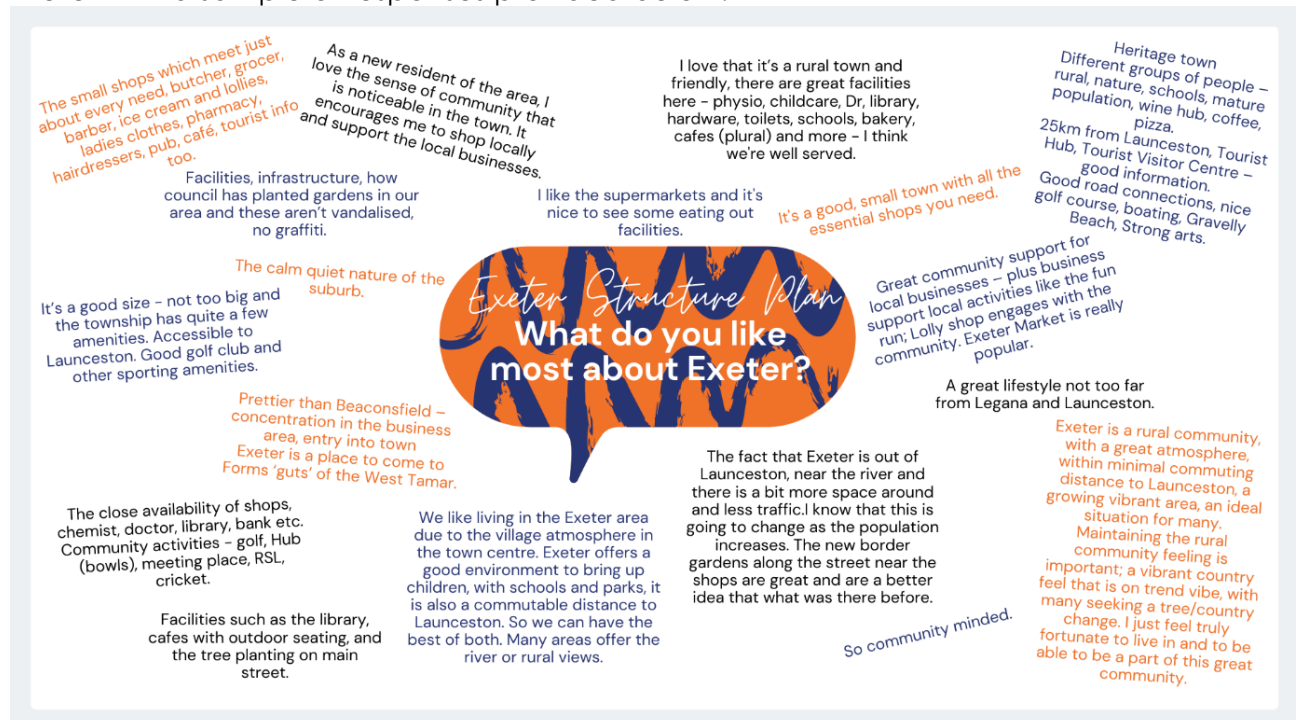


Figure 2: Summary of community consultation about what people like most about Exeter

A workshop was held with around 25 Exeter High School students on Friday 26 March 2021. Students were asked to consider what they liked most about Exeter and what would they like to change or improve. Figure 3 summarises what they said.



Figure 3: Exeter High School Workshop summary - what they liked most about Exeter and what would they like to change or improve

Students were also asked to report their top ideas for improvements to Exeter:

- Parking
- Walks, pathways and crossings
- Dog park, recreation, walking trail etc behind Primary School
- Solar panels
- Roundabout at end of Glen Ard Mohr Road
- Road from Frankford Road to Gravelly Beach
- Entertainment
- Trail behind community hub
- Redo park and goat track
- Youth centre
- Pump track park behind Community Hub
- Crossing near School farm.

The consultation process also identified a need to extend the Structure Plan area to include Gravelly Beach, Blackwall and Lanena as the broader Exeter community. People in the district identify with Exeter and have a strong connection with and reliance on Exeter.

2.1 Summary of submissions

As the new Structure Plan is focused on land use planning, the matters raised have been summarised below as those that relate to land use planning and other feedback that will be addressed through other mechanisms.

Land use planning

- Increase amount of residential land in Exeter and Gravelly Beach to support the role of the town as a District Centre. With reference to opportunities:
 - Between Exeter and Gravelly Beach;
 - Tomah Place;
 - Between Winkleigh Road and Highway (northern end of Exeter).
- New road connections:
 - Between Exeter and Gravelly Beach (through Blackwall) to provide a more direct connection;
 - Between the Frankford Road intersection and Murray Street behind the existing shops.
- Preservation and maintenance of riparian and open space areas, including buffer areas.
- Sewerage and water infrastructure - capacity to service current demand and future growth.

Traffic and car parking

- Traffic circulation in the business area and safety in turning onto or from the Main Road.
- Upgrading Gravelly Beach Road and Rosevears Drive.
- Improving pedestrian / cycling connectivity by providing additional safe crossing points.

- The need for more car parking in the business area and.
- Tresca driveway (which also provides access to the golf club) and car parking requires upgrading.

Parks and recreation

- Enhanced park facilities.
- Streetscape improvements for community and to attract tourists.
- Natural environment reserve behind Community Hub and linking to the Goat Track.
- Fenced dog park.
- Gravelly Beach foreshore (support and opposing views).
- Upgraded facilities at the recreation ground / show grounds.

Business and services

- Need for new businesses or services within Exeter
- More events.
- Improved community activities and services
- Affordable, reliable public transport.
- A waste dump point and tank refill station for caravans/motor homes in the Exeter area.
- Improved waste collection

Response to feedback

- Expand the Structure Plan area to include Gravelly Beach, Blackwall and Lanena.
- Future development of Exeter and District should retain the village atmosphere of Exeter.
- Include the Community Hub and associated land in the Community Purposes Zone to allow for expansion of activities in the Community Precinct and request an amendment to the LPS.
- Consider road connection improvements to Wildmore Crescent and Murray Street.
- Investigate and identify areas for future residential growth, including consideration of the area between Exeter and Blackwall.
- Consider future business activity needs to cater for local business growth and expansion.

3 Phase 2 consultation – Draft Exeter and District Structure Plan 2023

77 submissions were received during the formal consultation of the draft Structure Plan which was open between 4 March 2023 and 30 April 2023. Four late submissions were also accepted bringing the total to 81 submissions.

3.1 Blackwall Residential Growth Area

The Blackwall Residential Growth Area is shown on Figure 4 below.

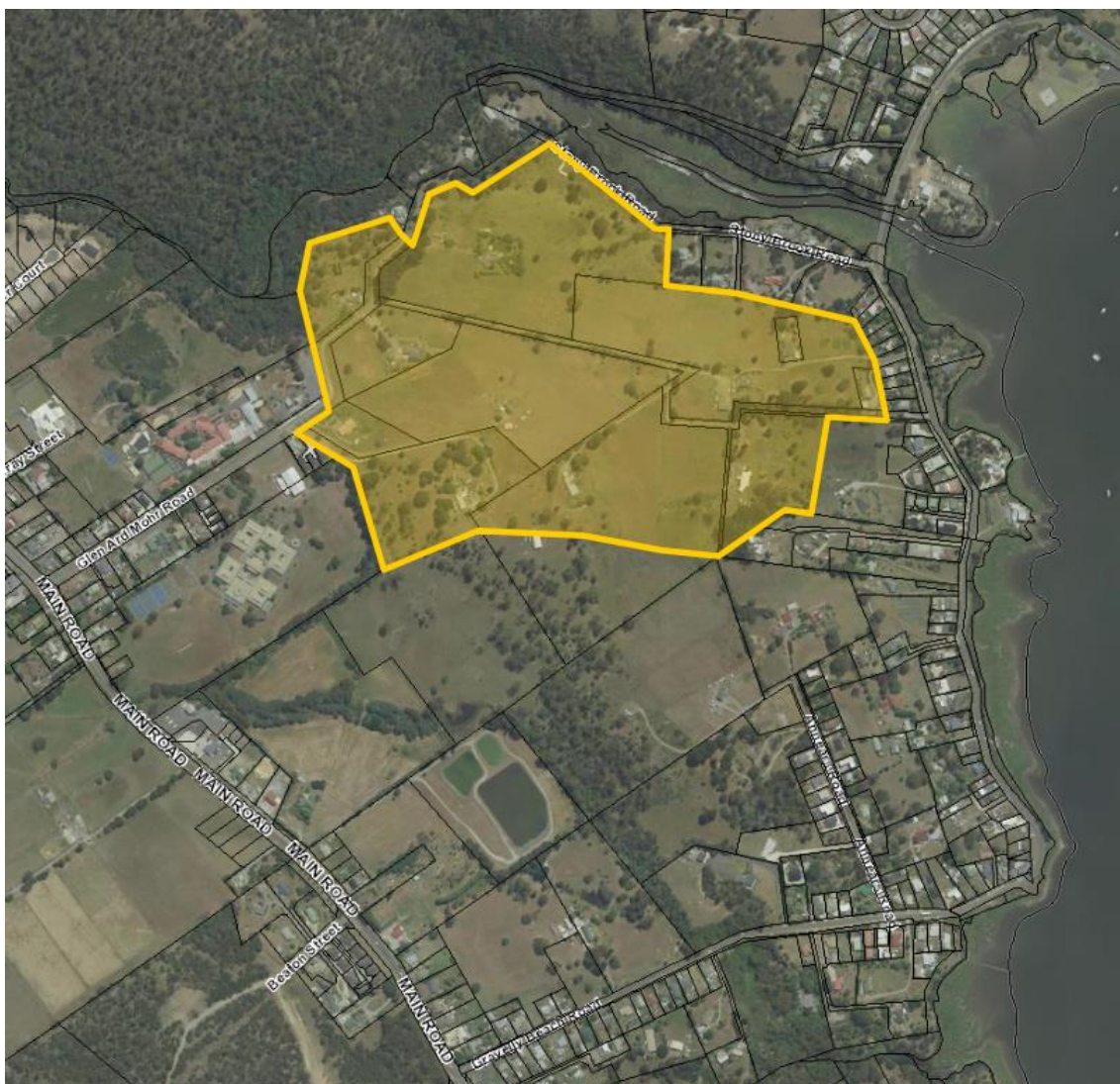


Figure 4 - Blackwall Residential Growth Area

48 of the 81 submissions received related to the proposed Blackwall Residential Growth Area. 28 of these submissions included the proforma submission also discussed below. Five submissions supported the proposal, two raised concerns only about traffic with 42 opposing the growth area.

Feedback received during the formal exhibition period

Opposed to Growth Area

- Impact on amenity and unique character of Blackwall
- Environmental impacts - Negative impacts on natural beauty, river health, wildlife, habitat and corridors
- Oppose increase in density, calculations not accurate
- Sewerage capacity and impacts from odour on nearby residents / increasing residents in buffer area
- Goat track / Stony Brook Road – very popular with walkers and cyclists – needs to be preserved and include safety features
- Concerns about infrastructure capacity (sewerage, stormwater, drainage, open space, Gravelly Beach Road, footpaths)
- Proposed zoning driven by infrastructure capacity rather than residential amenity
- Infrastructure should be funded by the landowners / developers (not community)
- Don't support growth and investment in this area when existing infrastructure is so poor
- Need for a buffer to Rural Living land
- Have not adequately demonstrated demand for the growth area / reliability of census data as an indicator of future demand.
- Greenfield development preferable given uncertainty of infill or rezoning
- Constraints such as landslip risk, transmission line easement

Support for the Growth Area

- Will bring new families and support local business and schools
- Alternative to Traill Road extending through to Gravelly Beach Road could be a cul de sac with a walking / cycling trail connection
- Area suitable for village style development with smaller lots (General Residential), affordable housing allocation, integrated open space and consideration of natural features and community use.
- Suggest extended General Residential land
- prefer 2500m² over 5000m²
- Extend to include 7 Stony Brook Road – with 1500m² minimum lot size OR General Residential Zone

Traill Road to Gravelly Beach Road extension

- Opposition to the Traill Road alignment / connection between Gravelly Beach Road and Glen Ard Mohr Road (safety, impacts on Gravelly Beach Road, Glen Ard Mohr Road and Main Road; impacts on adjoining property, cost, impact on habitat)
- Concerns for safety for school students
- Support for link road (shorter travelling distance to access schools and services, improved connectivity)
- Alternative options for access:
 - Stony Brook Road;
 - a cul de sac at the rear entrance to 185 Gravelly Beach Road;
 - Murray Street rather than Glen Ard Mohr Road;
 - via 185 Gravelly Beach Road driveway.

- Impacts on residents of 175 & 177 Gravelly Beach Road with Traill Road extending between their properties – question width of road reserve.

Post exhibition engagement

The feedback from community about the Growth Area was discussed with Councillors during the 16 January 2024 workshop and direction was given to further investigate the options with higher densities in the proposed Growth Area. 6ty⁰ were engaged to provide an analysis of three options for development.

Option 1: Lowest Density	Proposes lots at 0.5 hectares (5,000m ²), allowing for onsite wastewater disposal without extending the reticulated sewer system and could potentially yield 67 lots. This option is consistent with the Draft Structure Plan as publicly exhibited.
<hr/>	
Option 2: Low Density	Increases potential lot yield to 130 lots, with minimum lot sizes of 0.15 hectares (1,500m ²). These lots are still suitable for onsite wastewater disposal (subject to geotechnical review).
<hr/>	
Option 3: Mixed Living	Includes an extension to the General Residential Zone with the balance consistent with Option 2. This option has potential to yield 160 lots, including 73 General Residential lots. It assumes an extension of the reticulated sewer system from Gravelly Beach Road to service the General Residential lots, without new pump stations but with upgrades to existing infrastructure.

Targeted consultation with landowners within the Growth Area was held in September 2025 to inform a decision about how to proceed with the Growth Area in the Structure Plan. A letter, with an analysis of the 3 options included was sent to 14 landowners including the owners of 177 & 175 Gravelly Beach Road on either side of the proposed Traill Road access. Another nearby resident was made aware of the consultation and was provided the information and provided a response. Seven formal responses were received to this process.

Of the four land owners in the Growth Area who responded, all preferred Option 1 5000m² citing the following reasons:

- Suits the landscape / doesn't stress the local environment;
- Doesn't over populate the area;
- Reducing existing size of properties assists with fire management; and
- Rural Living in the middle of town doesn't make sense.

One submitter remained concerned about traffic impacts on Gravelly Beach Road.

Two submissions were received from the landowners on either side of the proposed Traill Road intersection with Gravelly Beach Road with concerns about:

- The road connection to Gravelly Beach Road, specifically:
 - the width of the corridor and proximity to the existing dwellings
 - potential to compromise their access to their properties,
 - impacts from road noise and safety
 - reduction in property value
 - potential need to acquisition of land, and the need to relocate existing infrastructure
 - suggesting use of access through 185 Gravelly Beach Road
- Sewerage capacity
- Impact on bushland / native habitat and allowance for greenspace and nature conservation / wildlife corridors
- Costs of re-fencing and remodelling property as a result of the road construction
- Query regarding Council taking 5%

One submission was received from an adjoining land owner to the Growth Area. They raised concerns about:

- Not being directly included in the consultation and compliance with the *Local Government Act 1993* and the *Land Use Planning and Approvals Act 1993*;
- That their previous submission rejected the proposed changes to zoning and they continue to reject the proposed changes;
- Impact on their amenity and the natural environment; and
- Focus should be on infrastructure improvements and core responsibilities of maintaining footpaths, roads and essential services.

Response to feedback

The area, circled in yellow in Figure 5, has been examined to determine suitability for residential development based on known information about the constraints of the land.

Specific land suitability studies, for example natural values assessments have not been completed at this time and would be expected to be undertaken as part of future development applications and, if required, as part of the rezoning request.

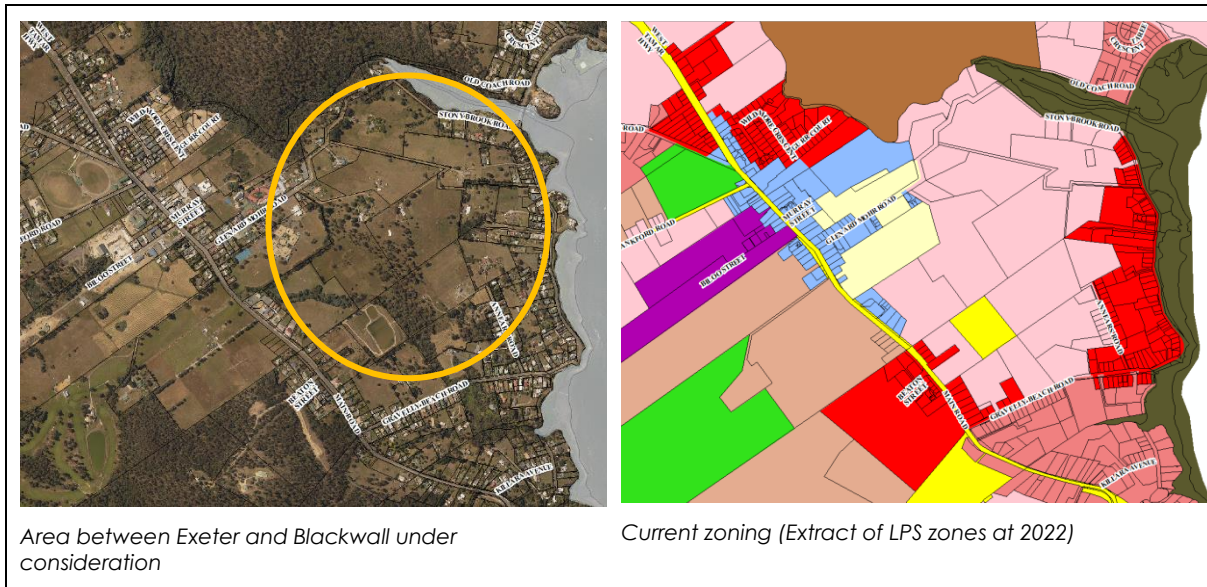


Figure 5: Area between Exeter and Blackwall considered for future growth and 2022 zoning

Figure 6 shows extracts of mapping showing the constraints and natural features in the area. The most significant constraint is the Sewerage Treatment Plant operated by TasWater which has an attenuation area under the Tasmanian Planning Scheme of 350m. This area was removed from consideration and influenced the consideration of the potential growth area boundary.

The majority of the area is within TasWater's Water Serviced land – Figure 7. While there is no obligation for TasWater to provide additional connections the following matters would be considered in assessing whether a connection would be provided:

- Can be supplied with treated water;
- Are within 30 metres of our water reticulation main;
- Can receive the minimum flow and pressure at the connection point;
- Connection to the reticulation main would not cross land owned by a third party; and
- The physical characteristics or location of the property title do not require the application of unusual or unusually costly infrastructure, design, or installation techniques in order for the connection to be made.

Part of the area is included in TasWater's Sewer Serviced Land – Figure 7. Preliminary discussions with TasWater have indicated potential capacity issues in increasing the number of serviced lots. Larger lots, which is in keeping with the submissions Council has previously received regarding future development in this area, should be able to accommodate on-site wastewater treatment and disposal without the need to connect to reticulated sewerage.

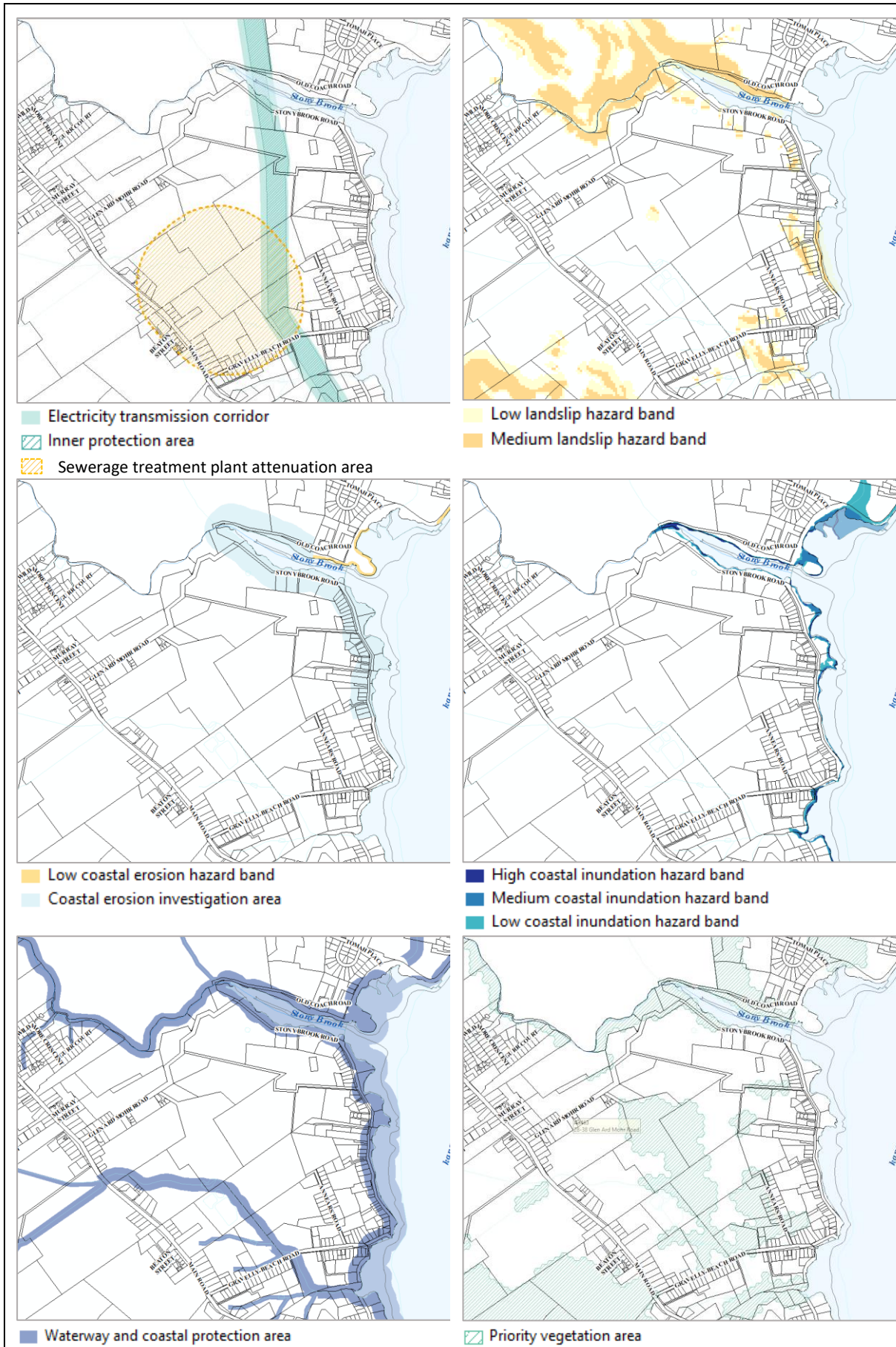


Figure 6: Exeter to Blackwall natural features and constraints



Figure 7: Exeter to Blackwall water and sewer serviced land (TasWater)

Demand

In terms of demand for growth, The Remplan Northern Tasmania Residential Supply and Demand Study anticipates that the District will grow by up to 357 people with a demand for 217 dwellings. This information was not available when the draft structure plan was open for public comment.

We also know that not all properties will reach their capacity for growth either due to physical constraints or owner choice and that the amount of land that is developed is significantly less than the amount of land that is planned or zoned for growth¹.

Preferred lot size

The draft Structure Plan proposed a minimum lot size of 5000m², consistent with the Residential Supply and Density SAP. This was due to the limited capacity of the Exeter Sewerage Treatment Plant in addition to the character, topography and environmental features in the area.

While only four landowners formally responded to the post-engagement consultation process, all indicated their preference for a 5000m² minimum lot size.

The Infrastructure Analysis included in Appendix 4 provides three options for the development of the Growth Area described above. All three options use the same core road alignments with additional cul-de-sacs dependent on the lot size – depicted in Figure 8 below. This shows that selecting the 5000m² minimum lot size would not prevent smaller lot sizes in the future, should, for example, a new sewerage treatment plant be delivered.

¹ Source: Greater Adelaide Regional Plan 2025.

As there is not currently capacity to extend the sewer serviced area, option 3 is not recommended.

Option 2 adopts a minimum lot size of 1 500m² will enable to 130 lots compared to 67 lots under option 1. If Option 2 was selected, and a rezoning supported, there is no requirement for landowners to develop lots of that size, however the road layout requirements would allow for future subdivision.

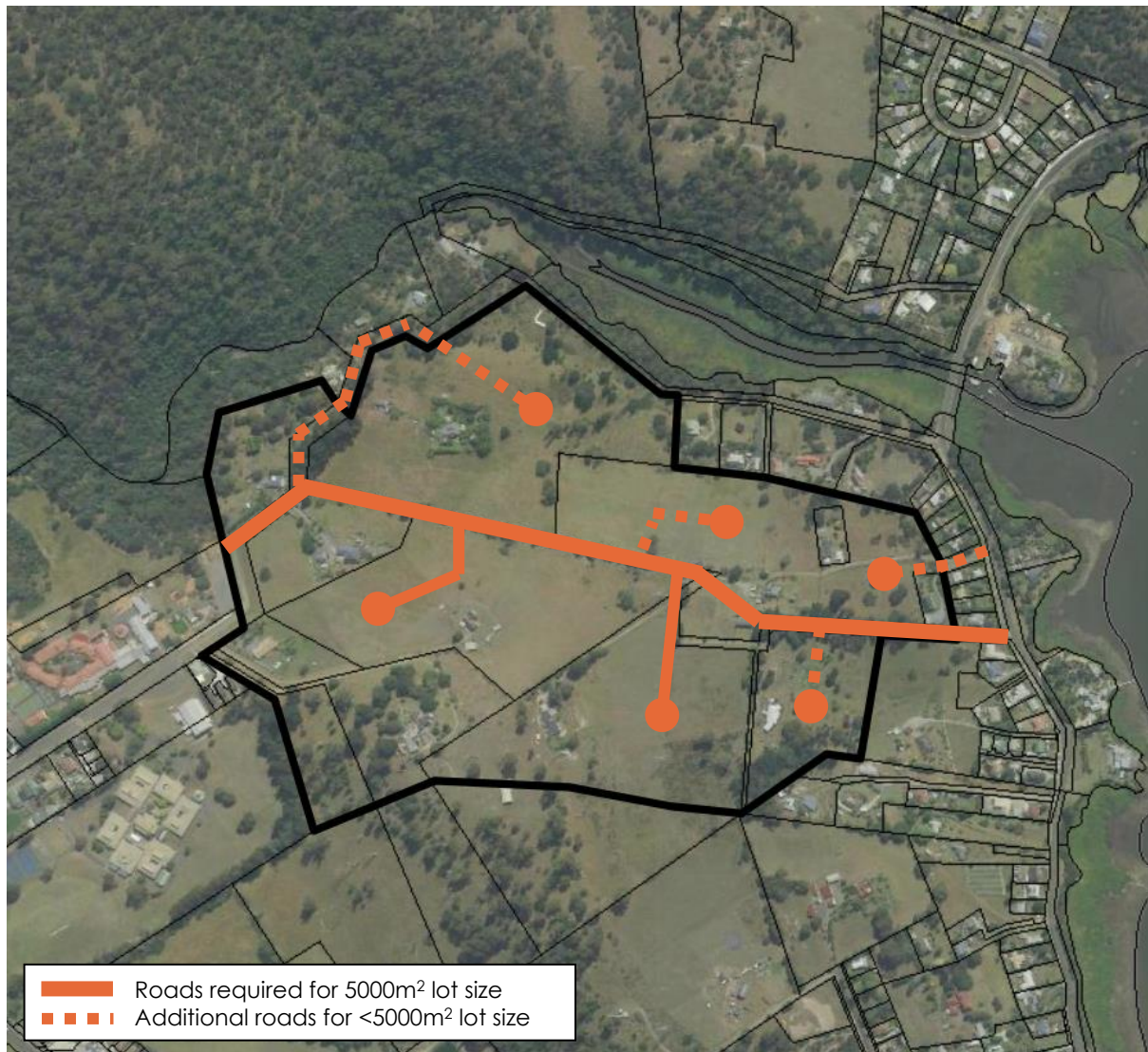


Figure 8 - indicative road alignments for different lot sizes

Trail Road alignment

The 2014 Structure Plan identified an opportunity for development in this general area to facilitate a road connection between Gravelly Beach Road and Glen Ard Mohr Road. This road connection would provide an alternative link to the Exeter township and would also be required to facilitate development of the area and provide appropriate access to the potential residential lots. Council commissioned a traffic study to assess the impact of increasing residential densities between Exeter and Blackwall by considering:

- two growth scenarios with minimum lot sizes of 5000m² (81 additional lots) and 1ha (42 additional lots);
- the preferred alignment of a road that links Glen Ard Mohr Road with Gravelly Beach Road;
- the impacts of providing a road connection between Glen Ard Mohr Road and Gravelly Beach Road on the Gravelly Beach Road and Main Road junctions.

The Traffic Study concluded the use of Traill Road is the preferred route for the connection of Glen Ard Mohr Road and Gravelly Beach Road. It provides improved connectivity for future subdivision by providing a central road link. Road widening and minor realignment of the corridor will be required as part of the development of the road.

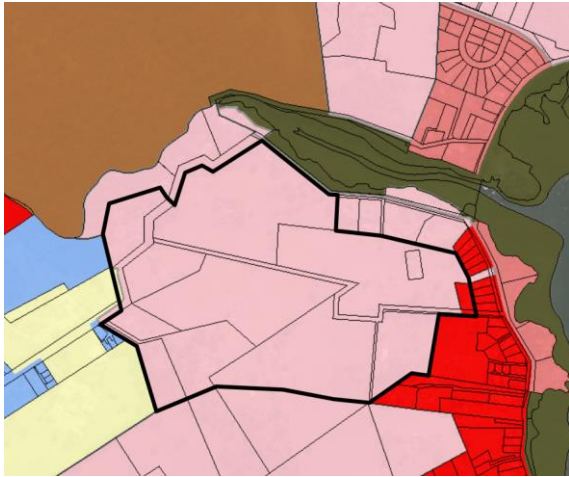
Modelling indicated that the Glen Ard Mohr / Main Road intersection will operate at an acceptable level until 2032 but deteriorates by 2042 which is less than 20 years away. A roundabout at this intersection would operate at a high level of service in both 2032 and 2042 and will cater for expected growth associated with the growth scenarios considered.

A T-junction was considered appropriate at the Traill Road – Gravelly Beach Road intersection (if developed) and would cater for the forecast traffic generation from the increase in residential density.

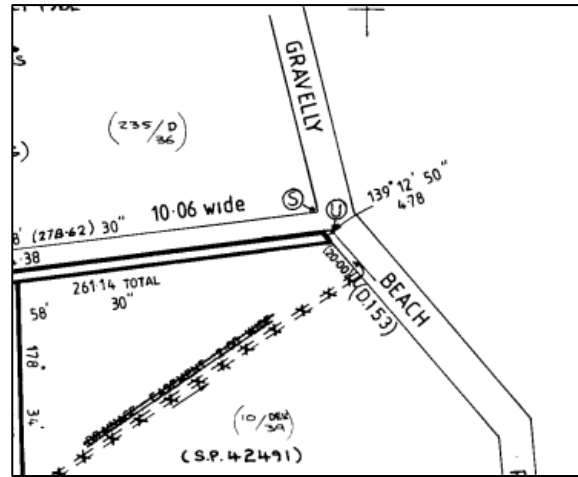
The additional investigations included as Appendix 4 further concluded that the through road would be the best solution to facilitate development for any of the three options.

An alternative suggestion was to end Traill Road in a cul-de-sac without the connection to Gravelly Beach Road. This would address the concerns of the owners of the two properties on either side of the Gravelly Beach Road end of Traill Road and the potential impacts on their property. However, should 161 Gravelly Beach Road, the large General Residential Zoned property on the southern side of the Traill Road corridor, be subdivided, road access would be required via Traill Road (a layout of a potential subdivision is included in the Infrastructure Analysis). An application for a subdivision of this nature would likely comply with the current planning scheme and would result in the road being constructed in this location.

The width of the road reserve at the Gravelly Beach Road end of Traill Road is confirmed at 14.84m based on the title plan (see figure 9 below). The width of the roadway is sufficient to accommodate a constructed road and a pathway on one side of the road, acknowledging that parking would not be accommodated.



Current zoning



Extract from title plan SP31167

Figure 9 - Current zoning and title plan extract

The impacts on the properties either side of where Traill Road will intersect with Gravelly Beach Road are acknowledged. There will be required changes to the access and parking arrangements to their properties. This can be managed through the design and construction process.

Other alternatives proposed by submitters included use of Stony Brook Road, a connection through to Murray Street rather than Glen Ard Mohr Road and access to Gravelly Beach Road through 185 Gravelly Beach Road:

- Stony Brook Road was considered in the traffic impact assessment and while it could be utilised, the Traill Road alignment enables development of additional land in a more efficient way.
- The Murray Street alignment was not formally considered, however the narrative in relation to the connection of Wildmore Crescent to Murray Street suggests intersection upgrades on Main Road would be beneficial. There would also be challenges in providing approximately 420m road connection between Glen Ard Mohr Road and Murray Street though Council's land near the Community Hub and converting the car park to a through road. The location of the road access adjacent to the primary school has significant slope and stormwater solutions that would need to be investigated.
- The access through 185 Gravelly Beach Road while not formally assessed in the traffic impact assessment, could be an alternative access point to Gravelly Beach Road, however, it is relatively steep and slopes north to south and east to west and would require significant works to achieve an access.

Other matters

The post-exhibition engagement was specifically targeted to the landowners within the proposed Growth Area so their views could be taken into account as Council refined the planning approach. This approach does not breach the requirements of the *Local Government Act 1993* or the *Land Use Planning and Approvals Act 1993*.

Conclusions

Development of this area:

- provides an opportunity to provide a stronger connection between Exeter and Gravelly Beach;
- avoids the Sewerage Treatment Plant attenuation area and constraints that cannot be managed through an assessment against the Tasmanian Planning Scheme;
- provides a break in the urban area between the two areas with larger lifestyle lots; and
- does not require significant infrastructure upgrades, noting that the construction of Traill Road and extension of services would be required as part of the development.

An amendment to the West Tamar Local Provisions Schedule will be required to change the zone to the Low Density Residential Zone to facilitate development with a minimum lot size of 5000m². This will be subject to the approval of the Tasmanian Planning Commission.

Changes to the structure plan in response to feedback

- Retain the intent of the Growth Area and identify as Low Density Residential with a minimum lot size of 5000m²; and
- Update the road layout plan with the minor adjustments provided in the Infrastructure Analysis.

3.2 Blackwall submissions

28 submissions were proforma submissions regarding the Blackwall area. An image of the submissions is included in Appendix 3. Some of these submitters also attached individual submissions. 20 of the proforma submissions were from residents of Blackwall with eight from Gravelly Beach.

Several other submissions also raised concerns about the development capacity of the existing General Residential Zone on amenity, infrastructure and traffic.

Submission summary

- Exeter sewerage ponds are at capacity
 - Health of the Tamar River due to higher density in Blackwall and Exeter (as a result of the extra sewerage inflow to the already at capacity sewerage treatment plant)
 - Deterioration in air quality from the Exeter sewerage ponds due to higher density in Blackwall and Exeter
 - Request written assurance that the sewerage ponds can safely handle increased density in Blackwall and Exeter
- Blackwall has sub-standard infrastructure (Gravelly Beach Road, footpaths, stormwater, transport, sewerage at capacity etc)
 - Increased traffic flows on Gravelly Beach Road from development in Blackwall, Gravelly Beach, Swan Point, Robigana and Deviot
 - Pedestrians can be <1m from passing traffic on Gravelly Beach Road
 - Existing drainage and stormwater systems will not cope with increased density
- Amenity of Blackwall is at risk
 - High density development at Blackwall is out of character with the adjacent river's edge areas of Lanena and Gravelly Beach (General Residential Zone planning scheme densities)
 - Increased development in Blackwall will be highly visible to residents, passing traffic and tourists as it is on a hillside
 - Do not want Blackwall to look like Riverside or Legana – do not want open space, trees, greenery to be replaced by large numbers of dwellings and substantial areas of concrete and paving
 - Minimum lot size of 1500m² or more for new land and multiple dwellings would be more appropriate.

Response to feedback

The submissions are concerned with the proposed growth area and the capacity for growth under the existing General Residential Zoning.

The matters relating to the Growth Area are addressed under section 3.1 above.

Sewerage capacity

Information from TasWater confirms that without upgrades, the Exeter Sewerage Treatment Plant will exceed capacity and licenced Average Dry Weather Flow (ADWF) before 2035. However minor upgrades are expected to increase capacity flows to around 2050.

A new Sewerage Treatment Plant is identified as a long-term need in TasWater's Meander-Tamar Water and Sewerage Master Plan released in November 2025.

The Structure Plan does not propose expansion of the sewer serviced area in the Blackwall area however, if a new Sewerage Treatment Plant is committed to, it may provide an opportunity for a future increase in density.

Infrastructure standards

A traffic impact assessment was undertaken to consider the potential impact from proposed Growth Area in Blackwall which found the road infrastructure had capacity to accommodate additional traffic flows.

While it is acknowledged that the concrete footpath along Gravelly Beach Road is narrower than current standards, the road corridor width and changes to other infrastructure such as relocating curb and channelling would require significant expense. This could be considered in future capital works budget but has not currently been identified as a priority project.

Stormwater capacity is required to be considered at the development stage either as part of a planning or plumbing application, depending on the proposal.

Amenity of Blackwall - General Residential zoning

The existing General Residential Zoning has been in place since 2008 and was a larger area under the 1986 Planning Scheme. The only change to the General Residential Zoning that is proposed are lots on the western side of Annears Road that are serviced by water and sewer.

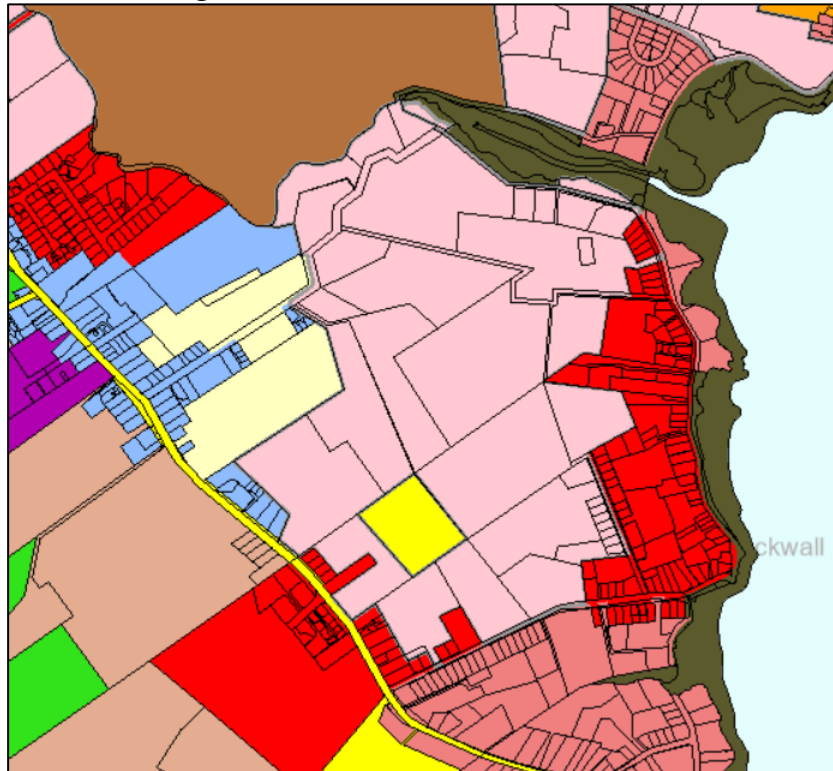
While multiple dwellings and subdivision in accordance with the zone provisions has not been undertaken, there is growing demand for development consistent with the current planning scheme requirements. While the concerns of the residents are acknowledged, there is no intent to back zone the properties to reduce their development rights.

The images in Figure 10 below show the current zoning and the draft Structure Plan indicating the proposed additions to the General Residential Zone.

Changes to the structure plan in response to feedback

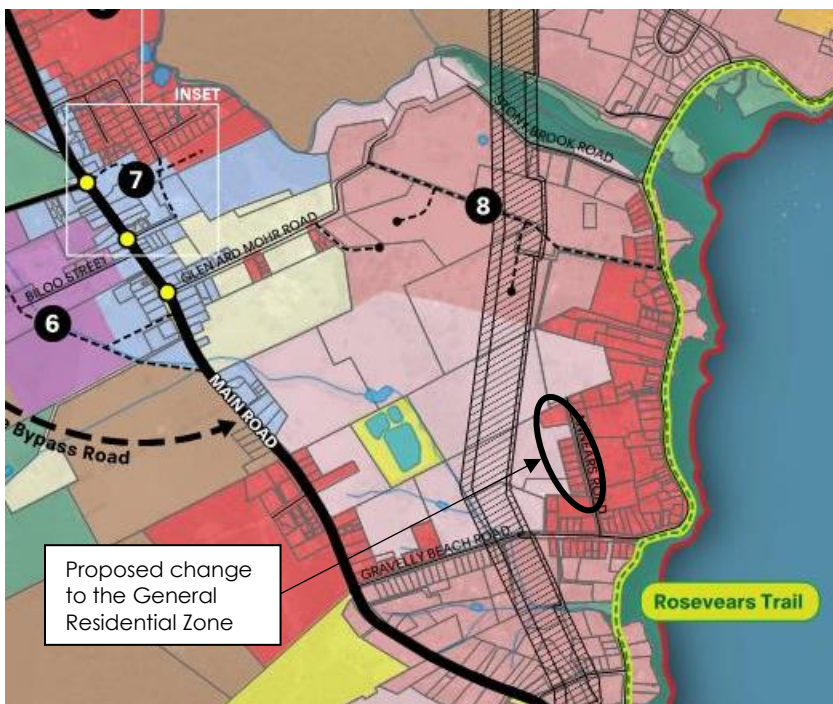
No changes are proposed.

Current zoning



- General Residential Zone
- Low Density Residential Zone
- Rural Living Zone
- Village Zone
- Local Business Zone
- Light Industrial Zone
- Rural Zone
- Agriculture Zone
- Environmental Management Zone
- Utilities Zone
- Community Purpose Zone
- Recreation Zone
- Open Space Zone

Draft Structure Plan



- Legend**
- Growth Area
 - General Residential
 - Low Density Residential
 - Rural Living
 - Local Business
 - Village
 - Light Industry / Commercial
 - Community Purpose
 - Recreation / Open Space
 - Utilities
 - Rural
 - State Roads
 - New road connections
 - Intersection treatment
 - Coastal trail
 - Watercourses
 - Structure Plan area boundary

Figure 10 - comparison of existing zoning and Draft Structure Plan designations

3.3 Investigation Area A – 144 & 168 Main Road, Exeter (CT167879/2 & CT21992/2)



Proposal: support / oppose change to General Residential

Submission summary

- Oppose General Residential unless 60km/hr speed limit moved north to limit exhaust fumes blowing into properties
- Support for future General Residential.

Response to feedback

Draft Structure Plan	Investigation Area A
Current Planning Scheme Zone	Rural Living D
Site Area	~5.7ha

- The extension of the General Residential Zone in this location is a logical location to accommodate growth, subject to connection to reticulated services.
- Existing residential uses are located closer to Main Road so impact from vehicle noise or emissions would be considered minimal.
- After consideration of the required processes to implement the Structure Plan, that is the process to rezone the land, the inclusion in an investigation area is not considered necessary.

Changes to the structure plan in response to feedback

- Identify the site as General Residential and remove the investigation area designation.

3.4 Investigation Area B, Tomah Place, Gravelly Beach



Proposal: oppose investigation area and not restrict the minimum lot size and identify as Growth Area

Submission summary

- Request to not limit to 5000m² - could be down to 1500m² subject to rezoning assessment of onsite wastewater capability. Also request to identify as a Growth Area rather than Investigation Area.
- Another submission opposes the Investigation Area as roads cannot handle the extra traffic, area can't handle overflow from septic tanks and stormwater, investigation area will make this worse

Response to feedback

Draft Structure Plan	Investigation Area B (Low Density Residential)
Current Planning Scheme Zone	Rural Living C
Site Area	~13ha

- A 5 000m² minimum lot size as included in the Residential Supply and Density SAP is consistent with the use of the Low Density Residential Zone in Gravelly Beach where lot sizes are large enough to enable subdivision, however many lots are below 5000m² and outside the SAP.
- As the development of the site and rezoning would be subject to further investigations, the lot size could be adjusted subject to the outcome of those investigations noting that onsite wastewater and stormwater management would be required.
- The description for the area could allow for some flexibility in determining the minimum lot size.

- Given the process to rezone the land will require resolution of the minimum lot size, there is not considered any need to identify the site as an investigation area and can instead be identified as low density residential.

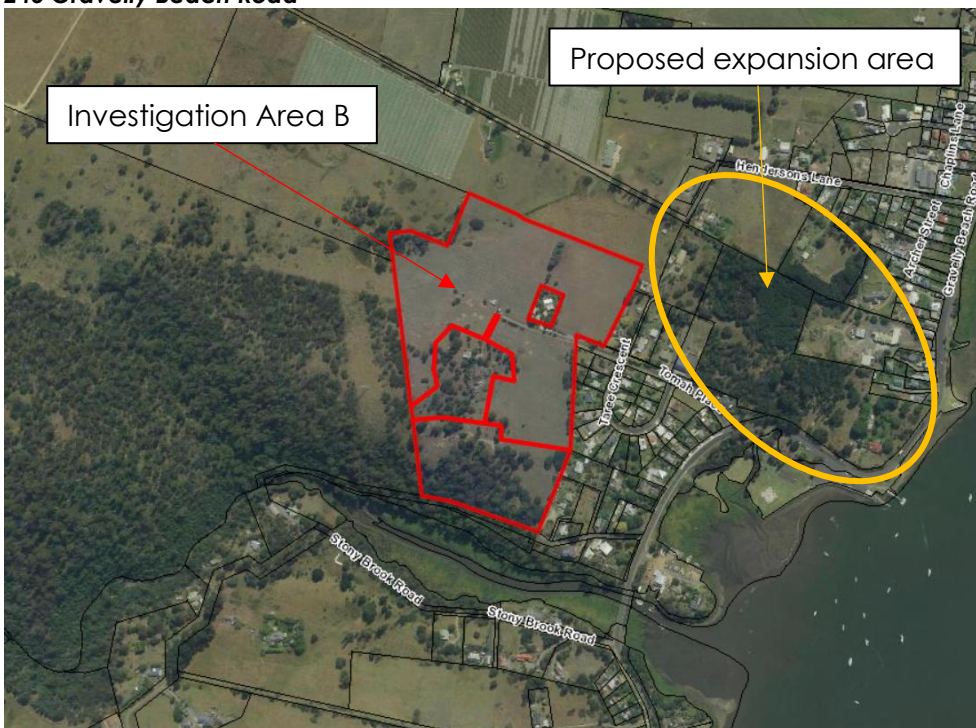
Changes to the structure plan in response to feedback

- Identify the site as Low Density Residential and remove the Investigation Area designation.
- Include a description that the minimum lot size is to be determined through geotechnical investigations.

3.5 243 Gravelly Beach Road, Gravelly Beach (CT149152/1) and expansion of Investigation Area B



243 Gravelly Beach Road



Proposed expansion to Investigation Area B

Proposal: change to Low Density Residential or Rural Living A and expansion of Investigation Area B

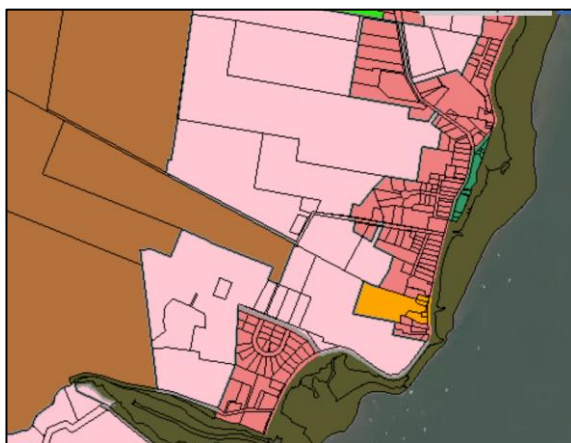
Submission summary

- The submitter requests a change to change to Low Density Residential with 5000m² lot size, Rural Living A at 1ha lot sizes or an option with 3 lots between 1.62ha and 2.27ha.
- Example lot layouts provided with the submission show:
 - between 7 and 9 lots if changed to Low Density Residential with a 5000m² minimum lot size
 - 5 lots if included in Rural Living A with a 1ha minimum lot size.
- Another submission seeks the expansion of the investigation area west of the existing Low Density Residential Zone behind the main shopping and recreation area to provide additional supply in a limited market – circled in yellow above.

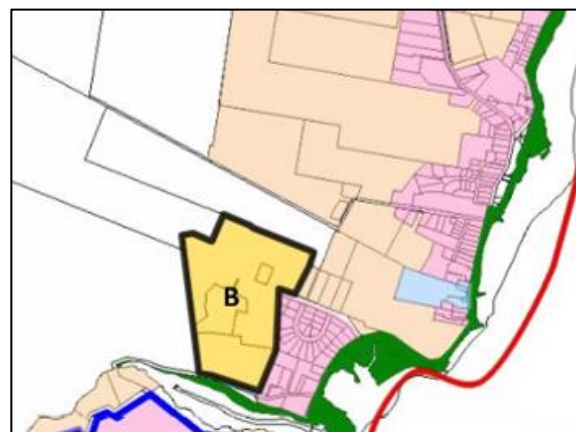
Response to feedback

Draft Structure Plan	Rural Living
Current Planning Scheme Zone	Rural Living C (5ha)
Site Area	~6.1ha

- The site is located between two areas of Low Density Residential zoning and in proximity to the Village Zone.
- A significant portion of the site is subject to the priority vegetation overlay but is not identified as containing threatened vegetation. The site is also identified in the bushfire hazard area and development for residential purposes would likely require significant clearing to achieve suitable bushfire management.
- A watercourse traverses the site and an area of the site is subject to the low coastal inundation hazard band. Larger lot sizes could ensure development avoids these features.
- Capacity to accommodate onsite wastewater treatment is unknown however larger lot sizes would likely accommodate these services on site.
- In relation to the proposal to expand the Investigation Area to the area behind the shopping area (including 243 Gravelly Beach Road):
 - The images in Figure 11 below show the overlays under the planning scheme – notably the priority vegetation area and the low hazard band of the coastal inundation hazard area overlay applies over part of the sites.
 - Most of the area is in the TasWater water serviced area however reticulated sewerage does not extend to Gravelly Beach.



Planning Scheme zoning



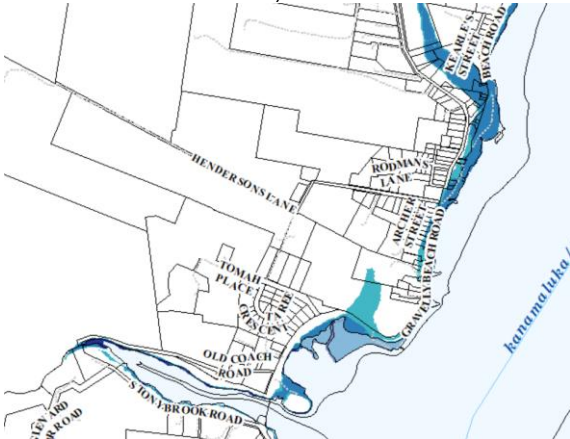
Draft Structure Plan designations



Bushfire Prone Area overlay



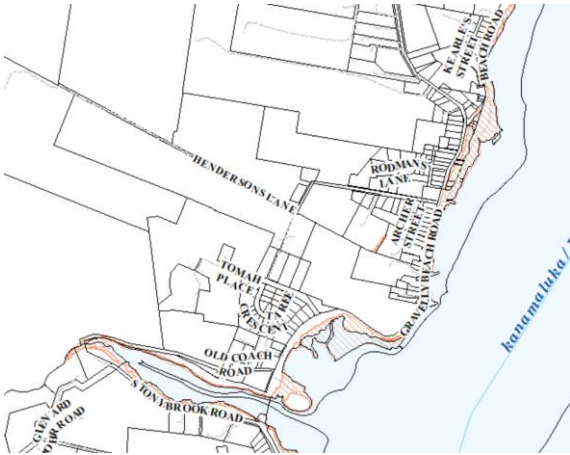
Electricity Transmission overlay



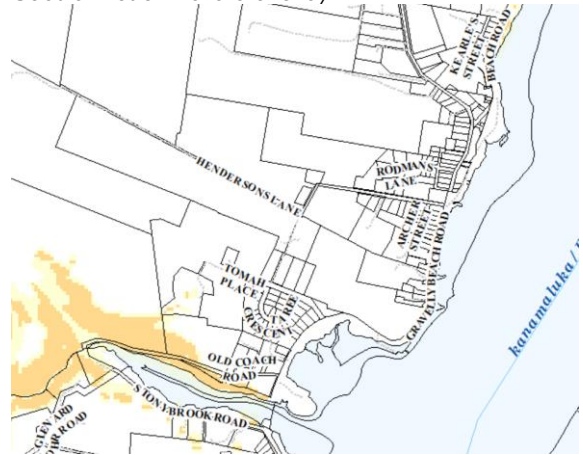
Coastal Inundation hazard overlay



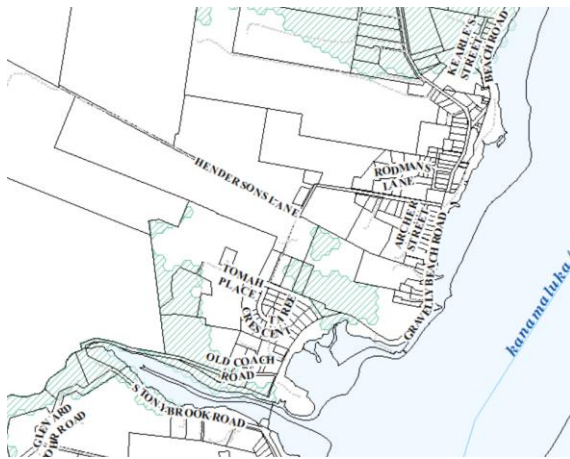
Coastal Erosion Hazard overlay



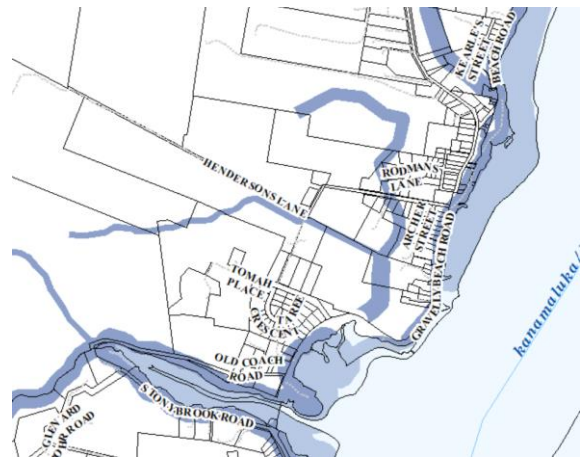
Future Coastal Refugia overlay



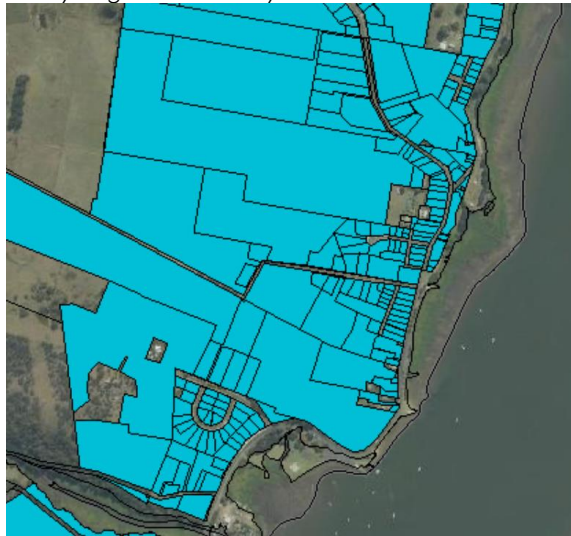
Landslip Hazard overlay



Priority Vegetation overlay



Waterway and Coastal Protection Area Overlay



TasWater – Water serviced land

Figure 11 – LPS overlays and infrastructure servicing

- A low density residential designation is logical and essentially provides for infill with wording that could enable the rezoning to be completed in stages with the minimum lot size determined through site investigations for onsite wastewater and stormwater management.
- More broadly, strategies could be included in the structure plan about reviewing the Rural Living Zone minimum lot size across the structure plan area. These investigations could be undertaken by a landowner.

Changes to the structure plan in response to feedback

- Change Investigation Area B to the Low Density Residential and expand the area to include 243 Gravelly Beach Road and up to Hendersons Lane and for minimum lot sizes to be determined through site investigations.

- 2013 Interim Planning Scheme - Rural Living and permitted Boundary adjustment only;
- 2022 Tasmanian Planning Scheme - west side of Gravelly Beach Road in Rural Living D (10 ha minimum lot size) and east side of Gravelly Beach Road in Rural Living C (5ha minimum lot size).
- Gravelly Beach has a mixed subdivision pattern with some lots less than the prescribed minimum lot size.
- At around 28ha with a 30% allowance for roads and other utilities, approximately 130 lots could be accommodated with a minimum lot size of 1500m² or 40 lots at 5000m² noting that a detailed lot layout has not been prepared noting that the submission includes a subdivision plan for the area on the eastern side of Gravelly Beach Road with 62 lots.
- The site is not within the urban growth area under the regional land use strategy.
- It is within the 'Lifestyle area' in the WT Growth Strategy. Whilst not strictly defined, Rural living zone and Low Density residential zone (particularly subject to the SAP) are broadly considered lifestyle zones.
- Under the current planning scheme the area is affected by the Bushfire prone area, Priority vegetation and waterway and coastal protection overlays as shown in Figure 12 below.
- Changing the entire area proposed to Low Density Residential would likely require upgrades to Little Swan Point Road and Gatenbys Road at subdivision stage. Gatenbys Road is not a council managed road.
- To provide for infill and subdivision potential, a change to the Structure Plan to including the area east of Gravelly Beach Road and south of Little Swan Point Road in the Low Density Residential area is proposed.
- There is not considered sufficient need for the area west of Gravelly Beach Road to be included as Low Density Residential.
- A strategy to review the Rural Living designations given this area is in Rural Living C and D, a smaller minimum lot size may be suitable subject to further investigations is proposed.

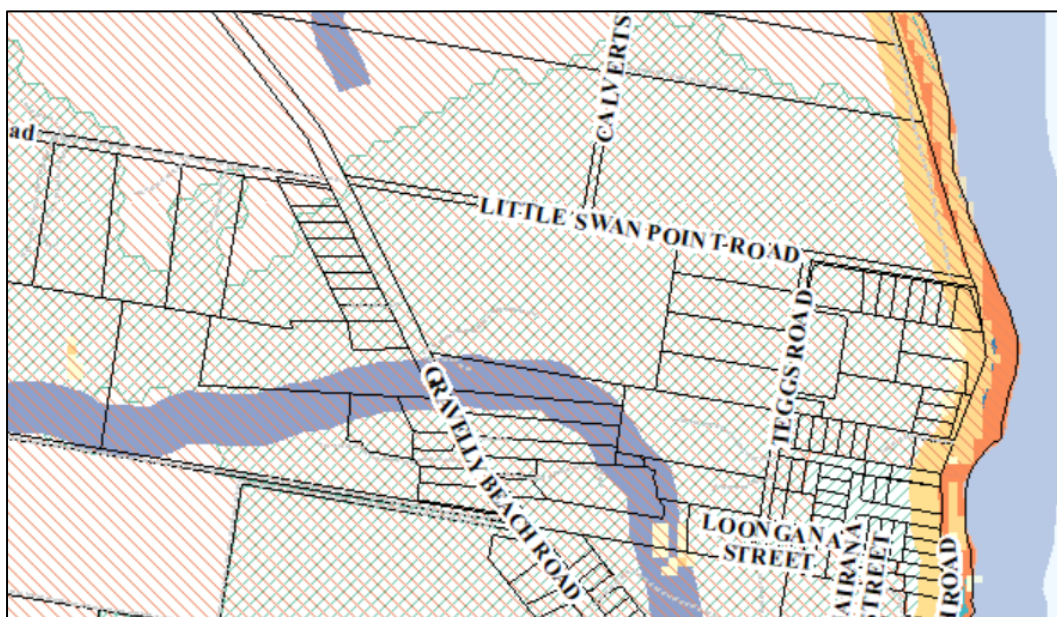
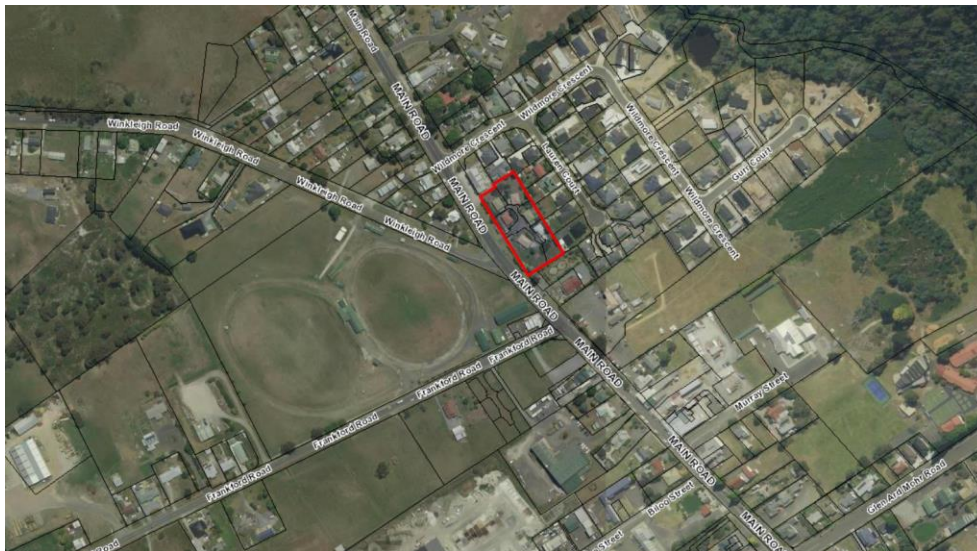


Figure 12 – LPS code overlays

Changes to the structure plan in response to feedback

- Include the area east of Gravelly Beach Road and south of Little Swan Point Road in the Low Density Residential area.
- Include a strategy in the Structure Plan to review Rural Living designations and whether a smaller minimum lot may be suitable subject to further investigations.

3.7 128 Main Road, Exeter (CT130806/1-6)



Proposal: change to General Residential

Submission summary

- The site is developed with 6 units with intention to building 2 more (note these are now substantially completed).
- Zone change in 2015 was a random act by planners with no consideration of its substantial use.

Response to feedback

Draft Structure Plan	Local Business
Current Planning Scheme Zone	Local Business
Site Area	4 573m ²

- The historic zoning of the site has been
 - 1986 Beaconsfield Planning Scheme – Urban Residential
 - 2008 West Tamar Planning Scheme – Mixed Use
 - 2013 Interim Planning Scheme– Local Business
 - 2022 Tasmanian Planning Scheme – Local Business
- The Local Business Zone allows residential uses, with a mix of business and residential uses.
- The change to Mixed Use and subsequently to the Local Business Zone was likely to provide a continuous zoning on the main street rather than ‘spot zoning’ for individual uses.
- The residential use of the land can continue without impediment as a result of the local business zoning.

Changes to the structure plan in response to feedback

- No changes are proposed.

3.8 2435 West Tamar Highway (CT 167031/1)



Proposal: change to General Residential

Submission summary

- Four submissions proposed that this site be able to be developed for residential purposes
- Site has suitable road access, infrastructure capacity, proximity to services in the town centre, suitable topography, consistent with adjoining properties.

Response to feedback

Draft Structure Plan	Rural Living
Current Planning Scheme Zone	Rural Living D
Site Area	15.3ha

- This site was identified in the West Tamar Growth Strategy as a Future Growth Area for long term growth opportunities and subject to further investigation in relation to the form of residential development. This would particularly require consideration of water and sewerage capacity.
- Given the long-term timeframe (20+ years), identification as a Growth Area is appropriate at this time and subject to suitable investigations and demonstrated demand.
- Further, the Infrastructure Analysis included in Appendix 4 examined this site and identified an area suitable for Low Density Residential development between Winkleigh Road and the West Tamar Highway.

Changes to the structure plan in response to feedback

- 2435 West Tamar Highway (CT 167031/1) – identification as a Growth Area for long term development opportunities (likely 20+ years) subject to future investigations and demonstrated demand.
- Identify part of 2435 West Tamar Highway as Low Density Residential between Winkleigh Road and the West Tamar Highway.

3.9 174 Main Road, Exeter (198618/1)



Proposal: change to General Residential and Change to Landscape Protection/Scenic Protection code

Submission summary

- Four submissions referred to this site – one requesting inclusion in the Landscape Protection Zone and the other three for residential development.

Response to feedback

Draft Structure Plan	Rural Living
Current Planning Scheme Zone	Rural Living D
Site Area	14ha

- The site is heavily vegetated and is mapped as containing Threatened Native Vegetation over a large proportion of the site.
- Given the environmental values, it is not considered suitable for residential development.
- While the environmental characteristics do provide some grounds for inclusion in the Landscape Conservation Area under the Section 8A Guideline No. 1, the Threatened Vegetation classification and inclusion in the Priority Vegetation Area overlay means any proposed vegetation removal would require assessment.
- Further, under the planning scheme, the Scenic Road Corridor Overlay applies to the frontage of the property for a width of 100m.



Figure 13 – Threatened Vegetation mapping

Changes to the structure plan in response to feedback

- No changes are proposed.

3.10 137A Hendersons Lane, Gravelly Beach (CT 29720/1)



Proposal: change to Landscape Protection / Scenic Protection Area

Submission summary

- Request to include in Landscape Protection or Scenic Protection Area due to the environmental values.

Response to feedback

Draft Structure Plan	Rural
Current Planning Scheme Zone	Agriculture
Site Area	77ha

- State government mapping indicates the presence of a wedge-tailed eagle on the site. There are no threatened vegetation communities identified.
- As the site is in the Agriculture Zone, the Priority Vegetation overlay does not apply (the Section 8A Guideline No. 1 does not allow the application of the overlay in this zone).
- The Structure Plan does not propose any urban or intensive development to the site. Any proposed development that would impact the eagle would require approval from the State government under the *Threatened Species Protection Act 1995*.
- Retention in the rural precinct in the Structure Plan is considered appropriate given the available information at this time.

Changes to the structure plan in response to feedback

- No changes are proposed.

3.11 2127 West Tamar Highway, Lanena (CT 158571/1 and CT 158572/1)



Proposal: change to Landscape Protection

Submission summary

- In recognition of the environmental values, include in the Landscape Protection Zone.

Response to feedback

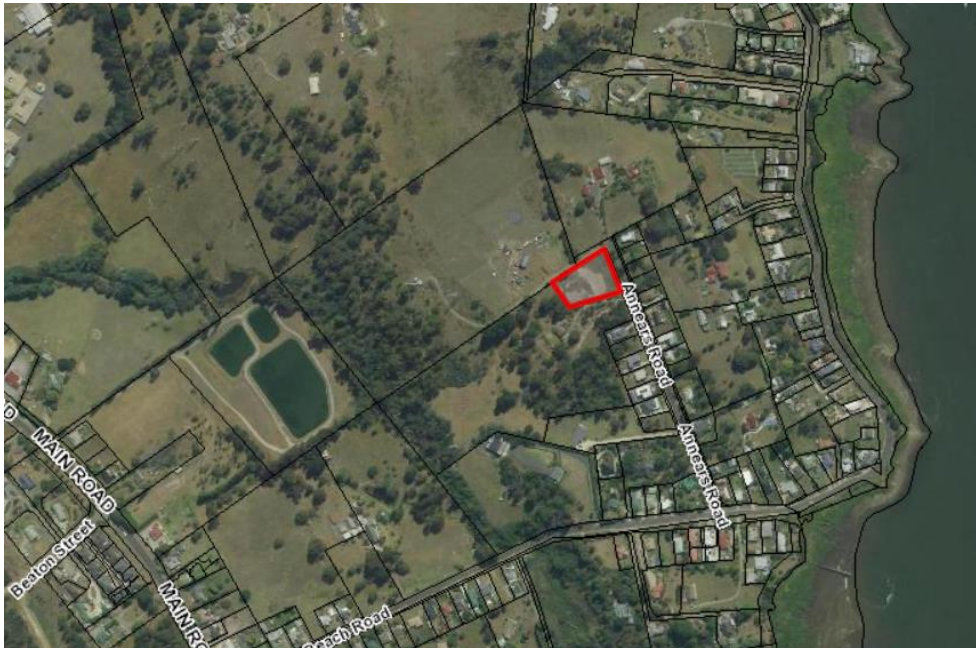
Draft Structure Plan	Rural
Current Planning Scheme Zone	Rural
Site Area	205ha

- While a conservation covenant applies over the larger property, around a quarter of the site is identified as containing threatened vegetation.
- Inclusion in the Landscape Conservation Zone was considered as part of the preparation of the Local Provisions Schedule which was not supported by the Tasmanian Planning Commission.
- The Priority Vegetation overlay does apply over the site so a proposal that involves removal of vegetation would require assessment.

Changes to the structure plan in response to feedback

- No changes are proposed.

3.12 31 Annears Road, Blackwall (CT 167179/8)



Proposal: change to Low Density Residential

Submission summary

- Submission from the landowner supported the change to the General Residential Zone.
- Submission from nearby residents suggested that the site would better be zoned low density residential to provide a buffer to the rural activities to the west.

Response to feedback

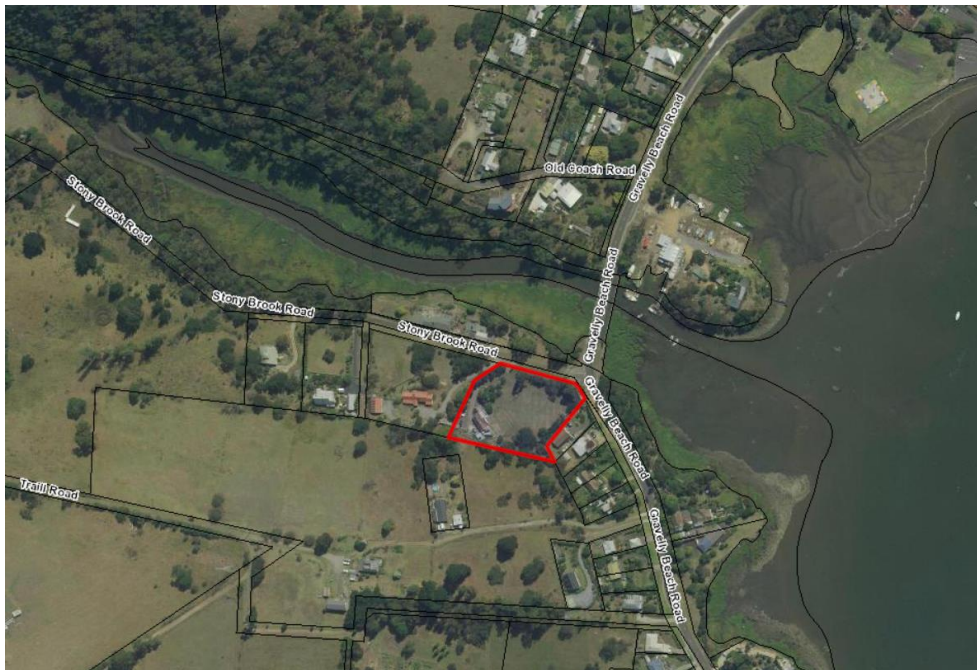
Draft Structure Plan	General Residential
Current Planning Scheme Zone	Rural Living C
Site Area	3 393m ²

- General Residential designation is consistent with the eastern side of Annears Road and is within the sewer serviced area.
- Land to the west is in the Rural Living Zone and while some limited livestock may be raised on these properties, given the size of the properties and proximity to existing residential uses there is no need for additional buffers to manage conflicting land use impacts.

Changes to the structure plan in response to feedback

- No changes are proposed.

3.13 7 Stony Brook Road, Blackwall (CT22952/2)



Proposal: change to Low Density Residential with 1500m² minimum lot size or General Residential (450m²)

Submission summary

- Inclusion in the Low Density Residential Zone with a 1500m² minimum lot size (no SAP) or inclusion in the General Residential Zone.
- Direct road access available, no significant natural hazards

Response to feedback

Draft Structure Plan	Rural Living
Current Planning Scheme Zone	Rural Living C
Site Area	6 268m ²

- Included in the water and sewer serviced area.
- Coastal erosion hazard investigation area, Waterway and coastal protection area, bushfire hazard, low and medium landslip hazard shown in figure 14 below.
- This property, as well as the properties to the north and west were excluded from the Growth Area under the draft Structure Plan as they would not be capable of further subdivision with a 5000m² minimum lot size.
- The change detailed under section 3.1 is for the Growth Area to be included in the Low Density Residential area with a minimum lot size of 5000m².
- The designation of this site should be consistent with the balance of the area between Blackwall and Exeter and be identified as Low Density Residential with a 5000m² minimum lot size.

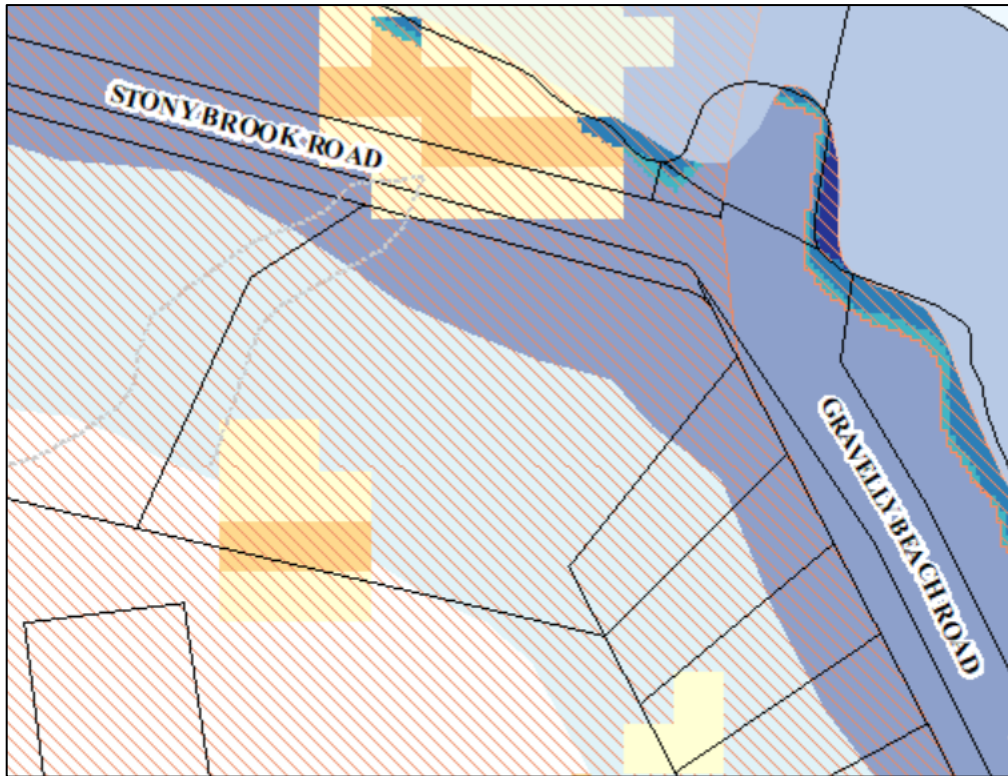


Figure 14 - LPS Code Overlays

Changes to the structure plan in response to feedback

- 7 Stony Brook Road be identified as Low Density Residential with a 5000m² minimum lot size consistent with the balance of the area between Blackwall and Exeter.

3.14 55 Main Road, Exeter (CT118983/3)



Proposal: Opportunity for an Exeter Industrial Precinct including 55 Main Road

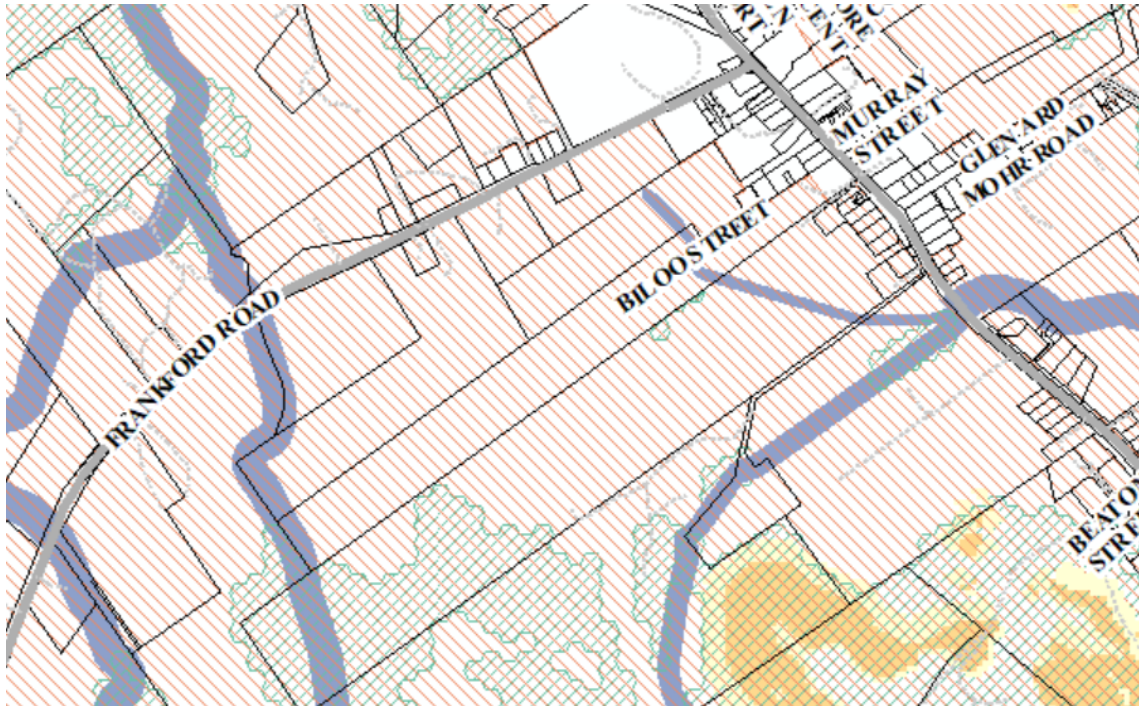
Submission summary

- An industrial precinct would support expansion of medium and small sized businesses like mechanics, cabinet makers, storage shed, bulky good sales
- Would require an access road parallel to Main Road from Frankford Road to the Tresca/Golf Course access or proposed Glen Ard Mohr Road roundabout.
- Could make better use of the Council depot and other areas.

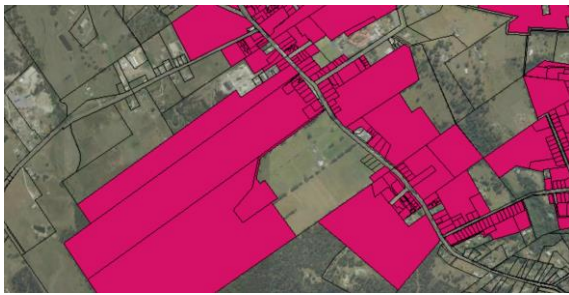
Response to feedback

Draft Structure Plan	Rural
Current Planning Scheme Zone	Rural
Site Area	4.89ha

- The Infrastructure Analysis considered the expansion of an industrial or commercial precinct (see Appendix 4)
- Limited overlay hazards apply – see Figure 15 below.
- Partly in the sewer serviced area, noting that a change to industrial or commercial use may not be able to be accommodated within the Exeter STP.
- The concept and opportunity for additional business and employment opportunities is supported however further investigation, including a traffic impact assessment, prior to a formal commitment through a planning scheme amendment would be required as part of this process.



LPS Code Overlays



Sewer serviced area



Water Serviced area

Figure 15 - LPS Code Overlays and infrastructure availability

Changes to the structure plan in response to feedback

- Inclusion of a Light Industry / Commercial precinct on the western side of Main Road (including 55 Main Road) for future industrial / commercial use, including an internal road layout that would facilitate a road connection from Main Road to Frankford Road.

3.15 Murray Street – Frankford Road link

Summary of submissions

- Highlight need for alternative lawn bowls site if road developed to Murray Street
- Oppose new road link (Murray – Wildmore) directing traffic to residential streets, impact on residential amenity
- Impact on ANZAC Day events
- Support link road (Murray – Wildmore)
- Oppose new road through hotel – doesn't promote a safe pedestrian environment in a local business area that should be a pedestrian and social activity location.
- Widening Murray Street to allow for parking on both sides of the road and two-way traffic

Response

Midson Traffic completed the *Exeter Traffic Study – Options Analysis* in October 2022 which addresses the above issues and makes the following conclusions:

- There are two options for providing a link between Murray Street to Wildmore Crescent and to the Main Road either at the Frankford Road intersection or a new junction north of 170 Main Road, both utilising the existing carpark associated with the Hotel (Figure 16).
- The link road will also enable vehicle circulation around the business areas and provide better access to parking areas.
- It is noted that a road link is also possible along the southern side of the Hotel, adjacent to the boundary with 120 Main Road. A link road in this location would facilitate land use development between Main Road and Stony Brook but provides a lower level of connectivity and circulation within the network. This concept converts the Hotel driveway access to a new T-junction on Main Road between Frankford Road and Murray Street.
- The design of the new link road would need to carefully consider the revised access to the hotel, changes in car parking arrangements and additional parking opportunities along the length of the road. The link through to Murray Street will also require consideration of the potential loss / relocation of a bowling green and the overall community benefits;

The northern connection to create a junction with Frankford Road remains the preferred option.

The potential impact on the lawn bowls facility and RSL events is acknowledged and will be considered as part of the design and construction stage when the connection to Murray Street is undertaken.

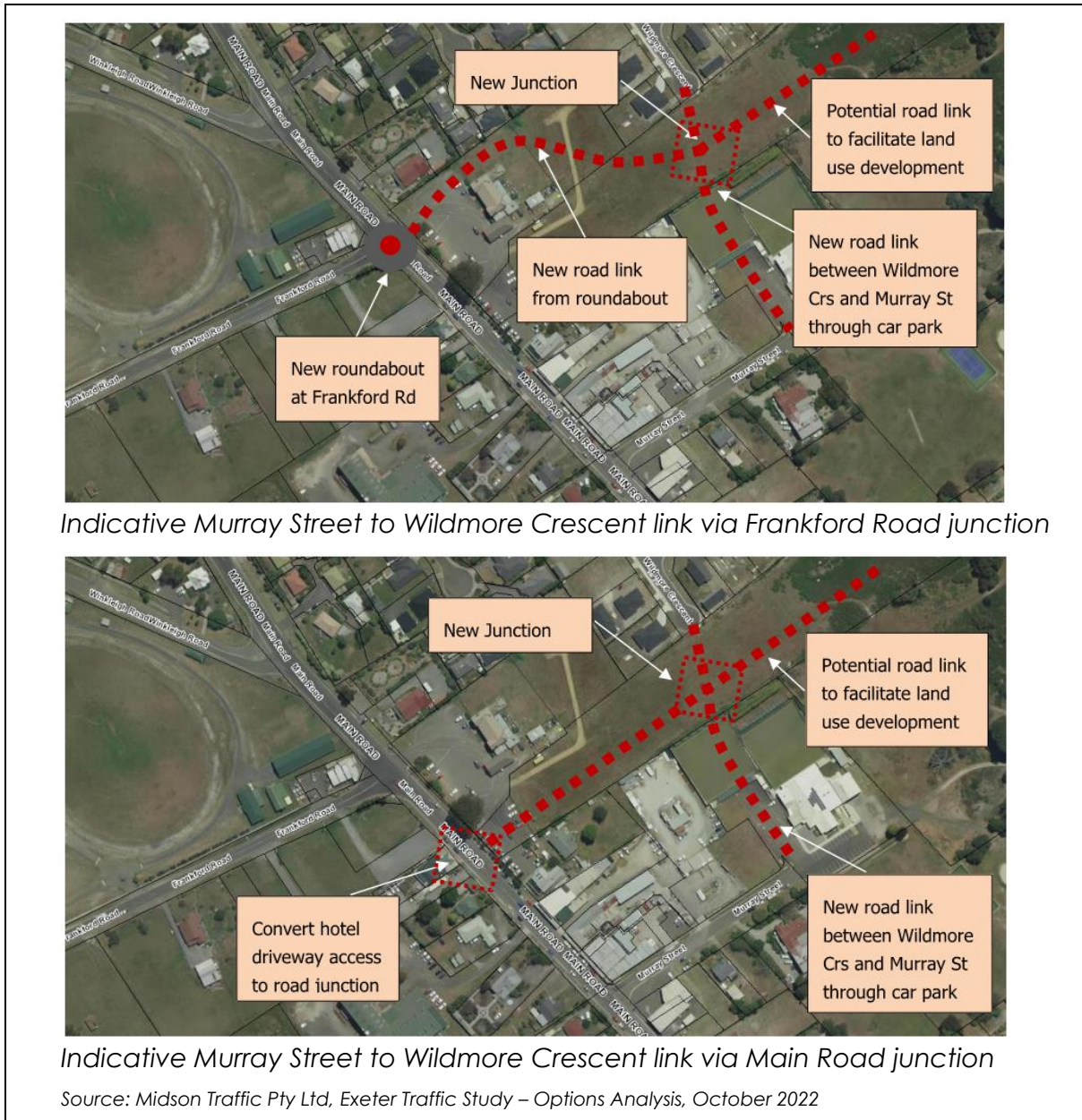


Figure 16: Options for links between Murray Street, Wildmore Crescent and Main Road

Changes to the structure plan in response to feedback

- No changes are proposed.

3.16 Infrastructure

Summary of submissions

General

- Lack of fit for purpose infrastructure to match the current and future demographics for the area requires urgent attention
- Review community infrastructure including potential rationalisation of community owned buildings and reserves such as the Clarke land, Tresca, the Hub, Library and information centre and provision of new community spaces.
- Community plan for the Clarke's land next to the Hub
- Increase off-street parking area on the corner of Biloo Street and Main Street
- EV charging station
- Public litter bins provide for recycling as well as general waste
- Establish an enclosed children's playground in Exeter
- New development should provide underground electricity

Pathways / footpaths

- Support upgrading trails for walking and cycling
- Suggest pedestrian crossing (lights) or over/underpass at Main Road, Exeter
- Suggest public open space and active transport action plans
- Maintenance issues Rosevears Drive
- Improved pedestrian access from Gatenbys Road to Post Office
- Bike/walking track through to Greens Beach
- Suggest alternative footpath route using Gravelly Beach Road to Little Swan Point (not Beach Road)
- Paths on Gravelly Beach foreshore provide for off street cycling and mobility scooter use as well as walking and jogging

Water and Sewerage

- Sewerage treatment plant is inadequate and needs to be upgraded / replaced and maintained
- Review the current and potential wastewater management and treatment system from Rosevears to Rowella.
- Adopt high standards for on site effluent treatment in the absence of reticulated sewerage
- Suggest new sewerage plant at Calverts Lane
- Install a waste dump point and tank refill station for caravans/motor homes

Roads

- Suggest Council adopt Gatenbys Road
- Support for new traffic intervention roundabouts/traffic lights, reduced speed limits on Main Road
- Suggest widened road/traffic calming in Gravelly Beach Road especially around Rose Bay Park to Gatenby's Road
- Support Exeter bypass
- Oppose and support for additional parking

- Suggest round about at Gravelly Beach Road and Main Road (instead of T junction) – safety review required
- Oppose new development – parking in Exeter is difficult
- Suggest land at hotel for public car park to serve town
- Reducing the speed limit from Rosevears Drive to Exeter to 50km/hr
- 40km/hr in the business area
- Traffic calming at gateway entrances to business area ie north of Frankford Highway, South of Glen Ard Mohr Road, north of the southern boundary of the High School and south of 78 Main Road,
- Suggest various specific treatments for Main Road
 - Oppose and support round-abouts – geometry for trucks not sufficient
 - Exeter bypass
 - Traffic lights
 - slip lanes / turning lanes.
- Frankford Road roundabout – Impact on property and business

Response to feedback

It is not the role of the Structure Plan to commit to specific capital works programs. The need for upgrades and maintenance are a continuing activity for Council and is a consideration in its annual budget deliberations.

The support for improvements to pathways and footpaths is acknowledged. Council is committed to implementing the West Tamar Trail Strategy and continues to upgrade paths as part of its annual capital works program.

Information from TasWater has stated that without upgrades, the Exeter Sewerage Treatment Plant will exceed capacity and licenced ADWF before 2035. However planned works are expected to increase capacity flows to around 2050. It also acknowledges the long term need for a new sewerage treatment plant.

The Glen Ard Mohr Road, Murray Street and Frankford Road intersections are identified in the structure plan as requiring intersection treatments in the future to improve safety and efficiency.

A bypass of Exeter has historically been considered for Exeter to reduce heavy vehicles on the Main Road through the business area and improve freight movements. This would require State government commitment and is not within the control of Council, however it is acknowledged as a future need for further investigation and funding.

Changes to the structure plan in response to feedback

- Identify an indicative bypass road to the west of Exeter.
- No other changes are proposed.

3.17 Other

The following summarises other suggestions made during the consultation period:

- Support for structure plan
- Plan should include additional land to north – Robigana and Swan Point are part of the Exeter District, Rowella to Rosevears
- Develop an implementation plan for updated structure plan
- Affordable housing action plan / more housing diversity
- Retention of wildlife habitat and domestic pet management strategies
- Lacks sufficient detail
- Discontent with the planning and assessment process
- Suggest public postal bank to fund infrastructure development
- Suggest strengthening building requirements to meet climate risks and prepare for future sewerage connection
- Maintenance of stormwater infrastructure
- Council review real estate assets – buy/develop/sell
- Speed limit suggested changes
- Gravelly Beach foreshore – areas draw card and should be prioritised / removal of groynes and return to natural state, avoid new fill or artwork
- Detailed planning controls in relation to building standards and onsite wastewater
- Identification of open space and nature reserves and require future development proposals to set aside open space and habitat protection areas.
- Suggest Council work on habitat restoration on its land
- Tighter pet controls
- Public EV charging stations
- Interpretative signs along Gravelly Beach walk
- Additional youth facilities, activities, playgrounds and open space
- Various specific actions for tourism.

Response to feedback

Many of the above concerns cannot be addressed through the Structure Plan although the community concern and ideas are acknowledged.

The Structure Plan area was investigated and chosen as a representation of the Exeter community. While the interest in being included in the Structure Plan area is acknowledged, no changes to the boundary are proposed at this time.

Council has also committed to developing a housing plan for the municipality which will further inform future implementation of the Structure Plan.

Matters about infrastructure maintenance and improvements are part of the Council, or relevant infrastructure providers, capital works budget deliberations. The Structure Plan acknowledges the strategic future investments required such as the Exeter Sewerage Treatment Plant and the West Tamar Trails Strategy.

Response to feedback

No changes are proposed.

Appendix 1 – Summary of Phase 1 Structure Plan review consultation

Land use planning

1. Increase amount of residential land in Exeter and Gravelly Beach to support the role of the town as a District Centre. With reference to opportunities:
 - Between Exeter and Gravelly Beach;
 - Tomah Place;
 - Between Winkleigh Road and Highway (northern end of Exeter).
2. New road connections:
 - Between Exeter and Gravelly Beach (through Blackwall) to provide a more direct connection;
 - Between the Frankford Road intersection and Murray Street behind the existing shops.
3. Preservation and maintenance of riparian and open space areas, including buffer areas.
4. Sewerage and water infrastructure - capacity to service current demand and future growth.

Business and services

5. A number of submissions raised the need for new businesses or services within Exeter including:
 - Veterinary services;
 - Mechanic;
 - Additional cafes / extended hours;
 - Expanded health and community services;
 - Additional retail offerings such as a plant nursery, clothing;
 - Upgrades to existing facilities;
 - Free camping / caravan areas.
6. More events such as:
 - Farm school open days;
 - More variety at the show;
 - Music events at local venues;
 - Events to coincide with each of the four seasons.
7. Youth activities and spaces, such as:
 - Girls youth group;
 - Events that engage young people;
 - Playground for young children in Exeter;
 - Space for teenagers to be.
8. Community activities and services:
 - Relocation of some facilities (for example to an expanded Community Hub or to the school);
 - Visitor centre relocation / retention at current site;
 - Opportunities to support social / community gatherings;
 - Exercise classes;
 - Mail delivery;
 - Long term plan for Council depot;
 - Recognition of historical significance of places and people.

9. Increase community and visitor awareness about services and events.

Traffic and car parking

10. Traffic circulation in the business area and safety in turning onto or from the Main Road including intersections with:
 - Frankford Road (and the potential conflict with high numbers of heavy vehicles);
 - Glen Ard Mohr Road (in particular access to the Primary and High Schools and signage to limit accidental use by those going to Gravelly Beach);
 - Murray Street.
11. Options for managing traffic impacts:
 - a parallel circulating road through the back street providing a way to turn around rather than doing a u-turn in Main Road;
 - roundabouts at Frankford Road and Glen Ard Mohr Road intersections;
 - bypass of Exeter;
 - Alternative traffic routes for heavy vehicles;
 - Affordable, reliable public transport.
12. Upgrading Gravelly Beach Road and Rosevears Drive.
13. Improving pedestrian / cycling connectivity by:
 - Lowering the speed limit to 40km/hr in the business area;
 - Improving pedestrian paths around the townships, particular between the retirement village and within the Exeter business area and to the Gravelly Beach foreshore;
 - Upgrading the goat track between Exeter and Gravelly Beach.
14. Providing additional safe crossing points:
 - Murray Street intersection;
 - In the Main street / business area;
 - Consider elderly and less mobile;
 - Considering the location of on-street car parking and safe crossing points;
 - Reviewing the location of the crossing in Glen Ard Mohr Road.
15. The need for more car parking in the business area and:
 - Time limits in the main street;
 - Off street public parking area;
 - Park and ride / all day parking;
 - Accessible parking;
 - Additional car parking at the Community Hub.
16. Tresca driveway (which also provides access to the golf club) and car parking requires upgrading.
17. Visibility at the Murray Street / Main Road intersection and the location of the bin on the footpath.

Note that the bin has since been relocated

Parks and recreation

18. Enhanced park facilities:
 - Children's play park;
 - Skate park / pump track / BMX track;
 - Spaces to stop, have lunch;
 - Community tennis court;
 - Facilities for young people indoor / outdoor;
 - Community gym;

- Community garden.
19. Park on Main Road (near the library):
 - Community memorial wall;
 - Historical information such as a mural and information about local bushrangers;
 - Playground;
 - Potential to be a real feature;
 - Potential to work with community groups like Rotary;
 20. Streetscape improvements for community and to attract tourists:
 - Plant more trees for shade;
 - Improvements in the main street / leafy main street;
 - More colourful plants;
 - In front of the pub is very tired;
 - Put powerlines in main street underground.
 21. Natural environment reserve behind Community Hub and linking to the Goat Track
 22. Fenced dog park

Note: a fenced dog exercise area has been established behind the Exeter Community Hub
 23. Gravelly Beach foreshore:
 - disagreement and support for the masterplan project;
 - support for the art trail;
 - reinstate the gravelly beach.
 24. Upgraded facilities at the recreation ground / show grounds:
 - Maintenance of the surface;
 - New club rooms, function rooms, toilet facilities;
 - Fence around the second oval;
 - Flood lights on main oval;
 - Clarify public access arrangements.

Services

25. Installation of a waste dump point and tank refill station for caravans/motor homes in the Exeter area.
26. Weekly waste collection and green waste bins.

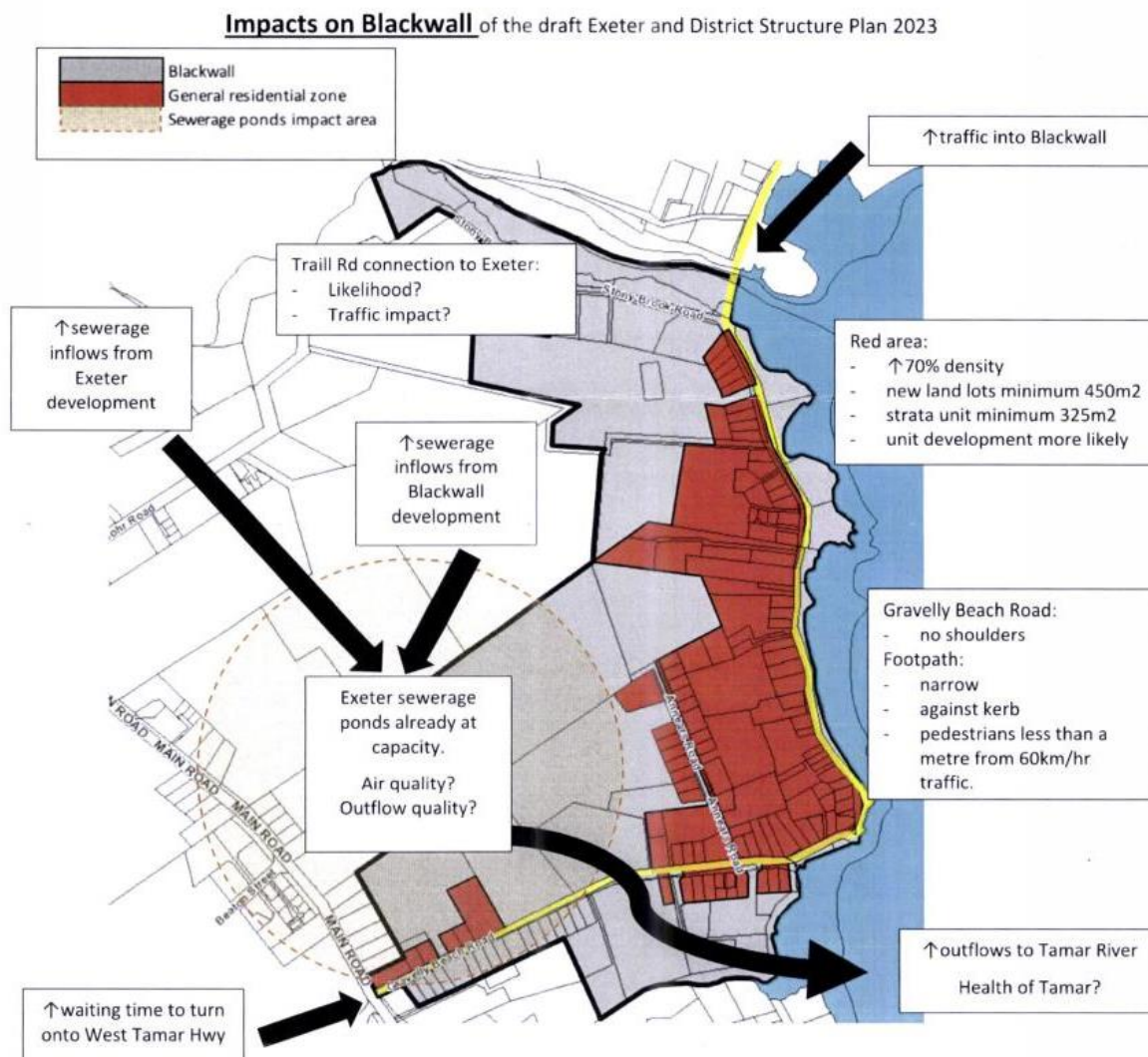
Note fortnightly green waste service commenced in July 2022
27. Bottle recycling.

Appendix 2 – Phase 2 consultation - List of Submitters

No.	Name	Individual submission or company name
1	Alan Melton	Individual
2	Amanda Love and Keith Hale	Individual
3	Angela Vi	Individual
4	Annette Dean	Individual
5	Ash and Carla Baker, Exeter Mowers	Business
6	Brad Mullins	Individual
7	Brittany and Oscar van Dijk	Individual
8	Caroline Larner	Individual
9	Caroline Larner	Individual
10	Catherine Hammond	Individual
11	Cathie Plowman	Individual
12	Chris Keeley	Individual
13	Chris Moore	Individual
14	Darren and Shirlene Huett	Individual
15	Darryl and Cindy Carey	Individual
16	Dean Merriel	Individual
17	Debra Coffey	Individual
18	Doug and Lucy Ford	Individual
19	Peter Voller, Exeter and District Improvement Committee	Community Group
20	Evonne van Namen, Exeter Bowls and Community Club	Community Group
21	Fionna Teys	Individual
22	Geoff Lyons	Individual
23	Gordon Webber	Individual
24	Hannah Floyd	Individual
25	Helen Webber	Individual
26	Hilary Keeley	Individual
27	Isak Floyd	Individual
28	Jim Walker	Individual
29	James Riley and Patricia Stapleton	Individual
30	Jan Dorman	Individual
31	Jan Dorman	Individual
32	Jane Horwood	Individual
33	Jane Margaret	Individual
34	Bill Green Exeter Hardware and Supplies	Business
35	Janet Stevens	Individual
36	J and D Coffey	Individual
37	Jeff Coffey	Individual
38	Jennifer Kilvert	Individual
39	Jessica Swain and Desmond Hopkins	Individual
40	John Bowden	Individual
41	John Madison	Individual
42	Dr John Paul	Individual
43	Keith Gillham	Individual
44	Kerry Quinn , Exeter RSL club	Community Group

No.	Name	Individual submission or company name
45	Kevin and Cecille Kinnear	Individual
46	Louise Button	Individual
47	Louise Scott	Individual
48	Marcus Barber	Individual
49	Megan Howard	Individual
50	Michelle Gibson	Individual
51	Mike Hyland, The estate of the late Dorothy Robinson	Individual
52	Mitchell Peck	Individual
53	Naomi and Jamie Hume	Individual
54	Peter Nunn	Individual
55	Rachel Winskill	Individual
56	Raymond and Kristy Jack	Individual
57	Ray Soncum	Individual
58	Robert and Lyn Bushby	Individual
59	Bob Cottell	Individual
60	Robert Henderson	Individual
61	Robyn Smedley	Individual
62	Robyn Smedley	Individual
63	S Lamb and S Flanagan	Individual
64	S Robinson	Individual
65	Sandra Johnston	Individual
66	Scott and Chantelle Wright	Individual
67	Sharee Marshall	Individual
68	Susan Bromley	Individual
69	Sven Gunnarsson-Wiener, Denver Glen Pty Ltd	Business
70	Tim and Jana Wedlock	Individual
71	Trevor and Christine Blazely	Individual
72	Vicki & Brett Gillie	Individual
73	Peter Voller, West Tamar Landcare Group Inc	Community Group
74	Woolcott Surveys	Individual
75	Woolcott Surveys	Individual
76	Tony Isherwood	Individual
77	Coby Gore	Individual
78 (late)	Annette Dean	Individual
79 (late)	Vivienne and Jocelyn Scott	Individuals
80 (late)	Warner, Larner and Rix	Individuals
81 (late)	Woolcott Land Services (supplementary to submission 75)	Company

Appendix 3 – Proforma submission



Developers are moving on from Legana. Development is already happening in Exeter – subdivision in Wildmore Crescent and Gurr Court, infill development in Glen Ard Mohr Road. The Council wants Blackwall to be next.

The structure plan assumes a 53% increase in dwellings in Blackwall, but only 8% in both Lanena and Gravelly Beach. Why? Because Blackwall is sewered and Lanena and Gravelly Beach are not? The sewerage ponds service Exeter and Blackwall and are licensed for 150kl/day. The 2021/22 average inflow was 251kl/day (source TasWater 30/9/22 report). Outflows from the ponds go via a creek to the river and for re-use to the Exeter golf club. The sewerage ponds are at capacity, they are located next to us, the attenuation area covers a large area of Blackwall and outflows to the Tamar run down a creek through Blackwall. What impact will development in Exeter and Blackwall have on this?

Other than sewerage, what is the difference between Blackwall, Lanena and Gravelly Beach? Infrastructure in Blackwall is sub-standard.

If you have concerns about the structure plan and the potential impacts on Blackwall, please make a submission to the West Tamar Council. If you are unsure what to say, please turn over for some possible points to include in your submission. Or even easier, tick the statements that concern you and send this leaflet directly to the council.

Submissions close 30 April 2023.

Agree / Disagree / Unsure		
The Exeter sewerage ponds are at capacity.		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I am concerned about the health of the Tamar River due to higher density in Blackwall and Exeter. <i>Observation: On average, 7 new residents will contribute an additional 1kl/day of sewerage inflow. The ponds are already at capacity. Additional flows will result in reduced retention time in the ponds. What impact will this have on the quality of the outflows?</i>		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I am concerned about possible deterioration in air quality from the Exeter sewerage ponds due to higher density in Blackwall and Exeter. <i>Observation: In 2021/22 TasWater received a number of complaints about odor from the Legana sewerage ponds. Many residences in Blackwall and Exeter are within the attenuation area of the Exeter ponds and much closer to the sewerage ponds than in Legana.</i>		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would like the Council and TasWater to provide written assurance that the sewerage ponds can safely handle increased density in Blackwall and Exeter. <i>Observation: The draft Exeter structure plan assumes incremental growth at average land sizes observed in Exeter. But the density can be higher, and Council cannot oppose development that meets all the criteria in the planning scheme. Let's not wait for individual development applications to be incrementally assessed - can the ponds cope with growth in the area as in the structure plan and as allowed in the planning scheme?</i>		
Blackwall has sub-standard infrastructure (Gravelly Beach Road, footpaths, stormwater, transport, sewerage at capacity, etc).		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I am concerned about increased traffic flows on Gravelly Beach Road from development in Blackwall, Gravelly Beach, Swan Point, Robigana and Deviot. <i>Observation: Gravelly Beach Road is the access point for all properties in Blackwall. It carries significant traffic in addition to local residents including traffic from areas beyond it, the fire brigade, school buses, recreational vehicles (overnight stays at Rose Bay Park and Swan Point), tourists (wine route), horse floats, boat trailers, and more.</i>		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I am concerned that pedestrians can be less than a metre from passing traffic on Gravelly Beach Road. <i>Observation: The Gravelly Beach Road footpath is narrow, close to the road along the river edge and often with retaining walls, fences and gardens on the other side. Gravelly Beach Road has no shoulders, and the 3m traffic lane starts at the kerb and channel. It has a 60km/hr speed limit.</i>		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I am concerned that existing drainage and stormwater systems will not cope with increased density. <i>Observation: Existing drainage in Blackwall is a mix of piped and open drains. The consequences of an increase in roof area and paved areas could materialise hundreds of metres from a site being developed.</i>		
Amenity of Blackwall is at risk		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High density development in Blackwall is out of character with the adjacent river's edge areas of Lanena and Gravelly Beach. <i>Observation: The general residential zone in Blackwall allows new development to have land lot sizes of 450m2 and 325m2 for multiple dwellings / units. Lanena and Gravelly Beach do not have general residential zones - their minimum lot sizes for new development is 1,500m2 (in some areas it is 5,000m2).</i>		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased development in Blackwall will be highly visible to residents, passing traffic and tourists as it is on a hill side. <i>Observation: Council's description in 2006 planning document that Gravelly Beach could be "accessed along a scenic water edge drive through Blackwall", will be part of history.</i>		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I do not want Blackwall to look like Riverside or Legana. I do not want our open space, trees and greenery to be replaced by large numbers of dwellings and substantial areas of concrete and paving.		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A minimum size of 1,500m2 (or more) for new land lots and multiple dwellings, similar to Lanena and Gravelly Beach, would be more appropriate for Blackwall.		

Appendix 4 – Post-Exhibition investigations – Infrastructure Analysis (Exeter and District Structure Plan finalisation project)



Infrastructure Analysis

*Exeter and District Structure Plan
Finalisation Project*

West Tamar Council



Document Control Record

Document prepared by:

6ty° Pty Ltd
ABN 27 014 609 900

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Launceston Office
Tamar Suite 103
The Charles
287 Charles Street
Launceston 7250
P (03) 6332 3300



Document Control				6ty°	
Report Title:	Exeter Structure Plan - Infrastructure Analysis				
Project Number:	24.219	Project Name:	Exeter Structure Plan		
Client:	West Tamar Council	Client Contact:	Michelle Riley		
Revision:	Date:	Revision details:	Prepared by:	Reviewed by:	
1	15 May 2025	Draft	M. Walters G. Walker	Client	
2	15 July 2025	Revision	G. Walker		
Current revision:	2				

Table of Contents

1.	Introduction.....	4
1.1	Glossary of Terms	4
2.	Blackwall Investigation Area.....	5
2.1	Existing Infrastructure	7
2.1.1	Sewer	7
2.1.2	Water	8
2.1.3	Road	8
2.2	Development Options	9
2.2.1	Option 1 - Lowest Density	9
2.2.2	Option 2 - Low Density	10
2.2.3	Option 3 – Mixed Living.....	11
3.	West Exeter Investigation Area	13
3.1	Existing Infrastructure	14
3.1.1	Sewer	14
3.1.2	Water	15
3.1.3	Road	15
3.2	Development Options	15
3.2.1	Light Industrial and Low Density Residential	15
3.2.2	Light Industrial and Local Business.....	16
4.	North Exeter Investigation Area	18
4.1	Development Option	20
5.	Summary	22

1. Introduction

The purpose of this report is to detail the findings of the infrastructure analysis undertaken for each of the three investigation areas identified in, or derived from, the *Draft Exeter and District Structure Plan 2023* (**'Structure Plan'**) which are identified as:

1. Blackwall;
2. West Exeter; and
3. North Exeter.

The infrastructure analysis was informed by the content of the Structure Plan in addition to the *Exeter Traffic Study - Options Analysis October 2022* prepared by Midson Traffic (**'Traffic Study'**).

The infrastructure analysis provides an overview of land contained within each investigation area which is earmarked for change within the Structure Plan. It includes a description of the features, constraints and necessary infrastructure works required to facilitate various subdivision development options.

Provisional subdivision layout options have been prepared for each investigation area to inform the infrastructure analysis. It is important to note that the provisional subdivision layouts are conceptual only and do not reflect a firm position as to the preferred configuration of future development.

The infrastructure analysis in association with the Structure Plan is not an active rezoning or planning scheme amendment process. Rather, it provides a platform that will inform the application of future land use zones and other applicable planning controls that are necessary to accommodate and support the sustainable growth of Exeter envisaged by the Structure Plan.

1.1 Glossary of Terms

Key terms and abbreviations used in this infrastructure analysis are listed in Table 2.

Table 1 - Terms and Abbreviations Summary

Term or Abbreviation	Detail
AHD	Australian Height Datum
DN	Diameter Nominal
EPA	Environment Protection Authority
ESTP	Exeter Sewage Treatment Plant
LGBMP	<i>Local Government (Building and Miscellaneous Provisions) Act 1993</i>
LiDAR	Light Detection and Ranging
Scheme	Tasmanian Planning Scheme - West Tamar
SAP	Specific Area Plan
SPS	Sewer Pump Station
Structure Plan	Draft Exeter and District Structure Plan 2023
TasWater	Tasmanian Water and Sewerage Corporation
Traffic Study	Exeter Traffic Study - Options Analysis October 2022

2. Blackwall Investigation Area

The spatial extent of the Blackwall investigation area is illustrated in Figure 1.

Figure 1 - aerial map illustrating the spatial extent of the Blackwall investigation area.



Source: image and base data retrieved from the [LIST](#).

Blackwall was identified within the Structure Plan to be investigated in order to determine its capacity to support future residential growth. The Structure Plan included a preliminary analysis relating to residential growth options, road network and sewer and water capacity of the Blackwall investigation area which are documented.

The Blackwall investigation area is located on a hillside overlooking Stony Brook to the north and Kanamaluka/Tamar Estuary to the east. The hillside falls in a northerly and easterly direction (which forms its aspect) from a prominent hilltop within 42 Glen Ard Mohr Road (at an elevation of around 80m AHD) down to Stony Brook Road and Gravelly Beach Road (at an elevation of around 5m AHD).

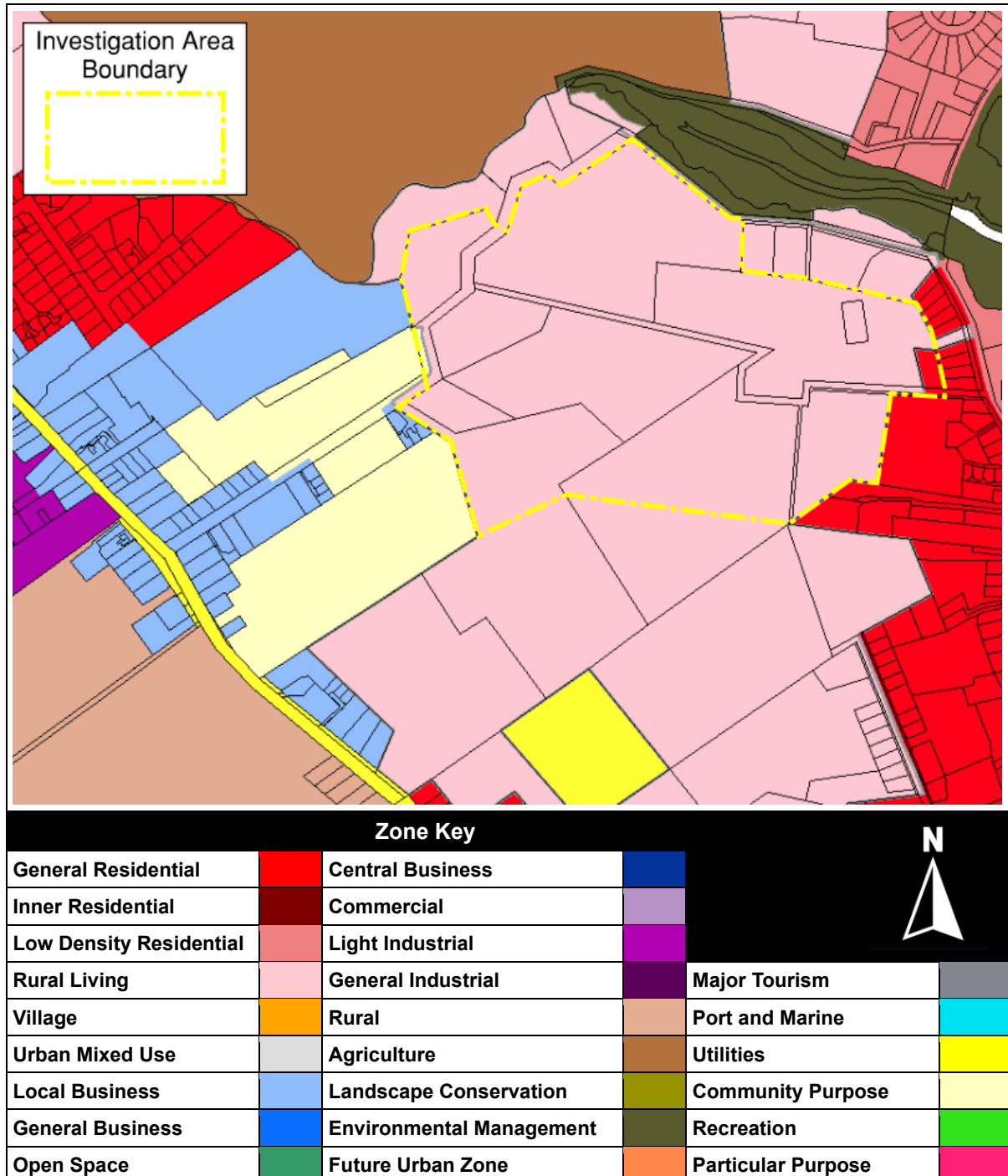
The investigation area comprises 11 lots. The lots have a combined area of 39.84ha although the investigation area (as spatially illustrated in Figure 1) has an area of approximately 32.26ha which includes full lots, part lots and parts of the Glen Ard Mohr Road and Trail Road (road) casements.

The southern end of the investigation area is located within the Exeter Sewage Treatment Plant ('ESTP') attenuation area and an approximate 123m wide electricity transmission corridor, inclusive of an approximately 84m wide inner protection area, bisects the eastern end of the investigation area in a general north to south alignment. The presence of the ESTP attenuation area and electricity transmission corridor reduces the total amount of land within the investigation area that will be available for residential intensification, observing that land within the ESTP attenuation area may be suited for integration into public open space or other similar public uses.

The majority of the investigation area is assigned to the Rural Living C zone in accordance with clause 11.0 of the *Tasmanian Planning Scheme* incorporating the *West Tamar Local Provisions Schedule*

(‘Scheme’) (refer to Table 2). Rural Living Zone C permits a minimum lot size of 5ha by way of an acceptable solution¹ and an absolute minimum lot size of 4ha by way of performance criteria². A single lot, 183 Gravelly Beach Road, is assigned to the General Residential zone in accordance with clause 8.0 of the Scheme which permits a minimum lot size of 450m² by way of acceptable solution³. The corresponding performance criteria⁴ does not prescribe an absolute minimum lot size within the General Residential Zone in the same way as it does in the Rural Living Zone.

Table 2 - zone map illustrating the composition of zoning of the Blackwall investigation area and surrounds.



¹ Clause 11.5.1 A1(a), Scheme.

² Clause 11.5.1 P1, Scheme.

³ Clause 8.6.1 A1(a), Scheme.

⁴ Clause 8.6.1 P1, Scheme.

2.1 Existing Infrastructure

2.1.1 Sewer

The Blackwall investigation area is located below the sewer system servicing the Exeter township, with the bulk of the land falling away from the township and ESTP to Stony Brook Road and Gravelly Beach Road. Along the western side of Gravelly Beach Road, there is a band of General Residential zoned land that is serviced by a gravity sewer system installed along the road in short sections of sewer tracts, with each tract draining to a small sewer pump station that lifts sewer flow to the next tract and so on (refer to Figure 2).

Figure 2 - aerial map illustrating the location of the three pressurised sewer tracts and associated sewer pump stations that service parts of the Blackwall residential area.



Source: image and base data retrieved from the [LIST](#).

The northern extremity of the Gravelly Beach Road sewer system terminates approximately 104m west of the Stony Brook Road and Gravelly Beach Road intersection (within Stony Brook Road on the southern side of Stony Brook), with the Gravelly Beach locality itself not being provided with reticulated sewer infrastructure.

The investigation area drains to the northern section of the reticulated sewer system along Gravelly Beach Road extending between Stony Brook Road to the north and 139 Gravelly Beach Road to the south. This sewer catchment is serviced by the northern sewer pump station ('SPS') (Pump Station No. 1) which pumps southwards through a pressurised main to the middle SPS (Pump Station No. 2). From the middle SPS, sewage is lifted to the southern SPS (Pump Station No. 3) that in turn pumps to the ESTP.

Pump Station No. 2 has a current service catchment containing approximately 36 residential lots with some of the General Residential zoned land within the catchment remaining undeveloped (or capable of being subdivided into smaller lots) which are not currently connected to the sewer system, despite being capable of gravitating to the sewer system. Any upgrades to this pump station will involve increases in emergency service volume, the installation of larger pumps and potentially an increase in

the diameter of the rising main, depending on the number of additional lots that may be created in the future and capable of connecting to the established sewer system. Upgrades may also be required on the other two SPS along with connecting rising mains and sections of gravity sewer that are needed to accommodate the additional flows. The available capacity within the Gravelly Beach Road sewer system is unknown at this time.

The ESTP is currently receiving average flows (into the system) of approximately 251,000 litres per day which is considerably in excess of the Environmental Protection Authority ('EPA') licensed flow rate of 150,000 litres per day⁵. As an illustration on the demands created by any new or future development, a modern three-bedroom dwelling is expected to generate an average of 450 litres per day such that a 14-lot subdivision of the currently General Residential zoned lot at 161 Gravelly Beach Road would add approximately 6,600 litres per day to the sewer system or 4.4% of the licensed flows to the ESTP. It is likely that TasWater will support the servicing of any currently zoned General Residential zoned land, but will not approve the change of existing residential zoned land to a higher density residential zone due to the current oversubscription of the ESTP and reticulated sewer system volume and capacity limits (unless upgrades occur to the current system).

A significant expansion of the General Residential zone within Blackwall, where reticulated sewer is required for new lots, is unlikely to proceed without an agreement in place to fund upgrades to both the sewer system within Gravelly Beach Road and to the ESTP.

2.1.2 Water

Both Exeter township and Blackwall are serviced by the Exeter Water Reservoir located at the 140m AHD level at 23 Main Road, Lanena. A DN200 water supply main is available along Gravelly Beach Road and a DN100 water supply main is located within Glen Ard Mohr Road. Extension of a DN150 water supply main along the Traill Road alignment would service the Blackwall investigation area and provide redundancy to the Gravelly Beach Road water supply main system.

To this extent, no constraints have been identified within the context of provision of a water supply to the Blackwall investigation area.

2.1.3 Road

The Blackwall investigation area is serviced by Council maintained roads of Glen Ard Mohr Road on the western approach and Stony Brook Road and Gravelly Beach Road on the eastern approach. Traill Road is identified as an informal private access road which services some lots within the investigation area. Glen Ard Mohr Road becomes a private access road north of the Traill Road intersection and also provides access to lots further north. The road reserves of the series of roads that form the local road network are contiguous (i.e. connected) but are unconstructed at this time.

The Traffic Study suggests that Glen Ard Mohr Road be connected to Gravelly Beach Road, generally following the alignment of Traill Road. Traill Road, once it leaves Glen Ard Mohr Road, is in a 10m wide reservation east of the electricity transmission corridor where it does a sharp dogleg around the southern extremity of 185 Gravelly Beach Road. The lower section of the Traill Road reserve through to Gravelly Beach Road is unconstructed but has been widened on the southern side by the acquisition of a 4m strip from the titles of 161 Gravelly Beach Road and 48 Traill Road. The final section of the road reserve, located between the residential properties of 175 and 177 Gravelly Beach Road is 14.1m in width with both houses close to the reserve boundary where there is an approximate 4.0m offset to the dwelling located at 177 Gravelly Beach Road and an approximate 2.1m offset to the dwelling located at 175 Gravelly Beach Road.

As a through road between Exeter and Gravelly Beach, Traill Road will act as a collector road attracting traffic from Gravelly Beach and communities further north, conveying them directly to the Exeter township for access to the schools and shops. This road access will provide a more direct and convenient access road than the existing road link to Main Road from Gravelly Beach Road, south of the township. The road will also provide direct frontage to new lots within the investigation area along

⁵ Environmental Protection Notice No. 498/2.

its alignment as well as any new courts constructed off it and will provide a convenient route for school buses.

The recommended road width for a connecting road would be an 8.9m wide pavement within an 18m wide (road) reserve or a 20m wide road reserve where it incorporates a shared walking and cycling path and potential avenue landscaping. Future road widening could be achieved at the time of subdivision through Section 108 of the *Local Government (Building and Miscellaneous Provisions) Act 1993* ('LGBMP') along with a road diversion to improve the road alignment at the dogleg adjacent to the isolated house at 185 Gravelly Beach Road.

Although not specifically identified within the Traffic Study, further opportunity exists to provide a shared pedestrian and cycling link between Traill Road and Annears Road to the south which would provide improved pedestrian and cycling permeability and connectivity within Blackwall and the broader Gravelly Beach area. The link would require utilisation of an approximate 5m wide road casement which extends perpendicularly from the Traill Road casement in a southerly direction (between 46 Traill Road to the west and 48 Traill Road to the east) for a distance of approximately 183m to the north-western corner of 36 Annears Road. A strip of land would need to be acquired or applied with an appropriate easement or right of way across either 36 or 39 Annears Road to complete the link between the Traill Road (road) casement and Annears Road.

2.2 Development Options

Building upon the Structure Plan, three (3) subdivision development options have been modelled. The proposed subdivision lot layouts are based on the extension and upgrade of Traill Road to connect Glen Ard Mohr Road with Gravelly Beach Road as recommended within the Traffic Study. Each subdivision layout option assumes that the existing General Residential zoned land located at 161 Gravelly Beach Road will be subdivided off (the new) Traill Road.

Base plans for the study area have been developed to assist in the assessment of the residential development potential of the land. This base plan includes high resolution aerial imagery, LiDAR contours and existing infrastructure (where known). The preliminary layout plans have been prepared to identify those areas which will be difficult to develop, to form a basic road layout and to determine a preliminary lot yield. Preliminary layouts are not final designs and are intended to assist in understanding the constraints to development that exist for the investigation area.

The development options are also based on land contained within the investigation area being rezoned to Low Density (for all options) and increasing the extent of General Residential zone to the west of Gravelly Beach Road (in the case of option 3 only).

2.2.1 Option 1 - Lowest Density

The lot layout illustrated in Figure 3 shows a possible lot layout that is based on 0.5ha lots (5,000m²) (save for 161 Gravelly Beach Road which is zoned General Residential). The larger lots are capable of onsite wastewater disposal so that an extension of the reticulated sewer system is not required. There are four (4) lots created off Stony Brook Road and three short courts (off the new Traill Road) to provide frontage to lots created from the larger parcels of land. It is assumed that the new roads will be sealed and provided with kerbing and footpaths but Stony Brook Road and the section of Glen Ard Mohr Road, north of the intersection with Traill Road, can remain as unsealed roads.

The low density subdivision layout illustrated in Figure 3 creates 67 lots, 14 of which are the General Residential lots of 161 Gravelly Beach Road, and will require the construction of 1,573m of road, including three courts.

Figure 3 - concept lowest density lot layout of the Blackwall investigation area.



2.2.2 Option 2 - Low Density

The lot layout illustrated in Figure 4 is based on a Low Density Residential layout with minimum lot sizes of 0.15ha (1,500m²), with this size being a sufficient area for onsite wastewater disposal (subject to geotechnical investigation for some sites). As in the lowest density subdivision layout plan illustrated in Figure 3 (Option 1), 161 Gravelly Beach Road is assumed to be sewered, creating 14 new residential lots. The increased number of lots will see the construction of the northern section of Glen Ard Mohr Road to an urban road standard and the provision of 4 new road courts, one of which is off Gravelly Beach Road. Stony Brook Road will have three new lots accessing from the road with the road capable of remaining an unsealed road, although with any necessary upgrades to bring the existing road to rural road standards.

The low-density subdivision layout illustrated in Figure 4 creates a total of 130 lots, 14 of which are the General Residential lots of 161 Gravelly Beach Road, and will require the construction of 2,372m of road, including four courts.

Figure 4 - concept low density lot layout of the Blackwall investigation area.



2.2.3 Option 3 – Mixed Living

The lot layout illustrated in Figure 5 is based on the road layout associated with Option 2 illustrated in Figure 4. The Mixed Living option has been modified (from the low density option) to increase the area of General Residential zoned land along Traill Road on the assumption that reticulated sewer is extended from the existing Gravelly Beach Road system. This density presupposes that there are to be no new sewer pump stations but the capacity of the existing sewer system, including the pump stations and the Exeter treatment plant, can be upgraded to service the proposed lot density.

The higher density subdivision layout illustrated in Figure 5 creates 160 lots, 73 of which are General Residential lots including the previous 14 lots assumed for 161 Gravelly Beach Road, and require the construction of 2,522m of road, including eight courts.

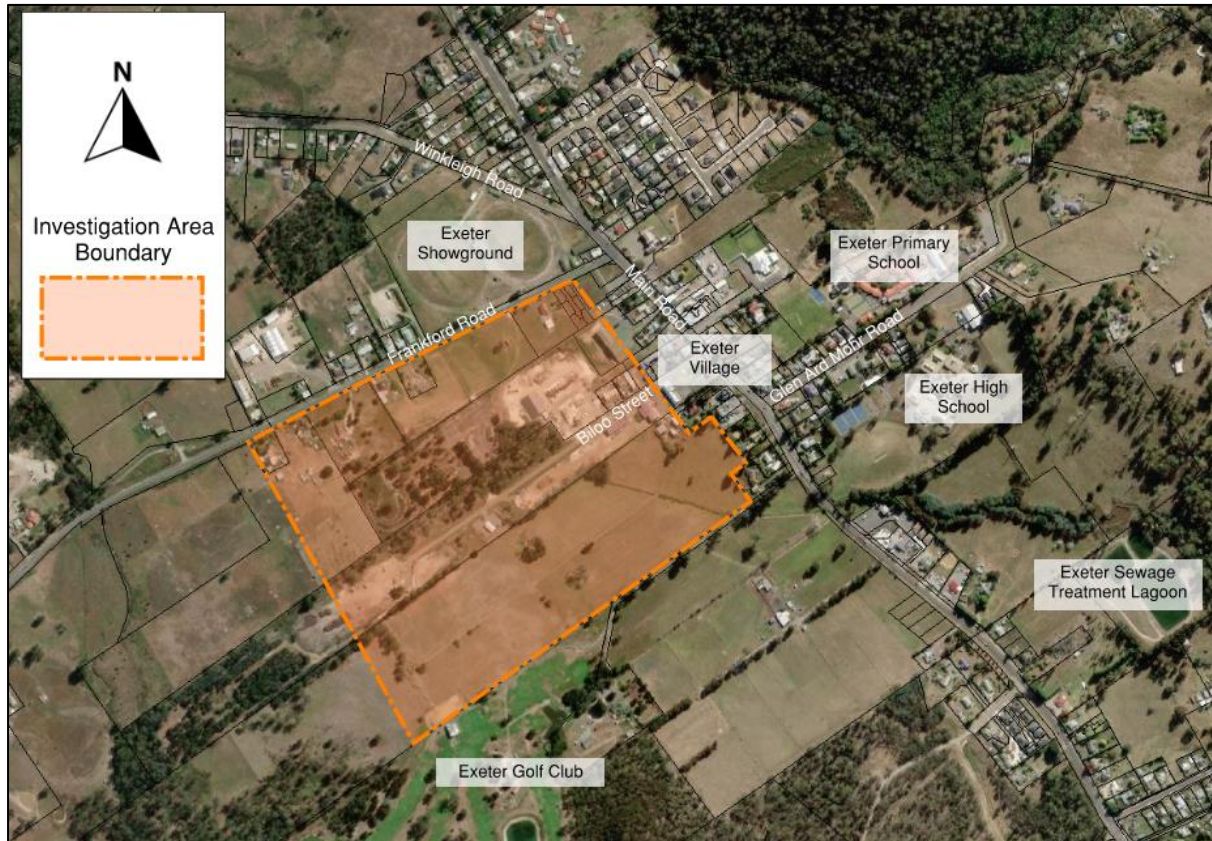
Figure 5 - concept mixed living lot layout of the Blackwall investigation area.



3. West Exeter Investigation Area

The West Exeter investigation area is illustrated in Figure 6.

Figure 6 - aerial map illustrating the spatial extent of the West Exeter investigation area.



Source: image and base data retrieved from the [LIST](#).

The West Exeter investigation area is identified as a location within the Exeter township that is capable of accommodating additional industrial or commercial style land uses.

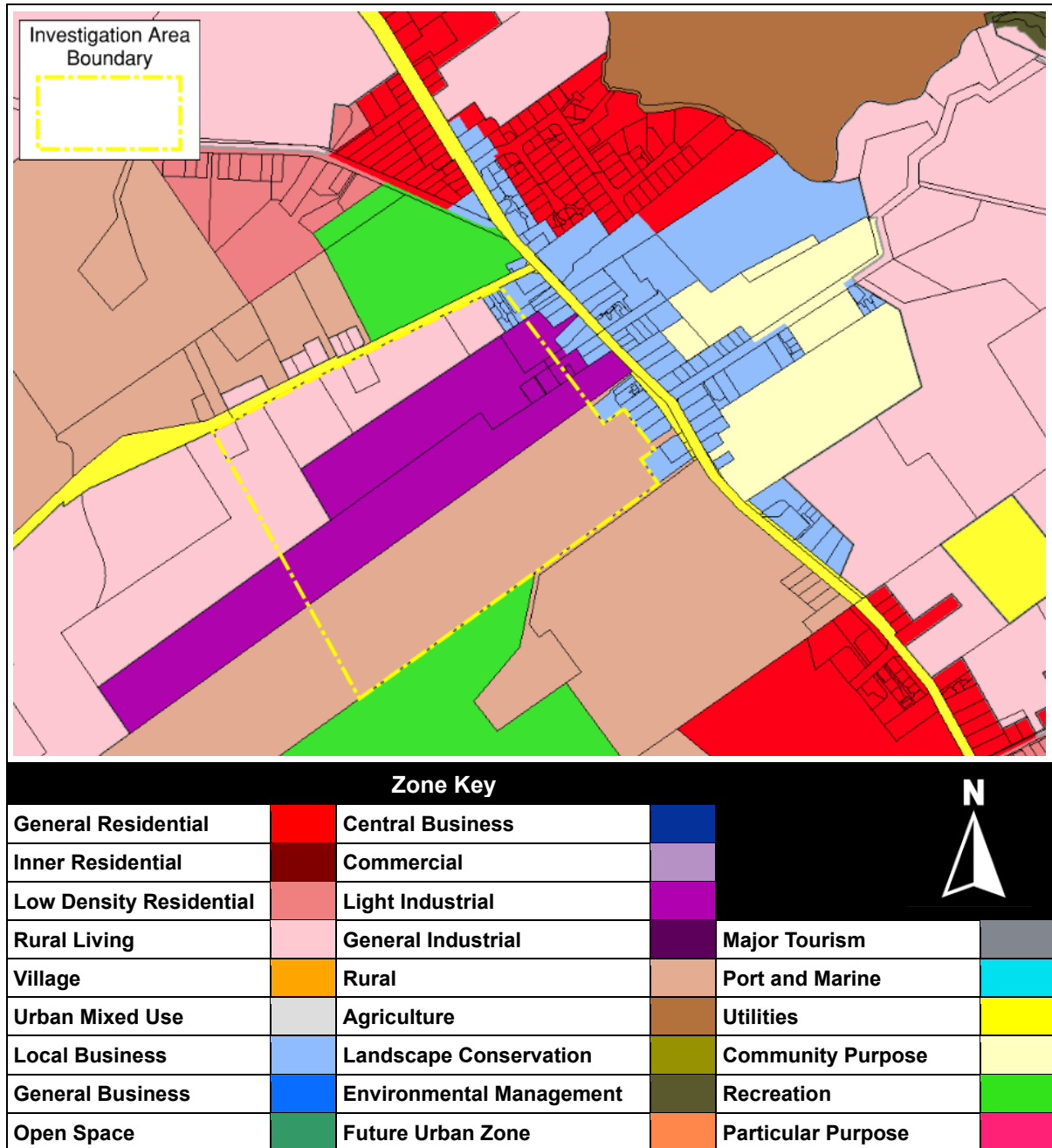
The investigation area is bounded by Frankford Road to the north, the rear of the properties along Main Road to the east, the Exeter Golf course to the south and a western alignment that approximately coincides with the crest of a ridge that forms the eastern edge of the Stony Brook catchment. The investigation area is approximately 34.6ha in area.

The investigation area drains to a small waterway that flows to the southeast, crossing Main Road and flowing past the ESTP, to ultimately discharge into the Tamar River in Lanena. The waterway extends north of the precinct, crossing Frankford Road to drain a portion of the Exeter Showground and Cycling Track site on the northern side of Frankford Road. This waterway is un-named but is referred to for convenience as Biloo Creek in this report (due to its proximity to Biloo Street). It is part of the public drainage system managed by Council as it drains a number of properties and public roads via the established public drainage system.

The single largest title within the precinct is 55 Main Road which is a 25.3ha rural parcel that adjoins the Council depot site to the north and the Exeter Golf Club to the south. The lot is an internal property with a driveway access on the northern side that also serves the house (in the same ownership) at 53 Main Road. The lot has been provided with an access strip from Main Road, shaped as a future road reserve which is located between 45 and 47 Main Road, although this access is currently unused. The land is predominantly used for grazing, with a small portion used for parking adjacent to the Exeter Golf Club.

The investigation area comprises Rural Living zoned land to the north, a small section of Local Business Zone to the north-east (albeit developed with residential dwellings), Light Industrial Zone in the middle section and Rural zoned land to the south (refer to Table 3).

Table 3 - zone map illustrating the composition of zoning of the West Exeter investigation area and surrounds.



3.1 Existing Infrastructure

3.1.1 Sewer

The West Exeter investigation area is partly served by a sewer line located to service the strip of residences along the western side of Main Road which also provides a connection to the Council works depot on Biloo Road. In addition, there is a small Council operated pump station that collects leachate from the former landfill area.

Extension of the existing sewer main along the alignment of Biloo Creek from the rear of 43 Main Road is possible, provided that the ESTP has capacity for the additional flows. As for the Blackwall investigation area, the lack of capacity of the ETSP will be a critical consideration. It should be noted that industrial or commercial lots are generally assumed to create more flows than a residential lot, unless limited to storage or transport industries which produce lower overall demand for sewer services.

3.1.2 Water

Reticulated water is available along Main Road and Biloo Road with DN100mm mains in both roads with Frankford Road containing a DN150 main.

3.1.3 Road

The only road within the precinct is Biloo Street that primarily serves the Council Depot, a concrete and landscape supplier and the Exeter waste transfer station. Biloo Street is not within a formal road reservation and has a practical maximum (potential road reserve) width of 16.2m due to the extent of a depot building located on the southern side of the road. The road provides access to seven light industrial properties, three of which are privately owned, the rest owned by Council.

All traffic to the light industrial precinct enter and exit from Main Road via local road intersection located between the Exeter public library (57 Main Road) and the Commonwealth Bank (59 Main Road). This intersection is not provided with a right turn lane from Main Road and a recent traffic count indicates a weekday average of 696 vehicles movements per day with 20% of these being commercial vehicles, predominantly from the Council depot site and the adjoining concrete and landscaping supplier.

Frankford Road is an arterial road that has ribbon housing development along it, primarily on larger lots that are assigned to the Rural Living zone, transitioning to vacant Local Business zoned land at the intersection with Main Road. The section of road reserve adjoining the investigation area area is relatively narrow with a typical width of under 16m for the Exeter Showground and Cycling Track frontage.

3.2 Development Options

Two preliminary subdivision and road layout plans for development have been devised. The preliminary layout plans been prepared to identify those areas which will be difficult to develop, to form a basic road layout and to determine a preliminary lot yield. Preliminary layouts are not final designs and are intended to assist in understanding the constraints to development that exist for the investigation area.

3.2.1 Light Industrial and Low Density Residential

The first option preserves the existing strip of Rural Living zone along the Frankford Road frontage with a new road extending from Frankford Road connecting to Biloo Street (refer to Figure 7).

Figure 7 - concept light industrial and low density residential lot layout of the West Exeter investigation area.



The alignment of the new road generally follows the drainage path that extends from Biloo Creek to Frankford Road and this alignment could be extended east to join into Main Road south of the Local Business zoning on the western side of Main Road, as shown in dashed linework (in Figure 7). This provides for the option of a future truck bypass of the Exeter activity centre, if this is ever required and also for further development of 55 Main Road. The intent of the connection to Biloo Street is to remove the necessity for heavy vehicles to turn off Main Road within the heart of the Exeter activity centre.

The interior of 55 Main Road gains access from a narrow driveway on the northern end that is shared with 53 Main Road which contains a single dwelling. A 13.4m access strip, configured as a road reservation, is located between 45 and 47 Main Road and is currently unused. The concept plan in Figure 7 shows this access strip being used for a local road to access a 13 lot, Low Density Residential subdivision where the minimum lot size of 1,500m² could contain onsite wastewater disposal if reticulated sewer capacity is not available. This local road will also provide access to the rural balance of the land or for the future development of the balance, if needed.

The light industrial and low density residential option provides for:

1. Two (2) new Rural Living lots;
2. Four (4) new Light Industrial lots;
3. Provision of commercial vehicle access off Frankford Road;
4. Approximately 328m of new connecting road between Frankford Road and Biloo Street; and
5. Approximately 205m of new residential road court.

3.2.2 Light Industrial and Local Business

This second option builds upon the previous light industrial and low density residential option, extending the area of Light Industrial zoned land to Frankford Road along the proposed connecting road alignment and extending the connecting road past Biloo Road to join with the new road within 55 Main Road (refer to Figure 8). This maintains the provision to extend the new road to Main Street along the Biloo Creek alignment. This option creates additional Local Business and Light Industrial land rather than Low Density Residential land.

Figure 8 - concept light industrial and local business lot layout of the West Exeter investigation area.



The light industrial and local business option provides for:

1. Five (5) new Local Business lots;
2. Nine (9) new Light Industrial lots;
3. Provision of commercial vehicle access off Frankford Road; and
4. Approximately 780m of new road from Frankford Road to Biloo Street and 55 Main Road.

4. North Exeter Investigation Area

The North Exeter investigation area is illustrated in Figure 9.

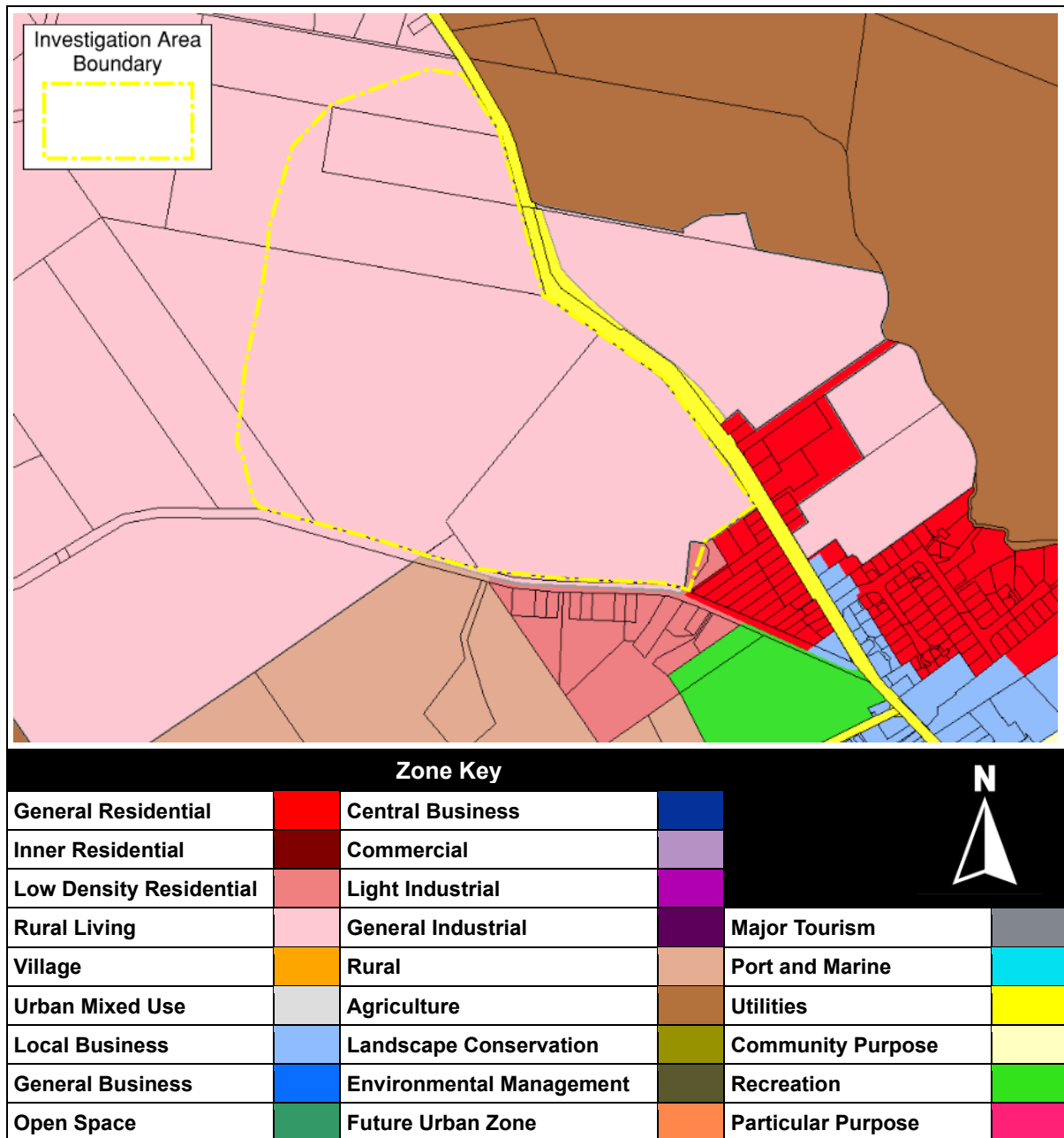
Figure 9 - aerial map illustrating the spatial extent of the North Exeter investigation area.



Source: image and base data retrieved from the [LIST](#).

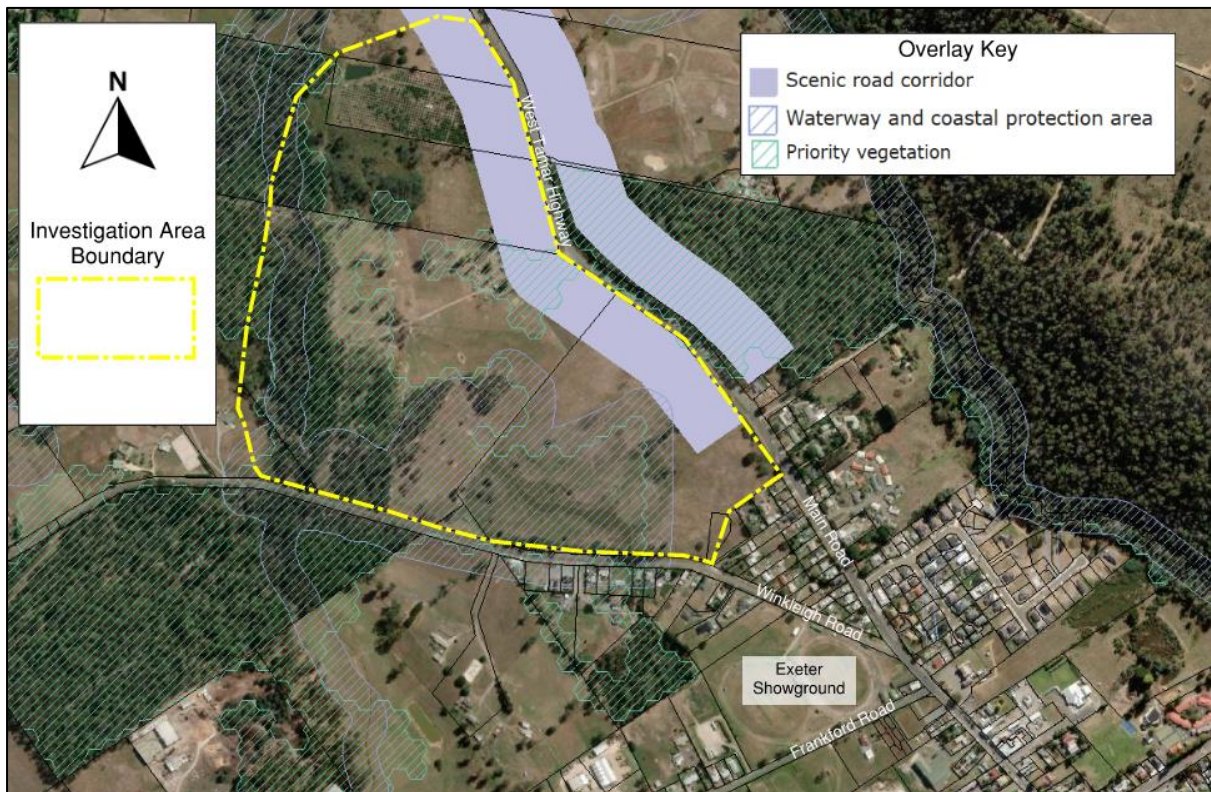
The investigation area is roughly triangular, located between the West Tamar Highway to the east and Winkleigh Road to the west which diverge at Exeter, extending north from the current (Exeter) activity centre boundary to the approximate alignment of Stony Brook where this waterway crosses both roads. The total area is some 54.5ha and is in four titles, all zoned Rural Living D (refer to Table 4).

Table 4 - zone map illustrating the composition of zoning of the North Exeter investigation area and surrounds.



The priority vegetation code extends over the open forest that follows the alignment of Stony Brook and the low-lying parts of the properties are within the waterway and coastal protection sections of the Natural Assets Code (refer to Figure 10). The West Tamar Highway has a 100m wide, scenic protection corridor that starts from the end of the urban 60 km/hr. speed zone, adjacent to 180 Main Road (i.e. commencing from the 80km/hr speed zone onwards). Main Road becomes the West Tamar Highway at the change in speed zones.

Figure 10 - overlay map illustrating the location and spatial extent of the scenic road corridor, waterway and coastal protection area and priority vegetation area within the context of the North Exeter investigation area.



Source: image and base data retrieved from the [LIST](#).

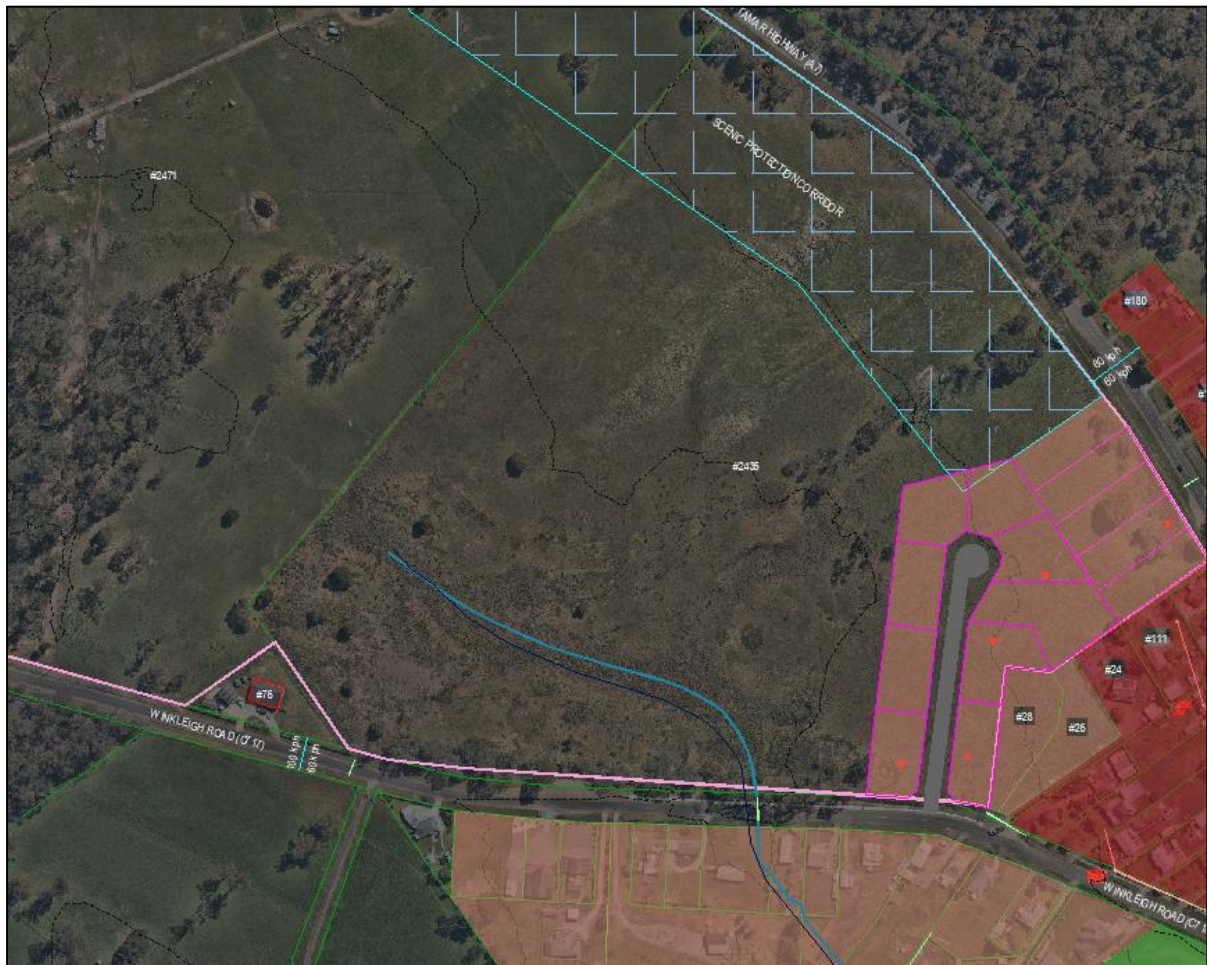
Reticulated water is available from both West Tamar Highway and from Winkleigh Road. However, sewer which terminates in the adjoining area of General Residential land, is located too high to be extended further north into the study area.

4.1 Development Option

A minor increase in the Exeter urban area is shown as a draft layout for a possible subdivision of 2435 West Tamar Highway.

The preliminary layout plan been prepared to identify those areas which will be difficult to develop, to form a basic road layout and to determine a preliminary lot yield. The preliminary layout is not a final design and is intended to assist in understanding the constraints to development that exist within the investigation area.

Figure 11 - concept expanded residential lot layout of the North Exeter investigation area.



The proposed residential development option creates five low density residential lots off Main Road and a short court off Winkleigh Road to provide access to a further nine lots that adjoin the existing two low-density zoned lots off Winkleigh Road. The lots relying on Main Road are adjacent to similar lots on the opposite side of the road and are within the current 60 km/hr speed zone, avoiding an increase in the ribbon development along Main Road.

All of the proposed lots exceed 1,500m² which is sufficient to contain onsite wastewater disposal and leave a balance lot of over 12ha. The layout avoids the scenic protection corridor, the priority vegetation overlay and avoids much of the waterway overlay.

Further residential subdivision of the other lots within the study area is not recommended due to the constraints presented by the natural and scenic values. The investigation area is also subject to waterlogging and contains some threatened vegetation communities which are likely to further restrict development potential.

5. Summary

Putting aside the North Exeter Investigation Area, the following key observations are provided with respect to the Blackwall Investigation Area and West Exeter Investigation Area:

1. The major constraint to the optimal (or highest yielding) development option for the Blackwall Investigation Area and West Exeter Investigation Area is the capacity of the ESTP and associated gravity and pumped reticulated sewer infrastructure.

The ESTP is currently over capacity and receiving average flows (into the system) at a rate that is considerably greater than flow rates licensed by the EPA.

Unless substantial upgrades occur to the ESTP (including any opportunity to construct a new treatment plant in an alternative location) and associated reticulated sewer infrastructure, sustainable residential and commercial growth within Exeter will be stymied.

2. Land contained within the Blackwall Investigation Area and West Exeter Investigation Area is in fragmented ownership. Any development of this land in line with the recommended development options (listed within this report) would benefit from a Specific Area Plan ('SAP') to coordinate the provision of service infrastructure across multiple lots and for the provision of road connectivity between separate lots. An SAP can also establish alignment of new sewer, water and stormwater infrastructure as well as road and active transport connectivity (walking and cycling paths or trails) in addition to providing sequencing of construction (or development) and equitable sharing of costs (where necessary).