



Greater Geraldton Structure Plan 2011

Final report
June 2011

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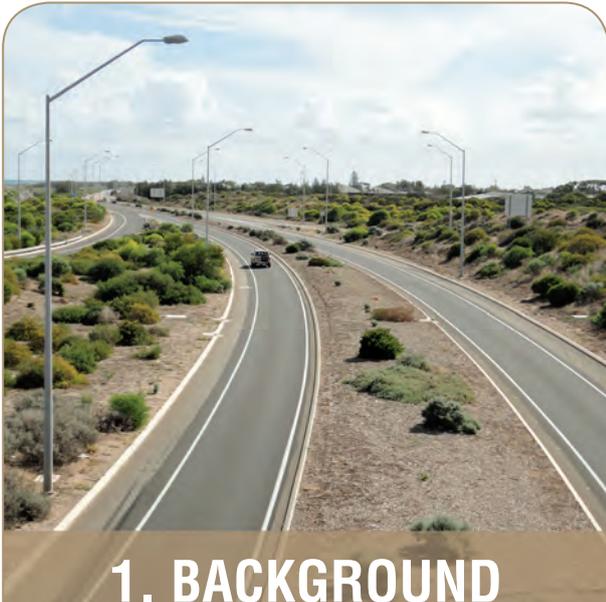


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1. BACKGROUND

The Geraldton Region Plan Part 3 - the Greater Geraldton Structure Plan (1999) forms a principal part of the Geraldton Region Plan (1999) document.

Greater Geraldton includes portions of the City of Geraldton-Greenough (which was formed on 1 July 2007 as an amalgamation of the City of Geraldton and the Shire of Greenough) and the Shire of Chapman Valley. Greater Geraldton is the focus of commercial and administrative activity for the Mid West region and the structure plan is to provide a framework for coordinating development and managing growth of the regional centre.

A 2010 audit of the Geraldton Region Plan (1999) and consultation with key stakeholders identified the need to review and update the Greater Geraldton Structure Plan (1999).



2. INTRODUCTION

The Greater Geraldton Structure Plan 2011 is an update of the Greater Geraldton Structure Plan (1999) (the previous structure plan) and as such, maintains the same boundary as the previous plan. This extent focuses on urban areas and areas likely to experience pressure for development within the City of Geraldton-Greenough and the Shire of Chapman Valley.

2.1 Implementation

The Geraldton Region Plan Part 3 - the Greater Geraldton Structure Plan (1999) is still relevant to the planning framework of the region and it is intended that the Greater Geraldton Structure Plan 2011 is used in conjunction with this document. This will guide amendments and reviews to the City of Geraldton-Greenough and Shire of Chapman Valley local planning strategies and schemes.

The Greater Geraldton Structure Plan 2011 is intended as an interim measure until local governments have prepared new local planning strategies and/or district structure plans. At that time, the structure plan component of the Geraldton Region Plan (1999) will be superseded as it relates to the affected local government. The structure plan will also be used as a basis for the preparation of wider strategic regional planning that could include the local governments within the Batavia Coast.



Greater Geraldton Structure Plan 2011

2.2 Local planning schemes

Since the release of the Greater Geraldton Structure Plan (1999) the former two local government areas of the City of Geraldton and the Shire of Greenough have combined to form the City of Geraldton-Greenough (the City). The City has three gazetted local planning schemes in operation, being Town Planning Scheme No 3 (Geraldton), Town Planning Scheme No 1A (Greenough River Resort Estate) and Local Planning Scheme No 5 (Greenough). The Shire of Chapman Valley continues to operate from Town Planning Scheme No 1 while a review of this scheme is being undertaken.

2.3 Key findings

Since the release of the previous structure plan in 1999, a number of land use changes have occurred in the area. These are reflected in the Greater Geraldton Structure Plan 2011 and include:

- the proposed expansion of the Narngulu industrial estate and release of the associated Strategic Land Use Directions Plan;
- the proposed development of the Oakajee port, industrial area and other associated infrastructure including provision of rail and road access;
- the identification of an indicative alignment for the proposed Oakajee-Narngulu Infrastructure Corridor, linking the Narngulu Industrial estate to the future Oakajee port;

- refinement of the regional road network including the determination of the southern route for the Geraldton North South Highway and the finalisation of the Southern Transport Corridor;
- a number of key amendments to local planning schemes including residential and industrial rezonings; and
- the completion of the first phase of the Geraldton Regional Flora and Vegetation Survey.

2.4 Key strategic matters

2.4.1 Population, housing and residential land

The Greater Geraldton Structure Plan (1999) estimated that land within the structure plan boundary could accommodate a population of more than 100,000 people. Analysis of vacant zoned land, vacant serviced lots and current conditional approvals at that time indicated that Greater Geraldton's short-term residential land supply should meet the demand scenarios presented and have capacity to produce additional lots to meet any increase in demand.



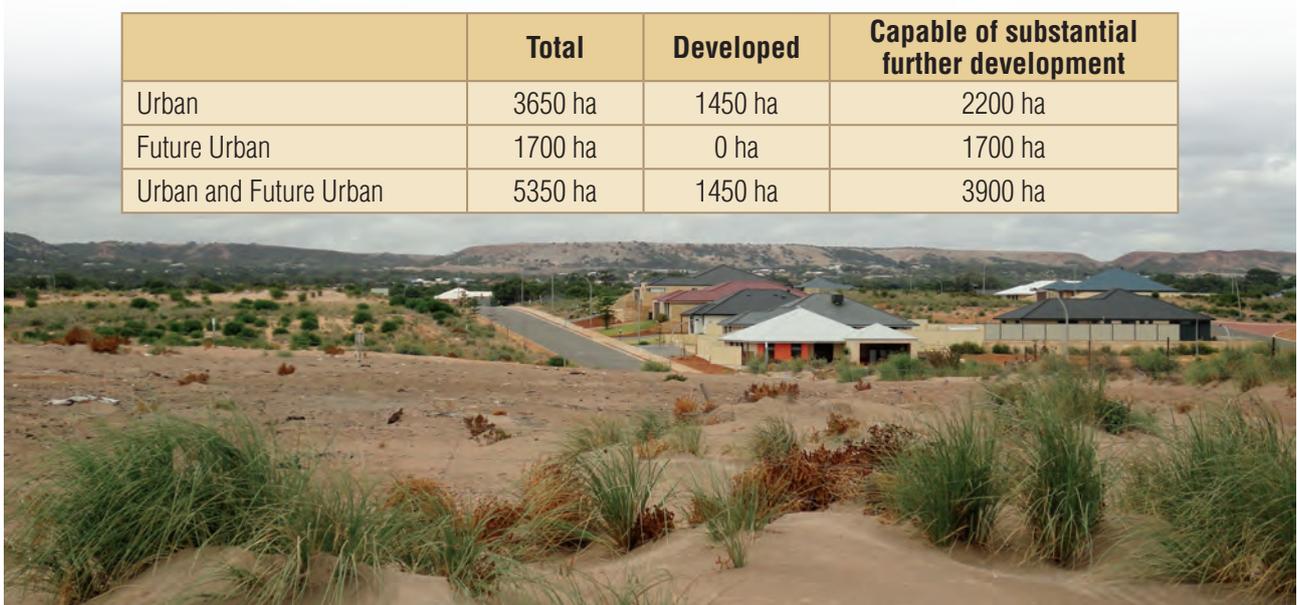


Preliminary figures released by the Australian Bureau of Statistics estimated the 2010 population of the City of Geraldton-Greenough at 38,508 and the Shire of Chapman Valley at 1059 (ABS, 2011). WA Tomorrow (WA Planning Commission, 2005) contains population projections produced by the State Demographer, however, it is currently undergoing review. Revised population figures are anticipated to be released later in 2011, which may require population information to be reviewed.

An audit of the development status of urban and future urban land shown on the Greater Geraldton Structure Plan 2011 was undertaken (Table 1). This was done to determine the approximate area of land capable of substantial further development that could potentially yield significant additional population and therefore test Greater Geraldton’s physical capacity to accommodate a greatly expanded population.

Table 1: Development status of urban land in Greater Geraldton Structure Plan 2011

	Total	Developed	Capable of substantial further development
Urban	3650 ha	1450 ha	2200 ha
Future Urban	1700 ha	0 ha	1700 ha
Urban and Future Urban	5350 ha	1450 ha	3900 ha



In this analysis, ‘developed’ land is defined as land where development exists or where the necessary infrastructure and services to accommodate development exist. Subdivision is generally consistent with its zoning, however existing urban areas that could potentially accommodate increases in density through urban infill are considered to be ‘developed.’ The area of developed land generally excludes open space and roads, except where they are specifically included in applicable urban zones in local planning schemes.

Land ‘capable of substantial further development’ consists of undeveloped or underdeveloped land on greenfield sites, where subdivision reflective of its zoning is yet to exist. In some instances however, land may have conditional subdivision approval or be part of a broader structure planning process that still needs to be finalised. The development of land

that falls into this category is subject to issues and constraints identified in Section 3 of this report.

On the basis of this information Greater Geraldton’s capacity to accommodate additional population has been calculated. Table 2 shows broad potential population yields of ‘urban’ and ‘future urban’ land identified in the Greater Geraldton Structure Plan 2011 that is considered to be capable of substantial further development. It considers three scenarios that are based on land being fully developed at different average residential densities (R10, R20 and R30). Under these density scenarios, the potential number of additional dwellings and the subsequent population that these can broadly accommodate have been calculated. From this, a population capacity of Greater Geraldton has been derived for each of the three density scenarios.



Table 2 Estimated capacity of urban land in Greater Geraldton Structure Plan 2011

Estimated capacity of urban land deemed capable of substantial further development in Greater Geraldton Structure Plan 2011				Estimated population capacity		
Relevant Greater Geraldton Structure Plan 2011 land use category/ies	Area (ha)	Average density	Dwelling yield ¹	Current population (2010 ABS est) ²	Population yield from additional dwellings	Greater Geraldton total ³
Urban	2200	R10	14,300	39,567	35,750	75,317
		R20	28,600	39,567	71,500	111,067
		R30	42,900	39,567	107,250	146,817
Urban and Future Urban	3900	R10	25,350	39,567	63,375	102,972
		R20	50,700	39,567	126,750	166,317
		R30	76,050	39,567	190,125	229,692

¹ The 35% of land necessary to support land requirements for public open space and streets (Liveable Neighbourhoods, 2007) has been factored into these figures. The population yield per dwelling is calculated at 2.5 people per dwelling unit (average dwelling size for the central statistical division – Australian Bureau of Statistics, 2006).

² 2010 estimated resident population (preliminary) for the City of Geraldton-Greenough and Shire of Chapman Valley local government areas, Australian Bureau of Statistics (2011)

³ Additional population is assumed to be accommodated exclusively on land that is currently considered to be capable of substantial further development. These figures assume that no population change occurs on land that is already developed.

It is important to appreciate that these figures most likely underestimate the redevelopment potential of the existing residential capacity of Greater Geraldton. In order to keep the calculations relatively straightforward, these figures assume that increases in population occur only on urban and future urban land that is considered to be capable of substantial further development. It has been assumed that areas that contain existing development do not accommodate any additional population. As such, the figures do not take into account any population increase that may occur as a consequence of infill development in existing urban areas, nor do they consider the potential additional population yield from developed lots in Greater Geraldton that are currently vacant. In reality, additional population will also be distributed across other land use categories including 'rural living,' 'future rural living,' and 'Central Geraldton.'





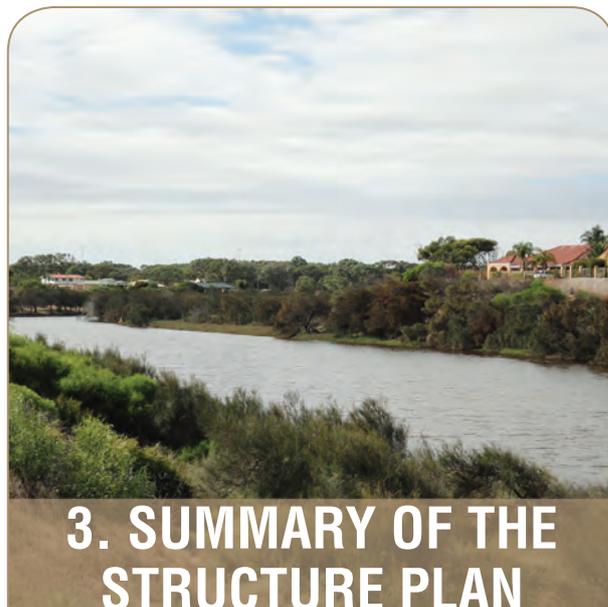
2.4.2 Servicing

All development is dependant on the provision of requisite infrastructure and services. The capacity of key utilities and service infrastructure, particularly power, water and wastewater, may constrain development in the long-term. It is important that anticipated regional and local infrastructure requirements are recognised by individual stakeholders and planned for to enable their timely delivery to ensure that constraints posed to future development are minimised.

Drainage is an important consideration with regard to servicing new urban development. In 2008 the WA Planning Commission released Planning Bulletin 92 Better Urban Water Management, which provides guidance on urban water management matters to be taken into account when considering planning for new residential, rural-residential, commercial and industrial areas. The planning bulletin was developed to aid the integration of the land use and water planning systems, consistent with State Planning Policy 2.9 Water Resources.

2.4.3 Geraldton Regional Flora and Vegetation Survey

The Geraldton Regional Flora and Vegetation Survey report (WA Planning Commission, 2010) has been considered as part of the Greater Geraldton Structure Plan 2011. The report aims to provide a regional context for land use planning and the environmental impact assessment of proposals affecting native vegetation in the Geraldton region. The Environmental Protection Authority has also released Bulletin No 10 Geraldton Regional Flora and Vegetation Survey that outlines its expectation on regional flora and vegetation information in the Geraldton region.



The summary focuses on the land use categories identified in the Greater Geraldton Structure Plan 2011 and discusses the changes in relation to each category from the previous structure plan.

3.1 Urban and future urban

3.1.1 Summary of proposed changes/updates

The 'urban' land use category in the Greater Geraldton Structure Plan 2011 consolidates a number of land use categories from the previous structure plan. It primarily encompasses the urban and special residential categories, but also includes some areas previously designated as community purpose, tourism and open space and recreation reserves. The 'urban' category is predominantly residential, but is diverse enough to include some commercial, community purpose and recreational land uses. All 'urban' areas in the Greater Geraldton Structure Plan 2011 are currently zoned in their respective local planning schemes to accommodate pertinent urban land uses. The 'urban' category will predominately cater for rising housing demand in Greater Geraldton in the immediate-term.



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With the exception of the Buller area and the coastal areas of Cape Burney (which remain as 'future urban'), the areas that were identified as future urban in the previous structure plan have been classified as 'urban.' This is consistent with zoning changes that have occurred in local planning schemes. Some of the former future urban areas have been developed, most notably at Drummond Cove and Wandina.

An area of approximately 1700 ha is identified as 'future urban' in the Greater Geraldton Structure Plan 2011 to guide the direction of long-term urban expansion. The bulk of this area identified is located at Buller and around Cape Burney, which are at the extremities of the northern and southern coastal corridors respectively. 'Future urban' land has also been identified as an eastern extension of Woorree New Town, which itself was only recently rezoned in the local planning scheme for urban purposes.

The indicative rapid public transport alignment reinforces the linear form of 'urban' Geraldton. The notional alignment will assist the local governments in identifying the location and extent of future district and neighbourhood activity centres in the northern and southern coastal corridors as the eventual delivery of the public transport corridor will ultimately reinforce their strategic importance. These activity centres are encompassed by the broad 'urban' land use category in the Greater Geraldton Structure Plan 2011.

3.1.2 Summary of developed/undeveloped zoned land

Of approximately 3650 ha of current 'urban' land, only 1450 ha (40%) is considered to be developed.

The remaining 2200 ha (60%) is capable of substantial further development. Most of this land is located at Glenfield and Cape Burney, at the ends of the northern and southern coastal corridors respectively. Another sizeable area of undeveloped urban land exists in the Woorree New Town area. Under the relevant local planning schemes, all of this land is currently zoned to accommodate urban development.

3.1.3 Issues/constraints/recommendations

The development of currently undeveloped 'urban' and 'future urban' areas are subject to localised structure planning and the provision of infrastructure and services. Environmental considerations, indigenous and cultural heritage issues may require resolution during structure planning. Also, the effects on the visual landscape may require due consideration in areas of significant landscape value, such as those adjacent to the Moresby Range.

There is opportunity to increase residential density through infill development in some existing urban areas that have a sufficiently high residential density coding to support infill development under the relevant local planning schemes.

The long-term development of 'urban' and 'future urban' areas may be constrained by the capacity of key utilities and service infrastructure including power, water and wastewater. The capacity of key utilities and service infrastructure may also constrain opportunities for infill development in some existing urban areas.

In addition, the development of 'future urban' areas is also subject to amendments to local planning schemes. Such amendments require the approval of the Minister for Planning on recommendation by the WA Planning Commission. Scheme amendments may be subject to environmental studies and plans, including the Geraldton Regional Flora and Vegetation Survey and the Moresby Range Management Strategy.

The orderly and proper planning of 'future urban' areas can be compromised if they are further fragmented. In this regard, ad hoc subdivision should not be supported.

The final location and extent of district activity centres in the northern and southern coastal corridors are subject to further investigation by the local governments. This will have ramifications for future structure planning and the provision of public transport infrastructure.



3.2 Rural living, future rural living and rural

3.2.1 Summary of proposed changes/updates

The 'rural living' land use category replaces 'rural-residential' from the previous structure plan. It essentially forms a zone of transition between urban and rural areas and encompasses rural residential, rural smallholdings and special rural land. It primarily offers an alternative lifestyle from conventional residential subdivision, allowing the opportunity for rural and recreational pursuits. Significantly, it is recognised that rural living is a land use that adds to the sense of place of regional areas.

In addition to the rural-residential land in the previous structure plan, the Greater Geraldton Structure Plan 2011 includes a significant area at Waggrakine as 'rural living.' This is consistent with recent zoning changes in the local planning scheme.

Much of the 'potential rural residential' land in the previous structure plan has been developed, particularly in the areas around White Peak and Deepdale. As such, these areas have all been identified as 'rural living.'

Some 'rural living' areas do exist beyond the Moresby Range in the Chapman Valley, however, these are zoned as 'special rural' in the local planning scheme and are generally intended for larger lots (>20ha).

Further, 'future rural living' has also been included in this area, consistent with areas identified in the Shire of Chapman Valley Local Planning Strategy (2008) for proposed and possible (long-term) rural residential and rural smallholdings.

3.2.2 Summary of developed/undeveloped zoned land

About 4350 ha (or 67%) of approximately 6500 ha of current 'rural living' land is considered to be developed.

The remaining 2150 ha (33%) is considered to be capable of substantial further development. This land is widely dispersed with further rural living

development on existing zoned land possible in Moonyoonooka, Deepdale, White Peak and Narra Tarra. If this area was fully developed at an average density of 30 ha/dwelling (gross), it would accommodate approximately 200 additional people.

3.2.3 Issues/constraints/recommendations

The location of rural living land should not be a constraint to future urban expansion. 'Rural living' is considered a more inefficient land use type compared to denser urban forms due to the low residential population that it yields and the fact that once developed, there is generally little opportunity for further intensification. The provision and maintenance of services to these areas is also disproportionately costly.

The development of currently undeveloped 'rural living' and 'future rural living' areas is subject to localised structure planning and the provision of infrastructure and services. The expense of servicing these areas may constrain their timely development. The capacity of key utilities and service infrastructure may constrain long term development. The absence of a reticulated water supply is a major issue for some rural living areas. The relatively low rainfall leads to a reliance on groundwater, of which the long-term sustainability is uncertain.

Environmental considerations, indigenous and cultural heritage issues may require resolution during structure planning. The effects on the visual landscape requires due consideration in areas of significant landscape value, such as those adjacent to the Moresby Range.

In addition to the necessary structure planning and provision of infrastructure and services, the development of 'future rural living' areas are also subject to amendments to local planning schemes. Such amendments require the approval of the Minister for Planning on recommendation by the WA Planning Commission. Scheme amendments may be subject to environmental studies and plans, including the Geraldton Regional Flora and Vegetation Survey and the Moresby Range Management Strategy. Land identified as 'future rural living' should be developed in an orderly manner.



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Land that is identified for 'future rural living' should not be further fragmented. In this regard, ad hoc subdivision should not be supported.

The Greater Geraldton Structure Plan 2011 contains almost 3500 ha of land designated for 'future rural living.' If this area was fully developed at an average development density of 30 ha/dwelling (gross), it would accommodate about 300 additional people.

It is acknowledged that a substantial area of rural land beyond the northern boundary of the structure plan has been identified for future rural living purposes in the endorsed local planning strategies for the Shires of Chapman Valley and Northampton. These areas are currently beyond the scope of the Greater Geraldton Structure Plan 2011 and will be considered through the proposed wider regional planning.

State Planning Policy 2.5 Agricultural and Rural Land Use Planning that outlines guiding principles for the planning and development of rural land is currently being revised. The revised policy may have implications for future rural land use within the Greater Geraldton Structure Plan area.

3.3 Central Geraldton

3.3.1 Summary of proposed changes/updates

'Central Geraldton' contains an agglomeration of high order functions that define Geraldton as a regional centre and the Mid West's premier activity centre. It comprises of Geraldton's urban core and contains a concentration of higher order retail and commercial, offices, government administration, civic facilities and other regional institutions (including the Geraldton Universities Centre, Durack Institute of Technology and Geraldton Health Campus). The area is mixed use and contains a residential component and the marina precinct. It is an area where significant employment numbers are concentrated.

The 'Central Geraldton' area consolidates numerous land use categories from the previous structure plan including city centre, a number of community purpose

and open space sites along Cathedral Avenue, future tourism at the marina and some adjacent urban areas.

The area is an important focal point for tourism activities in Geraldton and the Mid West, containing numerous visitor attractions, facilities and amenities, restaurants and cafes, accommodation and proximity to the recently redeveloped foreshore.

Residential areas are coded (or dual-coded) to allow for medium density development under the current City of Geraldton-Greenough Town Planning Scheme No 3.

Central Geraldton is also the primary node on the indicative alignment of the proposed rapid public transport system. This is a significant acknowledgment of the importance of the high amenity of the area and its potential to support a greater urban intensity.

3.3.2 Summary of developed/undeveloped zoned land

Virtually all of the land identified as 'Central Geraldton' is considered to have been developed.

Despite this, under the current local planning scheme much of the area is capable of accommodating more intense development. This could be delivered through urban infill and/or by redevelopment.

It is important that the local planning scheme accommodates for further intensification within Central Geraldton to allow for a greater population to exist in close proximity to amenities and to provide opportunity for a diversity of dwelling types in Greater Geraldton.

3.3.3 Issues/constraints/recommendations

The capacity of key utilities and service infrastructure including power, water and wastewater may constrain medium and high density development in Central Geraldton. The fragmented nature of land ownership in some areas may result in piecemeal redevelopment.



In the long-term, there is limited room to accommodate the easy expansion of some higher order institutional facilities (the Geraldton Universities Centre, Durack Institute of Technology and Geraldton Health Campus). It is critical that these facilities remain located centrally as this reinforces the regional significance of Central Geraldton. The high level of trips and visitation to these facilities contribute to the overall vibrancy of the central area and support the case for public transport provision.

The provision of rapid public transport may stimulate intensive development and further concentration of activity in Central Geraldton. The timing of this may influence the rate at which the area intensifies.

3.4 Future and current industrial and service commercial (including Narngulu)

3.4.1 Summary of proposed changes/updates

'Industrial and service commercial' is a general land use category that encompasses the light industry/mixed business, general industry and noxious and hazardous industry categories from the previous structure plan.

Most of the land designated as future industrial in the previous structure plan is included in the 'industrial and service commercial' category on the Greater Geraldton Structure Plan 2011.



Further 'future industrial and service commercial' areas have been identified and are largely contained within the Narngulu precinct boundary.

Since the previous structure plan, the City of Geraldton-Greenough has introduced highway commercial in their local planning schemes and several sites within the City have now been rezoned for this purpose. In addition, proposed highway commercial areas have been identified in the City's recently adopted Interim Commercial Activity Centres Strategy. It is important that this strategy is consistent with the Greater Geraldton Structure Plan 2011, therefore these areas have been included as 'industrial and service commercial' and 'future industrial and service commercial' as appropriate.

3.4.2 Summary of developed/undeveloped zoned land

Only 480 ha (32%) of approximately 1480 ha of current 'industrial and service commercial' land is considered to be developed. The remaining 1000 ha (68%) is capable of substantial further development. Most of this land is situated in the Narngulu Industrial Estate. Wonthella also contains some developable land.

3.4.3 Issues/constraints/recommendations

Land within the Narngulu precinct boundary is subject to the conditions and guidelines outlined in the Narngulu Industrial Estate Strategic Land Use Directions report. Details on constraints imposed by buffers are outlined in this report.

The development of currently undeveloped 'industrial and service industrial' and 'future industrial and service industrial' areas is subject to localised structure planning and the provision of infrastructure and services. The capacity of key utilities and service infrastructure including power, water and wastewater may constrain the long-term development of 'industrial and service commercial' and 'future industrial and service commercial' areas. Environmental considerations, indigenous and cultural heritage issues may require resolution during structure planning.



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The uptake and demand for industrial land may be stimulated by the development of proposed transport networks, including the Oakajee deepwater port and rail, the Oakajee-Narngulu Infrastructure Corridor and support industries to mining. The construction of a regional road network, specifically the Geraldton North South Highway and Verita Road, will result in markedly improved vehicular access around Narngulu. This improved accessibility will improve the viability of using the land for industrial purposes.

Permitted land uses over land shown as 'industrial and service commercial' are detailed in local planning schemes.

The development of 'future industrial and service commercial' areas is subject to amendments to local planning schemes, which require the approval of the Minister for Planning on recommendation by the WA Planning Commission. Land identified for 'future industrial and service commercial' should not be further fragmented. In this regard, ad hoc subdivision should not be supported.

3.5 Strategic Industry

3.5.1 Summary of proposed changes/updates

Strategic industry is concentrated at Oakajee as in the previous structure plan. The area has however, been expanded to the coast to encompass the onshore components of the proposed deepwater port.

The potential strategic industry area at Wizard Peak identified on the previous structure plan has been removed. This site is no longer under investigation as there is greater certainty that Oakajee is proceeding.

3.5.2 Summary of developed/undeveloped zoned land

Approximately 2350 ha of land is identified in the 'strategic industry' land use category and it is all currently capable of further development.

3.5.3 Issues/constraints/recommendations

The development of land identified as 'strategic industry' is subject to the provision of infrastructure and services. The development of 'strategic industry' areas may be constrained by the capacity of key utilities and service infrastructure, particularly power and water.

The development of proposed transport networks (including the Oakajee deepwater port and rail and the road and rail components of the Oakajee Narngulu Infrastructure Corridor) may underpin the viability of strategic industry at this location.

LandCorp is currently undertaking structure planning as part of the future development of the Oakajee Industrial Estate.

3.6 Port industry and installations

3.6.1 Summary of proposed changes/updates

There has been no change in the extent or purpose of the 'port industry and installations' land use category in the Greater Geraldton Structure Plan 2011.

3.6.2 Summary of developed/undeveloped zoned land

All 'port industry and installations' land, which is entirely concentrated around the existing Geraldton Port, is considered to be developed.





3.7 West End

3.7.1 Summary of proposed changes/updates

'West End' encompasses an area of State Government owned land that was identified on the previous structure plan as 'tourism.' The classification has been modified for the update to accurately reflect its specific geographic location.

The area is situated west of the Geraldton Port on the tip of Point Moore. It is intended that the 'West End' continues to provide for a diversity of accommodation and other facilities appropriate to visitor activity.

3.7.2 Summary of developed/undeveloped zoned land

All land identified in the 'West End' land use category is considered to be developed.

3.7.3 Issues/constraints/recommendations

The West End is severely constrained by its location next to the port and a lack of wastewater.

Being located at the tip of Point Moore in a low lying terrain leaves the area particularly vulnerable to storm surges and inundation due to future sea level rise, which is also a severe constraint to further development.

A coastal vulnerability study is being prepared through joint funding by the City of Geraldton-Greenough, Northern Agricultural Catchments Council and State Government.

3.8 Community purposes and public utilities

3.8.1 Summary of proposed changes/updates

Most of the community purpose and public utility areas identified in the previous structure plan have been absorbed into broader urban categories in the Greater Geraldton Structure Plan 2011. This reflects the role of the structure plan as a regional planning

document. All community purpose and public utility areas remain identifiable in local planning scheme maps and other local planning documents.

The community purpose and public utility areas that remain in the Greater Geraldton Structure Plan 2011 are those that are generally considered to be regionally important; namely the cemetery, prison, wastewater treatment plants, landfill site, airport, Western Power site, telecommunications site and water reservoir site. All of these sites are specifically labelled on the structure plan map to reflect their function.

The Greater Geraldton Structure Plan 2011 also includes the Geraldton Airport inner buffer.

3.8.2 Issues/constraints/recommendations

It is important that land required for future community purposes and public utilities is secured as early as possible in the planning process.

The Water Corporation recently advised that the buffer for the Geraldton North Wastewater Treatment Plant at Glenfield was revised to reflect their updated modelling. Additionally, the buffer for the Geraldton Wastewater Treatment Plant at Wonthella is currently undergoing review. The buffers shown on the Greater Geraldton Structure Plan 2011 are consistent with those from the previous structure plan. If any changes to these buffers are proposed consultation would need to occur with affected stakeholders including landowners and the City of Geraldton-Greenough as a separate process. Another option is to consider any revised buffers through future local structure planning given that this is a prerequisite to future residential subdivision.

The location of a future wastewater treatment site and buffer at Oakajee will be located within the Oakajee Industrial Estate buffer. The site shown on the structure plan is indicative only and its final location will be subject to further detailed investigations through a separate structure planning process for the Oakajee Industrial Estate.



3.9 Current and proposed Infrastructure (corridors, roads, rail networks)

3.9.1 Summary of proposed changes/updates

The construction of both a railway and highway along the alignment of the Southern Transport Corridor has been the most substantial investment in Geraldton's transport infrastructure since the previous structure plan.

The current Oakajee Port and Rail rail alignment, the Oakajee-Narngulu Infrastructure Corridor and the Geraldton North South Highway alignments are included in the Greater Geraldton Structure Plan 2011. This reflects the progress in planning key future infrastructure projects since the previous structure plan.

The 'regional distributor' road classification in the update has replaced 'district distributor' from the previous structure plan.

Some changes in the road hierarchy have occurred in the update involving the reclassification of some 'primary distributor' and 'regional distributor' roads. The future classification of roads within this hierarchy is subject to further consideration by Main Roads Western Australia, local governments and other relevant agencies.

An indicative rapid transport alignment has also been included. It is a linear corridor, running roughly parallel to the coast from Cape Burney to Oakajee via Central Geraldton. Ultimately, greater use of public transport will reduce traffic congestion and reinforce activity centres.

3.9.2 Issues/constraints/recommendations

A traffic modelling project for Greater Geraldton is being pursued by the City in consultation with relevant stakeholders, for which the outcomes may lead to some refinement of the shown transport network.

Some of the infrastructure proposals identified are currently subject to further planning, such as



Oakajee port and rail, Oakajee-Narngulu Infrastructure Corridor and the Geraldton North South Highway route. The timelines for the construction of the proposed infrastructure are subject to future demand and are dependant on final approvals being in place. While delivery of infrastructure projects is dependent on the commitment of funding by government, the planning of transport and infrastructure corridors remains important in supporting regional economic development.

The indicative rapid transport alignment is a project that could potentially evolve and is intended to be delivered in the long-term. The exact nature of public transport service and the final alignment is subject to further detailed investigation. The City of Geraldton-Greenough is currently developing a Public Transport Strategy and a Regional Transit Model, which may give further definition to this concept.



3.10 Regional parks, recreation and conservation and indicative foreshore protection areas

3.10.1 Summary of proposed changes/updates

The 'regional parks, recreation and conservation' land use category replaces 'open space and recreation reserves' from the previous structure plan. It also includes the 'foreshore and river systems' category from the previous structure plan in areas that are currently protected under local planning schemes. Areas that are not protected in local planning schemes are included in the new 'indicative foreshore protection areas' category. This outlines a more ideal notional extent for open space adjacent to foreshores and river systems in addition to current reservation areas. While the extent shown carries over from the previous structure plan, it is intended as a general guide and is subject to further detailed investigation.

The clear distinction between the new categories will assist in the identification of notional foreshore areas that are a priority for protection.

The 'regional parks, recreation and conservation' category has also been updated to reflect the current extent of this land use as identified in the pertinent zones under the relevant local planning schemes.

3.10.2 Issues/constraints/recommendations

Future development proposals should take into account proposed foreshore areas and public open space alongside rivers where 'indicative foreshore protection areas' have been identified. It should be noted however, that the areas shown are considered to be a general guide only and their final extent will need to take into account relevant State and local government policies, including State Planning Policy 2.6 State Coastal Planning Policy, when development is proposed.

3.11 Development investigation areas

3.11.1 Development Investigation Area 1 – White Peak

This area is identified as 'rural' with general farming currently being the predominant land use. It will be considered for future intensification. It is acknowledged that in the Shire of Chapman Valley Local Planning Strategy a portion of the subject area is proposed for rural living purposes.

The northern boundary of this area is adjacent to the proposed Oakajee-Narngulu Infrastructure Corridor. Finalisation of the alignment of the corridor and resolution of its associated buffers will effectively inform the northern extent of this precinct.

An amendment to the local planning scheme will be necessary for any eventual change in zoning. This may require an environmental assessment to be undertaken by the Environmental Protection Authority; and regard for natural features in any potential subdivision design.

3.11.2 Development Investigation Area 2 – Yetna

This area is identified as 'rural' with general farming currently being the predominant land use. It will be considered for future intensification. It is acknowledged that in the Shire of Chapman Valley Local Planning Strategy the subject area is proposed for rural living purposes.

The area is bisected by the proposed Oakajee-Narngulu Infrastructure Corridor. Finalisation of the alignment of the corridor and resolution of its associated buffers will effectively inform the extent of this precinct.

An amendment to the local planning scheme will be necessary for any eventual change in zoning. This may require an environmental assessment to be undertaken by the Environmental Protection Authority.



3.11.3 Development Investigation Area 3 – Rural land adjacent to the Moresby Range

This area is situated immediately adjacent to the Moresby Range and is identified as 'rural.' It will be considered for future intensification. The relative proximity of the southern portion to Central Geraldton and the northern portion to the northern coastal corridor will be significant considerations in determining the most appropriate level of intensification.

General farming currently constitutes the predominant land use and as such most of the land is extensively cleared. Significant remnant vegetation however, does remain in parts of the development investigation area. The surrounding area is of significant visual landscape value and it is essential that the interface between any future development and the Moresby Range is considered.

An amendment to the applicable local planning schemes will be necessary for any eventual change in zoning. Amendments may be subject to environmental studies and plans, including the Geraldton Regional Flora and Vegetation Survey and Moresby Range Management Strategy. Depending on the sensitivity of the proposed land use, the rezoning of land may require an environmental assessment to be undertaken by the Environmental Protection Authority.

3.11.4 Development Investigation Area 4 – Waggrakine

This area is identified as 'rural living' and this presently constitutes its predominant land use. It will be considered for future intensification due to its close proximity to existing urban areas and its ability to improve catchment areas in the northern corridor.

Its location approximately half way between Central Geraldton and the Oakajee strategic industrial area is highly accessible.

Structure planning will be required for the proper and orderly development of land at Waggrakine, particularly as land ownership in the area is fragmented.

3.11.5 Development Investigation Area 5 – Webberton

This development investigation area is predominantly identified as 'industrial and service commercial' and largely comprises an underutilised former superphosphate works site. A fertiliser distribution centre currently occupies only a portion of this particular site, with the remainder being vacant. The southern portion of the development investigation area adjacent to Place Road, contains a mixture of highway commercial and light industrial land uses.

The area's size and central location within Greater Geraldton present opportunities for more intensive land uses. Any investigation for alternative land uses should be guided by an integrated planning approach.

3.11.6 Development Investigation Area 6 – Former railway corridor

This area consists of an 8 kilometre strip of crown land currently vested with the Public Transport Authority. Until the construction of the Southern Transport Corridor, it contained the railway to the Geraldton Port. Consequently, it has had a marked effect on the use and development of adjacent areas.

Further investigation is required to determine the most appropriate future land use for the corridor. Suggested future uses include the amalgamation of portions into adjoining lots and/or a recreation link/greenway containing a dual use path.

The former railway has an interim listing on the Heritage Council's State Register of Heritage Places, which may have implications in determining what constitutes appropriate development.

The future land use of the corridor may also be dependent on the transfer or release of the vested crown land comprising the corridor.

Any eventual change in classification will require an amendment to the applicable local planning schemes, which may require an environmental assessment to be undertaken by the Environmental Protection Authority.



3.11.7 Development Investigation Area 7 – Utakarra

This area was identified as ‘open space and recreation reserve’ in the previous structure plan. Historically, it contained a waste disposal site that closed in 1998. The area is currently largely vacant with some segments being utilised for recreational purposes. Given its location, there may be opportunities for portions of the land to be investigated for more intensive land uses.

It is acknowledged in the City of Geraldton-Greenough’s recently adopted Interim Commercial Activity Centres Strategy that a portion of this development investigation area is identified for highway commercial development.

Any proposal to intensify land use within the development investigation area will require the resolution of issues regarding possible site contamination and proposed and future access. Access issues involving the proposed Geraldton North South Highway, the alignment of which bisects the area, will require consideration from Main Roads Western Australia.

3.11.8 Development Investigation Area 8 – Moresby-Moonyoonooka

This area is identified as ‘rural’ with general farming currently being the predominant land use. Pending further investigation, it is intended that this area provide a ‘land bank’ for Greater Geraldton’s long term residential expansion.

The eastern extent of this development investigation area is subject to the finalisation of the alignment of the proposed infrastructure corridor and the resolution of its buffers and issues relevant to the Geraldton Airport inner buffer.

The future urban expansion of Geraldton is generally constrained by rural residential development that surrounds the city. This particular location is atypical in that it provides an opportunity for continuous urban expansion to occur to the east and as such is a considered to be a logical strategic option for future urban expansion.

An amendment to the local planning scheme, which may require environmental assessment to be undertaken by the Environmental Protection Authority, will be necessary for any eventual change in zoning. Given the area’s situation in a valley in the Moresby Range and close proximity to the Chapman River, there may be environmental and visual landscape issues regarding any eventual urbanisation.

3.11.9 Development Investigation Area 9 – Meru

This area is currently ‘rural’ and the most appropriate future land use for it is yet to be identified.

Interface issues between the adjacent ‘industrial and service commercial’ and ‘rural living’ areas will be a critical consideration in the determination of the most appropriate land use. Any future uses will need to be compatible with the adjoining land uses.

Any eventual change in zoning will require an amendment to the local planning scheme. Depending on the sensitivity of the proposed land use, the rezoning of land may require an environmental assessment to be undertaken by the Environmental Protection Authority.

3.11.10 Development Investigation Area 10 – Narngulu

This area is currently ‘rural’ and is bisected by the proposed infrastructure corridor.

Ultimately, this development investigation area is subject to the confirmation of the alignment of the infrastructure corridor and the finalisation of its reserve. Once this is determined, use of this development investigation area is likely to be ‘future industrial and service commercial.’

An amendment to the local planning scheme, which may require environmental assessment to be undertaken by the Environmental Protection Authority, will be necessary for any eventual change in zoning.



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3.11.11 Development Investigation Area 11 – Rudds Gully

This area is currently 'rural' and the most appropriate future land use for it is yet to be identified.

Interface issues between the adjacent 'future industrial and service commercial' and 'urban' areas will be critical considerations in the determination of the most appropriate land use. Any future uses will need to be compatible with adjoining land uses.

Any eventual change in zoning will require an amendment to the local planning scheme. Depending on the sensitivity of the proposed land use, the rezoning of land may require an environmental assessment to be undertaken by the Environmental Protection Authority.

