



# Geraldton North-South Transport Corridor (Position Statement)

Local Planning Policy

VERSION 1

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## 1.0 ADOPTION

Version	Council Adoption	Item Number	Comment
1	25 September 2012	CI023	Draft for advertising
1	26 February 2013		Advertising concluded 25 September 2012 Final – no objections received

## 2.0 PURPOSE

Local Planning Policies are guidelines used to assist the local government in making decisions under the Scheme. The Scheme prevails should there be any conflict between this Policy and the Scheme.

It is not intended that a policy be applied rigidly, but each application be examined on its merits, with the objectives and intent of the policy the key for assessment. However, it should not be assumed that the local government, in exercising its planning discretion, be limited to the policy provisions and that mere compliance will result in an approval. This approach has produced many examples of inappropriate built form that has a long-term impact on the amenity and sustainability of the locality.

The City encourages applicants to produce innovative ways of achieving the stated objectives and acknowledges that these may sit outside the more traditional planning and architectural approaches. In these instances the local government is open to considering (and encourages) well-presented cases, during pre-application consultation, having due regard to the outcome of any public consultation undertaken and the orderly and proper planning of the locality.



### 3.0 SCOPE

A Local Planning Policy is not part of the Scheme and does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

### 4.0 OBJECTIVE

- 4.1 To provide a traffic bypass alternative for Geraldton, particularly for heavy vehicles, increasing road safety and maximising efficiency of movements.
- 4.2 To support trunk transport infrastructure upgrades that cater for the future growth in all forms of traffic.
- 4.3 To promote new investment via a transport corridor that facilitates the development of land for appropriate uses.
- 4.4 To provide a clear position statement regarding the prioritising of a north-south transport corridor for Geraldton.

### 5.0 POLICY STATEMENT

#### 5.1 Background

For many years Main Roads WA (MRWA) has been investigating various alignments for a north-south bypass of Geraldton. The primary objective of a North-South alignment from MRWA's perspective is to re-route heavy vehicles away from the Brand and North West Coastal Highways.

MRWA's current order of project priority is (refer to the North-South Highway Inner Bypass Plan):

1. Outer Bypass;
2. North West Coastal Highway Upgrade; and
3. North-South Highway Inner Bypass – southern section only southern of the Geraldton-Mt Magnet Road.

The City's engineering and town planning teams have worked with MRWA over a number of years through the various bypass proposal and from the City's perspective, the North-South Highway Inner Bypass (particularly the northern section from Horwood Road to North West Coastal Highway) is the highest priority for delivery. This is obviously in contrast to the current MRWA project prioritisation. The justification for the City's prioritisation of the North-South Highway includes:

- Benefit/Cost ratio of the Outer bypass. Costs in the \$100's of millions (interim to ultimate), traffic volumes unknown and anticipated to be largely comprised of heavy vehicles. Limited local benefit.
- Outer Bypass does not address expected traffic growth in Geraldton's built-up area, whereas the North-South Highway does.
- Outer Bypass does not facilitate new development, traversing largely rural holdings, whereas the North-South Highway would facilitate a variety of industrial and service commercial developments which currently has very limited accessibility.

## GERALDTON NORTH-SOUTH TRANSPORT CORRIDOR (POSITION STATEMENT)

- The North-South Highway would be purpose-built for the carriage of Heavy Vehicles and therefore would address MRWA re-routing issues.
- The North-South Highway (northern section – Horwood Road to North West Coastal Highway) is appropriately zoned in the Town Planning Scheme and therefore has statutory weight. It is also gazetted as a road reserve whereas the southern section requires land acquisitions, re-zonings and associated compensation issues to be addressed.

### 5.2 Position Statement

The City's position regarding any north-south transport corridor is:

*The north-South Highway Inner Bypass (in particular the northern section from Horwood Road to North West Coastal Highway) should be prioritised over all other alternatives.*

### 6.0 REFERENCE

The City of Greater Geraldton Town Planning Scheme(s) and the Planning & Development Act 2005.

### 7.0 RESPONSIBILITIES

The Town Planning Services Team and Infrastructure Planning and Design Teams as per the Delegations Policy and Register.