

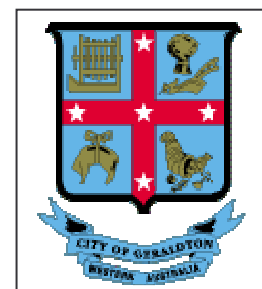
WONTHELLA DEVELOPMENT ZONE

Industrial Development Plan



Final Report – January 2007
Adopted by Council on 27th February 2007

Prepared by the City of Geraldton



INTRODUCTION

In 1995 a draft “Structure Plan” for the “Webborton Industrial Zone” was prepared by consultants Taylor Burrell on behalf of the City of Geraldton. Although this draft was endorsed by Council and preliminary stakeholder consultation was undertaken, it was never publicly advertised and has not been formally adopted by Council. To date, some subdivision has occurred between Place Road and Allen Street, generally in accordance with the 1995 draft structure plan.

The 1995 draft structure plan is now considered outdated and in need of review. The road layout in certain areas is unpopular with landowners and there are complications arising from the proposal for road closure and purchase by adjoining landowners. It is considered that the indicative area of public open space is not required for this industrial area.

Given the date of the original draft, the aspects of it that could be improved upon and the recent interest in this area, it is now timely that a revision be undertaken. Further, in light of recent subdivision approvals for land north of Allen Street and general inquiries regarding the land south of Allen Street, it is felt that a revised plan for the land is required to guide future industrial development.

Study Area

The study area includes all land south of Allen Street to Eight Street, between Bradford Street and Webborton Road and encompasses the following land holdings:

- Lot 3183 (No. 2.) Allen Street;
- Lot 160 (No. 24.) Allen Street;
- Lot 6 (No. 32.) Allen Street;
- Lot 100 Allen Street;
- Lot 5 (No. 48.) Allen Street;
- Lot 4 (No. 79.) Bradford Street;
- Lot 3 (No. 93.) Bradford Street;
- Lot 8 (No. 109.) Bradford Street;
- Lot 9 (No. 119.) Bradford Street; and
- Portion of Lot 3 (No. 213.) Webborton Road.

The study area is located in the locality of “Wonthella” (contrary to the previous reference of “Webborton”).

STATUTORY ENVIRONMENT

The land south of Allen Street (with the exception of Lots 160 and 6, which are zoned “Industry – Service”) is zoned “Development” under Town Planning Scheme No. 3. The stated zone objective is:

“to set aside land for future urban rezoning and development and to ensure that the land is developed in accordance with orderly and proper planning”.

Policies for this zone require development plans to be prepared for the area, and to limit land uses to those existing until such time as development plans have been prepared and the land rezoned accordingly.

The purpose of this “Industrial Development Plan” is to fulfil the requirement under the Town Planning Scheme No. 3 for the preparation and approval of a ‘development plan’ and to facilitate the subdivision and development of this land for industrial purposes.

PROPOSED ZONINGS

The Geraldton Region Plan identifies this area as suitable for future industry. The land is not suitable for residential development as it is affected by the odour buffer area for the Geraldton No. 2 Wastewater Treatment Plant which is located to the east of the future Webberton Road extension. Some form of industrial zoning is appropriate and represents a logical extension of the existing industrial development between Place Road and Allen Street.

In order for the Development Plan to retain as much flexibility as possible a combination of “Industry Service”, “Industry Light” and “Industry General” zonings are envisaged over the land.

The Development Plan has only identified specific zoning areas for “Industry Service” and “Industry General” on the following basis:

- The “Industry Service” area fronts onto Bradford Street creating a gradual transition from the residential land uses west of Flores Road; and
- The “Industry General” area backs onto the future Webberton Road extension with larger lots sizes (3,500m²) creating a transitional buffer to the Webberton Road extension and further east to the Wastewater Treatment Plant.

The Development Plan has been designed to be robust enough so that the remainder of the land can potentially be developed for either of the “Industry” zones depending on market factors and individual choice.

LOT SIZES

Lot sizes are governed by Town Planning Scheme No. 3 which stipulates a minimum lot size of 2,000m² within the “Industry General” and “Industry Light” zones down to 1,250m² in the “Industry Service” zone.

Rather than detail lot layout, the Development Plan merely shows an essential street system that can accommodate future subdivision. At this stage it is not considered appropriate to impose a specific lot layout on individual landowners especially given that Town Planning Scheme No. 3 requires rezoning of land prior to subdivision once the Development Plan has been endorsed, and it is at this rezoning stage that landowners can show the potential break-up of their land once again based on market factors and individual choice. Council and the WA Planning Commission can also assess lot layout at this rezoning stage.

ROAD LAYOUT

The Development Plan has largely been influenced by the need to enable a simple framework by which individual landowners can subdivide relatively independently without the need for joint subdivisions. Although, given the existing cadastral framework, it is inevitable that some form of joint subdivision and minor ‘land-swaps’ will be required.

Internal road alignments have been shown whereby maximising opportunity for independent subdivision. The result of which is 4 east-west internal roads, the length of which varies from around 440m to 600m. One additional north-south road is shown at the eastern edge of the area providing for the lots backing onto the future Webberton Road extension.

It is considered that this road layout is conducive to the needs of industrial uses providing a simple road pattern and maximising the amount of land available for development.

Whilst it is acknowledged that long, straight roads can create a “gun barrel” effect, this needs to be weighed against an alternative road pattern that could compromise the relative ease and independence by which owners can progress subdivision. The proposed road layout is similar to that of the Webberton Industrial area to the north of Place Rod and therefore it is considered that the road layout would work effectively for heavy haulage vehicle access and would not require traffic calming devices or other minor treatments.

The restriction of carriageway widths to 8 metres maximum with 15 metre radius curve at intersections will contribute to the management of traffic speed.

Allen Street crossing to Flores Road

At present, there is an informal access arrangement from Flores Road, across the rail reserve onto Allen Street. This has existed for a number of years, however it has always been the intention to remove this crossing once access via dedicated roads off Place Road were constructed. This is now the case and the informal rail crossing at Allen Street should be closed.

Eighth Street crossing & extension west

The Development Plan promotes a possible extension of Eighth Street, across the rail reserve ultimately providing connection from the future Webberton Road extension west to the North West Coastal Highway. However it should be noted that this extension may never eventuate and is subject to a number of other factors including the final alignment of the ‘north-south’ primary distributor road.

At this stage the future link to Eighth Street would only occur when the future extension for Webberton Road has been constructed. In the past this project has been described as a medium to long-term project, however with the advent of the Southern Transport Corridor stage 2 commencing in 2008 there will be a greater need for a North-South connection to North West Coastal Highway, which may change the priority for a short to medium-term project. Should this eventuate, Flores Road would be down graded from a heavy haulage route to a local distributor road.

Bradford Street extension south

Whilst there is an existing road reserve, the Development Plan does not show Bradford Street extending south of Eighth Street. It is not intended that this road, which currently exists as a dirt track, be used to gain access to the Development Plan area at this point in time.