



**CITY OF GREATER GERALDTON
LOCAL PLANNING SCHEME NO. 1**

AMENDMENT NO. 5

Lot 64 North West Coastal Highway, Wonthella

Lots 60 & 61 First Street, Wonthella

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION TO ADOPT AMENDMENT TO LOCAL PLANNING SCHEME

**CITY OF GREATER GERALDTON
LOCAL PLANNING SCHEME NO. 1 (Greater Geraldton)
AMENDMENT No. 5**

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Rezoning Lot 60 First Street, Wonthella from 'Residential R30' to 'Service Commercial';
2. Rezoning a portion of Lot 61 First Street and Lot 64 North West Coastal Highway, Wonthella from 'Primary Distributor' Local Scheme Reserve to 'Service Commercial'.
3. Amending the Scheme Map accordingly

The Amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

1. Amendment is consistent with the local planning strategy for the scheme that has been endorsed by the Commission;
2. Amendment to correct an administrative error.

Dated this _____ day of _____ 20____

CHIEF EXECUTIVE OFFICER

PLANNING AND DEVELOPMENT ACT 2005

**CITY OF GREATER GERALDTON
LOCAL PLANNING SCHEME NO. 1 (GREATER GERALDTON)
AMENDMENT No. 5**

The City of Greater Geraldton, under and by virtue of the powers conferred upon it in that behalf by the *Planning and Development Act 2005* hereby amends the above Local Planning Scheme by:

1. Rezoning Lot 60 First Street, Wonthella from 'Residential R30' to 'Service Commercial';
2. Rezoning a portion of Lot 61 First Street and Lot 64 North West Coastal Highway, Wonthella from 'Primary Distributor' Local Scheme Reserve to 'Service Commercial'.
3. Amending the Scheme Map accordingly.

ADOPTION

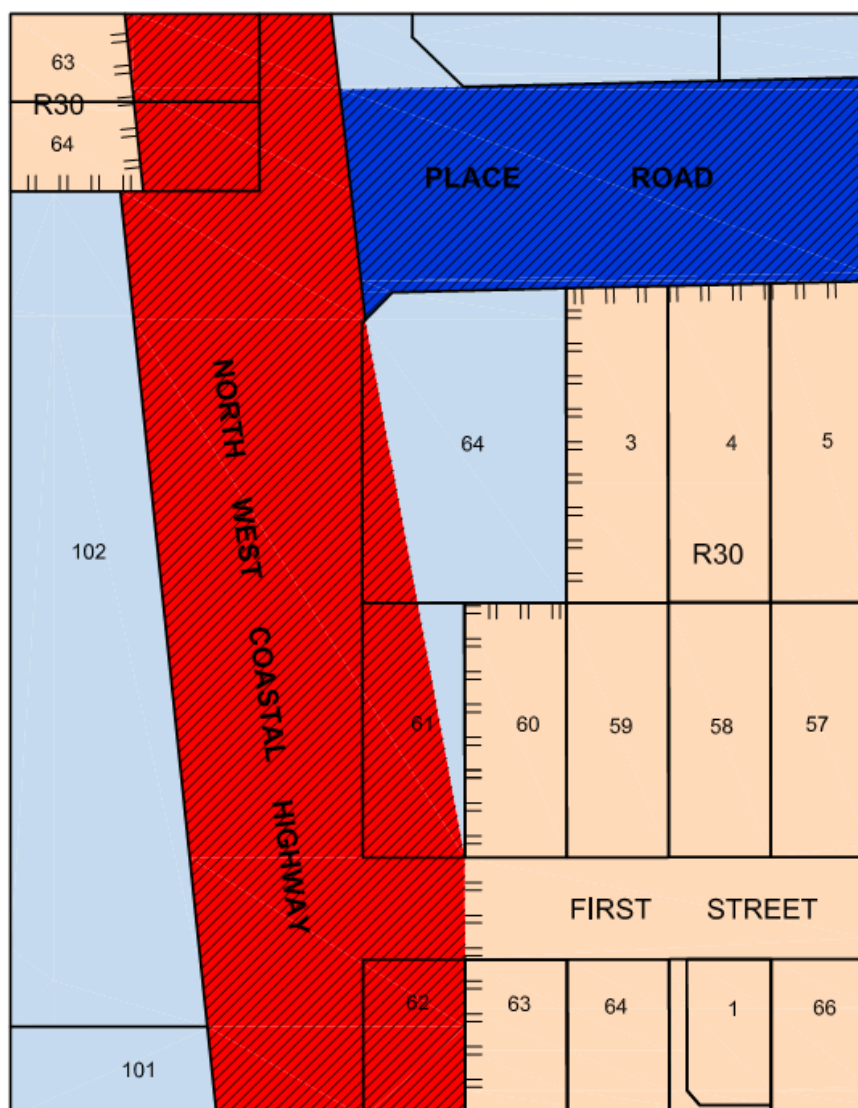
Adopted by resolution of the Council of the City of Greater Geraldton at the ordinary meeting of the Council held on the

_____ day of _____ 20__

MAYOR

CHIEF EXECUTIVE OFFICER

A circle with a shaded sector. The sector is formed by two radii and an arc. The angle between the two radii is 60 degrees. The sector is shaded with a light gray color.



OTHER

FR20	FR20
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A horizontal bar divided into four equal segments of 30 units each, labeled 00, 30, 60, and 90.

ALL DISTANCES ARE IN METRES

3	17/11/17	DISTRICT DISTRIBUTOR ROAD HATCHING AMENDED	BC
2	11/10/17	ZONING & TITLE BLOCK AMENDED	SL
1	15/09/17	ABUTTAL LOT NUMBER CORRECTED	BC
0	09/08/17	ORIGINAL ISSUE	SL



ISO 9001
FS 520743

SURV:		AREA FILE : 1138
DWN:	09/08/17	CONT. INT'VAL : N/A
CHK:	13/10/17	V DATUM : N/A
APP:	13/10/17	H DATUM : MGA94
		FIELD Bk : N/A

HTD
SURVEYORS & PLANNERS
HILLE, THOMPSON & DELFOS

PO Box 820, GERALDTON WA 6531
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CLIENT: ROLAND PRINZEN

LOTS 60,61 & 64
EXISTING ZONING MAP
FIRST ST, PLACE RD & NORTH WEST COASTAL HWY, WONTHELLA
CITY OF GREATER Geraldton

SCALE 1 : 1500 (A4) Drawing No: 28917ZS1-1-3

CITY OF GREATER GERALDTON

LOCAL PLANNING SCHEME No. 1

(DISTRICT SCHEME)



ZONES



SERVICE COMMERCIAL



ALL DISTANCES ARE IN METRES

REVISIONS

3	17/11/17	NEW ZONING AREAS AMENDED	BC
2	11/10/17	ZONING & TITLE BLOCK AMENDED	SL
1	15/09/17	ABUTTAL LOT NUMBER CORRECTED	BC
0	09/08/17	ORIGINAL ISSUE	SL



ISO 9001
FS 520743

SURV:		AREA FILE : 1138	HTD	CLIENT:	ROLAND PRINZEN
DWN:	SL	CONT. INT'VAL: N/A	SURVEYORS & PLANNERS		LOTS 60,61 & 64
CHK:	13/10/17	V DATUM : N/A	HILLE, THOMPSON & DELFOS		PROPOSED ZONING MAP
APP:	13/10/17	H DATUM : MGA94	PO Box 820, GERALDTON WA 6531		FIRST ST, PLACE RD & NORTH WEST COASTAL HWY, WONHELLA
		FIELD Bk : N/A	PHONE: (08) 9921 3111 FAX: (08) 9921 8072		- CITY OF GREATER GERALDTON
					SCALE 1 : 1500 (A4) Drawing No: 28917ZS1-2-3

FINAL APPROVAL

Adopted for Final Approval by Resolution of the City of Greater Geraldton at the ordinary meeting of the Council held on the

_____ day of _____ year _____ and the
Common Seal of the City of Greater Geraldton was hereunto affixed by the authority of a resolution
of the Council in the presence of:

MAYOR



CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Final Approval

DELEGATED UNDER S.16
OF THE PD ACT 2005

Date

Final Approval Granted

MINISTER FOR PLANNING

Date



SCHEME AMENDMENT REPORT

CITY OF GREATER GERALDTON
LOCAL PLANNING SCHEME NO.1



Scheme Amendment No.5



Lots 60 & 61 First Street, Lot 64 North West Coastal Highway, Wonthella



21 November 2017 Version 2.0

Revision History

Version	Date	Author	Reviewed	Description of Change
1	September 2017	Kathryn Jackson	Brad Collard	Final for lodgement with Local Government
2	November 2017	Karrie Elder		Local Government Changes.

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1. INTRODUCTION

This scheme amendment report has been prepared to support modifications to the City of Greater Geraldton Local Planning Scheme No. 1 (“The Scheme”). The proposal seek to amend the Scheme in two ways;

1. To rezone Lot 60 First Street, Wonthella from ‘Residential R30’ to ‘Service Commercial’.

This will enable the lot to be developed in accordance with the land uses prescribed the Scheme for the ‘Service Commercial’ zone.

2. To amend a minor zoning anomaly and rezone the affected portions of Lot 64 North West Coastal Highway, and Lot 61 First Street, Wonthella from ‘Primary Distributor’ Local Scheme Reserve back to the ‘Service Commercial’ zone.

The proposals seek only to amend the zoning of the land, and in doing so, facilitate opporuntities for the development of the subject area.

This report sets out the strategic planning context and the suitability and capability of the site for rezoning. The report includes a description of the following matters:

- Site details and locational information,
- Surrounding Land Uses,
- Proposed Scheme Amendment,
- Background,
- Infrastructure and Servicing,
- Planning Framework; and
- Justification.

This report is considered to adequately demonstrate the appropriateness of the proposed scheme amendment.

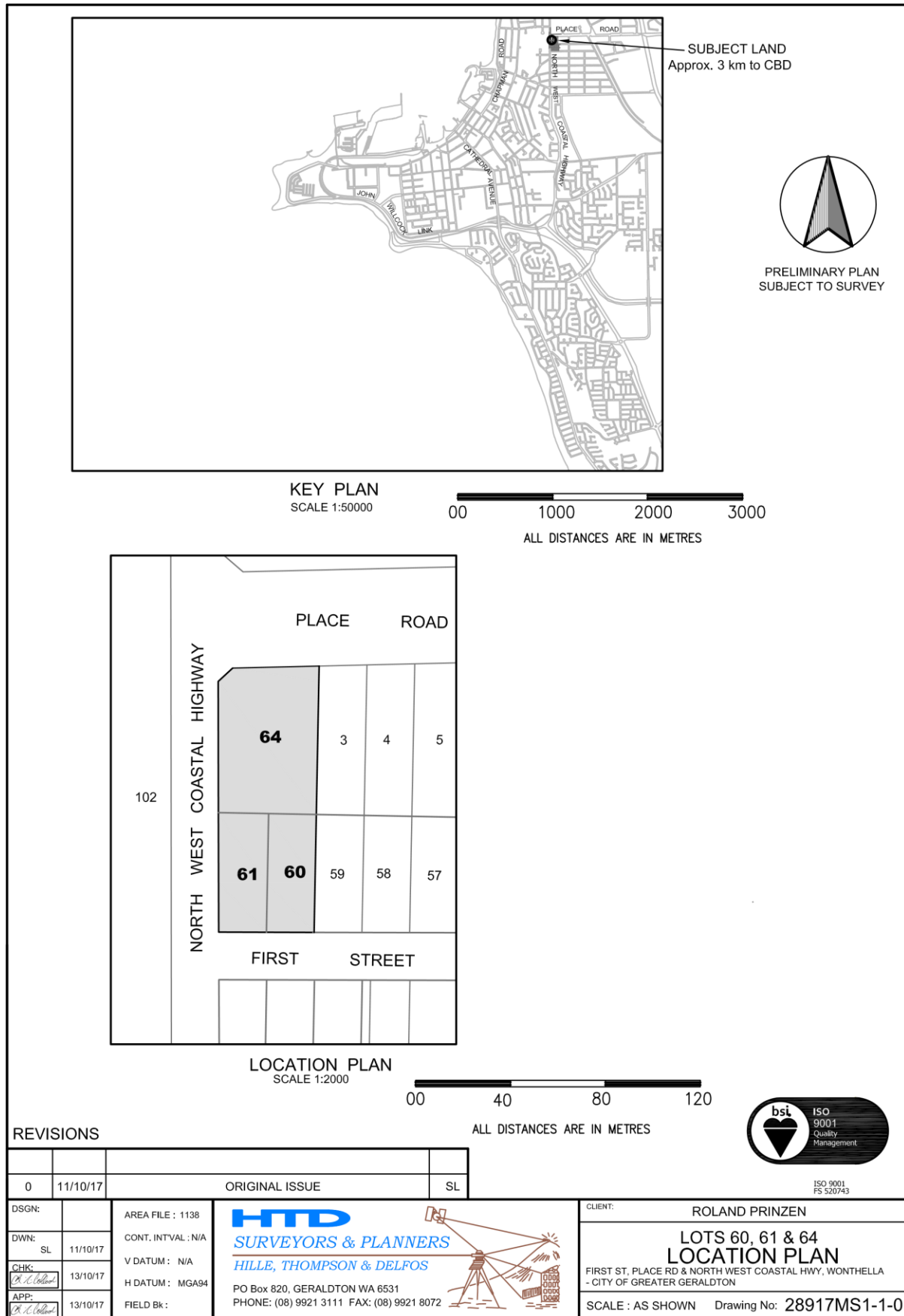
2. SITE LOCATION AND CONTEXT

2.1. LOCATION

The land holdings subject to this amendment comprise of three (3) lots in a block between Place Road, North West Coastal Highway and First Street. The lots are located approximately 3km from the Geraldton City Centre, within or directly abutting a growing service commercial strip that runs along each side of the North West Coastal Highway.

Refer to Figure 1 - Location Plan.

Figure 1- Location Plan



2.2. LAND PARCEL DETAILS

The Scheme Amendment proposed changes that will affect the following land parcels:

Lot No.	Street Address	Volume/Folio Plan Details	Ownership	Amendment Details
60	203 First Street, Wonthella	118/109A Plan 1487	Richard Young	Rezoning from 'R30' to 'Service Commercial'
61	201 First Street, Wonthella	1183/883 Plan 1487	Chantica Midwest Pty Ltd	Rectify zoning anomaly and rezone back to 'Service Commercial'.
64	North West Coastal Highway, Wonthella	1530/596 D50734	Chantica Midwest Pty Ltd	Rectify zoning anomaly and rezone back to 'Service Commercial'.

2.3. SITE DESCRIPTION

Lot 60 is 1012m² in area with a 20.12m frontage to First Street, Wonthella. The lot is 50.32m deep and contains an existing residential dwelling. The property is fenced on its side and rear northern property boundaries. Access to this lot is exclusively to First Street, Wonthella.

Figures 2 and 3 demonstrate the improvements on Lots 60.

Figure 2 – Lot 60 looking north from First Street, Wonthella.



Figure 3 - Lot 60 looking south east from Lots 61 & 64



Lots 61 First Street and Lot 64 North West Coastal Highway currently contain commercial buildings that house fast food outlets (Dominos Pizza, Chicken Treat and Subway). The lots also provide parking facilities with shared controlled access points onto North West Coastal Highway and Place Road.

Figures 4 and 5 show the existing fast food developments on Lots 61 and 64. Figure 6 is an aerial photo which shows the layout of these improvements on all 3 lots.

Figure 4 - View of Lot 64 east from North West Coastal Highway



Figure 5 - View of Lot 61 east from North West Coastal Highway



Figure 6- Aerial Photo



3. SURROUNDING LAND USES

To the east and south of the subject lots is an established residential area zoned 'Residential R30' which is dominated by single residential dwellings and some grouped dwelling development.

Across North West Coastal Highway and Place Road to the west and north is 'Light Industry' zone including uses such as a 'service station', 'warehouse and 'trade displays', which include Bunnings.

Refer to Figure 7 – Images of surrounding service commercial land uses.

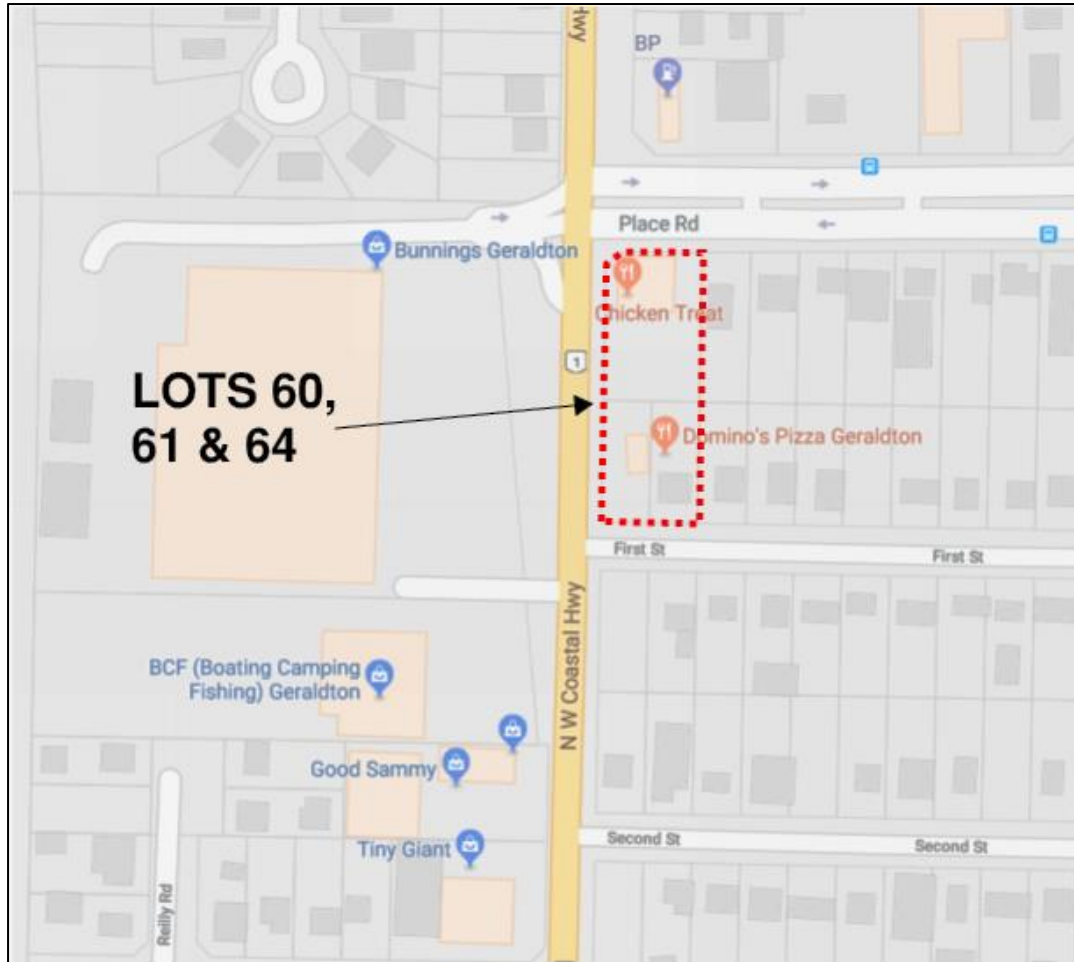
Figure 7 - Images of surrounding service commercial land uses



Lot 64 North West Coastal Highway and Lots 60 & 61 First Street, Wonthella are located at the intersection of North West Coastal Highway and Place Road. North West Coastal Highway is the main north-south road through Geraldton for passenger vehicle and road freight transport.

Figure 8 below demonstrates the location of these land uses in relation to the subject lots and the North West Coastal Highway, Place Road and First Street intersections.

Figure 8- Location of Surrounding Landuses and Intersections



4. PROPOSED SCHEME AMENDMENT

The scheme amendment proposes to amend the scheme in two ways;

1. To rezone Lot 60 First Street, Wonthella from 'Residential R30' to 'Service Commercial'.

This will enable the lot to be developed in accordance with the land uses prescribed by the Scheme for the 'Service Commercial' zone.

This portion of the Scheme Amendment is undertaken by Hille Thompson and Delfos Surveyors and Town Planners (HTD) on behalf of Roland Prinzen.

2. To amend a minor zoning anomaly over Lot 64 North West Coastal Highway, and Lot 61 First Street, Wonthella. This anomaly appears to have been caused by a drafting error in the mapping of the Scheme. This has resulted in the 'Primary Distributor' reservation depicting the North West Coastal Highway alignment being incorrectly extended over a portion of Lot 64 North West Coastal Highway and Lot 61 First Street, Wonthella.

The amendment therefore proposes to rezone the affected portions of Lot 64 North West Coastal Highway, and Lot 61 First Street, Wonthella from 'Primary Distributor' Local Scheme Reserve back to the 'Service Commercial' zone.

This proposed modification will not affect any on-ground development instead it will simply ensure that the future NWCH alignment is appropriately reflected and protected on the Scheme map.

This portion of the Scheme Amendment is undertaken by the City of Greater Geraldton.

Refer to Figure 9 – Existing Zoning and Figure 10 – Proposed Zoning.

5. BACKGROUND

In 2014 the City received a scheme amendment application to amend the then Town Planning Scheme No. 3 (Geraldton) by rezoning Lots 61 First Street and Lot 64 North West Coastal Highway, Wonthella from 'Residential' to 'Highway Commercial'. At the request of the City three additional lots (being Lots 59 & 60 First Street and Lot 3 Place Road, Wonthella) were added to the amendment. The addition of these lots was in order to reflect the strategic intent of the area.

Following consultation with the affected landowners and given the lack of desire to redevelop these lots for a purpose other than residential, it was considered premature to rezone the additional properties at that time.

In mid-2015 the Minister of Planning approved the scheme amendment and only the original Lots 61 First Street and Lot 64 North West Coastal Highway, Wonthella were rezoned to 'Highway Commercial'.

In December 2015 the current Scheme was gazetted which modified the zone name to 'Service Commercial' in line with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Figure 9 - Existing Zoning Plan

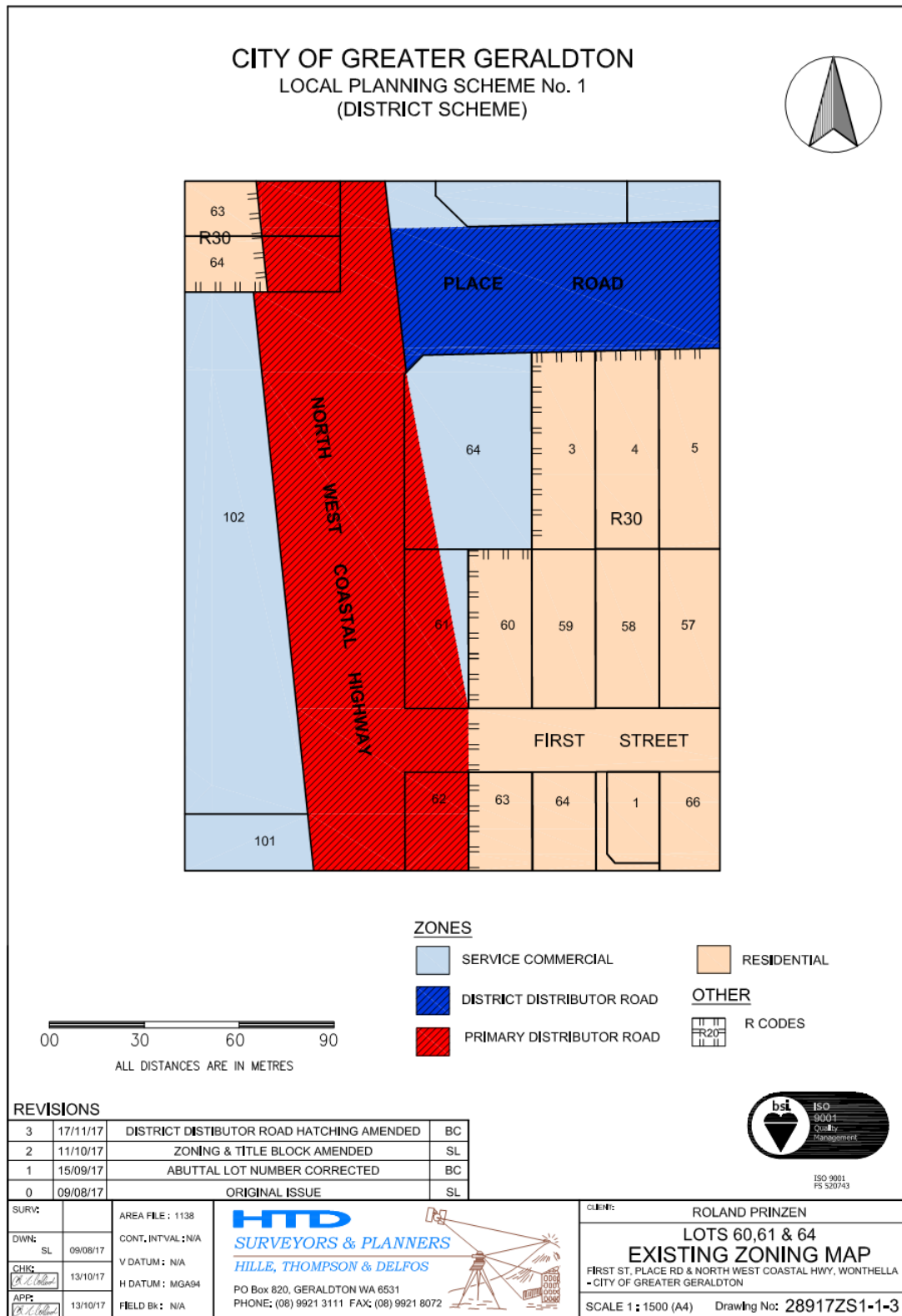


Figure 10- Proposed Zoning Plan



6. INFRASTRUCTURE AND SERVICING

The subject lots all have access to reticulated scheme water and sewer system, mains power, gas connection and telecommunication network. The scheme amendment does not propose any changes to the servicing of these properties.

Refer to Figure 11 - Existing Services Plan.

6.1. Access

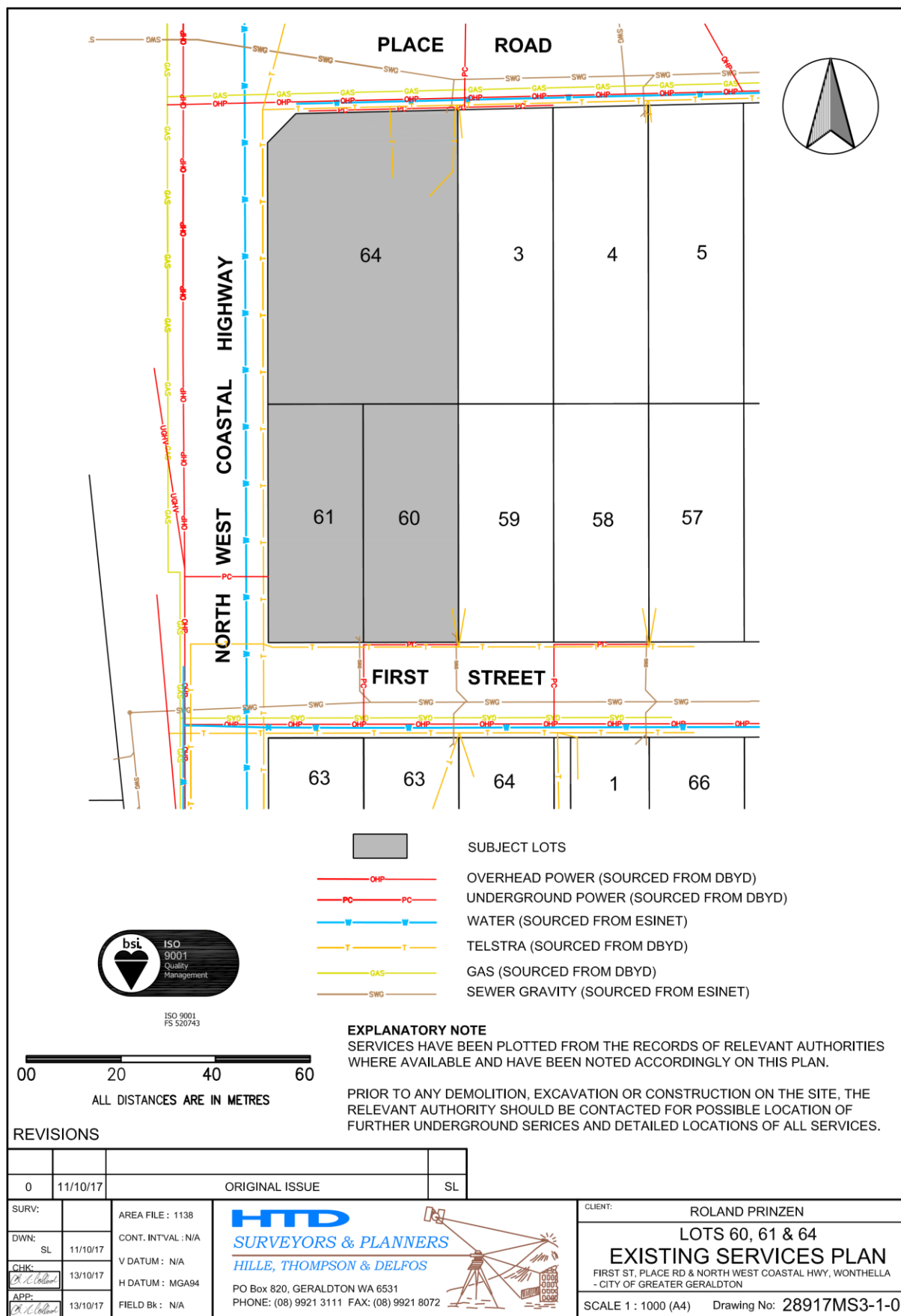
Currently, Lots 61 and 64 have shared controlled access points onto North West Coastal Highway and Place Road. Lot 60 does not have direct access to the North West Coastal Highway with its only legal and primary access being to and from First Street.

Main Roads WA have confirmed that North West Coastal Highway in this location is affected by two projects. The North West Coastal Highway dual carriageway upgrades from Utakarra Road to Green Street, and upgrades to the Place Road/ North West Coastal Highway intersection.

The projects provide interim and long-term design aspirations for the North West Coastal Highway, Place Road and First Street intersections. Both projects are in the preliminary design phase and construction funds have not yet been allocated.

Any service commercial development or re-development on Lots 60, 61 and 64 would require an application for development approval specifically detailing access and egress arrangements for the site. These plans would be to the satisfaction of both the City and Main Roads WA. Preliminary advice from Main Roads WA has outlined that any service commercial re/development would require a Traffic Impact Assessment including a SIDRA analysis to ensure access to the site and the surrounding roads and intersections were functional. It is preferred for this assessment and analysis to be undertaken at development stage as it ensures that it is based on the actual proposed land use and design, including anticipated vehicle movements.

Figure 11- Existing Services Plan



7. PLANNING FRAMEWORK

7.1. STATE PLANNING STRATEGY 2050

The State Planning Strategy's vision for the future planning of Western Australia is:

By 2050, Western Australia will have a diverse range of interconnected and vibrant local communities and regional centres. The people in these communities will be healthy, resilient, active, prosperous, respectful of cultural difference and participate in the public domain. Standards of living will continue to be amongst the highest in the world. Improved connections and smarter technologies will enhance the State's ability to attract global and domestic investment capital where and when it is most needed. A 'can do' attitude will prevail, inspiring new ways of thinking and working, which will deliver optimal outcomes for the economy and communities of Western Australia (2014).

The strategy has been designed to, among other things, plan for a growing population in urban settlements which are more responsive to community needs.

7.2. GERALDTON REGION PLAN AND GREATER GERALDTON STRUCTURE PLAN 2011

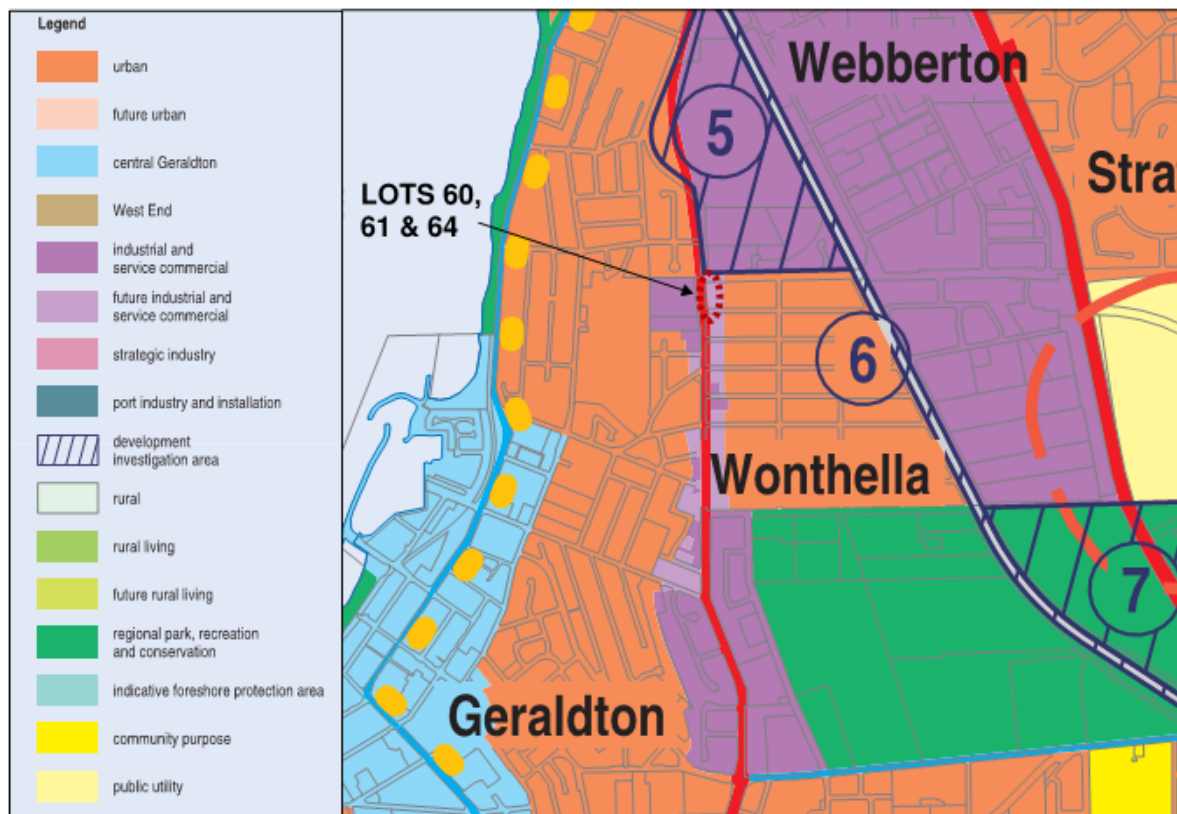
The Geraldton Region Plan was adopted by the Western Australian Planning Commission in 1999 to provide a regional framework to guide strategic planning and development decisions within the region. The Geraldton Region Plan incorporated a detailed Greater Geraldton Structure Plan. The Plan recognises that the greater Geraldton area is the focus of commercial and administrative activity for the Mid-West Region and, as such, aims to provide a framework for coordinating development and managing growth of the regional centre.

The Structure Plan relating to this document was reviewed and updated in 2011 and is to be read in conjunction with the Greater Geraldton Structure Plan 1999.

The Plan demonstrates the subject lots as 'Future industrial and service commercial'. This directive has been reflected through the prior introduction of the 'service commercial' zone into the Local Planning Scheme in order to guide development along the North West Coastal Highway alignment. The zoning of Lot 60 and rectification of the zoning anomaly over Lots 61 and 64 is furthermore consistent with the Plan.

Refer to Figure 12 – Extract from the Greater Geraldton Structure Plan 2011 Map.

Figure 12 – Extract from the Greater Geraldton Structure Plan 2011 Map



7.3. GERALDTON REGIONAL CENTRE STRATEGY

The Geraldton Regional Centre Strategy was endorsed by the WA Planning Commission in 2005 with the purpose of providing ‘a comprehensive framework for detailed planning and strategic actions to ensure the future growth of Geraldton as the regional centre [for the Midwest]’.

The subject lots are located within the ‘Highway Commercial’ precinct of the Strategy. This precinct is considered to be the land on either side of the North West Coastal Highway from Mark Street in the north to Johnson Street / Eastward Road in the south.

Section 11.2.8 of the Strategy states the following in relation to the Highway Commercial Precinct:

The extent of this precinct along the North-West Coastal Highway is restricted under the strategy to largely recognise sites that are already zoned or developed for commercial activities. However, there is considered to be sufficient under-used land in the precinct to facilitate expansion of service commercial activities, including bulky goods retailing.

This Scheme Amendment for the rezoning of Lot 60 and rectifying the zoning of a portion of Lots 61 and 64 to ‘Service Commercial’ is consistent with the intent of this Strategy.

7.4. COMMERCIAL ACTIVITY CENTRES STRATEGY

The purpose of this strategy is to provide a framework for the location and development of shopping and activity centres in the City of Greater Geraldton region. Under the strategy, the subject area is classified under the hierarchy as ‘Highway Commercial’

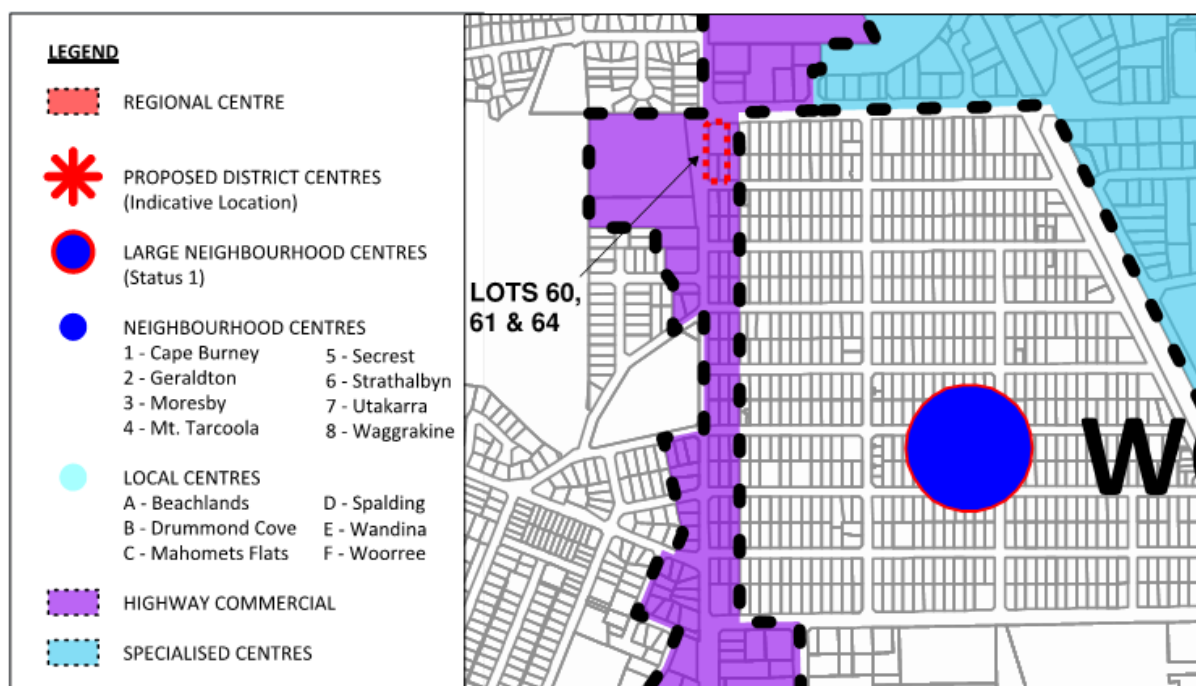
The Strategy identified the role of the ‘highway commercial’ zone (termed ‘Service Commercial’ under the Scheme) as:

The primary function of the Highway Commercial Area is for forms of retail (such as large showrooms or bulky goods displays) whose floor space requirements make them unsuited to locate in other areas of commercial development. Generally, office uses, or shopping uses of less than 300m² should not be supported in these areas. The number and smaller size of the existing land parcels along the North-West Coastal Highway may make this difficult to achieve, however preference will be given to larger forms of retail as the primary intent is to ensure that pedestrian-based shopping and uses are located in a pedestrian friendly urban environment in the core of the activity centres.

Refer to Figure 13 - Extract from Figure 1 of the Commercial Activity Centres Strategy 2013.

This Scheme Amendment for the rezoning of Lot 60 and rectifying the zoning of a portion of Lots 61 and 64 to ‘Service Commercial’ is consistent with the intent of this Strategy.

Figure 13 - Extract from Figure 1 of the Commercial Activity Centres Strategy 2013



7.5. LOCAL PLANNING STRATEGY

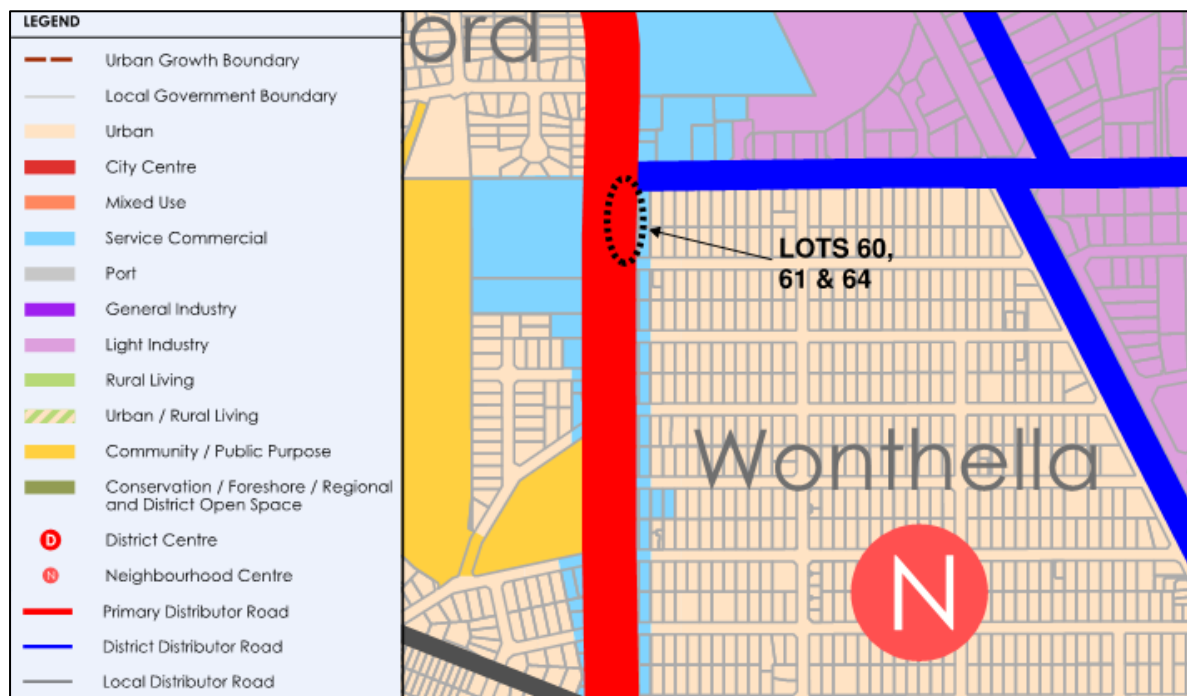
The Strategy represents the land use planning response to the City's strategic community vision based on an aspirational population of 100,000. The Strategy will guide long-term land use planning and provide the rationale for land use and development controls.

The Strategy depicts the subject lots as 'Service Commercial' upon its Geraldton Urban Area Strategy Plan. Refer to Figure 14 - Extract from Figure 1 of the Local Planning Strategy (2015). The Strategy states the following in relation to 'Service Commercial' areas:

Service commercial areas capitalise on the movement economy, are predominately car-based and provide a transition between busy roads and industrial areas, adjoining residential and commercial areas. Service commercial areas are generally not appropriate within activity centres, being car based and therefore easily accessible from major traffic routes. Existing service commercial areas have developed adjacent to North West Coastal Highway. This form of development provides an important component of the Commercial Activity Centres Strategy accommodating a range of large format / bulky goods businesses.

The rezoning of Lots 60, 61 and 64 to 'Service Commercial' is consistent with the Local Planning Strategy given not only are they indicated within the service commercial expansion area, but the lots are located on prime transportation routes and will provide a transition area from the impacts of North West Coastal Highway to the established residential areas.

Figure 14 - Extract from Figure 1 of the Local Planning Strategy (2015)



7.6. LOCAL PLANNING SCHEME NO.1

LPS No. 1 controls and regulates the development and use of land in the greater Geraldton area.

Currently under the LPS No. 1 Lot 60 is zoned 'Residential R30' and Lots 61 and 64 are zoned 'Primary Distributor' Local Scheme Reserve and 'Service Commercial'. The scheme amendment proposes to zone these lots (or a portion of) to 'Service Commercial'.

The Scheme identifies the 'Service Commercial' objectives as:

- (a) *accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites.*
- (b) *provide for a range of wholesale sales, showrooms, trades and services, which by reason of their scale, character, operational or land requirements, are not appropriate for industrial or commercial zones.*
- (c) *ensure development achieves relatively high amenity standards based on the level of exposure of the site and proximity to residential areas.*

This proposal is consistent with these objectives, as the subject lots are located on sites with good vehicular access and provides appropriate land for a mix of uses proposed within the 'Service Commercial zone'.

The land uses which can be considered within the Service Commercial zones which is additional to those uses also permissible on Residential zone is as follows;

Bulky Goods Showroom	Car park	Civic Use	Dry Cleaning Premises / Laundromat
Exhibition Centre	Fast Food Outlet	Funeral Parlour	Hotel
Liquor Store	Machinery Sales	Market	Motel
Motor Vehicle, Boat or Caravan Sales	Motor Vehicle Repair	Motor Vehicle Wash	Office
Reception Centre	Recreation – Private	Resturant / Café	Service Station
Shop	Supermarket	Tavern	Trade Supplies
Transport Depot	Veterinary Centre	Warehouse / Storage	

These landuses have all been given either a 'D' or 'A' permissibility which means that the use is not permitted unless the local government has exercised discretion by granting development approval, and in some cases publically advertised the development application.

In considering an application for development approval, the local government is to consider a number of matters, including;

- The aims and provisions of the Scheme,
- The compatibility of the development with its setting,
- Amenity of the locality, which includes possible environmental and social impacts of the development,
- The adequacy of access to and from the site including the loading, unloading, manoeuvring and parking of vehicles; and
- The amount of traffic likely to be generated by the development and the capacity of the road system and probable effect on traffic.

The provision within the scheme along with the objective of the 'Service Commercial' zone requiring high amenity standards based on exposure and proximity to residential areas, will ensure that any future development, or redevelopment proposed on the Lots will be appropriate in scale, design and function to the site and its surrounds.

8. JUSTIFICATION FOR AMENDMENT

8.1. LOT 60 FIRST STREET

This report demonstrates that the rezoning of Lot 60 from 'Residential R30' to 'Service Commercial' is supported for the following reasons:

Planning Framework

- The Strategic Planning Framework as shown in Part 7 of this report, specifically supports the rezoning of the lot to 'Service Commercial'.

Location

- Lot 60 is directly abutting Lots 61 and 64 which are already zoned 'Service Commercial' and serves as a logical extension of the zone.
- The inclusion of Lot 60 within the 'Service Commercial' zone forms a block of land which may allow for better development opportunities due to its more uniform shape.
- Lot 60 is located in very close proximity to North West Coastal Highway which allows future service commercial development to leverage off the increased vehicle accessibility.

Land Use Controls

- Detailed planning controls are contained within the Scheme to ensure that future development of the site for 'Service Commercial' purposes is appropriate with regard to land use compatibility, retainment of amenity, size and scale of the operations and the overall design .
- Any future service commercial development will need to demonstrate good access to and from the site and functional internal vehicle movements and parking to the satisfaction of the City and Main Roads WA.
- The requirement to ensure any development achieves relatively high amenity standards based on the level of exposure of the site and proximity to residential areas, means that the Service Commercial zone can act as a buffer zone between the impacts of North West Coastal Highway and the established residential area to the east.

8.2. LOT 61 FIRST STREET & 64 NORTH WEST COASTAL HIGHWAY

Lots 61 and 64 were subject to a rezoning to the previous Town Planning Scheme No. 3 (gazetted 5 June 2015) which amended the areas not affected by the 'Primary Distributor' reservation, from 'Residential R12.5/40/50' to the 'Highway Commercial' zone. The 'Primary Distributor' local scheme reserve which indicated the future North West Coastal Highway alignment was correctly located in the previous Town Planning Scheme No. 3 (Geraldton).

With the preparation and adoption of the new Scheme (gazetted 11 December 2015) the 'Highway Commercial' zone was amended to 'Service Commercial' in line with the *Planning and Development (Local Planning Schemes) Regulations 2015*. While the zoning name changed, the zoning boundaries should have remained consistent with that shown in Town Planning Scheme No. 3 (Geraldton).

The 'Primary Distributor' reservation is required to be wider than the current North West Coastal Highway alignment as it caters for future road widening proposed by Main Roads WA as part of future upgrades.

Main Road WA has provided comment that the proposed North West Coastal Highway alignment has remained unchanged and that they support reverting the road reservation back to that shown in Town Planning Scheme No. 3 (Geraldton).

It is appropriate that this surplus 'Primary Distributor' reservation be rezoned back to 'Service Commercial' as it matches the current zoning for the rest of Lots 61 and 64 and also reflects the intent of Amendment No. 72 to Town Planning Scheme No. 3 (Geraldton).

9. CONCLUSION

The proposed rezoning of Lot 60 is consistent with the overall strategic planning direction for commercial orientated land uses in the greater Geraldton area as defined by the regional planning framework.

The proposed zone and accompanying provision within the Scheme recognises that future development on the Lot will be required to be of standard that enhances the amenity of the service commercial area and does not negatively impact on the amenity of the more sensitive abutting residential land uses.

The proposed rezoning on Lots 61 and 64 is a simple correction to a zoning anomaly.

As demonstrated by the report, the proposal to rezone Lots 60, 61 and 64 is considered appropriate and should be supported.