

**City of Geraldton-Greenough
Draft Outline Development Plan – Lot 500 Chapman Road, Bluff Point
Schedule of Submissions**

Submission No. & Date Received	Submitter & Affected Property	Nature of Submission	Comment	Recommendation
1 (24/05/2011)		Support, on condition the old railway reserve remains as public open space and park and not used for roads or other utilities.	The ODP retains the previous railway alignment within proposed public open space.	Note submission.
2 (27/5/2011)	Water Corporation	A supply of reticulated water and connection to the reticulated sewerage scheme is available for this development proposal. Any costs incurred in upgrading or relocating existing services will be the responsibility of the developer.	The comments of the Water Corporation are more applicable to the subdivision and development stages. Any subdivision should be referred to the Water Corporation by the WA Planning Commission and appropriate conditions can be requested at that time.	Note submission.
		The principle followed by the Water Corporation for the funding of subdivision, development or redevelopment is one of user pays and the developer is expected to provide all water and sewerage reticulation and to contribute for headworks. In addition the developer may be required to fund new works or the upgrading of existing works to provide for the increase demand resulting from the development.	The onus will be on the developer to ascertain infrastructure requirements for any particular subdivision.	Note submission.
3 (27/05/2011)		Indifferent. Concern regarding the location of the northern roundabout. Believe it would be more practical to place it at Morris St entry onto Chapman Rd. The traffic flow along Chapman Rd is immense before and after school – it is extremely difficult to get out onto Chapman Rd during these times. The Camp School staff and CWA residents regularly utilise the accessway to a grey shed which in turn allows us to access the large red sheds that contain major equipment – trailers, boats etc. If the roundabout stays as suggested you would need to ensure we have access to Chapman Road from our site.	An on-site meeting was held with representatives from Geraldton Camp School and CWA on 31 May 2011. The Geraldton Camp School currently have an unsealed vehicle access from Chapman Road which is located at the point of the proposed northern roundabout. Further site inspections from staff from Community Infrastructure directorate found that alternative access arrangements may be possible from Morris Street. The ODP document has been modified (clause 5.3.1.1) to include a statement to resolve this access issue through further consultation and detailed design.	Note submission.

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4 (02/06/2011)		Object. Concerns regarding the congestion of traffic on Chapman Road.	The City acknowledges that there are some traffic issues with Chapman Road. A Traffic Impact and Access Assessment report has been submitted with the ODP. An analysis of morning, afternoon and evening peak period traffic confirms that the proposed intersections with Chapman Road will operate well within generally accepted performance thresholds.	Note submission.
		Don't see access into estate via NWCH.	Main Roads WA will not permit direct access onto North-West Coastal Highway from the development site.	Dismiss submission.
		Are any blocks allocated for State Housing?	The potential ownership of the land is not a relevant planning consideration.	Dismiss submission.
		Also not in favour of double storey houses especially with single dwellings in between due to impacts on privacy.	The Residential Design Codes of WA will control the development of the site. The R-Codes include requirements for all dwellings to maximise privacy to surrounding allotments.	Dismiss submission.
5 (03/06/2011)	Department of Education	The Department has reviewed the document and discussed the matter with the Manager of the Geraldton Camp School. In relation to the road structure, in particular the northern roundabout, this matter will be addressed by Chris Bothams, Senior Project Officer, Facilities Program Delivery Branch. Mr Bothams will contact the City of Geraldton-Greenough to discuss.	As per submission 3. At this point in time, the Department has not been in contact with the City.	Note submission.
6 (30/05/2011)	Main Roads WA	Main Roads WA have reviewed the Outline Development Plan and provide our support with regard to this plan, particularly given that there is no direct access to North West Coastal Highway.		Note submission.
7 (03/06/2011)		Support We would like to bring to councils attention what we believe will be an unintended consequence of the installation of roundabouts on Chapman Rd included in the plan. It is our belief that as a consequence of the installation of the roundabouts there will be a significant increase in the amount of traffic utilising Mabel St Beresford. This traffic	The City acknowledges that there are some traffic issues with Chapman Road. A Traffic Impact and Access Assessment report has been submitted with the ODP. An analysis of morning, afternoon and evening peak period traffic confirms that the proposed intersections with Chapman Road will operate well within generally accepted performance thresholds.	Note submission.

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7 cont.		will access NWCH from Chapman Rd using Mabel St and vice versa. We would encourage council to further introduce traffic calming measures along Chapman Rd to Mark St to discourage thru traffic. Further traffic calming measures should be introduced along Mabel St to reduce traffic speed and discourage thru traffic.	The ODP adequately addresses upgrades to Chapman Road in the vicinity of the development. Further upgrades to Chapman Road and the surrounding road network will be subject to detailed assessment and design by the City of Greater Geraldton.	
8 (07/06/2011)		Support. We support the development as long as it incorporates recreational public area. Such a high residential density, including two grouped housing sites, a recreational area is of paramount importance.	The ODP proposes 26% of the site to be retained for public open space. Of this there will be a mixture of passive and active recreational space. The inclusion of 2 group housing sites will provide a variety of lots sizes.	Note submission.
		The developer should bear the expense for the roundabouts, not the ratepayers.	The developer will be required to construct the roundabouts as part of the subdivisional works for the site.	Note submission.
9 (08/06/2011)	Department of Indigenous Affairs	There are no registered Aboriginal heritage sites within the lot.	The requirements of the Aboriginal Heritage Act are required to be observed by developers and subdividers within the ODP area.	Note submission.
10 (08/06/2011)		Support. Only entry and exit are all on Chapman Road. Often very busy with fetes etc.	The ODP also proposes future road connection onto Nichols Street to the south. This connection will encourage increased neighbourhood permeability and will ease some pressure of access directly onto Chapman Road. Main Roads WA will not support connection onto North West Coastal Highway from the site.	Note submission
		Using deciduous trees for landscaping (London Plane Trees). These leaves may cause problems with our strong winds and perhaps a lot of maintenance for council unblocking drains etc. Perhaps the native hibiscus that was used on the foreshore would be more suitable and as attractive.	At the detailed subdivisional design stage, the City's Parks Operations team will review the landscaping plan attached to the Outline Development Plan.	Note submission.

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11 (08/06/2011)		<p>Indifferent.</p> <p>The proposed roundabouts for Cecily Street and near St Lawrence Primary School should be made big enough for Buses (school) and coaches as it is a main route for them. Not like the ones in Fitzgerald Street as they are not easy to negotiate with a large bus, not much thought has gone into them.</p>	<p>The roundabouts will be designed and constructed in accordance with the relevant standards.</p>	<p>Note submission.</p>
		<p>Removal of all islands in Chapman Road and restore them to previous alterations. Removal of bus stop outside of Liquorland, Bluff Point as there is no bay for the bus to fit into and it holds up traffic whilst passengers get on and off.</p>	<p>The ODP adequately addresses upgrades to Chapman Road in the vicinity of the development. Further upgrades to Chapman Road will be subject to detailed assessment and design by the City of Greater Geraldton.</p>	<p>Note submission.</p>
		<p>Is there any housing being allocated for Homeswest? What is the group housing definition? I would like to think that consideration is given to neighbouring properties and social impact that housing estates can cause.</p>	<p>The potential ownership of the land is not a relevant planning consideration.</p>	<p>Dismiss submission.</p>
12 (08/06/2011)	Western Power	<p>No objection.</p> <p>Perth One Call Service must be contacted and location details of Western Power underground cabling obtained prior to any excavation commencing.</p> <p>Work Safe requirements must also be observed when excavation work is being undertaken in the vicinity of any Western Power assets.</p> <p>Western Power is obliged to point out that the cost of any changes to the existing power system if required will be the responsibility of the individual developer.</p>	<p>The comments from Western Power are more applicable to the subdivision and development stages. Any subdivision should be referred to Western Power by the WA Planning Commission and appropriate conditions can be requested at that time.</p> <p>The onus will be on the developer to ascertain infrastructure requirements for any particular subdivision.</p>	<p>Note submission.</p>

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13 (09/06/2011)		<p>Object.</p> <p>With reference to Outline Development Plan Figure 5, the parish would like to know of the process for compensation for the loss of land at its south west corner near Fitzgerald Hall.</p> <p>Who determines the value of this land and can the parish be forced to lose the property?</p>	<p>The City has been in contact with the school to discuss the nature of the submission.</p> <p>The inclusion of the northern roundabout along Chapman Road may result in very minor road widening requirements on the northern boundary affecting Fitzgerald Hall. The ODP reflects the optimum functionality of the site, however land requirements and compensation are required to be agreed to by the landowner and developer.</p> <p>It is important to note that ALL landowners are required to give consent for the subdivision of the land (including the school if affected by road widening) and should there be no agreement reached between the developer and the school then the subdivision cannot be acted upon.</p> <p>The applicant has advised that further detailed design of the round about will look at minimising the road widening required for Fitzgerald Hall and indeed there may be scope to move the roundabout further to the south so that it does not impact on the school land.</p> <p>The applicant has also advised that they are in ongoing consultation with the school to resolve any issues. This will be the subject of detailed design at the subdivision stage.</p>	Note submission.
14 (10/06/2011)		Indifferent.		Note submission.
15 (13/06/2011)		Support.		Note submission.

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16 (01/07/2011)	Heritage Council of WA	<p>We note that part of the State Registered <i>Walkaway Railway Precinct</i> falls within the subject area. We note the Outline Development Plan respects the curtilage of the registered precinct (the Gatekeeper's Cottage, Two Mile Well and the "swing cut" of the historic railway) will be protected within a landscapes/public open space environment.</p> <p>A conservation officer has assessed the Outline Development Plan in the context of the identified heritage significance of the <i>Geraldton to Walkaway Railway Precinct</i>. We confirm that there are no objections to this plan.</p> <p>Please note that any specific works arising from the above plan that may affect the registered place will need to firm part of a formal development referral for the site.</p>		Note submission.
17 (01/07/2011)	Department of Environment and Conservation	<p>The Department of Environment and Conservation have reviewed the information provided and provides the following advice;</p> <p>Under the <i>Contaminated Site Act 2003</i>, Lot 500 Chapman Road, Bluff Point was classified as <i>possibly contaminated – investigation required</i> on 1 July 2008 and a memorial was placed on the Certificate of Title. The classification is based on historical land uses at the site and the visual assessment, which identified illegal dumping.</p> <p>Since classification, the site has been subject to soil and groundwater investigations and some remediation. It is noted however that the subject lot remains classified as <i>possibly contaminate – investigation required</i> and further works may be required to render the site suitable for residential development. It should also be noted that if the current classification remains, DEC would seek to impose conditions at the subdivision state of the planning process. These conditions would be as follows;</p>	Given that the site has been classified as <i>possibly contaminated – investigation required</i> it is essential that any issues of contamination are addressed and the ODP should acknowledge what is required in order for the site to be remediated so that the development can proceed.	Uphold submission. Include the Department's advice in clause 2.5 of the ODP report.

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17 cont.		<ol style="list-style-type: none"> 1. Prior to the commencement of site works, investigations for soil and groundwater contamination shall be carried out in accordance with the Department of Environmental and Conservation's <i>Contaminated Site Management Series</i> guidelines. 2. Remediation, including the validation of remediation, of any contamination identified shall be completed prior to the issuing of titles to the satisfaction of the Western Australian Planning Commission on advice from the Department of Environment and Conservation, to ensure that the lots created are suitable for the proposed use. 		