

City of Greater Geraldton
Local Planning Scheme No. 5 (Greenough) – Amendment No. 4 (Karoo Development Zone)
Schedule of Submissions

Submission No. & Date Received	Submitter & Affected Property	Nature of Submission	Comment	Recommendation
1 (15/07/2011)	Water Corporation	A supply of reticulated water and connection to the reticulated sewerage scheme is available for this development proposal. Any cost incurred in extension, 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 head works. 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.
2 (20/07/2011)	Department of Agriculture and Food	<p>The Department has no objection to the proposal to rezone Lots 11, 262, 316-319 (inclusive) Karloo from 'Rural' and 'Residential RSP' to 'Development' zone as the area has previously been identified for this purpose in Local Planning Scheme No. 5. It is an area which is largely uncleared and undeveloped for agriculture due to the poor nature of the soils.</p> <p>It is desirable that the plan should encourage good land management practices to protect the poor, sandy soils common in the area which are highly vulnerable to degradation from inappropriate land uses. Also, mechanisms such as buffer areas and separation distances should be used to minimise conflicts between adjoining agricultural activities and sensitive land uses.</p>	The requirement for a Structure Plan to be endorsed prior to further development will assist in addressing issues regarding land management and conflict issues with sensitive land uses.	Note submission.
3 (27/07/2011)	Mid West Development Commission	Affordable Housing is an increasingly important issue for Greater Geraldton. As such, and in the absence of any clear reasons to the contrary, MWDC supports the proposed Amendment No. 4 to Rezone Lots 11, 262, 316-319 (inclusive) Karloo from 'Rural' and 'Residential RSP' to 'Development' zone.		Note submission.

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4 (29/07/2011)	Western Power	<p>No objection.</p> <p>Western Power has its Double Circuit Geraldton to Rangeway 81/ Chapman to Rangeway 81 132kV transmission line traversing Lots 319, 317 and 316 Scott Road.</p> <p>If affected property is subdivided/amalgamated, we will register an easement over the certificated of title of the properties as a condition of the WA Planning Commission's subdivision approval process. Standard easement conditions will apply.</p> <p>In the absence of a formal easement registered on the C/T, the restriction zone applies to the properties. Please contact Western Power to obtain the setback requirements for this line. If a development encroaches upon this area, we will require the proponent to provide profile survey information for the line and details of the development to enable us to determine whether the development will have the required clearance to the line conductors.</p> <p>If the clearance does not comply with requirements, the proponent must then choose between changing the development plans to achieve the required clearance and/or altering the transmission line is this option is available. The proponent is responsible for all costs associated with the line alteration works and an easement would be registered as a condition of these works. The diagram associated with the easement would record the extent of the encroachment of the development into the easement area and a special condition relating to the encroachment would be included in the easement document for the property.</p>	<p>The comments of 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 requirement for a Structure Plan to be endorsed prior to further development will assist in addressing any issues regarding the alignment of the Double Circuit transmission line. Further consultation will occur with Western Power at this point in time to ensure that proposed development in the area is compliant with these requirements.</p>	Note submission.

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4 Continued.		<p>Structures may be erected on the boundary of the easement/restriction zone area, however the construction works may infringe upon the 6.0m Worksafe WA Occupational Safety and Health Regulation 3.64 'danger' zone proximity to overhead power lines area attached for your information.</p> <p>A copy of the Worksafe WA Occupational Safety and Health Regulation 3.64 pamphlet titled 'Guidelines For Work in the Vicinity of Overhead Powerlines' is also attached for your information.</p> <p>We do not have any plans to underground the above transmission line in the future.</p>		
5 (18/08/2011)	Department of Water	<p>It is recommended that the applicant be required to prepare and implement a Local Water Management Strategy (LWMS) to support the rezoning, in accordance with Better Urban Water Management (WAPC 2008) (BUWM). The LWMS should address the requirements outlined on pp25-30 of BUWM and provide guidance on issues to be addressed in an Urban Water Management Plan at subdivision stage. It is acknowledged that there is sufficient separation depth to groundwater such that pre- and post-development monitoring of water quality is not necessary.</p>	<p>A Local Water Management Strategy (LWMS) will be required to be prepared as part of the Structure Planning of the site. Comments from the Department of Water will be sought prior to the endorsement of an LWMS and Structure Plan.</p> <p>The Department of Waters request for the preparation of an Urban Water Management Plan are more applicable to the subdivision and development stages. Any subdivision should be referred to the Department of Water by the WA Planning Commission and appropriate conditions can be requested at that time.</p>	Note Submission.

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6 (19/08/2011)	Department of Education	<p>No objection.</p> <p>The Department has reviewed the document and wishes to make the following comment:</p> <p>The area identified for rezoning from 'Rural' and 'Residential RSP' to 'Development Zone' falls within catchment boundaries for the Mount Tarcoola and proposed Utakarra South and Wandina primary schools. The anticipated student yield from the development will be accommodated within these schools.</p>		Note Submission.
7 (02/09/2011)	Brookfield Rail Pty Ltd	<p>Lot 262 is a Road Corridor and should stay that way as it provides a necessary buffer between residential and the rail corridor. Item 5.6 in the Scheme No. 5 Amendment indicated Verita Road will cross the GSTC at the point where they previously suggested an at grade level crossing. This is vehemently opposed as it was when whoever it was tried to get it through in either stage 1 or stage 2 if the GTSC project. Any crossing at or near this point must be grade separated and this needs to be co-ordinated between MRWA through the PTA. In fact figure 13 shows what looks like two crossings next to each other? It's either one of the other but a grade separated crossing it must be.</p> <p>The same item indicates that the remainder of Lot 262 should be open to urban (residential) development which is also opposed due to noise buffer issues. Public open space or parks and recreation would be acceptable however may not be adequate as a buffer.</p>	<p>The proposed road networks and connections suggested by the Amendment Report in Figures 11 and 13 are indicative only.</p> <p>The requirement for a Structure Plan to be endorsed prior to further development will assist in addressing issues regarding road design and connectivity into the existing strategic road network.</p> <p>Any proposed connections or crossings to the Southern Transport Corridor will require detailed assessment and liaison with PTA and Main Roads WA.</p> <p>Lot 262, which includes the Verita Road alignment, is to be rezoned to 'Development' zone upfront to ensure that no anomaly occurs between the zoning and future alignment. The Verita Road alignment will be shown on the Structure Plan and it is likely that the remainder of Lot 262 will be utilised as a suitable buffer following further detailed assessment.</p>	<p>Note submission.</p> <p>Note submission.</p>

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7 Continued.		The indicative concept plan in Figure 13 shows residential development right up against the rail corridor which is opposed for noise related concerns. Public Open Space suggested along the north side, may, or may not, suffice for a reasonable buffer	Figure 13 is an Indicative Overall Concept only. The requirement for a Structure Plan to be endorsed prior to further development will assist in addressing issues regarding the determination of required setbacks or buffers for residential development along the STC alignment.	Note submission.
		Figure 13 also shows what looks like 2 other crossing points across the railway corridor. Again, anything be it pedestrian or road must be grade separated. Any grade separated structure would necessarily be the "ownership" of other than Brookfield Rail and be subject to separate considerations for rail safety.	Figure 13 is an Indicative Overall Concept only. Any proposed connections or crossings to the Southern Transport Corridor will require detailed assessment and liaison with PTA and Main Roads WA.	Note submission.
		Nowhere does the report make reference to any noise buffers or noise mitigating measures by any proponent which is a requirement of the State Noise Policy.	The preparation of the Structure Plan for the site will be subject to noise and vibration assessment. Development will occur in accordance with such assessment and any other relevant policy, act or standard.	Note submission.
		The Old Acres Structure Plan indicated commercial retail alongside the rail corridor which would be a better solution as it would not attract any comparative level of noise compliant.		Note submission.
		The other main consideration Brookfield Rail Pty Ltd perspective is control of illegal access to the railway corridor which is significant as it is now, without any more urban development close by.	The ultimate development of the land will aid in security by having more development presence that could provide passive surveillance. The requirement for a Structure Plan to be endorsed prior to further development will assist in addressing issues regarding illegal access.	Note submission.

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7 Continued.		Brookfield Rail Pty Ltd now have a major noise complaint in relation to the Midwest project works at the Port end around the Marine Terrace overpass adjacent to the Belair caravan park. With the future growth of rail traffic about to occur, future proposals for line duplication right through this area, this sort of development will only exacerbate the level of complaints already being received. Local authorities' need to act responsibly in regard to residential development within close proximity of a Freight line carrying significant product to Port.	Noise issues are governed by the EPA's Noise Regulations and all operations are required to comply with this. The requirement for a Structure Plan to be endorsed prior to further development will assist in addressing issues regarding noise.	Note submission.
8 (02/09/2011)	Public Transport Authority	<p>Comments from Brookfield Rail area supported by the Public Transport Authority (PTA), particularly as they relate to the following;</p> <p>The PTA would oppose any residential development which abuts any section of the rail corridor or which is separated by insufficient noise buffer due to issues associated with noise and vibration of rail activities.</p> <p>The PTA advises the City of Geraldton to give serious consideration to noise buffers and noise mitigation measures given the expected future growth of rail traffic and proposed duplication of the railway line within the GST Corridor.</p> <p>The proposed rail corridor crossings MUST be referred to the PTA and Main Roads WA.</p> <p>Consideration should be given to the problems surrounding illegal access to the corridor.</p>	<p>The requirement for a Structure Plan to be endorsed prior to further development will assist in addressing issues regarding the determination of required setbacks or buffers for residential development along the STC alignment.</p> <p>The preparation of the Structure Plan for the site will be subject to noise and vibration assessment. Development will occur in accordance with such assessment and any other relevant policy, act or standard.</p> <p>Any proposed connections or crossings to the Southern Transport Corridor will require detailed assessment and liaison with PTA and Main Roads WA.</p> <p>The ultimate development of the land will aid in security by having more development presence that could provide passive surveillance. The requirement for a Structure Plan to be endorsed prior to further development will assist in addressing issues regarding illegal access.</p>	<p>Note submission.</p> <p>Note submission.</p> <p>Note submission.</p> <p>Note submission.</p>