

**City of Greater Geraldton – Town Planning Scheme No. 3 (Geraldton)
Amendment No. 72 – Schedule of Submissions**

Number & Date	Submitter	Nature of Submission	Comment	Recommendation
1 (18/09/2014)	Department of Education	No objection.		Note submission.
2 (29/09/2014)	Affected Landholder	Indifferent. As my home is heritage listed I would not sell to a developer. They would have to move my house to another block and compensate me fully.	The property is not listed on the City's Municipal Heritage Inventory. This submitter is an owner of one of the lots included within the proposed rezoning. Following consultation with the other affected landowners, and given their submissions it is considered premature to rezone these properties at this time. Although the land is identified for service commercial in the future, at present the commercial growth and demand in the area does not warrant expanding the 'Highway Commercial' zone past those lots that directly front the North West Coastal Highway. Removing these properties from the rezoning will not affect the overall strategic intent of the area at this time.	Note submission. Modify Scheme Amendment report and maps to remove Lot 3 Place Road, and Lots 59 and 60 First Street from the proposed rezoning.
3 (30/09/2014)	Department of Aboriginal Affairs	There are no known registered Aboriginal sites or Other Heritage Places within proposed amendment area.		Note submission.
4 (14/10/2014)	Water Corporation	No objection.		Note submission.

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Number & Date	Submitter	Nature of Submission	Comment	Recommendation
5 (21/10/2014)	Private Landholder	<p>Object.</p> <p>Concerned that 'Highway Commercial' zone is encroaching on the 'Residential' zone.</p> <p>Just zone the lots facing the Highway to the 'Highway Commercial' zone and leave the rest alone.</p>	<p>The Commercial Activity Centre Strategy (CACS) and the Greater Geraldton Structure Plan has identified only the lots in close proximity to the Highway as possible 'Highway Commercial'.</p> <p>These two endorsed strategic documents clearly define the extent of the Highway Commercial area thus ensuring there will be no further 'encroachment' of the zone into the surrounding residential area.</p> <p>Additionally under the current Scheme there are a number of 'commercial' type uses that are able to be considered in the 'Residential' zone (such as 'Fast Food Premises', 'Consulting Rooms', 'Reception Centre', 'Restaurant' etc.). The availability of more appropriately zoned land may discourage these uses from considering locating within the residential areas.</p> <p>Overall, 'Highway Commercial' areas have the ability to protect nearby residential areas from the expansion of commercial uses.</p> <p>It is also worthwhile noting that the area indicated as 'Highway Commercial' within the CACS has actually been reduced from the area outlined in the Interim CACS adopted in 2011.</p>	Dismiss submission.

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5 continued		Don't think the Highway is going to cope with much more traffic and Central Road is getting very busy with vehicles trying to dodge the Highway which is encroaching on our very nice suburb.	<p>The North West Coastal Highway is part of the State's major transport network connecting Geraldton to Perth and the North West, which provides for extensive heavy vehicle use.</p> <p>There is no evidence to suggest that rezoning the properties will increase traffic above current levels particularly given there is no proposal to change the current use on site.</p> <p>Any future development of these lots will be subject to assessment by the City and Main Roads WA (MRWA) which may alter access and intersection arrangements.</p> <p>MRWA is proposing to widen and upgrade the Highway in order to cater for the expected vehicle growth. This proposal includes traffic management to minimise the impact on surrounding areas. MRWA advises that the Highway upgrade is a priority project but at this stage there is no timeframe for the commencement of works.</p>	Dismiss submission.
6 (23/10/2014)	Private Landholder	<p>Object.</p> <p>Lack of consultation with residents/ratepayers of Wonthella.</p> <p>I suggest CGG Town Planning have a meeting with Wonthella owners/ratepayers for discussion.</p>	<p>The Amendment was publically advertised in accordance with the provisions of the Planning and Development Act 2005.</p> <p>Details of the consultation are included in the Community/Councillor Consultation section of the Council report.</p>	Dismiss submission.

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6 continued		<p>Increased traffic and noise to the area making it less residential.</p>	<p>The North West Coastal Highway is part of the State's major transport network connecting Geraldton to Perth and the North West, which provides for extensive heavy vehicle use.</p> <p>There is no evidence to suggest that rezoning the properties will increase traffic above current levels particularly given there is no proposal to change the current use on site.</p> <p>Any future development of these lots will be subject to assessment by the City and Main Roads WA (MRWA) which may alter access and intersection arrangements.</p> <p>MRWA is proposing to widen and upgrade the Highway in order to cater for the expected vehicle growth. This proposal includes traffic management to minimise the impact on surrounding areas. MRWA advises that the Highway upgrade is a priority project but at this stage there is no timeframe for the commencement of works.</p>	Dismiss submission.
		<p>In some cases and depending on the commercial business type, these can lower the values of residential properties.</p>	<p>In essence, the planning issue for consideration by a local government is not whether a proposal will adversely impact on the value of land but whether the proposal will have an adverse impact on the amenity of the locality.</p> <p>Accordingly, a submission that suggests a proposal will have an adverse impact on the value of land can be disregarded unless it can be shown that the reason for the reduction in value is due to an adverse impact on the amenity of the locality.</p> <p>There is no such evidence.</p>	Dismiss submission.

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7 (23/10/2014)	Affected Landholder	<p>Object.</p> <p>The intersection along the NWCH are already very busy, so planning more commercial properties in this area will only increase the risk of accident.</p> <p>Residents are in favour of the upgrade to the roads within the Wonthella residential area which include cul-de-sacs to endure family-friendly nature of the suburb.</p>	<p>The North West Coastal Highway is part of the State's major transport network connecting Geraldton to Perth and the North West, which provides for extensive heavy vehicle use.</p> <p>There is no evidence to suggest that rezoning the properties will increase traffic above current levels particularly given there is no proposal to change the current use on site.</p> <p>Any future development of these lots will be subject to assessment by the City and Main Roads WA (MRWA) which may alter access and intersection arrangements.</p> <p>MRWA is proposing to widen and upgrade the Highway in order to cater for the expected vehicle growth. This proposal includes traffic management to minimise the impact on surrounding areas. MRWA advises that the Highway upgrade is a priority project but at this stage there is no timeframe for the commencement of works.</p>	Dismiss submission.
		<p>Commercial re-zoning will no doubt be stretched out along Place Road, and probably into other streets along the Highway.</p>	<p>The Commercial Activity Centre Strategy (CACS) and the Greater Geraldton Structure Plan has identified only the lots in close proximity to the Highway as possible 'Highway Commercial'.</p> <p>These two endorsed strategic documents clearly define the extent of the Highway Commercial area thus ensuring there will be no further 'encroachment' of the zone into the surrounding residential area.</p>	Dismiss submission.

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7 continued		<p>Taking away the residential zoning on the existing houses will not allow them to be sold to the property's full potential, therefore causing financial loss to those concerned.</p> <p>This amendment should not be passed as changes will also affect the values of the properties involved.</p>	<p>Following consultation with the affected landowners, and given their submissions it is considered premature to rezone these properties at this time.</p> <p>Although the land is identified for service commercial in the future, at present the commercial growth and demand in the area does not warrant expanding the 'Highway Commercial' zone past those lots that directly front the North West Coastal Highway.</p> <p>Removing these properties from the rezoning will not affect the overall strategic intent of the area at this time.</p>	<p>Note submission.</p> <p>Modify Scheme Amendment report and maps to remove Lot 3 Place Road, and Lots 59 and 60 First Street from the proposed rezoning.</p>
8 (23/10/2014)	Affected Landholder	<p>Object.</p> <p>Effort has gone into increasing the residential potential for the property for sustainable, long-term living. Our aim is to live off this land and if it is rezoned to Highway Commercial, this will be taken away from us.</p> <p>We did not apply for this rezoning.</p> <p>No one is going to want to purchase a house on commercial land. We would be living 'in limbo' as this property will be a 'non-conforming use' and at the discretion of Council.</p>	<p>Lot 3 Place Road and Lots 59 and 60 First Street were included within the rezoning at the request of the City in an attempt to align the proposed rezoning of Lots 61 and 64 with the strategic intent for the area. This strategic intent is demonstrated via the CACS and the Greater Geraldton Structure Plan.</p> <p>Following consultation with the affected landowners, and given their submissions it is considered premature to rezone these properties at this time.</p> <p>Although the land is identified for service commercial in the future, at present the commercial growth and demand in the area does not warrant expanding the 'Highway Commercial' zone past those lots that directly front the North West Coastal Highway.</p> <p>Removing these properties from the rezoning will not affect the overall strategic intent of the area at this time.</p>	<p>Uphold submission.</p> <p>Modify Scheme Amendment report and maps to remove Lot 3 Place Road, and Lots 59 and 60 First Street from the proposed rezoning.</p>

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8 continued		<p>The rezoning will have impact on the residents' of Place Road and First Street. By rezoning, the traffic and noise issue of the highway encroach on, taking more of the Wonthella area.</p> <p>Place Road and NWCH, First Street and NWCH intersections are becoming increasingly busy and already a danger due to entry and exits from Dominos, Chicken Treat and Bunnings.</p> <p>Approving Lot 64 to be commercial (and not having additional crossovers on the highway), would only see the First Street corner become a much greater safety threat due to traffic increase.</p> <p>How and why a commercial property could operate and still make this road safe with entry and/or exits added.</p> <p>This street should immediately be made a cul-de-sac and not have 'Highway Commercial' property.</p>	<p>The North West Coastal Highway is part of the State's major transport network connecting Geraldton to Perth and the North West, which provides for extensive heavy vehicle use.</p> <p>There is no evidence to suggest that rezoning the properties will increase traffic above current levels particularly given there is no proposal to change the current use on site.</p> <p>Any future development of these lots will be subject to assessment by the City and Main Roads WA (MRWA) which may alter access and intersection arrangements.</p> <p>MRWA is proposing to widen and upgrade the Highway in order to cater for the expected vehicle growth. This proposal includes traffic management to minimise the impact on surrounding areas. MRWA advises that the Highway upgrade is a priority project but at this stage there is no timeframe for the commencement of works.</p>	Dismiss submission.
		<p>A buffer zone should be put in protecting us, the Place Road residents, from the highway.</p>	<p>Under the current Scheme there are a number of 'commercial' type uses that are able to be considered in the 'Residential' zone (such as 'Fast Food Premises', 'Consulting Rooms', 'Reception Centre', 'Restaurant' etc.). The availability of more appropriately zoned land may discourage these uses from considering locating within the residential areas.</p> <p>Overall, 'Highway Commercial' areas have the ability to protect nearby residential areas from the expansion of commercial uses thus providing a 'buffer' to the Highway.</p>	Dismiss submission.

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9 (24/10/2014)	Private Landholder	<p>Object.</p> <p>Progress and development of the district should not be done without proper consultation of all relevant stakeholders.</p> <p>Some lots have been flagged for rezoning to commercial land without prior consultation with land owners.</p>	<p>The Amendment was publically advertised in accordance with the provisions of the Planning and Development Act 2005.</p> <p>Details of the consultation are included in the Community/Councillor Consultation section of the Council report.</p> <p>For those residential lots which were included within the rezoning, separate letters were sent suggesting that the landowners either arrange a meeting or call the City to discuss the proposal in more detail.</p>	Dismiss submission.
		<p>The rezoning of those residential lots to commercial will ultimately leave those land owners with no choice but to sell their properties to neighbouring commercial land holders.</p>	<p>Lot 3 Place Road and Lots 59 and 60 First Street were included within the rezoning at the request of the City in an attempt to align the proposed rezoning of Lots 61 and 64 with the strategic intent for the area. This strategic intent is demonstrated via the CACS and the Greater Geraldton Structure Plan.</p> <p>Following consultation with the affected landowners, and given their submissions it is considered premature to rezone these properties at this time.</p> <p>Although the land is identified for service commercial in the future, at present the commercial growth and demand in the area does not warrant expanding the 'Highway Commercial' zone past those lots that directly front the North West Coastal Highway.</p> <p>Removing these properties from the rezoning will not affect the overall strategic intent of the area at this time.</p>	<p>Note submission.</p> <p>Modify Scheme Amendment report and maps to remove Lot 3 Place Road, and Lots 59 and 60 First Street from the proposed rezoning.</p>

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9 continued		Commercial businesses have been operating on residential land; it seems to be one rule for some and another for others.	Under the current Scheme there are a number of 'commercial' type uses that are able to be considered in the 'Residential' zone (such as 'Fast Food Premises', 'Consulting Rooms', 'Reception Centre', 'Restaurant' etc.).	Dismiss submission.
		If the operation of these businesses has been found to pose a safety risk and disruption to traffic (as highlighted by the need for access to these businesses via Place Road or First Street rather than directly onto the Highway) perhaps the Council should be assessing the option to relocate such businesses to a more appropriate location, and installing a vegetation buffer between the new highway and existing residences.	<p>There is no evidence to suggest these businesses pose a safety risk and disrupt traffic, just that access in these locations needs to be suitably managed.</p> <p>The Commercial Activity Centre Strategy (CACS) and the Greater Geraldton Structure Plan has identified only the lots in close proximity to the Highway as possible 'Highway Commercial'.</p> <p>These two endorsed strategic documents clearly define the most appropriate location and extent of the Highway Commercial area thus ensuring there will be no further 'encroachment' of the zone into the surrounding residential area.</p> <p>Overall, 'Highway Commercial' areas have the ability to protect nearby residential areas from the expansion of commercial uses thus providing a 'buffer' to the Highway.</p>	Dismiss submission.
		I am against development which favours commercial interests over those of the community.	<p>The Commercial Activity Centre Strategy (CACS) and the Greater Geraldton Structure Plan clearly define the extent of the Highway Commercial area.</p> <p>It is also worthwhile noting that the area indicated as 'Highway Commercial' within the CACS has actually been reduced from the area outlined in the Interim CACS adopted in 2011.</p>	Note submission.

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10 (14/10/2014)	Private Landholder	<p>Object.</p> <p>Objection on the basis of an apparent lack of consultation with Wonthella residents (particularly the owners of the directly affected properties) prior to setting in place a strategy to rezone the lots</p>	<p>The Amendment was publically advertised in accordance with the provisions of the Planning and Development Act 2005.</p> <p>Details of the consultation are included in the Community/Councillor Consultation section of the Council report.</p> <p>For those residential lots which were included within the rezoning, separate letters were sent suggesting that the landowners either arrange a meeting or call the City to discuss the proposal in more detail.</p>	Dismiss submission.
11 (24/10/2014)	Affected Landholder	<p>Object</p> <p>The property has been improved for long term residential use and fear the rezoning will have a negative impact on our intent to live in our home.</p> <p>Fear that the re-zoning will have a negative effect on our intent to 'will' the property to our children.</p> <p>Re-zoning to commercial will impact on the scope of opportunities available for Lot 59.</p> <p>The rezoning was not sought by us, nor is of any benefit to us.</p>	<p>Lot 3 Place Road and Lots 59 and 60 First Street were included within the rezoning at the request of the City in an attempt to align the proposed rezoning of Lots 61 and 64 with the strategic intent for the area. This strategic intent is demonstrated via the CACS and the Greater Geraldton Structure Plan.</p> <p>Following consultation with the affected landowners, and given their submissions it is considered premature to rezone these properties at this time.</p> <p>Although the land is identified for service commercial in the future, at present the commercial growth and demand in the area does not warrant expanding the 'Highway Commercial' zone past those lots that directly front the North West Coastal Highway.</p> <p>Removing these properties from the rezoning will not affect the overall strategic intent of the area at this time.</p>	<p>Uphold submission.</p> <p>Modify Scheme Amendment report and maps to remove Lot 3 Place Road, and Lots 59 and 60 First Street from the proposed rezoning.</p>

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11 continued		<p>It is unknown to us what impact rezoning will have on the value of our property or the properties within the residential zone in Wonthella.</p>	<p>In essence, the planning issue for consideration by a local government is not whether a proposal will adversely impact on the value of land but whether the proposal will have an adverse impact on the amenity of the locality.</p> <p>Accordingly, a submission that suggests a proposal will have an adverse impact on the value of land can be disregarded unless it can be shown that the reason for the reduction in value is due to an adverse impact on the amenity of the locality.</p> <p>There is no such evidence.</p>	Dismiss submission.
		<p>We are concerned with the commercial creep into the residential neighbourhood which is nestled between NWC Hwy, Flores Road and Place Road.</p>	<p>The Commercial Activity Centre Strategy (CACS) and the Greater Geraldton Structure Plan has identified only the lots in close proximity to the Highway as possible 'Highway Commercial'.</p> <p>These two endorsed strategic documents clearly define the extent of the Highway Commercial area thus ensuring there will be no further 'encroachment' of the zone into the surrounding residential area.</p> <p>Additionally under the current Scheme there are a number of 'commercial' type uses that are able to be considered in the 'Residential' zone (such as 'Fast Food Premises', 'Consulting Rooms', Reception Centre', 'Restaurant' etc.). The availability of more appropriately zoned land may discourage these uses from considering locating within the residential areas.</p> <p>Overall, 'Highway Commercial' areas have the ability to protect nearby residential areas from the expansion of commercial uses.</p>	Dismiss submission.

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11 continued		<p>While we do accept that with highway frontage, properties along NWCH will all ultimately become commercial zoned, we have over the years seen the following:</p> <ul style="list-style-type: none"> • Increasing impact of traffic (congestion) in First Street due to close proximity to commercial properties; • First Street is being used as a cut through for vehicles including heavy vehicles; • Turning right out of First Street is dangerous and turning left conflicts with traffic turning right out of Bunnings. <p>It was proposed to make the majority of the streets in Wonthealla into cul-de-sacs. Residents support this but it has not eventuated.</p>	<p>It is also worthwhile noting that the area indicated as 'Highway Commercial' within the CACS has actually been reduced from the area outlined in the Interim CACS adopted in 2011.</p> <p>MRWA is proposing to widen and upgrade the Highway in order to cater for the expected vehicle growth. This proposal includes traffic management to minimise the impact on surrounding areas. MRWA advises that the Highway upgrade is a priority project but at this stage there is no timeframe for the commencement of works.</p>	Note submission.
12 (24/10/2014)	Private Landholder	<p>Object.</p> <p>Worried the rezoning will affect price and saleability of my property.</p>	<p>In essence, the planning issue for consideration by a local government is not whether a proposal will adversely impact on the value of land but whether the proposal will have an adverse impact on the amenity of the locality.</p> <p>Accordingly, a submission that suggests a proposal will have an adverse impact on the value of land can be disregarded unless it can be shown that the reason for the reduction in value is due to an adverse impact on the amenity of the locality.</p> <p>There is no such evidence.</p>	Dismiss submission.

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12 continued		<p>First Street is being used as a cut through for vehicles including heavy vehicles; it should be made into a cul-de-sac.</p> <p>Turning into First Street from the highway is already very dangerous due to Bunnings entry – this change would make it worse.</p>	<p>MRWA is proposing to widen and upgrade NWCH in order to cater for the expected vehicle growth. This proposal includes traffic management to minimise the impact on surrounding areas. MRWA advises that the NWCH upgrade is a priority project but at this stage there is no timeframe for the commencement of works.</p>	Note submission
13 (24/10/2014)	Private Landholder	<p>Object.</p> <p>If this goes ahead I can see a dramatic increase in traffic and this will cause a terrible accident to occur as it is terribly dangerous now.</p> <p>With the many exits and entrance ways into the businesses, the congestion of traffic in the immediate vicinity of First Street has increased dramatically and is of concern to us as residents. Amendment No. 72 will only increase the traffic impact.</p> <p>The businesses (Chicken Treat, Subway, Dominoes) should be relocated into an area where provisions have been made for traffic flow.</p> <p>To increase their holding to me is both irresponsible and dangerous; it is not looking after the residents of both First and Place Road.</p>	<p>The North West Coastal Highway is part of the State's major transport network connecting Geraldton to Perth and the North West, which provides for extensive heavy vehicle use.</p> <p>There is no evidence to suggest that rezoning the properties will increase traffic above current levels particularly given there is no proposal to change the current use on site.</p> <p>Any future development of these lots will be subject to assessment by the City and Main Roads WA (MRWA) which may alter access and intersection arrangements.</p> <p>MRWA is proposing to widen and upgrade the Highway in order to cater for the expected vehicle growth. This proposal includes traffic management to minimise the impact on surrounding areas. MRWA advises that the Highway upgrade is a priority project but at this stage there is no timeframe for the commencement of works.</p>	Dismiss submission.

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13 continued		<p>My property will be directly opposite a commercially zoned area and it will affect the resale value of my property. I did not buy my property to be in a commercially zoned area.</p>	<p>In essence, the planning issue for consideration by a local government is not whether a proposal will adversely impact on the value of land but whether the proposal will have an adverse impact on the amenity of the locality.</p> <p>Accordingly, a submission that suggests a proposal will have an adverse impact on the value of land can be disregarded unless it can be shown that the reason for the reduction in value is due to an adverse impact on the amenity of the locality.</p> <p>There is no such evidence.</p>	Dismiss Submission
		<p>It will also affect the immediate residents of First Street as the commercial precinct encroaches on our residential lots.</p> <p>Is my property next in this Commercial venture? Who knows if this is allowed to happen it opens the flood gated to anyone who wishes to rezone our area which is not why it was purchased in the first place.</p>	<p>The Commercial Activity Centre Strategy (CACS) and the Greater Geraldton Structure Plan has identified only the lots in close proximity to the Highway as possible 'Highway Commercial'.</p> <p>These two endorsed strategic documents clearly define the extent of the Highway Commercial area thus ensuring there will be no further 'encroachment' of the zone into the surrounding residential area. The submitter's property is not indicated in the CACS as future 'Highway Commercial' zone.</p>	Dismiss submission.
		<p>The rate value is said to stay the same but can you guarantee that in 10 years' time, new Council will come in and decide we are next to commercial zoned property and need to increase our rates.</p>	<p>Rates are categorised into residential, commercial, industrial, mining and farmland categories (zones). Rates are determined based on the gross rental values and unimproved land values that are undertaken by the Valuer General in accordance with the <i>Valuation of Land Act 1978</i>.</p> <p>No comment can be provided with regard to what a future Council may do</p>	Dismiss submission.

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14 (24/10/2014)	Wonthella Progress Association (WPA)	<p>Object.</p> <p>The proponent has submitted this amendment to the City without any consultation or regard for the owners of this land.</p> <p>Affected landholders stated that at a meeting with the City, staff said they would need a 'good reason' not to rezone, but to put in a submission and it would be assessed by Council. No guarantees that this would not go ahead.</p>	<p>The Amendment was publically advertised in accordance with the provisions of the Planning and Development Act 2005.</p> <p>Details of the consultation are included in the Community/Councillor Consultation section of the Council report.</p> <p>For those residential lots which were included within the rezoning, separate letters were sent suggesting that the landowners either arrange a meeting or call the City to discuss the proposal in more detail.</p> <p>Lot 3 Place Road and Lots 59 and 60 First Street were included within the rezoning at the request of the City in an attempt to align the proposed rezoning of Lots 61 and 64 with the strategic intent for the area. This strategic intent is demonstrated via the CACS and the Greater Geraldton Structure Plan.</p> <p>Two of the three affect landowners met with City staff and discussed the proposal and their concerns. They were advised to submit an objection stating their concerns however they were also advised that the final decision to withdraw a property from the rezoning is made by Council and the Minister for Planning.</p> <p>Following consultation with the affected landowners, and given their submissions it is proposed to remove these properties from the rezoning at this time.</p>	Dismiss submission.

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14 continued		<p>The CGG has designated three blocks of land along the east side of NWCH as Highway Commercial without any consultation with the residents of Wonthella.</p>	<p>The Amendment was publically advertised in accordance with the provisions of the Planning and Development Act 2005.</p> <p>Details of the consultation are included in the Community/Councillor Consultation section of the Council report.</p> <p>The Wonthella Progress Association was advertised the following documents in accordance with the required statutory provisions:</p> <ul style="list-style-type: none"> • The Interim Commercial Activity Centres Strategy advertised from the 8 November 2010 to 16 December 2010; and • The CACS and the Residential Development Strategy were advertised concurrently from the 21 March 2013 concluding on the 10 May 2013. <p>No submissions were received from the Wonthella Progress Association.</p>	Dismiss submission.
		<p>CGGG stated that the highway commercial land would provide a buffer zone between the highway and residential. The WPA does not understand how the rezoning of residential land to Highway Commercial provides a buffer. It will create more traffic and noise at the intersections of these already busy streets.</p>	<p>Under the current Scheme there are a number of 'commercial' type uses that are able to be considered in the 'Residential' zone (such as 'Fast Food Premises', 'Consulting Rooms', 'Reception Centre', 'Restaurant' etc.). The availability of more appropriately zoned land may discourage these uses from considering locating within the residential areas.</p> <p>Overall, 'Highway Commercial' areas have the ability to protect nearby residential areas from the expansion of commercial uses thus providing a 'buffer' to the Highway.</p>	Dismiss submission.

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14 continued		<p>The traffic in this area is already a problem at intersection of Place Road and NWCH.</p> <p>First Street is being use to avoid traffic lights.</p>	<p>The North West Coastal Highway is part of the State's major transport network connecting Geraldton to Perth and the North West, which provides for extensive heavy vehicle use.</p> <p>There is no evidence to suggest that rezoning the properties will increase traffic above current levels particularly given there is no proposal to change the current use on site.</p> <p>Any future development of these lots will be subject to assessment by the City and Main Roads WA (MRWA) which may alter access and intersection arrangements.</p> <p>MRWA is proposing to widen and upgrade the Highway in order to cater for the expected vehicle growth. This proposal includes traffic management to minimise the impact on surrounding areas. MRWA advises that the Highway upgrade is a priority project but at this stage there in no timeframe for the commencement of works.</p>	Dismiss submission.
		<p>In the original background draft the Wonthella SWOT analysis mentions the following:</p> <ul style="list-style-type: none"> • Threat – Close to Geraldton CBD <p>How is being close to the Geraldton CBD is a threat?</p>	<p>The SWOT information has been extracted from the background report of the CACS. This document related to the ability of an area to sustain commercial activity. One of the threats for the sustainability of the Wonthella Activity Centre may be its close proximity to the City Centre.</p>	Dismiss submission.

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14 continued		<p>Rezoning of residential properties is eroding the community and heritage of the Wonthella.</p> <p>Commercial interests seem to be taking precedence over the community of Wonthella.</p>	<p>The Commercial Activity Centre Strategy (CACS) and the Greater Geraldton Structure Plan has identified only the lots in close proximity to the Highway as possible 'Highway Commercial'.</p> <p>These two endorsed strategic documents clearly define the extent of the Highway Commercial area thus ensuring there will be no further 'encroachment' of the zone into the surrounding residential area.</p> <p>It is also worthwhile noting that the area indicated as 'Highway Commercial' within the CACS has actually been reduced from the area outlined in the Interim CACS adopted in 2011.</p>	Dismiss submission.
		<p>CGG has no long term plan that considers the residents of Wonthella.</p> <p>Since its inception the City has made minimal investment in Wonthella.</p> <p>Needs to formulate a strategic plan that incorporates Wonthella's heritage, people, sporting, retail, commercial, industry and traffic and asks that this be seriously considered in the next budget.</p>	<p>The 2029 and Beyond Project was initiated by the City to address the challenges and opportunities facing our City and region. The purpose of the project was to ensure that the concerns and views of the community were integrated into the planning process and the development of the new Local Planning Strategy and the Local Planning Scheme.</p> <p>Wonthella has been recognised as a Status 1 Neighbourhood Centre in the City's 'CACS' which requires the City to actively invest in the area.</p> <p>The Water Corporation has also undertaken the infill sewerage program within Wonthella thus increasing the redevelopment potential of the area.</p> <p>MRWA is proposing to widen and upgrade the Highway in order to cater for the expected vehicle growth.</p>	Dismiss submission.

**City of Greater Geraldton – Town Planning Scheme No. 3 (Geraldton)
Amendment No. 72 – Schedule of Submissions**

Number & Date	Submitter	Nature of Submission	Comment	Recommendation
14 continued		The WPA has had to lobby relentlessly for the construction and upgrade of footpath in the area.	Renewal of footpaths is a continual process and Fifth Street has recently undergone upgrading.	Note submission.
		It has lobbied for many years to have the City purchase the land that the Wonthella Federation Park is located on.	<p>The City's draft Public Open Space Strategy provides clear objectives and actions for the Wonthella locality being:</p> <ul style="list-style-type: none"> • Dispose of residual POS with direct proceeds going towards the acquisition of the Federation Park. • Discourage new POS areas with a preference for cash-in-lieu of POS to facilitate the acquisition of the Federation Park. • Investigate opportunities to secure the former Bluff Pint to Narngulu Corridor as a POS linkage. • Bring existing POS areas in line with their hierarchy and service level. <p>The City currently has a holding lease of Federation Park from the Roman Catholic Bishop of Geraldton, subject to its purchase. The City has already allocated sale from the following residual lots to the purchase of Federation Park:</p> <ul style="list-style-type: none"> • Lot 11900 (No. 14) Webberton Road; • Lot 70 (No. 13) Houtman Street; • Lot 2858 (No.) 11 Houtman Street; • Lot 71 (No. 71) Bayly Street; and • Lot 2857 (No. 73) Bayley Street. <p>Two of the lots have sold and the money is held in trust until the agreed amount has been raised.</p>	Dismiss submission.

**City of Greater Geraldton – Town Planning Scheme No. 3 (Geraldton)
Amendment No. 72 – Schedule of Submissions**

Number & Date	Submitter	Nature of Submission	Comment	Recommendation
15 (23/10/2014)	Main Roads WA	<p>No objection to the rezoning.</p> <p>MRWA would not object to the principle area being rezoned to Highway Commercial. The area to be zoned as 'Primary Distributor Road' reflects the plans produced to date by MRWA for upgrades of the NWCH.</p> <p>Request further consultation in the future for the following:</p> <ul style="list-style-type: none"> • Redevelopment or amalgamation of lots; • Intensification of use; • Amendments to access. 	<p>The City recognises that maintaining safe and effective access to these lots from the NWC Highway is a priority. The Highway Access Plans prepared as part of the Scheme Amendment report attempt to provide a basic outline of current access arrangements, however it is expected that as the area is redeveloped new arrangements will be required.</p> <p>The City will continue to refer any applications for development fronting the NWCH onto MRWA for their comment and will suggest applicants arrange to liaise directly with MRWA at the preliminary design stage.</p>	Note submission.
16 (27/10/2014)	Private Landholder	<p>Object.</p> <p>There is an increase in speeding, noise cars on Flores Road heading to the Wonthella Industrial Area.</p> <p>Vehicles are turning off NWCH and circumventing traffic lights.</p> <p>The widening of the NW Coastal Highway will only increase the constant flow of traffic noise into a bottle neck in Eighth Street increasing potential for accidents.</p> <p>Heavy vehicles need to be redirected from the residential area.</p>	<p>The North West Coastal Highway is part of the State's major transport network connecting Geraldton to Perth and the North West, which provides for extensive heavy vehicle use.</p> <p>There is no evidence to suggest that rezoning the properties will increase traffic above current levels particularly given there is no proposal to change the current use on site.</p> <p>Any future development of these lots will be subject to assessment by the City and Main Roads WA (MRWA) which may alter access and intersection arrangements.</p> <p>MRWA is proposing to widen and upgrade the Highway in order to cater for the expected vehicle growth. This proposal includes traffic management to minimise the impact on surrounding areas. MRWA advises that the Highway upgrade is a priority project but at this stage there is no timeframe for the commencement of works.</p>	Dismiss submission.

**City of Greater Geraldton – Town Planning Scheme No. 3 (Geraldton)
Amendment No. 72 – Schedule of Submissions**

Number & Date	Submitter	Nature of Submission	Comment	Recommendation
16 continued		<p>The loss of residential area is detrimental to area.</p> <p>Encroachment into residential area that provides reasonably easy access to Town facilities.</p>	<p>The Commercial Activity Centre Strategy (CACS) and the Greater Geraldton Structure Plan has identified only the lots in close proximity to the Highway as possible 'Highway Commercial'.</p> <p>These two endorsed strategic documents clearly define the extent of the Highway Commercial area thus ensuring there will be no further 'encroachment' of the zone into the surrounding residential area.</p> <p>It is also worthwhile noting that the area indicated as 'Highway Commercial' within the CACS has actually been reduced from the area outlined in the Interim CACS adopted in 2011.</p>	Dismiss submission.