

LOT 40 HOUTMAN STREET
&
LOT 41 NORTH WEST COASTAL
HIGHWAY, WONTHELLA

CITY OF GREATER GERALDTON
LOCAL PLANNING
SCHEME 1

AMENDMENT 13

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Indicative Access Plan (Landwest Plan 19205-01)

Figure 1 Locality Plan

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1.0 INTRODUCTION

This amendment proposes to include the subject lots in the Service Commercial zone in City of Greater Geraldton Local Planning Scheme No 1. The proposal reflects the recommendations of the city of Greater Geraldton's Local Planning Strategy and Commercial Activity Centres Strategy both which identify a Highway Commercial Precinct along the North West Coastal Highway alignment in this locality.

To facilitate development appropriate for the location, the subject lots are proposed to be rezoned from Residential to Service Commercial. The amendment will ensure that these land uses can be contemplated in the context of appropriate development controls.

The proponents are P & L Manual.

2.0 SUBJECT LAND

2.1 Location

The landholdings are located on North West Coast Highway, in the locality of Wonthella, adjoining Houtman Street. Lot 40 derives its access to Houtman Street and Lot 41 has its frontage to North West Coastal Highway.

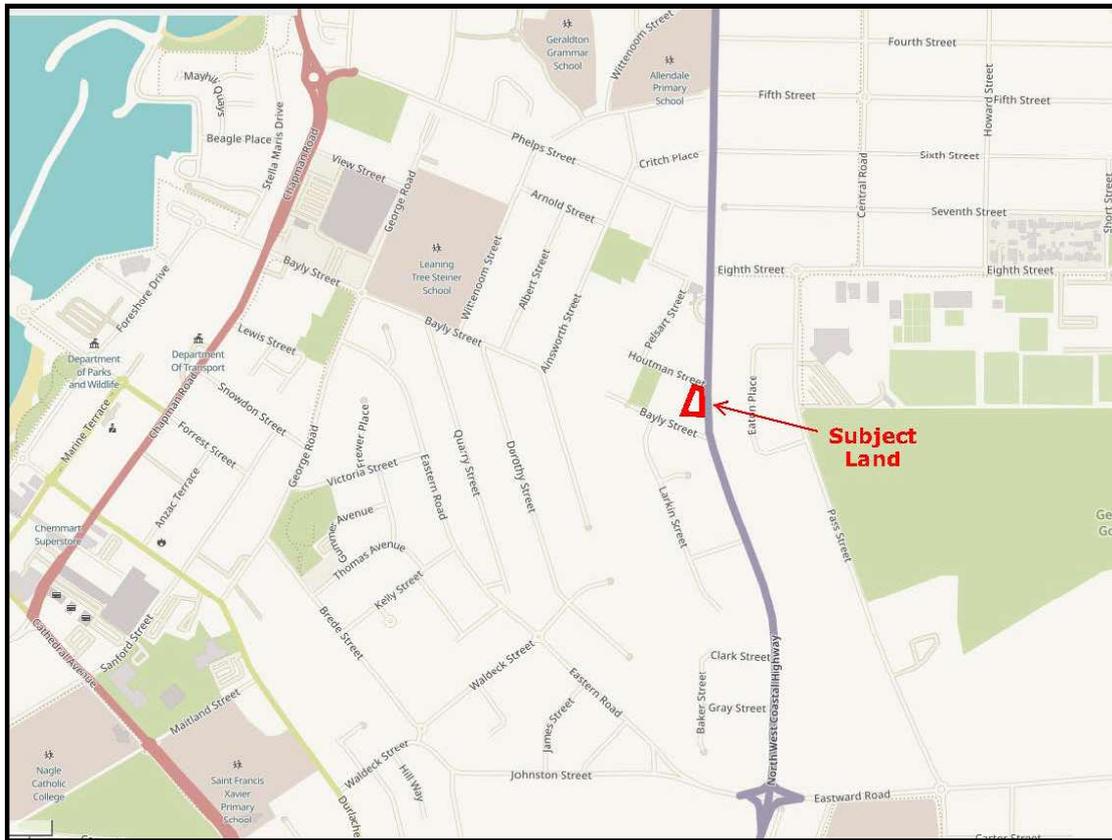


Figure 1 Locality Plan
(source: OpenStreetMap 2019)

2.2 Legal Description

The landholdings are described as:

Lot 40 on Plan 8921 No 1 Houtman Street, Wonthella
Certificate of Title 418/14A

Lot 41 on Plan 8921 No 103 North West Coastal Highway, Wonthella
Certificate of Title 418/15A

The registered proprietors are PJC & LL Manuel.

2.3 Existing Land Use

The landholdings both contain existing residential development. Lot 40 has a single dwelling, with crossover to Houtman Street and is 831m² in area. Lot 41 is 845m² in area, contains grouped dwellings and outbuilding, with two crossovers to North West Coastal Highway for each dwelling.

Both lots are serviced with overhead power, reticulated water and telecommunications infrastructures.



Figure 2 Existing Development Lot 40 Houtman Street, November 2019

2.4 Adjoining Land Use Context

Lot 42 to the south of the subject land is vacant, and has previously been rezoned to Service Commercial. All landholdings to the west of the lots, bounded by Houtman Street and Bayly Street are zoned Residential. All lots are developed with single residential housing with the exception of three lots, which are all owned by the local authority.

Lots to the north of Houtman Street through to Phelps Street are all zoned Service Commercial and house a range of commercial development permissible in the zone including car sales and workshop, service station, machinery sales, and office. A number of dwellings and grouped housing have non-conforming use rights.

To the south of the subject land, south of Bayley Street and around Larkin Street and Walton Close, is located a Church, offices, trade displays and bulky goods sales.



Figure 3 Range of Highway Commercial Developments South of Bayley Street, November 2019



Figure 4 Range of Highway Commercial Developments North of Houtman Street, November 2019

Development on east side of North West Coastal Highway, directly opposite the subject land, is a range of service commercial and service/light industry development with its frontage and access to Easton Place, with no direct access to the North West Coastal Highway (with the exception of the St John Ambulance Emergency Vehicle Access).

Surrounding land use zoning and the range of existing uses in the immediate locality demonstrates the now dominant Service Commercial characteristic of the area. These uses are all commensurate with the intended strategic direction for the service commercial precinct along the length of North West Coastal Highway from Johnson Street to Place Road.

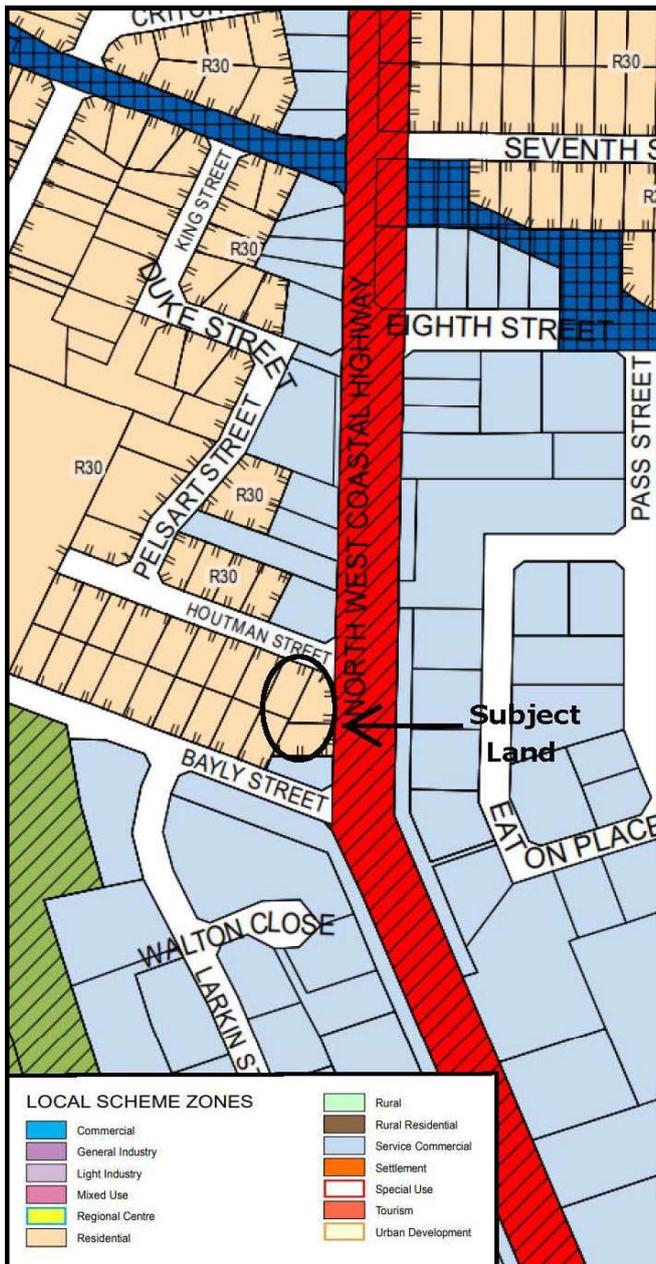


Figure 5 Surrounding Land Use Zoning (source: DPLH, 2019)

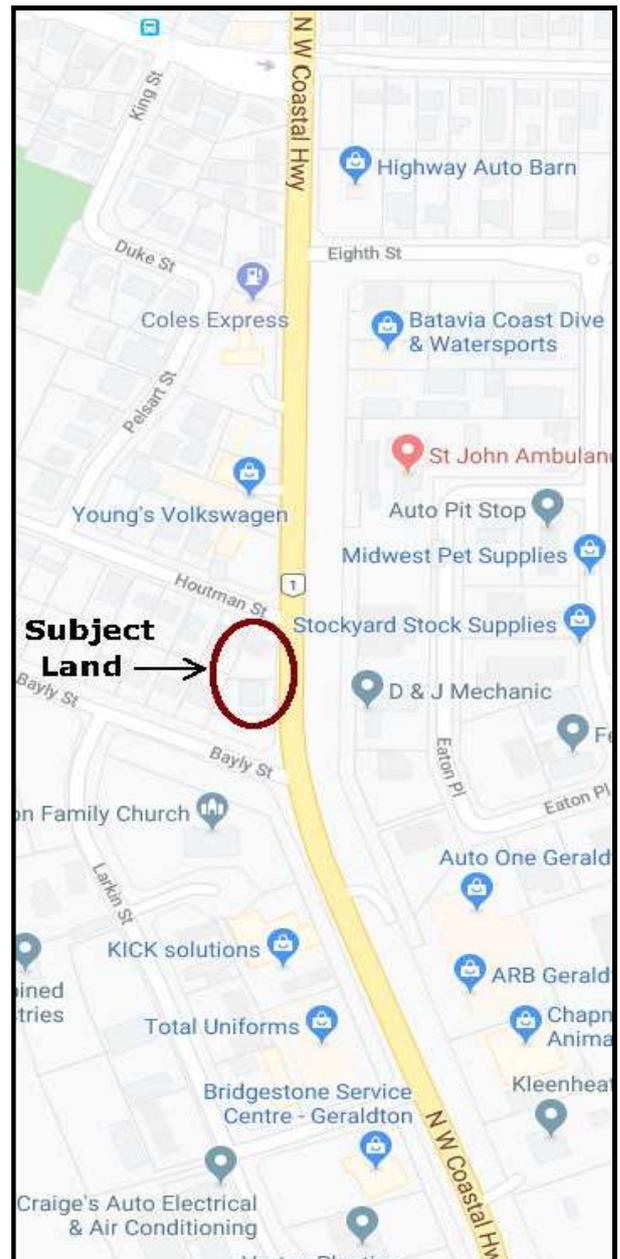


Figure 6 Indicative Surrounding Land Use (source: GoogleMaps, 2019)

2.5 Access

At present Lot 40 derives vehicle access to Houtman Street and Lot 41 enjoys a dual crossover to North West Coastal Highway to service the existing residential function. Whilst residential development remains in-situ, no changes to the regional or local traffic network are required. However MRWA have indicated no change to existing crossover, or additional crossovers will be approved by MRWA to service the residential use, and any intensification of use will be the trigger for a detailed Traffic Impact Assessment (TIA).

Main Roads WA has identified a range of issues to be addressed at time of future development of Lots 40 & 41. Matters for future consideration include:

- *Future access to lots 40 & 41 will need to be considered in conjunction with adjoining Lot 42.*
- *No access to North West Coastal Highway will be supported at future development stage.*
- *Future road widening requirements along the North West Coastal Highway alignment.*
- *Future intersection design to determine road widening requirements and design for open or closed intersection designs for Houtman and Bayley Streets.*
- *Consideration of location of future crossovers from adjoining streets to ensure crossovers are not located in the functional area of future intersections.*

An indicative access plan is included at Appendix1 (Landwest Plan 19205-01) which delineates issues for future consideration for the regional and local road network. The plan is indicative only, and final arrangements and requirements are subject to detailed design work to be undertaken by MRWA to inform road widening, upgrading requirements for the Highway and intersection design.

The trigger for implementation of a detailed and formal access plan will be an application for planning approval for future development when land use, and the type and volume of traffic is known, and in conjunction with the preparation of a Traffic Impact Assessment (TIA). The TIA will provide a more detailed analysis of access movement including traffic implications and the combination of both local and regional traffic. However such access plan or TIA cannot address wider regional traffic network issues.



Figure 7 North West Coastal Highway frontage of subject lots (view from Houtman Street intersection), November 2019

3.0 Planning Framework

3.1 Geraldton Region Plan & Greater Geraldton Structure Plan 2011

The Geraldton Region Plan (1999) was prepared by the Western Australian Planning Commission (WAPC). The Region Plan provides a regional planning framework for the greater Geraldton region. The Geraldton Region Plan incorporates a detailed Greater Geraldton Structure Plan. The subject land is identified as Urban within the Greater Geraldton Structure Plan.

In 2011, an updated Greater Geraldton Structure Plan was released. This plan was intended to guide amendments to and reviews of the local planning schemes and strategies of the City of Greater Geraldton and the Shire of Chapman Valley.

The Greater Geraldton Structure Plan 2011 identifies the subject land as Future Industrial and Service Commercial. This reflects the earlier introduction of the highway commercial zoning into a previous town planning scheme and the previous endorsement of the Interim Commercial Activity Centres Strategy, 2011 by the City of Greater Geraldton and Western Australian Planning Commission.

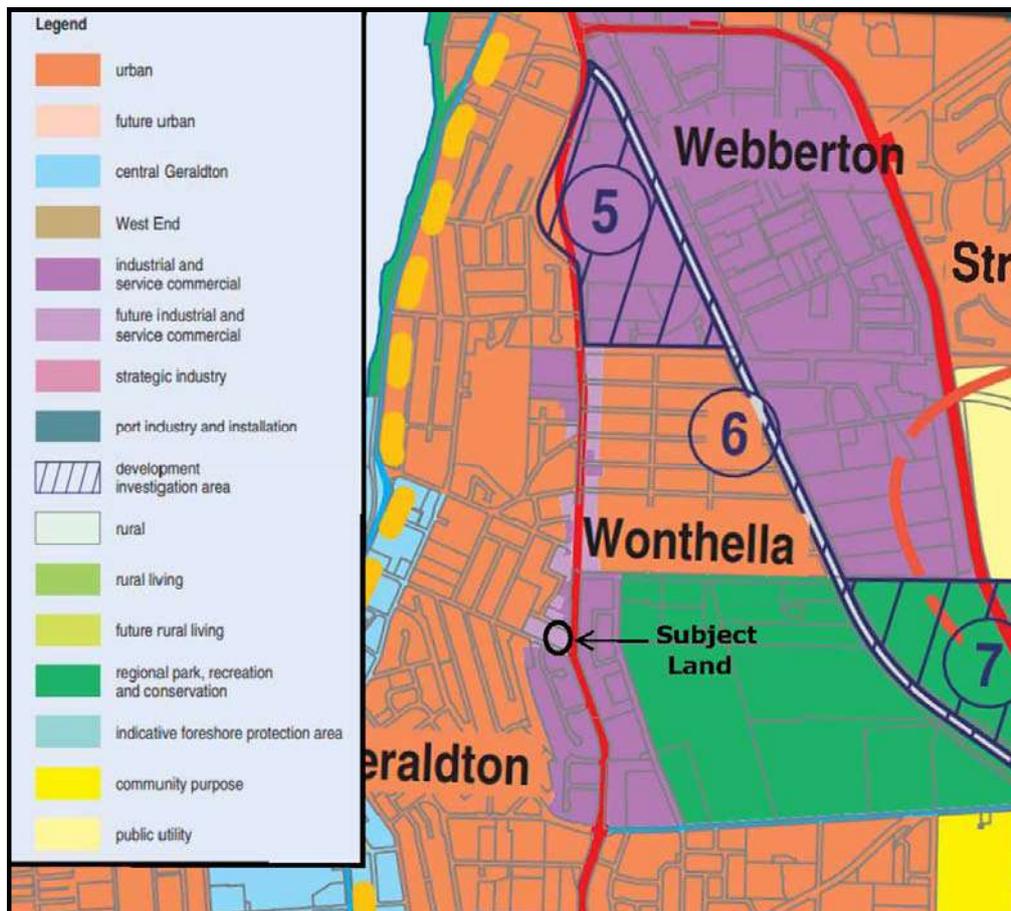


Figure 8 Extract, Geraldton Region Plan and Greater Geraldton Structure Plan 2011

3.2 City of Greater Geraldton Commercial Activity Centres Strategy, 2013

The City of Greater Geraldton has previously prepared and adopted the Commercial Activity Centres Strategy. The strategy identifies the extent of land to be included in the Highway Commercial (now known as Service Commercial) zone along either side of North West Coastal Highway, extending from Place Road in the north to Johnston Street/Eastward Road intersection in the south.

The introduction and extension of the service commercial zone has been progressive. The majority of the identified precinct has been rezoned with the exception of pockets where residential land use predominates through central Wonthella.

This amendment and the inclusion of the subject landholdings within the zone are consistent with the strategy.

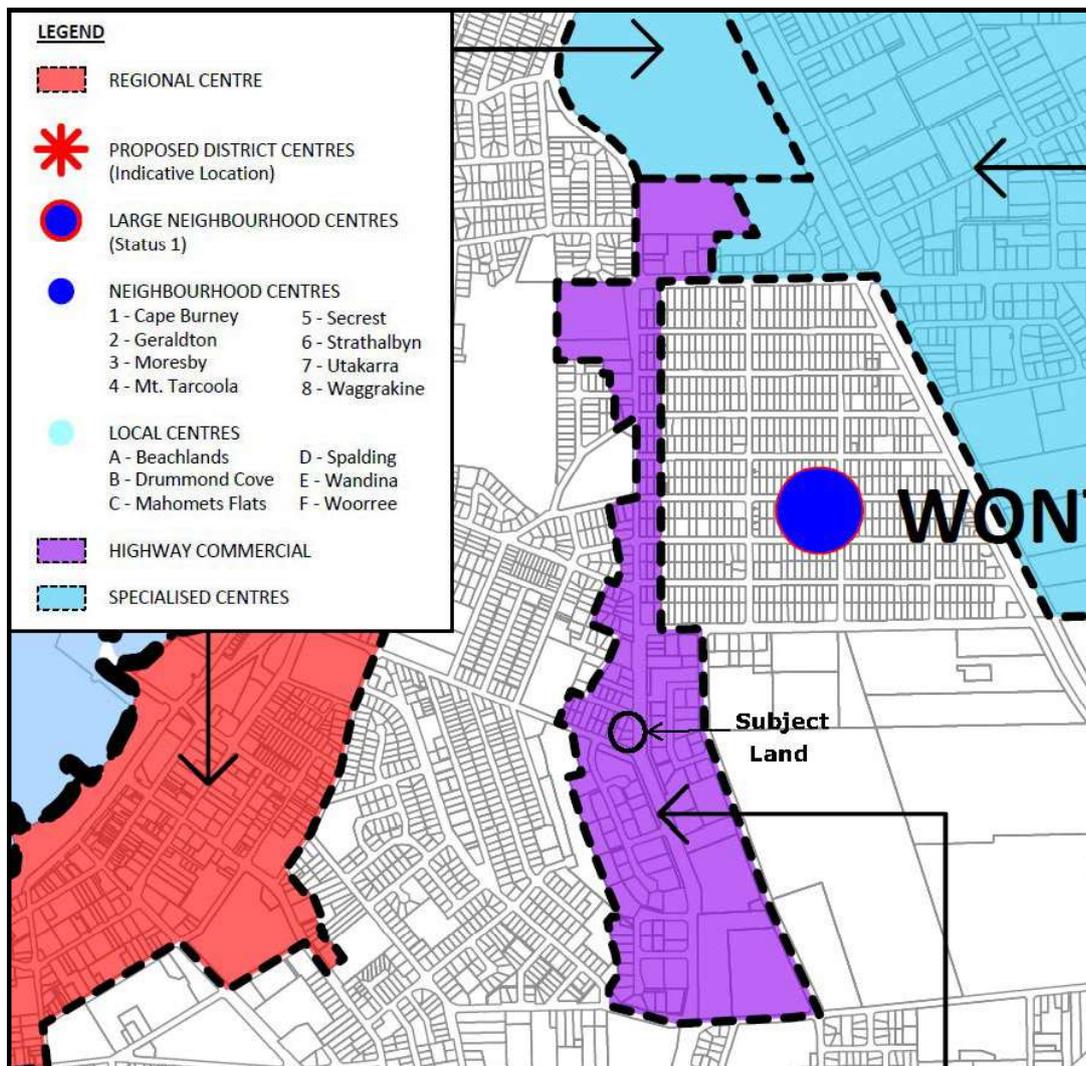


Figure 9 Extract, Commercial Activity Centres Strategy, 2013

3.3 City of Greater Geraldton Local Planning Strategy, 2015

The Local Planning Strategy (LPS) is intended to guide long-term land use planning and provide the rationale for land use and development controls.

The landholding is identified in a Service Commercial zone in the LPS:

"Service Commercial 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 proposed rezoning is consistent with the objectives delineated in the planning strategy, and the locational advantages of businesses locating in an active retail and trade precinct adjoining good transport links, with good access and exposure opportunities.

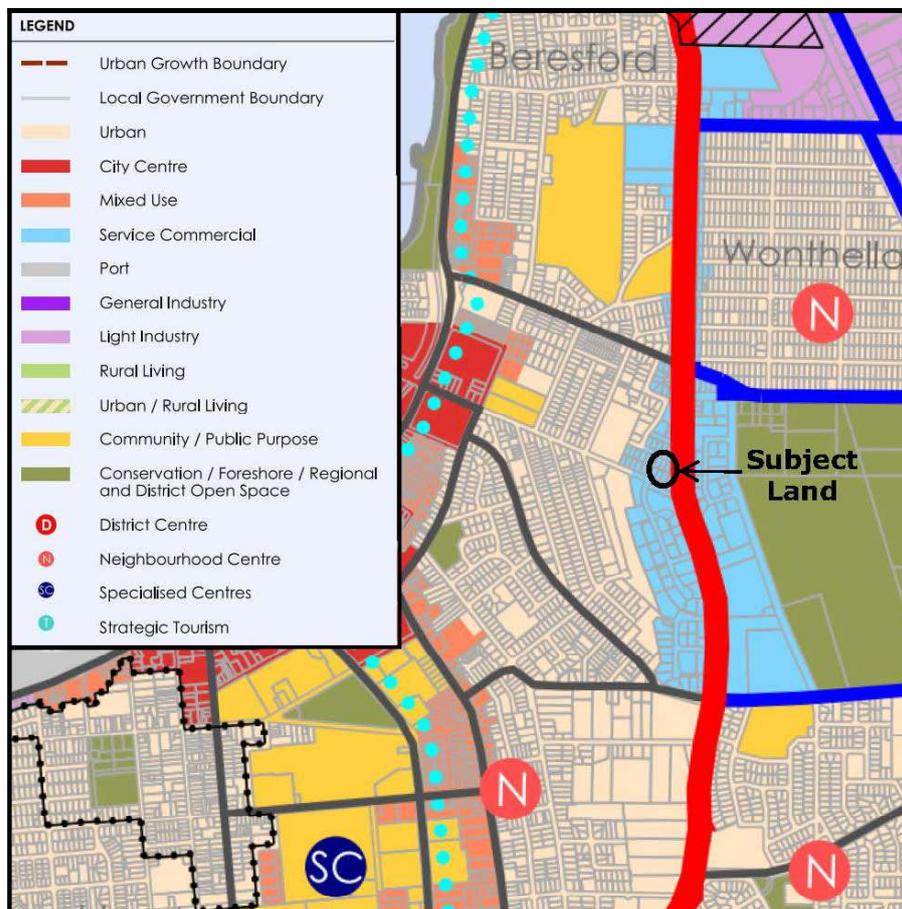


Figure 10 Extract, Local Planning Strategy, 2015

3.4 City of Greater Geraldton Local Planning Scheme No.1

Lots 40 & 41 are zoned Residential R30 in the local planning scheme at present. The lots abut North West Coastal Highway which is zoned Primary Distributor Road. Existing zoning is indicated at Figure 5.

The proposed zoning of the lots is Service Commercial. The objectives of the Service Commercial zone are:

- (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.*

The Service Commercial zone will allow for a wider range of commercial uses, although most remain at the discretion of the Council after due consideration.

The scheme contains a range of development provisions to guide future subdivision and development such as boundary setbacks, car parking, landscaping and the scale, bulk and height of buildings. Particularly, the scheme requires for the assessment of access arrangements to development which fronts a primary distributor road as per clause 4.2.4:

Where developments, the subject of an application for development approval under this Scheme, propose a new or modified vehicular access to a local, district or primary distributor road, a transport assessment and access plan may be required.

Planning for future development will require the preparation of a Traffic Impact Assessment which addresses a consideration of Main Roads WA requirements for road widening, intersection design and access arrangements, based on form and nature of development and vehicle type and level of activity.

Prior to re-development in accordance with the new zoning, the existing residential uses will have non-confirming use rights as prescribed by clause 3.19.1:

Unless specifically provided, this Scheme does not prevent:

- (a) the continued use of any land, or any structure or building on land, for the purpose for which it was being lawfully used immediately before the commencement of this Scheme; or
- (b) the carrying out of any development on that land if:
 - (i) before the commencement of this Scheme, the development was lawfully approved; and
 - (ii) the approval has not expired or been cancelled.

4.0 PROPOSED SCHEME AMENDMENT

The proposed scheme amendment will modify the zoning of Lots 40 & 41 from Residential to Service Commercial. This will facilitate future development of the lots, either individually or in conjunction with other adjoining lots. A range of commercial uses can be contemplated in accordance with uses prescribed in the local planning scheme.

No change to the extent of the adjoining Primary Distributor zoning is proposed as no detailed design information for future road widening requirements is known.

The amendment will not alter existing development or existing access arrangements. Following rezoning, the existing residential uses will enjoy non-confirming use rights.

5.0 JUSTIFICATION FOR AMENDMENT

5.1 Planning Framework

The regional planning framework recognises the need for commercial expansion in Geraldton to supply the needs of the population and a progressive economy.

The Greater Geraldton Structure Plan 2011 identifies the subject landholdings for future industrial and service commercial land uses and the City's Commercial Activity Centres Strategy provides clarification of the extent of the service commercial zone along the Highway alignment. The subject landholdings are identified in the strategy to be included in the commercial precinct along either side of North West Coastal Highway, and will complete the zoning of the service commercial extent between Bayly and Houtman Streets.

5.2 Land Use Controls

Provisions contained in the Local Planning Scheme will ensure orderly and appropriate use and redevelopment of the subject land. Of particular note are provisions which will require the preparation and implementation of a TIA to support future development application. This will address the matters included in the indicative access plan appended to this report.

The proposed zoning and its development provisions will ensure the amenity of the adjoining residential uses is protected at development application stage for land use change and/or redevelopment of lots.

5.3 Location

Inclusion of the lots in the service commercial zone is consistent with the zoning of adjacent Lot 42 in the street block, and the zoning of landholdings north and south of the subject land along the Highway alignment.

The zoning represents the progressive and planned expansion of the zone over, generally under utilised landholdings.

The site offers the advantage of being located in an active service retail and trade precinct adjoining good transport links, with good access and exposure opportunities.

The rezoning will allow future development to be contemplated over multiple lots in the street block, making most efficient use of land available and service infrastructure. It will also ensure a co-ordinated assessment of access, traffic and road planning across multiple lots.

Development for service commercial development will ultimately promote high quality, larger-scaled development along a key transport route and better connect and integrate land use. It will facilitate local employment and business opportunities. Importantly, it will provide certainty around zoning and permissible uses for the proponents to make investment decisions.

6.0 CONCLUSION

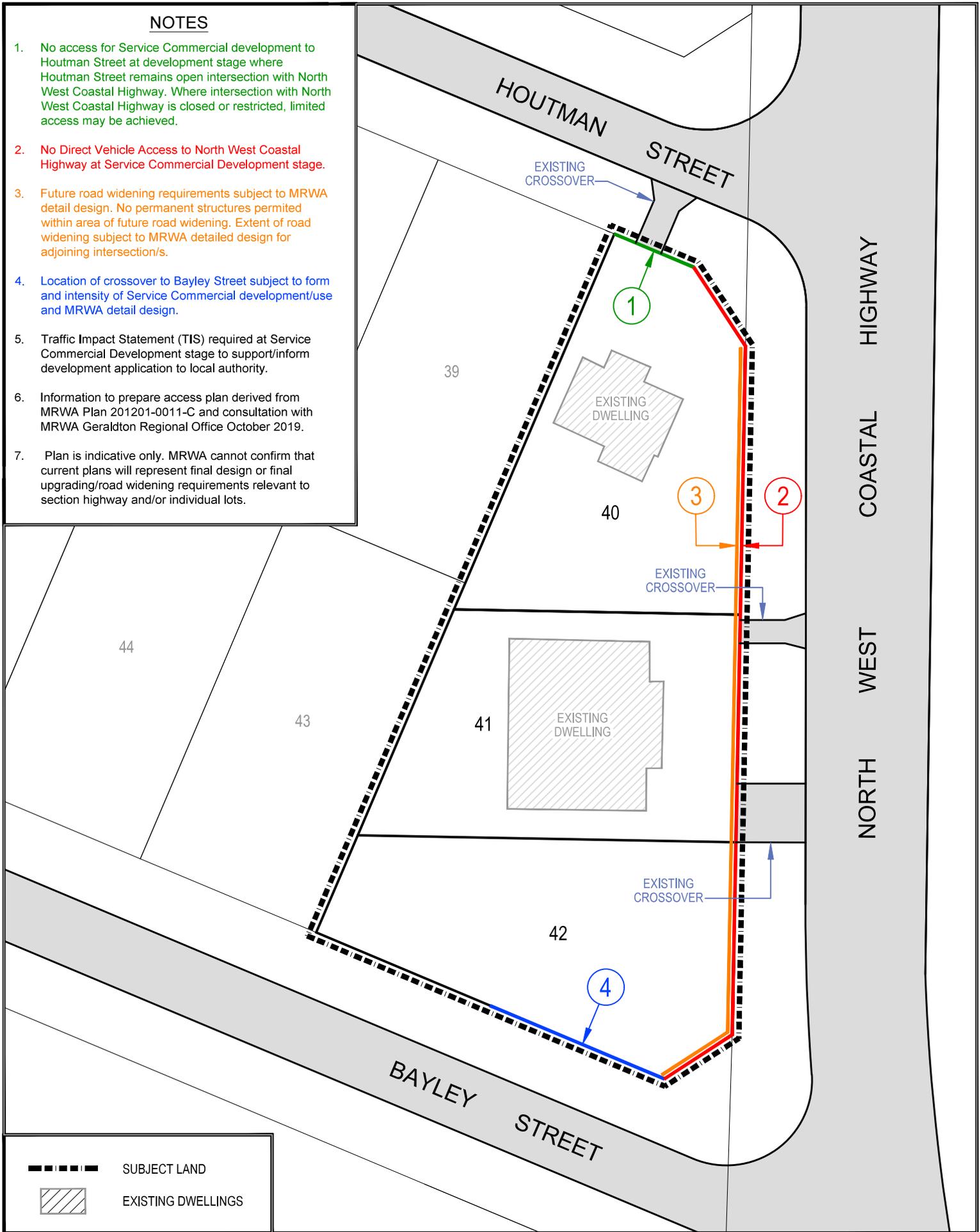
The proposed Amendment to the Scheme will provide the opportunity for future development of the lots in accordance with the strategic planning vision for the locality. Existing scheme provisions provide controls that will ensure an appropriate and quality built form can be achieved through subdivision and/or development approval.

A co-ordinated planning framework over multiple lots in a single ownership will allow detailed investment decisions to be made and the rezoning will meet the identified opportunity for additional infill commercial development within the precinct due to the larger land areas.

Appendix 1
Indicative Access Plan
Landwest Plan 19205-01

NOTES

1. No access for Service Commercial development to Houtman Street at development stage where Houtman Street remains open intersection with North West Coastal Highway. Where intersection with North West Coastal Highway is closed or restricted, limited access may be achieved.
2. No Direct Vehicle Access to North West Coastal Highway at Service Commercial Development stage.
3. Future road widening requirements subject to MRWA detail design. No permanent structures permitted within area of future road widening. Extent of road widening subject to MRWA detailed design for adjoining intersection/s.
4. Location of crossover to Bayley Street subject to form and intensity of Service Commercial development/use and MRWA detail design.
5. Traffic Impact Statement (TIS) required at Service Commercial Development stage to support/inform development application to local authority.
6. Information to prepare access plan derived from MRWA Plan 201201-0011-C and consultation with MRWA Geraldton Regional Office October 2019.
7. Plan is indicative only. MRWA cannot confirm that current plans will represent final design or final upgrading/road widening requirements relevant to section highway and/or individual lots.

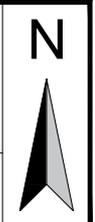


SUBJECT LAND
 EXISTING DWELLINGS


LANDWEST
 URBAN AND RURAL PLANNING CONSULTANTS
 8 Anzac Terrace Geraldton WA 6530
 PO BOX 1597 Geraldton WA 6531
 Email : info@landwest.net.au
 Phone : (08) 9965 0550

CLIENT: PJC & LL MANUAL
 TITLE: INDICITIVE ACCESS PLAN LOT 40 HOUTMAN STREET, LOT 41 NORTH WEST COASTAL HIGHWAY AND LOT 42 BAYLEY STREET, WONTHELLA
 CERTIFICATE OF TITLE: VARIOUS
 DATE LAST MODIFIED: 04/11/2019
 DESIGNED: GMB
 DRAWN: DEW
 APPROVED:

REV: DATE: DETAILS:
 SCALE: 1 : 500 @ A4
 PLAN: 19205-01
 BY: APP:



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SERVICE COMMERCIAL
 RESIDENTIAL
 R 30 R CODES
 PRIMARY DISTRIBUTOR ROAD
 SUBJECT LAND

<p>8 Anzac Terrace Geraldton WA 6530 PO BOX 1597 Geraldton WA 6531 Email : info@landwest.net.au Phone : (08) 9965 0550</p>	CLIENT: PJC & LL MANUAL TITLE: EXISTING ZONING CITY OF GREATER GERALDTON LPS No1 (DISTRICT SCHEME) LOT 40 HOUTMAN STREET AND LOT 41 NORTH WEST COASTAL HIGHWAY, WONTHELLA										
	CERTIFICATE OF TITLE: 418/14A & 418/15A	DATE LAST MODIFIED: 04/11/2019	DESIGNED: GMB	DRAWN: DEW	APPROVED:	SCALE: 1 : 500	PLAN: @ A4	REV:	DATE:		DETAILS:
* This plan remains the property of Landwest and must not be used for any purpose other than which it was prepared for, in relation to the land duly described, Landwest accepts no responsibility for any losses or damages caused to any person/s who may use the information for a purpose for which it was not intended.										EZ	

