



City of
Greater Geraldton
a vibrant future



MERU DEVELOPMENT INVESTIGATION AREA

Edward Road, Meru

LOCAL PLANNING SCHEME No. 5 (GREENOUGH) – AMENDMENT No. 18

and

STRUCTURE PLAN

July 2013



Executive Summary

This report has been prepared by the City of Greater Geraldton to describe the proposed Scheme Amendment to the City of Greater Geraldton Local Planning Scheme No. 5 Greenough (LPS5) and the associated Structure Plan for Meru Development Investigation Area (DIA).

The Scheme Amendment proposes to amend LPS5 by rezoning the following lots from 'Rural' to 'Development':

Lot 2 (No. 217), Lot 3 (No. 259), Lot 4 (No. 263), Lot 5 (No. 291), Lot 7, Lot 31 (No. 281), Lot 32 (No. 285), Lot 33 (No. 295), Lot 41 (No. 335), Lot 51 (No. 213), Lot 54 (No. 315), Lot 55 (No. 307), Lot 61 and Lot 101 (No. 279) Edwards Road, Meru.

The purpose of the Scheme Amendment is to facilitate the development of the site for both Rural Residential and Light Industry purposes. Development of the site will be in accordance with an approved Structure Plan. A Structure Plan has been prepared for the DIA and proposes that land within the Narngulu Industrial Estate buffer be subdivided and developed for 'Light Industry' land uses, with an additional use (being a 'Transport Depot') to be permitted for Lot 41 in recognition of its existing use. Land outside the buffer is proposed for subdivision and development for 'Rural Residential' land uses.

CONTENTS

PART ONE – STRUCTURE PLAN STATUTORY SECTION

1.1	Structure Plan Area _____	5
1.2	Structure Plan Content _____	5
1.3	Interpretation and Relationship with the Scheme _____	6
1.4	Operation _____	6
1.5	Land Use and Subdivision _____	6
1.5.1	Land Use Permissibility	
1.5.2	Rural Residential	
1.5.3	Subdivision	
1.5.4	Conditions of Subdivision Approval	

PART TWO – SCHEME AMENDMENT STATUTORY SECTION _____ 11

PART THREE – EXPLANATORY SECTION

3.1	Introduction _____	17
3.1.1	History	
3.1.2	The Structure Plan	
3.1.3	Landowner Consultation	
3.2	Location _____	20
3.3	Site Description _____	23
3.3.1	Legal and Cadastral Information	
3.3.2	Existing Development	
3.3.3	Vegetation	
3.3.4	Topography	
3.4	Surrounding Land Uses _____	28
3.5	Town Planning Considerations _____	26
3.5.1	State Planning Strategy	
3.5.2	Geraldton Region Plan	
3.5.3	Greater Geraldton Structure Plan	
3.5.4	Narngulu Industrial Area Strategic Land Use Directions	
3.5.5	Local Planning Scheme No. 5 (Greenough)	
3.6	Local Water Management Strategy _____	29
3.6.1	Groundwater	
3.6.2	Water Management	
3.6.3	Wastewater Management	
3.6.4	Stormwater Management	

3.7	Servicing and Engineering Considerations	30
3.7.1	Electricity	
3.7.2	Water	
3.7.3	Gas	
3.7.4	Sewer	
3.7.5	Road Networks	
3.8	Conclusion	32

List of Figures

Plan 1 – Meru Development Investigation Area Structure Plan	9
Existing Zoning Map	14
Scheme Amendment Map	15
Figure 1 – Regional Location	21
Figure 2 – Local Context	22
Figure 3 – Site Plan	24

PART ONE – STRUCTURE PLAN STATUTORY SECTION

1.1 STRUCTURE PLAN AREA

This structure plan shall apply to:

- Lot 2 (No. 217);
- Lot 3 (No. 259);
- Lot 4 (No. 263);
- Lot 5 (No. 291);
- Lot 7;
- Lot 31 (No. 281);
- Lot 32 (No. 285);
- Lot 33 (No. 295);
- Lot 41 (No. 335);
- Lot 51 (No. 213);
- Lot 54 (No. 315);
- Lot 55 (No. 307);
- Lot 61; and
- Lot 101 (No. 279).

Edward Road being the land contained within the inner edge of the line denoting the structure plan boundary on the structure plan map (Plan 1).

1.2 STRUCTURE PLAN CONTENT

This structure plan comprises:

- a) Part One – Statutory section. This section contains the structure plan map and statutory planning provisions and requirements.
- b) Part Three – Non-statutory (explanatory) section. This section is to be used as a reference guide to interpret and justify the implementation of Parts One and Two.
- c) Appendices – Technical reports and supporting plans and maps.

Note: Part Two contains the statutory provisions for the Scheme Amendment.

1.3 INTERPRETATION AND RELATIONSHIP WITH THE SCHEME

Unless otherwise specified in this part, the words and expressions used in this structure plan shall have the respective meanings given to them in the City of Greater Geraldton Local Planning Scheme No. 5 (Greenough) including any amendments gazetted thereto.

The structure plan map (Plan 1) outlines land use, zones and reserves applicable within the structure plan area. The zones and reserves designated under this structure plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

Pursuant to clause 5.17.12 of the Scheme:

- a) The provisions, standards and requirements specified under Part One of this structure plan shall have the same force and effect as if it were a provision, standard or requirement of the Scheme. In the event of there being any variations or conflict between the provisions, standards or requirements of the Scheme and the provisions, standards or requirements of this structure plan, then the provisions, standards or requirements of the Scheme shall prevail.
- b) Part Three of this structure plan and all appendices are to be used as a reference only to clarify and guide interpretation and implementation of Part One.

1.4 OPERATION

In accordance with clause 5.17.12 (a) and (b) of the Scheme, as this structure plan proposes the subdivision of land it shall come into operation on the day on which it is endorsed by the Western Australian Planning Commission (WAPC).

1.5 LAND USE AND SUBDIVISION

The structure plan map (Plan 1) outlines land use, zones and reserves applicable within the Structure Plan area. The zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

1.5.1 Land Use Permissibility

Land use permissibility within the structure plan area shall be in accordance with the corresponding zone under the Scheme. Except for the following:

1.5.1.1 Additional Uses

In accordance with clause 4.5 of the Scheme, Lot 41 (No. 335) Edward Road, Meru may be used for a "Transport Depot" subject to the following condition:

- Any development application relating to a "Transport Depot" must be accompanied by a Detailed Area Plan pursuant to clause 5.17.5 of the Scheme which demonstrates the compatibility of the particular development with the adjacent rural residential area.

1.5.1.2 Restricted Uses

In accordance with clause 4.6 of the Scheme, for land designated as 'Light Industry' the following uses are NOT permitted ("X" uses):

- Consulting Rooms;
- Industry Cottage;
- Lunch Bar;
- Market;
- Motel;
- Recreation Private; and
- Showroom.

1.5.2 Rural Residential

- a) For land designated as 'Rural Residential' the rural residential zones additional requirements, as applicable, for RR2 pursuant to Schedule 11 of the Scheme shall apply.
- b) All habitable buildings shall be located in the building envelope as shown on the structure plan map (Plan 1).

1.5.3 Subdivision

Minimum lot sizes and subdivision shall generally be in accordance with structure plan map (Plan 1) or any variations as approved by the City of Greater Geraldton or the WAPC.

1.5.4 Conditions of Subdivision Approval

At the time of subdivision the City of Greater Geraldton shall recommend to the WAPC the following conditions:

- a) A notification, pursuant to section 70A of the *Transfer of Land Act 1893* is to be placed on the certificate of title of the proposed lots. Notice of this notification is to be included on the deposited plan. The notification is to state as follows:

“No habitable development is to take place outside the defined building envelope, unless otherwise approved by the local government.”

- b) A notification, pursuant to section 70A of the *Transfer of Land Act 1893* is to be placed on the certificate of title of any proposed lots that are wholly or partially within the Narngulu Industrial Estate buffer. Notice of this notification is to be included on the deposited plan. The notification is to state as follows:

“The lot is situated in the vicinity of the Narngulu Industrial Estate and is currently affected, or may in the future, be affected by virtue of odour, noise dust and/or light emissions from that land use.”



- LEGEND**
- RURAL RESIDENTIAL
 - INDUSTRY LIGHT - RESTRICTED USE
 - SUBJECT SITE
 - NARBUNGU INDUSTRIAL ESTATE BUFFER
 - EXISTING BOUNDARIES
 - BUILDING ENVELOPES

REVISIONS

NO	Date	Drawn
1	2013.07.01	S.Blanchard



www.rowegrouff.com.au
 info@rowegrouff.com.au
 08 9221 1971

Date Drawn: 2013-07-01
 Job Ref: 7587
 Scale: 1:5000 @ A
 Client: City of Greater Geraldton
 Designer: H. Graham
 Drawn: S. Blanchard
 Projection: MGA50 GDAY
 Plan ID: 7587-CSP-01-E
 Actual Planning required (as suggested by INTDUCED SOUTH CO)



Meru Development Investigation Area Structure Plan

Lots 2,5,7,31-33,41,51,54-55 & 61
 Edward Road

This document is the property of Rowegrouff and may not be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Rowegrouff. This document is for the use of the client only and is not to be used for any other purpose. The client is responsible for ensuring that this document is used for the intended purpose and is not to be used for any other purpose. The client is responsible for ensuring that this document is used for the intended purpose and is not to be used for any other purpose.

Scheme Amendment Map



LEGEND
 LOCAL TECHNICAL RESOURCES
 ZONES
 DEVELOPMENT

No. 17/2008/2012
 Date: 15/09/2014
 Author: H.C. Wanjau
 Project: Meru
 Scale: 1:5000
 Date: 15/09/2014

Proposed zoning plan
 Revised road
 Proposed road

1:5000
 17/2008/2012
 15/09/2014

PART THREE – EXPLANATORY SECTION

3.1 INTRODUCTION

The proposed Scheme Amendment seeks to amend the City of Greater Geraldton Local Planning Scheme No. 5 Greenough (LPS5) by rezoning the following lots from 'Rural' to 'Development':

- Lot 2 (No. 217);
- Lot 3 (No. 259);
- Lot 4 (No. 263);
- Lot 5 (No. 291);
- Lot 7;
- Lot 31 (No. 281);
- Lot 32 (No. 285);
- Lot 33 (No. 295);
- Lot 41 (No. 335);
- Lot 51 (No. 213);
- Lot 54 (No. 315);
- Lot 55 (No. 307);
- Lot 61; and
- Lot 101 (No. 279).

The intention is to facilitate the subdivision and development of the abovementioned lots in accordance with a Structure Plan for the purposes of 'Light Industry' and 'Rural Residential' uses. The Structure Plan will coordinate subdivision and development within the Meru Development Investigation Area (DIA) and its preparation has been guided by the following objectives:

- To facilitate light industrial development within the portion of the subject land located within the Narngulu Industrial Estate (NIE) buffer as recommended in the Greater Geraldton Structure Plan 2011;
- To limit the permissible light industrial uses to ensure that the amenity of adjacent rural residential areas is not compromised; and
- To allow for rural residential development on portions of the subject land located outside the NIE buffer which is of a type and scale consistent with adjacent rural residential development in the locality.

3.1.1 History

In October 2008, the then City of Geraldton-Greenough prepared a draft Subdivision Guide Plan and scheme provisions for the abovementioned lots (herein referred to as 'subject land') and referred this to affected landowners and the Department of Planning. The draft Subdivision Guide Plan received general support during advertising, subject to minor modifications.

On 11 December 2008 the City received advice from the Department of Planning advising that due to inconsistent zoning with the Geraldton Region Plan 1999 progress of the Subdivision Guide Plan should be deferred pending finalisation of the Narngulu Policy Directions Plan and LPS5. More so, the letter detailed doubts on the accuracy of the identified industrial buffers, which were also reiterated within the finalised Narngulu Industrial Area Strategic Land Use Directions.

With the gazettal of LPS5 in April 2010, the completion of the Narngulu Industrial Area Strategic Land Use Directions in May 2010, and the endorsement of the Greater Geraldton Structure Plan 2011 which identifies the subject land as a DIA, the City engaged Rowe Group to undertake the preparation of a Scheme Amendment and Structure Plan for the subject land.

3.1.2 The Structure Plan

In May 2012 Rowe Group was commissioned to produce a Concept Plan demonstrating how the subject land could be developed following one-on-one consultation with all landowners. The Concept Plan formed the basis of the Structure Plan which is proposed to be endorsed concurrently with the rezoning of the subject land to 'Development'.

LPS5 and Clause 4.8.2 identifies the planning requirements under the 'Development' zone that a structure plan is recommended prior to subdivision of the lot(s). The Structure Plan provides more control over the development of the subject land and ensures that incompatible land uses do not occur within the Narngulu Industrial Estate buffer.

The Structure Plan provides the statutory framework for planning within the subject land and demonstrates the preferred land uses and movement network. It proposes a total of 69 lots, 22 lots for 'Light Industry' use and 47 for 'Rural Residential' use.

3.1.2.1 Light Industry

The Narngulu Industrial Area Strategic Land Use Directions 2010 identifies portion of the subject land as being suitable for light industrial uses. The 'Light Industry' precinct is intended to provide for light industrial development; which demonstrates compatibility of the particular development with the adjacent rural residential area.

The Structure Plan provides a variety of lot sizes with excellent road infrastructure which is sufficiently robust to provide the opportunity for a range of different light industry lot sizes (ranging from 0.8 – 1.2 hectares).

3.1.2.2 Rural Residential

The 'Rural Residential' precinct contains that land that is not affected by the Narngulu Industrial Estate buffer and reflects the surrounding zoning to the north and east. The Structure Plan shows 43 of the 47 Rural Residential lots ranging in size from 1 to 2 hectares with only 4 lots slightly smaller than 1 hectare.

The Structure Plan has designated specific locations for building envelopes for those lots closest to the 'Light Industry' precinct in order to maximise the separation distance between future industrial and residential uses.

Although Lot 63 is located within the Narngulu Industrial Estate buffer, this lot currently contains an existing residence and the building envelope shown on the structure plan merely reflects the location of the house.

3.1.3 Landowner Consultation

Prior to preparing the initial Concept Plan, Rowe Group in conjunction with the Local Government staff undertook one-on-one consultation with landowners within the subject land. Consultation took place between 10 July 2012 and 8 November 2012. These discussions took the form of in-person meetings or telephone conversations. To help guide the discussions, landowners were given background information about the site's current zoning and were presented with the Draft Concept Plan which had been prepared for the area in 2009.

In summary, landowners generally agreed that the existing 'Rural' zone was ineffective as the lots are too small for large scale rural activities and the current zoning also does not allow any further subdivision potential for the larger lots.

With respect to future aspirations for the subject land, landowners who planned to remain on their property were more likely to favour a type of land use that most closely corresponds to what they have at present, such as 'Rural Residential' (three landowners). Those who had purchased the property as an investment or who planned to move away were generally more interested in maximising value, which they considered could be done through transitioning the area to 'Light Industrial' zone in which larger scale home businesses could operate in conjunction with residences, similar to the Glenfield Special Use area (seven landowners).

It was generally acknowledged that land within the Narngulu Industrial Estate buffer would transition either to 'Light Industrial' or 'Special Use' as described above in accordance with the existing strategic planning framework. For land falling outside the NIE buffer, there was some support for 'Light Industrial' / 'Special Use' on lots with direct frontage to Edward Road and 'Rural Residential' lots to the east to complement the adjoining Eastlyn Estate.

Main Roads Western Australia also provided comment as the landowner of Lot 61 and advised that they would like direct access to the Geraldton-Mount Magnet Road restricted. They were also concerned about the current location of the access to Patience Bulk Haulage (Lot 41 Edward Road), as it has the potential to result in stacking where heavy vehicles exit the roundabout onto Edward Road. However, it was acknowledged that Patience has historic approval for the current access configuration.

From the landowner interviews it was evident that Patience does not plan on leaving the site, and would like to expand by building an office complex and additional parking area. Patience also expressed interest in installing a landscaping buffer in the Geraldton-Mount Magnet Road verge to improve the amenity of the site.

Despite repeated attempts, Rowe Group was not able to make contact with the owners of Lots 101 and 31 Edward Road. However it is noted that Lot 31 has an area of 8,093m² (hence no further subdivision potential) and Lot 101 has a total area of 2.09 hectares and is shown on the Structure Plan as being able to be subdivided into two lots.

3.2 LOCATION

The subject land is located within the locality of Meru, approximately 8km south east of the Geraldton Central Area.

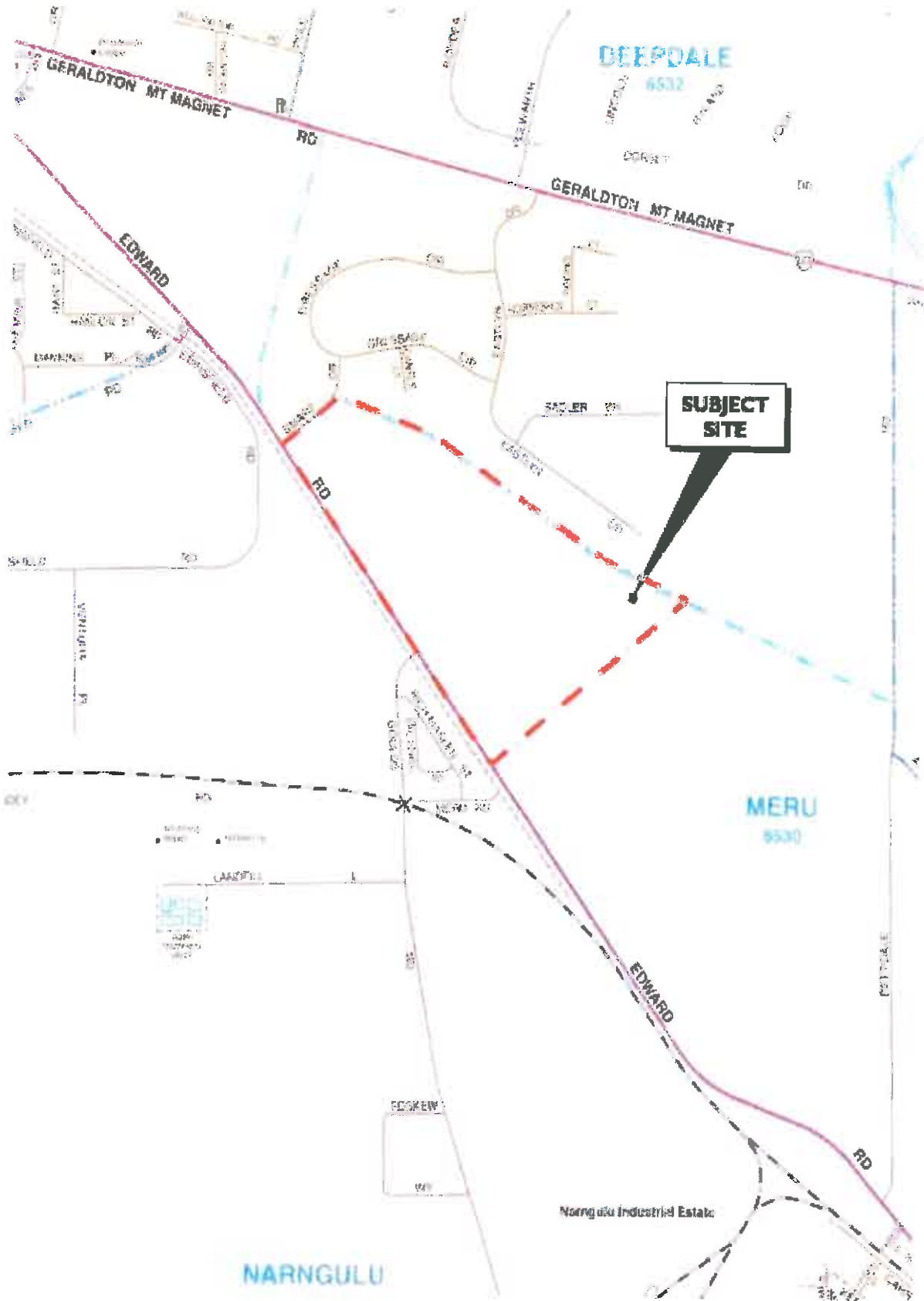
The subject land is bound by Smart Drive to the north, by Edward Road to the west, by the Geraldton Southern Transport Corridor to the south, and by the rear boundaries of rural residential lots with frontage to Eastlyn Drive and Dressage Circle to the east. The Geraldton Airport is located approximately 3.8km east of the subject land.

Figure 1 depicts the subject land in its regional location and Figure 2 depicts the subject land in a local context.

Figure 1 – Regional Location



Figure 2 – Local Context



3.3 SITE DESCRIPTION

3.3.1 Legal and Cadastral Information

All lots within the subject land are under the private ownership or the ownership of the Commissioner of Main Roads. In summary, these affected parcels are:

- Lot 51 Edward Road, which has a total area of 4.1693 hectares, is held in Certificate of Title Volume 1636 Folio 687;
- Lot 2 Edward Road, which has a total area of 10.485 hectares, is held in Certificate of Title Volume 1113 Folio 945;
- Lot 3 Edward Road, which has a total area of 10.8160 hectares, is held in Certificate of Title Volume 1113 Folio 948;
- Lot 4 Edward Road, which has a total area of 10.232 hectares, is held in Certificate of Title Volume 1979 Folio 993;
- Lot 101 Edward Road, which has a total area of 2.0927 hectares, is held in Certificate of Title Volume 1979 Folio 992;
- Lot 31 Edward Road, which has a total area of 8,093m², is held in Certificate of Title Volume 1176 Folio 537;
- Lot 32 Edward Road, which has a total area of 8,093m², is held in Certificate of Title Volume 1176 Folio 539;
- Lot 5 Edward Road, which has a total area of 8.9801 hectares, is held in Certificate of Title Volume 1176 Folio 536;
- Lot 33 Edward Road, which has a total area of 1.2139 hectares, is held in Certificate of Title Volume 1784 Folio 596;
- Lot 55 Edward Road, which has a total area of 6.2169 hectares, is held in Certificate of Title Volume 1893 Folio 304;
- Lot 54 Edward Road, which has a total area of 6.4071 hectares, is held in Certificate of Title Volume 1893 Folio 303;
- Lot 7 Edward Road, which has a total area of 12.3890 hectares, is held in Certificate of Title Volume 1211 Folio 893;
- Lot 41 Edward Road, which has a total area of 6.0731 hectares, is held in Certificate of Title Volume 149 Folio 145A; and
- Lot 61 Geraldton Mount Magnet Road, which has a total area of 2.4553 hectares, is held in Certificate of Title Volume 2592 Folio 587.

The total area of the subject land, encompassing all of the above parcels, is 84.3125 hectares.

Figure 3 – Site Plan



3.3.2 Existing Development

The subject land is made up of 15 individually owned allotments with a mixture of uses. The majority are either vacant or utilised for rural lifestyle lots and are improved with a single residence and sheds. Lot 2 is currently improved with rental sheds as well as a caretaker residence while Lot 41 is currently utilised as a truck transport depot for Patience Bulk Haulage.

3.3.3 Vegetation

The subject land is cleared of vegetation and contains only sparse planted or retained vegetation mainly located along the boundaries of the individual lots and road frontage. As the lots have been utilised for rural purposes a large area of the subject land is cleared, fenced and pastured. A desktop review of the Geraldton Regional Flora and Vegetation Survey and the Geraldton Natural Areas Bushland Condition Assessment has been undertaken and did not reveal any vegetation of significance within the subject land.

3.3.4 Topography

The topography of the subject land is relatively flat and unchanging across the whole area. The subject land is approximately 30m AHD.

3.4 SURROUNDING LAND USES

The subject land is bordered to the east by lots which are zoned 'Rural Residential' under LPS5. Existing development on these lots primarily consists of single houses and sheds with some lots currently vacant.

The subject land is bordered to the north by Smart Drive and is adjacent to lots also zoned 'Rural Residential' under LPS5. These lots are improved with single houses.

The subject land is bordered to the west by Edward Road, and is adjacent to lots which are zoned 'Special Use' under LPS5, and are part of the Narngulu Industrial Estate buffer Precinct D. These lots are not yet developed and consist of vacant land except Lot 2 which is improved with a single residence and sheds.

A Subdivision Guide Plan has been endorsed for the buffer Precinct D which depicts light industrial lots with an average size of 5,000m². Lot in Rich Maslen Street, near the south-western corner of the subject land are zoned 'Light Industry' with an average size of 1,000m². These lots are improved with single high truss sheds.

The subject land is bordered to the south by the Southern Transport Corridor formally known as the Geraldton-Mt. Magnet Road which connects the Geraldton Port to Mullewa.

The subject land is a transitional area as it is located with Industrial zoned land to the west and south and Rural Residential zoned land to the north and east. Other surrounding land uses include the Geraldton Airport and CBH grain storage to the south east of the subject land, as well as the Narngulu Industrial Estate located south of the subject land.

3.5 TOWN PLANNING CONSIDERATIONS

Outlined below are various statutory and policy considerations, at both a state and local level, which should be taken into account with respect to the proposed Scheme Amendment and Structure Plan.

3.5.1 State Planning Strategy

The State Planning Strategy (SPS), which was published by the WAPC in 1997, was prepared to assist with long-term strategic land use planning throughout Western Australia. In short, the SPS contains a vision and associated principles and actions that aim to ensure that forecast population and economic growth is planned for in an appropriate matter.

The proposed Scheme Amendment accords with all five key principles that have been formulated to guide future decision-making, particularly the 'Economic,' 'Community,' and 'Regional Development' principles.

The proposed Scheme Amendment will assist in the facilitation of vibrant, accessible, and self-reliant communities, and will actively assist in the creational regional wealth through the development of new industries and economic activity.

The proposed 'Development' zone will allow for further coordinated planning in the form of the Structure Plan. It is envisaged that the mix of uses will provide an interface between the surrounding Rural Residential and Industrial land uses. This will enable current and new industries to operate in the area while ensuring the existing community is protected from adverse amenity impacts.

3.5.2 Geraldton Region Plan

The Geraldton Region Plan (GRP) was published by the WAPC in 1999 and is designed to supply a regional planning framework to provide guidance for government agencies and the private sector. It contained two components – a policy framework and regional strategies for the then City of Geraldton, then Shire of Greenough and the Shires of Chapman Valley, Northampton, Mullewa and Irwin, and a Structure Plan for Greater Geraldton (refer Section 3.5.3, below).

The subject land is dissected by the Narngulu Industrial Estate buffer and therefore this Scheme Amendment proposes a 'Development' zone over the subject land which will then require a Structure Plan to be prepared. The Structure Plan prepared ensures that there is no new residential development within the buffer and that uses allowed within the buffer will provide for a transition area between the surrounding rural residential and industrial development.

The Structure Plan also allows the appropriate light industrial use of land within the buffer area which is a recommendation of the Region Plan. Outside the buffer the Structure Plan provides for Rural Residential development, which is consistent with development in adjacent areas and provides increased choice and variety in housing styles. Given the above it is considered the proposed Scheme Amendment and Structure Plan are in accordance with the Geraldton Region Plan.

3.5.3 Greater Geraldton Structure Plan

The Greater Geraldton Structure Plan shows the portions of the subject land within the buffer to be 'Future Industrial and Service Commercial' while the area outside the buffer area is shown as 'Development Investigation Area 9.' The 'Development Investigation Area 9' is described as:

- *This area is currently 'rural' and the most appropriate future land use for it is yet to be identified.*
- *Interface issues between the adjacent 'industrial and service commercial' and 'rural living' areas will be a critical consideration in the determination of the most appropriate land use. Any future uses will need to be compatible with the adjoining land uses.*
- *Any eventual change in zoning will require an amendment to the local planning scheme. Depending on the sensitivity of the proposed land use, the rezoning of land may require an environmental assessment to be undertaken by the Environmental Protection Authority.*

The proposed Scheme Amendment is consistent with the objectives of the 'Development Investigation Area 9', as the 'Development' zone allows the preparation of the Structure Plan to ensure compatible uses between industrial and rural residential areas.

3.5.4 Narngulu Industrial Area Strategic Land Use Directions

The Narngulu Industrial Area Strategic Land Use Directions was completed in May 2010. The aim of this study was to review the current strategic planning framework for the Narngulu industrial area and to provide direction for future planning and development, taking into account:

- the existing planning framework that applies to the area;
- existing and proposed regional infrastructure;
- buffers and emissions;
- the need for additional industrial land; and
- recent statutory planning considerations.

The subject land is included within 'Precinct D' which states the following:

- *Land in this precinct is suitable for light industrial uses and uses as defined in the city's Local Planning Scheme;*
- *The north-west portion of this precinct that lies outside of the industrial area buffer may have potential for rural living uses if it is demonstrated that these uses are compatible with noise, emissions and other industrial buffer issues;*
- *Given there will be no direct access to the Geraldton Southern Transport Corridor, access will be subject to coordinated planning to determine local road access points from Edward Road, taking into account factors such as proposed vehicle types and numbers, Main Roads Western Australia guidelines for driveway designs, and the existing road geometry. Development should preferably present frontages to major roads and take advantage of the visual exposure to the transport corridor.*

The proposed Structure Plan is consistent with these recommendations as it proposes a combination of 'Light Industry' and 'Rural Residential' uses. The proposed movement network is consistent with the above as access to the internal lots is provided via a loop road with two access points onto Edward Road, and all lots with frontage to Edward Road will continue to have access via this road.

3.5.5 Local Planning Scheme No. 5 (Greenough)

The subject land is currently zoned 'Rural' and is proposed under this Scheme Amendment to be rezoned to 'Development'. The objective of the 'Development' zone is:

'To provide for comprehensive planning of large scale/broad acre development including residential, industrial and/or commercial through a structure plan to facilitate subdivision and development'.

The proposed 'Development' zone will allow for the development of a Structure Plan to facilitate further subdivision. The proposed Structure Plan shows a mixture of Rural Residential and Light Industry uses.

3.6 LOCAL WATER MANAGEMENT STRATEGY

A Local Water Management Strategy (LWMS) has been prepared for the Narngulu Industrial Estate buffer Precinct D ('Precinct D') which is located opposite the subject land on the western side of Edward Road. The location and soil types of Precinct D are closely comparable to the subject land. The subject land is proposed to be developed for a mixture of rural residential and industrial uses which are also comparable with the proposed development of Precinct D. It is anticipated that recommendations of the LWMS for Precinct D can also be applied to the subject land. The following information is based on recommendations from the LWMS for Precinct D.

3.6.1 Groundwater

The subject land falls within the Arrowsmith Groundwater Area which is a large groundwater resource which is broken into eight sub-areas. The subject land is located within the Allanooka sub-area, being north of the Irwin River. The Allanooka sub-area is almost fully allocated and therefore is not anticipated to be an available water source.

In 2010 groundwater mapping within the LWMS shows groundwater levels of 7m AHD over the subject land. The subject land is approximately 30m AHD. Based on this information it is assumed that the groundwater table across the subject land is at a low level of approximately 23m below natural ground level. This assumption is also confirmed by Water Information System monitoring bores for the Department of Water located within proximity to the subject land showing average groundwater levels of 3.3 AHD and 11.9m AHD. One of these bores is located just north of the subject land within a 1km radius. In order to maintain groundwater quality and protection a minimum separation distance of 2m is recommended and is considered to be easily achievable within the subject land given the considerable depth to groundwater resources.

3.6.2 Water Management

Water supply within the subject land is anticipated to be via potable supply as Water Corporation infrastructure already exists along Edward Road. It is also considered that rainwater tanks can be utilised to collect water as a supplementary water source. Lot owners can also be encouraged to install grey water reuse systems and efficient fixtures and fittings to reduce potable water usage.

The Structure Plan does not propose Public Open Space as part of the development so no irrigation will be required for this purpose, and it is envisaged that any landscaping within the road verges will include suitable native species which do not require irrigation.

3.6.3 Wastewater Management

Sewer infrastructure is not available within proximity to the subject land and would require collaboration with the Water Corporation to upgrade/extend existing infrastructure. The Structure Plan proposes lot sizes of a minimum of 8,099m² which is anticipated to allow for the use of on-site effluent disposal systems. Wastewater treatment methods for individual sites and uses can be determined at the development application stage.

3.6.4 Stormwater Management

The subject land is considered to be similar to Precinct D and is therefore anticipated to generate minimal runoff due to the flat topography. Due to the size of the lots proposed in the Structure Plan stormwater is anticipated to be contained within each lot. Additional drainage infrastructure can be located within the road reserves and can be designed to contain overflow in the case of a 1:100 year storm event. Specific details of flow paths and drainage will be assessed in more detail at the subdivision stage; however it is considered that all stormwater can be contained within the subject land area.

3.7 SERVICING AND ENGINEERING CONSIDERATIONS

Servicing and engineering considerations will be assessed in more detail at the subdivision stage although information regarding the current servicing infrastructure within proximity to the subject land based on 'Dial Before You Dig' data is described below.

3.7.1 Electricity

High voltage (HV) underground power is currently available along Edward Road to Lot 41, Lot 7, Lot 54 and Lot 55. Low voltage (LV) underground power is available along Edward Road for the remaining lots. It is considered that the HV and LV underground power will be extended and/or upgraded as required as a condition of subdivision.

3.7.2 Water

The subject land is surrounded by existing Water Corporation mains water services being a 200mm diameter PVC mains pipe along Smart Drive and a 200mm diameter Asbestos Cement pipe along Edward Road which then converts to a 150 PVC pipe from approximately the Lot 4 frontage and continues along Edward Road. There is also a pump station located on the west side of Edward Road opposite Lot 4. A mild steel cement lined critical pipeline runs on the west side of Edward Road having a 600mm diameter. It is considered that due to the proximity of these mains water services that water could be extended and/or upgraded to service the subject land.

3.7.3 Gas

A high pressure gas pipeline is located on the west side of Edwards Road known as the Dampier to Bunbury gas pipeline. No other gas infrastructure appears to be within proximity to the subject land boundary. The proposed uses of the subject land are not anticipated to require a reticulated gas supply.

3.7.4 Sewer

The subject land is not located within proximity to mains sewer services. Surrounding land uses currently utilise septic tanks.

The Draft Country Sewerage Policy 2003 (DCSP) outlines permissible development in areas not connected to reticulated sewer. With respect to the Structure Plan, the DCSP states that reticulated sewerage does not have to be required for large lot subdivision or density development that does not involve the creation of lots less than 2,000m², as long as the statutory authority is satisfied there is no opportunity for further subdivision without sewerage.

The Structure Plan proposes a minimum lot size of 8,099m² which is anticipated to allow the use of on-site effluent disposal systems. Further subdivision of lots within the Structure Plan will not be supported and therefore the minimum lot size within the Structure Plan area will remain to be 8,099m². Given this it is considered that the proposed Structure Plan is consistent with the DCSP.

3.7.5 Road Networks

The Structure Plan has two main roads on the perimeter of the subject land being the Geraldton – Mt. Magnet Road and Edward Road. Both these roads will provide some commercial 'visibility' to the light industrial component of the site.

The Structure Plan identifies two possible future controlled intersections that enter onto Edward Road.

A simple and permeable road network has been provided which can accommodate any future interconnected pedestrian and cycle network, as well as any public transport system. Whilst there is currently no bus service through this area, as surrounding urban areas develop it is expected that in the medium term a bus service may be introduced.

The Structure Plan road network and layout for the light industrial area has been designed to maximise ground level legibility by conforming to a modified grid pattern. Street blocks aim to maintain relatively continuous and consistent street frontage for safe, efficient circulation of vehicles. Roundabouts have been avoided in order to ensure that larger vehicles (such as RAVs) can access all road systems.

3.8 CONCLUSION

This report has outlined the proposal to amend the City of Greater Geraldton LPS5 by rezoning the subject land from 'Rural' to 'Development'. The 'Development' zone then requires an endorsed Structure Plan for the subject land which has also been prepared as part of this report as per the requirements of LPS5.

The Structure Plan proposes that land within the Narngulu Industrial Estate buffer be earmarked for 'Light Industry' land use, with an additional use (being a 'Transport Depot') to be permitted for Lot 41 in recognition of its existing use. Land outside the buffer will be earmarked for 'Rural Residential' land use. The proposed road and indicative lot layout will complement the proposed land uses and integrate with the surrounding land uses.

The Meru DIA Structure Plan provides greater clarity to the recommendations made in the Greater Geraldton Structure Plan with respect to the 'Development Investigation Area 9' and in summary:

- Is consistent with key regional guidelines and recommendations of the Geraldton Region Plan;
- Is consistent with the subject land's designation as 'Future Industrial and Service Commercial' and 'Development Investigation Area 9' within the Greater Geraldton Structure Plan 2011;
- Is consistent with the Narngulu Industrial Area Strategic Land Use Directions;
- Will accord with the objectives of the 'Development' zone under LPS5; and
- Will ensure that there are no incompatible land uses within the Narngulu Industrial Estate buffer.

