

City of Greater Geraldton – Modification to Glenfield Structure Plan – Schedule of Submissions

Number & Date	Submitter	Nature of Submission	Comment	Recommendation
1 (23-06-2015)	Private Landowner	<p>Would like to see Ryan Road moved to run along the public open space, thereby still giving the school two accesses. Not use Bluefin Drive at all so as to stop congestion traffic so close to the around-about.</p>	<p>While the potential impact of increased traffic on existing landowner is acknowledged, Liveable Neighbourhoods requirements for schools is that they be surrounded by a minimum of three streets, including a neighbourhood connector and access streets. The provision of maximum accessibility surrounding schools is to ensure that traffic congestion at peak periods can be managed more appropriately.</p> <p>The continuation of Ryan Drive south to the rear of the existing lots fronting Chapman Road is integral to maintaining good local access connectivity.</p> <p>At the time of development of the site, a Transport Impact Assessment will be required to be conducted. This will assess traffic generation and will also ensure that the school and surrounding roads are designed in a manner which minimises impacts to surrounding landowners.</p>	Dismiss submission.
		<p>We would like to see the road reserve behind the current built upon blocks removed and no provision left. We would like to see instead a 10m planted buffer for blocks 4-12, to cope with the noise and deal with privacy issues due to the elevated position of the school property.</p>	<p>Ryan Road, which is located to the rear of the lots fronting Chapman Road, has been designed to cater for the future development potential of these lots. As R5 lots with the ability to be developed in the future to R40 standards, the dual road frontage provides the increased access to allow this development to occur effectively and limit further direct access onto Chapman Road.</p> <p>The site of the proposed primary school is between approximately 10-15m higher than the lots fronting Chapman Road. As part of the future development of the site, the school will be designed in a manner that is responsive to the constraints of the site. This may include specific orientation in design of the school to minimise impacts on surrounding residents for noise and privacy concerns.</p>	Note submission.

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Number & Date	Submitter	Nature of Submission	Comment	Recommendation
2 (01-07-2015)	Department of Education	No objection.		Note submission.
3 (02-07-2015)	Private Landowner	<p>Concern with having only a 20m road reserve at the back of the current built upon blocks. I believe there should be at least a 50m reserve before the road to act as a buffer zone to limit noise from vehicle movement and school children during recess and lunch.</p> <p>Please reconsider for residents that are already established.</p>	<p>While the potential impact of increased traffic on existing landowner is acknowledged, Liveable Neighbourhoods requirements for schools is that they be surrounded by a minimum of three streets, including a neighbourhood connector and access streets. The provision of maximum accessibility surrounding schools is to ensure that traffic congestion at peak periods can be managed more appropriately.</p> <p>Under Liveable Neighbourhoods requirements, a 50m wide road reserve would be necessitated only where a road was expected to carry between 15,000-35,000 vehicles each day. Ryan Road is not anticipated to carry this amount of traffic and therefore the increased road reserve is not justified.</p> <p>At the time of development of the site, a Transport Impact Assessment and other reports will be required to be conducted. This will assess traffic generation and will also ensure that the school and surrounding roads are designed in a manner to which minimises impacts from vehicle and noise impacts to surrounding landowners. This will include the necessary road reserves widths to cater for the anticipated traffic generation.</p>	Note submission.