



City of  
**Greater Geraldton**  
a vibrant future



**CITY OF GREATER GERALDTON**

**Local Planning Scheme No. 1**

**Amendment No. 11**

Disused Railway Corridor  
North-West Coastal Highway, Webberton to Eastward Road, Utaarra

**Planning and Development Act 2005**

**RESOLUTION TO ADOPT AMENDMENT TO LOCAL PLANNING SCHEME**

**City of Greater Geraldton  
Local Planning Scheme No. 1**

**Amendment No. 11**

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Rezoning that portion of the former railway reserve (Lot 501) from North-West Coastal Highway to Place Road, Webberton from 'Railways' local scheme reserve to the 'Light Industry' zone;
2. Rezoning that portion of the former railway reserve from Place Road, Wonthella to Eastward Road, Utakarra from 'Railways' local scheme reserve to 'District Distributor Road' and Public Open Space' local scheme reserves as shown on the proposed zoning map; and
3. Amending the scheme maps accordingly.

The Amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

1. The amendment is consistent with the objectives identified in the scheme for the Light Industry zone and the District Distributor Road and Public Open Space local scheme reserves;
2. The amendment is consistent with the Local Planning Strategy for the scheme that has been endorsed by the Commission;
3. The amendment will have minimal impact on land in the scheme area that is not the subject of the amendment; and
4. The amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
(Chief Executive Officer)

# SCHEME AMENDMENT REPORT

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## 1 INTRODUCTION

This scheme amendment request encompasses a 2.5 kilometre portion of disused railway reservation from North West Coast Highway, Webberton to Eastward Road, Utakarra and is aimed at rationalising the future use and ongoing management of these landholdings. It seeks to align to the future reservation purpose and zonings of the former railway with those envisioned under the City of Greater Geraldton (City) Local Planning Strategy by recognising both the development potential and community benefit of the currently underutilised land with the objective of revitalising the railway precinct.

This request to amend Local Planning Scheme No. 1 (LPS 1) has been prepared and submitted by **element** on behalf of the Public Transport Authority (PTA). The report provides background information, site and proposed scheme amendment details, an overview of the planning framework and rationale for progressing the amendment.

### 1.1 Background and Context

The former railway corridor is surplus to the PTA's operational rail requirements. The PTA has been in discussion with the City regarding the future use/ disposal of the rail reservation for an extended period of time. Council has previously considered the matter with regards to land tenure on a number of occasions; most recently at its meeting held on 22 March 2016, where Council resolved to advise the PTA of its formal position.

The former railway corridor at that time was broken into two sections with associated commentary by Council regarding disposal opportunities, summarised as follows and shown in Figure 1 – Corridor Sections.

**Section One. North West Coastal Highway to Place Road**

No interest. Advises sale proceeds to be reinvested for community purposes.

**Section Two. Place Road to Horwood Road**

Ceded to the City for community purposes.

As a priority, the PTA intends to dispose of the land within Section One to adjoining light industrial landowners to optimise the land use and development potential of those lots.

The above Council resolution together with the City's endorsed Local Planning Strategy form the basis of this scheme amendment, which is broken down further into sub-sections as discussed in Part 3 of this report. As part of this process, and the alignment of the proposed zones and reservations with the Local Planning Strategy, this amendment has been considered a 'standard' amendment.

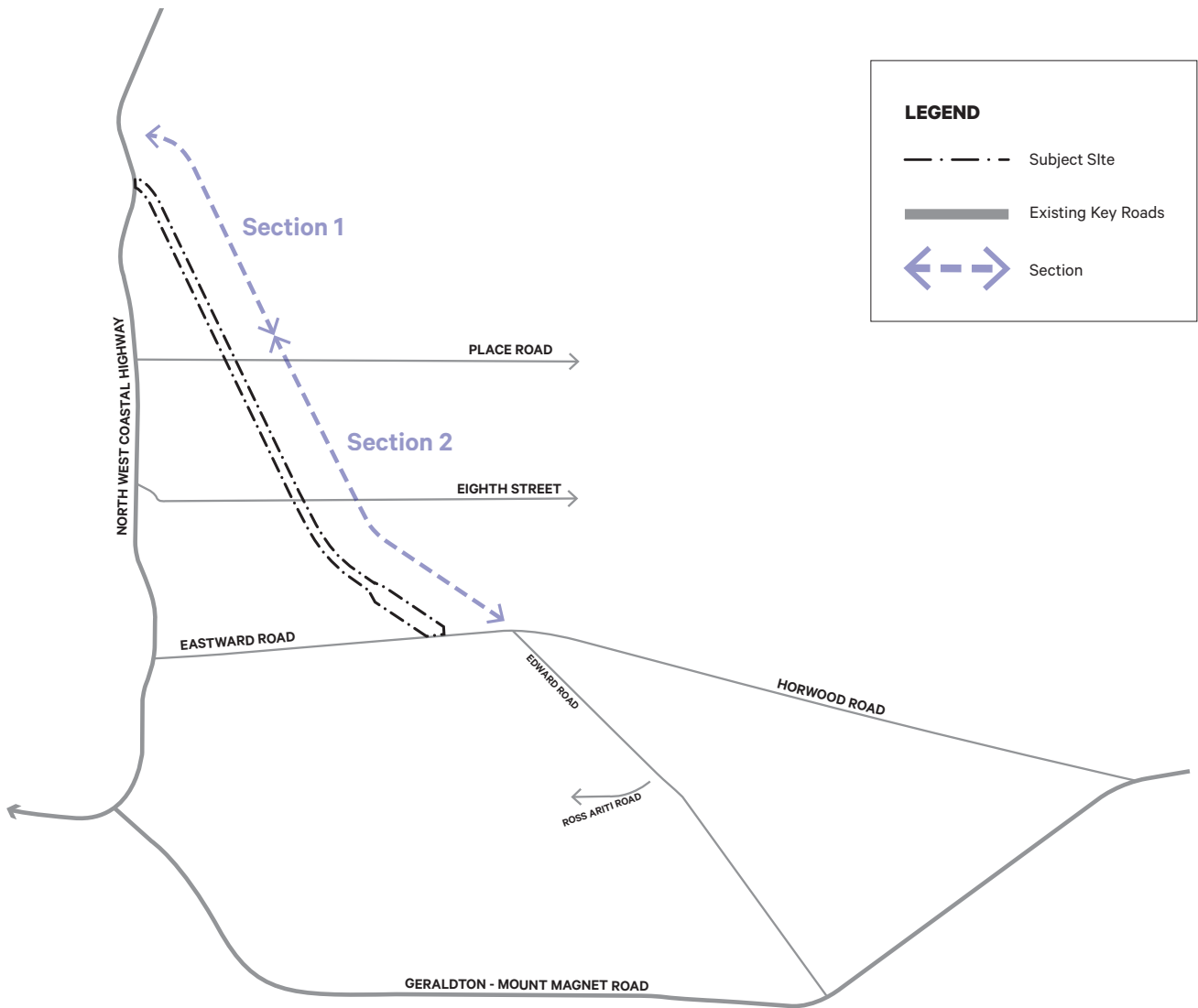


Figure 1. Corridor Sections

## 2 SCHEME AMENDMENT AREA

### 2.1 Location and Context

Locally, the amendment area is situated east of the Geraldton City Centre with the former railway reserve traversing the suburbs of Webberton, Wonthella and Utaarra. The land the subject of the amendment can be described as the vacant, linear landholdings generally following the alignment of Flores Road. Access to the site by the public is limited, with much of the site fenced for safety and security purposes.

### 2.2 Land Tenure and Site Details

There are a number of lots subject to the amendment request as outlined in Table 1 below ('subject site'), totalling a length of approximately 4 kilometres. The lots under the ownership of the PTA are also identified in Table 1, a copy of the Certificates of Titles and Management Orders are included as Appendix One.

**Table 1 – Lot Details**

Lot	Plan	Landowner
501	401018	Public Transport Authority of Western Australia
N/A Place Road to Eighth Street	Unidentified Railway	
N/A Eighth Street – Eastward Road	Unidentified Railway	
2977-2981 (Reserve 14170)	190471	State of Western Australia
2982 (Reserve 14170)	190472	State of Western Australia

Refer to Figure 2 – Location Plan

Refer to Figure 3 – Aerial and Site Plan

The majority of the former railway corridor remains vacant. Land use and development on Lots 2977-2982 located north of Eastward Road and accessed via Flores Road are currently leased by the PTA for light industrial uses (leaseholds). It is intended for these tenancies to continue operations under non-conforming use rights following the gazettal of this scheme amendment, as discussed further in Part 3.4.2 of this report.

The land between Place Road and Eastward Road is unidentified railway, meaning there is not a formal title. By virtue of the railway the land is managed by PTA as railway reserve but is owned by the State of WA. This land is not available for sale by PTA. The PTA has proposed rezoning of this land as Public Open Space in line with the City's Local Planning Strategy and has not consulted with the tenants regarding this rezoning as this land is not available for sale to the tenants.

However, PTA is supportive of the tenants remaining on the land for as long as they are able, to support local industry and this rezoning will permit their continued use whilst the tenants remain on the land.

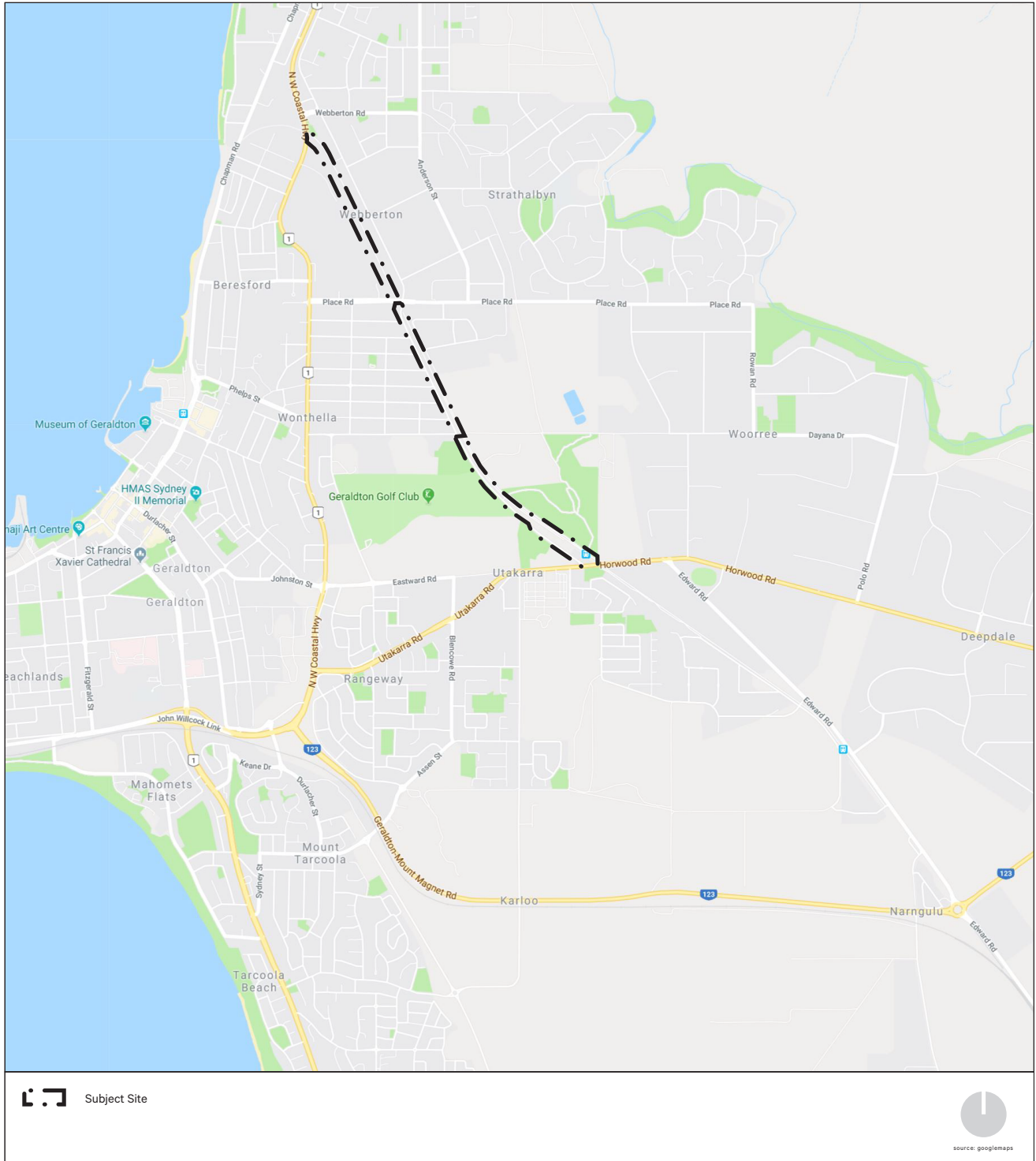


Figure 2. Location Plan

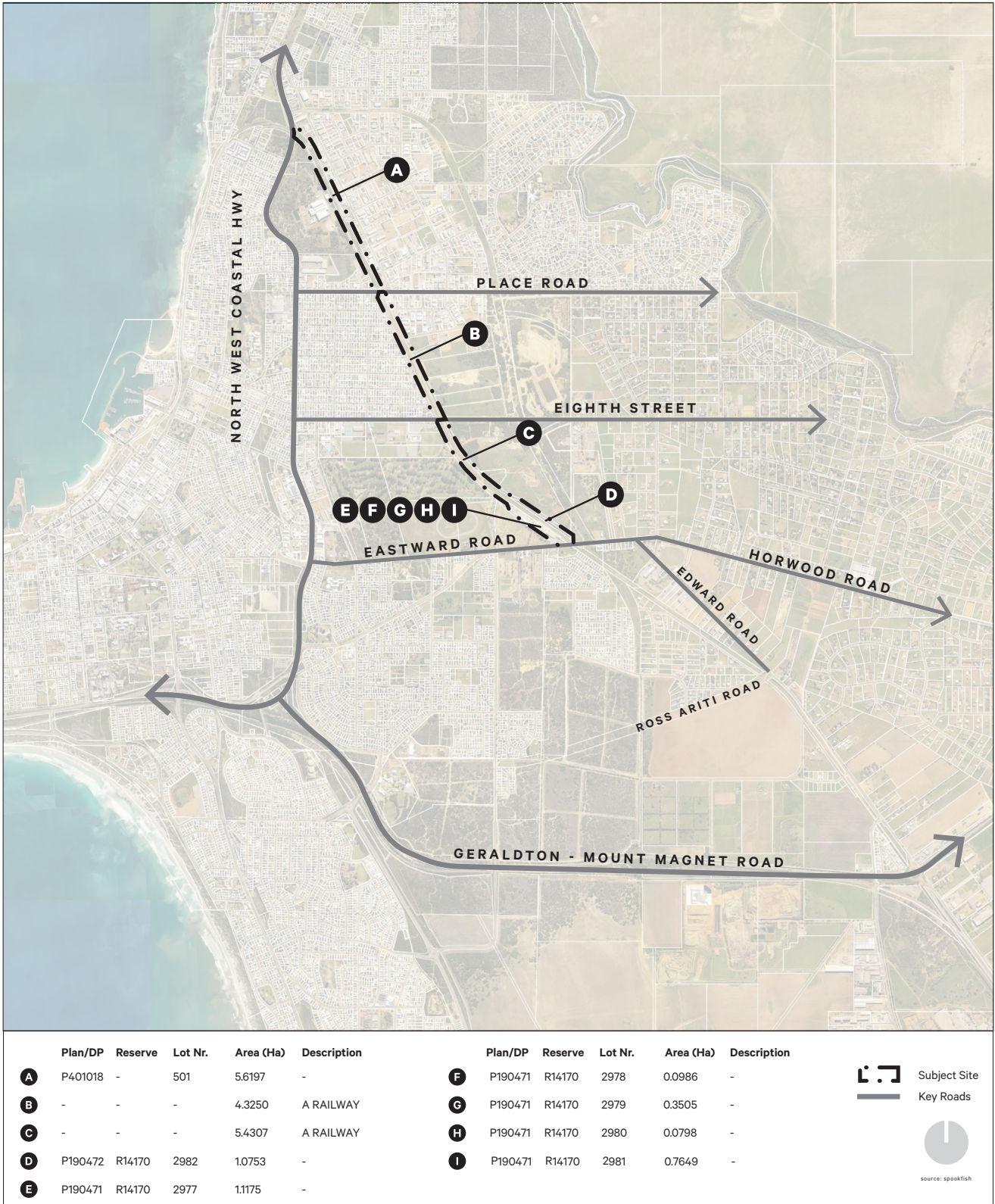


Figure 3. Aerial and Site Plan



## 2.3 Current Zoning and Development Standards

The subject site is currently reserved under LPS 1 for Railways as illustrated in Figure 4. The Railways Reserve adjoins various zonings including Light Industrial, Residential and Public Open Space (POS) Reserves as illustrated in Figure 5a and 5b. Being a reservation under LPS 1, there are no development standards currently applicable to the scheme amendment area.

This current reservation purpose has contributed towards the lack of use and development of the subject site and is the reason why a scheme amendment is required to facilitate its future re-use. The proposed zonings and the rationale for the approach to the scheme amendment is provided at Part 3 of this report.

Refer to Figure 4 – Extract of City of Greater Geraldton Local Planning Scheme No. 1

## 2.4 Heritage Considerations

A desktop search of the State Government’s Aboriginal Heritage Inquiry System indicates there are no Registered Aboriginal Sites located within the scheme amendment area.

A desktop search of the State Government’s InHerit database reveals the former railway corridor forms part of the wider Geraldton to Walkaway Railway Precinct, which includes the Uta-karra Railway House (Place No. 122) and 18 Kurrajong Trees (Place No. 409) as detailed in Table 2 below. The potential for heritage interpretation elements to be incorporated into future POS by the City is discussed further in Part 3 of this report and a copy of the state heritage listing is included as Appendix Two and the place record for Geraldton Place 409 is included as Appendix Three.

**Table 2 – Heritage Listings**

Register	Place No.	Listing	Address	Summary of Significance
Local Government	122	Railway House	Lot 503 Eastward Road, Uta-karra	Cultural Heritage Significance
Local Government	409	Kurrajong Trees (18)	Fmr Rail Reserve, Won-thella	Cultural Heritage Significance
State	1259	Geraldton to Walkaway Railway Precinct	10km from Bluff Point to Walkaway	Cultural Heritage Significance

## 2.5 Bushfire Considerations

The scheme amendment area is not designated as bushfire prone under the Department of Fire and Emergency Services Map of Bush Fire Prone Areas. Accordingly, the provisions of State Planning Policy 3.7 Planning for Bushfire Prone Areas are not applicable to the scheme amendment request.

## 2.6 Environmental Considerations

A desktop search of the Department of Biodiversity, Conservation and Attraction (DBCA) mapping of Threatened Ecological Communities, Priority Fauna and Priority Flora, reveals that there are no significant environmental values existing on the subject site.

## **2.7 Infrastructure Servicing**

A desktop search of infrastructure services indicates that power, water and sewer infrastructure traverses the site at multiple locations. It is expected that appropriate easements or similar benefiting the servicing agencies will be created as part of future subdivision to the north of Place Road. This also includes any drainage requirements identified through the due diligence period of future land transfers, such as likely drainage infrastructure located north and south of Place Road with a portion currently under licence to the City for drainage purposes.

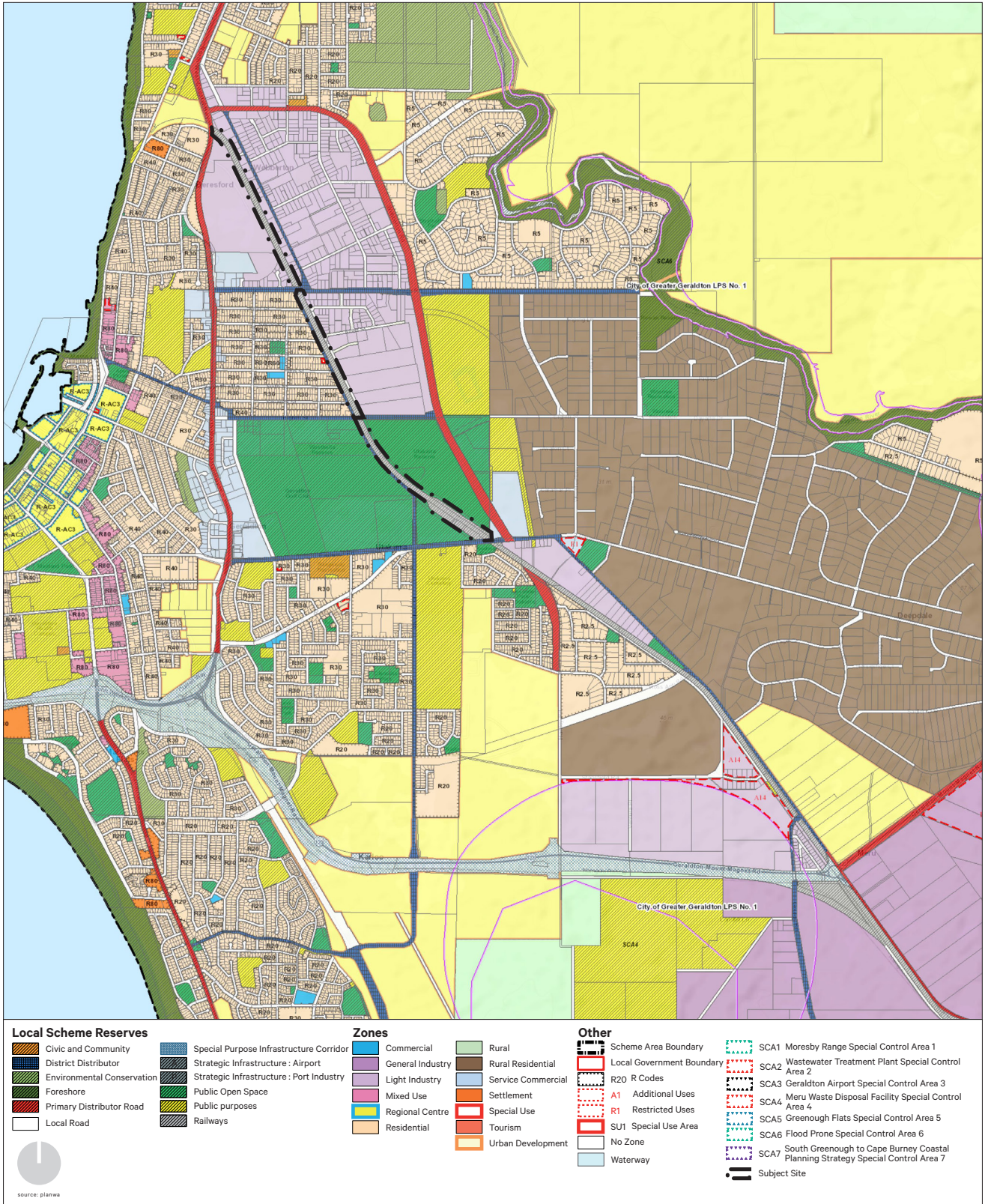


Figure 4. Extract of City of Greater Geraldton Local Planning Scheme No.1

### 3 PROPOSED SCHEME AMENDMENT AND FUTURE LAND USES

This part describes the rationale for the scheme amendment request and approach proposed. As mentioned, the amendment has been informed by both the City’s endorsed Local Planning Strategy (November 2015) and the advice of Council by resolution at its meeting in March 2016. The amendment area is broken into three sub-sections, as detailed below.

#### 3.1 Overview of Amendment

This scheme amendment seeks to amend LPS 1 by rezoning the former railway reserve located between North West Coast Highway and Eastward Road from Railways Reserve to Light Industry, and POS Reserves, as shown in Figure 5a and 5b. The proposed scheme amendment does not propose any alterations to the LPS 1 text.

Refer to Figures 5a and 5b – Existing and Proposed Zonings and Reservations Purpose.

#### 3.2 Amendment Classification

Pursuant to regulation 35(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment is considered to be classified as a ‘standard amendment’ for the following reasons:

- The amendment is consistent with the objectives identified in the scheme for the Light Industry zone and the District Distributor Road and Public Open Space local scheme reserves;
- The amendment is consistent with the Local Planning Strategy for the scheme that has been endorsed by the Commission;
- The amendment will have minimal impact on land in the scheme area that is not the subject of the amendment; and
- The amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

#### 3.3 Overview of Zoning Rationale

The proposed zonings and reservation purposes for the corridor are broken into the sub-sections as detailed in Figure 5a and 5b. Table 3, below, demonstrates the scheme amendment is consistent with the adopted strategic planning for the precinct, and largely aligned with Council’s resolution with respect to its desired approach for land disposal.

**Table 3 – Proposed Zonings and Reservation Purposes**

Section	Sub-Section	Local Planning Strategy 2015	Council Advice 2016	Proposed Zoning and Reservation Purpose
1 - NWCH to Place Road	A	Light Industry	No interest	Light Industry Zone
2 - Place Road to Horwood Road	B	Unknown	Community purpose	POS Reserve
	C	POS		

Refer to Figure 5a and 5b – Existing and Proposed Zonings and Reservation Purpose

While the zonings shown in the Local Planning Strategy do not directly correspond with existing zonings and reservation purposes under LPS 1 for all proposed zones and reserves listed above, the amendment aligns with the strategic intent. Where POS is depicted in Figure 5a and 5b, this has generally aligned with the ‘urban’ zone under the Local Planning Strategy (Note: only regional open space is depicted on the Strategy Map).

### **3.4 Land Disposal Approach**

#### **3.4.1 Section One: North West Coastal Highway to Place Road**

As a priority, the PTA intends to dispose of the land within Section One to adjoining light industrial landowners to optimise the land use and development potential of those lots. Expressions of interest have been received by the PTA from the majority of adjoining landowners and PTA will ensure there are no 'land locked' parcels of land through the subdivision/amalgamation process, as required by State Planning Policy.

As part of Council's position on a land disposal approach for Section One (as resolved in March 2016), it identified the desire for proceeds from the sale of Section One by the PTA to be reinvested with the City for use for community purposes. Subsequent to this Council resolution the PTA, in a letter to the City dated September 2016, advised it does not agree to provide proceeds of sale to the City, explaining that proceeds are to be credited to the PTA under Section 6 of the *Rail Discontinuance Act 2006*, which dictates the relevant proceeds are to be invested in transport oriented initiatives. Despite the Council resolution, the PTA is bound by this Act. Section One has recently been created as Lot 501 in freehold to the PTA further supporting that PTA retain the future proceeds of sale.

Refer to Appendix Four – Correspondence from PTA.

It is acknowledged that the draft Geraldton to Walkaway Railway Line Interpretation and Conservation Recommendations report (2009) has been prepared for the PTA to provide broad recommendation on how the disused rail corridor can possibly be interpreted in future use and development. One recommendation is to explore opportunities to develop a drive/walk trail between Utakarra and Bluff Point and connections to the Geraldton foreshore walk trail. This is discussed in the section below.

The recommendations report also suggests retaining the visual connections through the corridor preferably by, for example, setbacks for development lots. While this is acknowledged, it is not considered feasible or realistic to implement for Section One given the intent to optimise the functionality and developability of adjoining light industrial land. A larger, more suitable section of the corridor is proposed to secure linear, visual connection as discussed below. This notwithstanding, the PTA has installed interpretative plaques at either end of Section One to acknowledge the history and life associated with the former railway in this location.

The PTA has undertaken considerable consultation with the Heritage Council as well as its heritage consultant over many years. Based on these discussions, a plaque was installed along Place Road commemorating the railway in approximately 2013. The PTA will continue to liaise with the Heritage Council during the subdivision process, as required, to address future heritage interpretation aspects of the rail corridor.

We note the Interpretation and Conservation Recommendations report was prepared for the PTA in 2009 and remains in draft format. The recommendations report does not form part of the Heritage Listing registration.

### **3.4.2 Section Two: Place Road to Horwood Road**

Land within Section Two is intended to be transferred by the State to the City free of cost for community purposes (POS), with the exception of PTA leasehold tenancies on Lots 2977-2982. The March 2016 Council report indicates the majority of this section of the corridor has limited commercial potential due to the existing road network configuration and surrounding land uses. The City has expressed the desire to provide a rail trail type pathway with interpretive elements, which will provide a buffer between the service industrial area on the east side of Bradford Street and the residential area of Wonthella to the west.

The Geraldton 2050 Cycling Strategy (Department of Transport, 2018) recognises the opportunity to capitalise on the disused rail corridor for establishing a rail trail. The trail could connect a number of east-west cycling routes including Eighth Street and Eastward Road. The scheme amendment proposes to reserve approximately 2.5km of rail corridor for public open space, providing the opportunity for Council to develop a rail trail with connections to Eighth Street and Eastward Road, plus potential access to Wonthella Park, Geraldton Golf Club and the Geraldton Turf Club. Connection with Eighth Street will also extend accessibility to the Geraldton waterfront.

A portion of the railway corridor is intended to be reserved for District Distributor Road at the intersection of Place/Flores Road. This reservation reflects the on-ground construction of the Place/Flores Road intersection that was re-aligned from a staggered 'T' to a signalised 4-way in 2013.

This portion of the amendment proposed for public open space (rail trail) is consistent with the 2016 Council resolution and draft Geraldton to Walkaway Railway Line Interpretation and Conservation Recommendations report by setting aside land that is offered the most amenity from adjoining land for walking and riding. The Geraldton 2050 Cycling Strategy notes that "it is only the section between Place Road and Horwood Road (Eastward Road) that remains viable for a rail trail at this point in time.

This section also offers the City the opportunity to remedy long-term drainage issues in this area which may be accommodated within a landscape/interpretation plan for the area as discussed in the Council report and subject to a licence to the City for drainage purposes (the area between Place Road and Eighth Street is currently leased by the City from the PTA for drainage purposes).

The PTA leasehold tenancies are a legacy issue arising from the historic location of the former railway siding and have no relationship with the surrounding area. The scheme amendment takes a long-term approach to these leaseholds, which have been proposed to be reserved for POS in line with surrounding land use, with the tenancies operating as non-conforming uses until such time as the leases are terminated.

#### **4 PLANNING MERIT**

The scheme amendment is considered to have planning merit for the following reasons:

- The future use of the land for Light Industrial, Public Open Space and Distributor Road purposes is aligned with the City's and WAPC-endorsed Local Planning Strategy;
- The amendment will encourage the safe use and enjoyment of new publicly accessible land and facilitate the development of local public open space to be managed by the City;
- The amendment ensures the protection and appreciation of heritage by applying appropriate public open space reservations, as well as providing linear space for the development of heritage trails with interpretation elements by the City; and
- The amendment will facilitate the rationalisation of otherwise underutilised land through future subdivision and amalgamation processes.

In light of the above, the proposed scheme amendment reflects Council's previous advice and is therefore worthy of support for initiation.

#### **5 CONCLUSION**

The former railway reservation has generally suffered from a lack of appropriate land use and development for many years. The planning framework since the closure of railway operations has prevented the opportunity for land improvement along its length, notwithstanding the potential for light industrial land uptake or public walking trails. The former railway corridor does not offer any benefit to the local community in its current form. The proposed scheme amendment seeks to facilitate the appropriate future use and development of specific sections of the railway reservation to provide both private and public benefit as required to revitalise the corridor.

The amendment aligns with the strategic zonings and reservations identified for the former railway corridor under the City's endorsed Local Planning Strategy. The City and Council's support is therefore respectfully requested to initiate the proposed amendment to Local Planning Scheme No. 1.

# **APPENDIX ONE**

Certificate of Titles



WESTERN



AUSTRALIA

REGISTER NUMBER <b>501/DP401018</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

**RECORD OF CERTIFICATE OF TITLE**  
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **2932** FOLIO **603**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 501 ON DEPOSITED PLAN 401018

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA OF PO BOX 8125 PERTH BUSINESS CENTRE WA 6849

(TF N705141 ) REGISTERED 25/8/2017

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
\* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.  
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP401018  
 PREVIOUS TITLE: LR3025-150  
 PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF GREATER GERALDTON  
 RESPONSIBLE AGENCY: PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING N705141.

WESTERN



AUSTRALIA

REGISTER NUMBER <b>2977/DP190471</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

RECORD OF QUALIFIED CERTIFICATE

VOLUME **LR3096** FOLIO **847**

OF  
**CROWN LAND TITLE**  
 UNDER THE TRANSFER OF LAND ACT 1893  
 AND THE LAND ADMINISTRATION ACT 1997  
**NO DUPLICATE CREATED**

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 2977 ON DEPOSITED PLAN 190471

**STATUS ORDER AND PRIMARY INTEREST HOLDER:**  
(FIRST SCHEDULE)

**STATUS ORDER/INTEREST:** RESERVE UNDER MANAGEMENT ORDER

**PRIMARY INTEREST HOLDER:** COMMISSIONER OF RAILWAYS OF POST OFFICE BOX 8125, PERTH BUSINESS CENTRE

(XE L656324 ) REGISTERED 17/6/2011

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

- H364377 RESERVE 14170 FOR THE PURPOSE OF RAILWAY PURPOSES REGISTERED 22/8/2000.  
L656324 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. REGISTERED 17/6/2011.
- N426180 CAVEAT BY HOLCIM (AUSTRALIA) PTY LTD LODGED 5/9/2016.

- Warning:
- (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.
  - (2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
  - (3) The interests etc. shown hereon may have a different priority than shown.

-----END OF CERTIFICATE OF CROWN LAND TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: LR3096-847 (2977/DP190471)  
 PREVIOUS TITLE: LR3096-847  
 PROPERTY STREET ADDRESS: 16 FLORES RD, UTAKARRA.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF GREATER GERALDTON

END OF PAGE 1 - CONTINUED OVER

ORIGINAL CERTIFICATE OF CROWN LAND TITLE  
QUALIFIED

REGISTER NUMBER: 2977/DP190471

VOLUME/FOLIO: LR3096-847

PAGE 2

RESPONSIBLE AGENCY:

PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

- NOTE 1: A000001A LAND PARCEL IDENTIFIER OF GERALDTON TOWN LOT/LOT 2977 ON SUPERSEDED PAPER CERTIFICATE OF CROWN LAND TITLE CHANGED TO LOT 2977 ON DEPOSITED PLAN 190471 ON 29-AUG-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.
- NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE.
- NOTE 3: L656322 CORRESPONDENCE FILE 02880-1911-02RO

WESTERN



AUSTRALIA

REGISTER NUMBER <b>2978/DP190471</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

**RECORD OF QUALIFIED CERTIFICATE**

VOLUME **LR3096** FOLIO **848**

**OF  
CROWN LAND TITLE**  
 UNDER THE TRANSFER OF LAND ACT 1893  
 AND THE LAND ADMINISTRATION ACT 1997  
**NO DUPLICATE CREATED**

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 2978 ON DEPOSITED PLAN 190471

**STATUS ORDER AND PRIMARY INTEREST HOLDER:  
(FIRST SCHEDULE)**

**STATUS ORDER/INTEREST:** RESERVE UNDER MANAGEMENT ORDER

**PRIMARY INTEREST HOLDER:** COMMISSIONER OF RAILWAYS OF POST OFFICE BOX 8125, PERTH BUSINESS CENTRE

(XE L656324 ) REGISTERED 17/6/2011

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:  
(SECOND SCHEDULE)**

- RESERVE 14170 FOR THE PURPOSE OF RAILWAY PURPOSES  
L656324 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. REGISTERED 17/6/2011.
- N426180 CAVEAT BY HOLCIM (AUSTRALIA) PTY LTD LODGED 5/9/2016.

- Warning:
- (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.
  - (2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
  - (3) The interests etc. shown hereon may have a different priority than shown.

-----END OF CERTIFICATE OF CROWN LAND TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP190471  
 PREVIOUS TITLE: LR3096-848  
 PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF GREATER GERALDTON

END OF PAGE 1 - CONTINUED OVER

ORIGINAL CERTIFICATE OF CROWN LAND TITLE  
QUALIFIED

REGISTER NUMBER: 2978/DP190471

VOLUME/FOLIO: LR3096-848

PAGE 2

RESPONSIBLE AGENCY:

PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

NOTE 1: A000001A LAND PARCEL IDENTIFIER OF GERALDTON TOWN LOT/LOT 2978 (OR THE PART THEREOF) ON SUPERSEDED PAPER CERTIFICATE OF TITLE CHANGED TO LOT 2978 ON DEPOSITED PLAN 190471 ON 16-AUG-04 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.

NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE OR ON THE CURRENT EDITION OF DUPLICATE CERTIFICATE OF TITLE.

NOTE 3: L656322 CORRESPONDENCE FILE 02880-1911-02RO

WESTERN



AUSTRALIA

REGISTER NUMBER <b>2979/DP190471</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

VOLUME **LR3096** FOLIO **849**

**RECORD OF CERTIFICATE  
OF  
CROWN LAND TITLE  
UNDER THE TRANSFER OF LAND ACT 1893  
AND THE LAND ADMINISTRATION ACT 1997  
NO DUPLICATE CREATED**

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 2979 ON DEPOSITED PLAN 190471

**STATUS ORDER AND PRIMARY INTEREST HOLDER:  
(FIRST SCHEDULE)**

**STATUS ORDER/INTEREST:** RESERVE UNDER MANAGEMENT ORDER

**PRIMARY INTEREST HOLDER:** COMMISSIONER OF RAILWAYS OF POST OFFICE BOX 8125, PERTH BUSINESS CENTRE

(XE L656324 ) REGISTERED 17/6/2011

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:  
(SECOND SCHEDULE)**

- 1. L656323 RESERVE 14170 FOR THE PURPOSE OF RAILWAY PURPOSES REGISTERED 17/6/2011.  
L656324 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. REGISTERED 17/6/2011.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF CROWN LAND TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: LR3096-849 (2979/DP190471)  
 PREVIOUS TITLE: LR3096-849  
 PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF GREATER GERALDTON  
 RESPONSIBLE AGENCY: PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

END OF PAGE 1 - CONTINUED OVER

ORIGINAL CERTIFICATE OF CROWN LAND TITLE

REGISTER NUMBER: 2979/DP190471

VOLUME/FOLIO: LR3096-849

PAGE 2

- NOTE 1: A000001A LAND PARCEL IDENTIFIER OF GERALDTON TOWN LOT/LOT 2979 ON SUPERSEDED PAPER CERTIFICATE OF CROWN LAND TITLE CHANGED TO LOT 2979 ON DEPOSITED PLAN 190471 ON 28-AUG-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.
- NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE.
- NOTE 3: L656323 CORRESPONDENCE FILE 02880-1911-02RO

WESTERN



AUSTRALIA

REGISTER NUMBER <b>2980/DP190471</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

**RECORD OF QUALIFIED CERTIFICATE**

VOLUME **LR3096** FOLIO **850**

**OF  
CROWN LAND TITLE**  
 UNDER THE TRANSFER OF LAND ACT 1893  
 AND THE LAND ADMINISTRATION ACT 1997  
**NO DUPLICATE CREATED**

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 2980 ON DEPOSITED PLAN 190471

**STATUS ORDER AND PRIMARY INTEREST HOLDER:  
(FIRST SCHEDULE)**

**STATUS ORDER/INTEREST:** RESERVE UNDER MANAGEMENT ORDER

**PRIMARY INTEREST HOLDER:** COMMISSIONER OF RAILWAYS OF POST OFFICE BOX 8125, PERTH BUSINESS CENTRE

(XE L656324 ) REGISTERED 17/6/2011

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:  
(SECOND SCHEDULE)**

1. H364377 RESERVE 14170 FOR THE PURPOSE OF RAILWAY PURPOSES REGISTERED 22/8/2000.  
L656324 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. REGISTERED 17/6/2011.

- Warning:
- (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.
  - (2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
  - (3) The interests etc. shown hereon may have a different priority than shown.

-----END OF CERTIFICATE OF CROWN LAND TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: LR3096-850 (2980/DP190471)  
 PREVIOUS TITLE: LR3096-850  
 PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF GREATER GERALDTON  
 RESPONSIBLE AGENCY: PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

END OF PAGE 1 - CONTINUED OVER



ORIGINAL CERTIFICATE OF CROWN LAND TITLE  
QUALIFIED

REGISTER NUMBER: 2980/DP190471

VOLUME/FOLIO: LR3096-850

PAGE 2

- NOTE 1: A000001A LAND PARCEL IDENTIFIER OF GERALDTON TOWN LOT/LOT 2980 ON SUPERSEDED PAPER CERTIFICATE OF CROWN LAND TITLE CHANGED TO LOT 2980 ON DEPOSITED PLAN 190471 ON 28-AUG-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.
- NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE.
- NOTE 3: L656322 CORRESPONDENCE FILE 02880-1911-02RO

WESTERN



AUSTRALIA

REGISTER NUMBER	
2981/DP190471	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	N/A

RECORD OF QUALIFIED CERTIFICATE

VOLUME LR3096 FOLIO 851

OF  
CROWN LAND TITLE  
UNDER THE TRANSFER OF LAND ACT 1893  
AND THE LAND ADMINISTRATION ACT 1997  
**NO DUPLICATE CREATED**

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 2981 ON DEPOSITED PLAN 190471

**STATUS ORDER AND PRIMARY INTEREST HOLDER:**  
(FIRST SCHEDULE)

**STATUS ORDER/INTEREST:** RESERVE UNDER MANAGEMENT ORDER

**PRIMARY INTEREST HOLDER:** COMMISSIONER OF RAILWAYS OF POST OFFICE BOX 8125, PERTH BUSINESS CENTRE

(XE L656324 ) REGISTERED 17/6/2011

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

1. H364377 RESERVE 14170 FOR THE PURPOSE OF RAILWAY PURPOSES REGISTERED 22/8/2000.  
L656324 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. REGISTERED 17/6/2011.

- Warning:
- (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.
  - (2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
  - (3) The interests etc. shown hereon may have a different priority than shown.

-----END OF CERTIFICATE OF CROWN LAND TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: LR3096-851 (2981/DP190471)  
PREVIOUS TITLE: LR3096-851  
PROPERTY STREET ADDRESS: 4 FLORES RD, UTAKARRA.  
LOCAL GOVERNMENT AUTHORITY: CITY OF GREATER GERALDTON  
RESPONSIBLE AGENCY: PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

END OF PAGE 1 - CONTINUED OVER

ORIGINAL CERTIFICATE OF CROWN LAND TITLE  
QUALIFIED

REGISTER NUMBER: 2981/DP190471

VOLUME/FOLIO: LR3096-851

PAGE 2

- NOTE 1: A000001A LAND PARCEL IDENTIFIER OF GERALDTON TOWN LOT/LOT 2981 ON SUPERSEDED PAPER CERTIFICATE OF CROWN LAND TITLE CHANGED TO LOT 2981 ON DEPOSITED PLAN 190471 ON 28-AUG-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.
- NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE.
- NOTE 3: L656322 CORRESPONDENCE FILE 02880-1911-02RO

WESTERN



AUSTRALIA

REGISTER NUMBER <b>2982/DP190472</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

RECORD OF QUALIFIED CERTIFICATE

VOLUME **LR3096** FOLIO **852**

OF  
CROWN LAND TITLE  
UNDER THE TRANSFER OF LAND ACT 1893  
AND THE LAND ADMINISTRATION ACT 1997  
**NO DUPLICATE CREATED**

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 2982 ON DEPOSITED PLAN 190472

**STATUS ORDER AND PRIMARY INTEREST HOLDER:**  
(FIRST SCHEDULE)

**STATUS ORDER/INTEREST:** RESERVE UNDER MANAGEMENT ORDER

**PRIMARY INTEREST HOLDER:** COMMISSIONER OF RAILWAYS OF POST OFFICE BOX 8125, PERTH BUSINESS CENTRE

(XE L656324 ) REGISTERED 17/6/2011

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

1. H364376 RESERVE 14170 FOR THE PURPOSE OF RAILWAY PURPOSES REGISTERED 22/8/2000.  
L656324 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. REGISTERED 17/6/2011.

- Warning: (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
Lot as described in the land description may be a lot or location.  
(2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.  
(3) The interests etc. shown hereon may have a different priority than shown.

-----END OF CERTIFICATE OF CROWN LAND TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP190472  
PREVIOUS TITLE: LR3096-852  
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.  
LOCAL GOVERNMENT AUTHORITY: CITY OF GREATER GERALDTON  
RESPONSIBLE AGENCY: PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

END OF PAGE 1 - CONTINUED OVER

ORIGINAL CERTIFICATE OF CROWN LAND TITLE  
QUALIFIED

REGISTER NUMBER: 2982/DP190472

VOLUME/FOLIO: LR3096-852

PAGE 2

- NOTE 1: A000001A LAND PARCEL IDENTIFIER OF GERALDTON TOWN LOT/LOT 2982 (OR THE PART THEREOF) ON SUPERSEDED PAPER CERTIFICATE OF TITLE CHANGED TO LOT 2982 ON DEPOSITED PLAN 190472 ON 16-AUG-04 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.
- NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE OR ON THE CURRENT EDITION OF DUPLICATE CERTIFICATE OF TITLE.
- NOTE 3: L656322 CORRESPONDENCE FILE 02880-1911-02RO

# ORIGINAL

### INSTRUCTIONS

1. If insufficient space in any section, Additional Sheet Form B1 should be used with appropriate headings. The boxed sections should only contain the words "See Annexure".

2. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by parties.

3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the person signing this document and their witnesses.

### NOTES

#### 1. RESERVE DESCRIPTION

Reserve number and details to be stated. The Volume and Folio numbers to be stated.

#### 2. MANAGEMENT BODY

State the full name and address of management body.

#### 3. CONDITIONS

Detail the conditions specified by the Minister to be observed by the management body in its care control and management of the Reserve.

#### 4. ATTESTATION

This document is to be executed by the Minister for Lands or a person to whom the power to grant a management order under section 46 of the Land Administration Act 1997 has been duly delegated under section 9(1) of the Act (if applicable).

EXAMINED

## L656324 XE

17 Jun 2011 15:35:39 Midland



### MANAGEMENT ORDER (XE)

LODGED BY State Land Services

ADDRESS RDL - Mid West - Box 98C

PHONE No.  
FAX No.

REFERENCE No. Russell Bartrop ref 2880-1911-02 Ph 9347 5096 Fax 9347 5003

ISSUING BOX No.

PREPARED BY State Land Services

ADDRESS RDL - Mid West - Box 98C

PHONE No.  
FAX No.

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY

3/3

TITLES, LEASES, DECLARATIONS ETC LODGED HEREWITH

1. Duplicate MO	Received Items
2.	Nos. 1
3.	
4.	Receiving Clerk
5.	
6.	

103985-003



Registered pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.



WESTERN AUSTRALIA  
LAND ADMINISTRATION ACT 1997 as amended  
TRANSFER OF LAND ACT 1893 as amended

## MANAGEMENT ORDER (XE)

RESERVE DESCRIPTION (NOTE 1)

See Annexure

EXTENT

VOLUME

FOLIO

MANAGEMENT BODY (NOTE 2)

Commissioner of Railways Post Office Box 8125, Perth Business Centre.

CONDITIONS (NOTE 3)

To be utilised for the designated purpose of RAILWAY PURPOSES

THE MINISTER FOR LANDS (IN THE NAME OF AND ON BEHALF OF THE STATE OF WESTERN AUSTRALIA) ORDERS THAT THE CARE, CONTROL AND MANAGEMENT OF THE ABOVE RESERVE BE PLACED WITH THE MANAGEMENT BODY DESCRIBED ABOVE FOR THE PURPOSE FOR WHICH THE LAND COMPRISING THE RESERVE IS RESERVED UNDER SECTION 41 OF THE LAND ADMINISTRATION ACT 1997, AND FOR PURPOSES ANCILLARY OR BENEFICIAL TO THAT PURPOSE TO THE CONDITIONS ABOVE

Dated this 16<sup>th</sup> day of June in the year 2011

ATTESTATION (NOTE 4)

 A / SENIOR STATE LAND OFFICER  
STATE LANDS - MID WEST  
STATE LAND SERVICES

FORM B1

WESTERN AUSTRALIA  
TRANSFER OF LAND ACT 1893 AS AMENDED

ADDITIONAL PAGE TO MANAGEMENT ORDER (XE)

RESERVE DESCRIPTION (NOTE 1)	EXTENT	VOLUME	FOLIO
14170	Whole	3096	847
14170	Whole	3096	848
14170	Whole	3096	850
14170	Whole	3096	851
14170	Whole	3096	852
14170	Whole	3096	849



## **APPENDIX TWO**

State Heritage Register Listing - Geraldton to Walkaway Railway Precinct



**HERITAGE  
COUNCIL**  
OF WESTERN AUSTRALIA

## REGISTER OF HERITAGE PLACES

### ASSESSMENT DOCUMENTATION

#### 11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the precinct.

##### PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.8.6 Building & maintaining railways
- 5.2 Organising workers and work places

##### HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 202 Rail & light rail transport
- 106 Workers

#### 11.1 AESTHETIC VALUE\*

The places and elements within the precinct are valued for their shared and individual aesthetic characteristics, and together they form a significant precinct. (Criteria 1.1 & 1.4)

#### 11.2 HISTORIC VALUE

The Geraldton-Walkaway Railway line was the first section of the line to link Perth with the major port of Geraldton and provided for the transport of passengers for over 60 years and still operates for freight in 2005. The construction of *Geraldton to Walkaway Railway Precinct* marked the beginning of the Walkaway locality and stimulated the development of a communication and transport system in the region. (Criteria 2.1 & 2.2)

*Geraldton to Walkaway Railway Precinct* is associated with George Temple Poole, then newly appointed Superintendent of the Public Works Department, and later Director and Chief Architect, who went on to design a large number of public buildings in Western Australia. (Criterion 2.3)

*Geraldton to Walkaway Railway Precinct* is associated with prominent Architect and railway contractor Edward Keane who was responsible for its construction, and the construction of the Eastern Railway from Chidlow's Well to Beverley and the Midland Railway between Walkaway and Midland. (Criterion 2.3)

#### 11.3 SCIENTIFIC VALUE

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\* For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

## **11.4 SOCIAL VALUE**

*Geraldton to Walkaway Railway Precinct* is highly valued by the local and wider community as evidenced by the efforts of the City of Geraldton, Shire of Greenough and local residents to conserve the buildings. (Criterion 4.1)

*Geraldton to Walkaway Railway Precinct* contributes to the local community's sense of place as a part of the railway history of the district and a reminder of a way of life no longer practiced. (Criterion 4.2)

## **12. DEGREE OF SIGNIFICANCE**

### **12.1 RARITY**

The Gatekeepers' Houses on the Geraldton to Walkaway line were the only such railway residences included in a railway construction contract in Western Australia. (Criterion 5.1)

The Gatekeepers' Houses are rare in Western Australia having been designed as small villas rather than simple cottages. (Criterion 5.1)

*Geraldton to Walkaway Railway Precinct* is rare as a substantially intact and fine example of a late 19th century railway system, and is unique in Western Australia having been designed in the British tradition where Gatekeepers resided beside the crossings. (Criterion 5.2)

### **12.2 REPRESENTATIVENESS**

*Geraldton to Walkaway Railway Precinct* is a fine representative example of a railway precinct of the 1880s. (Criterion 6.1)

### **12.3 CONDITION**

*Geraldton to Walkaway Railway Precinct* is overall in fair condition, with most of the houses showing some deterioration of the roofs and stone walls. All of the Gatekeepers' Houses are vacant and boarded, and Gatekeepers' Houses at Utakarra and Short Road are derelict and in poor condition.

### **12.4 INTEGRITY**

The elements of *Geraldton to Walkaway Railway Precinct* operated as railway facilities for varied periods. All the houses are currently (2008) unoccupied. It is unlikely that any of the buildings and elements could be used for their original railway-associated purposes, but the houses could be used as residences again in the future. Overall, *Geraldton to Walkaway Railway Precinct* demonstrates a moderate degree of integrity.

### **12.5 AUTHENTICITY**

The places comprising *Geraldton to Walkaway Railway Precinct* show evidence of changes to the fabric, in varying degrees to each place, with the major intrusion being painting of the face stone exterior walls at Gatekeeper's House, Bluff Point and Utakarra. Most of the corrugated iron roofs have also been painted. There are concrete floors in the Gatekeeper's House at Short Road. The various verandah enclosures, additions and kitchen extensions have had minimal impact on the original fabric of the places. Overall, *Geraldton to Walkaway Railway Precinct* demonstrates a moderate to high degree of authenticity.

### 13. SUPPORTING EVIDENCE

The documentation for this precinct is based on the heritage assessment completed by Irene Sauman historian and Laura Gray, Heritage and Conservation Consultant, in August 2004, with amendments and/or additions by Office of Heritage staff and the Register Committee.

Supporting evidence has been taken from Considine and Griffiths Architects Pty Ltd, Walkaway Railway Station Precinct Conservation Plan, December 1996; heritage assessment documentation for 13253 Gatekeeper's House, Bluff Point (prepared by John Taylor Architect & Irene Sauman); and 11054 Gatekeeper's House, Bradley's (prepared by Laura Gray & Irene Sauman).<sup>1</sup>

#### 13.1 DOCUMENTARY EVIDENCE

*Geraldton to Walkaway Railway Precinct* comprises three stone railway buildings located along the original railway line from Bluff Point to Walkaway: Gatekeeper's House, Bluff Point (1886), Gatekeeper's House, Utakarra (1886), Gatekeeper's House, Short Road (1886), together with Utakarra Siding (u.d.) and the remains of the railway line from Bluff Point to Narngulu (excluding the disused railway level crossing of the North West Coastal Highway, the disused railway level crossing on the Geraldton-Mt Magnet Road (Utakarra Road) in Geraldton, and the section of permanent way at Narngulu where the Geraldton Southern Transport Corridor crosses).<sup>2</sup> Walkaway Railway Station (1886) is registered as an individual place (P01170) and is not registered as part of this precinct. The precinct was constructed by railway contractor Edward Keane to plans by the Public Works Department under Superintendent George Temple Poole. Gatekeeper's House, Georgina, and Stationmaster's House, Nargulu, which are extant in 2008, are excluded from this assessment.

Lieutenant George Grey explored the Champion Bay and Greenough Flats districts in 1839, and Assistant Surveyor A. C. Gregory did so in 1848. Both considered the area suitable for pastoral and agricultural activities. The settlement of Geraldton was authorised on Champion Bay following the opening of the Geraldine lead mine at Northampton in 1849. Geraldton developed as a port for the mineral fields to the north and as a centre for the pastoral and agricultural lands in the surrounding region, including south to the nearby Greenough district, which was a major producer of wheat for the local market.<sup>3</sup>

A railway line, known as the Northern Railway, was opened from Geraldton to the mines at Northampton in 1879. The line passed close by the Two Mile Well at Bluff Point.<sup>4</sup> The Eastern Railway from Fremantle to Guildford was completed in 1881 and extended to York by 1885, to serve the pastoral and agricultural industries in that region. Western Australia was not producing enough wheat for local consumption in the 1880s, and had to import flour

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<sup>1</sup> This place is referred to in this assessment as Gatekeeper's House, Short Road. Although referred to as *Gatekeeper's House, Bradley's* in the heritage assessment of the place, the name has been changed here to avoid confusion with the McCartney Road house (not included in this assessment), also located at Bradley's.

<sup>2</sup> The houses were referred to as gate houses and crossing-keeper's houses in the 1886 contract for the line, but the terms gatekeeper and gate-keeping were used consistently in Railways Dept annual reports from at least 1881, and those terms have been used here.

<sup>3</sup> Bain, Mary Albertus, *A Life of Its Own*, City of Geraldton, 1996, pp. 17-105; Hay, John, 'Literature and Society', p. 607, In Stannage, C.T. (ed), *A New History of Western Australia*, UWA Press, Perth, 1981, pp. 599-635.

<sup>4</sup> Map of Geraldton, accompanying 1901 census.

from the eastern states. The Government wanted to encourage agricultural land settlement and railways were considered an efficient way of doing so.<sup>5</sup> Although other railway lines were planned, the Colony did not have the funds to construct them itself, so it undertook to have them built by private operators under the land grant system.

In 1886, the Government entered into a contract with John Waddington's West Australian Midland Land and Railway Syndicate to build the Guildford to Walkaway section of a railway line between Perth and Geraldton. The land between Walkaway and Geraldton was already largely settled with no crown land available to grant in return for railway construction, so the Government undertook to construct the 18 miles of line along that section of the route. The line was planned to run along the Greenough Front Flats to a property known as Walkaway, but because the Front Flats were subject to flooding the route was changed to the Back Flats. Although the line then terminated several miles from Walkaway, the name was retained. Construction was authorised by the *Geraldton-Greenough Railway Act, 1886*.<sup>6</sup>

Edward Keane won the Government contract to build the line, with a price of £42,561 3s 6d, and was then contracted by the Midland Railway Syndicate to build the line from Walkaway to Guildford. Keane was an English civil engineer who migrated to Melbourne in 1876 and worked on railway construction in South Australia. Keane worked with J. W. Wright on the Guildford-Chidlow's Well section of the Eastern Railway, taking over when Wright experienced problems. He built the next section to York, and in 1885, was awarded the contract for the York to Beverley line and the Bayswater-Belmont branch line. He was also involved in the construction of the Canning Timber Mill, Zig-Zag Railway and the Victoria Reservoir, and held the directorship of Perth's first water supply company. Keane was active in political life, representing Geraldton (1886-89) and Perth (1889-91) in the State parliament and was Mayor of Perth in 1891-92.<sup>7</sup>

Edward Keane's contract for the Geraldton-Walkaway line comprised the formation and laying of a single track with signals and sidings, the iron rails being supplied by the government. Along the line, Keane was required to provide: a passenger station and goods shed, with platforms, at the Walkaway terminus; six crossing-keepers' houses (also referred to as gate houses); two wells, each fitted with wind engine, pump and 4,400 gallon tank; platforms at the Racecourse and Bootenall Road stations; and, a telegraph line for the length of the track.<sup>8</sup>

In the early development of railways, level crossings in high-risk locations were protected by swing gates operated by gatekeepers or railway station staff. A common design feature on many British railway routes, the idea was exported throughout the British Empire. Gatekeepers' cottages appear to have been more widely constructed on railway lines in the Eastern States,

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<sup>5</sup> Glynn, Sean, *Government Policy and Agricultural Development: A study of the role of government in the development of the Western Australian wheat belt, 1900-1930*, UWA Press, 1975, pp. 34-36.

<sup>6</sup> 'A Short History of the Midland Railway Company', Part 1, *Railway Institute Magazine*, March 1981, pp. 4-7; *Statutes of Western Australia*, Perth, Gov Print, No. 2 of 1886.

<sup>7</sup> WAGR, *Annual Report*, 1885, in *Votes & Proceedings of the Parliament of Western Australia*, 1886, Paper 25, p. 8; Gunzberg, Adrian & Austin, Jeff, *Rails Through the Bush*, Light Railway Research Society of Australia, Melbourne, 1997, p. 210-17.

<sup>8</sup> Geraldton-Greenough Railway contract, 1886, WA Specification Book 2, SROWA, AN 260/CCE ACC 2620 Item 2; WAGR, *Annual Report*, 1885, in *Votes & Proceedings*, 1886, Paper 25, p. 8.

e.g. the 1860s railway line through the Blue Mountains contains twelve identical stone gatekeepers' cottages at level crossings along the route.<sup>9</sup>

Specifications for the Walkaway Station Building and Gatekeepers' Houses called for use of 'the best hard flat bedded stone obtainable within the District through which the Line traverses'. The masonry was specified as hammer dressed in random courses with joints in black mortar. Bricks were to be used for arches, chimney shafts and flues, and the roofing was to be galvanised iron, unpainted.<sup>10</sup>

Governor Frederick Broome turned the first sod for the Geraldton-Walkaway line on 6 May 1886.<sup>11</sup> Work progressed rapidly, as reported in the Geraldton newspaper, *The Victorian Express*, three months later:

Only three months ago His Excellency Sir Frederick Broome turned the first sod of the line now under construction, and what a change has taken place since then! Or rather what progress has been made! Mr. Keane... has done wonders (though, perhaps, I ought to say that Mr. Riseley has for him) ... Through the virgin bush, starting from the Northern Railway, near to the Two-Mile Well, a road has been cut terminating in the very heart of our immediate agricultural district, and tapping the best of its land... [At] the junction at the Two Mile Well... you see the white (?) tents of the navvies peeping up above the bush and scrub. Between the well and the Northern Line a large iron building has been erected (larger than the Goods' Shed at Geraldton) containing a number of workshops and stables.... A large sized substantially built cottage erected for the accommodation of the crossing keeper, an important personage yet to be appointed, is now nearly finished adjacent to the workshops.... Immediately on leaving the Northampton Line there is rather a deep cutting through the sandhills... The line here takes rather a sharp curve... It then bears slightly to the right toward the hills which divide the Front Flats from the Back Flats. About three miles up the line is another cottage similar to the one at the junction. From thence the line runs away towards the Race Course... A landing is being made here... From this first stopping place it is almost a straight run across to the Seven Mile, where the Second Camp is situated. Here the line runs close under the hills, where men are employed in quarrying for the rough or bottom ballast, Flats farmers with their teams being requisitioned for the purpose... At Grattan's Well at the Nine Mile...is a very pretty camp... To this point from the Bay the formation, with the exception of about a mile, is complete, and a good deal of it ballasted. From the Nine Mile to the Twelve Mile occurs the heaviest work on the line, the ground being very low and swampy, necessitating an embankment being made for the whole distance... At the Ten Mile there is another landing, also another crossing keeper's cottage, the fellow of its predecessors, is in course of erection. From this point you may say that the Back Flats commence, and one can see splendid arable flats stretching far away on either side... At the Twelve Mile another gang of men is camped in a very good situation, and for the accommodation of those who like plenty of company there are two moveable boarding-houses, one of which is kept by hospitable Mrs. Kane... Shortly after leaving the hospitable locality the track runs three or four farms to Mr. S. Marks at the Sixteen Mile.... From the Sixteen Mile to Walkaway the track runs through very thick wattle bush... At Walkaway mechanics have already commenced preparing for the erection of the railway station... a very neat, commodious two-storied structure it is... Besides the men working on the track there are two gangs away on the adjacent hills, quarrying, for building purposes, stone, which is plentiful and good.... The line promises to be speedily completed, and to be most serviceable when completed, tapping as it does a wide extent of fertile land, the greater part of which, up to the present, has been lying idle owing to the difficulty and cost of

<sup>9</sup> Jack, I, *Significance of the Route across the Blue Mountains in NSW*, [icomos.org/australia/Tracks](http://icomos.org/australia/Tracks)

<sup>10</sup> Geraldton-Greenough Railway contract, 1886, Specification of station buildings, &c, pp. 21-22, Western Australia Specification Book 2, op cit.

<sup>11</sup> Gunzberg, Adrian & Austin, Jeff, op cit.

conveying produce to market over the sandy tracks stretching eight or nine miles from the Bay. It also brings several of our outlying stations within easy range of market. But more important still...it is the first link in the chain which will connect the port of Champion Bay with the present metropolis of the colony, that chain being the Midland Railway.<sup>12</sup>

The three cottages mentioned in the report were at Bluff Point, Utakarra and Bootenall. A later report was published on 19 February 1887, when the line was completed. At that time, 'all Geraldton and Geraldton's wives' were treated to a train tour to Walkaway, where there was 'a noble looking station, built of freestone, with a goods shed to match'. But it was the Gatekeepers' Houses that came in for the most comment:

One of the most extraordinary things connected with the construction of this line is the gate-keeper's cottages built at intervals along the road. There are six of them altogether, they were built at a cost of £3,300 and many enquiries were made as to what they were really intended for. Gates there are none and at the very lowest estimate it would cost £40 to furnish one of them. They are more like villa residences than gate-keeper's cottages, they are built of solid stone, and contain five rooms each. They are too roomy for an ordinary gate-keeper, and there is nothing like them on any other line that I am acquainted with. Perhaps the Commissioner of Railways may intend to furnish them by and by, and make way-side stations of them but unless the Midland line goes on, and gives an impetus to trade and traffic I fancy they will prove to be expensive items.<sup>13</sup>

The article makes it clear that the provision of the gatekeepers' houses was considered an anomaly in rural Western Australia. Their inclusion on the line is likely to have been the idea of George Temple Poole, who had arrived from England to take up the position of Superintendent of the Public Works Department in July 1885, succeeding Richard Roach Jewell. The Geraldton-Walkaway line was the first new railway construction he was involved with in the State. Temple Poole would have been familiar with the busy railways and crowded countryside of England. He was the son of Lieutenant Colonel John George Temple and Dame Louisa Poole. Both families had country properties, some of which George had inherited.<sup>14</sup>

Poole studied architecture and civil and mechanical engineering in England under C. Crabb Creeke and George Judge, and was later associated with Sir James Lemon, president of the Institute of Civil Engineers and John Ashdown, who was noted for the design and execution of harbour works in England. Poole was 29 years old when he took up his new colonial position. In 1889 he was appointed Director of Public Works, and was the first to occupy the position of Chief Architect, to which he was appointed in 1890. He held that position, and the positions of Superintendent of Public Works and Assistant Engineer in Chief, until his retirement from the public service in 1896. He worked in private practice until his death in 1934. Poole was responsible for the design of many public buildings, including railway stations, schools, police stations, post offices and courthouses, as well as many individual works, during a period of great expansion in Western Australia.<sup>15</sup>

The Geraldton-Walkaway line was gazetted safe for passenger and goods traffic on 9 June 1887, and Geraldton Resident Magistrate, Maitland Brown, officially opened the line on 21 June, during the local Queen Victoria Jubilee

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12 *The Victorian Express*, 7 August 1886, p. 3.

13 *The Victorian Express*, 19 February 1887, p. 5, item by-line 'A Flying Correspondent'.

14 Oldham, Ray & John, *George Temple-Poole: Architect of the Golden Years 1885-1897*, UWA Press, Perth, 1980.

15 Pitt Morison, M., 'Immigrant Architects and their work, 1885-1905', unpublished, Batty PR13589.

celebrations. The Geraldton Railway station was decorated for the occasion and a gaily decorated steam locomotive drew a number of carriages with guests and visitors to Walkaway. A separate carriage occupied by the Resident Magistrate and 'about sixty gentlemen' was furnished with 'cushions covered with blue velvet and decorated with old gold, the curtains and fittings being of the same colour'.<sup>16</sup> At Walkaway:

Tables covered with wine glasses were all ready, champagne and other wines were quickly uncorked, and the ceremony proceeded with... The proceedings were of an enthusiastic character, although many regrets were expressed at the stoppage of the Midland Railway, and there was a general agreement that the railway stopping where it does [at Walkaway] can be absolutely of no use to the district.<sup>17</sup>

Delays in completion of the Midland line meant traffic on the Geraldton-Walkaway line was light at first. A regular train service, starting on 2 July 1887, consisted of trains each way on Tuesday and Saturday only.<sup>18</sup> To encourage use of the line, the Greenough Farmers' Club requested 'landings along the railway line at convenient places, with good approaches thereto'.<sup>19</sup> Two new sidings were 'laid in' on the line in 1889, and a third was added in 1890-91.<sup>20</sup> The first two were Georgina and Wiley's, both marked as stations on an 1890 Public Plan. The third new siding was likely to have been Bradley's, which was located between McCartney Road and Short Road. Sidings were also provided at Utakarra, and at Meru and Wonthella, between Utakarra and Bluff Point. These were all in existence by 1921. Stockyards and wheat stack areas were provided at some of the sidings to facilitate the transport of farm produce. None of the sidings were manned.<sup>21</sup>

The Geraldton-Walkaway line was operated as part of the Northern Railway. In 1891, there was a marked increase in the traffic on the Walkaway line:

This result was contributed to largely by materials hauled in connection with the construction of Midland Railway from Walkaway. The traffic over Government Line from Walkaway to Geraldton will no doubt benefit considerably by the completion of the Midland Railway.<sup>22</sup>

When gold was found in the Mount Magnet area the Murchison Goldfield was proclaimed and the *Mullewa Railway Act, 1892* authorised construction of a railway line from Geraldton to Mullewa. The route of the Mullewa line began from the Geraldton-Walkaway line, at a point approximately halfway between the Gatekeepers' Houses at Utakarra and Bootenall. This point was known as Mullewa Junction (later Narngulu) and a station was established with a shelter shed, passenger platform, latrines and loading platform.<sup>23</sup>

Both the Mullewa line and the Midland line were opened in 1894, resulting in a great increase in rail traffic on the lines between Geraldton and Perth as people, supplies and equipment were railed to the goldfields. The Mullewa

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16 *West Australian Government Gazette*, 9 June 1887, p. 378; Gunzberg & Austin, op cit.

17 *The Victorian Express*, 25 June 1887, p. 3.

18 *West Australian Government Gazette*, 7 July 1887, p. 434.

19 *The Victorian Express*, 18 June 1887, p. 6.

20 WAGR, *Annual Report* 1889, in *Votes & Proceedings*, 1890, Paper 19, p. 7 & *Annual Report* 1890, in *Votes & Proceedings*, 1891, Paper 10, p. 5. No gazettal for these sidings was found.

21 WAGR files, Progress plan 290 (Bootenall), 291 (Georgina) and 292 (Bradley's, SROWA, ACC 1642/290-292; Map of railway system accompanying WAGR, *Annual Report*, 1921. Meru was not listed by 1935; WAGR, *Annual Reports*, 1890-1910.

22 WAGR, *Annual Report* 1891, in *Votes & Proceedings*, 1893, Paper 24, p. vii.

23 Gunzberg & Austin, op cit; Mullewa Contract, 1892, Western Australia Specification Book 2, op cit.



line was rapidly extended to Yalgoo (1896) and Mount Magnet and Cue (1898).<sup>24</sup> The lines radiating from Geraldton to Northampton, Walkaway and Cue were known collectively as the Northern Railway.

An 1898 survey of the Geraldton-Walkaway line shows the Walkaway Station Buildings and all Gatekeepers' Houses except Bluff Point, which was located on a previously surveyed suburban lot.<sup>25</sup>

The Gatekeepers' Houses were never occupied for their intended purpose. This is confirmed by the fact that no money was spent on gate-keeping on the Northern lines, while on the Eastern line the cost for this service was just over £167 in 1889 and £218 in 1890.<sup>26</sup> The lack of need for gatekeepers on the Geraldton-Walkaway line would have been a major reason for the fact that no such houses were provided for in any later railway construction in the State.<sup>27</sup> From the early 1900s:

In order to control the road traffic at some busy level crossings and thus prevent delays to trains, gates are provided, worked, for the sake of efficiency and economy, by the man who attends to the signals.<sup>28</sup>

In the 1890s and early 1900s, platelayers occupied the Gatekeepers' Houses at Bootenall, Georgina and McCartney roads.<sup>29</sup> It is likely that the houses at Short Road and Utakarra were occupied in that capacity as well. The Gatekeepers' Houses would have been considered luxury accommodation for the platelayers, who were usually provided with two room cottages.

Traffic on the Midland and Northern lines was reduced after 1903, when goldfield production began to fall. Passenger trains between Perth and Geraldton, which had been a daily service, were reduced to twice weekly by 1916. By the 1920s, at least some of the Gatekeepers' Houses were privately tenanted. Narngulu Station, as the junction of the Mullewa line, continued to be manned, as did Walkaway Station, which was the junction of the Government and Midland lines. Lower revenue during the Depression, and increasing competition from road transport immediately following the War, resulted in the introduction of a road passenger service on the Midland line to reduce operating costs.<sup>30</sup> The first railway bus ran from Perth to Moora on 12 October 1946, and the service was soon extended to Geraldton. By 1948, six return bus journeys a week were being undertaken and a freight service for parcels and small goods was added.<sup>31</sup>

Reports on the freighting of wheat from the various sidings between Walkaway and Geraldton indicates that, by 1950, most grain was sent from Walkaway Station, and even there the total amount was relatively low. The

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24 Gunzberg & Austin, op cit; Mullewa Contract, 1892, Western Australia Specification Book 2, op cit.

25 Map of Geraldton, accompanying 1901 census; PWD Plan 6528, site plans of the railway crossings on the Walkaway-Geraldton line. Lines built prior to 1891 were not fully surveyed, which placed a burden on affected landowners when they wanted to sell their property. Surveys on those lines were undertaken retrospectively to remedy the inequity.

26 WAGR, *Annual Report*, 1889, in *Votes & Proceedings*, 1887, Paper 8, p. 18.

27 Western Australia Specification Books 2, op cit, & Western Australian Specification Book 2A, SROWA AN 260/CCE ACC 26202A, Item 2.

28 WAGR, *Annual Report*, 1910, p. 10, in *Votes & Proceedings*, 1910-11, Vol. 2 Pt 1, Paper 8.

29 WAGR files, Progress plan 290 (Bootenall), 291 (Georgina) and 292 (Bradley's), SROWA, ACC 1642/290-292.

30 Bull, T. J. 'A History of the Midland Railway Company of WA', typescript, p. 71; 'A Short History of the Midland Railway Company', Part 3, *Railway Institute Magazine*, Oct 1981, pp. 8-9.

31 Bull, op cit, p. 72.

date of closure of the sidings has not been ascertained, but is likely to have been in the 1950s or 1960s. Narngulu was no longer manned by 1945.<sup>32</sup>

In 1964, the State Government purchased the Midland Railway, taking over operation of the line between Guildford and Geraldton on 1 August 1964.<sup>33</sup> In 1968 a review of safety issues recommended that Short and McCartney Roads should have stop signs installed to supplement the existing signs warning of a railway crossing ahead, because visibility along the line from the roads was not sufficient. The Gatekeepers' Houses were part of the problem because they blocked a clear view of the line.<sup>34</sup>

### **Gatekeeper's House, Bluff Point**

Because of its location in Geraldton, the Gatekeeper's House, Bluff Point continued to be occupied by railway employees into the 1990s, much longer than the Houses along the rest of the line. Geraldton was the headquarters of the Railway Department's Northern District, which covered all the lines north from Walkaway.<sup>35</sup> It was occupied by the ganger of the Bluff Point permanent way gang for a number of years, prior to closure of the Geraldton-Northampton line in 1957.<sup>36</sup>

During 1995-96, the Gatekeeper's House, Bluff Point was unoccupied for about twelve months and during this time the French doors and three interior four-panel doors were removed. In 1996, Celia Lofthouse leased and occupied the place. Ms Lofthouse undertook work on the place to make it habitable, including some interior painting.<sup>37</sup>

Gatekeeper's House, Bluff Point was classified by the National Trust in 1995. In 1998, the place was listed on the City of Geraldton Municipal Heritage Inventory with a Category 2 management rating.<sup>38</sup> In 1999, Ms Lofthouse placed a caveat on the property to protect her interest in the place in the event of a proposal to demolish. In 2004, the place was granted permanent entry on the State Register of Heritage Places as *Railway Cottage (fmr), Bluff Point & Two Mile Well* (13253).

### **Gatekeeper's House, Utakarra**

No occupation records have been located for Gatekeeper's House, Utakarra, or information regarding the Utakarra siding. The place has been surplus to Railway Department requirements for some time.

The immediate area on the east side of the line at Utakarra included reserves for noxious industries, such as an abattoir, and several recreation areas. In

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<sup>32</sup> WAGR, *Annual Report*, 1935, p. 74, in *Votes & Proceedings*, 1935, Paper 7; WAGR, Narngulu Progress Plan 289, 1939-56, SROWA, ACC 1642/289.

<sup>33</sup> *Midland Railway Company of Western Australia Limited Acquisition Agreement Act*, 1963; Bull, op cit, p. 72.

<sup>34</sup> Railway Crossing Protection Committee, *Railway level crossing protection in Western Australia: report of the Committee appointed by the Government of Western Australia to review the safety requirements for all railway level crossings in the State*, Perth, 1968, pp. 33.

<sup>35</sup> WAGR, *Annual Report*, 1920, p. 2, in *Votes & Proceedings*, 1920, Vol. 1 Pt 2, Paper 7.

<sup>36</sup> Suba, T., Callow, B. & Grundy, G. *City of Geraldton Municipal Heritage Inventory*, 1996-97, Place no. 69, information provided by Geraldton resident Shirley Scotter.

<sup>37</sup> Telephone conversation with Celia Lofthouse during research for the heritage assessment of the place, March 2003; Plan from WAGR property file for DP 521, Properties Section, PTA offices, East Perth Railway Terminal, West Pde, East Perth.

<sup>38</sup> *City of Geraldton Municipal Heritage Inventory*, Place no. 69.

1966, a future railway marshalling yard was proposed for the area and several hundred acres of land were acquired by the Railways Department for the purpose. The acquired site extended north from Eastward Road and encompassed the Gatekeeper's House, Utakarra. Although the marshalling yards did not eventuate, the setting apart of the land, together with the expected eventual demolition of the House, meant that the place could not be sold and was not maintained.<sup>39</sup>

Gatekeeper's House, Utakarra eventually became uninhabitable. It has been vacant for many years and has fallen into disrepair. In 1998, the place was listed on the City of Geraldton Municipal Heritage Inventory with a Category 2 management rating.<sup>40</sup> The City of Geraldton has expressed concern at the possible demolition of the place.<sup>41</sup>

### **Gatekeeper's House, Short Road<sup>42</sup>**

Gatekeeper's House, Short Road, was located immediately south of Bradley's siding. In 1932, the place was occupied by private tenants, Robert and Josephine Desmond, who purchased the property for £100 in 1934. The purchase was complicated by the fact that the building was situated only 12m from the railway track. Safe working practice required a 20m buffer between the track and private land so only part of the site could be sold. The remainder of the House site, a 7.92m wide strip, was subject to a lease from the Railways Department.<sup>43</sup>

Robert Desmond was employed by the Main Roads Department. His father, Denis (Dennis) Daniel Desmond had arrived in Western Australia on the *Success* in 1843, and by 1857 was farming at Greenough. Josephine Desmond was still in residence at the Short Road house in the mid 1970s. Her son Paul, who had grown up at the place, inherited it and occupied it for a time before moving to Geraldton. In the 1980s, Gatekeeper's House, Short Road was rented for some years. Paul Desmond wanted to sell the place, but it was subject to flooding due to its low-lying position and was not wanted by anyone. Around 1990, Paul's son, Patrick Desmond, occupied the place.<sup>44</sup>

In 1998, Gatekeeper's House, Short Road was listed on the Shire of Greenough Municipal Heritage Inventory with a Category 2 management rating.<sup>45</sup> A heritage assessment undertaken in June 2002 found that the place was below threshold for the State Register. In 2004, the Public Transport Authority (PTA) bought back the Gatekeeper's House, Short Road with the intention to demolish.<sup>46</sup>

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39 WAGR files, Utakarra proposed marshalling yards, SROWA, WAS 1208 CONS 4780 Item 4852, Vols. 1-3, 1965-73.

40 *City of Geraldton Municipal Heritage Inventory*, Place 122.

41 *Geraldton Guardian*, 4 April 2003, p. 15

42 Also referred to as *Gatekeeper's House (fmr)*, *Bradleys*, HCWA place 11054.

43 Site plan showing leased and owned portions of land, WAGR, Lease File L2519; telephone conversation with Paul Desmond, former owner, during research for the heritage assessment of the place, May 2002.

44 WAGR, Lease File L2519; telephone conversation with Mr Paul Desmond, op cit; West Australian Biographical Card Index, Battye Library.

45 *Shire of Greenough Municipal Inventory*, Place no. 119.

46 Information provided by Mudji Nielsen, PTA properties department.

## Walkaway Railway Station

The Walkaway Railway Station Building, incorporating station offices and stationmaster's residence, was built in Federation Arts & Crafts style with an associated stone goods shed. The township of Walkaway developed around the station. As the junction of the Government line and the privately owned Midland line, Walkaway was home to a number of railway employees. In 1910, these included the stationmaster, night officer, examiner, ganger, loco foreman, two guards and three repairers.<sup>47</sup>

Additions for a post office and post office residence were made c.1899 and extended in 1913. From the 1920s, the post office residence was occupied by the assistant stationmaster and later by other railway employees. With the acquisition of the Midland line by the Government, Walkaway Station, as the terminus of the Government line from Geraldton, was no longer required, and closed in 1966. In 1971, the Walkaway Division of the Geraldton Historical Society arranged to lease the Walkaway Station Building to save it from demolition. In 1972, a regional museum was opened in the place.

In 1996, the Shire of Greenough purchased Walkaway Station Building, leasing the land from Westrail for a peppercorn rent. A conservation plan was prepared for the place. In 1999, Walkaway Station Building was entered on the State Register as *Walkaway Railway Station Museum*.<sup>48</sup>

In 2000, the sale of Westrail's freight division to private enterprise was finalised under the *Rail Freight System Agreement Act, 2000*. The final disposal of remaining railway residences along the rail corridor has become a priority for the Public Transport Authority.

The group assessment of the places on the Geraldton-Walkaway line has been instigated as a result of community concern over possible demolition of some elements, in particular, the Gatekeepers' Houses at Short Road and Utakarra. The gatekeeper's house at Bootenall has already been demolished, although the date of this has not been ascertained.

*Walkaway Railway Station Museum* was entered in the State Register on a permanent basis in 1999. In November 2004, *Gatekeeper's House, Bluff Point & Two Mile Well* was entered in the Register on a permanent basis.

In 2005, the section of line from Narngulu north-west to Bluff Point and back south along the coast to Geraldton was replaced by a railway line and road, known as the Geraldton Southern Transport Corridor, which follows a direct line east-west between Narngulu and Geraldton Jetty. In September 2005, the Public Transport Authority began removing the railway line between Bluff Point and Narngulu as it was no longer operational. Three representative sections of line were left, two adjacent to the Gatekeepers' Houses at Bluff Point and Utakarra, and one to the siding at Utakarra. All other railway line fabric was removed, although the route of the line remains clear, particularly between Chapman Valley Road and North West Coastal Highway where it is set in an extensive curved cutting. Rails also remain embedded in all road crossings, although all signage and signals have been removed.

In 2008, Gatekeeper's House, Bluff Point is owned by PTA and unoccupied; Gatekeeper's House, Utakarra is owned by PTA and is vacant and derelict; Gatekeeper's House, Short Road is owned by PTA and is unoccupied; and

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<sup>47</sup> Wise's *Post Office Directories*, 1910.

<sup>48</sup> Heritage Council assessment documentation, *Walkaway Railway Station Museum*, Place 1170.

Walkaway Station Building is owned by the Shire of Greenough on land leased from PTA and is occupied as a museum.

### **13.2 PHYSICAL EVIDENCE**

*Geraldton to Walkaway Railway Precinct* comprises several stone railway buildings located along the original railway line from Bluff Point to Walkaway: Gatekeeper's House, Bluff Point (1886), Gatekeeper's House, Utakarra (1886), Gatekeeper's House, Short Road (1886), together with Utakarra Siding (u.d.) and the remains of the railway line from Bluff Point to Narngulu, excluding the disused railway level crossing of the North West Coastal Highway, the disused railway level crossing on the Geraldton-Mt Magnet Road (Utakarra Road) in Geraldton, and the section of permanent way at Narngulu where the Geraldton Southern Transport Corridor crosses. Gatekeeper's House, Georgina, and Stationmaster's House, Nargulu, which are extant in 2008, are excluded from this assessment.

The buildings in *Geraldton to Walkaway Railway Precinct* are located at various points along the original route of the Geraldton-Walkaway railway line, between Bluff Point to the north and Walkaway to the south. All the places are located on east of the railway line, except Utakarra Siding, and are in close proximity to the line and adjacent to a road crossing over the line. Gatekeeper's House, Bluff Point is at the north end of the group and, southwards from Bluff Point: Gatekeeper's House, Utakarra, and Gatekeeper's House, Short Road. Of the extant Gatekeepers' houses, three are included in this assessment.

The Gatekeepers' Houses were designed and built to be occupied by a crossing keeper where roads crossed over the Geraldton to Walkaway line. Each of the four houses is the same design and display some characteristics of Victorian Georgian style, although Gatekeeper's House, Bluff Point features a bay window at the front. Typical of the style, the Gatekeepers' Houses have a simple rectangular form, with symmetrical façades and a central entry, and unsophisticated details and sash windows.

All of the Gatekeepers' Houses have the same floor plan, although this plan is reversed for Gatekeeper's House, Short Road. The plan is simple, with a central front door opening into a corridor with two rooms to the right, one on the left and one ahead. The room on the left leads to the rear kitchen. The exterior is accessed through a door on the side of the kitchen. The Gatekeepers' Houses are single-storey stone structures with hipped roofs clad with corrugated iron, and corbelled face brick chimneys. The gutters are ogee profile with round galvanised downpipes, where those elements remain in situ. The eaves are lined with matchboards, as are the original gable ends to the front verandahs. The roofs extend over the front verandahs to form a skillion roof supported by evenly spaced square timber posts. The overlap timbers on the front verandah soffit at Short Road provide evidence that the roofs may originally have been shingled. The squared random coursed stone walls are tuck pointed on the front façades and mortared elsewhere. The stone is quoined around the window and door openings. The quoin stones have a distinctive, even pitted pattern on the surface of the stone. The window heads are detailed in an arched brick soldier course and outside header course and the sills are rendered. The central front doors are the original six-panelled doors with fanlights, flanked by timber framed double hung sash windows, with a bay configuration on the left side. The kitchens have louvred windows.

The interior fabric comprises walls that have a hard plaster finish, skirtings, architraves, timber door casements, and original four panel doors, lathe and plaster ceilings, and 15cm jarrah floor boards throughout except where the floor has been replaced with concrete in Gatekeeper's House, Short Road. The simple bracketed painted timber mantelpieces remain in situ in the main front room fireplaces except where it has been removed in Gatekeeper's House, Utkarra. The pantries have timber framed ladder shelving.

**Gatekeeper's House, Bluff Point** is located on portion of Lot 3046 immediately adjacent to the railway line and Chapman Road crossing, at the northernmost crossing on the Geraldton-Walkaway line. The House, on the north side of the railway line, faces west to the ocean, only several hundred metres away. There is a low corrugated fibro-cement fence across the front boundary, and outbuildings on the north side and at the rear, including an asbestos clad skillion shed, and steel clad garage. The site is elevated and slopes down to the road frontage. The Two Mile Well is located separately on the north side, close to the road. Gatekeeper's House, Bluff Point is as described for a typical Gatekeeper's House except for some alterations. The front verandah has asbestos clad dado walls, and an extension along the north side is clad with weatherboards. The north extension incorporates a bathroom and extended kitchen. The door in Room 4 has a porch attachment and has been boarded up. The face stone walls have been painted, and gutters are dislodged. Overall, the place is in fair condition.

A 200m section of railway line has been retained to the south of the house. To the northeast (rear) of the House, embedded in ground and obscured by undergrowth, are timber sleepers from the Geraldton to Northampton Railway that intersected with the line at this point.

**Gatekeeper's House, Utkarra** is located within Geraldton Lot 2922, immediately adjacent to the railway line. The house, on the east of the railway line, faces due north immediately adjacent to the railway crossing, with the line passing across the southwest of the triangular site. The house faces the main road between Geraldton and Mt Magnet. There are no outbuildings. The site is low-lying, below road level, and flat. Gatekeeper's House, Utkarra is a typical Gatekeeper's House except for a corrugated iron clad extension along the east side, within which is an asbestos wall of the kitchen beyond the stone wall alignment, and a cement block bathroom. The front verandah has a concrete floor, and remains of a timber frame along the front shows a previous enclosure. The roof sheeting shows some loose sheets and rust, and the front and part of the side of the roof has been painted. Interior and exterior walls show extensive damage, stone disintegration, rising damp, and damage to asbestos sheeting. The original timber floors throughout are termite damaged and boards have been removed in many sections. The stove has been removed from the kitchen; many skirtings, architraves and door casements have been removed or damaged. There is evidence of fire damage in the living room fireplace where the mantelpiece has been removed. External doors and windows are boarded throughout. The place is in poor condition, vacant and derelict. A 75m section of railway line has been retained southwest of the house.

**Gatekeeper's House, Short Road** is located within part Victoria Location 100, and mostly in the railway reserve immediately adjacent to the railway line at the first railway crossing north of Walkaway. The house, on the southeast side of the railway line, faces northwest directly opposite the railway crossing in Short Road. On the southeast side of the property is the main road

between Walkaway and Geraldton. There are several outbuildings at the rear, both within and outside the fenced area. The site is low-lying and flat, and the railway line and crossing are elevated significantly above the ground level of the house. Gatekeeper's House, Short Road is a typical gatekeeper's house except the roof is painted, a section of the roof is missing from the northwest corner and there are no gutters or downpipes. The timber overlaps on the front verandah soffit suggest the original roof may have been shingled. The front verandah has a dado wall, with louvred windows above across the front, and full height walls on the sides of the verandah. The verandah, dados and extensions on the side and rear of the place, are constructed of concrete blocks typical of the moulded pattern blocks of the 1950s. The front verandah has a concrete floor, the front bay window frame has extensive termite damage, and an aluminium framed sliding glass window has replaced the other front window. Floors in Rooms 1 and 4 and the kitchen are concrete. The walls show extensive evidence of rising damp and subsequent damage around the lower sections of the walls, as well as serious vertical cracks in the centre of the northeast wall of Room 3, horizontal cracks at the ceiling/wall connection in Room 4 and other cracks at various other locations throughout the place. There is an intrusive metal doorframe, a brick wall through the centre of a room, which intrudes into the window opening, and cement rendering to dado height on the original walls. Room 1 has a plasterboard ceiling with c.1950 art deco motif and fluorescent tube. The kitchen fireplace has a Metters No. 1 wood stove and a c.1950s fitout. The bathroom addition and various outbuildings have no heritage value. Overall, the place is in poor condition. The roof is rusted, the timbers are significantly termite damaged, there is considerable rising damp and fretted stonework, and there are significant cracks in the walls.<sup>49</sup>

### **Utakarra Siding**

Utakarra Siding consists of a raised stone platform adjacent to a 100m section of railway track.

### **Railway Line – Bluff Point to Narngulu**

All but three representative sections of the railway line between Bluff Point and Narngulu has been removed as a result of the 2006 decommissioning of the line. A 200m section of line remains adjacent to Bluff Point Gatekeeper's House, 75m has been retained adjacent to Utakarra Gatekeeper's House and 100m at Utakarra Siding. Elsewhere, the route of the railway line remains although all ballast, sleepers and rails have been removed. The curved extensive cutting between Chapman Valley Road and North West Coastal Highway is still clearly defined in the landscape. Rails remain in the road at all crossings, although signals and signs have been removed.

Overall, *Geraldton to Walkaway Railway Precinct* is in fair condition, although Gatekeeper's House, Utakarra is vacant, derelict and in poor condition. The unoccupied Gatekeeper's House, Walkaway requires maintenance and securing.

## **13.3 COMPARATIVE INFORMATION**

*Geraldton to Walkaway Railway Precinct* is best compared with the Menzies Railway Group (1898) on the Eastern Goldfields line, which comprises a

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<sup>49</sup> Interior details taken from heritage assessment June 2002: below threshold.

collection of stone buildings that includes the special design station building, Class 2 stationmaster's house and three platelayer's cottages. The Kalgoorlie Station Master's House (1897) but has been extensively altered for use as single-men's barracks and is currently unoccupied.

Other Class 2 stone stationmasters' houses were built on the Mullewa-Murchison line at Yalgoo, Mount Magnet, Austin, Day Dawn and Cue.<sup>50</sup> The Yalgoo station building and stone stationmaster's house remain in good condition, with a barracks, square tank on a stone tank stand and a dam. *Yalgoo Railway Station Group* is entered in the State Register. The stationmasters' houses at Mt Magnet and Cue remain in good condition.<sup>51</sup>

Gatekeepers' Houses were a common design feature on many British railway routes, and the idea was exported throughout the British Empire. Gatekeepers' Houses appear to have been more widely constructed on railway lines in the Eastern States, e.g. the 1860s railway line through the Blue Mountains contains twelve identical stone gatekeepers' cottages at level crossings along the route.<sup>52</sup>

In the 1881 'Report of Public Works, Railways & Roads and Bridges' it was stated that works above the original contract for the Fremantle-Guildford line included three gatekeepers' cottages.<sup>53</sup> No details regarding their location was provided, but one gatekeeper's house has been identified at the East Street crossing near the East Guildford station. This is a four-room brick and iron residence with verandahs front and rear. In 2002, it was assessed as below threshold for the State Register.<sup>54</sup> There were 32 crossing gates provided on the Fremantle-Guildford line, the majority of them unmanned.<sup>55</sup>

The gatekeepers' houses on the Geraldton to Walkaway line were the only such railway residences included in a railway construction contract in Western Australia. The Gatekeepers' Houses are rare in Western Australia having been designed as small villas rather than simple cottages.

#### 13.4 KEY REFERENCES

Various WAGR property files, Properties Section, PTA offices, East Perth Railway Terminal, West Parade, East Perth.

WAGR files and plans relating to the various places, State Records Office.

#### 13.5 FURTHER RESEARCH

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50 WAGR, Mullewa-Murchison-Cue Contract, Western Australian Specification Book 2A, SROWA AN260/CCE ACC 26202A, Item 2.

51 Uhe, Phillipa, *Survey of Railway Heritage in Western Australia*, National Trust of Australia (WA), March 1994, Region A/5.

52 Jack, Ian, *The Significance of the Route across the Blue Mountains in New South Wales*, [www.icomos.org/australia/Tracks/](http://www.icomos.org/australia/Tracks/)

53 Report of Public Works, Railway & Roads and Bridges 1881, in *Votes & proceedings*, 1882, Paper 18, Part 2, pp. 5-6; General conditions of contract on First section of the Eastern Railway, 1879, Western Australia Specification Book 2, op cit.

54 HCWA assessment documentation, *Gate-keeper's House*, Place 14798.

55 Minchin, R. S. & Higham, G. J. *Robb's Railway: Fremantle to Guildford Railway Centenary*, 1881-1981, Australian Railway Historical Society WA Division, Bassendean, 1981, p. 23.



## **APPENDIX THREE**

Municipal Inventory of Heritage Places  
Geraldton Place Record 409

<b>Area:</b> Geraldton	<b>Place Number:</b> 409	<b>Category:</b> 2
<b>Assessment Date:</b> 24/03/2015	<b>Last Revision Date:</b> 24/03/2015	
<b>HCWA Number:</b>	<b>Asset ID:</b>	MCH134547

### PLACE DETAILS

<b>Name:</b>	Kurrajong Trees (18)
<b>Other Names:</b>	
<b>Type of Place:</b>	Tree
<b>Address:</b>	Flores Road, between Fourth & Fifth Street (East side)
<b>Suburb:</b>	Wonthella

### LOCATION

<b>Map Reference:</b>	<b>GPS Northing:</b>	<b>GPS Easting:</b>
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**Photo Description:**

Row of 18 Kurrajong trees adjacent to Flores Road. (Date 27/02/2015, T. Henkel)

## SITE DETAILS

<b>Lot No.:</b>	Fmr Rail Reserve	<b>Assess No.:</b>	
<b>Reserv No.:</b>		<b>Vol/Fol:</b>	
<b>Dia/Plan:</b>			

## USE OF PLACE

<b>Original Use:</b>	Railway Siding	<b>Occupied:</b>	
<b>Current Use:</b>	Site		
<b>Ownership:</b>			
<b>Public Access:</b>			

## DESCRIPTION

<b>Walls:</b>	Not applicable	<b>Roof:</b>	Not applicable
<b>Condition:</b>	Good	<b>Integrity:</b>	High
<b>Original fabric:</b>	Trees		
<b>Modifications:</b>	Rail removed		

The row of 18 Kurrajong trees (*Branchychiton populneus*) is located on the former rail reserve on the eastern side of Flores Road in the suburb of Wonthella. Planted parallel to the road and situated between Fourth and Fifth Streets, the trees have been planted along a north-south axis adjacent to the old rail alignment.

## HISTORY

<b>Construction Date:</b>	1932	<b>Source:</b>	Stan Gratte/Library
<b>Architect:</b>			
<b>Builder:</b>	Wonthella Progress Assoc		

The Wonthella area was surveyed in the 1850s and in the early years the du Boulay family owned much of the area, known as "Woorree Farm". In 1887 the railway between Geraldton and Walkaway was opened. In 1896, Wonthella, originally referred to as 'East Geraldton', was subdivided into 1/4 acre blocks for railway workers for the proposed marshalling yards in anticipation of a boom from the Murchison Gold Rush. At this stage the locality was called "Ootacarra". The yards were subsequently constructed in town and the blocks were not taken up until the 1920s. However, the area quickly developed as market gardens, not residential as originally planned. During the depression years "share farming" in the area became an established practice. Within a few years, many of the share farmers were able to buy their own land in the area. Given the considerable produce, predominantly tomatoes, was being grown in the locality it was

soon determined that it would be beneficial for a siding to be established on the Geraldton to Walkaway railway to facilitate the loading and transportation of produce to the markets in the eastern states and overseas. The Wonthella Progress Association, established in 1932, lobbied for the establishment of a siding to be located at the eastern end of fifth Street. In anticipation of the siding being located there, members of the Association, including George Allen a well-respected local resident and leader in the tomato growing industry, planted a stand of 18 Kurrajong trees. Meanwhile the name for the new siding was under construction. 'Woorree' was the first name suggested, however this was deemed to be too confusing owing to similar sounding names in the eastern states. Instead the name 'Wonthella' was suggested, the being a contraction of 'Wonthellarra', believed to mean 'to give' in an Onslow aboriginal dialect. With the support of the local progress association, this name was formally approved by the Railways Department on 25 July 1932, for the new public siding. A small timber framed corrugated iron roofed railway shed was relocated from the Hutt Railway Siding on the Northampton line to WOnthella. However, instead of being off-loaded adjacent to the Kurrajong trees, the little building was positioned approximately 200 metres to the north on the eastern side of the railway immediately to the north of Allen Street. At its peak, three trains per week were sent south loaded with tomatoes, bound for Sydney and Melbourne, also South East Asia and Singapore. A large army base was established east of the railway siding during the Second World War. The Wonthella Railway siding was closed in 1956, the small building was removed, however the stand of Kurrajong trees remains. (Sources: Stan Gratte, Geraldton Library).

### HISTORIC THEMES

<b>HCWA:</b>	104 Land allocation and subdivision 202 Rail and light rail transport
<b>AHC:</b>	4.1.2 Making suburbs 3.8.5 Moving goods and people on land 3.8.6 Building and maintaining railways

### STATEMENT OF SIGNIFICANCE

The Kurrajong trees (18) have historic value for their association with the development and beautification of the suburb of wonthella and with the railway line which ran between Geraldton and Wakaway to Midland. The kurrajong trees are a significant stand of established vegetation which has been a visual element of the suburb since 1932.

## MANAGEMENT CATEGORY

<b>Management Category:</b>	2
<b>Level of Significance:</b>	CONSIDERABLE SIGNIFICANCE: Very important to the heritage of the locality.
<b>Management Recommendation:</b>	Conservation of the place is highly recommended. Any proposed change should not unduly impact on the heritage values of the place and should retain significant fabric wherever feasible.

## OTHER LISTINGS

No other listings

## SUPPORTING INFORMATION

GLLSC - VF Localities Wonthella P9316, P9317.

## OTHER PHOTOS



### Photo Description:

Date: 27/02/2015 Photographer: T. Henkel Description: Stand of trees looking south.

## **APPENDIX FOUR**

Correspondence from PTA.



Your ref:  
Our ref: PTA1565/10;  
Enquiries : Rod Cousins  
Telephone: (08) 9326 2307

22<sup>nd</sup> September 2016

**MR PHIL MELLING**

Director, Development & Community Services  
City of Greater Geraldton  
PO Box 101  
Geraldton WA 6531

Dear Phil

**Former Rail Corridor, Webberton to Narngulu**

Thank you for your letter dated 11<sup>th</sup> April 2016 regarding the former rail corridor between North West Coastal Highway and Mt Magnet Road, Narngulu. I apologise for the delay in responding. I will address each of the City's proposals in the order presented:

1.
  - a. The Public Transport Authority (PTA) does not agree to provide the proceeds of the sale of the land between North West Coastal Highway and Place Road to the City.
  - b. Subject to Executive and Ministerial approval the PTA will agree to the transfer of the section between Place Road and Horwood Road to the City following the termination of commercial leases in the subject land;
  - c. Subject to Executive and Ministerial approval and Main Roads requirements being met, the PTA will agree to the transfer of the portion of the land the City requires in the Horwood Road to Ross Ariti Road section;
  - d. Noted.
2. Noted
3. Noted.

Regarding the response under 1.a., the proceeds from the sale of the land are to be credited to the Public Transport Authority (PTA) under statute - please refer to the Rail Discontinuance Act 2006 (No.2) Section 6. You would appreciate that the implications of that legislation are that the proceeds are to be invested in transport oriented initiatives.

However, the disposal of the land is a complex and arduous task which may or may not succeed. The PTA has already spent a considerable amount on the matter and there is likely to be a significant amount still to be incurred. Given the likely benefit/cost ratio and, subject to approval by the PTA Executive and the Minister for Transport, the transfer of all the land in the corridor (i.e. from Narngulu to North West Coastal Highway) to the City would be supported subject to the Minister for Transport and PTA formal Executive approval.

It should be noted that the City would need to approach the Department of Lands for the land and that the Minister for Lands would also need to approve of the proposal.

Should the City wish to accept the offer of the whole corridor the PTA would, of course, be happy to pass on its work to date to enable it to proceed without losing impetus.

I look forward to your response.

Yours sincerely



**ROD COUSINS**  
Manager, Land & Property Services



***Planning and Development Act 2005***

**RESOLUTION TO AMEND LOCAL PLANNING SCHEME**

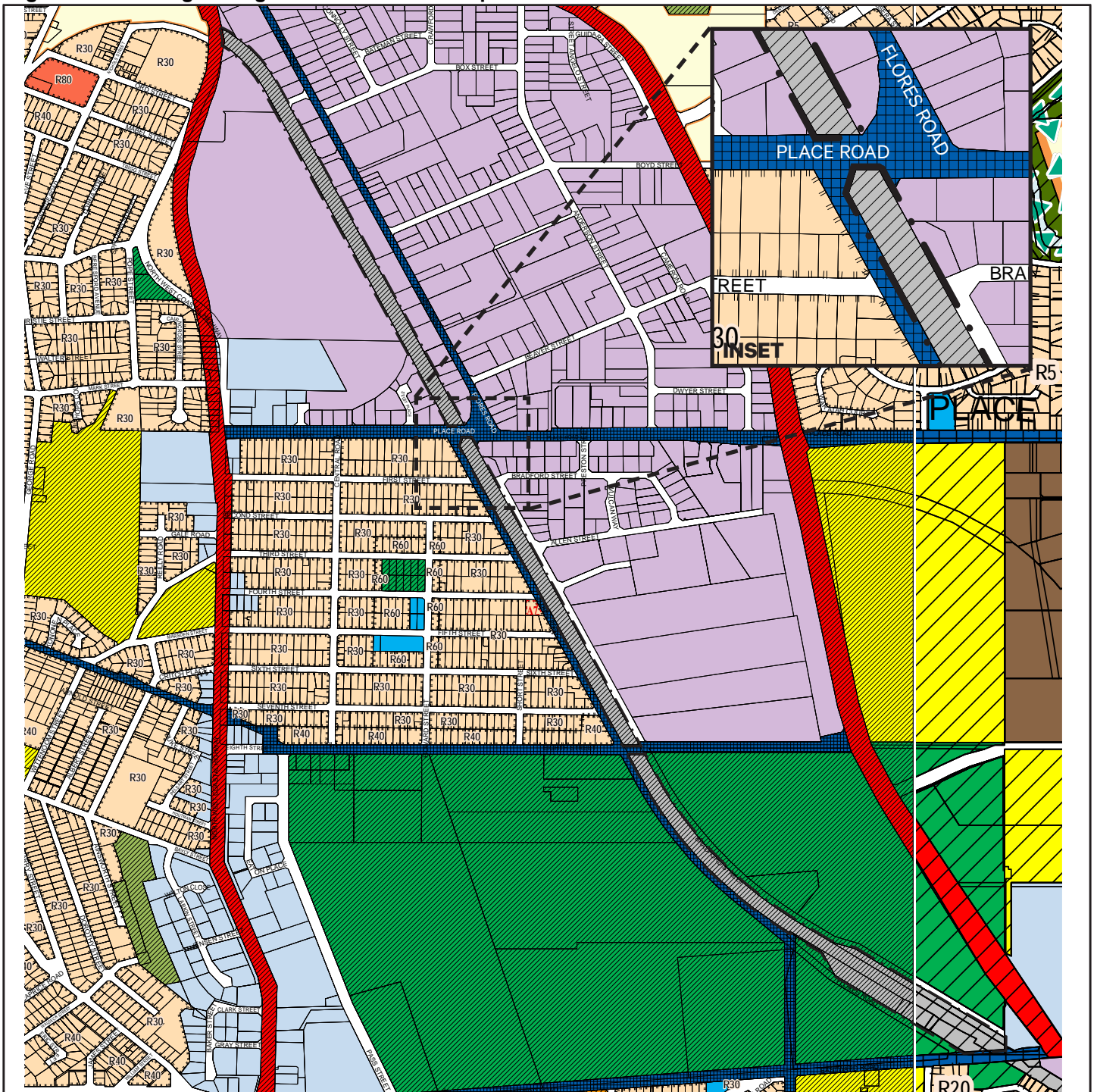
**City of Greater Geraldton  
Local Planning Scheme No. 1**

**Amendment No. 11**

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Rezoning that northern portion of the former railway reserve (Lot 501) from North-West Coastal Highway to Place Road, Webberton from 'Railways' local scheme reserve to the 'Light Industry' zone;
2. Rezoning that southern portion of the former railway reserve from Place Road, Wonthella to Eastward Road, Utakarra from 'Railways' local scheme reserve to 'District Distributor Road' and Public Open Space' local scheme reserves as shown on the proposed zoning map; and
3. Amending the scheme maps accordingly.

Figure 5a - Existing Zonings and Reservation Purpose.



**LEGEND**

**LOCAL SCHEME RESERVES**

- District Distributor
- Environmental Conservation
- Primary Distributor Road
- Local Road
- Public Open Space
- Public purposes
- Railways

**LOCAL SCHEME ZONES**

- Commercial
- Light Industry
- Residential
- Rural Residential
- Service Commercial
- Tourism
- Urban Development

**OTHER**

- R20 R Codes
- A1 Additional Uses
- SCA6 Flood Prone Special Control Area 6
- Waterway
- Scheme Amendment Boundary



source: WAPC

# City of Greater Geraldton LPS 1 - Existing Zoning

Webberton to Utkarra Railway Corridor

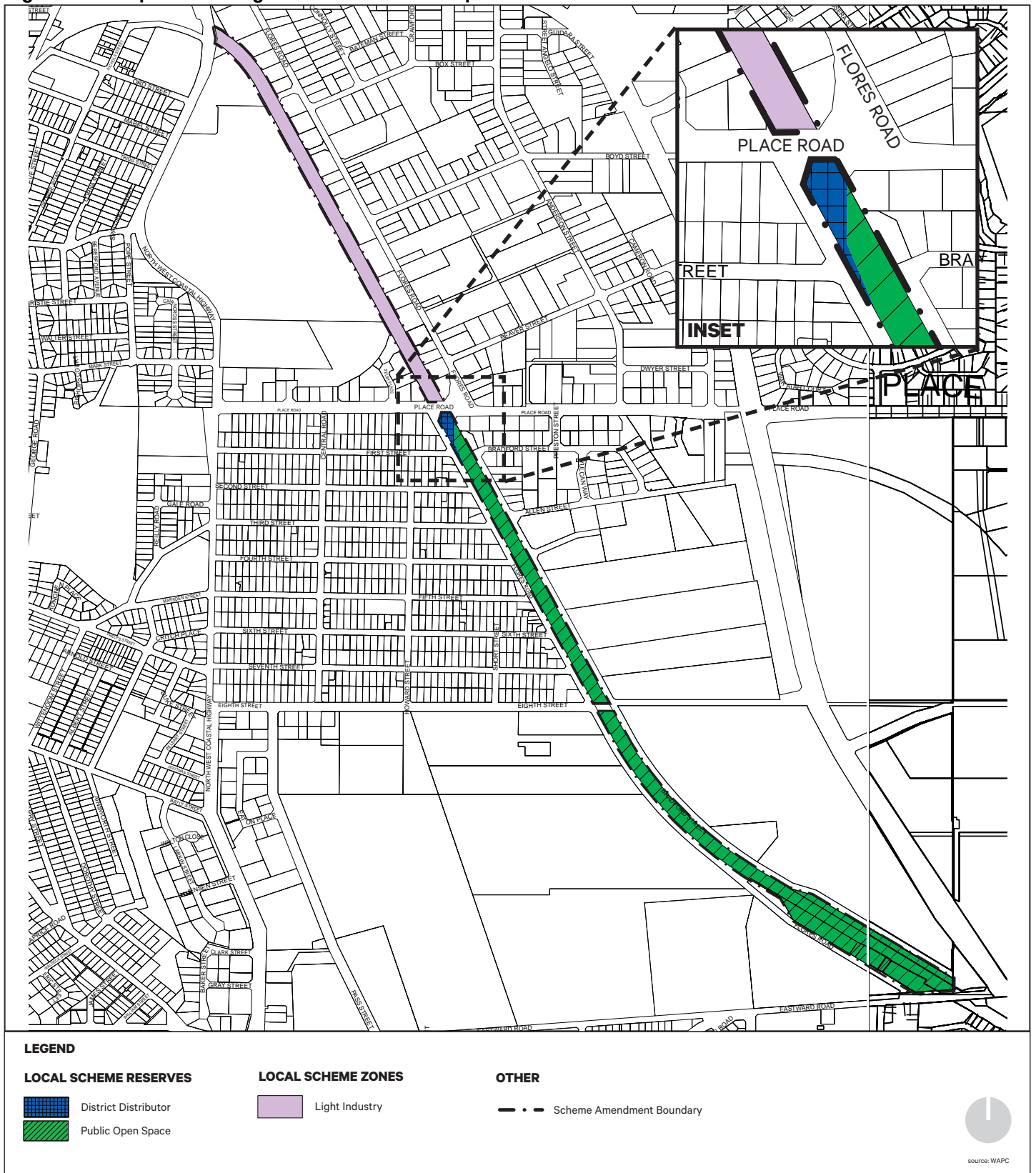
Date: 9 Jun 2020 Scale: NTS @ A4 Staff: AMH EG GW Checked: AMH File: 20-271 RZ01A.indd

# element.

The drawing does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever. All parties associated with the proposed property development disclaim all responsibility for any errors or omissions. The right is reserved to change the plan at any time. Liability is expressly disclaimed by Element Advisory WA Pty Ltd for any loss or damage which may be sustained by any person acting on any visual impression gained from this drawing. © element

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**Figure 5b - Proposed Zonings and Reservation Purpose.**



# City of Greater Geraldton LPS 1 - Proposed Zoning

Webberton to Utkarra Railway Corridor

Date: 9 Jun 2020 Scale: NTS @ A4 Staff: AMH EG GW Checked: AMH File: 20-271 RZ01A.indd

**element.**

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**COUNCIL ADOPTION**

This standard Amendment was adopted by resolution of the Council of the City of Greater Geraldton at the Ordinary Meeting of the Council held on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
(Mayor)

\_\_\_\_\_  
(Chief Executive Officer)

**COUNCIL RESOLUTION TO ADVERTISE**

By resolution of the Council of the City of Greater Geraldton at the Ordinary Meeting of the Council held on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, proceed to advertise this Amendment.

\_\_\_\_\_  
(Mayor)

\_\_\_\_\_  
(Chief Executive Officer)

**COUNCIL RECOMMENDATION**

This Amendment is recommended for support/not to be supported by resolution of the City of Greater Geraldton at the Ordinary Meeting of the Council held on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ and the Common Seal of the City of Greater Geraldton was hereunto affixed by the authority of a resolution of the Council in the presence of:



\_\_\_\_\_  
(Mayor)

\_\_\_\_\_  
(Chief Executive Officer)

**WAPC ENDORSEMENT (r.63)**

\_\_\_\_\_  
DELEGATED UNDER S.16  
OF THE P&D ACT 2005

\_\_\_\_\_  
DATE

**APPROVAL GRANTED**

\_\_\_\_\_  
MINISTER FOR PLANNING

\_\_\_\_\_  
DATE