

City of Greater Geraldton – Local Profile and Context Report – Schedule of Submissions

Number	Submitter	Nature of Submission	Comment	Recommendation
1.	Department of Education	Notes the proposed residential development strategy and population increase scenarios for residential areas.		Note submission.
		Currently has adequate provision of established facilities to cater for existing student yields.		Note submission.
		There are sufficient future schools identified within these development areas to cater for the anticipated student population once residential development reaches its peak.		Note submission.
		Supports the Local Planning Strategy.		Note submission.
2.	Department of Jobs, Tourism, Science and Innovation (DJTSI)	<p>Section 1.1.2.5 Mt Gibson Mining Limited (MGM) ceased operations at Tallering Peak in 2014 and therefore references to iron ore mining at Tallering Peak are redundant.</p>	The information contain within this section are out of date and should be removed.	Uphold submission and modify the summary contained in section 1.1.2.5.
		<p>Section 1.1.2.5 Consideration could be given to including the following:</p> <ul style="list-style-type: none"> • In December 2018, MGM also ceased its operations at Iron Hill and will now concentrates its operations on reopening the Koolan Island mine. • Asia Iron owns Extension Hill mine, located near Iron Hill; however, with the decline in iron ore prices, the project is not currently proceeding. • The Karara project, a joint venture between Chinese steel producer Ansteel and ASX listed Gindalbie Metals, is the only operating magnetite mine currently exporting through the Port of Geraldton. • China’s SinoSteel Midwest Corporation is currently progressing its Blue Hills mine. • FI Joint Venture (FIJV) is in the early stages of its development of the Yogi magnetite mine project. FIJV plan to transport magnetite ore to Geraldton Port via a slurry pipeline system for export to Iran. 	The information provided by DJTSI could be summarised and included within the relevant “Mining” section of the report.	Uphold submission and include a summary of projects in section 10.1.6.

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2. cont		<p>Section 2.3.3 Geraldton Structure Plan 2011 <i>“Development Oakajee is dependent on investment into delivering services, roads and rail to the future deep-water port and industrial area, via the Oakajee Narngulu Infrastructure Corridor.”</i></p> <p>This paragraph requires clarification along the lines that Oakajee is dependent on the needs of the miners in the Mid West region having significant quantity of ore to justify long term supply contracts and ensure the viability of the Oakajee development.</p>		Uphold submission and modify section 2.3.3.
		<p>Section 2.4.2 Mid West Regional Blueprint <i>“Without Oakajee, the ‘business as usual’ scenarios consider the lost opportunity for a number of major economic development opportunities (particularly iron ore).”</i></p> <p>The need for a development such as Oakajee is premised on the miners having sufficient quantity of iron ore for export that drives the need for the development of the Oakajee Port and associated infrastructure. The Port of Geraldton has sufficient capacity to meet the export needs of currently operating mines and potential mines in the near term.</p> <p>The Mid West Port Authority has just commenced a new Master Plan which will examine this issue in more detail.</p>	The City notes DJTSl comments regarding the need for Oakajee and the capabilities of the existing Port. However, section 2.4.2 of the Report provides a summary on the Mid West Regional Blueprint. The statement simply reflects the fact that the Blueprint modelled a number of scenarios and those that excluded the development of the Oakajee Port also excluded the potential growth of new industrial activity which were proposed to leverage off the port development and the Oakajee Industrial Area.	Note submission.
		<p>Section 4.3.1.3 Mullewa and Surrounds The first paragraph appears to be duplicated on the penultimate and final sentences repeat similarly the <i>“spectacular displays of wildflowers following rainfall seasons”</i>. You may wish to reword this sentence.</p>	The wording has been duplicated and the error should be amended.	Uphold submission and modify section 4.3.1.3.
		<p>Section 4.4 Bushfires Second paragraph change bush fire to bushfire.</p>	The spelling should be corrected.	Uphold submission and modify section 4.4.
		<p>Section 6.2.3 Future Housing Provision in Geraldton Figure 16 Residential Development Strategy Map</p> <p>Need to ensure that future transport corridors are well buffered to avoid any increase in noise levels or loss of amenity to residential occupants.</p>	Developments surrounding future transport corridors are subject to State Planning Policy 5.4 <i>Road and Rail Noise</i> (draft 2017) which has been appropriately referenced in section 2.2 of the Report.	Note submission.

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2. cont		<p>Section 9.3 Indigenous Heritage Last sentence: <i>“No claims have yet been determined.”</i></p> <p>May be appropriate to mention of the Geraldton Alternative Settlement Agreement (GASA) which is subject to negotiations with various Native Title parties.</p>	<p>Section 9.3 needs to be updated to reflect the Geraldton Alternative Settlement Agreement.</p>	<p>Uphold submission and modify section 9.3 by including “9.3.1 Geraldton Alternative Settlement Agreement”.</p>
		<p>Section 10.1.4 Geraldton Industrial Estate <i>“Future development will not be allowed direct access to/from the Southern Transport Corridor.”</i> (page 90)</p> <p>Referring to the comment made in regard to page 66 above, what does this mean? Would it apply to all developments where road, or other service access to the port is required?</p>	<p>This refers to MRWA policy to not permit direct road access to this hierarchy class of road.</p>	<p>Note submission.</p>
		<p>Section 10.1.4.2 Oakajee Industrial Estate It would be more appropriate to refer to the Oakajee Development, and if necessary, include reference to the Oakajee Narngulu Industrial Corridor (ONIC), and avoid any further reference to the former OPR.</p>	<p>The Report needs to be updated to ensure the correct terminology for the Oakajee development is used and reference to Oakajee Port and Rail are removed.</p>	<p>Uphold submission and modify section 10.1.4.2 to reference Oakajee Development and remove reference to Oakajee Port and Rail throughout report.</p>
		<p>Section 10.1.6.2 Regional Challenges in Supporting Mining Growth Fifth dot point refers also to Oakajee Port and Rail, refer above comment.</p> <p>As previously mentioned, would it be more appropriate to refer to the Oakajee Development, and to include reference to the Oakajee Narngulu Industrial Corridor (ONIC)?</p>	<p>The Report needs to be updated to ensure the correct terminology for the Oakajee development is used and reference to Oakajee Port and Rail are removed.</p>	<p>Uphold submission and modify section 10.1.6.2 to</p> <ul style="list-style-type: none"> • Reference Oakajee Development and remove reference to Oakajee Port and Rail. • Include reference to Oakajee Narngulu Industrial Corridor.

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2. cont		<p>Section 10.1.6.3 Regional Opportunities from Mining Third paragraph mentions that the Oakajee Industrial Estate may require the extension of the 330kV electricity transmission line from Three Springs to Oakajee.</p> <p>The development of the Oakajee will at some future point in time require either the extension of the 330kV electricity transmission line or alternatively, the provision of a power generation facility.</p>	<p>The advice received from JTSI that alternative power options should be included within the report.</p>	<p>Uphold submission and modify section 10.1.6.3 in accordance with advice received.</p>
		<p>Section 10.2 Key Considerations/Issues</p> <ul style="list-style-type: none"> • Reference to the Oakajee Port and Rail should be avoided. • The incorrect acronym (OPD) (sic) has been used; however, use of the full reference to Oakajee Port and Rail and the use of the acronym, twice in this case seems unnecessary. • Reference to Oakajee Port and Rail (OPR) occurs once more in the final paragraph on this page. 	<p>The Report needs to be updated to ensure the correct terminology for the Oakajee development is used and reference to Oakajee Port and Rail are removed.</p>	<p>Uphold submission and modify section 10.2 in accordance with advice received.</p>
		<p>Section 14.5.2 Oakajee Port The second paragraph states that <i>“Many existing and proposed iron ore mining projects in the Mid West are not able to develop the desired levels until a rail link and deep water port is developed.”</i></p> <p>Oakajee is dependent on the needs of the miners in the Mid West region having sufficient quantity of ore to justify long term supply contracts and ensure the viability of the Oakajee development.</p>	<p>Section 14.5.2 should be updated to reflect that the development of Oakajee is <u>also</u> contingent on the needs to miners in the Mid West.</p>	<p>Uphold submission and modify section 14.5.2 to include the statement.</p>
		<p>Section 14.5.2 Oakajee Port Last paragraph states that, <i>“It is understood that the Oakajee Project still forms part of the Federal Government’s \$75 billion “record infrastructure spend” out to 2020-21.”</i></p> <p>While this may have been the case prior to Mitsubishi withdrawing from the OPR project, it is suggested that this may no longer be the case and that the paragraph be removed.</p>	<p>As per DJTSI advice, this statement does not appear to still be current and therefore should be removed.</p>	<p>Uphold submission and modify section 14.5.2 in accordance with advice received.</p>

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3.	WA Country Health Service Midwest	<p>Section 8.1.2 Regional Health Facilities Modify section as follows:</p> <p>“Health care services, incorporating a wide subsection of health are available in the <i>Midwest</i> including.....”</p> <p>“The Geraldton Health Campus is the site of the Geraldton Hospital, which is a public hospital with 93 beds, regional health service teams and other clinical and non-clinical support services.”</p> <p>The Mid West Infrastructure Analysis (WAPC, 2005) identified that the public Geraldton Hospital was experiencing bed shortage pressures due to a growing population. A substantial redevelopment has been identified, including upgrading the Emergency Department and provision of 18 new mental health beds (DPLH, 2017). A high priority to expand the hospital has been recognised, however funding has not been made available. <i>Funding of \$73.3 million for the Stage One Redevelopment of the Geraldton Health Campus was announced in the 18/19 State Budget. The redevelopment will deliver:</i></p> <ul style="list-style-type: none"> • 4 additional Mental Health short stay unit beds, located in the Emergency Department • Acute Psychiatric Unit • Emergency Department and critical care expansion • Essential engineering upgrades 	The changes to section 8.1.2 provided by the WA Country Health Service Midwest reflect updated information with regarding to the Geraldton Health Campus.	Uphold submission and modify section 8.1.2 in accordance with accordance with the supplied wording.
4.	Department of Primary Industries and Regional Development (DPIRD)	<p>Agricultural production from the area continues to make an important contribution to the local and state economy. DPIRD promotes the importance of rural land for primary production and the prevention of further fragmentation and loss of productive agricultural land. Promotion of good land management to maintain healthy soil and water resources is also an important focus. In addition, DPIRD supports improved infrastructure which helps the function and supply-chain networks for agricultural industries.</p> <p>Section 2.4.4 Identification of High Quality Agricultural Land DPIRD supports the inclusion of this information in the strategy, which follows the intent of State Planning Policy 2.5 (SPP2.5) Rural Planning.</p>		<p>Note submission.</p> <p>Note submission.</p>

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4. cont		<p>Section 4.5.2 Soil salinity Salinity hazard for the region is reported by DPIRD at the Soil-landscape Zone level (shown in Figure 10 of report). Areas of higher risk are in the Tenindewa Zone (227) where watertables currently have a rising trend and in the Irwin River Zone (271) where the groundwater trends are unclear at this time. The remaining areas in the CGG have a lower risk of salinity. Further details can be found in the 2014 DPIRD publication reporting on groundwater trend analysis and salinity risk assessment.</p>	The advice provided by DPIRD is of a more detailed nature and should be included within the Report.	Uphold submission and modify section 4.5.2 in accordance with advice received.
		<p>Section 4.5.4 Contaminated Sites DPIRD recommends that the sentence stating: “Contamination may be associated with a number of land uses including landfill, intensive horticulture, petrol stations, piggeries, poultry farms and market gardens” is reworded to state: “Contamination may be associated with a number of land uses including landfill, intensive agriculture and petrol stations”.</p>	The wording recommended by DPIRD more accurately reflects the use classes within the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .	Uphold submission and modify section 4.5.4 in accordance with the supplied wording.
		<p>Section 4.8 Key considerations</p> <ul style="list-style-type: none"> • Reword dot point 2 to: <i>Wind erosion hazard is significant in the CGG, attributable to large areas of light to medium soils which, if left unprotected by surface cover, can be exposed to strong winds, especially in the dry summer months.</i> • Reword dot point 3 to: <i>Salinity hazard from rising groundwater has a higher risk in the eastern half of the CGG than in the western half.</i> • Reword dot point 5 to: <i>Soil acidity is a widespread soil management issue within the CGG. Ongoing maintenance by application of lime emphasises the importance of lime sand resources in the region.</i> 	The wording suggested by DPIRD does not change the intent of the Report, but is more accurate.	Uphold submission and modify section 4.8 in accordance with the supplied wording. .
		<p>Section 5.2 Surface Water The Department of Agriculture and Food (now DPIRD) describes surface water catchments, risks and management options across the CGG in the 2005 report: <i>Greenough regional catchment appraisal</i>.</p>		Note submission.
		<p>Section 5.4 Key considerations/issues DPIRD recommends that this section is rewritten. Many of the statements, particularly relating to overgrazing, erosion and sedimentation are very broad and are not supported by evidence. Some of these statements do not take into account the widespread adoption of conservation tillage practices and other soil management measures typically practiced by landholders. Additionally, to address erosion risk and other issues, numerous landcare works in various catchments have been achieved over past decades by landholders groups in the CGG.</p>	The City notes DPIRD concerns regarding the statements made within Section 5.4 and recognises the works being done regarding land conservation and management practices. However, the issues of overgrazing, erosion and sedimentation are still major concerns for the City.	Note submission.

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4. cont		<p>Section 10.1.1 Current economic conditions At top of page the report states that ...”<i>most of the region’s economic drivers occur outside the city (mining, farming etc).</i>” However, farming is not included in the economic analysis of the area.</p> <p>DPIRD recommends that current details about the contribution to the CGG economy and employment by Agriculture is included in this section alongside Mining, Maritime & Fishing and Manufacturing & Construction</p>	<p>Section 10.1.1 refers the agriculture, forestry and fishing category in terms of its economic contribution.</p>	<p>Note submission.</p>
		<p>Section 10.1.4.4 Buffers Where possible, buffers for Limesand mine operations are recommended to avoid conflict</p>	<p>Section 10.1.4.4 refers to Local Planning Scheme special control areas that apply buffers to the Scheme Map. There are no limesand buffers applied as special control areas in the City.</p>	<p>Note submission.</p>
		<p>Section 10.1.5 Basic Raw Materials High quality limesand is vital for the agricultural industry and needs protection, using tools like buffers and areas to be set aside for future access, as is suggested for limestone. Planning policies for this are outlined in SPP2.5, Section 5.9</p>	<p>The City recognises that high quality limesand is vital for the agriculture industry. SPP 2.5 <i>Rural Planning</i> is already referred to within Section 10.1.5 and Section 2.2 of the Report.</p>	<p>Note submission.</p>
		<p>Section 12.2.4 Beyond the Geraldton Urban Area Low impact rural tourism – DPIRD recommends that any development of this nature meets policy guideline stated in SPP2.5 - Section 5.1(g), to ensure that introduction of sensitive land uses such as tourism do not compromise primary production on rural land.</p>	<p>Section 12.2.4 simply outlines tourism opportunities within areas beyond the Geraldton urban area. Land use issues are raised within Section 13.2 where the requirements of SPP2.5 is outlined in detail.</p>	<p>Note submission.</p>
		<p>Section 13.1 Agriculture Values of agricultural commodities presented are a decade old. This information should be updated to more recent commodity values and be included as part of Section 10 Economics and Employment.</p>	<p>As per DPIRD advice updated commodity values should be included.</p>	<p>Uphold submission and modify section 13.1 2 in accordance with advice received.</p>
		<p>Section 13.2 Key Considerations/Issues See response above for Section 12.2.4 regarding low impact tourism in rural areas.</p>	<p>Paragraph 3 within Section 13.2 explains in detail the need to protect high value agriculture land against other land use proposals.</p>	<p>Note submission.</p>
		<p>Section 13.2 Key Considerations/Issues DPIRD recommends that the most up to date information about High Quality Agricultural Land is sought for planning in the CGG as new information may alter original assessments.</p>	<p>The City agrees with DPIRD that the most up-to-date information should be sought. The City worked with the then Department of Agriculture and Food to ensure that their most recent work had been included within the Scheme and Strategy gazetted in 2015.</p>	<p>Note submission.</p>

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4. cont		<p>Section 13.2 Key Considerations/Issues The main limiting factor for expansion of irrigated agriculture in the CGG is reliable supplies of good quality water.</p>	The last paragraph of Section 13.2 highlights the costs of water being a hindrance to the expansion of irrigated agriculture. This should also include the reliable supplies of good quality water.	Uphold submission and modify section 13.22 in accordance with advice received.
		<p>Section 14.3 Rail Infrastructure DPIRD supports ongoing upgrades to the rail network to assist movement of grain to port.</p>		Note submission.
		<p>Section 14.5. Geraldton Port DPIRD support initiatives outlined to sustain storage capacity for grains receivals at the Port. The 2018/2019 harvest was another record season for the Geraldton Port Zone so this initiative remains very current.</p>		Note submission.
		<p>Section 15.3 Potable water supply and use The report states that there may be “a potentially significant shortfall in water supply”. DPIRD recommends that the CGG liaise with Department of Water and Environmental Regulation (DWER) for issues regarding future water supply scenarios and planning for the region.</p>	The City recognises DPIRD comments and can advise that the Report was referred to DWER.	Note submission.
		<p>Section 15.3.1 Mullewa (page 138) The Department of Agriculture (now DPIRD) installed a network of monitoring bores around the Mullewa townsite at the end of last century. This was part of the Rural Towns study done across the wheatbelt at that time. The results for Mullewa are presented in a 2001 report. DPIRD Regional Hydrologist, Russell Speed, is able to assist with re-establishing a monitoring program for Mullewa and can train local shire staff in this activity.</p>	The City notes the additional information available however as the Local Profile and Context Report is intended as an overarching guidance document this level of detailed information is not considered relevant.	Note submission.
5.	Central Regional TAFE	<p>Section 8.1.1 Regional Education Facilities Recommend changing heading from “Regional Education Facilities” to “Education and Training facilities.”</p>		Uphold submission and modify section 8.1.1 in accordance with advice received.
		<p>Section 8.1.1 Regional Education Facilities Title should be Batavia Coast Maritime Institute (ie not including the comment in brackets, in Geraldton).</p>		Uphold submission and modify section 8.1.1 in accordance with advice received.

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6.	Tourism WA	<p>Section 12.3.5 Awareness Making Geraldton RV Friendly, will not in the opinion of Tourism WA, provide much additional awareness about the City. Tourism WA is of the opinion that the work of the Geraldton Visitor Centre, the City’s tourism marketing initiatives and the partnership with Australia’s Coral Coast; provide functions that are far more important to the development of visitor awareness. The role of Tourism WA is to market the State to possible visitors from the Eastern States of Australia along with possible international visitors, however the work undertaken within the region to develop create tourism activities awareness and create attractive tourism packages is key to attracting visitors to the City and surrounds.</p>	<p>In light of Tourism WA’s comments and in reviewing Section 12.3.5 of the Report, it is apparent that the section outlines one particular tourism strategy and not tourism awareness.</p> <p>It is also recognised that as an overarching guidance document, detailed information on one particular component of the broader tourism strategy is not considered relevant to the report.</p>	<p>Uphold submission in part and modify the Report by deleting Section 12.3 and renumbering as necessary.</p>
		<p>Section 12.4 Future Tourism Opportunities It is evident that the report only outlined those opportunities that may exist if initiated and or supported by the City. Tourism WA would also like to highlight that the City, though its support and facilitation of new business can also play an indirect role in the development of new tourism opportunities. The privately led development of tourism is often undervalued yet provides the most sustainable form of tourism development for the area and should be highlighted.</p>	<p>Section 12.4 of the Report only outlines opportunities initiated by the City and should be amended to include opportunities that may arise from the private sphere as well.</p>	<p>Uphold submission and modify section 12.4 with additional points raised by Tourism WA.</p>
7.	Department of Transport (DoT)	<p>Section 14 Traffic and Transport MRWA is currently planning the:</p> <ul style="list-style-type: none"> • Geraldton North South Road as an alternative north south regional road route from the existing North West Coastal and Brand Highways. This road would provide a heavy vehicle bypass of the built-up areas. The existing NW Coastal and Brand Highway would be realigned to connect with the new North South Highway; • Geraldton Outer Bypass as a future major regional road and freight link to the future Oakajee Port and further to the north as part of the Dongara to Northampton Coastal Route parts. It is an element to the planning for the Dongara to Northampton Bypass; and • Dongara to Northampton Bypass has several elements that include the Northampton Bypass, Geraldton Outer Bypass and is an ongoing study. 		<p>Note submission.</p>
		<p>Section 14.1.2 Key Road Project Oakajee Narngulu Infrastructure Corridor (ONIC) The ONIC has been planned as a 250-m wide infrastructure (regional road, rail, utility services) corridor to link Oakajee Port, the Narngulu Industrial Area and the Geraldton Port.</p>		<p>Note submission.</p>

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7. cont		<p>Section 14.3 Rail Infrastructure Rail infrastructure is leased to Arc Infrastructure and Aurizon operate rail services. Assuming industrial developments, agriculture and mining increase, then demand for rail will also increase.</p> <p>Arc have invested in rail upgrades connecting to the Geraldton Port. If growth occurs future network expansion will be required, especially if the Oakajee Port is ever constructed. The most significant new rail infrastructure requirement would be a new rail connection to the proposed Oakajee Port. The ONIC corridor allows for a new railway alignment to connect the Geraldton Port, the Narngulu Industrial area, to the proposed Oakajee Port and industrial area.</p>	<p>The information provided by DoT proposes some updates to Section 14.3 and these should be included within the Report.</p>	<p>Uphold submission and modify Section 14.3 in accordance with advice received.</p>
		<p>Section 1.2.1 Regional Overview Include a reference that region’s port (Port of Geraldton) is strategically important to the economic and social prosperity for the Mild-West region.</p>	<p>Section 1.2.1 of the Report refers to the port infrastructure and its criticality to the economy.</p>	<p>Note submission.</p>
		<p>Section 2.4.3 Mid West Investment <i>“exporting commodities were associated with limitations from the rail network and the Geraldton Port”</i></p> <p>Further information should be provided about such limitations, as this section is rather vague. The Port of Geraldton is a multi-user, multi-commodity port that can cater for various mining commodities.</p> <p>Any unqualified statements about port limitations can have adverse impacts on port user confidence, potential access or investment in the port, especially if these comments can be read out of context</p>	<p>DoTs concerns are noted, however, the wording within Section 2.4.3 has been directly referenced the Mid West Investment Plan. Given that Section 2.4.3 specifically related to the Plan it is not considered appropriate to amend the wording.</p> <p>Furthermore, Section 2.4.3 states these limitation are addressed in Section 14 of the Report.</p>	<p>Note submission.</p>

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7. cont		<p>Section 4.1.4 Coastal Areas – Coastal erosion and accretion <i>“Coastal infrastructure related to the port (..) have been suggested to have affected natural sand nourishment patterns”</i></p> <p>This section should reference supporting data, and be factual, rather than include anecdotal evidence. For example, using potential information from the Coastal Hazard Risk Management and Adaptation Planning process, for which DoT and Mid-West Ports Authority (MWPA) have provided input.</p> <p>Consideration should be given to rewording that sand replenishment is not viable, as this should be qualified, substantiated or removed from the document (the reader is left unnecessarily questioning and the language is pessimistic).</p>	<p>While parts of Section 4.1.4 of the Report have been updated to include data from the City’s recent Coastal Hazard Risk Management and Adaptation Planning (CHRMAP), the “Coastal erosion and accretion” section was taken from the previous draft report and not updated.</p> <p>In reviewing Section 4.1.4 the “Coastal Management” section provides a thorough outline of the current CHRMAP findings and further research necessary with regard to coastal processes.</p> <p>Given this information is now appropriately covered, the “Coastal erosion and accretion” section should be deleted from the document.</p>	<p>Uphold submission in part, modify Section 4.1.4 by deleting the “Coastal erosion and accretion” heading and paragraph.</p>
		<p>Section 10.1.6 – Overview Consider using up to date port export/import data (for 2017-18) from the Mid-West Ports Authority, which provides this information in their Annual Report. Also consider inserting wording that the Port of Geraldton is strategically important to the mining industry, which relies on reliable and safe road and rail networks to link mine and port operations.</p>	<p>At time of preparing the report, only 2016-2017 data was available. This should be updated now that 17-18 data is available.</p>	<p>Uphold submission and modify Section 10.1.6 in accordance with advice received.</p>
		<p>Section 14.5.1 Geraldton Port CGG consider:</p> <ul style="list-style-type: none"> • updating the information on port throughput, which contains data from the 2016/17 financial year. (Refer to MWPA 2017/18 Annual Report, published on their webpage) • updating the section on the Master Planning process, with a note that MWPA provides regular project updates on their website. 	<p>At time of preparing the report, only 2016-2017 data was available. This should be updated now that 17-18 data is available.</p>	<p>Uphold submission and modify Section 14.5.1 in accordance with advice received.</p>
		<p>Section 14.6 Key Considerations / Issues <i>“The volume of regional-based freight movement through the State’s port authorities will more than double by 2031”.</i></p> <p>Consider inserting a footnote or referencing this estimate.</p>	<p>DoT is correct that this data has not been appropriately referenced in the Report. The statement should be modified in accordance with MWPA annual reports and forecasting.</p>	<p>Uphold submission and modify Section 14.6 generally in accord with the advice received.</p>

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7. cont		<p>Section 14.5.2 Oakajee Port A note should include that the lead agency is the Department of Jobs, Tourism, Science and Innovation, which on their website states that <i>the State Government remains committed to the development of the Oakajee port and industrial estate when there is sufficient demand and commercial interest.</i></p>	<p>JTSI was consulted and their submission comments have been incorporated as necessary.</p>	<p>Note submission.</p>
		<p>Section 14.4 Geraldton Airport The passenger and aircraft movement data for Geraldton Airport used in the Profile is not current – latest passenger and aircraft movements data can sourced from Geraldton Airport or through the BITRE website.</p> <p>Since 2013-14 both passenger and aircraft movements at Geraldton Airport have decreased based on BITRE data.</p> <p>The State Government, through the Regional Airports Development Scheme (RADS), has committed \$6.5 million in the 2018-19 financial year to assist with the renewal of the existing infrastructure used by domestic aircraft, including aircraft carrying out RPT services. These works include rehabilitation of existing airside pavements, asphalt overlay on the existing airside pavements, raising and sealing of runway shoulders and renewal of airside lighting at Geraldton Airport.</p> <p>The report needs to be reworded to reflect the Geraldton Airport Expansionary Upgrade Project that is due for completion by 30 June 2019. It is DoT's understanding this expansionary project (partly funded by the Commonwealth Government) will result in significant expansion of Geraldton Airport's operations. It is recommended that Geraldton Airport is consulted regarding the correct wording for this project and its benefits.</p>	<p>While the Geraldton Airport was consulted as part of the preliminary consultation process, further grants and development has occurred since the draft Report was compiled. These along with the updated passenger and aircraft movement data, should be reflected in the Report.</p>	<p>Uphold submission and modify section 14.4 in accordance with advice received.</p>
		<p>Coastal Management and Infrastructure DoT's Coastal Infrastructure Business unit notes that the report has incorporated past comments made and there are no further comments to make.</p>		<p>Note submission.</p>
8.	Department of Mines, Industry Regulation and Safety	No significant issues with respect to mineral and petroleum resources.		Note submission.

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9.	Department of Biodiversity, Conservation and Attractions (DBCA)	<p>Section 4.3.1.1 Overview This section incorrectly refers to the Western Australian Carpet Pythons as being endemic to the Geraldton Sandplains IBRA bioregion. This species is actually widespread in the southwest of WA.</p> <p>The final dot point refers to the GRFVS survey. It is recommended this is replaced with a reference to the <i>Northern Batavia Coast Flora and Vegetation Survey (Ecoscape 2011)</i>, which covers the entire coastal area of the City of Greater Geraldton.</p> <p>Section 4.6.1 Conservation Reserves- Burma Road Nature Reserve (Reserve 26663) It is suggested the second sentence be amended to: <i>“It is 6,889 hectares in size and is vested in the Conservation and Parks Commission of Western Australia for conservation for flora and fauna, and contains many Declared Rare Flora species.”</i></p>	<p>The Report should be updated to ensure that the content is correct.</p> <p>The City is not aware of the <i>Northern Batavia Coast Flora and Vegetation Survey (Ecoscape, 2011)</i> and is attempting to obtain a copy of the survey from DBCA.</p> <p>This section within 4.3.1.1 is listing planning and analysis tools available for protection of regionally significant biodiversity and vegetation within the Greater Geraldton area.</p> <p>While it is recognised that additional surveys may have been conducted the <i>Geraldton Regional Flora and Vegetation Survey</i> has been endorsed by the WA Planning Commission and therefore should remain as the most appropriate planning tool to be referenced within section 4.3.1.1.</p> <p>The wording suggested by the DBCA has greater clarity.</p>	<p>Uphold submission and modify Section 4.3.1.1 by removing reference to this species.</p> <p>Note submission.</p> <p>Uphold submission and modify section 4.6.1 in accordance with advice received.</p>

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Number	Submitter	Nature of Submission	Comment	Recommendation
9. cont		<p>Section 4.6.1 Conservation Reserves It is suggested a paragraph be inserted describing conservation reserves at the Houtman Abrolhos Islands, as below: <i>“The Abrolhos Islands is currently an ‘A’ Class Reserve vested with the Minister for Fisheries and managed by the Department of Primary Industries and Regional Development. The majority of the terrestrial parts of the islands, including all uninhabited islands and parts of islands not associated with commercial fishing, are proposed to become the Houtman Abrolhos Islands National Park in July 2019. This will be managed by the Department of Biodiversity Conservation and Attractions under the provisions of the Conservation and Land Management Act 1984 and vested in the Conservation and Parks Commission of Western Australia.</i>”</p>	As per DBCA advice, a paragraph should be included within Section 4.6.1 which outlines the conservation reserves at the Houtman Abrolhos Islands	Uphold submission and add paragraph to section 4.6.1 in accordance with advice received.
		<p>Section 4.6.2 Other Reserves Reserve 37316 – Erangy Spring Nature Reserve should also be included in the list of reserves. LR3165/667 and LR3165/669 former leasehold land (ex. Mallee) is not managed by DBCA and should be removed from the list.</p>	The updated advice received from DBCA should be included within the Report.	Uphold submission and modify section 4.6.2 in accordance with advice received.
		<p>Section 4.8 Key Considerations / Issues It is suggested the following be inserted after the first sentence of the second paragraph: <i>“In addition to the GRVS, the Northern Batavia Coast Flora and Vegetation Survey was released in 2011. This expands on the area covered by the GRFVS to extend from Menai Hills (south of Port Gregory) south to the northern edge of Dongara, which includes the entire coastal section of the City of Greater Geraldton.”</i></p>	Paragraph two of Section 4.8 does not reflect the current work conducted on flora and vegetation surveys in the Geraldton area. This paragraph should be updated as necessary.	Uphold submission and modify section 4.8 to reflect all the work conducted in this field.
		<p>Section 7.3 Regional Open Space and Conservation Areas It is suggested the second sentence be amended to: <i>“Areas vested in the Parks and Conservation Commission are managed by the Department of Biodiversity, Conservation and Attractions.”</i></p>	The wording suggested by DBCA provides greater clarity to the Report.	Uphold submission and modify section 7.3 in accordance with advice received.
		<p>Section 12.2.3 Mullewa This section refers to Coalseam National Park, but this should be Coalseam Conservation Park. Note also that Coalseam Conservation Park is located in the Shire of Mingenew.</p>	The updated advice received from DBCA should be included within the Report.	Uphold submission and modify section 12.2.3 in accordance with advice received.
		<p>Section 12.2.5 Houtman Abrolhos Islands It is suggested the second sentence be amended to: <i>“With population increasing within the Midwest and North West, and the creation of the Houtman Abrolhos Islands National Park in 2019, recreation and tourism at the Abrolhos is likely to increase in the future.”</i></p>	The wording suggested by DBCA provides greater clarity to the Report.	Uphold submission and modify section 12.2.5 in accordance with advice received.

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Number	Submitter	Nature of Submission	Comment	Recommendation
10.	Mid West Ports Authority (MWPA)	<p>Section 4.1.4 Coastal Erosion and Accretion It should be noted that the groynes are presumably those of town beach which have effectively created a stable coastal location there.</p> <p>CGG’s CHRMAP has concluded that the Beresford Foreshore is not under threat. Nevertheless, MWPA enriches these beaches with sand on an on-going basis to maintain community amenity and to assist with erosion control. No other more viable option has been identified at this time.</p> <p>The erosion issues north of the Chapman River Mouth are part of a more complex regional system that none of the agencies seem to be fully informed about at this time. CHRMAP has suggested some future technical work to this end.</p>	<p>These comments from MWPA refer directly to the “Coastal erosion and accretion” paragraph contained within Section 4.1.4.</p> <p>While parts of Section 4.1.4 of the Report have been updated to include data from the City’s recent Coastal Hazard Risk Management and Adaptation Planning (CHRMAP), the “Coastal erosion and accretion” section was taken from the previous draft report and not updated.</p> <p>In reviewing Section 4.1.4 the “Coastal Management” section provides a thorough outline of the current CHRMAP findings and further research necessary with regard to coastal processes.</p> <p>Given this information is now appropriately covered, the “Coastal erosion and accretion” section should be deleted from the document.</p>	<p>Uphold submission in part, modify Section 4.1.4 by deleting the “Coastal erosion and accretion” heading and paragraph.</p>
		<p>Section 10.1.4.2 Oakajee Strategic Industrial Estate No problem with this however it is noted that through subsequent parts of the document that the term Oakajee Port and Rail is used a lot. It seems to be that it might be meant to mean the specific project proposal of OPR (the vehicle of Mitsubishi). Future proponents for other port and rail proposals at Oakajee may emerge in the future.</p>	<p>The incorrect terminology has been used to refer to the Oakajee Port and Rail group. This reference should be corrected throughout the Report.</p>	<p>Uphold submission and modify section 10.1.4.2 in accordance with advice received.</p>
		<p>Section 10.1.4.5 Land Supply Again, the talk here is about the Oakajee port and rail project. If that is meant to mean the proposal of OPR it should be differentiated from any generic future development at the Oakajee site.</p>	<p>The incorrect terminology has been used to refer to the Oakajee Port and Rail group. This reference should be corrected throughout the Report.</p>	<p>Uphold submission and modify section 10.1.4.5 in accordance with advice received.</p>
		<p>Section 10.1.4.5 Land Supply It is agreed that development pressure will likely be placed on Narngulu Industrial Estate given its proximity to and linkage with Geraldton Port. Furthermore, this will also lead to need to protect and development the transport and services corridors between Narngulu and the Port of Geraldton.</p>		<p>Note submission.</p>

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Number	Submitter	Nature of Submission	Comment	Recommendation
10. cont		<p>Section 10.1.6.2 Regional Challenges in Supporting Mining Growth Again, there seems to be talk here about the now abandoned specific OPR (Oakajee Port and Rail project).</p> <p>Section 10.1.6.2 Regional Challenges in Supporting Mining Growth Work is presently well progressed on MWPA’s Port of Geraldton Master Plan. MWPA has a new 2018 strategy that is grounded in sustainability. Sustainability principles are guiding the Masterplan work. The outcomes of the Master Plan work are likely to highlight the following:</p> <ol style="list-style-type: none"> 1. Port of Geraldton is a long-standing port that required significant foresight at the time. 2. There is still considerable capacity to maximise throughput in the current harbour. 3. The trade forecast for the future is very positive and across all commodities. 4. Growth expected at each of the following: 5. Commercial Harbour 6. Fishing Boat Harbour 7. Inland Port (Narngulu product storage) 8. Oakajee has a positive story and there is some trade that due to scale and or hazards will only ever go to Oakajee. There is development that will be required at Geraldton regardless of Oakajee. 9. Development pressure will likely be placed on Narngulu Industrial Estate given its proximity to and linkage with Geraldton Port. Furthermore, this will also lead to need to protect and development the transport and services corridors between Narngulu and the Port of Geraldton. <p>Additionally, key issues (external to Port of Geraldton) for development include</p> <ol style="list-style-type: none"> 1. All truck routes from the north, and some from the south come via built up areas 2. RAV 10 to the port is constrained (south of Carnarvon) 3. Key existing road and rail routes 4. Rail type and axle load rating. 5. ONIC is not committed 6. No utilities at Oakajee. 	<p>The incorrect terminology has been used to refer to the Oakajee Port and Rail group. This reference should be corrected throughout the Report.</p> <p>The progress on the Port of Geraldton Master Plan should be suitably reflected within the Report.</p>	<p>Uphold submission and modify section 10.1.6.2 in accordance with advice received.</p> <p>Uphold submission and modify section 14.5.1 in accordance with advice received.</p>

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Number	Submitter	Nature of Submission	Comment	Recommendation
10. cont		<p>Section 10.2 Key Considerations / Issues <i>“Oakajee is reliant on the port and rail project”</i></p> <p>If that is meant to mean the proposal of OPR it should be differentiated from a generic development at the Oakajee site.</p> <p>The OPR project has come to an end – the State’s lead agency on Oakajee is the Department of Jobs, Tourism, Science and Innovation, which on their website states that <u>the State Government remains committed to the development of the Oakajee port and industrial estate when there is sufficient demand and commercial interest.</u></p> <p>It is expected that Oakajee will require a significant foundation proponent for development work to commence, but in the meantime enabling planning and infrastructure may improve the prospects for such proponent.</p> <p>Section 12 Tourism & Visitors Cruise tourism seems to have been left off the list of visitors to the Mid West.</p> <p>Visitation by year 2014-2017 (which would tie up with the report 2014-2017 pg 111) for cruise ship passengers and crew ashore were 50,176:</p> <ul style="list-style-type: none"> • 2014 – 2,570 (3 successful calls at anchor) • 2015 – 19,484 • 2016 – 15,924 • 2017 – 12,198 <p>Average spend in a regional port (as reported by Australia Cruise Association) is approx. \$60 per person which takes direct spend to around \$3m. Spend in 2017/18 is around the \$3.3m mark.</p> <ul style="list-style-type: none"> • 2018 – 13,372 • 2019 – 2,969 ytd (potential of 10,000 Passenger & Crew ashore) <p>Section 14.1.1 Network Demands (page 121) <i>“long term planning is for grain movements to be transferred into rail.”</i> Is this correct?</p>	<p>As per MWPA advice, Section 10.2 is required to be reworded to reflect the current Statement Government commitments to the Oakajee port and industrial estate project.</p> <p>Cruise tourism was incorrectly omitted from the Report. In order to provide an accurate snapshot and account for future opportunities for tourism, this data should be included.</p> <p>This statement in the Report should be updated to reflect that it is a preference of the City in order to ensure safe and efficient transport networks.</p>	<p>Uphold submission and modify section 10.2 in accordance with advice received.</p> <p>Uphold submission and modify section 12 in accordance with advice received.</p> <p>Note submission and modify Section 14.1.1 to state it is a preference of the City.</p>

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Number	Submitter	Nature of Submission	Comment	Recommendation
10. cont		<p>Section 14.1.2 Key Road Projects (Geraldton North-South Transport Corridor) (page 123) – last paragraph</p> <p>Other agencies do not share all aspects of this view. Please refer to review comments by the Department of Transport that MWPA understand will be provided separately.</p>	<p>It is recognised that other agencies may not agree with the City’s position on the strategic importance of the North-South Highway.</p>	<p>Note submission.</p>
		<p>Section 14.6 Key Considerations / Issues</p> <p>Key road transport issues include:</p> <ul style="list-style-type: none"> • All truck routes from the north, and some from the south come via built up areas • RAV 10 to the port is constrained (south of Carnarvon) 	<p>The issues identified by MWPA should be included with Section 14.6.</p>	<p>Uphold submission and modify section 14.6 in accordance with advice received.</p>
		<p>Section 14.1.2 Key Road Projects (Oakajee Narngulu Infrastructure Corridor (ONIC))</p> <p>ONIC will important enabling infrastructure for development of the Oakajee site</p>		<p>Note submission.</p>
		<p>Section 14.3 Rail Infrastructure</p> <p>Rail upgrades between Port of Geraldton and at least Narngulu should be expected in due course.</p>		<p>Note submission.</p>
		<p>Section 14.5.1 Geraldton Port</p> <p>During the 2019 harvest CBH increased storage at Narngulu and at Deepdale.</p>		<p>Note submission.</p>
		<p>Section 14.5.1 Geraldton Port</p> <p><i>“The Karara mine achieved its name-plate production volume, which contributed towards growth in exports through Geraldton Port. This is close to its physical import/export capacity of around 20 million tonnes per annum. The Port has the capacity to handle up to 30 million tonnes per annum across the seven land-backed berths. Some upgrade capacity is available, however, it is limited by the surrounding transport network capacity for managing...”(page 129)</i></p> <p>Master Planning work is likely to confirm that the existing port can be developed to a potential capacity of the order of +50 million tons per annum without any significant increase to its footprint.</p>	<p>The progress on the Port of Geraldton Master Plan suit be suitably reflected within the Report.</p>	<p>Uphold submission and modify section 14.5.1 in accordance with advice received.</p>
		<p>Section 14.5.1 Geraldton Port</p> <p>The introduction of STUs and the allocation of a berth from cruise shops have resulted in significant differences to that sector. See comments on Section 12 above.</p>		<p>Note submission.</p>

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Number	Submitter	Nature of Submission	Comment	Recommendation
10. cont		<p>Section 14.5.2 Oakajee Port <i>“With a start-up capacity of 45 million tonnes per annum and an upgrade potential to 80-100 million tonnes per annum, the project is viewed as critical to realising the mining and resource potential of the Mid West (MWDC, 2015). Many existing and proposed iron ore mining projects in the Mid West are not able to develop to desired levels until a rail link and deep water port is developed”. (Page130).</i></p> <p>The States’ lead agency for Oakajee is the Department of Job, Tourism, Science and Innovation, which on their website states that <u>the State Government remains committed to the development of the Oakajee port and industrial estate when there is sufficient demand and commercial interest.</u></p> <p>Section 14.5.2 Oakajee Port <i>It is understood that the Oakajee project still forms part of the Federal Government’s \$75 billion “record infrastructure” spend out to 2020-21.</i></p> <p>MWPA is unable to comment on Federal Policy</p>	<p>As per MWPA advice, Section 10.2 is required to be reworded to reflect the current Statement Government commitments to the Oakajee port and industrial estate project.</p> <p>This statement in the Report has not been appropriately sourced and a source cannot be found.</p>	<p>Uphold submission and modify section 14.5.2 in accordance with advice received.</p> <p>Note submission and modify Section 14.5.2 to remove this statement.</p>
11.	Main Roads (MRWA)	<p>Section 14 Traffic & Transport Proposed updates:</p> <p>Section 14.1 Road Network <i>The Geraldton urban area and the Mid West region is serviced with a network of major sealed roads, connecting Geraldton to Perth, the north-west of Western Australia as well as the hinterland surrounding Geraldton. Main Roads Western Australia (MRWA) is responsible for the main routes to and from Geraldton including Brand Highway, North West Coastal Highway (NWCH) and Geraldton- Mount Magnet Road (GMMR). MRWA are also responsible for other primary distributor roads within the urban area including John Willcock Link, Geraldton-Walkaway Road and Moonyoonooka-Yuna Road. These roads provide access for tourism to the Batavia Coast, freight to Geraldton Port and daily commute.</i></p>	<p>The suggested wording for section 14.1 does not propose any significant change.</p>	<p>Note submission.</p>

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Number	Submitter	Nature of Submission	Comment	Recommendation
11. cont		<p>Section 14.1.1 Network Demands <i>Demands on road infrastructure across the Mid West can be attributed to mining and agricultural product movement; population in coastal centres; and ongoing promotion of regional tourism. It is important that the road network can meet these pressures whilst working towards efficiency gains, community safety, sustainability and social expectations.</i></p> <p><i>The transport of harvest, animals, fuel and fertilizer between the port and inland locations places increasing demands on the road network, especially during seasonal pressure periods. Long term planning includes the initiative to transport grain via rail network. After harvest, farmlands are treated with lime sand and transported via truck generally from areas close to the coast where it is mined. Seasonal livestock movements utilising special heavy vehicle permits, cause inefficiencies and traffic concerns on the network, especially on NWCH and Brand Highway.</i></p>	<p>The first paragraph suggested by MRWA proposes very little changes to the existing report content.</p> <p>The second paragraph, however, includes new content regarding the impact of agricultural processes on the transport network.</p>	<p>Uphold submission and modify section 14.1.1 to add the second paragraph.</p>
		<p>Section 14.2.2 Key Road Projection Replace heading with <u>Planning & Projects</u></p> <p><i>The Department of Transport’s Western Australian Regional Freight Transport Network Plan (2013) identifies a number of strategic road priorities throughout the City of Greater Geraldton and the broader Mid West region, which focus on the safe movement of freight and passenger traffic. The Geraldton Strategic Traffic Model is under review to assist in understanding traffic scenarios, develop planning for the State and Local roads and prioritise funding and delivery of projects. Our most recent and current projects include</i></p>	<p>The wording suggested by the Department provides greater clarity to the Report.</p>	<p>Uphold submission and modify Section 14.1.2 to add the additional paragraph.</p>
		<p>The Port Link Inland Freight Corridor <i>The Port Link Inland Freight Corridor is a State Government initiative and seeks to establish integrated road and rail corridors linking resource-rich areas in the Mid West, Goldfields and Pilbara regions to export ports, such as the Geraldton Port and the proposed Oakajee Port.</i></p>	<p>The suggested wording for the Port Link Inland Freight Corridor does not propose any significant change.</p>	<p>Note submission</p>

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Number	Submitter	Nature of Submission	Comment	Recommendation
11. cont		<p>The Geraldton Southern Transport Corridor (GSTC) – John Willcock Link and Geraldton Mt Magnet Road. <i>Stage 1 was completed in September 2005. This involved the construction of a single rail line from the Narngulu Industrial area to the Geraldton Port. Stage 2 was completed in December 2009, with the construction of an east-west road linkage connecting the Port to Narngulu and the Geraldton Airport.</i></p>	<p>This project is completed so does not need to be included in the Report.</p>	<p>Note submission.</p>
		<p>The North West Coast Highway (NWCH) Duplication. <i>The concept plans were last updated in 2011 which divided the project into 3 stages. More recently, some of the intersections have been reviewed, including traffic analysis and design to assist with funding consideration. The 2011 concept plans require further review to consider the more recent structure planning and land use changes that have been proposed. Some land acquisition has occurred to date including cases of landholder hardship. Additionally, the Hosken St. and NWCH intersection roundabout was constructed, connecting Bluff Point to Spalding.</i></p>	<p>The wording suggested by the Department provides greater clarity to the Report. However, it is considered that the inclusion of the last sentence is not necessary.</p>	<p>Uphold submission in part and modify section 14.1.2 to include a new sub-heading and wording generally in accordance with the advice received.</p>
		<p>Verita Road and Abraham St Extension with Bridge crossing the GSTC linking with Verita Road <i>was completed in 2012 & 2016 respectively. The completion of the roads and the future extension of Verita Rd linking with the Brand Highway would likely provide distribution of traffic benefits, including the potential to influence the timing or need for the Brand Highway dual carriageway to be extended further south towards the future link between Verita Rd and the Brand Hwy.</i></p>	<p>The wording suggested by the Department provides greater clarity to the Report.</p>	<p>Uphold submission and modify Section 14.1.2 to add the new sub-heading and additional paragraph.</p>
		<p>The Dongara to Northampton Route (Dongara, Geraldton, and Northampton Alignment (DGN) <i>is currently in the alignment selection phase. Stakeholder and community engagement initiated in August 2015 is ongoing. This is a high level planning study to identify the ultimate corridor to provide a high quality route providing for the future needs of the region for moving people and freight safely and efficiently. While independent of the ONIC project (see details on ONIC below), the section of the Dongara to Northampton Coastal Route between GMMR and Chapman Valley Rd or NWCH (depending on alignment options from Chapman Valley Rd to Northampton) is ultimately planned to utilise the alignment of the road element of the Oakajee Narngulu Infrastructure Corridor (ONIC). Funding has not been allocated for detailed design or construction.</i></p>	<p>The suggested wording for the Dongara to Northampton Coastal Route does not propose any significant change.</p>	<p>Note submission.</p>

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Number	Submitter	Nature of Submission	Comment	Recommendation
11. cont		<p>The Geraldton North South Highway (GNSH) <i>has previously been considered in two parts, north and south of John Willcock link to support the justification. To date the majority of the northern section is included in the Town Planning Scheme. The Department of Planning has initiated a study, which is yet to be completed, to resolve issues of State Government funding for any compensation claims from directly affected landowners, as part of the TPS amendment process.</i></p> <p><i>The alignment selection and definition work was undertaken by Main Roads in 1999 & 2003. Concept Planning and community engagement was completed in 2010/2011.</i></p> <p><i>Main Roads does not currently see the GNSH as a state investment priority, while recognising that City of Greater Geraldton considers the GNSH as a priority for infrastructure investment. In particular the northern section.</i></p>	<p>The suggested wording for the Geraldton North-South Transport Corridor does not propose any significant change. However, in reviewing the content of this subsection, paragraph 2 should be deleted as it is referencing information regarding the NWCH duplication.</p> <p>While the City recognises MRWA position on the GNSH not being considered a state investment priority, section 14.1.2 simply lists future road planning projects and therefore it is not warranted to include this advice.</p>	<p>Note submission.</p> <p>Modify Section 14.1.2 to delete paragraph 2 under the “Geraldton North-South Transport Corridor” sub-section.</p>
		<p>The Oakajee Narngulu Infrastructure Corridor (ONIC) <i>currently in planning phase, will provide a road, rail and utility services corridor linking the proposed Oakajee Port and adjacent strategic Industrial Estate with the existing Narngulu Industrial area. The envisioned corridor will be approximately 34 kilometres long and 250 metres wide and facilitate the coordinated delivery of transport and service infrastructure. The ONIC will also provide for a section of a new outer freight bypass road around Geraldton, linking Narngulu and the existing port with Oakajee, and part of the proposed future long-term state coastal route between Dongara and Northampton (Dongara to Northampton Coastal Route).</i></p>	<p>The suggested wording for the Oakajee Narngulu Infrastructure Corridor does not propose any significant change.</p>	<p>Note submission.</p>
		<p>Indian Ocean Drive. <i>Construction of the (IOD) between Lancelin and Cervantes, which was completed in 2011, provided an alternative route between Geraldton and Perth via coastal settlements such as Cervantes, Jurien Bay and Green Head.</i></p>	<p>This project is completed so does not need to be included in the Report.</p>	<p>Note submission.</p>
		<p>The North Link <i>Perth is scheduled for completion in 2019, after which, travel time between Geraldton and Perth on Brand Highway is expected to be significantly reduced.</i></p>	<p>Given the Report is intended as an overarching guidance document, the North Link project is not considered relevant.</p>	<p>Note submission.</p>

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11. cont		<p>Funding and Coordination</p> <p><i>The State Capital Infrastructure Program (CIP) considers the priority of road projects every 12 months (the projects identified consider the concept planning completed in order to get on the CIP). It is recommend that agencies contact MRWA every 12 months for an update on road & corridor concept planning and the CIP. The early identification and protection of land needed for new road corridors roads can provide for substantial costs savings in the longer term and certainty around land uses. In some cases this may be considered a state priority. New corridors identified in strategic land & structure planning generally remain absent from the local planning scheme planning until the corridor is purchased.</i></p> <p><i>MRWA are responsible for the management of road reserves for nominated highways and main roads and assist with coordinating all existing infrastructure (utilities, services, pedestrian, cycle, lighting and landscaping requirements) in these state road corridors through town sites. These road corridors in town sites are continually reviewed and the information gathered is used to determine the extent of road and/or corridor concept planning required. The justification to widen existing road corridors in urban areas which are narrow may include a combination of infrastructure requirements requiring interagency consideration and review.</i></p> <p><i>Where a trigger to upgrade existing roads/intersections considers an area of land development that includes lots owned by different developers/owners developing at different times, the local government should work with the planning commission to develop a process to portion the costs between the developers/owners and where applicable the road authority(s) (Main Roads or Local Government).</i></p>	<p>The advice received by MRWA is more related to explaining the process by which projects are assessed and reviewed.</p> <p>Given the Report is intended as an overarching guidance document, this information is not considered relevant.</p>	<p>Note submission.</p>

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12.	City of Greater Geraldton	1.2.2.1 Geraldton Modifications are required to paragraph 2 to reflect changes to the City's wards and Councillor structure.		Uphold submission and modify Section 1.2.2.1 to reflect these changes.
		2.3.2 Draft Guilderton to Kalbarri Sub-regional Strategy This section is required to be updated to reflect that the document was approved May 2019.		Uphold submission and modify Section 2.3.2 to reflect these changes.
		2.3.6 Geraldton Regional Flora and Vegetation Survey Modify paragraph to delete the word 'draft' from 'draft <i>Guilderton to Kalbarri Sub-regional Strategy</i> '.		Uphold submission and modify Section 2.3.6 to delete the word 'draft'.
		3.1.3 Town Planning Scheme 1A Town Planning Scheme 1A was repealed 5 March 2019 therefore Clause 3.1.3 should be deleted and the following sections renumbered accordingly.		Uphold submission and <ul style="list-style-type: none"> • delete Section 3.1.3 and renumber sections accordingly; and • modify Section 6.2.1 accordingly
		6.2.1 Town Planning Scheme 1A Paragraph 5 – 'TPA 1A' should be amended to 'The area'.		
		4.1 Landform and Landscape Systems The Houtman Abrolhos Islands should be included within this section as a separate landform and landscape system.		Uphold submission and modify Section 4.1 to include new sub-section for Houtman Abrolhos Islands.
		6.1.3 Projecting Future Populations Update section to include outcomes from <i>WA Tomorrow Population Report No. 11</i> .		Uphold submission and modify Section 6.1.3 to reflect these changes.
		8.1.1 Regional Education Facilities Paragraph 1 – delete reference to Phoenix West Vocational College as it is no longer relevant.		Uphold submission and modify Section 8.1.1 to reflect these changes.
9.3 Indigenous Heritage Amend spelling of 'Yamaji' to 'Yamatji' where necessary.		Uphold submission and modify Section 9.3 to reflect these changes.		

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Number	Submitter	Nature of Submission	Comment	Recommendation
12 cont.		<p>9.5 Maritime Heritage This section should include a statement on the proposed Houtman Abrolhos Island National Park.</p>		Uphold submission and modify Section 9.5 to reflect these changes.
		<p>11.3 Car parking The City recently amended the <i>City Centre Transport Planning & Car Parking Strategy</i> and the <i>City Centre Car Parking Management Plan</i> and a number of changes to need to reflected.</p>		Uphold submission and modify Section 11.3 to reflect these changes.
		<p>11.4 Retail and Commercial Trends The retail trading trial has ended with extended trading hours approved November 2018.</p>		Uphold submission and modify Section 11.4 to reflect these changes.
		<p>12.2.5 Houtman Abrolhos Islands Include reference to the state investment over the next two years to establish visitor operations and infrastructure at the proposed national park.</p>		Uphold submission and modify Section 12.2.5 to reflect these changes.
		<p>12.4 Future Tourism Opportunities Include the Museum expansion and the Houtman Abrolhos Islands as a future tourism opportunity.</p>		Uphold submission and modify Section 12.4 to reflect these changes.
		<p>14 Traffic & Transport The work the City has conducted on cycling within the municipality, particularly the <i>Geraldton 2050 Cycling Strategy</i> should be detailed.</p>		Uphold submission and modify Section 14 to include new sub-section for Cycling Infrastructure.