



City of Greater Geraldton Local Planning Strategy

Part One – THE STRATEGY



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1 INTRODUCTION

Regional Western Australia remains the backbone of the State and national economy. It is recognised that much of Australia's natural resource wealth comes out of Western Australia's regions. In order to truly unlock the potential of our regions and improve prosperity for the nation as a whole, key regional centres (such as the City of Greater Geraldton) must be afforded the opportunity to develop as alternate economic, social and community hubs to metropolitan Perth.

The City of Geraldton-Greenough was created on 1 July 2007, with the voluntary amalgamation of the former City of Geraldton and Shire of Greenough. The need for local government reform came about from population growth and urban expansion beyond the City of Geraldton's historical local government boundaries, along with the impetus for the simplification of local government administration and enhanced financial capacity to address social issues associated with changes in economic activity. Four years later on 1 July 2011, the City of Geraldton-Greenough and Shire of Mullewa were amalgamated to form the City of Greater Geraldton (the City). The City is located in the Mid West Region of Western Australia and covers an area of 12,336 km² extending from the coast to over 150 km inland and now including the Houtman Abrolhos Islands (refer to Figure 1).

This is the City's first local planning strategy (the Strategy) and represents the land use planning response to the City's strategic community vision. The Strategy takes a long-term view based on an aspirational population of 100,000 with the expectation that it would be subject to periodical review and update. As the City continues to move forward, the Strategy will set out the framework and direction the City will take to achieve the best possible regional outcomes, while creating a lifestyle which will make Greater Geraldton the natural choice to live, work and play. The challenge is to create a lasting legacy which is admired by all who visit and by all who live in the City.

The Strategy is an effort to ensure that as the City grows, it keeps pace with not only the cultural development aspects of regional life, but continues to add the necessary vibrancy and uniqueness which will ensure residents continue to retain pride in the community and have a desire for continuous improvement. It will guide long-term land use planning and provide the rationale for land use and development controls. The Strategy may be used to partner with and/or lobby state and federal government to implement strategies and actions, acknowledging that implementation will need to extend beyond land use planning. Some matters will require integration and funding priorities of organisations with a role in infrastructure and service provision. This requires collective and coordinated forward planning by all levels of government and the private sector, to build investor confidence.

Currently the primary strategic planning document for the region is the *Geraldton Region Plan* (WAPC 1999) and for the Geraldton urban area, the *Greater Geraldton Structure Plan* (WAPC 2011) (refer to Figure 2). Although the *Greater Geraldton Structure Plan* purports that it will be superseded once the City has prepared the new Strategy, this is not favoured by the City and the *Greater Geraldton Structure Plan* should be retained with more detail provided by this Strategy.

2 VISION AND PRINCIPLES

The City's Community Vision is articulated in the *Community Strategic Plan 2017 – 2027*:

A prosperous, diverse, vibrant and sustainable community.

The community's vision, aspirations and objectives must be reflected in our planning. People want to continue to experience their lifestyle but at the same time the economy and industry must make the most of opportunities that arise. The future direction in the *Community Strategic Plan* is broken into four major goals that underlie the planning principles of both the Strategy and Scheme.

1. COMMUNITY

While growing towards a regional city with the capacity to sustain a population of 80,000 – 100,000 we value our sense of community, our small town feel and the lifestyle opportunities of our coastal location and bushland. We value our cultural heritage and our creative community.

2. ENVIRONMENT

We value our natural and built environment and live sustainably, in balance with nature.

3. ECONOMY

We value a healthy thriving economy that provides diverse employment opportunities while protecting the environment and enhancing social and cultural outcomes.

4. GOVERNANCE

We value an open and trusting relationship between the community, Local Government and other decision makers.

3 STRATEGIC PLAN

3.1 POPULATION GROWTH

Population growth in Greater Geraldton has been examined and interrogated through a range of strategic documents and there are generally three population scenarios (or forecasts) that have been recently applied (refer to Table 1).

1. Low Growth scenario of 1.5%;
2. Medium Growth scenario of 3%; and
3. Aspirational Growth scenario of 5%.

These scenarios need to be considered in the context of the City's high growth rate of 9.72% between 2006 and 2011, and the more subdued rate of 3.98% between 2011 and 2016. In addition the *WA Tomorrow Population Report No. 11* (WAPC 2019) estimates an average annual growth rate for Western Australia over the next 20 years between 1.23% and 1.61% (using 'Band C' data).

Table 1 Population Growth Scenarios

Low Growth 1.5%		Medium Growth 3%		Aspirational Growth 5%		WA Tomorrow Projections	
2016	38,634	2016	38,634	2016	38,634	2016	39,600
2021	41,620	2021	44,798	2021	49,308	2021	(-0.08%) 39,440
2026	44,836	2026	51,933	2026	62,931	2026	(0.08%) 39,910
2031	48,301	2031	60,205	2031	80,317	2031	(0.18%) 40,690
2036	52,034	2036	69,794	2036	100,508		
2041	56,056	2041	80,910				
2046	60,388	2046	93,797				
2051	65,055	2051	108,736				
2056	70,083						
2061	75,499						
2066	81,334						
2071	87,620						
2076	94,391						
2081	101,686						

(Source: WAPC 2019)

Based on the population of 38,634 persons at the year 2016 as per Table 1, a population of 100,000 could occur within a range of 60 or so years, and as early as the year 2036.

- Low Growth (1.5%) – 100,000 population by the year 2081;
- Medium Growth (3%) – 100,000 population by the year 2051; and
- Aspirational Growth (5%) – 100,000 population by the year 2036.

The Strategy is less focused on when the population growth reaches 100,000 persons but is primarily designed to ensure the City can sustain a population 100,000 whenever that occurs. This approach is considered most appropriate given there are significant resource projects that have the potential to dramatically increase population and investment in a short period of time.

3.2 PREFERRED GROWTH SCENARIO

The *2029 and Beyond project* is a community-based planning process initiated by the City and its partners, to address the challenges and opportunities facing our City and region. The project responds to requests in the community for citizens to be more actively involved in planning for their future. As part of this process, in August 2011, the *Designing our City Enquiry by Design Forum* resulted in a preferred growth scenario for the Geraldton Urban Area (refer to Figure 3), as well as a number of policy and community development recommendations.

The preferred growth scenario reflects the community's collective views on future urban growth for the Geraldton Urban Area, based on four thematic layers:

- Ecological framework;
- Regional transport network;
- Local transport network; and
- Urban structure.

The process involved interrogation of existing strategic planning documentation including the *Greater Geraldton Structure Plan*. The outcome was that many elements were consistent with the current planning framework set out in the *Greater Geraldton Structure Plan*. The Strategy directly responds to the outcomes of the *Designing our City* forum, with the Preferred Growth Scenario providing the basis for preparing the new Strategy and Scheme.

In addition to the Geraldton Urban Area the City comprises a number of settlements and a rural hinterland. The primary centre of Geraldton is illustrated on the **Geraldton Urban Area Strategy Plan**, whilst the regional townsites of Mullewa, Central Greenough and Walkaway are illustrated on the **Rural Land Strategy Plan** and **Regional Townsites Strategy Plans**. Other gazetted townsites include Eradu, Tenindewa, Wilroy, Pindar and Tardun which are historical railway sidings with limited or no development and no plans for expansion. Wandanooka is a small aboriginal community of approximately 40 people and is located 25 km north-east of Mullewa. 72% of the Mid West regional population resides in the City of Greater Geraldton, with over 90% residing in the Geraldton Urban Area. The Geraldton Urban Area will continue to be the regional centre for the Mid West and the largest city north of Perth.

3.3 URBAN GROWTH BOUNDARY AND URBAN FORM

The extent of the Geraldton Urban Area was generally identified in the *Greater Geraldton Structure Plan* (WAPC 2011) and geographically defined the Urban Area via Oakajee to the north, the Moresby Range, Narngulu industrial area and the Airport to the east, high quality agricultural land to the south and the Indian Ocean coastline to the west. Currently, within the Urban Growth Boundary there is sufficient urban land to accommodate substantial population growth, even at relatively low densities. However, the Strategy advocates a more efficient approach to future growth, based on more intensive development around a series of activity centres generally located north-south in proximity to the coastline.

This pattern of future growth provides an opportunity for a more efficient public transport system and the potential to optimise use of existing service infrastructure. Greater use of public transport can ameliorate traffic congestion, improve efficiency of parking, and improve environmental and liveability outcomes.

Encouraging more intensive residential development around activity centres is preferred, as it can achieve better utilisation of established and planned community services. It can also improve liveability and vibrancy and improved health outcomes through higher rates of walking and cycling. This more intensive urban form underpins the approach to planned growth for the Strategy.

The Urban Growth Boundary creates a logical separation between the extent of urban expansion of Geraldton (and part of the Shire of Chapman Valley) and the retention of the rural hinterland. There are large areas of land zoned or identified for future urban development (generally to the north and east) however, in some instances, they will require substantial infrastructure to enable development and growth.

The *Greater Geraldton Structure Plan* and the Preferred Growth Scenario recognise the legitimate role that rural living performs in providing for alternative lifestyle opportunities, as a zone of transition between urban and rural areas and adding to the sense of place. Some of the rural living land is within the Urban Growth Boundary, to help limit its encroachment into the rural hinterland or consumption of higher versatility agricultural land.

Some of the rural living areas are near the eastern edge of the Urban Growth Boundary, some of which are located in proximity to and on the footslopes of the Moresby Range. This form of development can provide for biodiversity outcomes through the protection and enhancement of remnant vegetation. However, the support for rural living areas needs to be based on provision of appropriate services and infrastructure and should not be a mechanism to circumvent these requirements, or provide impediments to planned longer term urban growth as a result of fragmented land subdivision.

3.4 GERALDTON URBAN AREA

The Geraldton Urban Area is the main regional and municipal population centre and the focus of retail, industrial and community activity. Together with the southern sections of the Shire of Chapman Valley (which includes the future Oakajee development), it is the area subject to the most intense development pressure within the Mid West region. As a regional centre any decisions that are made for how Geraldton develops, and the services and facilities it offers, have broader regional implications.

3.4.1 The City Centre

The City Centre is the largest multi-functional centre of activity, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs and the largest commercial component of any activity centre. The centre services the City and the Mid West region (Commercial Activity Centres Strategy 2013).

The City Centre includes the Batavia Coast Marina, but has been consolidated, and excludes the schools and hospitals extending along Cathedral Avenue. The City Centre is the focus for intense development within the Geraldton Urban Area and is the focus for public transport and the road network. It is also showcases heritage and culture through buildings and cultural elements, providing a focus for visitors to the City and the region.

The complexity of these issues gives rise to detailed supplementary urban design, parking and traffic strategies. As the population increases, the commercial composition of the City Centre will change to strengthen its role as the regional focus for tourism, cultural and entertainment activities. The City Centre will also accommodate an increasing number of residents in higher density housing forms.

3.4.2 Activity Centres

The Activity Centres Hierarchy as Figure 7 in the *Commercial Activity Centres Strategy* (2013) provides a strategic planning framework to guide long term planning for, and development of, the City's activity centres. The *Commercial Activity Centres Strategy* identifies the following 'Status 1 Activity Centres':

- Bluff Point;
- Rangeway;
- Sunset Beach; and
- Wonthella.

The Status 1 Activity Centres are existing neighbourhood centres which are important community focal points that help provide for main daily to weekly household shopping and community needs. These are the areas where priority should be given for more intensification and increased residential densities as they are in close proximity to existing and planned facilities and services. Generally, residential development at the upper end of the medium density coding should be provided within the activity centre's walkable catchment.

3.4.3 Mixed Use

The Strategy generally includes mixed use areas as a transition between the City Centre and the adjoining residential areas. There is also potential for mixed use areas within or adjacent to activity centres, particularly those classified as Status 1 or future District Centres. The mixed use area, adjacent to the health and education facilities along Cathedral Avenue, performs an important role for ancillary and related activities.

3.4.4 Residential

Residential development in Geraldton, like other regional areas, is generally low density. There has been an increase in higher density development in recent years, particularly in the areas adjacent to the City Centre.

Residential development extends along the coast approximately 12 km northward to the City's boundary with the Shire of Chapman Valley, and 10 km southwards reaching to the mouth of the Greenough River. The central portion of this corridor widens and includes areas east of the Chapman River.

The *Residential Development Strategy* (2013) proposes increased residential densities focussed around Status 1 Activity Centres within the coastal corridor to provide a more sustainable urban form. It is intended that areas of high amenity with access to facilities and services be prioritised, with a presumption against increasing density in areas of low amenity or with limited local services. There is significant potential for future high density and mixed use development to be located near or along the Geraldton foreshore as a result of the excellent amenity of the coastal location and the opportunity for this area to support improved public transport services.

3.4.5 Community and Public Purposes

The Strategy recognises the important role of community and public purpose sites in the urban fabric. While many facilities have been developed and some future sites identified, the future urban areas will require identification of land in appropriate locations for community services to support population growth. Intensifying residential development around the activity centres will optimise usability and accessibility to existing community facilities and services. The Strategy recognises the important role of the Health, Education and Training Precinct for the Mid West Region and the need to encourage the development of this precinct for a wide range of ancillary uses associated with health and education uses, including student and workforce accommodation.

3.4.6 Tourism

The City has a variety of tourist attractions, with many related to the hinterland, the coast and more recently the Houtman Abrolhos Islands. These Islands, along with the Batavia Coast Marina, the foreshore and the City Centre are attractors for local residents and visitors. There is potential to increase the City's role as the tourist hub for the Mid West Region. The rich heritage, the natural environment and a range of recreational opportunities provide a range of tourism opportunities.

There are a number of sites that will be developed or redeveloped within the City either exclusively for tourism or with a strong tourism component (e.g. African Reef Resort). Planning provisions need to ensure that these sites are primarily developed for tourism purposes, yet recognise that the delivery of such tourism facilities in the current economic climate will rely on other compatible land uses.

With the creation of the Houtman Abrolhos Islands National Park in 2019, recreation and tourism is likely to increase into the future. This has been recognised with the State government budgeting \$10 million for the sustainable tourism development of the Islands.

3.4.7 Port

The Strategy recognises the important role of the Geraldton Port to the economy of the City and the Mid West region. There is existing industrial land adjacent to the Port which serves an important support role. The limited industrial land available adjacent to the Port makes it important that it is used for purposes directly associated with the operation of the port and not for uses which can be accommodated in other industrial areas. The Strategy recognises the need to protect transport corridors into the Port to ensure that the port continues to operate in the long-term. Interface issues with adjoining land uses will continue to be important considerations.

While capacity at the Port has been significantly increased, there is insufficient land available at the Port to cater for long term Port expansion and growth forecasts. The Strategy supports maximising the efficiency and development opportunity that exists within the existing Port area, to increase the Port throughput to a maximum level without significant changes to the surrounding Port environment.

A deep water port (at Oakajee) is planned for to help realise, primarily, the Mid West's iron ore industry's potential. It forms part of the State Government's *Oakajee Development* major project being managed by the lead agency, the Department of Jobs, Tourism, Science and Innovation. The State Government remains committed to the development of the Oakajee port and industrial estate when there is sufficient demand and commercial interest.

3.4.8 Airport

The Geraldton Airport is an essential regional transport infrastructure element and an integral part of the State aviation infrastructure network. The City is committed to ensuring that its Airport is developed with the infrastructure and facilities needed to enable and support the growth in aviation activity that will accompany rapid regional economic development and population growth.

The City has prepared and adopted a master plan for Geraldton Airport, requiring a suitable Runway End Safety Area at each end of the runway for complying with applicable regulations and an ultimate development of a 3,500m runway. Future road network planning associated with the Oakajee to Narngulu Infrastructure Corridor (ONIC) between Geraldton-Mt Magnet Road and Brand Highway will need to have regard to the requirements of the Geraldton Airport to ensure the future aviation network requirements and capabilities of the Airport are not prejudiced.

The inclusion of a special control area will ensure compatible uses develop adjacent to the airport enabling long term continued operation and future expansion. The *Commercial Activity Centres Strategy*, as reflected in the Strategy, identifies the airport as a specialised centre. The proposed Airport Technology Park is identified as a Development Investigation Area and is the subject of a structure plan to provide substantial development opportunities for surplus airport land.

3.4.9 Industry

Webborton and Narngulu are the two main industrial areas in the City. The industrial areas are identified as specialised centres in the *Commercial Activity Centres Strategy*.

Webborton currently contains a mix of general, light and service industrial development. As population growth occurs, increased limitations on the North West Coastal Highway will have implications on access to the freight network for industrial businesses. The strategic road network may not necessarily be able to easily accommodate freight movements through to Webborton, leading to increased industry attraction to Narngulu and/or the Oakajee Industrial Area. Over time, Webborton is likely to transition into a light and service industry precinct, consistent with the area's location adjacent to the North West Coastal Highway and Webborton Road, and also providing an improved interface with the adjacent residential areas.

Narngulu provides considerable opportunity for further development for a range of light, general and heavy industry. Narngulu will continue to develop with general industry at the core, with light industry providing an interface with the adjoining residential, service commercial and rural living land.

The Strategy acknowledges the future role of the Oakajee Industrial Area to accommodate major proponents and heavy/noxious industry not appropriate in Narngulu. It also identifies the need to consider a location in the rural hinterland around Eradu to accommodate other larger industry not appropriate in other industrial areas including Narngulu.

3.4.10 Service Commercial

Service commercial areas capitalise on the movement economy, are predominately car-based and provide a transition between busy roads and industrial areas, adjoining residential and commercial areas. Service commercial areas are generally not appropriate within activity centres, being car based and therefore easily accessible from major traffic routes. Existing service commercial areas have developed adjacent to North West Coastal Highway. This form of development provides an important component of the *Commercial Activity Centres Strategy* accommodating a range of large format / bulky goods businesses.

There is opportunity for further development of this land use in Development Investigation Area No 7 adjacent to the future North South Highway and expansion opportunities could be investigated within Development Investigation Area No 4 at Webborton.

3.4.11 Freight Transport

The existing primary road network comprises Brand Highway, North West Coastal Highway and the Geraldton-Mt Magnet Road. These roads will be progressively upgraded by Main Roads WA and supplemented by the construction of the future North South Highway and the road component of the ONIC, as traffic increases.

The Strategy acknowledges the important relationship of railways with the existing Geraldton Port, future Oakajee Port and Industrial Area and the adjoining rural hinterland. It recognises the need to ensure the continued operation of this important component of the freight network.

The current alignment of the ONIC is identified in the Strategy. The alignment will not be included in the Scheme until issues regarding its final design alignment and land acquisition have been addressed by the State government.

3.4.12 Integrated Transport

The Strategy acknowledges that as the City grows it will experience increased traffic volumes and associated congestion. An integrated transport planning approach is proposed to ensure land use planning supports opportunities for modal shift from private motor vehicles, combined with measures including controls on parking supply and management, encouragement of walking and cycling and increased public transport. This is reflected in the City's *Integrated Transport Strategy*.

The road network, reflected in the Strategy consists of a hierarchy of primary, district and local distributor roads. Main Roads WA will be responsible for the primary distributor roads, while the City will have responsibility for the district and local distributor roads and lower order streets. The construction of the ultimate road network may result in some of the primary distributor roads to be downgraded in status, with responsibility transferred to the City. The City is not prepared to accept any 'transferring' of roads until such time as they are fully constructed or upgraded to a suitable, contemporary standard to reflect their new function.

The implementation of the ultimate road hierarchy will require staging and construction over a number of years, likely to be triggered both by population growth, freight demands and economic development drivers. The responsibility for acquisition, construction and future maintenance of primary distributor roads will require ongoing discussion with Main Roads WA.

Although the demand for pedestrian and cycling facilities within the City is currently not high, the City's strategic direction is to encourage alternative transport modes. This can be encouraged with intensification of residential development adjacent to existing and planned activity centres, community facilities and services. Appropriate infrastructure planning can also support improved pedestrian and cycling modes which assists in creating healthy, efficient and more sustainable communities where people choose to walk. These aspirations are reflected in the *Geraldton 2050 Cycling Strategy* and by the City formally signing the *International Charter for Walking*.

The Strategy recognises the indicative rapid transit alignment running parallel to the coast from Cape Burney to Oakajee via central Geraldton, as shown in the *Greater Geraldton Structure Plan*. This route is a long-term proposal at this stage, with no firm implementation programme but will ultimately provide a bus 'spine' linking the Geraldton Urban Area from north to south.

3.5 REGIONAL TOWNSITES

3.5.1 Mullewa

Mullewa is a regional town with a population of approximately 447 persons (ABS Census 2016) located approximately 100 km east of Geraldton, along the Geraldton-Mt Magnet Road. It will continue to provide a range of government services and a small commercial centre for the rural hinterland, consistent with its previous function as the administrative centre for the former Shire of Mullewa.

The previous *Mullewa Local Planning Strategy* provides the basis for the Mullewa Townsite component of the Strategy. The Strategy supports consolidation of existing residential areas with intensification based on improvements to servicing and in particular sewerage. It also recognises the need to protect Mullewa's rich heritage and culture, which provides the basis for its significant tourism role together with its natural attractions including seasonal wildflower displays.

Mullewa has a regional role in transport movements and resource activity, with potential to operate as a future rail hub to Geraldton. This potential needs to be secured through protecting existing and proposed road and rail alignments.

3.5.2 *Walkaway*

Walkaway is a small town of about 60 dwellings located approximately 30 km south-east of Geraldton along the Edward and Nangetty-Walkaway Roads. It has a number of historic places and provides residential, recreational, educational and community services to the surrounding community. It has some opportunities for consolidation and intensification within the constraints of the Greenough River floodplain.

Limited population expansion is identified for Walkaway to optimise the use of existing services and facilities and also given the relative short distance of the townsite to Geraldton. A Development Investigation Area for Walkaway is acknowledged in the Strategy to further consider additional rural living opportunities adjacent to the townsite. This will require additional detailed planning to examine the actual location and flooding issues.

3.5.3 *Central Greenough*

Central Greenough (previously known as Greenough Hamlet) is a settlement containing a number of significant historic buildings with a small resident population, south-east of Geraldton along the Brand Highway on the Greenough Flats. The area is a tourist destination which is proposed to be strengthened by encouraging appropriate development and introducing compatible land uses within the village area. Consideration of any development or subdivision in this locality should have regard to the heritage significance of the town, as well as available services including water, and consideration of the floodplain for the Greenough River.

As part of the Strategy, Central Greenough will be able to expand with development and land use sympathetic to the heritage structures and historical town layout, whilst also providing some limited retail and tourism uses. A Heritage Area designation over an extensive area of the Greenough Flats is considered appropriate as part of protecting the historical character of the 'Front Flats' surrounding the town. This will protect and enhance the important heritage values and character of this area, which will maintain its important tourism function.

3.5.4 *Tenindewa, Pindar, Wilroy, Tardun*

The *Mullewa Local Planning Strategy* previously identified a presumption against expansion of gazetted townsites other than Mullewa. The Strategy maintains this presumption against expansion in order to consolidate existing development within Mullewa, Walkaway and to a lesser extent Central Greenough. This ensures the City's resources are used efficiently by not needing to provide services to multiple small towns.

The primary function of these four towns is to protect natural and cultural heritage places. The towns are all located on railway freight routes and these need to be protected as part of the regional transport network.

3.5.5 Wandanooka Aboriginal Community

Wandanooka (Kardaloo Farm) is 25 km north east of Mullewa and accommodates a population of approximately 40 people. A Layout Plan provides guidance for how this community should develop in accordance with *State Planning Policy 3.2 – Aboriginal Settlements*.

3.6 DEVELOPMENT INVESTIGATION AREAS

There were a number of areas identified in the *Greater Geraldton Structure Plan* as Development Investigation, as they require assessment to determine appropriate land uses. These have been investigated and refined as a new list of identified areas in the Strategy based on consideration of issues including environment, infrastructure, adjoining development, staging etc. Additionally two new Development Investigation Areas are mooted for Eradu and Walkaway (refer to Table 2).

Table 2 Development Investigation Areas

DIA	Name	Consideration of DIA for ultimate land use
DIA 1	Waggrakine	Urban
DIA 2	Rural Land Adjacent to Moresby Range	Rural Living
DIA 3	Moresby – Moonyoonooka	Urban / Rural Living
DIA 4	Webborton	Service Commercial, Commercial, Light Industry
DIA 5	Geraldton Airport	Community / Public Purpose, Technology Park
DIA 6	Narngulu	General Industry
DIA 7	Rudds Gully	Service Commercial, Light Industry, Urban
DIA 8	Cape Burney	Urban, District Centre, Foreshore, Conservation, Community / Public Purpose (WWTP)
DIA 9	Eradu	Industry
DIA 10	Walkaway	Rural Living

A Development Investigation Area for Eradu is acknowledged in the Strategy to further consider industrial opportunities for land generally in proximity to the convergence of the Geraldton-Mt Magnet Road, the Mullewa to Geraldton narrow gauge railway and the Dampier to Bunbury Natural Gas Pipeline.

Development Investigation Areas (depending on the complexity of the issues) may require scheme amendments and/or structure planning.

3.7 RURAL LIVING

There is a substantial supply of rural living land within the Geraldton Urban Area and the adjoining/nearby Shires of Chapman Valley, Irwin and Northampton (all within 40 minutes from the Geraldton Urban Area). Additionally, there are some small rural living areas in close proximity to the Geraldton Urban Area in Moonyoonooka, Walkaway and Greenough. This land provides the opportunity for alternative lifestyle and can provide for biodiversity outcomes through the protection and enhancement of remnant vegetation. Rural living areas provide an area of transition between residential areas and the adjacent rural land, but should be limited to areas that are physically suitable and where services can be provided. The Strategy does not support further rural living areas on higher versatility agricultural land, areas containing important basic raw materials, regionally significant landforms, environmentally sensitive areas or areas more suitable for future urban development.

3.8 RURAL LAND

The rural area comprises approximately 9,500 km² and provides the setting for the Geraldton Urban Area and the Regional Townsites. The area supports a range of land uses including agriculture, horticulture, conservation, tourism, mining and renewable energy.

The Strategy has a desire to protect higher versatility agricultural land from incompatible development (predominately urban or rural living encroachment). It is also important to protect basic raw materials and other minerals to ensure their availability for extraction, with land being rehabilitated after. The basic raw materials within the City are largely within the rural area which generally minimises potential conflict with adjacent development.

The rural area contains a diversity of landscape, environmental characteristics, lifestyle and heritage attributes. It includes highly valued environmental and cultural features, including the spectacular coastline, the unique and important Moresby Range and a hinterland with attractive spring wildflower displays.

Subdivision of rural land will only be considered in accordance with State Planning Policy 2.5 – *Rural Planning* and WAPC Development Control Policy 3.4 – *Subdivision of Rural Land*.

The Strategy has given particular regard to the (then) Department of Agriculture's *Identification of High Quality Agricultural land in the Geraldton Planning Region*. In this regard, all of the rural areas in the City have been designated in the Strategy as either:

1. Higher Versatility Agricultural land;
2. Other Rural Areas;
3. Pastoral Land; or
4. Non Agricultural Areas (which includes Conservation Areas).

The identification of the Higher Versatility Agricultural Land on the **Rural Land Strategy Plan** reinforces the significance of the land to the agricultural sector, where the challenge is how to set aside the most productive and versatile areas of agricultural land for long-term food security to meet the needs of projected global, national and state population growth. Climate change, shrinking water resources, increasing urban growth and projected population increases are all competing factors.

Pastoral lands are also identified in the Strategy and these areas are expected to remain in pastoral leases and used for the purpose for which they are leased. Non-Agricultural Areas are generally areas that are not available for agricultural use due to their designation as conservation areas or Unallocated Crown Land (UCL).

A combination of natural, cultural and indigenous heritage features underpins tourism within the rural area. The Strategy recognises the need to facilitate a range of accommodation options for visitors.

Increased mining and seasonal agricultural activity in the Mid West Region will continue to place significant demands on the freight network requiring protection of the key transport corridors. The primary road network consisting of Brand Highway, North West Coastal Highway and the Geraldton-Mt Magnet Road, together with the railways connecting the existing Geraldton Port and the proposed Oakajee Port, provide the key freight links with the adjoining rural hinterland. The Strategy recognises the need to protect existing and future transport alignments and ensure adjacent development is compatible.

The Strategy supports transient workforce accommodation associated with mining construction activity being located on mining sites rather than higher versatility agricultural land with the mining operational workforce(s) being encouraged to reside in Geraldton and/or Regional Townsites.

3.9 BIODIVERSITY

The City is within one of 15 national biodiversity hotspots, being the Geraldton to Shark Bay sand plains. The Geraldton area is included in one of only 34 global biodiversity hotspots, being both very high biodiversity value, yet also under significant threat. Despite the high level of clearing, remaining vegetation shows high levels of diversity. Achieving the goals of the City's *Local Biodiversity Strategy* can be assisted by a number of planning tools including the Strategy, Scheme and associated policies.

Parts of the City, particularly around Mullewa, are well known for spectacular wildflower displays. A limited amount of land is protected within nature reserves increasing the importance and value of protecting remnant vegetation to support biodiversity.

The Moresby Range, Greenough and Chapman River systems and associated linkages provide the framework for the open space network which will assist in protecting the natural features of the region valued by the community. The Moresby Range has significant conservation, tourism, recreation and landscape amenity values.

The Strategy recognises the opportunities to provide planning incentives and provisions to protect and enhance remnant vegetation and landscape features on freehold land.

3.10 COASTAL PRESSURES

There is approximately 58 km of coastline within the City, north from Drummond Cove to South Greenough. The coastal environment has environmental, economic and social value to the community, but is subject to a variety of pressures including climate change, natural processes and pressure from increased urban development, recreational and commercial activity.

The coastline is a very important asset to the community with the majority of the population residing in coastal areas and using the foreshore for recreational activity. It will be important to monitor the adequacy of the foreshore reserves from the pressures of factors such as climate change and natural engineering changes, but also to acknowledge the significant role of the coast as part of the open space network.

The City's coastline can be divided into two parts. The first part of the coastline is adjacent to the substantially developed Geraldton Urban Area where the majority of the population resides. This portion of the coastline is subject to increasing recreational pressure and environmental processes. While the majority of the coastline is reserved, the adequacy of the reserve requires monitoring in response to population growth and natural processes.

In recognition of this the City has completed the *Geraldton Coastal Hazard Risk Management and Adaptation Planning project* (CHRMAP), which analyses the coastal infrastructure and property at risk from coastal erosion and inundation. The CHRMAP provides recommendations to guide the development of statutory planning controls and recommends updates to the local planning scheme to manage the coastal hazard risk for existing and future development along Geraldton's urban coast.

The balance of the coastline is the 28 km long and 2 km wide strip between Cape Burney and the City's southern boundary with the Shire of Irwin. This area is under increasing pressure from human activity, conflicting user demands and accelerated climate change. The *South Greenough to Cape Burney Coastal Planning Strategy* was developed in response to these development pressures and provides guidance on land use planning (including subdivision and development), the location and function of coastal nodes, foreshore, conservation and landscape values and recreational needs.

3.11 WATER

Chapman River and Greenough River are the two main tributaries within the City. The Indian Ocean coastline forms the western boundary, and is a resource for ocean based industries and aquaculture. Groundwater resources are utilised for industry and agriculture with potable water supplies predominately sourced from Allanooka, within the Shire of Irwin. West Casuarinas is being investigated by the Department of Water and Environmental Regulation as a future groundwater source area.

The river systems are significant elements and the floodplains and adjacent environment need to be considered in land use planning. Land use and development needs to be protected from the potential of flooding and the foreshore reserve system needs to be extended to provide continuous environmental linkages. While foreshore reserves have been established for some areas of the Chapman and Greenough Rivers, ongoing negotiation and investigation will be required to continue to secure the reserves along the rivers.

3.12 CLIMATE CHANGE

The City is subject to future impacts associated with climate change, sea level rise and other changes in weather patterns such as declining rainfall, increased frequency of storm events and higher temperatures. As reflected in the *BROC Climate Change Adaptation Action Plan* (AECOM 2011), higher rated summary risks were identified for land use planning regarding solar passive design, addressing higher temperatures in building and subdivision design, increased foreshore reserve widths due to sea level rise, and more drought tolerant approaches to streetscapes and open space.

Opportunities were observed through the establishment of an Urban Growth Boundary in response to conserving vegetation and water resources and protection of high quality agricultural soils. Other opportunities for adaptation focused on increasing the use of solar passive design and lot orientation practices, and through requiring less quantity but higher quality public open space, and increased use of stormwater capture and re-use.

3.13 INFRASTRUCTURE AND PUBLIC UTILITIES

The Strategy acknowledges the need to protect existing, and adequately plan for future, key infrastructure which serves the Mid West Region and/or is part of the wider State network. The Strategy recognises the importance of adequate capacity of infrastructure and public utilities to support growth and the need for compatibility of adjacent land uses to ensure long-term operation of this infrastructure.

Existing and proposed communications installations and infrastructure are identified to ensure that adjacent land uses do not compromise future operations.

Despite forward planning by the WAPC through its *Greater Geraldton Structure Plan*, the current public model of providing infrastructure and public utilities does not adequately respond to growth pressures and indeed the City is already experiencing significant constraints with key water, sewer and energy infrastructure. Should growth rates continue to increase there is a real possibility that the City will face an even greater lack of infrastructure and public utilities (not through inadequate planning but rather insufficient provision).

There is an increasing need for the forward planning of integrated infrastructure delivery and the robust scheduling of infrastructure, to support the growth of the population and Greater Geraldton's industries. It is important that there is an alignment between planned growth and planning of service infrastructure to ensure efficient, economical and timely delivery of services. This requires ongoing consultation and coordination between the City, the development industry and service agencies.

3.14 RENEWABLE ENERGY

The City is home to renewable energy facilities including the Alinta Wind Farm, Mumbida Wind Farm and Greenough River Solar Farm, which currently produce a combined 155MW of green power. Stage 2 of the Greenough River Solar Farm will increase solar energy production by an additional 30MW. This will result in a significant power supply which can produce electricity for an equivalent of 124,000 homes per year.

Expansions of renewable energy facilities are also being contemplated, which could increase the number of wind turbines in the area to 195 additional turbines creating a potential 400MW of green power and increase solar energy production by an additional 60MW.

The area has also been identified for potential geothermal energy sources, wave energy (which via desalination can also produce fresh water) and biomass. As recognised in the *Mid West Regional Blueprint* (MWDC, 2015), renewable energy projects are poised to take advantage of the solar, wind, wave and geothermal resources available within the region.

4 CITY WIDE – STRATEGIES AND ACTIONS

The following strategies and actions have application across the whole of the City of Greater Geraldton. Additional strategies and actions that have particular relevance to the Geraldton Urban Area, Regional Townsites and Rural Land are separately listed in subsequent sections of the Strategy.

4.1 RESIDENTIAL DEVELOPMENT	
Strategies	Actions
<ol style="list-style-type: none"> 1. Provide a logical, coherent, highly liveable and more sustainable model for residential development to meet the needs of all residents and build strong communities. 2. Consolidate housing activity by encouraging development in existing (or identified) residential areas. 	<ol style="list-style-type: none"> 1. Implement the land use planning recommendations from the <i>Residential Development Strategy</i>. 2. Permit compatible and appropriate non-residential development within residential areas on the basis that they do not adversely affect the amenity of the residential areas. 3. Permit increases in height for higher density coded areas in the vicinity of activity centres. 4. Encourage transient workforce accommodation for mining operational workforce within established urban areas and townsites.
4.2 RURAL LIVING	
Strategies	Actions
<ol style="list-style-type: none"> 1. Recognise that Rural Living is a land use that adds to the sense of place of regional areas. 2. Ensure that Rural Living does not encroach into Rural Land. 3. Facilitate improved biodiversity outcomes through the protection and enhancement of remnant vegetation. 	<ol style="list-style-type: none"> 1. Limit the zoning of Rural Living areas to those identified in the Strategy. 2. Consolidate the existing Rural Residential and Rural Smallholdings zoning provisions. 3. Include provisions for subdivision and development which protect and enhance remnant native vegetation by: <ol style="list-style-type: none"> a. Requiring revegetation (or a cash-in-lieu equivalent) of lots with indigenous plant communities; b. Allow for variations to lots sizes where it can be demonstrated that a positive biodiversity conservation outcome can be achieved; and c. Developing cleared lands in preference to uncleared lands.
4.3 TOURISM	
Strategies	Actions
<ol style="list-style-type: none"> 1. Facilitate for appropriate tourism accommodation, activities and related development within the City. 2. Ensure flexibility in planning controls for attracting tourism development. 3. Support the land use planning for the sustainable development of tourism in the Houtman Abrolhos Islands National Park. 	<ol style="list-style-type: none"> 1. Include a Tourism zone for sites considered to be of a strategic nature to ensure the sites are primarily retained for tourist purposes. 2. Accommodate tourism land uses within other zones where considered complimentary and compatible with the purpose of those zones. 3. Ensure Caravan Parks retain an adequate supply of caravan and camping sites for short-stay / visitor use.

	<ol style="list-style-type: none"> 4. Identify opportunities for increased height for tourism developments. 5. Allow for incidental and compatible uses in the Tourism zone in recognition that the delivery of tourism facilities in the current economic climate will rely on other compatible land uses. 6. Proactively contribute towards a visitor master plan (or the like) for tourism and visitor management of the Arolhos Islands.
4.4 COMMUNITY FACILITIES	
Strategies	Actions
<ol style="list-style-type: none"> 1. Promote and support the ongoing and timely delivery of community facilities. 2. Ensure that existing and planned community facilities and services are easily accessible and meet the needs of the community. 	<ol style="list-style-type: none"> 1. Ensure, where practical and reasonable, that community facilities are located within regional townsites or within/adjacent to identified Activity Centres. 2. Ensure that community facilities can be appropriately developed in various zones.
4.5 PUBLIC OPEN SPACE	
Strategies	Actions
<ol style="list-style-type: none"> 1. Recognise the differences in function of public open space for recreation and conservation purposes. 2. Ensure adequate provision and development of public open space through the subdivision process, having primary regard to the protection of native vegetation. 	<ol style="list-style-type: none"> 1. Implement the land use planning recommendations of the <i>Public Open Space Strategy</i>. 2. Identify public open space as reserves for Public Open Space, Environmental Conservation or Foreshore based on their primary function. 3. Have regard to the recommendations of the <i>BROC Climate Change Adaptation Action Plan</i> for developing measures towards more sustainable delivery and maintenance of public open space and streetscapes.
4.6 HERITAGE AND CULTURE	
Strategies	Actions
<ol style="list-style-type: none"> 1. Ensure the recognition and protection of valued Aboriginal and European heritage precincts and places. 	<ol style="list-style-type: none"> 1. Review and continuously update the Municipal Inventory to be used as the Heritage List in the Scheme. 2. Identify 'heritage areas' on the Strategy with provisions in the Scheme and guidance in local planning policy. 3. Ensure, where appropriate, that heritage matters are addressed in design guidelines.
4.7 BIODIVERSITY	
Strategies	Actions
<ol style="list-style-type: none"> 1. Ensure that the development of land, where possible and appropriate, maximises protection of environmental features (e.g. remnant vegetation, coastal, water resources). 2. Support conservation, protection and management of natural resources and native vegetation where possible, to enhance soil and 	<ol style="list-style-type: none"> 1. Implement, where possible and appropriate, the land use planning recommendations of the <i>Local Biodiversity Strategy</i> with guidance provided in local planning policy. 2. Ensure land use planning and development has due regard of the <i>Geraldton Regional Flora and Vegetation Survey</i>.

<p>land quality, water quality, biodiversity, fauna habitat, landscape, amenity values and ecosystem function.</p>	<ol style="list-style-type: none"> 3. Review and update the provisions, and defined area, of the Moresby Range Special Control Area to achieve the intent of the <i>Moresby Range Management Plan</i>. 4. Identify, where possible and appropriate, opportunities in subdivision and development to establish ecological corridors across the City as indicated in the City's <i>Local Biodiversity Strategy</i>.
4.8 WATER	
Strategies	Actions
<ol style="list-style-type: none"> 1. Facilitate better management and use of our urban water resources by ensuring an appropriate level of consideration is given to the total water cycle at each stage of the planning system. 2. Safeguard public drinking water resources. 3. Recognise existing floodplain mapping of significant waterways. 	<ol style="list-style-type: none"> 1. Implement the land use recommendations of <i>Better Urban Water Management</i> and the <i>Greater Geraldton Water Planning and Management Strategy</i>. 2. Include a Special Control Area in the Scheme that encompasses the current extent of flood mapping. 3. Where appropriate, structure plans and scheme amendments shall be supported by a Local Water Management Strategy. 4. Ensure that land use and development is compatible with the protection and long-term management of water resources for public water supply.
4.9 BUFFERS	
Strategies	Actions
<ol style="list-style-type: none"> 1. Ensure that appropriate buffers are identified to avoid conflict between industry and/or essential infrastructure and sensitive land uses. 	<ol style="list-style-type: none"> 1. Include Special Control Areas in the Scheme to reflect the buffers required for the following: <ol style="list-style-type: none"> a. Modelled wastewater treatment plant buffers; b. Meru Waste Disposal Facility; and c. Geraldton Airport. 2. Indicate on the Strategy the generic buffers for the following at Moonyoonooka: <ol style="list-style-type: none"> a. Turf Farm; b. Poultry Farm; c. Abattoir; and d. Speedway. 3. Identify buffers for Wonthella and Cape Burney Waste Water Treatment Plants in the Strategy. 4. Allow for compatible uses in buffer areas.
4.10 INFRASTRUCTURE AND PUBLIC UTILITIES	
Strategies	Actions
<ol style="list-style-type: none"> 1. Align infrastructure service planning to staging of growth to meet predicted supply demands. 2. Protect key infrastructure (and their corridors) which serves the Mid West Region and/or is part of the wider State network. 	<ol style="list-style-type: none"> 1. Advocate the use of the Strategy by servicing agencies when planning for infrastructure based on the staging and growth scenarios outlined in the Strategy. 2. Identify key infrastructure on the Strategy as follows: <ol style="list-style-type: none"> a. 330kV electrical transmission line;

	<ul style="list-style-type: none"> b. Mid West Pipeline (gas); c. Dampier to Bunbury Natural Gas Pipeline; d. Australian Radio Quiet Zone Coordination Zones; e. Australian Defence Satellite Communications Station; and f. NBN Satellite Facility. <ul style="list-style-type: none"> 3. Ensure key infrastructure and their continued operations are not jeopardised by incompatible land uses. 4. Apply a relevant reserve to public infrastructure. 5. Ensure that infrastructure and public utilities can be appropriately developed in various zones in the Scheme.
4.11 COAST	
Strategies	Actions
<ul style="list-style-type: none"> 1. Consider access, infrastructure requirements and management of coastal recreation activities to enable environmental conservation and protection of natural heritage values of coastal reserves. 2. Consider social amenity and public access requirements in the definition of coastal foreshore reserves. 	<ul style="list-style-type: none"> 1. Implement the land use planning recommendations of the <i>South Greenough to Cape Burney to Coastal Planning Strategy</i>. 2. Ensure land use decision making is based on the best available science regarding coastal processes and the need for adequate setbacks.

5 GERALDTON URBAN AREA – STRATEGIES AND ACTIONS

The following strategies and actions have particular relevance to the **Geraldton Urban Area Strategy Plan**.

5.1 RESIDENTIAL DEVELOPMENT	
Strategies	Actions
<ol style="list-style-type: none"> 1. Ensure residential densities support activity centres to optimise use of existing and planned facilities and services and more sustainable transport modes. 2. Identify land with future potential for urban and residential purposes as Development Investigation Areas in the Strategy. 	<ol style="list-style-type: none"> 1. Remove the residential tri-coding and apply single R-Codes densities. 2. Apply residential densities generally in accordance with <i>Residential Development Strategy Map (Geraldton Urban Area)</i>. 3. Ensure that structure planning in Development zones takes into consideration the broader residential area. 4. Recognise the environmental, existing land use and land tenure issues at the West End (Point Moore). 5. Discourage subdivision that proposes significantly lower density than the applicable R-Code that would circumvent the need to provide sewerage as it would undermine the planning for the urban area and represent an inefficient use of existing and planned infrastructure. 6. Discourage group/multiple dwelling developments that would prejudice the coordinated road pattern for the area or circumvent provision of public open space.
5.2 COMMUNITY FACILITIES	
Strategies	Actions
<ol style="list-style-type: none"> 1. Recognise the strategic importance and community needs in the development and ongoing operations within the Health, Education and Training Precinct (HETP). 2. Ensure that there is greater alignment between site identification, actual development of school sites and staging of urban growth. 	<ol style="list-style-type: none"> 1. Ensure that reservation/zoning within and adjacent to the two regional hospitals facilitates development of the HETP as a Specialised Centre, including recognition of the need for ancillary and associated services in the areas that are adjoining the HETP. 2. Include provisions which encourage residential accommodation targeted at health industry workers within and in proximity to the HETP.
5.3 COMMERCIAL	
Strategies	Actions
<ol style="list-style-type: none"> 1. Establish a hierarchy of activity centres and areas where priority should be given for more intensification in close proximity to existing and planned services. 2. Identify areas for mixed use adjacent to activity centres to strengthen the centre and provide a transition to adjoining residential areas. 3. Recognise the role of large format retail as part of 	<ol style="list-style-type: none"> 1. Implement the land use planning recommendations from the <i>Commercial Activity Centres Strategy</i>. 2. Zone land in and around activity centres to ensure that they provide for residential, retail, commercial intensification and mixed use development as appropriate. 3. Restrict residential uses in Commercial zoned

the commercial hierarchy.	<p>areas to retain the integrity of commercial areas.</p> <p>4. Include a Service Commercial zone to primarily cater for bulky goods showrooms, wholesale sales and trades and services.</p>
5.4 CITY CENTRE	
Strategies	Actions
<ol style="list-style-type: none"> 1. Ensure the City Centre remains the principal activity centre within the district, providing the most intensive concentration of development in the region with the greatest range of high order services and jobs and the largest commercial component of any activity centre. 2. Ensure that the City Centre is multifunctional, provides a high level of amenity and is the focal point for all modes of transport. 	<ol style="list-style-type: none"> 1. Consolidate the City Centre zone by excluding community purpose areas and including the Batavia Coast Marina precinct. 2. Ensure local planning policies and design guidelines support the role of the City Centre and encourage quality design, vibrancy and high amenity. 3. Zone appropriate areas Mixed Use adjacent to the City Centre to provide a transition area between activity centres and surrounding residential areas. 4. Introduce a range of height limits, with emphasis of greater height within the City Centre core.
5.5 INDUSTRY	
Strategies	Actions
<ol style="list-style-type: none"> 1. Recognise the future role of Oakajee and the need for Narngulu, Webberton and the Geraldton Port to provide complementary (and interim) industrial development. 2. Retain industrial areas primarily for industry. 3. Promote Narngulu as the primary heavy and general industrial area. 4. Encourage uses in Webberton that benefit from a central location, exposure to major roads and do not have significant impacts to the adjoining residential areas. 5. Recognise the important role of the Geraldton Port to the economy of the City and the Mid West region. 6. Ensure that essential infrastructure (and their associated corridors) servicing the industrial areas is protected. 	<ol style="list-style-type: none"> 1. Ensure that any industrial development does not jeopardise the future development of Oakajee and is consistent with achieving the objectives of the <i>Oakajee Industrial Estate Structure Plan</i>. 2. Ensure that the intent of the <i>Narngulu Industrial Area Strategic Land Use Directions (2010)</i> is reflected in appropriate zonings and buffers. 3. Zone the Webberton Industrial Area as 'Light Industry' and allow for uses that are primarily related to industrial (not retail) activities. 4. Recognise the intent of the <i>Mid West Ports Master Plan</i> in maximising the efficiency and development opportunity that exists within the existing Port area, and the longer term option of expansion with the Oakajee Port. 5. Include provisions within a Special Use (Port Industry) zone to address potential impacts of development on the amenity of adjacent residential and tourist areas and ensure that development supports the operation and activities of the Port. 6. Maintain freight accessibility to Narngulu and the Port, with suitable road and railway reservations in the Scheme. 7. Include the proposed alignments for the Geraldton North South Highway and the Oakajee to Narngulu Infrastructure Corridor in the Strategy.

5.6 INTEGRATED TRANSPORT	
Strategies	Actions
<ol style="list-style-type: none"> 1. Establish an integrated transport infrastructure network in a manner that can be sustained into the future. 2. Identify a clear road hierarchy based on an integrated and strategic transport approach and seek developer contributions to assist with the delivery of the network. 3. Provide and manage parking in the context of an integrated transport approach which will encourage alternative modes other than single occupancy motor vehicles. 4. Improve facilities for pedestrians and cyclists through improvements to the network and infrastructure. 	<ol style="list-style-type: none"> 1. Implement the land use planning recommendations of the <i>Integrated Transport Strategy</i> and <i>City Centre Car Parking Management Plan</i>. 2. Identify the road hierarchy in the Strategy and investigate the development of a simplified road contributions mechanism that is easy to administer (similar to a Water Corporation headworks contribution). 3. Apply minimum parking rates for more generic use classes (rather than specific individual uses), and a 'flat rate' for the City Centre. 4. Apply cash-in-lieu provisions to the entire Scheme area (not just the City Centre). 5. Include expanded provisions in the Scheme that allow the use of cash-in-lieu funds to be put towards the better management of existing parking, improvements to transport and infrastructure (not limited to car parking) where these will reduce the demand for car parking. 6. Include parking rates for motor bikes/scooters and bicycles and also end-of-trip facilities for employees. 7. Make pedestrians, cycling and public transport the priority in land use planning over motor vehicles.
5.7 AIRPORT	
Strategies	Actions
<ol style="list-style-type: none"> 1. Ensure sufficient planning controls to prevent the development of incompatible land uses around the Geraldton Airport which may adversely affect and jeopardise its future expansion and operations. 2. Encourage compatible development adjacent to the Geraldton Airport which will also have a positive benefit on the retention and future viability of the airport. 	<ol style="list-style-type: none"> 1. Implement the land use planning recommendations from the <i>Geraldton Airport Masterplan</i> based on the ultimate development of the Airport (3,500m runway). 2. Classify the Geraldton Airport (and required additional land) as a Strategic Infrastructure reserve, with provisions that facilitate the operations of the airport and development of the adjacent Geraldton Airport Technology Park. 3. Include a Special Control Area for the airport (based on the N70 and ANEF contours) and provisions that allow for development subject to compliance with the relevant Australian Standards. 4. Ensure the Obstacle Limitation Surface (OLS) is considered in land use planning.

5.8 COAST	
Strategies	Actions
<ol style="list-style-type: none"> 1. Provide an appropriate risk assessment and management planning framework for incorporating coastal hazard considerations into land use planning. 2. Ensure that where a coastal hazard risk is identified it is disclosed to those likely to be affected, including current and/or future land owners. 	<ol style="list-style-type: none"> 1. Implement the land use planning recommendations from the <i>Geraldton Coastal Hazard Risk Management and Adaptation Planning Project</i> (CHRMAP).

6 REGIONAL TOWNSITES – STRATEGIES AND ACTIONS

The following strategies and actions have particular relevance to the **Regional Townsites – Mullewa, Central Greenough and Walkaway Strategy Plans**.

6.1 MULLEWA	
Strategies	Actions
<ol style="list-style-type: none"> 1. Consolidate housing activity by encouraging development in existing housing areas. 2. Provide a safe, convenient and attractive town centre for Mullewa that reflects the character of the community, and supports retail and community needs of residents and visitors. 3. Accommodate a range of mixed use, commercial and industrial uses within appropriately located land to respond to business exposure and addresses safety and surveillance requirements. 4. Recognise Mullewa’s role in the regional road and rail network and seek to maximise benefits and minimise negative impacts on the community. 5. Recognise wastewater management as a priority given its impact on: <ol style="list-style-type: none"> a. The ability to support new development activity beyond a single house. b. The environment and health needs of the community. c. The Mullewa environment and the Greenough River catchment. 	<ol style="list-style-type: none"> 1. Discourage residential subdivision in areas not identified in the Strategy. 2. Identify residential areas with opportunities to accommodate limited intensification of density that can be connected to sewer. 3. Appropriately zone the town centre in the Scheme to enable a range of commercial and residential development that will provide activity and enhance surveillance and security within the centre. 4. Appropriately zone land along Geraldton-Mt Magnet Road to support the Mullewa town centre and facilitate retail and other commercial uses. 5. Expand the industrial area to accommodate the Cooperative Bulk Handling facility and allow for Caretaker’s Dwellings within industrial areas. 6. Retain railway reserves within the Mullewa Townsite to accommodate existing and future rail infrastructure. 7. Reflect intended future alignments, including the proposed re-alignment of the Geraldton-Mt Magnet Road through the Mullewa Townsite in the Strategy. 8. Identify an appropriate buffer for the existing waste water lagoon in the Strategy. 9. Investigate future wastewater options to accommodate additional development.
6.2 WALKAWAY	
Strategies	Actions
<ol style="list-style-type: none"> 1. Investigate opportunities to intensify development at Walkaway taking into account environmental constraints (flooding) and servicing issues. 2. Provide a safe, convenient and attractive town centre for Walkaway that reflects the character of the community, and supports retail and community needs of residents and visitors. 	<ol style="list-style-type: none"> 1. Further investigate additional Rural Living opportunities adjacent to the Walkaway townsite. 2. Appropriately zone the town centre to facilitate the ability for appropriate intensification of local commercial, mixed use and residential development.

6.3 CENTRAL GREENOUGH	
Strategies	Actions
<ol style="list-style-type: none"> 1. Provide a safe, convenient and attractive centre that reflects the heritage character and values of the area. 2. Recognise and promote Central Greenough's tourism role while maintaining and protecting natural and cultural heritage sites, to ensure their value is retained for the local community and visitors. 	<ol style="list-style-type: none"> 1. Accommodate retail and commercial land uses that are complimentary to the heritage value of the area and support the tourism role of the settlement. 2. Facilitate low key tourism use and development, guided via local planning policy.
6.4 TENINDEWA, PINDAR, WILROY, TARDUN AND WANDANOOKA	
Strategies	Actions
<ol style="list-style-type: none"> 1. Adopt a presumption against expansion of the Tenindewa, Pindar, Wilroy and Tardun gazetted townsites. 2. Support development of Wandanooka in accordance with an endorsed Layout Plan function. 	<ol style="list-style-type: none"> 1. Zone existing freehold lots to suitable zones that support existing land use. 2. Identify the Wandanooka Aboriginal Community in the Scheme, with reference to the <i>Wandanooka Layout Plan</i>.

7 RURAL LAND – STRATEGIES AND ACTIONS

The following strategies and actions have particular relevance to the **Rural Land Strategy Plan**.

Strategies	Actions
1. Protect rural land from incompatible land uses and protect high quality agricultural land.	1. Adopt a general presumption against subdivision, of rural land in accordance with WAPC policy.
2. Utilise the (then) Department of Agriculture’s <i>Identification of High Quality Agricultural land in the Geraldton Planning Region</i> as the basis of classifying the Rural Land areas.	2. Reduce the extent of Rural Living land for areas around Moonyoonooka in recognition of the surrounding land uses and associated buffers.
3. Enable compatible land uses in recognition that rural land also accommodates significant environmental assets and natural landscape values.	3. Allow for incidental and compatible land uses in the Rural zone.
4. Recognise the future role of Oakajee and the potential need for a location within the rural hinterland to accommodate industry not appropriate in Narngulu or other industrial areas.	4. Support transient workers accommodation associated with mining construction activity on mine sites rather than higher versatility agricultural land.
2. Ensure basic raw materials are protected to enable future extraction.	5. Prepare tourism guidance through provisions in the Scheme and a local planning policy.
3. Ensure road and rail infrastructure accommodates growing freight demands and has regard to community safety and community expectations.	6. Further investigate additional industrial opportunities in the Eradu area near existing infrastructure and services.
	7. Include provisions relating to the permissibility for extraction of basic raw materials and to minimise the potential for future land use conflicts.
	8. Identify primary transport corridors in the Strategy and Scheme.

8 IMPLEMENTATION, MONITORING AND REVIEW

The primary means of implementing the Strategy will be a new Local Planning Scheme for the whole of the City. The Strategy is to be used not only as a guide to assist the City and the WAPC in land use planning decision making, but should also be used by the community and other stakeholders (such as government agencies) to inform them on relevant matters.

The Strategy is designed to achieve the community's vision for anticipated land use and development within the City to sustain a population of 80,000 – 100,000. This may take as little as 15 years or as long as 60+ years depending on growth and the development of key resource projects.

It is foreseeable that new information will come to hand, or land use issues and pressures affecting the City will change over time, in which case the Strategy can be reviewed or amended as needed.

The Strategy will assist the transformation of Geraldton – from a local to global regional city.