

City of Greater Geraldton
Local Planning Scheme No. 5 Amendment No. 6 (Deepdale Residential)
Schedule of Submissions

Submission No. & Date Received	Submitter & Affected Property	Nature of Submission	Comment	Recommendation
1 (03/11/2011)		<p>Object.</p> <p>I brought and live here in support of this lifestyle. This is a semi rural area and as such a lot of residents have horses and enjoy the freedom to be able to ride with their children through the suburb.</p> <p>I am of the strong opinion that the heavy increase in traffic will jeopardise this and how long until someone is thrown and injured with traffic increases? Which with only 3 exits to Horwood Road (else through Woorree also horse riding suburb). I don't see the increased density of houses as a benefit.</p>	<p>The layout of the existing and proposed bridal paths shown on the existing LSP will remain unchanged. While the low density residential lots are not permitted to keep horses, the area will continue to be utilised and further developed for equestrian pursuits. Modifications to the LSP propose that:</p> <ul style="list-style-type: none"> • Horse signage be installed around the estate; • A strategic network of Bridle paths be identified and upgrades to existing paths be made where necessary; and • Suitable measures be included to minimise conflict between horses and vehicles at points where bridle paths cross roads. <p>These additions, along with the east west bridal trial which runs through the development, will ensure that the connectivity and legibility of equestrian links are strengthened which increase safety and minimise vehicle and horse conflict.</p> <p>A Transport Assessment has been supplied by the applicant which provides an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry</p>	<p>Note submission.</p> <p>Modify the Local Structure Plan by:</p> <ul style="list-style-type: none"> – Indicating the strategic bridal path network and notating where signage, upgrades and intersection treatments may be required. – Indicating areas in the road network that require traffic calming. – Notating that further liaison with the City is required to confirm what road design and treatments are necessary to control and calm traffic to a safe and acceptable level.

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			<p>3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p> <p>The assessment did state that:</p> <ul style="list-style-type: none"> • There is a requirement to ensure that intersections with Horwood Road are kept clear of obstructions to maintain safe sight distances; and • The provision of traffic management measures at key locations should serve to encourage permeability of the site whilst controlling vehicle speeds. <p>The modified LSP can be altered to reflect that further consultation with the City occurs so that these traffic mechanism can be included within the future development.</p>	
<p style="text-align: center;">2 (03/11/2011)</p>		<p>Object.</p> <p>With the reduction in block size to effectively double the occupancy of this proposal our property which backs onto the river is therefore exposed to double the chances of burglary, vandalism etc.</p> <p>We shifted out of suburbia for this rural lifestyle, now to possibly have it again.</p>	<p>The proposed rezoning and subdivision under the modified LSP does increase the number of lots to be constructed in this cell from 60 to approximately 180.</p> <p>There is no substantiated link between 'higher' density development and increase crime rates. However, the modified LSP has been designed so that the proposed road alignment separates lots and POS. This prevents fencing from abutting POS areas which may provide hiding places and ensures that passive surveillance over the POS and foreshore area occurs which may discourage antisocial behaviour.</p> <p>The rezoning proposes low density residential in the area consisting of R2.5 and R5 (4,000m² – 2,000m²) lots. Low density residential is not considered to be typical 'suburbia' which is generally characterised by 600m² lots. Low density residential is also not necessarily</p>	<p>Dismiss submission.</p> <p>Note submission.</p>

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			inconsistent with rural residential 1ha allotments as they provide housing options for those interested in rural character lifestyle without the demands of managing larger land areas. In some cases, low density residential can be complementary to rural residential areas as noted by the 4,000m ² lots which abut the Chapman River in Woorree.	
3 (08/11/2011)		<p>Object.</p> <p>We bought our block off the original Deepdale subdivision Plan under the assumption that this was the approved plan showing 2.5 acre blocks all the way down to the river was the final finished product. Now this submission shows a rezoning to a portion of the lots to 'Low Density residential 'nearly doubling the amount of properties.</p>	<p>The endorsed Deepdale LSP does show this area as being 1ha allotments. However, all planning instruments have the ability to be modified to ensure that they are consistent with current planning philosophies and can adequately respond to changing pressures and values within the community.</p> <p>The proposed rezoning and subdivision under the modified LSP does increase the number of lots to be constructed in this area from around 60 to approximately 180 lots.</p>	Note submission.
		<p>This is going to increase traffic flow and noise significantly, travelling down Polwarth Parade and Polo Road, thus endangering children and residents who use the roadways to walk and exercise their animals, as there are no footpaths or streetlights.</p>	<p>A Transport Assessment has been provided by the applicant which provided an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p>	<p>Note submission.</p> <p>Modify the Local Structure Plan by:</p> <ul style="list-style-type: none"> - Indicating areas in the road network that require traffic calming. - Notating that further liaison with the City is required to confirm what road design and treatments are

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			Street lighting and footpaths are not normally provided within rural residential areas except for basic flag lighting. The low density residential areas will be required to provide footpaths and lighting in accord with the City's draft Land Development Specifications.	necessary to control and calm traffic to a safe and acceptable level.
		Residents unable to safely exercise their horses/dogs in the "new" proposed portion.	<p>The layout of the existing and proposed bridal paths shown on the existing LSP will remain unchanged. While the low density residential lots are not permitted to keep horses, the area will continue to be utilised and further developed for equestrian pursuits.</p> <p>The east west bridal link which runs through the development will ensure that equestrian users are able to safely navigate from the rural residential area to the POS and foreshore reserve without having to pass directly through the low density residential area.</p>	Dismiss submission.
		The new proposal will decrease property prices of the original 2.5 acre blocks as "suburbia" is now only a street away, where the whole idea of buying our property in a 'special rural' zone was to getaway from close neighbours, traffic noise and suburbia.	<p>The rezoning proposes low density residential in the area consisting of R2.5 and R5 (4,000m² – 2,000m²) lots. Low density residential is not considered to be typical 'suburbia' which is generally characterised by 600m² lots. Low density residential is also not necessarily inconsistent with rural residential 1ha allotments as they provide housing options for those interested in rural character lifestyle without the demands of managing larger land areas. In some cases, low density residential can be complementary to rural residential areas as noted by the smaller lot sizes which abut the Chapman River in Woorree.</p> <p>It is considered that the development may increase the amenity of the area by providing a range of housing sites and more formalised POS</p>	Dismiss submission.

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		<p>No infrastructure to cope with 300+ additional residents</p>	<p>and bridal path linkages on an existing site that is vacant and currently being farmed.</p> <p>The future Woorree New Town development to the north will provide some commercial facilities for local residents and the Interim Commercial Activity Centre Strategy has identified a small neighbourhood centre at the corner of Horwood and Polo Roads.</p> <p>The proposed develop also seeks to establish some formalised POS area, which will provide recreational opportunities for residents.</p>	Dismiss submission.
4 (08/11/2011)		<p>Object.</p> <p>I totally disagree with the proposed rezoning of this land to smaller lots than the currently zoned RR2.</p> <p>I have already noticed the increase in vehicle traffic and the speed of vehicles in the area which is causing great concern to those riding horses, children on bikes and those walking. The roads are not designed for increased traffic flow.</p>	<p>A Transport Assessment has been supplied by the applicant which provides an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p> <p>The assessment did state that:</p> <ul style="list-style-type: none"> • There is a requirement to ensure that intersections with Horwood Road are kept clear of obstructions to maintain safe sight distances; and • The provision of traffic management measures at key locations should serve 	<p>Note submission.</p> <p>Modify the Local Structure Plan by:</p> <ul style="list-style-type: none"> – Indicating areas in the road network that require traffic calming. – Notating that further liaison with the City is required to confirm what road design and treatments are necessary to control and calm traffic to a safe and acceptable level.

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			<p>to encourage permeability of the site whilst controlling vehicle speeds.</p> <p>The modified LSP can be altered to reflect that further consultation with the City occurs so that these traffic mechanism can be included within the future development.</p> <p>Speed management is a requirement in any road design exercise. The assessment recommends the placement of roundabouts at four way intersections to ensure the development of a safe, pedestrian friendly environment. The LSP can be altered to require that further consultation with the City occurs so that these traffic mechanism can be confirmed at detailed design stage.</p>	
		<p>There is a distinct lack of signage as to speed zones and to take care for those riding horses. There is absolutely no street lighting and no park in the nearby vicinity.</p>	<p>The layout of the existing and proposed bridal paths shown on the existing LSP will remain unchanged. While the low density residential lots are not permitted to keep horses, the area will continue to be utilised and further developed for equestrian pursuits. Modifications to the LSP propose that:</p> <ul style="list-style-type: none"> • Horse signage be installed around the estate; • A strategic network of Bridle paths be identified and upgrades to existing paths be made where necessary; and • Suitable measures be included to minimise conflict between horses and vehicles at points where bridle paths cross roads. <p>These additions will ensure that the connectivity and legibility of equestrian links are strengthened which increase safety and minimise vehicle and horse conflict.</p>	<p>Note submission.</p> <p>Modify the Local Structure Plan by indicating the strategic bridal path network and notating where signage, upgrades and intersection treatments may be required.</p>

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			<p>The further development of the area proposed the establishment of POS areas abutting the foreshore. A portion of this POS area may be establish as a formalised park, further detail of this can be developed on the modified LSP and is subject to conditions described in the Foreshore Management Plan.</p> <p>Street lighting is not normally provided within rural residential areas except for basic flag lighting. The low density area will be required ro provide lighting in accord with the City's draft Land Development Specifications.</p>	
		Heavy machinery is beginning to use the area as a thoroughfare between the new Mullewa Road, Woorree and Webberton.	There are no restrictions on vehicles less than 19m in length from using any road network.	Note submission.
		The impact on the river and groundwater from higher density housing in such close proximity to waterways – fertilizers and pollution to waterways and impact on wildlife.	A Local Water Management Strategy and Plan will be developed prior to any subdivision or development of the area and is required to detail information regarding the management of water, particularly restricting direct discharge into the Chapman River, as per the Department of Water's advice (Submission 15).	Note submission.
		Smaller blocks are not able to have hoofed animals and seem to attract those with motorbikes (as observed in Strathalbyn and along the river at the back of Tobin Way, Woorree) that like to use the roads, bridle paths and riverbank for their use.	<p>There is no substantiated link between smaller lot sizes and motorcycle use.</p> <p>Off road vehicle use is an issues that the City is attempting to dealing with in all areas of the municipality.</p>	Note submission.
		Higher density housing attracts crime, of which Deepdale has been relatively free besides the increase in hoons and those stealing the fake turf to the entrance of the estate (lighting).	There is no substantiated link between 'higher' density development and increase crime rates. It should be noted that the proposal is for low density residential development consisting of R2.5 and R5 (4,000m ² – 2,000m ²) lots.	Dismiss submission.
		Who is going to be responsible for the maintenance of the open parks/ recreation and verges? The council has not sprayed to control the outbreak of Patterson's	All public open space and road verges are the City's responsibility to maintain.	Note submission.

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		Curse on council verges allowing it to flower and infect properties bounded by the verges. Mowing on the verges has occurred once in a year which lease the area as a fire hazard and unattractive.	All maintenance is done so in accord with a maintenance schedule as determined by the relevant City department.	
		There is no shortage of land available in Geraldton with the approval by the Council of Woorree New Town (even with the local population opposing the proposal) and blocks already available in Deepdale and Eastlyn.	The progressive rezoning and development of land will ensure that there continues to be sufficient land availability.	Dismiss submission.
		The impact on the current water pressure in the area. The pressure in Strathalbyn shows the impact of higher density housing.	The provision of reticulated water in the area is the responsibility of the Water Corporation, whom have advised that there is supply available to the development.	Dismiss submission.
5 (10/11/2011)	Western Power	<p>There are no objections, however, there are overhead powerlines and/or underground cables, adjacent to or traversing the property. Therefore, the following should be considered, prior to any works commencing at the above site/development/property.</p> <p>All work must comply with Worksafe Regulation 3.64 - Guidelines for Work in the Vicinity of Overhead Power Lines. If any work is to breach the minimum safe working distances a Request to Work in Vicinity of Powerlines form must be submitted.</p> <p>All work must comply with Worksafe Regulation 3.64 - Guidelines for Work in the Vicinity of Overhead Power Lines.</p> <p>Western Power must be contacted, if proposed works involve:</p> <ul style="list-style-type: none"> a) Any changes to existing ground levels around poles and structures. b) Working under overhead powerlines and/or over underground cables. 	The comments from Western Power are more applicable to the subdivision and development stages. Any subdivision should be referred to Western Power by the WA Planning Commission and appropriate conditions can be requested at that time.	Note submission.
		Western Power is obliged to point out that any change	The onus will be on the developer to ascertain	Note submission.

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6 (18/11/2011)		<p>to the existing (power) system, if required, is the responsibility of the individual developer.</p> <p>Object.</p> <p>Lifestyle – The proposed new development would create: more noise, additional traffic, less ability for horse riding activities in quiet safe environment.</p>	<p>infrastructure requirements for any particular subdivision.</p> <p>A Transport Assessment has been provided by the applicant which provided an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p> <p>The layout of the existing and proposed bridal paths shown on the existing LSP will remain unchanged. While the low density residential lots are not permitted to keep horses, the area will continue to be utilised and further developed for equestrian pursuits.</p> <p>The east west bridal link which runs through the development will ensure that equestrian users are able to safely navigate from the rural residential area to the POS and foreshore reserve without having to pass directly through the low density residential area.</p>	<p>Note submission.</p> <p>Modify the Local Structure Plan by:</p> <p>Modify the Local Structure Plan by:</p> <ul style="list-style-type: none"> – Indicating areas in the road network that require traffic calming. – Notating that further liaison with the City is required to confirm what road design and treatments are necessary to control and calm traffic to a safe and acceptable level. – Indicating the strategic bridal path network and notating where signage, upgrades and intersection treatments may be required.

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		Views inhibited.	The proposed low density residential area is located on a relatively flat area which was already earmarked for Rural Residential development. While the proposal increases the potential lot and building yield by approximately 120, the development controls for residences will remain similar.	Dismiss submission.
		More environmental changes.	As the area is currently cleared and farmed and the development of the POS and foreshore reserve will be subject to an approved Foreshore Management Plan which will detail maintenance and upgrading of the area, it is considered that some environmental gains will be achieved from the development.	Dismiss submission.
		Dust.	Low density residential development will create smaller more manageable lots. It is considered that this will improve dust impacts on existing residents than currently experienced due to the fact that the area is farmed.	Dismiss submission.
		Heavy machinery works.	It is assumed that this submission is referring to either subdivisional work or possibly the fact that some existing rural residential properties run small businesses. Works involved with subdivisions are standard requirements whether they are for creating 1ha lots or lots of 2,000m ² . The City has a Home Based Business policy which controls these types of uses.	Dismiss submission.
		Blocks are on clay now – drainage uses would be a major concern to entire area of Deepdale.	A Local Water Management Strategy and Plan are required to be developed prior to any development of the site. The strategy and plan will detail drainage design within the development.	Note submission.
7 (18/11/2011)		Object. Moved to this area for the 'Rural Residential' and quiet	The proposed rezoning and subdivision under the modified LSP does increase the number of lots to be constructed in this area from 60 to	Note submission. Modify the Local

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		<p>living. This proposal (as stated in Item 7 "Planning Considerations") increases the number of lots considerably and estimates an additional 600 vehicles per day – this is not quiet and peaceful and makes the area which is now frequented by many horse riders much less safe.</p>	<p>approximately 180.</p> <p>A Transport Assessment has been supplied by the applicant which provides an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p> <p>The assessment did state that:</p> <ul style="list-style-type: none"> • There is a requirement to ensure that intersections with Horwood Road are kept clear of obstructions to maintain safe sight distances; and • The provision of traffic management measures at key locations should serve to encourage permeability of the site whilst controlling vehicle speeds. <p>The modified LSP can be altered to reflect that further consultation with the City occurs so that these traffic mechanism can be included within the future development.</p> <p>The layout of the existing and proposed bridal paths shown on the existing LSP will remain</p>	<p>Structure Plan by:</p> <ul style="list-style-type: none"> – Indicating areas in the road network that require traffic calming. – Notating that further liaison with the City is required to confirm what road design and treatments are necessary to control and calm traffic to a safe and acceptable level. – Indicating the strategic bridal path network and notating where signage, upgrades and intersection treatments may be required.

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			<p>unchanged. While the low density residential lots are not permitted to keep horses, the area will continue to be utilised and further developed for equestrian pursuits.</p> <p>The east west bridal link which runs through the development will ensure that equestrian users are able to safely navigate from the rural residential area to the POS and foreshore reserve without having to pass directly through the low density residential area.</p>	
		At a minimum these lots should be 4,000m ² .	Of the approximate 180 lots, 46 are proposed to be 4,000m ² lots. The proposed R5 (2,000m ²) which are located close to the river provide more economical use of land in a high amenity area similar to Strathalbyn and Woorree where smaller lots are located close to the river.	Dismiss submission.
8 (22/11/2011)	Department of Indigenous Affairs	There are no registered Aboriginal Heritage sites found within the specified area.	<p>The developer has advised that a search of the DIA's Aboriginal Heritage Inquiry System shows that the Chapman River abutting the site has a lodged site awaiting an assessment decision.</p> <p>The requirements of the Aboriginal Heritage Act are required to be observed by developers and subdividers.</p>	Note submission.
9 (22/11/2011)		<p>Object.</p> <p>We purchased our property in Deepdale for the peacefulness to do our own thing away from suburban clutter.</p>	The rezoning proposes low density residential in the area consisting of R2.5 and R5 (4,000m ² – 2,000m ²) lots. Low density residential is not considered to be typical 'suburbia' which is generally characterised by 600m ² lots. Low density residential is also not necessarily inconsistent with rural residential 1ha allotments as they provide housing options for those interested in rural character lifestyle without the demands of managing larger land areas. In some cases, low density residential can be complementary to rural residential areas as noted by the 4,000m ² lots which abut the	Note submission.

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			<p>Chapman River in Woorree.</p> <p>The design of the modified LSP has been carefully considered to minimise the impact of the proposed low density residential on existing residents. Lots closest to the existing rural residential area are the larger 4,000m² lots which are further separated by the proposed 35m wide public open space alignment which runs east-west through the site. As a result there is no direct interface between the two 'cells' and the POS alignment and R2.5 allotments provide a 'transition' zone from the rural residential area to the R5 lots.</p>	
		<p>Smaller lots in this area will increase traffic volume and bring the likely development of a shopping centre closer to our doorstep in the future.</p>	<p>A Transport Assessment has been supplied by the applicant which provides an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p> <p>The City's Interim Commercial Activities Centre Strategy identifies proposed neighbourhood centres for Woorree (on the corner of Horwood and Polo Roads) and at Woorree New Town to the north. The location and scale of these</p>	<p>Note submission.</p> <p>Modify the Local Structure Plan by:-</p> <ul style="list-style-type: none"> - Indicating areas in the road network that require traffic calming. - Notating that further liaison with the City is required to confirm what road design and treatments are necessary to control and calm traffic to a safe and acceptable level.

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			centres would not be expected necessitate the development of another commercial centre close to the Deepdale Estate.	
10 (23/11/2011)	Department of Environmental and Conservation	The Department offers the following advice on the amendment proposal; DEC supports the CGG proposal to reserve the remnant vegetation bordering the Chapman River and their commitment to allocate land in excess of 10% Public Open Space.		Note submission.
		DEC recommends that CGG set out water course protection measures in the Scheme text commensurate with Environmental Protection Agency's policies.	Water course protection measures will be required as part of the Foreshore Management Plan.	Dismiss submission.
		The eastern part of the proposed structure plan has been mapped as having a moderate risk of Acid Sulphate Soils. CGG needs to be aware of the risk associated with Acid Sulphate Soils and the requirement to comply with the WA Planning Commission's Acid Sulphate Soil Planning Guidelines.	The areas shown to have a moderate risk of Acid Sulphate Soils appears to be located closely to the banks of the Chapman River. This area is almost entirely within the proposed river foreshore reserve and so shall be minimally disturbed. In the event that works may impact the area, a suitable management plan can be prepared.	Note submission.
11 (24/11/2011)	Water Corporation	A supply of reticulated water is available for this development proposal. Any costs incurred in upgrading or relocating existing services will be the responsibility of the developer.	The comments of the Water Corporation are more applicable to the subdivision and development stages. Any subdivision should be referred to the Water Corporation by the WA Planning Commission and appropriate conditions can be requested at that time.	Note submission.
		This area is remote from the reticulated sewerage scheme and the Water Corporation has not completed any wastewater planning for this area. Subdivision of this area may require sewerage in accordance with the Government Sewerage Policy. Comments should be obtained from the Health Department and the Local Authority.	The Department of Health have advised that septic systems for the lots should be suitable however further geotechnical testing at the detailed development stage is required (submission 27).	Note submission.
		The principle followed by the Water Corporation for the funding of subdivision, development or redevelopment is one of user pays and the developer	The onus will be on the developer to ascertain infrastructure requirements for any particular subdivision.	Note submission.

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		is expected to provide all water and sewerage reticulation and to contribute for headworks. In addition the developer may be required to fund new works or the upgrading of existing works to provide for the increase in demand resulting from the development.		
12 (25/11/2011)		<p>Object.</p> <p>We purchased our property in this area because of the quieter lifestyle it offered. On perusal of the future plans we will certainly not continue to do so.</p> <p>Dorset Drive will become a virtual "race track" – we already experience "hoon drivers" and do not wish this to be elaborated on.</p>	<p>The rezoning proposes low density residential in the area consisting of R2.5 and R5 (4,000m² – 2,000m²) lots. Low density residential is also not necessarily inconsistent with rural residential 1ha allotments as they provide housing options for those interested in rural character lifestyle without the demands of managing larger land areas. In some cases, low density residential can be complementary to rural residential areas as noted by the 4,000m² lots which abut the Chapman River in Woorree.</p> <p>The design of the modified LSP has been carefully considered to minimise the impact of the proposed low density residential on existing residents. Lots closest to the existing rural residential area are the larger 4,000m² lots which are further separated by the proposed 35m wide public open space alignment which runs east-west through the site. As a result there is no direct interface between the two 'cells' and the POS alignment and R2.5 allotments provide a 'transition' zone from the rural residential area to the R5 lots.</p> <p>Speed management is a requirement in any road design exercise. The Traffic Assessment provided by the applicant recommends the placement of roundabouts at four way intersections to ensure the development of a safe, pedestrian friendly environment. The LSP can be altered to require that further consultation with the City occurs so that these traffic</p>	<p>Note submission.</p> <p>Note submission.</p> <p>Modify the Local Structure Plan by: – Indicating areas in the road network that</p>

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			mechanism can be confirmed at detailed design stage.	require traffic calming. – Notating that further liaison with the City is required to confirm what road design and treatments are necessary to control and calm traffic to a safe and acceptable level.
		The chances of burglaries with the cover of the river is also a concern.	There is no substantiated link between 'higher' density development and increase crime rates. However, the modified LSP has been designed so that the proposed road alignment separates lots and POS. This prevents fencing from abutting POS areas which may provide hiding places and ensures that passive surveillance over the POS and foreshore area occurs which may discourage antisocial behaviour.	Dismiss submission.
13 (28/11/2011)	Department of Education	The Department of Education has reviewed the above Scheme document and advises that any increase in student yield could be accommodated within current education facilities. The Department therefore has no objection to this Amendment.		Note submission.
14 (30/11/2011)		Object. As this was raised in September 2009, we once again object strongly to the proposed half acre to 1 acre lot low density residential housing development in Deepdale. Existing residents of Deepdale have made a lifestyle	The rezoning proposes low density residential in the area consisting of R2.5 and R5 (4,000m ² – 2,000m ²) lots. Low density residential is not necessarily inconsistent with rural residential 1ha allotments as they provide housing options for those interested in rural character lifestyle without the demands of managing larger land areas. In some cases, low density residential	Note submission. Modify the Local Structure Plan by notating that R2.5 lots with boundaries directly abutting the linear east-west

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		<p>choice to live in a semi-rural environment and enjoy the freedom and peace that comes with such a decision.</p> <p>Our area has a safe and relaxed atmosphere and we share our suburb with likeminded people. Opening this area up to much smaller residential lots will encourage an urban culture and attitude into an area designed for semi-rural living.</p> <p>The original proposal of 2.5 acre lots has our support as this is in keeping with the already existing development and continues the peaceful semi-rural lifestyle.</p> <p>Apart from the additional traffic that will use Polwarth Parade as a main thorough fare through to the development of nearly 100 lots, the area loses it rural look and will look unbalanced with larger housing blocks going into much smaller, denser development.</p>	<p>can be complementary to rural residential areas as noted by the 4,000m² lots which abut the Chapman River in Woorree.</p> <p>The design of the modified LSP has been carefully considered to minimise the impact of the proposed low density residential on existing residents. Lots closest to the existing rural residential area are the larger 4,000m² lots which are further separated by the proposed 35m wide public open space alignment which runs east-west through the site. As a result there is no direct interface between the two 'cells' and the POS alignment and R2.5 allotments provide a 'transition' zone from the rural residential area to the R5 lots.</p> <p>These perceived impacts can also be lessened by considering the design elements of the low density residential to ensure consistency with the rural 'feel' of the area. Open style rural fencing, which is already utilised within the Deepdale Estate, will be required to be constructed on the R2.5 (4,000m²) lots, particularly those boundaries which directly abut the POS alignment.</p>	<p>POS provide open style fencing.</p>
		<p>The majority of residents in Deepdale are families and the safety of children is paramount. Increased traffic would not only automatically endanger the safety of small children but those of riders and horses and other animals and this has to be considered in this proposal.</p>	<p>A Transport Assessment has been supplied by the applicant which provides an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street</p>	<p>Note submission.</p> <p>Modify the Local Structure Plan by:</p> <ul style="list-style-type: none"> - Indicating areas in the road network that require traffic calming. - Notating that

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			<p>C under Main Roads WA <i>Functional Road Hierarchy</i> (1999). <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p> <p>The assessment did state that:</p> <ul style="list-style-type: none"> • There is a requirement to ensure that intersections with Horwood Road are kept clear of obstructions to maintain safe sight distances; and • The provision of traffic management measures at key locations should serve to encourage permeability of the site whilst controlling vehicle speeds. <p>The modified LSP can be altered to reflect that further consultation with the City occurs so that these traffic mechanism can be included within the future development.</p> <p>The layout of the existing and proposed bridal paths shown on the existing LSP will remain unchanged. While the low density residential lots are not permitted to keep horses, the area will continue to be utilised and further developed for equestrian pursuits. Modifications to the LSP propose that</p> <ul style="list-style-type: none"> • Horse signage be installed around the estate; • A strategic network of Bridle paths be identified and upgrades to existing paths be made where necessary; • Suitable measures be included to minimise conflict between horses and vehicles at points where bridle paths cross roads. 	<p>further liaison with the City is required to confirm what road design and treatments are necessary to control and calm traffic to a safe and acceptable level.</p> <p>– Indicating the strategic bridal path network and notating where signage, upgrades and intersection treatments may be required.</p>

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			<p>These additions, along with the east west bridal trial which runs through the development, will ensure that the connectivity and legibility of equestrian links are strengthened which increase safety and minimise vehicle and horse conflict.</p>	
<p>15 (30/11/2011)</p>	<p>Department of Water</p>	<p>The DoW recommends the implementation of integrated urban water management in accordance with <i>Better Urban Water Management</i> (WAPC 2008). Allowing for the development of low density residential lots adjacent to the Chapman River warrants the preparation of a Local Water Management Strategy (LWMS) to support the rezoning. The preparation and implementation of an Urban Water Management Plan will be required by the DoW at subdivision stage. Issues previously noted for the site which need to be addressed in the LWMS include the 'land-locked' nature of the proposed development, and the requirement for no direct discharge of stormwater to the Chapman. In addition, pre- and post-development monitoring is required, in line with the DoW's <i>Draft Water monitoring guidelines for better urban water management strategies/plans</i> (Feb 2011).</p> <p>The ceding of land for foreshore reserve as indicated on the Subdivision Concept Plan is supported by the DoW, and a Foreshore Management Plan will be required by the DoW at subdivision stage. The inclusion of foreshore reserve in public open space as outlined in the amendment report is not acceptable to the DoW. The WAPC's <i>Policy No. DC 2.3</i> (Section 3.2.6) stipulates the area of land required for foreshore reserve should not be included in the gross subdivisible area and needs to be in addition to the land required for public open space. Calculations to determine the required POS should not include foreshore reserve.</p>	<p>The final design of the reserve and more detailed investigations into the catchment drainage network that discharges into the POS area and river can be further detailed at the subdivision stage.</p> <p>It is anticipated that any subdivision approval over the subject land will include a condition to prepare an Urban Water Management Strategy and Plan which will address DoW's concerns.</p> <p>The width and design of the river foreshore will also be subject to the formal assessment at the detailed design stage.</p>	<p>Note submission.</p>

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		<p>The establishment of a 50m foreshore buffer as stated in Section 6 is noted, however the width of the foreshore reserve area should be based on an assessment of biophysical criteria, as outlined in the DoW's <i>Foreshore Policy 1</i>. This means that the width of the foreshore reserve should be determined by an on-site assessment of topology, soils and vegetation by the proponent, with a 30m minimum buffer being required.</p>		
<p>16 (6/12/2011)</p>		<p>Object.</p> <p>I fully object to the proposal of the intended rezone and redevelopment on the grounds this development would've been known to Council but kept from the public. If we had of known about the plans there's no way we would've purchased land here.</p> <p>Why can't they rezone and redevelop the new areas in Deepdale so at least people know what they're getting into?</p>	<p>The proposal to include a portion of low density residential within the Deepdale Estate is not a new one. Applications have been made to Council in 1998, 2003 to support the rezoning, and this concept has been advertised to landowners as recently as 2009.</p> <p>However, as the rezoning has never been endorsed by the WA Planning Commission no formal change to the zoning or the LSP has occurred.</p> <p>All planning instruments have the ability to be modified to ensure that they are consistent with current planning philosophies and can adequately respond to changing pressures and values within the community.</p>	<p>Note submission.</p>
		<p>The idea of living out here was to get away from the suburban life style and have some space, privacy and minimum traffic on the roads.</p>	<p>The rezoning proposes low density residential in the area consisting of R2.5 and R5 (4,000m² – 2,000m²) lots. Low density residential is not considered to be typical 'suburbia' which is generally characterised by 600m² lots. Low density residential is also not necessarily inconsistent with rural residential 1ha allotments as they provide housing options for those interested in rural character lifestyle without the demands of managing larger land areas. In some cases, low density residential can be</p>	<p>Note submission.</p>

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			<p>complementary to rural residential areas as noted by the 4,000m² lots which abut the Chapman River in Woorree.</p> <p>The design of the modified LSP has been carefully considered to minimise the impact of the proposed low density residential on existing residents. Lots closest to the existing rural residential area are the larger 4,000m² lots which are further separated by the proposed 35m wide public open space alignment which runs east-west through the site. As a result there is no direct interface between the two 'cells' and the POS alignment and R2.5 allotments provide a 'transition' zone from the rural residential area to the R5 lots.</p>	
		<p>The new proposal goes against all that. More densely populated areas, means more traffic, more noise and more people. It turns our quiet road into a major thoroughfare which is a worry with young children and horses. If we wanted suburbia we'd be living in Strathalbyn.</p>	<p>A Transport Assessment has been supplied by the applicant which provides an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these roads have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads, however it is expected that Polwarth Parade would receive the highest proportion of traffic.</p> <p>The assessment did state that:</p>	<p>Note submission.</p> <p>Modify the Local Structure Plan by:</p> <ul style="list-style-type: none"> - Indicating areas in the road network that require traffic calming. - Notating that further liaison with the City is required to confirm what road design and treatments are necessary to control and calm traffic to a safe and acceptable

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			<ul style="list-style-type: none"> • There is a requirement to ensure that intersections with Horwood Road are kept clear of obstructions to maintain safe sight distances; and • The provision of traffic management measures at key locations should serve to encourage permeability of the site whilst controlling vehicle speeds. <p>The modified LSP can be altered to reflect that further consultation with the City occurs so that these traffic mechanism can be included within the future development.</p> <p>The layout of the existing and proposed bridal paths shown on the existing LSP will remain unchanged. While the low density residential lots are not permitted to keep horses, the area will continue to be utilised and further developed for equestrian pursuits. Proposed modifications to the LSP will ensure that the connectivity and legibility of equestrian links are strengthened which increase safety and minimise vehicle, horse and pedestrian conflict.</p>	<p>level.</p> <p>– Indicating the strategic bridal path network and notating where signage, upgrades and intersection treatments may be required.</p>
<p style="text-align: center;">17 (6/12/2011)</p>		<p>Support.</p> <p>Please accept this as a letter of support for the amendment. Whilst we acknowledge that we have a vested interest in the estate as selling agents, we ask that you take the following into account:</p> <ul style="list-style-type: none"> • The proposed change is WAPC approved. • The egress and ingress into these “new” stages will be improved – a new entry off Horwood Road at the East end of the estate and by the existing Horwood residence together with the existing access off Horwood into Polwarth and the diversion from Polo into Border Drive off the road to take traffic into 		<p>Note submission.</p>

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		<p>the new stages.</p> <ul style="list-style-type: none"> • These new lots will come onto the market in stages of (probably) 20/30 – not in one parcel and there are only just over 100 lots in total. • These are not R12.5 res lots, these are 2,000m² and bigger, so, we believe they can only complement the existing 1 hectare lots. • These new stages will add diversity in size and in ambience for buyers and offer excellent access to all residents to the large amount of river POS provided. • The existing 1 hectare lots cater more for those who keep horses. The new lots will provide an excellent alternative to the 1 hectare use and reduce the cost to the resident of fencing and landscape, yet provide the need for a larger than the “norm” lot. • Our experience shows that there is a shortage of these 2,000m² lots. The Strathalbyn 2,000m² lots are all but at an end, so this proposed new Deepdale release will alleviate this shortage. <p>We believe that this proposal is a well-planned and well thought out and we ask that you take on our comment when you consider your response to this WAPC approved amendment.</p>		
18 (6/12/2011)	(Petition) (28 signatories)	<p>We the undersigned petitioners submit this petition to record our objection to the above proposed rezoning. The residents of the “Deepdale area” purchased their properties because of the existing zoning and their belief that such zoning would remain in place for the foreseeable future.</p> <p>We do not believe Council approved existing zoning (1 hectare) at the time, with this proposed rezoning in mind, nor did the existing residents of the Deepdale area when purchasing. Accordingly, we the rate</p>	<p>The proposal to include a portion of low density residential within the Deepdale Estate is not a new one. Applications have been made to Council in 1998, 2003 to support the rezoning, and this concept has been advertised to landowners as recently as 2009.</p> <p>The endorsed Deepdale LSP does show this area as being 1ha allotments. However, all planning instruments have the ability to be modified to ensure that they are consistent with</p>	Note submission.

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		<p>payers and petitioners request that Council reevaluate the existing zoning for the Deepdale area.</p> <p>Residents saw the existing zoning as an opportunity to enjoy a unique lifestyle due to low population numbers, hence low traffic numbers, and reduced level of noise and safer roads.</p> <p>We, the residents, believe the proposed rezoning will have a detrimental effect on our lifetime investment in this area and our lifestyle.</p>	<p>current planning philosophies and can adequately respond to changing pressures and values within the community.</p> <p>The rezoning proposes low density residential in the area consisting of R2.5 and R5 (4,000m² – 2,000m²) lots. Low density residential is not necessarily inconsistent with rural residential 1ha allotments as they provide housing options for those interested in rural character lifestyle without the demands of managing larger land areas. In some cases, low density residential can be complementary to rural residential areas as noted by the 4,000m² lots which abut the Chapman River in Woorree.</p> <p>The design of the modified LSP has been carefully considered to minimise the impact of the proposed low density residential on existing residents. Lots closest to the existing rural residential area are the larger 4,000m² lots which are further separated by the proposed 35m wide public open space alignment which runs east-west through the site. As a result there is no direct interface between the two 'cells' and the POS alignment and R2.5 allotments provide a 'transition' zone from the rural residential area to the R5 lots.</p>	
		<p>Some through roads will have a substantial – adverse effect on a large number of existing properties due to traffic noise and the resultant problems with this proposed rezoning.</p>	<p>A Transport Assessment has been supplied by the applicant which provides an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of</p>	<p>Note submission.</p> <p>Modify the Local Structure Plan by:</p> <ul style="list-style-type: none"> – Indicating areas in the road network that require traffic calming.

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			<p>neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p> <p>The assessment did state that:</p> <ul style="list-style-type: none"> • There is a requirement to ensure that intersections with Horwood Road are kept clear of obstructions to maintain safe sight distances; and • The provision of traffic management measures at key locations should serve to encourage permeability of the site whilst controlling vehicle speeds. <p>The modified LSP can be altered to reflect that further consultation with the City occurs so that these traffic mechanism can be included within the future development.</p>	<p>– Notating that further liaison with the City is required to confirm what road design and treatments are necessary to control and calm traffic to a safe and acceptable level.</p>
<p style="text-align: center;">19 (7/12/2011)</p>		<p>Object.</p> <p>We are very disappointed and in no way support the submission.</p> <p>Our concern is the possible environmental implication to the Chapman River. Garden and lawn fertiliser run off is proven to encourage algal bloom in rivers (see the Swan River).</p>	<p>A Local Water Management Strategy and Plan will be developed prior to any subdivision or development of the area and is required to detail information regarding the management of water, particularly restricting direct discharge into the Chapman River, as per the Department of Water's advice (see submission 15).</p>	<p>Note submission.</p>
<p style="text-align: center;">20 (8/12/2011)</p>		<p>I am in favour of the proposal to have smaller portions of land, i.e. 2,000m² and 4,000m² blocks. I believe to make land more affordable and available to our growing community this proposed amendment will help ease the burden. I have viewed the proposed plan and all considerations for such an amendment seem to be catered for.</p>		<p>Note submission.</p>

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21 (8/12/2011)	ATCO Gas Australia	No comment.		Note submission.
22 (8/12/2011)		Object. Substantial increased traffic flow through horse riding area.	<p>A Transport Assessment has been supplied by the applicant which provides an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p> <p>The layout of the existing and proposed bridal paths shown on the existing LSP will remain unchanged. While the low density residential lots are not permitted to keep horses, the area will continue to be utilised and further developed for equestrian pursuits. Modifications to the LSP propose that</p> <ul style="list-style-type: none"> • Horse signage be installed around the estate; • A strategic network of Bridle paths be identified and upgrades to existing paths be made where necessary; • Suitable measures be included to minimise conflict between horses and vehicles at points where bridle paths cross roads. 	<p>Note submission.</p> <p>Modify the Local Structure Plan by:</p> <ul style="list-style-type: none"> – Indicating areas in the road network that require traffic calming. – Notating that further liaison with the City is required to confirm what road design and treatments are necessary to control and calm traffic to a safe and acceptable level. – Indicating the strategic bridal path network and notating where signage, upgrades and intersection treatments may be required.

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			These additions, along with the east west bridal trial which runs through the development, will ensure that the connectivity and legibility of equestrian links are strengthened which increase safety and minimise vehicle and horse conflict.	
		Increase night time light pollution (less stars visible).	This statement is unsubstantiated and is not considered to be a relevant planning matter.	Dismiss submission.
		There will be more residential lots than rural lots in the estate. Destroys the amenity and feel of the rural lifestyle lots.	<p>The proposed rezoning and subdivision under the modified LSP does increase the number of lots to be constructed in this cell from 60 to approximately 180.</p> <p>At full development as proposed by the modified LSP there will be 181 Rural Residential lots and 187 residential lots.</p> <p>The rezoning proposes low density residential in the area consisting of R2.5 and R5 (4,000m² – 2,000m²) lots. Low density residential is also not necessarily inconsistent with rural residential 1ha allotments as they provide housing options for those interested in rural character lifestyle without the demands of managing larger land areas. In some cases, low density residential can be complementary to rural residential areas as noted by the 4,000m² lots which abut the Chapman River in Woorree.</p> <p>The design of the modified LSP has been carefully considered to minimise the impact of the proposed low density residential on existing residents. Lots closest to the existing rural residential area are the larger 4,000m² lots which are further separated by the proposed 35m wide public open space alignment which runs east-west through the site. As a result there is no direct interface between the two 'cells' and the</p>	<p>Note submission.</p> <p>Modify the Local Structure Plan by notating that R2.5 lots with boundaries directly abutting the linear east-west POS provide open style fencing.</p>

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			<p>POS alignment and R2.5 allotments provide a 'transition' zone from the rural residential area to the R5 lots.</p> <p>These perceived impacts can also be lessened by considering the design elements of the low density residential to ensure consistency with the rural 'feel' of the area. Open style rural fencing, which is already utilised within the Deepdale Estate, will be required to be constructed on the R2.5 (4,000m²) lots, particularly those boundaries which directly abut the POS alignment.</p>	
		Soil is class 'M' Moderately reactive clay with onerous building requirements.	<p>Buildings on Class M sites have additional requirements attached to the construction of the foundations. These are not onerous but can marginally increase the costs of construction.</p> <p>The geotechnical report conducted by Blacktop Engineering also included as a recommendation for subdivision that reclassification of the site to a less reactive "S" Site Classification occur by ensuring that certain depths of controlled sand fill be placed over the more reactive areas of the site. It was indicated that approximately 0.4m of fill between the footings and native Lot material would be required.</p>	Dismiss submission.
		<p>There are many incorrect and misleading statements in the planning report.</p> <p><i>The only relevant planning considerations are:</i></p> <ul style="list-style-type: none"> - Document states that the low density residential 'will likely facilitate increased vegetation establishment through planting by 	<p>The respondent suggests there are errors in the document however these appear to be mainly conflicts of opinion.</p> <p>There may be less available area within the proposed R5 and R2.5 low density residential areas however it does not prevent landowners from being able to plant vegetation.</p>	Dismiss submission.

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		prospective residents on larger lots' where as cannot have as many big trees on 2,000m ² lots.		
		<ul style="list-style-type: none"> - Inconsistent setback from river has been stated as either 50 or 100m. This needs the same reference point. 	The setback for development from the river is stated as 50m which is also shown on the modified LSP. A possible 100m setback is referred to as the preferred distance of conventional wastewater septic tanks under the DoW's policy.	Dismiss submission.
		<ul style="list-style-type: none"> - The scheme amendment report leaves out that the blacktop geotechnical report classes soils as moderately reactive and that special requirements for building are necessary. 	<p>The amendment report includes (within appendix 2) the Blacktop geotechnical report.</p> <p>Buildings on Class M sites have additional requirements attached to the construction of the foundations which can marginally increase the total cost of construction.</p> <p>The geotechnical report conducted by Blacktop Engineering also included as a recommendation for subdivision that reclassification of the site to a less reactive "S" Site Classification occur by ensuring that certain depths of controlled sand fill be placed over the more reactive areas of the site. It was indicated that approximately 0.4m of fill between the footings and native Lot material would be required.</p>	Dismiss submission.
		<ul style="list-style-type: none"> - The report states that the lot yield is approximately 100 lots and that the 'majority' of the estate is for Rural Residential when the lot yield as per the proposed structure plan is 187 lots – and the number of proposed 1ha lots is 178, which means that low density residential will be in majority. 	<p>The amendment report states that 46 R2.5 lots and 141 R5 lots (187 in total) are proposed and later states that the increased net yield is approximately 100 lots, which is correct.</p> <p>Although at full development, as proposed by the modified LSP, there will be 181 Rural Residential lots and 187 residential lots, it is not considered that this proposal will be inconsistent with the amenity of the existing development. Low density residential provide housing options for those interested in rural character lifestyle</p>	Note submission.

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			<p>without the demands of managing larger land areas.</p> <p>The design of the modified LSP has been carefully considered to minimise the impact of the proposed low density residential on existing residents. Lots closest to the existing rural residential area are the larger 4,000m² lots which are further separated by the proposed 35m wide public open space alignment which runs east-west through the site. As a result there is no direct interface between the two 'cells' and the POS alignment and R2.5 allotments provide a 'transition' zone from the rural residential area to the R5 lots.</p>	
		<ul style="list-style-type: none"> - The report states that additional traffic will be experienced 'perhaps 600 vehicle movements per day) however 187 lots by 10 vehicle movements, means 1,870 movements would be expected per day into 2 roads only. 	<p>A Transport Assessment has been supplied by the applicant which provides an analysis of daily traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of up to an additional 1,220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p>	Note submission
		<ul style="list-style-type: none"> - The report states that the proposal will 'result in establishment and transfer of approximately 24ha of open space, the majority in the foreshore reserve', however majority of the public open space has a power line 	<p>The applicant currently calculates that 26% POS will be provided, which exceeds the 10% as required in the Planning and Development Act. Ceded land outside of the 50m foreshore setback and the 1/100yr flood level is considered</p>	Dismiss submission.

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		easement.	<p>to be POS.</p> <p>The linear east-west POS link which contains the power easement is approximately 8ha. Excluding this as POS, the proposal still provides 17% POS.</p> <p>The City's objective is to achieve POS that not only provides good recreational opportunities for residents but that also serves an important conservation purpose and acts as a green link. It is therefore preferred that larger areas along the Chapman River be ceded. The subdivision concept plan indicates that a number of specific POS areas abutting the Chapman River which may be formalised in the future.</p> <p>The presence of the power line will not hinder to any significant degree the useability of the area for recreation.</p>	
23 (9/12/2011)		<p>Object.</p> <p>Our understanding was that the blocks at the end of our street would be 1ha. The idea of living in a semi-rural area is that like-minded people are attracted to the area, thus negating concerns about the noise and dust that animals, motorbikes, machinery and vehicles may make, along with our children being able to play safely outside our yards without a large volume of vehicles constantly travelling down our road.</p> <p>With the smaller blocks bordering Woorree, there is no need for the higher volume of traffic to drive through Woorree to access their homes, whereas Polwarth Parade will be the main thoroughfare into and out of the new estate, which will increase the volume of traffic, which will automatically increase the average speed of the traffic, thereby creating safety</p>	<p>The endorsed LSP does show this cell as being 1ha allotments.</p> <p>The design of the modified LSP has been carefully considered to minimise the impact of the proposed low density residential on existing residents. Lots closest to the existing rural residential area are the larger 4000m² lots which are further separated by the proposed 35m wide public open space alignment which runs east-west through the site. As a result there is no direct interface between the two 'cells' and the POS alignment and R2.5 allotments provide a 'transition' zone from the rural residential area to the R5 lots.</p> <p>A Transport Assessment has been supplied by the applicant which provides an analysis of daily</p>	<p>Note submission.</p> <p>Modify the Local Structure Plan by:</p> <ul style="list-style-type: none"> - Indicating areas in the road network that require traffic calming. - Notating that further liaison with the City is required to confirm what road design and treatments are

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		<p>and noise issues for our families.</p> <p>We enjoy living outside 'suburbia' and feel it is extremely unfair to foist it onto us, when we have made our individual family decision based on our family's lifestyle to move into this area. We do not expect families who live in residential lots to cope with our animals etc, (indeed we are not allowed to move our lifestyle into suburban areas) therefore we would not expect to have to deal with larger numbers of people / vehicles etc impinging on our lifestyle.</p>	<p>traffic based on a trip rate of 10 daily vehicle trips per dwelling which is in line with Road Traffic Authority and WAPC Guidelines. This does result in an increase in traffic within the area of upto an additional 1220 vehicle movements per day.</p> <p>The existing streets and roads within the Estate generally carry out the function of neighbourhood collector B or local access street C under Main Roads WA <i>Functional Road Hierarchy (1999)</i>. <i>Liveable Neighbourhoods</i> states that these road have the capacity to carry 3,000 vehicles per day. The additional traffic generated by the development will not exceed this capacity onto the proposed 3 exit roads.</p> <p>The assessment did state that:</p> <ul style="list-style-type: none"> • There is a requirement to ensure that intersections with Horwood Road are kept clear of obstructions to maintain safe sight distances; and • The provision of traffic management measures at key locations should serve to encourage permeability of the site whilst controlling vehicle speeds. <p>The modified LSP can be altered to reflect that further consultation with the City occurs so that these traffic mechanism can be included within the future development.</p>	<p>necessary to control and calm traffic to a safe and acceptable level.</p>
		<p>Setting a precedent. All other blocks in the area are 1 hectare, until the Strathalbyn area.</p>	<p>The proposed low density residential area is consistent with lot sizes in both Woorree and Strathalbyn for areas close to the Chapman River.</p> <p>The proposed rezoning will not create a precedent within other areas of Deepdale or</p>	

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		<p>Woorree as there are no substantial vacant areas that would potentially allow for a smaller lot sizes.</p> <p>We wish to voice our concerns regarding the proposed re-zoning of the blocks at the end of Polwarth Parade, which will completely change the outlook and value of our home.</p> <p>Another concern is the devaluing of our property, which we have planned for a semi-rural setting. Our family home is our main investment, as it is for most people, and when we wish to sell, our marketability will be reduced by no longer being considered in a quiet semi-rural environment. The advent of large numbers of houses, a much greater volume of traffic, and many more people, will lessen the appeal of the very people we had hoped our house in its setting would appeal to.</p> <p>Along with the increased numbers of people is the possibility of increased crime in the area. The area is too far out of town for people to walk into town, and as in many families both parents have to work, there are no facilities such as public transport or capacity for activities for increased numbers of young people who are not at school.</p>	<p>Low density residential is not necessarily inconsistent with rural residential 1ha allotments as demonstrated by the smaller lot sizes that already follow the Chapman River in Woorree and Strathalbyn.</p> <p>It is considered that the development may increase the amenity of the area by providing a range of housing sites and more formalised POS and bridal path linkages on an existing site that is current vacant and being farmed.</p> <p>There is no substantiated link between 'higher' density development and increase crime rates.</p> <p>The future Woorree New Town development to the north will provide some commercial facilities for local residents and the Interim Commercial Activity Centre Strategy has identified a small neighbourhood centre at the corner of Horwood and Polo Roads.</p> <p>The proposed develop also seeks to establish some formalised POS area, which will provide recreational opportunities for residents.</p>	<p>Note submission.</p> <p>Dismiss submission.</p>
<p>24 (9/12/2011)</p>		<p>Support.</p> <p>It is our view that the smaller lots are in greater demand than the larger 1ha lots and will be significantly more affordable housing in Geraldton.</p> <p>We have carefully perused the issues in relation to</p>		<p>Note submission.</p>

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		<p>this rezoning and do not believe there are any adverse effects on existing land owners or future landowners. The traffic will not be increasing by that much, it is really only another 100 lots or so, and there are certainly no plans to have any other rezoned areas south in the existing Deepdale subdivision.</p> <p>In regard to roads, we have more than adequately allowed for three points of entry to this new subdivision which should not impact to any great extent on existing landowners.</p> <p>It is also our view that the 1ha blocks currently have been development, were for people with horses and animals however it is our objections that the numbers of lots with animals is much less than we originally thought.</p> <p>The current proposed Amendment takes into consideration giving up significant foreshore for public open space, thus allowing more access to this foreshore area for all residents of Deepdale.</p> <p>We support this rezoning as it has already been supported by the Western Australian Planning Commission.</p>		
<p>25 (13/12/2011)</p>		<p>Support.</p> <p>This is the land of 90 hectares owned by the Horwoods. North of the current stages with access off Polo and Horwood Road as an extension to Lincoln Street.</p> <p>I support this proposal.</p>		<p>Note submission.</p>
<p>26 (13/12/2011)</p>		<p>I believe this rezoning would give perfect access to the river, where I like to spend a lot of time walking or horse riding.</p>		<p>Note submission.</p>

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27 (15/12/2011)	Department of Health	<p>I fully support the proposal.</p> <p>Whilst the Department of Health acknowledges the information given regarding the site conditions, it is considered the information is insufficient to assess the capability of the land to dispose wastewater particularly where the R5 zoning is proposed. We need to see more soil profiles to a depth of 2.0m and soil permeability over the land. Site investigation must be conducted in mid-winter and undertaken and interpreted in accordance with Australian/NZ Standard 1547.2000.</p> <p>The DOH does not support the rezoning proposal until further information indicated above is received and considered.</p>	Further advice was received from the Department of Health on 06 March 2012 stating that it had reviewed the matter and was prepared to support the rezoning proposal and consider the additional information required can be supplied at the subdivision stage.	Note submission.
28 (06/01/2012)	Main Roads	<p>No objection.</p> <p>In addition, MRWA would like to take this opportunity to request involvement in any future discussions in relation to a potential bridge over the Chapman River.</p>		Note submission.