

**Lot 21 Scott Road, Karloo Local Structure Plan  
Schedule of Submissions**

Number & Date	Submitter	Nature of Submission	Comment	Recommendation
1 (18/07/2014) & (11/08/2014)	Department of Aboriginal Affairs	There are no registered Aboriginal Heritage sites or Other Heritage Places located on the land.		Note submission.
2 (22/7/2014)	Telstra	No objection.		Note submission.
3 (24/07/2014)	State Heritage	No comment.		Note submission.
4 (01/08/2014)	Department of Agriculture	No objection.  The area has already been zoned as Development.		Note submission.
5 (08/08/2014)	Department of Water	No objection.  The local water management strategy for this proposal was endorsed 17 June 2014.		Note submission.
6 (11/08/2014)	Department of Education	No objection.  Student yield generated from the proposed local structure plans will be accommodated at the Rangeway Primary School or Mount Tarcoola Primary School.		Note submission.
7 (14/08/2014)	Department of Health	Any proposed development is required to connect to scheme water or an alternative potable water supply and reticulated sewerage (where available) in accordance with the draft <i>Country Sewerage Policy</i> .	The developer is aware of the water and sewerage servicing requirements for the development.	Note submission.
		The proponents should be advised that approval is required for any on-site waste water treatment process. Unsewered commercial and light industrial developments are limited to their wastewater production of not more than 540lt/day/2000m <sup>2</sup> of lot size. The structure plan should reflect this regulatory requirements and reference DOH publications as appropriate.	Given it is not the developers intention to sewer the proposed service commercial or light industry the restrictions of the amount of wastewater production will apply. Proponents can be advised of these limits via a notification lodge on the title.  Section 6.6 of Part 1 of the structure plan report allows for the inclusion of conditions for subdivision approval.	Uphold submission.  Include in Part One (section 6.6) the following condition of subdivision:-  <i>iii. Notification on title advising prospective purchasers of the restrictions regarding wastewater disposal.</i>

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8 (20/08/2014)	Main Roads WA	No objection.		Note submission.
9 (22/08/2014)	Water Corporation	No objection to the development in principle  Servicing advice provided regarding: <ul style="list-style-type: none"> <li>• Water Servicing; and</li> <li>• Wastewater Reticulation.</li> </ul>	The Water Corporation provided detailed servicing advice with regard to the future subdivision of the land.  The developer has been in close contact with the Water Corporation and is aware of the current water planning and its implications on the development.	Note submission.
10 (22/08/2014)	Mid West Ports	<p>The development will be adjacent to the Geraldton Southern Transport Corridor (GSTC). The Corridor is a vital road and rail link into and out of the Geraldton Port. The Freight and Logistics Council of Western Australia and the Draft State Planning Strategy both recognise the significance of port access corridor and supply chain protection.</p> <p>Our major concern is around noise and vibration impacts associated with the rail operations and the potential for conflict.</p> <p>You will be aware that rail operations also have the potential to generate vibration impacts on nearby sensitive receptors.</p> <p>We understand that there are no enforceable noise regulations that apply to train operations on the GSTC, this strengthens our feeling that consideration of both the noise and vibration issues will be important in order to ensure appropriate arrangements that minimise future conflict. Again, there is potential for significant growth of port traffic in the future. This may include duplication of all or parts of the rail line.</p> <p>While we have not examined all of the supporting reports in detail we expect that the Scott Road plan will possibly be a more appropriate location for a residential development than the Department of</p>	<p>The <i>State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i> provides guidance and requirements for dealing with development abutting transport corridors.</p> <p>Section 5.1 states that <i>State Planning Policy 5.4</i> is relevant where there is ‘a proposed new noise sensitive development in the vicinity of an existing or future major road, rail or freight handling facility’.</p> <p>“in the vicinity of” is defined in the policy as</p> <ol style="list-style-type: none"> <li>Abutting; or</li> <li>Separated by only a road, access way or other land that is likely to remain substantially open and undeveloped in terms of buildings, up to a maximum distance of 300m.</li> </ol> <p>Given that Lot 21 is located 300m from the GSTC it is considered that the structure plan area is outside of the scope of <i>State Planning Policy 5.4</i>.</p> <p><u>Vibration</u> <i>State Planning Policy 5.4</i> does not specifically address ground vibration, however some guidance is provided within the <i>Implementation</i></p>	Dismiss submission.

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		Housings proposal, in so far as it is approximately 300m further away from the rail line.	<i>Guidelines for State Planning Policy 5.4.</i> However, these guidelines state that ground borne vibration levels are relatively low at distances greater than 50m.  Given that Lot 21 is located 300m from the GSTC, vibration impacts are considered to likely be negligible.	
11 (03/09/2014)	Public Transport Authority	This response is also on behalf of Brookfield Rail.  Lot 21 Scott Road is unlikely to be affected by rail noise and vibration and therefore there is no comment to make in that regard.		Note submission.
12 (18/09/2014)	Iluka	Generally the impact to Iluka is expected to be minimal. The industrial estate buffer zone has been tightly adhered to with commercial and light industry within the buffer section and pockets of residential outside the buffer to the north of the Lots.  Iluka's concern would relate to a potential restart of NSR. Properties to the south will have clear view of Iluka's site and in particular exhaust stacks hence increasing the number of overall observers. It may result in complaints that are not a direct result of Iluka's operation.  One benefit is the commercial properties may visually screen out the industrial estate from Seacrest residents.	Whilst the concern is noted, it has to be expected that future residents would be fully aware of the Iluka infrastructure (exhaust stacks) especially given their visual prominence in the landscape.	Note submission.  Note submission.