

Local Structure Plan – Lot 23 & 800 Moloney Street, Karloo Schedule of Submissions				
Number & Date	Submitter	Nature of Submission	Comment	Recommendation
1 (14/07/2014)	Private Landowner	Support.		Note submission.
2 (14/07/2014)	Private Landowner	Support.		Note submission.
3 (14/07/2014)	Private Landowner	Indifferent. What provisions have been allowed in the North / South Hwy for noise mitigation?	No noise mitigation provisions have been detailed as part of this structure plan for the Geraldton North-South Highway (GNSH). Section 6.5b in Part One of the structure plan report does state that a noise assessment will be required prior to subdivision should the GNSH already be constructed. Noise mitigation measures may be required as an outcome of that assessment.	Note submission.
4 (18/07/2014) & (11/08/2014)	Department of Aboriginal Affairs	There are no registered Aboriginal Heritage sites located on the land. There are two Other Heritage Places (Utakarra Pinnacles) and (GSTCS2 – Artefact Scatter). Recommended that the local structure plan include reference to the Cultural Heritage Due Diligence Guidelines so that prospective developers are informed of their obligations with requires to Aboriginal places. As there are Other Heritage Places located within the boundaries of the lots, DAA requests that the City of Greater Geraldton instructs the developers to contact DAA for advice once plans are formalised.	Further information regarding Aboriginal places should be included in the relevant section of the report.	Uphold submission. In Part Two (section 2.5) of the report include reference should be made to the Cultural Heritage Due Diligence Guidelines so that prospective developers are informed of their obligations with regard to Aboriginal places.
5 (22/07/2014)	Telstra	No objection.		Note submission.
6 (24/07/2014)	State Heritage Office	No comment.		Note submission.
7 (01/08/2014)	Department of Agriculture	No objection. The area has already been zoned as Development.		Note submission.

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8 (7/8/2014)	Department of Water	No objection. The local water management strategy for this proposal was endorsed 17 June 2014.		Note submission.
9 (11/08/2014)	Department of Education	No objection. Student yield generated will be accommodated at the Rangeway Primary School or Mount Tarcoola Primary School.		Note submission.
10 (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 ² 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: iii. <i>Notification on title advising prospective purchasers of the restrictions regarding wastewater disposal.</i>
11 (14/08/2014)	Private Landowner	Support.		Note submission.
12 (20/08/2014)	Main Roads WA	No objection, with comments. The statutory section of the Structure Plan highlights that the content of the Structure Plan is to be taken as if it were in the Local Planning Scheme. We would therefore question if featuring the Geraldton North South Highway (GNSH) in the document could lead to compensation considerations if any landowner decides to sell their land.	Part 1 section 5 of the structure plan report does state that the 'provisions of the structure plan apply to the land as if its provisions were incorporated into the Scheme'. Given it is not intention of the developer to rezone the possible future alignment of the Geraldton North-South Highway to 'Primary Distributor' at this time, the local structure plan	Uphold submission. Modify the local structure plan (Plan 1) by removing the primary distributor road shading over the future Geraldton North-South

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		Main Roads confirms that Lot 23 is not required for any future State road construction purposes.	should be amended.	Highway alignment and replacing with hatching notated in the legend as 'future Geraldton North-South Highway (subject to acquisition)'.
		Plan 1 (Structure Plan) for Lot 800 shows a lot adjacent and to the west of the GNSH south of the Geraldton Southern Transport Corridor (GSTC) as 'Industrial'. While it is noted that the plans are at an early stage, we would recommend that the boundaries are consistent between the plans.	There is a difference between the Local Structure Plan and the masterplan shown in Figure 13, however it is not an inconsistency. The masterplan is indicative only and further develops the ideas which underline the Local Structure Plan, such as lot layout and indicates future roads.	Dismiss submission.
		In addition to the above, we would like to highlight the following points for consideration during preparation of subdivision plans and detailed area plans: <ul style="list-style-type: none"> No access will be permitted from any lot to either the GSTC or the GNSH; Buildings on lots adjacent to both the GSTC and the GNSH should be positioned to: <ul style="list-style-type: none"> Prevent any distraction or confusion for users of the roads; and Minimise impacts on the occupants by means of noise or vibration. No stormwater or surface water is to be discharged into the Main Roads drainage systems. 	Comments are noted and will be addressed at the appropriate stage of subdivision / development.	Note submission.
13 (22/08/2014)	Water Corporation	Does not object to this development in principle. Servicing advice provided for: <ul style="list-style-type: none"> Water Servicing; Wastewater Reticulation; and Relocation of the above ground Water Transfer main. 	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 and wastewater planning and its implications on the development.	Note submission.
14 (22/08/2014)	Mid West Ports	The development will be adjacent to the Geraldton Southern Transport Corridor (GSTC). The Corridor is	The <i>State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in</i>	Dismiss submission.

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		<p>a vital road and rail link into and out of the Geraldton Port.</p> <p>Our major concern is around noise and vibration impacts associated with the rail operations and the potential for conflict.</p> <p>The Moloney Street proposal has the apparent advantage that it has Light Industrial land uses, rather than Residential land uses, positioned closest to the rail line. However, the Plan does not seem to have paid attention what so ever to potential rail traffic vibration or noise. It mentions only the potential for noise impacts from a future North-South road.</p> <p>We understand that there are no enforceable noise regulations that apply to train operations on the GTSC, 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.</p>	<p><i>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'. Light industrial land is not considered to be a 'noise sensitive land use'.</p> <p>Given that the Local Structure Plan proposes for light industrial to abut the GSTC investigation into the impacts of the rail corridor is not considered to be warranted.</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 Guidelines for State Planning Policy 5.4</i>. However this advice is only applicable to noise sensitive developments therefore investigation into vibration impacts is not warranted.</p>	
		<p>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>In accordance with <i>State Planning Policy 5.4</i> the onus is on the infrastructure provider to ensure that any new infrastructure is designed and constructed to an acceptable level of acoustic amenity for existing and new noise-sensitive developments.</p>	Note submission.
15 (03/09/2014)	Public Transport Authority	<p>This response is also on behalf of Brookfield Rail.</p> <p>Lot 800 straddles both sides of the transport corridor which includes the busy freight rail line into the Port. New development next to the railway is not ideal as it invariably raises may issues for both the user of the rail and the residential homeowners.</p> <p>With that in mind and to minimise the impact of rail for the adjoining development the following conditions</p>	<p>Under <i>State Planning Policy 5.4</i> light industrial land is not considered a 'noise sensitive development'. The Local Structure Plan proposes for light industrial land uses to abut the GSTC (up to a distance of approximately 250m).</p> <p>Therefore, the requirement for noise mitigation measures (which are only a requirement if compliance with <i>State Planning Policy 5.4</i> cannot be met) are not warranted.</p>	Dismiss submission.

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		<p>should be considered and applied where appropriate. Although, it is noted that the land either side and immediately adjoining the corridor is proposed to be Light Industry so less impacted by rail.</p> <ul style="list-style-type: none"> Noise abatement measures by the developers/builders/occupants in accordance with SPP5.4. Section 70A Notifications on new Certificate of Titles when the land is subdivided (although PTA will request this when comment is sought from WAPC during subdivision process and if considered necessary). Noise wall or brick boundary wall to be constructed to a height of 1.8metres by the developer and later maintained by the developer or Local Authority. 		
		<ul style="list-style-type: none"> No stormwater runoff into the rail corridor, all water must be contained on the subject site. No access into the rail crossing; and No new level crossings will be permitted, that is all newly constructed lots must have public (and constructed) road access. 	All comments are noted and will be addressed at the appropriate stage of subdivision / development.	Note submission.
16 (18/09/2014)	Iluka	Generally the impact to Iluka is expected to be minimal. The industrial estate buffer zone has been adhered to with commercial and light industry within the buffer section and pockets of residential outside the buffer to the north of the lots.		Note Submission
		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. Although we note this is not dissimilar to Seacrest and drivers on the GSTC. Given Iluka's location close the Meru tip and other industrial neighbours it may result in complaints that are not a direct result of Iluka's operation.	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