

Geraldton North-South Transport Corridor

Local Planning Policy

VERSION 3

December 2015

town planning services

Version	Adoption	Comment
1	25 September 2012 Council Item CI023	Draft.
2	26 February 2013 Council Item CI038	Final.
3	15 December 2015 Council Item DRS242	Readopted under the new LPS No. 1.

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1.0 CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as the *Geraldton North-South Transport Corridor local planning policy*.

The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area. In making a determination under the Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with the Scheme.

2.0 BACKGROUND

For many years Main Roads WA (MRWA) has been investigating various alignments for a north-south bypass of Geraldton. The primary objective of a North-South alignment from MRWA's perspective is to re-route heavy vehicles away from the Brand and North West Coastal Highways.

MRWA's current order of project priority is (refer to the attached North-South Highway Inner Bypass Plan):

1. Outer Bypass;
2. North West Coastal Highway Upgrade; and
3. North-South Highway Inner Bypass – southern section only southern of the Geraldton-Mt Magnet Road.

The City has worked with MRWA over a number of years through the various bypass proposals and from the City's perspective, the North-South Highway Inner Bypass (particularly the northern section from Horwood Road to North West Coastal Highway) is the highest priority for delivery. This is obviously in contrast to the current MRWA project prioritisation. The justification for the City's prioritisation of the North-South Highway includes:

- Benefit/Cost ratio of the Outer bypass. Costs in the \$100's of millions (interim to ultimate), traffic volumes unknown and anticipated to be largely comprised of heavy vehicles. Limited local benefit.
- Outer Bypass does not address expected traffic growth in Geraldton's built-up area, whereas the North-South Highway does.
- Outer Bypass does not facilitate new development, traversing largely rural holdings, whereas the North-South Highway would facilitate a variety of industrial and service commercial developments which currently has very limited accessibility.
- The North-South Highway would be purpose-built for the carriage of Heavy Vehicles and therefore would address MRWA re-routing issues.
- The North-South Highway (northern section – Horwood Road to North West Coastal Highway) is appropriately zoned in the Scheme and therefore has statutory weight. It is also gazetted as a road reserve whereas the southern section requires land acquisitions, re-zonings and associated compensation issues to be addressed.

3.0 OBJECTIVES

- a) To provide a traffic bypass alternative for Geraldton, particularly for heavy vehicles, increasing road safety and maximising efficiency of movements.
- b) To support trunk transport infrastructure upgrades that cater for the future growth in all forms of traffic.
- c) To promote new investment via a transport corridor that facilitates the development of land for appropriate uses.
- d) To provide a clear position statement regarding the prioritising of a north-south transport corridor for Geraldton.

4.0 POLICY MEASURES

The City's position regarding any north-south transport corridor is:

The North-South Highway Inner Bypass (in particular the northern section from Horwood Road to North West Coastal Highway) should be prioritised over all other alternatives.