

#### 1. INTRODUCTION

This report sets out the planning merits of the Narngulu Industrial Estate Buffer Precinct C Structure Plan for the site commonly referred to as the "Allen Triangle". The Structure Plan will facilitate the creation of general industrial lots ranging between 2 hectares and approximately 14.4 hectares.

Edge Planning & Property, in association with Ferart Design, act for Mr Trevor Allen who owns Lots 1901 and 1902 Moonyoonooka-Namgulu Road and Lot 6857 Arthur Road, and Hampton Livestock Transport Pty Ltd which owns Lot 1900 Deepdale

## 2.5.3 Drainage

The subject land is flat and typically drains towards the south. There is no drainage connection from the site to the City stormwater (drainage) network.

2.5.4 Water Supply

The site is not connected to the reticulated water system.

2.5.5 Effluent Disposal

The area is not supplied with reticulated sewerage. Given the site contains no buildings, accordingly there is no on site effluent disposal system.

2.5.6 Power, Gas and Telecommunications

Power, gas and telephone services are currently not provided to the site.

2.6 Heritage

The Department of Indigenous Affair's database has no registered archaeological or ethnographic Aboriginal sites recorded within the Structure Plan area. The requirements of the Aboriginal Heritage Act are required to be observed by subdividers and developers.

Additionally, the site does not contain any structure or place of non-indigenous heritage significance on the City of Geraldton-Greenough Municipal Inventory.

#### 2.7 Planning approvals

The WAPC on 10 August 2011 granted conditional approval (WAPC 144047) for a boundary adjustment. One proposed lot will enable the City to acquire land for an extension of the Geraldton Airport, another lot is for proposed industrial purposes, with the balance being proposed for general industrial lots as set out in the Structure Plan.

On 28 March 2007, the Council approved a 1,740m<sup>2</sup> maintenance/mechanical/boilermaker shed and office and accompanying road train parking area to service livestock and bulk haulage equipment on Lot 1900 Deepdale Road, however there has been no further development based on this approval.

#### 3. PLANNING FRAMEWORK

## 3.1 Overview

The long term planning for the Allen Triangle has been guided by a wide range of documents including the State Planning Strategy (1996), the Industry and Port Ste Study (1996), Geraldton Region Plan (1999), Narngulu Industrial Estate Study of Potential Emissions (2003), City of Geraldton-Greenough Local Rural Strategy (2007), the City of Geraldton-Greenough Local Planning Strategy (2008), the Narngulu

Industrial Area - Strategic Land Use Directions (2010), and the City of Geraldton-Greenough Local Planning Scheme No. 5 (2010), and the Greater Geraldton Structure Plan 2011 (GGSP-2011).

The following section describes how the Structure Plan addresses the relevant planning policies, strategies, plans and schemes.

## 3.2 State Planning Framework

## State Planning Strategy

The State Planning Strategy (1996) is a broad strategic plan for Western Australia which sets out a vision of coordinated and sustainable development throughout Western Australia. The Strategy establishes key principles for future planning in

water resources by ensuring planning strategies, schemes, structure plans, subdivisions and other proposals adopt a sustainable approach.

This Policy supports an integrated approach, taking account of the total water cycle management, supporting water sensitive urban design principles and it provides guidance on appropriate buffers for watercourses and waterways.

The objectives of the Policy are to:

protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values In 8 TJ1.95BT1 0 0 1 151i6(a

Namgulu industrial estate. The site is located within an area identified as Industrial Buffer Precinct C.

## <u>Development Control Policy 1.1 Subdivision of Land – General Principles</u>

This Policy sets out the general principles used by the WAPC in determining subdivision applications

- c) the overall pattern of lot sizes in the locality and the type of industrial activity characteristic of the locality in which the subdivision is located;
- d) planning policies and other requirements of the Commission, the local authority and other co

released as the Greater Geraldton Structure Plan 2011 (GGSP-2011). As the GGSP-2011 states "The Geraldton Region Plan Part 3 - the Greater Geraldton Structure Plan

The development of currently undeveloped "industrial and service industrial" and "future industrial and service industrial" areas is subject to localised structure planning an

Based on the above and on other sections of the Industrial Land Strategy, the proposed lot sizes are considered appropriate given it uses land efficiently, the lot sizes are considerably larger than 1 hectare (which is now considered large for the vast majority of general industry operators) and it can assist with affordability. Based on contemporary research, industrial land requirements (lot sizes) have been reduced based on better industrial practices.

## 3.4 Local Planning Framework

## Namgulu Industrial Estate Study

The Narngulu Industrial Estate Study (1996) was prepared for the Geraldton Region Plan Review Committee. This identified the site within the proposed Narngulu Industrial Estate Buffer.

### Narngulu Industrial Estate Study of Potential Emissions

The WAPC and LandCorp commissioned Sinclair Knight Merz (SKM) to prepare the study which identified existing and potential industries within Narngulu and modelled their likely emissions under different scenarios. The study made assumptions when factoring possible future uses, across the entire Narngulu Industrial Estate, including an additional two poultry farms, five 10 metre high stacks emitting hydrogen sulphide and a wastewater treatment plant.

The SKM Report, which was finalised in 2003, identified that the site and adjacent areas would be within the potential 38dB noise contour generated by a further developed Narngulu Industrial Estate. Table 4-7 of the SKM Report noted that the 35dB noise level is equivalent to a library or soft whisper and 40dB is similar to a living room.

## City of Geraldton-Greenough Local Planning Strategy

The strategic direction for the Namgulu industrial estate is industry, with the site being identified for general industry. Other land uses compatible with the industrial estate will be considered in the buffer areas for Namgulu industrial estate, in accordance with any detailed planning strategy for the Namgulu locality. The strategy map shows the Namgulu industrial estate buffer, the wastewater treatment plant buffer, the Geraldton airport inner buffer area and the Geraldton airport area of influence.

#### Section 5.4.8 of the Strategy notes, in relation to Narngulu, that:

"Industrial development within the Namgulu Industrial Estate and within the

## 3.5 Planning framework implications for Structure Plan

There has been a long term intention of developing Narngulu and the site for industrial purposes. Common themes across these policies, strategies, plans and schemes include promoting industrial development, ensuring compatibility with the Geraldton Airport, appropriate servicing and supporting the local/regional economy. All of these were recognised in this Structure Plan and accordingly the Structure Plan is consistent with State, regional and local level planning frameworks.

#### 4. STRUCTURE PLAN PROPOSAL

#### 4.1 Overview

The Structure Plan is shown in Attachment 1 and this sets out how the site is proposed to be subdivided.

## 4.2 Planning and design considerations

The Structure Plan has been designed to respond to the site's opportunities and constraints, adjoining development (including the Geraldton Airport) and the planning framework. In particular, planning and design

distances at proposed intersections and from all lots onto roads thus facilitating safety for road users. No additional access points are proposed onto Edward Road;

subdivision and development will not compromise the future regional road, rail and infrastructure network. This includes that the design respects that more detailed investigations, on the location and land requirements, are occurring for the Oak and land requirements

27.6 hectares on proposed Lot 33 agreed to be sold to the City for airport requirements. This has been facilitated with the WAPC granting condition approval

## 5.5 Buffers and emission contours

The many land use planning studies for the Narngulu industrial area have taken into account the need to protect industrial land from the encroachment of sensitive land uses and to separate sensitive land uses from industrial emissions.

The Department of Environment and Conservation mapping is consistent with investigations undertaken by Blacktop Consulting Engineering which did not identify a high risk of acid sulfate soils on the site (see Attachment 3).

## 5.11 Contaminated sites

A search of the Department of Environment and Conservation's Contaminated Sites data base does not reveal the existence of any known contamination on the site. Accordingly, the subject land is not constrained in regard to contamination. Discussions with the landowners confirm that the

## 5.12.3 Stormwater Management

To achieve the water quality objectives outlined in State Planning Policy 2.9 Water Resources and associated guidelines Better Urban Water Management, Aurecon Australia Pty Ltd prepared a Local Water Management Plan (see Attachment 4). This reveals the approach to stormwater management can be appropriately addressed to meet the requirements of the City and the Department of Water. Key investigations and components of the Plan include:

# 5.12.4 Potable Water Supply

Reticulated water can be supplied

## 5.12.7 Reticulated gas

ATCO Gas Australia is the owner/operater of the gas distribution network in Geraldton. This includes the high pressure gas distribution mains bringing gas from the Dampier – Bunbury Natural Gas Pipeline into Geraldton and surrounding areas.

ATCO Gas Australia has an existing high pressure gas mains within the Structure Plan area near Edward Road which is contained within a 5 metre wide easement.

The Structure Plan map shows that only proposed Lots 1 and 2 are impacted by the high pressure gas mains. To ensure protection of the gas pipeline, general safety and compliance with various gas regulations, the Structure Plan map shows the 5 metre wide easement and the following within the legend:

"Easement - The gas pipeline easement area must be kept clear at all times and gates are to be installed in any fence crossing the existing easement. ATCO Gas are to be provided with keys to any locked gates. In addition to the easement, prior to development or subdivision of land a Risk Assessment is required to be carried out in accord with AS 2885 under the direction of ATCO Gas to determine lots affected by proximity to the high pressure gas line. Lots affected will require the approval of a Detailed Area Plan to the 28(of)12(6n-U

where there have been several reported incidents in the past where a

The Structure Plan proposes general industrial lots ranging between 2 - 14.4 hectares. The minimum lot size is 2 hectares, with the average lot size of 3 hectares. The reasons to support the

there are no significant constraining geotechnical considerations associated with the site;

there are no constraining environmental considerations given the site is cleared, contains no watercourses and the groundwater table is low;

lots will be appropriately serviced to City and WAPC requirements;

the design accommodates City requirements to expand the Geraldton Airport runway;

the industrial use is compatible with adjoining uses including the Geraldton Airport. This includes complying with the Obstacle Height Limitations Surface;

