

# WONTHELLA DEVELOPMENT ZONE

## Industrial Development Plan

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## **INTRODUCTION**

In 1995 a draft "Structure Plan" for the "Webborton Industrial Zone" was prepared by consultants Taylor Burrell on behalf of the City of Geraldton. Although this draft was endorsed by Council and preliminary stakeholder consultation was undertaken, it was never publicly advertised and has not been formally adopted by Council. To date, some subdivision has occurred between Place Road and Allen Street, generally in accordance with the 1995 draft structure plan.

The 1995 draft structure plan is now considered outdated and in need of review. The road layout in certain areas is unpopular with landowners and there are complications arising from the proposal for road closure and purchase by adjoining landowners. It is

## **PROPOSED ZONINGS**

The Geraldton Region Plan identifies this area as suitable for future industry. The land is not suitable for residential development as it is affected by the odour buffer area for the Geraldton No. 2 Wastewater Treatment Plant which is located to the east of the future Webberton Road extension. Some form of industrial zoning is appropriate and represents a logical extension of the existing industrial development between Place Road and Allen Street.

In order for the Development Plan to retain as much flexibility as possible a combination of "Industry Service", "Industry Light" and "Industry General" zonings are envisaged over the land.

The Development Plan has only identified specific zoning areas for "Industry Service" and "Industry General" on the following basis:

The "Industry Service" area fronts onto Bradford Street creating a gradual transition from the residential land uses west of Flores Road; and

The "Industry General" area backs onto the future Webberton Road extension with larger lots sizes (3,500m<sup>2</sup>) creating a transitional buffer to the Webberton Road extension and further east to the Wastewater Treatment Plant.

The Development Plan has been designed to be robust enough so that the remainder of the land can potentially be developed for either of the "Industry" zones depending on market factors and individual choice.

## **LOT SIZES**

Lot sizes are governed by Town Planning Scheme No. 3 which stipulates a minimum lot size of 2,000m<sup>2</sup> within the "Industry General" and "Industry Light" zones down to 1,250m<sup>2</sup> in the "Industry Service" zone.

Rather than detail lot layout, the Development Plan merely shows an essential street system that can accommodate future subdivision. At this stage it is not considered appropriate to impose a specific lot layout on individual landowners especially given that Town Planning Scheme No. 3 requires rezoning of land prior to subdivision once the Development Plan has been endorsed, and it is at this rezoning stage that landowners can show the potential break-up of their land once again based on market factors and individual choice. Council and the WA Planning Commission can also assess lot layout at this rezoning stage.

## **ROAD LAYOUT**

The Development Plan has largely been influenced by the need to enable a simple framework by which individual landowners can subdivide relatively independently without the need for joint subdivisions. Although, given the existing cadastral framework, it is inevitable that some form of joint subdivision and minor 'land-swaps' will be required.

Internal road alignments have been shown whereby maximising opportunity for independent subdivision. The result of which is 4 east-west internal roads, the length of which varies from around 440m to 600m. One additional north-south road is shown at the eastern edge of the area providing for the lots backing onto the future Webberton Road extension.

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