

M.C. 21/08/08

Submission to
THE PARLIAMENTARY STANDING
COMMITTEE ON PUBLIC WORKS

**Proposed Australian SKA Pathfinder
(ASKAP) Radio Telescope
Western Australia**

Submitted by:

R. J. Speed

19 August 2008

1. My name is Russell John Speed. I am employed as a Research Officer by the Department of Agriculture and Food Western Australia. I have resided in Geraldton since February 1994. I make this submission as a member of the public.
2. I believe it is great to see this exciting and breathtaking experiment begin to take shape in the Mid West of Western Australia. There has been a long history of support from Geraldton and the Mid West for locating radio astronomy and in particular the SKA in our region. A significant milestone was hosting the International SKA Conference in Geraldton in 2003.
3. I believe there is widespread community, business, local government and state government support for the proposed Australian SKA Pathfinder Radio Telescope (ASKAP) as described in Submission No. 1 to this Committee. At the Mid West Science Summit held last Wednesday 13 August 2008, 120 delegates representing government, business and the community overwhelmingly showed enthusiastic support for the ASKAP. At the summit the call was made for the Western Australian Government's International Radio Astronomy Research Centre (IRARC) to also be located in Geraldton to be close to the Murchison Radio-astronomy Observatory Support Facility that will be constructed as part of the ASKAP.
4. At a local government level the City of Geraldton-Greenough clearly and strongly supports the proposed ASKAP. Appendix 1 is a document produced by the City of Geraldton-Greenough setting out its vision of strategic initiatives and projects. I draw the Committee's attention to page 18 of this document as evidence of the high level of local government support for the ASKAP.
5. Further evidence of support from the City of Geraldton-Greenough is contained in a media release (see Appendix 2) distributed after the Mid West Science Summit on 15 August 2008. The fourth dot point identifies as an immediate priority locating the proposed ASKAP main data processing centre in Geraldton. The third dot point identifies also securing the IRARC in Geraldton which would seem to be a strategically sound move to make to enhance Australia's bid to host the International SKA.

Signed:

A handwritten signature in cursive script that reads "R. J. Speed". The signature is written in black ink and is positioned to the right of the word "Signed:".

Appendix 1



City of
Geraldton-Greenough
Climate of Opportunity

Significant Projects and Initiatives

Request for Government Partnerships and Support



The Regional Capital of Australia's Coral Coast

Disclaimer

The Geraldton-Greenough Strategies & Initiative Document is produced for information purposes only. The City of Geraldton-Greenough does not guarantee or imply the accuracy of the statements or estimates contained within the document. The City of Geraldton-Greenough shall not be liable for any loss or damages howsoever caused as a result of reliance upon information contained in this text.

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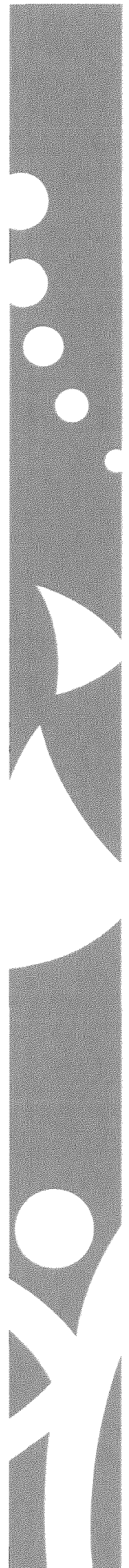


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Introduction

This document contains a list of infrastructure asset and service initiatives (of all sizes), requiring further Government support partnership, that would result in the overall City of Geraldton-Greenough and its Region running more efficiently and effectively thereby enhancing its attractiveness for people to live, work, play and invest in the community.

The document serves as an information resource to be freely used, shared and updated.

Sustainability Outcomes

The City of Geraldton-Greenough aims to pursue a truly sustainable long-term outcomes based on the principles of **Quadruple Bottom Line** in terms of a community Vision and Strategy.

These overarching quadruple bottom line pillar principles will provide the framework and guidance for the development of the five 2020 Vision Outcome Statements.

The four pillar principles include:

Environmental

To ensure the maintenance of the natural environment by facilitating:

1. the protection of high priority biodiversity assets;
2. the engagement of the broader community in taking ownership and responsibility for their environmental at a local level; and
3. appropriate development which has no net loss of environmental assets.

Social

To ensure the development of a creative and diverse community through:

1. the provision of essential services;
2. the creation of an environment which facilitates cultural and social diversity; and
3. meeting the active and passive recreation needs of the community.

Economic

To ensure a strong, vibrant and sustainable economy which will provide for the long term sustainability and viability of the City and region by:

1. encouraging diverse projects and investments in the City and the broader Region;
2. putting in place consistent policies and frameworks to provide certainty for investors; and
3. facilitating and encouraging significant Government investment in infrastructure and services for the City and the broader Region

Governance

To ensure appropriate Governance systems are in place to empower the community in the City and Region to control their future destiny and reach their aspirations through:

1. empowering the City to make the required decisions to meet the long term objective;
2. empowering and authorising locally based Government (State and Commonwealth) departmental management staff to make decisions with minimal referral to the capitals and head offices; and
3. recognising City and Regional identity and autonomy.

A Strategic Vision

A Smart City which has a prosperous, sustainable and creative community all within a uniquely Western Australian setting and lifestyle.

Geraldton-Greenough will utilise the wealth of natural resources as the foundation to become a centre of global significance in the new economy.

By 2020, Geraldton-Greenough will have a population of 80,000 to 100,000 people. It will be the focal point for an active and vibrant region containing significant district centres to the north, south and the hinterland.

Geraldton-Greenough will be recognised as a powerhouse of the new economy, a community which people recognise for its vibrancy and amazing transformation. It will be a preferred choice to live, work and play.

Context Analysis

Population

The Mid West's population has increased steadily over the past 20 years and at June 2006 was estimated to be 51,748. The City of Geraldton-Greenough's population is estimated to be 35,022 or more than 67% of the region's population.

On the back of the economic prosperity and opportunity there is a strategic capacity to facilitate the development of Geraldton as the State's major northern city with a population of 80,000 to 100,000 by 2020.

This estimate has been derived from a Monash University Study which indicated a potential population growth of Western Australian 640,000 by 2020 due to the mining boom.

Geraldton-Greenough has the land capacity with 23,000 new residential subdivision lots currently proposed by private enterprise. A number which can sustain 50,000 people). Further and importantly subject to appropriate direction and strategic policy input and mandate from the State and Commonwealth Governments it is believed that these population targets can be achieved.



The required *visionary* Government policy mandate should be based on the desire to create a series of major Regional Cities to counter-balance and support Perth and see the evolution of Western Australia into a truly sustainable multi-city State and economy of global significance.

Economy

The Mid West region has a diverse economy built around mining, agriculture, fishing and tourism.

An important contributor to the Western Australian economy, the Mid West's gross regional product was \$3.5 Billion in 2005/2006 which is 17.9 per cent higher than the previous year in real growth terms.

Mining is the most valuable sector. In 2005/06, the mining and petroleum production in the Mid West reached a value of \$2.4 billion.

Agriculture is also a significant industry for the Mid West. In 2003/04 the region's agricultural gross value was \$792.2 million a substantial 12.6

percent of the state's total. Agricultural industries include various cereal and legume crops, Livestock predominantly sheep and cattle, horticulture and aquiculture both on the coast and inland.

The Mid West has the highest value fishing industry in Western Australia, accounting for 36 per cent of the State's catch in 2004/05. The lobster catch alone was worth \$116.6 million dollars in 2004/05.

The Mid West is also a popular tourist destination and visitors to the region make an important contribution to the local economy. In 2004/05 domestic and international visitors were estimated to have spent \$202 million dollars in the region during overnight visits. The Mid West region has a strong and significant manufacturing sector worth \$383 million in 2001/02 (the most recent data). The majority of manufacturing businesses are based around servicing the needs of the regions agricultural, mining and fishing industry sectors.

Source: Department of Local Government and Regional Development, Mid West Development Commission, Australian Bureau of Statistics

2020 Vision Outcome Statements

A Creative City

To become a City which values its creative knowledge and economy as an essential element in broadening its capacity.

By 2020, the community will reflect its evolution through an enlightened society which acknowledges and reflects Yamatji custodianship, respects cultural diversity, protects its historical significance and creates new innovative and contemporary built form of public art and buildings in the public and private domain which reflect the diversity and ingenuity of the community.

Key Initiatives

Civic Precinct Redevelopment

The City has embarked on a key master planning exercise that provides a vision for creating a fully integrated civic and cultural precinct for the regional capital of the Midwest. Key components could include:

- A new regional library and information service.
- A new Council facility that accommodates the key governance functions and civic facilities for the City of Geraldton-Greenough.
- A new Administration Centre to accommodate the administrative functions of the City of Geraldton- Greenough to house all the key administrative functions in one complex.
- A Convention Centre, it has long been recognised that there is a need for a full conference facility in the City of Geraldton- Greenough. The intent is to fully integrate the facility with the existing Queens Park Theatre.
- The potential cultural and indigenous gallery and facilities such as part of the redevelopment of the existing City administration complex.
- A combined city decked car park with a state of the art office complex to house government agencies and services in a common location.

The precinct would represent a landmark development at the heart of Geraldton, which establish the regional status and function of the City.

Batavia Coast Marina – Stage 2

\$15 to 20 million

Stage 1 was funded by the State Government through the Mid West Development Commission. This project played a significant part in 'changing the face' of Geraldton as part of a transition to an exciting and vibrant waterfront City.

Stage 2 was unable to be progressed until the rail line which ran through the Marina site and along the CBD foreshore was removed. The rail line was de-commissioned and removed during 2006 following completion of the Southern Transport Corridor.

MWDC has completed a high level pre-feasibility study for stage 2 and found that the project was viable and has the potential to be self-funded. A detailed feasibility now needs to be carried out. Given the current market value growth of land within Geraldton there is now a real opportunity to progress with iconic development and finalise this core key precinct to finish off the great work done to date.

Batavia Coast Marina – Boat Pens

\$2 Million

There are presently 48 public pens within BCM, all of which are currently occupied. A further 39 private pens have been constructed by the Geraldton Yacht Club as part of their relocation from the Port of Geraldton. There remains a waiting list of approx 70 vessels for new public boat pens and an assessment of boat mooring demand has indicated that there will continue to be a significant demand for more public pens.

Construction of an additional 50 to 80 recreational boat pens is required, complete with utility services, in the Batavia Coast Marina.

Eastern Breakwater

\$8 Million

As a feature of the Foreshore redevelopment project, the existing Eastern Breakwater is to be further developed and enhanced to provide a vastly improved level of public access and facilities. A concept plan has already been developed showing the proposed new facilities and how they integrate into the Foreshore Master Plan.

The Eastern Breakwater Precinct is to provide an attractive deepwater, centre of the harbour experience to the public. It will also provide exceptional viewing platforms to the logistic operations of the Geraldton Port and also the unique natural environmental feature of the famous seals at Seal Rocks.

The precinct will also contain the proposed Multi-User facility which incorporates the relocated Geraldton Regional Visitor Centre as well as a combination of community uses and operations.

Foreshore Multiuse Facility

\$5 Million

A core component of the Eastern Breakwater Precinct is the Foreshore Multiuse Facility. This facility is required as part of completing the implementation of the foreshore development project.

A new facility is required to accommodate:

- Geraldton Visitors Centre.
- Geraldton Recreation fisherman's Association.
- HMAS Morrow Cadets.
- School Based Boating facilities.
- Storage for Champion Bay Surf Lifesaving Club.

It is also envisaged the facility will include toilet and refreshments facilities along with a covered sand she//stage that would be used for community events such as Australia Day and Sunshine festival.

The estimated cost of this project is between \$6-7 million and Council is seeking \$5 million towards this project.

Champion Bay Foreshore Enhancement Project

\$8 Million

This precinct incorporates the coastal foreshore between the Marina and Bluff Point to the north. At approximately 2 km in length the great stretch of foreshore and coastline has the potential to become an iconic beachfront strip supported by a growing tourism and short stay precinct with the locality of Beresford. With the closure of the railway between the Port and Narngulu via Bluff Point, transfer of land for community use is underway. The area has suffered considerable coastal degradation and erosion. The

precinct has many similarities with the redevelopment which occurred on the “Back Beach” in Bunbury (a partnership between the State and local government). A similar concept is proposed with coastal protection measures and increased community amenity and access.

Chapman River Wildlife Corridor

The Chapman River Wildlife Corridor is an important biodiversity area and home to rare/ endangered species, works need to be undertaken on updating of management plans, rehabilitation of the existing corridor, control of indiscriminate and destructive 4WD vehicle and motorbike access, and the construction of visitor facilities including paths and interpretative signage. Consideration also needs to be given to further land acquisitions to extend and wider the corridor where opportunities exist at present.

Moresby Ranges

The Moresby Ranges form a key backdrop to the Geraldton urban area. Planning studies need to be completed and then funding allocated to permit the vision of creating strategic regional park areas and corridor linkages, opportunity also exists for compatible land use developments that enhance the value of the ranges.

Bluff Point to Wonthella Rail Corridor Enhancements

\$50,000

The Wonthella Progress Association has developed a concept plan to utilise the former rail corridor between Marsden’s Meadows and Bluff Point. The projects value is both in its low key use in a “rails to trails” project and rehabilitation opportunities for endemic plant species. The trail aspect would link with regional sporting facilities and other cycle/ pedestrian links.

Tourist / Business Accommodation

Geraldton suffers from a shortage of appropriate tourism and business accommodation. There are two distinct opportunities, which can be facilities by a partnership of the State and local government.

Hotel development with Proposed New Convention Centre

There is a potential opportunity to facilitate the development of a new business style hotel within the Civic Precinct possibly between the existing Queens Park Theatre (incorporating a new Convention Centre) and the existing Queen Elizabeth II Senior Citizens Centre. Such a development could be done through providing land tenure of long term (possibly 50 or 99 year) tenure and/or funding in conjunction with the development of the Convention Centre.

Transitory Worker Villages to resort Facilities

There is an immense demand for the development of short term (12 month to 5 year) worker village or camps as part of the resource developments and the proposed Oakajee Port development. In many cases these developments add little value to the local community or economy. Given Geraldton’s unique coastal nature and the State’s strategic holding of significant tracts of coastal lands; there is the potential to make appropriate locations available on a suitable tenure through 42, 50 or 99 year leases where worker camps/villages can be developed in a quality resort style. At the end of the operational period to meet the construction demand, the camps/villages can revert to short stay tourism developments. This timing would work well with the proposed transition and repositioning of Geraldton as a tourism destination.

Security Improvements & CCTV Cameras

The development of a comprehensive Geraldton Foreshore and part CBD closed circuit television (CCTV) network to assist in countering issues with localized crime and inappropriate behaviour is being done in partnership between the State and local governments.

There is an on-going need to continue the development of the network to cover other key areas both within the CBD, especially focusing on precincts containing late night licensed venues; but also to include other priority precinct within the Shire (both urban and rural) settings.

Central Greenough - Future Directions

\$12 Million

Central Greenough has cultural significance for the following reason:

- The place processes aesthetic significance.
- The place processes historic significance.
- The place processes scientific significance.
- The place processes social significance.
- The place processes rare significance.

There are some 19 buildings/structures. It has been estimated that it will cost between \$10 – 12 million to make all buildings fully operable including the addition of essential new facilities.

Such works cover:

- (i) Provision of utility works to all buildings (water/power/gas/waste management).
- (ii) Completion of conservation works for each building.
- (iii) Complete interpretation works.
- (iv) Providing new facilities to increase the flexibility of use of buildings.
- (v) Complete landscaping, providing additional car parking and the construction of a new internal road.
- (vi) External Marketing Campaign.

Council is seeking \$5 million to complete (i) to (iii). There is an opportunity to fund this through allowing the development of residential developments to create a living historical village with the core of iconic heritage properties as the basis for this village.

Interpretive Walk Trail – Foreshore Project

\$85,000

The City has endorsed a Geraldton interpreted Walk Trail Project that covers 5 Walk Trails. The total cost implementing the 5 trails is estimated at \$414,340. The Walk trail with the 1st priority is the Foreshore Trail that covers from the Geraldton Museum to No3 Railway station.

The estimated cost to implement this walk trail is \$130,000. Council seeks \$85,000 towards the cost of this project.

Youth Space – Foreshore Reserve

\$85,000

The City plans to provide two specific youth spaces on the foreshore near the Fitzgerald St / Foreshore Drive Area. The cost for the Youth playground area is \$127,000 (including installation) Council has lodged a funding application to the proceeds of Crime. If not successful Council seeks \$85,000 towards the cost of this project.

Regional Transport Museum

\$15 Million

The City has commenced initial stages in developing concepts and proposals to develop a new Regional Transport Museum. This recognises Geraldton-Greenough's pivotal role in the history of Western Australia especially through the construction of the State's first railway which was constructed between Geraldton and Northampton. It is envisaged that such a complex will be a working/display museum that will include all forms of transport. The project has the full support of the Veteran Car Club of WA Midwest Branch and the Batavia Boat Vintage and Classic Car Club.

Council is seeking \$25,000 towards the cost of preparing design plans for the Transport Museum which is estimated to cost \$45,000 – \$50,000.

North Road Stock Route – Drive Trail Implementation

\$748,000

In 2005 the City received a consultants report on the Feasibility of development a trail along the old North Road Stock Route, which was in use from the 1850's and gazetted in 1889. The Trail originally followed some 67 Indigenous watering holes. In June 2008 Consultants presented Council with a Trail Development Plan for the Drive Trail. The Development Plan covers from Cambridge Council to the City of Geraldton-Greenough and involves 33 interpretation sites. Once constructed, the trail will link up with the Outback Pathways Trail and the soon to be developed Monsignor Hawes Trail. It is hoped to open the trail at the same time as the Indian Ocean Drive.

On behalf of 9 Local Governments, Department of Conservation and the Department of Indigenous Affairs the City seeks \$500,000 for this project. Local Government, Mid West Development Commission, Wheat Belt Commission, D.E.C, Tourism WA, D.I.A will be asked to contribute \$230,000.

Beachlands Redevelopment

A project to progress the timely provision of infrastructure services to facilitate the redevelopment of Department of Housing & Works as well as City land parcels in the suburb of Beachlands.

The first stage is to undertake master planning and community consultation to develop a vision that considers density increases and the provision of a wide variety of housing types close to both the Geraldton City Centre and local facilities. There is a real opportunity to create a unique high quality inner city urban space which meet new levels of sustainability, new urbanism and also provides a much need social and affordable housing component.

A Sustainable City

To become a City which provides leadership in the Mid West community in terms of ecological and environmental stewardship.

By 2020, the City will develop new and revitalise existing urban communities founded on the principles of sustainable development to cater for the population growth. It will primarily be powered through renewable energy sources. The environment will be a priority with key corridors revitalised and restored. The community will be connected through an efficient public transport network.

Key Initiatives

Batavia Coast Maritime Institute Sustainable Energy Generation \$500,000

Opportunity exists to build on the facilities and utilise available space at the BCMI to move into this delivery area. Additional industry research is required to ensure alignment with this emerging industry and that training needs are well understood.

Material Recycling Facility

\$550,000

The City of Geraldton-Greenough intends to build a Material Recycling Facility (MRF) located in Narngulu, to provide the necessary infrastructure required to commence kerbside recycling in the Midwest region.

The Geraldton-Greenough community has very much been in favour of introducing kerbside recycling over the past years and it is only recently, with improved markets for recycled products that the project has become viable for regional centres such as ours. Significant transport costs and the lack of available markets being the major factors that withheld the previous Geraldton Greenough Regional Council from committing funds towards kerbside recycling. The City committed \$1.48M towards the project in the current financial year's budget to commence the recycling project in the Midwest region, tying it in with the State Governments 'Zero Waste 2020 Vision'.

Eighth Street Sporting & Recreation Precinct

\$30 Million +

The Eighth Street Precinct, based in the locality of Wonthella, is recognised as the City's principle major sporting complex. It hosts a large variety of sporting, cultural and recreational facilities and community groups. The precinct has evolved over many decades, primarily on the back of community spirit and volunteerism.

The City is currently undertaking a comprehensive review of the requirements for the future development of the precinct through a jointly funded exercise with the Department of Sport & recreation and involving extensive community engagement. There is an identified need of between \$30 million to \$55 million to complete the required developments.

Eadon-Clarke Sporting & Recreation Precinct

\$12 Million

The Eadon-Clarke Precinct, based in the locality of Spalding, is an evolving and growing sporting complex meeting the needs of a variety of sports and recreation pursuit for the northern suburbs and communities of Geraldton.

The City has undertaken a comprehensive review of the requirements for the future development of the precinct through a jointly funded exercise with the Department of Sport & recreation and involving extensive community engagement. The Master planning process has identified a specific investment requirement of \$12 million.

Coastal Management

\$250,000

A major contributing factor to the unique charm of the City of Geraldton-Greenough is the chain of near pristine beaches surrounding the region. Nurturing and sustaining this irreplaceable asset requires dedicated attention and planning. Unfortunately, a myriad of pressures are beginning to make their presence felt on the complex and fragile marine ecosystem which constitutes these beaches. These pressures include increasing 4WD usage, coastal development in the vital sand dune systems and the limited flushing of the nearby rivers arising from the much lower rainfall being experienced in recent times.

The City of Geraldton-Greenough is committed to developing a strategy for managing of its coastline, and in particular those beaches which have been experiencing high levels of erosion, namely:

- Point Moore.
- Greys Beach.
- Marina/Chapman Road.
- Sunset Beach.

Olive Street Reserve (Mahomet's)

\$500,000

Master planning of the reserve area is underway and geotechnical work has recently been completed. Considerable scope exists to redirect the storm water that flows through the north & south pipe at Mahomet's into the reserve area for recharge and/ or creation of an urban wetland and environmentally focused open space.

Implementation of master plan would allow for existing bush areas to be rehabilitated and the creation of a formal path network and facilities. It will also provide the planning framework to identify the opportunities for rationalisation portions of land which may be excised for residential development which will assist in funding the overall development and general precinct (linkages and facilities) improvements.

Coastal Modelling

The existing beaches of St Georges Beach, Greys Beach, Point Moore, Chapman Road Beach, and Sunset Beach coastal area have been subject to significant erosion problems over a sustained period. This has occurred without the influence of any significant storm event; but rather has occurred as part of a longer term, and unexplained, change in coastal systems. These coastal erosion problems have the potential to have adverse impacts on the existing Geraldton Port and the proposed Oakajee Port.

There is the need to undertake a comprehensive coastal analysis and computer modelling which clearly identifies the drivers of the coastal system and to provide long term solutions and strategies to resolve these issues. A long term rehabilitation plan and works to stabilise the area needs to be undertaken due to the ongoing erosion problems. The project has the potential to be staged over a number of years.

A Smart City

To become a centre for the new economy with a focus on learning and technology.

The City will enhance its educational resources with a present focus and priority of supporting and assisting the development of the Square Kilometre Array (SKA) project to ensure it progresses and importantly that the location of its key functions such as the proposed super-computer is located in Geraldton.

By 2020, the City will have capitalised on the development of the SKA and the location of the super-computer to create the base for new industries and technologies creating a new technology and economy hub of global significance. Opportunities will abound for our future generations to participate in the new economy.

Key Initiatives

Australian SKA Pathfinder (ASKAP)

\$100 Million

ASKAP will be a world-class radio telescope in its own right, as well as being a pathfinder instrument (1% demonstration project) for the full SKA. When built it will be the most powerful radio astronomy instrument in existence. It will consist of multiple dishes, working together as a single instrument.

Early Pathfinder experiments are expected to start in 2007-08, construction of the Pathfinder telescope will take place from 2009.

International SKA Project

\$2 Billion +

The SKA is the first telescope conceived as a global project and involves 17 countries in construction of the world's biggest radio telescope. It will be 100 times more sensitive than today's best radio telescopes and have a collecting area of one square kilometre. The Murchison Radio Observatory is one of two international sites short listed for the construction of this telescope.

The development timeline is as follows:

- the final SKA site is expected to be announced in 2012;
- construction to commence in 2012; and
- SKA expected to be fully operational in 2020.

The project presents one of the greatest opportunities to diversify the Geraldton and Mid West economy in order to embrace the new economy and technologies.

A key success factor in securing this project is ensuring that the project delivers real and tangible regional and indigenous development outcomes.

International Radio Astronomy Research Centre

\$30 Million

The funding for this initiative was set up by the Premier as the responsible Minister for Science. The International Radio Astronomy Research Centre would add to WA's already significant radio astronomy research capability. The intent is to create a comprehensive centre that will do pure radio astronomy science as well as develop new ICT and engineering systems. The centre will involve The University of Western

Australia, Curtin University of Technology, CSIRO, research institutions and industry. We also expect significant involvement from other WA, national and international research institutions and industry partners.

It is intended that the centre will also be home to hundreds of researchers, technicians and post-graduate students. Specifically, the State Government's \$20million will contribute towards:

- the employment of up to 100 scientists and technicians to undertake radio astronomy research and development;
- purchasing and developing new software and technologies;
- developing radio astronomy-related industry capability in WA through employing scientists and engineers to work with local industry to design, develop and manufacture engineering solutions for SKA;
- undertaking public outreach and education programs; and
- creating domestic and international linkages and partnerships on SKA.

It is expected that proposals would be developed by July 2008, with the centre up and running in 2009.

A critical element with this proposal is to ensure that the core for this centre is based out of Geraldton as part of the Geraldton Universities Centre (GUC). The GUC has the capacity to provide an independent regional basis to manage the program on behalf of the various universities and agencies party to the project.

Basing the centre in Geraldton will also maximise the regional benefit of this project and lead to progression of Geraldton as a "Smart City" with a unique space and research focus. It will also provide a vital regional focus enabling the proper engagement, interaction and participation of the Yamatji peoples, an outcome which cannot be realistically achieved if the centre is purely based in Perth.

Pia Wadjari to Geraldton Sealed Road

The City is supportive of a sealed road to the Pia Wadjari Remote Aboriginal Community from Geraldton. Provision of this road would benefit the SKA site bid, as well as the Pia Wadjari Community in the Murchison. It would make education and training opportunities much more accessible, not only because it makes it easier for Pia Wadjari to access opportunities in Geraldton, but because it makes training posts more attractive at Pia Wadjari.

Integrated Regional Health and Education Precinct

\$5 Million

A start was made on the development of a master plan to create a true Health/Education precinct to cater for the future growth of the Geraldton and Midwest region. The project needs to be rejuvenated to include both the public & private sector providers.

- Stage 1 Preparation of master plan (including infrastructure analysis).
- Stage 2 Servicing, earthworks over key areas, road network connections.

The need is based on the limited available land on all campuses with potential competing demand from the Geraldton University Centre, Education Precinct and the possible computing centre to service the Square Kilometre Array (SKA) telescope.

The Site Master Plan should also provide some scenarios that will allow for College expansion on other sites given the go-ahead of planned developments in the region.

Integrated School of the Air Complex

The Government is currently reviewing the long term future of the School of the Air Services for regional and remote communities. Amongst the options being considered are centralization to Perth. Such a concept would be a great disadvantage to many who enjoy the regional focus of the world class service.

It is proposed that an alternate option be considered whereby the service could be focused on two centre one, being in Geraldton and another to service communities in the far north and Kimberley.

The option for a Geraldton Centre could be located at the existing Geraldton Beach Summer Camp in Bluff Point. The development of a state-of-the-art facility in conjunction with short stay accommodation, for the residential components of study would provide a quality and unique facility where students and their families could enjoy the relaxed lifestyle in a regional setting. .

New Schools (Southern areas)

The current lack of schooling facilities, particularly in the burgeoning new southern suburbs. There is anecdotal evidence that this lack of schooling facilities is beginning to affect the ability to attract workers and families to those areas.

The State is requested to consider prioritising the development of new primary school facilities within Geraldton, but specifically prioritised in the southern suburbs.

TAFE Multi-Purpose Skills Centre

\$3.5 Million

Incorporating building and construction, wet trades and a new fit-out for plumbing and gas fitting. Centre to comprise large multi purpose workshop, plumbing and gas fitting delivery area, classrooms, staff areas and student amenities including toilets and showers. Temporary accommodation for Records and the Stores functions are also proposed to be incorporated in this centre, freeing up other space within the College for high priority delivery areas.

As apprentice numbers continue to increase in the building and construction trades with this industry remaining strong in both residential and commercial sectors in the Midwest region. Increases are also expected in VETSS delivery with the SAL program full and interest now beginning to be shown in School Based Apprenticeships. Despite extensions to the building and construction area completed in 2007/08 this area continues to be at full capacity, limiting further offerings.

TAFE Indigenous Training Services Centre

\$3 Million

This centre will comprise student tutorial rooms, resource room, performing arts area, toilets and changing rooms, staff offices for Indigenous Training Services staff and a reception/exhibition space. In addition the outdoor area will incorporate an amphitheatre, bush tucker cooking area, and outdoor tutorial/counselling space.

The College places a high priority on delivery of training for Indigenous clients with around 20% annually of total delivery being provided to Indigenous students. This project will provide an identified Indigenous space on the campus, a welcoming environment for students and an opportunity to build a place of cultural identity. There is much research that indicates the provision of welcoming, culturally identified places for Indigenous students on campus enhances their learning experience and contributes

to increased outcomes. The centre would also increase delivery options for the College with the addition of facilities for performing arts, music and dance. Concept plans and a floor plan have been drawn up for the centre based on consultation through the College's AEETC, who are fully supportive of the plan. A site on the Geraldton campus has been identified and the concept plans have been developed with this site in mind.

TAFE Health and Community Services Building **\$5 Million**

For delivery of nursing, health worker and personal services training, potentially in partnership with GUC, Midwest Health Service and/or other partners. The building is required as an area of synergy with universities and Health Service (Geraldton Regional Hospital) with potential for value adding to delivery facilities and to create articulation pathways from TAFE to university. Current facilities have been adequate for the delivery of nursing however enhanced facilities and linkages with the GUC and the Midwest Health Service would provide opportunities for delivery in allied health areas and could expose students to a much broader range of industry experience.

TAFE/Hospital/Combined Universities Centre Accommodation

The currently residential units are showing signs of their age and require constant maintenance and refurbishments to ensure they continue to offer attractive and good quality accommodation for students. A major upgrade is needed to refurbish and modernise the units, install additional security and amenities such as parking and recreational areas for students. The increasing number of young students (under age 18 years) also presents a duty of care concern and the options for housing younger students separately needs to be considered. There is also potential to develop a new complex able to service TAFE, university students (Geraldton Universities Centre and Combined Universities Centre for Rural Health) and Midwest Health Services visiting students.

TAFE Student Services & Career Development Centre

In conjunction with Education Precinct partners, to bring together a range of services and providers (Geraldton campus). It is proposed as part of planning for the Education Precinct. A multi purpose centre would house a variety of services including TAFE and schools careers and information officers, agencies such as Employment Directions Network, Youth Pathways and possibly the Participation Unit. The centre would fulfil the "one stop shop" concept providing information, advice, referrals and enrolments in one location. Longer term plans for this centre include a student wellness centre, meeting rooms, café and rooms for visiting practitioners, e.g. doctors, Centrelink and others.

A Network City

To become a logistics and transport hub focussed on the ports at Geraldton & Oakajee.

The City will integrate with the industry precincts of Narngulu and Oakajee, the Geraldton Regional Airport and further utilise the extensive regional road and rail network to enhance productivity outcomes.

By 2020, the City will be connected to the national rail network enabling passenger rail services between Geraldton and Perth and also connecting Geraldton & Oakajee Ports to the remainder of Australia fulfilling its potential as a logistics hub of national significance as an import and export facility for bulk commodities, general goods and containers. Its natural advantages over southern and eastern ports will ensure that it will be recognised as Australia's western portal to the Asia, the Sub-Continent, the Middle-East and an emerging African continental economy.

Key Initiatives

Establishment of Strategic International Alliances

The City recognises that to become a major national and international hub that in addition to the key infrastructure and resourcing it also needs to foster and develop key alliances and partnership with major trading countries.

Japan is currently Australia's largest trading partner. Whilst specific trade opportunities in this sector remain limited, the cultural benefit and technology exchange remain a powerful incentive. The City currently enjoys a progressive relationship, now in its tenth year, with the City of Arai Cho in Japan.

The City recognises that China is fast becoming the next major global economic powerhouse for the 21st century. The City is working closely with the Western Australian Government and the Chinese Consul to develop a Sister City relationship with an appropriate City in China.

A future economic powerhouse is that of the Indian economy. With a substantial population base and rapidly growing information technology and manufacturing base, India has the potential to become one of Australia's largest trading partners over the next 20 years. Geraldton, with its logistical and infrastructure strengths in conjunction with its geographical location is well positioned to become the portal for future trade with India. It is proposed to progress with the development of a Sister City relationship with a key City in India with the intent of assisting the goal of being the focal point of trade.

Development of Oakajee Deepwater Port

\$2 - 3 Billion

Although the current concept is for a fully privately funded Port at Oakajee (20 km north of Geraldton), the Port should be considered as of state significance and in fact is the last site available where a multi use port can be fully integrated with an adjoining heavy industrial estate with good infrastructure links to the hinterland. Formal recognition at a State & Federal level of the importance of this area is integral both to the Port's future development and that of the whole State's economic development.

There is a need for the State to formally assist by coordinating and facilitating the assessment and approval process (planning and environmental) and also putting in the required service and transport corridors. The State could also facilitate the development by mandating certain products and resources are directed towards Oakajee. Whilst the existing Geraldton Port has consider capacity is remains a critical element and driver in the Geraldton economy and community; it is appreciated that it does have some capacity constraint issues primarily given its highly urbanised location.

Oakajee Port and the associated national scale Industry Precinct offers the State a unique opportunity and possibly the most significant logistics and industry hub which can service the whole South West Land Division which is increasingly suffering constraint through urban encroachment, significant environmental issues and logistics access deficiencies. This is being evidenced in Bunbury (Kemerton) and Perth (Kwinana and the Fremantle Port at both the Inner and Outer Harbours).

The Oakajee Deep Water Port & Industry represents the best way forward for the State to grow.

Oakajee-Narngulu Corridor

\$30 Million

The implementation of the strategic corridors remains a critical element in the likely success and potential development of the proposed Oakajee Port.

Stage 1 Corridor needs to be defined and mechanism put in place to facilitate acquisition.

Stage 2 Land acquisitions to occur to safeguard this important corridor for not only rail and road but other infrastructure services.

In May 2007 DPI commissioned ARRB Group and Kellogg, Brown and Root (KBR) to undertake a study of the corridor. Through this work DPI is seeking to establish services that are likely to have a requirement to share or access the corridor in full or in part. Also, advice on individual utility service requirements in terms of depth, width and buffer requirements and a conceptual cross section – 300 metres wide recommended at this stage.

DPI is planning to undertake the next phase of detailed assessment for the alignment, however, there is a need to factor in the new rail alignment to the port from Weld Range and Jack Hills. The alignment of the preferred corridor is still in the negotiation phase through the Oakajee project team. There have been some internal DPI discussions regarding further work to compare alignment options, if funding can be sourced.

Oakajee Industrial Estate

\$100 Million

The estate comprises approximately 6,500 hectares of land owned by the WA State Government of which 1,100 hectares is zoned for heavy industrial and 200 hectares is zoned for support industries.

The land is currently farmed and waits servicing (power, water gas etc). Recognition and a firm commitment to the development of the Oakajee Industrial Area is essential to finally provide certainty to potential proponents and that it is an area of state significance.

1. Key Stages include master planning, to accommodate a variety of industrial activity.

2. Infrastructure provision including roads, rail, water, power etc (with emphasis on relocation wastewater treatment plant from constrained site at Glenfield Beach to Oakajee).

The precinct is recognised as the largest industry precinct which is associated with a deep water port in all of Australia. Given the unique nature of the site being primarily cleared, it also offers some environmental clearance advantages over some southern region industry parks and precincts.

Integration to the National Rail Network

The potential development of the Oakajee Deepwater Port and Industrial Precinct creates an ideal and exciting opportunity for an internationally significant logistics hub. The industry precinct creates an opportunity well beyond a simple resource export base, but rather an integrated import and export logistic hub and associated industry which would also include containerisation as part of the region becoming a national gateway.

To achieve this strategic and beneficial outcome, the region must be linked to the national gauge rail network. This can be facilitated in two ways; either by:

1. upgrading the existing Midlands rail line to Perth, which would also enable the development of a fast passenger rail service which recognises the increasing cost of fuel and the need for regional public transport solutions which are family friendly (as opposed to buses or air travel over long distances); and
2. development of an eastern "spine" to service the significant resource deposits in the regional hinterland which would ultimately connect to the national gauge network at Leonora.

Regional Road Network review

On advice from the local MRWA office, it seems that Main Roads and DPI are currently undertaking a Freight Network Study for the Geraldton Area, which will be a very valuable resource in the future. Such a model enables comprehensive analysis of infrastructure needs and planning. It also importantly provides for a valuable base case to assess new development (urban development such as sub-divisions and retail complexes) as well as infrastructure and resource projects.

The City also requests that the State Government allocate funds to enable a full Traffic (Regional TRIPS) Model to be produced for Geraldton-Greenough region which connects to the Perth metropolitan traffic model, as part of the extension of the interregional model across the State. Some specific key outcomes would include:

- to upgrade and recalibrate the previous model (2001) with the latest available land use and traffic information;
- investigate the impact the proposed North/South Road will have on reducing volumes on, and removing large vehicles from, Brand Highway and North West Coast Highway;
- investigate the need for improved road network planning for South Geraldton, including east/west links between big new coastal residential development and employment/services to the east; and

- incorporation of the latest structure planning for both the North and South Geraldton and the likely effect these developments will have on traffic forecasting and improvements to the transport network.

Southern Transport Corridor Stage 2

\$60 Million

Following completion of Stage 1 in late 2005 at a cost of \$88M, Stage 2 will involve the construction of approximately 9.5 km of new roads from Stage 1 of the corridor just east of the Waverley Street bridge following the new rail alignment to the Narngulu Industrial Estate and then proceeding eastwards to the Geraldton Mt Magnet Road (east west link) near the airport. This will provide improved separation of light and heavy vehicles. The main contract is estimated to take approximately 18 months to complete, with an anticipated commencement date of mid 2008, subject to state budget approvals. Funding has now been proposed to be allocated over 4 years. 2008 – 2009 Budget Allocation: \$25 million.

North South Road (including Webberton Road)

The planning for a major north- south road alignment is essential for the functionality of the regional road network in Greater Geraldton, past indecision on this link has effectively closed off many options to gain an alignment that works for both visitor, tourist and industrial traffic passing from Perth to the North West and for local traffic management. Work has been undertaken on an indicative alignment but has reached no definitive conclusion, further work is underway but if the alignment is not defined and subsequently secured in the near term the option will be lost.

Consideration should also be given to some sections performing an infrastructure corridor function due to pressures already being experienced for services alignments.

The project could be split into a number of stages:

1. Stage 1 Completion of route alignment & definitions studies between Geraldton to Mount Magnet Road to Brand Highway;
2. Stage 2 Acquisition of required road reserve; and
3. Stage 3 Construction could feasibly occur in stages, there is a need to work through a priority for each section and a priority for CGG is the already acquired (by Local Government) corridor from the Geraldton- Mount Magnet Road along the Webberton Road reserve to an intersection with North West Coastal Highway and the link south to the Geraldton Southern Transport Stage 2.

Flores Road Realignment

\$3 Million

The discontinuity on the very heavily trafficked Flores Road and Place Road intersection presents a highly unsatisfactory risk to the passage of any vehicle travelling through in either direction. The risks are compounded because of the heterogeneous mix of heavy haulage and passenger vehicles. The unfortunate mix of traffic poses additional risks because of the close proximity to a K-12 school, the burgeoning suburban developments in the area and the very active industrial zones.

Until the stage 1 of the Midwest Southern Transport Corridor, the alignment of Flores Road was constrained by the location of the existing railway tracks. Now that the railway line has been relocated, there is an opportunity to correct the misalignment and also correct what is at present a highly hazardous traffic route.

North West Coastal Highway Dual Carriageway

Eastward Road to Green Street & realignment through CSBP land in Webberton. This project was initially proposed to occur in the early 1990's and has continually missed funding yet the traffic levels and pressure on the existing road has not decreased. Serviceability has dropped as a result and numerous issues remain unresolved together with a blighting on adjoining land areas due to the lack of commitment to fund the works.

Phelps Street/ Eighth Street Link

The Phelps & Eighth Street intersections on North West Coastal Highway are located in close proximity to each other. The Eighth Street Sporting Precinct is a significant destination for vehicles from all over the Greater Geraldton area. Main Roads WA has acquired a number of properties to facilitate the construction of direct link between Phelps and Eighth Street to eliminate the double intersection and hazards that go with it. North West Coastal Highway is also a road train route that the close spacing of the intersections also creates additional problems for heavy haulage vehicles. Early construction of the link is needed.

Indian Ocean Drive

The timely completion via the use of the committed funding for the construction of the final part of the Indian Ocean Drive link from near Lancelin to Cervantes remains a priority outcome for Geraldton-Greenough. Any new road development needs to include ensuring that restrictions apply to heavy vehicles utilising this route.

Murchison Rail Link

There are a number of rail projects proposed for the Mid West at the moment. The Government has confirmed that WestNet Rail will be given the opportunity to develop a link into Oakajee thereby ensuring a connection between Oakajee and Geraldton ports and with the entire rail in the region. The State Government will identify a corridor for the rail line connecting Jack Hills and Weld Range mines to Mullewa. The WestNet rail proposal also includes significant upgrades and expansion of the existing Geraldton, Mullewa, Morawa rail line and a link from Narngulu to Oakajee.

Role of WAPC & DPI in the Region

It is recommended to create and resource a Regional Planning Committee similar to the South West model. This will allow Committee representatives to view issues in the region and make informed decisions on the community they live in. Together with the creation of the committee consideration should also be given to the resourcing needs of the Midwest DPI Office through the provision of strategic planning resources. The City is willing to partner with the State Government to facilitate a long term and positive outcome in this area.

The Midwest is anticipating a significant growth period over the next decade or more. Now is the time to be planning for the growth in terms of residential, industry, retail and infrastructure developments. There is a real concern that the current framework leads secondary regional areas to be missed as the WAPC/DPI's focus tends to be dominated by resolving and addressing Perth's long term and current planning.

Strategic Land Use Planning Issues

Some priority areas have been identified for urgent planning and review to implement Statutory Plans. Some of the priority projects include:

Batavia Coast Region Scheme

There is a major issue with the lack of statutorily reinforced and regionally focused planning scheme which provides for the entire regional and state significant infrastructure and planning requirements. At present many of the major strategic corridors such as the Geraldton North-South Road, the Narngulu-Oakajee Corridor does not enjoy statutory protection. The Scheme would also ensure key strategic reservation for areas of protection such as strategic agricultural, industry, port, residential land, commercial and importantly regionally significant conservation protection.

Such a Scheme should not focus on small scale district level planning, which is adequately covered through local planning scheme of the respective local governments. The intent is to provide an overarching mechanism for the City of Geraldton-Greenough and the Shires of Irwin, Chapman Valley and Northampton.

A New Combined (Interim) Town Planning Scheme

The City of Geraldton-Greenough is currently operated through three separate town planning schemes. The Scheme are old dated and require considerable updating and enhancement. It is understood that to implement a new scheme, with all the requirements (such as the development of a Local planning Strategy) may take anywhere up to 10 years to be achieved.

It is therefore recommended that the State, in recognition of facilitating common planning across the merged local government endorses and facilitates a strategy whereby the City is permitted to adopt the WAPC Model Scheme as its scheme text along with the existing Scheme Maps (in an unchanged format) from the respective existing Schemes. This could realistically result in a new Scheme being in place within 6 months. This would then facilitate a clean slate to commence with the appropriate strategic planning to implement a comprehensive scheme review and creation of a new long term Town Planning Scheme.

Northern Geraldton District Structure Plan

The Geraldton Region Plan incorporates a structure plan for the Greater Geraldton area, which identifies future residential, industrial areas, transport links and conservation and recreation areas. This document was approved by the Commission in June 1999 and is considered to be out of date. In order to address this situation the draft Northern Geraldton District Structure Plan has been prepared in order to ensure that future subdivision of land and development across the northern suburbs and outskirts of Geraldton are based on a sound planning framework. The Commission has resolved that a number of important issues still require resolution and these issues are currently being addressed by planning consultants and the document is expected to be finalized by April 2008.

Southern Geraldton District Structure Plan

In the south of the city additional strategic planning work is being undertaken by developers to provide for residential subdivision and development in this area. There is the need to create an overarching statutory master to oversee the development to ensure a strategic and coordinated approach is taken.

Industrial Planning

The Narngulu Industrial Estate Policy Directions Report has been prepared by planning consultants to meet anticipated industrial requirements for the Geraldton-Greenough and Mid-West region. This report is in draft stage and will soon go out to consultation.

CBD Underground Power

A significant part of the existing Geraldton City Centre is supplied via an aging overhead power system. Recent redevelopment activity has highlighted a piecemeal approach to power upgrades and a lack of co-ordination in achieving community benefits from these upgrades such as underground power options and associated infrastructure.

The City requests that the State Government commit to funding the undergrounding of power infrastructure within the Central Business District and then progressively through older localities which have above ground power distribution.

Eneabba to Geraldton Substation Transmission Line **\$450 Million**

Western Power is proposing to construct a new 330,000 volt (330 kV) transmission line between the existing Eneabba substation and a new substation to be sited at Moonyoonooka (approximately 15km east of Geraldton). The transmission line will provide power to existing and proposed energy users in the Mid West region including new mining and industrial projects. Western Power also proposes to replace the existing 132,000 volt (132 kV) Pinjar - Eneabba line with a 330 kV line.

The line will also support the installation of additional power generators including wind farms. The existing 132kV transmission lines do not have sufficient capacity to meet the increasing needs of the region, so significant network reinforcements are required by November 2010.

Geraldton Port Substation

The Geraldton Port area is primarily dependant on the CBD (Durlacher Street) Substation. This arrangement has satisfied the needs of the development of the CBD and port to date.

However with the significant growth in energy demands the Geraldton Port has the potential to create significant constraints on the future development of the CBD and the Foreshore precinct due to the limitations of existing capacity.

The long term resolution to this critical issue is the development of a major new strategic Electricity Substation at the Geraldton Port. This will secure both the future growth the port development's and operations and also the future of the CBD and the foreshore precincts which have received substantial government funding primarily as a stimulus to facilitate major renewal and development within that precinct including high density residential, offices and tourism).

CBD Water / Sewer Infrastructure Needs

With the anticipated major developments within Geraldton city centre it has already become apparent that there are going to be significant demands placed on water (especially for fire services) and sewer capacity. The approach to date has created significant inefficiencies and directly impacts on project viability due to the current fragmented processes involved. A co-ordinated infrastructure needs analysis and framework for developer contributions needs to be formulated to enable the City Centre to reach its full potential and eliminate duplication of services and space in-efficiencies. There is an opportunity for a partnership approach between the City and Water Corporation to facilitate a long-term solution.

Sewerage Infill Scheme

Infill sewer remains a critical element in facilitating development within the existing urban areas. Much of the inner Geraldton areas have higher density zonings, however these can not be utilised due to the lack of appropriate sewer infrastructure.

A prime example of this issue is land at localities of Beachlands and Point Moore. These areas contain a high proportion of government owned and management lands. The progression of infill sewer will enable the government in partnership with the City using either the Department of Housing and Works (LandStart) and/or Landcorp to develop new well planned sustainable higher density communities which contain the appropriate mix of social and affordable housing.

The advantage of placing infill sewer is that by providing higher density housing, it allows the utilization of existing infrastructure such as roads, parks, school and many other community facilities and also creates walkable and public transport friendly areas.

Upgrade Geraldton Airport to Jet Services Standard \$2 million

If the current State Government or the Federal Government Reviews into Air services require that Geraldton Airport becomes a Security controlled Airport (introduction of Regular Jet Services) then major infrastructure changes to the Greenough Terminal would require an estimated \$2,000.000 capital expenditure. State or Federal funding assistance in facilitating this change would be required.

It is appreciated that jet services may be a dual edged sword in that they may affect pricing to cover the capital cost of the new facilities as well as the need to operate using an additional 7 staff as well as additional screening technology.

The positive side to jet services is not only that it may create additional and improved services to Perth; but additionally that it may open up opportunities for direct fly in-fly out services to the Pilbara and other internal resource project areas thereby providing a residential base for resource sector employee in a comfortable and safe regional community environmental rather than forcing people to live in mass metropolitan suburbia disconnected from community which is currently offered by living in Perth.

Bus Service Review

It is recommended that a feasibility study is required to consider the upgrading of the Geraldton Bus Service network to include the provision of services that cover the commuter period rather than the current after school commencement/conclusion service that currently operates.

With ever increasing fuel costs and the need to change the demand of fossil fuels use, there is the need to create a sustainable public transport system to provide a viable alternative to the car as the sole method of transport within a regional community.

A specific request is also made to provide a city style CAT service which services the CBD and key tourism points such as the Sydney Memorial. This service could also link outer-CBD parking areas which could be used by employees, thereby freeing up valuable inner city parking areas.

A Working City

To become a City which builds on its natural advantages and infrastructure to create sustainable and diverse employment opportunities.

The City will integrate its existing learning facilities, natural resource industries, services sector and industry precincts to ensure the maximisation of synergistic potential to expand and diversify its economy and provide for sustainable growth and development.

By 2020, the City will provide opportunities for entrepreneurship, capacity building and productive employment for existing community members, new and potential migrants to the region and a specific focus on the traditional Yamatji peoples.

Key Initiatives

Fire Station

Fire and Emergency Services (FESA) have advised that as part of their future planning there is a requirement to relocate the existing Fire Station and develop a new Station along the North West Coastal Highway (proposing part of the current City depot).

As part of the negotiations with the member for Geraldton, some possible uses or suggested uses may be to relocate government agencies including FESA Fire Station (Durlacher St) and the Army barracks (Lester Ave) thereby vacating central business area sites currently occupied by these agencies to enable better land uses of those sites from social and economic viewpoints; and possible strip development opportunities for businesses that rely on high traffic volume exposure specifically vehicle sales showrooms. This in turn that may also attract vehicle sales businesses located within the central business area again providing greater opportunity for better land uses within the central business area. The relocation of the depot site may be a catalyst to State Government agencies to review the long term uses of land adjoining and in close proximity to the Eastward Rd depot site occupied by agencies.

Existing Depot Redevelopment

\$8 Million

The existing City of Geraldton Greenough Works Depot is currently comprised of the pre-amalgamation City of Geraldton Works Depot premises and the Main Roads (WA) Road Works Depot premises. An ongoing requirement exists for usage of the Main Roads depot in order to provide sufficient capacity for the combined Shire of Greenough and City of Geraldton operations staff, equipment and working stock. However, even with the temporary usage of this additional facility, space is still at a premium. Furthermore, it may be possible the Main Roads premises is to revert back to the Main Roads as they require the usage for their own operational purposes.

Each of the existing buildings and service facilities at the Works Depot are of a poor standard, and require either substantial refurbishment or complete replacement. In view of the limitations of the existing site, such an investment presents a poor value for money for the ratepayers of the Geraldton-Greenough region. A purpose built green-field site presents the opportunity to centralise staff accommodation and reduce

duplication of services and support. The synergies so achieved should result in a dramatically reduced recurrent expenditure (cost of operation), and provide a more coherent and responsive service delivery capability.

Public Transport Authority Land Marine Terrace \$1 Million

The State government, through the Public Transport Authority owns a key land parcel in the Geraldton city centre. The site has the potential to host a landmark development that will be a catalyst to further redevelopment of the city centre.

Completion of design guidelines and marketing of the land needs to be completed as a priority. Development of the adjoining public spaces is a secondary but important phase of the revitalisation of the area.

Geraldton Airport Technology & Business Park

The City of Geraldton- Greenough has been actively acquiring land in the airport buffer to safeguard the long term future of the airport. All too often airport buffer zones are eroded via subdivision or development of incompatible land uses. There is a need to establish key planning controls and undertake further land acquisitions to safeguard the airports functionality into the future.

The new secondary access road into the Airport off Deepdale Road and land subdivision to facilitate the proposed new works depot and light industrial land for the SKA storage facility at the Airport including development of sites to facilitate a major new Technology Park could require government to assist with funding for infrastructure of roads, landscape and underground power. The proposed Airport Technology Park would provide a substantial base for new developments and industries including those potentially associated with the proposed SKA project.

The upgrade of the Auxiliary Power supply at the airport is currently Government Funded \$41,000 of a \$200,000 project and in progress (Regional Airport Funding Grant).

Train Unloader Upgrade \$18 Million

The Train Unloader Upgrade Project is of critical importance in accommodating the growing demands of the emerging iron ore industry in the Mid West region. The trigger for the upgrade and hence the urgency to deliver a solution within the next 12 months is the pressing need for GPA to provide its customers with a rail receipt service that is aligned to their export intentions. Capacity studies undertaken separately by Maunsell and TSG Consulting have determined that with the present unloader system configuration, by April 2009 GPA will be unable to meet the receipt demands of its customers.

NWCH Land Use Policy Plan \$20,000

North West Coastal Highway is the primary north south route that links areas north of Geraldton with Perth. Increasing numbers of road train use the route together with local traffic. The highway users thus have a high exposure to businesses located along it. There is increasing levels of interest in further commercial development on highway frontage properties and there needs to be a comprehensive plan developed that actual support from relevant Government agencies to undertake a joint approach on an access/ land use plan for NWCH.

Appendix 2



MEDIA STATEMENT

FOR IMMEDIATE RELEASE

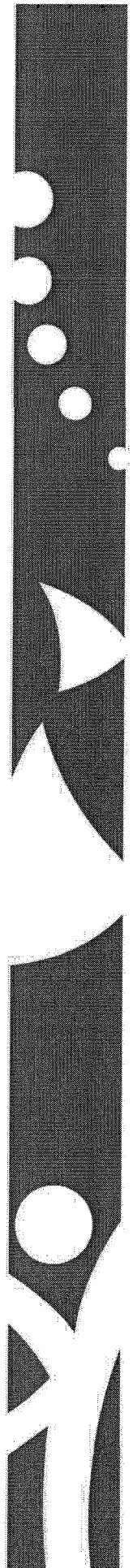
Geraldton-Greenough Highlights Key Priorities

Geraldton, WA, Monday, 15th August, 2008 - The City of Geraldton-Greenough has written to all candidates for the upcoming Western Australian State election who are standing in the seats of Geraldton, Moore and for the Upper House Agricultural District. The purpose of the letter was to provide candidates with a clear list of essential priorities and to inform them of the long term vision and aspirational targets which have been identified and can only be achieved through a collaborative partnerships with the State.

City of Geraldton-Greenough Chief Executive Officer, Mr Tony Brun said, "The City believes it is important to ensure that all candidates are fully aware of the City's and the Region's needs. By communicating with all candidates equally and transparently the City ensures that the facts are on the table". Election periods provide an ideal opportunity for electorates to state their case and bring to public attention the areas of priority and need.

All candidates were provided with an updated version of the Geraldton-Greenough Strategic Initiatives and Projects document and were also alerted to the significant priorities which the City believes need to be committed to and delivered in the next 4 year Parliamentary cycle. These immediate priorities include:-:

- **\$50 Million** towards the development of the Geraldton Civic Master Precinct incorporating:-
 - 700 seat Convention Facilities;
 - Regional Library & Smart Building;
 - Civic Customer Service Centre incorporating Administration Centre and Council Chambers;
 - Indigenous Arts Gallery and Interpretative Centre;
 - State Government Office Accommodation; and
 - Potential tourism accommodation (privately funded).
- **\$1.5 Million** towards the \$3 Million extension of the Geraldton Aquarena Complex to add gymnasium, fitness classes facilities and function space;
- The location of the previously committed **\$20 Million** International Radio Astronomy Research Centre (IRARC) into the Geraldton Universities Centre (and not in Perth);
- The location of the proposed Australian Square Kilometre Array Pathfinder (ASAP) Project supercomputer and main data processing centre in Geraldton;
- **\$500,000** towards the development of a Master Plan for the future development and integration of the regional health and education facilities as part of the Geraldton Super Campus Precinct;
- Funding and resources for the establishment of the Geraldton-Midwest Regional Planning Committee of the Western Australian Planning Commission in order to facilitate the urgent implementation of the Regional Scheme to facilitate sustainable and well planned long term development and the provision of appropriate reservations and corridors, such as those required for the proposed Oakajee development;
- Provision of funding for the construction of the north-south bypass of Geraldton through the Brand Hwy realignment and the Webberton Road realignment.



- **\$1.5 Million** towards the realignment and improvement to the intersection of North West Coastal Highway with Phelps Street and Eighth Street;
- **\$2 Million** funding for the upgrades to the Geraldton Regional Airport to facilitate jet services which will enable improved services to Perth as well as creating a new market for fly in-fly out to the Midwest/Gascoyne hinterland, the Pilbara and Goldfields mining provinces;
- **\$500,000** towards a comprehensive corridor analysis to link Geraldton to the National Rail Network via the existing Midlands line and the possibility of an extension of services to the east connecting to Kalgoorlie; thereby connecting Geraldton Port and allowing the creation of a major logistics hubs and also potentially providing a route for high speed passenger rail services to Perth;
- Funding towards the creation of a Regional Park which incorporates the Chapman River and the Moresby Ranges;
- **\$200,000** towards the development of coastal modelling and analysis to guide future development and to identify causes and find solution to the severe coastal erosion problems effecting the Geraldton-Greenough coastline;
- **\$3 Million** towards the acquisition and redevelopment of an existing heritage building within the Geraldton CBD to be provided for cultural development, creative design and performing arts;
- **\$100,000** towards the investigation of wave power for water and energy supply.
- **\$3.5 Million** towards improvements and development at the Eadon-Clarke District Sporting facilities;
- Immediate progression and development (self funded) of the Batavia Coast Marina Stage 2;
- The implementation of a "New Living" project for the Beachlands locality with the aim of rationalising crown lands (including reserves and roads) and City lands to create a model sustainable community which incorporates affordable and social housing;
- **\$4 Million** over 4 years towards the development of an integrated Cycle/Path Network to encourage greater cycling and walking as a mode of transport within the City;
- **\$100,000** funding towards a complete review of the Geraldton Public Transport service to create a better service to meet the everyday needs for public transport and specifically an additional \$1 Million towards the development of a Geraldton Central Traffic Area (CAT) free route which would be used by CBD employees, shoppers and tourists;
- The development of a new Regional Fire Station and the exchange of land with the City which would provide the existing fire station land to the City for the purpose of developing much needed CBD car parking;
- **\$3 Million** towards the construction of a Multi-Use Facility at the new Geraldton Foreshore Precinct, which provides for various community groups as well as becoming the new Regional Visitor Centre.
- **\$4 Million** towards the provision of infrastructure and utilities (power, water, sewerage and broadband/telephony) to the Geraldton Regional Airport to facilitate the development of the Geraldton Regional Airport Technology & Industry Precinct which has the potential to become a significant technology and logistics focused business incubator and trade hub. The land will remain in City ownership with fully serviced lots provided on long term leases of a minimum of 21 years + 21 years; and
- **\$3 Million** towards the construction of a Materials Recycling Facility (MRF) in Geraldton. At present Geraldton and the Midwest are at a significant disadvantage to the Perth metropolitan area and the South West region with the use, treatment and disposal of material collected for recycling not being commercially or readily available. The MRF will enable the processing of recycled materials and instantly allow Geraldton-Greenough and any other



Midwest local government to enjoy the provision of a waste recycling service to each property.

The Mr. Tony Brun added, "Whilst the list may seem daunting at first glance, it is important to reflect on the significant role that Geraldton-Greenough plays in the future development and prosperity of not only the Midwest, but also of the whole of the State of Western Australia."

The City believes that significant portions of funding could be secured through a simple change in State Government policy which would allow the development of unused portions of crown land and allowing these funds to be put into a Trust which can only be used towards projects supported by both the State and Local Government. The current policy creates a significant disincentive to review and develop existing lands, which in many cases is already serviced by existing road and other services and provides a more sustainable option for housing growth as opposed to encourage further development on the outer fringes.

Attached: City of Geraldton-Greenough Strategic Projects & Initiatives

ENDS:

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