Local Planning Policy 4.2

Local Planning Policy - Geraldton Airport Technology Park

VERSION 3

May 2026

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Version	Adoption	Comment
1	27 July 2010 Council Item SC176	Final.
2	15 December 2015 Council Item DRS242	Readopted under the new LPS No. 1.
3	TBC	LPP updated following review

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1.0 CITATION

This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. This policy may be cited as Local Planning Policy (LPP) - *Design Guidelines – Geraldton Airport Technology Park* (LPP No. 4.2).

2.0 INTRODUCTION

Purpose

The purpose of this policy is to provide land use and design guidance on development within the Geraldton Airport Technology Park (Technology Park), see Figure 1.

Background Information

The Technology Park expands over 20 hectares adjacent to the Geraldton Airport, forming a strategic hub for the Midwest region providing a range of aviation and non-aviation services and employment opportunities.

The Technology Park will have a strong identity characterised by contemporary architectural design within a landscape setting. The Technology Park will present itself as a design benchmark for new commercial and industrial development in the Mid West region.

Legislative References

The planning of the Technology Park is guided by the *Geraldton Airport Master Plan*.

3.0 OBJECTIVES

The objectives for development within the Technology Park are:

Land Uses

- To provide for a broad range of industrial, service and storage activities, which by the nature of their operations, should be isolated from residential and other sensitive land uses, or
- To establish land uses that support the operation of the Geraldton Airport, and
- To establish land uses and development that benefit from being located in proximity to the Geraldton Airport.

Environmental

- To reduce energy and water consumption, and to reuse water, whenever feasible.
- To reduce the energy requirement of construction by selecting appropriate construction materials.
- To incorporate endemic local vegetation species in the landscape theme.

Social

- To encourage a healthy and active working environment that promotes physical and mental wellbeing.

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- To create a place that promotes the development of social capital where occupants of the development can interact with each other.

- To minimise potential amenity impacts from surrounding industrial, transport and aviation activities on future occupants.

Economic

- To foster and sustain a high level of innovation, economic activity and create significant employment opportunities.

- To support the growth of new and existing aviation activities.

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4.0 APPLICATION OF THIS POLICY

The policy applies to all development within the Technology Park area unless is it is specifically exempt from the need for development approval under the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 or any other relevant legislation.

5.0 POLICY PROVISIONS

5.1 Land Use

5.1.1 The following land uses are consistent with the objectives of the Technology Park:

a) Car Park

b) Convenience store

c) Education Establishment

d) Fuel Depot

e) Industry – Light

f) Motel

g) Motor Vehicle, Boat or Caravan Sales

h) Office

i) Service Station

j) Telecommunications infrastructure

k) Transport Depot

l) Warehouse / Storage

5.1.2 Other uses may be considered where it can be demonstrated that they are consistent with the objectives of this local planning policy.

5.2 Environmentally Sustainable Design

5.2.1 Buildings should be designed to minimise energy consumed for heating, cooling and lighting through mechanisms such as:

a) Window design and shading devices that facilitate good thermal and daytime performance.

b) The use of building materials and insulation that minimises thermal transfer.

c) Solar panels should be provided on large expanses of roof.

d) Design for the use and management of natural ventilation.

e) Roof cladding should be light coloured to maximise its solar reflectivity and minimise its solar absorption.

5.2.2 Buildings should include one or more rainwater tank(s) with a minimum total capacity of 10,000 litres.

5.3 Architectural Character

5.3.1 Buildings should provide a positive presentation to the road and an inviting entrance.

5.3.2 The main building entrance is to be clearly visible from the primary street.

5.3.3 Windows should be incorporated into building elevations which face public streets and spaces.

5.3.4 Buildings should avoid large unrelieved expanses of wall.

5.3.5 Where more than one building is planned for a site, the design should result in the creation of a group of integrated buildings clearly expressing their inter-relationship.

5.3.6 Massing and building form should be of a contemporary nature, based on simple bold and strong forms using the selection of various materials, texture and colour to highlight the design.

5.4 Materials, Colours and Finishes

5.4.1 The use of texture and colour should reflect adjoining and existing developments. In general neutral shades of grey's, creams and whites are encouraged for the major areas of walling with features expressed in panels of strong, bold corporate colours with integrated signage.

5.4.2 All plant and equipment should be screened from view from public areas including public roads.

5.4.3 Any screening should be designed as an integral part of the building form and character. Any plant required to be roof mounted will require special screening or design treatments. The presentation of the roof is an important part of the total design.

5.5 Building Setbacks

5.5.1 Building setbacks should be as per the 'Industry – General' zone in the Scheme and should respect and enhance:

a) The general streetscape.

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b) Adjoining properties and buildings.

c) Existing verge and neighbouring landscaping.

d) Visual impact of the proposed building on existing developments.

5.6 Car Parking and Vehicular Movements

5.6.1 The design of car parking and vehicular manoeuvring areas should address:

a) The separation of car parking from truck manoeuvring and service areas.

b) Safe pedestrian access.

c) Limited and practical crossover placement.

5.6.2 The number of car bays should comply with the requirements of the Scheme.

5.6.3 End of Trip (EOT) facilities should be provided to encourage active transport use.

5.7 External Service and Storage Areas

5.7.1 Service, storage and bin areas shall be set behind the approved building line and be screened from public view. Landscaping and/or approved fencing can be used to achieve visual screening and should be planned as an extension of the design of the building.

5.8 Boundary Fencing

5.8.1 Any street fencing should be high quality and visually permeable.

5.8.2 The minimum accepted standard of fencing is:

a) Street frontage – to be palisade metal with support members and gates.

b) Side and rear boundaries (with no street frontage) – to be link mesh or alternative finishes.

5.9 Lighting

5.9.1 Lighting restrictions may apply to ensure the safe operation of aircraft. Generally, no lighting is permitted above the horizontal.

5.10 Stormwater Catchment and Control

5.10.1 Water Sensitive Urban Design strategies should be applied to on-site stormwater management. Stormwater resulting from up to the 1 in 10 year storm occurrence must be retained on-site.

5.10.2 The use of drainage swales and recharge basins can be incorporated in the on-site landscape areas.

5.10.3 Rainwater tanks for storage and reuse on-site are encouraged.

5.10.4 No polluted or contaminated stormwater may leave any site. Where necessary pollution control equipment such as oil and grit traps and gross pollution traps are permitted.

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5.11 Landscaping

5.11.1 Plant selection should consist predominantly of endemic species and be selected to minimise the attraction of birds to the Airport.

5.11.2 Lawn areas shall be minimised and be low water tolerant.

5.11.3 10% of the total site area shall be dedicated to landscaping and where possible this should incorporate stormwater run-off from roofs and hardstand areas.

5.11.4 Shade trees should be incorporated as 1 tree per 4 car parking bays provided on the site. A minimum 2m x 2m deep soil area should be provided per tree.

5.12 Signage and External Display

Building Signage

5.12.1 Building signage should contain the business name and/or corporate logo.

5.12.2 Only 1 tenant sign per building is permitted except for buildings with more than one street frontage where an additional sign may be permitted.

5.12.3 No building sign shall be larger than 20% of the total area of the wall onto which it is placed.

5.12.4 All building signs should be integrated into the overall building design.

5.12.5 All building signage facing streets should be illuminated continuously each night (either face lit or internally lit) to enhance the overall presentation of the area and help support security.

5.12.6 No third party advertising signage should be placed on buildings at any time.

Other Site Signage

5.12.7 Apart from signage on buildings, the only other signage permitted must relate to provided services/facilities (e.g. water, power), perimeter requirements (e.g. 'Electric Fence') and mandated OH&S requirements (e.g. standardised warning signs).

5.12.8 The only signs to be used in car parks are those for vehicle/pedestrian directions.

5.12.9 No third party advertising signage of any type is to be erected on any site

5.13 Height

5.13.1 The airport's Obstacle Limitation Surfaces (OLS's) must be protected from the infringement of structures for the safe operation of the airport. The OLS dictates the height of developments at differing distances from the airport taking into account the existing contours in order that the approach and departure angles of aircraft are not jeopardised.

5.14 Heritage

5.14.1 The Geraldton Airport has been identified as having cultural heritage significance. It is the site of RAAF No. 4 Service Flying Training School which operated under the Empire Air Training Scheme.

5.14.2 The place is classified by the National Trust of Australia (Western Australia). The Classification Assessment recommends that the remaining WWII infrastructure located at various places on the airfield should be documented, conserved and interpreted.

5.14.3 The place is included in the local government's Municipal Inventory of Heritage Places (Greenough Place No. 217) where it has been allocated a Management Category 2, identifying the place as highly significant at a local level with a high level of protection appropriate.

5.14.4 Figure 2 shows the general location of the remaining WWII infrastructure. Conservation and interpretation of the remnant historic infrastructure, including archaeological remains.

5.14.5 Any proposed development should be retained the heritage values of the site.

5.14.6 Further reference should be made to the following:

a) City of Greater Geraldton Municipal Inventory (Greenough Heritage Place 217).

b) National Trust assessment and statement of significance on the Geraldton Airport.

c) D.J Brenkley's reference book RAAF Historical Record of No. 4 Service Flying Training School Geraldton WA (available from the Geraldton Regional Library).

6.0 ACCOMPANING MATERIAL

6.1.1 An application for development within the LPP boundaries should be accompanied by sufficient information to demonstrate the requirements outlined above have been met. Clause 63, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015,* provides a detailed description of information to be provided in support of an application.

6.1.2 It is expected that following shall provided at a minimum:

a) A suitable site survey.

b) An overall site plan, showing the lot boundaries, the location of the proposed development, and the location of all other structures on the site.

c) Floor plans.

d) Elevations.

e) Report or letter demonstrating how the proposal will has been designed in accordance with the requirements of this policy.

7.0 CONSULTATION REQUIREMENTS

7.1.1 Consultation with the adjoining landowners may be undertaken, at the City's discretion.

8.0 DEFINITIONS

8.1.1 Refer to the City's Local Planning Scheme No. 1 and Planning and Development (Local Planning Schemes) Regulations 2015.

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Figure 1 Geraldton Airport Technology Park

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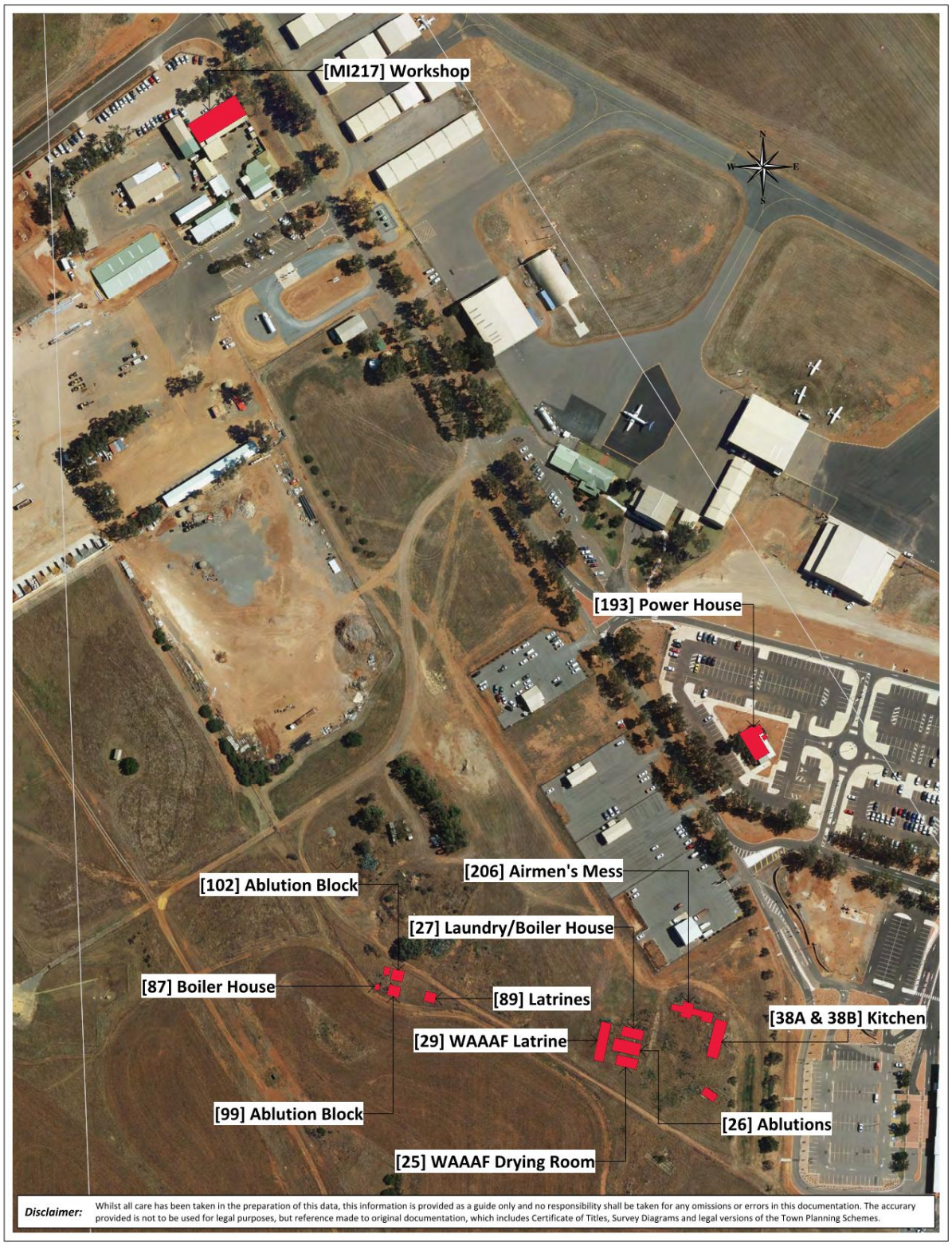

Figure 2 Locations of Remaining WWII Infrastructure