Local Planning Policy 1.8

Parking of Commercial Vehicles in Residential and Rural Residential Areas

VERSION 4

May 2026

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Version	Adoption	Comment
1	14 August 2007 Council Item DS022	Draft.
1	23 October 2007 Council Item DS075	Final.
2	26 August 2008 Council Item SC002	Final – No objections received during advertising.
2	1 July 2011 Council Item SC001	Final – Readopted under the new City of Greater Geraldton.
3	15 December 2015 Council Item DRS242	Readopted under the new LPS No. 1.
4	26 May 2026 Council Item DS094	Updated following policy review

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1.0 CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as the *Parking of Commercial Vehicles in Residential and Rural Residential Areas local planning policy* (LPP No.1.8).

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

2.0 INTRODUCTION

The Parking of Commercial Vehicles in Residential and Rural Residential Areas Local Planning Policy provides guidance on the appropriate parking and storage of commercial vehicles within the City of Greater Geraldton. The policy ensures that the parking of such vehicles is managed in a way that minimises impacts on residential amenity while supporting local business and transport operations where appropriate.

The Scheme does not include a specific land use definition for Commercial Vehicle Parking within the land use permissibility table. As such, this policy provides guidance on how applications for commercial vehicle parking will be assessed, ensuring consistency in decision-making and alignment with the broader objectives of the Scheme.

The policy supports the objectives of the City of Greater Geraldton Local Planning Scheme No. 1 by providing clear assessment criteria for commercial vehicle parking in residential and rural residential areas. It seeks to balance the needs of vehicle owners with the amenity expectations of the community by addressing aspects such as vehicle size, location, screening, and potential impacts on adjoining properties.

This policy should be read in conjunction with other relevant legislation, including the City of Greater Geraldton Local Planning Scheme No. 1, the *Environmental Protection (Noise) Regulations 1997*, and any applicable State and local planning policies.

3.0 APPLICABLE DEVELOPMENT

This policy applies to the parking of commercial vehicles on land zoned Residential and Rural Residential within the City of Greater Geraldton Local Planning Scheme No. 1. The policy provides assessment criteria for applications seeking to park commercial vehicles on these properties while ensuring compatibility with surrounding land uses.

This policy does not apply to Transport Depots, which are defined under the City of Greater Geraldton Local Planning Scheme No. 1 as:

> *Transport depot means premises used primarily for parking or garaging of 3 or more commercial vehicles including:*
> (a) *any ancillary maintenance or refuelling of those vehicles; and*
> (b) *any ancillary storage of goods brought to the premises by those vehicles; and*
> (c) *the transfer of goods or persons from one vehicle to another.*

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4.0 PLANNING POLICY

The following objectives outline the intended outcomes of this policy, ensuring that commercial vehicle parking within residential and rural residential areas is appropriately managed:

a) To ensure that the parking of such a vehicle will not adversely affect the amenity of the locality nor have any adverse effect upon the occupiers or users of properties adjacent or in the locality.

b) To set out the criteria against which an application will be assessed and standards that should be observed such that commercial vehicles can be parked in residential and rural residential zones without compromising the objectives of those zones.

5.0 DEVELOPMENT REQUIREMENTS

5.1 Amenity

5.1.1 The parking of a commercial vehicle must not adversely impact the amenity of the locality. This includes avoiding undue noise, fumes, odours, or visual intrusion that would not be reasonably expected in a residential or rural residential environment. The documents provided as part of a DA should demonstrate that the vehicle will be parked in a manner that minimises its visibility from the street and neighbouring properties and minimises adverse environmental issues as outlined above.

5.1.2 Development applications to park a commercial vehicle that is, or has been, used for the commercial transportation of animals, disposal of liquid wastes, or other dangerous, hazardous or contaminated substances (which either requires a special permit for their transportation, or which if spilled or discharges from the vehicle would either cause pollution or pose a danger or threat to the health or inhabitants of the locality) must demonstrate how these issues are to be managed to ensure there are no amenity impacts on the surrounding area.

5.1.3 Minor maintenance of a commercial vehicle whilst parked at a residential/rural residential property will only be permitted where it can be demonstrated to the satisfaction of the local government that such maintenance will not impact on the amenity of the locality, and can be suitably managed to ensure all wastes are disposed of appropriately. Details of any proposed minor maintenance should be provided with the development application.

5.1.4 Activities such as spray painting, panel beating or mechanical repairs that have the potential to adversely impact upon the amenity of the locality by the emission of noise, odours, by-products or otherwise, will not be permitted to be undertaken on a commercial vehicle parked in a residential/rural residential zone.

5.1.5 The starting or movement of commercial vehicles within Residential and Rural Residential zones is not permitted between 10:00 PM and 6:00 AM, unless otherwise approved by the City.

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5.2 Parking Location

5.2.1 The commercial vehicle must be parked entirely within the subject property, and should be contained behind the building setback line.

5.2.2 Unless otherwise approved by the local government, the commercial vehicle should be parked to the rear of the residence and screened from view of the street and from neighbouring properties.

5.2.3 For properties within the Rural Residential zone, the local government may consider alternative parking locations where it can be demonstrated that there is no adverse impact on amenity or access.

5.3 Use

5.3.1 Applications will only be considered on the principle that the parking of the commercial vehicle is incidental to the predominant residential use of the property. Parking on vacant land or where no residence exists is not permitted. Exceeding two commercial vehicles will be classified as a Transport Depot, requiring assessment under the relevant provisions of the City of Greater Geraldton Local Planning Scheme No. 1.

5.4 Access

5.4.1 Access to the property on which the commercial vehicle is to be parked is to be via a crossover which has been constructed to the specifications of the local government. The parking of the commercial vehicle should not preclude domestic vehicles from parking at the property.

5.5 Post Approval Considerations

5.5.1 If a commercial vehicle owner/driver, who has been granted approval to park a vehicle on a lot, wishes to replace the vehicle with a different type of commercial vehicle, or park the vehicle in a different location to that approved, a new application is required.

5.5.2 Notwithstanding clause 5.5.1, a replacement vehicle of a similar type, size, and impact may be considered without requiring a new development application, subject to written approval from the local government. This assessment will consider whether the replacement vehicle results in any additional amenity, access, or parking impacts.

6.0 ACCOMPANYING MATERIAL

6.1 A covering letter that provides details as to the purpose of the vehicle (what commercial/industrial activity the vehicle is used for), the length, width, height and carrying capacity of the vehicle and envisaged departure and arrival times.

6.2 A photograph(s) of the commercial vehicle proposed to be parked at the property.

6.3 A site plan showing at a minimum:

a) the location of the existing vehicle crossover and driveway;

b) the location of existing resident carparking (for domestic vehicles);

c) the proposed location for parking the commercial vehicles;

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d) the existing house and any outbuildings;

e) any screening measures, in place to reduce the amenity impact on surrounding properties.

7.0 CONSULTATION REQUIREMENTS

A development application seeking approval for the parking of a commercial vehicle in a residential or rural residential zone may be subject to consultation with adjoining property owners. Any consultation will be undertaken in accordance with the Scheme requirements.

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8.0 DEFINITIONS

Commercial Vehicle means a vehicle, whether licenced or not, that has a gross vehicle mass of greater than 4.5 tonnes including:

(a) a utility, van, truck, tractor, bus or earthmoving equipment; and
(b) a vehicle that is, or is designed to be an attachment to a vehicle referred to in (a) above.

This policy does not apply to Transport Depots which is defined in the City of Greater Geraldton Local Planning Scheme No. 1 as a separate land use. The parking of commercial vehicles must be limited to no more than two vehicles.

The following images illustrate how different vehicle classifications are interpreted under this policy.

8.1 Commercial Vehicle Parking (Permitted Under This Policy)

- A semi-trailer is considered two commercial vehicles.

- If both the truck and mini excavator exceed 4.5 tonnes (individually), they are considered two commercial vehicles.

- If the combined weight of a truck and a mini excavator is greater than 4.5 tonnes, it is considered one commercial vehicle.

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- If both the truck and mini excavator exceed 4.5 tonnes (individually), they are considered two commercial vehicles.
- If the combined weight of a truck and a mini excavator is greater than 4.5 tonnes, it is considered one commercial vehicle

- If the combined weight of a trailer and loader is greater than 4.5 tonnes, it is considered one commercial vehicle.
- If both the trailer and loader exceed 4.5 tonnes (individually), they are considered two commercial vehicles.

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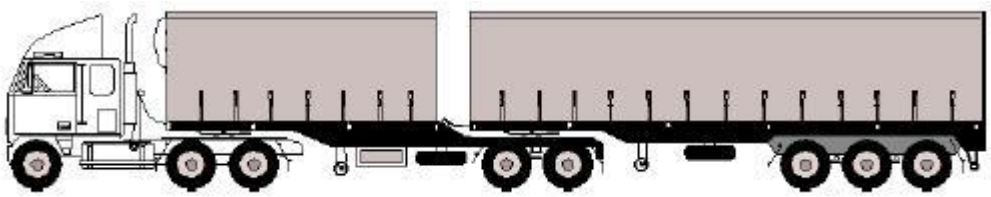
8.2 Transport Depot (Not Permitted Under This Policy)



- A B-Double (or larger) road train is considered three commercial vehicles, therefore it is classified as a Transport Depot.

- If the combined weight of a truck and mini excavator is greater than 4.5 tonnes, and the combined weight of a trailer and loader is greater than 4.5 tonnes, then it is considered two commercial vehicles.

- If a truck, mini excavator, trailer, and loader each exceed 4.5 tonnes (individually), then they are considered four commercial vehicles and therefore a transport depot.

- If the combined weight of a truck, mini excavator, and loader exceeds 4.5 tonnes (individually), they are considered three commercial vehicles and therefore a transport depot.

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