

An aerial photograph of a coastal town, likely Geraldton, with a blue tint overlay. The image shows a mix of residential houses, streets, and a large body of water in the background. A white L-shaped graphic element is in the top right corner.

Application for Development Approval

No.30 Ainsworth Street
Geraldton

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1.0 Introduction

Lateral Planning acts for The Salvation Army (Western Australia) Property Trust ('TSA'), the registered proprietor of the land situated at Lot 2852 (No.30) Ainsworth Street, Geraldton ('site').

This Town Planning Statement has been prepared in support of an Application for Development Approval ('Application') for the construction of a Community Facility on the site.

The Town Planning Statement provides an assessment of the proposed development against the applicable town planning framework and demonstrates the proposal is consistent with the amenity and orderly and proper planning of the locality. The Application is accompanied by the following technical documents.

Document	
Feature Survey	
Architectural Drawings	
Landscape Plan	
Town Planning Statement	
Waste Management Plan	
Acoustic Assessment	
Traffic Impact Statement	
Stormwater Concept Plan	

Table 1: Consultant Team

2.0 Subject Site

2.1 Overview

Local Authority	City of Greater Geraldton
Locality	Geraldton
Address	No.30 Ainsworth Street, Geraldton
Cadastral	Lot 2852 on Deposited Plan 186190
Certificate of Title	Volume 1740 Folio 149
Registered Proprietor	The Salvation Army (Western Australia) Property Trust
Land Area	4,654m ²
Street Frontage	120.7 metres
Existing Land Use	Community Purpose – Crisis Accommodation

Table 2: Site Overview

2.2 Context

The site is situated 1 kilometre east of Geraldton in the City of Greater Geraldton ('City'). The site is located on the east side of Ainsworth Street, to the south of Bayly Street, at the top of the ridgeline overlooking Geraldton.

Geraldton Hospital is 1.5 kilometres to the south-west. Northgate Shopping Centre is 800 metres to the north-west and Geraldton Flexi School is 400 metres to the north-west at the corner of Bayly Street and Wittenoom Street. TSA Geraldton Corps abuts the site's northern boundary. Abutting the site's southern boundary is Reserve 40887: a vacant landholding owned by the State of Western Australia and set aside for Government Requirements. The area to the west of Ainsworth Street is characterised predominantly by established single storey homes. The site's eastern boundary abuts vacant Crown land that falls steeply by approximately 18 metres, from a level of 30 metres AHD at the top of the ridgeline to 12 metres AHD in the vicinity of Larkin Street.

Ainsworth Street is a local road that terminates as a cul-de-sac 120 metres south of the site. The carriageway of Ainsworth Street is approximately 7.3 metres wide with a trafficable kerb on each side. There are three trees in the verge abutting the site. Overhead transmission lines are situated in the verge on the west side of Ainsworth Street. There are no footpaths.

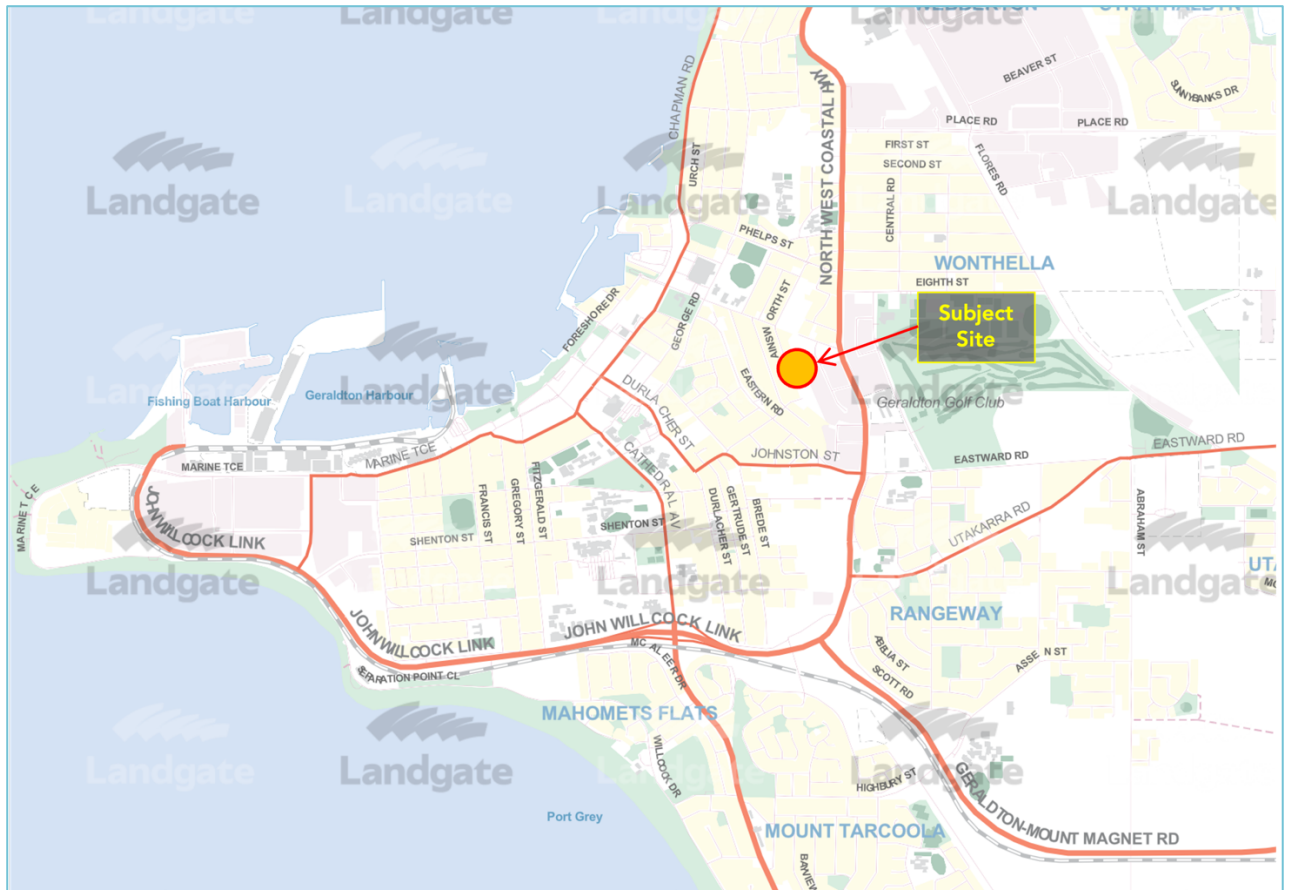


Figure 1: Regional Context



Figure 2: Local Context

The site has a land area of 4,654m² with a frontage to Ainsworth Street of 120.7 metres. The northern part of the site is occupied by a Community Facility (Homeless Crisis Accommodation) managed by TSA Homeless Support Services ('TSA HSS'). The development proposed by this Application will occupy the vacant, southern portion of the site, comprising an area of approximately 2,520m² with a frontage of 67.5 metres.

Salvation Army Geraldton Corps

Lot 2852
4,654m²

Development Site
Southern Portion Lot 2852
Approx. 2,520m²

Vacant Crown Land

Reserve 40887

Bayly St

Ainsworth St

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3.0 Description of Proposed Development

The Application seeks approval to develop a Community Facility on the site.

The facility will be managed by TSA 'Family, Domestic & Sexual Violence' ('FDSV') and provide essential Crisis Accommodation and support services to people affected by family, domestic and sexual violence.

TSA describes the project as follows:

The project responds to a critical and growing need for refuge accommodation across Western Australia for women and children adversely affected by family, domestic and sexual violence ('FDSV').

Current demand for crisis accommodation services in the region and across the state consistently exceeds supply, resulting in victim-survivors being turned away or forced to remain in unsafe situations.

By increasing the availability of purpose-built, trauma-informed, core and cluster model refuge accommodation, the introduction of this service will address the urgent shortage of secure, short-term crisis accommodation options for women and their children experiencing FDSV.

The proposed location is ideal for providing a private, secure, and holistic FDSV service in close proximity to essential amenities and support services.

The Community Facility will comprise ten (10) self-contained single-storey accommodation units, including two (2) one-bedroom units, six (6) two-bedroom units, and two (2) three-bedroom units. Each unit is provided with a private courtyard. Pedestrian access to each unit is provided from an accessible, unenclosed walkway running through the development.

Situated at the front of the site is a single-storey Administration Building. This building will act as a hub where staff will provide day-to-day support services for families residing at the premises. Up to ten (10) full-time equivalent staff will work in the Administration Building during the day Monday to Friday, including the manager, counsellors and support workers. In the evening and on weekends, the number of staff will decrease to two (2). The Administration Building includes an 'overnight stay' unit for staff use, as required.

To the rear of the Administration Building is a landscaped courtyard with children's play area. To the south is a car park accessed from a driveway off Ainsworth Street. Parking for 10 cars is provided, including two (2) ACROD bays. A fully enclosed bin store is located at the end of the car park adjacent to the site's eastern boundary. The bin store can be accessed by residents and staff from the pedestrian walkway within the development, with a separate gate allowing for waste to be collected from the car park or wheeled to the verge of Ainsworth Street.

4.0 Town Planning Considerations

4.1 State Planning Policies

4.1.1 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment ('SPP7.0') seeks to achieve 'good design' through the application of ten (10) Design Principles. Consideration has been given to the Design Principles set out in SPP7, as summarised below.

Design Principle	Response
Context and Character	The design is consistent with the prevailing residential character of the area.
Landscape Quality	The Application is accompanied by a Landscape Plan that demonstrates a high-quality landscape design to all external areas.
Built Form and Scale	The proposed height, form and scale of the development, together with the materiality, is compatible with the setting of the site.
Functionality and Build Quality	The building is designed to function as a Community Facility providing crisis accommodation for residents. The development is architecturally designed and will provide residents with a safe, secure and comfortable living environment.
Sustainability	The development incorporates passive design features: <ul style="list-style-type: none"> • North-facing living areas to some units to maximise winter sunlight; • North-facing courtyards for 60% (6) of the units to maximise winter sunlight; • Natural cross-ventilation to all units; • North-facing communal landscaped area to maximise winter sunlight; • Measures to reduce summer heat load, such as eaves over windows and awnings / screens (to be further developed during detailed design); and • Landscaping utilising species endemic to the Geraldton region.
Amenity	The site does not directly abut any residential properties. The development incorporates a central communal area, private courtyards and landscaping to maximise amenity for occupants.
Legibility	The residential and administration elements of the development each have a legible and distinct entry that is connected to Ainsworth Street via the pedestrian walkway running adjacent to the car park.
Safety	Safety is of paramount importance for a Community Facility offering crisis accommodation for people affected by family and domestic violence. The residential areas are accessed from a secure entry adjacent to the car park. From the Administration Building, there is a high level of visual surveillance over the car park and front entry to the premises. Fencing to the street frontage will be designed to achieve a balance between surveillance of the public realm and ensuring the safety and privacy of residents.
Community	The Community Facility will provide an essential service for people in Geraldton and is compatible with the residential setting within which the site is located.
Aesthetics	The Community Facility is architecturally designed and utilises materials and finishes to ensure the development has a high-quality aesthetic.

Table 3: Design Principles Assessment

The Residential Design Codes ('RD Codes') define the term Residential Building as follows:

residential building - a building or portion of a building, together with rooms and outbuildings separate from such building but incidental thereto; such building being used or intended, adapted or designed to be used for the purpose of human habitation:

- temporarily by two or more persons; or
- permanently by seven or more persons, who do not comprise a single family, but does not include a hospital or sanatorium, a prison, a hotel, a motel or a residential school.

Residents will occupy the accommodation units for varying lengths of stay, depending on each resident's personal circumstances. In some instances, residents will stay on a temporary basis (i.e. up to 3 months) while others will require more permanent accommodation (i.e. up to 12 months). Some units will be occupied by an individual while some will be occupied by a family (mother with children). For these reasons, occupation of the units will not always adhere to the definition of a Residential Building under the RD Codes.

The Community Facility will be used primarily for the provision of social services and managed by TSA FDSV: an organisation registered with the Australian Charities and Not-for-Profits Commission that provides Crisis Accommodation and support services. It is therefore considered the proposed use more closely resembles a Community Purpose.

In accordance with the LPS1 Zoning Table, the use class of Community Purpose is designated as an 'A' use in the Residential zone, meaning the use may be approved at the discretion of the decision-maker, after advertising and having regard to all relevant considerations pursuant to Deemed Provision 67 of LPS1.

4.2.3 Special Control Areas

The site is not within any Special Control Areas under LPS1.

4.2.4 Residential Design Codes

A residential density code of R30 applies to the site. Clause 3.7.2 of LPS1 states that the site and development requirements for non-residential uses in the Residential zone shall be in accordance with the applicable density under the RD Codes. The development satisfies the majority of relevant deemed-to-comply provisions in Volume 1 Part C of the RD Codes, as applicable to grouped dwellings on land coded R30, with the exception of the following.

Primary Garden Area

Each unit is provided with a courtyard accessible from the living area of the unit. However, for some units, the area and minimum dimension of the courtyard is less than that specified by the RD Codes. It is considered the size and design of the courtyards suitably meet the needs of the intended occupants, with the landscaped communal / play area providing an additional external garden area for residents.

Trees

The RD Codes require each unit to be provided with one (1) small tree, being a total of ten (10) trees, with additional shade trees provided in the car park at a rate of one (1) tree for every 4 car bays, being a total of three (3) trees.

For operational reasons, TSA has advised that it is not proposed to provide any trees within the courtyards for each unit. The Landscape Plan depicts all proposed landscaping to courtyards and communal areas and also shows one (1) shade tree within the car park.

Stores

The RD Codes require each unit to be provided with a secure store, however, given the nature of the proposed use with many units occupied on a transient basis, there is limited need to provide storage facilities.

Orientation of Primary Living Area

The RD Codes require the Primary Living Area to be orientated between north-west and east to maximise winter sunlight access. 70% of the units achieve this requirement while 30% (Units 1, 2 and 10) have their Primary Living Area orientated toward the south-west. While the south-west orientation does not maximise winter sunlight, it avoids direct summer sun and takes advantage of cooling breezes from the south-west.

Site Works and Retaining walls

The RD Codes require that retaining walls and fill not exceed a height of 0.5 metres within a distance of 1 metre from a side / rear boundary. A portion of the proposed retaining wall on the site's southern boundary extends to a height of 0.7 metres above Natural Ground Level ('NGL'). Given the abutting property to the south is not zoned or used for residential purposes, the proposed height of the retaining wall is considered acceptable.

Streetscape

Design of Units

The RD Codes require the primary entry to each unit to be readily identifiable from the street with at least one major opening to a habitable room having an outlook to the street. Due to the nature of the proposed use, with the privacy and security of the occupants being paramount, it is not possible for the units to be orientated toward Ainsworth Street with visible openings to habitable rooms.

Retaining and Fill within Street Setback

Retaining within the primary street setback area should not exceed a height of 0.5 metres above NGL. Due to the site's topography, the proposed retaining and fill in the primary street setback varies from approximately 0.5 metres to 1.8 metres above NGL, with the highest portion being adjacent to Units 6 and 8. To reduce the impact of retaining on the streetscape, the retaining wall is proposed to be tiered, with the higher portion setback from the street and landscaping provided to soften the visual impact.

Front Boundary Fence

The RD codes state that a front boundary fence should not exceed a height of 1.8 metres and be visually permeable above 1.2 metres, measured above NGL on the street side of the boundary. The following fences are proposed within the front setback of the site:

- A visually permeable steel fence of 0.85 metres in height is proposed above the retaining wall situated on the site's front boundary;
- A timberlap fence of 1.8 metres in height and 8.5 metres in length is proposed adjacent to the courtyard of Unit 6, setback 2.5 metres from the site's front boundary; and
- A visually permeable security gate and fence of 2.1 metres in height is proposed across the entry to the car park.

Given the topography of the site and the nature of the proposed use, it is considered the design and height of proposed retaining walls and fences in the front setback area achieve a suitable balance between safety and security for residents and streetscape considerations.

Primary Street Setback

The RD Codes specify a minimum street setback of 4 metres which may be reduced to 3 metres for up to 30% of the street frontage. Units 6, 8 and 10 satisfy the required setback, however, the Administration Building will be setback 2 metres from the Ainsworth Street frontage of the site.

The Administration Building occupies only 25% of the street frontage with landscaping proposed within the setback area to reduce the impact of the building. Given the site context, with vacant land to the south and an existing community facility and place of worship to the north, the proposed setback will not have an adverse impact on the streetscape or amenity of the area.

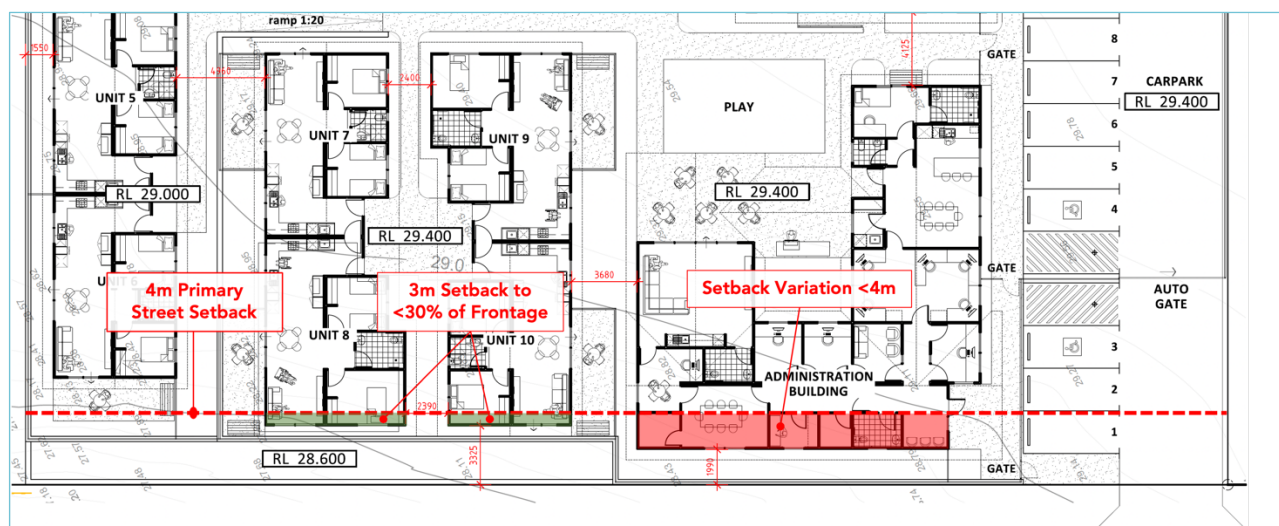


Figure 5: Primary Street Setback

4.2.5 Development Requirements

Caretaker's Dwelling

Clause 4.19 of LPS1 includes requirements applicable to caretaker's dwellings. The proposed Administration Building includes an 'overnight stay' unit of 18m² for use by staff, as required. Whilst not a permanent caretaker's dwelling, it satisfies the requirements of Clause 4.19 of LPS1.

Car Parking

Parking Standards

Clause 4.14 requires parking to be provided in accordance with the minimum standards set out in Schedule 5 of LPS1. Schedule 5 does not specify any parking standards for a Community Purpose, meaning Clause 4.14.6 of LPS1 applies:

Where a particular parking requirement for a use class is not specified, the local government shall determine the number of car parking bays, scooter / motorcycle bays, bicycle parking areas and end of trip facilities, to be provided having regard to the:

- a) *nature of the proposed development;*
- b) *number of employees and visitors / clients to be associated with the development; and*
- c) *location of the parking spaces on the site and their effect on the amenity of adjoining development.*

Consistent with the approach taken for similar community facilities approved elsewhere in Western Australia, the parking standards considered to most closely reflect anticipated demand for parking at the Community Facility are shown in the table below.

Land Use	Car Parking	Bicycle Parking	Motorcycle Parking
Administration Building (250m²) As per Office standard ^{NOTE 1}	1 bay / 50m ² 5	1 bay / 800m ² 1	2 bays / 15 car bays
Accommodation Units (10) Residents As per Residential Building standard ^{NOTE 2}	0.5 bays / occupant 10	N/A	
Visitors As per RD Codes (Vol 1 Part B)	9 to 12 dwellings 2	N/A	
Total Required Parking	17	1	2
Notes 1. Parking for the staff 'overnight stay' unit included in the parking requirement for the Administration Building. 2. Neither LPS1 nor the RD Codes specify a parking standard for a Residential Building, however, other local governments specify a Residential Building standard 0.5 car bays per occupant. With a total of 20 bedrooms, the maximum number of occupants is assumed to be 20 (i.e. 1 per bedroom), noting however that 50% of the maximum occupants will likely be children.			

Table 4: Car Parking

Based on the above approach, the proposed development would require 17 car bays, 1 bicycle bay (for staff/visitor use) and 2 motorcycle / scooter bays.

The Application proposes 10 car parking bays, 3 bike bays and 2 motorcycle bays, which is sufficient to meet demand from residents, staff and visitors throughout the day / evening and weekends, as explained below.

- Five (5) car bays (including an ACROD bay) will be available for use by the Administration Building (staff / visitors) during the day Monday to Friday;
- Two (2) car bays provided for the Administration Building during daytime work hours will be set aside for staff parking in the evening and weekends, when two (2) staff will be present;
- Three (3) car bays provided for the Administration Building during daytime work hours (including an ACROD bay) will be available for resident visitor parking in the evening and weekends, when visitor parking demand can be expected to be at its highest.
- Five (5) car bays (including an ACROD bay) will be set aside for resident parking at all times. The provision of one (1) car bay for every two (2) units is adequate to meet demand, as the majority of residents are unlikely to have access to a private car.

The allocation of car bays is depicted in the figure below.

Parking Design

The car park is designed in accordance with AS2890.1 and swept path diagrams are included in the Traffic Impact Statement. The car park runs parallel to the site's southern boundary to minimise its visual impact on the established residential streetscape opposite the site.



Figure 6: Car Bay Allocation Plan

4.2.6 Local Planning Policies

Non-Residential Development in the Residential Zone

The Objectives of this Local Planning Policy are:

- a) *To provide guidance for the establishment of non-residential uses within the Residential zone.*
- b) *To ensure non-residential land uses within the Residential zone will not compromise the character and amenity of the surrounding residential area or nearby residents.*
- c) *To establish criteria that will guide the local government's discretionary decision making on the acceptable location and operation of non-residential land uses within the Residential zone, where impacts are likely to be capable of being suitably managed on an ongoing basis.*

It is considered the Application satisfies the Local Planning Policy for the following reasons:

- The site is located on the east side of Ainsworth Street where there is already a number of similar non-residential / community uses, including a place of worship to the north and an accommodation facility on the northern portion of the site;
- The site does not directly abut any residential properties;
- The proposed use is residential in character, comprising 10 self-contained units with on-site staff managing the premises and providing residents with support services;
- The built form has a residential appearance with the car park sleeved to the side of the development to minimise its impact on the streetscape;
- The car park will be managed to ensure that adequate car bays are provided to meet demand from staff, visitors and residents throughout the day, evening and weekends.

R-Codes Stormwater Management

The Application is accompanied by a Stormwater Management Plan.

4.2.7 Deemed Provisions

Deemed Provision 67 sets out the various matters that a decision-maker is required to consider in determining this Application. The table below explains how the Application addresses each of the relevant matters listed in Deemed Provision 67.

Deemed Provision 67		Response
(a)	Local Planning Scheme	The Application is capable of approval under LPS1.
(b)	Orderly and proper planning	The use is consistent with the orderly and proper planning of the locality. There are no draft planning proposals relevant to the Application.
(c)	State Planning Policies	State Planning Policy 7.0 – Design of the Built Environment.
(d)	Environmental Protection Policies	Not applicable.
(e)	Any policy of the WAPC	Not applicable.
(f)	Any policy of the State	Not applicable.

(g)	Local Planning Policies	Non-Residential Development in the Residential Zone Stormwater Management
(h)	Structure Plans, Centre Plans and Local Development Plans	Not applicable
(i)	Review of Local Planning Scheme	Not applicable
(j)	Reserved land	Not applicable
(k)	Built heritage conservation of any place of cultural significance	The development does not have an adverse impact on the built heritage conservation of any place of cultural significance.
(l)	Cultural heritage significance	The site is not within an area of cultural heritage significance. The development will not have any effect on a known site or place of Aboriginal heritage significance.
(m)	Compatibility with setting	The development is compatible with its setting, being a low impact non-residential use within the residential zone.
(n)	Amenity of the locality:	
	(i) Environmental impacts	The proposal will not have any adverse impact on the environment.
	(ii) Character of locality	The design of the development is compatible with the character of the area.
	(iii) Social impacts	The development will not have any adverse social impacts.
(o)	Effect on natural environment	The development will not have an adverse effect on the natural environment.
(p)	Landscaping and tree retention	Refer Landscape Plan.
(q)	Environmental risks	None.
(r)	Risk to human health or safety	None.
(s)	Access and parking	Parking for 10 cars is provided with access from Ainsworth Street. The car park is sleeved to the side of the development to reduce its streetscape impact. The amount of parking provided is sufficient to meet demand.
(t)	Traffic impacts	The traffic generated by the development will not have an adverse effect on traffic flow and safety. Refer to Traffic Impact Statement.
(u)	(i) Public Transport	Bus No.853: Geraldton – Utakarra / Rangeway via Eastern Rd and Bayly St. School Services SS4, SS6 & SS7 via Bayly St and Ainsworth St.
	(ii) Public Utilities	All utilities required to service the development are available.
	(iii) Waste Management	A bin store is proposed of sufficient capacity to service the development.
	(iv) Pedestrian & Cyclist Access	A network of pedestrian paths runs between the site entry, car park, administration building and accommodation units. The Administration Building includes a shower / change facility for staff use.
	(v) Elderly & Disability Access	Two 'ACROD' bays are provided.
(v)	Loss of community benefit or service	The Application will not result in any loss of a community service.
(w)	History of the site	No relevant site history.

(x)	Impact on the community	The premises will benefit the community by providing access to crisis accommodation and support services for people affected by family and domestic violence. The facility will be managed by The Salvation Army: a not-for-profit organisation.
(y)	Submissions on the proposal	To be determined
(za)	Comments from agencies	To be determined
(zb)	Other planning considerations	None

Table 5: Deemed Provisions

5.0 Conclusion

This Town Planning Statement has been prepared in support of an Application for Development Approval for the construction of a Community Facility on the southern portion of the land situated at Lot 2852 (No.30) Ainsworth Street, Geraldton.

The site is zoned Residential and located in close proximity to facilities and services, including TSA Geraldton Corps, Northgate Shopping Centre and Geraldton Flexi School.

The Community Facility is a compatible non-residential use that will be managed by TSA FDSV and provide Crisis Accommodation and support services to people affected by family, domestic and sexual violence.

The proposed use is capable of approval in the Residential zone at the discretion of the decision-maker. The Application satisfies the majority of applicable planning requirements, with minor variations proposed to the deemed-to-comply provisions of the RD Codes relating to external garden areas and the primary street setback. These variations are considered minor in nature and will not have a significant adverse impact on the character of the area or the amenity of adjoining residential properties.

The proposed development satisfies the relevant considerations of Deemed Provision 67 of Local Planning Scheme No.1 and approval of the Application will be consistent with the principles of orderly and proper planning.