CITY OF GREATER GERALDTON

Local Planning Scheme No. 1

Amendment No. 21

Rezoning ‘Lot 902’ Marine Terrace, West End, from Local Scheme Reserve ‘Environmental Conservation Reserve’ to ‘Tourism’ with a density of R80 and ASR1 allocation

FORM 2A

Planning and Development Act 2005

RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME

City of Greater Geraldton
Local Planning Scheme No. 1

Amendment No. 21

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1) Rezoning 'Lot 902 on DP 431604 (No. 463)' Marine Terrace, West End, from Local Scheme Reserve 'Environmental Conservation Reserve' to 'Tourism' with a density of R80 and ASR1 allocation as depicted on the Scheme Map.
2) Introducing ASR1 Additional Site Requirements into the OTHER CATEGORIES section of the LEGEND on the Scheme Maps.
3) Inserting the following into Table 14 at clause 4.8.1 of the Scheme Text:

No.	Description of land	Requirement
ASR1	Lot 902 on DP 431604 (No. 463) Marine Terrace, West End	1. Development proposed to be located within 20 metres from the eastern side boundary will require approval of the local government and in considering any application the local government shall have regard to: (a) State Planning Policy 2.6 Coastal Planning; (b) State Planning Policy 5.4 Road and Rail Noise; (c) The Quiet House Design Standards. 2. Existing vegetation along the eastern side boundary adjacent to the Southern Transport railway and road corridor is to be retained unless otherwise approved by the local government.

Determined that the Amendment is **standard** under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

1. The amendment is consistent with the local planning strategy for the scheme that has been endorsed by the Commission; and
2. The amendment will have minimal impact on land in the scheme area that is not the subject of the amendment.

Dated this day of , 2026.

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(Chief Executive Officer)

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1.0 INTRODUCTION

Halsall and Associates have been engaged by the leaseholder of the land occupied by Belair Gardens Caravan Park (Summerstar Pty Ltd) to prepare this Scheme Amendment to amend the zoning of a portion of land immediately to the east of the caravan park to Tourism including additional site and development requirements.

The purpose of the amendment is to resolve an historic anomaly whereby portions of the park have been developed resulting in encroachment onto adjoining Lot 902 (to the east). Lot 902 has been supported for amalgamation into the land that is currently leased by Summerstar Pty Ltd such that the entire caravan park is included within reserves the subject of the lease area with appropriate zoning in place. As a result, the Deposited Plan to achieve this is complete and in order for dealing.

In preparation for this Scheme Amendment, detailed consideration of previous deliberations with both the City of Greater Geraldton (City) and Department of Planning, Lands & Heritage (DPLH) was noted, and it was recognised that support for this objective had already been given, following ongoing liaison with the caravan park operators.

A requirement of the processes of acquisition of Lot 902 and amalgamation of this land into Reserve land under the current lease, was this Scheme Amendment process.

This document therefore outlines the purpose of the amendment and includes the required attestation and Scheme maps.

2.0 BACKGROUND

Belair Gardens Caravan Park is a substantial caravan park with significant facilities and amenities in an important tourism location, close to the City Centre.

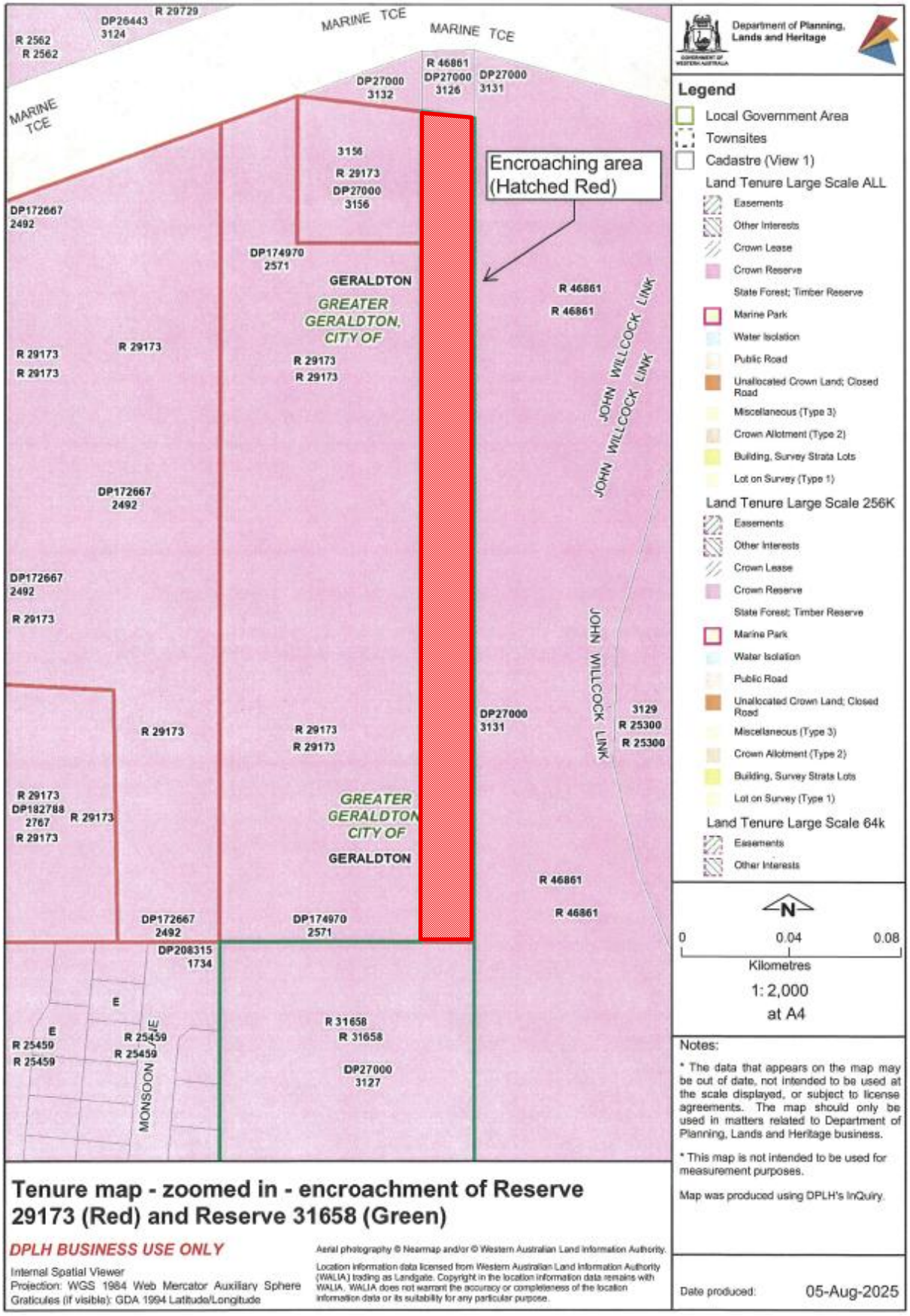
The caravan park has been operating for many years and has been the subject of improvements over time including lifestyle village accommodation and improved facilities for tourists.

At some point in the past various components of the caravan park have been developed onto adjoining Lot 902 to the east. The infrastructure that has encroached includes some caravan and camp sites, cabins and landscaped areas.

This anomaly has recently become apparent, and the objective now is to rectify the situation by amalgamation of Lot 902 into the tenure leased by the owners, with appropriate zoning.

A diagram was prepared by DPLH indicating the encroaching area and this has informed deliberations. An excerpt of the map produced indicating the location of the encroached land affected, is included at **Figure 1** below.

Figure 1 – Location of Encroachment Land Affected



Both DPLH and the City have supported the amalgamation of Lot 902 into Reserve 29173. DPLH and the City also recognised that the amalgamation would create a zoning anomaly and as such advised the proponent that a scheme amendment would be required in order to rectify this anomaly.

Following this, a Deposited Plan has been produced, and this is included at **Attachment 1** under the instruction of DPLH. The deposited plan is at the end of the process and in order for dealing.

Given the proximity of the land to the Southern Transport railway and road corridor and also noting that the land has been identified as being affected in the future by inundation as a result of rising sea levels, it was requested that the scheme amendment include the introduction of site specific requirements into Table 14 of the Scheme in order to address the following:

- Requirement for development approval to ensure due consideration is given to State Planning Policy 2.6 Coastal Planning and State Planning Policy 5.4 Road and Rail Noise;
- Appropriate setback of development from the eastern side boundary;
- Retention of existing vegetation and landscaping that buffers the land from the adjoining railway and road corridor; and
- Any habitable land uses being subject to a Quiet House Design package.

It was also confirmed with both the City and DPLH that the amendment is a 'Standard' amendment.

3.0 THE SITE

The subject site is Lot 902 Marine Terrace, West End, which is situated immediately to the east of the Belair Gardens Caravan Park. The caravan park occupies Lot 2491, Lot 2492, Lot 2493, Lot 2571 and Lot 2767, all of which form part of Reserve 29173 Marine Terrace, West End.

The location of both Lot 902 and Lot 901 (formerly Reserve 31658) is evident in the location plan included at **Figure 2** below.

Figure 2 – Location Plan Lot 902 and Lot 901

The area of land leased and occupied by the Belair Gardens Caravan Park is included at **Figure 3.**

Figure 3 – Current Belair Gardens Caravan Park Lease Area

The subject site and adjacent lots (Reserve 29173) are occupied by the Belair Gardens Caravan Park which is a substantial facility providing numerous cabins, significant caravan and camping areas, over 55's village and amenities as well as landscaped recreation areas and all of the typical amenities associated with a significant caravan park facility.

The characteristics of the site are evident at **Figure 4** below.

Figure 4 – Aerial Photograph

As evident above in the aerial photograph, the site abuts residential dwellings to the south and west, is opposite the beach and foreshore facilities to the north and is also adjacent to the rail and road reserves to the east.

Lot 902, the subject of this Scheme Amendment is a strip of land immediately to the east of the caravan park, which is in part occupied by park facilities, as indicated at **Figure 5** below.

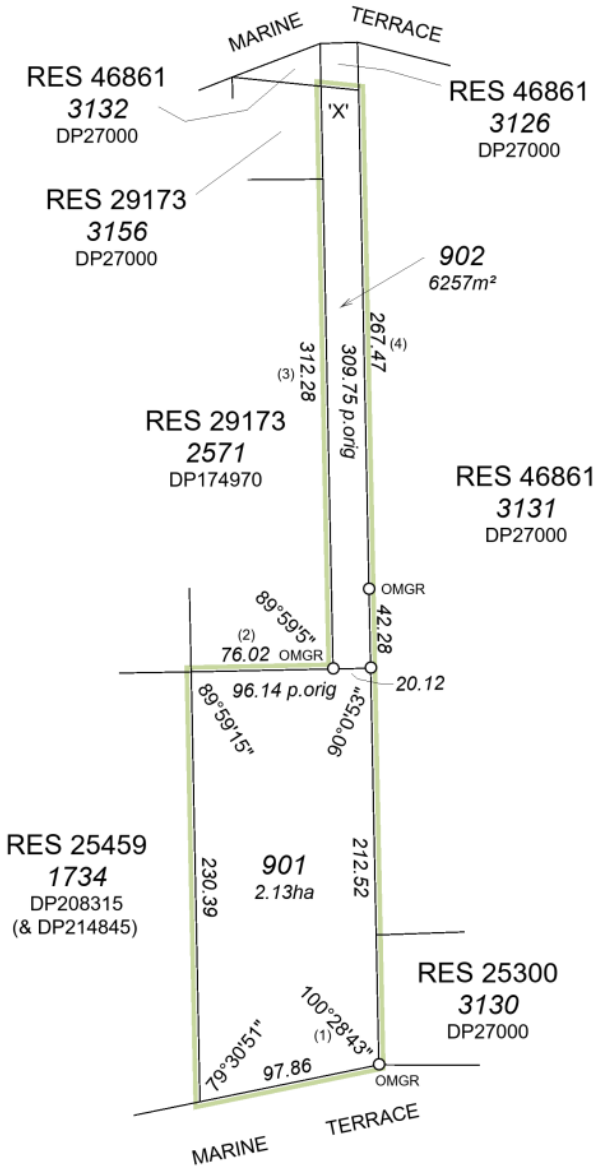
Figure 5 – Section of the caravan park occupying Lot 902

As evidenced above, it should be noted that some of the caravan sites, over 55's village accommodation, access and landscaping etc. extends into Lot 902, but the caravan park does not extend into the southern area, being Lot 901. This image indicates the area of encroachment into Lot 902, being the area directly abutting the eastern boundary of the Belair Gardens Caravan Park.

This area of encroachment has been the subject of a Deposited Plan which will excise a portion of land to be incorporated into the lease area for the caravan park in order to rectify this anomaly.

The area of land involved will be 6257m2 in area as depicted in an excerpt from the Deposited Plan below at **Figure 6.**

Figure 6 – Excerpt of Proposed Deposited Plan (IOFD)



The southern area, being Lot 901 is vegetated and not occupied by any particular use and is not to be the subject of this Scheme Amendment.

3.1 Environmental Characteristics

Whilst the subject portion of land is currently reserved for environmental conservation, the environmental values of the excised portion of land have severely been degraded.

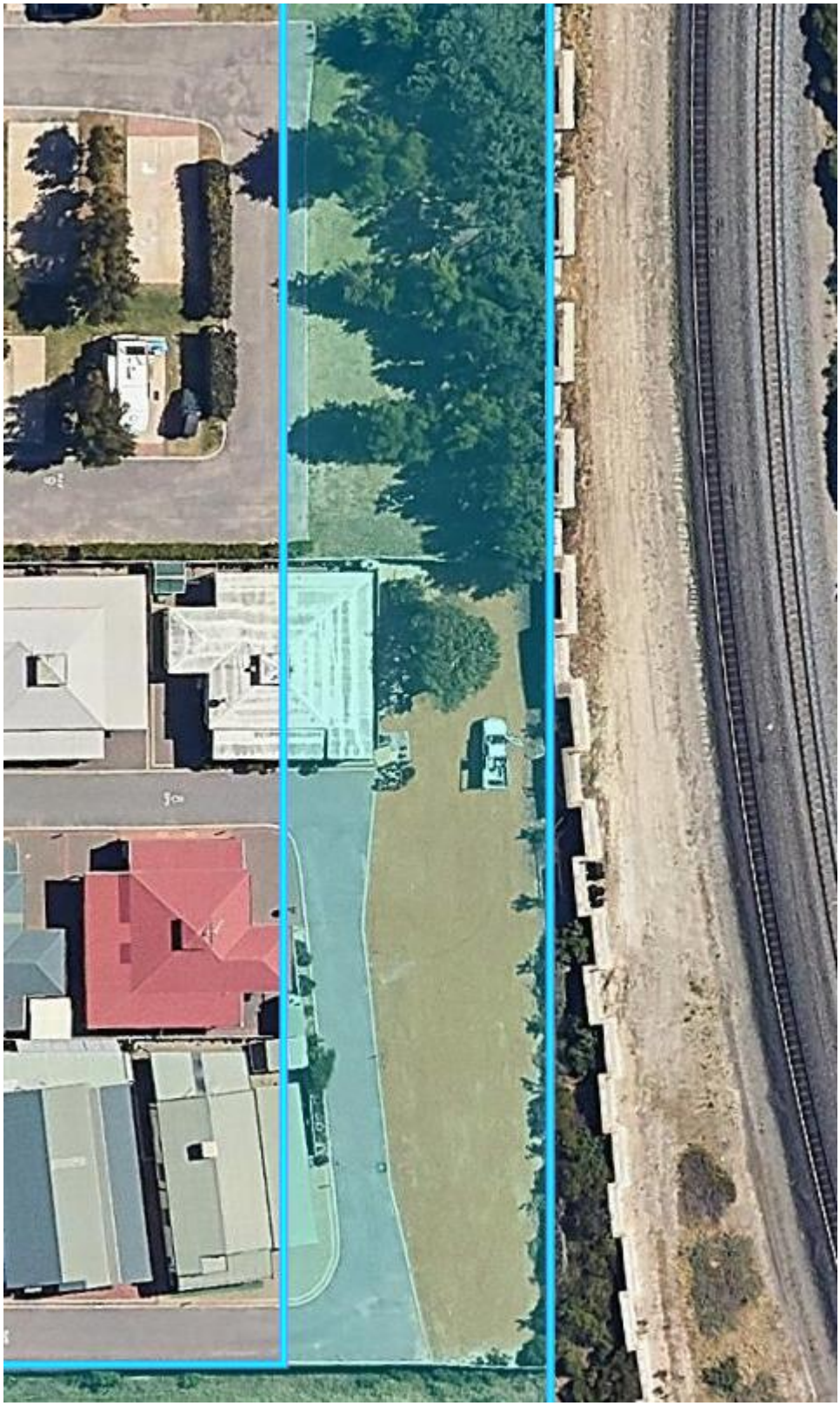
The land is predominantly cleared and most of it has been developed in association with the caravan park as evidenced in the aerial photographs, see zoomed in sections and explanations below at **Figure 7.**

The intent of this amendment is to put in place provisions that protect existing vegetation within the portion of land notwithstanding this is principally non-native. Observed species include Tuart, Western Sheoak and Coastal Moort which are not endemic to the Geraldton area. This is probably historic buffer planting.

Figure 7 – Zoomed in aerial photographs – Northern, Central and Southern part

As evident above, the northern section is occupied by some infrastructure associated with the utility services on the caravan park and some storage bays, with a small number of isolated trees and cleared sections.

As evident above, the central part is occupied by caravan sites and onsite vans with annexes, carports etc. and dominated by a thick planting of non-native trees as a buffer to the railway.



As evident above, the southern section includes an extension of this non-native section of trees and a completely cleared section in the south, where there is a gravel hardstand, parking area, driveway and a section of some park homes that have been established, which is part of the lifestyle village.

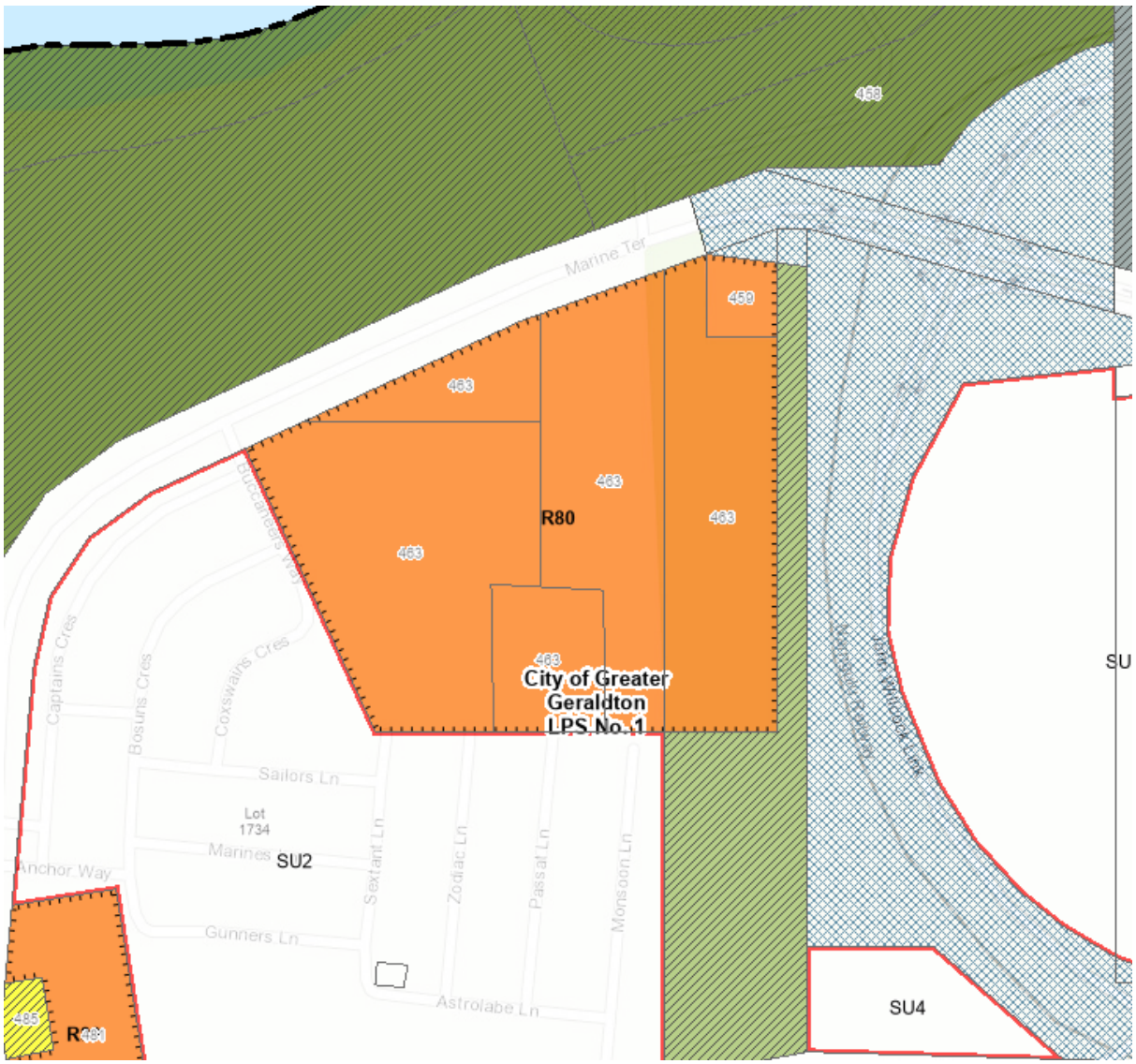
4.0 PLANNING FRAMEWORK

4.1 City of Greater Geraldton Local Planning Scheme No. 1

The subject land is subject to the provisions of the City of Greater Geraldton's Local Planning Scheme No. 1 (the Scheme). The Belair Gardens Caravan Park land is currently zoned 'Tourism' with an R80 density code.

Lot 902 is currently zoned as a Local Scheme Reserve 'Environmental Conservation' and an excerpt from the Scheme map depicting the current zoning arrangements is included at **Figure 8** below.

Figure 8 – Excerpt from Scheme Map



The City of Greater Geraldton's Local Planning Scheme No. 1 was gazetted on 11th December 2015 and has been the subject of a number of Scheme Amendments.

The objectives of the Tourism zone are outlined at Clause 3.6.1 as follows:

a) *"Promote and provide for tourism opportunities*
b) *Provide for a variety of holiday accommodation styles and associated uses, including retail and service facilities where those facilities are provided in support of the tourist accommodation and are of an appropriate scale where they will not impact detrimentally on the surrounding or wider area*
c) *Allow limited residential uses where appropriate*
d) *Encourage the location of tourist facilities so that they may benefit from existing road services, physical service infrastructure, other tourist attractions, natural features and urban facilities.*

Clause 3.6.2 of the Scheme outlines site and development requirements in the Tourism zone including a minimum lot size of 1000m2, primary setback of 6 metres, variable minimum secondary street and side boundary setbacks and a minimum rear setback of 5 metres where applicable to the subject land. Maximum plot ratio, building height and landscaping are all variable.

The clause also outlines that accommodation of short-term tourist accommodation and residential accommodation on the same site may be permitted subject to certain parameters.

The Belair Gardens Caravan Park has generally been developed consistent with the requirements of the Scheme within the park area except where this has encroached partially into the land the subject of this Scheme Amendment. Although once the land has been amalgamated such requirements will be generally complied with.

The land the subject of this Scheme Amendment is currently zoned Local Reserve 'Environmental Conservation Reserve' with the objective being *"To identify and protect areas of biodiversity and conservation value".*

Lot 902 has significantly diminished biodiversity and conservation value given the historic use of the land and therefore the activity on the land, the subject of the amendment, is reflective of the objectives of the Tourism zone. Table 14 of the Scheme (zoning table) indicates the uses that are permissible within the various zones and within the Tourism zone, as it would be expected, uses of a tourism nature are generally provided for in addition to other uses that might be considered suitable in association. Residential uses are also promoted by the Scheme to a certain extent.

In respect to the Environmental Conservation Local Reserve classification, it is only the objectives of the Reserve that currently guide consideration of development.

It is also noted under Clause 4.23 of the Scheme that the Local Government may require a Local Development Plan prior to determining development approval for, or within the caravan park.

4.2 City of Greater Geraldton Local Planning Strategy

The City's Local Planning Strategy recognises at clause 3.4.6 that the City has a variety of tourist attractions with many of them related to the hinterland and to the coast, and more recently, the Houtman Abrolhos Islands.

It is noted that there are a number of sites that will be developed or redeveloped within the City, either exclusively for tourism or with a strong tourism component.

The strategy also states that Geraldton is envisaged to attract substantial economic growth including in tourism and it is noted that the City Centre provides a regional focus for this.

Strategies and actions include those provided below at **Figure 9** extracted from the Local Planning Strategy.

Figure 9 – Excerpt from Local Planning Strategy

4.3 TOURISM	
Strategies	Actions
1. Facilitate for appropriate tourism accommodation, activities and related development within the City. 2. Ensure flexibility in planning controls for attracting tourism development. 3. Support the land use planning for the sustainable development of tourism in the Houtman Abrolhos Islands National Park.	1. Include a Tourism zone for sites considered to be of a strategic nature to ensure the sites are primarily retained for tourist purposes. 2. Accommodate tourism land uses within other zones where considered complimentary and compatible with the purpose of those zones. 3. Ensure Caravan Parks retain an adequate supply of caravan and camping sites for short-stay / visitor use. 4. Identify opportunities for increased height for tourism developments. 5. Allow for incidental and compatible uses in the Tourism zone in recognition that the delivery of tourism facilities in the current economic climate will rely on other compatible land uses. 6. Proactively contribute towards a visitor master plan (or the like) for tourism and visitor management of the Abrolhos Islands.

It should be noted that key actions include ensuring caravan parks retain an adequate supply of caravan and camping sites for short stay / visitor use, allow for incidental and compatible uses in the Tourism zone and ensuring flexibility and planning controls for attracting tourism development.

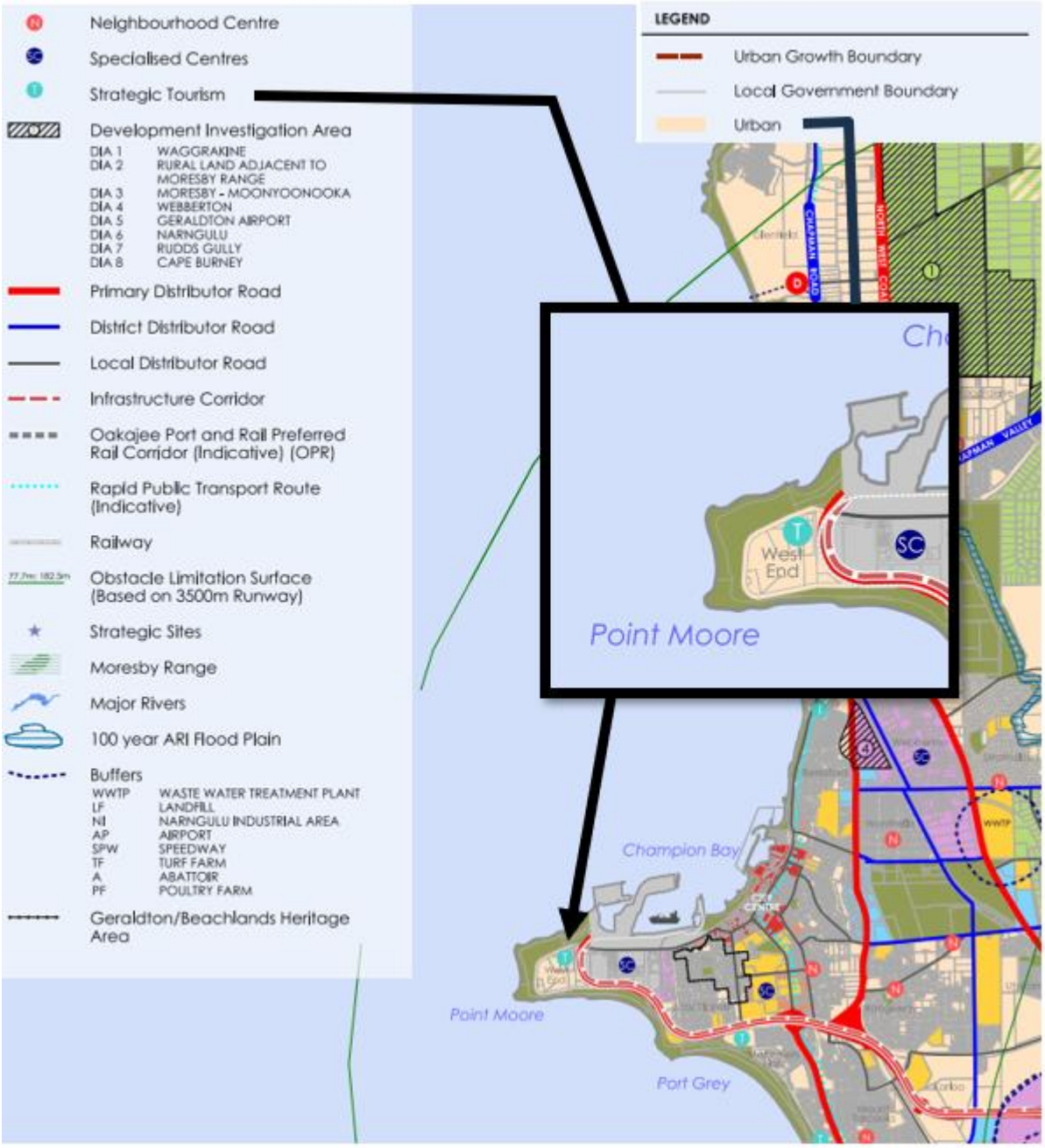
All of these aspects serve to inform that inclusion of essential caravan park facilities and area already utilised in association with the caravan park would serve to achieve these objectives and actions.

It is noted that the Local Planning Strategy maps identify the West End precinct specifically as a strategic tourism area.

The land is also allocated as Urban. Tourism use is consistent with Urban designation and given the allocation under the Local Planning Strategy

Mapping excerpted from the Local Planning Strategy indicating this is provided at **Figure 10** below.

Figure 10 – Excerpt from Local Planning Strategy Map



The land the subject of this Scheme Amendment is not differentiated from the caravan park itself, in fact all of the land west of the Rail Reserve is identified as falling within this precinct for tourism and therefore the land the subject of this Scheme Amendment is conjointly considered as being part of the Tourism precinct along with the existing caravan park.

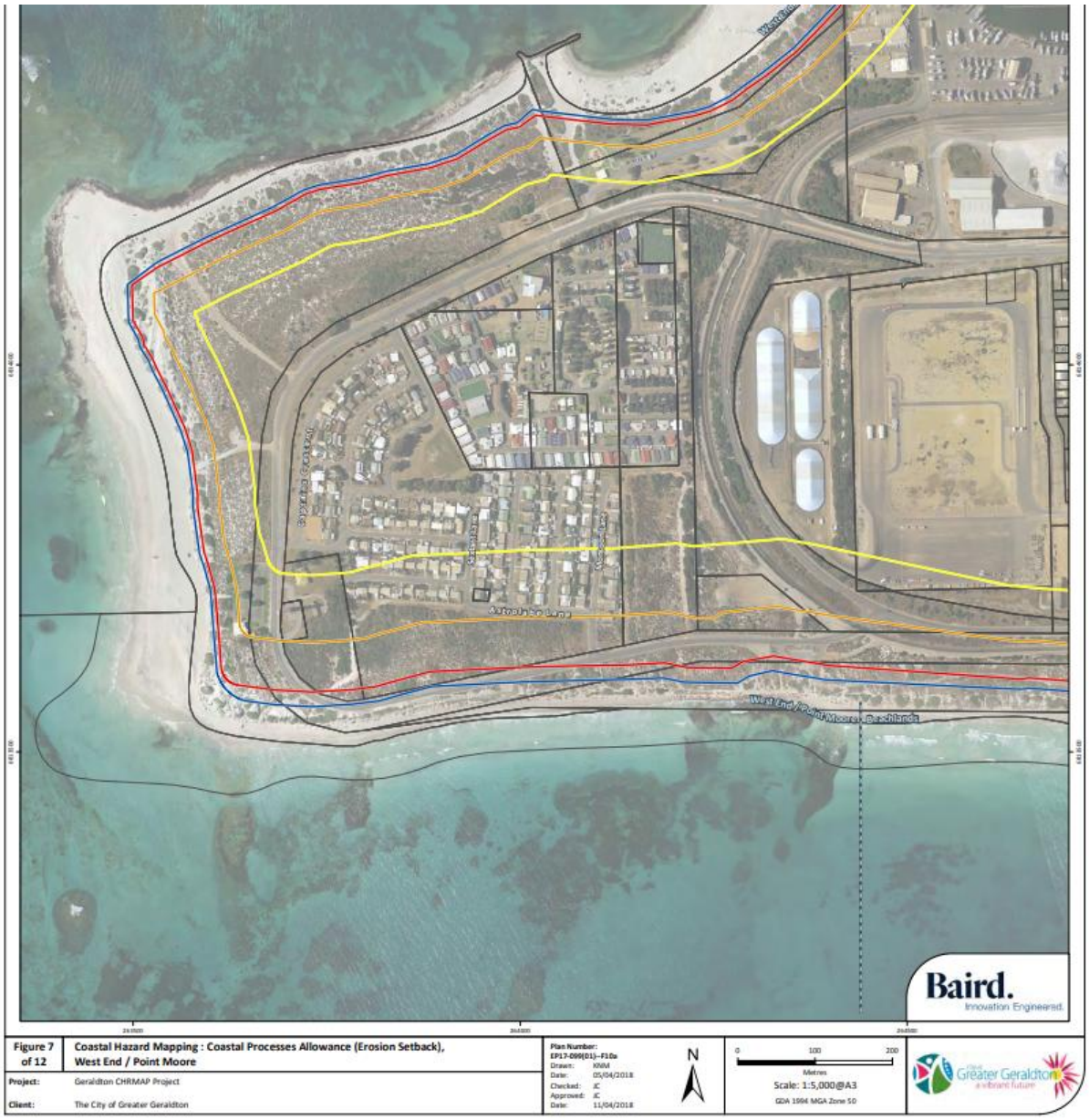
4.3 State Planning Policy 2.6 – Coastal Planning

It has been identified that the subject site falls within an area where sea level rising is a consideration.

The City's Coastal Hazard Risk Management and Adaption Planning (CHRMAP) report was adopted by Council on 27 November 2018. It identifies and recommends adaptation pathways and management options that can be pursued to address the risks for coastal erosion and inundation.

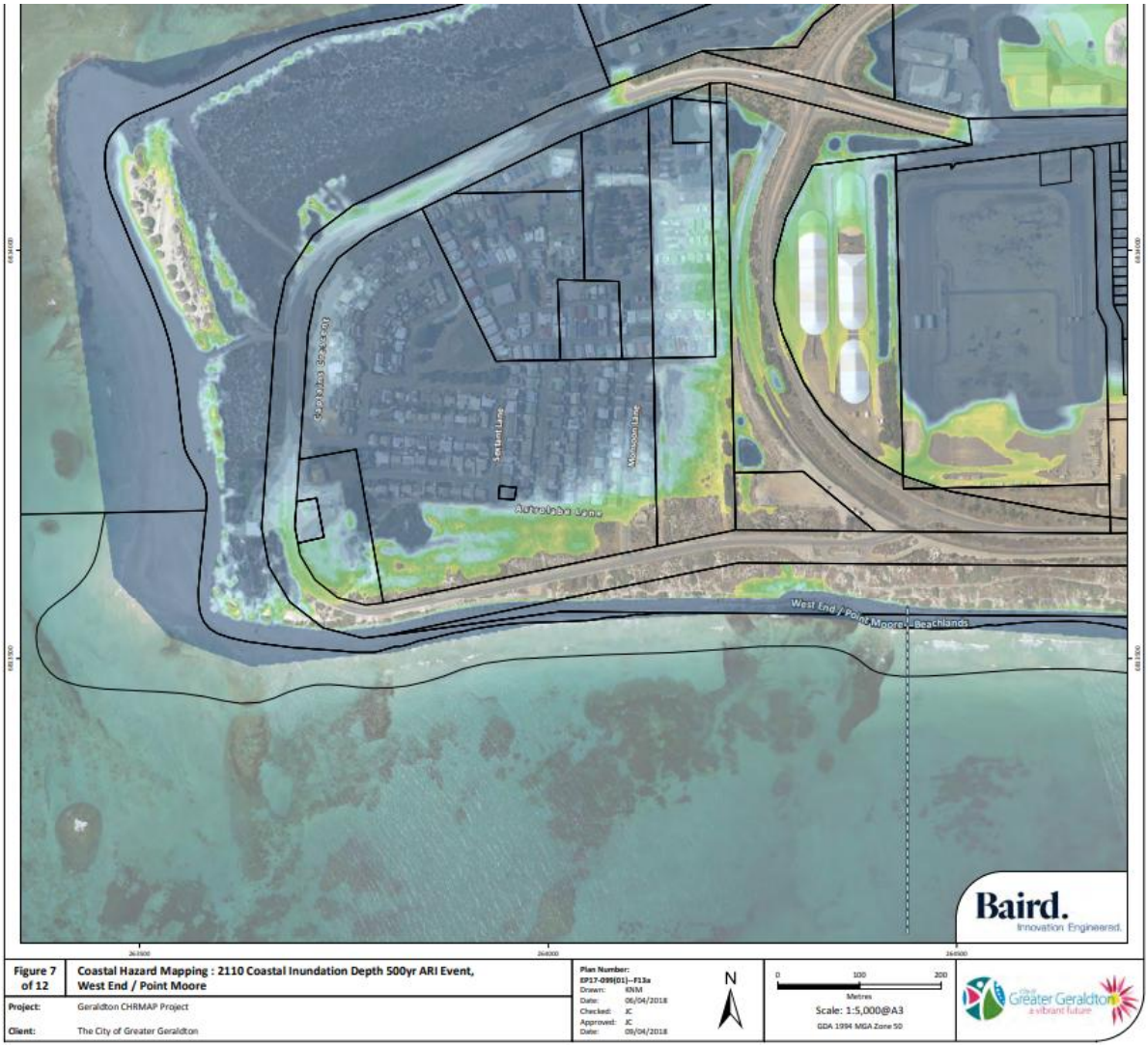
CHRMAP mapping for the West End locality is excerpted below in **Figure 11** and it should be noted that part of the subject Reserve falls within sections of land that may be affected by 2070 however, this risk does not affect the area of land the subject of this Scheme Amendment.

Figure 11 – Excerpt from CHRMAP



The CHRMAP also identifies areas that may be subject to inundation and mapping included in the CHRMAP in this respect is included at **Figure 12** below.

Figure 12 – Inundation Mapping (CHRMAP)



The land the subject of the Scheme Amendment is identified as being potentially subject to inundation up to approximately 1.6 metres in the north and to a lesser extent in the central south at around 0.4-0.6 metres.

To address this potential risk, provisions have been inserted in a draft lease agreement that has been prepared in consultation with the City. The draft lease fully recognises the potential for inundation, although the area of land the subject of this Scheme Amendment is less impacted than the rest of the caravan park in respect to the mapping as provided in the figure above.

The risk acknowledgement through the lease is an appropriate response from a tenure management perspective.

In respect to use of the land ongoing, (that is the subject of this Scheme Amendment) if further development is pursued on this narrow strip of land, this would be considered infill

and be the subject of a development application. Future development assessment would recognise such coastal risks which are already acknowledged under the lease.

This approach therefore serves to give respect to the intentions of SPP 2.6 and also the CHRMAP for the City.

The CHRMAP report determines that for the Point Moore/West End Coastal Management Area, that the general approach will be managed retreat with these conditions already being undertaken by many existing lease arrangements. A sea wall was constructed in 2013 on the south side of Point Moore to protect against erosion and while it will be maintained the adaption recommendations recognises that it is not a long-term commitment for this section of coast.

The inclusion of the land within the lease area for the caravan park will ensure such managed retreat provisions will apply and this provides appropriate mechanisms and acknowledgement of managed retreat and consideration of the risks moving forward, having regard for the CHRMAP.

4.4 SPP 5.4 - Road & Rail Noise

State Planning Policy 5.4 was developed to give due consideration to road and rail noise emanating from major roads and railways when considering planning proposals.

Given the subject site is located immediately adjacent to the Southern Transport railway and road corridor supporting the Geraldton Port, consideration of this Policy needs to be given.

The land the subject of the Scheme Amendment falls within 200 metres of a freight line and the distance is measured from the centre line of the closest track.

Policy measures include noise targets which are set out in Table 2 of the Policy. For railways, a level of 55 dB during the day and 50 dB at night is the target.

To determine appropriateness of activity, a noise exposure forecast is to be undertaken as per the guidelines. This provides an estimate of potential noise impacts on noise sensitive land use within the trigger distance.

The outcomes of this initial assessment determines whether no further measures are required, noise sensitive land use and / or development is acceptable subject to deemed to comply mitigation measures or noise sensitive land use and development is not recommended.

Where land is affected, a noise level contour map can be prepared to inform a planning proposal, either utilising the noise exposure forecast in the guidelines or a site specific noise level assessment by a suitably qualified consultant.

A noise management plan can also be prepared by a qualified acoustic expert.

In this instance, the noise emanating from the freight railway line to the section of land to be rezoned and suggested that consideration be given to the Policy and this has resulted in review of the noise exposure forecast table. This table is provided at **Figure 13** below.

Figure 13 – Noise Exposure Forecast Table

Table 2: *Noise exposure forecast*

Transport Corridor Classification		Number of lanes (both directions), including bus/priority lanes and entrance/exit ramps	Forecast noise exposure category based on lot distance(m) from edge of nearest main road carriageway (not entrance/exit ramps)																					
			adjacent	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	175	200	225	250	275	300
Strategic freight/major traffic route • 500 or more Class 7-12 Austroads vehicles per day, or • 50,000+ vehicles per day		2 to 4 lanes	72	68	66	65	63	62	61	61	60	59	59	58	57	57	56	55	54	53	52	51	50
		5 to 6 lanes	74	70	68	66	65	64	63	62	61	61	60	59	59	58	58	57	56	55	54	53	52
		7 to 8 lanes	76	72	69	68	66	65	64	64	63	62	62	61	60	60	59	58	57	56	55	54	53
		9 to 10 lanes	77	73	70	69	67	66	65	65	64	63	63	62	61	61	60	59	58	57	56	55	54
		10 or more lanes	78	74	71	70	68	67	66	66	65	64	64	63	62	62	61	60	59	58	57	56	56
Other significant freight / traffic routes • Any actual or planned future State Administered Road • Local Government Roads Carrying 100 or more Class 7 – 12 Austroads vehicles/day • 25,000+ vehicles per days vehicles/day	Urban Region Scheme areas 60-80 km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	56	55	54	54	53	53	52	51	50	49	48	47
		3 to 6 lanes	69	66	64	63	62	61	60	59	58	58	57	56	56	55	55	54	53	52	51	50	49
	Urban Region Scheme areas 100+ km/hr	1 to 2 lanes	70	67	65	64	63	62	61	60	59	59	58	57	57	56	56	55	54	53	52	51	50
		3 to 6 lanes	74	70	68	66	65	64	63	62	61	61	60	60	59	59	58	57	56	55	54	53	52
	Rural areas 60-80 km/hr	1 to 2 lanes	62	59	57	56	55	54	53	52	51	51	50	49	49	48	48	46	45	44	43	42	41
		3 to 4 lanes	66	63	61	60	59	58	56	56	55	54	53	53	52	52	51	50	49	48	47	46	45
	Rural areas 100+ km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	55	54	54	53	53	52	51	50	49	48	47	46
		3 to 4 lanes	69	66	64	63	62	61	60	59	58	57	56	56	55	55	54	53	52	51	50	49	48

Forecast Excess Noise Level, dB	Exposure Category	Policy requirements for noise-sensitive land-use and/or development
0 or less	-	No further measures
1 to 3	A	Noise-sensitive land-use and/or development is acceptable, subject to:
–	*A+	
4 to 7	B	Mitigation measures in accordance with an approved noise management plan;
–	*B+	
8 to 11	C	or quiet house package as specifed
–	*C+	
12 to 15	D	Noise-sensitive land-use and/or development is not recommended. There is no default quiet house option due to excessive forecast noise: professional design input is required in order to achieve compliance with relevant criteria. If noise-sensitive land-use and/or development is unavoidable, an approved noise management plan is required to demonstrate compliance with the noise target (see Table 1).
16+	E	

* Assits to mitigate short term noise events from freight rail.

Railway Transport Corridor Classification		Forecast period average noise level and exposure category based on distance from nearest rail centreline (m)																	
		adjacent	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	175	200
Passenger railways	Fremantle, Midland and Thornlie main lines only	68	64	62	60	59	58	56	56	55	54	53	52	52	51	51	49	48	
	All other metro passenger rail lines, and where multiple metro rail services share the same transport corridor	70	66	64	62	61	60	58	57	56	56	55	54	54	53	52	51	50	
Freight railways, up to 1 movement per hour		72	68	65	63*	62*	60*	59*	58*	57*	57*	56	55	55	54	53	52	51	

The noise levels in noise exposure forecast table are based on a number of assumptions including:

- Level and open ground between the noise source and the receiver and neutral weather effects
- All values include a +2.5 dB façade correction, typical ground absorption, some scattering from buildings in line with measured data for urban and rural scenarios; and include in-built cumulative noise factors for urban areas
- Development building outline is within 10metres of the lot boundary facing transport corridor
- Number of road lanes roughly scale with traffic volume (at up to ~18,000/vehicle per day for a 2 lane road)
- Railway noise levels are based on level straight track with adjustments included for future growth over 20 years in line with historical averages
- For railway noise levels 3 dB per doubling of traffic per hour can be added if higher noise levels may be expected near tight curves and turnouts

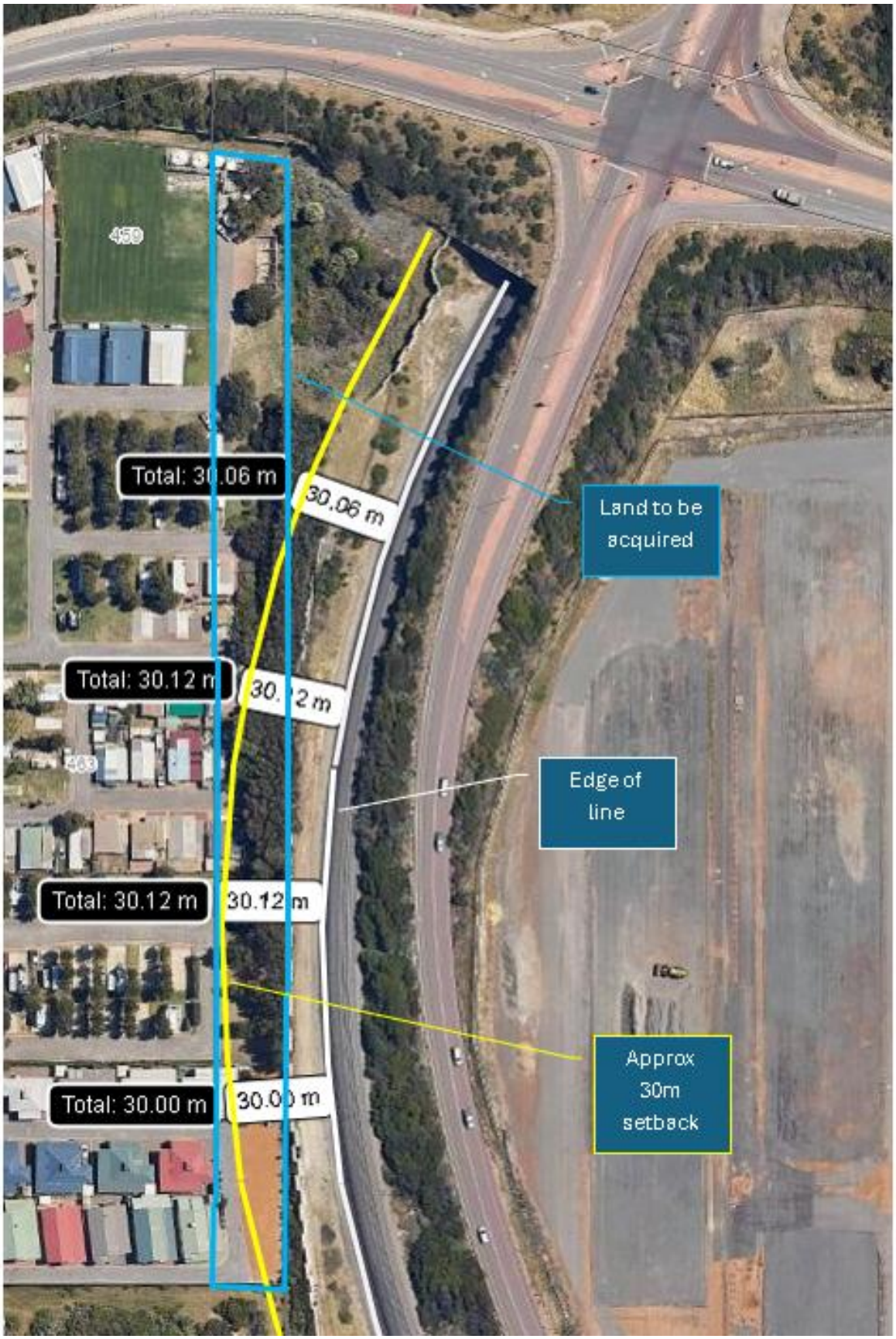
It is noted that the adjacent railway is a freight line with up to one movement per hour and as such, unacceptable levels for noise sensitive land use fall at a distance of 30 metres from the rail centre line. At a distance of 30 metres, the exposure category is C+, which can therefore inform Quiet House Package specifications.

It is important to note that the railway line as it presents to the caravan park is bounded by a bank and a wall which may mitigate some of the noise emanating from the railway. However, to determine the outcome an acoustic assessment would be required.

A photograph showing the wall and bank and stand of vegetation between the line and the park is provided below.

Rather than undertake a detailed assessment, this proposal relies on recognising the forecasting presented in the noise exposure forecast table within the guidelines and incorporation of provisions in the Scheme that relate to the area of land. This can take into account the land within a distance of 30 metres of the centre line of the railway line and the need to consider whether future development in this area would be permitted. Further, that land beyond this line, may be considered subject to Packaged Quiet House Standards as applicable. The presentation of the site to the railway line and a 30m setback is indicated approximately below at **Figure 14**.

Figure 14 – Approximate 30 Metre Setback from Railway Line



It would also be beneficial to retain existing buffering vegetation in this area of land and as such, provisions are recommended within the Scheme to attend to these matters and draw

the issues to attention for future development of the land and therefore addressing SPP 5.4.

5.0 PROPOSED SCHEME AMENDMENT

Given the subject land is being utilised in association with the caravan park, the proposal is to amend the zoning from Local Reserve "Environmental Conservation" Local Scheme to "Tourism" with an R80 density code. This is consistent with the current zoning of the adjoining caravan park. The land is located adjacent to the Southern Transport railway and road corridor and is also identified as being affected in the future by inundation as a result of rising sea levels. Given this consideration of road and rail noise and coastal planning implications need to be taken into account. As such site-specific requirements are proposed to be applied to the land, inserted within Table 14 of clause 4.8.1 of the Scheme.

This would rectify an anomaly, not only from a zoning perspective for consistency, but also in respect to tenure, as reflected in the Deposited Plan that has been produced. The amendment will also ensure that ongoing consideration of development within the area to be rezoned, will require an application for development approval and assessment of specific issues. The provisions can also give attention to the need to retain vegetation unless determined acceptable to be removed via an application for development approval.

An appropriate attestation and mapping is provided herewith this Scheme report.

Table 14 within the Scheme would therefore be amended to insert the following:

No.	Description of land	Requirement
ASR1	Lot 902 on DP 431604 (No. 463) Marine Terrace, West End	1. Development proposed to be located within 20 metres from the eastern side boundary will require approval of the local government and in considering any application the local government shall have regard to: (d) State Planning Policy 2.6 Coastal Planning; (e) State Planning Policy 5.4 Road and Rail Noise; (f) The Quiet House Design Standards. 2. Existing vegetation along the eastern side boundary adjacent to the Southern Transport railway and road corridor is to be retained unless otherwise approved by the local government.

6.0 PLANNING MATTERS

Given the proposal relates to amending the zoning of land which is currently a Local Scheme Reserve for Environmental Conservation, due consideration needs to be given to the environmental qualities of the land.

It has been recognised that the subject narrow strip of land has been heavily modified in the past. In the far northern section there are some trees, although these are small in number and there is also an area of parkland cleared which surrounds existing caravan park infrastructure. Other vegetation on the land is principally a strong belt of planted vegetation along the eastern boundary and this stretches southwards, towards the end of the section of land that is the subject of the Scheme Amendment. This provides a good buffer to the railway line feature.

To the south of this is cleared land associated with Over 55's lifestyle village dwellings that have been established and provides for hardstand of gravel.

It is only Lot 901 to the south of the caravan park that retains some native vegetation that represents to some extent, some natural habitat.

Lot 901 is not affected by the Scheme Amendment and therefore retention of the Reserve for Environmental Conservation is recommended.

The additional site and development requirements proposed to be inserted into Table 14 of the Scheme serves to protect the existing vegetation along the eastern boundary of the caravan park, noting that it provides visual separation to the Southern Transport railway and road corridor and also serves to protect what could be considered the only significant environmental element of the land proposed to be rezoned.

7.0 CONCLUSION

The land the subject of this Scheme Amendment is currently utilised for caravan park purposes in association with the Belair Gardens Caravan Park. The caravan park has encroached into Lot 902 to the east and this situation has existed for quite some time.

This anomaly has recently been recognised and it has been determined that this anomaly should be rectified, both in respect to tenure and also zoning.

A change to the zoning will mean that the inclusion of the land within the caravan park land holding will provide for an uncomplicated arrangement for ongoing assessment of land use. It is always important to ensure that the zoning reflects intended land use.

The section of land is narrow and does not interface with other land that would create any issues in respect to the change of zoning.

The proposed zoning change should be supported given that it will resolve an historical anomaly. The purpose of this Scheme Amendment is to ensure that existing development on the subject land reflects the appropriate zoning and is consistent with the current caravan park land use. This is considered to be consistent with the City's Local Planning Strategy which promotes flexibility and development of tourism in strategic locations as reflected on the Local Planning Strategy map.

Support for the amendment is respectfully requested.

Attachment 1 – Deposited Plan – In Order For Dealing

Lodgement and Examination

Lodgement Date	11/02/2026
Examination Date	11/02/2026

Western Australian Planning Commission

Planning Approval	Exempt
Reference	

In Order For Dealings

Subject To	• Reserve Action

	16.2.2026
For Inspector of Plans and Surveys / Authorised Land Officers	Date

Plan Approved

Inspector of Plans and Surveys / Authorised Land Officer	Date

Plan Information

Tenure Type	Crown
Plan Type	Deposited Plan
Plan Purpose	Subdivision

Plan Heading

LOTS 901-902

Locality and Local Government

Locality	WEST END
Local Government	CITY OF GREATER GERALDTON

Planning Approval

Exempt

Department of Planning, Lands and Heritage

File Number	02402-1972

Survey Details

Survey Method	Conventional Survey
Field Records	167639
Declared as Special Survey Area	No

Survey Certificate - Regulation 54

I hereby certify that this plan is accurate and is a correct representation of the ----
(a) * survey, and/or
(b) * calculations from measurements recorded in the field records;
[* delete if inapplicable]
undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

Roger Hunt

Roger Lindsay Hunt
2026.02.10 09:39:10 +08'00'

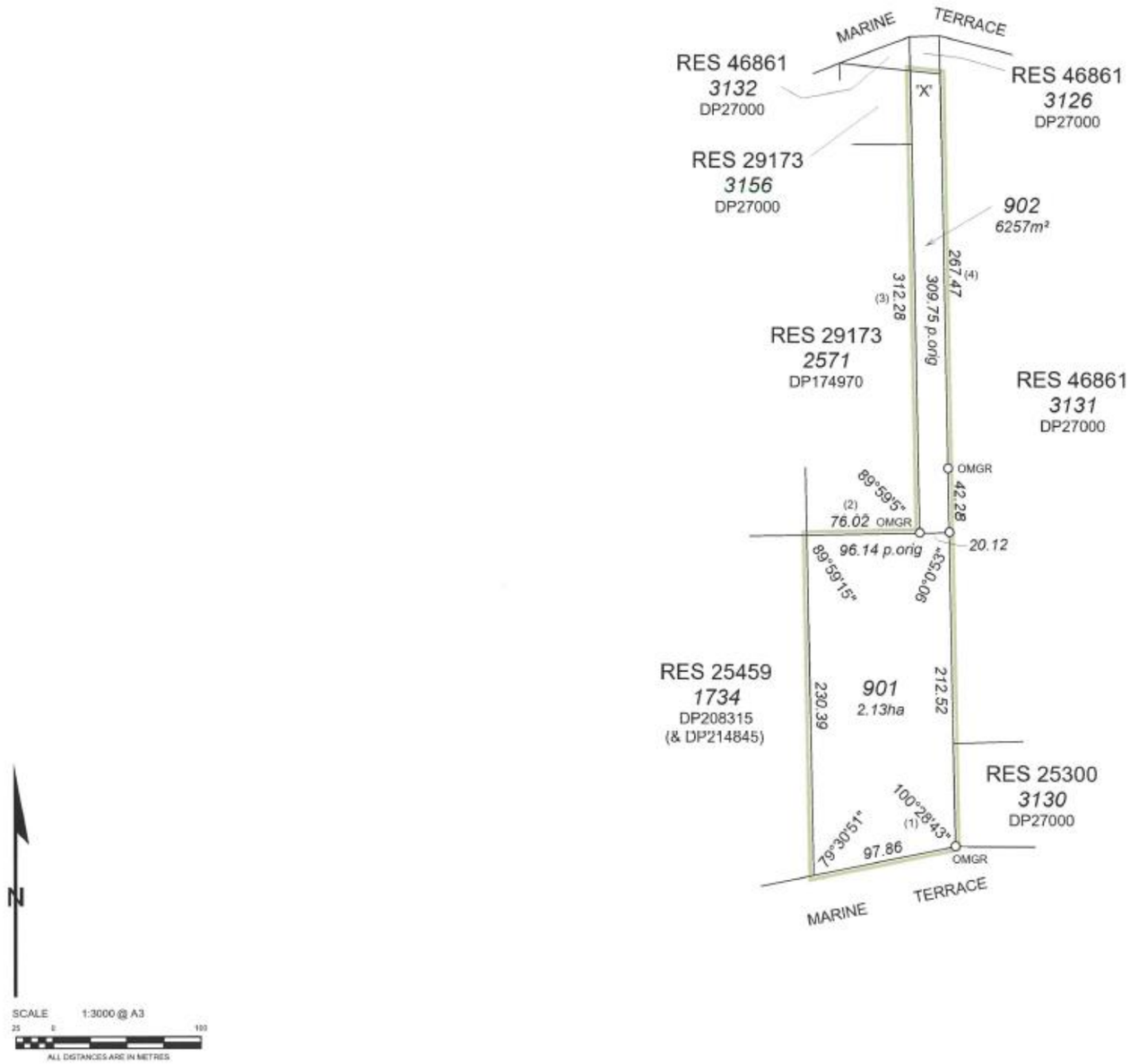
ROGER LINDSAY HUNT Licensed Surveyor	Date

Survey Organisation

Name	QUANTUM SURVEYS PTY LTD
Address	GERALDTON 6531
Phone	99650077
Fax	99650088
Email	info@quantumsurveys.com.au
Reference	QS 25600

Former Tenure

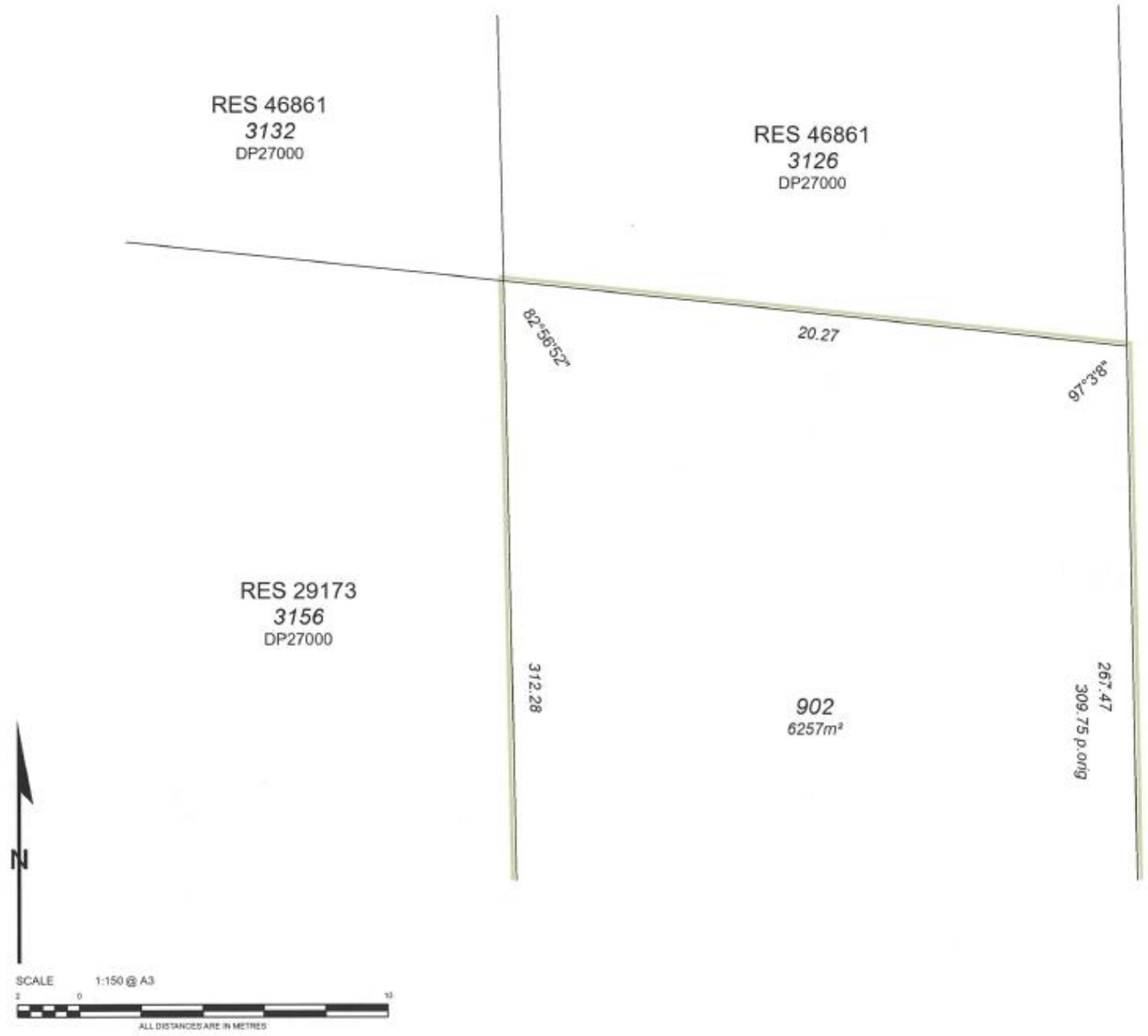
New Lot / Land	Parent Plan Number	Parent Lot Number	Title Reference	Parent Subject Land Description
901-902	DP27000	LOT 3127	LR3123-837	



DIMENSIONS SHOWN CLOCKWISE FROM (1) TO (2) AND (3) TO (4) ARE ALL ORIGINAL.

Landgate / Quantum Surveys	ADDITIONAL SHEETS ENDORSEMENT SHEET	SHEET 2 OF SHEETS 3	VERSION NUMBER 1	DEPOSITED PLAN 431604

'X'



DIMENSIONS SHOWN HEREIN ARE ORIGINAL

Landgate / Quantum Surveys	ADDITIONAL SHEETS	SHEET		SHEETS	VERSION NUMBER	DEPOSITED PLAN
	ENDORSEMENT SHEET	3	OF	3	1	431604

Planning and Development Act 2005

RESOLUTION TO AMEND LOCAL PLANNING SCHEME

City of Greater Geraldton
Local Planning Scheme No. 1

Amendment No.21

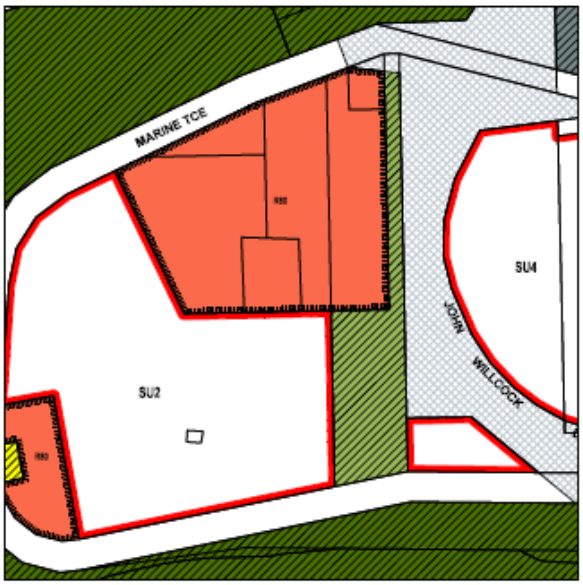
RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act* 2005, amend the above Local Planning Scheme by:

1) Rezoning 'Lot 902 on DP 431604 (No. 463)' Marine Terrace, West End, from Local Scheme Reserve 'Environmental Conservation Reserve' to 'Tourism' with a density code of R80 and ASR1 allocation as depicted on the Scheme Map.
2) Introducing ASR1 Additional Site Requirements into the OTHER CATEGORIES section of the LEGEND on the Scheme Maps.
3) Inserting the following into Table 14 at clause 4.8.1 of the Scheme Text:

No.	Description of land	Requirement
ASR1	Lot 902 on DP 431604 (No. 463) Marine Terrace, West End	1. Development proposed to be located within 20 metres from the eastern side boundary will require approval of the local government and in considering any application the local government shall have regard to: (g) State Planning Policy 2.6 Coastal Planning; (h) State Planning Policy 5.4 Road and Rail Noise; (i) The Quiet House Design Standards. 2. Existing vegetation along the eastern side boundary adjacent to the Southern Transport railway and road corridor is to be retained unless otherwise approved by the local government.

SCHEME AMENDMENT MAP

CITY OF GREATER GERALDTON
LOCAL PLANNING SCHEME No.1
AMENDMENT No. 21



EXISTING ZONING

PROPOSED ZONING

LEGEND

LOCAL SCHEME RESERVES

- Environmental Conservation Reserve
- Foreshore
- Local Road
- Public purposes
- Strategic Infrastructure - Port
- Special Purpose Infrastructure Corridor

LOCAL SCHEME ZONES

- Special Use
- Tourism

OTHER CATEGORIES

- R80 RCODES
- ASR1 Additional Site Requirements

0 150m 300m

MAY 2026

FORM 6A

COUNCIL ADOPTION

This **standard** Amendment was adopted by resolution of the Council of the City of Greater Geraldton at the Ordinary Meeting of the Council held on the day of , 20 .

_____
(Mayor)

_____
(Chief Executive Officer)

COUNCIL RESOLUTION TO ADVERTISE

by resolution of the Council of the City of Greater Geraldton at the Ordinary Meeting of the Council held on the day of , 20 , proceed to advertise this Amendment.

_____
(Mayor)

_____
(Chief Executive Officer)

COUNCIL RECOMMENDATION

This Amendment is recommended for support by resolution of the City of Greater Geraldton at the Ordinary Meeting of the Council held on the day of , 20 ; and the Common Seal of the City of Greater Geraldton was hereunto affixed by the authority of a resolution of the Council in the presence of:

Seal to be affixed here

_____
(Mayor)

_____
(Chief Executive Officer)

WAPC ENDORSEMENT (r.63)

_____
Delegated under S.16
of the *Planning and Development Act 2005*

_____
DATE

APPROVAL GRANTED

_____
Minister for Planning

_____
DATE