

**DS089 - Revised Policies**

- 1. Geraldton / Beachland Heritage Area**
- 2. Heritage Conservation and Development**
- 3. Home Based Business and Non-Residential Development in the Residential Zone**
- 4. Mobile Traders**
- 5. Parking of Commercial Vehicles in Residential and Rural Residential Areas**
- 6. Repurposed Dwellings**



## Local Planning Policy 4.3 Geraldton/Beachlands Heritage Area

**VERSION 3**

September 2025

Version	Adoption	Comment
1	22 March 2016 Council Item DRS252	Draft.
2	28 June 2016Council Item DCS283	Final.
3		Review and amended provisions.

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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) – *Geraldton/Beachlands Heritage Area*.

## **2.0 INTRODUCTION**

### **Purpose**

The purpose of this policy is to enable development within the Heritage Area, without detrimentally detracting from its character.

### **Background Information**

Local governments are responsible for identifying, protecting, promoting, and managing the majority of Australia's heritage places. The City of Greater Geraldton (the City) embodies a strong sense of place and history deeply rooted in its natural, historic and Aboriginal environment.

Under Schedule 2 Part 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the City may consider that special planning controls are required to conserve and enhance the cultural heritage significance and character of an area. The City may designate an area as a 'heritage area' and set controls through a local planning policy.

The Geraldton/Beachlands Heritage Area (the Heritage Area) is recognised as having heritage significance due to its established character, featuring many older buildings, mature private landscaping and street trees. The area's visual prominence which differentiates it from other parts of the City, warrants special development controls to preserve the visual amenity and character.

The Heritage Area is primarily residential, consisting of low density single or detached dwellings with some medium density development. The architectural styles and building materials are diverse, with several dwellings dating back to the mid to late 19<sup>th</sup> Century. Building setbacks from the street vary greatly, from nil setback in some instances, to over 20 metres in others. Despite the diversity, certain basic elements appear in sufficient quantities as to produce a unifying effect and create iconic streetscapes and a local character.

The Heritage Area is mapped in Schedule A.

### **Local Heritage Survey**

There are currently 127 places within the Heritage Area which are listed on the City's Local Heritage Survey (fmr. Municipal Inventory) (LHS). Local governments are required under Section 103 of the *Heritage Act 2018*, to prepare a survey of local places that are, or may become, of cultural heritage significance. The LHS provides descriptions, assessments and recommendations for listed heritage places, offering guidelines for the conservation of those places. Inclusion on the LHS does not necessarily mean demolition and/or redevelopment cannot occur, however proponents of development on places listed on the LHS are strongly recommended to liaise with the local government prior to lodging plans for development approval.

A list of the places on the LHS which are located within the Heritage Area is included in Schedule B.

### 3.0 OBJECTIVES

- a) To conserve and protect the cultural heritage significance of the Heritage Area.
- b) To ensure that new buildings, alterations and additions can be accommodated within the Heritage Area without adversely affecting the area's significance.
- c) To provide clarity to landowners and the community about the planning processes for development within the Heritage Area.
- d) To preserve the amenity of the Heritage Area through the appropriate protection of street trees.

### 4.0 APPLICATION OF THIS POLICY

#### Relationship to R-Codes

Section 3.2.3 of the Residential Design Codes ('R-Codes') Volume 1 states that a local government may adopt a Local Planning Policy which varies or replaces specific deemed-to-comply provisions of the R-Codes. A Local Planning Policy may also contain development provisions for any aspect of residential development that is not provided for in the R-Codes.

This policy should be read in conjunction with the R-Codes and should there be any inconsistency then the policy prevails. It should not be assumed that mere compliance with the deemed-to-comply requirements will result in an approval but rather each application will be assessed in the context of this policy and the R-Codes.

### 5.0 POLICY PROVISIONS

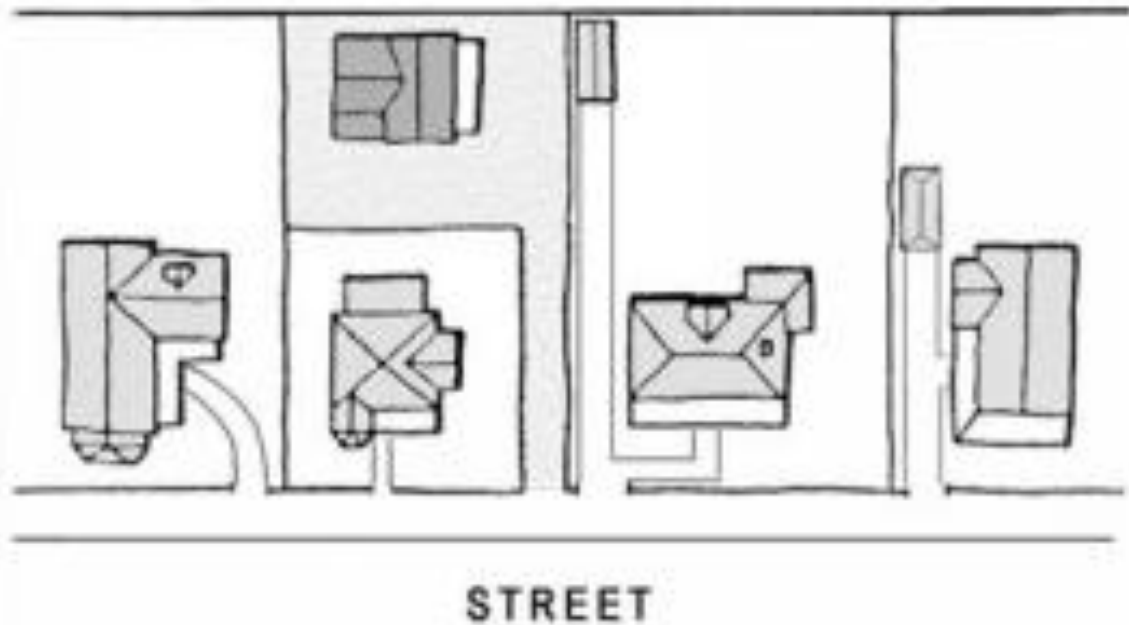
#### 5.1 Infill Development

*Aim: To ensure any infill development makes a positive contribution to the streetscape.*

- a) The intention is not for new development to mimic existing heritage buildings. New development should be recognisable as such, but should still achieve a sympathetic relationship with the Heritage Area contiguous with it. In other words, it should not intrude unreasonably. The primary concern is the effect of new development upon the existing streetscape where there is an easily identifiable pattern of development or character of significance.
- b) To this end, the local government is less likely to apply strict assessment standards to infill development that is not visible from the street or is located in parts of the Heritage Area that are not considered significant as a result of existing unsympathetic development.



**Figure 1: Site analysis looking at the pattern of the existing streetscape.**



**Figure 2: Example of appropriate subdivision and infill development which retains the setting of existing buildings.**

## 5.2 Retention of Buildings

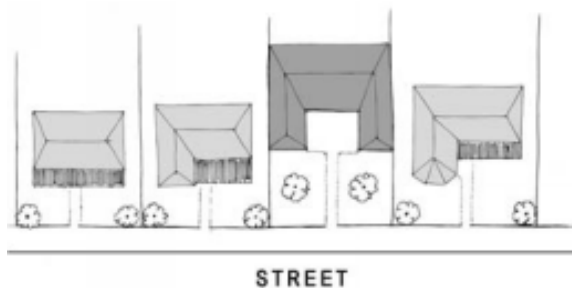
*Aim: To ensure that LHS listed buildings are not demolished where reasonable alternative exists, and where demolition occurs, that the consequent vacant land or the subsequent development does not upset the rhythm of the streetscape.*

- a) Buildings listed on the City's LHS are to be retained wherever possible.
- b) The local government may exercise greater flexibility in its development requirements where the applicant demonstrates that such flexibility will allow the retention of an LHS listed building.
- c) The local government will assess more critically proposals to demolish LHS listed buildings in the Heritage Area as it is considered that the presence of large numbers of LHS listed properties contributes to the significance and established amenity of the area.
- d) Applications for the demolition of a building listed on the LHS will not generally be supported in isolation but rather may require the concurrent lodgement of an application for development approval for the subsequent development/use of the site to minimise vacant lots in the Heritage Area.
- e) Any application for development approval involving a property listed on the LHS should refer to the City's *Heritage Conservation and Development Local Planning Policy* for further guidance and requirements.

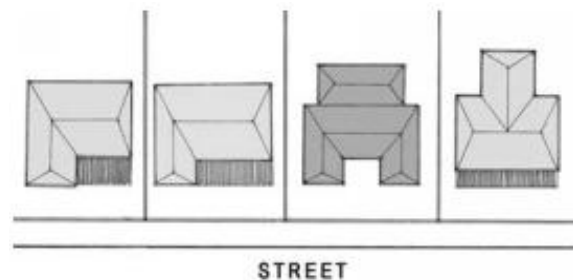
## 5.3 Setbacks and Orientation

*Aim: To ensure new development is situated in keeping with the context of existing homes in the same street.*

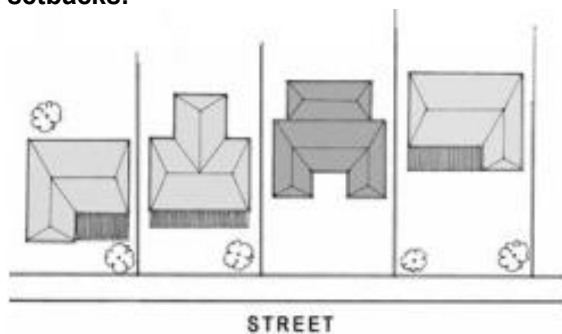
- a) Front setbacks should conform to any prevailing pattern that may exist on the same side of the street; however, the local government will not support further development at a nil setback, even where there are existing examples of such development.
- b) Where existing setbacks are staggered or varied, the local government will exercise more flexibility in the front setbacks for new infill development. However, it should generally be placed within the range of existing setbacks within the immediate vicinity.
- c) Side setbacks should also be consistent with the rhythm of development in the immediate vicinity.
- d) New development should be oriented to be parallel with the street alignment, unless it can be demonstrated there is no such pattern of orientation existing in the vicinity.



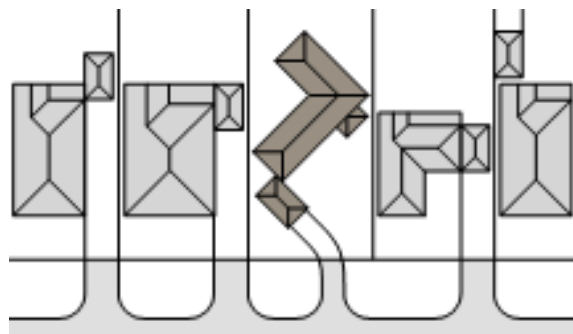
**Figure 3: Inappropriate infill too far back from existing front setbacks and not matching side setbacks.**



**Figure 4: Appropriate infill retaining existing setbacks.**



**Figure 5: Appropriate infill placed within the range of existing setbacks.**



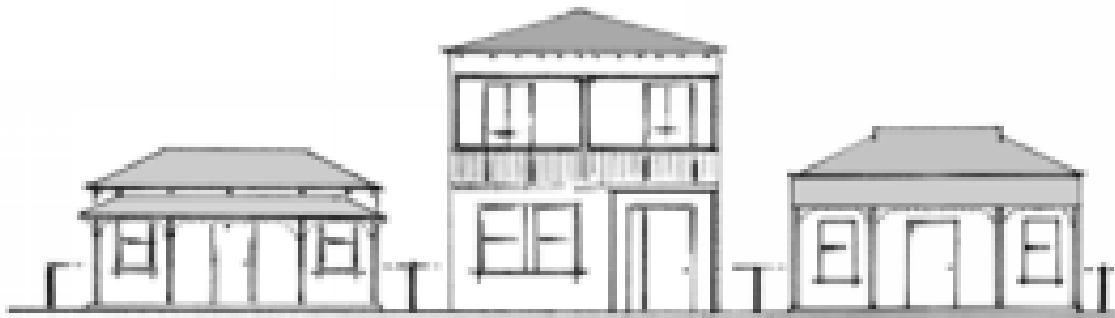
**Figure 6: Inappropriate infill not orientated to address the street and inconsistent with the existing streetscape.**

#### 5.4 Height and Bulk

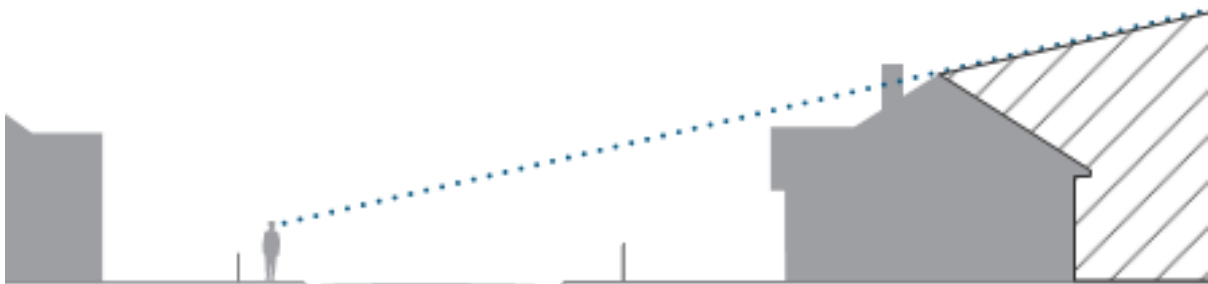
*Aim: To ensure new development is consistent with existing developments of heritage significance, in terms of height and bulk and does not dominate the streetscape.*

- a) New dwellings should be of a similar height and bulk to existing buildings within the vicinity which make a positive contribution to the character of the Heritage Area.
- b) In general, floor levels, plate height and roof height should be consistent with those of buildings either side.
- c) While the Heritage Area is predominantly single storey, two storey developments may be supported where it can be demonstrated that particular site characteristics or the individual design will mean the proposed development is consistent with the scale of surrounding development.

Examples of such situations may be on or adjacent to steeply sloping land or by setting any second storey component well back from the front of the dwelling or incorporating it within the roof-space of an otherwise single storey dwelling.



**Figure 7: Inappropriate new development is substantially larger than adjacent heritage buildings.**



**Figure 8: Sight lines drawn to determine visibility of rear infill, including rear additions, from the street.**

### 5.5 Building Form

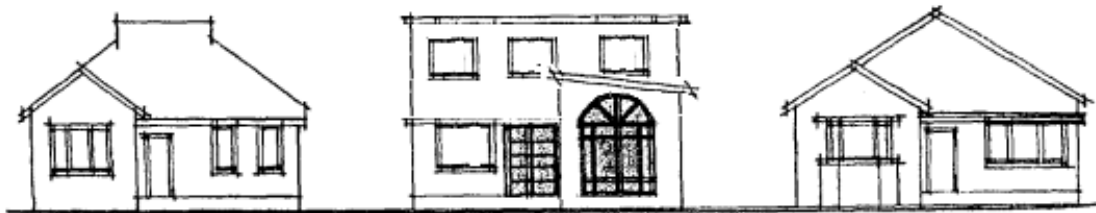
Building 'form' refers to the overall shape and volume and the general arrangement of its main parts. Roof lines inclusive of verandahs, front facades and the scale and orientation of openings are generally the significant elements when considering the form of a building. Where there is a distinct pattern of repetition of a building form, such as frequently seen in areas of heritage significance, any variation from the theme can appear highly irregular.

*Aim: New development should include details which provide visual interest to the façade in a manner which complements the level and style of detailing of the local heritage buildings in a contemporary manner. This should include reference to the detailing and proportions of doors and windows, verandahs, roof form, etc.*

- a) Buildings should respond to and reinforce existing roofline characteristics such as ridge lines, roof slope and eaves overhang.
- b) Generally, windows and doors should have a vertical emphasis.
- c) Buildings should address the street with no large expanses of blank walls.



**Figure 9: Existing development has a repetition of built form, with similar shapes and scale, consistent roof line and vertically proportioned windows and single leaf doors.**



**Figure 10: New development (centre) ignores existing patterns and uses a flat roof, horizontally proportioned window, an uncharacteristically large arched window, and a double leaf door.**

## 5.6 Materials and Colour

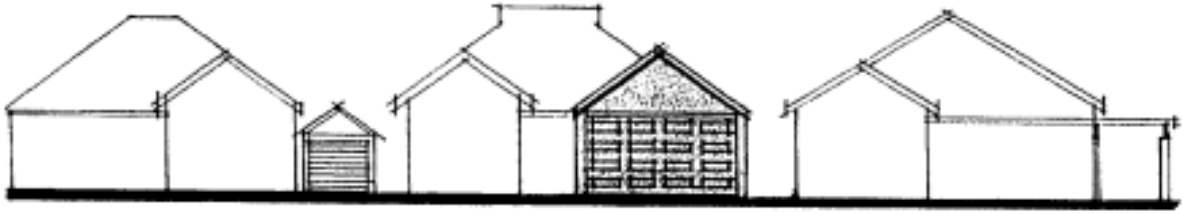
*Aim: To ensure building materials and colours are harmonious with the overall character of the heritage streetscape, complementing the texture, form and colour of materials used in local heritage buildings.*

- a) New infill development should recognise characteristic materials, textures and colours used locally within the Heritage Area and in adjacent buildings and should seek to reinterpret and incorporate them. Materials and colours need not be simply copied, but used as a point of reference.

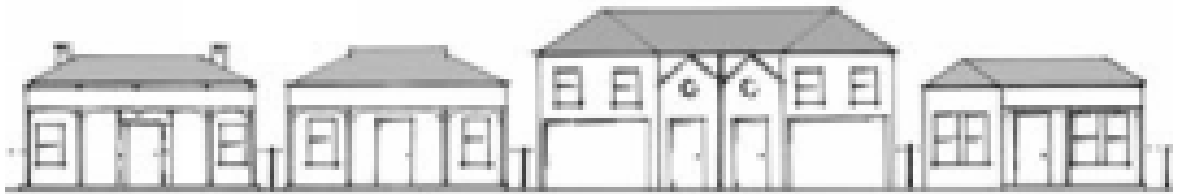
## 5.7 Carports and Garages

*Aim: To ensure that carports and garages for new development are situated and designed to minimise their visual impact and not dominate the streetscape.*

- a) Where there is sufficient space, carports and garages should be located at rear or side of the dwelling to minimise their impact on the streetscape.
- b) No carports or garages shall be wider than 50% of the frontage of the dwelling to which it relates. Where the inclusion of a double carport or garage would result in its width exceeding 50% of the dwelling frontage, then such structure will be reduced to a single width carport or garage. In such circumstance, a carport or garage to facilitate tandem parking of vehicles is permissible.
- c) Carports and garages should be situated behind the building line (excluding any porch, verandah or balcony).



**Figure 11: Garages and carports forward of the building alignment can dominate and destroy a heritage streetscape.**

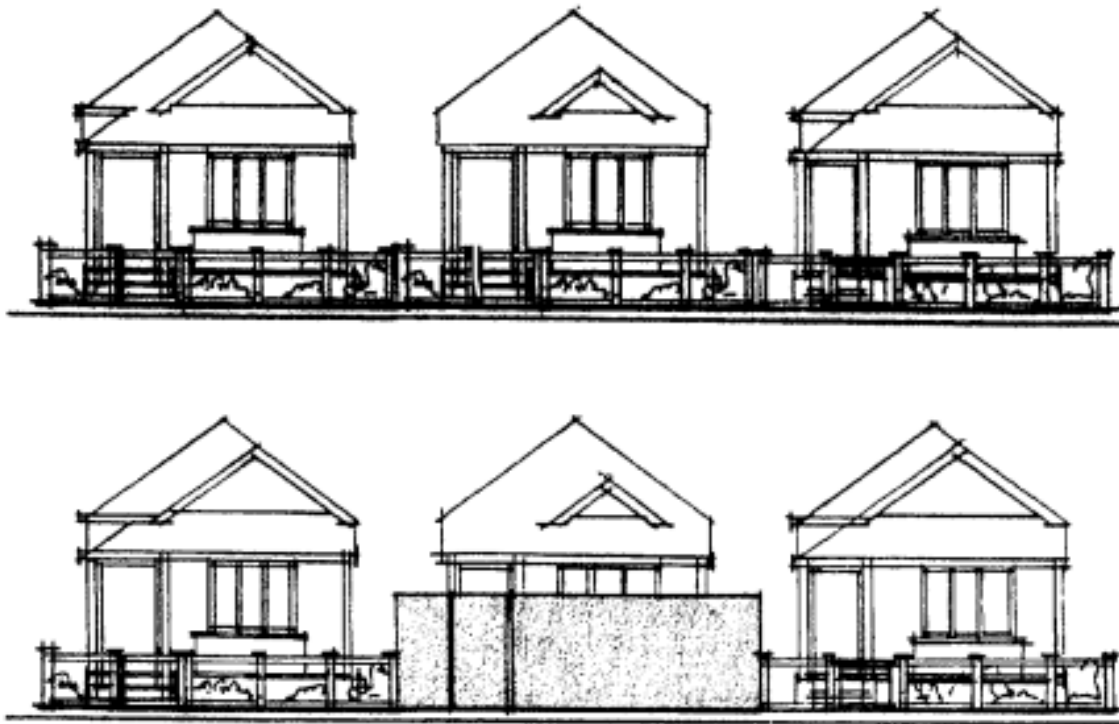


**Figure 12: New development incorporates garages into the new dwellings and dominates the streetscape.**

## 5.8 Front Fences and Walls

*Aim: To ensure that front walls and fences are situated and designed to minimise their visual impact and not detract from the amenity of the streetscape.*

- a) Fences should generally be as per the deemed-to-comply requirements of the R-Codes, which means solid, full height fencing is discouraged and visual permeability 1.2 metres above ground level is encouraged.
- b) If new fencing is required, it should generally relate to the style and period of the building, interpreting traditional forms and materials.
- c) Where documentary evidence is available in the local history collection, owners are encouraged to construct fences in a similar manner to original fencing types.



**Figure 13: High solid fencing destroys the harmony of the streetscape.**

#### 5.9 Additions to Existing Buildings and Structures.

*Aim: To enable existing buildings to be adapted to suit contemporary lifestyles where appropriate, while ensuring such changes do not detract from the amenity of the streetscape.*

The intent is to retain the integrity of the significant building fabric. Where the local government is satisfied that a particular building is not significant in terms of its contribution to the streetscape, then it may permit greater variation within these guidelines. Where a building is considered significant, any additions should be designed in such a way as to retain and enhance the character and integrity of the dwelling and minimise the impact of the new additions on the streetscape. The new additions should complement and not be more visually imposing than the original dwelling, whilst being clearly distinguishable as new additions.

- a) In general, alterations or additions to a building should be carried out in a sympathetic manner to the original structure, avoiding the loss of important elements such as original roof features and decorative detailing, chimneys and window and door openings.
- b) Additions should preferably be to the rear of the building. Front facades should not be extended forward or laterally.
- c) Where an addition involves an upper floor, the preference is for it to be located within the existing roof space. Where this is not possible, new additions should be to the rear of the building to minimise the impact of the building's bulk on the streetscape.
- d) Materials should reflect and harmonise with the original materials to maintain the character of the building. While it is not necessary and may be difficult to utilise the same materials as in the original parts of the building, the palette and texture should be maintained as much as possible.

- e) Garages and carports should preferably be located to the rear of the building and not dominate the streetscape. Priorities for accommodating cars are:
- to the rear;
  - to the side of dwelling, setback behind the front building line; or
  - provide an uncovered, paved parking space at the front.

Any such structures should complement the original building but be of simple, unadorned construction and not attempt to give the impression that it was originally a part of the dwelling.

#### 5.10 Street Trees

Street trees are considered a valued public asset and the City recognises their significance in maintaining long-term environmental sustainability and creating functional aesthetic streetscapes. There are a number of streets within the Heritage Area which are lined with mature Norfolk Island Pines (*Araucaria heterophylla*) or Weeping Peppermints (*Agonis flexuosa*) which are considered iconic streetscapes and contribute to the character of the area.

Any development within the Heritage Area is required to take into account the location of existing street trees so that driveways and other services are appropriately located to ensure that street trees are retained and protected from damage.



SCHEDULE A – MAP OF THE GERALDTON/BEACHLANDS HERITAGE AREA



## SCHEDULE B

### PROPERTIES WITHIN THE GERALDTON/BEACHLANDS HERITAGE AREA LISTED ON THE CITY OF GREATER GERALDTON LOCAL HERITAGE SURVEY (FMR. MUNICIPAL HERITAGE INVENTORY)

#### CATEGORY 2

**Level of Significance:** CONSIDERABLE SIGNIFICANCE: Very important to the heritage of the locality.

**Management Recommendation:** Conservation of the place is highly recommended. Any proposed change should not unduly impact on the heritage values of the place and should retain significant fabric wherever feasible.

Place Number	Address	Place Number	Address
007	Lot 2 (No. 127) Augustus Street, Geraldton	184	Lot 2 (No. 147) Augustus Street, Beachlands
010	Lot 23 (No. 146) Augustus Street, Geraldton	185	Reserve 277 & 25989 Cnr Augustus & Francis Street, Beachlands
090	Lot 200 Strata Lot 1 (No. 10-12) Cunningham Street, West End	187	Lot 2 (No. 53) Francis Street, Beachlands
098	Lot 1018 (No. 7) Du Boulay Street, West End	192	Lot 348 (No. 1/65-67) Francis Street, Beachlands
156	Lot 1 (No. 124) Fitzgerald Street, Beachlands	210	Lot 19 (No. 32) Gregory Street, Geraldton
160	Lot 603 (No. 146) Fitzgerald Street, Geraldton	212	Lot 19 (No. 32) Gregory Street, Geraldton
176	Lot 405 (No. 14) Francis Street, Geraldton	214	Lot 208 (No. 46) Gregory Street, Geraldton
177	Lot 404 (No. 16) Francis Street, Geraldton	219	Lot 205 (No. 62) Gregory Street, Geraldton
178	Lot 1 (No. 18) Francis Street, Geraldton	229	Lot 11 (No. 84) Gregory Street, Beachlands
180	Lot 113 (No. 31) Francis Street, Geraldton	231	Lot 358 (No. 90) Gregory Street, Beachlands
181	Lot 460 (No. 33) Francis Street, Geraldton	368	Lot 1 (No. 119A) Shenton Street, Geraldton

#### CATEGORY 3

**Level of Significance:** MODERATE SIGNIFICANCE: Important to the heritage of the locality.

**Management Recommendation:** Conservation of the place is recommended. Any proposed change to the place should not unduly impact on the heritage values of the place and should retain significant fabric wherever feasible.

Place Number	Address	Place Number	Address
003	Lot 4 (No. 113) Augustus Street, Geraldton	186	Lot 8 (No. 49) Francis Street, Beachlands
004	Lot 3 (No. 115) Augustus Street, Geraldton	188	Lot 2 (No. 57) Francis Street, Beachlands
009	Lot 1 (No. 135) Augustus Street, Geraldton	189	Lot 1 (No. 59A) Francis Street, Beachlands
011	Lot 2 (No. 152) Augustus Street, Geraldton	190	Lot 2 (No. 59B) Francis Street, Beachlands
012	Lot 1 (No. 168) Augustus Street, Geraldton	191	Lot 15 (No. 63) Francis Street, Beachlands
013	Lots 11 & 12 (No. 173) Augustus Street, Beachlands	193	Lot 1 (No. 73) Francis Street, Beachlands
015	Lot 4 (No. 182) Augustus Street, West End	196	Lot 58 (No. 87) Francis Street, Beachlands
016	Lot 2 (No. 186) Augustus Street, West End	207	Lot 18 (No. 5) Grant Street, Beachlands
021	Lot 204 (Reserve 1693) Cnr Augustus and Gregory Streets, Geraldton	216	Lot 51 (No. 50) Gregory Street, Geraldton
033	Lot 3 (No. 13) Burges Street, West End	217	Lot 52 (No. 52) Gregory Street, Geraldton
077	Lot 530 (No. 5) Conway Street, Beachlands	221	Lot 203 Strata Lot 3 (No. 64) Gregory Street, Geraldton
079	Lot 529 (No. 7) Conway Street, Beachlands	222	Lot 51 (No. 74) Gregory Street, Beachlands
081	Lot 528 (No. 9) Conway Street, Beachlands	223	Lot 53 (No. 76) Gregory Street, Beachlands
082	Lot 527 (No. 11) Conway Street, Beachlands	224	Lot 16 (No. 79) Gregory Street, Beachlands
092	Lot 1021 (No. 1) Du Boulay Street, West End	225	Lot 62 Strata Lot 1 (No. 80) Gregory Street, Beachlands
096	Lot 1019 (No. 5) Du Boulay Street, West End	226	Lot 5 (No. 81) Gregory Street, Beachlands
099	Lot 1012 (No. 10) Du Boulay Street, West End	227	Lot 62 Strata Lot 2 (No. 82A) Gregory Street, Beachlands
100	Lot 1013 (No. 12) Du Boulay Street, West End	230	Lot 7 (No. 85) Gregory Street, Beachlands
141	Lot 2 (No. 83) Fitzgerald Street, Geraldton	232	Lot 102 (No. 97) Gregory Street, Beachlands
142	Lot 1 (No. 87) Fitzgerald Street, Geraldton	233	Lot 103 (No. 99) Gregory Street, Beachlands
143	Lot 123 (No. 93) Fitzgerald Street, Geraldton	235	Lot 4 (No. 103) Gregory Street, Beachlands
144	Lot 11 (No. 94) Fitzgerald Street, Beachlands	236	Lot 101 (No. 104) Gregory Street, Beachlands
145	Lot 696 (No. 95) Fitzgerald Street, Geraldton	237	Lot 14 (No. 105) Gregory Street, Beachlands
146	Lot 10 (No. 96) Fitzgerald Street, Beachlands	240	Lot 9 (No. 111) Gregory Street, Beachlands

147	Lot 9 (No. 98) Fitzgerald Street, Beachlands	253	Lot 484 (No. 5) Jose Street, Beachlands
149	Lot 15 (No. 102) Fitzgerald Street, Beachlands	255	Lot 308 ( No. 8a) Jose Street, Beachlands
151	Lot 14 (No. 111) Fitzgerald Street, Geraldton	337	Lot 5 (No. 12) Pollard Street, West End
152	Lot 19 (No. 113) Fitzgerald Street, Geraldton	365	Lot 5 (No. 107) Shenton Street, Geraldton
153	Lot 2 (No. 116) Fitzgerald Street, Beachlands	366	Lot 4 (No. 109) Shenton Street, Geraldton
161	Lot 14 (No. 147) Fitzgerald Street, Geraldton	367	Lot 2 (No. 113) Shenton Street, Geraldton
162	Lot 23 (No. 152) Fitzgerald Street, Beachlands	371	Lot 2 (No. 151) Shenton Street, Beachlands
163	Lot 6 (No. 154) Fitzgerald Street, Beachlands	372	Lot 3 (No. 152) Shenton Street, Beachlands
179	Lot 8 (No. 20) Francis Street, Geraldton	373	Lot 1 (No. 176) Shenton Street, Beachlands
182	Lot 7 (No. 34) Francis Street, Geraldton	405	Lot 6 (No. 138) Shenton Street, Beachlands

#### **CATEGORY 4**

**Level of Significance:** SOME SIGNIFICANCE: Contributes to the heritage and/or historical development of the locality.

**Management Recommendation:** Conservation of the place is desirable. Any proposed change to the place should be in sympathy with the heritage values of the place.

Place Number	Address	Place Number	Address
014	Lot 4 (No. 176) Augustus Street, West End	238	Lot 15 (No. 107) Gregory Street, Beachlands
032	Lot 13 (No. 7) Burges Street, West End	239	Lot 10 (No. 109) Gregory Street, Beachlands
083	Lot 526 (No. 13) Conway Street, Beachlands	241	Lot 7 (No. 115) Gregory Street, Beachlands
093	Lot 1008 (No. 2) Du Boulay Street, West End	242	Lot 10 (No. 116) Gregory Street, Beachlands
094	Lot 1020 ( No. 3) Du Boulay Street, West End	243	Lot 7 (No. 120) Gregory Street, Beachlands
095	Lot 1009 (No. 4) Du Boulay Street, West End	244	Lot 8 (No. 122) Gregory Street, Beachlands
097	Lot 1010 (No. 6) Du Boulay Street, West End	245	Lot 10 (No. 126) Gregory Street, Beachlands
101	Lot 1015 (No. 13) Du Boulay Street, West End	246	Lot 21 (No. 130) Gregory Street, Beachlands
148	Lot 8 (No. 100) Fitzgerald Street, Beachlands	247	Lot 22 (No. 132) Gregory Street, Beachlands
150	Lot 13 (No. 109) Fitzgerald Street, Geraldton	248	Lot 3 (No. 137) Gregory Street, Beachlands
157	Lot 604 (No. 136) Fitzgerald Street, Beachlands	254	Lot 308 (No. 8) Jose Street, Beachlands
158	Lot 1 (No. 141) Fitzgerald Street, Geraldton	256	Lot 482 (No. 9) Jose Street, Beachlands
159	Lot 6 (No. 142) Fitzgerald Street, Beachlands	257	Lot 309 (No. 10) Jose Street, Beachlands
183	Lot 8 (No. 36) Francis Street, Geraldton	258	Lot 480 Strata Lot 1 (No. 13) Jose Street, Beachlands
204	Lot 20 (No. 1) Grant Street, Beachlands	369	Lot 5 (No. 136) Shenton Street, Beachlands
205	Lot 11 (No. 2) Grant Street, Beachlands	370	Lot 5 (No. 145) Shenton Street, Beachlands
206	Lot 13 (No. 4) Grant Street, Beachlands	374	Lot 1023 (No. 178) Shenton Street, Beachlands
228	Lot 6 (No. 83) Gregory Street, Geraldton	404	Lot 323 (No. 74) Francis Street, Beachlands
234	Lot 3 (No. 101) Gregory Street, Beachlands		

## Local Planning Policy 3.2 Heritage Conservation and Development

**VERSION 6**

September 2025

town planning services

Version	Adoption	Comment
1	8 July 2008 Council Item DS205	Final – No objections received during advertising.
2	23 December 2008 Council Item SC044	Draft.
2	23 June 2009 Council Item SC077	Final.
3	13 April 2010 Council Item SC157	Final – No objections received during advertising.
4	6 July 2010 Council Item SC172	Final – No objections received during advertising.
4	1 July 2011 Council Item SC001	Final – Readopted under the new City of Greater Geraldton.
5	15 December 2015	Readopted under the new LPS No. 1.

	Council Item DRS242	
6		Review and amend provisions

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## 2.0 INTRODUCTION

### Purpose

The purpose of this policy is to enable the development of heritage properties, without detrimentally detracting from their character.

### Background Information

Local governments are responsible for identifying, protecting, promoting, and managing the majority of Australia's heritage places. The City of Greater Geraldton (the City) embodies a strong sense of place and history deeply rooted in its natural, historic and Aboriginal environment. The City is proud to make heritage an important part of its broader mission to enhance and celebrate its diverse community.

## 3.0 OBJECTIVES

- a) To conserve and protect places of cultural heritage significance.
- b) To ensure development does not adversely affect the significance of heritage places.
- c) To ensure that sufficient information is provided to enable the local government to make informed decisions.
- d) To ensure that heritage significance is given due weight in local planning decision making.
- e) To provide certainty that where a development is approved which involves the demolition of a heritage building, that development is actually constructed.
- f) To provide guidelines for the placement and design of signage that complements and respects the heritage significance of the place.

## 4.0 APPLICATION OF THIS POLICY

The provisions of this policy apply to any development on a Heritage-Protected Place as defined by the *Planning and Development (Local Planning Schemes) Regulations 2015*.

## 5.0 POLICY PROVISIONS

### 5.1 Development Control

- 5.1.1 The City of Greater Geraldton Heritage List (as per Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2, Part 3, Clause 8) consists of all places on the City of Greater Geraldton Municipal Inventory of Heritage Places (Heritage Survey) *Ordinary Meeting of Council 15 December 2015 item DRS241*.

- 5.1.2 In considering any applications in relation to a place on the local government's Heritage List or land within a designated heritage area under the Scheme, the local government will apply and have regard to:
- a) The development control principles set out in *State Planning Policy 3.5 Historic Heritage Conservation*.
  - b) The structural condition of a place, and whether a place is reasonably capable of conservation.
  - c) The level of heritage significance of a place.
- 5.1.3 The Scheme contains clauses that allow the variation of any provision of the Scheme where its objective is to ensure the conservation of a heritage place. This provision gives the local government considerable freedom to negotiate a suitable heritage outcome with property owners. It not only benefits the property owner but also the community as a heritage place can be conserved and the development potential realised through collaborative and creative planning.
- 5.1.4 Development approval for internal works that do not materially affect the external appearance of a heritage place or building within a heritage area is only required when a building permit is required for the internal building work.
- 5.1.5 Where a place is listed within both the local government's heritage list and the State Register of Heritage Places, the City of Greater Geraldton will defer to any development requirements identified by the State.
- 5.2 Heritage Impact Statement (HIS)
- 5.2.1 If a proposal will have a substantial impact on the exterior fabric of a place on the City's Local Heritage List, or in a heritage area, the City may require a Heritage Impact Statement (HIS) to be submitted addressing the following:
- a) How will the proposed works affect the significance of the place or area?
  - b) What measures (if any) are proposed to ameliorate any adverse impacts?
  - c) Will the proposal result in any heritage conservation benefits that might offset any adverse impacts?
- Reference should be made to the Heritage Council publication *Heritage Impact Statements – a guide* for an example/model HIS.
- 5.2.2 If a proposal affects a place that is entered in the State Heritage Register, or a large or complex place of exceptional significance, the local government may require a conservation plan to be prepared.
- 5.3 Structural Condition Assessment (in the case of demolition)
- 5.3.1 If structural failure is cited as a justification for the demolition of a place in the City's Local Heritage List, evidence should be provided from a registered structural engineer that the structural integrity of the building has failed, to the point where it cannot be rectified without removal of a majority of its significant fabric and/or prohibitive costs.

#### 5.4 Archival Recording (in the case of demolition)

- 5.4.1 If a proposal is for the demolition or the substantial redevelopment of a place in the City's Local Heritage List, the local government may require, as a condition of approval, the preparation of an archival record of the place, prior to demolition or commencement of development.

#### 5.5 Redevelopment Plans (in the case of demolition)

- 5.5.1 If a proposal is for the demolition of a place in the City's Local Heritage List, the City may, depending on the significance of the place, require details of the proposed future development/use of the site to be submitted. Information required may include a redevelopment site plan, floor plan(s), elevations and accompanying details on the proposed development/use together with reference to suggested interpretive outcomes which reflect the history of the site.

- 5.5.2 Additionally, the local government may require that, prior to granting approval for the demolition of a place in the City's Local Heritage List, the proponent must have obtained a development approval for the future development/use of the site.

- 5.5.3 Depending on the nature of the proposal and the significance of the place, the approval for the demolition of a place in the City's Local Heritage List may be subject to the following condition:

*"The development approved (the "New Development") must be constructed by no later than 2 years following the date of approval of the demolition permit. Prior to the issue of a demolition permit, the owner is to obtain a building permit for the New Development and shall enter into a deed with the local government (prepared by the local government at the owner's cost) which shall include provisions:*

- a) prohibiting any other development on the land until the New Development is completed;*
- b) confirming that the owner shall carry out the New Development as required by this condition;*
- c) requiring the owner to provide a signed building construction contract for the New Development to the local government within a stipulated time; and*
- d) charging the land in favour of the local government and authorising the local government to lodge an absolute caveat against the certificate of title to the land in order to secure the owner's obligations and to ensure any purchaser of the land enters into a similar deed."*

#### 5.6 General Signage Guidelines for Heritage Places and within Heritage Areas

- 5.6.1 The number of signs should be minimised in order to avoid visual clutter and potential negative impact on the aesthetic values of the heritage place.

- 5.6.2 No new signs should be painted on unpainted surfaces.

- 5.6.3 Signage is to be readily removable without causing damage to the significant historic built fabric of the place. Careful consideration is to be given to the method of installation in order to minimise the impact on significant fabric.

- 5.6.4 Where possible research should be undertaken via on site investigations and sourcing historic photographs of the building to determine original and appropriate locations for signage.
- 5.6.5 Bunting, flags, banners and similar signs are generally not permitted except in special circumstance for a defined period.
- 5.6.6 Signage applications should include additional details regarding lettering type.

## 5.7 Historic Signage

- 5.7.1 Historic signs that contribute to the significance of a heritage place should be retained and conserved (e.g. signs in pavement, in tile-work, in lead lighting or windows, painted on walls or in raised lettering in render etc.).
- 5.7.2 New signage should not detrimentally impact on the historic signs.

## 5.8 Location of Signs

- 5.8.1 Signage should be appropriately located and be clear and easy to read from the street. It should not obscure any significant features of the heritage building or visually dominate the building or its immediate vicinity.
- 5.8.2 It is important that signage be located in appropriate positions on the building so as not to detract from the heritage value of the place. These locations are summarised as follows:
- a) Above Verandah Roofs:
    - on the parapet, preferably using existing parapet advertising panels; and
    - on the gable ends.
  - b) On Verandah Roofs:
    - on the verandah roof beam;
    - on the end (spandrel) panel of the verandah roof; and
    - on verandah roof awnings/blinds.
  - c) Below Verandah Roofs:
    - suspended under verandah roofs at right angles to the face of the building and at least 2,450mm above the verandah floor;
    - on shopfront windows; and
    - on stall boards/tenancy boards mounted flat to the wall adjacent to doorways.
  - d) On End Walls:
    - at ground and upper floor levels.
- 5.8.3 Signage is to be positioned and designed to fit within any spaces created by architectural elements on the building. Signs are not to cover any architectural features or detailing of a building.

## 5.9 Proportion of Signs

- 5.9.1 Signage proportions should complement the heritage building and should not visually dominate the heritage building or the immediate streetscape.
- 5.9.2 Signage to the verandah fascia should not project beyond the fascia frame.
- 5.9.3 Signs with large supporting frameworks will not be supported.

## 5.10 Design of Signs

- 5.10.1 Reproduction of historic advertising styles is not necessary for new signs. Rather complementary but modern design is preferred for new signage.
- 5.10.2 Lettering styles, icons, symbols and illustrations used for advertising, need not replicate old styles, but should be in sympathy with the cultural heritage significance of the building.
- 5.10.3 The size of lettering for a sign is to be of a scale so as not to be a dominant element. As a guide, lettering of 380mm in height is usually adequate.
- 5.10.4 In general, upper case lettering is preferred as lower case script was rarely used on heritage buildings.

## 5.11 Colour of Signs

- 5.11.1 The colour palette of signage should complement the overall approved colour scheme for the building.
- 5.11.2 Fluorescent colours or iridescent paint is not appropriate for heritage buildings and are to be avoided.
- 5.11.3 The whole of the building should not be regarded as part of the signage.
- 5.11.4 Corporate colours should be confined to awnings and main signs.

## 5.12 Illumination of Signs

- 5.12.1 Discrete externally illuminated signage utilising concealed spotlights is preferable. Wiring should be concealed in existing building cavities where possible.
- 5.12.2 Rotating, flashing or pulsating signage is not appropriate on heritage buildings.
- 5.12.3 Internally lit signage is not appropriate on heritage buildings.

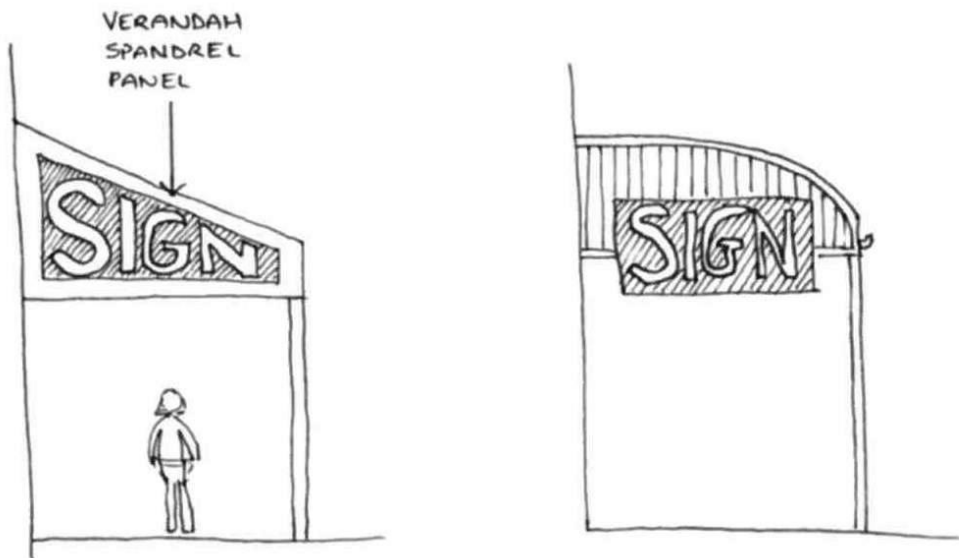
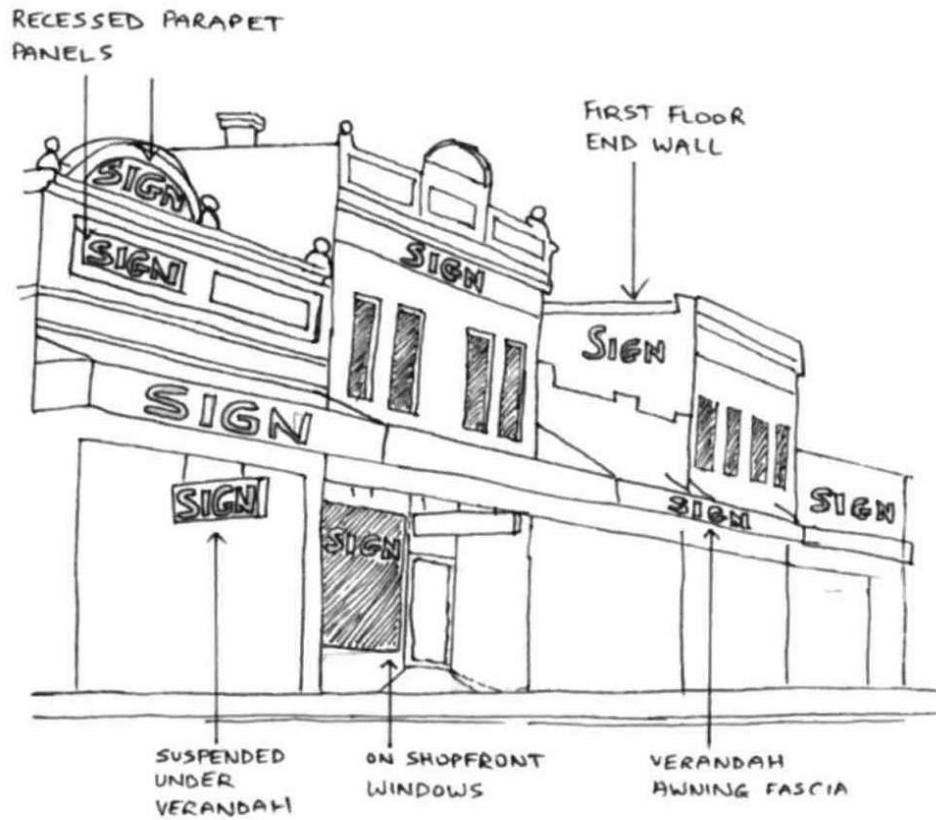
### **Good examples of signage on heritage buildings**



Inappropriate signage examples



### Appropriate location for signage



## Local Planning Policy 1.7 Home Business and Non-Residential Development in the Residential Zone

**VERSION 2**

September 2025

town planning services

Version	Adoption	Comment
1	23 February 2016 Council Item DRS245	Final – No objections received during advertising.
2		

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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 *Home Based Business and Non-Residential Development in the Residential Zone local planning policy*.

## 2.0 BACKGROUND

The 'Residential' zone should be preserved for its intended character and amenity, preventing the gradual encroachment of non-residential uses better suited to other locations. Table 14 of the Scheme identifies the non-residential land uses that may be considered in the Residential zone. Small scale uses such as Home Occupation and Home Offices are exempt from requiring development approval under the Planning and Development (Local Planning Schemes) Regulations 2015 and are not included in this policy.

This Policy has been prepared to provide guidance on the establishment and management of home-based business, including home business, industry – cottage, and other non-residential development within residential zones. This policy has been prepared to ensure that non-residential land uses support residential amenity, whilst providing for a range of non-residential uses which are compatible with and complementary to residential development.

## 3.0 APPLICABLE DEVELOPMENT

This policy applies to proposed land uses in the residential zone including:

- Home-Based businesses (Home Business, Industry-Cottage); and
- Non-Residential Development (as identified in Table 14 – Zoning Table of the Scheme).

## 4.0 PLANNING POLICY

The objectives of this policy are to:

- a) 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.
- b) To provide for a range of non-residential uses, which are compatible with and complimentary to residential development.
- c) Ensure that non-residential land uses remain ancillary to the predominant residential character.
- d) Provide a clear framework for determining the appropriateness of a proposal.
- e) To guide the local government's discretion in locating and managing non-residential land uses in the Residential zone where impacts can be effectively managed.

## 5.0 DEVELOPMENT REQUIREMENTS

### 5.1 General Requirements

- a) All non-residential activities must retain the residential character of the area.

## Home Business and Non-Residential Development in the Residential Zone LPP

- b) Any development must not unduly impact residential amenity in terms of noise, parking, traffic and built form.
- c) Business activities should primarily take place indoors, with minimal external modifications.

### 5.2 Home Business

- a) Development approval is granted solely to the specified owner or occupier of the land and is non-transferable. If ownership or occupancy changes, the approval becomes invalid.
- b) The scale and intensity of home-based business must be secondary to residential use.
- c) Operating hours should align with the business type, generally 8:30 AM – 5:30 PM (Mon–Fri) and 8:30 AM – 1:00 PM (Sat), with discretion for variations.
- d) Where a business involved the calling of clients or customers, these appointments should be generally limited to 5 per day in accordance with the approved business hours.
- e) All business materials must be stored within the dwelling, outbuilding or screened areas.
- f) One small sign of maximum 0.2m<sup>2</sup> is permitted on site.
- g) The first development approval for Home Business on a site shall be limited to a maximum period of 24 months. Any subsequent approval may be time limited if considered necessary to address management issues that have resulted in detrimental impacts on the surrounding area.

### 5.3 Industry – Cottage

- a) Development approval is granted solely to the specified owner or occupier of the land and is non-transferable. If ownership or occupancy changes, the approval becomes invalid.
- b) Where in a Residential Zone, no spray painting, chemical processing or use of industrial-grade machinery that generates excessive noise or pollution is permitted.
- c) All materials must be stored indoors or in screened areas. Outdoor storage is only permitted if fully enclosed and does not visually impact streetscape or neighbouring properties.
- d) Any approval is limited to one commercial vehicle (max. 4.5 tonnes GVM) parked on-site. Applicants must consider customer parking, with parking to be provided on-site.
- e) Operating hours should align with the business type, generally 8:30 AM – 5:30 PM (Mon–Fri) and 8:30 AM – 1:00 PM (Sat), with discretion for variations.
- f) Where in a Residential Zone all business materials must be stored within the dwelling, outbuilding or screened areas.
- g) One small sign of maximum 0.2m<sup>2</sup> is permitted on site.

## Home Business and Non-Residential Development in the Residential Zone LPP

- h) The first development approval for Industry - Cottage on a site shall be limited to a maximum period of 24 months. Any subsequent approval may be time limited if considered necessary to address management issues that have resulted in detrimental impacts on the surrounding area

### Advice Note:

The following are required to comply with separate regulations, but should be kept in mind for proposed home businesses.

- a) For activities involving the preparation of food for commercial purposes, the domestic premises must be provided with facilities in accordance with the applicable health standards.
- b) Activities must comply with the Environment Protection (Noise) Regulations 1997.

### 5.4 Non-Residential Development

The local government will have general regard to the following location criteria:

- a) The site has an R-Code higher than 'R20'.
- b) The site fronts a local or district distributor road as identified in the Local Planning Strategy.
- c) Vehicle access is appropriate for traffic management, safety and convenience.
- d) The site on an interconnected street with walking and cycling infrastructure, preferably at an intersection to minimise traffic intrusion into residential areas.
- e) The site is adjacent to established shopping, mixed-use, or commercial areas, without prompting premature expansion.
- f) Sites in areas exclusively dominated by residential development and remote from major traffic routes are unsuitable.

### 5.5 On-going Management

- a) The applicant is responsible for ensuring customers and visitors do not unreasonably impact nearby properties.
- b) Development applications must include a site management plan, particularly if the owner / operator does not reside on-site.
- c) A management statement shall address matters including:
  - i. The amenity of adjoining/nearby land uses;
  - ii. Specific measures to manage impacts on neighbouring amenity, such as car parking, traffic movement and noise generated by customers/visitors;
  - iii. Outline how the premises will generally operate on a day-to-day basis (including confirming arrangements for waste management and any associated noise impacts);
  - iv. Relevant site-specific matters including necessary fire management and emergency response plans; and

- v. The handling of complaints.
- d) The site and development requirements for non-residential uses shall be in accordance with the applicable R-Code density as outlined in the Residential Design Codes, with exception of the matters below:
  - 10% landscaping should generally be provided however primary consideration will be given to the quality, as opposed to the quantity, of landscaping which may include verge enhancements.
  - For 'Consulting Rooms' the floor area should generally be limited to 300m<sup>2</sup>.

#### 5.6 Access and Car Parking

Sufficient on-site parking is to be provided to satisfy the needs of the use (as determined by the Scheme), without any reliance for on-street parking.

Requirements include:

- a) Parking of vehicles must not visually dominate the street frontage and should be located behind the building line, sleeved with development, or screened with suitable landscaping where appropriate.
- b) Safe vehicular and pedestrian access must be provided from a road capable of handling the additional traffic.
- c) The layout and arrangement of the use shall minimise the impacts of noise and headlight glare of vehicles to adjacent or neighbouring dwellings.
- d) Tandem parking for a maximum 2 staff car bays will only be permitted for small scale operations involving a maximum of one vehicle behind another vehicle.

### 6.0 ACCOMPANYING MATERIAL

Applications for Development Approval shall include the following:

- a) A cover letter outlining the key aspects of the proposed operations, including but not limited to;
  - i. The key aspects of the proposed operations;
  - ii. Operating hours and days;
  - iii. Number of clients and frequency of visits;
  - iv. Details of associated storage; and
  - v. Details of any signage proposed.
- b) A scaled site plan detailing:
  - i. The location of the business and any proposed signage;
  - ii. The location of car parking and access; and
  - iii. The location of any storage associated with the proposal.

- c) Payment of fees in accordance with Council's adopted Schedule of Fees and Charges.

## **7.0 CONSULTATION REQUIREMENTS**

Advertising may be required at the discretion of the City in line with the provisions in Clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

## **8.0 DEFINITIONS**

Terms used in this policy have the same meaning as defined in the Local Planning Scheme No. 1.



## Local Planning Policy 2.5 Mobile Trading

**VERSION 5**

September 2025

town planning services

Version	Adoption	Comment
1	24 March 2009 Council Item SC056	Final – No objections received during advertising.
2	22 December 2009 Council Item SC134	Final – No objections received during advertising.
3	1 July 2011 Council Item SC001	Final – Readopted under the new City of Greater Geraldton.
4	15 December 2015 Council Item DRS242	Readopted under the new LPS No. 1.
5	<b>TBC</b>	Updated LPP to provide guidance on private property

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## 1.0 CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations)* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as Local Planning Policy 2.5 *Mobile Trading*.

## 2.0 INTRODUCTION

The Regulations and the Scheme generally require development approval from the local government to be granted prior to the use or development of zoned and reserved land. It is recognised that mobile traders can help to invigorate and activate places and to contribute to the social, physical and economic well-being of the municipality. We also recognise that there is a duty to protect places from inappropriate forms of development and to ensure that places are safe and comfortable for people.

The purpose of this policy is to provide guidance and decision-making criteria for the location and operation of mobile vendors in the City of Greater Geraldton.

This policy aims to encourage and support mobile trading in appropriate locations, to provide for a healthy thriving economy and support business growth while protecting the environment and enhancing social and cultural outcomes.

## 3.0 APPLICABLE DEVELOPMENT

This policy applies to the sale, hire or provision of a product or service from a vehicle on private land.

## 4.0 OBJECTIVES

The objectives of this policy are as follows:

- a) To support and encourage mobile trading in appropriate locations.
- b) To accommodate appropriate vendor activities to provide services that enhance the visitor/resident experience.
- c) To ensure that the parking of vehicles (or erection of other equipment) will not adversely affect the public amenity and the characteristic streetscape of the area and the street.

## 5.0 POLICY PROVISIONS

### 5.1 Development Approval

- a) For public places, development approval is not required for mobile trading under this policy, however approval may be required under the City's Public Places and Local Government Property Local Law.
- b) For property that is not a public place, development approval is not required for mobile trading under this policy where the use is in existence for less than 48 hours, or a longer period agreed by the local government, in any 12 month period.
- c) For mobile trading that does not fall under (a) or (b), under this policy, development approval is required to be obtained.

Note: Refer to the City's Trading Permit Guidelines for further information regarding mobile trading on *public land*. Additionally other approvals may be required to undertake mobile trading on *crown land*.

## 5.2 Site Requirements

5.2.1 The following will be considered in determining whether to grant approval:

- a) The ability of customers to readily and safely access the site;
- b) Availability of customer parking;
- c) The potential for the use to create a traffic hazard or danger to the public;
- d) Waste management; and
- e) Whether the goods displayed and the gathering of customers will impede pedestrians or vehicle movements or cause conflict with other activities.

5.2.2 Approvals will generally not be given on sites within 200m of other businesses that are considered by the local government to sell or offer the same or similar product or service.

5.2.3 There is a general presumption against trading in road reserves unless the site has a formal parking area.

## 5.3 Approval Periods

5.3.1 Approval periods for mobile trading vendors are generally restricted to:

- A maximum of 3 days a week (regardless of the number of sites visited) with no more than 3 consecutive days of operation at any time; and
- No more than 4 hours in any one location each day.

These approval times are what is considered to be a 'short period of time' for a mobile vendor.

## 6.0 **ACCOMPANYING MATERIAL**

Where development approval is required, applications must be accompanied by:

- a) Details of goods/merchandise and or services to be offered;
- b) A plan drawn to scale showing the location where the vehicle is to be parked;
- c) Details of vehicle intended to be used for trading including a photograph(s) of the vehicle;
- d) Times, days and dates sought; and
- e) Evidence of public liability insurance (where applicable).

## 7.0 **CONSULTATION**

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

## 8.0 DEFINITIONS

**Public Land** means land owned or managed by the City of Greater Geraldton.

**Mobile Trader** means working in one place for a short period of time and then moving on to operate in another place.



# Local Planning Policy 1.8

## Parking of Commercial Vehicles in Residential and Rural Residential Areas

VERSION 4

September 2025

town planning services

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	TBC	Updated to reflect current planning framework

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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*.

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.*

## 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.

## **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;

**Parking of Commercial Vehicles in Residential and Rural Residential Areas LPP**

- 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.

## 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.

## Parking of Commercial Vehicles in Residential and Rural Residential Areas LPP

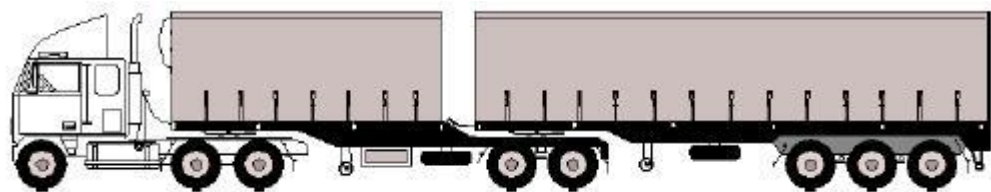


- If both the truck and mini excavator exceed 4.5 tonnes (individually), they are considered two commercial vehicles.
- If the combined weight of a truck and a mini excavator is greater than 4.5 tonnes, it is considered one commercial vehicle



- 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.

## 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.



## Local Planning Policy 1.5 Repurposed Dwellings

**VERSION 2**

September 2025

town planning services

Version	Adoption	Comment
1	23 February 2016 Council Item DRS245	Final – No objections received during advertising.
2	TBC	Updated to reflect current planning framework

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## 1.0 CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations)* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as *Local Planning Policy 3.1 Repurposed Buildings*.

## 2.0 INTRODUCTION

The use of transportable or modular dwellings is a necessary and acceptable part of the State's housing and storage product. However, it is reasonable for local governments to ensure these do not detract from the amenity, character or desired streetscape.

The purpose of this policy is to provide the development requirements to control the repurposing of buildings where they have not been previously used as a dwelling, particularly for former mine site 'dongas' or shipping containers.

## 3.0 APPLICABLE DEVELOPMENT

This policy applies to repurposed dwellings in the Regional Centre, Mixed Use, Tourism, Residential, Rural Residential and Rural zones.

This policy does not apply to new buildings which have been designed to meet the requirements of a single house but are constructed off site, e.g. transportable dwellings.

## 4.0 PLANNING POLICY

The objectives of this planning policy are as follows:

- a) To ensure the presentation and appearance of the repurposed dwelling is of an acceptable standard, relative to the locality.
- b) To ensure that any repurposed dwelling does not detract from an existing (or reasonably desired) streetscape.

## 5.0 DEVELOPMENT REQUIREMENTS

### 5.1 Repurposed Dwelling

A Repurposed Dwelling is defined in the Scheme as follows:

*a building or structure not previously used as a single house, which has been repurposed for use as a dwelling.*

A Repurposed Dwelling is an 'A' use in the Regional Centre, Mixed Use, Tourism, Residential, Rural Residential and Rural zones, meaning a development application must be publicly advertised.

### 5.2 Development controls

- 5.2.1 The placement of a repurposed dwelling must consider any relevant provisions of the Residential Design Codes or any other applicable planning instrument.

- 5.2.2 The external appearance of the repurposed dwelling has a finished standard equivalent to if it was a newly constructed building. The appropriate external finishes include:
- a) External painting and or re-cladding to be consistent or complimentary in colour with the surrounding natural landscape features or desired streetscape;
  - b) The void area between the floor and natural ground levels being enclosed;
  - c) The construction of verandahs and/or alterations to the roof pitch;
  - d) The street façade details to include building entry (front door), windows, porch and/or verandah; and/or
  - e) Planting and maintenance of suitable landscaping.
- 5.2.3 The City may impose conditions to ensure the external appearance of a repurposed dwelling is of an acceptable standard.

## 6.0 ACCOMPANYING MATERIAL

In addition to the standard information to be provided as a part of a development application, the following should be provided:

- a) Photographs that clearly illustrate the in-situ condition and appearance of the entire building (all sides and roof).
- b) Clear and concise details of proposed works to be undertaken to ensure the repurposed dwelling's presentation is of an acceptable standard to that of the locality. This will generally include elevations of the proposed finished works.
- c) A clear timeframe for the completion of the above works, with such time frame to be as short as practicable and a maximum of 12 months.
- d) Any other additional information required to demonstrate that the repurposed dwelling will be aesthetically acceptable and comply with the objectives of this policy.

## 7.0 DEFINITIONS

**Donga:** A transportable building commonly found on construction/mine sites, within transient workforce accommodation facilities and often used for temporary purposes, having a rectangular shape with minimal roof pitch.