

LOCAL PLANNING POLICY COMPARISON TABLE

Geraldton / Beachland Heritage Area		
CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
<p>This policy applies to land within the Geraldton / Beachland Heritage Area and seeks to guide development within that area so that:</p> <ul style="list-style-type: none"> (a) The cultural heritage significance of the Heritage Area is conserved and protected. (b) New buildings, alterations and additions can be accommodated within the Heritage Area without adversely affecting the area's significance. (c) Clarity is provided to landowners and the community about the planning processes for development within the Heritage Area. (d) The amenity of the Heritage Area is preserved through the appropriate protection of street trees. 	<p>The proposed policy is essentially an updated, modernised version of the current one. It maintains the same intent to protect heritage. The policy strengthens clarity and updates terminology to align with current legislation and the Local Heritage Survey. It also provides more explicit direction on how development should respond to the character of the Heritage Area.</p> <p>The approach to regulating development within heritage areas is currently being considered in more detail as part of the <i>Heritage Review</i>. It is anticipated that the <i>Heritage Review</i> will recommend that further change be made to this policy however given those recommendations are some time away it is proposed that these changes be made as an interim measure.</p>	<ol style="list-style-type: none"> 1. Updated legislative and heritage-listing framework References to the old Municipal Inventory (MI) and the 1990 Heritage Act are replaced with the Local Heritage Survey (LHS) and the 2018 Heritage Act. This ensures assessments align with current statutory requirements and contemporary heritage practice. 2. Clearer explanation of purpose and application The proposed version adds a sharper Purpose statement and a new section on "Application of this Policy". This provides better guidance for applicants and assessors about how the policy operates alongside the R-Codes and when it prevails. 3. Improved clarity on streetscape-based assessment More precise wording is provided on how infill, setbacks, orientation, height and bulk should respond to existing street character. This reinforces the intent that new development must be sympathetic but not imitative, offering clearer performance expectations. 4. Stronger direction for carports and garages The preferred siting of carports and garages is now expressed more clearly, and the requirement to be behind the building line is emphasised. This reduces streetscape dominance by vehicle structures and strengthens character protection. 5. Consolidated, clearer guidance for additions to existing buildings Principles are reorganised and expressed more cleanly, with emphasis on retaining significant fabric and ensuring additions are distinguishable and subordinate. This makes expectations more transparent for applicants and ensures alterations remain sensitive to heritage character.

Heritage Conservation and Development

CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
<p>This policy applies to the development of heritage listed places within the City of Greater Geraldton. It seeks to guide development so that:</p> <ul style="list-style-type: none">(a) Places of cultural heritage significance and preserved and protected.(b) Development does not adversely affect the significance of heritage places.(c) Sufficient information is provided to enable the local government to make informed decisions.(d) Heritage significance is given due weight in local planning decision making.(e) Where a development is approved which involves the demolition of a heritage building, that development is actually constructed.(f) Guidelines for the placement of signage on places of heritage significance is provided.(g) Signage is appropriately placed and designed to complement the heritage significance of the place.	<p>The intent of this local planning policy and the policy positions that underpin it are not proposed to change.</p> <p>The proposed policy modernises, restructures and expands the current policy, updating terminology and clarifying how the policy is applied. It also strengthens requirements for submissions related to demolition, refines provisions for development control, and expands guidance for heritage signage. This aims to provide greater clarity, consistency and alignment with the current planning framework.</p> <p>The approach to regulating development of heritage listed places is currently being considered in more detail as part of the <i>Heritage Review</i>. It is anticipated that the <i>Heritage Review</i> will recommend that further change be made to this policy however given those recommendations are some time away it is proposed that these changes be made as an interim measure.</p>	<p>1. Clearer and Expanded Policy Structure</p> <p>The proposed 2025 version reorganises content into a more detailed structure—adding an explicit Introduction, Application section, and clearer subdivision of policy provisions, creating a more user-friendly and contemporary formatting compared with the current policy.</p> <p>2. Updated Terminology and Alignment With Planning Regulations</p> <p>The revised policy updates references from “Inventory” terminology to “Heritage List” and formally aligns requirements with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, providing clarity on how heritage listings are defined and applied.</p> <p>3. Strengthened Requirements for Demolition Proposals</p> <p>While both policies require structural assessments, archival recording, and redevelopment plans, the 2025 version expands detail, clarifies expectations, and formalises the link between demolition approval and future development approvals, including conditions requiring construction within two years and deed obligations.</p> <p>4. Expanded Guidance on Heritage Impact Statements (HIS)</p> <p>The proposed policy provides more explicit guidance on when HIS documents are required and reinforces links to State guidance, improving clarity around required detail and expectations for assessing impacts on significance.</p> <p>5. Enhanced and Modernised Signage Guidelines</p> <p>The new policy refines signage provisions, providing additional detail on historic signage, proportion, design, colour, illumination, and installation methods. This offers a clearer, more comprehensive framework than the current version.</p>

Home Based Business and Non-Residential Development in the Residential Zone

CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
<p>The new policy is a combination of two separate existing policies.</p> <p>The Home Based Business policy applies to the use of land as a Home Based Business. The objectives of that policy are:</p> <ul style="list-style-type: none">(a) To provide clarification as to the different types and scale of home based businesses (including home occupations and industry – cottage).(b) To ensure that these types of uses do not compromise the amenity of the area.(c) To ensure that the activity remains an ancillary use to the main dwelling or the principle land use on the property. <p>The Non-Residential Development in the Residential Zone guides the establishment of non-residential uses such as shops, offices and medical centres, in residential areas. The objectives of that policy are:</p> <ul style="list-style-type: none">(a) To provide guidance for the establishment of non-residential uses within the Residential zone.(b) To ensure non-residential land uses within the Residential zone will not compromise the character and amenity of the surrounding residential area or nearby residents.(c) To establish criteria that will guide the local government’s discretionary decision making on the acceptable location and operation of non-residential land uses within the Residential zone, where impacts are likely to be capable of being suitably managed on an ongoing basis.	<p>The proposed local planning policy consolidates the two existing policies that separately address matters relating to home-based businesses and non-residential uses in residential areas, into one integrated policy. The new policies standardises definitions, strengthens amenity protections, and provides a unified, clearer framework for assessing and managing all home-based and non-residential development in the Residential zone.</p>	<ul style="list-style-type: none">1. Consistency and Strength of Amenity Protections The proposed policy introduces stronger, clearer and more consistent amenity protections across all use types—including noise, traffic, built form, parking, storage, signage, and operational impacts—ensuring that non-residential activity remains subordinate to residential character.2. Assessment Pathway, Approvals and Renewal Requirements The proposed policy standardises approval conditions, replaces annual reapproval requirements with an 24-month initial approval periods and the potential for no ongoing reapproval after the first 24-months, introduces unified criteria for site management, customer impacts, storage, vehicle parking, and operational conduct across all categories.3. Development Controls Updated for Clarity The proposed policy consolidates and updates development requirements—including more clearly expressed controls for home business, cottage industry and non-residential development.

Mobile Trading		
CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
<p>The intent of this Local Planning Policy is to provide clear guidance and decision-making criteria for the location and operation of mobile vendors and itinerant traders on public and private land. It supports and encourages mobile trading in appropriate locations while protecting public amenity, safety, and the character of the area.</p>	<p>The intent of this local planning policy is not proposed to change. The proposed policy revision shifts the focus to supporting and regulating mobile trading specifically on private land, introduces clearer approval pathways and site requirements, and streamlines the policy structure. The regulation of mobile trading on public land will be carried out under the Public Places and Local Government Property Local Law 2020.</p>	<p>1. Policy Title and Scope</p> <p>The proposed policy focuses on mobile trading, particularly on private land, rather than both mobile and itinerant vendors in all locations.</p> <p>2. Purpose and Objectives</p> <p>The new version explicitly aims to encourage and support mobile trading for economic and social benefit, while the current version emphasizes avoiding adverse traffic and safety conditions.</p> <p>3. Applicability</p> <p>The proposed policy applies to the sale, hire, or provision of products/services from a vehicle on private land, whereas the current policy applies to a broader range of activities and locations.</p> <p>4. Development Approval Pathways</p> <p>The new policy clarifies when development approval is required for mobile trading on private land and distinguishes between public and private land approval processes.</p> <p>5. Reference to Other Approvals</p> <p>The proposed version references the City’s Trading Permit Guidelines and other relevant approvals for trading on public or crown land, streamlining the process.</p>



Parking of Commercial Vehicles in Residential and Rural Residential Areas		
CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
<p>The intent of this policy is to provide guidance on the parking of commercial vehicles on private land in residential and rural residential areas. The objectives of this policy are:</p> <ul style="list-style-type: none">(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.	<p>The intent of this local planning policy is not proposed to change. The proposed policy modernises and expands the current policy by introducing clearer assessment criteria, stricter amenity protections (including new time restrictions on vehicle movements), updated parking and access requirements, and clarified definitions and thresholds—particularly around when parking activities constitute a Transport Depot. It also improves guidance on application documentation, introduces greater flexibility for Rural Residential properties, and formalises processes for vehicle replacement, all to better align with the current planning framework and contemporary regulatory expectations.</p>	<p>1. Clearer Structure and Alignment With Current Planning Framework</p> <p>The 2025 revision restructures the policy with new sections (Introduction, Applicable Development, Development Requirements) and updates terminology to align with the current planning framework and Local Planning Scheme No. 1, improving readability and consistency.</p> <p>2. New Time Restrictions on Vehicle Movement</p> <p>The starting or movement of commercial vehicles between 10:00 PM and 6:00 AM is not permitted unless otherwise approved, strengthening amenity protections through enforceable operational limits.</p> <p>3. Stronger Amenity and Environmental Impact Controls</p> <p>While the 2015 version addressed noise, fumes, and visual impact, the 2025 policy expands guidance, requires demonstration of mitigation measures, and introduces more explicit expectations for screening, noise management, and visibility—supported by references to relevant legislation (e.g., Noise Regulations).</p> <p>4. Expanded Guidance on Parking, Access, and Rural Residential Flexibility</p> <p>The updated policy provides clearer criteria for parking locations (behind setback lines, screened, etc.), introduces flexibility for Rural Residential sites where impacts can be managed, and formalises requirements for compliant crossovers and maintaining domestic parking access.</p> <p>5. Updated Rules on Vehicle Numbers, Replacement, and Transport Depot Thresholds</p> <p>The 2025 version clarifies that parking more than two commercial vehicles constitutes a Transport Depot (consistent with the Scheme) and introduces a new allowance for like-for-like vehicle replacement with written approval rather than requiring a full new application—providing a more pragmatic, proportionate assessment approach.</p>

Repurposed Dwellings		
CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
<p>This policy provides guidance on the repurposing of a non-residential structure into a dwelling. The objectives of this policy are:</p> <ul style="list-style-type: none">(a) To ensure the repurposed dwelling presentation and appearance is of an acceptable standard to that of the locality.(b) To ensure that any repurposed dwelling does not detract from an existing (or reasonably desired) streetscape.(c) To enable the local government to retain such monies (bonds) to ensure the desired standard of development is achieved.	<p>The intent of this local planning policy is not proposed to change. The proposed policy updates and modernises the current policy by removing bond-based compliance controls. It also expands design and appearance requirements, and clarifies where the policy applies. Additionally, the policy strengthens upfront development expectations to ensure repurposed dwellings present to a high standard without relying on financial enforcement mechanisms.</p>	<p>1. Shift from bond-enforcement to design-led compliance</p> <p>The current policy relies heavily on bonds, bank guarantees and legal agreements, whereas the proposed policy removes these entirely as they are considered to be ineffective in this context.</p> <p>2. Clearer purpose and strengthened introduction</p> <p>The proposed policy adds a more explicit statement about the policy’s purpose which is to manage amenity, character and streetscape impacts of non-dwelling structures being repurposed. This provides stronger clarity about why control is needed and what outcomes the policy seeks.</p> <p>3. Defined policy applicability across zones</p> <p>The proposed policy introduces a new “Applicable Development” section identifying exactly which zones the policy applies to and what types of buildings are excluded. This reduces ambiguity and provides clear direction on when a repurposed dwelling qualifies for assessment.</p> <p>4. Expanded and more prescriptive development requirements</p> <p>The proposed policy details specific external appearance standards (painting/re-cladding, enclosing undercroft, verandahs, roof pitch adjustments, street-facing articulation, landscaping). This establishes expectations for design quality and streetscape compatibility, providing clearer guidance for applicants.</p> <p>5. Improved documentation requirements and clarity of expectations</p> <p>While both policies require photos and details of works, the proposed version strengthens the requirement for concise and comprehensive documentation demonstrating compliance with appearance standards. This ensures proposals clearly show how they will achieve the desired presentation before approval is granted.</p>