

1. PURPOSE OF REPORT

The purpose of this report is to review the performance and currency of the City of Greater Geraldton's Local Planning Strategy and Local Planning Scheme No. 1, pursuant to Regulation 65 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations).

The Regulations require a report to be prepared five years after a local planning scheme has come into *effect*. This report is consistent with the manner and form prescribed by the Western Australian Planning Commission (WAPC) August 2015 publication 'Review of Local Planning Schemes'.

1.1. City Of Greater Geraldton Overview and History

The City of Greater Geraldton (the City) is located in the Mid West region of Western Australia, approximately 400 kilometres north of Perth, and covers an area of around 12,336 square kilometres extending from the Indian Ocean coastline to more than 150 kilometres inland. The City is one of 17 local governments within the Mid West planning region and is bordered by the Shires of Chapman Valley to the north, Murchison and Yalgoo to the east, and Irwin, Mingenew and Morawa to the south and east. The City also includes the Houtman Abrolhos Islands.

The City is characterised by a diverse range of landscapes, from the more densely settled urban area to the productive agricultural hinterland. Within this setting are numerous high-value environmental and cultural assets, including a spectacular coastline, distinctive geological and ecological systems, significant wildflower areas, and places of Indigenous, maritime and built heritage significance. The Geraldton urban area extends from Drummond Cove in the north to Cape Burney in the south, with the Moresby Ranges forming a defining scenic backdrop. Urban development is influenced by key infrastructure and land uses, including the Narngulu Industrial Estate, Geraldton Airport and surrounding areas of high-quality agricultural land.

According to the Australian Bureau of Statistics, the City's Estimated Resident Population was 42,882 people in 2025, representing approximately 73 per cent of the Mid West region's population. Population distribution within the City is

highly concentrated, with an estimated 94 per cent of residents living within the Geraldton urban area. Geraldton functions as the primary population, employment and service centre for the Mid West, accommodating the majority of the region's commercial, industrial and community activities. Beyond Geraldton, Mullewa and Walkaway provide local population and service functions, while other settlements include the Historic Central Greenough and the Wandanooka Aboriginal community north of Mullewa.

Greater Geraldton plays a key role in supporting and accommodating broader economic and demographic trends across the Mid West. The regional economy has traditionally been driven by mining, with significant contributions from agriculture, forestry and fishing, manufacturing, construction, and rental, hiring and real estate services. Emerging opportunities associated with resource development, renewable energy, and other evolving industries may influence population growth, employment patterns, infrastructure demand, freight movements and water resource needs.

The City of Greater Geraldton was formed through the amalgamation of the former City of Geraldton and Shire of Greenough in 2007, followed by the amalgamation with the Shire of Mullewa in 2011. The first Local Planning Strategy and Local Planning Scheme prepared following amalgamation focused on establishing a single, integrated planning framework and shared strategic direction for the consolidated local government area. This review provides an opportunity to consider the effectiveness of that framework and its ongoing suitability in responding to current conditions, emerging issues and future challenges.

2. LOCAL PLANNING FRAMEWORK

The City's Local Planning Framework consists of:

2.1. Local Planning Strategy

The current Local Planning Strategy (Strategy) was adopted in 2015 and provides high level guidance for the whole of the local government area. The Strategy consists of two parts; part one being the consolidated strategy containing the strategic plan and actions required to implement; and part two being the local profile and contact report providing the relevant background including analysis and rationale. Supplementary to part two are the Environmental Profile, Transport Planning Report and Economic Research paper.

The Strategy focused its direction on shaping a planning framework that consolidated three local government areas and four local planning schemes into one functional strategy and scheme. Given this specific focus, many of the Strategy actions relating to this have been achieved.

Another key focus of the Strategy was its long-term aspiration for a framework to support a population of 100,000, providing a basis for land use and development controls. As a result of this long-term vision many actions were broad and without clear timeframes, making them ongoing rather than discrete or time-bound.

There have been two minor amendments to the Strategy within this timeframe. Further details of these amendments are contained within **Table 1**.

A suite of subsidiary planning documents were prepared in order to inform the Strategy, including;

- Public Open Space Strategy,
- Residential Development Strategy,
- Commercial Activity Centres Strategy,
- Local Biodiversity Strategy; and
- South Greenough to Cape Burney Coastal Planning Strategy

No.	Modification Summary	Endorsement
1	Part two – Local Profile and Context Report Updated with 2016 census data. Report restructured under each of the Community Strategic Plan 2017-2027 and relevant updates.	6/02/2020
2	Part One – The Strategy Updated with 2016 census data and the Community Strategic Plan 2017-2027. Inclusion of the Houtman Abrolhos Islands National Park and the Geraldton Coastal Hazard Risk Management and Adaptation Planning (CHRMAP) project.	8/03/2021

Table 1 - Local Planning Strategy Modifications

2.2. Local Planning Scheme

Local Planning Scheme No. 1 (Scheme) covers the entirety of the local government area (excluding the Houtman Abrolhos Islands) and was gazetted in 2015. Since gazettal, the Scheme has been amended 16 times. **Table 2** provides a detailed explanation of the amendments to the Scheme since gazettal.

The Scheme was strongly aligned with the outcome of the Strategy and the state planning framework that was applicable at the time. The Scheme was structured around the idea of the document being a base framework that was built on and clarified through other supporting documents – such as through structure plan and local planning policies.

This has resulted in a complex local planning framework where landholdings can be subject to multiple different planning documents. Along with this, planning reform has amended or at least clarified the weight of supporting documents. For example, with structure plans considered as due regard only, their provisions no longer carry the statutory weight they need to appropriately guide outcomes.

No.	Amendment Summary	Gazettal
1	Lot 51 Scott Road, Rudds Gully - "Public Purpose" to "Rural zone" (standard amendment).	10/03/2017
2	Lots 1 & 2 Durlacher Street, Geraldton - "Residential R40" to "Commercial" (standard amendment)	10/03/2017
3	Omnibus Amendment - Correct various administrative errors, clarify clauses and normalise structure planned areas. (basic amendment)	10/08/2018

No.	Amendment Summary	Gazettal
4	Normalise Sunset Beach Structure Plan area. (standard amendment)	13/07/2018
5	Lot 60 First Street and portion Lots 61 & 64 North West Coastal Highway, Wonthella - “Residential R30” & “District Distributor Road” to “Service Commercial” (standard amendment)	5/10/2018
6	Lot 2349 (Reserve 27953) North West Coastal Highway, Sunset Beach - “Public Open Space” to “Urban Development” (standard amendment)	22/03/2019
7	Lot 380 Fifth Street, Wonthella - “Residential R60” to “Commercial” (standard amendment).	12/03/2019
8	Lot 38 Fairfax Drive, Moresby - “Rural” to “Urban Development” (standard amendment)	18/06/2019
9	Consolidation of Scheme Amendment No. 1A (Greenough River Resort) (basic amendment)	12/03/2019
10	Lot 38 & 151 Gertrude Street, Geraldton - Rezoning “Residential R40” to “Commercial” (standard amendment)	19/05/2020
12	Omnibus Amendment – modification of various scheme clauses (standard amendment)	10/07/2020
13	Lots 40 & 41 Houtman Street and North West Coastal Highway, Wonthella - “Residential R30” to “Service Commercial” (standard amendment)	18/09/2020
14	Normalise developed structure planned areas (basic amendment)	19/01/2024
15	Lot 30 (No. 1) Hadda Way, Mahomets Flats - “Residential R40” to “Tourism R80” (standard amendment)	08/01/2021
17	Lot 156 (No. 331) Place Road, Strathalbyn - ‘Residential R5’ to ‘Commercial’ (standard amendment)	04/03/2022
19	Short-term Rental Accommodation changes (basic amendment)	16/05/2025

Table 2 - Amendments to Local Planning Scheme No. 1

2.3. Structure Plans

There are 21 structure plans currently approved and they are listed along with their expiry dates in **Table 3**.

The number of approved structure plans has been significantly reduced following the regulatory expiry on 19 October 2025. Prior to this, the City had 42 active structure plans, with some of considerable age and no longer aligned with the current planning framework.

In some areas, where structure plans have lapsed and are no longer considered necessary, land remains zoned ‘Urban Development’ which will require amendment. In other areas, structure plans have lapsed or have only been granted short-term renewals. However, the need for a coordinated planning approach is still considered necessary to guide development outcomes and replacement structure plan or alternative mechanism should be considered.

Structure Plan	Expiry
Bluff Point - Lot 500 Chapman Road	19/10/2030
Cape Burney - Greenough River Estate South	19/10/2035
Glenfield - Glenfield Structure Plan	19/10/2030
Glenfield - Glenfield Beach	17/02/2029
Glenfield - Lot 55 Chapman Road, Activity Centre	27/10/2027
Karloo - Karloo	19/10/2035
Karloo - Lots 23 & 800 Moloney Street	19/10/2030
Karloo - Lot 21 Scott Road (Plan Only)	19/10/2030
Meru - Meru Development Investigation Area	19/10/2030
Meru - Narngulu Industrial Estate Buffer Precinct C (Deepdale Road)	19/10/2030
Moresby - Woorree New Town	19/10/2030
Narngulu - Lot 202 Meru Tip Road	19/10/2030
Narngulu - Narngulu Industrial Estate Buffer Precinct D	19/10/2030
Rudds Gully - Lot 9 Verita Rd Structure Plan	19/10/2035
Rudds Gully - Lots 13 & 14 Verita Road	19/10/2035
Rudds Gully - Lots 15 & 17 Brand Highway	2/10/2028
Sunset Beach - Riverside Estate	20/01/2035
Utakarra - Utakarra East Rural Residential	19/10/2028
Waggrakine - Moresby Heights (Wavecrest)	19/10/2035
Waggrakine - Waggrakine Rural-Residential	19/10/2030
Wandina - Wandina Estate	19/10/2030

Table 3 - Current Structure Plans

2.4. Local Development Plans

There are currently 82 approved Local Development Plans within the City. Over 60% of these LDPs are used to control development requirements in areas of remnant vegetation or sensitive environmental areas such as the Waggrakine

Rural Residential Structure Plan area. It is recognised that reform for the application and manner and form for LDPs is to be introduced shortly and this will include expiry dates for existing LDPs. This has been included as part of review considerations and is further discussed in the report. A list of LDPs is included in **Table 4**.

Local Development Plans	
Beresford - Flour Mill Estate	Cape Burney - Gaskin Drive (Lots 219-224)
Deepdale - Deepdale Estate R2.5 Lots	Drummond Cove - Boat Cove & Wavecrest Circle
Drummond Cove - Stillwater Avenue	Geraldton - Batavia Coast Marina Residential Precinct
Geraldton - Hill Way, Lots 7 - 10	Glenfield - Glenfield Beach
Glenfield - Lot 20 (No. 453) Alexander Drive	Glenfield - Lot 123 (No. 285) Alexander Drive
Glenfield - Lot 127 (No. 345) Alexander Drive	Glenfield - Lots 401-406 (No. 431-451) Alexander Drive (Cnr Macedonia Drive)
Glenfield - Lot 52 (No. 1038) Chapman Road	Greenough - Lot 1 (No.1) African Reef Boulevard
Greenough – African Reef Boulevard, (Lot 2)	Greenough - Lots 158 & 159 Company Road
Greenough – The Dunes – Westbank Estate	Moresby - Carnalea & Hill Creek Roads
Moresby - Chapman Valley Road - Lot 1, 2 & 126 (No.340)	Moresby - Geraldton Heights R5 Lots
Moresby - Lot 53 (No.24) Stuart Road	Moresby – Ridgehaven Court, Lots 107 & 108 (No.6)
Moresby - Lot 345 & 346 Trant & Webber Road	Mount Tarcoola - Lots 219 & 220 Brand Highway
Mt Hill - Lot 27 Roe Close	Narngulu - Lot 61 Galleon Drive
Narngulu - Lot 76 Galleon Drive	Strathalbyn - Neighbourhood Activity Centre
Tarcoola Beach - Glendinning Road	Utakarra - Lot 43 (No.127) Edward Road
Utakarra - Lynch Way & Rohnan Road	Utakarra – Moloney Street, Lot 90
Sunset Beach Lifestyle Village – Bosley Street, Lot 2871 (No. 4)	Waggrakine - Albert Road, Lot 2 (No.65)
Waggrakine - Arnold Road, Lot 47 (No.25)	Waggrakine - Arnold Road, Lots 81 & 82
Waggrakine - Arnold Road, Lots 83 & 84	Waggrakine - Beattie Road, Lot 3 (No. 206)
Waggrakine - Bore Road, Lot 1 (No.78)	Waggrakine - Bore Road, Lot 52 (No. 86)
Waggrakine - Chapman Valley Road, Lot 3 (No. 277)	Waggrakine - Collins Road, Lot 6
Waggrakine - Cooper Street, Lot 78 (No. 216)	Waggrakine - Cooper Street (cnr David Road), Lot 111 (No. 157)
Waggrakine - David Road, Lot 5 (No. 233)	Waggrakine - David Road, Lot 19 (No. 264)
Waggrakine - David Road, Lot 25 (No.369)	Waggrakine - David Road, Lot 29 (No. 423)
Waggrakine - David Road, Lot 31 (No. 449)	Waggrakine - David Road, Lots 44 & 45

Waggrakine - David Road, Lot 67 (Proposed Lot 122 & 123)	Waggrakine - David Road, Lots 152 & 153
Waggrakine - David Road North, Lot 10 (No. 297)	Waggrakine - David Road North, Lot 16 (No. 298)
Waggrakine – David Road & Constantine Road, Lot 30 (No. 19)	Waggrakine - Hackett Road & Stephen Street, Lots 100 & 101
Waggrakine - Half Moon Drive, Lot 442	Waggrakine - Hall Road & Cooper Street, Lots 50, 51 & 52
Waggrakine - Hall Road (Lot 1)	Waggrakine - Hall Road, Lot 9 (No. 401)
Waggrakine - Hall Road. Lot 73 (No.164)	Waggrakine - Hall Road, Lot 96 (No. 183)
Waggrakine - Hall Road, Lot 148 (No. 396)	Waggrakine - Stephen Road, Lot 37 (No. 34)
Waggrakine - Sutcliffe Road, Lot 42 (No. 118)	Waggrakine - Sutcliffe Road, Lot 43 (No. 148)
Waggrakine - Sutcliffe Road, Lot 45 (No. 59)	Waggrakine - Sutcliffe Road, Lot 50 (No. 237)
Waggrakine – Sutcliffe Road, Lot 55 (No. 271)	Waggrakine - Sutcliffe Road, Lot 56
Waggrakine - Sutcliffe Road, Lot 57 (No. 282)	Waggrakine - Sutcliffe Road, Lot 63 (No. 316)
Waggrakine - Sutcliffe Road, Lots 102, 103 & 104	Waggrakine – Sutcliffe Road, Lots 300 (No. 133) & 301 (No. 129)
Waggrakine - Tramway Road, Lot 23 (No. 23)	Waggrakine - Tramway Road, Lot 155
Wandina - Beacon Rise, Lots 510 - 514	Wandina - Eurithmic Link, Lots 77- 113
Wandina - Old Acres Court	Wandina - Portacello Circle
Woorree – Erla Place, Lots 1 & 2 (No.14)	Woorree - Erla Place, Lot 10

Table 4 - Current Local Development Plans

2.5. Local Planning Policies

The City is currently undertaking a review of its Local Planning Policies (LPPs). The review seeks to ensure that policies remain relevant and contemporary, while also simplifying the planning framework by consolidating and rationalising policy content so that information is contained within the most appropriate planning instrument. As a result, the number of local planning policies has already been reduced from 52 to 23. Table 5 provides details of the current policies, their status and approval date.

The City is mindful that there are future planning reforms proposed for LPPs and draft guidance on the manner and form released by the Department of Planning, Lands and Heritage (DPLH) has been followed or included where possible.

No.	Local Planning Policy	Status	Approval
1.1	Ancillary Dwellings	Advertising	15/12/2015
1.3	Setbacks	Advertising	15/12/2015
1.4	Stormwater Management	Updated	31/03/2026
1.5	Repurposed Dwellings	Advertising	15/12/2015
1.6	Short Term Rental Accommodation	Updated	31/03/2026
1.7	Home Business and Non-Residential Development in the Residential Zone	Updated	26/05/2026
1.8	Parking of Commercial Vehicles in Residential and Rural Residential Areas	Updated	26/05/2026
1.9	Revegetation in the Rural Residential Zone	Advertising	28/06/2016
2.1	Industrial Development	Advertising	15/12/2015
2.2	Extractive Industry	Advertising	15/12/2015
2.3	Workforce Accommodation	Advertising	15/12/2015
2.4	Geraldton Airport Special Control Area	Updated	31/03/2026
2.6	Shipping Containers	Updated	31/03/2026
3.1	Consultation for Town Planning Proposals	Advertising	15/12/2015
3.2	Heritage Conservation and Development	Updated	26/05/2026
3.3	Advertising Signage	Advertising	15/12/2015
4.1	Beresford Beachfront Mixed Use	Updated	31/03/2026
4.2	Geraldton Airport Technology Park	Advertising	15/12/2015
4.3	Geraldton/Beachlands Heritage Area	Updated	26/05/2026
4.4	City Centre	Advertising	23/07/2019
	R-Codes – Outbuildings	To be reviewed	15/12/2015
	Mobile and Itinerant Vendors	To be reviewed	15/12/2015
	Caravans for Temporary Accommodation	To be revoked to information sheet	15/12/2015

Table 5 - Current Local Planning Policies

3. LOCAL STRATEGIC CONTEXT

This section identifies anticipated drivers of change that are currently or anticipated to have implications for future land use planning over the next 10-15 years.

3.1. Population trends and forecasts

3.1.1. Population growth

The City has generally experienced a broad pattern of population fluctuations. Growth reached a significant 9.73% between the census period of 2006 and 2011, then moderated to 3.97% between 2011 and 2016, and rose again to 6.6% between 2016 and 2021 (ABS). The 2025 Estimated Resident Population (ERP) of Geraldton is 42,882 which signifies 2.77% growth over that 4 year period. This equates to an Average Annual Growth rate of 1.3% since 2006, compared with 0.87% for the Mid West region and 2.31% for WA over the same time period.

Population forecasts published by the WAPC as part of its *WA Tomorrow 12* series indicate that the number of people living in the City between 2021 and 2036 is expected to increase. A lower, central and upper forecast figure is provided which ranges from approximately 1,900 people at the lower forecast range (0.30% AAGR), 7,800 people in the central forecast (1.17% AAGR) and 13,700 in the upper range (1.94% AAGR).

To complement and build upon this work, in 2024 the City engaged REMPLAN to undertake more detailed forecasting out to 2046. Based on existing trends of natural change and net migration, the REMPLAN model predicted population in 2036 at 46,181 and 49,305 by 2046. It is important to note that the REMPLAN model is conservative by nature and is intended to provide a baseline, which can be further refined as specific economic drivers and projects become clearer.

This data has been combined into **Table 6** and **Figure 1** to demonstrate historical and estimated population.

	Historical population			Estimated population				
	2016	2021	2025*	2026	2031	2036	2041	2046
ABS data	38,634	41,182	42,882					
Lower				41,930	42,700	45,440		
Central				43,685	46,450	50,200		
Upper				45,440	50,200	54,950		
REMPAN				43,052	44,697	46,181	47,751	49,305

Table 6 – Historical and Estimated population, CGG 2016-2046

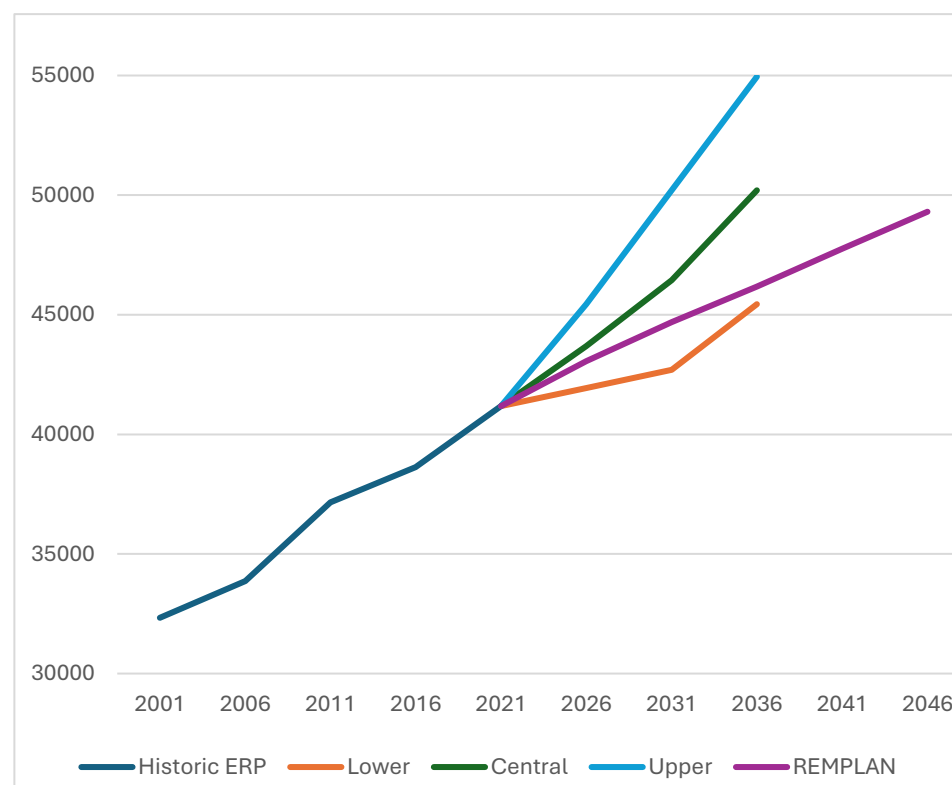


Figure 1 - Historical and Estimate population, CGG 2001-2046

3.1.2. Population distribution

As of 2021 94.6% of City’s population was located within the Geraldton urban area. The Geraldton urban area generally aligns with the urban growth boundary as shown on the Strategy.

The 2025 REMPLAN population forecasting modelling predicts within the Geraldton urban area the planning forecast areas of ‘Inner North’ (Bluff Point, Sunset Beach, Glenfield and Drummond Cove) and ‘Outer South’ (Mahomets Flats, Tarcoola Beach, Mount Tarcoola, Wandina and Karloo) are likely to experience the most significant population increase.

The localities of Walkaway and Mullewa maintain small populations of 222 (0.5%) and 356 (0.8%) respectively, however both townsites are experiencing population decline.

3.1.3. Household Composition and Housing suitability

Household composition within Geraldton has been shifting over time with growth increasingly concentrated in smaller households. Of the 14,352 occupied dwellings in Greater Geraldton (as of 2021) 28% contained only one person, with the most dominant dwelling being two persons (35.5%) (ABS, 2021). Geraldton displays a higher proportion of dwellings consisting of one or two persons than the state benchmark (**Figure 2**)

The rise in smaller households is projected to continue with the REMPLAN forecast indicating that by 2046 single person dwellings (lone person household) will overtake and become the dominant household type, followed by two person dwellings.

Despite this ongoing shift in composition, the existing dwelling stock continues to be weighted toward larger homes. Dwellings with four or more bedrooms comprise 40.7% of all households in Greater Geraldton indicating a growing mismatch between household composition and the prevailing housing stock as demonstrated in **Figure 3**.

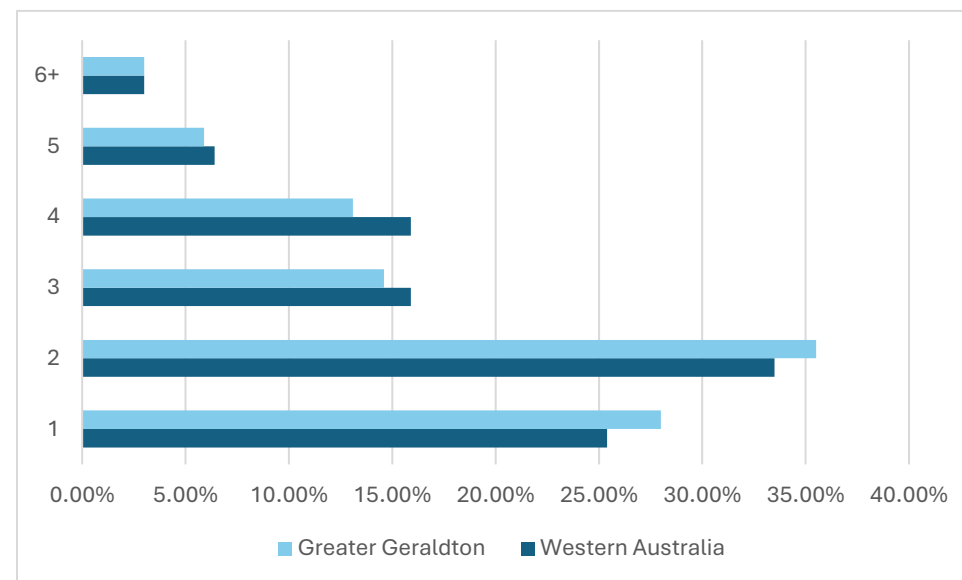


Figure 2 - Proportion of persons per dwelling CGG vs WA (ABS, 2021)

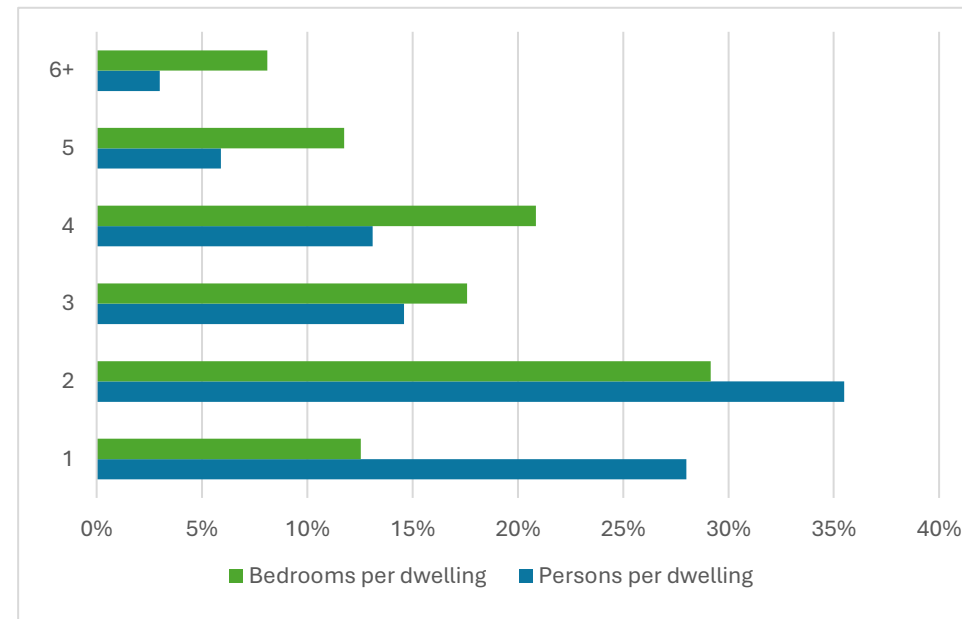


Figure 3 - Persons per dwelling vs No. of bedrooms (ABS, 2021)

3.1.4. Ageing of the population

Continuing ongoing trends more broadly, the data shows that Geraldton's population in general is ageing. **Figure 4** demonstrates the changing age profile by combining existing ABS census data from 2006 to 2021 with REMPLAN forecasting for 2026 and 2036.

REMPLAN predicts that the retirement and elderly cohort (65+) will rise from 16.96% of population in 2021 to 21.09% of the population in 2036. During the same period, the decline in the youth cohort (0-15) continues, dropping from 19.86% to 17.94%.

Ageing population needs to be specifically addressed and supported through land use planning to ensure it is appropriately planned for.

3.1.5. Additional dwelling demand indicators.

Based on the various population growth scenarios shown earlier, additional dwelling demand can be generally anticipated. Given the upper and lower population projections, it is estimated that additional dwelling demand by 2036 could be as low as 1,000 dwellings (~100 per annum) or as high as 4,600 dwellings (~460 per annum). This estimate is based upon the current per person per dwelling figure of 2.5.

It is also important to consider that the current housing supply is likely to be strained. Current vacancy data suggests the Geraldton housing market is already undersupplied, with rates declining from around 1.6% in 2025 to approximately 0.4% in 2026, indicating an extremely tight rental market (REIWA). This trend is broadly consistent with conditions observed across WA and nationally, where vacancy rates have been at historically low levels in recent years.

This indicates an existing shortfall in available housing which, together with the projected additional dwelling requirements, needs to be supported by a strong and responsive housing pipeline underpinned by a responsive planning framework.

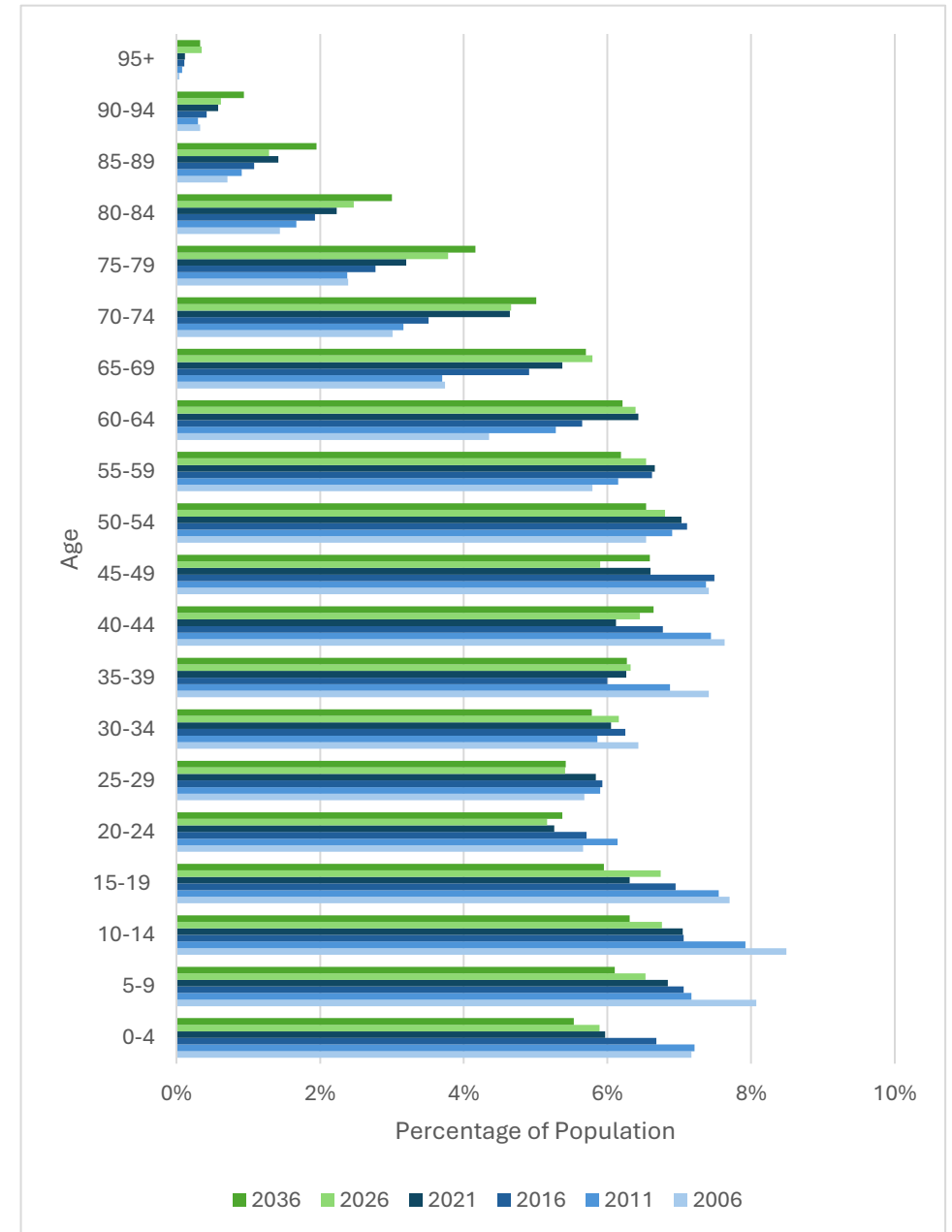


Figure 4 - Historical and Estimate Age Demographics, CGG 2006-2036

3.2. Economy

3.2.1. General summary

In 2021 the top 6 leading sectors for the City in terms of output were:

1	Mining	\$1.438B
2	Construction	\$1.182B
3	Manufacturing	\$694m
4	Rental, Hiring & Real Estate Services	\$663m
5	Transport, Postal and Warehousing	\$611m
6	Health Care and Social Assistance	\$600m

In 2021 the leading industries based upon employment figures were:

1	Health Care and Social Assistance	3,126 persons
2	Retail Trade'	2,069 persons
3	Education & Training	2,024 persons
4	Construction	1,756 persons
5	Accommodation & Food Services'	1,337 persons
6	Transport, postal & warehousing	1,246 persons

While the leading industry given output, the Mining sector was the 11th highest employer, employing 563 persons.

With regard to recent large or significant developments, **Table 7** lists the following developments have been approved through the Significant Development Assessment Unit (SDAU) and Development Assessment Panel (DAP) process since 2015.

Consideration of the following sector trends and changes has informed the Scheme and Strategy review.

SDAU Reference	Location	Application Description	Dev cost	Status
SDAU-053-21	Gtn-Mt Magnet Rd, Tenindewa	Vanadium Processing Facility	\$450m	Approved 31 July 2025
DAP Reference	Location	Application Description	Dev cost	Status
DAP/16/01055	Burma Rd, Ellendale	Renewable Energy Facility (Solar PV)	\$650m	Approved 18 July 2016
DAP/16/0187	Eastward Rd, Wonthella	Supermarket	\$4.3m	Approved 29 Sept 2016
DAP/19/01599	Connolly Rd, Burma	Renewable Energy Facility (Solar PV)	\$250m	Approved 14 Aug 2019
DAP/21/01999	NWCH, Wonthella	Service Station and Convenience	\$2m	Approved 19 Aug 2021
DAP/22/02257	NWCH, Geraldton	Bulky Goods Showroom	\$4m	Approved 29 Aug 2022
DAP/23/02565	Durlacher St, Geraldton	Mixed Use Development (Multiple Dwellings, Serviced Apartments, Restaurant & Office)	\$180m	Approved 11 Apr 2024
DAP/23/02549	Marine Tce, Geraldton	Proposed Mixed Use (Cinema, Tavern, Liquor Store & 72 Serviced Apartments)	\$310m	Approved 19 Dec 2023
DAP/24/02672	Mullewa-Wubin Rd, Mullewa	Renewable Energy Facility (Solar PV & 2 Wind Turbines)	\$1m	Approved 14 Aug 2024
DAP/23/02554	Horwood Road, Woorree	Supermarket, Shop, Bulky Goods Showroom, Warehouse	\$150m	Approved 7 Mar 2024
DAP/23/02614	NWCH, Wonthella	Bulky Goods Showroom & Motor Vehicle Repair	\$7.3m	Approved 16 May 2024
DAP/24/02668	Edward Rd, Meru	Transport Depot & Warehouse	\$9.9m	Approved 19 June 2024
DAP/24/02717	NWCH, Webberton	Bulky Goods Showroom, Fast Food Outlet, Motor Vehicle Repair & Shop	\$9.9m	Approved 26 Sep 2024
DAP/24/02803	Durlacher St, Geraldton	Service Station	\$2.7m	Approved 25 Mar 2025
DAP/25/02836	Flores Rd, Spalding	Service Station	\$2.9m	Approved 8 April 2025

Table 7 - Developments approved via SDAU and DAP

3.2.2. Renewable Energy

There is increasing interest in renewable energy development within the City, reflecting favourable wind and solar conditions and broader state and national energy transition objectives. Between 2015 and 2023, three significant renewable energy projects received development approval, including a solar photovoltaic facility at Ellendale (\$65 million), a solar photovoltaic facility at Burma Road (\$25 million), and a smaller hybrid solar and wind facility at Mullewa (\$1 million). To date, none of the developments have commenced construction.

In addition, four wind measurement masts have been approved at Nunierra, Tardun, West Casuarinas and Pindar, indicating ongoing investigation into future wind energy opportunities. While relatively few full development applications have been lodged in recent years, there is clear growth in early-stage investigations and potential proposals across the broader region.

The existing planning framework already provides a degree of guidance for renewable energy development. However, it will be necessary to ensure that emerging State planning tools—particularly the draft Renewable Energy Codes are appropriately supported by the Scheme to provide clarity, consistency and certainty for proponents and the community.

3.2.3. Industrial Land and Energy Industries & Innovation

Growing interest in renewable energy is closely linked to emerging demand for industrial land to support downstream processing and energy-adjacent industries. The City has observed increasing interest from proponents seeking to capitalise on the region’s renewable energy potential, including proposals associated with mineral processing and energy-intensive manufacturing. However, existing industrial-zoned land is limited in extent and constrained by factors such as proximity to the airport. As a result, there is growing interest in securing suitably located land elsewhere, particularly within the eastern agricultural hinterland. This includes proposals such as the Australian Vanadium Limited vanadium processing plant at Tenindewa.

In response, the City completed the Geraldton Industrial Land Study to assess future industrial land requirements, location suitability and infrastructure

needs. The study identified significant land holdings within the eastern agricultural area that could accommodate large-scale proponents and are relatively unconstrained. It also identified a level of willingness among landowners to consider such development, provided proposals are carefully designed to mitigate and manage known and anticipated impacts. The study further recognised that changes to the local planning framework would be required to provide appropriate controls and guidance. Subsequently, the City has commenced the Geraldton Industrial Land Study Implementation project, which seeks to identify the necessary statutory controls and progress amendments to the local planning framework to accommodate emerging industries while maintaining orderly and efficient land use outcomes.

Emerging industries in this sector are characterised by rapidly evolving and, at times, uncertain technologies. As such, planning frameworks need to remain adaptable, allowing for flexibility in land use and development approaches while continuing to ensure appropriate controls, clear processes, and well-planned outcomes.

3.2.4. Agriculture and Primary Production

Broadacre farming remains the dominant land use across the City and a key contributor to its rural identity. It also continues to play a significant economic role, with the agriculture, forestry and fishing sector ranking as the 8th sector by output and 9th by employment, contributing approximately \$390 million and supporting 733 jobs.

A key focus of the Industrial Land Study is a “farming first” principle, which recognises that the long-term viability of agriculture must be secured even as new industries emerge. Ensuring that such development does not undermine high-value agricultural land requires strong statutory protection and clear decision-making guidance within the framework.

More intensive forms of agricultural activity are also increasing. Since 2015, approximately four significant ‘agriculture – intensive’ developments (generally known as market gardens) have been approved, along with a further four substantial expansions to existing operations, with a combined development value exceeding \$3.7 million. These activities, primarily located near key

infrastructure and water sources, further highlight the need for a balanced planning framework that supports land use diversification within the rural zone while protecting core productive land.

3.2.5. Extractive Industries

Extractive industries continue to support construction and infrastructure delivery across the City. Since 2015, 16 extractive industry developments and four extensions have been approved, with a combined estimated development value of approximately \$1.6 million, primarily relating to sand, gravel and hard rock extraction.

3.2.6. Workforce Accommodation

Growth in industrial and resource-related development, particularly in peripheral and rural locations, is likely to increase demand for temporary and remote workforce accommodation. This highlights the need to consider current and future demand and ensure the planning framework provides clear guidance for directing workforce accommodation, prioritising existing urban areas and townsites. Where this is not feasible, it should guide location, scale and management to ensure such accommodation supports economic activity without adverse amenity impacts.

3.2.7. Short Term Rental Accommodation

Short-term rental accommodation (STRA) commonly referred to as Airbnb or similar, has been subject to development approval for a long time. However, demand increased significantly following the impacts of COVID. Following the introduction of the state registration system, there are currently 192 registered STRA within the City. While the City's existing policy framework has looked to manage impacts and direct STRA to appropriate locations, its role in supporting in-demand tourism accommodation needs to be balanced against its impact on the availability and accessibility of long-term residential housing.

3.2.8. Retail, Commercial Development and Centre Primacy

The City's most recent commercial activity investigations were undertaken in 2013 and underpin the assumptions used within the Strategy as to long term floorspace needs and distribution of activity centres. Since that time, retail behaviour has shifted significantly due to the growth of online shopping,

changes in consumer expectations and the construction of new developments such as bulky goods retailers along the North West Coastal Highway and the homemaker centre extension.

These changes warrant a review of the Activity Centres Strategy and this has been included as Item 4 within the Proposed Work Program (see **Table 11**). This should also include ensuring that zoning, land use permissibility and development standards support the intended growth modelled and provide realistic development expectations.

Particular attention should be paid to the Mixed Use zoning around the regional centre to ensure that the total zoned area, land uses and densities proposed support the long-term commercial growth and align with community expectations for development

3.2.9. Space related infrastructure

The space industry is an emerging sector within WA, with growing interest in the Mid West and surrounding areas, including the development of the Mingenew Space Precinct.

The City has existing experience supporting space-related infrastructure. This includes the Australian Defence Satellite Communications Station at Kojarena and recognition of the Australian Radio Quiet Zone Coordination Zone within the Strategy, which supports the Murchison Radio-astronomy Observatory (MRO) managed by CSIRO.

In 2025, the City also approved a development application for telecommunications infrastructure associated with the proposed Star Site ground station near Mullewa.

3.2.10. Marine Services

The marine services sector has been identified as a potential area of future growth, building on Geraldton's role as a key regional port. Increased port activity and investment may create opportunities for businesses involved in vessel maintenance, repair, fabrication and specialist subcontracting. Strengthening local marine services capability could support industry diversification, foster local employment and enable the region to capture greater economic benefit from maritime and trade-related activities.

3.3. Environment

3.3.1. Coastal Vulnerability

Sections of the Greater Geraldton coastline are experiencing coastal erosion and inundation, with risks to land use and development expected to increase over time. In line with State Planning Policy 2.6 (SPP2.6), areas at risk require Coastal Hazard Risk Management and Adaptation Planning (CHRMAP).

The City's CHRMAP was adopted on 27 November 2018 and identifies areas of coastline at risk from erosion and inundation over the next 100 years (to 2110). The assessment considers multiple timeframes—present day, 2030, 2070 and 2110—highlighting how impacts are expected to intensify due to natural coastal processes and sea level rise.

Key findings include:

- Northern beaches are already experiencing severe erosion, with shorelines retreating landward.
- Areas south of Point Moore are expected to undergo sediment accretion for around 50 years, followed by foreshore erosion.
- Sea level rise is projected to increase flooding risk in low-lying areas during extreme weather events.

These findings are required to be embedded within the planning framework to support proactive decision-making around land use and infrastructure and ensure the long-term viability of development. To give effect to this, the Scheme should incorporate mechanisms such as Special Control Areas to guide development within coastal hazard prone areas, including requirements for setbacks, land use, design responses and adaptation measures. This can also include the introduction of finished floor level requirements for areas impacted by inundation. Implementation will require supporting policy and clear processes to manage development assessment and approvals, while addressing potential constraints or impacts on land use outcomes. Early and ongoing community engagement will also be critical to ensure the implications on land owners are clearly communicated and understood and expectations are appropriately managed.

In order to undertake these changes, support is likely to be required in relation to either technical, legal or engagement and this has been accounted for as Item 10 within the Proposed Work Program (see Table 11).

3.3.2. Biodiversity, Canopy Retention and Greening

The Geraldton to Shark Bay Sand Plains are internationally recognised as a global biodiversity hotspot, reflecting both their high biodiversity values and level of threat. Recognising this significance, the City and Shire of Chapman Valley prepared the Local Biodiversity Strategy (2013), which provides detailed local-scale information on vegetation and biodiversity values across a coastal strip of approximately 32,410ha. Within this area, less than 18% of the pre-European extent of native vegetation remains and much of the remnant vegetation is subject to ongoing development pressure. The Strategy identifies priority actions relating to retention, protection, management, regeneration and community engagement.

While the Local Biodiversity Strategy has informed the City's planning framework at a strategic level, its recommendations have had limited translation into day-to-day planning processes and decision-making. This presents an opportunity through the Scheme and Strategy Review to establish a clearer and more practical framework for managing biodiversity values, including how environmental considerations are identified, assessed and addressed through the development process. This would provide greater clarity and certainty for the community, City officers and the development industry.

Specific provisions were incorporated into the Scheme to facilitate remnant vegetation retention within rural residential areas, particularly in the Waggrakine locality. Over the past decade, these provisions have been used to secure vegetation retention, management measures and cash-in-lieu contributions as part of subdivision and development outcomes. However, discussions with DPLH officers indicate that these mechanisms are unlikely to continue to be supported in their current form. The Scheme and Strategy Review provides an opportunity to investigate alternative and more robust planning mechanisms to ensure biodiversity outcomes can continue to be achieved.

Beyond the LBS there is increasing policy focus on urban canopy, tree retention and greening outcomes at the local level. Together with strong community support for environmental initiatives, this presents an opportunity to strengthen how biodiversity and greening objectives are reflected within the planning framework and implemented through future development.

3.3.3. Flood Mapping and Flood Risk Management

The Strategy and Scheme identify Special Control Areas for flood risk associated with the Chapman and Greenough Rivers. Updated flood mapping for these systems was completed in 2020 and this information is required to be incorporated into the Scheme.

Updating the flood extents is a priority to ensure planning decisions are based on current risk information. In the Greenough River area, additional considerations within the flood plain should also be given to incorporating additional provisions within this area that respond specifically to flood velocity, which was identified as a key risk factor in the updated modelling.

Further investigation may also be required to determine whether flood mitigation infrastructure that is owned and managed by the City (such as levees), should be reflected or safeguarded within the planning framework.

4. STATE AND LOCAL POLICY FRAMEWORK

4.1. Legislative changes and planning reform

Upon gazettal in 2015, the Scheme was aligned to the then recently released *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations). There have been a number of changes to the Regulations in the following 10 years which need to be incorporated within the Scheme. These include changes to the deemed provisions which conflict with existing Scheme provisions.

Future planning reform also includes changes to the requirements for Local Development Plan and Local Planning Policies and the introduction of a Midwest Regional Planning Strategy and these need to be considered moving forward.

4.2. State Planning Policies and Planning Codes

While this review has considered the broader State planning framework, particular attention has been given to the policies and codes outlined below as they are of specific relevance to the City and the review outcomes.

4.2.1. Residential Design Codes (Volume 1 and 2)

The Residential Design Codes (R-Codes) have been the main source of design control for residential development through WA since 1985. There have been several significant changes to the structure and provisions within the R-Codes since 2015.

The most notable changes to the R-Codes has been the split into Volume 1 and Volume 2 including the introduction of the Medium Density Codes that have substantially altered the deemed-to-comply requirements.

The Scheme designates some higher density R-Codes around identified activity centres and within the 'Mixed Use' and 'Tourism' zone. Given the changes to deemed-to-comply provisions particularly those determining development height, a review should occur to determine if the standards produce suitable and intended design for each locality.

4.2.2. Draft Renewable Energy Codes

DPLH have recently advertised draft Renewable Energy Planning Codes and supporting Guidelines. These are expected to be finalised and incorporated into local planning schemes, establishing a consistent statewide framework for the assessment of renewable energy infrastructure.

The City's Scheme should be reviewed to align with the Code. This will ensure consistency in definitions, development standards and assessment approach while avoiding duplication or conflict with the State framework.

4.2.3. State Planning Policy 2.6: Coastal Planning

State Planning Policy 2.6 – Coastal Planning provides a framework for managing coastal hazards and guiding development within coastal areas. This matter has been addressed in further detail in Section 3.3.1 of this report.

4.2.4. State Planning Policy 3.7: Planning in Bushfire Prone Areas

SPP3.7 provides a framework for bushfire risk management in land use planning and development across WA. It is underpinned by mapping of bushfire prone areas which is undertaken by the Department of Fire and Emergency Services (DFES). The original map was released in 2014, and there are very few designated bushfire prone areas within the urban area which requires the application of SPP 3.7.

Discussion with DFES in May 2026 indicate that an update to the bushfire prone mapping is to occur in a short-to-medium term timeframe with a consistent classification being applied across the state. This is likely to significantly expand the extent of bushfire prone land within the City introducing new constraints on development, particularly where access is limited.

Once the updated mapping is released, further investigation will be required to assess the implications and determine whether changes to the Strategy, Scheme or supporting policies are necessary to respond appropriately to the revised risk profile. This requirement is included within the Proposed Work Program as Item 9: Bushfire Hazard Assessment (see **Table 11**).

4.2.5. State Planning Policy 7.0: Design of the Built Environment

SPP 7.0 establishes a framework for achieving good design outcomes across all development through a set of design principles and a performance-based assessment approach.

While primarily applied at the development stage, consideration should be given to ensuring the Strategy, Scheme and supporting policies are consistent with and support the Design WA framework.

4.2.6. State Planning Policy 7.2: Precinct Design

SPP7.2 provides guidance for the planning and design of complex sites or areas requiring a coordinated and integrated design approach. As part of the Scheme review, consideration may be given to how precinct design provisions are applied in areas requiring detailed design guidance.

4.3. Strategic Community Plan

In 2024 the City undertook significant community consultation in order to prepare the *Strategic Community Plan 2025-2035: Your Voice, Our Future* (CSP). The plan captures community aspirations and communicates them through the focus on four themes being; connected, liveable, thriving and leading.

There are core elements identified through the consultation process and raised within the CSP which are of specific relevance to the local planning framework and are summarised below.

4.3.1. Safety and urban design

Community safety and the perceptions of safety were consistently raised during consultation as important issues for residents. Crime Prevention Through Environmental Design (CPTED) provides an established framework for addressing these concerns through land use planning and development design.

While CPTED principles are already a relevant planning consideration, there is an opportunity to elevate them within the planning framework so that they are

considered across all scales of development and are responsive to known local issues and specific development contexts.

4.3.2. Greening and protection of natural environment

Consultation identified a strong community desire for increased greening and environmental protection, which is reflected in the CSP. As discussed in more detail in Section 3.3.2, this reflects broader societal concern regarding canopy protection and expansion. In response, several planning frameworks have emerged to better protect significant trees and establish canopy targets. Many of these can be incorporated into the local planning context with minor adjustment to achieve appropriate outcomes for Geraldton, alongside opportunities to strengthen environmental provisions within the Scheme to better translate existing policy intent into on-ground outcomes.

4.3.3. Connectivity of transport networks

Another theme emerging through consultation and reflected in the CSP is the community's desire for improved connectivity across the City's transport network, including expanded active transport opportunities. The City's Integrated Transport Strategy (ITS), originally prepared in 2015 and updated in 2021, sets the strategic direction for transport planning and is now due for review. This review provides an opportunity to better align transport planning with growth and land release priorities, strengthen the delivery of required infrastructure upgrades, and incorporate more robust and ongoing consideration of infrastructure needs in response to current and emerging demand. In parallel, the Geraldton 2050 Cycling Strategy, developed in partnership with the Department of Transport in 2018, is also earmarked for review and may be integrated into the ITS.

There is a clear relationship between strategic land use planning and transport planning, with the Strategy informing transport priorities and the ITS in turn guiding planning outcomes. Aligning these higher-order frameworks through their respective reviews will support more coordinated decision-making and improve overall outcomes.

4.3.4. Built environment and urban form outcomes

Built environment outcomes remain a strong community focus, particularly in relation to amenity and the visual impact of development, as well as the diversity and sustainability of housing options. To support this, further investigation can identify more place-based expectations and guidance for development type and built form. Establishing a clearer vision for the future character of different areas will enable a more outcomes-based approach to planning, providing greater flexibility in land use and development provisions while ensuring outcomes align with community expectations. This consideration is included within the Proposed Work Program as Item 8: Urban Form Statement (see **Table 11**).

4.3.5. Support business and innovation

Support for business and innovation was identified by the community as a priority through the CSP. This can be achieved by planning provisions that are sufficiently flexible and do not unintentionally constrain emerging opportunities. A balance between innovation and good outcomes needs to be achieved.

In further support of this objective, the City has engaged a consultant to prepare its first Economic Development Strategy. The outcomes of this work may identify future opportunities that need to be reflected in the local planning framework, ensuring it provides sufficient flexibility to support business growth, innovation and emerging economic opportunities.

4.4. Other City Plans and Strategies

4.4.1. Public Health Planning

In 2025, the City prepared a Public Health Plan, endorsed by Council in May 2026 as the *Living Well in Greater Geraldton Wellbeing Plan 2026–2031*. Under the Public Health Act 2016, local governments are required to undertake public health planning to protect and promote community health and wellbeing. The City has long played a key role in supporting this, and the plan provides a clear framework by defining key issues, recognising existing work, and identifying future opportunities as resources allow.

Action 3.3.5 of the Plan commits to updating the City’s Strategy and subsequent planning frameworks to better support healthy neighbourhood design, explicitly recognising the role of urban planning in delivering walkable, connected communities.

4.4.2. Airport Master Plan

The Geraldton Airport Master Plan 2012–2030 (February 2016 edition) establishes the long-term vision for the airport and provides a framework to guide future infrastructure and service development. Importantly, the Master Plan identifies the airport’s ultimate development capacity, enabling the protection of the airport from incompatible land uses and development that may prejudice future operations.

The Master Plan anticipated that accommodating Code 4E aircraft would ultimately require the construction of a new 2,700m × 45m runway, with provision for a future extension to 3,500m. The associated noise forecast modelling was undertaken on this basis. However, through the Airport Upgrade Project undertaken in 2019, the City extended and upgraded existing Runway 03/21 to support Code 4E aircraft operations, achieving the principal operational outcome envisaged by the Master Plan without the need to construct a new runway.

While the infrastructure outcome is different, the modelling undertaken in relation to aircraft types and future movements remains broadly fit for purpose and continues to provide an appropriate basis guiding land use planning outcomes.

4.4.3. Economic Development Strategy

The City has recently engaged a consultant to prepare its first Economic Development Strategy. The outcomes of this work may have implications for the local planning framework and should be reviewed upon completion to identify any necessary changes to support the City’s economic development objectives.

5. DEVELOPMENT ACTIVITY

This section evaluates land demand and supply requirements in response to the key drivers identified in **Part 3**.

5.1. New lot Creation

5.1.1. Conditional approval

When the WAPC determines subdivision applications, these are typically given a preliminary approval which is subject to conditions. When conditions have been fulfilled, applicants may then proceed to final approval, where new lot titles are issued.

Since the gazettal of the Scheme in 2015, 2118 lots have received conditional approval. The majority were given for ‘Residential’ (87%), followed by ‘Rural Residential’ (3.4%), ‘Industrial’ (2.8%) and ‘Other’ (8.8) (refer to **Figure 5**).

The significant spike in lot approvals seen in 2019 is due to the approval of a subdivision in the Cape Burney locality containing 1000 lots which had previously expired.

As of September 2025, 483 lots still held valid conditional approvals – consisting of ‘Residential’ (85%), ‘Rural Residential’ (2.5%), ‘Industrial’ (4.5%) and ‘Other’ 39 lots (8%).

5.1.2. Final Approvals

Since the gazettal of the Scheme, 554 lots have received Final Approval. The majority of lots created were ‘Residential’ (57%), followed by ‘Rural Residential’ (13%), ‘Industry’ (8%) and ‘Other’ land uses (22%)(refer **Figure 6**).

This equates to an average of approximately 50 lots created per year over the past 10 years, representing a relatively subdued level of development.

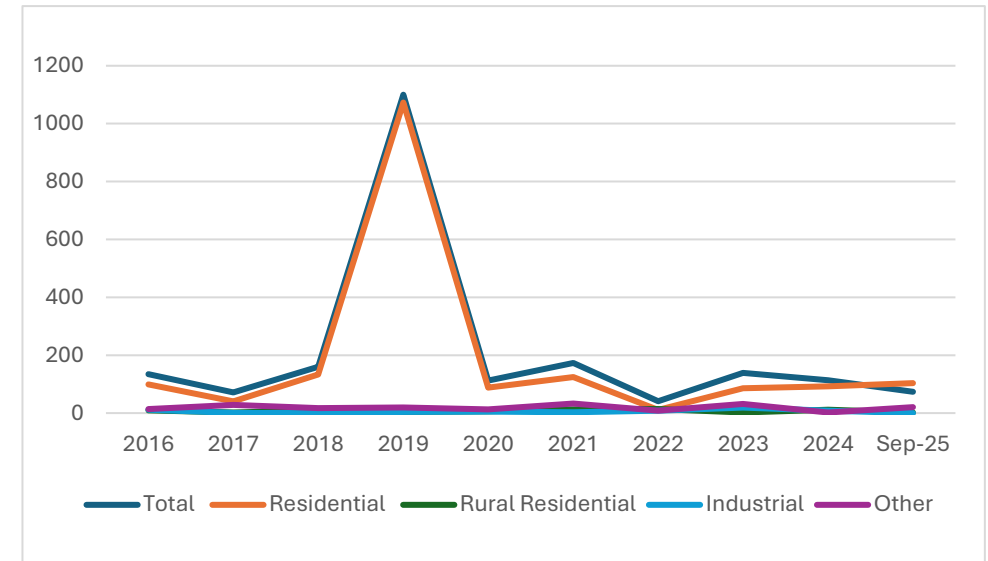


Figure 5 - Lots given Conditional Subdivisional Approval, 2016 - Sept. 2025

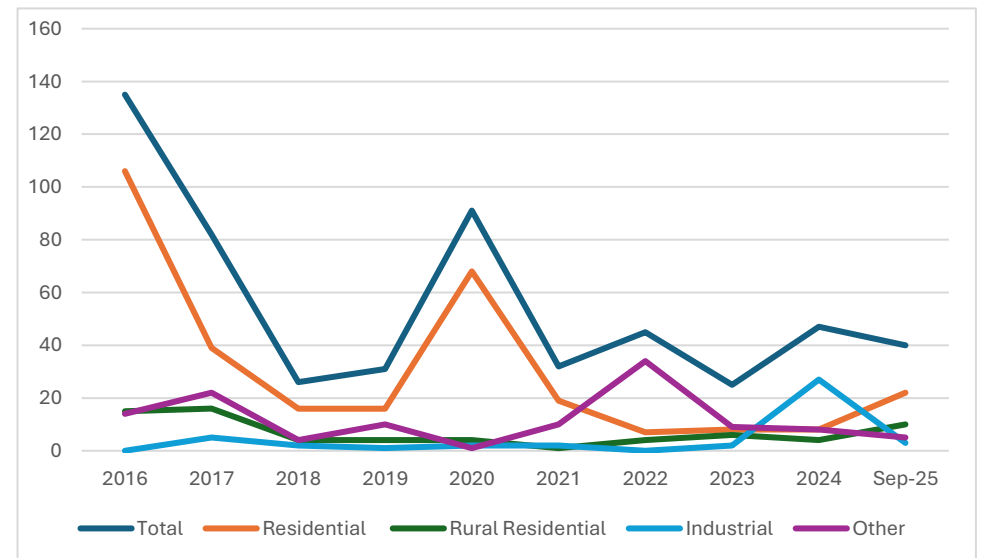


Figure 6 - Lots given Final Subdivisional Approval, 2016 - Sept. 2025

5.2. Building approvals

In the 10 years since the gazettal of the Scheme and Strategy, there have been 7,472 buildings permits issued which includes 1517 dwellings and 551 commercial developments.

Dwelling approvals over this time period appear relatively consistent at an average of 150 per year. When considering the 5 preceding years, it indicates it was part of a larger decline in dwelling approval numbers (refer to **Figure 7**).

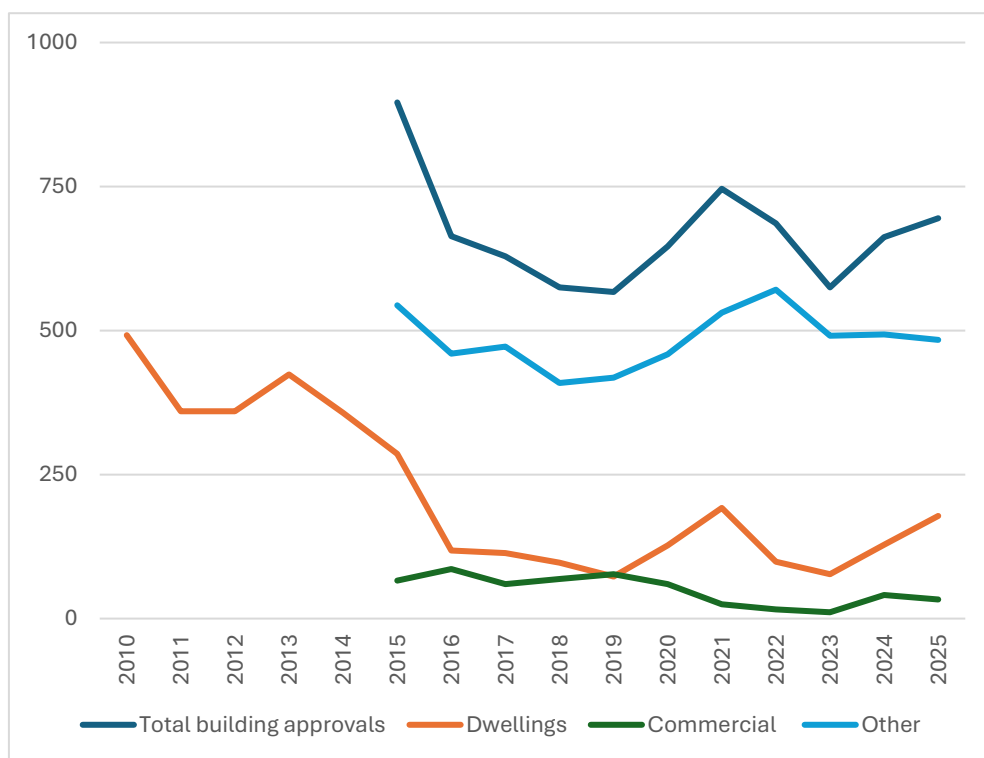


Figure 7 - Building approvals, 2015-2025; Dwellings, 2010-2025

5.3. Residential land

5.3.1. Vacant lot stock

The 2017 Geraldton Regional Land Supply Assessment produced by DPLH identified 1,979 vacant residential lots within the urban area. At that time it was the largest vacant lot stock outside the Perth and Peel region. More recent analysis of the City rates data (to end of 2025) indicates there are approximately 1,446 vacant residential lots within the urban area. **Figure 8** indicates the spread of vacant lot stock availability.

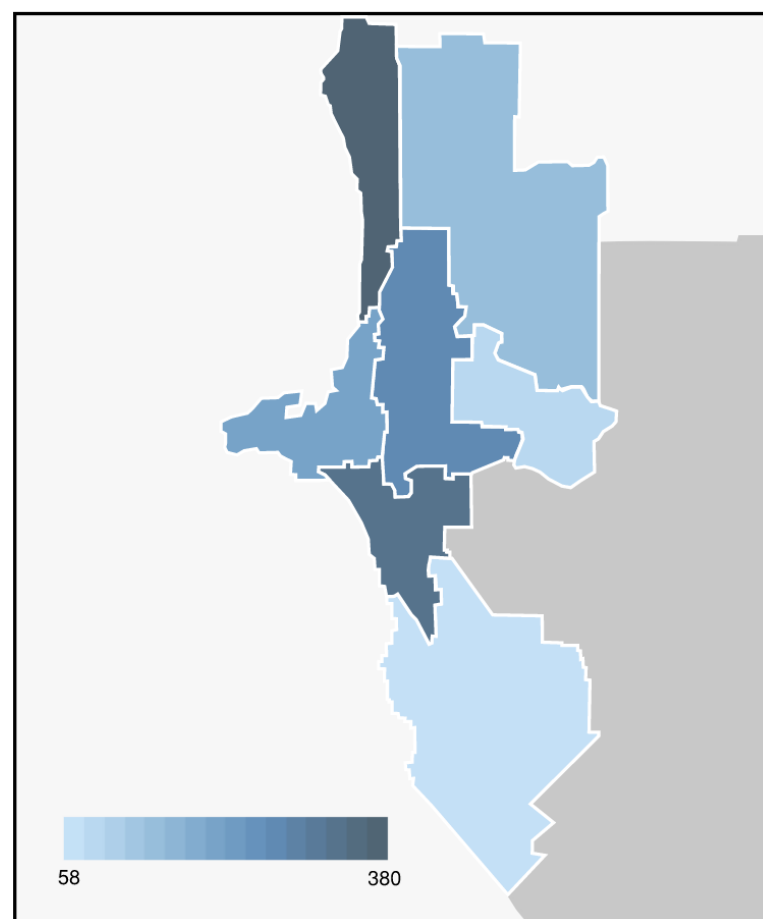


Figure 8 - Vacant lot Availability across the Geraldton urban area, 2025

5.3.2. Future Residential Demand

As outlined in Section 3.1.5, Geraldton is forecast to require between 1,000 and 4,600 additional dwellings by 2036, equivalent to approximately 100 to 460 dwellings per annum depending on the growth scenario realised.

The analysis presented in Sections 5.1, 5.2 and 5.3.1 indicates that, in the short term, the City has sufficient vacant residential lots and development approvals to accommodate continued housing demand. However, relatively low rates of lot creation and dwelling construction, combined with the potential for rapid population growth and an already constrained housing market, highlight the need to consider how future housing supply will be delivered over the medium to long term.

While land availability is not currently considered a constraint, ensuring that development opportunities translate into housing delivery will require effective infrastructure planning, stakeholder coordination and the removal of barriers to development. Potential responses include facilitating infill development, supporting greater housing diversity and enabling the orderly development of greenfield growth areas. In order to provide these further investigations a Residential Development Strategy and Infrastructure Strategy are included as Items 3 & 6 within the Proposed Work Program (see **Table 11**).

5.3.3. Infill development

There remains opportunities for infill development within established urban areas. This includes larger undeveloped land parcels and existing lots where higher density coding supports additional development (e.g. Wonthella).

Some infill locations require further investigation to ensure development potential is aligned with good planning outcomes and infrastructure capacity, as detailed below.

- *Amend “Urban Development” zones:*
Where structure plans are no longer considered appropriate or have lapsed, amend zoning to support intended development – e.g. Strickland St, Spalding and Koojarra St, Webberton

- *Alignment with infrastructure provision:*
Ensure development densities can be realistically achieved. Where they cannot, revise the development intent – e.g. Waggrakine Residential Estate Structure Plan area
- *Identify priority areas*
To ensure that effort and coordination can be focused on specific growth areas or corridors- e.g. Glenfield Structure Plan area
- *Assist coordination*
Many areas are highly fractured among multiple smaller landowners which complicates development and requires broader coordination. Explore options to support coordination through structure plans or other appropriate mechanisms.

5.3.4. Greenfields development

The Geraldton Regional Land Supply Assessment conducted in 2017 identified that the City has approximately 1,150ha of undeveloped urban land, representing a significant amount of land for long term future residential development.

This finding is reinforced by a 2025 desktop analysis of greenfield ‘Urban Development’ areas which confirmed there is a significant amount of land available for future residential development. The analysis considered a range of baseline constraints that may affect development potential and yield which are provided in **Table 8** below.

Total area of raw greenfield land	3,242ha
Area of raw greenfield land subject to constraints / values that would make the land undevelopable	401ha
Area of raw greenfield land subject to constraints / values that would reduce development yield by 50%:	884ha
Area of raw greenfield land not subject to any constraints / values:	2,122ha
Potential lot yield for raw greenfield land (@10 lots / ha)	32,420 lots
Potential lot yield factoring in constraints / values	24,565 lots

Table 8 - Results of Greenfield Land Assessment

While the greenfield land assessment confirms that land supply is not a constraint to future residential growth, the delivery of that supply presents a more complex challenge. Multiple development fronts, infrastructure requirements and fragmented landownership mean a coordinated approach will be required to prioritise growth areas and support efficient development outcomes. The Strategy has an important role in providing this direction and assisting future decision-making.

5.3.5. Residential diversity

The spatial pattern of residential development is guided by the Residential Development Strategy, which promotes consolidation and intensification around a network of existing and proposed activity centres. This strategic intent has been reflected through a range of residential density codes applied through the Scheme (see **Figure 9**)

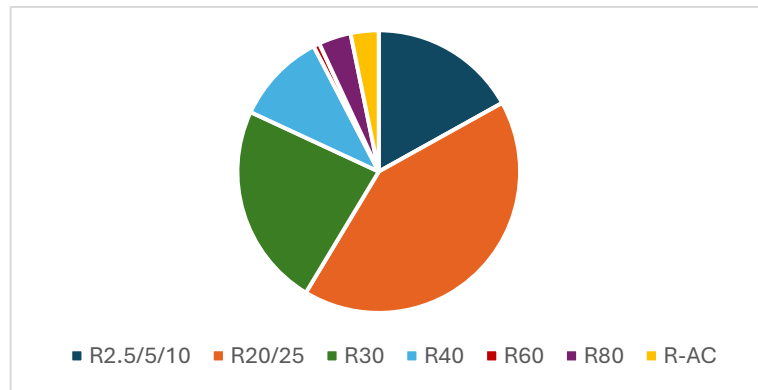


Figure 9 - Proportion of R-Codes within Local Planning Scheme No. 1

Despite these provisions, there appears to be limited uptake of higher-density housing opportunities, with development continuing to favour lower-density housing forms. The predominant form of housing in Geraldton remains low-density detached dwellings, with the proportion increasing from 87.98% to 89% between 2016 and 2021.

This trend contrasts with changing household demographics as highlighted in Section 3.1.3, which indicate growth is increasingly concentrated in one and two-person households. While household sizes are becoming smaller, the existing housing stock remains weighted towards larger detached dwellings.

Supporting a greater diversity of housing forms in appropriate locations can help align future housing supply with changing household needs, improve housing choice and make more efficient use of existing urban land and infrastructure.

5.4. Rural Residential Land

Rural residential areas provide a transition between urban and rural environments, contributing to local character, lifestyle choice and the retention of vegetation.

A review of the City's rates database (2025) indicates there are approximately 130 vacant rural residential lots. Urban development areas on the urban-rural fringe may provide future opportunities for adding to this stock, however the ongoing sustainable use of land remains a key consideration.

Within the Scheme, there is a need to review land development requirements, including minimum lot sizes, to ensure there is appropriate controls and guidance. There is also a need to strengthen existing mechanisms for remnant vegetation retention. This is particularly relevant in areas such as Waggrakine, where rural residential subdivision was supported to achieve biodiversity outcomes, but has been difficult to consistently implement through the current structure plan led framework.

5.5. Industrial Land

5.5.1. Narngulu

Industrial development within Geraldton is primarily concentrated within the Narngulu locality, with approximately 1,130 hectares zoned 'General Industry' and a smaller component of around 129 hectares zoned 'Light Industry'. The City's records indicate there are limited numbers of vacant industrial lots (approximately 70) within Narngulu. However, given the predominance of larger lot sizes, there are significant areas of land that remain underutilised and underdeveloped.

The State Government has recently advertised the potential release and development of several large lots within the estate, which may influence future industrial land supply and demand.

In addition, the Mid West Ports Port Master Plan identifies Narngulu as a potential inland port location. While no land requirement estimates have been provided to date, recent discussions with Mid West Ports officers indicate the Port Master Plan is expected to be reviewed and updated in the short term, including consideration of future land requirements.

The proposed ONIC and MRWA Outer Bypass connections east of Narngulu also warrant investigation, given their potential to influence long-term freight movements, industrial access, and heavy vehicle transport connections.

The Narngulu Industrial Area Strategic Land Use Directions (WAPC, 2010) identifies further expansion opportunities for industry, service commercial and mixed use development on the outer edges of the estate. This will require careful planning due to proximity to urban areas, visual landscape considerations, airport obstacle limitation surface restrictions, and surrounding high-quality agricultural land. Additionally, constraints associated with servicing and infrastructure provision require further investigation to improve land utilisation within Narngulu and support any future expansion.

Given the above, a strategic assessment of long-term industrial land needs should be undertaken to determine whether the existing Narngulu Industrial Estate and its potential expansion areas can accommodate future demand. This assessment should consider the types of industrial users likely to locate within the region, their land requirements, infrastructure needs, and anticipated growth drivers. The assessment would identify whether expansion of Narngulu is sufficient to meet long-term needs or whether an alternative industrial estate location should be investigated. This could also include investigations into transport and logistics areas. This assessment has been included within the Proposed Work Program as Item 5 (see **Table 11**).

This work is separate from consideration of agricultural land requirements associated with renewable energy generation and related industries being considered through the Industrial Land Study.

5.5.2. Webborton

The Webborton industrial area comprises approximately 248 hectares of ‘Light Industry’ zoned land and provides a higher amenity, lower impact industrial

area within the urban footprint. The area has continued to develop with approximately 40 vacant lots remaining however there is still land capable of further intensification.

5.5.3. Mullewa

In Mullewa, approximately 39 hectares is zoned ‘General Industry’. Lots are large and located to the east of the townsite, providing separation from sensitive uses and supporting industrial, transport and logistics activities.

5.6. Commercial areas

The Strategy is informed by the Commercial Activity Centres Strategy (2013), which establishes a hierarchy of activity centres to guide the distribution of commercial development across the City. This framework is reflected in the Scheme and positions the Geraldton Regional Centre as the primary focus for commercial activity, supported by a network of activity centres, mixed use areas and service commercial corridors.

The Regional Centre plays a significant strategic role and contains approximately 58 hectares of commercially zoned land. While there is limited vacant land, there is a high degree of underutilisation, with relatively low levels of development density and intensity. Although a number of larger-scale development proposals have been advanced in recent years, several have not proceeded or have been slower to materialise than anticipated.

Substantial areas of Mixed Use zoning (more than 40 hectares in total) have been applied around the Regional Centre as transitional land between commercial and residential areas, including along Cathedral Avenue and into Beresford. While this zoning was intended to facilitate higher-density and mixed use development, uptake has been limited, with only smaller-scale developments, such as consulting rooms and professional offices, being established to date. Development proposals on the periphery of these areas have also highlighted potential tensions between desired redevelopment outcomes and the maintenance of local amenity. Given the scale of land zoned Mixed Use and the development potential available under the Scheme, its ongoing role should be reviewed against contemporary retail and commercial trends to ensure it continues to support Regional Centre primacy.

There are also established mixed use and commercial activities adjacent to the Regional Centre that are not currently reflected in the Mixed Use zone, potentially limiting redevelopment opportunities and resulting in zoning that does not accurately reflect existing development patterns or desired future outcomes. This should be rectified to support ongoing business development and innovation.

A network of activity centres has been identified to support local and neighbourhood commercial needs across the City. While some consolidation and investment have occurred, development across the network has generally been modest and several centres have not evolved as anticipated under the existing Strategy. Nevertheless, the hierarchy remains important in providing access to daily shopping, convenience retail and local services.

Service commercial land, primarily located along North West Coastal Highway and Horwood Road, has experienced more consistent development and consolidation, particularly for bulky goods, trade-related and homemaker retail uses. While there remains some capacity for infill development, future expansion opportunities are constrained by uncertainty surrounding the ultimate configuration and upgrade of the highway network. This will require careful coordination to manage access, connectivity and transport impacts.

Given the changes in retail trends, consumer behaviour and development outcomes over the past decade, a review of commercial land needs is required. This is included within the Proposed Work Program as Item 4: Activity Centre Strategy (see **Table 11**). This should reassess the activity centre hierarchy, retail floorspace assumptions and Regional Centre vision to confirm they remain achievable and continue to support the intended commercial structure of the City.

5.7. Tourist zone

The City's Strategy and Scheme introduced a consistent strategic approach to tourism, including identifying strategic tourism sites, increased development potential and a broader range of land use opportunities. This recognised that tourism development is often dependent on economic conditions and market demand and may occur incrementally over an extended period.

Recent work undertaken by the Mid West Development Commission identified a shortage of visitor accommodation and limited tourism offerings outside the main urban area, particularly opportunities that capitalise on the region's coastal assets. Discussions with MWDC officers indicate that many of these challenges are recognised within the existing planning framework and are not necessarily the result of planning constraints.

The introduction of the State's STRA registration framework provides an opportunity to better understand the role of short-term accommodation in meeting visitor demand, while also considering potential impacts on housing availability and the long-term rental market. Given the recognised shortage of visitor accommodation, an appropriate balance will need to be maintained between tourism and housing objectives.

A review of the planning framework should consider whether additional measures are required to facilitate tourism investment, particularly in relation to rural and nature-based tourism opportunities, while ensuring existing strategic tourism objectives remain relevant and achievable.

5.8. Rural zone

Outside of the City's urban area and established townsites, the majority of land is zoned Rural. Protecting the ongoing use of this land for agriculture, particularly high-quality agricultural land, remains a key priority.

Since adoption of the current Scheme and Strategy, there has been increasing interest in a broader range of land uses within rural areas, including renewable energy projects, workforce accommodation and other activities that support the region's economic growth. While these uses may be appropriate in some locations, they can place pressure on agricultural land, rural amenity and farming communities if not carefully managed.

A review of the Rural zone objectives and development framework is required to ensure agricultural viability remains the primary focus, while providing clearer guidance on emerging land uses. This should support opportunities for compatible diversification without compromising long-term agricultural productivity, rural character or community identity.

6. CONSULTATION

6.1. Community

This review has drawn on the extensive community consultation undertaken as part of the preparation of the Strategic Community Plan 2025-2035. This process captured over 1,200 responses from a diverse cross-section of the community, representing a range of ages, residents and localities.

The insights gathered through the Strategic Community Plan consultation have been valuable in informing the strategic direction of the Strategy and Scheme review and identifying matters requiring further investigation. However, the engagement undertaken to date was not intended to comprehensively define planning issues and opportunities, and further targeted community and stakeholder engagement will be required as part of any future changes to the Strategy and Scheme.

6.2. Internal

Internal consultation has also informed the review, with discussions held across the majority of teams within the organisation. These conversations highlighted that a number of strategic initiatives and documents are currently being finalised, are underway, or are about to commence. This presents a significant opportunity to better align and integrate this work, ensuring a more coordinated and holistic vision for the City moving forward, supported by clearer and more consistent strategic direction.

6.3. External

More limited external consultation was undertaken as part of this review, with targeted engagement carried out with key stakeholders as outlined below.

- Department of Planning, Lands and Heritage
- Mid West Development Commission,
- Water Corporation
- Western Power
- Mid West Ports
- Department of Fire and Emergency Services
- Department of Primary Industry and Regional Development

7. OFFICERS COMMENTS

This part of the report evaluates the existing planning framework given the planning context, assessment of land supply and demand and consultation as outlined in Part 3, 4, 5 and 6. As a whole consideration is given as to whether the Strategy, Scheme, Structure Plans/Development Plans and Local Planning Policies are: satisfactory in their existing form, should be amended; or should be revoked with a new one prepared.

7.1. Local Planning Strategy

The Strategy, endorsed in 2015, was prepared in the context of recent local government amalgamations and focused on establishing a unified planning framework and shared direction for the newly consolidated City of Greater Geraldton. In this respect, the Strategy has played an important role in guiding alignment and providing a consistent foundation for planning across the local government area. Many of the actions associated with this phase have been progressed or completed, and the Strategy has largely achieved its intended purpose in supporting that transition.

The long-term population projection of 100,000 remains a reasonable strategic ambition; however, the Strategy provided limited guidance on how growth should be structured or delivered over this time. This has resulted in a lack of sufficient direction to ensure coordinated and connected development. As a result, growth over the past decade has at times occurred in a fragmented and piecemeal manner.

The Strategy also identified key constraints, including infrastructure limitations such as wastewater servicing. While these issues were acknowledged, the Strategy did not establish a clear pathway or framework to address them. Experience over the intervening years has demonstrated that additional detail and direction within the planning framework is required to support coordinated outcomes, reduce uncertainty, and strengthen investor confidence.

As the City moves beyond consolidation, the focus is now shifting to how Greater Geraldton continues to evolve as a regional centre in a changing environment. Emerging pressures, which include technological and industry transitions, climate change, population growth, housing constraints and broader economic conditions, are reshaping the context in which planning decisions are made. In parallel, there is an increasing expectation for local government to play a more active role in providing clear direction, coordination and advocacy to support development outcomes, particularly in a regional context where delivery requires greater collaboration across sectors.

While the existing Strategy continues to articulate relevant principles, including a more efficient growth pattern centred around activity centres, it is less equipped to respond to current and emerging challenges in a coordinated and forward-looking way. A refreshed strategic framework is therefore required to provide clearer direction, better coordinate growth, and support more effective decision-making. This will assist in managing change and positioning the City for a more resilient and well-planned future.

Table 9 provides a summary of key observations arising from this review of the Strategy, identifying where its original focus can be further strengthened to better respond to the City's current and future planning challenges.

Table 9 - Summary of key themes within the Local Planning Strategy for review

THEME	DESCRIPTION
Community Strategic Plan 2025-2035	Align Strategy content, vision and implementation with the direction set in the updated Community Strategic Plan
Population & Growth Targets	Maintain aspirational population of 100,000 but develop interim growth and development targets & triggers
Infrastructure	- Investigate the location and capacity of existing infrastructure to enable efficient and coordinated development - Identify areas earmarked for development with critical infrastructure issues (Infill areas & greenfield sites) - Ensure alignment with Integrated Transport Strategy update
Residential	- Review and update the Residential Development Strategy - Review overarching residential density distribution across the City based on understood availability of infrastructure and other known constraints - Identify frontal development sites to coordinate and prioritise development efforts in key areas - Identify demand and targets for diverse housing needs including smaller housing sizes and aged person dwellings. Identify if key locations are required to address these
Urban Form	- Ensure the density applied through the application of the R-Codes (including the permissible development height) and scheme provisions result in outcomes aligned with City and community expectations for development. - Identify areas that required specific guidance to ensure the expectation of amenity, urban form and potential visual impacts are met and addressed
Commercial and retail	- Review and update Commercial and Activity Centres Strategy - Review floor area needs, hierarchy and distribution based on updated data, retail trends and new developments - Confirm the vision for commercial and retail development within Greater Geraldton - Consider whether the area and provisions within the Regional Centre and Mixed Use zone achieves this vision - Investigate potential to align with the outcomes of the Economic Development Strategy
Industrial	- Modify the Strategy to implement the recommendations of the Industrial Lands Study - Undertake a medium to long-term industrial land needs assessment and include relevant findings
State Planning framework alignment	- Ensure the alignment with and the reflection of major changes to State planning framework, including: - State Planning Policy 2.6 – Coastal Planning and the outcomes of City’s CHRMAP investigations - State Planning Policy 3.7 - Planning in Bushfire Prone Areas - State Planning Code – Residential Design Codes - Draft State Planning Code – Renewable Energy Codes
Public Open Space	Update the Public Open Space Strategy
Biodiversity and Greening	- Reconsider the Local Biodiversity Strategy outcomes and its alignment and implementation in the local planning framework - Investigate opportunities for urban greening and canopy protection
Airport Master Plan	If modifications are made to the Airport Masterplan ensure these are included within the planning framework

7.2. Local Planning Scheme

Given the extent of changes proposed through the Strategy Review, it is considered that the current Scheme is no longer fit for purpose in its existing form.

While much of the underlying spatial framework remains broadly applicable and may only require refinement, significant changes are anticipated to the Scheme text to ensure alignment with this updated strategic direction and also changes to the Regulations and the deemed provisions.

While it would be possible to update the Scheme through a series of omnibus amendments, it is considered that the scale of changes required makes preparation of a new Scheme the more appropriate and efficient approach.

In addition to responding to legislative and strategic change, a new Scheme also provides an opportunity to improve the overall operation of the planning framework. The current framework relies on a range of subsidiary planning instruments (structure plans, local development plans and local planning policies) to provide guidance and achieve the desired planning outcomes. Over time, this has resulted in a large and increasingly complex planning framework that can be difficult for landowners, applicants and decision-makers to navigate. In some instances, the cumulative effect of multiple planning documents can add complexity without improving outcomes, resulting in a framework that is more difficult to interpret, administer and apply.

A new Scheme presents an opportunity to incorporate clearer direction and contemporary planning provisions within the statutory framework itself, reducing the need for additional layers of planning where they do not add value. This can support a planning system that is easier to navigate for all users, which provides detail and clarity in a single source while retaining the ability to apply more detailed planning mechanisms where site-specific circumstances or complex planning outcomes warrant additional consideration.

As outlined through the Strategy Review and discussed throughout this report, the new Scheme will need to address a range of key issues as detailed in **Table 10**.

8. RECOMMENDATIONS

That Council:

1. Pursuant to Regulation 66(1)(b) and (c) of the *Planning and Development (Local Planning Schemes) Regulations 2015* approve the Report of Review and forward a copy of the Report to the Western Australian Planning Commission.
2. Pursuant to Regulation 66(3)(a) and (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* recommend to the Western Australian Planning Commission that:
 - a. The *City of Greater Geraldton Local Planning Scheme No. 1* should be repealed and a new scheme prepared in its place
 - b. The *City of Greater Geraldton Local Planning Strategy* should be revoked and a new strategy prepared in its place.

No recommendation in relation to structure plans and local development plans under Regulation 66(3)(c) is to be made at this time as further investigation is required to confirm appropriate actions.

Table 10 -Summary of key considerations as part of the review of Local Planning Scheme No. 1

THEME	COMMENTS
Local Planning Strategy	Implement changes as required by the adoption of the new Local Planning Strategy.
State Planning Framework	Align with required state planning framework – deemed provisions, MST and any other regulation changes.
	Consider alignment with other SPP suggested frameworks
Coasts	Introduce CHRMAP provisions into the Scheme through the adoption of relevant Special Control Areas and development provisions that mitigate risk of erosion and inundation.
Special Control Areas	Review all existing SCAs to clarify exact provisions for development, when provisions apply and what outcome is expected.
	Update SCA 6: Flood Prone area and provisions to reflect updated flood mapping for the Chapman and Greenough Rivers.
	Review SCA 3 : Geraldton Airport area and provisions as a result of any updates to the Geraldton Airport Masterplan.
Bushfire	Make adjustments to zoning and development provisions in response to the updated Bushfire Prone Vegetation mapping.
Industry	Implement the findings of the Industrial Land Study and Industrial Land Needs assessment.
Residential	Rezone Urban Development areas (where structure plans are not needed)
	Ensure Scheme Provisions (particularly density and heights) align with the proposed urban outcome for each area/locality.
	Consider how the framework can guide expectations on development/residential precincts and urban and amenity outcomes.
	Consider development density in alignment with infrastructure availability or proposed availability
Commercial and retail	Review land use and development standards within the Regional Centre, Mixed Use and Commercial zone to support appropriate development for each location.
	Investigate the inclusion of a portion of the western side of Gregory Street into the Mixed Use zone to support the range of development existing within the area.
	Implement new STRA and Tourism development definitions within the Scheme
Carparking	Implement findings of the internal car parking review – including a review of minimum car parking standards.
Heritage	Implement changes identified as part of the current Heritage Review.
Biodiversity and Greening	Insert Scheme Provisions to secure existing revegetation requirements in the Rural Residential zone
	Review Scheme provisions to ensure good on-ground environmental outcomes can be achieved through development applications and subdivision processes and conditions.
	Consider policy frameworks for retention of significant trees and other best practice examples.
Rural Zone	Review the rural zone objectives and development standards to reinforce farming first and sustainability principles.
Mullewa	Consider the zoning of land in light of infrastructure capacity and constraints.
Urban Form	Ensure good design principles in order to support walkability, wellbeing and community safety through all types of development.

THEME	COMMENTS
Local Development Plans	Review existing LDPs and include general provisions within Scheme or policy and revoke LDP where possible.
	Review the way in which LDPs are being utilised within the Scheme. Where necessary and effective ensure they have an appropriate head of power.
Structure Plans	Review all existing Structure Plans. Where provisions are best implemented through scheme provisions, insert as required and revoke Structure plans where possible.
	Where structure plans have expired, ensure the zoning is appropriate to support intended development and consider if any of the structure plan provisions are required to be implemented within the Scheme. If coordination between multiple landowners is still necessary, identify any provisions or mechanisms required to support good urban outcomes. Structure plan expiration includes the following general locations; - Waggrakine Residential Estate Structure Plan - Moloney Street, Utakarra - Mitchell and Strickland Street, Spalding - Moresby Rural Residential area - West Utakarra Structure Plan - Bradford Street, Wonthella - Koojarra Street, Webberton - Rudds Gully Structure Plan area - Westbank Estate, Greenough
	Update the Glenfield Structure Plan

Table 11 - Proposed Work Program

[illegible]