

## Local Planning Policy 4.4 City Centre

VERSION 11

May 2026

town planning services

Version	Adoption	Comment
1	24 March 2009 Council Item SC55	Interim Draft.
2	15 April 2009 Council Item SC61	Addendum 1 adopted.
3	23 March 2010 Council Item SC152	Interim Draft.
4	22 March 2011 Council Item SC211	Final.
5	24 April 2012 Council Item SC043	Addendum 2 revoked.
6	26 June 2012 Council Item SC051	Addendum 3 adopted.
7	25 September 2012 Council Item SC056	Addendum 4 adopted.
8	24 May 2016 Council Item DCS269	Final – no objections received during advertising.
9	23 August 2016 Council Item DCS290	Addendum 5 adopted.
10	23 July 2019 Council Item DCS415	Cash-in-lieu parking rate amended (clause 10.2.6 and 10.2.7). No objections received during advertising.
11	TBC	LPP updated following review

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## 1.0 CITATION

This Local Planning Policy (LPP) is prepared under the Planning and Development (Local Planning Schemes) Regulations 2015 and the City of Greater Geraldton Local Planning Scheme No. 1 (the Scheme). It may be cited as Local Planning Policy - *City Centre* (LPP No.4.4).

This Policy provides guidance on development within the City Centre to promote high-quality outcomes consistent with the Scheme and relevant Residential Design Codes (R-Codes) Volumes 1 and 2.

## 2.0 INTRODUCTION

The city centre is the focus for intense development within the Geraldton urban area and will showcase infill development, heritage and culture through its built form and the community's use of Geraldton's public spaces and places.

This policy seeks to facilitate the development of a unique city centre possessing a high level of amenity and activity. The success of Geraldton's city centre will increasingly rely on how well it creates a living and vibrant central city lifestyle giving people close and easy access to recreation, culture, shops, employment, transport and services.

The Batavia Coast Marina project area is located within the city centre precinct and will contribute to the vision outlined in the *Strategic Community Plan 2031*. The first stage of this project which comprises a range of mixed use residential and commercial lots, a museum and hotel site was delivered in 2000. The second stage of the project seeks to develop underutilised government land to connect the Geraldton CBD with the Batavia Coast Marina Waterfront.

## 3.0 APPLICABLE DEVELOPMENT

This LPP applies to all proposed development on land zoned 'Regional Centre' in the Scheme except for the Batavia Coast Marina project area. The Batavia Coast Marina project is subject to a separate set of design guidelines which are available to view via the Development WA website.

The LPP City Centre provides a flexible approach to deliver high quality developments which meet the objectives for the City Centre under the Scheme. The LPP City Centre is to be read in conjunction with the Scheme, Residential Design Codes Volumes 1 and 2 (the R-Codes), State Planning Policy 7.0 Design of the Built Environment and any other relevant legislation and Australian Standards.

Where an element is not addressed by this LPP regard is to be given to the R-Codes.

Where non-residential development is proposed, it should be designed with consideration to the relevant controls set out in the R-Codes and this LPP. Applicants are encouraged to engage with City officers early in the pre-lodgement stage of a development proposal to establish the key matters which should be addressed as part of any proposed development application.

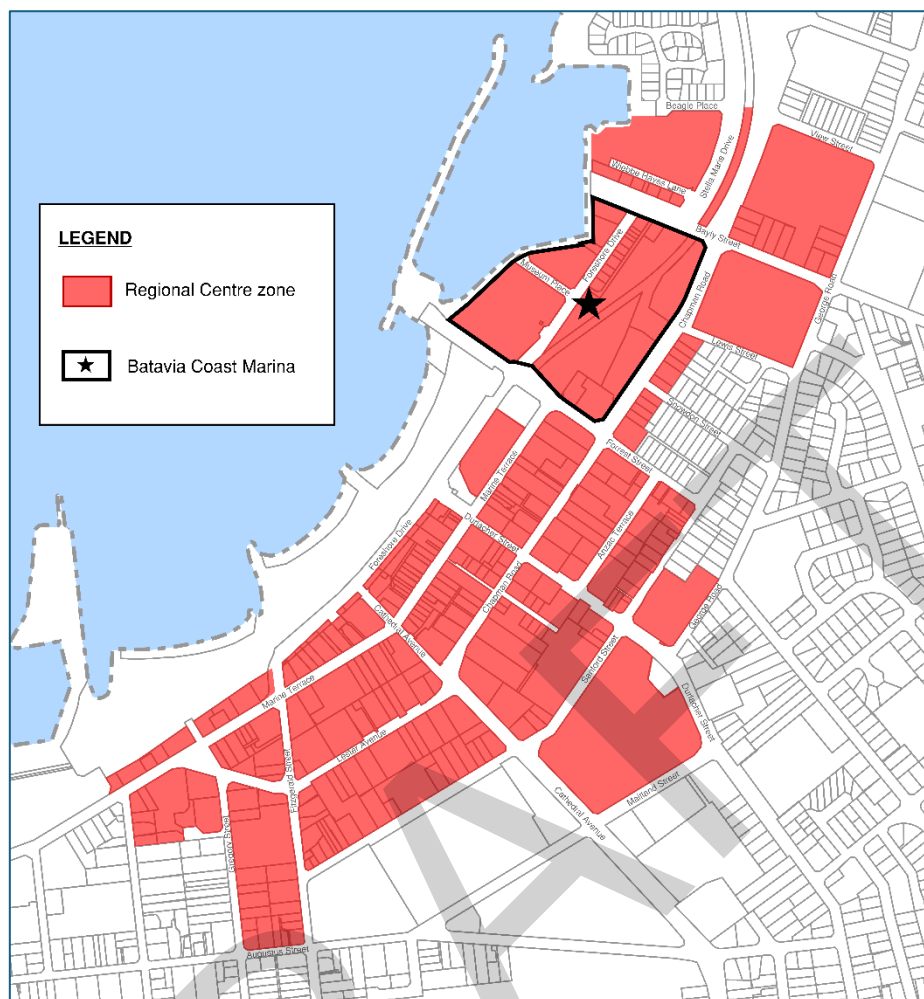


Figure 1 – City centre precincts

#### 4.0 PLANNING POLICY

This Policy provides guidance on development within the City Centre to promote high-quality outcomes consistent with the Scheme and relevant Residential Design Codes (R-Codes) Volumes 1 and 2.

The objectives of this policy are to:

- a) To ensure the city centre remains the largest multi-functional centre within the local government area, providing the highest concentration of development in the region, with the widest range of high order services and employment opportunities.
- b) To facilitate key pedestrian links within the city centre and to the activities that surrounds it.
- c) To ensure that car parking and access do not negatively impact on the streetscape.
- d) To encourage an appropriate mix of land uses in a manner that capitalises on opportunities associated with an accessible and activated city centre.

- e) To promote residential development within the city centre as a sustainable and desirable alternative to the suburban and rural living areas.
- f) To provide development and urban design guidance that encourages the development of appropriate human-scale built form at the street level, and support building height that contributes to a skyline that is in keeping with the desired character and scale of the traditional city centre and respects surrounding land use and development.
- g) To have regard to the historical and cultural elements of the city centre, including sites and buildings, ensuring they are respected and or protected as required.
- h) To streamline the development approvals process by using the Residential Design Codes as the key document for the assessment of development within the City Centre.

## 5.0 DEVELOPMENT REQUIREMENTS

### 5.1 Land Use Permissibility and Ground Floor activation.

- a) Subject to the Scheme, and unless otherwise stated within a relevant local planning policy, activity centre plan or local development plan, the development and use of land included in the Regional Centre Zone is to be in accordance with Table 14 - Zoning Table and the objectives of the Region Centre Zone in Clause 3.2.1 of the Scheme.
- b) The local government encourages active land uses at the ground level, such as retail, food and beverage and medical use to activate the street and public domain including any public open space, public laneways, malls.
- c) The ground floor of all non-residential buildings should be designed having regard to Clause 3.6 Public Domain Interface and Clause 4.10 Façade Design of the R-Codes to ensure a high level of engagement with the street.

### 5.2 Building Height

- a) The total building height of any building should be as per the Table 1 Building Height (below) and building height plan (Figure 2). Building heights are measured from natural ground level as per the R-Codes.

**Table 1** Building Height

Precinct	Height	
	Red (on building heights plan)	Podium
Building		20m (5 storey)
Landmark Sites		32m (8 storey)
Blue (on building heights plan)	Podium	8m (2 storey)
	Building	20m (5 storey)
Gateway Sites (marked with ▲ on building heights plan)	32m (8 storey)	
Sites in precinct marked ★ on building heights plan	Refer to Batavia Coast Marina Design Guidelines	



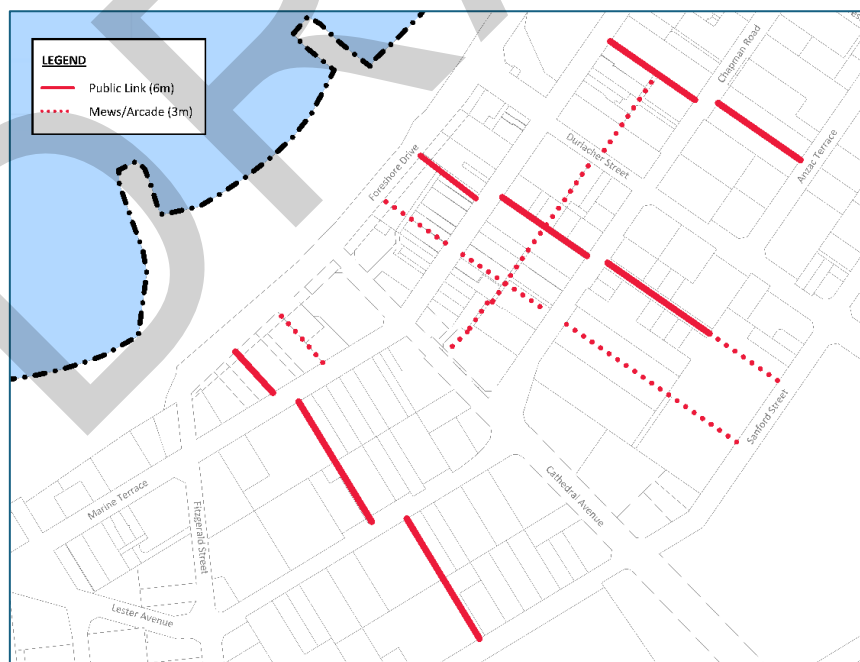
**Table 2 Building Setbacks**

Setback (in metres)	
Street (Podium Levels)	Nil
Street (Above Podium)	3
Street (Above 20 metres)	10
Side and Rear (Podium levels)	Nil
Side and Rear – non residential (Above podium)	3*
Side and Rear – residential	As per the R-Codes.

\* Greater setbacks may be required to protect access to sunlight, visual privacy, and amenity for adjoining residential development at the discretion of the decision maker.

**5.4 Pedestrian Links**

- a) Pedestrian links should be provided in accordance with Figure 3 – Pedestrian Links.
  - (i) Additional links are encouraged and exact alignments are subject to refinement at the development application stage.
  - (ii) Buildings should be designed to engage with and improve pedestrian links.
- b) Where new pedestrian links are proposed as part of the development application these should be designed to be convenient, attractive and safe, providing a direct or desirable route from destination to destination.



**Figure 3 – Pedestrian Links**

**5.5 Transport Planning**

- a) The design of buildings should:
  - (i) Prioritise pedestrian and cyclist movement through dedicated pathways and connections.
  - (ii) Support integrated public transport solutions and reduce car dependency.
  - (iii) Implement the City Centre Car Parking Management Plan to balance parking needs with sustainable transport options.
- b) Car parking for non-residential land uses should generally be as per the requirements set out in the Scheme.
- c) Car parking for residential uses should be as per the R-Codes.

**5.6 Development Near Heritage Buildings**

- a) Development on sites adjacent to heritage-listed buildings must be carefully designed to preserve the building's setting and special character. New buildings should:
  - b) Respect and complement the heritage building through contemporary design that is sympathetic, not dominant.
  - c) Respond to the broader character of the area, especially in precincts with multiple heritage buildings or distinctive townscape features (e.g. the Marine Terrace partial mall).

**6.0 CONSULTATION REQUIREMENTS**

When considering an application for development within the Regional Centre zone the City may consult with adjoining landowners at its discretion. Any consultation will be undertaken in accordance with the Scheme requirements.

**7.0 DEFINITIONS**

Definitions are as per the Scheme, the Regulations and the R-Codes.

# Design Guidelines – Geraldton Airport Technology Park Local Planning Policy

VERSION 2

December 2015

town planning services

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Version	Adoption	Comment
1	27 July 2010 Council Item SC176	Final.
2	15 December 2015 Council Item DRS242	Readopted under the new LPS No. 1.

# Contents

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## 1.0 CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as the *Design Guidelines – Geraldton Airport Technology Park local planning policy*.

The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area. In making a determination under the Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with the Scheme.

## 2.0 BACKGROUND

It is envisaged that new development at the Geraldton Airport will form part of a sophisticated technology park that supports a strategic aviation hub and provides a range of aviation and non-aviation services and employment opportunities to the Greater Geraldton area and beyond.

The Geraldton Airport Technology Park will have a strong identity characterised by intelligent and contemporary architectural design placed within a sensitively planted landscape setting. As a development of regional significance the Technology Park will present itself as a benchmark for new commercial development for the rest of the Mid West region.

In recognition of growing community awareness of environmental responsibility, new development at the Technology Park will be more sustainable than developments of the previous era. As such, buildings will be designed to be more energy and water efficient and constructed from materials requiring less energy in the manufacture; landscape will be 'water wise'; places will be established for social interaction; and opportunities will be created to encourage walking, cycling and the use of public transport as an alternative to using private cars.

The Technology Park is located close to the airport's aviation operational movement area and certain building and operational height and lighting restrictions may apply to buildings planned to be constructed and operated from a site in the Park. Proponents must take this into account prior to committing to being located in the Technology Park.

The planning of the Technology Park is guided by the *Geraldton Airport Master Plan* and the *Geraldton Airport Technology Park Structure Plan*.

## 3.0 OBJECTIVES

These design guidelines encourage proponents to produce more environmentally sensitive contemporary buildings of a high design quality that will add to the corporate image of the tenant and to the overall vision of the Geraldton Airport as a premier commercial address. The objectives for development within the Technology Park are:

*Environmental*

- a) To reduce energy and water consumption, and to reuse water, whenever feasible.
- b) To reduce waste going to landfill by encouraging recycling.
- c) To reduce the energy requirement of construction by selecting appropriate construction materials.
- d) To reduce private car use and encourage the use of public transport and pedestrian and bicycle movement.
- e) To incorporate endemic local vegetation species in the landscape theme.

*Social*

- f) To encourage a healthy and active working environment that promotes physical and mental wellbeing.
- g) To create a place that promotes the development of social capital where occupants of the development can interact with each other.
- h) To minimise potential amenity impacts from surrounding industrial, transport and aviation activities on future occupants.

*Economic*

- i) To foster and sustain a high level of innovation, economic activity and create significant employment opportunities.
- j) To provide a suitable location for a wide range of different commercial activities that complements and do not compromise the functionality of the Geraldton Airport.
- k) To support the growth of new and existing aviation activities.
- l) To create an appropriate commercial return for the landowners that will, in turn, assist in sustaining aviation and other commercial uses at the Technology Park.

**4.0 POLICY MEASURES**

**4.1 Preferred Land Uses**

- 4.1.1 A wide range of different commercial land uses are promoted for the Technology Park, however land uses and/or development must not adversely affect the Airport's capacity to function and grow as a strategic infrastructure element.
- 4.1.2 Land uses that may be considered are:
  - a) Aviation support.
  - b) Logistics, transport and distribution.
  - c) Commercial and passenger support activities.
  - d) Office / warehouse.

- e) Mining support and administration.
- f) Showroom / warehouse.
- g) Vehicle, truck and equipment sales, servicing and hire.
- h) Other light industrial uses.

4.1.3 Other uses may be considered but they must be consistent with the objectives of these design guidelines and they must add value to the estate.

#### 4.2 Heritage

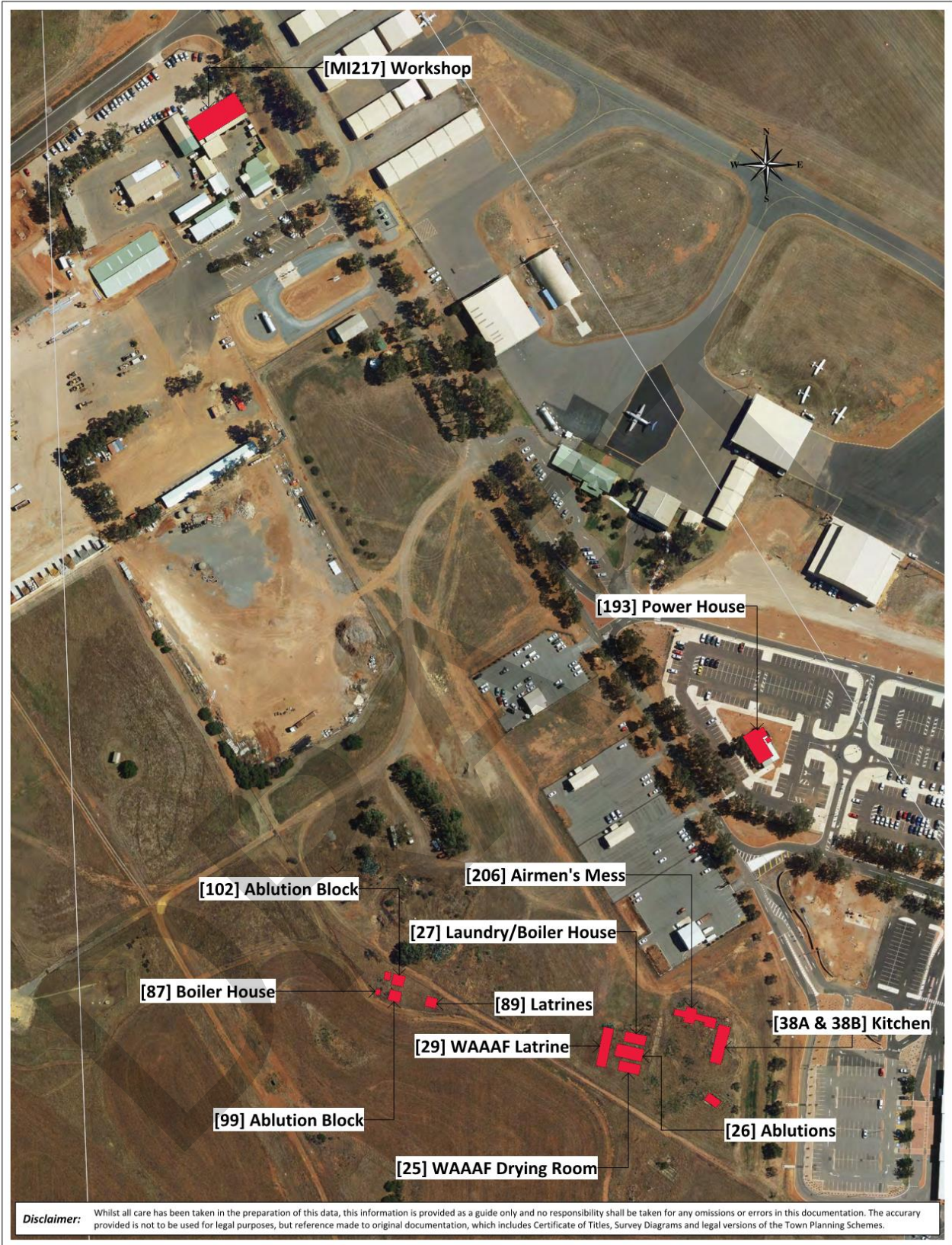
4.2.1 The Geraldton Airport has been identified as having cultural heritage significance. It is the site of RAAF No. 4 Service Flying Training School which operated under the Empire Air Training Scheme. The place played a significant role in the training and provision of aircrew to bolster the strength of the Royal Air Force during World War Two. The place is associated with Sir Norman Brearley the founder of the first commercial airline in Australia (Western Australian Airways in 1921).

4.2.2 The place is classified by the National Trust of Australia (Western Australia). The conservation recommendations contained in the Classification Assessment state that the remaining WWII infrastructure located at various places on the airfield should be documented, conserved and interpreted. The place is also included in the local government's Municipal Inventory of Heritage Places (Place No. 217) wherein it has been allocated a Management Category 2 indicating the place is highly significant at a local level with a high level of protection appropriate.

4.2.3 The attached plan shows the general location of the remaining WWII infrastructure. Conservation and interpretation of the remnant historic infrastructure, including archaeological remains, is required as part of any proposed development within these areas and should be retained where possible.

4.2.4 Further reference should be made to the following:

- City of Greater Geraldton Municipal Inventory (place 217).
- National Trust assessment and statement of significance on the Geraldton Airport.
- D.J Brenkley's reference book RAAF Historical Record of No. 4 Service Flying Training School Geraldton WA (available from the Geraldton Regional Library).



**Disclaimer:** Whilst all care has been taken in the preparation of this data, this information is provided as a guide only and no responsibility shall be taken for any omissions or errors in this documentation. The accuracy provided is not to be used for legal purposes, but reference made to original documentation, which includes Certificate of Titles, Survey Diagrams and legal versions of the Town Planning Schemes.



Map produced by the City of Greater Geraldton  
 W: www.cgg.wa.gov.au E: council@cgg.wa.gov.au

**GENERAL LOCATIONS OF REMAINING WWII INFRASTRUCTURE**

Including the National Trust List of Classified Heritage Places Place Numbers  
 (MI refers to the City's Municipal Inventory Place Number: Greenough)

Scale: 1:2000

Date	26-Nov-15
Department	IPAM [Planning - GIS]
Drawing No.	
Operator	RJT
Paper Size	A3

#### 4.3 More Environmentally Sustainable Design

4.3.1 The consideration of sound environmental design parameters can significantly reduce every day running costs of buildings without significant additional building costs. Building envelopes and internal layouts should be designed to minimise energy consumed for heating, cooling and light where:

- a) Window design and shading facilitates provide good thermal and daytime performance.
- b) Building materials and insulation minimise the thermal transfer.
- c) Building materials and energy sources are selected to minimise energy requirements and greenhouse gas emissions.

4.3.2 Building services shall be designed to minimise energy and resource use through:

- a) Maximising the use of natural light and ventilation.
- b) Selection of energy efficient lighting control systems, fittings and appliances.
- c) Design for the use and management of natural ventilation.
- d) Utilise energy efficient mechanical ventilation and air conditioning equipment and controls.
- e) Minimise water use via water efficient fixtures and fittings and maximise water reuse and recycling where possible.
- f) Minimise waste through product and material choice and recycling and reuse of materials if possible.

4.3.3 All toilets within any development should be connected to a rainwater tank with a minimum capacity of 10,000 litres.

#### 4.4 Architectural Character

The following principles will form part of the assessment of any new development:

- a) Contribution to the desired streetscape.
- b) Buildings should be sited to take advantage of views, provide a positive presentation to road and to provide a strong corporate image and an inviting entrance.
- c) The main entrance to the building is to be clearly visible or close to the front of the building.
- d) Generally, architectural form and character should avoid large unrelieved expanses of wall or roof.
- e) Where more than one building is planned for a site, the design should result in the creation of a group of integrated buildings clearly expressing their inter-relationship.

- f) Massing and building form should be of a contemporary nature, based on simple bold and strong forms using the selection of various materials, texture and colour to highlight the design, develop the corporate image within the overall design vision of the precinct.

#### 4.5 Materials, Colours and Finishes

- 4.5.1 The use of texture and colour should reflect adjoining and existing developments. In general neutral shades of grey's, creams and whites are encouraged for the major areas of walling with features expressed in panels of strong, bold corporate colours with integrated signage.
- 4.5.2 Roof cladding should be non-reflective. Zinalume or similar finishes should not be approved. All plant and equipment should be hidden from view from public areas including public roads.
- 4.5.3 Any screening should be designed as an integral part of the building form and character. Any plant required to be roof mounted will require special screening or design treatments. The presentation of the roof is an important part of the total design.

#### 4.6 Building Setbacks

Building setbacks should be as per the 'Industry – General' zone in the Scheme and should respect and enhance:

- a) The general (and desired) streetscape.
- b) Adjoining properties and buildings.
- c) Prevailing winds.
- d) Existing verge and neighbouring landscaping.
- e) Visual impact of the proposed building on existing developments.

#### 4.7 Car Parking Requirements and Vehicular Movements

- 4.7.1 The design of car parking and vehicular manoeuvring areas should address:
- a) The separation of car parking from truck manoeuvring and service areas.
  - b) Safe pedestrian access.
  - c) Limited and practical crossover placement.
- 4.7.2 The number of car bays should comply with the requirements of the Scheme.

#### 4.8 External Service and Storage Areas

Service, storage and bin areas shall be set behind the approved building line and be screened from public view. Landscaping and/or approved fencing can be used to achieve visual screening and should be planned as an extension of the design of the building.

#### 4.9 Boundary Fencing

4.9.1 Boundary fencing will be considered as part of the total design of any development. A high quality of fence is required for all street frontages.

4.9.2 It is acknowledged that site security is important. Proponents are encouraged to consider a range of security deterrents including effective lighting, landscaping, natural surveillance and building orientation to achieve the required protection.

4.9.3 All street frontages should be designed to restrict fencing to the major building line (i.e. where the major structure commences, not necessarily the first line of building but the larger structure).

4.9.4 Fencing alignments will be assessed with due consideration to the impact on adjoining properties and the aesthetic balance of the general streetscape.

4.9.5 The minimum accepted standard of fencing is:

- a) Street frontage – to be black palisade metal with black support members and gates.
- b) Side and rear boundaries (with no street frontage) – to be link mesh or alternative finishes to the approval of the local government.

#### 4.10 Lighting

Lighting restrictions may apply to ensure the safe operation of aircraft. Generally no lighting is permitted above the horizontal.

#### 4.11 Stormwater Catchment and Control

4.11.1 Water Sensitive Urban Design strategies should be applied to on-site stormwater management. Stormwater resulting from up to the 1 in 10 year storm occurrence must be retained on-site.

4.11.2 The use of drainage swales and recharge basins can be incorporated in the on-site landscape areas. Rainwater tanks for storage and reuse on-site are encouraged.

4.11.3 No polluted or contaminated stormwater may leave any site. Where necessary pollution control equipment such as oil and grit traps and gross pollution traps shall be installed, certified and properly serviced and maintained.

#### 4.12 Landscaping

4.12.1 The local government considers the installation of quality landscaping as a major priority fundamental to the success of the overall estate.

4.12.2 Plant selection should consist predominantly of endemic species and be selected to minimise the attraction of birds to the Airport. Lawn areas shall be minimised and be low water tolerant.

- 4.12.3 10% of the total site area shall be dedicated to landscaping and where possible this should incorporate stormwater run-off from roofs and hardstand areas. The local government may, at its sole discretion, allow a reduction in the total landscaping area requirement providing the developer can demonstrate that the lesser landscaped area is outweighed by a superior landscape resolve.
- 4.12.4 Shade trees should be incorporated as 1 tree per 10 car parking bays provided on the site. All trees shall have low flow trickle reticulation system and where possible utilise grey water from within the development.

#### 4.13 Signage and External Display

- 4.13.1 The local government is developing a premium commercial development area and a consistent approach should be undertaken for all street, tenant and directional signage. The overall aim is to meet the signage visibility needs of all tenants while maximising and standardising the design aesthetics of the precinct.

##### *Building Signage*

- 4.13.2 Building signage should contain the business name and/or corporate logo.
- 4.13.3 Only 1 tenant sign per building is permitted except for buildings with more than one street frontage where an additional sign may be permitted at the sole discretion of the local government.
- 4.13.4 No building sign shall be larger than 20% of the total area of the wall onto which it is placed.
- 4.13.5 Signs must be built and maintained to a high standard, with 3-dimensional approach preferred (rather than a flat sign) and laser cut raised lettering is encouraged.
- 4.13.6 All building signs should be integrated into the overall building design.
- 4.13.7 All building signage facing streets should be illuminated continuously each night (either face lit or internally lit) to enhance the overall presentation of the area and help support security.
- 4.13.8 No advertising or promotional signs should be placed on buildings at any time.

##### *Street Signage*

- 4.13.9 Only street names will appear on street signage and no tenant names or additional directions will be permitted on street signs.

##### *Other Site Signage*

- 4.13.10 Apart from signage on buildings, the only other signage permitted must relate to provided services/facilities (e.g. water, power), perimeter requirements (e.g. 'Electric Fence') and mandated OH&S requirements (e.g. standardised warning signs).
- 4.13.11 The only signs to be used in car parks are those for vehicle/pedestrian directions.
- 4.13.12 No promotional or advertising signage of any type is to be erected on any site

#### 4.14 Height

The airport's Obstacle Limitation Surfaces (OLS's) must be protected from the infringement of structures for the safe operation of the airport. The OLS dictates the height of developments at differing distances from the airport taking into account the existing contours in order that the approach and departure angles of aircraft are not jeopardised.

#### 4.15 Public Art

4.15.1 The local government recognises the importance of encouraging appreciation and understanding of art. Artworks can not only be enjoyed for their aesthetic qualities but are also important for their ability to provide wider and more complex 'pictures' of the society from which they develop.

4.15.2 Developments over the value of \$2 Million will be required to provide public art within a public space to a value of 1% of the estimated total project cost for the development.

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# R-Codes – Ancillary Dwellings

## Local Planning Policy

**VERSION 4**

December 2015

town planning services

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Version	Adoption	Comment
1	10 July 2007 Council Item DS001	Final – No objections received during advertising.
2	26 August 2008 Council Item SC002	Final – No objections received during advertising.
2	1 July 2011 Council Item SC001	Final – Readopted under the new City of Greater Geraldton.
3	26 November 2014 Council Item SC125	Final – No objections received during advertising.
4	15 December 2015 Council Item DRS242	Readopted under new LPS No. 1.

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## 1.0 CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as the *R-Codes – Ancillary Dwellings local planning policy*.

The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area. In making a determination under the Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with the Scheme.

## 2.0 BACKGROUND

*State Planning Policy 3.1 – Residential Design Codes (the R-Codes)* includes provisions for decision-makers to prepare local planning policies to alter certain development standards of the R-Codes where a specific local need arises. The R-Codes also acknowledge that applications with proposals which do not satisfy the deemed-to-comply provisions of the R-Codes may need to rely more specifically on local housing requirements and design objectives.

This policy provides local housing objectives and varies relevant deemed-to-comply provisions of the R-Codes to assist in their implementation. It should be read in conjunction with the R-Codes.

## 3.0 OBJECTIVES

- a) To alter the deemed-to-comply provisions of the R-Codes for *Design Element 5.5.1 – Ancillary dwellings*.
- b) To limit the visual impact of ancillary dwellings by controlling building size and location.
- c) To provide a clear definition of what constitutes an “ancillary dwelling”.

## 4.0 POLICY MEASURES

- 4.1 As an ancillary dwelling is an “additional dwelling” that is associated with a single house, applications are to be considered after the completion of the main dwelling, however applications may be determined where the single house and ancillary dwelling are built concurrently.
- 4.2 Setbacks shall comply with the Scheme provisions and/or R-Codes, but in any event the ancillary dwelling should not be further than 10m from the main dwelling.
- 4.3 For land coded Residential R10 and higher, the maximum plot ratio area shall be as per the R-Codes (70m<sup>2</sup>) with a maximum of 140m<sup>2</sup> of total roof area (inclusive of verandahs/patios and carports etc.).
- 4.4 For land coded Residential R5 and lower, the maximum plot ratio area shall be 80m<sup>2</sup> with a maximum of 160m<sup>2</sup> of total roof area (inclusive of verandahs/patios and carports etc.).
- 4.5 For other zoned land the maximum plot ratio area shall be 90m<sup>2</sup> with a maximum of 180m<sup>2</sup> of total roof area (inclusive of verandahs/patios and carports etc.).

## 5.0 DEFINITIONS

Refer to *State Planning Policy 3.1 – Residential Design Codes (the R-Codes)*.

**Self-contained** (although not defined in the R-Codes), it is clearly evident that this form of development is intended for independent living. Therefore ancillary dwellings shall have (as a minimum) its own kitchen, bathroom and lavatory facilities.

# R-Codes – Setback Variations

## Local Planning Policy

**VERSION 3**

December 2015

town planning services

DRAFT

Version	Adoption	Comment
1	26 August 2008 Council Item SC002	Final – No objections received during advertising.
2	28 July 2009 Council Item SC091	Final – No objections received during advertising.
2	1 July 2011 Council Item SC001	Final – Readopted under the new City of Greater Geraldton.
3	15 December 2015 Council Item DRS242	Readopted under the new LPS No. 1.

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## CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as the *R-Codes – Setback Variations local planning policy*.

The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area. In making a determination under the Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with the Scheme.

## BACKGROUND

*State Planning Policy 3.1 – Residential Design Codes (the R-Codes)* includes provisions for decision-makers to prepare local planning policies to alter certain development standards of the R-Codes where a specific local need arises. The R-Codes also acknowledge that applications with proposals which do not satisfy the deemed-to-comply provisions of the R-Codes may need to rely more specifically on local housing requirements and design objectives.

This policy provides local housing objectives and varies relevant deemed-to-comply provisions of the R-Codes to assist in their implementation. It should be read in conjunction with the R-Codes.

## OBJECTIVES

- a) To alter the deemed-to-comply provisions of the R-Codes for *Design Principle 5.1.3 – Lot boundary setback*.
- b) To ensure neighbours are informed about proposals for lot boundary walls.
- c) To specify the minimum standards for the surface finish of lot boundary walls.
- d) To alter, and clarify the local governments' interpretation of, the deemed-to-comply provisions of the R-Codes for *Design Principle 5.2.1 – Setback of garages and carports*.

## POLICY MEASURES

### 1.1 Walls Built up to a Lot Boundary

- 1.1.1 In addition to the deemed-to-comply requirements for Part 5.1.3, C3.2 of the R-Codes, the following shall apply:

For areas coded R12.5, R15 and R17.5 – walls not higher than 3m with an average of 2.7m up to 9m in length up to one side boundary only. No development application is required provided the adjoining property has given its consent.

- 1.1.2 A development application is required for walls to be built up to a lot boundary for areas coded lower than R12.5 and in considering applications, consultation with adjoining properties is required.

## 1.2 Surface Finish of Lot Boundary Walls

- 1.2.1 Where a wall is built up to a lot boundary, the surface finish of the wall facing an adjoining property should be to the satisfaction of that adjoining property or, in the case of a dispute, to the satisfaction of the local government.
- 1.2.2 For all applications involving a wall built up to a lot boundary (either development applications or building permit) consultation with the adjoining property is required and should include the agreement on the surface treatment and colour of the wall.
- 1.2.3 The minimum standard considered acceptable by the local government is a fair faced finish which is defined as:
- a) Face finish brickwork with tooled joints.
  - b) Non face finish brick (i.e. commons) to have sand finish render.
  - c) Concrete panels to have smooth finish.
  - d) Face finish limestone blocks with tooled joints.
  - e) Concrete blocks larger than 0.16m<sup>2</sup> (standard 200mm x 400mm) to have sand finish render.
  - f) Face finish concrete block less than 0.16m with tooled joints.
  - g) For outbuildings only, colourbond to the same colour as the dividing fence or colour as determined by the local government.
- 1.2.4 Masonry lot boundary fences are a dividing fence and are therefore excluded.

## 1.3 Setback of Garages and Carports

- 1.3.1 There is an anomaly between the deemed-to-comply requirements for the street setback of buildings (design principle 5.1.2) and the setback of garages and carports (design principle 5.2.1).

For the deemed-to-comply requirements, buildings must be setback from the primary and secondary street in accordance with Table 1 (Part 5.1.2, C2.1 and C2.2). However the deemed-to-comply requirements for setback of garages and carports allows for garages to be setback 4.5m from the primary street (Part 5.2.1, C1.1) and both garages and carports to be setback 1.5m from the secondary street (Part 5.2.1, C1.4).

The anomaly occurs where Table 1 specifies a greater setback than that stipulated in design principle 5.2.1. For example areas coded R5 have a primary street setback of 12m (which could be reduced to 6m subject to averaging requirements) and a secondary street setback of 6m.

- 1.3.2 For the purposes of this policy, design principle 5.1.2 and Table 1 prevail should there be any conflict between design principle 5.2.1. This interpretation is further supported by the R-Codes which includes carports and garages in the definition of a *building*.

- 1.3.3 In addition to the deemed-to-comply requirements for design principles 5.1.3 and 5.2.1 of the R-Codes the following shall apply:

For areas coded R12.5 and higher – the setback to the side and/or rear boundary can be reduced to nil (subject to compliance with the applicable building standards). No development application is required provided the adjoining property has given its consent.

- 1.3.4 Where carports are proposed within the street setback area they may be built to within 1.5m of the primary street boundary where vehicles are either parked at right angles or parallel to the street alignment (subject to compliance with clause 1.3.2 of this policy). This 1.5m setback enables appropriate sight lines at vehicle access points in accordance with Part 5.2.5, C5. A development application is required.

- 1.3.5 A development application is required for all residential land where carports do not comply with the applicable secondary street setback requirements of Table 1 of the R-Codes.

#### 1.4 Patio Setbacks

- 1.4.1 In addition to the deemed-to-comply requirements for design principle 5.1.3 of the R-Codes the following shall apply:

- a) For areas coded R12.5 and R15 – the setback to the side boundary can be reduced to 900mm (subject to compliance with the applicable building standards). No development application is required provided the adjoining property has given its consent.
- b) For areas coded R17.5 and higher – the setback to the side and/or rear boundary can be reduced to 900mm (subject to compliance with the applicable building standards). No development application is required provided the adjoining property has given its consent.

- 1.4.2 A development application is required for all residential land where patios do not comply with the applicable secondary street setback requirements of Table 1 of the R-Codes.

#### 1.5 Rear Setbacks

In addition to the deemed-to-comply requirements for design principle 5.1.3 of the R-Codes the following shall apply:

For areas coded R10, R12.5 and R15 – the rear setback requirement of Table 1 can be reduced by up to 50%. No development application is required provided the adjoining property has given its consent.

### DEFINITIONS

Refer to *State Planning Policy 3.1 – Residential Design Codes (the R-Codes)*.

**Sand finish** means a finish obtained by floating the final coat of a render with a wooden felt-covered or carpet-covered float.

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# Signage

## Local Planning Policy

**VERSION 3**

December 2015

town planning services

DRAFT

Version	Adoption	Comment
1	12 May 2009 Council Item SC069	Draft.
2	25 August 2009 Council Item SC098	Final.
2	1 July 2011 Council Item SC001	Final – Readopted under the new City of Greater Geraldton.
3	15 December 2015 Council Item DRS242	Readopted under the new LPS No. 1.

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## 1.0 CITATION

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

The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area. In making a determination under the Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with the Scheme.

## 2.0 OBJECTIVES

- a) To control signs in order to safeguard the visual amenity of the district.
- b) To ensure signs do not compromise safety issues regarding thoroughfares.
- c) To set out standards which apply to different types of signs and the considerations the local government should have in determining applications.
- d) To specify what types of signs do not require the development approval of the local government.

## 3.0 POLICY MEASURES

### 3.1 Matters to be Considered

3.1.1 Considerations relevant to the determination of an application include:

- a) The category of the sign;
- a) The standard specification for the category of sign;
- b) The acceptable deviation from the standard specifications;
- c) The matters which the local government is directed to have under the Scheme or other local planning policy;
- d) The manner of and the position in which the sign is to be displayed; and
- e) The amenity of the locality and characteristics of the area or street.

3.1.2 The local government may exercise its discretion to approve a deviation from the specific standards subject to the applicant demonstrating that the likely effect of the location, height, bulk, scale, orientation and appearance of the sign will not:

- a) Conflict with or detrimentally affect the amenity of the locality;
- b) Interfere with traffic safety; and
- c) Create visual pollution or an undesirable precedent.

### 3.2 Remote Advertising

The local government will generally not support remote or advance warning (business specific) advertising as this may lead to an undesirable precedent and proliferation of signage to the detriment of the amenity of the municipality.

### 3.3 Location of Signs

A sign should not be displayed:

- a) Where it would detract from the aesthetic environment of a park or other land used by the public for recreation;
- b) In the case of an internally illuminated sign, where its display would cause glare or dazzle or otherwise distract the drive of any vehicle;
- c) In the case of an externally illuminated sign, where the light would not be directed solely onto the device and its structural surround and the light source be so shielded that glare would not occur or extend beyond the sign and cause the driver of any vehicle to be distracted;
- d) Where it would be likely to interfere with, or cause risk or danger to traffic on a thoroughfare by virtue of the fact that it;
  - i) May be mistaken or confused with, or obstruct or reduce the effectiveness of any control device;
  - ii) Would invite traffic to turn and would be sited so close to the turning point that there would not be reasonable time for a driver of a vehicle to signal and turn safely;
  - iii) Would invite traffic to move contrary to any traffic control device;
  - iv) Would invite traffic to turn where there is fast moving traffic and no turning lane;
  - v) May obscure the vision of a person driving a vehicle.
- e) In the case of an illuminated sign, where it may be confused with or mistaken for the stop or taillight of a vehicle(s);
- f) Where it significantly obstructs or obscures the view of a river, the sea or any other natural feature of beauty;
- g) Where it would detrimentally affect the amenity of the area;
- h) Where it is not associated with the approved use of the property on which it is displayed;
  - i) On a property which does not relate to the sign;
  - j) On or adjacent to a footpath which results in the pedestrian access being less than 1.8m in width, however the local government may specify a greater width in certain cases;
- k) On or within 3m of a carriageway;

- l) Upon a dividing strip, round-about or traffic island; or
- m) Where it would detrimentally affect the significance and aesthetics of a heritage area, place or building.

#### 3.4 Banners, Flags and Pennons

No more than 2 (in total) banners, flags or pennons shall be erected in relation to the one building or business and must not obstruct in any way the use of any thoroughfare.

#### 3.5 Blimps or Balloons

Should not be permitted unless on temporary basis for a maximum of 30 days in any 12 month period.

#### 3.6 Development Signs

3.6.1 A development sign is to be removed from the site within 2 years from the date of approval or when 80% of the lots by number in the subdivision (or stage of subdivision) have been sold, whichever is the sooner.

3.6.2 No more than 2 development signs should be erected in relation to the one subdivision.

3.6.3 Development signs should:

- a) Not exceed 4m in height;
- b) Not exceed 20m<sup>2</sup> in area;
- c) Not have any part more than 6m above the level of the ground immediately below it; and
- d) Be displayed at the entrance to the subdivision and not remote from the lots being sold.

#### 3.7 Freestanding Signs

3.7.1 No more than 1 freestanding sign shall be erected in relation to the one building or business.

3.7.2 Freestanding signs should:

- a) Not exceed 1m in height;
- b) Not exceed an area of 1m<sup>2</sup> on any side;
- c) Not be erected in any position other than immediately adjacent to the building or business to which the sign relates;
- d) Be removed each day at the close of the business to which it relates and not be erected again until the business next opens for trading; and
- e) Be covered under the public liability insurance of the business to which it relates, if located on a thoroughfare.

### 3.8 Horizontal Signs

A horizontal sign should:

- a) Not exceed 3m in height or 4m in length;
- b) Not exceed 5m<sup>2</sup> in area;
- c) Not project more than 1.5m from the wall to which it is attached;
- d) Not project more than 1m above the top of the wall to which it is attached;
- e) Afford a minimum headway of 2.75m where the sign projects more than 12mm into a thoroughfare;
- f) Not be within 450mm of the edge of a carriageway; and
- g) Not be within 600mm of either end of the wall to which it is attached.

### 3.9 Illuminated Signs

3.9.1 No more than 1 illuminated sign shall be erected in relation to the one building or business.

3.9.2 An illuminated sign should:

- a) Not exceed 3m in height or 4m in length;
- b) Not exceed 5m<sup>2</sup> in area;
- c) Not have any part more than 6m above the level of the ground immediately below it;
- d) Have any boxing or casing in which it is enclosed, constructed of incombustible material;
- e) Where comprising glass (other than fluorescent tubing) have the glass so protected as to prevent its falling into a public place in the event of a breakage;
- f) Be maintained to operate as an illuminated sign;
- g) Not have a light of such intensity as to cause annoyance to the public or be a traffic hazard;
- h) Not emit a flashing light; and
- i) Be treated appropriately to minimise damage from vandalism and/or graffiti.

### 3.10 Property Transaction Signs

3.10.1 A property transaction sign advertising an auction should not be erected more than 28 days before the proposed auction date and be removed no later than 7 days after the auction.

3.10.2 A property transaction sign for a dwelling should:

- a) Not exceed 2m in height or 2m in length;
- b) Not exceed 2m<sup>2</sup> in area; and
- c) Not have any part more than 3m above the level of the ground immediately below it.

3.10.3 A property transaction sign for multiple dwellings, shops etc. should:

- a) Not exceed 4m in height or 4m in length;
- b) Not exceed 5m<sup>2</sup> in area; and
- c) Not have any part more than 5m above the level of the ground immediately below it.

3.10.4 A property transaction sign for large properties should:

- a) Not exceed 6m in height or 6m in length;
- b) Not exceed 10m<sup>2</sup> in area; and
- c) Not have any part more than 6m above the level of the ground immediately below it.

### 3.11 Pylon Signs

3.11.1 Where pylon signs are to be erected on a lot with multiple tenants/businesses the local government may require all the pylon signs be incorporated into one sign that allows for each tenant/business to have one sign within it.

3.11.2 A pylon sign should:

- a) Not exceed 2.6m in width or 6m in height; and
- b) Not exceed 8m<sup>2</sup> in area.

### 3.12 Roof Signs

3.12.1 A roof sign should not extend laterally beyond the external wall of the structure or building on which it is erected or displayed.

3.12.2 A roof sign should not project above the ridge line of the building on which it is erected or displayed.

3.12.3 No more than 1 roof sign should be erected in relation to the one building.

3.12.4 A roof sign should comply with the following:

Height of main building above ground level where advertisement is to be fixed	Maximum height of advertisement
5m and under	1.25m
Above 5m to 6m	1.5m
Above 6m to 12m	2.0m
Above 12m to 18m	2.5m
Above 18m to 24m	3.0m
Above 24m	3.5m

### 3.13 Rural Producer's Signs

A rural producer's sign should:

- a) Not advertise anything other than the sale of produce grown on the land on which the sign is erected.
- b) Not exceed 1m<sup>2</sup> in area; and
- c) Not exceed a height of 3m above the level of the ground immediately below it.

### 3.14 Signs on Fences

3.14.1 Signs may be painted on the inside of side or rear fences of a lot within an industrial or commercial area.

3.14.2 A sign on a fence should:

- a) Be located behind the building line;
- b) Not exceed 1m in height; and
- c) Not be within 3m of any street boundary.

### 3.15 Signs on Vehicles

No vehicle with an sign upon or inside, adapted and exhibited primarily to facilitate advertising should be permitted to park for any lengthy period of time (as determined by the local government) on any thoroughfare, with the exception of being parking at the owners residence.

### 3.16 Verandah Signs

3.16.1 A verandah sign fixed to the outer or facia of the verandah should not project beyond the outer fame or surround of the facia nor exceed 600mm in width.

3.16.2 A verandah sign under a verandah should:

- a) Be fixed a right-angles to the front wall of the building to which it is to be affixed except on a corner of a building at a thoroughfare intersection where the sign may be placed at an angle with the wall so as to be visible from both thoroughfares;
- b) Afford a minimum headway of 2.75m; and
- c) Not exceed 1.5m in length or 400mm in width.

### 3.17 Vertical Signs

A vertical sign should:

- a) Not exceed 4m in height or 3m in length;
- b) Not exceed 5m<sup>2</sup> in area;
- c) Not project more than 1.5m from the wall to which it is attached;
- d) Not project more than 1m above the top of the wall to which it is attached;
- e) Afford a minimum headway of 2.75m where the advertisement projects more than 12mm into a thoroughfare;
- f) Not be within 450mm of the edge of a carriageway; and
- g) Not be within 600mm of either end of the wall to which it is attached.

### 3.18 Signs not requiring Development Approval

3.18.1 The following class of signs do not require the development approval of the local government unless the sign is to be erected or installed on a place included on a heritage list or on land located within a heritage area specified under the Scheme.

3.18.2 Exemption is for non-illuminated signs, located entirely within the property boundary and associated with the approved use of the building/property.

USE CLASS CATEGORY / LAND USE IN ZONING TABLE	EXEMPTION
<b>Residential Uses</b>	
Permanent Residential Accommodation (Aged or Dependent Persons Dwelling, Caretaker's Dwelling, Family Day Care, Grouped Dwelling, Holiday House, Home Occupation, Multiple Dwelling, Residential Building, Single House)	1 sign containing details of the development with an area of 0.2m <sup>2</sup>
Home Based (Bed and Breakfast, Home Business)	
<b>Commercial Uses</b>	
Entertainment (Night Club, Small Bar, Tavern)	Any sign(s) affixed to the walls of the building not projecting above the eaves, roof or ridge line or 6m above ground floor level with a total combined area of 10m <sup>2</sup>
Health Care and Medical (Consulting Rooms, Medical Centre, Veterinary Centre)	
Child Care Premises	
Office (Office, Office – Small Scale)	
Commercial (Bulky Goods Showroom, Dry Cleaning Premises / Laundromat, Garden Centre, Machinery Sales, Motor Vehicle Wash, Motor Vehicle, Boat or Caravan Sales)	
<b>Retail Uses</b>	
Shopping (Convenience Store, Discount Department Store, Liquor Store, Market, Shop, Shopping Centre, Supermarket)	Any sign(s) affixed to the walls of the building not projecting above the eaves, roof or ridge line or 6m above ground floor level with a total combined area of 10m <sup>2</sup>
Food and Beverage (Reception Centre, Restaurant / Café, Winery)	
Fast Food Outlet	

<b>Tourism Uses</b>	
Accommodation (Holiday Accommodation, Hotel, Motel, Serviced Apartment, Tourist Development)	Any sign(s) affixed to the walls of the building not projecting above the eaves, roof or ridge line or 6m above ground floor level with a total combined area of 10m <sup>2</sup>
<b>Civic, Cultural and Community Uses</b>	
Exhibition and Entertainment (Cinema / Theatre, Club Premises, Exhibition Centre, Place of Worship, Recreation – Private)	Any sign(s) affixed to the walls of the building not projecting above the eaves, roof or ridge line or 6m above ground floor level with a total combined area of 10m <sup>2</sup>
<b>Industrial Uses</b>	
General Industry (Fuel Depot, Industry, Industry – Primary Production, Salvage Yard, Transport Depot)	Any sign(s) affixed to the walls of the building not projecting above the eaves, roof or ridge line or 6m above ground floor level with a total combined area of 10m <sup>2</sup>
Light Industry (Funeral Parlour, Industry – Light, Motor Vehicle Repair, Motor Vehicle Wreckers, Service Station, Trade Supplies, Warehouse / Storage)	
Industry – Cottage	1 sign containing details of the development with an area of 0.2m <sup>2</sup>
Resources Industry (Industry – Extractive, Mining Operations)	1 sign containing details of the development with an area of 5m <sup>2</sup>
<b>Rural Uses</b>	
Agricultural (Abattoir, Agriculture – Intensive, Agroforestry, Animal Establishment, Animal Husbandry – Intensive, Rural Pursuit / Hobby Farm, Tree Farm)	1 sign containing details of the development with an area of 1m <sup>2</sup>
Workforce Accommodation	1 sign containing details of the development with an area of 0.2m <sup>2</sup>
<b>Other Uses</b>	
Other uses not listed	1 sign containing details of the development with an area of 0.2m <sup>2</sup>
<b>Internal Signs</b>	
All uses	All signs placed or displayed within buildings which cannot ordinarily be seen by a person outside of those buildings
Recreation and sporting ground / facility	All signs provided they are not visible from the outside of the ground or facility either from private/public land or streets
<b>Temporary Signs</b>	
Sale of goods or livestock provided the land is not normally used for that purpose	1 sign containing details of the sale with an area of 2m <sup>2</sup>
Property transactions for a single house	1 sign per street frontage containing details of the property transaction with an area of 2m <sup>2</sup>
Property transactions for grouped/multiple dwellings, commercial, rural and industrial projects	1 sign per street frontage containing details of the property transaction with an area of 5m <sup>2</sup>
Property transactions for large developments/complexes, buildings in excess of 4 storeys	1 sign per street frontage containing details of the property transaction with an area of 10m <sup>2</sup>
Display home	1 sign containing details of the development with an area of 5m <sup>2</sup>

## 4.0 DEFINITIONS

**Sign** has the same meaning given in the Scheme for *advertisement*.

**Thoroughfare** means a road, street or the like allowing passage through and includes any thoroughfare or place which the public are allowed to use, whether or not the thoroughfare or place is on private property.

### Categories of advertisements:

**Development advertisement** means an advertisement displayed on a lot, which has been approved by the WA Planning Commission for subdivision, advertising the lots for sale.

**Freestanding advertisement** means an advertisement not permanently attached to a structure or fixed to the ground and includes “A frame” or “sandwich boards” advertisements consisting of 2 advertisement boards attached to each other by hinges or other means.

**Horizontal advertisement** means an advertisement attached to a building with its largest dimension horizontal.

**Illuminated advertisement** means an advertisement that is so arranged as to be capable of being lighted either from within or without the advertisement by artificial light provided or mainly provided for that purpose.

**Property transaction advertisement** means an advertisement indicating that the premises on which it is displayed are for sale, for lease or are to be auctioned.

**Pylon advertisement** means an advertisement supported by one or more piers and which is not attached to a building, and includes a detached advertisement framework supported on one or more piers to which advertisement infills may be added.

**Roof advertisement** means an advertisement displayed on the roof of a building.

**Rural producer’s advertisement** means an advertisement displayed on agricultural land and which advertises products produced or manufactured upon the land.

**Verandah advertisement** means an advertisement above, on or under a verandah, cantilever awning, cantilever verandah and balcony whether over a public thoroughfare or private land.

**Vertical advertisement** means an advertisement attached to a building with its largest dimension vertical.