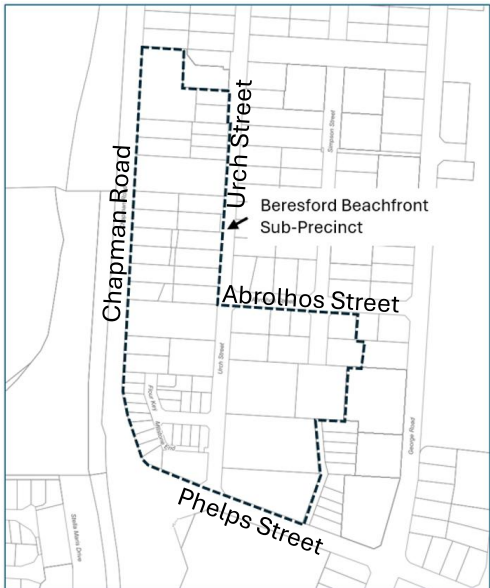


LOCAL PLANNING POLICY COMPARISON TABLE

STORMWATER MANAGEMENT		
CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
The intent of this local planning policy is to: • Provide local objectives and standards for stormwater management in residential, commercial, and industrial developments. • Alter the deemed-to-comply provisions of the R-Codes (Design Principles 5.3.9 and 6.3.8) to address local needs. • Ensure all stormwater from roofs, driveways, and other impermeable surfaces is managed on-site to prevent nuisance or damage to neighbouring properties. • Require sufficient information with development applications to demonstrate compliance. • Encourage water-sensitive urban design (WSUD) solutions and specify minimum on-site retention standards.	The intent of this local planning policy and the policy positions that underpin it are not proposed to change. The proposed policy expands on requirements for demonstrating compliance, clarifies scope and definitions, and provides clearer guidance and examples for both residential and commercial stormwater management.	Policy Structure and Numbering The proposed version is now formally titled "Local Planning Policy 1.3" and introduces a new versioning table and clearer section numbering. Expanded Introduction and Scope The introduction in the proposed version more explicitly references the National Construction Code and the City's Animals, Environment and Nuisance Local Law, clarifying the policy's legal context and applicability. Policy Applicability The proposed version explicitly states that the policy applies to all residential, commercial, and industrial development, whereas the current version is less explicit in its scope statement. Development Requirements – Residential The proposed version clarifies that the deemed-to-comply provisions apply to all roofed structures (not just residences) and provides more detailed requirements for demonstrating compliance (e.g., site classification, area calculations, storage sizing).

		Stormwater Storage Calculations The calculation methods for required storage volumes are retained, but the proposed version provides clearer worked examples and emphasizes the need for overflow pathways and stormwater grates. Commercial and Industrial Requirements The proposed version maintains the requirement for on-site retention but adds more detail about alternative solutions for large-scale developments and the need for professional engineering input for alternative plans. Standard Soakwell Volumes The soakwell sizing table is retained, but the proposed version presents it in a more streamlined format and clarifies setback requirements from boundaries and footings. Definitions and Terminology The proposed version consolidates and clarifies definitions, ensuring consistency with referenced codes and standards. General Formatting and Clarity The proposed version improves formatting, adds diagrams and figures for clarity, and updates language for consistency and ease of use.
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DESIGN GUIDELINES – BERESFORD BEACHFRONT MIXED USE		
CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
The intent of this Local Planning Policy is to guide and control development within the Beresford Beachfront Sub-Precinct. It aims to ensure that new buildings—particularly in terms of height—are consistent with the desired visual and urban outcomes for this mixed-use, oceanfront area. The policy also seeks to modify the deemed-to-comply provisions of the Residential Design Codes (R-Codes) to better reflect local planning objectives.  The map shows the Beresford Beachfront Sub-Precinct outlined in a dashed line. The precinct is bounded by Chapman Road to the west, Urch Street to the north, Abrolhos Street to the east, and Phelps Street to the south. The map also shows surrounding streets and building footprints.	The intent of this local planning policy and the policy positions that underpin it are not proposed to change. The proposed policy revision is more detailed and prescriptive, introducing specific building height controls and clearer development requirements, whereas the current policy is general and refers to external guidelines without explicit standards.	Policy Structure and Versioning The proposed version introduces a new version table and clearer section structure, including explicit contents and section numbering. Expanded Introduction and Context The introduction now references the adoption history and the rationale for updating the policy to align with the current planning framework. Explicit Policy Purpose The proposed version clearly states its purpose: to modify the deemed-to-comply provisions of the R-Codes relating to building height for the precinct. Defined Policy Application Area The new version includes a map and a clear description of the Beresford Beachfront Sub-Precinct boundaries. Detailed Building Height Controls Specific maximum building heights (in meters and storeys) are set for different roof types, replacing the previous general reference to external guidelines. Tables for R-Codes Alignment The proposed policy provides tables aligning its requirements with R-Codes Volumes 1 and 2,

		specifying how local provisions override standard R-Code outcomes. Measurement Clarification The new version clarifies how building height should be measured, especially for lots below street level. Removal of External Attachment Reference The current policy refers to an attached external guideline document, while the proposed version consolidates all requirements within the policy itself. Visual Aids The proposed version includes a precinct map and formatted tables for clarity. General Formatting and Language Updates Improved formatting, clearer language, and updated terminology throughout the proposed policy.
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SHORT TERM ACCOMMODATION		
CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
1. Bed and Breakfast Local Planning Policy This Local Planning Policy aims to specify standards for residential accommodation used as bed and breakfast establishments. It ensures that such uses provide appropriate facilities for guests and do not compromise the amenity of the area. The policy also sets requirements for location, parking, facilities, signage, water supply, and application processes.	The proposed policy consolidates and modernises the previous separate policies into a single, comprehensive document. It aligns with updated state regulations and provides clearer, more consistent requirements for all forms of unhosted short-term rental accommodation.	Consolidation of Policies The new policy merges the Bed and Breakfast, Holiday Houses, and Low Impact Rural Tourism policies into a single Short Term Rental Accommodation LPP, streamlining guidance and reducing duplication. Alignment with State Regulations The proposed policy incorporates requirements from the Planning and Development (Local Planning Schemes) Amendment (Short-Term Rental Accommodation) Regulations 2024, ensuring compliance with contemporary state government provisions.
2. Holiday Houses Local Planning Policy The intent of this Local Planning Policy is to recognize and manage the increasing demand for holiday accommodation in residential dwellings. It provides clarity for operators and stakeholders on the City’s expectations. The policy encourages holiday houses in suitable locations, and ensuring that they are appropriately managed so as not to compromise the amenity of nearby residents.		Clear Policy Scope The new policy explicitly applies to “Unhosted STRA” (accommodating up to 12 people per night), clarifying its application and definitions.
3. Low Impact Rural Tourism Local Planning Policy The intent of this Local Planning Policy is to enable small-scale, low-impact tourist accommodation and related activities in rural areas. The policy aims to ensure these uses do not conflict with the objectives of the planning scheme. It also seeks to preserve the environmental, landscape, and rural character of the municipality. Additionally, the policy is		Unified Objectives Objectives are broadened to cover all forms of unhosted STRA, focusing on compatibility, amenity, management, and minimizing negative impacts on residential and rural areas. Standardized Development Requirements The policy introduces consistent requirements for location, management, car parking, and

designed to optimise both agricultural and tourism potential, while avoiding any detrimental impact on the natural values of those areas.		occupancy across all STRA types, replacing varied standards in the previous policies. Time-Limited Approvals Initial development approvals for STRA are limited to 24 months as opposed to 12 months under the current policy, with subsequent renewals subject to review based on management performance and impacts. Occupancy and Location Controls The policy sets a general maximum of 6 guests in residential zones (unless otherwise approved) and presumes against large STRA in suburban locations, with clear criteria for exceptions. Rural STRA Provisions The policy includes specific requirements for STRA in rural zones, emphasizing integration with agricultural uses, environmental sustainability, and landscape screening. Updated Application and Consultation Processes The new policy standardizes application materials, car parking ratios, and introduces discretionary consultation with adjoining landowners, improving transparency and consistency.
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SHIPPING CONTAINERS		
CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
The intent of this Local Planning Policy is to establish clear guidelines for the assessment and placement of shipping containers (and similar relocatable storage units) within the City of Greater Geraldton, ensuring that such structures do not detrimentally affect the visual amenity or function of their locality and are appropriately regulated as part of the planning framework. The current policy includes the position that the use of shipping containers for domestic storage purposes is not supported in residential areas.	The intent of this local planning policy is not proposed to change. The proposed policy includes the position that the use of shipping containers for domestic storage purposes in residential areas is supported where the shipping container is sited and presented (standard of external finish) in a manner that doesn't detract from the visual amenity of the surrounding area. The proposed policy revision is more detailed and contemporary, expanding on development requirements, clarifying application to residential zones, and introducing new provisions for consultation, whereas the current policy is more general and less specific in its controls.	Policy Structure and Versioning The proposed version introduces a new version table, clearer section numbering, and updated formatting for easier reference. Expanded Scope The new policy explicitly states it applies to all land zoned or reserved under the Scheme, clarifying its applicability. Residential Zone Provisions The proposed version allows shipping containers as outbuildings in residential zones, subject to assessment against the Planning Scheme, Outbuildings Policy, and R-Codes, whereas the current policy does not support them in residential zones. Reference to Repurposed Dwellings The new policy exempts shipping containers modified for human habitation from this policy, instead requiring assessment as "Repurposed Dwellings" under relevant planning policies. Consultation Requirements The proposed version introduces a section on consultation, allowing the City to consult adjoining landowners at its discretion. Clarified Development Requirements

		The new policy provides more detailed requirements for setbacks, visual prominence, screening, and integration with existing development. Screening and Visual Amenity There is an increased emphasis on screening (vegetation or otherwise) and ensuring containers are not visually prominent from public roads. Temporary Storage Clarification Both versions exempt temporary use for construction storage (up to 12 months), but the new version clarifies this exemption and its conditions. General Formatting and Language Updates The proposed version improves formatting, updates terminology, and adds comments for future policy consistency.
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MOBILE TRADING		
CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
The intent of this Local Planning Policy is to provide clear guidance and decision-making criteria for the location and operation of mobile vendors and itinerant traders on public and private land. It supports and encourages mobile trading in appropriate locations while protecting public amenity, safety, and the character of the area.	The intent of this local planning policy is not proposed to change. The proposed policy revision shifts the focus to supporting and regulating mobile trading specifically on private land, introduces clearer approval pathways and site requirements, and streamlines the policy structure. The regulation of mobile trading on public land will be carried out under the <i>Public Places and Local Government Property Local Law 2020</i>.	Policy Title and Scope The proposed policy focuses on mobile trading, particularly on private land, rather than both mobile and itinerant vendors in all locations. Purpose and Objectives The new version explicitly aims to encourage and support mobile trading for economic and social benefit, while the current version emphasizes avoiding adverse traffic and safety conditions. Applicability The proposed policy applies to the sale, hire, or provision of products/services from a vehicle on private land, whereas the current policy applies to a broader range of activities and locations. Development Approval Pathways The new policy clarifies when development approval is required for mobile trading on private land and distinguishes between public and private land approval processes. Reference to Other Approvals The proposed version references the City's Trading Permit Guidelines and other relevant approvals for trading on public or crown land, streamlining the process.

GERALDTON AIRPORT SPECIAL CONTROL AREA		
CURRENT POLICY CONTENT	PROPOSED CONTENT	CHANGE NOTES
The intent of this Local Planning Policy is to safeguard the ongoing operation and future growth of Geraldton Airport. It does this by regulating land use and development in the airport environs. The policy ensures that noise-sensitive and unsuitable uses are managed appropriately through zoning, subdivision controls, development regulations, and noise reduction measures.	The intent of this local planning policy and the policy positions that underpin it are not proposed to change. The proposed policy revision modernises and clarifies the policy structure. It updates the building type acceptability table and strengthens requirements for noise attenuation and notification. The language is streamlined, and the policy is aligned with current planning frameworks. Updated content to recognise 2019 airport renewal and upgrade project related larger aircraft capability.	Policy Structure and Formatting The proposed version introduces clearer section numbering, a detailed contents list, and improved formatting for easier navigation. Purpose and Applicability The new version explicitly states its purpose and clarifies that it applies to all land within the Geraldton Airport Special Control Area, referencing other relevant policies and planning instruments. Background and Context The introduction is expanded to provide more context on the importance of the airport, aircraft noise, and the role of the Geraldton Airport Master Plan, including the use of both ANEF and N70 noise contours. Development Requirements Organization Development requirements are now grouped into clear subsections: zoning and subdivision, development/land use, noise attenuation, acceptability categories, notification, and application requirements. Updated Building Type Acceptability Table The proposed policy updates the table for building type acceptability based on ANEF zones, with clearer distinctions for “acceptable,”

		“conditionally acceptable,” and “unacceptable” uses, and expanded notes for interpretation. Noise Attenuation Standards Requirements for noise attenuation are clarified, with explicit reference to Australian Standard 2021:2015 and the need for specialist acoustic advice for certain developments. Application Requirements The proposed policy provides more detailed requirements for supporting information with rezoning, subdivision, or development applications, emphasizing the proponent’s responsibility to demonstrate compatibility. Clarified Definitions Definitions are updated and clarified, including “incompatible land use” and references to the relevant Australian Standard. General Language and Alignment The policy language is modernized and aligned with current planning frameworks, removing outdated references and improving clarity throughout. Airport Master Plan The Geraldton Airport Master Plan 2012-2030 (Feb 2016 version) established the strategic development framework for the airport based on its ultimate capacity. This outlined a future additional runway of 2600 metres with potential
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Local Planning Policy Comparison Table

		to lengthen to 3500 metres, The 2019 airport renewal and upgrade project superseded the 2016 Master Plan version, with our main runway 03/21 now capable of handling Code 4E aircraft. . This upgrade project included the following: • Runway lengthened to 2389 metres • Runway widened to 45 metres • Sealed runway side shoulders suitable for large aircraft wingspans/engine overhang • Widened main taxiway • Expanded RPT Apron parking bays to accommodate Code 4 aircraft
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