

Parking of Commercial Vehicles in Residential and Rural Residential Areas

Local Planning Policy

VERSION 3

December 2015

town planning services

Version	Adoption	Comment
1	14 August 2007 Council Item DS022	Draft.
1	23 October 2007 Council Item DS075	Final.
2	26 August 2008 Council Item SC002	Final – No objections received during advertising.
2	1 July 2011 Council Item SC001	Final – Readopted under the new City of Greater Geraldton.
3	15 December 2015 Council Item DRS242	Readopted under the new LPS No. 1.

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1.0 CITATION

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

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

2.0 OBJECTIVES

- a) To ensure that the parking of such a vehicle will not adversely affect the amenity of the locality nor have any adverse effect upon the occupiers or users of properties adjacent or in the locality.
- b) To set out the criteria against which an application will be assessed and standards that should be observed such that commercial vehicles can be parked in residential and rural residential zones without compromising the objectives of those zones.

3.0 POLICY MEASURES

3.1 Amenity

- 3.1.1 The parking of a commercial vehicle should not adversely impact upon the amenity of the locality. Amenity is considered to relate to what can be reasonably expected in the residential/rural residential environment. Amenity can be affected by the undue generation of noise, fumes, odours and the like. Visual amenity is another component which relates to the manner in which the property is viewed from the street or adjacent properties.
- 3.1.2 Minor maintenance of a commercial vehicle whilst parked at a residential/rural residential property will only be considered where it can be demonstrated to the satisfaction of the local government that such maintenance will not impact on the amenity of the locality, and can be suitably managed to ensure all wastes are disposed of appropriately.
- 3.1.3 Activities such as spray painting, panel beating or mechanical repairs that have the potential to adversely impact upon the amenity of the locality by the emission of noise, odours, by-products or otherwise, will not be permitted to be undertaken on a commercial vehicle parked in a residential/rural residential zone.

3.2 Parking Location

- 3.2.1 The commercial vehicle must be parked entirely within the subject property, and should be contained behind the building setback line.
- 3.2.2 Preferably the vehicle should be parked to the rear of the residence and screened from view of the street and from neighbouring properties.

3.3 Use

- 3.3.1 The local government is unlikely to support the parking of a commercial vehicle that is, or has been, used for the commercial transportation of animals, disposal of liquid wastes, or other dangerous, hazardous or contaminated substances (which either requires a special permit for their transportation, or which if spilled or discharges from the vehicle would either cause pollution or pose a danger or threat to the health or inhabitants of the locality).
- 3.3.2 Applications are only considered on the principle that the parking of the commercial vehicle is incidental to the predominant residential use of the property and therefore the parking of commercial vehicles on vacant land, or where no residence exists, are considered to be a development application in themselves and contrary to the objectives of this policy.

3.4 Access

Access to the property on which the commercial vehicle is to be parked is to be via a crossover which has been constructed to the specifications of the local government. The parking of the commercial vehicle should not preclude domestic vehicles from parking at the property.

3.5 Post Approval Considerations

- 3.5.1 Where a commercial vehicle owner/driver who has been granted approval to park a vehicle on a lot damages a road, kerb and/or footpath when entering or leaving the lot, the owner/driver shall be responsible for the cost of repair.
- 3.5.2 If a commercial vehicle owner/driver, who has been granted approval to park a vehicle on a lot, wishes to replace the vehicle with a different type of commercial vehicle, or park the vehicle in a different location to that approved, a new application is required.

3.6 Application Requirements

- 3.6.1 A covering letter that provides details as to the purpose of the vehicle (what commercial/industrial activity the vehicle is used for), the length, width, height and carrying capacity of the vehicle and envisaged departure and arrival times.
- 3.6.2 A photograph(s) of the commercial vehicle proposed to be parked at the property.

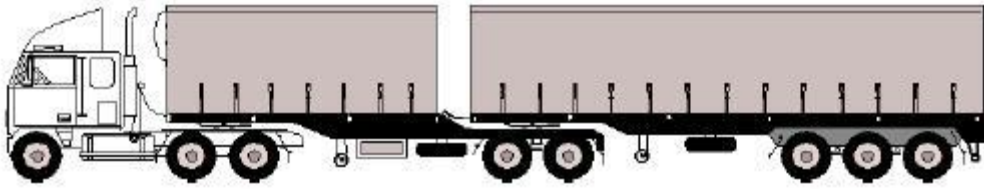
3.7 Consultation

Any application seeking approval for the parking of a commercial vehicle in a residential or rural residential zone will be advertised in accordance with the Scheme requirements.

4.0 DEFINITIONS

Transport Depot is clearly defined in the Scheme as a separate land use, and therefore the parking of commercial vehicles must be limited to no more than 2 vehicles.

The following are examples of what can be considered under this policy and what would be treated as a transport depot.



B Double (and larger) road train is considered 3 commercial vehicles and therefore a transport depot.



A semi trailer is considered 2 commercial vehicles.



If the combined weight of the truck and the mini excavator is greater than 4.5 tonnes then it is considered 1 commercial vehicle.

If both the truck and the mini excavator are greater than 4.5 tonnes (individually) then they are considered 2 commercial vehicles.



If the combined weight of the truck, the mini excavator and the loader is greater than 4.5 tonnes then it is considered 1 commercial vehicle.

If the truck, mini excavator and loader are greater than 4.5 tonnes (individually) then they are considered 3 commercial vehicles and therefore a transport depot.



If the combined weight of the trailer and loader is greater than 4.5 tonnes then it is considered 1 commercial vehicle.

If both the trailer and loader are greater than 4.5 tonnes (individually) then they are considered 2 commercial vehicles.



If the combined weight of the truck and the mini excavator is greater than 4.5 tonnes AND the combined weight of the trailer and the loader is greater than 4.5 tonnes then it is considered 2 commercial vehicles.

If the truck, mini excavator, trailer and loader are greater than 4.5 tonnes (individually) then they are considered 4 commercial vehicles and therefore a transport depot.