

Local Planning Policy 4.4 City Centre

VERSION 11

August 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	25 August 2026 Council Item DS103	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.

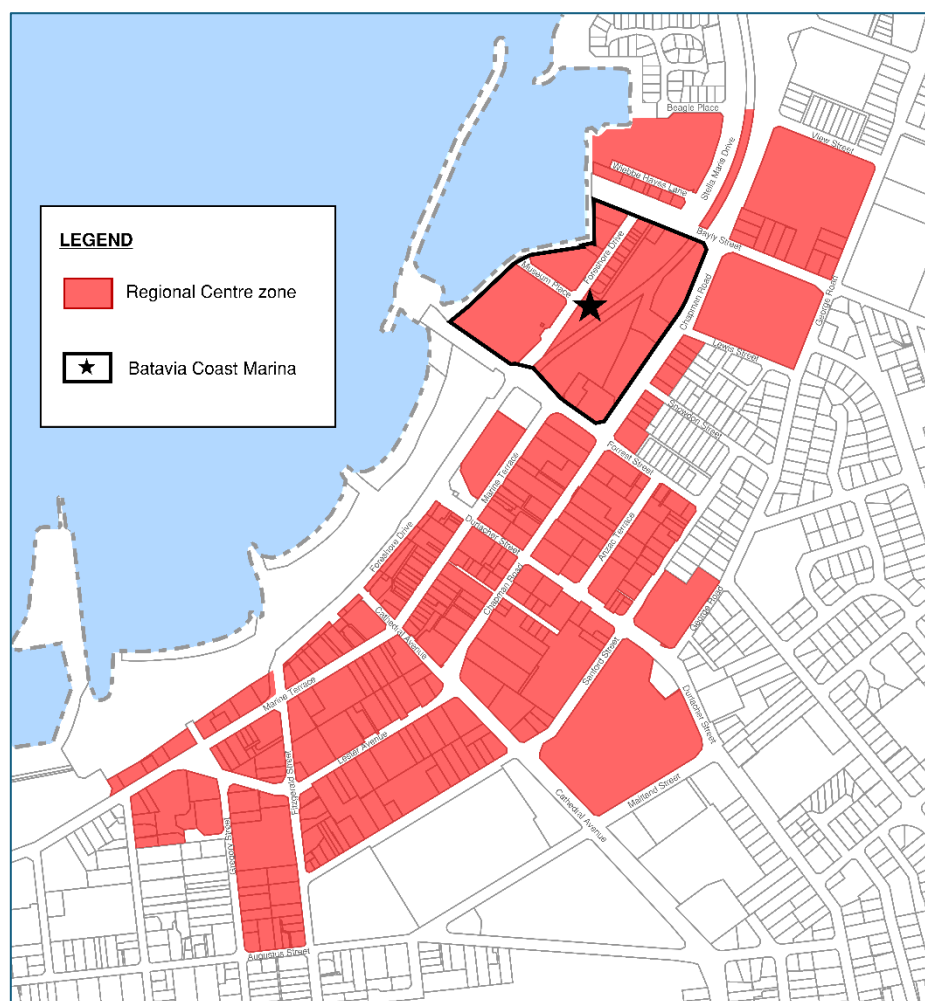


Figure 1 – City centre precincts

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	12m (3 storey)
	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	

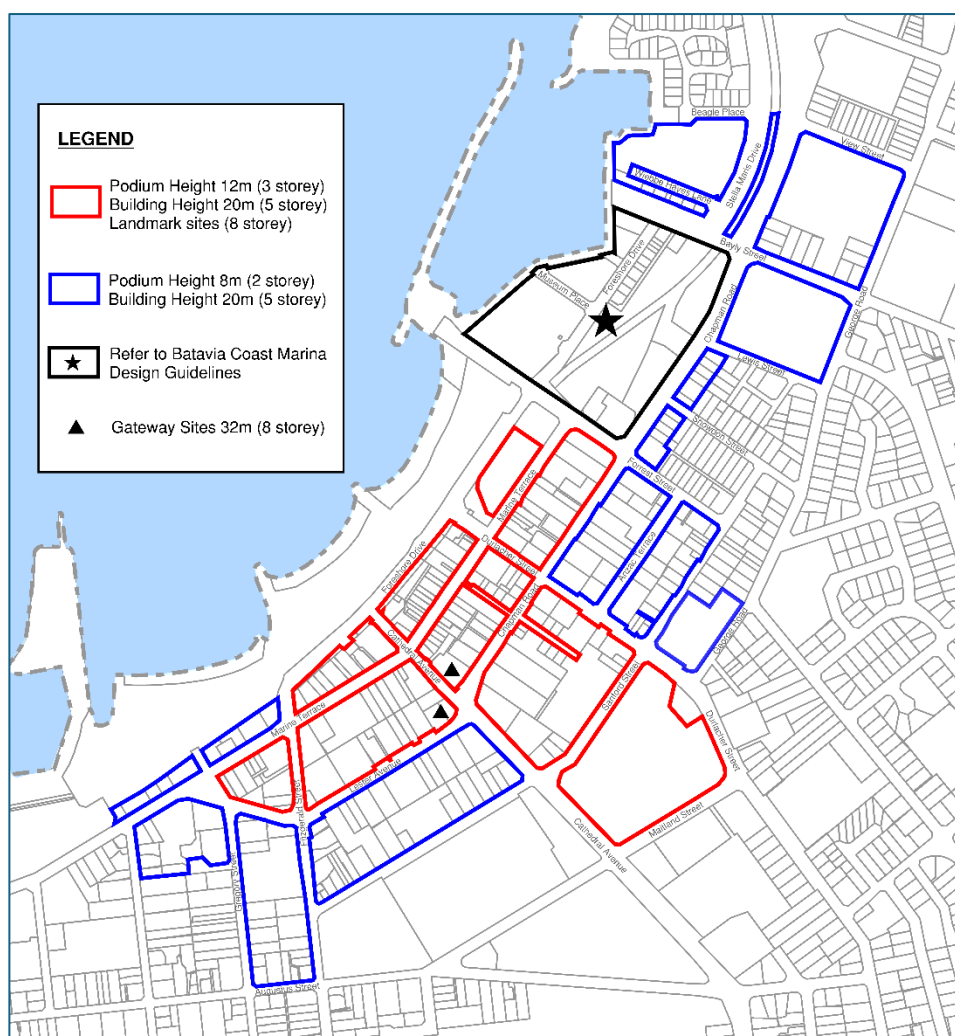


Figure 2 – Building Height Plan

5.3 Building Setbacks

- a) All development is to be set back in accordance with Table 2 – Building Setbacks below.
 - (i) The street façade of any building (excluding a heritage building) within 9m of a street corner may have an increased podium of up to 3m (one additional storey).
 - (ii) Buildings on corner sites (where there are no road truncations or truncations are less than 3m x 3m) shall define the corner by providing a 3m x 3m truncation void of any building but may include awnings, balconies etc.
- b) Where a road widening is required, setback distances shall be calculated from the new street alignment as per the Scheme.

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.

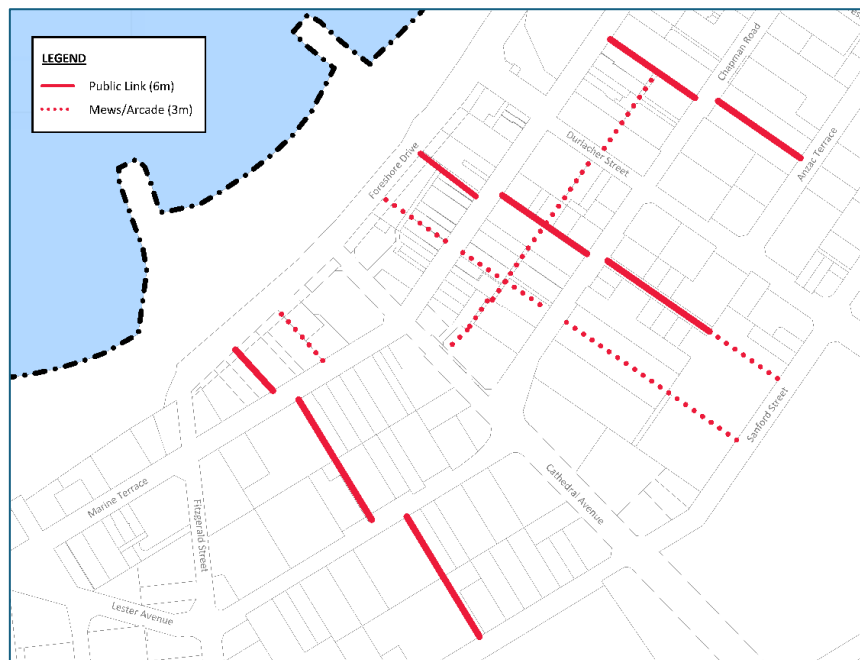


Figure 3 – Pedestrian Links

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.