

Design Guidelines – Geraldton Airport Technology Park Local Planning Policy

VERSION 2

December 2015

town planning services

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.

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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

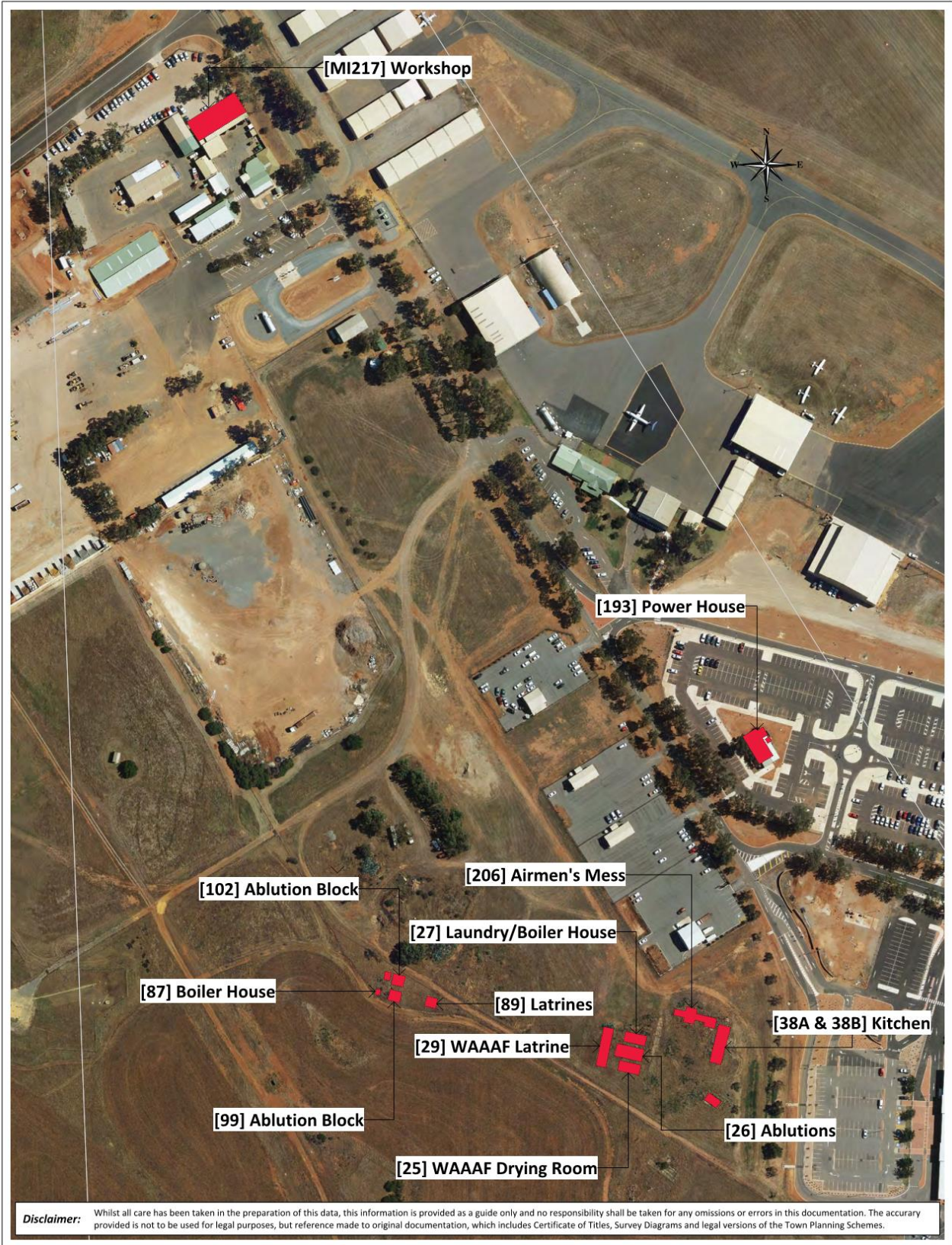
4.2.1 The Geraldton Airport has been identified as having cultural heritage significance. It is the site of RAAF No. 4 Service Flying Training School which operated under the Empire Air Training Scheme. The place played a significant role in the training and provision of aircrew to bolster the strength 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).



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.