

**GERALDTON BUSINESS PARK
OUTLINE DEVELOPMENT PLAN
(Sheet 1 of 2)**

LEGEND

- ODP BOUNDARY
- PRECINCT BOUNDARY
- INDICATIVE LOT BOUNDARY
- NATURAL GAS PIPELINE
- INDICATIVE BUILDING ENVELOPES
- OPEN AIR DISPLAY / SALES
- LANDSCAPING / DRAINAGE
- FEATURE PAVING / TRAFFIC CALMING / PEDESTRIAN PATHS
- PYLON SIGN LOCATIONS

BUILT FORM

The purposes of these Design Guidelines for the ODP are to:

- Ensure an appropriate development interface to Geraldton-Mount Magnet Road and the proposed GNSH;
- Ensure the built form and general appearance of buildings is of a high standard, commensurate with the intent of the Geraldton Commercial Park.

The Design Guidelines comprise:

- Design Principles (Sheet 2 of the ODP);
- Design Elements, which elaborate on the Design Principles.

VEHICLE ACCESS

Precincts 1 and 2

Vehicle access for Precincts 1 and 2 will be obtained from a new intersection off Geraldton-Mount Magnet Road, adjacent to the eastern boundary of the ODP, as shown.

An interim crossover is proposed to provide a second point of vehicle access from Geraldton-Mount Magnet Road. The interim crossover will remain in use pending construction and / or completion of the GNSH, at which point the crossover is to be removed.

Precinct 3

Upon completion of the GNSH, and subject to the approval of Main Roads WA, a new intersection from the GNSH is proposed, as shown on the ODP. This new intersection will provide a second point of vehicle access to the ODP area and is required to accommodate traffic generated by the development of Precinct 3.

Intersection Designs

All intersections and vehicle crossovers are subject to detailed design and all necessary approvals being obtained from the City of Geraldton-Greenough and Main Roads WA (as applicable), prior to the subdivision and / or development of the ODP.

Vehicle Access to Eighth Street

Ultimately, a new road link may be provided to Eighth Street, to the north of the ODP, via a new public road constructed through Reserves 24569 and 41503, and adjoining Lot 2. Construction of this new link road is subject to land owner consents and all necessary approvals being obtained. Development of the portion of Precinct 3 highlighted on the ODP will be deferred pending further decisions (if any) on the development of, and provision of a road link through the adjacent land.

PARKING

The table below shows the proposed Gross Floor Area (GFA) and number of car and bicycle parking bays.

Precinct	Gross Floor Area (m ²)	Car Parking Bays	Bicycle Parking Bays	
			Public	Staff
1	12,500	137	9	13
2	14,700	264	10	20
3	18,500	199	12	25
Total	45,700	1,000	30	62

The GFA shown is approximate only and subject to detailed design and approval of Development Applications.

The final number of car parking bays is approximate only and may vary depending on further detailed design. The maximum car parking variation contemplated is - 10% (i.e. 900 bays).

The maximum number of car parking bays provided within the ODP shall not exceed 1,000. For the purpose of assessing land use applications, a parking standard of 1 bay per 75 square metres GFA shall apply.

Bicycle parking is to be provided at a rate of 1 bicycle bay for public use for every 1,500 square metres GFA and 1 bicycle bay for staff use for every 750 square metres GFA.

END-OF-JOURNEY CYCLIST FACILITIES

End-of-journey cyclist facilities to be provided in each Precinct at a rate of 1 unisex shower / change room for the first 5 staff bicycle bays provided and 1 unisex shower / change room for every 10 staff bicycle bays provided thereafter in that Precinct.

Details of end-of-journey cyclist facilities, including location, access and management, to be provided at the Development Application stage, in accordance with suitable conditions of planning approval.

DRAINAGE

Stormwater from a 1 in 1 year storm event to be retained on site. Gully pits / soakwells to be used for run-off from paved areas.

Stormwater from greater than a 1 in 1 year storm event, up to a 1 in 10 year storm event, will be diverted to the landscaped areas on the perimeter of the ODP where these areas will be used for storage and soakage.

For overflow of stormwater from greater than a 1 in 10 year storm event, a landscaped drainage swale in the reserve of the proposed GNSH may be provided in association with Main Roads WA.

A Stormwater Management Plan is to be provided at subdivision stage, in accordance with a suitable condition of subdivision approval, to demonstrate the methodology for collection and disposal of stormwater.

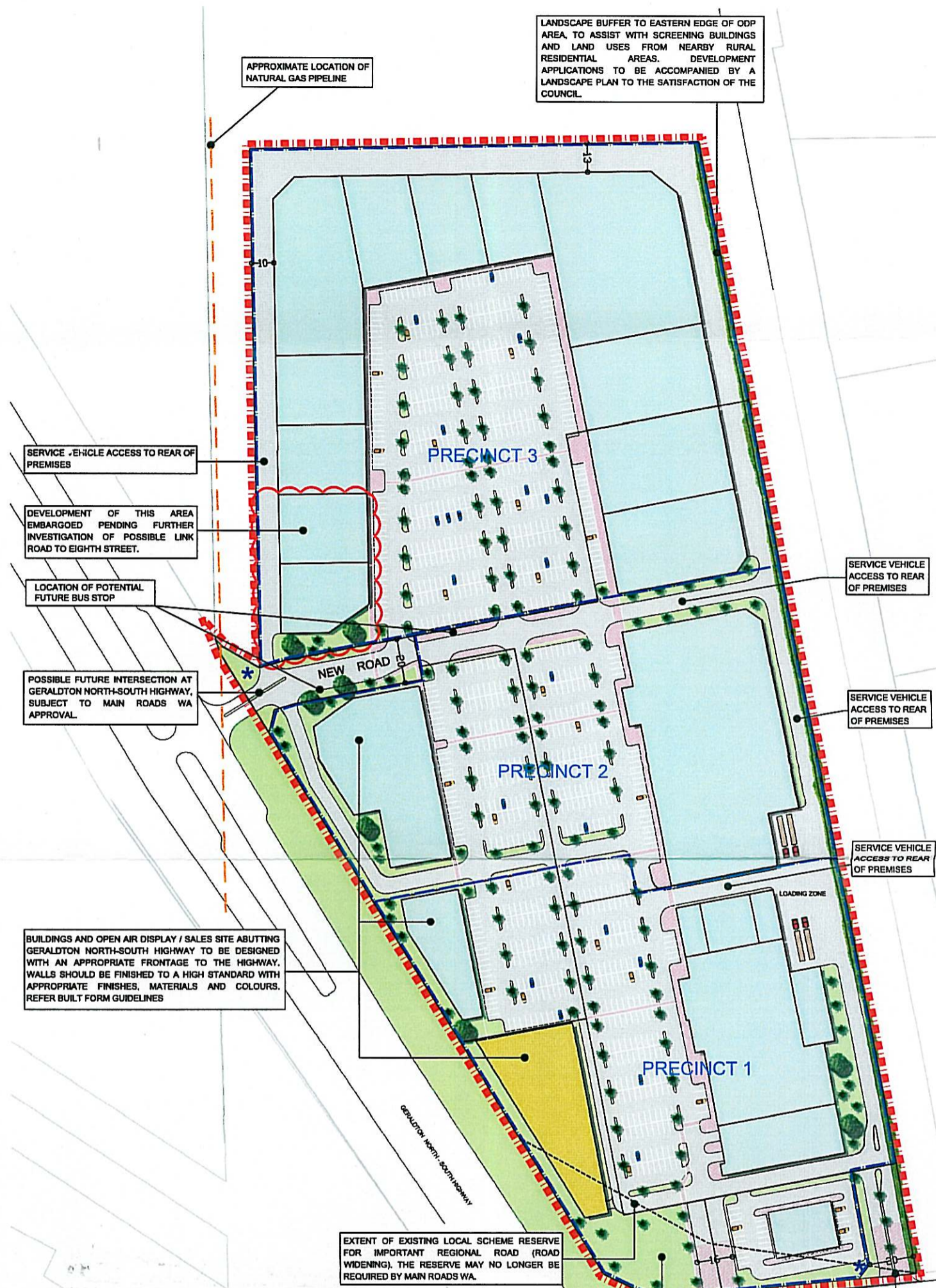
The Stormwater Management Plan is to incorporate Water Sensitive Urban Design principles, wherever possible, including installation of rainwater tanks to collect run-off from roofs for water re-use within the ODP.

SUBDIVISION

It is proposed to subdivide land within the ODP into separate freehold title lots. Indicative lot boundaries are shown on the ODP. The exact location of lot boundaries is subject to approval and specific purchaser / tenant needs.

All lots will have legal frontage to an existing or proposed public road.

All necessary easements for vehicle access, car parking and drainage will be registered on the Certificates of Title for the proposed lots as required, pursuant to a suitable condition of subdivision approval.



OUTLINE DEVELOPMENT PLAN - LOT 206 HORWOOD ROAD, WOOREE

The Western Australian Planning Commission resolved on 24 June 2010 to endorse the Outline Development Plan for Lot 206 Horwood Road, Wooree, as a guide for subdivision within the locality.

Signed for and on behalf of the Western Australian Planning Commission

Signature

an officer of the Commission duly authorised by the Commission pursuant to section 24 of the Planning and Development Act 2005 for that purpose in the presence of

Signature Witness 24 JUN 2010 Date

POSSIBLE LANDSCAPED DRAINAGE SWALE (SUBJECT TO STORMWATER MANAGEMENT PLAN)

PROPOSED ENTRY/EXIT FROM GERALDTON-MOUNT MAGNET ROAD. INTERIM ONLY, UNTIL CONSTRUCTION OF THE GERALDTON NORTH-SOUTH HIGHWAY, AT WHICH POINT ENTRY / EXIT IS TO BE REVIEWED.

NEW ROAD INTERSECTION TO GERALDTON-MOUNT MAGNET ROAD. DESIGN TO BE REVIEWED FOLLOWING CONSTRUCTION OF THE GERALDTON NORTH-SOUTH HIGHWAY.

FINAL APPROVAL

Adopted for final approval by resolution of the City of Geraldton - Greenough at the Ordinary meeting of the council held on the 23 day of MARCH and the Common Seal of the City of Geraldton - Greenough was hereunto affixed by the authority of a resolution of the Council in the presence of:

Signature MAYOR

Signature CHIEF EXECUTIVE OFFICER



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client	CPG Pty Ltd		

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