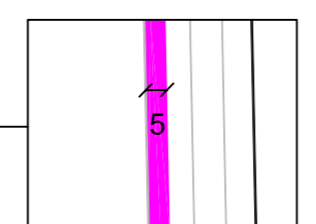
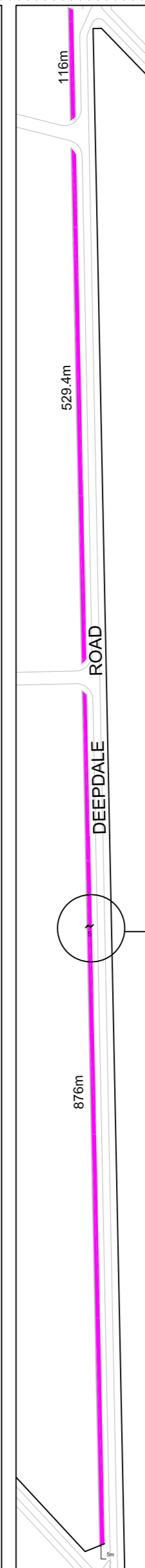
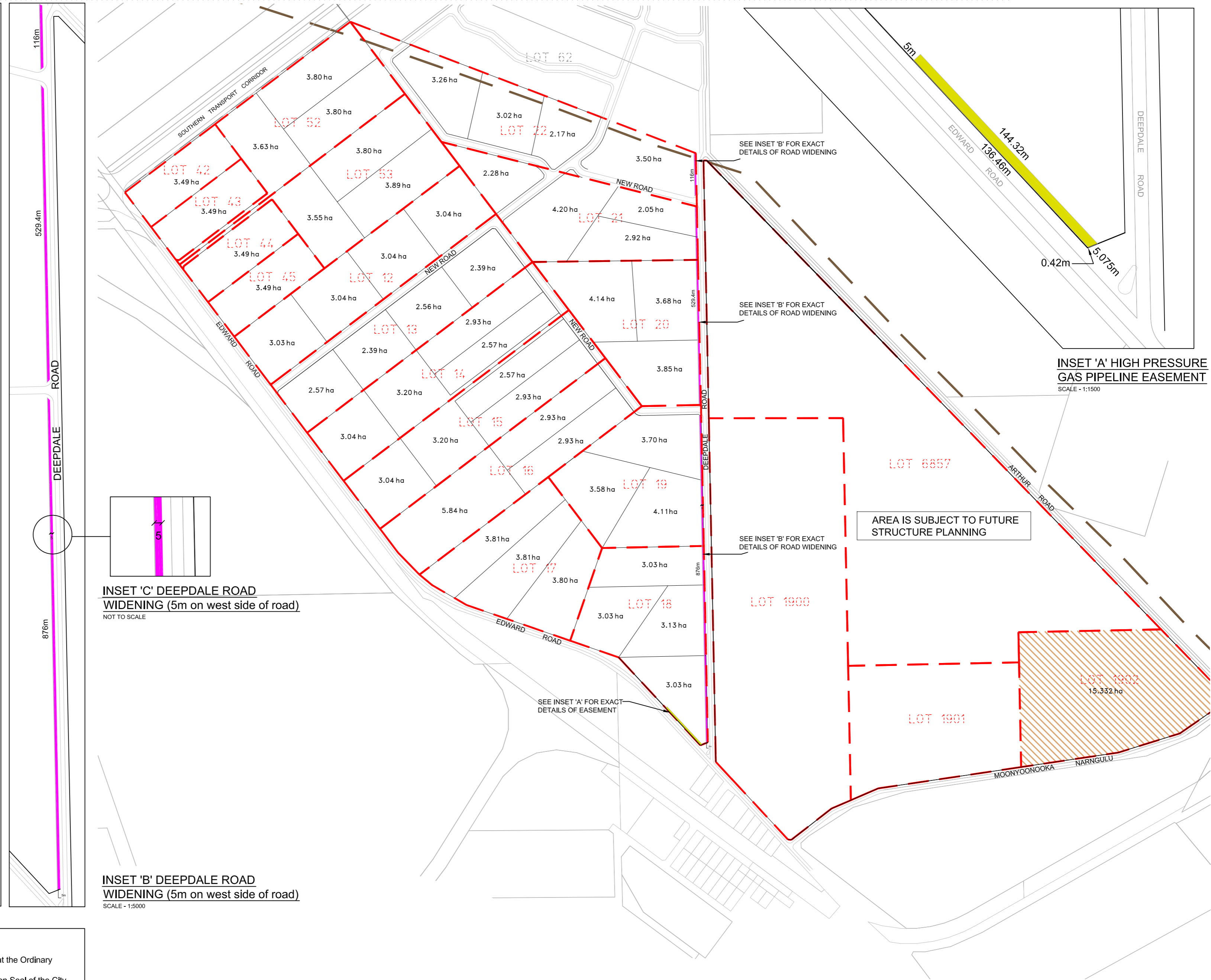


**LEGEND**

- ORIGINAL LOT BOUNDARIES
- NARNGULU INDUSTRIAL ESTATE BUFFER  
As shown on the Greater Geraldton Structure Plan 1999.
- ▨ SUBDIVISION RESTRICTED  
No subdivision until such time as the possible land requirements for the Oakajee to Narngulu Infrastructure Corridor have been finalised.
- 5m WIDE ACCESS EASEMENT FOR HIGH PRESSURE GAS PIPELINE. The gas pipeline easement area must be kept clear at all times and gates are to be installed in any fence crossing the existing easement. WestNet Energy and/or WA Gas Networks are to be provided with keys to any locked gates. In addition to the easement, further building conditions/restrictions exist for any construction or excavation (including any other works likely to modify ground levels) within 15m of the gas pipeline. The proponent must contact WestNet Energy prior to construction to obtain a list of their requirements.

**NOTES**

- The minimum lot size shall be 2ha with an average of 3ha to cater for medium-scale industrial operations.
- Subdivision shall generally be in accordance with this plan.
- Battleaxe lots shall have a minimum access leg width of 10m.
- Road reserves shall be ceded at the time of initial subdivision in order to facilitate the orderly subdivision of other landholdings.
- Direct vehicle access onto the Southern Transport Corridor will not be permitted.
- Uniform fencing will be required for lots abutting the Southern Transport Corridor.
- The Local Water Management Plan proposes to contain stormwater run-off within drainage swales constructed within the reserves of the new roads. Design of new roads is required to incorporate drainage swales or other infiltration methods in reserves. Drainage swales or other infiltration methods are not to impinge on access/egress of articulated truck movements.
- All new roads must be designed to accommodate road trains with a road reserve width of 25m.
- Minor road widening may be required for existing roads to accommodate stormwater drainage. This should be determined at the detailed subdivision stage.
- Road reserve widths are indicative and subject to local variations following detailed civil designs at subdivision stage.
- Assumptions used in the Local Water Management Plan:
  - lots to approximately 0.5ha will cater for 1:10 year storm events onsite. Impervious portion of the lot areas is taken at 65%;
  - lots approximately 3ha in area, west of Deepdale Road, will cater for 1:20 year storm events onsite. Impervious portion of the lot areas is taken at 40%;
  - lots approximately 6ha or larger in area, east of Deepdale Road, will cater for 1:20 year storm events onsite. Impervious portion of the lot areas is taken at 30%.
- Due to the proximity of the airport:
  - future development is to comply with the requirements of the Obstacle Height Limitations Surface;
  - prior to any development, a waste management plan is required to minimise bird and mammal attraction;
  - lighting will need to comply with the Aerodrome Manual of Standards 139 and in particular section 9.1.3.



**INSET 'C' DEEPDALE ROAD WIDENING (5m on west side of road)**  
NOT TO SCALE

**INSET 'B' DEEPDALE ROAD WIDENING (5m on west side of road)**  
SCALE - 1:5000

**INSET 'A' HIGH PRESSURE GAS PIPELINE EASEMENT**  
SCALE - 1:1500

**FINAL APPROVAL**

Adopted for final approval by resolution of the City of Geraldton - Greenough at the Ordinary meeting of the council held on the \_\_\_ day of \_\_\_\_\_ 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:

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF EXECUTIVE OFFICER

date 04 February 2011 job no. 6079 scale 1:7500 @ A2  
 designer A Stewart prepared by D McCulloch e-ref 021101  
 client City of Geraldton - Greenough

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 email geraldton@greg-rowe.com web www.greg-rowe.com tel +618 9956 0633 fax +618 9965 0633

title narngulu industrial estate buffer precinct C  
 general industry structure plan  
 address deepdale, arthur and edward roads  
 meru

perth tel +618 9221 1991 email gra@greg-rowe.com  
 peel / south west tel +618 9582 8288 email mandurah@greg-rowe.com  
 pilbara tel +618 9173 4333 email portland@greg-rowe.com

**GREG ROWE & associates**  
 FOCUSED ON ACHIEVEMENT

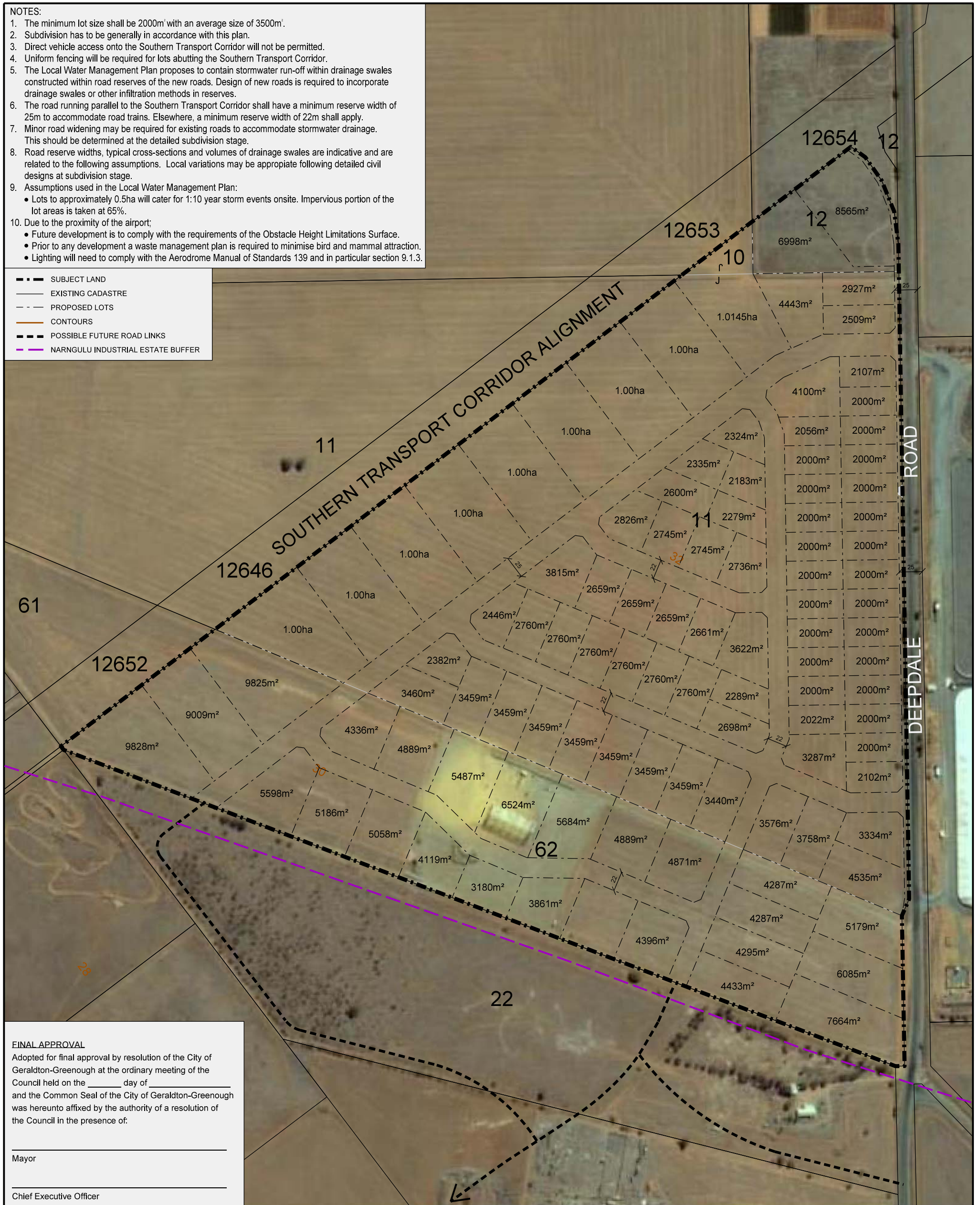
TOWN PLANNING  
 MASTER PLANNING  
 URBAN DESIGN  
 PROJECT MANAGEMENT

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**NOTES:**

1. The minimum lot size shall be 2000m<sup>2</sup> with an average size of 3500m<sup>2</sup>.
2. Subdivision has to be generally in accordance with this plan.
3. Direct vehicle access onto the Southern Transport Corridor will not be permitted.
4. Uniform fencing will be required for lots abutting the Southern Transport Corridor.
5. The Local Water Management Plan proposes to contain stormwater run-off within drainage swales constructed within road reserves of the new roads. Design of new roads is required to incorporate drainage swales or other infiltration methods in reserves.
6. The road running parallel to the Southern Transport Corridor shall have a minimum reserve width of 25m to accommodate road trains. Elsewhere, a minimum reserve width of 22m shall apply.
7. Minor road widening may be required for existing roads to accommodate stormwater drainage. This should be determined at the detailed subdivision stage.
8. Road reserve widths, typical cross-sections and volumes of drainage swales are indicative and are related to the following assumptions. Local variations may be appropriate following detailed civil designs at subdivision stage.
9. Assumptions used in the Local Water Management Plan:
  - Lots to approximately 0.5ha will cater for 1:10 year storm events onsite. Impervious portion of the lot areas is taken at 65%.
10. Due to the proximity of the airport:
  - Future development is to comply with the requirements of the Obstacle Height Limitations Surface.
  - Prior to any development a waste management plan is required to minimise bird and mammal attraction.
  - Lighting will need to comply with the Aerodrome Manual of Standards 139 and in particular section 9.1.3.

- SUBJECT LAND
- EXISTING CADASTRE
- PROPOSED LOTS
- CONTOURS
- POSSIBLE FUTURE ROAD LINKS
- NARNGULU INDUSTRIAL ESTATE BUFFER



**FINAL APPROVAL**

Adopted for final approval by resolution of the City of Geraldton-Greenough at the ordinary meeting of the Council held on the \_\_\_\_\_ day of \_\_\_\_\_ 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:

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Executive Officer

**Narngulu Industrial Estate  
Buffer Precinct C  
-Light Industry Structure Plan**



50m 0 100 200m

1:2000 @ A1 or 1:4000 @ A3  
ALL DISTANCES ARE IN METRES

REVISION	DESCRIPTION	DRAFTER	DATE
J			
I			
H	Cross Section removed, Road dimension	K.S.	04.02.2011
G	Signature Box added	K.S.	09.06.2010
F	Additional note	K.S.	09.06.2010
E	Mods to lot bdy's (Original lots 10 & 12)	K.S.	13.04.2010
D	Proposed lot sizes	K.S.	13.04.2010
C	Modification to title, notes & link roads	K.S.	06.04.2010
B	Notes and Cross Section	K.S.	06.04.2010
A	Modifications from Council	K.S.	01.04.2010

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PROHIBITED.

ORIGINAL PLANNER:	S.T.
ORIGINAL DRAFTER:	K.S.
CREATED DATE:	25.03.2010
AERIAL DATA:	ECW
CADASTRAL DATA:	MGA
TOPOGRAPHIC DATA:	2m CONTOUR INTERVAL



**06407P-SP-08H**