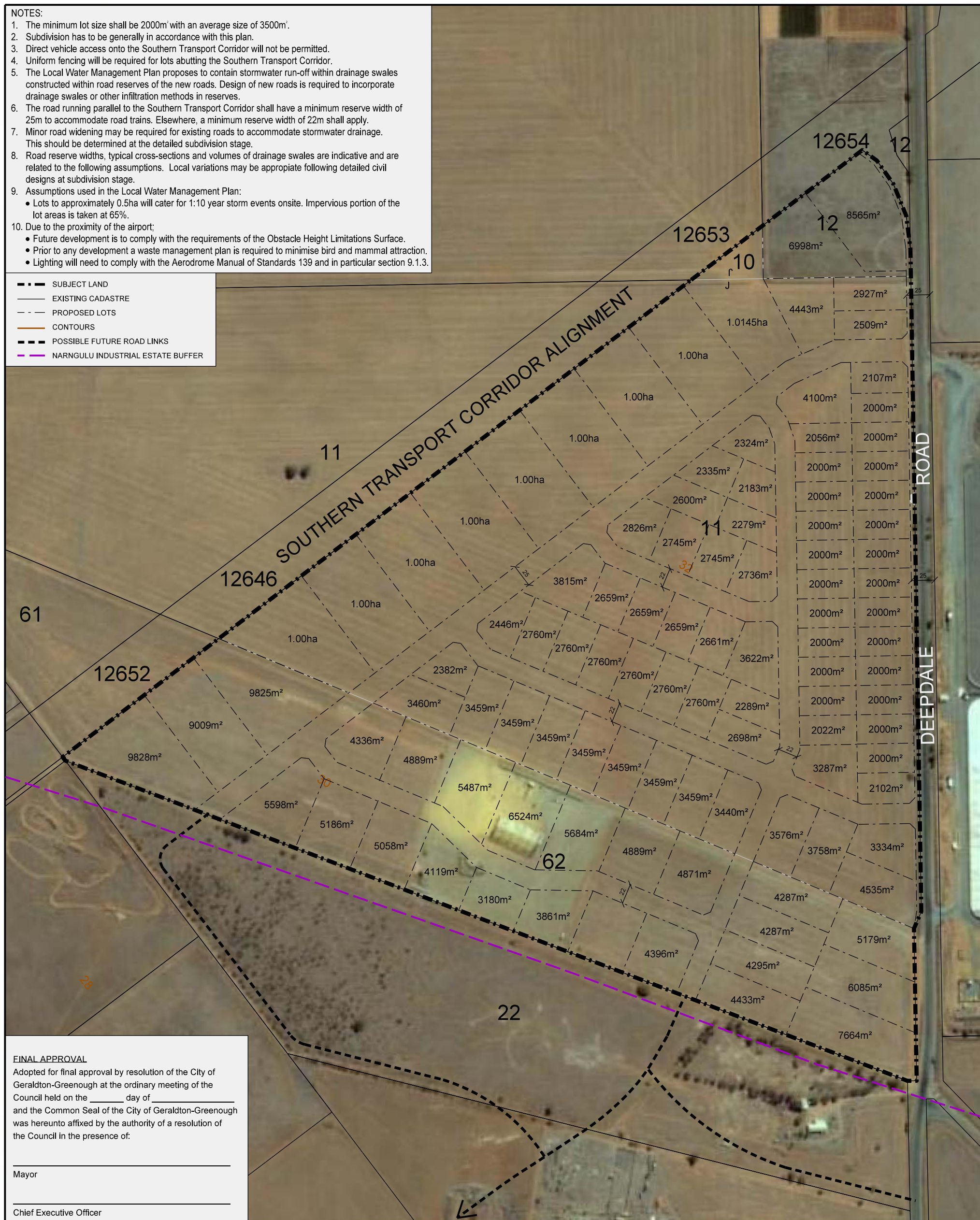


- NOTES:
1. The minimum lot size shall be 2000m² with an average size of 3500m².
 2. Subdivision has to be generally in accordance with this plan.
 3. Direct vehicle access onto the Southern Transport Corridor will not be permitted.
 4. Uniform fencing will be required for lots abutting the Southern 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



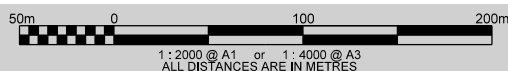
~~FINAL APPROVAL~~

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



ALL DISTANCES ARE IN METRES			
J			
I			
H			
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	Meds 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
REVISION	DESCRIPTION	DRAFTER	DATE

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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

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

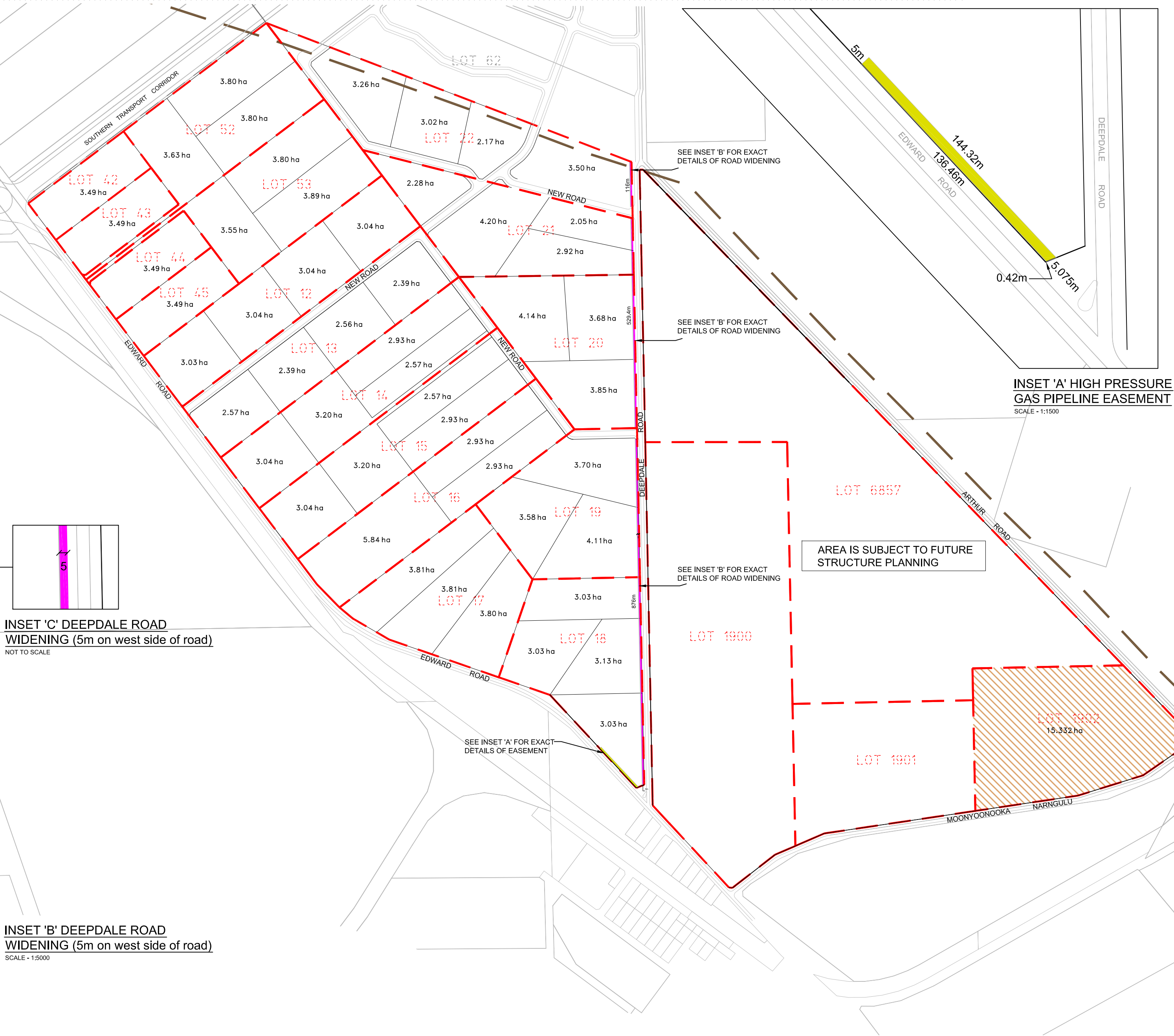
- The minimum lot size shall be 2ha with an average of 3ha to cater for medium-scale industrial operations.
- Subdivision shall generally be in accordance with this plan.
- Battleaxe lots shall have a minimum access leg width of 10m.
- Road reserves shall be ceded at the time of initial subdivision in 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.

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



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

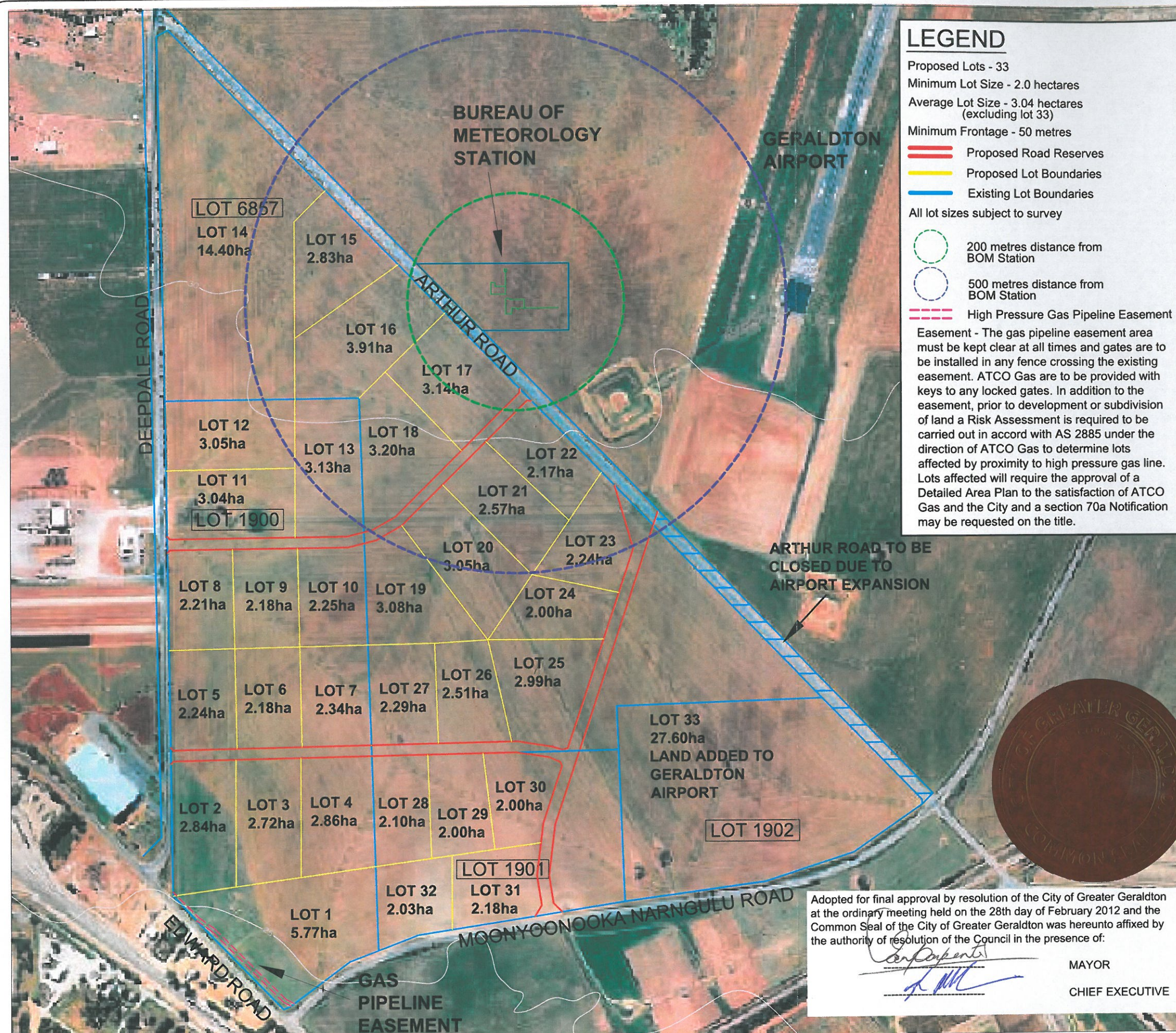
INSET 'A' HIGH PRESSURE
GAS PIPELINE EASEMENT
SCALE - 1:1500

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
291 Marine Terrace, Geraldton, Western Australia, 6530
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 porthedland@greg-rowe.com

GREG ROWE & associates
FOCUSSED ON ACHIEVEMENT





Notes

- Subdivision shall generally be in accordance with the approved Structure Plan.
- The minimum lot size shall be 2 hectares with an average of 3 hectares to cater to small to medium scale industrial operations.
- Road reserve widths are indicative and should cater for road trains. The final design is subject to detailed civil designs at the subdivision stage.
- Due to proximity of the airport:
 - future development is to comply with the requirements of the Obstacle Height Limitations Surface;
 - development is to comply with the waste management plan (refer attachment 5) to minimise bird and mammal attraction; and
 - lighting is to comply with the Aerodrome Manual of Standards 139 and in particular section 9.1.3.
- Assumptions used in the Local Water Management Plan:
 - all lots will cater for the 1 : 20 year storm event on site. Impervious portion of the lot areas is taken at 50%; and
 - for the 1 : 100 year storm event, runoff is stored and infiltrated in the road drainage swale.
- The Local Water Management Plan proposes to contain stormwater run-off with drainage swales constructed within the road reserves of existing and proposed road reserves. Design of new roads is required to incorporate drainage swales or other infiltration methods in reserves. Drainage swales and/or other infiltration methods are not to impinge on access/egress of articulated truck movements.
- Development is limited to 'dry' industry. Developments creating wastewater greater than 540 litres per day per 2,000m² of lot size are not permitted. Any industry seeking to create wastewater greater than this amount should develop disposal options that are to the satisfaction of the Health Department of WA and the City. This may include connection to sewer.
- Development within the 0-200m, 200-500m and +500m radii is to comply with the Bureau of Meteorology clearance requirements (attachment 6).