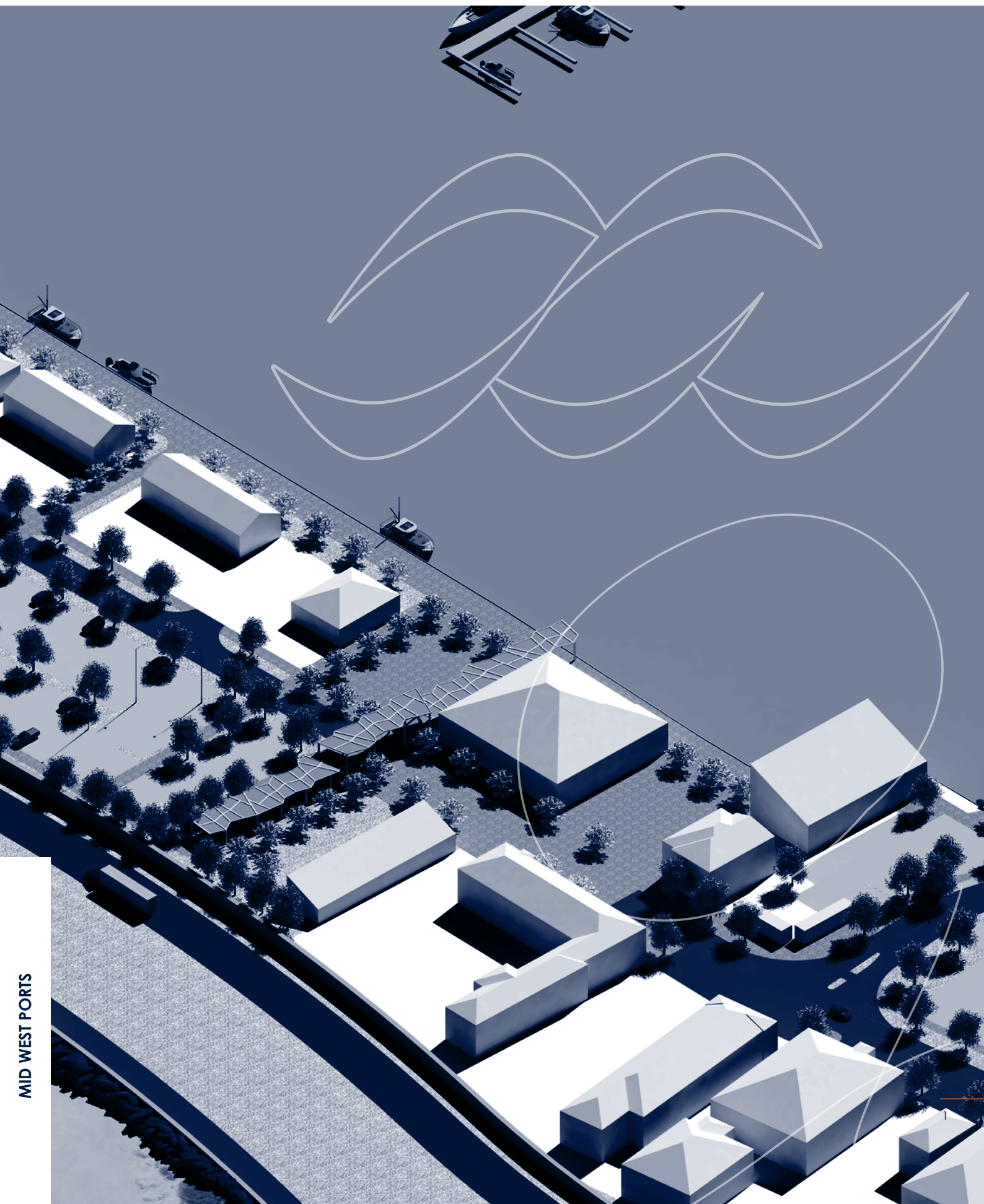


GERALDTON FISHING BOAT HARBOUR DEVELOPMENT GUIDELINES



DOCUMENT INFORMATION

Development Guidelines
Geraldton Fishing Boat Harbour
Mid West Ports Authority

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Section 1

1.0 Introduction



1.1 THE FBH DEVELOPMENT PLAN

The Vision for Geraldton Fishing Boat Harbour is to facilitate quality trade and tourism opportunities through a strong focus on people, place and planet.

A unique place with 24/7 activity; an economic engine room; a dynamic and sustainable waterfront hub; a vibrant attraction which showcases Geraldton. The Development Plan creates a framework for understanding what needs to be done, now and over the medium to long term, to achieve this in a coordinated and sustainable manner.

Geraldton is a sought-after place to live, work, visit and invest and the Port and the Fishing Boat Harbour (FBH) are fundamental to the socio-economic well-being of the town, wider region and the 'Gateway to Trade and Tourism'. In response to increasing trade and future opportunities for growth and diversification, the Mid West Ports Authority (MWPA) developed the Port of Geraldton Masterplan in 2020 to guide investment decisions. A key objective of the Masterplan is the maximisation of the FBH. MWPA has, therefore, prepared a detailed Development Plan (the Plan) for the FBH that will guide the placement and design of new development and significant additions to infrastructure and the public realm. The Plan will facilitate the organisation and integration of land uses and the protection and growth of key transport and infrastructure corridors, as well as identifying sustainable long-term expansion options.

The Plan responds to the tangible and intangible drivers for growth and adaptation, including asset management, digital connectivity and technology, climate change and sustainability, celebration of local heritage and culture, inclusivity, and strategies to support efficiency and innovation.

The FBH will be a place of 24/7 activity, where the daily operations of the port, harbour-side industries and fishing fleet form the primary function but also provide an interesting and dynamic backdrop for the local community and visitors to experience and enjoy the waterfront.

The Plan proposes more land to be available for development and significant upgrades to infrastructure, including new breakwaters and key transport and service corridors. The design provides for a highly effective harbour that caters for the fishing fleet, port facilities and services in addition to visiting recreational boats, charter boats, super yachts and heritage vessels. Attractions for the local community could include food and beverage outlets, signature events, occasional markets, local retail offerings and viewing platforms with information on the workings of the port and harbour and safe areas for recreational fishing.

The Plan is allotted into precincts that accommodate similar and compatible land uses, to support synergies between businesses. The planning of the precincts also ensures appropriate separation of heavy operational traffic from public areas and 'future-proofs' service corridors and coordinated staging of key infrastructure elements.

The Plan provides flexibility for the future with options for expansion, adaptation and continuing upgrades.

These Development Guidelines have been prepared to supplement the FBH Development Plan, to ensure the MWPA achieves functional, quality and desirable built form, public access and landscape outcomes.



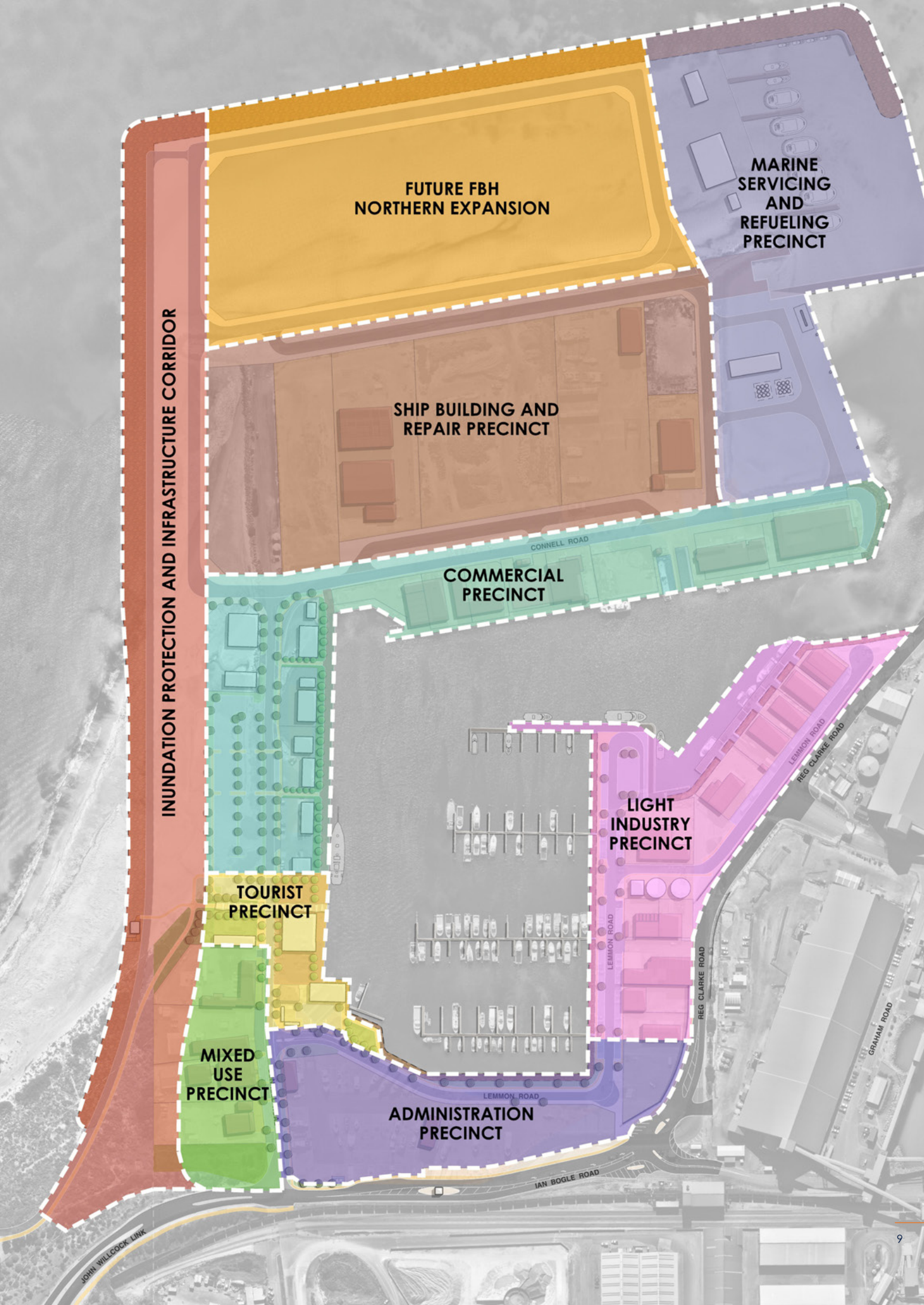
The Development Plan

1.2 PRECINCT PLAN

The purpose of the precinct zoning plan is to make sure, from this point forward, the arrangement of land use is planned to ensure compatibility and to create lease sites for new tenants that are appropriate for the activity they intend to take.

FISHING BOAT HARBOUR PRECINCTS

- **Future Northern Expansion Precinct:** for longer-term marine-focused industry and commercial uses.
- **Marine Servicing and Refueling Precinct:** for tug-boat and pilot-boat facilities, boat servicing infrastructure, fuel infrastructure, and marine-focused commercial and industry uses.
- **Ship Building and Repair Precinct:** for additional development sites and the creation of improved and additional facilities to support existing businesses.
- **Inundation Protection and Infrastructure Corridor Precinct:** for a new breakwater and land reclamation to facilitate the protection and expansion of the FBH area, and for future MWPA infrastructure requirements.
- **Commercial Precinct:** retention of existing lease sites; reclaimed land to enable the provision of new commercial lease sites, and a new public parking area to support new land uses, recreational visitors, and events.
- **Tourist Precinct:** to create an appealing place for visitors and the FBH workers, including improvements to Connell Road, a variety of opportunities for food & beverage and retail operators, public spaces and harbourside promenade.
- **Mixed Use Precinct:** Improvements to the safety and amenity of Connell Road, whilst retaining the accessibility and operational requirements for existing businesses.
- **Administration Precinct:** for future MWPA facilities and infrastructure, including the upgrade of Ian Bogle Road and the realignment of Lemmon Road to connect with Connell Road.
- **Light Industry Precinct:** Provision of new boat pens, service jetty and associated parking; the reposition and upgrade of Reg Clarke Road; the extension of Lemmon Road to retain access to existing lease sites; the provision of new fencing to mitigate dust impacts.



INUNDATION PROTECTION AND INFRASTRUCTURE CORRIDOR

**FUTURE FBH
NORTHERN EXPANSION**

**MARINE
SERVICING
AND
REFUELING
PRECINCT**

**SHIP BUILDING AND
REPAIR PRECINCT**

**COMMERCIAL
PRECINCT**

CONNELL ROAD

**LIGHT
INDUSTRY
PRECINCT**

LEMMON ROAD
REG CLARKE ROAD

**TOURIST
PRECINCT**

**MIXED
USE
PRECINCT**

**ADMINISTRATION
PRECINCT**

LEMMON ROAD

IAN BOGLE ROAD

JOHN WILCOCK LINK

1.3 HOW TO USE THIS DOCUMENT

The FBH Development Guidelines are supplementary to the Mid West Ports Authority Development Guidelines (Port Guidelines).

Mid West Ports Authority has jurisdiction over the Fishing Boat Harbour and broader Port area. The City of Geraldton Planning Scheme therefore does not apply in this area, although the City is consulted on the majority of Development Applications.

Refer to the Port Guidelines for guidance on Application types and general lodgement requirements. The Port Guidelines also provide an overview of the Approval process and assessment fees.

The Port Guidelines shall prevail where any inconsistencies between the FBH Guidelines and the Port Guidelines exist.

Both the requirements of the Port Guidelines and these FBH Development Guidelines should be satisfied by Applicants seeking Approval from the Mid West Ports Authority.

To understand if the Port is in general support of your proposed use of a particular lease area, The starting point is to check the Land Use Matrix in these Guidelines (Table 1).

The primary purpose of this document is to outline both general building design guidance for the FBH, and to outline more specific design guidance for each Precinct.

Early engagement with the MWPA is recommended, particularly in the concept planning phase prior to formulating proper design drawings for Approval purposes.

1.4 RELATIONSHIP TO OTHER DOCUMENTS

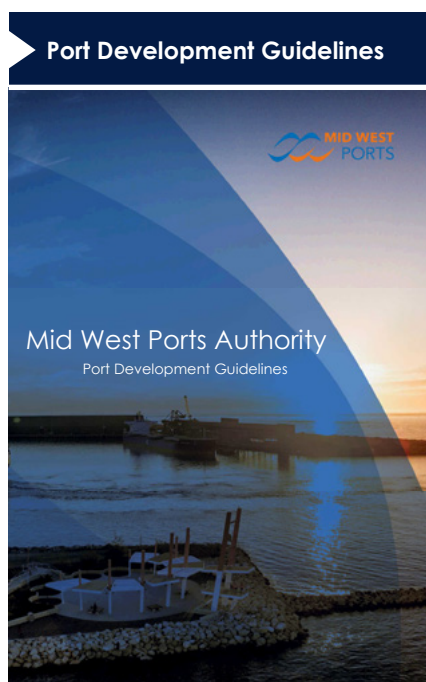
Spatial Plans establishing long-term vision

Refer to these documents to understand context and explanation of the Port Authority's long-term plans for Geraldton Port (including the Fishing Boat Harbour)



Site and building design guidance

The Geraldton Fishing Boat Harbour Development Guidelines should be read in conjunction with the Mid West Ports Authority Port Development Guidelines. Refer to the Port Development Guidelines for an overview of the Approval process and Application requirements.



Section 2

2.0 General Development Requirements

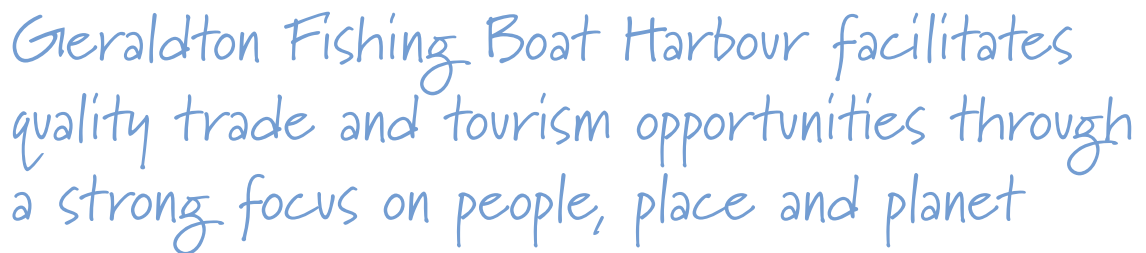


2.1 CONTRIBUTION TO THE FBH VISION

Overarching Development Objective:

Development is to contribute to, and not detract or hinder, the Vision and long-term spatial plan established by the Mid West Port Authority in the FBH Development Plan.

The Vision for the Fishing Boat Harbour, extracted from the FBH Development Plan:



Geraldton Fishing Boat Harbour facilitates quality trade and tourism opportunities through a strong focus on people, place and planet

VISION

The FBH will be a place of 24/7 activity, where the daily operations of the Port, harbour side industries and fishing fleet form the primary function but also provide an interesting and dynamic backdrop for the local community and visitors to experience and enjoy the waterfront. The public areas of the waterfront will be more appealing and create spaces to enjoy dining on the catch of the day, browse market stalls, fish off the breakwater and tourist-wharf, and watch the sunset.

The vision for the Geraldton Fishing Boat Harbour Development Plan is for it to be easily understood and to provide clarity on available development and trade prospects. A plan which defines space and amenity for a range of land uses and public and operational activities, with the ability to adapt to needs over time. The plan connects the wider community to the Harbour and creates opportunities for enjoyable experiences for workers and visitors alike, in a safe and sustainable environment.

The vision builds upon the Port of Geraldton Masterplan which identifies the FBH as a unique asset requiring a detailed development plan to identify potential redevelopment opportunities, improved maritime infrastructure and more diverse land uses, whilst maintaining a true working boat harbour. The vision is also a response to community sentiment expressed in recent surveys and the outcomes of stakeholder engagement.

Minimum Development Requirements

Applicants are to demonstrate the following:

1. Land uses that are compatible with the desired future character and objectives of each Precinct.
2. Siting of buildings and structures generally consistent with the conceptual buildings shown on the FBH Development Plan.
3. Vehicle access and car parking layout is generally consistent with the FBH Development Plan.



Indicative Illustrations of long-term development of the Geraldton Fishing Boat Harbour

2.2 LAND USE PERMISSIBILITY

The Land Use Matrix is a useful starting point for Applicants seeking to understand if their proposal is likely to receive support from the MWPA in a particular location within the FBH, prior to investing further time and expenses in preparing a proper Application.

The permissibility of uses within lease areas is determined by cross-reference between the list of use classes on the left hand side of the Land Use Matrix and the list of Precincts at the top of the matrix.

The symbols used in the Land Use Matrix have the following meanings -

- P Means that the use is supported if it complies with any relevant development standards and requirements of these Guidelines and the Port Development Guidelines.
- D Means that the use is not supported unless the Port Authority has exercised its discretion by granting development approval.
- X Means that the use is not supported by the Port Authority in that particular Precinct.

The Port Authority may, in respect of a use that is not specifically referred to in the Land Use Matrix and that cannot reasonably be determined as falling within a use class referred in the Land Use Matrix -

1. determine that the use is consistent with the objectives of a particular Precinct and is therefore a use that may be permitted in the Precinct subject to conditions imposed by the Port Authority; or
2. determine that the use is not consistent with the objectives of a particular zone and is therefore not a supported development in the Precinct.

There will be a general presumption against supporting any sensitive land uses anywhere in the FBH, with no allowances for accommodation of any type. These types of uses are not suitable in the MWPA jurisdiction.

In making a determination, the Port may elect to consult with other lease holders and Operators within the Fishing Boat Harbour, particularly those in close proximity to any proposed development.

Current activity on existing lease area that are no longer supported shall be treated as non-conforming uses.

A non-conforming use means the use of a lease area which, though previously supported by the Port before the formulation of the FBH Development Plan, is not in conformity with the desired land uses for that particular Precinct as specified in the Land Use Matrix.

Although the Development Plan will not affect existing commercial arrangements between leaseholders and the Port during the course of agreed lease periods, a request for an extension to the lease or an Application for Approval for a Type 2 or Type 3 Development (as defined by the Port Guidelines) enables the MWPA to exercise its discretion with regard the Land Use Matrix and long term staging considerations established in the FBH Development Plan. The MWPA will take into account other staging considerations for major infrastructure and potential land use conflicts in considering any lease extension or Development Application.

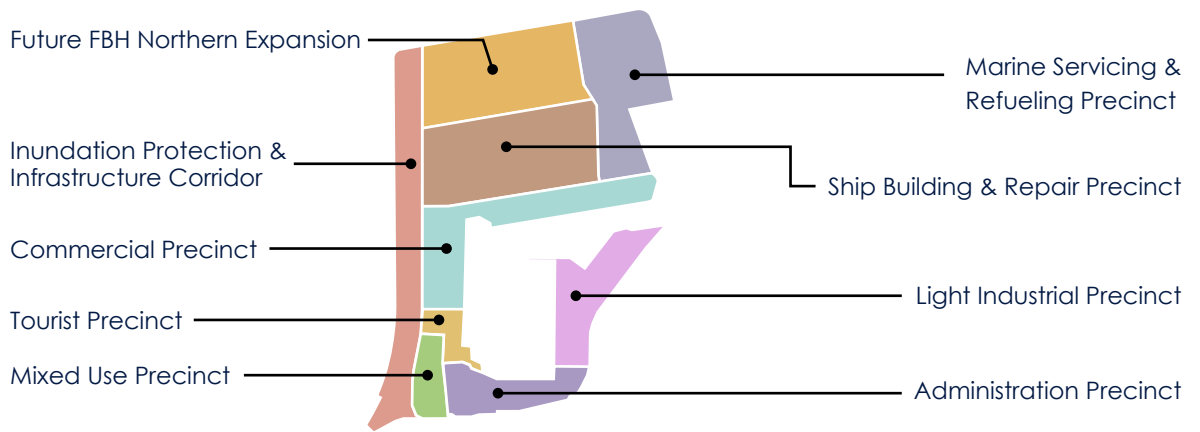


Table 1: Land Use Matrix

| | Administration Precinct | Mixed Use Precinct | Tourist Precinct | Commercial Precinct | Light Industrial Precinct | Ship Building & Repair Precinct | Marine Servicing & Refueling Precinct | Inundation Protection & Infrastructure Corridor | Future FBH Northern Expansion | Land use permissibility to be determined on a case by case basis by MWPA |
|-----------------------|-------------------------|--------------------|------------------|---------------------|---------------------------|---------------------------------|---------------------------------------|---|-------------------------------|--|
| Boat Building/Repair | X | X | X | X | D | P | D | X | | |
| Boat Servicing | X | X | X | X | D | P | P | X | | |
| Boat Storage | X | X | X | X | D | P | D | X | | |
| Civic Use | D | D | D | X | X | X | X | X | | |
| Convenience Store | X | P | D | X | X | X | X | X | | |
| Exhibition Centre | X | D | P | X | X | X | X | X | | |
| Fleet Depot | D | D | X | P | P | D | D | X | | |
| Fuel Depot | X | X | X | D | P | P | P | X | | |
| Industry - General | X | X | X | D | D | D | D | X | | |
| Industry - Light | X | D | X | D | P | D | D | X | | |
| Office | P | P | D | D | D | D | D | X | | |
| Restaurant / Café | D | D | P | X | X | X | X | X | | |
| Seafood Processing | X | D | D | P | X | X | X | X | | |
| Shop | D | P | P | D | X | X | X | X | | |
| Small Bar | D | D | P | X | X | X | X | X | | |
| Stockpiling / Laydown | X | X | X | D | P | P | P | X | | |
| Tourist Operation | D | P | P | D | D | X | X | X | | |
| Warehouse / Storage | X | D | X | D | P | P | P | X | | |

2.3 LAND USE DEFINITIONS

For the purpose of determining land use permissibility under Table 1, MWPA will classify proposals based on their predominate use that best fits within the land use definitions provided in this section.

| | |
|-------------------------------|---|
| Boat Building / Repair | means premises used for the construction or major repair of boats and their systems. |
| Boat Servicing | means premises used for minor repairs associated with routine maintenance of boats and their systems. |
| Boat Storage | means premises used for the storage of boats. |
| Civic Use | means premises used by a government department, an instrumentality of the State or the local government for administrative, recreational or other purposes. |
| Convenience Store | means premises: <ol style="list-style-type: none">used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents; andoperated during hours which include, but may extend beyond, normal trading hours; andthe floor area of which does not exceed 300m². |
| Exhibition Centre | means an indoor premises used for the display, or display and sale, of materials of an artistic, cultural or historical nature including a museum or art gallery. |
| Fleet Depot | means premises used primarily for parking or garaging of 3 or more commercial vehicles including: <ol style="list-style-type: none">Any ancillary maintenance or refuelling of those vehicles; andany ancillary storage of goods bought to the premises by those vehicles; andthe transfer of goods or persons from one vehicle to another. |
| Fuel Depot | means premises used for the storage and sale in bulk of solid or liquid or gaseous fuel, but does not include premises used; <ol style="list-style-type: none">as a service station; orfor the sale of fuel by retail into a vehicle for use by the vehicle. |

| | |
|------------------------------|--|
| Industry - General | means premises used for the manufacturing, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and includes facilities on the premises used for any of the following purposes: <ul style="list-style-type: none"> a. the storage of goods; b. the work of administration or accounting; c. the selling of goods by wholesale or retail; d. the provision of amenities for employees; e. incidental purposes. |
| Industry - Light | means premises used for an industry where impacts on the amenity of the area in which the premises is located can be mitigated, avoided or managed. |
| Office | means premises used for administration, clerical, technical, professional or similar business activities. |
| Restaurant / Cafe | means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licensed under the under the Liquor Control Act 1988. |
| Small Bar | means premises the subject of a small bar licence granted under the Liquor Control Act 1988 which does not sell packaged liquor and is restricted to a maximum number of 120 persons who may be on the licensed premises. |
| Stockpiling / Laydown | means the temporary storage of raw or manufactured materials for a given purpose in an enclosed or an open environment. |
| Tourist Operation | means premises used for any of the following purposes: <ul style="list-style-type: none"> a. a muster point for visitors before embarking to undertake activities in other locations outside of the Port, with a small kiosk and incidental food facilities catering to visitors; b. an operation with the ability to cater for the majority of anticipated visitors indoors, or outside if protection from strong easterly and southerly breezes can be demonstrated; or c. Any other facility specifically established to attract people and activity from outside the Harbour, that is not otherwise defined as a Restaurant / Cafe; and is limited in floorspace to less than 300m ² (larger areas may be considered on a case by case basis if the additional floorspace is incidental to the predominate use and is necessary to support the Tourist Operation, eg. back-of-house, storage, office etc.) |
| Warehouse / Storage | means premises including indoor or outdoor facilities used for: <ul style="list-style-type: none"> a. The storage of goods, equipment, plant or materials; or b. the display or sale by wholesale of goods. |

Section 3

3.0 Precinct Development Requirements



3.1 LIGHT INDUSTRY PRECINCT

Precinct Objective:

The Light Industry Precinct will act as a transition from heavier activity in the working Port to the east and the inner FBH to the west. The Precinct will contain a mix of light industry uses that do not require a daily interface with the general public customer base, with uses that may service the FBH, but do not necessarily rely on proximity to the Harbour.

Design Principles:

1. Support expansion and efficient operation of the Port by ensuring all traffic associated with this Precinct makes use of the internal Harbour road network (ie. Lemmon Road).
2. Encourage building siting and design to consider the impact of westerly breezes that can carry dust from the Port.

Minimum Development Requirements:

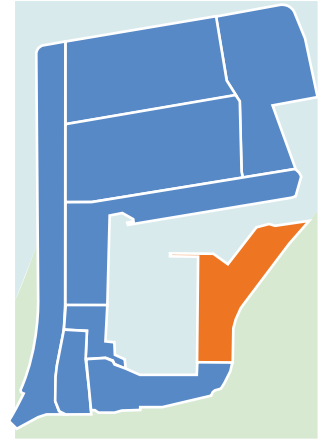
1. Vehicle access to Reg Clarke Road is not supported.
2. Uses that generate the need for consistent access by oversize and larger heavy vehicles (RAV-4+) are not supported in this Precinct.
3. Building facades to address Lemmon Road as their frontage, including a clearly defined entry point for both pedestrians and vehicles.



Existing Light Industrial Precinct



Future Light Industrial Precinct showing revised access routes



Office and Warehouse Examples



Light Industry Precinct

3.2 ADMINISTRATION PRECINCT

Precinct Objective:

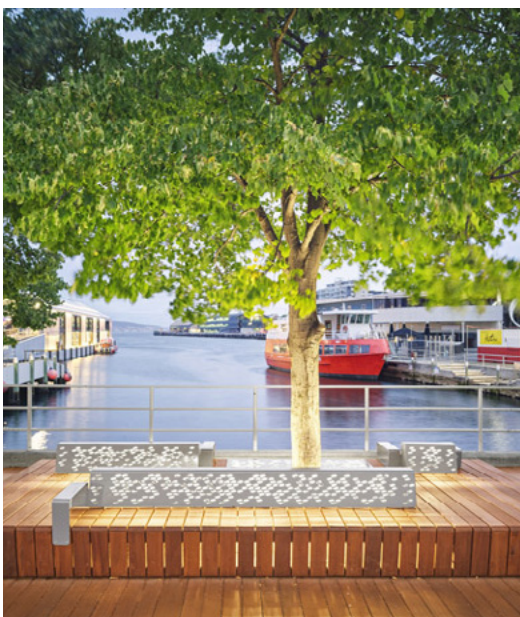
The Administration Precinct is intended to host Office and Operational type uses related to the Port, which can also act as a landmark entrance feature to the Fishing Boat Harbour. A permanent workforce in this location will improve the safety and security of the Port, providing the opportunity for a secure single point of access to the Port from Ian Bogle Road.

Design Principles:

1. Support Office and Operational type uses that are related to the Port and Harbour, and will enhance the arrival experience to the Harbour.
2. Encourage building siting and design to consider the impact of southerly breezes that can carry dust from stockpiles.
3. Encourage access from inner Harbour road network.

Minimum Development Requirements:

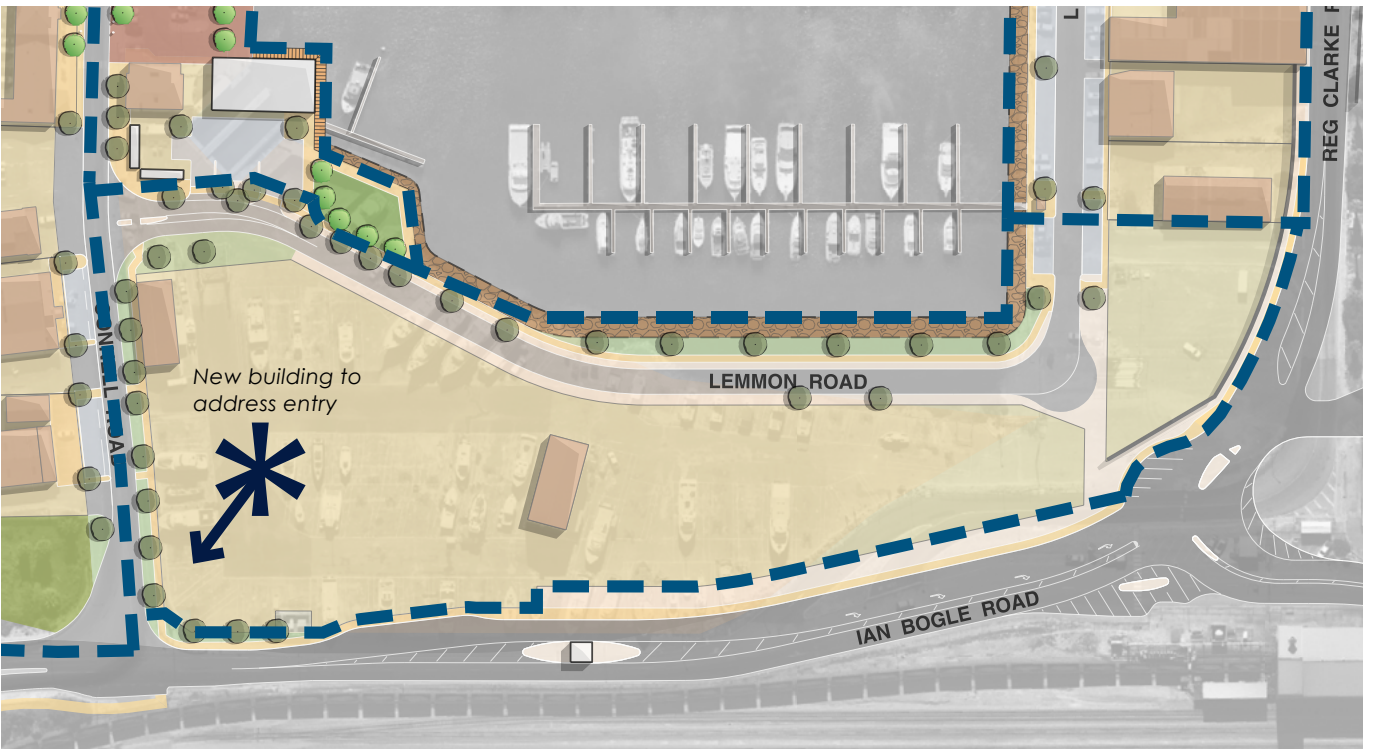
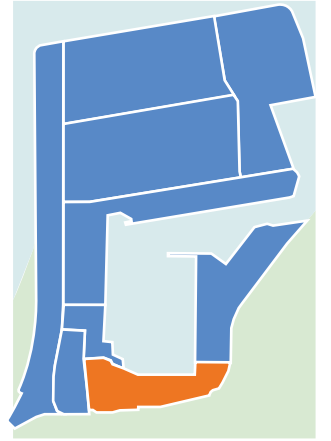
1. Vehicle access to Ian Bogle Road is not supported.
2. Buildings address the Harbour and maximise views to the north.
3. New Buildings cited in proximity to the Connell Road entry are to contribute an architectural feature with high quality landscaping to announce the arrival to the Harbour.
4. Minimise the visual impact of car parking as viewed from Connell Road and Lemmon Road through the use of high quality landscaping or locating parking behind buildings.
5. Car parking in this Precinct to be made available for temporary events on an infrequent basis upon request from the MWPA.



Potential boardwalk opportunities facing north



Office and Operational based uses



Administration Precinct

3.3 MIXED USE PRECINCT

Precinct Objective:

The Mixed Use Precinct will contain a range of commercial and light industry uses that present well to the Harbour’s main entrance and gateway to the Tourism Precinct. Improvement’s to Connell Road will be possible as a result of redirecting heavy and oversize vehicles onto a new heavy haulage route (west of this Precinct).

Design Principles:

1. Support a range of commercial uses that are well suited to the public entrance of the Harbour.
2. Ensure the long-term protection and reservation of the adjoining Infrastructure and Inundation Corridor to the west, by not allowing new development to encroach into this reserve.

Minimum Development Requirements:

1. There is a presumption against any form of development within the adjoining Inundation Protection and Infrastructure Corridor to the west. MWPA will consider temporary approvals for light weight and temporary structures on a case-by-case basis.
2. Building frontages presenting to Connell Road to be of a high standard, with loading and other back-of-house activities to be screened from the street by buildings or landscaping.
3. Visitors arriving by vehicle to these uses may park on the street, subject to Approval by MWPA considering timing of Connell Road upgrades.

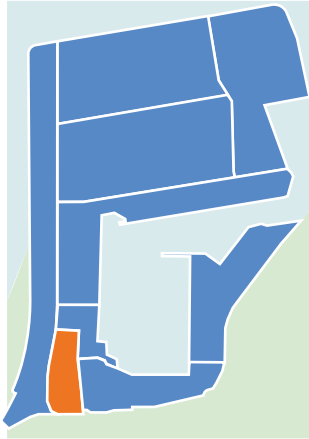


Existing Mixed Use Precinct

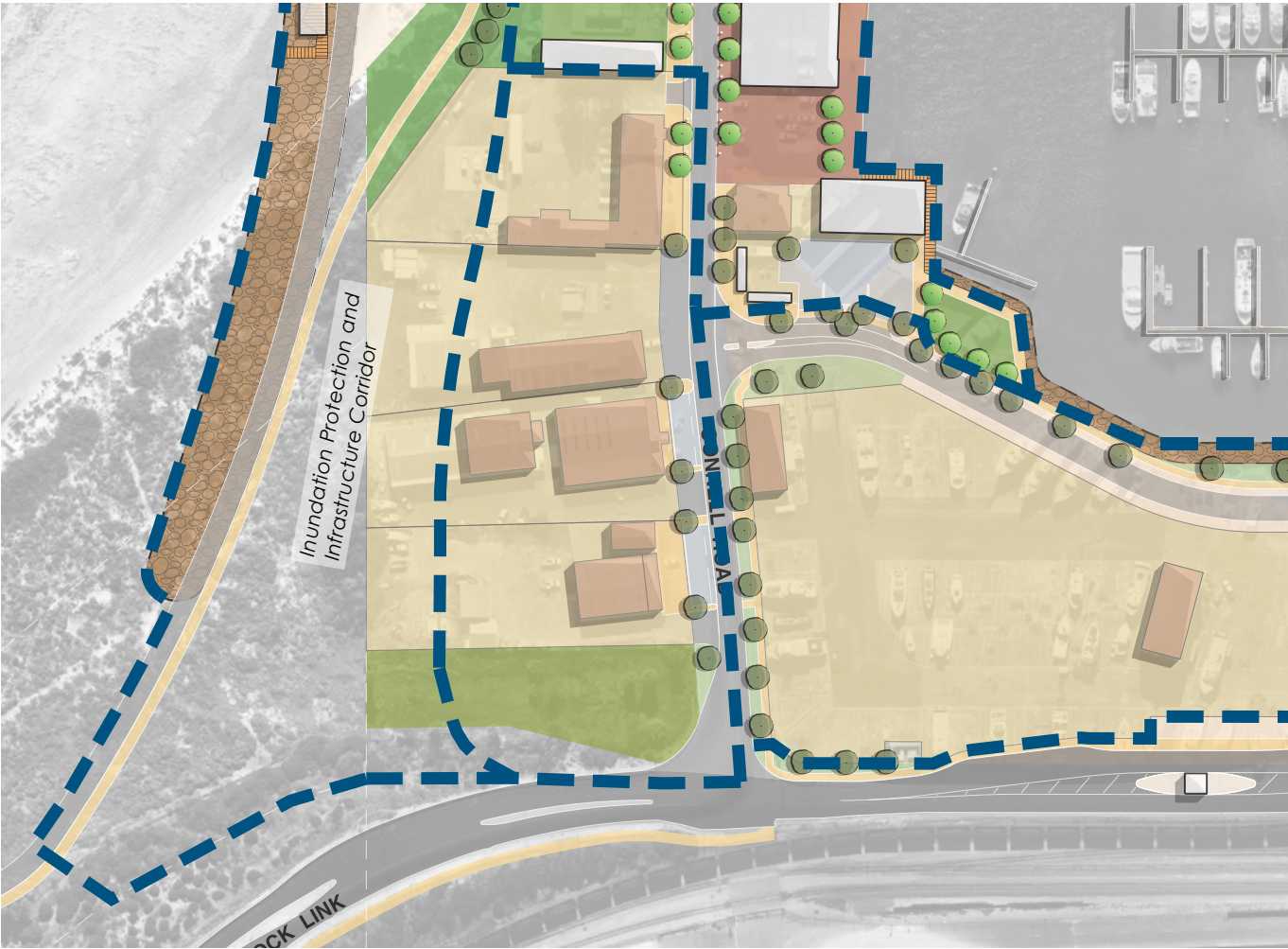


Example of a high quality facade





Future access intent shown in concept form



Mixed Use Precinct

3.4 TOURISM PRECINCT

Precinct Objective:

The Tourism Precinct will be the most attractive and appealing place for visitors to the FBH. It will accommodate a variety of low-key food and beverage operators with break-out spaces sheltered by thoughtfully placed buildings, a harbourside promenade, and opportunities for pedestrian movement west to Pages Beach and east to the Harbour.

Design Principles:

1. Concentrate tourist based and food and beverage type uses around new high quality public spaces that have vistas to the Harbour.
2. Rationalise the impact of car parking and loading/unloading areas by consolidating into a larger public car parking space to the north, with good connections and landscaping to accommodate a short walk.

Minimum Development Requirements:

1. Buildings sited as to mitigate impact of strong southerly breezes and easterly breezes, where possible (priority on southerly breezes).
2. Trading frontages preferred on northern elevations.
3. Ensure tall and bulky buildings are minimised in this Precinct, particularly where there is reasonable suspicion they could create adverse wind tunnelling affects.
4. Visitors generated by uses in this Precinct may make use of the car park in the Commercial Precinct, directly to the north-west (once constructed). MWPA to maintain a log of Approvals and car parking allocated for each Approved use.
5. MWPA will consider nil setbacks to lease areas where it is of benefit to activating public spaces, subject to demonstrating compliance with the relevant NCC requirements and achieving a high quality presentation to the public realm.
6. Designs that internalise, insofar as is practical, back-of-house activities such as loading/unloading and storage is encouraged to reduce impacts on the public realm in this Precinct.



Encourage way finding in this Precinct



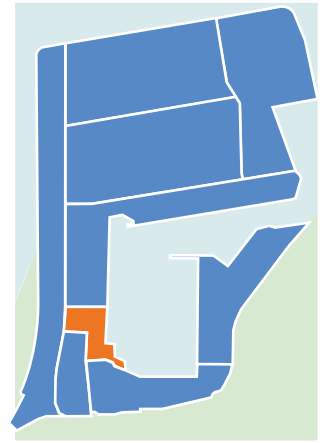
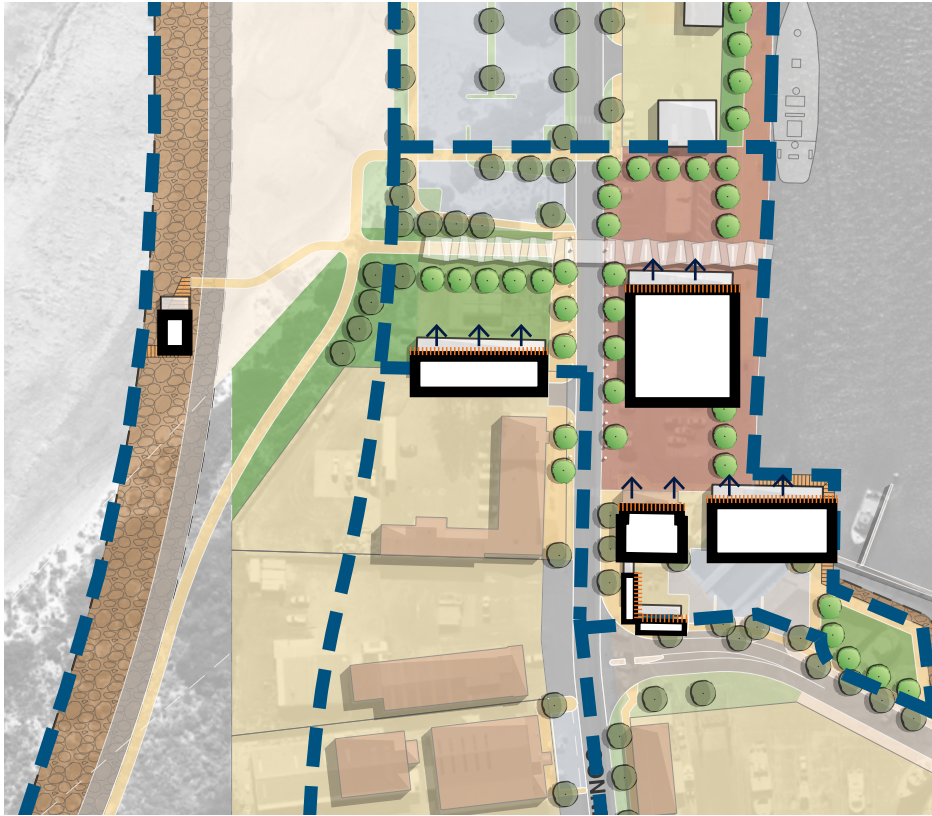
Encourage uses that can make use of public spaces for temporary events



Encourage double storey built form for the lease area closest to the water to maximise views and frame the public space

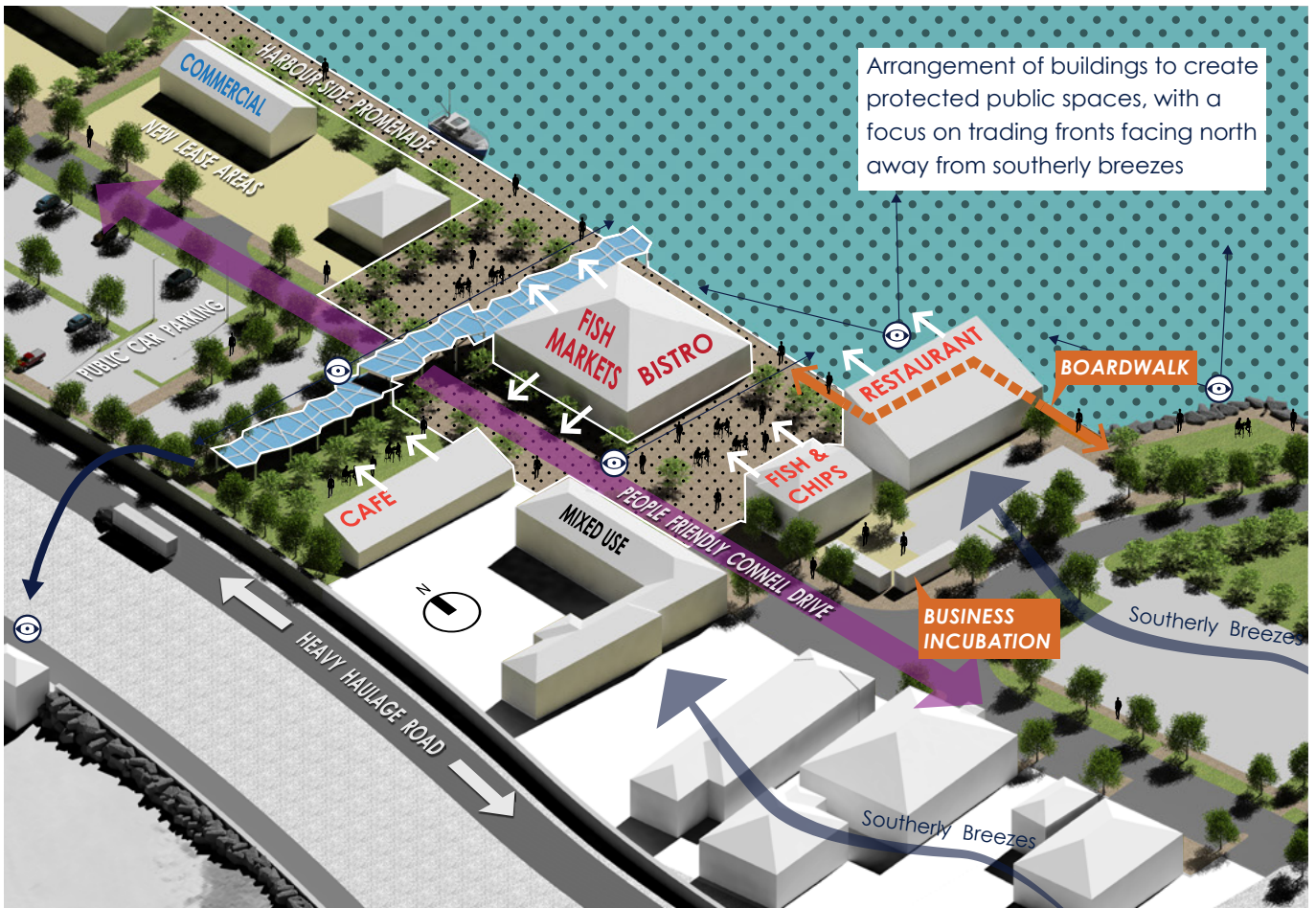


Encourage uses that overlook the Harbour and make a contribution to place



Legend
 Suggested trading frontage

Tourism Precinct



Isometric view of Tourism Precinct (concept) showing preferred building disposition, arrangement and suggested uses

3.5 COMMERCIAL PRECINCT

Precinct Objective:

The Commercial Precinct flanks the northern and western inner Harbour edges, with new lease sites available on reclaimed land to the west for land-side commercial uses. A new public parking area will facilitate daily visitation to both the Commercial and Tourism Precincts, with improvements to Connell Road extended through to the north.

Design Principles:

1. Encourage uses that complement the tourist based precinct to the south.
2. Provide a reasonable presentation to the Connell Road streetscape and public car park, and high quality facades facing the harbour to the east.

Minimum Development Requirements:

1. Buildings sited to address the Harbour edge, including consideration of how new buildings present to the Harbour and views through gaps between buildings for relief.
2. Trading frontages not essential.
3. Visitors generated by uses in this Precinct may make use of the car park directly to the west (once constructed). MWPA to maintain a log of Approvals and car parking allocated for each Approved use.
4. MWPA will consider nil setbacks to lease areas where it is of benefit to activating public spaces or making better use of lease areas, subject to demonstrating compliance with the relevant NCC requirements and achieving a high quality presentation to the public realm.
5. Where fencing is required to secure lease areas in this Precinct, it should be of higher quality than standard chain-mesh fence, particularly where it is highly visible from the public realm or screened with landscaping.



Existing western harbour edge

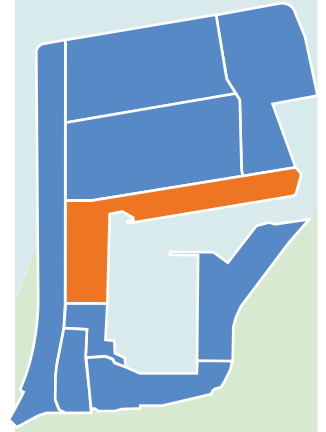
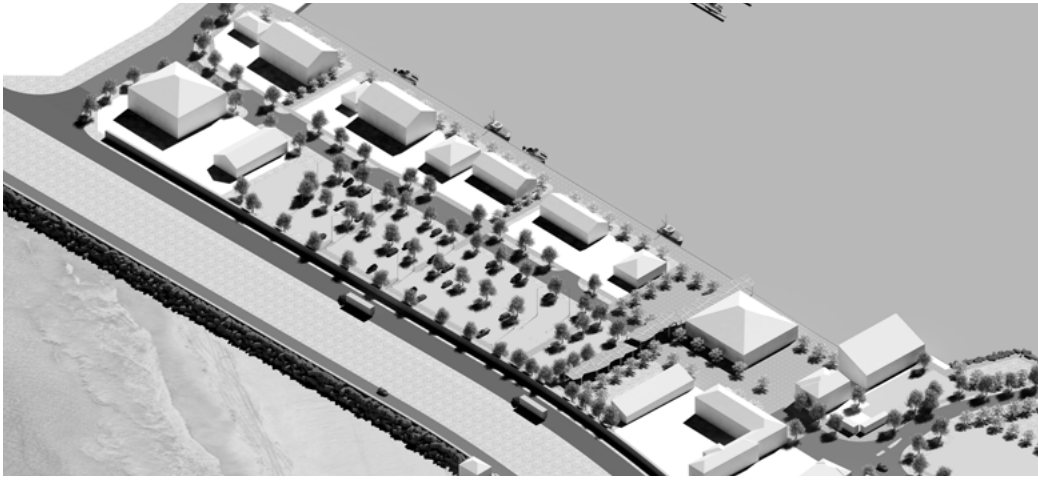


High quality fencing where visible to public realm



Buildings to consider addressing views from Harbour and promenade





Concept views of Commercial Precinct



Commercial Precinct

Typical layout Concept for new lease area adjacent promenade

3.6 SHIP BUILDING AND REPAIR PRECINCT

Precinct Objective:

The Ship Building and Repair Precinct will provide additional facilities to support existing marine-side businesses and will take advantage of lease sites in proximity to a new boat lifting facility and refuelling facilities to the east.

Design Principles:

1. Encourage marine-based uses that require more curtilage and space for maneuvering and larger building footprints to concentrate in this area.
2. Consider impact of buildings as viewed from the Harbour and landholdings looking north.

Minimum Development Requirements:

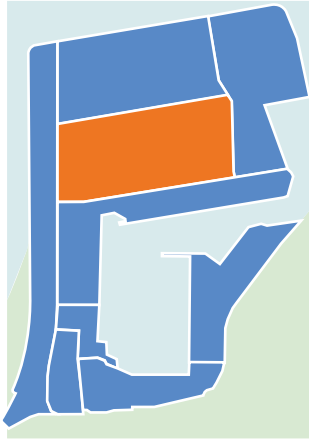
1. Buildings to the south of this Precinct to consider impact on views as seen from the Harbour.
2. MWPA is Flexible on the siting and placement of buildings on site, subject to compliance with the Port Guidelines.
3. Boat access to the boat lifter and ramp to the east is provided by way of a shared road to the north of lease areas that access and circulation designs should consider.



Space for boat lifting activities and servicing



Boat Storage



Ship Building and Repair Precinct

3.7 MARINE SERVICING AND REFUELLING PRECINCT

Precinct Objective:

The Marine Servicing and Refuelling Precinct will accommodate tug-boats and pilot boats, to service the Port, in addition to boat servicing infrastructure, fuel infrastructure, and marine-focused commercial and industry uses.

Design Principles:

1. Encourage marine-based uses to complement the Tug Boat Harbour and proximity to boat lifters and refueling facilities.

Minimum Development Requirements:

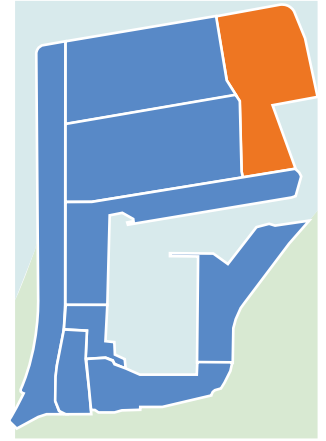
1. MWPA is Flexible on the siting and placement of buildings on site, subject to compliance with the Port Guidelines.
2. Uses proposed in proximity to fuel storage and refueling facilities should demonstrate that they will not hinder the intent as planned in this Precinct.



Boat Storage / Stacking facilities make efficient use of space



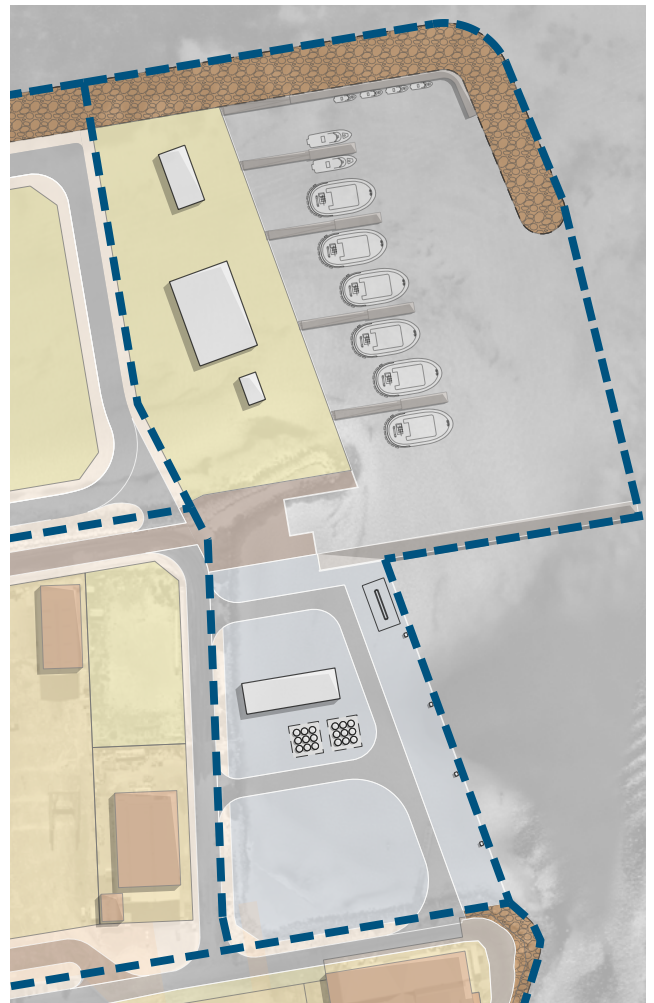
Boat lifter



Refueling facilities for various different types of fuel



Marine Servicing and Refueling Precinct



3.8 FUTURE FBH NORTHERN EXPANSION

Precinct Objective:

The Future FBH Northern Expansion Precinct will be for longer-term marine-focused industry and commercial uses. As Precincts immediately south provide a buffer to the tourism and public interfacing uses to the south-west of the inner Harbour, land uses in this Precinct may be of a heavier nature than others in the FBH.

Design Principles:

- 1. Encourage the most intensive marine-based and commercial type uses to locate in this area as it is adequately separated from all other public-interfacing land uses.

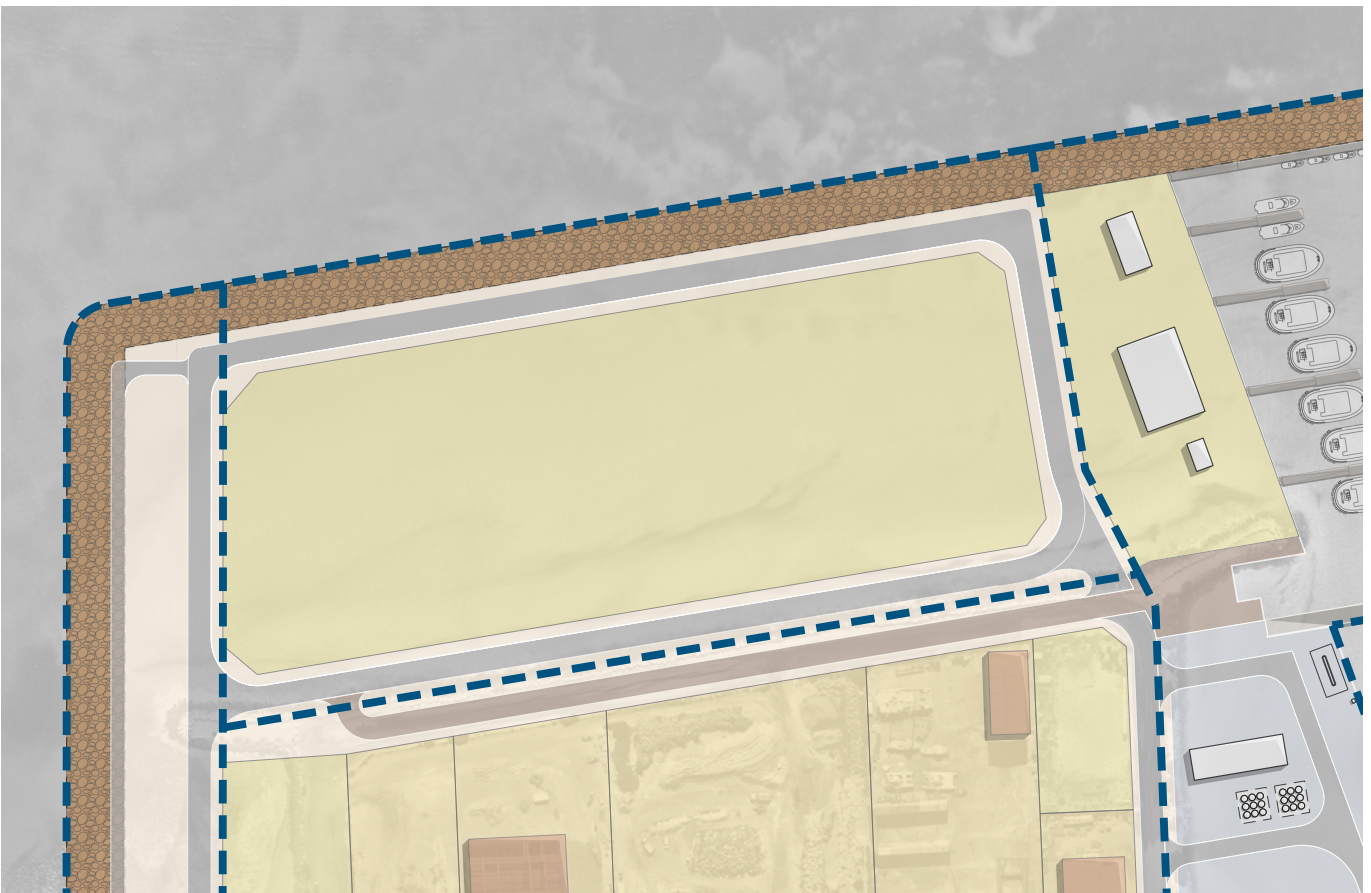
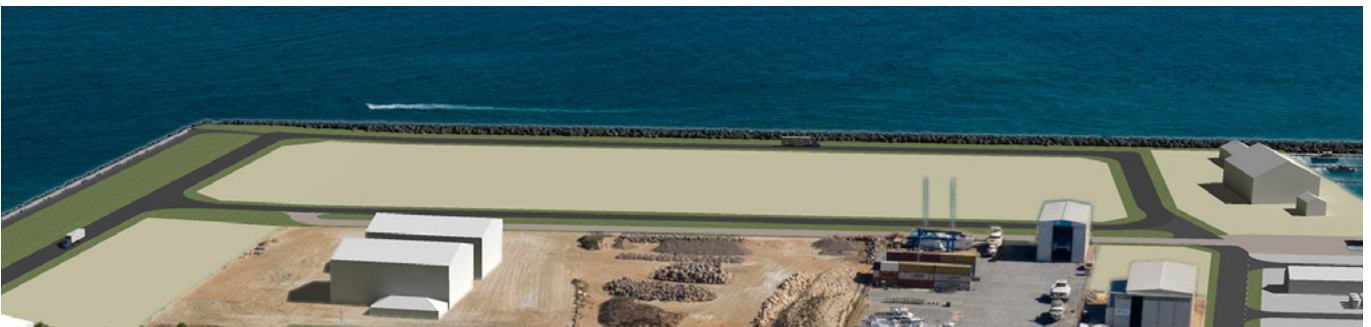
Minimum Development Requirements:

- 1. MWPA is Flexible on the siting and placement of buildings on site, subject to compliance with the Port Guidelines.
- 2. Design of buildings maximises access opportunities for larger vehicles, suited to its needs.



Future FBH Northern Expansion Precinct potential land uses





Future FBH Northern Expansion Precinct

3.9 INUNDATION PROTECTION AND INFRASTRUCTURE CORRIDOR PRECINCT

Precinct Objective:

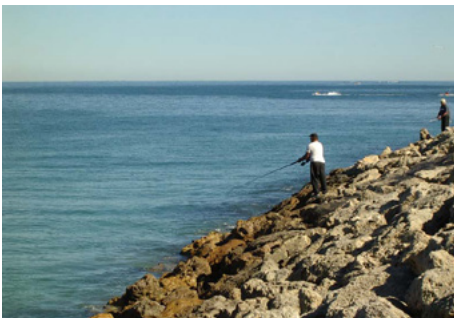
The Inundation Protection and Infrastructure Corridor Precinct will provide long-term protection of the FBH from coastal erosion and storm surge, and creates space for a future heavy haulage route and other infrastructure to service northern industrial and commercial uses.

Design Principles:

1. Enable the Long-term protection of the Fishing Boat Harbour and secure access to northern expansion areas.

Minimum Development Requirements:

1. No development within this Precinct, unless it is specifically for coastal protection or long term transport purposes.



Potential lookout structure



Isometric view of Precinct, showing coastal protection



Inundation Protection and Infrastructure Corridor Precinct



Geraldton Fishing Boat Harbour Development Plan looking north toward the Indian Ocean



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