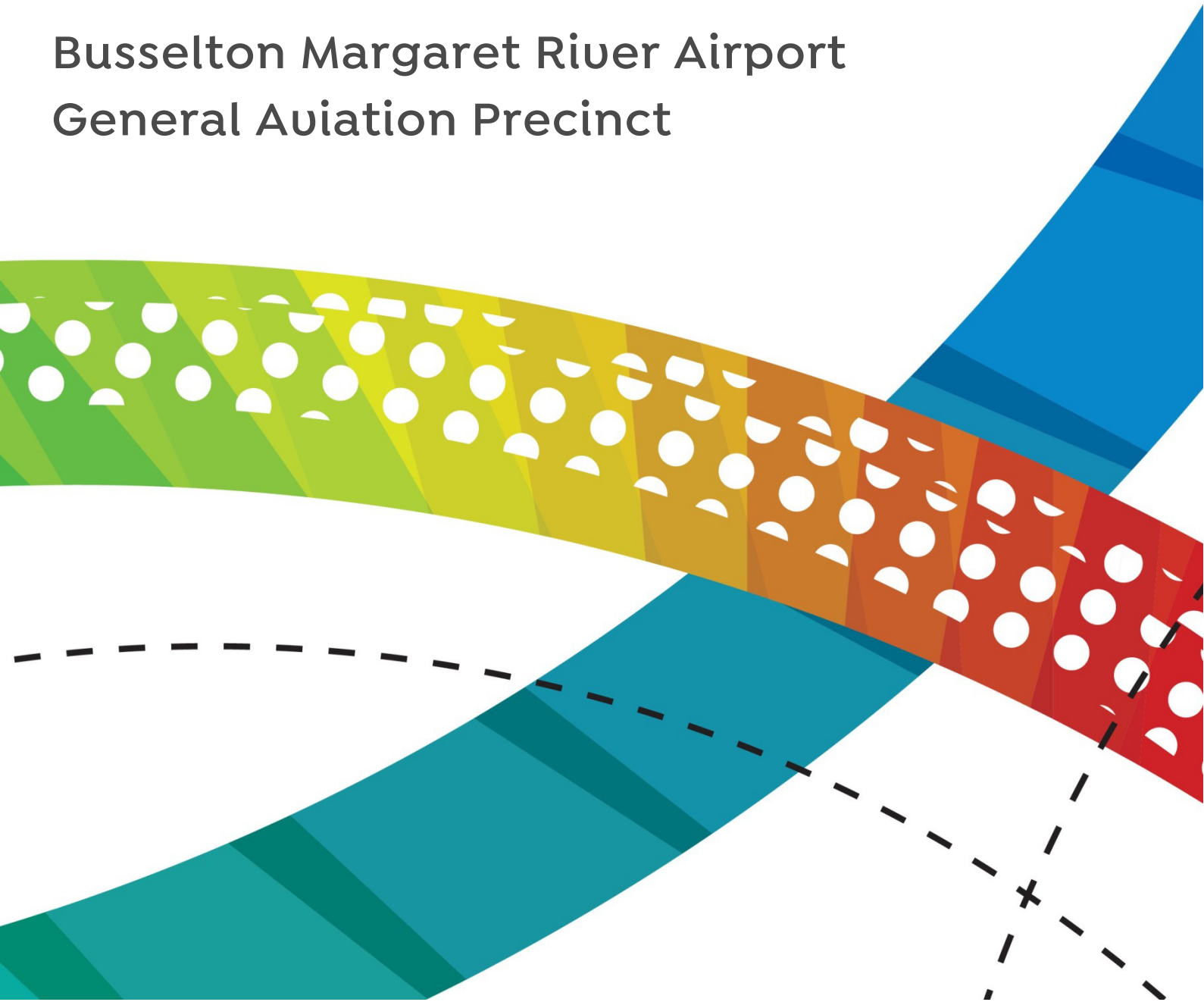


# REGISTRATION OF INTEREST (RoI) GUIDELINES

Busseton Margaret River Airport  
General Aviation Precinct



## 1. INTRODUCTION

Busselton Margaret River Airport (**BMRA**) is located 6.5km from the Busselton Town Centre and is owned and operated by the City of Busselton. BMRA is the gateway to the internationally renowned Margaret River Wine Region and regarded as the most strategically located airport in the South West region of Western Australia.

As part of a multi-million dollar redevelopment, the City of Busselton has constructed a fully serviced General Aviation (GA) Precinct and as such Registrations of Interest (**RoI**) from the general aviation community are now open for the lease of vacant hangar lots with apron access.

Ranging in size, the lots are fully serviced and available for recreational and commercial pilots and/or businesses. The new land lots are available for long term lease and have direct access to an extended runway of 2520m (TODA) x 45m, Code 4E Apron, taxiways, helipads, Jet A1 Fuel and Avgas. All lots are serviced with water, power, sewer and telecommunications.

This RoI allows interested parties to submit their details including a preferred size for a site to lease. Further discussions and negotiations for a lease agreement will be subject to commercial negotiations and final approval by the City of Busselton.

## 2. THE OPPORTUNITY

### 2.1 *Site Conditions*

- Cleared level landside lots with direct apron, taxiway and runway access.
- Serviced – electricity, water and telecommunications distribution pillars are available in close proximity to lease areas for connection. The lessee is responsible for connection costs and installation of water meters.
- Reticulated sewerage pits and connector points are located within the GA Precinct. The lessee is responsible for connection costs to the sewerage pits.
- Geotechnical information previously prepared on behalf of the City and is available upon request.

### 2.2 *Land Use*

The subject site is owned and operated by the City of Busselton and zoned Special Purpose in the City of Busselton Town Planning Scheme No. 21. The City is seeking proponents to operate general



aviation for private and recreational use, as well as aviation based commercial operations including maintenance and servicing, charter, aviation tourism and related businesses.

### 2.3 Proposed Lease Arrangements (Standard Lease Agreement)

The proposed lease arrangements will be subject to standard lease terms subject to commercial negotiations and final approval by the City of Busselton. Broadly, the standard Lease Agreement includes:

	Details
<b>Term</b>	Negotiable 10 years with a further two, 5 year options.
<b>Rent</b>	By market valuation. Previous valuations indicated \$9-\$11 (ex GST) per square metre per annum.
<b>Rent Reviews</b>	Rent will be subject to a market rent review every five years with all other years subject to CPI (Perth All Groups) rent reviews.
<b>Outgoings</b>	The Lessee will be required to pay for: <ul style="list-style-type: none"> <li>• City of Busselton rates as applicable</li> <li>• Water consumption (individually metered)</li> <li>• Electricity (individually metered)</li> <li>• Communications/NBN</li> <li>• Toilet requisites</li> <li>• Insurances Property, Public Liability, Hangar Keepers, Aviation)</li> </ul>

### 2.4 Design Guidelines for the Development of Hangars

A summary of key information relating to the design and installation of hangars is provided below.

#### 2.4.1 Building Setbacks

Setback from apron – No minimum setback

Setback from rear – No minimum setback

Setback from side boundary – 1.5m

#### 2.4.2 Height Restrictions

The maximum heights are subject to compliance with the Obstacle Limitation Surface (OLS).

	Maximum height (m)	Maximum Storeys
GA Precinct	8.5	2



### 2.4.3 Built Form

The buildings within this precinct will be of a utilitarian nature. Approval of alternate forms must be provided by the Airport Manager prior to construction.

Reference	Category	Finish/Colour	Application/Product
Roof material	Metal	Non-reflective	Colorbond
	Translucent	Obscure	Polycarbonate or similar
Wall material	Metal	Non-reflective	Colorbond – colour alternatives to reduce scale of structure (i.e. Contemporary range)
	Concrete –block or precast panels	Render and/or paint	

### 2.4.4 Hangars

Hangars will be the form of long run metal roofing and walling materials, concrete floors and steel structures. The following information is provided for guidance:

- The texture and colour will be neutral shades of grey's, creams and earth colours.
- Roof cladding must be non-reflective. Zinalume or similar finishes will not be approved.
- All mechanical/electrical plant and equipment must be hidden from view of public areas and roads. 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.
- External openings (doors & windows) are not permitted on the sides of individual hangars.
- Where applicable, short term visitor car parking will be available in the non-leased areas between the road verge and lease area only.
- Hangar floor size is required to be a minimum of 55% of the total hangar lease area, e.g. lease size 180sqm requires a hangar of no less than 99sqm.

### 2.4.5 Building Signage

Lessees must comply with the following signage requirements:

- On-building signage may contain the business name and/or corporate logo. There is to be only one tenant sign per building.
- No sign shall be larger than 10% of the total area of the wall onto which it is placed.
- Signs must be specified, installed and maintained to a high standard, with three dimensional approach preferred and laser cut raised lettering encouraged. All signage must be compliant



with CASA MOS Part 139 and final approval is subject to the discretion of the Airport Manager.

- Signage found to be non-compliant with the above terms or erected without prior consent of the Airport Manager, will be removed at the Lessee's cost.

#### **2.4.6 Plumbing and Sewerage**

Lessees will be required to install plumbing pipework at the time of hangar construction to enable connection to water and waste water in future even if the lessee does not connect to these services.

#### **2.4.7 Electrical Safety**

All electrical work must be performed by a licensed electrician as defined in the Electricity Act 1945 and Electricity (Licensing) Regulations 1991. Electrical services will be installed in accordance with AS 3000 Electrical Installations.

#### **2.4.8 Development and Building Approvals**

A Development Approval is not required for the construction of hangars however a building permit will be required prior to construction commencing.

### **2.5 Other considerations**

Consideration should also be given to the following matters:

- City of Busselton Noise Management Plan and BMRA Flying Neighbourly Agreement (FNA)
- City of Busselton, Council adopted Fees and Charges

## **3. REGISTERING YOUR INTEREST**

Electronic Registration of Interest form located on the Busselton Margaret River Airport website <http://www.busseltonmargaretriverairport.com.au/>

## **4. FURTHER ENQUIRIES**

Airport Operations Coordinator - Busselton Margaret River Airport City of Busselton

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