



ASCOT DEVELOPMENT AREA 9 STRUCTURE PLAN

FEBRUARY 2013



DA9



Prepared by
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1.0 INTRODUCTION

1.1 Purpose

The purpose of this Structure Plan and supporting report is to enable the City of Belmont to facilitate and guide the long term subdivision and development of the Ascot Development Area 9 (DA9) site.

The Structure Plan report has been prepared in accordance with the requirements of Clause 6.2 and Schedule 14 of the City of Belmont Local Planning Scheme No. 15 (LPS15). The Scheme identifies the site as a Special Control Area, and more specifically as Development Area 9 (DA9), requiring the preparation and adoption of a Structure Plan prior to the development of the land.

The subject site in Ascot was identified as a Development Area in 2006 through its inclusion within Amendment 49 to TPS14. This designation as a Development Area was continued through to the current Scheme (LPS15), which was gazetted on 1 December 2011. This Amendment was initiated to introduce Structure Plan provisions for priority development areas within the City.

The Ascot DA9 subject site was included specifically to address future access considerations for the abutting 'Mixed Use' lots while proposing a robust development option over the subject site. The issue of access in and around DA9 has been unresolved since the drafting of the Great Eastern Highway Strategic Access Study and Policy by both Main Roads WA (MRWA) and the City of Belmont, which was advertised in December 2000 / January 2001.

The Ascot DA9 Structure Plan has been prepared by CLE Town Planning + Design on

behalf of the City of Belmont to identify the existing physical conditions of the site; assess potential opportunities and constraints on the site; and provide clarity and guidance to Council, Main Roads WA and the Community in the future development of the site.

1.2 Project Area

The project area, defined as DA9, is located within the suburb of Ascot within the City of Belmont. The site is strategically located approximately 9km east of the Perth central area with direct access via Great Eastern Highway (refer Figure 1).

The subject site is rectangular in shape and is bounded by the partially constructed Hay Road to the north-west; Ivy Street to the north-east; Fauntleroy Avenue to the south-west; and the rear of the 'Industrial' zoned lots fronting Great Eastern Highway to the south-east. The Swan River and foreshore directly abut the western boundary of the site.

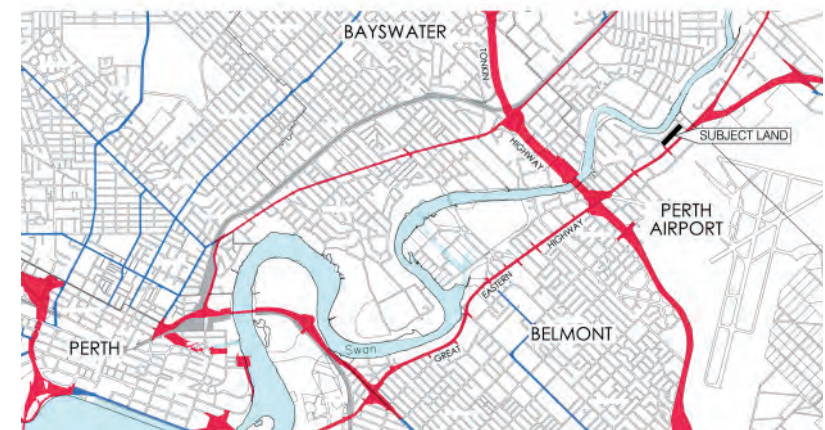


Figure 1: Location Plan



1.2.1 Land Ownership

The subject site comprises approximately 3ha of land in multiple ownership with a large parcel of the site (Lots 184 – 196 Hay Road) owned by the WAPC (refer Table 1, Figure 2 & Appendix 1).

Nineteen (19) landholdings in total are located within DA9. These landholdings are unique in nature, nestled between the Swan River foreshore, and existing 'Mixed Use' development fronting Great Eastern Highway. The majority of the lots have not been developed, and a need exists to clarify the future intent for the planning of this area. The nineteen lots are divided as follows:

- Thirteen (13) of the lots are owned by the WAPC with all but one (Lot 184 Hay Road) reserved for the purposes of 'Parks and Recreation'.
- In addition to the lots owned by the WAPC, Lot 1 Hay Road is owned by the Commonwealth of Australia – Federal Airports Corporation. The Certificate of Title does not clearly show any constraints on this site; however, discussions with Landgate have led us to believe that a main drain servicing the airport runs beneath this property linking to Lot 2 in the north which is also owned by the Commonwealth. A corresponding drainage easement links lots 1 and 2 and is also in effect over Lot 177 Hay Road (refer Figure 2 attached).
- The remainder of the site consists of five (5) green title, privately owned, lots fronting Hay Road. Single dwellings have been constructed on three of these lots.

Table 1 – Land Ownership Details

Lot Details	Ownership	Land Area (ha)
Lot 1 Hay Road	Commonwealth of Australia	0.2994
Lot 177 Hay Road	JW & HA Farquhar	0.1497
Lot 180 Hay Road	TA Ropata & CL Ropata	0.1497
Lot 181 Hay Road	RT Gibbs	0.1497
Lot 182 Hay Road	B & G Ralph	0.1497
Lot 183 Hay Road	DA Ransome	0.1497
Lot 184 Hay Road	Western Australian Planning Commission	0.1497
Lot 185 Hay Road	Western Australian Planning Commission	0.1497
Lot 186 Hay Road	Western Australian Planning Commission	0.1497
Lot 187 Hay Road	Western Australian Planning Commission	0.1497
Lot 188 Hay Road	Western Australian Planning Commission	0.1497
Lot 189 Hay Road	Western Australian Planning Commission	0.1497
Lot 190 Hay Road	Western Australian Planning Commission	0.1497
Lot 191 Hay Road	Western Australian Planning Commission	0.1497
Lot 192 Hay Road	Western Australian Planning Commission	0.1497
Lot 193 Hay Road	Western Australian Planning Commission	0.1497
Lot 194 Hay Road	Western Australian Planning Commission	0.1497
Lot 195 Hay Road	Western Australian Planning Commission	0.1497
Lot 196 Hay Road	Western Australian Planning Commission	0.1497
	TOTAL	2.9940 ha



1.3 Methodology

In preparing the Ascot DA9 Structure Plan report, meetings were held with the City of Belmont and the WAPC / Department for Planning and Infrastructure (now known as Department of Planning) to obtain relevant planning, environmental, engineering and traffic information for the site.

Background studies were reviewed and information, regarding the local history of the development area, was obtained.

Following the collation of all available information, site inspections were undertaken by CLE to establish the current use and physical attributes of the subject site and to assist in the preparation of an opportunities and constraints analysis and plan.

From this it was possible to prepare a Structure Plan for DA9 to demonstrate the most appropriate future development outcome for the site.

Recommendations have also been made in regard to implementation of the plan and further work required.

2.1.1 Metropolitan Region Scheme

To the west, south and east of the subject site, the land is zoned 'Urban' in the MRS with land to the north reserved for 'Parks and Recreation'. The 'Primary Regional Road' reservation of Great Eastern Highway is located further to the south.

Within the DA9 subject site, all of the 'Parks and Recreation' reserve is owned by the WAPC together with the abutting Lot 184 Hay Road. The WAPC has previously advised that there may be the opportunity for a portion of the land to be rezoned to Urban given its current condition, however this is subject to detailed site investigations and further discussions with the Swan River Trust.

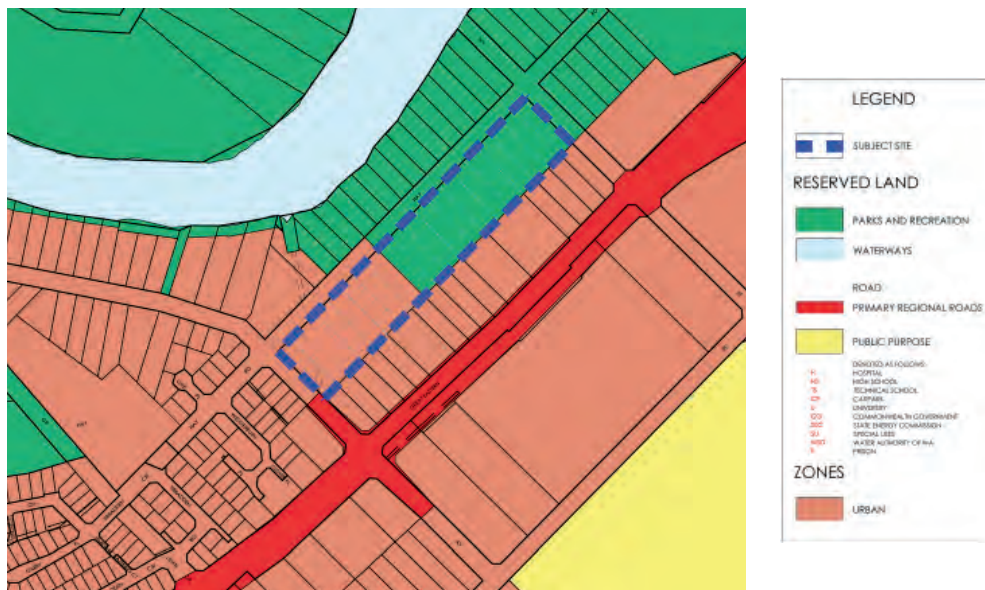


Figure 3: Metropolitan Region Scheme

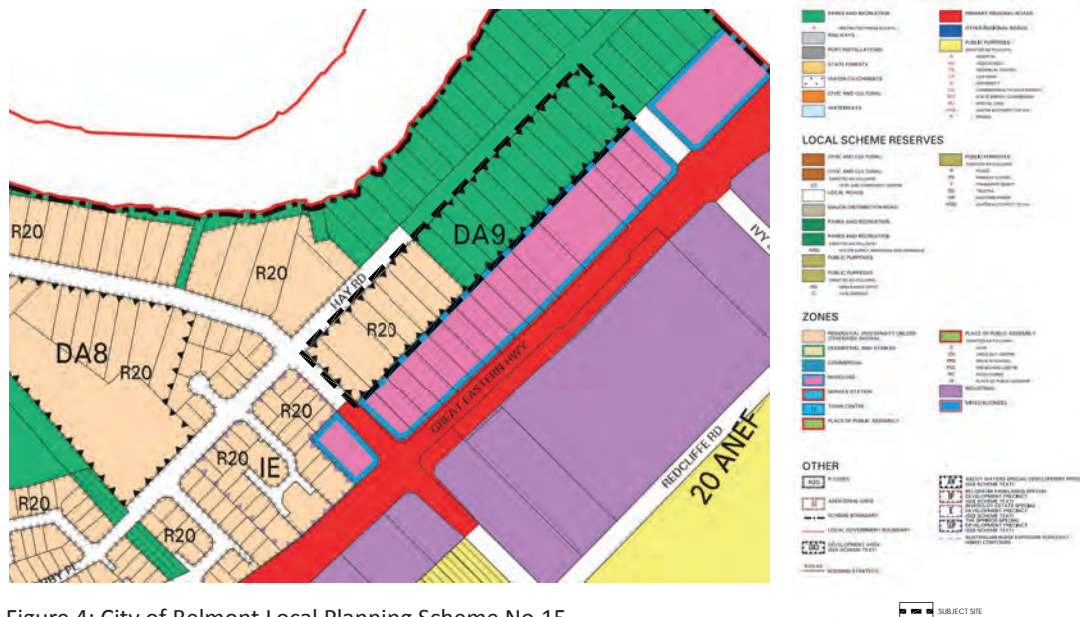


Figure 4: City of Belmont Local Planning Scheme No.15

2.1.2 City of Belmont Local Planning Scheme No. 15

Within the City of Belmont Local Planning Scheme No. 15 (LPS15), the subject site is identified as a Special Control Area; Development Area 9 (DA9) (refer Figure 4). This zone requires a Structure Plan to be prepared and adopted by the City of Belmont prior to development of the site.

The subject site also has an underlying zone of 'Residential R20' and a 'Parks and Recreation' reserve.

In accordance with the Scheme, Structure Plans for Special Control Areas are to be guided by the provisions of the relevant Development Area together with the provisions applying to any underlying zone or reserve and any general provisions of the Scheme. The Ascot DA9 Structure Plan will therefore also be guided by the 'Residential' and 'Parks and Recreation' provisions of the Scheme.

Within LPS 15, land to the west and south of the site is zoned 'Residential R20'. Land to the east is zoned 'Mixed Use' reflecting the more access driven natures of uses on Great Eastern Highway and comprises, in part, of a number of general industrial uses existing as non-conforming uses under the Scheme. Land to the north reflect the MRS and is reserved for 'Parks and Recreation'.

2.1.3 Swan and Canning Rivers Management Act (2006)

The Swan and Canning Rivers Management Act is administered by the Swan River Trust in regard to land which falls within, or adjacent to, Development Control Areas (refer Figure 5). The Act requires the Trust to ensure that land use and development on and next to the Swan and Canning Rivers maintains or enhances community access and enjoyment. The Act also allows for areas to be excised if not integral to the long term function of the Swan River.

The eastern portion of the subject site is located within a Development Control Area due to its 'Parks and Recreation' reserve. The WAPC has previously advised that the reservation may be surplus to the requirements of the abutting Swan River and therefore may be suitable for urban development, subject to further investigation.

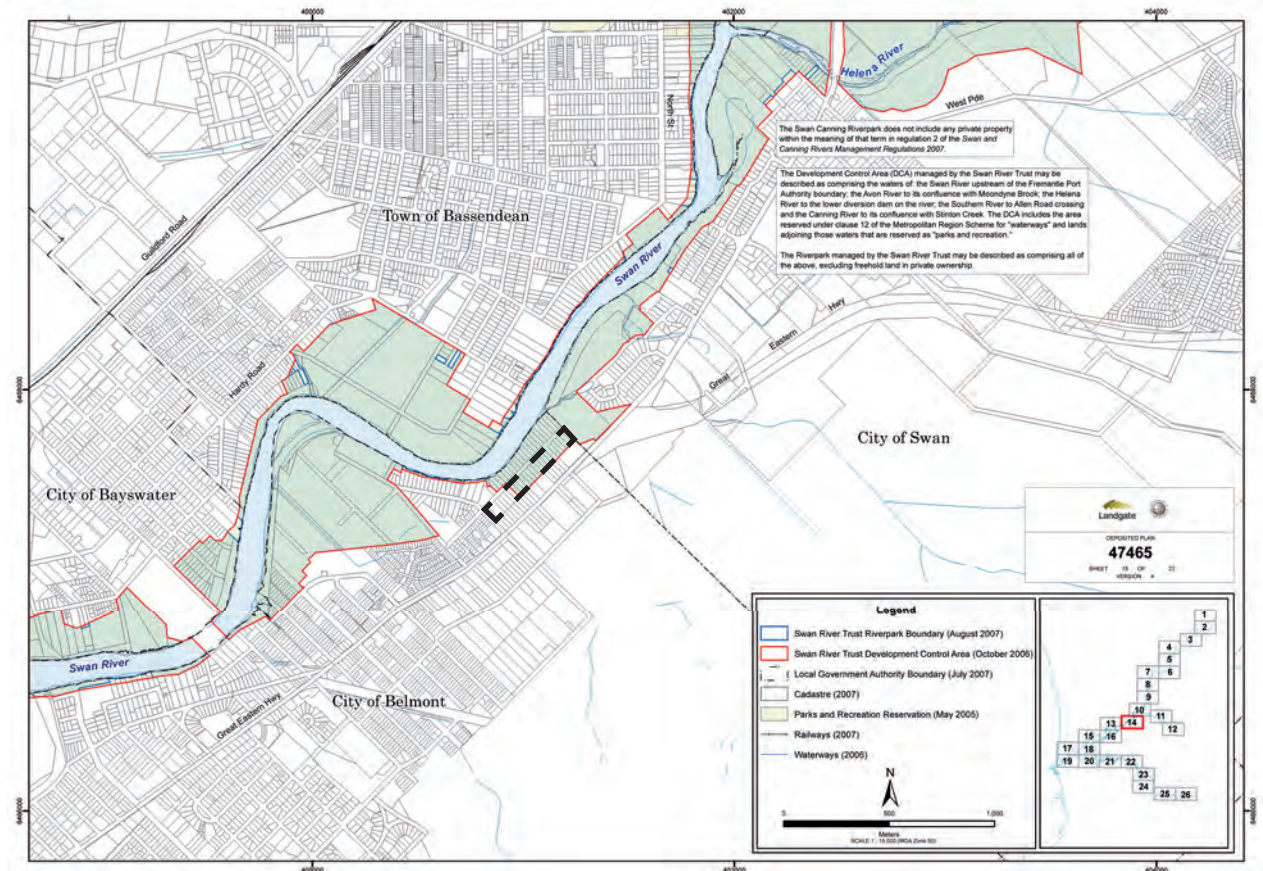


Figure 5: Development Control Areas
Source: Swan River Trust

LEGEND
— ■ Subject Site



2.2 Strategic Planning Context

2.2.1 State Strategic Context

There are various State and regional strategic plans and policies which are particularly relevant to the future planning for the site and surrounding area. These include:

- State Planning Framework: SPP No 1, WAPC, 2006
- Urban Growth and Settlement: SPP No 3, WAPC, 2006
- Residential Design Codes: SPP No. 3.1 WAPC 2010
- Network City, WAPC, 2004
- Draft Network City: State Planning Policy, WAPC, 2006
- Swan – Canning River System: SPP 2.10, WAPC, 2006
- Liveable Neighbourhoods: SPP, WAPC, 2007
- Directions 2031 and Beyond: WAPC, 2010

In general, these studies seek to create and promote vibrant, self sufficient and interactive communities that provide a wide range of residential, recreational and other opportunities to local residents.

In many respects these plans and policies lend support to urban development of the DA9 subject site given its close proximity to existing residential development and recreational areas abutting the Swan River.

2.2.2 Local Strategic Context

2.2.2.1 City of Belmont Local Planning Scheme No.15 - Medium Density Residential Development

Clause 5.7.3 of the City of Belmont Local Planning Scheme No.15 (LPS15) outlines the criteria (in addition to the provisions of the Codes) against which all grouped dwelling, survey strata and subdivision applications will be assessed in dual coded areas (ie R20/40, R20/60 etc).

In regard to grouped dwelling applications, the Scheme requires lots to have a minimum frontage of 16 metres before applications will be considered at a higher density.

As all lots within the subject site achieve the minimum required frontage, implementation of the Scheme provisions may not achieve the higher density and improved design outcome desired. A new Local Planning Policy (LPP) may need to be prepared to introduce design constraints and considerations for DA9.

2.2.2.2 Great Eastern Highway Strategic Access Study (1999)

The Great Eastern Highway Strategic Access Study was commissioned by Main Roads WA (MRWA) in 1999 to provide and implement long-term solutions for access to properties abutting Great Eastern Highway.

The access study included a proposal to upgrade the Great Eastern Highway from four to six lanes through Ascot and to incorporate a median strip over the whole length of the Highway within the City of Belmont, restricting access to left in/left out movements.

To address this concern, the Access Study proposed a short term and ultimate response to access from the Mixed Use lots onto Great Eastern Highway (refer Figure 6):

- At time of construction – The Policy proposed a secondary traffic flow system (ie public right-of-way) to the rear of the 'Mixed Use' lots within DA9.
- Ultimate – The Policy acknowledged that in the long term an easement in gross would be imposed along the street frontage of the 'Mixed Use' lots to improve access to the Highway.

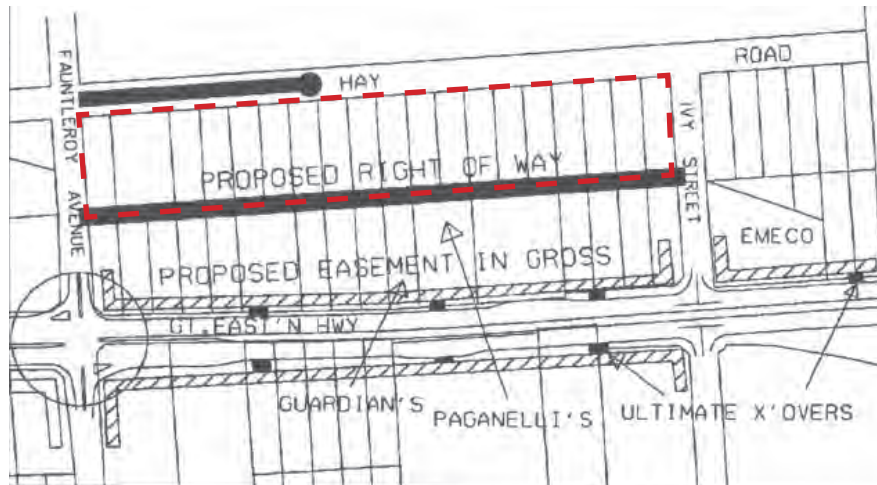


Figure 6: Great Eastern Highway Strategic Access Study
Source: MRWA

LEGEND
- - - Subject Site

The City of Belmont did not support the creation of the proposed ROW due to potential conflicts between residential and commercial traffic on the internal laneway. Instead, the City requested that MRWA examine an opportunity to extend Hay Road to link with Ivy Street (refer Figure 7). This plan has been presented to the WAPC for comment who have advised that they support the extension of the road through the site.

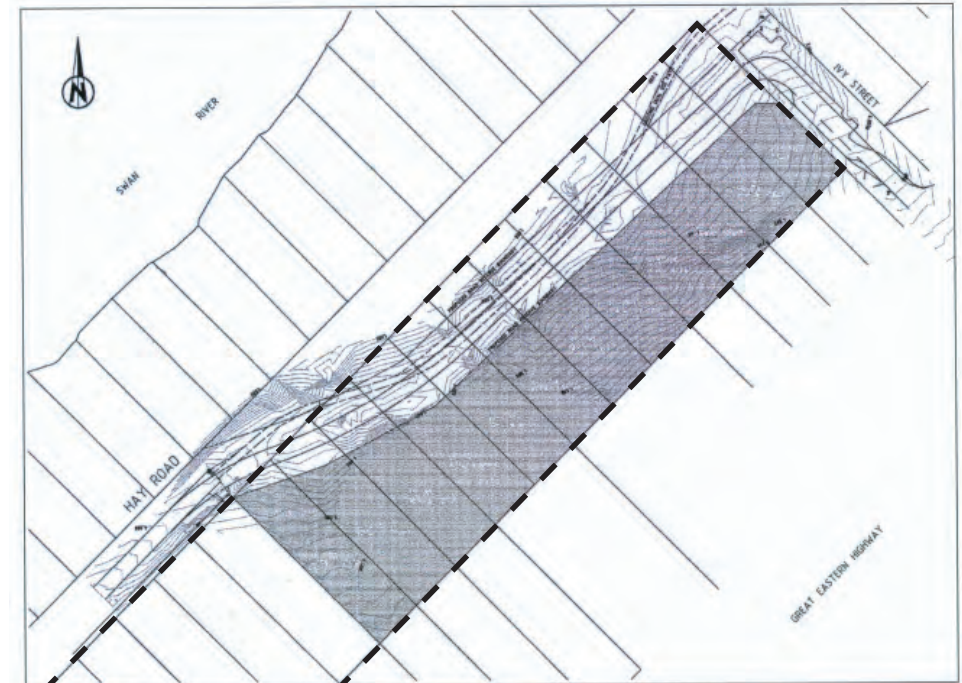


Figure 7: Proposed Hay Road Realignment
Source: City of Belmont

LEGEND
- - - Subject Site



The City has been requested to provide comment on subdivision referrals from the WAPC for two lots within the Development Area (Lot 180 & Lot 181), that included the creation of a ROW abutting Lot 123 and 124 Great Eastern Highway, in accordance with conditions of sale of the lots imposed by Main Roads. The City of Belmont recommended refusal of these applications on the basis that the applications proposed the creation of a ROW without the adoption of a strategic plan addressing future land uses within the subject DA 9 area.

Discussions have been held with MRWA and they have advised that as part of the Great Eastern Highway widening project, they will re-examine access arrangements within and surrounding the DA9 subject site in consultation with the City.

A Strategic Access Policy Plan is currently being developed by Main Roads for the Great Eastern Highway project and has drawn largely from the 1999 Strategic Access Study. The Strategic Access Policy Plan is still in draft form, however, it is understood that current, the plan proposes the same access arrangement as illustrated in Figure 6.

It is hoped that the proposed Structure Plan for DA9 will provide the avenue to resolve the various issues related to the future development and access surrounding the subject site.

2.2.2.3 Swan River Trust Policy SRT/D3 – Development Setback Requirements and SRT/D3.6.3 - Additional Setback Requirements

In accordance with the Swan and Canning Rivers Management Act 2006, activities and operations classed as development require approval by the Minister for the Environment under Part 5 of the Act. Development policies provide guidance in relation to development and structures in the Development Control Area.

The most relevant Development Policy is SRT/D3 which regulates the setback of development where residential land abuts 'Parks and Recreation' reserve. The Policy states that for all solid and hard faced structures constructed on land abutting 'Parks and Recreation' reserve that the structure should be setback 10 metres or 20% of the average depth of the Lot (whichever is the lesser).

In regard to DA9, however, Policy SRT/D3.6.3 'Additional Setback Requirements' is more relevant as it states that where there is a public road contained within the 'Parks and Recreation' reserve, the Trust may consider reduced setbacks for development abutting the reservation.



3.0 SITE ANALYSIS

3.1 Context Analysis

The Ascot DA9 subject site is located 9km from the Perth City Centre, within 1km of the Perth Airport and within 100m of the Swan River. The site is well located in relation to transportation networks; regional services; employment; education facilities; local and regional open space; and infrastructure.

Development Area 9 is located at the northern extremity of the Ascot residential precinct with land to the south generally characterised by smaller R20 and R20/R40 zoned lots.

The Swan River foreshore abuts the western boundary of the subject site and, as part of DA9 is reserved for 'Parks and Recreation', also extends into the northern portion of the subject site. The Foreshore provides a significant area of remnant foreshore vegetation and recreational areas within close proximity to the site.

Land to the west of DA9 is zoned 'Mixed Use', providing a buffer to the noise from Great Eastern Highway and acting as a transitional area between the residential properties of the site and the Redcliffe Industrial Area further to the east.

The land is located in close proximity to the Perth Airport, however, is located outside of the ANEF 25 contour, which does not place any restrictions on the development of the land for residential land use.

The main road access into the precinct is via the signal controlled intersection at Great Eastern Highway and Fauntleroy Avenue, with secondary access available via the uncontrolled intersection at Ivy Street.

Fauntleroy Avenue and Ivy Street are connected via Hay Road which is partially constructed where it abuts 'Urban' zoned land. That portion of Hay Road which falls within the 'Parks and Recreation' reserve remains unconstructed and a dual use path has been constructed to link Hay Road with Ivy Street in the north.

The City of Belmont has prepared a plan which proposes a slight realignment of the unconstructed portion of Hay Road (taking into consideration the Floodway and Flood fringe) which allows through vehicular access. The WAPC have advised that they would consider supporting an extension of Hay Road through this area to allow for the development of Lots 185-196, however it is noted that further investigation and planning is required for this portion of the structure plan area.

A graphical representation of the Context Analysis is shown within Figure 8.



3.2 Site Description

The DA9 subject area is characterised by generally underutilised, undeveloped land in close proximity to the Swan River.

Although zoned 'Urban', only Lots 177, 181 and 184 Hay Road have been developed for use as single residential dwellings. The rear portion of Lot 177 supports a 6.5m wide driveway that is approximately 61m long and is used to access a number of lots facing Great Eastern Highway. This pavement has been constructed on Lot 177 in response to the MRWA Strategic Access Study.

Lots 1, 180, and 182-183 Hay Road are currently vacant, cleared residential lots, which appear to be utilised for horse agistment and informal grazing.

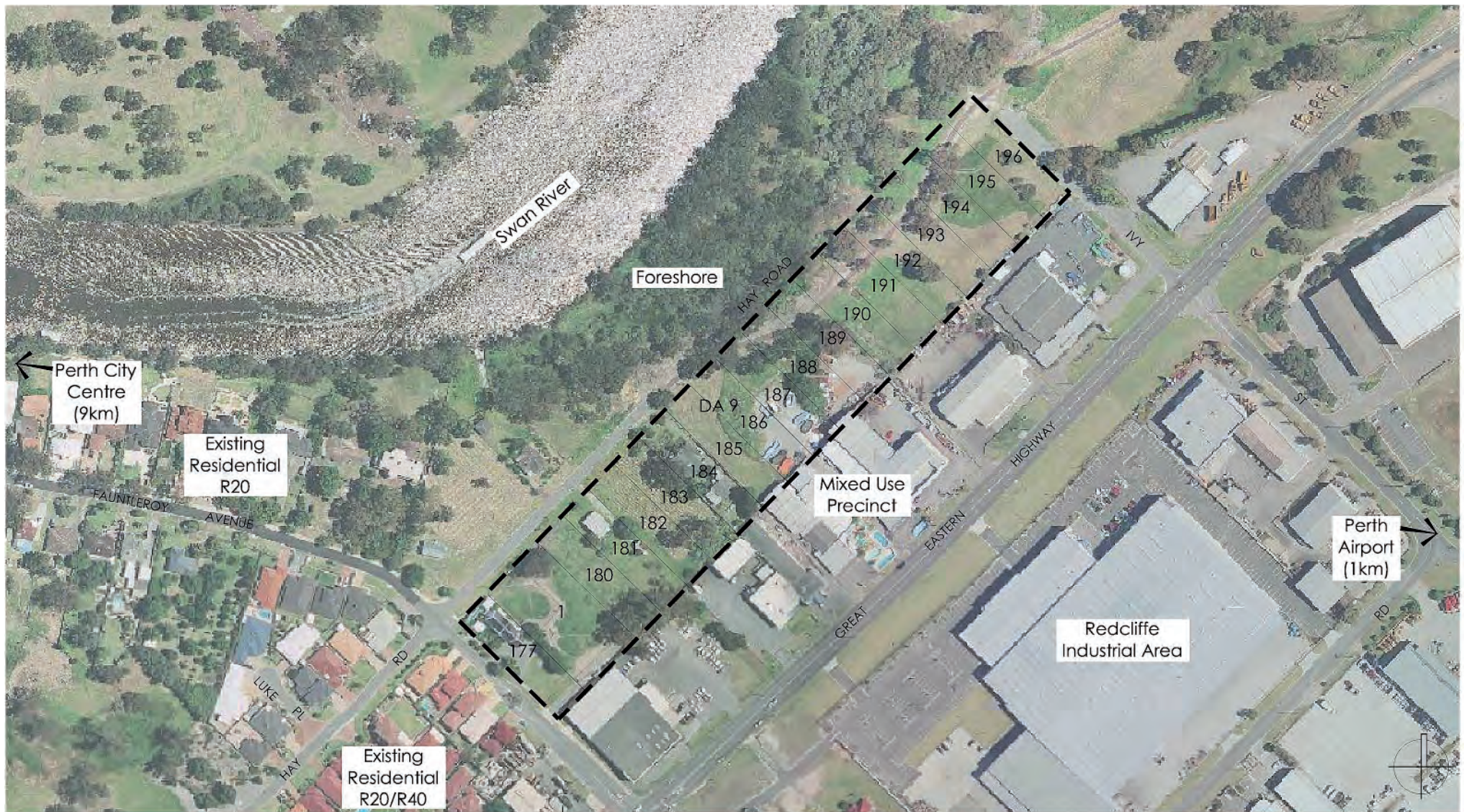
Lots 185 to 196 Hay Road are vacant land parcels reserved for 'Parks and Recreation', characterised by a single dual use path (DUP) which separates the lower, vegetated, floodway land in the west from more developable, cleared land in the east.

Some of the 'Parks and Recreation' land to the east of the DUP is currently being utilised as additional storage space for the 'Mixed Use' properties fronting Great Eastern Highway, who have informally expanded into this area from the rear of their lots.

The City has advised, in correspondence to the WAPC that the twelve lots zoned for Parks and Recreation do not significantly add to the value of the abutting Regional Open Space. They also stated that they believe that the connection of Hay Road to Ivy Street via the existing road reserve or through the subject lots (generally

along the alignment of the floodway line) would provide improved long term access arrangements for the properties on Great Eastern Highway. The WAPC has not yet formally responded to the City's position in regard to this matter; however, informally, they have provided verbal advice to CLE that they would consider the request to excise this portion of the site from the 'Parks and Recreation' reserve, if appropriate, allowing for the long term development of the WAPC land.

The physical attributes of the site can be seen on the aerial included within the Context Analysis (refer Figure 8).





3.3 Physical Environment

3.3.1 Soils and Geotechnical Stability

The subject site is low lying, and has approximately a 3m fall across the site in a north westerly direction towards the end of Ivy Street. A desktop assessment of the DA9 area has indicated that the area has potential high risk Acid Sulfate Soils (ASS).

The City of Belmont's Engineer has advised that the site would require the completion of a comprehensive geotechnical report to determine soil type/conditions and water table and an ASS report prior to any future development of the site.

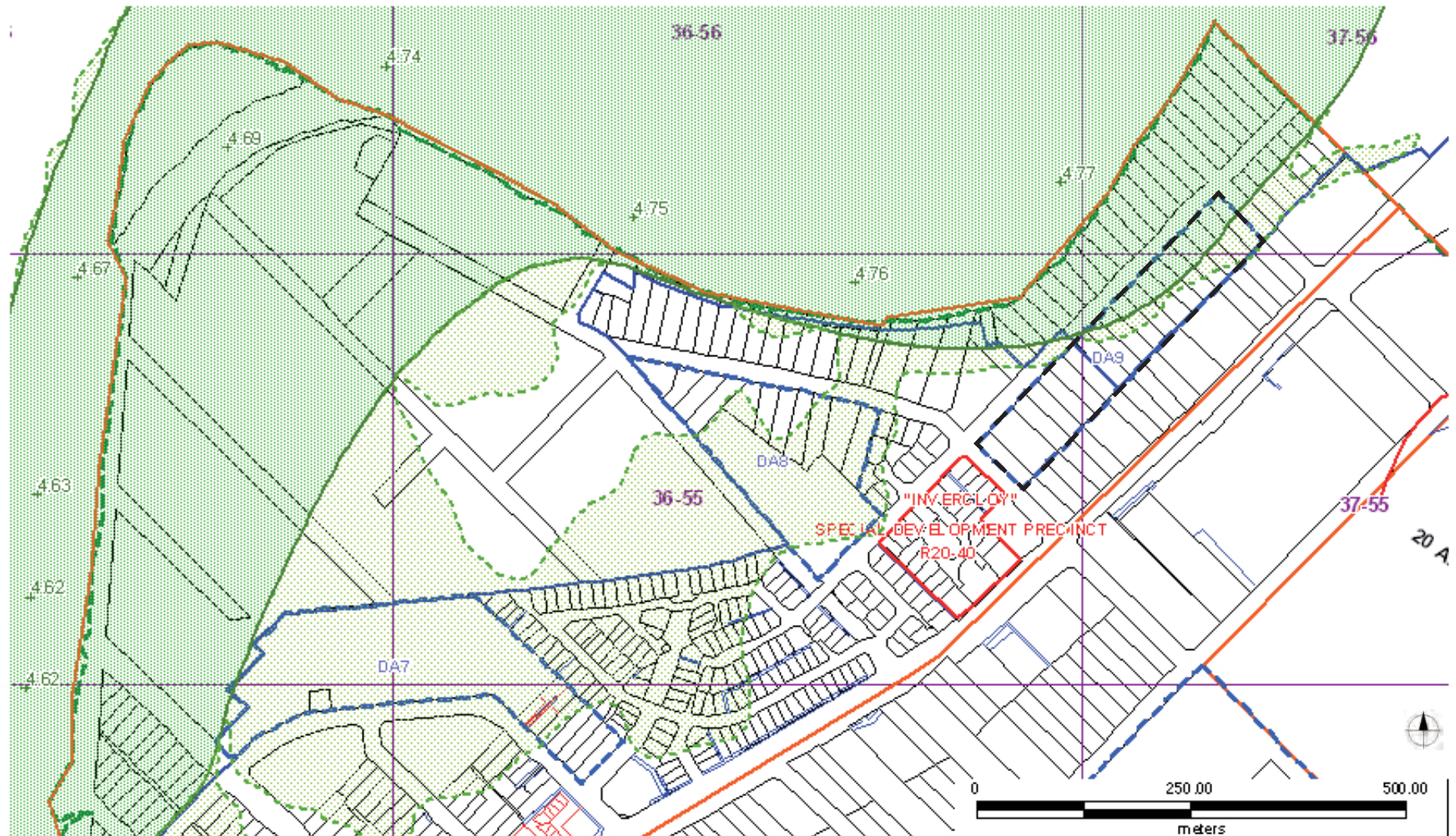
3.3.2 Water Bodies

The subject land is located within close proximity to the Swan River, and portions of the site are therefore influenced by the Floodway and 1 in 100 year flood levels. The City of Belmont Environmental Officer has advised, however, that there are no registered wetlands located on the site.

The City's Engineering Department has provided relevant Floodway and Flood fringe mapping (refer Figure 9) which shows that the low lying portion of the 'Parks and Recreation' reserve (generally to the west of the existing DUP) is located within the Floodway. The City has advised that it may be possible to locate some services / infrastructure within the Floodway, such as a constructed road.

Figure 9 also illustrates that the Flood fringe extends within the 'Parks and Recreation' reserve. The City has advised that the 100 year flood level for DA9 is estimated to be 4.77m AHD, and any future development of the land within the Flood fringe would need to ensure the finished floor level achieved this as a minimum.

Lots 1, 177 and 180 – 184 Hay Road are not impacted upon by either the Floodway or the Flood fringe.



- LEGEND**
- Site Boundary
 - - - 100 year flood fringe
 - 100 year floodway
 - + 100 year flood points

CITY OF BELMONT FLOODWAY & FLOOD FRINGE
FIGURE 9

3.3.3 Flora and Fauna

The vegetation on site is characterised by two key areas (refer Figure 10):

- Vegetation to the west of the DUP which traverses the 'Parks and Recreation' reserve is dense and reflective of the abutting Swan River;
- Vegetation to the east of the DUP within the remainder of the 'Parks and Recreation' reserve and 'Urban' zoned land is sparse, with isolated trees interspersed amongst the individual properties.

The City of Belmont has not appointed an Environmental Consultant to advise on this project; however, an internal Arboriculturalist acting on behalf of the City has surveyed the trees and provided advice in regard to the significance of each tree found on site (refer Appendix 2).

The Arboriculturalist surveyed approximately 15 trees on site of which 14 were of the species *Eucalyptus Rudis* (flooded gum) and one was of the species *Eucalyptus Rudis X E.robusta*. All trees were semi-mature to mature in age with eight of the trees ranging in height from 15 to 20 metres.

The flooded gum, of which 17% remains within the metropolitan region, is an important species providing food and habitat for native fauna.

The Arboriculturalist has stated that all trees surveyed within the subject site are in 'good' condition and one tree in particular should be retained (if possible) as it is mature in age, approximately 19 metres in height and has the ability to house native fauna within existing hollows (Tree 205).

The Structure Plan design should take into consideration all existing vegetation and attempt to retain it wherever possible within the foreshore and road reserves.



Figure 10: City of Belmont Tree Survey
Source: City of Belmont



LEGEND

- Subject Site
- Existing Trees

3.4 Service Infrastructure

3.4.1 Drainage and Service Provision

As shown on the attached Infrastructure Plan prepared by the City of Belmont (refer Figure 11), the main drain from the airport traverses across the subject site through Lot 1 and 177 Hay Road to connect with Lot 2 which abuts the Swan River.

As previously stated, Lot 1 is owned by the Commonwealth and as such there is currently no easement over the site illustrating the location of the drain. If the land was to be sold or developed upon, however, the location of the drain would need to be considered.

A drainage easement is identified over the rear portion of Lot 177 Hay Road. Any development on this lot would also need to be cognisant of the required setbacks to the drain.

The City of Belmont's Engineers have provided advice that due to the poor draining condition of the soils, stormwater runoff from future developments within DA9 will need to be disposed of off-site via piped connection to the proposed Council's street system. Each lot will require an oil and silt separator device to be installed on site.

The Infrastructure Plan also shows the location of other key services which can be extended into the site; however, this needs to be supplemented by further servicing information provided by the City of Belmont at time of approval.

To ensure development of the site can occur, we recommend that discussions with the Water Corporation, Swan River Trust, Western Power and Alinta Gas be entered into to confirm drainage, sewerage, water supply and power supply provisions for the site.



Figure 11: City of Belmont Infrastructure Plan
Source: City of Belmont

LEGEND
— Subject Site



3.4.2 Existing Road Network

The site is well serviced by existing road infrastructure.

The site is located within close proximity to Great Eastern Highway, which is classified as a 'Regional Road' and has historically been one of Perth's most important transportation routes, linking with Graham Farmer Freeway, Roe Highway, and Tonkin Highway.

A controlled intersection is provided at the junction of Great Eastern Highway and Fauntleroy Avenue, providing safe access to Great Eastern Highway from the subject site. A secondary access from Great Eastern Highway is also provided via an uncontrolled intersection at Ivy Street.

The existing 'Urban' zoned lots in the south of the site are accessed directly from the partially constructed Hay Road which intersects with Fauntleroy Avenue. The remainder of Hay Road, which exists as an unconstructed road reserve, could be constructed as an alternative means of access.

3.4.3 Pedestrian Accessibility

The site has a high level of pedestrian accessibility due to its proximity to the Swan River foreshore and Great Eastern Highway.

An existing dual use path (DUP) runs through the subject site connecting with key recreational areas within Garvey Park to the south and an existing DUP in the north. Access to Great Eastern Highway is also well supported through an existing footpath which extends along Fauntleroy Avenue.

3.4.4 Public Transport

Well serviced public transport opportunities are provided within close proximity to the site (within an 800m radius), with two bus stops located on Great Eastern Highway between Fauntleroy Avenue and Ivy Street.

The Redcliffe Bus Depot is also located within close proximity to the site, approximately 1 kilometre south along Fauntleroy Avenue (refer Figure 12).

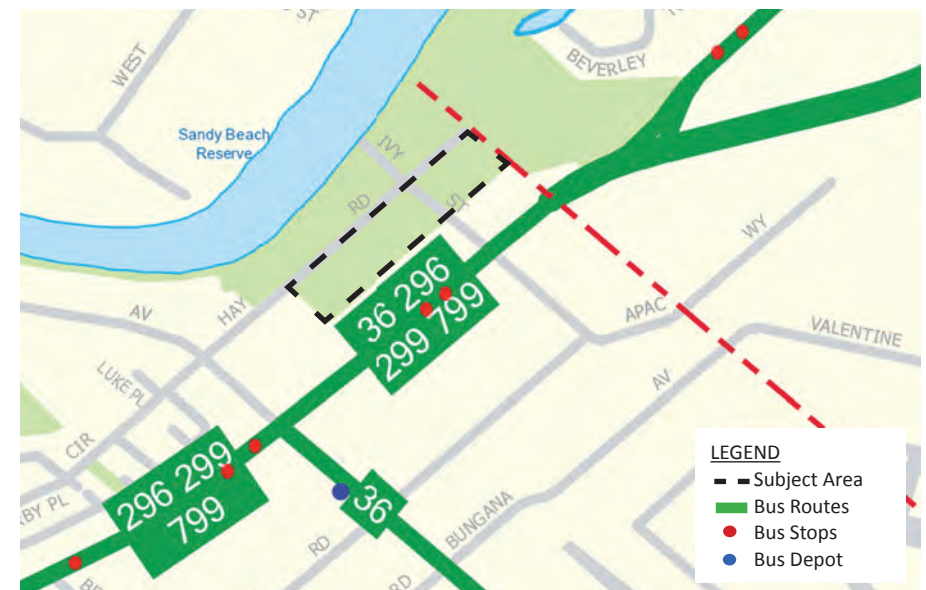


Figure 12: Transperth Bus Routes & Stops
Source: Transperth



4.0 OPPORTUNITIES & CONSTRAINTS

An Opportunities and Constraints Analysis has been undertaken for the site (refer Figure 13) which indicates a number of key considerations in the development of the DA9 Structure Plan.

As can be seen within the list below, the number of opportunities to developing the site far outweighs the constraints:

4.1 Opportunities

Various opportunities were identified and, where possible, integrated into the design of the Structure Plan. Some of the identified opportunities are beyond the scope of this Structure Plan to fulfil; however, they should be recorded as possible future initiatives for the City of Belmont's consideration.

- The southern portion of the subject site is zoned 'Urban' in the MRS and 'Residential R20' within the City of Belmont LPS15. The Scheme also identifies the site as a Development Area within which a Structure Plan is required prior to the approval of subdivision or further development;
- The Development Area also includes the land to the north reserved for 'Parks and Recreation'. Discussions with the City of Belmont and the WAPC have raised the common view that part of the land may be surplus and opportunities for urban development could be considered subject to appropriate investigation.
- The site is one of only a couple of remaining infill sites within the City of Belmont which has development potential.

- The site is located in a key strategic area, abutting the Swan River and within close proximity to the airport and Great Eastern Highway.
- An area of 'Mixed Use' is located on the eastern boundary providing a buffer to the noise associated with Great Eastern Highway and surrounding Redcliffe Industrial Area.
- A large area of the site is owned by one landowner (WAPC).
- Individual landowners fronting Hay Road are generally keen to consider increased development opportunities for their individual properties.
- Surrounding residential properties to the south and other landholdings abutting the Swan River within the City of Belmont have been developed to a higher density than that historically associated with the suburb of Ascot.
- The opportunity to redevelop privately owned lots fronting Fauntleroy Avenue in a coordinated, rather than an ad hoc, manner preventing the creation of battleaxe developments.
- The City of Belmont has advised that there are no significant environmental issues which would impinge development on this site (ie wetlands, vegetation etc); however, if possible, Tree 205 should be retained due to its height, maturity and the ability to house native fauna within existing hollows.
- Good connectivity between the subject site and adjoining residential developments and arterial roads.
- Continuation of the existing dual use path providing continuous access to the Swan River foreshore and Garvey Park.
- Existing public transport connections along Great Eastern Highway within walkable catchment of the subject site



- Preliminary advice provided to the Consultant team states that existing services and infrastructure are able to be extended into the site, reducing construction costs of the new development.

4.2 Constraints

Various constraints have also arisen during discussions with the City of Belmont, DoP Planning Officers and other stakeholders which have influenced the planning of the site. Constraints affecting the land include:

- The northern portion of the subject site is reserved for 'Parks and Recreation'. Any residential development option of this land would require rezoning the subject lots to 'Urban' in the Metropolitan Region Scheme and 'Residential' in the City of Belmont LPS15.
- The 'Parks and Recreation' reserve is also contained within the Swan River Trust Development Control Area. Any consideration to rezone the subject site to allow for residential development would need to be referred to them.
- A Geotechnical study of the site has not yet been undertaken. There is some uncertainty regarding the level of the water table and impact of potential ASS.
- The site is fortunate in having one large landowner (WAPC); however, in general, the site has fragmented landownership.
- The existing airport drain traverses Lot 1 Hay Road, which is currently owned by the Commonwealth. Development for residential purposes under the current ownership may be limited, having regard to Commonwealth Airports legislation. If the lot were to be sold, residential development may be permitted.

- The airport drain also traverses Lot 177 Hay Road and, as a result, a drainage easement constrains development on the rear portion of this lot.
- Any future subdivision of Lot 177 Hay Road may require the ceding of a portion of land on the corner of Hay Road and Fauntleroy Avenue to provide a corner truncation.
- The western portion of the 'Parks and Recreation' reserve is located within the Floodway. Only road construction or servicing can be developed within this area.
- Abutting the Floodway, additional areas of the site are defined within the flood fringe. Any development of the land would need to be in accordance with 1 in 100 year flood levels and would need to achieve a finished floor level of 4.77m AHD.
- Although services and infrastructure are accessible to the site, they may need to be upgraded to satisfy the proposed increase in density.
- The City has advised that the design should take into consideration the trees recorded by the Arboriculturalist and attempt to retain them wherever possible within public open space and road reserves.
- Environmental and Engineering advice provided to date has been at a preliminary level. More detailed investigations and discussions with relevant agencies are required to occur.





5.0 STRUCTURE PLAN

5.1 Vision

The vision for the DA9 Structure Plan identifies Lot 184 to Lot 196 Hay Road for further investigation and planning with the remainder of the area identified for coordinated development. The existing dual use path has been identified on DA9 as it provides an important pedestrian link from Fauntleroy Avenue to Ivy Street.

5.2 Design Principles and Objectives

- Provide a site responsive framework for urban land uses which integrates the Development Area with surrounding land uses;
- Provide a flexible neighbourhood structure capable of adapting over time to community changes;
- Provide for a variety of residential densities and lot sizes as well as a choice of contemporary housing options to provide for flexible living and community diversity.
- Retain excellent pedestrian and cyclist connections through the site which are well surveyed and promote a safe environment for all; and
- Address existing access concerns for those 'Mixed Use' lots fronting Great Eastern Highway.

5.3 Key Structure Plan Elements

To ensure the successful implementation of the defined Principles and Objectives for the development of the site, a number of elements have been identified and reflected within the DA9 Structure Plan to respond to the feedback received from the City of Belmont, DoP, MRWA and other stakeholders.

The Structure Plan elements are clearly outlined on the proposed DA9 Structure Plan (refer Figure 15) and are also detailed within the following subsections.

5.3.1 Land Use Summary

The Ascot DA9 Structure Plan is included at Figure 15. The Land Use Summary is based on this Plan and on an analysis at a broad level of detail. The Land Use Summary will require further refinement as the issues in relation to the 'Area Subject to Further Investigation and Planning' are resolved.

Table 2 – Ascot DA9 Structure Plan Summary

Lot Details	Land Area (ha)
Residential Precinct	1.0475
Area Subject to Further Investigation	1.9765
Gross Area of DA9	2.9940
Public Open Space Required	0.2994



5.3.2 Residential

The Ascot DA9 Structure Plan includes the 'Urban' zoned land within the future Development Area and has been designed to accord with community and neighbourhood structuring principles of Liveable Neighbourhoods.

The Liveable Neighbourhoods planning approach to development is different to the conventional suburban model as it promotes a framework for the more efficient use of land, thereby allowing a greater number of different types of households to live together compatibly and in an attractively designed neighbourhood.

The Structure Plan incorporates low and medium (R20/R60) density residential land aiming to provide a range of housing products to meet market demand, provide compatible land uses with surrounding development and build upon the residential character unique to Ascot.



Figure 14: Precinct and R Code Plan





5.3.2.1 Precinct Development

Residential Area - Low/Medium Density Residential Precinct (R20/60)

The existing privately owned residential lots fronting Hay Road are coded R20 with an average frontage of 20 – 25 metres and depths of approximately 70-75 metres. These lots reflect the same module depth as those surrounding lots fronting Great Eastern Highway and the Swan River.

To ensure that ad-hoc subdivision of the land doesn't occur, resulting in battleaxe lots and reduced streetscape aesthetics, the Structure Plan proposes to increase the density and improve the built form outcomes on the site through allocating a flexible coding of R20/60 (refer Figure 14). This will ultimately provide a transition from the existing residential estate to the south, into the proposed medium and high density proposals within the remainder of the DA9 subject site.

By increasing the density on these lots, this will encourage future developers to apply to the City to develop under the higher density in accordance with high quality design standards thereby minimising the amount of ad-hoc development within the area. Furthermore, the City of Belmont will prepare a Local Planning Policy (LPP) to guide development to further ensure a high quality built form outcome for the Precinct.

The Precinct also includes the Commonwealth owned Lot 1 Hay Road which is nearly double the size of all other lots fronting Hay Road. This lot is highlighted on the Structure Plan with an asterisk (*) due to its incorporation of one of the Airports' main drains. The drain is not currently identified on the Lot as an easement due to the Commonwealth ownership of the site; however, should the land be on-sold, future planning will need to take into consideration the existence of a drainage reserve across the site. Additionally, it is noted that residential development on Lot 1 Hay Road is restricted under the current ownership, having regard to Commonwealth Airports legislation. Should the land be on-sold, residential development may occur.



Plates 1 & 2: Indicative Residential R20/R60 Lots



5.3.2.2 Area Subject to Further Investigation and Planning

Lots 184 – 196 Hay Road require further investigation and planning prior to the progression of structure planning options due to their 'Parks and Recreation' reservation under the MRS and LPS15 as well as the need to resolve issues pertaining to the Swan River Trust Management Area.

Lots 184 – 196 are located within a Development Control Area and are subject to the provisions of the Swan and Canning Rivers Management Act (2006). The Act requires the Swan River Trust to ensure land use and development on and next to the Swan and Canning Rivers maintains or enhances community access and enjoyment.

It is recommended that discussions be convened with the WAPC and Swan River Trust to advance the resolution of issues to the Swan River Trust Management Area, and the subsequent rezoning of Lots 184 – 196 under the MRS and TPS for development.

5.3.3 Public Open Space

The subject site directly abuts the Swan River foreshore and provides excellent connectivity via the internal road network and existing pedestrian links to Garvey Park. Future development of the subject site will also assist in improving the surveillance of the foreshore.

The subject site directly abuts the Swan River foreshore and provides excellent connectivity via the internal road network and existing pedestrian links to Garvey Park. Future development of the subject site will assist in improving the surveillance of the foreshore.

A dual use path traverses Lots 186 – 196 and separates lower, vegetated land in the west from cleared land in the east. There is opportunity to retain the dual use path in its current location and retain the land west of the dual use path as a 'Parks and Recreation' reserve under the MRS. Further investigation and planning is required in relation to these lots as identified on the structure plan.



Plates 3 & 4: Native vegetation within and surrounding the 'Parks and Recreation' reserve.

5.3.4 Access to Mixed Use Properties

Although not located within the subject site, the access arrangements for the abutting 'Mixed Use' properties fronting Great Eastern Highway must be considered. As previously advised, the Draft Strategic Access Policy proposed a laneway within DA9 to provide rear access for the 'Mixed Use' properties with the intention of reducing access conflict on Great Eastern Highway.

There remains, however, great concern over the additional access conflict which would likely occur on this internal laneway between residential and commercial vehicles. For this reason, the Hay Road extension is proposed as an alternative to the laneway.

As a result, 'Mixed Use' properties fronting Great Eastern Highway should be provided with a reciprocal right of access easement across the front of their lots to ensure vehicular access is channelled towards Fauntleroy Avenue and Ivy Street intersections.

5.3.5 Servicing Strategy

To ensure the successful implementation of these Structure Plan elements, a Servicing Strategy is required to be prepared by the individual developers/proponents of the site or by Engineers appointed by the City. This report will be required to ensure that there is no impediment to the future residential development of the site.

6.0 IMPLEMENTATION AND CONCLUSION

The Development Area 9 (DA9) Structure Plan provides a clear planning framework as a basis to guide and control the long term development of the site. The implementation of the development proposal is substantially assisted by the fact that the land is already identified as a Development Area within the City of Belmont Scheme (LPS15).

A number of further actions are required, however, to ensure the successful redevelopment of the site. These relate primarily to further planning, engineering and environmental work:

- Resolution of issues pertaining to the Swan River Trust Management Area.
- Further investigation and planning, including the rezoning of Lots 184 – 196 from 'Parks and Recreation' to 'Urban' and 'Residential' under the MRS and City of Belmont LPS respectively, is required to be undertaken.
- The subject site is located within the Swan River Trust Development Control Area requiring any proposed development within DA9 to be referred to the Swan River Trust. Swan River Trust policies relating to setbacks would also need to be considered.
- Given the unknown nature of the site and the proximity to the Swan River, a detailed Geotechnical report is required to be undertaken prior to development.



It is also expected that this report will include a potential Acid Sulfate Soils (ASS) investigation and potential management plan if ASS is identified.

- As a portion of the site is located within the flood fringe, any future development of these areas will be required to satisfy the 1 in 100 year flood level, achieving a minimum of 4.77AHD.
- Any development proposals over Lot 1 or Lot 177 Hay Road are to be cognisant of the existing Airport Main Drain and appropriate setbacks are required to be incorporated into the design.
- Flexible development opportunities are to be provided for Lot 1, having regard to Commonwealth Airports legislation and the prohibition of residential development where the land is owned by Perth Airport.
- Discussions with the Water Corporation, Swan River Trust, Western Power, Alinta Gas and other servicing authorities are required to be entered into to confirm the availability of servicing to this site.
- A traffic report may be required to test whether the existing road network can sufficiently cater for the proposed increase in traffic.
- The environmental advice provided within this report is considered as a 'basic assessment' and should comprehensive data be required, further work should be undertaken.
- The City will prepare a Local Planning Policy to guide future development within the R20/R60 Flexible Coded Lot Precinct so as to ensure design principles and objectives are achieved and a desirable built form outcome is achieved.

- Although located outside the DA9 subject site, those 'Mixed Use' properties fronting Great Eastern Highway which abut DA9 should be provided with a reciprocal right of access easement across the front of their lots to ensure vehicular access is controlled at the Fauntleroy Avenue and Ivy Street intersections.

The various components of the Structure Plan provide a clear guide for future development of the DA9 subject site to ensure that the objectives for the vision are achieved to the highest standard.

The DA9 Structure Plan is commended to the City and the WAPC for formal adoption as a basis for supporting the various implementation actions necessary to deliver the vision.



ASCOT DEVELOPMENT AREA 9 STRUCTURE PLAN

ASCOT DEVELOPMENT AREA 9 STRUCTURE PLAN FAUNTEROY AVENUE & HAY ROAD, ASCOT

The Western Australian Planning Commission resolved on 4 April 2013 to endorse the Development and Structure Plan as a guide for subdivision and development within the locality.

Signed for and on behalf of the Western Australian Planning Commission

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

Richard and Co
8-4-13 Date

Witness

LEGEND

- DA9 Structure Plan Boundary
- Residential R20/60
- Trees - Existing



DA9 STRUCTURE PLAN
FIGURE 15



ASCOT DEVELOPMENT AREA 9 STRUCTURE PLAN

APPENDICES





APPENDIX 1

.....

Certificates of Title

52-54 Hay Rd

11626/45
 Transfer 5105/1945
 Application
 From Volume Folio
 453 1945
 1636 533



REGISTER BOOK.

Vol. 1055

Fol. 337

WESTERN AUSTRALIA.

CT 1088 0337 F



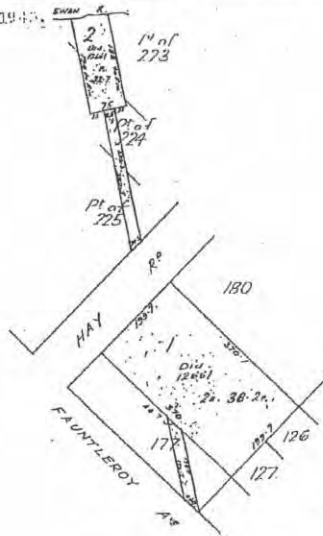
Certificate of Title

under "The Transfer of Land Act, 1893" (56 Vic., 14, Sch. 5).

THE GOVERNMENT OF AUSTRALIA, is

now the proprietor of an estate in fee simple subject to the easements and encumbrances notified hereunder in ALL those pieces of land delineated and coloured green on the map hereon containing together three roods twenty and nine tenths perches or thereabouts, being portions of DEAR LOCATION 23 and being Lots 1 and 2 the subject of Diagram 12061, together with certain drainage rights over the land coloured blue on the said diagram as notified in Transfer 5105/1945.

Scale 2 chains to an inch



Transfer F389558 to Federal Airports Corporation of PO Box 6, Cloverdale. Registered 8th December, 1993 at 15.08 hrs.



APPLICATION 6620494. The within land is vested in the Commonwealth of Australia pursuant to Section 11 of the Airports (Transitional) Act 1996. Registered 2nd July 1997 at 15.35 hrs.

For encumbrances and other matters affecting the land see back.

L 1000/15

EASEMENTS AND ENCUMBRANCES REFERRED TO.

LEASE G520495 to Westralia Airports Corporation Pty Ltd of Level 22, AMP
Centre, 50 Bridge Street, Sydney, New South Wales commencing
2.7.1997 together with an option for renewal.
Registered 2nd July 1997 at 15.35 hrs.



Caveat G520496, Lodged 2.7.1997 at 15.36 hrs.

Caveat G536676, Lodged 22.7.1997 at 10.49 hrs.

WITHDRAWN

Withdrawal G733889 of Caveat G536676, Lodged 10.3.1998 at 14.54 hrs.

As to portion only:

Caveat H215324, By Commonwealth Bank of Australia, Lodged 6.9.99 at 9.21 hrs.

WITHDRAWN

As to portion only:

Caveat H215325, By Perth Cargo Centre Pty Ltd, Lodged 6.9.99 at 9.21 hrs.

As to portion only:

Caveat H216798, By Commonwealth Bank of Australia, Lodged 7.9.99 at 9.36 hrs.

As to portion only:

Caveat H216799, By Westhill Pty Ltd, Lodged 7.9.99 at 9.36 hrs.

As to portion only:

Caveat H396522 by Smart Group Australasia Pty. Ltd. Lodged 22.3.2000 at 8.58 hrs.

As to portion only:

Caveat H396523 by Commonwealth Bank of Australia, Lodged 22.3.2000 at 8.58 hrs.

Withdrawal H941390 of Caveat H215324, Lodged 29.11.2001 at 8.27 hrs.

As to Lease G520495:

Memorial H997172 Stamp Act 1921, Registered 24th March 2002 at 16.15 hrs.

WITHDRAWN

Withdrawal I221302 of Memorial H997172, Lodged 30.8.2002 at 15.33 hrs.

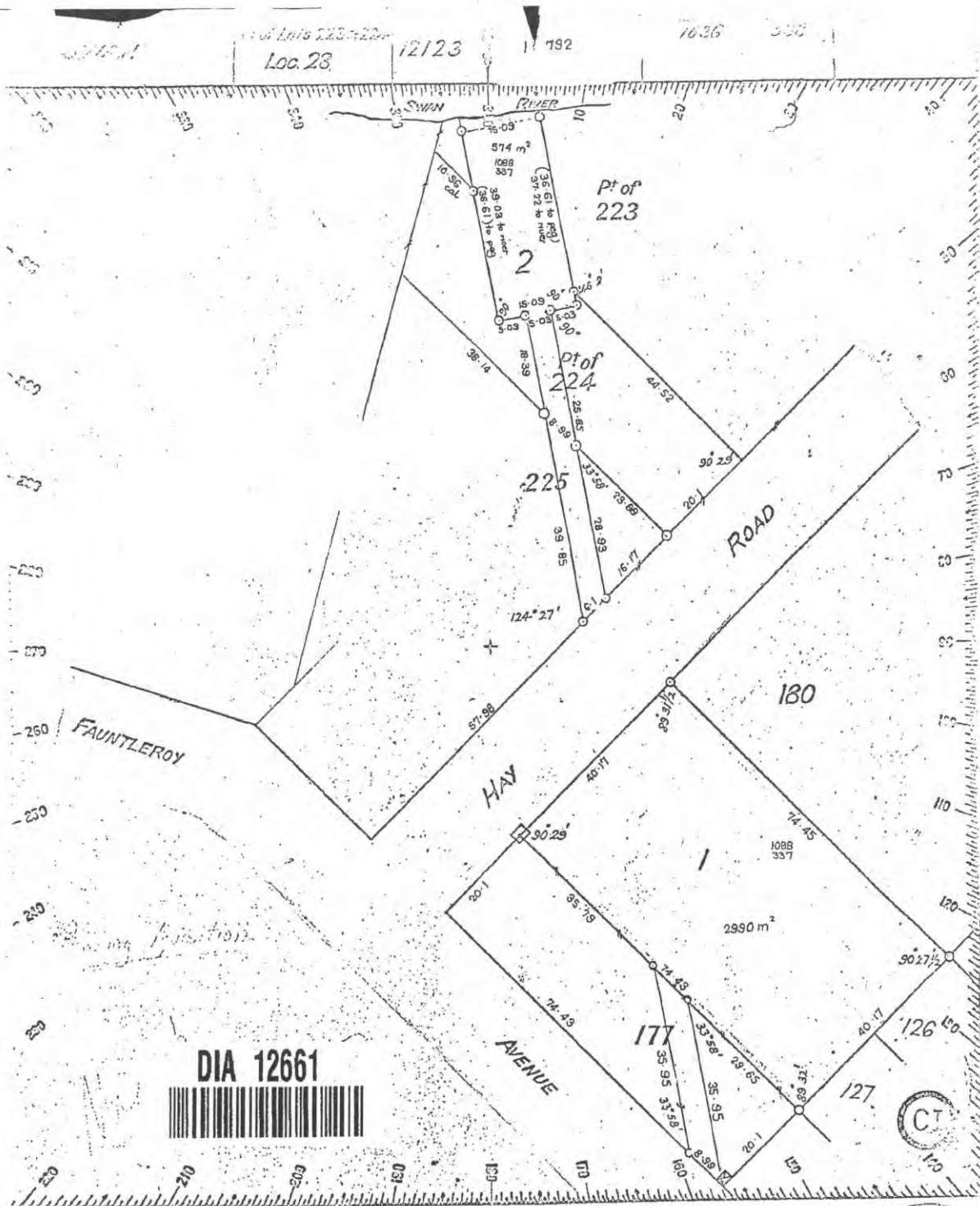
CT 1088 0337 B



CERTIFICATE OF TITLE.

Vol.

Fol.



DIA 12661



CERTIFICATE

I hereby certify that this survey was performed by me personally (or under my own personal supervision, inspection, and field check) in strict accordance with the Regulations for the guidance of Surveyors, and that this plan is in all respects accurate.

Percy G. Horse

DATE *4.4.45* LICENSED SURVEYOR

APPROVED BY TOWN PLANNING BOARD



CHAIRMAN

DATE

APPROVED

Harold Green

INSPECTOR OF PLANS AND SURVEYS

EXAMINED *GRW*DATE *25/5/45*PLAN *1792*

DIAGRAM

INDEX PLAN

BIRTH 2070 1372

REGISTERED

S. H. 2257
R. 16

DIAGRAM NO

12661

D12661

<u>Lot Number</u>	<u>Part Register Number</u>	<u>Section Sheet Number</u>	<u>Lot Number</u>	<u>Part Register Number</u>	<u>Section Sheet Number</u>
1	1088/337	1	2	1088/337	1

101 Faulstich Ave

WESTERN



AUSTRALIA

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

REGISTER NUMBER 177/P1792	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 21/3/2002

VOLUME
1120FOLIO
238

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

R. Roberts

REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 177 ON PLAN 1792

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

JAMES WILLIAM FARQUHAR
HILARY ANN FARQUHAR
BOTH OF 32 TIBRADDEN CIRCLE, BELMONT
AS JOINT TENANTS

(T 1048179) REGISTERED 19 MARCH 2002

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. T5105/1945 EASEMENT BURDEN SEE TRANSFER 5105/1945. REGISTERED 25.6.1945.
TR18/1962 EASEMENT T5105/1945 MODIFIED BY SURRENDER 18/1962. SEE SKETCH ON VOL
1120 FOL 238. REGISTERED 13.3.1962.
2. 1048180 MORTGAGE TO BANK OF WESTERN AUSTRALIA LTD REGISTERED 19.3.2002.
3. *1048182 CAVEAT BY COMMISSIONER OF MAIN ROADS AS TO PORTION ONLY. LODGED
19.3.2002.
4. *1159575 CAVEAT BY CITY OF BELMONT LODGED 1.7.2002.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1120-238 (177/P1792).
PREVIOUS TITLE: 332-156.
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AREA: CITY OF BELMONT.

Transfer 10606/1949

Application

From Volume Folio
332 156

2394-49

19458-50

17583/54

10503/56

9712/61

17637/62

30753/62

ORIGINAL



WESTERN AUSTRALIA.

REGISTER BOOK.

Vol. 1120 Fol. 238

INDEXED

CT 1120 0238 F

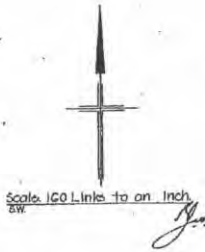


Certificate of Title

100/92

under "The Transfer of Land Act, 1898" (56 Vic., 14, Sch. 5).

William Arthur Anthony, Farmer and Olive Frances Anthony, Married Woman, both of Hay Road, Belmont, are now the proprietors, as joint tenants of an estate in fee simple subject to the easements and encumbrances notified hereunder in all that piece of land delineated and coloured green on the map hereon containing one rood nineteen and two-tenths perches or thereabouts, being portion of Swan Location 28 and being Lot 177 on plan 1792.



Dated the nineteenth day of July One thousand nine hundred and forty-nine

TRANSFER 10745/1950 to Charles Herbert
Sibson of 19, Alexander Road, Claremont,
Business (Proprietor)
Registered this 11.50 at R12. day of June 1950
at 11.50 a.m. P. J. Henson
Assistant Registrar of Titles

Alb. B. Henson
Registrar of Titles.

TRANSFER 8923/1954 to Honore Burr Lawrence,
Retired Estate Agent, and Violet Lawrence, Married
Woman, both of 97 Fauntleroy Avenue, Redcliffe.
Registered 10th May 1954 at 12.00
at 12.00 P. J. Henson
Assistant Registrar of Titles

Transfer 15618/1962 to Erica June Jeffries of corner
Fauntleroy Avenue and Hay Road, Belmont, registered 28th
August 1962 at 9.43 a.m.
P. J. Henson
ASSISTANT REGISTRAR OF TITLES

Application 8642315. The registered proprietor
is the Public Trustee as Administrator of
the Estate of Erica June Jeffries who
died intestate on 28-8-1973 (Order to
Administer granted 30.10.1973)



27th December 1973

Transfer 3941758 to Commissioner of Main Roads of
Maitland Crescent, East Perth. Registered 24th June
1970 at 12.59 p.m.
Office of Titles
Western Australia



For encumbrances and other matters affecting the land see back.

L9817/49-16a-1/10

Superseded - Copy for Sketch Only

EASEMENTS AND ENCUMBRANCES REFERRED TO.

Transfer 5705/1905 The Commonwealth of Australia as registered proprietor of the land coloured green and diagram 1266 and the land in Vol 1083 Fol 760 has acquired certain drainage rights over the portion of the red line land coloured blue on the said diagram.

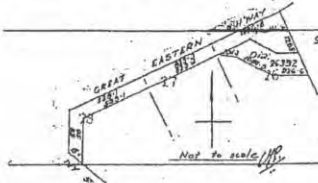
W. J. B. Jones
REGISTRAR OF TITLES

Mortgage 3132/1956 Lional G. J. Jones and Violet Lawrence to Rachel Alice Mary Jones of 20 Rutland Street, Brighton, Victoria, to secure £1000. Registered 11th April 1956 at 9-24-06.

J. B. Jones
ASSISTANT REGISTRAR OF TITLES

Discharge 2474/1961 of Mortgage 3132/1956. Registered 20th March 1961 at 9-30-00.

J. B. Jones
ASSISTANT REGISTRAR OF TITLES



As to the portion of land contained in Vol. 1254 Fol. 870 coloured green on the map in the margin hereof only.
Hereunder 12/1962. The above right created by Transfer 5705/1905 is now sanctioned.
Registered 12th March 1962 at 12-02-00.

J. B. Jones
REGISTRAR OF TITLES

CT 1120 0238 B



CERTIFICATE OF TITLE.

Vol.

Fol.

56 Hay Rd

WESTERN



AUSTRALIA

REGISTER NUMBER 180/P1792	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 30/4/2002

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
1006FOLIO
622

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

B. Roberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 180 ON PLAN 1792

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

CHATEAUROUX INVESTMENTS PTY LTD OF 1 HAMELIN PLACE, HILLARYS
(T J564113) REGISTERED 23 DECEMBER 2005

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. *J564114 MORTGAGE TO BANK OF WESTERN AUSTRALIA LTD REGISTERED 23.12.2005.
2. *J564115 CAVEAT BY COMMISSIONER OF MAIN ROADS AS TO PORTION ONLY LODGED 23.12.2005.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1006-622 (180/P1792).
PREVIOUS TITLE: 340-195.
PROPERTY STREET ADDRESS: 56 HAY RD, ASCOT.
LOCAL GOVERNMENT AREA: CITY OF BELMONT.

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING J564114

TRANSFER 666 VOL. 340, Fol. 195.
1929.344-52-54
27316/61

REGISTER BOOK.

Vol. 1006 Fol. 622.

WESTERN AUSTRALIA.

100/92

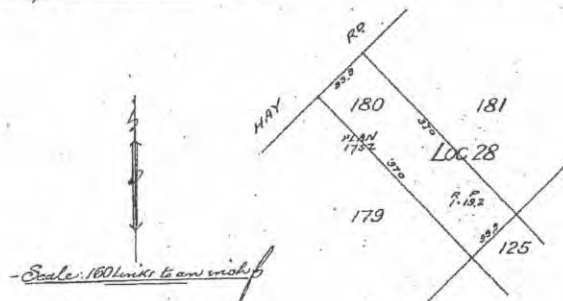
Certificate of Title



under "The Transfer of Land Act, 1893" (Sch. 5, 56 Vols. 14.)

Ethel Grace Caisley of Guildford Road Redcliffe MarriedWomanis now the sole proprietor

of an estate in fee simple in possession subject to the easements and encumbrances notified hereunder in All

that piece of land delineated and coloured green on the map hereon,containing one rood nine-tenths and two-tenths perchesor thereabouts, being part of Swan Location 28 and being Lot 180on plan 1792Dated the twenty-second day of JanuaryOne thousand nine hundred and forty year.

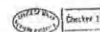
TRANSFER 1904/1964 to Alfred Oliver Smith
of 57 Hay Road, Redcliffe, Traffic Manager
 Registered 27th September 1964 at 9.20 a.m. P. J. Brown
 Assistant Registrar of Titles.

Alfred Oliver Smith
 Assistant Registrar of Titles.

Transfer 12006/1961 to Bohemian Spinners of 57 Hay Road, Redcliffe,
Litter and Turner. Registered 15th August 1961 at 9.29 a.m.
P. J. Brown
 Assistant Registrar of Titles.

Transfer 92283/66 to Her Majesty Queen Elizabeth the Second Registered 29th
December 1966 at 9.20 a.m.
L. J. Brown
 Assistant Registrar of Titles.

Transfer D864278 to Commissioner of Main Roads of Waterloo Crescent, East Perth. Registered 5th September 1988 at 9.21 hrs.



Superseded - Copy for Sketch Only

Superseded - Copy for Sketch Only

EASEMENTS AND ENCUMBRANCES REFERRED TO:

Caseat 1763/1953

Dedged 16.9.1953 at 12.70 00

P. J. M. M.

Withdrawal 1733/1954 of Caseat 1763/1953

Dedged 27.9.1954 at 2.50 00

P. J. M. M.
ASSISTANT REGISTRAR OF TITLES

Caseat 2116/1959 Dedged 29.9.1959 at 12.02 00

WITHDRAWN

P. J. M. M.
ASSISTANT REGISTRAR OF TITLES

Withdrawal 593/1960 of Caseat 2116/1959

Dedged 29/3/1960 at 7.50 00

A. L. M. M.
ASSISTANT REGISTRAR OF TITLES

CT 1006 0622 B



CERTIFICATE OF TITLE

Registered Vol..... Fol.....

58 Hay Rd

WESTERN



AUSTRALIA

REGISTER NUMBER 181/P1792	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
1096FOLIO
918

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

R. Roberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 181 ON PLAN 1792

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

ROSS TREVOR GIBBS OF 127 LEFROY AVENUE, HERNE HILL
(T F439762) REGISTERED 2 FEBRUARY 1994

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. G298965 MORTGAGE TO PERPETUAL TRUSTEES AUSTRALIA LTD REGISTERED 8.10.1996.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1096-918 (181/P1792).
PREVIOUS TITLE: 288-136.
PROPERTY STREET ADDRESS: 58 HAY RD, ASCOT.
LOCAL GOVERNMENT AREA: CITY OF BELMONT.