

LOT 1000 PRINCETON DRIVE, WANNANUP

LOCAL STRUCTURE PLAN

Amendment No. 1

September 2019

This structure plan is prepared under the provisions of the City of Mandurah Town Planning Scheme No. 3.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

30 June 2008

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry: 19 October 2025

TABLE OF AMENDMENTS

Each time a structure plan is amended, the amendment is to be recorded in the table of amendments at the front of the structure plan, including the amendment type (minor or major).

Amendment Number	Summary of the Amendment	Amendment type (minor / major)	Date approved by Western Australian Planning Commission
—	Outline Development Plan. Prepared by Roberts Day Town Planning + Design. Dated August 2007.	—	30 June 2008 Approved by the City on 11 April 2008
1	Modify “STAGE TWO” development standards, and update Outline Development Plan to Structure Plan format in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015 (W.A.)</i> . Prepared by Urbanista Town Planning. Dated September 2019 with minor revisions made in response to DPLH feedback in January 2020.	Major	17 February 2020

TABLE OF DENSITY PLANS

Each time a density plan is approved, the plan is to be recorded in the table of density plans at the front of the structure plan.

Density Plan No.	Location of density plan	Total area of density plan application	Date endorsed by Western Australian Planning Commission

EXECUTIVE SUMMARY

Urbanista Town Planning has been engaged to prepare an amendment to an existing 2008 Outline Development Plan which applies to the former Lot 1000 (D96795) Princeton Road, Wannanup. This structure plan supersedes the 2008 Outline Development Plan.

As taken from the Western Australian Planning Commission's guidance, a Structure Plan is a planning document which guides future land use and development for an area, and is one of the first steps in the development of new urban areas. A Structure Plan can show details such as housing density, road networks, areas of public open space and commercial areas. A Structure Plan indicates the way in which an area is to be developed and provides a framework to guide decision makers when it considers subdivision and development proposals. The structure plan is to be read in conjunction with the City of Mandurah's current adopted Local Planning Scheme (Town Planning Scheme No. 3 as at 2019)

Pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015* (W.A.) a decision maker is to give due regard to an approved structure plan. In giving due regard, a decision-maker has an obligation to give active, positive, proper, genuine, and realistic consideration to the objectives, intent, and information contained within the structure plan when determining an application within a structure plan area.

Structure plans approved prior to the *Planning and Development (Local Planning Schemes) Regulations 2015* (W.A.) coming into effect will still be valid and continue to be used to guide decision-making. They will not have the force and effect of the scheme, but will be given due regard in decision making. When an application to amend such a structure plan is received, the structure plan should be updated to the extent needed to undertake the amendment proposed.

STRUCTURE PLAN LAYOUT

This structure plan comprises of the following:

- Part 1: Implementation Section — Provides details and background on the design standards applicable to the structure plan area.
- Part 2: Explanatory Section — Provides justification and clarification of the design standards contained within Part One. Part 2 should be used as a reference guide to assist in the interpretation of Part 1.
- Part 3: Appendices — Provides additional background and supporting documentation that inform the structure plan, including a copy of the 2008 Outline Development Plan.

Due regard shall be paid to all sections of the structure plan, and the structure plan as a whole.

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Implementation Section

1. STRUCTURE PLAN AREA

This Structure Plan applies to the land identified in the structure plan map and comprising of the land bounded by Princeton Drive to the east, Windsor Park to the north, Australis Circle to the west, and freehold land to the south. The structure plan applies to the former Lot 1000 (D96795) of Princeton Road, Wannanup.

The structure plan area comprises of 4,260.7sqm of land, which is currently made up of Lot 1005 and 1006 on P410250. Lot 1005 (forming “Stage Two”) fronts Princeton Drive and has a total land area of 2,007sqm, where there currently exists with a single house. The remainder of the structure plan area (Lot 1006 forming “Stage One”) has in the time since the structure plan was first approved, has been subdivided in a survey strata arrangement as per the subdivision layout on the existing approved structure plan.

The scope of the subject amendment is delineated on the structure plan map, and relates to the “Stage Two” area.

2. OPERATION

This structure plan comes into effect from the date it is endorsed by the Western Australian Planning Commission. In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (W.A.) Schedule 2 Deemed provisions for local planning schemes Part 4 Structure plans cl. 28 (2) this structure plan comes into effect on the nineteenth day of October in the year two thousand and fifteen and expires on the nineteenth day of October in the year two thousand and twenty five, subject to subsequent approval.

3. STAGING

The structure plan area comprises of two stages as identified in the 2008 Outline Development Plan. “Stage One” has been subdivided and in the process of being developed with eight grouped dwellings. The “Stage Two” land, as shown on the structure plan, is yet to be developed and will be dependent on the approval of the subject amendment. All zoned land in the structure plan consists of “Residential R40” zoned land.

4. SUBDIVISION & DEVELOPMENT REQUIREMENTS

This section of the structure plan details the subdivision and development requirements which apply to the structure plan area. This section of the report is to be read in conjunction with the structure plan map (page 11).

4.1 LAND USE PERMISSIBILITY

The land use classifications within the structure plan area are shown on the structure plan map. These will guide the future subdivision and development of the land for residential purposes.

4.2 RESIDENTIAL DENSITY

The residential density which is applicable to the structure plan area is shown on the structure plan map.

4.2.1 2008 Outline Development Plan

The 2008 Outline Development Plan indicates that the structure plan area be developed to zoning of Residential R40 and in two stages. The ODP proposed that in the first instance, the original parent lot, known as Lot 1000 D96795, be subdivided into two green title lots and that these be developed separately.

Stage One Area

The “Stage One” area is proposed to comprise of eight survey strata lots that are accessible from a common property driveway located off Australis Circle. In 2016 the WAPC approved an application for an eight lot survey strata subdivision consistent with the 2008 ODP and the certificates of title were issued in 2018. At the time of this structure plan amendment No. 1, eight grouped dwellings are under construction on these survey strata sites.

Stage Two Area

The 2008 ODP noted that the “Stage Two” area proposed to comprise of three storey multiple dwellings development, which would include eight multiple dwellings. It is important to note that in accordance with the Residential Design Codes that was in place at the time of the approval of the 2008 ODP, multiple dwellings were also subject to site area requirements, whereby each multiple dwelling required a land area of 250sqm. Given the Stage Two area comprises of 2,007sqm of land, the maximum number of multiple dwellings that could have been developed in the Stage Two area would have been eight (8).



Figure 1: Current Aerial Image of the site as taken on 2 December 2019. Source: EagleView 2019.

4.2.2 2019 Structure Plan (Amendment No. 1)

The subject of the proposed amendment is to remove reference to multiple dwelling development for the “Stage Two” area, and simply indicate that the land be “Residential R40” in order to broaden the development potential for the site. In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (W.A.), the purpose of a structure plan is to provide a basis for zoning and residential density and the subdivision of land and structure plans are not intended to determine built form. Based on this, the subject amendment to remove reference to a multiple dwelling development will update the structure plan to be consistent with the current gazetted planning framework.

In terms of the development yield of the structure plan area, the 2008 ODP indicated that the structure plan area will comprise of eight grouped dwellings and eight multiple dwellings. In accordance with the current planning framework, the “Stage Two” area can be developed to include 9 single houses and/or grouped dwellings as well as a multiple dwelling development, which is now not subject to any minimum site area requirements. Multiple dwelling development is simply controlled by a total plot ratio area and any number of dwellings can fit within that plot ratio area.

Given the current planning framework generally allows for greater dwelling yield for the structure plan area, it is considered that this amendment will have no impact on the dwelling yields proposed and approved within the 2008 ODP.

4.3 SERVICING

All residential dwellings in the structure plan area shall provide to-standard underground power service and reticulated sewerage service. All development in the structure plan area shall not discharge stormwater runoff to land outside the structure plan area.

All individual lots and parcels must be capable of managing stormwater which falls on that site for 1 in 1 year Average Recurrence Interval weather events, and infiltrating or storing that water on that site. The use of Water Sensitive Urban Design is encouraged.

4.4 PUBLIC OPEN SPACE

The Western Australian Commission requires that in all proposed residential areas, that ten percent (10%) of the gross subdivisible area be given up free of cost by the developer and vested in the Crown under the provisions of Section 121 of the *Planning and Development Act 2005* (W.A.).

Due to the existence of an area of public open space located directly north of the subject site, it is proposed that the developer provide a cash-in-lieu contribution to the WAPC rather than develop a small, and likely unusable area of public open space as part of the development.

5. LOCAL DEVELOPMENT PLANS

All those lots or parcels comprising stage one, and all those lots or parcels comprising stage two and which share a lot or parcel boundary with Lot 2137 on P30461 (the public park reserve to the north), shall be subject to the preparation or revision of a site specific Local Development Plan in accordance with Part 6 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (W.A.), prior to receiving subdivision approval, or prior to receiving planning approval, or prior to the creation of residential lots or parcels.

The local development plan shall demonstrate an additional level of detail to specify how development will achieve the objectives and development standards outlined in the previous section. Content to be addressed in the local development plan should address the following information:

- Fencing standards and any proposed retaining.
- Vehicular and pedestrian access and parking;
- Interface with public open space and the public domain including the common access driveway; and
- Patio and courtyard areas.

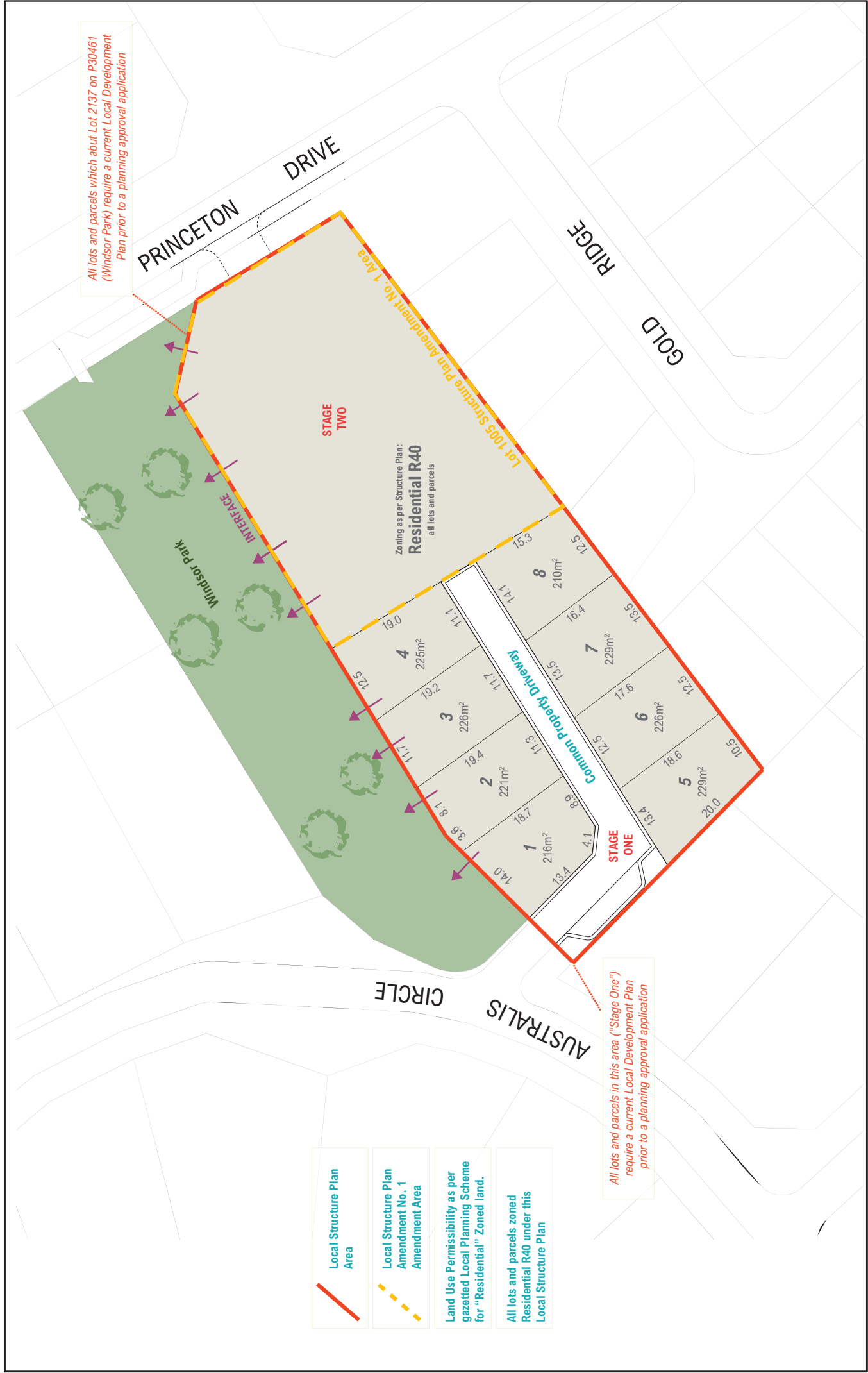
The local development plan can include the following information:

- Streetscape and setbacks between lots;
- Separation between parcels;
- Building orientation;
- Open space and landscaping;
- Vehicular and pedestrian access and parking;
- Noise control and noise abatement; and
- Environmental efficiency.

Such Local Development Plans should be prepared to the satisfaction of the City of Mandurah, and approved by the City. It is noted that a Local Development Plan was approved on 19 April 2018 for Lots 1–5 within stage one, as detailed in appendix 2.

6. ADDITIONAL INFORMATION

Prior to any subdivision or development of land the subject of this structure plan, the applicant should consult with the City to receive preliminary design advice and guidance. The applicant is also to prepare (or revise and update) a Local Development Plan for subdivision or development on the applicable lots or parcels, and submit it to the City of Mandurah for prior approval.



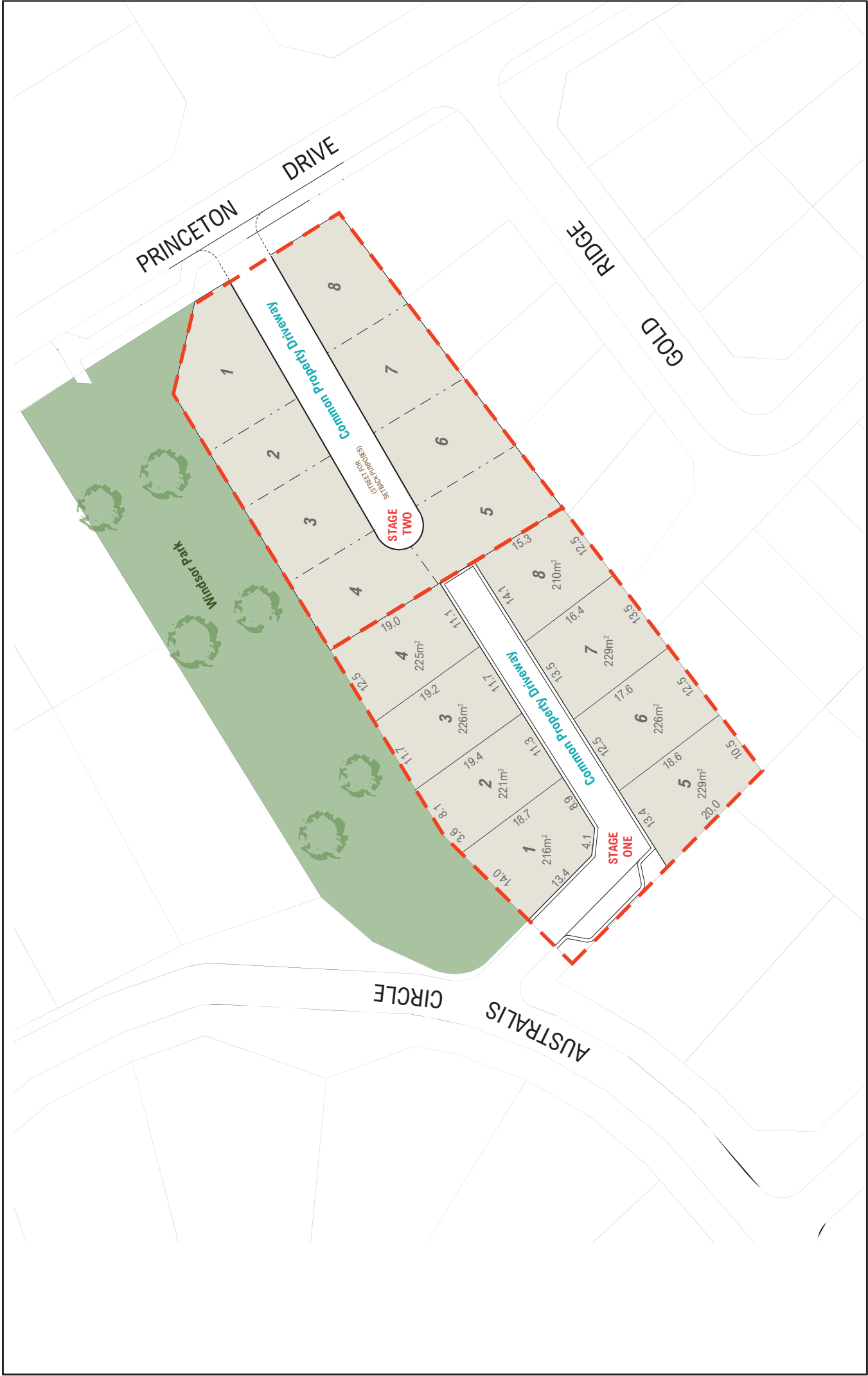
All lots and parcels which about Lot 2137 on P30461 (Windsor Park) require a current Local Development Plan prior to a planning approval application

All lots and parcels in this area ("Stage One") require a current Local Development Plan prior to a planning approval application

STRUCTURE PLAN MAP

SCALE ~1:500 @ A3





INDICATIVE SUBDIVISION LAYOUT GROUPED DWELLINGS

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SCALE ~1:500 @ A3



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2 Explanatory Section

1. PLANNING BACKGROUND

1.1 INTRODUCTION AND PURPOSE

This Amendment No. 1 to the Lot 1000 Princeton Drive Wannanup Local Structure Plan has been prepared on behalf of Grecko Pty Ltd who are landowners of land subject to the structure plan.

The purpose of the amendment to the structure plan is to allow for development of the land in the stage two area to be constructed in a form that allows for single houses or a grouped or multiple dwelling development. The existing approved structure plan identifies this site to contain multiple dwellings only. This change is proposed given the local housing demand, and a disinterest in multiple dwelling style development in the local area at present. This section of the structure plan provides background and explanation of the structure plan and its application.

1.2 LAND DESCRIPTION

1.2.1 Location

The structure plan area is located within Wannanup which formed part of the Port Bouvard Development. Wannanup is located approximately 11km south of the Mandurah City Centre.

1.2.2 Area and Land Use

The structure plan area is 4,260.7sqm in area. The immediate surrounding area has been largely developed to a residential suburban standard, as illustrated in the Site Aerial Map on the following page, and the structure plan area remains as one of the few large areas that has yet to be subdivided to such a standard.

1.2.3 Ownership

Lot 1005 (comprising Stage Two) is owned by Grecko Pty Ltd as of September 2019. Lot 1006 (comprising Stage One) has been sold and subdivided into eight grouped dwellings on a survey strata plan. The certificate of title for lot 1006, and the notification on title, is provided as Appendix 1.



SITE AERIAL MAP

SCALE 1:2,000 @ A4



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1.3 ZONINGS & RESERVATIONS

1.3.1 Peel Region Scheme

The site is located within the Peel Region Scheme area and is zoned “Urban” under the Peel Region Scheme. The usage of land within the structure plan area is to be consistent with the region scheme.

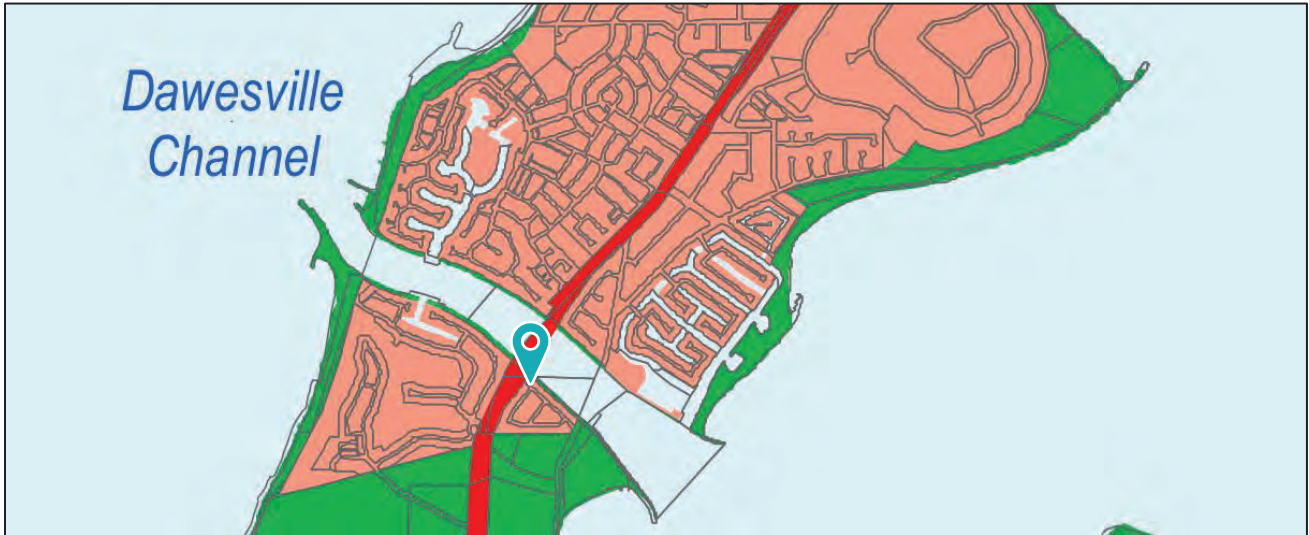


Figure 2: Peel Region Scheme Map Source: WAPC 2019.

1.3.2 City of Mandurah Town Planning Scheme No. 3

The City of Mandurah Town Planning Scheme No. 3 (TPS No. 3) is a statutory Scheme that provides guidance for the development and use of land and buildings in the City. The structure plan area is zoned “Urban Development” under the City of Mandurah’s Town Planning Scheme No. 3. The site is subject to the preparation of a structure plan. It is noted that provisions and objectives of the Local Planning Scheme for the “Urban Development” zone continue to apply to land in the structure plan area.

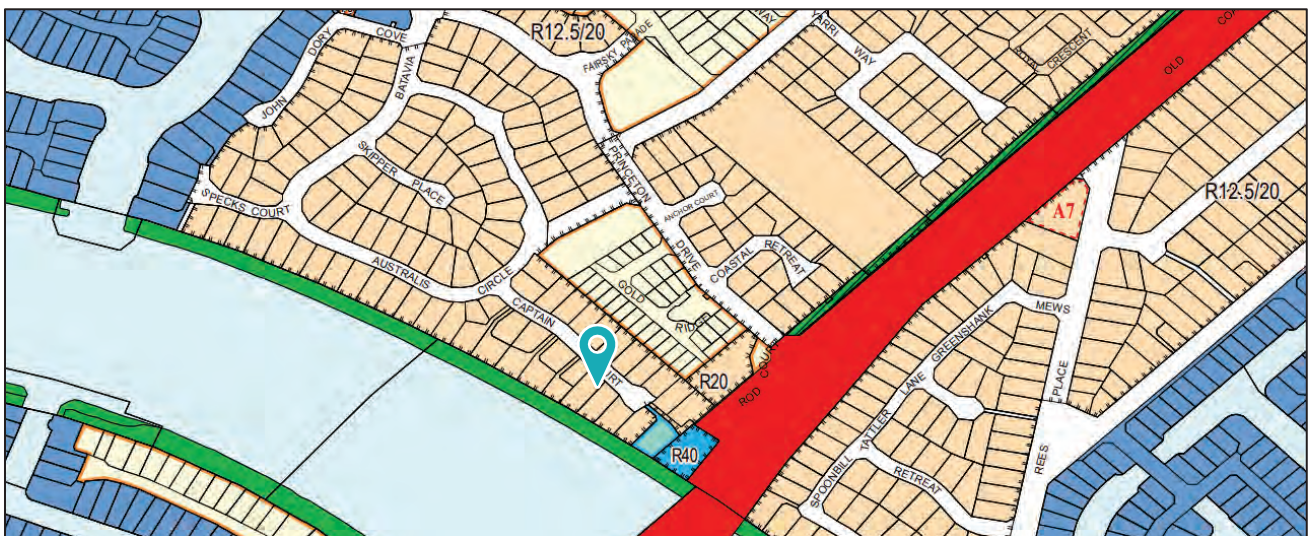


Figure 3 | City of Mandurah Town Planning Scheme No. 3 Map No. 14 of 25 Wannanup Locality. Source: WAPC 2019.

2. SITE CONSIDERATIONS

This section of the structure plan identifies site opportunities and considerations that apply to the site. Based on an analysis of the site and its context two key site constraints were identified, as detailed subsequently.

2.1 CONSTRAINTS

2.1.1 1 in 100 (1%) Floodplain Development Control Area

The structure plan area is located wholly within a 1 in 100 (1%) Floodplain Development Control Area. In accordance the Peel Region Scheme all subdivision and development applications must apply and meet the *Peel Region Scheme Floodplain Management Policy*. As shown in the “Flooding + Wetlands” map on page 20 the land marked by “Floodway limit” constitutes a “Floodway” area, and the land marked by “Extent of 1 in 100 (1%) flooding” constitutes a “Floodway Fringe” area. The structure plan area is not located in a Floodway or Floodway Fringe area, and as such minimal considerations with respect to flooding apply to the structure plan area.

2.1.2 Indigenous Australian Heritage Register

As illustrated in the “Heritage” map on page 22 the structure plan area is located over a place of Indigenous Australian Heritage Significance. The details of this place are as follows:

- Name: Dawesville Quarry Site
- Type of Place: Hunting Place
- Place ID: 21422
- Status: Stored Data

This place is not currently registered as a site under the *Aboriginal Heritage Act 1972 (W.A.)*. Indigenous Australian heritage places that have been assessed and fail to meet the definition of section 5 of the *Aboriginal Heritage Act 1972 (W.A.)* are classified as “Stored Data”. Places in this category that have been assessed as “Stored Data” are not sites under the *Aboriginal Heritage Act 1972 (W.A.)* as they have failed to meet the definition of section 5 of the same Act.

3. CONTEXT ANALYSIS

This section of the structure plan describes and identifies key local context attributes which are apply to the structure plan area. The following pages provide detailed mapping to visually identify key attributes and constraints of the site and its context.

3.1 CONTEXT

3.1.1 Public Transport

Bus routes 592 and 593 are located on Princeton Drive (and bus route 594 on Old Coast Road) and provide services between Mandurah and Dawesville. These bus services provide convenient and regular ways to access Mandurah, interconnecting to Perth via the Mandurah Railway.



Figure 4: Transperth Timetable 139. Source: Transperth 2019.

3.2 Pedestrian and Cycling Network

The site is located within a walkable distance of a number of community and recreational facilities. The local area has a high level of internal connectivity and external linkages for local vehicle, pedestrian and cycling movements from the site to nearby local amenities and facilities.

A dedicated dual-use path is located adjacent to the Dawesville Channel and connects with a dual use path that runs the extent of Old Coast Road to Mandurah City Centre. The position of the site along one of Wannanup's main arterials, Princeton Drive, coupled with the existence of an open space link between Princeton Drive and Australis Circle, and allows for easy access from the proposed developments to these amenities.

3.3 Commercial Uses

Miami Plaza and Miami Village is located less than 3km from the site and provides convenient local shopping and retail opportunity. Miami Plaza includes a variety of retail outlets which adequately serve the surrounding neighbourhoods and subject site.

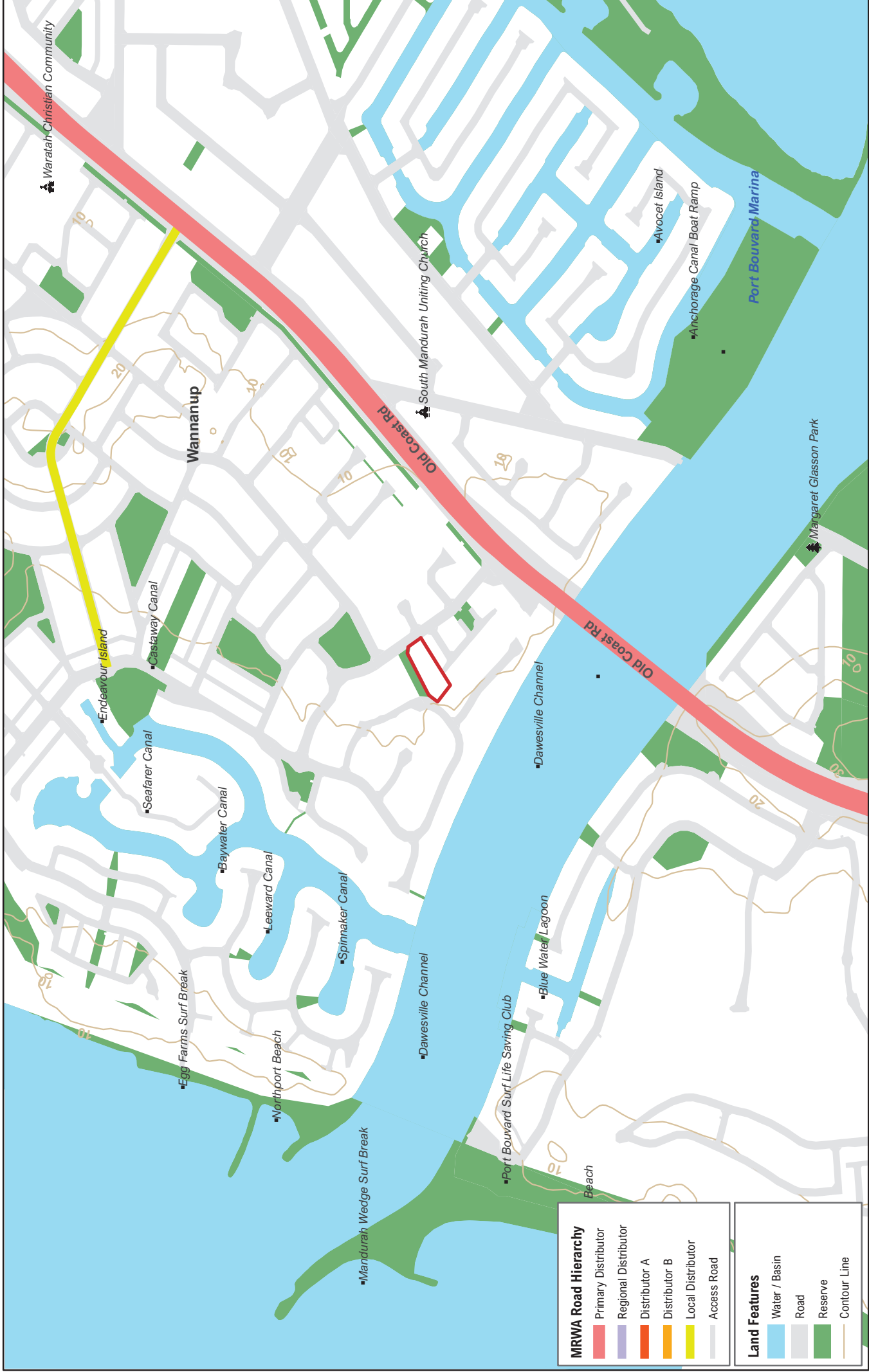
A restaurant is located within 300 metres of Lot 1000. Several other restaurants are also located south of Old Coast Road within the 'Eastport' stage of the Port Bouvard development. A tavern is located between the Miami Plaza and Miami Village in Falcon, which serves the broader community.

3.4 Community and Recreational Facilities

A number of community and recreational facilities exist within close proximity of the proposed development including a foreshore reserve and boat launching facilities. Further to these facilities, numerous areas of public open space are located around the periphery of the canals within the Port Bouvard development, as well as a Marina and restaurant at Eastport and a Surf Life Saving Club at Southport.

3.5 Educational Facilities

Several schools are located within 3km of the site, including Saint Damien's Catholic Primary School, Ocean Road Primary School, and Falcon Primary School. The nearest secondary school is located in Mandurah.



MRWA Road Hierarchy

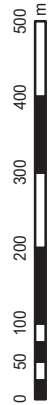
- Primary Distributor
- Regional Distributor
- Distributor A
- Distributor B
- Local Distributor
- Access Road

Land Features

- Water / Basin
- Road
- Reserve
- Contour Line

WIDER CONTEXT PLAN ROADS

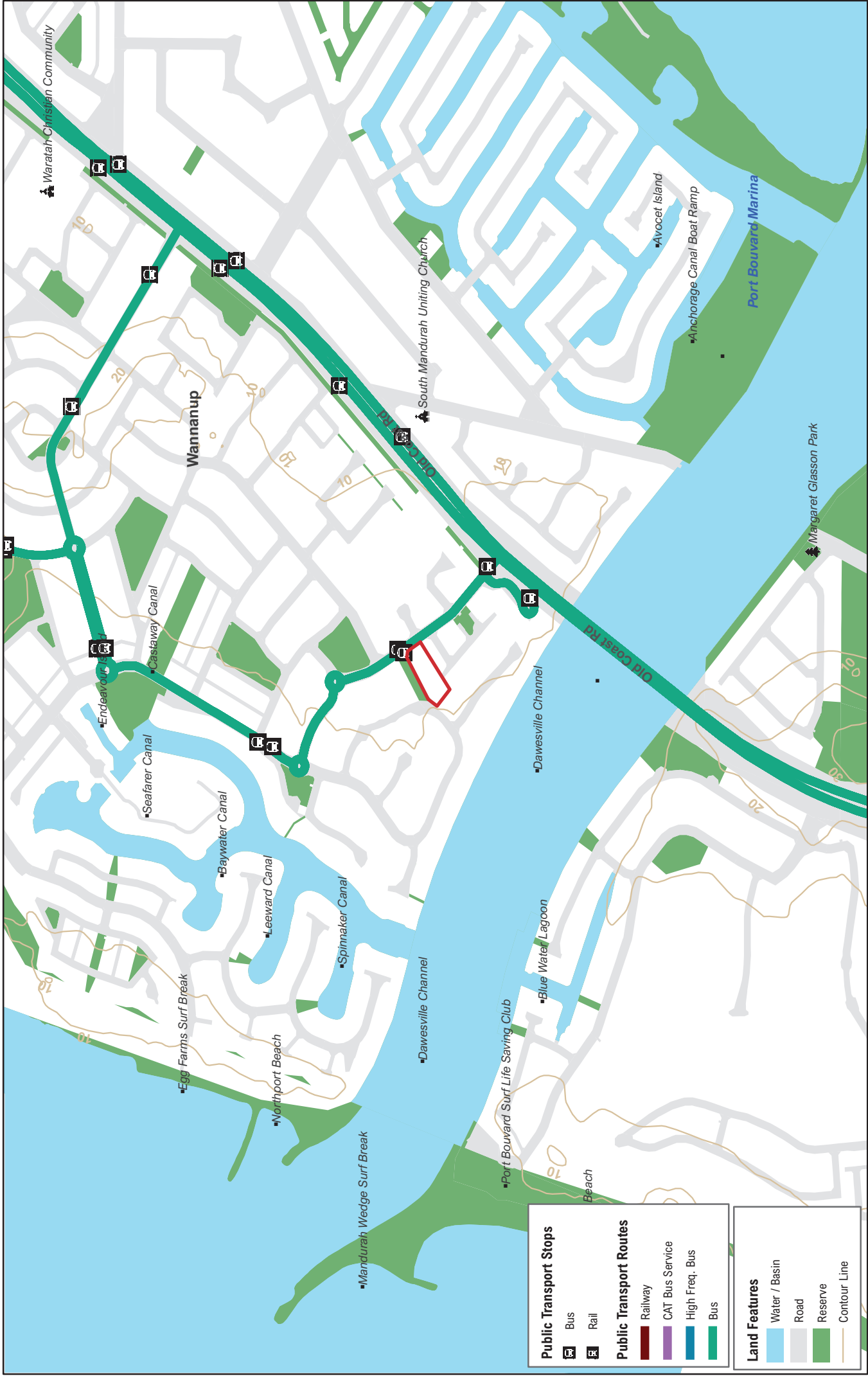
SCALE 1:10,000 @ A4



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WIDER CONTEXT PLAN PUBLIC TRANSPORT

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Shared Path	Water / Basin
Bicycle Friendly Streets—	Road
Beginners	Reserve
Intermediate	Contour Line
Experienced	
Sealed Shoulders	

WIDER CONTEXT PLAN CYCLING NETWORK

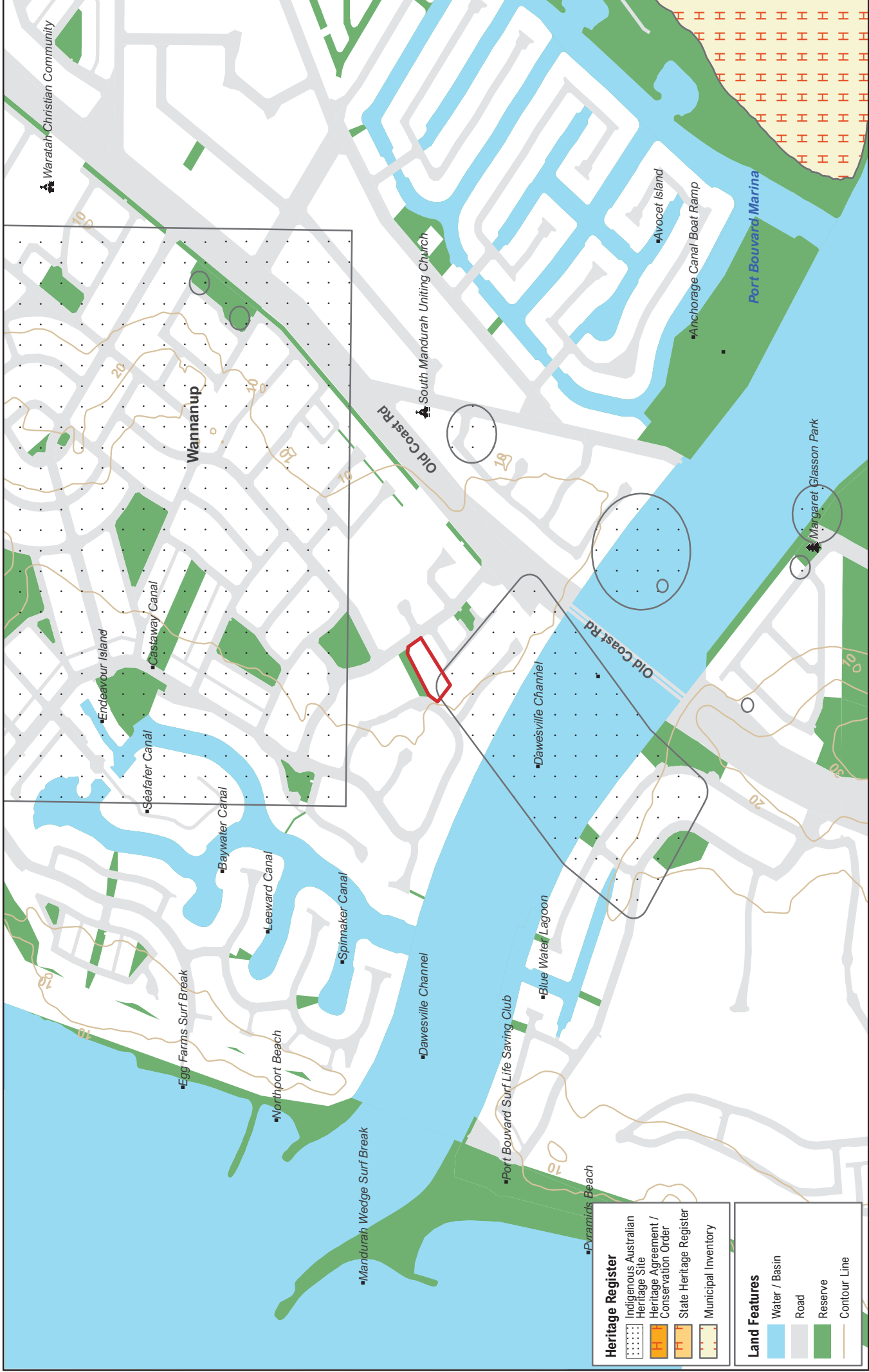
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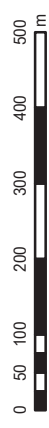


Heritage Register	
	Indigenous Australian Heritage Site
	Heritage Agreement / Conservation Order
	State Heritage Register
	Municipal Inventory

Land Features	
	Water / Basin
	Road
	Reserve
	Contour Line

WIDER CONTEXT PLAN HERITAGE

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Waratah-Christian Community

Wannanup

Old Coast Rd

Avocet Island

Port Boulevard Marina

Margaret Glasson Park

Dawesville Channel

Port Boulevard Surf Life Saving Club

Blue Water Lagoon

Egg Farms Surf Break

Northport Beach

Spinnaker Canal

Leeward Canal

Baywater Canal

Séaferer Canal

Endeavour Island

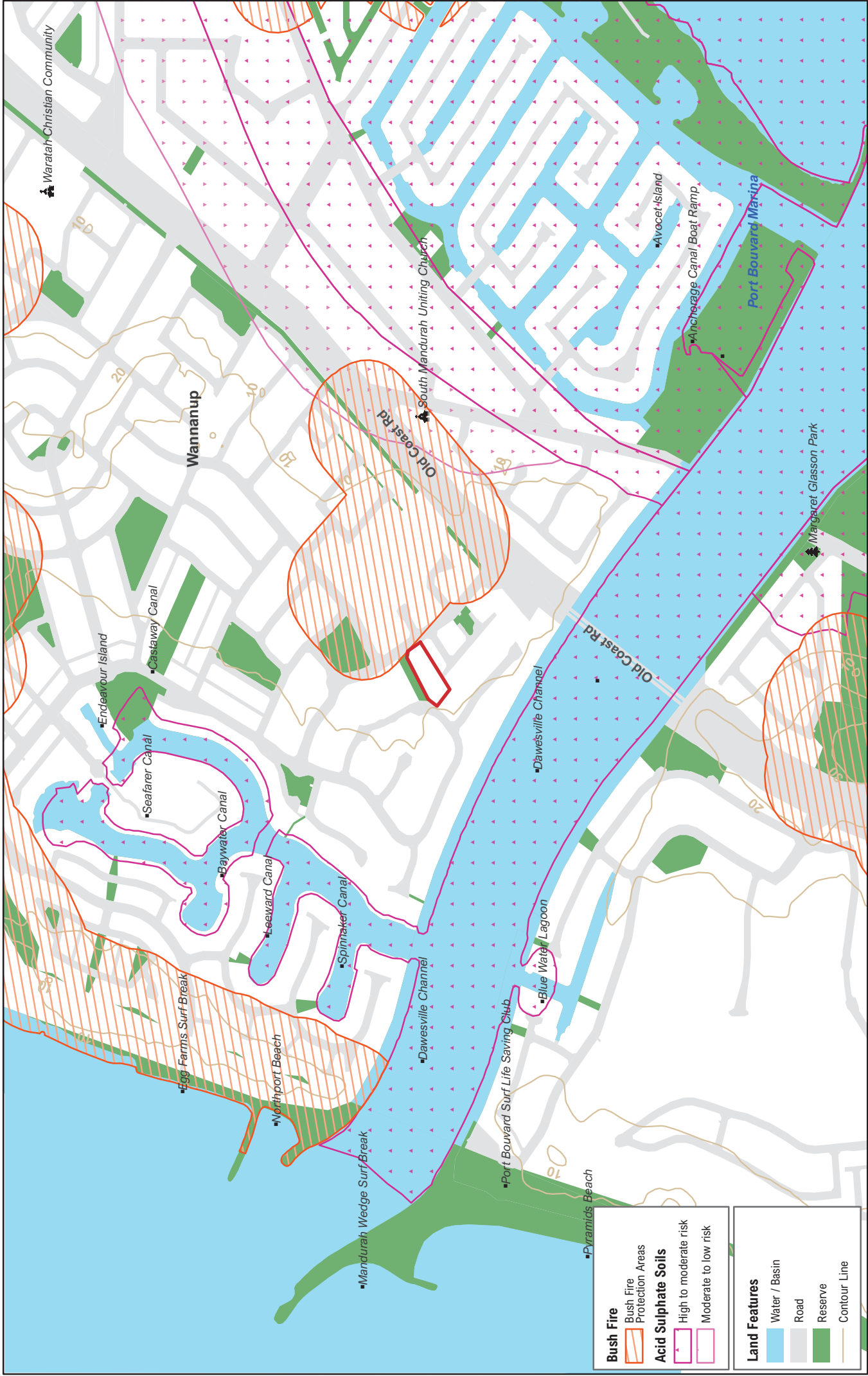
Castaway Canal

Mandurah Wedge Surf Break

Pyramids Beach

South Mandurah Uniting Church

Anchorage Canal Boat Ramp



Bush Fire

- Bush Fire Protection Areas

Acid Sulphate Soils

- High to moderate risk
- Moderate to low risk

Land Features

- Water / Basin
- Road
- Reserve
- Contour Line

WIDER CONTEXT PLAN BUSH FIRE + SOILS

SCALE 1:10,000 @ A4

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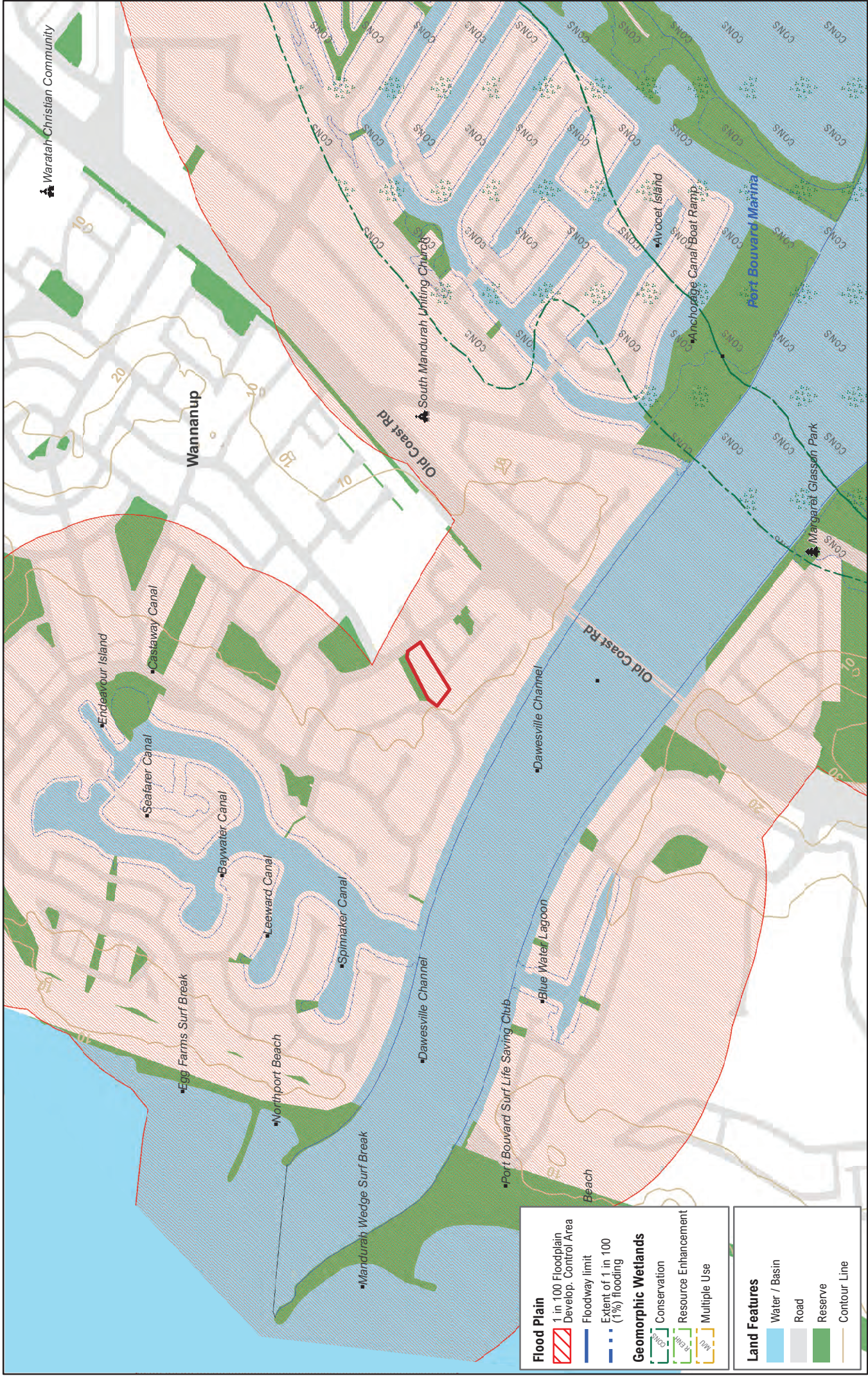
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Flood Plain

- 1 in 100 Floodplain Develop. Control Area
- Floodway limit
- Extent of 1 in 100 (1%) flooding

Geomorphic Wetlands

- Conservation
- Resource Enhancement
- Multiple Use

Land Features

- Water / Basin
- Road
- Reserve
- Contour Line

WIDER CONTEXT PLAN FLOODING + WETLANDS



SCALE 1:10,000 @ A4

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Waratah-Christian Community

Wannanup

Old Coast Rd

Old Coast Rd

Davesville Channel

Blue Water Lagoon

Beach

Port. Bouvard Surf Life Saving Club

Port Bouvard Marina

Anchorage Canal Boat Ramp

Alvoct Island

Margaret Glasson Park

Spinnaker Canal

Leeward Canal

Baywater Canal

Seafarer Canal

Castaway Canal

Endeavour Island

Egg Farms Surf Break

Northport Beach

Mandurah Wedge Surf Break

South Mandurah Uniting Church

Part 3 Appendices

This section of the report provides appendices to accompany the structure plan. The appendices are as follows:

- **Appendix 1:** Certificate of Title and Notification on Title
- **Appendix 2:** Local Development Plan LDP 78 for Stage One Lots 1–5
- **Appendix 3:** 2008 Outline Development Plan for Lot 1000 Princeton Drive Wannanup

Appendix 1

Certificate of Title (Lot 1006 P410250),
Deposited Plan 410250, and
Notification on Title N585269 for Lots 1005 and 1006

WESTERN



AUSTRALIA

REGISTER NUMBER 1005/DP410250	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

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

VOLUME **2925** FOLIO **500**

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.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 1005 ON DEPOSITED PLAN 410250

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

GRECKO PTY LTD OF 7 BALLYGRIFFEN COURT MOSMAN PARK WA 6012

(T O191659) REGISTERED 11/7/2019

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

- 1. *N585269 NOTIFICATION SECTION 165 PLANNING & DEVELOPMENT ACT 2005 LODGED 11/5/2017.
- 2. *O191660 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 11/7/2019.

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: DP410250
 PREVIOUS TITLE: 2152-688
 PROPERTY STREET ADDRESS: 17 PRINCETON DR, WANNANUP.
 LOCAL GOVERNMENT AUTHORITY: CITY OF MANDURAH

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING M289077



Deposited Plan 410250

<u>Lot</u>	<u>Certificate of Title</u>	<u>Lot Status</u>	<u>Part Lot</u>
1005	2925/500	Registered	
1006	2925/501 (Cancelled)	Strata'd	
1006	SP76105	Strata'd	

N585269 NO

27 Mar 2017 11:47:49 Perth



NOTIFICATION

LODGED BY

ADDRESS **SUPREME SETTLEMENTS**

PO BOX 3007

SUCCESS WA 0984

PHONE NO. Ph: 9417 2322 Fax: 9417 2323

FAX NO.

REFERENCE NO.

ISSUING BOX NO. 888U

PREPARED BY COTTAGE & ENGINEERING SURVEYS

ADDRESS PO BOX 1611
OSBORNE PARK WA 6916

PHONE NO. 9446 7361 FAX NO.

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY

2/2

TITLES, LEASES, DECLARATIONS ETC LODGED HEREWITH

1.	_____	Received items
2.	_____	Nos.
3.	_____	
4.	_____	
5.	_____	
6.	_____	Receiving Clerk

ENDORISING INSTRUCTIONS

EXAMINED

Initials of signing officer

Registered pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register Book

REGISTRAR OF TITLES



Form Approval B3582

WESTERN AUSTRALIAN PLANNING COMMISSION

FILE No. 154289

TO REGISTRAR OF TITLES
REGISTRAR OF DEEDS AND TRANSFERS

NOTIFICATION

PLANNING AND DEVELOPMENT ACT 2005

THE LAND SET OUT IN THE
SCHEDULE IS LAND TO WHICH SECTION 165 OF
THE PLANNING AND DEVELOPMENT ACT 2005 APPLIES

SCHEDULE

DESCRIPTION OF LAND	EXTENT	VOLUME	FOLIO
FORMERLY LOT 1000 ON DIAGRAM 96795	Whole	2152	688
LOT 1006 ON DEPOSITED PLAN 410250	Whole		
LOT 1005 ON DEPOSITED PLAN 410250	Whole		

REGISTERED PROPRIETOR OF LAND

REPARTO HOLDINGS PTY LTD
OF PO BOX 195, MT LAWLEY

HAZARDS OR OTHER FACTORS SERIOUSLY AFFECTING THE LAND

"This lot is in close proximity to known mosquito breeding areas. The predominant mosquito species is known to carry viruses and other diseases."

Dated this 3RD day of MARCH 2017


 For: WESTERN AUSTRALIAN PLANNING COMMISSION
PLANNING MANAGER
PEEL REGION
 SCOTT HAINE



Appendix 2

Local Development Plan LDP 78
for Stage One Lots 1–5

Appendix 3

2008 Outline Development Plan
for Lot 1000 Princeton Drive Wannanup

OUTLINE DEVELOPMENT PLAN

LOT 1000 PRINCETON DRIVE
WANNANUP

PREPARED FOR:

BRAVURA DESIGNS PTY LTD

PREPARED BY:

ROBERTS DAY TOWN PLANNING + DESIGN

AUGUST 2007

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Figure 1 Outline Development Plan

Figure 2 Location Plan

Figure 3 Context Analysis

Figure 4 Windsor Park – view to Australis Circle (Photograph)

Figure 5 'Windsor Park' – View to Princeton Drive (Photograph)

Figure 6 Approved R40 development – view south (Photograph)

Figure 7 Approved R40 development – view to Dawesville Channel (Photograph)

Figure 8 Approved R40 development – view to Dawesville Channel (Photograph)

Appendix A Architectural Drawings/Site Survey

1.0 INTRODUCTION

This report has been prepared on behalf of Bravura Designs Pty Ltd for the landowner, Formica Property Group Pty Ltd in support of an Outline Development Plan (ODP – refer Figure 1) for Lot 1000 Princeton Drive, Wannanup (the subject site).

The subject site is zoned 'Urban' under the Peel Region Scheme and Urban Development under the City of Mandurah's Town Planning Scheme No. 3 (TPS No. 3).

The ODP has been prepared following a community consultation process, and review of both WAPC & the City's current planning policy and statutory documentation.

Following the community consultation, it was determined that the residential density code of R40 be applied to the site, which is consistent with the development immediately south of Lot 1000.

It is proposed that a staged development will occur over the site as specified in the ODP. The first phase will include the subdivision of the existing lot into two similar sized green titles lots. Following the creation of these two lots, the western lot will be further subdivided into eight (8) survey strata lots, common property and visitor parking. The remaining lot will be developed to include a built strata apartment complex, with associated resident and visitor car-parking and amenities.

The design of the proposed development, particularly with regard to the built form, is

highly conducive with the low to medium type development already existing in the immediate vicinity, and provides direct links from the proposed lots to the adjacent area of open space reserve. Furthermore, the proposed lot configuration and design of the apartment complex ensures that maximum passive surveillance occurs over the area of open space.

Significant community consultation was undertaken during the design process. The consultation has ensured that where possible, the design outcome is better representative of both the resident's and Local Government's views.



- LEGEND**
- R40
 - Reserve for Recreation
 - Swimming Pool
 - Common Property
 - Single Storey Garages
 - Lot requiring Detailed Area Plan
 - Three Storey Apartments
(Indicative building footprints subject to detailed assessment)

0 25 50 metres

OUTLINE DEVELOPMENT PLAN
LOT 1000 PRINCETON DRIVE, WANNANUP

SCALE 1:500 @A3
 FOR PRI ILL OTG 08.07.08
 robertsday Planning

FIGURE 1.

2.0 CONTEXT ANALYSIS

2.1 Location

The subject site is located within Wannanup, which forms part of the Port Bouvard development. Wannanup is located approximately 11 kilometres south of the Mandurah City Centre. (Figures 2 & 3).

The subject site is bound by Princeton Drive to the east, 'Windsor Park' to the north (Refer to Figures 4 & 5), and existing residential development to south or west. The site also enjoys access from Australis Circle, which is located northwest of the Lot.



Figure 4. 'Windsor Park' – view to Australis Circle



Figure 5. 'Windsor Park' – View to Princeton Drive

A medium density development with a coding of R40 is located directly south of the site. The development forms part of 'Lot 19 Princeton Drive' ODP that was approved by Council at its meeting of 16 November 2004 and endorsed by the WAPC on 9 March 2005. (Refer Figures 6 & 7).



Figure 6. Approved R40 development – view south



Figure 7. Approved R40 development – view to Dawesville Channel

2.2 Tenure

Lot 1000 Princeton Drive is owned by Formica Property Group Pty Ltd.

2.3 Land Use

The subject site currently contains an existing single residential dwelling.



FIGURE 2.

LOCATION PLAN
LOT 1000 PRINCETON DRIVE, WANNANUP

FOR PRI ILL 04A 10.07.07





FIGURE 3.

CONTEXT ANALYSIS
LOT 1000 PRINCETON DRIVE, WANNANUP

FOR PRI ILL 01B 04.07.07



2.4 Educational Facilities

A primary school exists to the north east of the site (Falcon Primary School) and is located within a walkable distance of one (1) kilometre from the site.

2.5 Commercial Uses

There are currently no significant commercial centres located within close proximity to the subject site. A number of local and neighbourhood centres are located within close proximity to the site. In the immediate vicinity, a local deli is located within one kilometre northwest of the site. In the locality of Falcon, and within three (3) kilometres of the site, the Miami Plaza and Miami Village operates. All three retail centres comprise a variety of retail outlets which adequately serve the surrounding neighbourhoods and subject site.

A restaurant is located within 300 metres of Lot 1000 (Jolly Frog). We understand through discussions with Council's Planning Staff, that the restaurant is likely to be redeveloped in the near future. The proposed redevelopment will contain a mix of residential and commercial uses.

Several other restaurants are also located south of Old Coast Road within the 'Eastport' stage of the Port Bouvard development. A tavern is located between the Miami Plaza and Miami Village in Falcon, which serves the broader community.

2.6 Community & Recreational Facilities

A number of community and recreational facilities exist within close proximity of the proposed development and include a foreshore reserve and boat launching facilities. (Refer Figure 3)

Further to these facilities, numerous areas of public open space are located around the periphery of the canals within the Port Bouvard development, as well as a Marina and restaurant at Eastport and recent development of a Surf Life Saving Club at Southport.

2.7 Transport Network

An existing bus route (Route 165) services Old Coast Road and runs between the Mandurah Bus Station (and once completed, Mandurah Train Station) and Dawesville. The nearest bus stop is located approximately 400 metres from Lot 1000 on Old Coast Road. The bus route runs between the Mandurah Bus Station, Mandurah Forum, Pinjarra Road, and along Old Coast Road to Dawesville.

A bus route that links the subject site to the Halls Head Community Centre (via Falcon Primary School) operates along Princeton Road. The service only runs weekday mornings and afternoons primarily for school children. A bus stop for this service is located on Princeton Drive immediately in front of the subject site.

Following the proposed opening of the Southern Suburbs Railway in late 2007, the bus service will provide direct access from the

site to the Mandurah rail station and ultimately, Perth City Centre.

2.8 Adjacent Land Uses

Lot 1000 forms part of an area of land zoned as 'Urban Development'. No site density has been determined under the City's Planning Scheme. The land located directly south of the site was subject to a previous ODP process and proposed the development of 30 single residential lots, and associated area of public open space. The adjoining site has since been developed at density of R40.

The land immediately north of the site is 'Reserved for Recreation' under the City's Town Planning Scheme, with residential development further north of the POS, is zoned R12.5. All other land adjacent and within close proximity to the site, is currently zoned R12.5, R15, R20, 'Urban Development' and 'Canal'.

3.0 PLANNING CONSIDERATIONS

3.1 Peel Region Scheme (PRS)

The subject site and all surrounding land within the locality of Wannanup is zoned 'Urban' under the PRS.

3.2 City of Mandurah Town Planning Scheme No. 3

The subject site is zoned 'Urban Development' under the City of Mandurah's TPS No. 3. The zone's primary intent is to *"provide for future residential and urban related development after comprehensive planning of the relevant areas has been carried out resulting in an approved Outline Development Plan"*.

In general, the objectives of this zone include:

- Retention of all on-site remnant vegetation where possible;
- Prepare and implement environmental management practices where appropriate;
- Conformity with the height limits as defined under the City's Local Planning Policy No. 12; and
- Recognition and adherence to relevant WAPC Policies.

3.3 Western Australian Planning Commission Policies

3.3.1 Development Control Policies

Public Open Space

Clause 3.1.1 of the WAPC Policy requires that in all proposed residential areas, that 10

percent of the gross subdivisible area be given up free of cost by the subdivider and vested in the Crown under the provisions of Section 20A of the Town Planning and Development Act, 1928 (as amended).

Due to the existence of an area of public open space located directly north of the subject site, it not proposed that any land be physically given up for the purpose of public open space as part of the ODP. Therefore, it is proposed that the developer provide a cash-in-lieu contribution to the Commission rather than develop a small, and likely unusable area of POS as part of the development.

3.4 City of Mandurah Policies

3.4.1 Local Planning Policy No. 12 – Development Height Policy

The City of Mandurah’s Development Height Policy applies to all new development within the municipality.

The objectives of the Development Height Policy relate predominantly to ensuring that *‘the aspects of amenity, including streetscape, overlooking, privacy, overshadowing, and views of existing and future development are not unduly compromised.’*

Should the requested R40 coding be applied to the site, Clause 2.2 of the Policy specifies that for residential development with an R-Coding of R40 and above (including Canal zones), a maximum height of 12.0 metres is applied to any new development from the natural ground level.

The maximum height limit as specified under Council Policy, will only be accepted by the City subject to the submission of justification for the prescribed height and sufficient demonstration that the proposed development would not negatively impact on any existing or future development, nor the general amenity of the neighbourhood.

4.0 OUTLINE DEVELOPMENT PLAN

4.1 Proposed Development

The ODP proposes a two-phase development.

In the first instance, it is proposed that the site be subdivided into two green title lots to allow for the staged development of the land.

Once subdivision approval has been granted by the Commission for the respective lots, and titles issued, they will be developed separately.

Stage 1 is proposed to comprise eight (8) survey strata lots that will share a driveway (as common property). Access is proposed to be from Australis Circle.

Stage 2 will comprise the development of a medium rise apartment complex, with associated amenities including a pool, private open space and the provision of both resident and visitor car parking bays. Eight 3-storey apartments, comprising two separate buildings, will be constructed as part of the development and will not exceed the 12 metre height limit as stipulated under Clause 2.2 of the City of Mandurah 'Development Height Limit Policy'.

Both lots will be developed to a maximum density of Residential R40.

4.2.1 Architectural Design and Built Form

The developer has undertaken numerous successful developments within Wannanup and is a developer of both land subdivision and built form.

The survey strata lots in Stage 1 of the development will be sold as 'land and house packages', whereby the lots will be created once a dwelling has been designed and all statutory approvals obtained before being placed on the market for sale. Each proposed residence will be architecturally designed to ensure the sites characteristics are individually met. The residences will be finished in high quality materials and will compliment the standard of finish of the existing housing stock in the immediate area.

Stage 2, which comprises the built form component, will be constructed by the developer, with the subsequent apartments being sold either off the plan or at completion. It is proposed that the apartment buildings will be of a contemporary design primarily orientated to take advantage of the outlook onto Windsor Park and views of the Indian Ocean to the West.

All past developments that have been undertaken by the landowner are of a high standard ensuring they are sympathetic to and compliment the existing built form. The landowner is committed to ensuring the development is completed with minimal delays

and impact on the amenity of the adjoining property owners.

The design and layout of the second stage subdivision of Lot 1000 and proposed built form is a result of a comprehensive site analysis and careful consideration of feedback received during the community consultation process. Given the site's location, elevation and opportunity for views to Windsor Park, the Dawesville Channel and Indian Ocean, the built form is proposed to be of a high standard and finish.

The built form proposed for the site will consist a mix of single, two (2) and three (3) storey buildings. The individual homes (Stage 1) will be a mix of two (2) and three (3) storeys, governed by the topography of the site. The natural ground contour necessitates some of the built form to be "benched" into the site to assist with the design of the homes and assist in the aesthetic modelling of the development to reduce the impact on the amenity of the adjoining properties. The garages of all the survey strata lots will be served from the common area drive within the development.

The main apartment building (Stage 2) is proposed to be three (3) storeys with a 12m maximum height (with minor projections).

Free standing single storey garaging is proposed to the south east boundary to provide reduced impact on the adjoining properties and siting of proposed buildings

The proposed residences to be constructed on the survey strata lots (Stage 1) will be constructed on the south west area of each lot. It is proposed detailed area plan's will be prepared and submitted to Council for approval and will act as a control over the built form of these residences.

The apartment building (Stage 2) is proposed to be located on the north east portion of the site. It is sited on the existing level plateau (currently occupied by the existing house).

Please refer to Appendix A for details of the proposed built form for both Stages.

4.3 Rationale for Development

The proposal is compatible with existing uses with regard to bulk and scale. Development has already recently occurred south of the subject site, with the creation of 30 green title lots as previously mentioned. Although the remainder of the land surrounding the site is low-density residential development, the bulk and scale of the properties on these neighbouring lots is similar to that proposed as part of this ODP.

A number of the proposed survey strata lots, as well as the apartment complex will have direct frontage to the POS, therefore providing passive surveillance to the subject parkland. At the subdivision stage, design guidelines will be prepared which will enable clear demarcation of the private and public realm as well as ensuring that any proposed development on the site will address the open space area.

4.4 Community and Governmental Consultation

During the original design phase of the ODP, there was significant emphasis on the need for community consultation with regard to the proposed design options for the site prior to finalisation of the ODP.

The landowner subsequently engaged 'Creating Communities' community consultation specialists to liaise and work closely with the adjoining and neighbouring landowners. Creating Communities sought comments on the original development concepts and layouts with the intent of ensuring that the surrounding residents views with regard to the development of the site were met and integrated into the design as best possible.

Creating Communities met with adjoining landowners, as well as selected residences located within close proximity to the site on several occasions and presented the residents with various development options for the site. Residents were subsequently requested to provide their comments to Creating Communities, with each consultation process requiring reworking of the plans to ensure that their comments were reviewed and incorporated into the design options where possible.

Concerns that were highlighted by the residents during both stages of the consultation process were predominantly regarding a perceived reduction in privacy for existing landowners, potential noise associated

with higher density development, the creation of dirt and dust during the construction stage of the development and the potential impact of height of the streetscape of the area.

Following the extensive consultation process, the City of Mandurah was asked to comment on the reworked concept plan and provide comment on the both the landowner and community's preferred option.

The final design of the ODP has been formed through comprehensive community consultation and feedback provided by the City of Mandurah.

4.5 Pedestrian/Cycle Network

The site is located within a walkable distance of a number of community and recreational facilities.

As Port Bouvard is a recent development, modified grid road network principles were applied to the design of the subdivision, which has created a high level of internal connectivity and external linkages for local vehicle, pedestrian and bike movements from the site to nearby local amenities and facilities.

A dedicated dual-use path is located adjacent to the Dawesville Channel and connects with a dual use path that runs the extent of Old Coast Road to Mandurah City Centre.

The position of the site along one of Wannanup's main arterials, Princeton Drive, coupled with the existence of an open space

link between Princeton Drive and Australis Circle, allows for easy access from the proposed developments to the these amenities.

4.6 POS Provision

As previously outlined, no physical POS has been provided within the ODP due to an existing open space area being located immediately north of Lot 1000.

It is envisaged that a cash-in-lieu payment be provided at subdivision stage, with additional payments made following the subdivision of the western lot into eight survey strata lots.

4.7 Environmental Considerations

There are no outstanding issues related to environmental considerations for the subject site. The subject site has a low risk of acid sulphate soils, which will therefore impact the further development of the site.

A number of mature trees currently exist on the lot (refer Figure 8). It is proposed that, where possible, these trees will be retained during the development of the site. Those trees that are proposed to be retained are included on the ODP (refer Figure 1).

It is also proposed that the natural landform of the site be retained through limited excavation and earthworks during the construction phase where possible.

5.0 Conclusion

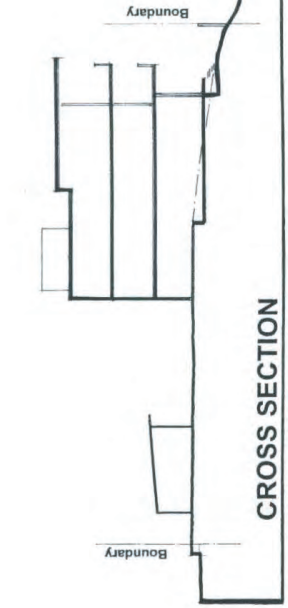
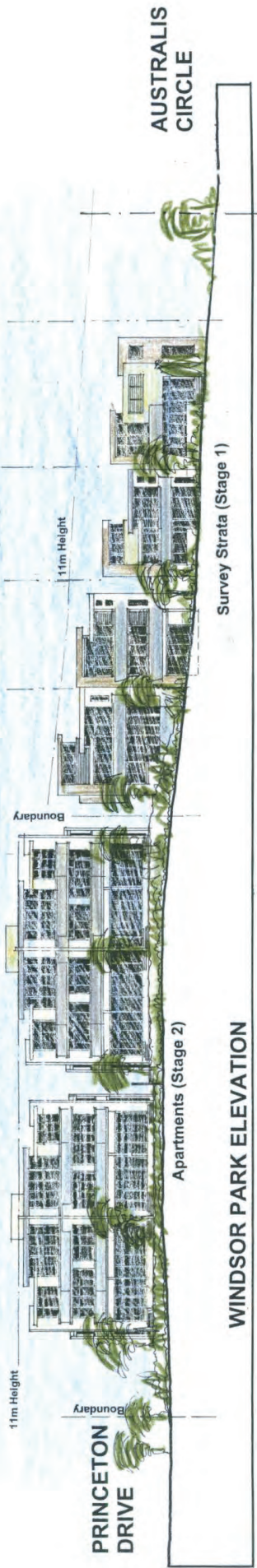
The proposed ODP has been prepared with the benefit of formal community consultation by Creating Communities and liaison with the City of Mandurah. The proposed design and layout of both the survey strata and apartment complex are believed to be consistent with community's expectation.

The ODP design achieves integration with the surrounding residential development; especially with regard to the mix in densities bulk and scale of the development.

The development will significantly increase the occurrence of natural surveillance over the adjoining area of public open space and will further encourage its use as an important pedestrian link from Princeton Drive to residences and amenities located along the periphery of the Dawesville Channel.

We therefore request Council's support of the proposed development as outlined within this ODP.

APPENDIX A

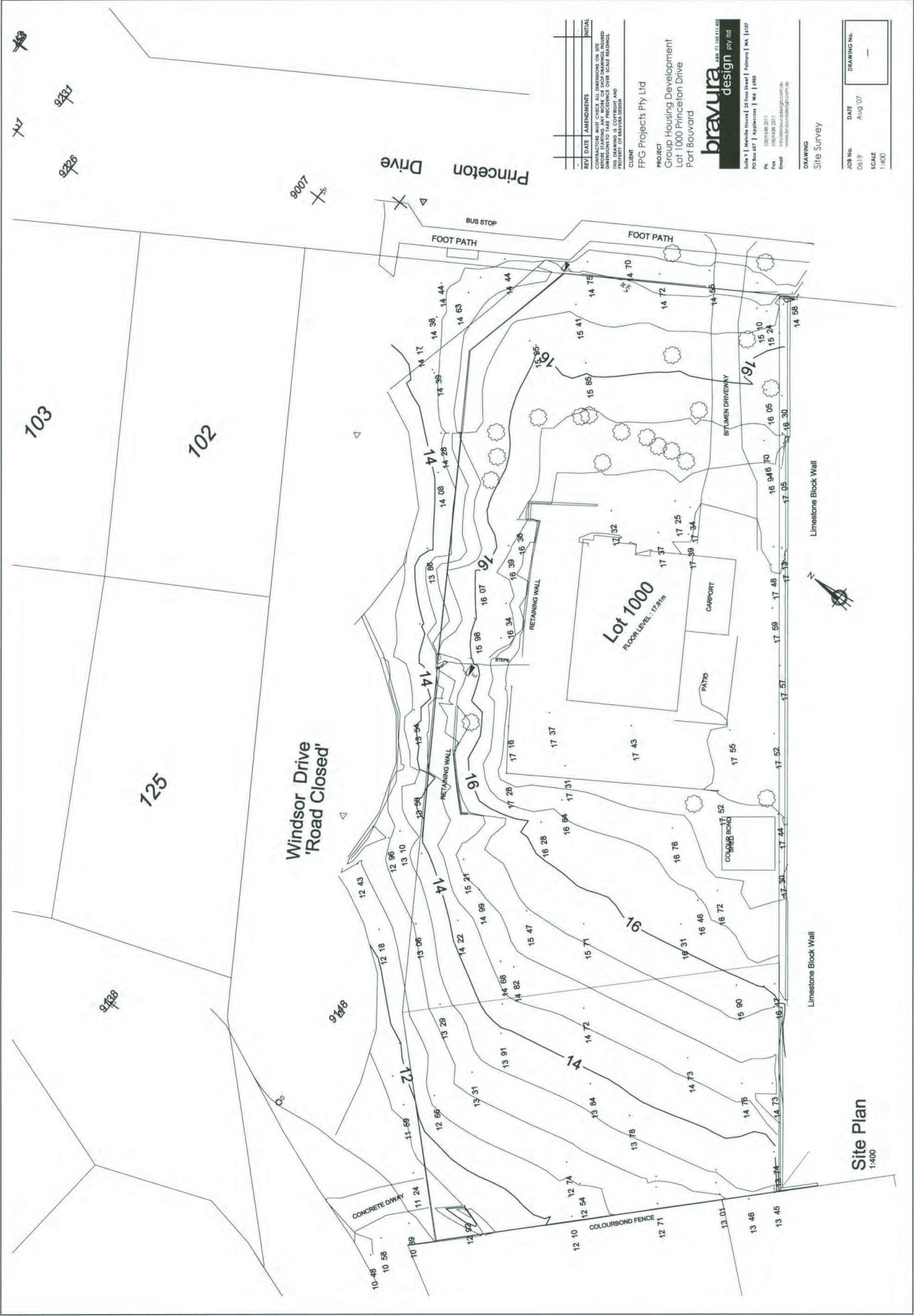


CLIENT FPG PROJECTS
PROJECT RESIDENTIAL DEVELOPMENT
 LOT 1000
 PRINCETON DRIVE
 WANNANUP

bravura design
 ARCHITECTS
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www.bravura.com.au

DRAWING ODP
CONCEPT PLAN

JOB No. _____ DATE _____ DRAWING No. _____
 SCALE _____



REV	DATE	AMENDMENTS
INITIAL		

CONTRACTOR MUST CHECK ALL DIMENSIONS ON SITE
 THIS DRAWING IS COPYRIGHT AND NOT BE LOANED, REPRODUCED, COPIED, OR REPRODUCED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE CLIENT.

CLIENT: FFG Projects Pty Ltd
 PROJECT: Group Housing Development
 Lot 1000 Princeton Drive
 Port Bourward

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DRAWING: Site Survey

JOB No.	DATE	DRAWING No.
0619	Aug 07	-
SCALE	1:400	

Site Plan
1:400