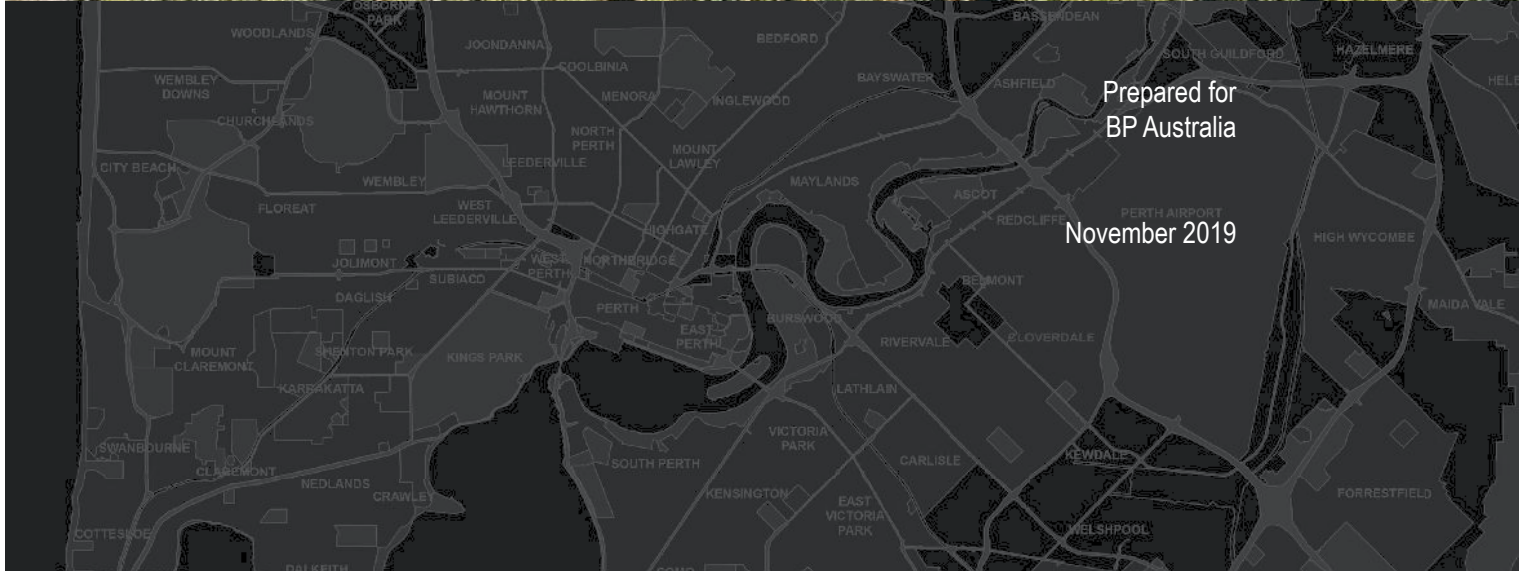


Proposed Service Station Development Application

Lots 1 and 132 (1351 and 1369) Wanneroo Road,
Wanneroo, WA

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

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1 Introduction

Planning Solutions acts on behalf of BP Australia Pty Ltd, the proponent of the proposed service station development at Lots 1 and 132 (1351 and 1369) Wanneroo Road, Wanneroo (**subject site**). Planning Solutions has prepared the following report in support of an Application for Development Approval for the proposed development situated on the central east portion of the subject site (**development area**).

This report will discuss various issues pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Town planning considerations.

This application seeks development approval for the use and development of a BP Service Station, comprising a 265m² retail building, 8 refuelling bays, 16 carparking bays, as well as associated service areas, landscaping, signage and access. The development forms part of the first stage of the broader development of the southern portion of the subject site and will provide the sale of petroleum products as well as goods and services of a convenience nature to passing motorists and to the surrounding locality.

The development is appropriately situated along a major arterial road and reflects the prevailing and emerging highway commercial character of the locality. Notwithstanding, the overall form, scale and choice of materials respond to the natural and ecological attributes of the adjacent Yellagonga Regional Park and is designed in a contemporary manner, typical of BP's corporate standard.

Accordingly, Planning Solutions respectfully requests the Metro North West Joint Development Assessment Panel (**JDAP**) grant approval to the application.

2 Background

2.1 Meeting with the City of Wanneroo

Preliminary engagement and consultation has occurred with the City of Wanneroo (**City**) since project inception, including a meeting with officers of the City on 19 March 2019.

The outcome of the above engagement was as follows:

- No objections to the suitability of the proposed service station development, including proposed access arrangements from the internal road, proposed façade treatments and site levels. The City advised that it has amended the definition of the 'Convenience Store' use and as such, the application will apply for a Service Station' use.
- Confirmation that the application will be required to respond to the relevant provisions of the Detailed Area Plan (**DAP**). Notwithstanding, pursuant to the requirements of the DAP, the City confirmed that a Wetland Management Plan will not be required to accompany the application.
- The application will be advertised to surrounding landowners for two weeks. In addition, the application will be referred to Main Roads Western Australia, Department of Fire and Emergency Services and the Department of Water and Environmental Regulation.

2.2 Subdivision

On 6 July 2018, the Western Australian Planning Commission (**WAPC**) granted approval to an application to subdivide the subject site (WAPC ref 156082) into two freehold lots, a POS reserve and local road reserve.

Subsequent approval to subdivide the southern lot into six freehold lots, including Future Lot 1 (**development area**) was granted by the WAPC on the 11 January 2019 (WAPC ref 157288). As a condition of this approval, Future Lot 1 cannot be created until the creation of the parent lots under Subdivision 156082.

As part of this subdivision, an easement for the purpose of right of carriageway will be created along the eastern portion of the site, including on Future Lot 1. This will grant access from the internal road to the future lots.

Future Lot 1 will be located in the central portion of the subject site, adjacent to the future internal road and comprises a total area of 3,530m². As part of the subdivision, all existing features and improvements on the development area will be removed with the land being filled and levelled prior to creation.

Refer **Appendix 1** for a copy of the approved Plans of Subdivision.

3 Site Details

3.1 Land Description

Refer to **Table 1** below for a description of the land subject to this development application.

Table 1 – Lot details

Lot	Plan	Volume	Folio	Area (m ²)
1	Plan 7783	28	14A	32,871
132	DP 231049	1663	446	34,087

An easement burden to the benefit of the Water Corporation for pipeline purposes (sewerage) is listed on the Certificate of Title for Lot 1. This encumbrance has been considered and incorporated into the design of the proposed development.

The development area is situated on the central east portion of the subject site and comprises an area of 3,530m². On creation, an easement burden for the purpose of public access will be placed on the title of Future Lot 1. The future easement has been incorporated into the design of the development.

Refer to **Appendix 2** for copies of the Certificates of Title and Plans.

3.2 Location

3.2.1 Regional Context

The subject site is within the municipality of the City of Wanneroo (**City**), located approximately 27 kilometres north west of the Perth city centre, 3 kilometres north east of the Joondalup city centre and 3.5 kilometres north west of the Wanneroo town centre.

The subject site fronts Wanneroo Road, a major arterial road linking the Perth city centre to the northern metropolitan region. Joondalup Drive is located to the north of the subject site, linking the subject site to the Joondalup city centre, Mitchell Freeway and north coastal metropolitan region.

Bus services are located along Wanneroo Road, linking the subject site to the Joondalup and Whitfords Railway Stations. Pedestrian and cycling paths are provided along Wanneroo Road, linking the subject site to the surrounding locality.

3.2.2 Local Context, Land Use and Topography

The subject site is located within the locality of Wanneroo, on the eastern side of the Yellagonga Regional Park.

The subject site is bounded by Wanneroo Road to the east, rural residential properties to the south and a mixed commercial/ retail development to the north. A mixture of single detached residential properties, a Western Power substation and a remnant market garden is situated on the opposite side of Wanneroo Road.

Broadly, the following uses are within proximity of the subject site:

- Wanneroo Botanical Gardens and Minigolf.
- Drovers Centre.
- Regent Garden Lake Aged Care Home.

- Carramar Shopping Centre.
- Carramar Primary School.
- St Stephens School.
- Tapping Primary School.

The subject site slopes from north east to west from a high of 29.46 AHD to a low of 17 AHD. Several depressions are located though the subject site.

The subject site is partially cleared and contains remnant vegetation and dilapidated structures. As part of the approved subdivision for the subject site, the development area will be cleared and levelled.

Refer to **Figure 1**, aerial photograph.



LEGEND

- Subject Site
- Development Area

4 Proposed Development

This application seeks development approval for a BP service station and associated parking, access, signage and landscaping on the central east portion of the subject site (**development area**). The proposed development forms part of the first stage of development of the southern portion of the subject site. Ultimately, the broader site will comprise a mixture of retail and commercial development.

The proposed service station reflects the prevailing and emerging highway commercial nature of the area, whilst responding to the natural and ecological attributes of the adjacent Yellagonga Regional Park. Designed in a contemporary manner, and reflective of BP's corporate standard, the proposed development is appropriately located along a major arterial road and will provide the sale of petroleum products as well as goods and services of a convenience nature to passing motorists and to the surrounding locality.

The BP service station is proposed to operate 24/7, and will provide additional employment opportunities to the local community.

Specifically, the development comprises:

- 265m² retail building, situated on the southern portion of the development area.
- 5.35 metre high fuel canopy with 4 fuel bowsers comprising 8 refuelling bays, situated on the central portion of the development area.
- 27 car bays, comprising:
 - One accessible bay and adjacent shared space.
 - One air and water bay.
 - One delivery bay.
 - 16 standard bays, for use by customers and staff.
 - 8 refuelling bays.
- Plant and bin store, situated to the west of the convenience store.
- Underground tanks and associated refilling points.
- 423m² of landscaping, including 7 shade trees.

The proposed development has been designed in a logistical and site responsive manner, promoting both safe and efficient manoeuvrability as well as appropriate ingress and egress. The development has been oriented to reflect the intended development on the broader site as well as to optimise patronage from passing traffic on Wanneroo Road.

The site has been deliberately designed to facilitate a vehicle movement through the site and link to the future development to the south. The design has also taken into account the existing Water Corporation Easement, which will continue to be located through the northern portion of the subject site. No significant structures are proposed within these Easements.

Refer to **Appendix 3** for the development plans and perspective drawings of the proposed development.

4.1 Retail Building

The proposed retail building is situated on the southern portion of the development area and comprises a gross floor area of 265m². The retail building is in line with BP's new corporate branding implemented on new and refurbished sites across Australia.

The building is setback:

- 220mm from the southern boundary.
- 17 metres from Wanneroo Road.
- 49 metres from the northern boundary (future internal road).
- 20.3 metres from the western boundary.

The proposed retail building incorporates ancillary convenience offerings, including food and drinks for the enjoyment of customers on or off the premises. The retail building includes toilets, staff area, office and back of house areas that allow for the day to day running of the service station.

The design of the retail building includes an inviting frontage to the light vehicle canopy that incorporates glazing, signage and louvered panelling. The store name will also be provided above the entrance point to distinguish this service station from other sites within the area. The building has been designed in a contemporary manner with the use of natural tones and materials, responding to the attributes of the adjoining Yellagonga Regional Park. The predominate use of eucalyptus green and soft white tones as well as the use of timber cladding ensures the retail building resonates with its natural setting, softening the nature of the development.

A perspective of the proposed retail building is provided in **Figure 2** below.



Figure 2: Perspective of BP's new retail building.

4.2 Landscaping

The proposed development comprises extensive landscaping throughout the development area, ensuring an attractive streetscape response. Comprising 11.6% of the total site area, all landscaped areas will comprise of native vegetation, appropriately selected to be appropriate for the locality, including species endemic to the Yellagonga Regional Park. A total of 5 shade trees will be provided on the development area.

Refer **Appendix 4** for a copy of the landscaping plan.

4.3 Access and Traffic Management

The proposed development has been designed in a manner that maximises the safe and efficient ingress and egress to the site as well as overall manoeuvrability within. Vehicles are proposed to access the development area via three crossovers. Specifically, two crossovers to the adjoining internal road to the west and one access crossover from the future adjoining lot to the south.

The proposed vehicular access arrangements result in a safe and coordinated traffic flow for passenger vehicles, trucks and fuel tankers. The proposed access and circulation has been designed with consideration to the future internal road and adjoining lots.

The proposed development has also been designed to facilitate the safe and efficient movement of service vehicles, including the refuelling tanker. Tanker and service vehicle swept path plans depicting the swept path movements is contained within the Development Plans in **Appendix 3**. Service vehicles and tankers will ingress and egress via the northern crossover which has been designed to allow the safe and efficient movement of vehicles from the future internal road, including the use of mountable rollover curbing. Fuel tankers will generally make between two to four deliveries per week, depending on retail fuel consumption and general demand. Deliveries will generally take place outside of peak traffic periods to ensure minimal disturbance to the site's operations and external traffic.

Pedestrians and cyclists are proposed to access the development area via a concrete path linking the retail building to the local path network along Wanneroo Road. Three separate pedestrian crossings are provided throughout the development area, ensuring the safe movement of pedestrians and cyclists throughout the proposed development.

The proposed access and traffic management arrangements has been subject to a detailed analysis, in the form of a Traffic Impact Assessment (**TIA**) prepared by Transcore, contained in **Appendix 5**. As confirmed within the TIA, the traffic generation associated from the subject site was found to have no significant impact on the surrounding road network, including the intersection of Clarkson Avenue and Wanneroo Road.

4.4 Waste Management

The proposed development provides a screened bin and service yard at the western side of the retail building, accessed via a delivery bay. Bins will be of a standard size and will be collected by private contractor.

4.5 Signage

The following signage is proposed as part of the development:

- 8.0m high internally illuminated pylon sign fronting Wanneroo Road.
- Four 914mm BP Helios canopy signs located on the vehicle canopy.
- BP and Wild Bean Café signage located on the northern elevation of the retail building.

The proposed development incorporates a single 8.0 metre high pylon sign fronting Wanneroo Road. The sign comprises a LED digital price board panels to display the price of fuel to passing motorists and an illuminated signage panel. The pylon sign is internally illuminated, ensuring the advertising panels are visible at night.

The proposal also incorporates high quality advertising sign panels that complement the architectural style and design of the retail building and canopy. The proposed signage is consistent with BP Australia's corporate branding implemented on all new and refurbished sites across Australia.

The above signage has been carefully considered and incorporated into the development to ensure it serves an important function, whilst integrating with the overall style of design to maintain a high level of quality. Refer to **Appendix 3** for a copy of the Development Plans which depict the proposed signage.

5 Statutory Planning Framework

5.1 Metropolitan Region Scheme

The subject site is zoned Urban under the provisions of the Metropolitan Region Scheme (**MRS**) and fronts Wanneroo Road, which is reserved Primary Regional Roads under the MRS. In addition, the subject site abuts land reserved Parks and Recreation. The subject site is not impacted by these reservations.

The proposed development is compliant with the provisions of the MRS and may be approved accordingly.

5.2 State Planning Policies

5.2.1 State Planning Policy 3.7 Planning in Bushfire Prone Areas

The Western Australian Planning Commission's (**WAPC**) *State Planning Policy 3.7 Planning in the Bushfire Prone Areas* (**SPP3.7**) sets out the foundations for land use planning to address bushfire risk management. It applies to all development located within designated 'bushfire prone areas'.

As part of the approved subdivision for the subject site, it was identified that a portion of the subject site falls within a designated bushfire prone area as identified by the Department of Fire and Emergency Services Map of Bushfire Prone Areas. As such, pursuant to the requirements of SPP3.7, a Bushfire Attack Level (**BAL**) Assessment was prepared.

The BAL Assessment identified a maximum BAL rating of BAL-29 for the development area. Therefore, pursuant to SPP3.7, a Bushfire Management Plan and Bushfire Risk Management Plan was prepared. The Bushfire Management Plan and Bushfire Risk Management Plan demonstrate that the proposed development is satisfactory from a bushfire risk perspective.

Refer **Appendix 6** for a copy of the Bushfire Management Plan and Bushfire Risk Management Plan.

5.2.2 Development Control Policy 5.1 Regional Roads (Vehicular Access)

The WAPC's *Development Control Policy 5.1 Regional Roads (Vehicular Access)* (**DC 5.1**) sets out the general requirements for development involving vehicular access to regional roads. As the subject site fronts the Wanneroo Road Primary Regional Roads reserve, the proposed development has been assessed against the relevant provisions of DC 5.1. Refer **Table 2** below.

Table 2 – Assessment against DC5.1.

Requirement	Comment	Complies
<u>Cause 3.3.1</u> <i>In considering applications for access on regional roads, the effects of the proposals on traffic flow and road safety will be the primary consideration. The more important the regional road, the greater the importance attached to these factors. In general, the Commission will seek to minimise the creation of new driveways on regional roads and rationalise existing access arrangements.</i>	<p>The proposed development has no direct access to Wanneroo Road rather gaining access via the new internal road which connects to Wanneroo Road at a signalised intersection.</p> <p>Notwithstanding, a Transport Impact Assessment (TIA) was prepared for the proposed development. The TIA identified that:</p> <ul style="list-style-type: none">The level of trips generated is considered to have no material impact on Wanneroo Road under the WAPC <i>Transport Assessment Guidelines for Developments</i>.	✓

	<ul style="list-style-type: none"> Acceptable Levels of Service are maintained for Wanneroo Road, including with the intersection with Clarkson Avenue. <p>Refer Appendix 5 for a copy of the Transport Impact Assessment.</p>	
<p>Clause 3.3.2 <i>Where regional roads are constructed or planned to freeway standards, no access to frontage development is permitted. On regional roads not constructed or planned to freeway standards, there is a general presumption on traffic and safety grounds against the creation of new driveways or increased use of existing accesses to these roads. Where alternative access is or could be made available from side or rear streets or from rights of way, no access shall be permitted to the regional road unless special circumstances apply.</i></p>	<p>The proposed development has no direct access to Wanneroo Road.</p> <p>A TIA has been prepared in support of the application, demonstrating the proposed development is acceptable from a traffic/ access perspective with insignificant impacts on Wanneroo Road.</p>	✓
<p>Clause 3.3.5 <i>In determining applications for development involving the formation, laying out or alteration of a means of access to regional roads, the following must be considered:</i></p> <p>i) <i>the effects of the development on traffic flow and safety, the character and function of the road, the volume and speed of traffic, the width of the carriageway and visibility; and</i></p> <p>ii) <i>the volume and type of traffic generated by the development.</i></p>	<p>The proposed development does not propose any modifications or alterations to Wanneroo Road.</p> <p>It is noted that as part of the approved subdivision for the subject site, an internal road will be created which will upgrade the intersection of Wanneroo Road and Clarkson Avenue to a four way signalised intersection. This development does not form part of those works.</p>	✓

The proposed development therefore meets the requirements of DC 5.1. The proposed access arrangements have been appropriately informed by a suitably qualified transport consultant and warrant approval accordingly.

5.3 City of Wanneroo District Planning Scheme No. 2

5.3.1 Zoning

The subject site is zoned 'Business' under the provisions of the City of Wanneroo's (**City**) District Planning Scheme No. 2 (**DPS2**) Additional Use No. 38 (**A38**) and Special Control Area No. 1 (**SCA1**) are also applicable to the subject site. Refer to **Figure 3** for the zoning map.

Pursuant to Clause 3.6.2 of DPS2, the objectives of the Business zone are to:

- (a) *provide for retail and commercial businesses which require large areas such as bulky goods and category/theme based retail outlets as well as complementary business services;*
- (b) *ensure that development within this zone creates an attractive façade to the street for the visual amenity of surrounding areas.*

The proposal involves the use and development of Service Station on the development area, which acts as a complementary service to the broader development on the subject site. The proposed development is appropriately located along a major arterial road, providing services to passing motorists as well as to the surrounding locality. It is considered that the proposed development meets the objectives of the Business zone and warrants approval accordingly.

Additional Use No. 38

A38 conditionally permits Showroom and Retail Nursery uses on the subject site. A38 does not impact the proposed development.

Special Control Area No. 1

Schedule 17 of DPS2 provides additional provisions which relates to land under a Special Control Area. Special Control Area No. 1 (**SCA1**) exists over the subject site and normalises the provisions of Agreed Structure Plan No. 80 (**ASP80**).

An assessment against the provisions of ASP80 is provided in section 5.3.3 of this report.

In addition, Clause 1.4.1 of Schedule 17 requires a Wetland Management Plan be required where a development affects or is adjacent to Lake Joondalup or the wetland buffer under ASP80. It is noted that whilst the proposed development is adjacent to Lake Joondalup on lodgement, the development area is located on Future Lot 1 under the Plan of Subdivision approved for the subject site.

During pre-lodgement engagement with the City, it was confirmed that a Wetland Management Plan will not be required for this development application.

5.3.2 Land Use and Permissibility

Pursuant to the provisions of Schedule 1 – Definitions of DPS2, the proposed development is best classified as ‘Service Station’, defined as:

service station: means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for –

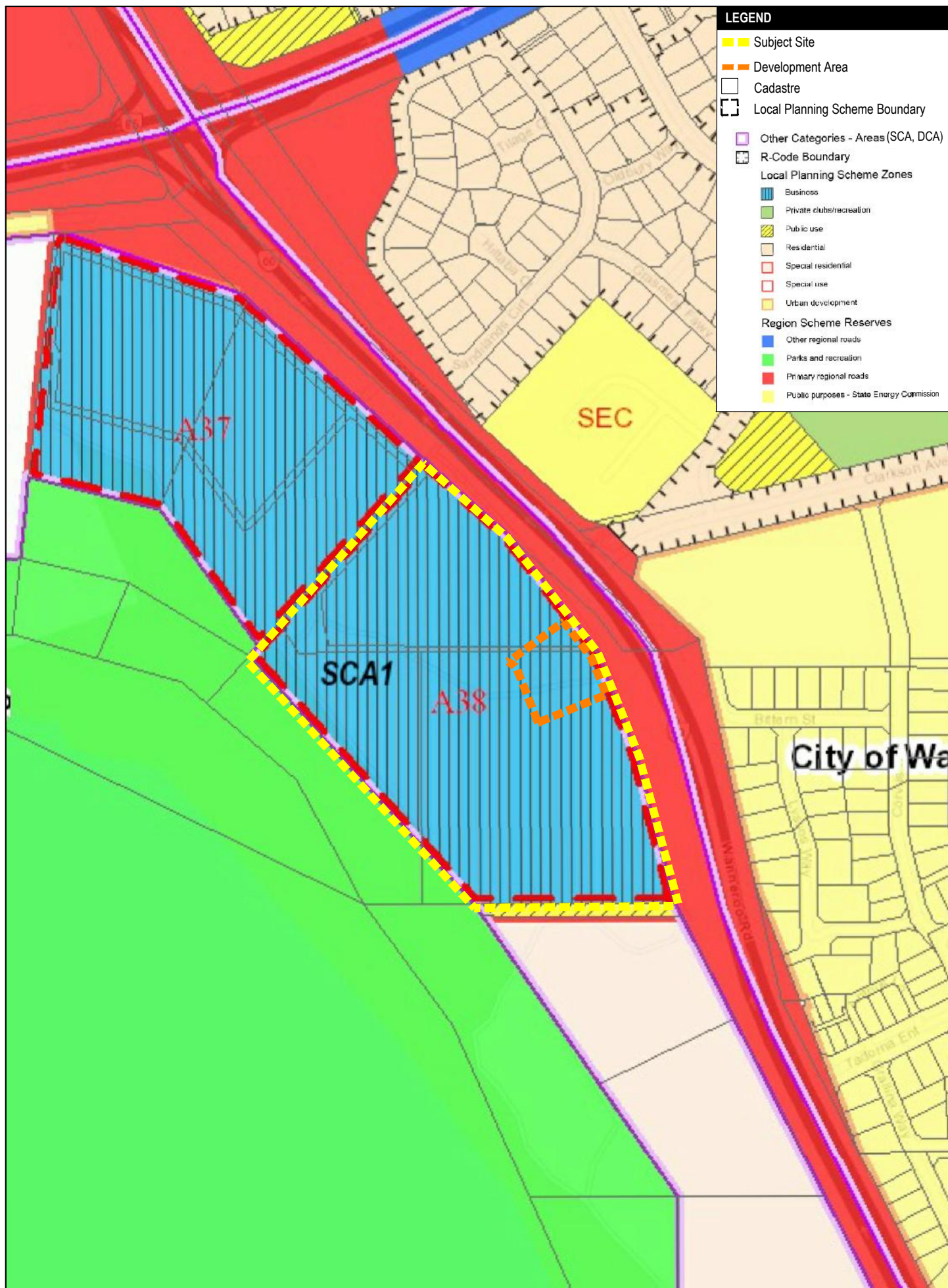
(a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or

(b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.

A Service Station is a ‘D’ Discretionary use within the Business zone, meaning the use is not permitted unless the decision maker has exercised their discretion and approved the development. It is considered that the proposed use is entirely appropriate and suitable for establishment on the subject site for the following reasons:

1. The proposed service station will provide additional services to the surrounding locality, including future employees of the broader development on the subject site.
2. The proposed development is appropriately located adjacent to a major arterial road.
3. The development has been designed in a contemporary manner that responds to the prevailing service commercial character of the locality as well as the attributes of the adjoining Yellagonga Regional Park.
4. The proposal is supported by a Traffic Impact Assessment which demonstrates it is satisfactory from a traffic and access point of view.

For the reasons as outlined above, it is considered that the proposed use is appropriate for establishment on the subject site and warrants approval accordingly.



5.3.3 General Development Standards

Part IV of DPS2 stipulates the general development requirements applicable for the subject site. An assessment against the relevant provisions of Part IV is provided in **Table 3** below.

Table 3: Planning Assessment against Part IV of DPS2

Required	Proposed	Complies
Clause 4.7 – Setbacks for Non Rural and Non Residential Development		
<p><i>Subject to the provisions of Part 3 or as otherwise provided in this clause, non rural and non residential buildings shall be set back as follows:</i></p> <p>(a) street boundary - 6 metres; (b) side and rear boundaries - Nil.</p> <p><i>Where a lot has a boundary with two or more streets, the local government shall determine which of these streets may be considered secondary street boundaries. Setbacks to secondary street boundaries may be reduced by local government to 3 metres.</i></p>	<p>At a minimum, the proposed development is setback:</p> <ul style="list-style-type: none"> • 15.1 metres from Wannon Road. • 220 mm from the southern boundary. • 17.8 metres from the northern boundary (future internal road). • 12.3 metres from the western boundary. 	✓
<p><i>That portion of a lot within 3 metres of the street alignment shall only be permitted to be used for a means of access and landscaping.</i></p> <p><i>That portion of a lot between 3 metres of the street alignment and the building setback line shall only be permitted to be used for:</i></p> <p>(a) a means of access; (b) the loading and unloading of vehicles; (c) landscaping; (d) a trade display; (e) the daily parking of vehicles used by employees and customers of the development.</p> <p><i>No such area shall be used for the parking of vehicles displayed for sale or which are being wrecked or repaired or for the stacking or storage of materials, products or wastes.</i></p>	<p>The land between the building setback line and 3 metres from the lot boundary will only be used for parking, access and landscaping. Additionally, no land will be utilised for storage or the sale of vehicles.</p>	✓
Clause 4.8 - Building Facades for Non rural and Non Residential Development		
<p><i>The façade or facades of all non-rural and non-residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of Local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by Local government they shall have a factory applied paint finish.</i></p>	<p>The proposed development comprises of glazed windows, rendered/ painted concrete and feature wooden/ aluminium composite cladding.</p>	✓
<p><i>The façade or facades of all non-rural and non-residential development shall have incorporated in their design, integrated panels for the purpose of signage placement.</i></p>	<p>All proposed signage has been integrated into the overall façade of the retail building.</p>	✓

Required	Proposed	Complies
Clause 4.10 - Visual Truncation to Vehicular Accessways in the Vicinity of Streets or Rights-of-Ways		
<i>No building, wall, fence, landscaping or other development greater than 0.6m in height measured from natural ground level at the boundary shall be constructed or maintained within the sight line area stipulated in the Australian Standard for Off Street Parking AS2890.1 at the intersections of a vehicle access way and a street or right-of-way.</i>	No built structures are proposed within the sightline areas adjacent to the vehicle access points to the car park.	✓
Clause 4.11 - Pedestrian and Vehicle Reciprocal Access Requirements		
<i>If the Local government approves car parking and pedestrian access on neighbouring premises in a manner which relies on the reciprocal movement of vehicles and pedestrians between or across the premises, the owners concerned shall allow the necessary reciprocal access and parking at all times to the satisfaction of Local government.</i>	The development has been deliberately designed to provide through access to the proposed lot to the south on the eastern and western sides of the development.	✓
Clause 4.12 - Service Areas and Access		
<i>Provisions shall be made for service access to the rear of all taverns, hotels, motels, shops, showrooms, restaurants, takeaway food outlets, drive through takeaway food outlets and other commercial uses as required by the Local government for the purpose of loading and unloading goods unless considered by the Local government to be undesirable in a particular instance.</i>	A loading bay is suitably located adjacent to the bin storage area/ plant room on the western side of the retail building.	✓
Clause 4.13 - Storage and Rubbish Accumulation		
<i>All storage, including storage of accumulated rubbish, shall be confined to within a building, or suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.</i>	<p>A dedicated bin storage area is located adjacent to the proposed retail building on the western side.</p> <p>The storage area will be screened from public view at a height of 3 metres.</p>	✓
Clause 4.14 - Car Parking		

Required	Proposed	Complies									
<p>Clause 4.14.1 of DPS2 requires the number of on-site car parking bays to be provided in accordance with the requirements of Table 2 – Car Parking Standards.</p> <p>Pursuant to Table 2, the required parking rates for the proposed development are as follows:</p> <table border="1"> <thead> <tr> <th>Use</th><th>Rate</th><th>Required</th></tr> </thead> <tbody> <tr> <td>Service Station</td><td>5 bays per service bay plus 7 bays per 100m² non service bay NLA. Up to 50% of non-service bays may be located in refuelling positions.</td><td>265m² NLA = 19 bays.</td></tr> <tr> <td colspan="2">Total:</td><td>19 bays</td></tr> </tbody> </table>	Use	Rate	Required	Service Station	5 bays per service bay plus 7 bays per 100m ² non service bay NLA. Up to 50% of non-service bays may be located in refuelling positions.	265m ² NLA = 19 bays.	Total:		19 bays	<p>26 bays are proposed on the subject site, comprising:</p> <ul style="list-style-type: none"> • One accessible bay and shared space. • 16 regular staff and visitor bays. • Eight refuelling bays. • One air and water bay. <p>This results in a surplus of seven bays.</p>	✓
Use	Rate	Required									
Service Station	5 bays per service bay plus 7 bays per 100m ² non service bay NLA. Up to 50% of non-service bays may be located in refuelling positions.	265m ² NLA = 19 bays.									
Total:		19 bays									
<p>In relation to the design of off-street car parking areas, Clause 4.14.2 of DPS2 states: The design of off-street parking areas including parking for disabled shall be in accordance with Australian Standards AS 2890.1 or AS 2890.2 as amended from time to time. Car parking areas shall be constructed, marked, drained and thereafter maintained to the satisfaction of the Local government.</p>	<p>All car parking spaces have been designed in accordance with the Australian Standards AS 2890.1 and AS 2890.2 where applicable. The car parking spaces will be constructed, line marked and drained on-site prior to the occupation of the development.</p>	✓									
Clause 4.17 - Landscaping Requirements for Non Rural and Non Residential Development											
<p>A minimum of 8% of the area of a development site shall be set aside, developed and maintained as landscaping to a standard satisfactory to the Local government.</p>	<p>The development proposes 423m² of landscaping within the development area, which equates to 12% of the development site area (3,530m²).</p> <p>Landscaping will be endemic to the locality, including to species of Yelloogona Regional Park.</p> <p>Refer Appendix 4 for a copy of the Landscaping Plan.</p>	✓									
<p>When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause.</p>	<p>A 3 metre portion of land between the car parking area and primary street boundary is reserved for landscaping.</p>	✓									
<p>Landscaping shall be carried out and maintained on all those areas of a development site which are not approved for buildings, accessways, storage purposes or car parking. Alternatively, local government may require these areas to be screened from view of streets and other public places.</p>	<p>All areas utilised for car parking, access, storage or buildings will be adequately landscaped.</p>	✓									
<p>Landscape areas shall be designed and located to improve the visual appeal of the development from the street and other public spaces and the standard of amenity for those using the development. The use of endemic trees and shrubs are encouraged.</p>	<p>A suitable and appropriate species section is proposed, consistent with existing landscaping in the locality, including Yelloogona Regional Park.</p>	✓									

Required	Proposed	Complies
<i>Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays, to the Local government's satisfaction.</i>	As shown on the landscaping plan, 7 shade trees are proposed throughout the development area. Due to safety and operational requirements for a service station trees cannot be located adjacent to the retail building, where the proposed car parking is located. To offset this operational matter, trees are proposed to be located in different locations throughout the site at a rate of one tree for every 4 car parking bays.	✓
Clause 4.18 - Screening of Storage Areas		
<i>The owner of land on which there is stored, stacked or allowed to remain any materials which in Local government's opinion detract from the amenity of the area shall completely screen the said materials from adjoining properties and from street in a manner specified by and to the satisfaction of Local government, by means of walls, fences, hedges or shrubs.</i>	No storage is proposed outside the proposed buildings or bin storage areas as shown on the proposed development plans.	✓

5.3.4 Agreed Structure Plan 80 and Drovers Place Central Detailed Area Plan

The proposed development is subject to the provisions of the Drovers Place Central Precinct DAP (**DAP**) and Agreed Structure Plan No. 80 (**ASP80**). An assessment against the relevant provisions of the DAP and ASP80 is provided in **Table 4** and **5** respectively.

Table 4 – Assessment against DAP

Requirement	Comment	Complies
1. Building Envelopes Buildings should generally be located within the building envelopes as depicted on the Detailed Area Plan. This may be varied at the City's discretion having regard for the following: <ol style="list-style-type: none"> 1. Ability to achieve a functional car parking and access layout that accommodates the required car parking bays and reciprocal access arrangements. 2. Preservation of views to Yellagonga Regional Park. 3. Vehicle sight lines and impact on amenity as viewed from Wanneroo Road and Yellagonga Regional Park 4. And other considerations to ensure the objectives of the DAP are not compromised. 	The proposed retail building is situated on the southern portion of the development area, south east of the indicative location on the DAP. The proposed building location allows a more optimum site layout, facilitating more efficient circulation and access through the site. The development also aligns with the subdivision layout that was approved by the WAPC. The proposed layout does not unduly effect site lines to Yellagonga Regional Park.	Discretion
2. Permitted Building Height In accordance with the DAP Map, the permitted building height is 6 metres.	The proposed retail building has a maximum height of 4.5 metres. The proposed fuel canopy has a maximum height of 5.35 metres.	✓
3. Built Form Mandatory active frontage to the eastern boundary. Buildings shall address Wanneroo Road and minimise blank walls.	The design of the proposed retail building is to BP's corporate standard, typical of a service station development. The building has been oriented towards the northern boundary to provide the main frontage to the new internal road.	Discretion

	As a service station development, it is not considered reasonable to provide an active edge to all elevations as the primary purpose of the development is to provide the retail sale of petroleum products. In addition, the elevation facing Wanneroo Road fronts an internal road and carpark. Notwithstanding, the northern portion of this elevation is clad with timber panels, adding additional interest and minimising the blank façade.	
Service areas to be screened from Wanneroo Road.	The proposed service area is situated on the western side of the retail building and is adequately screened from Wanneroo Road.	✓
Primary entrances to buildings are to be clearly defined and articulated.	The proposed retail building is designed to BP's corporate standard, typical of new and refurbished sites around Australia. The building is designed in an inviting manner through the use of a defined and well-articulated façade, utilising the sites name, BP corporate identity and the use of glazed windows, rendered/ painted concrete and feature wooden/ aluminium composite cladding.	✓
Development over the sewer easement shall be limited to a concrete pad, asphalt or paving to permit access to the underground sewer pipeline. Buildings over the easement shall not be permitted.	No substantial development is proposed on the sewer Easement.	✓
4. Earthwork Design Levels Development shall have regard to the indicative finished floor levels as depicted on the DAP. This may be varied at the City's discretion having regard for the extant that: 1. The site can accommodate the intended use 2. Finished ground levels at the boundaries of the lots match or otherwise coordinate with the existing and/ or proposed finished ground levels of the abutting land and 3. The development demonstrates consistency with the endorsed Urban Water Management Plan for stormwater drainage.	The development area has a finished floor level of 23 AHD.	✓

Table 5 – Assessment against ASP80

Requirement	Comment	Complies
Clause 3.1 Development adjacent to the Yellagonga Regional Park shall coordinate with natural levels at the common boundary with Yellagonga Regional Park to minimise the visual impact of site levels, retaining walls, and fencing to the satisfaction of the City of Wanneroo. Retaining walls above 1 metre in height shall be discouraged.	Whilst the subject site is situated beside the Yellagonga Regional Park, the development area is located on eastern portion of the subject site and does not share a common boundary with the Park. Notwithstanding, the proposed development complies with the indicative FFL of 23 AHD.	✓
Clause 3.2 The location and design of buildings, access ways and footpaths shall provide for view corridors to the Yellagonga Regional Park.	The proposed development does not impact view corridors to Yellagonga Regional Park.	✓

<p><u>Clause 3.3</u> The bulk and scale of any future development shall have regard for preserving the views, significance and character of and visual relationship to Yellagonga Regional Park.</p>	<p>The proposed development has been designed in a manner to respond to the natural attributes of the locality. The overall layout preserves view corridors with the choice of landscaping as well as building colours and materials respectful to the character of the Yellagonga Regional Park.</p>	✓
<p><u>Clause 3.7</u> Service areas shall be integrated within the development and designed to minimise any negative visual impacts along the interface with the Yellagonga Regional Park and Wanneroo Road. All service areas are to be appropriately screened from the public realm to the satisfaction of the City of Wanneroo.</p>	<p>The servicing yard and loading bay is proposed to be located on the western portion of the development area, beside the proposed retail building and will be screened from public view.</p>	✓
<p><u>Clause 3.8</u> Hardscape shall provide for reduction of impervious area to facilitate water sensitive urban design.</p>	<p>The proposed development has been designed with water sensitive urban design principles.</p> <p>Refer Appendix 7 for a copy of the stormwater drainage report.</p>	✓
<p><u>Clause 3.9</u> Building facades shall be of a high architectural standard utilising brick, masonry, concrete and glazing and include colour schemes sympathetic to the natural environment to the satisfaction of the City of Wanneroo.</p>	<p>The proposed development comprises of glazed windows, rendered/ painted concrete and feature wooden/ aluminium composite cladding. The choice of colours, materials and tones are sympathetic to the natural character of the locality.</p>	✓
<p><u>Clause 3.10</u> Buildings are to be designed to suit local climatic conditions, be energy efficient and designed to help reduce the risk and fear of crime.</p>	<p>The proposed BP is designed in accordance with their corporate design standards. These standards ensure energy efficiency in design in addition to safety standards for staff and operations. The facility will operate 24/7 days a week and will provide passive surveillance for the area.</p>	
<p><u>Clause 3.11</u> New buildings are to be of a quality of architectural design that is consistent with the role, setting and natural character of the precinct.</p>	<p>The proposed development comprises of glazed windows, rendered/ painted concrete and feature wooden/ aluminium composite cladding. The choice of colours, materials and tones are sympathetic to the natural character of the locality.</p>	✓
<p><u>Clause 3.12</u> Buildings are to provide opportunities for passive surveillance and be sited to enable and encourage pedestrian access to Yellagonga Regional Park. This may include glazing and seating or alfresco areas to integrate development with the Park, enabling the community to enjoy the natural setting.</p>	<p>The proposed retail building has substantial glazing on the northern frontage providing passive surveillance to the development area.</p> <p>Pedestrian linkages to the Yellagonga Regional Park is provided outside the development area.</p>	
<p><u>Clause 3.13</u> A minimum of eight (8)% of the site shall be provided as landscaping in addition to the Compatible-Use Wetland Buffer defined in Plan 1.</p>	<p>The development proposes 423m² of landscaping within the development area, which equates to 12% of the development site area (3,530m²).</p> <p>Landscaping will be endemic to the locality, including to species of Yellozona Regional Park.</p> <p>Refer Appendix 4 for a copy of the Landscaping Plan.</p>	✓

Having regard to **Tables 4** and **5** above, the proposed development is compliant with the provisions of the DAP and ASP80 and warrants approval accordingly.

5.4 Local Planning Policies

5.4.1 Local Planning Policy 4.4 Urban Water Management

Local Planning Policy 4.4 – Urban Water Management (**LPP4.4**) provides requirements for the use and management of water resources within the City.

Pursuant to Section 5 of Table 2 of LPP4.4 an Stormwater Drainage Report was prepared for the proposed development. Refer **Appendix 7** for a copy of the Stormwater Drainage Report.

5.4.2 Local Planning Policy 4.6 Signs

Local Planning Policy 4.6 – Signs (**LPP4.6**) provides the requirements and standards pertaining to the erection of signage within the City.

Specifically, the development proposes the following advertising signs:

- One 8 metre high internally illuminated pylon sign, fronting Wanneroo Road.
- Four 914mm BP Helios canopy signs located on the vehicle canopy.
- BP and Wild Bean Café signage located on the northern elevation of the retail building.

Table 6 below provides an assessment against the proposed signage against the provisions of LPP4.6.

Table 6 – Assessment against LPP4.6

Requirement	Provided/ Comment	Compliance
Pylon Sign <i>A Pylon sign means a sign supported on one or more poles and not attached to a building and includes a detached sign framework, supported on one or more poles to which sign infills may be added.</i>		
<i>Pylon signs shall:</i>		
1. be limited to a maximum of one per street frontage or one for every 40 metres of linear street frontage; 2. not exceed 6.0 metres in height; 3. not exceed 2.5 metres measured horizontally across the face of the sign; and 4. be located centrally within the lot and no closer than 3.0m to a side boundary.	The proposal comprises a single pylon sign along Wanneroo Road and is situated on the centre of the lot boundary, approximately 28 metres from the side boundary at a minimum The proposed pylon sign does not exceed 2.5 metres when measured horizontally. The proposed pylon sign is 8 metres in height. It is considered that the two metre variation is acceptable for the following reasons: <ul style="list-style-type: none"> • The proposed sign is appropriately located along Wanneroo Road, a major arterial road through the locality. The additional height permits suitable advertising to passing trade. • Wanneroo Road sits above the subject site, with a difference in height which will mean the sign will only appear to the Wanneroo Road at 6 metres. • The proposed sign is consistent with the business nature of the centre. • The sign incorporates a contemporary digital screen in lieu of traditional signage. The screen requires additional space to be appropriately portioned on the sign 	Discretion
Wall Sign <i>A Wall sign means a sign that is painted or affixed on the front, side or rear elevation of a building or structure but does not project more than 300mm out from the wall.</i>		

<i>Wall signs shall:</i>		
<ol style="list-style-type: none"> 1. be limited to a maximum of one sign per tenancy, per street frontage; 2. not extend laterally beyond either end of the wall or protrude above the top of the wall; 3. not exceed 25% in aggregate area on any one wall to a maximum of 8m²; and 4. be integrated with the building design. 	<p>The proposal comprises:</p> <ul style="list-style-type: none"> • Four 914mm BP Helios canopy signs on each elevation of the canopy respectively. • Two Wild Bean Café advertising panels on the northern elevation of the retail building. • One Wild Bean Café sign on the northern elevation of the retail building. • One BP sign on the northern elevation of the retail building. • One 'BP Tapping' location name sign on the northern frontage of the retail building. <p>All signs are deliberately integrated into the design of the canopy and retail building respectively and are presented in a manner typical of BP service station sites in Western Australia. No sign protrudes above the wall of the canopy or building.</p> <p>Notwithstanding, more than one sign is proposed on the northern elevation of the retail building. Additionally, the aggregate of signage on the retail building exceeds 8m².</p> <p>It is considered that the above variations warrant discretion for the following reasons:</p> <ul style="list-style-type: none"> • The proposed signage is integrated into the façade of the retail building and has been designed in a manner which reflects the architecture of the overall development. • The signage is consistent with BP's corporate branding implemented on refurbished and new sites throughout Australia. 	Discretion

6 Conclusion

This application seeks approval for the use and development of a BP Service Station and associated parking, access, signage and landscaping on the central east portion of the subject site. The development is appropriately situated along a major arterial road and will provide petroleum products as well as goods and services of a convenience nature to passing motorists and to the surrounding locality.

The proposed development appropriately responds to all relevant aspects of the planning framework and has been demonstrated to be satisfactory from a transport, environmental and engineering perspective respectively.

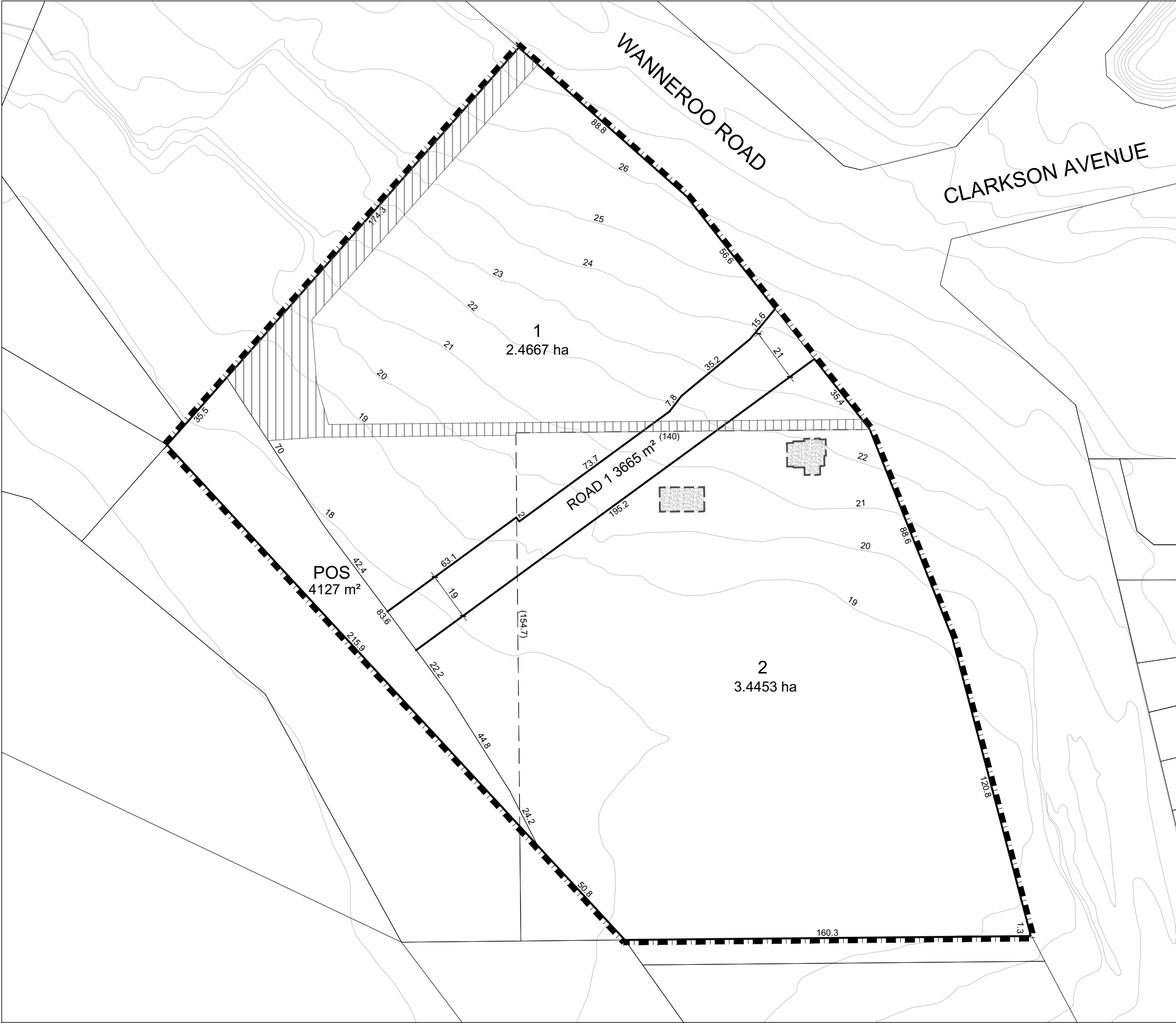
The development has been designed to reflect the prevailing and envisioned service commercial character of the area, whilst responding to the attributes of the adjoining Yellozona Regional Park. The proposed development will provide additional services to the surrounding locality, including future employees of the broader development on the subject site.

Having regard to the above, the proposal clearly demonstrates the suitability of the proposed service station for the development area.

Accordingly, we respectfully request the Application for Development Approval is approved by the Metro North West Joint Development Assessment Panel.

Appendix 1

Approved Plans of Subdivision



LOCATION PLAN



LEGEND

- SUBJECT SITE
- EXISTING EASEMENT TO BE REALIGNED
SUBJECT TO AGREEMENT FROM
WATERCORP
- EXISTING BUILDING/STRUCTURE
TO BE REMOVED

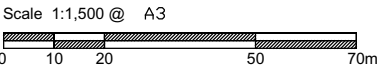
SUMMARY TABLE

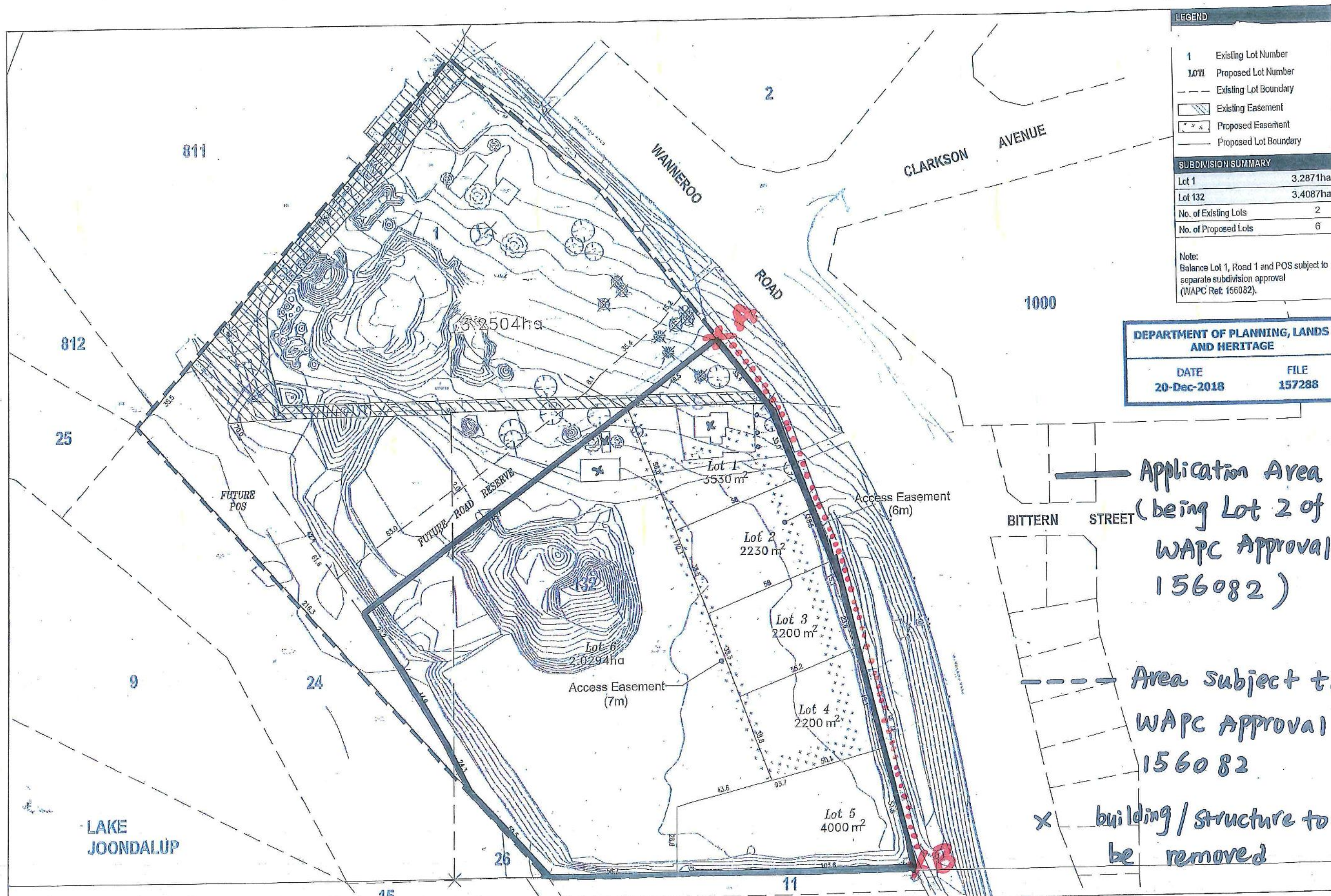
APPLICATION AREA	6.6912 ha
PROPOSED LOTS	5.912 ha
PROPOSED POS	4127 m²
PROPOSED ROAD	3665 m²
EXISTING EASEMENT - RETAINED	2813 m²
PROPOSED REALIGNMENT	992 m²

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
26-Jun-2018

FILE
156082





PLANNING SOLUTIONS | PS
URBAN & REGIONAL PLANNING

SCALE 1:1500 @ A3
DATE 20 December 2018
FILE 161220 6754 Plan of Subdivision.dwg
REVISION 1/DR/First Draft/02.07.2018



PLAN OF SUBDIVISION
LOTS 1 & 132 (1369 & 1351) WANNEROO ROAD,
WANNEROO, WA

A---B: Condition 4: no vehicular Access

Appendix 2

Certificate of Title and Deposited Plan

WESTERN



AUSTRALIA

REGISTER NUMBER

1/P7782DUPLICATE
EDITION**5**

DATE DUPLICATE ISSUED

3/6/2016

VOLUME

28

FOLIO

14A

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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 1 ON PLAN 7782

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

SILVERGLADE HOLDINGS PTY LTD OF PO BOX 1773 WEST PERTH WA 6872

(T O092425) REGISTERED 15/2/2019

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

1. TITLE EXCLUDES THE LAND SHOWN ON DIAGRAM 56993.
2. TITLE EXCLUDES THE LAND SHOWN ON DIAGRAM 64903.
3. K127722 EASEMENT BURDEN FOR PIPELINE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 53856 REGISTERED 20/3/2007.
4. *N548619 CAVEAT BY LAKEWIDE PTY LTD LODGED 7/2/2017.
5. *O096734 CAVEAT BY BOWRA & O'DEA PTY LTD LODGED 22/2/2019.

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: 28-14A (1/P7782)
 PREVIOUS TITLE: 1276-81
 PROPERTY STREET ADDRESS: 1369 WANNEROO RD, WANNEROO.
 LOCAL GOVERNMENT AUTHORITY: CITY OF WANNEROO

NOTE 1: K026292 DEPOSITED PLAN 53856 LODGED FOR EASEMENT PURPOSES ONLY
 NOTE 2: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING O092425

PLAN 7782

P 007782 F 01



LOCAL GOVERNMENT ACT
ALL ROADS WITHIN THE GREEN
BORDER ARE NOW DEDICATED.

SWAN LOC 2512, 2595 & PT LOC 1034

FB.21008
TOTAL AREA 35.7641 ha.

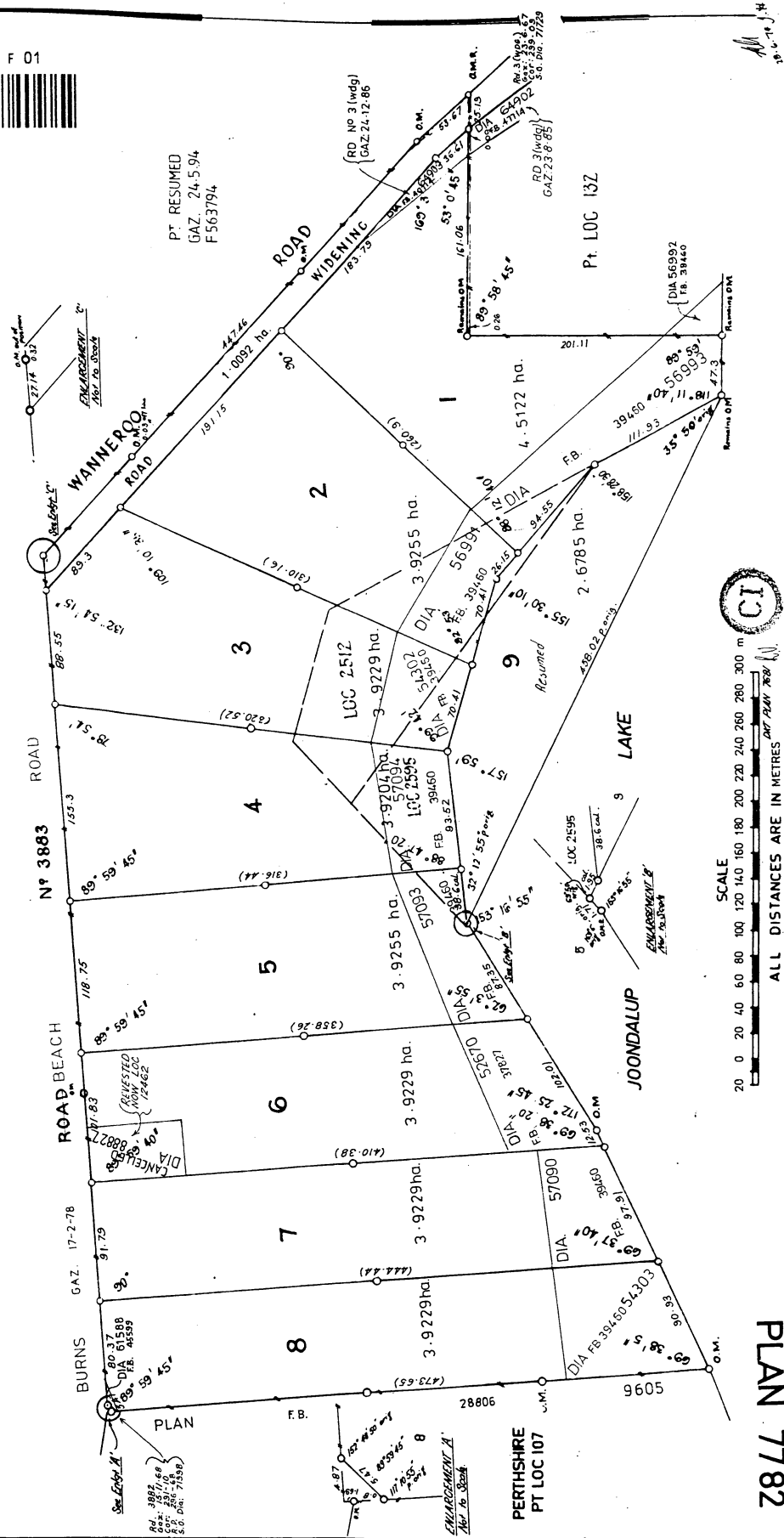
INDEX PLANS
SWAN 2000 08.10

APPROVED
12.6.62

C/T 603-163
607-130

NOW 1276-81
Depth Limit 60.96 Metres

As to LOCs 2512, 2595



PLAN 7782

Plan 7782

Lot	Certificate of Title	Lot Status	Part Lot
1	28/14A	Registered	
2	1639/852 (Cancelled)	Retired	
3	1532/91 (Cancelled)	Retired	
4	N/A	Retired	
4	1291/197 (Cancelled)	Retired	
5	1536/999	Registered	
6	1542/183	Registered	
7	1549/99	Registered	
8	1509/64	Registered	
9	2086/954	Registered	

WESTERN



AUSTRALIA

REGISTER NUMBER

132/DP231049DUPLICATE
EDITION**2**

DATE DUPLICATE ISSUED

24/4/2007VOLUME
1663FOLIO
446

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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 132 ON DEPOSITED PLAN 231049

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

LAKEWIDE PTY LTD OF 312 OXFORD STREET, LEEDERVILLE

(T K016428) REGISTERED 8/12/2006

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

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE.
2. TITLE EXCLUDES THE LAND SHOWN ON DIAGRAM 64902.
3. *N934686 MORTGAGE TO VISPO HOLDINGS PTY LTD OF 122 MAIN STREET OSBORNE PARK WA 6017 REGISTERED 2/7/2018.
4. *O230211 CAVEAT BY B P AUSTRALIA PTY LTD AS TO PORTION ONLY LODGED 4/9/2019.

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: 1663-446 (132/DP231049)
PREVIOUS TITLE: 1081-433
PROPERTY STREET ADDRESS: 1351 WANNEROO RD, WANNEROO.
LOCAL GOVERNMENT AUTHORITY: CITY OF WANNEROO

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING
L243847

G. F. Moore
209. a. 6.

LOCATIONS ^{in the} SWAN DISTRICT

NO	NAME	DATE	AGE	SEX	HT	WT	HAIR	EYES	SKIN	TEETH	TOES	MARKS
176	G. H. MITCHELL	11/11/42	20	M	5'10"	150	B	B	F	1	10	
177	F. R. REYNOLDS	11/11/42	20	M	5'10"	150	B	B	F	1	10	
178	J. R. HENLEY	11/11/42	20	M	5'10"	150	B	B	F	1	10	
179	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
180	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
181	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
182	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
183	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
184	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
185	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
186	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
187	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
188	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
189	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
190	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
191	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
192	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
193	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
194	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
195	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
196	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
197	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
198	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
199	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	
200	D. W. WALKER	11/11/42	20	M	5'10"	150	B	B	F	1	10	

- [illegible]

- [illegible]

Deposited Plan 231049

Lot	Certificate of Title	Lot Status	Part Lot
125	2169/161	Registered	
132	1663/446	Registered	
133	1583/948	Registered	
135	1486/588	Registered	
136	64/126A (Cancelled)	Registered	
136	2597/358	Registered	
150	2806/467 (Cancelled)	Registered	
150	LR3163/16	Registered	
150	1658/632 (Cancelled)	Registered	
171	2228/523	Registered	
171	1094/194 (Cancelled)	Registered	
175	1154/172	Registered	
179	2597/359	Registered	
179	64/126A (Cancelled)	Registered	
180	64/126A (Cancelled)	Registered	
180	2597/360	Registered	
188	1051/24	Registered	
190	1736/951	Registered	
199	1736/952	Registered	
205	1604/988	Registered	
210	1154/172	Registered	