



Your Ref: SR-02/029
Our Ref: SPN/0653/1
Enquiries: Mai Yau (Ph 6551 9274)

Chief Executive Officer
Shire of Kalamunda
PO Box 42
KALAMUNDA WA 6926

Attention: David Tomlinson

Dear Sir/Madam

**ADOPTION OF SORENSEN ROAD LOCAL STRUCTURE PLAN - LOT 399
SORENSEN ROAD, HIGH WYCOMBE**

I refer to your letter dated 13 February 2015 regarding the abovementioned matter.

The modifications requested have been satisfactorily undertaken and the Western Australian Planning Commission has resolved, pursuant to Part 6 of the Shire of Kalamunda Local Planning Scheme No. 3, to endorse the Sorensen Road Local Structure Plan (Lot 399 Sorensen Road, High Wycombe).

Two endorsed copies of the Structure Plan are enclosed.

Should you wish to discuss this matter further, please contact the assigned Planning Officer listed above.

Yours faithfully

A handwritten signature in black ink, appearing to read "T. Hillyard", with a horizontal line underneath.

Tim Hillyard
Secretary
Western Australian Planning Commission
11 March 2015

enclosures: two copies of Sorensen Road Local Structure Plan



PROPOSED 'SORENSEN ROAD' STRUCTURE PLAN

LOT 399 (NO. 29) SORENSEN ROAD HIGH WYCOMBE SHIRE OF KALAMUNDA

Prepared for: Graham Blair

Prepared by: Allering and Associates

DECEMBER 2014

**Allering
& Associates**

Town Planners, Advocates
and Subdivision Designers

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CERTIFIED THAT THIS STRUCTURE PLAN WAS ADOPTED BY RESOLUTION OF THE WESTERN
AUSTRALIAN PLANNING COMMISSION ON

.....10 March 2015.....DATE

SIGNED FOR AND ON BEHALF OF THE WESTERN AUSTRALIAN PLANNING COMMISSION

..........

AN OFFICER OF THE COMMISSION DULY AUTHORISED BY THE COMMISSION PURSUANT TO
SECTION 16²⁴ OF THE PLANNING AND DEVELOPMENT ACT 2005 FOR THAT PURPOSE, IN
PRESENCE OF:

..........WITNESS

.....11 March 2015.....DATE

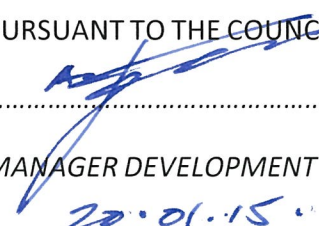
AND BY

RESOLUTION OF THE SHIRE OF KALAMUNDA ON

.....28 APRIL 2014.....DATE

AND

PURSUANT TO THE COUNCIL'S RESOLUTION HERETO AFFIXED IN THE PRESENCE OF:

..........**Andrew Fowler-Tutt**

MANAGER DEVELOPMENT SERVICES, SHIRE OF KALAMUNDA

.....20.01.15.....DATE

THIS STRUCTURE PLAN IS PREPARED UNDER THE PROVISIONS OF THE SHIRE OF KALAMUNDA
LOCAL PLANNING SCHEME NO. 3

TABLE OF LSP AMENDMENTS

AMENDMENT NO.	DESCRIPTION OF AMENDMENT	ENDORSED BY SHIRE OF KALAMUNDA	ENDORSED BY WAPC

EXECUTIVE SUMMARY

The Local Structure Plan (LSP) has been prepared for the landowner Graham Blair. The LSP has been prepared to guide the future subdivision and development of approximately 2.3 hectares of urban land at Lot 399 (No. 29) Sorensen Road, High Wycombe within the Shire of Kalamunda.

The subject LSP provides an overarching planning framework to guide and facilitate development of the 2.3 hectares of land for residential purposes. The LSP has been prepared in accordance with the provisions of part 6.2.3 of the Shire of Kalamunda Local Planning Scheme No.3.

Below is a summary table of the proposed Local Structure Plan.

<u>STRUCTURE PLAN SUMMARY TABLE</u>	
<u>Item</u>	<u>Data</u>
Total area covered by Local Structure Plan	2.307 ha
Area of each land use proposed: - Residential	2.307 ha
Estimated lot yield	28
Estimated no. of dwellings	28
Estimated residential site density	Approx 12 dwellings per hectare
Estimated number and % of public open space	N/A

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PART ONE – STATUTORY SECTION

1.0 STRUCTURE PLAN AREA

The Structure Plan shall apply to Lot 399 Sorensen Road, High Wycombe being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map (**Plan 1**).

2.0 STRUCTURE PLAN CONTENT

This Structure Plan comprises:

- a) Part 1 - Statutory section
This section contains the structure plan map and statutory planning provisions and requirements.
- b) Part 2 – Non-statutory (explanatory) section
This section to be used as a reference guide to interpret and justify the implementation of Part One.
- c) Appendices – Technical reports and supporting plans and maps.

3.0 INTERPERATIONS AND RELATIONSHIP WITH THE SCHEME

Unless otherwise specified in this part, the words and expressions used in this Structure Plan shall have the respective meanings given to them in the Shire of Kalamunda Local Planning Scheme No.3 (the Scheme) including any amendments gazetted thereto.

The Structure Plan Map (Plan 1) outlines land use, zones and reserves applicable within the Structure Plan area. The zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

Pursuant to clause 6.2.7.3 of the Scheme:

- a) The provisions, standards and requirements specified under Part One of this Structure Plan shall have the same force and effect as if it were a provision, standard or requirement of the Scheme. In the event of there being any variations or conflict between the provisions, standards or requirements of this Structure Plan, then the provisions, standards or requirements of this Structure Plan shall prevail.
- b) Any other provision, standard or requirement of Part One of the Structure Plan that is not otherwise contained in the Scheme, and shall be binding and enforceable to the same extent as if part of the Scheme; and

- c) Part Two of this Structure Plan and all appendices are to be used as a reference only to clarify and guide interpretation and implementation of Part One.

4.0 OPERATION

In accordance with clause 6.2.7.1 of the Scheme, this Structure Plan shall come into operation when it is either certified by the Western Australian Planning Commission (WAPC) pursuant to clause 6.2.4.10 of the Scheme or adopted, signed and sealed by the Council pursuant to clause 6.2.5.1 of the Scheme, whichever is the latter.

5.0 LAND USE AND SUBDIVISION

The Structure Plan Map (Plan 1) outlines land use, zones and reserves applicable within the Structure Plan area. The zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

5.1 Land Use Permissibility

Land use permissibility within the Structure Plan area shall be in accordance with the corresponding zone or reserve under the Scheme.

5.2 Residential

5.2.1 Dwelling Target

Objective: To provide for a minimum of 28 dwellings within the Structure Plan area.

5.3 Density

Plan 1 defines the residential density codes that apply to specific areas within the Structure Plan.

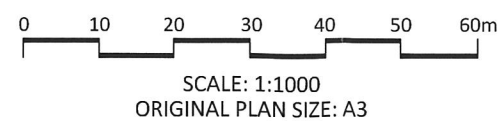
5.4 Public Open Space

The provision of a minimum of 10 per cent public open space being provided in accordance with the WAPC's Liveable Neighbourhoods.



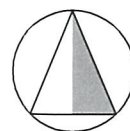
PLAN 1 - STRUCTURE PLAN MAP

LOT 399 SORENSON ROAD
HIGH WYCOMBE
SHIRE OF KALAMUNDA


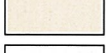
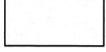



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DATE:
16.12.2014



LEGEND:

SUBJECT LAND - 
R12.5 LOTS - 
R20 LOTS - 
25 ANEF - 

FOOTPATHS - 

DUAL USE PATHS - 

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PART TWO – EXPLANATORY SECTION

1.0 INTRODUCTION

1.1 Purpose

The purpose of the Structure Plan is to provide a statutory framework to guide future subdivision and development of Lot 399 (No. 29) Sorensen Road, High Wycombe (**subject site**).

The Structure Plan provides for specific development aspects such as roads, reserves, residential densities, lot layouts and pedestrian routes.

This section provides the justification for the approach to the proposed Structure Plan.

1.2 Background

The land is currently used as a wholesale nursery, the nursery has no retail component and supplies goods to both major chains and landscape contractors.

The subject site was purchased by the current owners in the early 1970's and has been operating as a wholesale nursery for almost 40 years.

1.3 Land description

1.3.1 Location

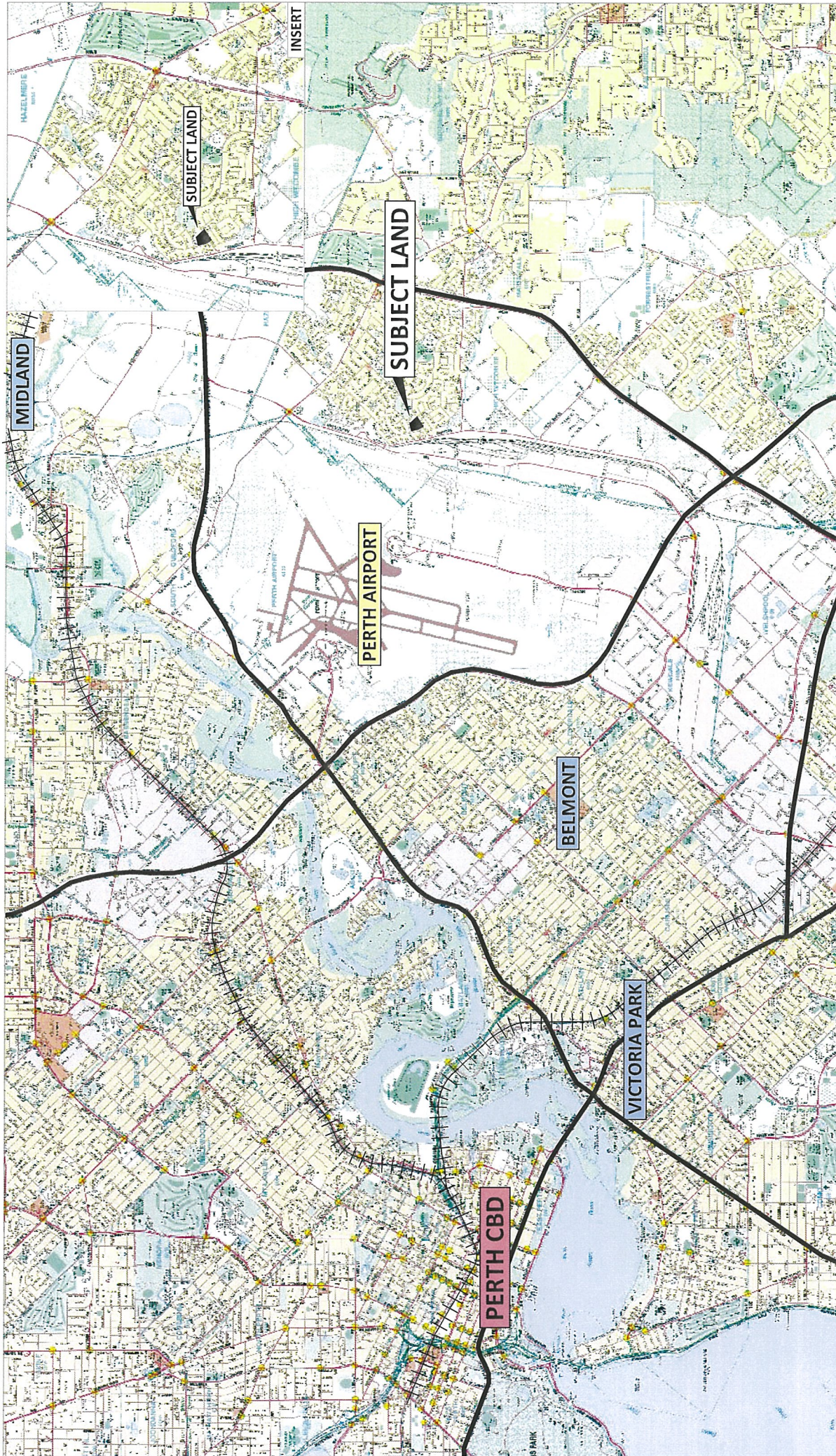
The subject site lies 13kms from the Perth CBD and approximately 6kms south of Midland. Within the immediate vicinity is the Perth domestic airport approximately 1.5kms to the west.

Major transport routes within the vicinity include Abernathy Road and Roe Highway orientated north/south and Kalamunda Road and Tonkin Highway orientated east/west.

The subject site is surrounded by existing residential dwellings of R20 density coding, in addition to rural residential and industrial land uses within 2-3kms to the south. Within the surrounding residential area there are a number of Public Open Space reservations, Fleming Reserve being within 150m of the subject site.

The site is bound by Sorensen Road, Marshall Road and Upton Road.

Refer to the **Figure 1 – Context Plan**.



CONTEXT PLAN

LOT 399 SORENSON ROAD
HIGH WYCOMBE
SHIRE OF KALAMUNDA

0 0.5 1 1.5 2 2.5 3km

SCALE: 1:75 000
ORIGINAL PLAN SIZE: A4

JOB CODE:
BLA HYW GE
DATE:
21.11.2013



LEGEND:

- AIRPORT -
- MAJOR ATERIAL ROADS -
- TRAIN LINE -
- OPEN SPACE -
- URBAN -
- INDUSTRIAL -

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1.3.2 *Ownership, Area and Legal Description*

The Structure Plan comprises one land holding as follows:

Land Holding Details				
Lot	Number	Owner	Certificate of Title	Area
399	29	Graham Peter Blair	1732/230	2.3057 ha

Refer to **Appendix 1 – Certificate of Title**.

1.3.3 *Land use*

The existing land use over the subject site is a wholesale nursery, the nursery has no retail component and supplies goods to both major chains and landscape contractors.

The current land use, being a nursery, was approved over the site in 1976 according to advice received from Council staff.

1.4 *Statutory, Strategic and Policy Considerations*

1.4.1 *Zoning and Reservations*

1.4.1.1 *Metropolitan Region Scheme*

Under the provisions of the Metropolitan Region Scheme the land is zoned 'Urban' as depicted in **Figure 2**, which shows the Perth Airport and High Wycombe Locality.

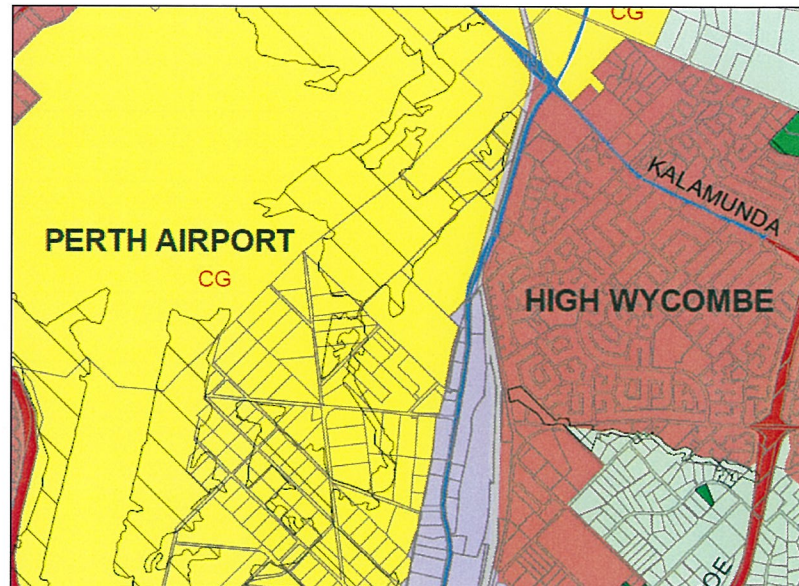


Figure 2. Metropolitan Region Scheme Zoning

1.4.1.2 Shire of Kalamunda Local Planning Scheme 3

Under the provisions of the Shire of Kalamunda Local Planning Scheme No. 3 the subject site is zoned 'Urban Development', refer to **Figure 3**. Prior to subdivision taking place, a local structure plan is required to prepared and approved.

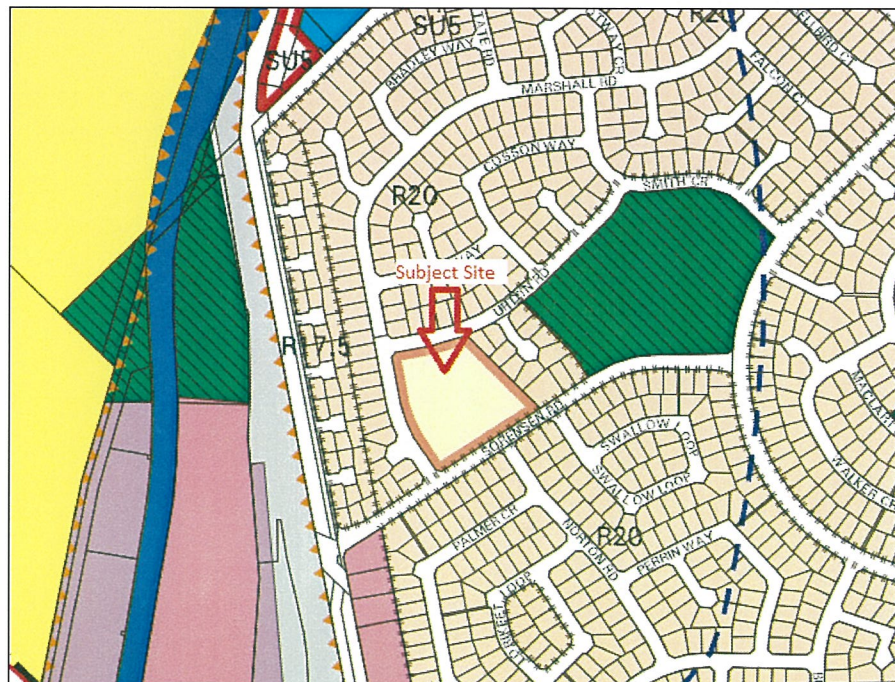


Figure 3. Local Planning Scheme Zoning

1.4.2 Government Strategy and Policy

1.4.2.1 Directions 2031

Direction 2031 provides the highest level of spatial framework for the Perth and Peel metropolitan areas. The strategy provides for a compact and environmentally sustainable development scenario inclusive of land use and infrastructure moving towards a city of 3.5 million people and managing urban expansion versus urban infill.

The subject site is located within the North-east sub-region which is identified within the strategy, this encompasses the local government areas of Kalamunda, Mundaring and Swan. Within the sub-region is the strategic metropolitan centre of Midland which is approximately 6kms north of the subject site. In addition the strategic industrial area of Kewdale/Welshpool exists within close proximity.

Directions 2031 estimates the North-east sub-region population to increase by 37% to a total of 258,000 by 2031, this equates to an increase of 40,000 dwellings.

1.4.2.2 Draft State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport

State Planning Policy 5.1 concerns land use planning in the vicinity of Perth Airport. The Draft 2011 policy replaces the 2004 policy. The Perth Airport is fundamental infrastructure to the continued development of the state. Its efficient operations are integral and its ongoing development is recognised within the planning processes through this policy with respect to one of the most important elements being aircraft noise.

There a number of existing built up areas in the vicinity of the Airport which are already exposed to certain levels of aircraft noise, the policy seeks to balance the protection of residential development whilst also allowing the continued use and development of the airport activities.

Aircraft noise exposure is referred to as Australian Noise Exposure Forecast (ANEF), **Figure 4** is an extract from the Policy which outlines the ANEF levels. The subject site is encompassed within the 25 and 20 ANEF contours.

The policy provides that where a site which is dissected by an ANEF contour is greater than 1000m² then the individual contour values apply.

Residential Density

The subject site has already been identified for residential development, in accordance with the policy residential densities should be as follows:

ANEF exposure	Density
20 – 25	R20
Above 25	R12.5

Subdivision

The LSP proposes the future subdivision of the land consistent with the densities outlined above.

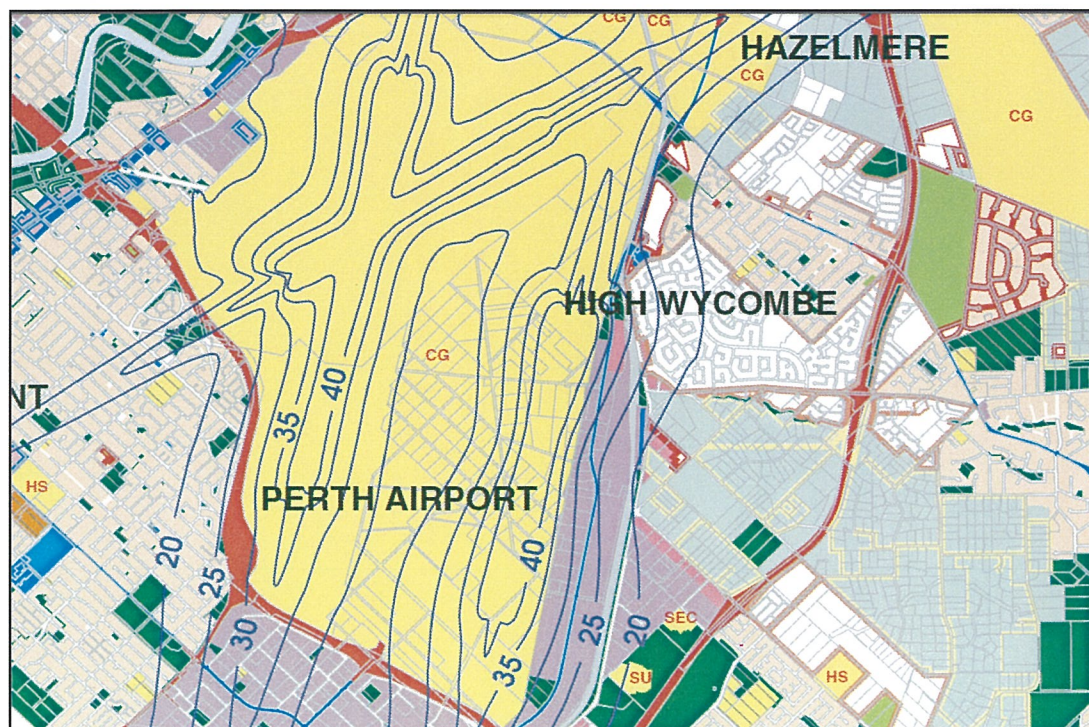


Figure 4. ANEF Contours

1.4.2.3 Forresterfield-Airport Link Proposal

The Western Australian Government has a number of high profile strategic projects, one of which is the Forresterfield-Airport Link proposal. The development plan is currently being prepared with a release date of March 2014.

The development plan proposes a rail link from Forresterfield within the Shire of Kalamunda through to Perth Airport and onto the Perth CBD. Incorporated into the project is a suburban station in Forresterfield and an Airport Consolidated Terminal which will then connect with the existing Midland Line near Bayswater Station to the west. **Figures 5 & 6** demonstrate the proposed rail line.

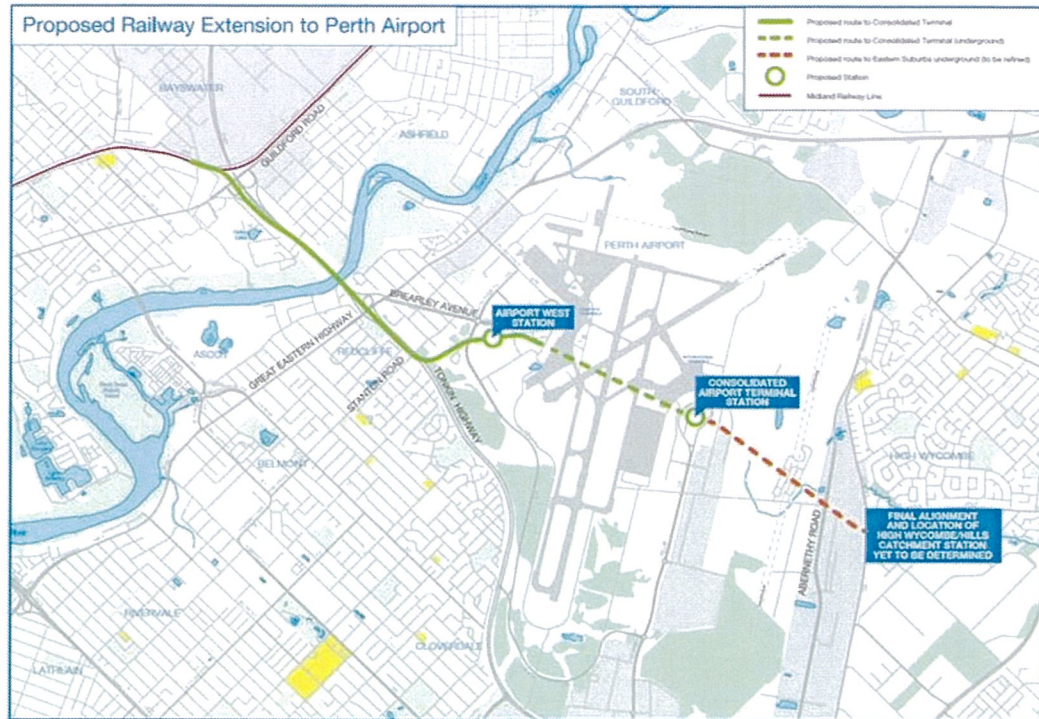


Figure 5. Proposed Rail Line



Figure 6. Proposed Rail Line (Aerial)

1.4.2.4 Shire of Kalamunda Local Planning Strategy

The Shire's Local Planning Strategy was finalised in 2010 and seeks to provide for the future growth and development of the Shire. Part of the strategy is consideration of the state wide *Directions 2031* and the facilitation of population growth.

The Shire's strategy breaks down future growth until 2031 in four (4) phases of growth based on population numbers moving towards 2031. They are 10,000, 20,000, 25,000 and 30,000 additional people. The analysis looked at planning principles underpinning each growth phase, some general principles of note include urban consolidation and utilising the capacity in existing urban areas.

Under phase 1 being an additional 10,000 people, the timeframe to consider was 7 years (2017), the idea being that this can be achieved without significant change or planning reform.

Catering for short term population growth within existing urban areas, relies in part on increased zonings. The statutory time frame associated with this is a timely process and one that relies on thorough processes including the development and finalisation of the Shire's Local Housing Strategy and associated precinct plans.

1.4.2.5 Shire of Kalamunda Local Housing Strategy

The Shire's Local Housing Strategy seeks to consolidate and set a framework for housing diversity and densities in catering for the future population. High Wycombe in which the subject site exists has been contemplated for increased densities however, the area affected by ANEF contours has not been included within the precinct planning.

The principles behind increased densities in achieving housing to cater for the population directly apply to the subject site given its unique situation which provides for an immediate solution to providing housing to the market within an established residential area.

1.5 Site Conditions and Environment

1.5.1 Overview

The subject site is within an existing developed residential area. The site is used as a wholesale nursery at present and contains a number of buildings.

From an environmental perspective, there are no issues that need to be considered as part of the structure plan process.

1.6 Services and Infrastructure

1.6.1 Roads

As part of the future development, roads will be provided consistent with the specifications outlined under Table 4 of Liveable Neighbourhoods and connecting with the existing road network.

The proposed internal roads proposed are Access Roads D requiring a reserve width of 14.2m and actual road width of 6m.

1.6.2 Water

There is an existing reticulated water supply along the southern boundary of the site, being Sorenson Road demonstrated in **Figure 7**.

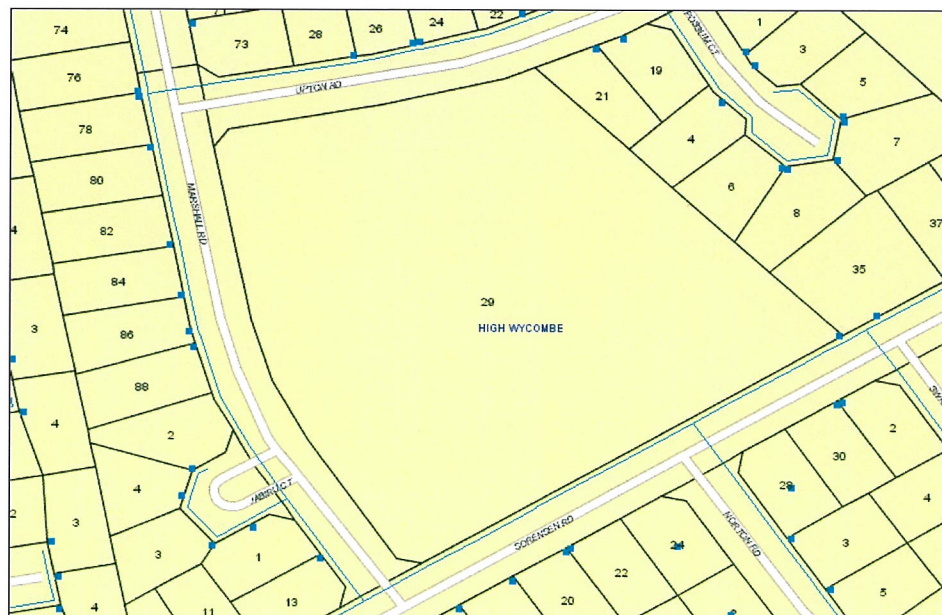


Figure 7. Reticulated Water Supply

1.6.3 Sewerage

There is existing sewer access chamber points and connections abutting the subject site to the eastern boundary which is existing residential development, refer to **Figure 8**.

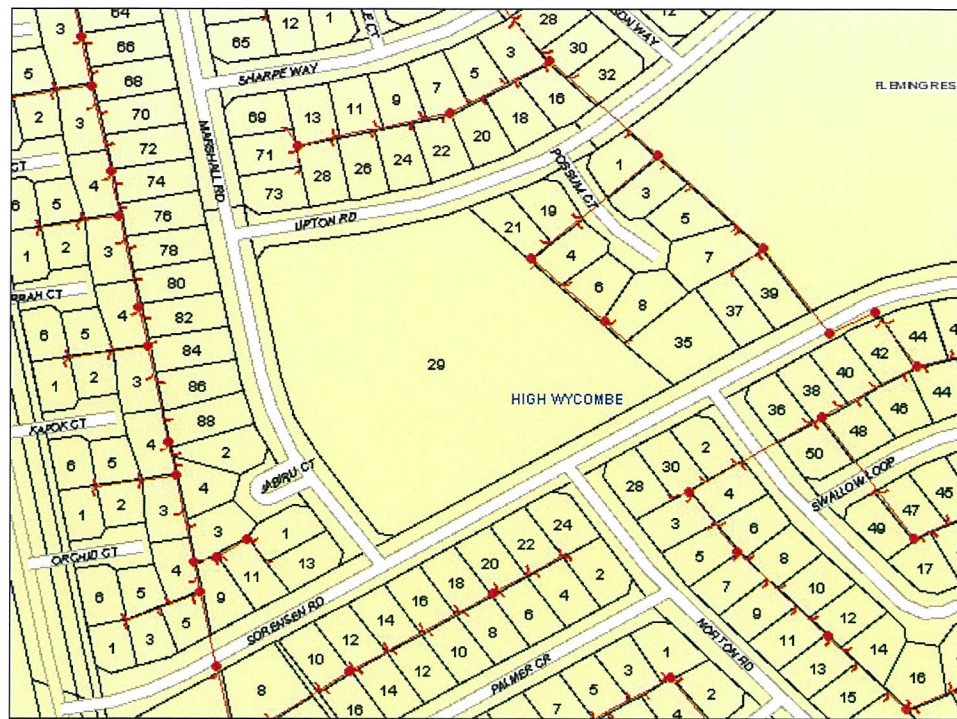


Figure 8. Existing Sewer Infrastructure

1.6.4 Power, Gas and Telecommunications

Sufficient power supply exists within the locality to service the structure plan area.

Telephone and gas are available to the site.

1.6.5 Servicing Strategy

Details regarding future servicing of the subdivided lots will be provided at a later date.

2.0 CONTEXT ANALYSIS

The following sections support the detail provided within the Context Plan provided at **Figure 1**.

2.1 Surrounding Land Uses

Surrounding land uses comprise the following:

- Existing residential development (R20);
- Public open space network;
- Perth domestic airport;
- Golf course;
- Rural residential; and
- Industrial land uses.

2.2 Movement Networks

The subject site is bounded by Upton Road, Marshall Road and Sorenson Road.

Maida Vale Road and Kalamunda Road provide east/west movement within 1-2 kms from the site, both connecting to the major north/south route being Roe Highway.

Roe Highway to the north connects with the Great Eastern Highway bypass towards the CBD and to the south is Tonkin highway.

2.3 Activity Centres and Employment Nodes

The most significant activity centre is the Midland Strategic Metropolitan Centre, located approximately 6kms to the north of the site.

In terms of major employment nodes, the Perth Domestic Airport is located directly to the west. The Kewdale/Welshpool industrial area is located to the south.

2.4 Education

Within the surrounding locality are a number of primary schools within a 5km radius inclusive of:

- High Wycombe primary school;
- Edney Primary School;
- Matthew Gibney Catholic Primary School; and
- Maida Vale Primary School.

Within the surrounding locality are a number of high schools within a 10km radius inclusive of:

- Kalamunda Senior High School (approx 10kms);
- Mazenod College
- Kewdale Senior High School
- Guildford Grammar;
- Governor Stirling Senior High School.

Midland TAFE and Curtin University are the closest tertiary education offerings.

2.5 Regional Open Space

There is a significant amount of open space within the locality. In the immediate vicinity the larger portions of open space include Fleming Reserve, Range View Park and Scott Reserve.

Within a wider context directly to the east are Maida Vale Nature Reserve and Gooseberry Hill National Park with Mundy Regional Park to the South East.

3.0 LOCAL STRUCTURE PLAN

3.1 Design Philosophy

The proposed Local Structure Plan fosters an efficient and permeable road layout and corresponding development cells, the design has been prepared with the following context:

- A relatively small lot yield; and
- Suitable interface within existing development.

3.2 Estate Residential Design

The residential densities are R20 and R12.5 divided by the ANEF contours and provide for suitable lower density development. All lots can be provided direct frontage to the internal roads.

Having regard to the dissecting ANEF contours, the total estimated lot yield is 28 lots.

3.3 Movement Network

3.3.1 Access Streets

Access Streets D are proposed for the internal roads, the typical cross section is depicted in the Liveable Neighbourhoods extract depicted in **Figure 9** and provides for a reserve width of 14.2m and actual road width of 6m. Access Street D is generally provided for low speed environments of 1,000 vehicle movements or less per day.

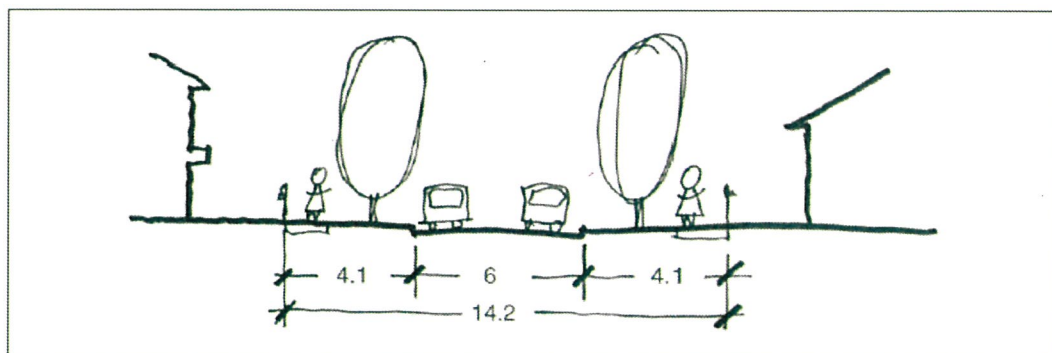


Figure 9. Access Street D Crosssection

3.3.2 Pedestrian and Cycle Network

The topography of the subject site lends itself to an environment suitable for pedestrian movement. Footpaths are provided for within the 14.2m road reserves and are designated on **Plan 1 – Structure Plan Map**.

3.3.3 Public Transport

The train stations providing access to the CBD include Beckenham to the south and Midland to the north of the subject site.

Bus routes 295, 296 & 299 all provide a service to the Perth CBD and are located in close proximity to the subject site as provided in **Figure 10**.

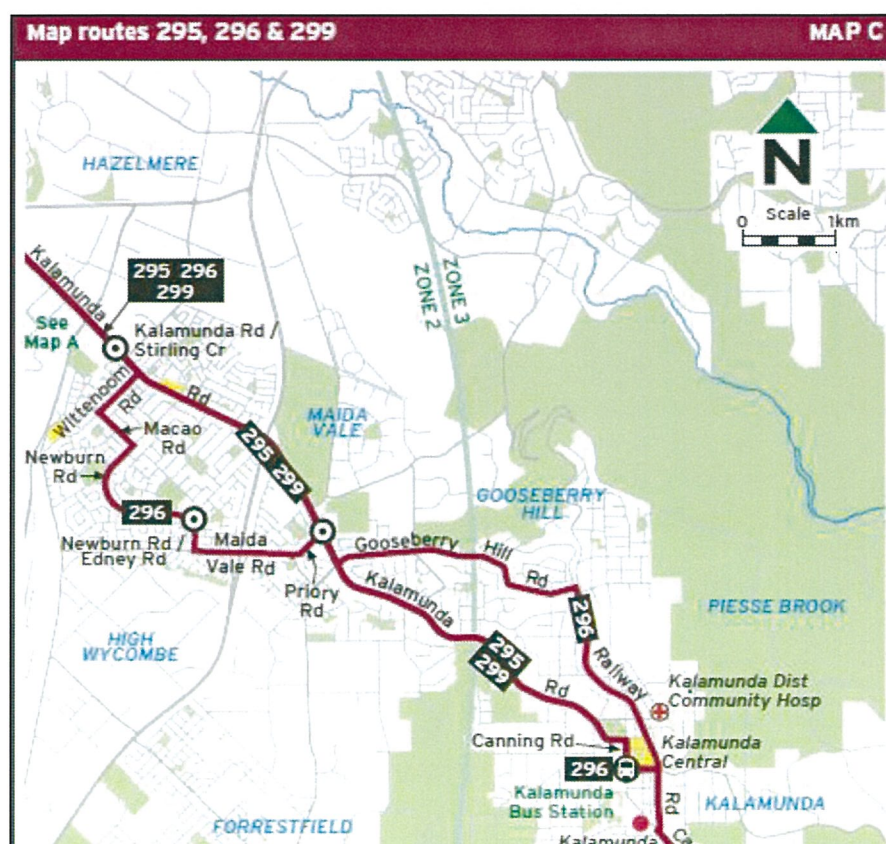


Figure 10. Bus Routes

3.4 Public Open Space

No public open space is being proposed as part of this Structure Plan. In accordance with the provisions of the Shire of Kalamunda's Town Planning Scheme No. 10 (TPS10), known as the High Wycombe/Maida Vale Resumptive Development Scheme and dated March 1985, 10% of the total residential land area covered by that Scheme (which included the subject site) was previously provided as public open space. The provision of public open space under the resumptive town planning scheme arrangement was to ensure its provision in an orderly and proper manner, thereby avoiding piecemeal public open space provision as the land was gradually subdivided. Both the Shire of Kalamunda and the WAPC have confirmed its understanding that the required 10% public open space has already been provided and is not required as part of any future subdivision of the subject site.

3.5 Urban Water Management

The *WAPC Better Urban Water Management* 2008 guidelines provide a framework in applying water sensitive urban design.

Table 1 of the guidelines outlines the requirements in achieving integrated water cycle management within the planning process. At a local structure plan stage the guidelines provide that a local water management strategy (LWMS) is required and then further at subdivision stage an urban water management plan is required.

The policy outlines that the majority of future development areas within the Perth region have significant water resource management issues, the guidelines are tailored towards greenfield development, do not necessarily cater effectively for brownfield development.

The subject site is such that, having regard to the ANEF contour impacts on the locality, the densities will not be increased. In that regard the existing drainage and water management is suitable for the proposed Structure Plan to simply replicate. As such, those elements typically addressed under an LWMS are not applicable in this instance given the established residential nature and limited densities of the locality.

Urban Water Management will therefore be addressed at the subdivision stage through an urban water management plan (UWMP). The UWMP will address those aspects referred to within the guidelines which are applicable in a brownfield context and include:

- Site context;
- Detailed stormwater management;
- Surface water modelling; and
- Management of subdivision works.

4.0 INFRASTRUCTURE CO-ORDINATION, SERVICING AND STAGING

A servicing report will be prepared by qualified engineers at subdivision stage and address those aspects contained within section 5 of this report.

4.1 Road Works

All internal roads will be constructed to specifications of the Shire of Kalamunda.

4.2 Water

A reticulated water supply will be provided to the site via the existing services which run along Sorensen Road.

4.3 Sewerage

The site will be connected to sewer mains which run along the eastern boundary and currently service a number of existing dwellings abutting the subject site.

4.4 Power

Sufficient power supply exists within the locality to service the Structure Plan area. The power supply will be consistent with current Western Power and Western Australian Planning Commission guidelines.

4.5 Telephone and Gas

Telephone and gas are available to the site and will be extended throughout the site as part of the subdivision works.

5.0 IMPLEMENTATION

5.1 Earth Works and Retaining Walls

Figure 11 demonstrates the 30m contour present on the subject site. It is clear the topography of the subject site is such that no significant earthworks or retaining will be required. Earthworks will be addressed by qualified engineers as part of the civil works required at subdivision stage.

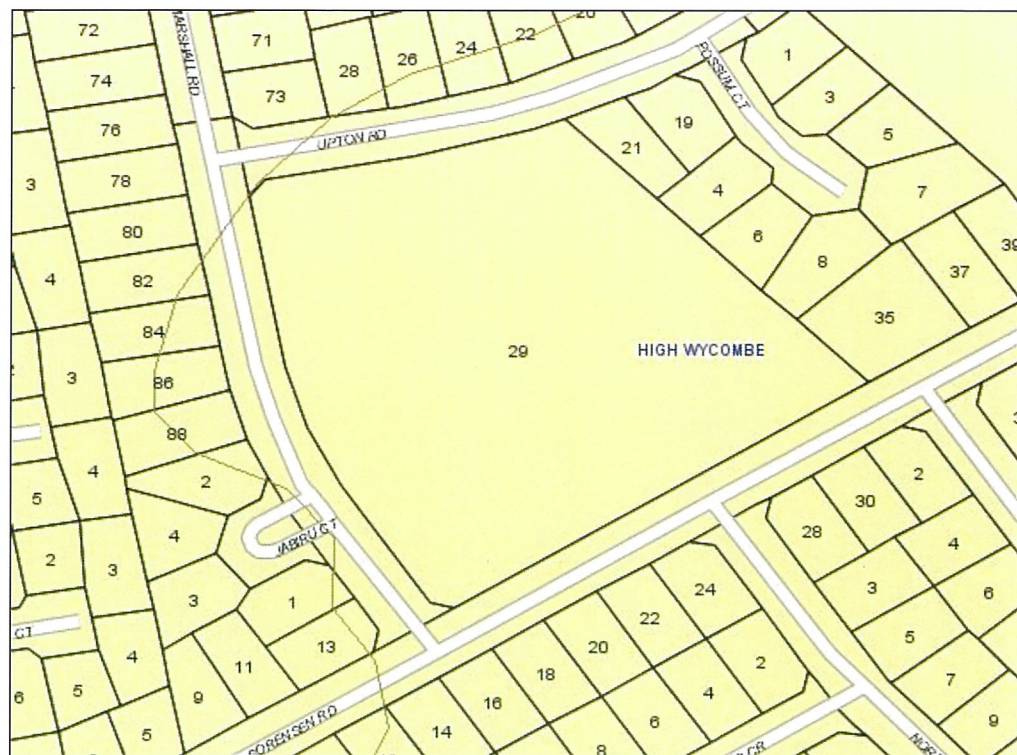


Figure 11. Contour Plan

5.2 Staging

Given the size of the Structure Plan area, the subdivision would likely occur in its entirety as a single stage.

Appendix 1 – Certificate of Title

WESTERN



AUSTRALIA

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

REGISTER NUMBER

399/D66745DUPLICATE
EDITION
N/A

DATE DUPLICATE ISSUED

N/AVOLUME
1732FOLIO
230

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 399 ON DIAGRAM 66745

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

GRAHAM PETER BLAIR OF 15 RICHARDS ROAD, HIGH WYCOMBE
(A D265967) REGISTERED 8 AUGUST 1986

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

1. THE RIGHT TO MINES OF COAL OR OTHER MINERALS BEING EXCLUDED FROM PORTION OF THE SAID LAND
2. *D265968 CAVEAT BY SHIRE OF KALAMUNDA LODGED 13.6.1986.

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: 1732-230 (399/D66745).
PREVIOUS TITLE: 1736-961, 1668-169.
PROPERTY STREET ADDRESS: 29 SORENSSEN RD, HIGH WYCOMBE.
LOCAL GOVERNMENT AREA: SHIRE OF KALAMUNDA.

Superseded - Copy for Sketch Only

Page 1 (of 2 pages)

1732 230

1732 230

1732 230

ORIGINAL - NOT TO BE REMOVED FROM OFFICE OF

IT 27

CT 1732 0230 F



Transfer D265966
Application D265967

WESTERN



AUSTRALIA

1732 230

Volume Folio
1668 169
1736 961

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

Dated 8th August 1986

N. J. Smyth

REGISTRAR OF TITLES



ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Swan Location 2753 and being Lot 399 the subject of Diagram 66745, delineated on the map in the Third Schedule hereto, the right to mines of coal or other minerals being excluded from portion of the said land.

FIRST SCHEDULE (continued overleaf)

Graham Peter Blair of 15 Richards Road, High Wycombe, Horticulturist.

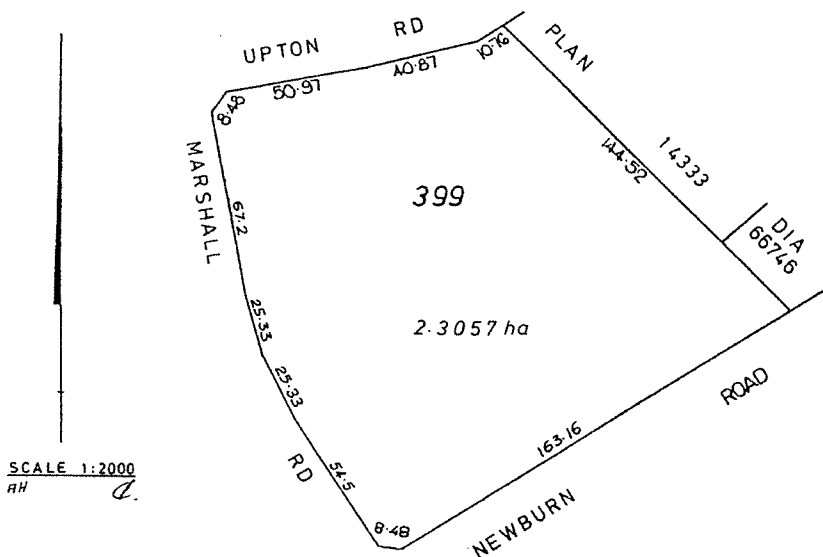
SECOND SCHEDULE (continued overleaf)

1. CAVEAT D265968 Lodged 13.6.1986 at 11.02 o'clock.

N. J. Smyth

REGISTRAR OF TITLES

THIRD SCHEDULE



NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

72009/12/77-45M-S/2860

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

