

13.2.5 AMENDMENT NO. 138 TO TOWN PLANNING SCHEME NO. 6, DRAFT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTION PLAN REPORT - KENWICK - SOUTH PLANNING PRECINCT

Director: C Terelinck
 Author's Declaration of Interest: Nil.
 Property Number: Various
 Application No: PF12/00040
 Applicant: Essbe Pty Ltd
 Owner: Various
 Location: Area bound by Park Road, Kenwick Road, Stafford Road, Ulcombe Street, Postling Street and the Bickley Road drain reserve.
 Zoning: MRS: Urban
 TPS No. 6: Residential R20/R60, Residential R17.5 and Residential R30.
 Review Rights: Scheme Amendment - Nil, however, final determination is with the Minister for Planning.

Structure Plan - Yes. State Administrative Tribunal against a decision by the Western Australian Planning Commission.

Development Contribution Plan Report - Clause 6.4 of TPS 6 sets out landowners' rights to have a DCP reviewed.

Area: 11.68ha
 Previous Ref: OCM 26 July 2016 (Resolutions 248-253)
 Appendices:
 13.2.5A Plan of Amendment No. 138
 13.2.5B Advertised Kenwick - South Structure Plan
 13.2.5C Advertised Development Contribution Plan Report
 13.2.5D Plan of Net Contribution Area
 13.2.5E Schedule of Submissions
 13.2.5F Modified Kenwick - South Structure Plan
 13.2.5G Modified Development Contribution Plan Report

PURPOSE OF REPORT

For Council to consider:

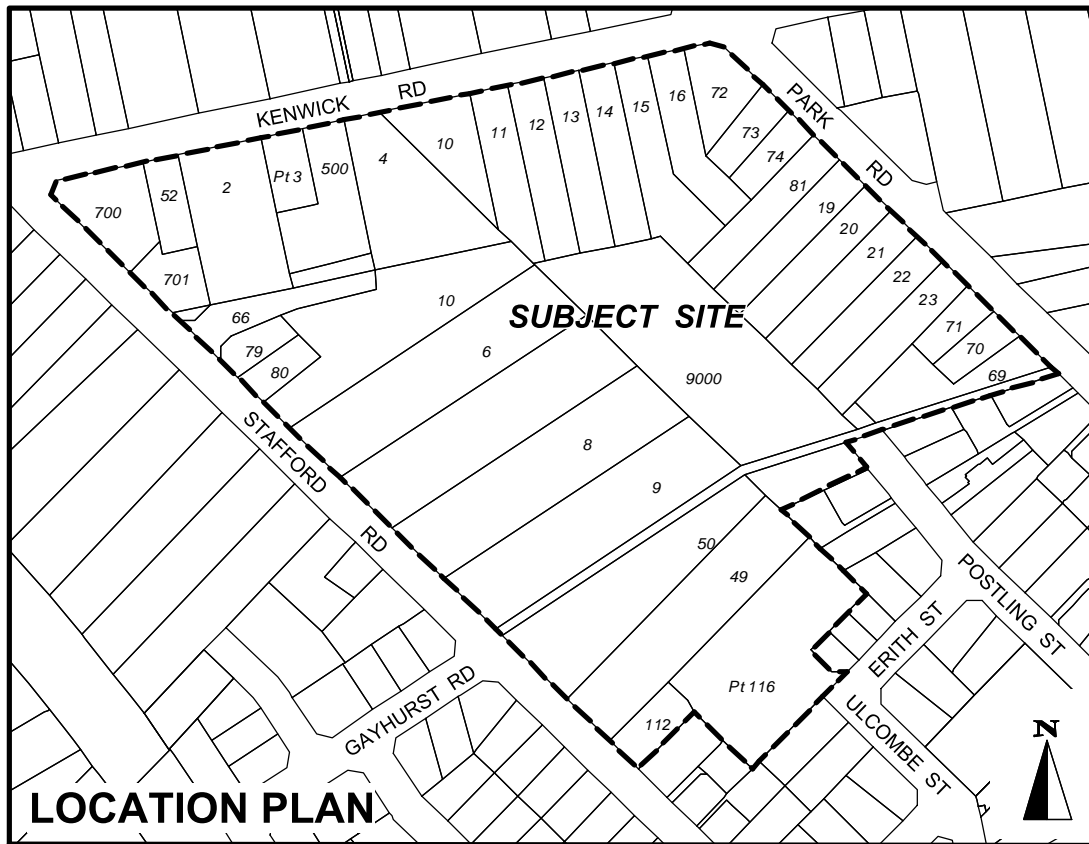
- The finalisation of Amendment 138 to Town Planning Scheme No. 6 (TPS 6) to rezone lots within the Kenwick - South Precinct from Residential R20/R60, Residential R17.5 and Residential R30 to Residential Development, and introduce Development Contribution Plan (DCP) provisions for the Kenwick - South Precinct so as to allow infrastructure costs to be formally shared amongst developing landowners.
- A draft Structure Plan (SP) for the Kenwick - South Precinct.
- The adoption of a Development Contribution Plan Report (DCPR), to provide detailed guidance as to how infrastructure costs will be shared by the developing landowners within the Kenwick - South DCP area.

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BACKGROUND

The Kenwick - South Precinct comprises approximately 11.68ha of land bound by Park Road, Kenwick Road, Stafford Road, Ulcombe Street, Postling Street and the Bickley Road drain reserve. The area has been identified under Local Planning Policy 3.2 - Co-ordination of Infill Development (LPP 3.2) as being a planning precinct that requires a SP for the coordination of future subdivision and zoning of the area. The area is also identified under the Kenwick Vision Plan as being suitable for townhouses and apartments due to its proximity to Kenwick Train Station.

A plan identifying the Kenwick - South Precinct follows.



On 26 July 2016 Council resolved (Resolution 251) to initiate Amendment 138 to TPS 6 to rezone lots within the Kenwick - South Precinct from Residential R20/R60, Residential R17.5 and Residential R30 to Residential Development, and introduce DCP provisions for the Kenwick - South Precinct. Furthermore, Council also resolved (Resolution 253) to endorse a draft DCPR for the purposes of advertising to directly affected landowners. These proposals, as well as a draft SP, were subsequently advertised in accordance with the requirements of TPS 6 and the *Planning and Development (Local Planning Schemes) Regulations 2015*.

A copy of the Amendment No. 138 map, the advertised draft SP and DCPR are contained as Appendices 13.2.5A - C respectively.

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Site Description

The subject site is located approximately 16km south-east of the Perth Central Business District and is approximately 200m east of the Kenwick Train Station. The area is characterised by large, irregular shaped lots of varying sizes, fragmented land ownership and sparse development patterns. Most properties within the precinct are either vacant or contain a single house.

Properties to the west of the Kenwick - South Precinct, near the Kenwick Train Station, are coded R20/R60 which came into effect in 2010 as part of a City-wide implementation of Local Housing Strategy recommendations dated from 2003. All other surrounding properties are coded R17.5, with the exception of (i) a few larger R30-coded properties which were subject to historical 'spot rezonings'; and (ii) further afield to the north-east where properties are coded R20/R30 surrounding Kenwick Village Shopping Centre.

Postling Street and Ulcombe Street both terminate at the south-eastern edge of the precinct, and an open drain dissects the precinct as it runs between Park Road and Stafford Road.

Proposal

Amendment No. 138

Amendment No. 138 proposes the following:

- Rezoning land contained within the Kenwick - South precinct from Residential R20/R60, Residential R17.5 and Residential R30 to Residential Development.
- Establishing a Special Control Area (DCA 11) over the Kenwick - South precinct.
- Inserting Attachment K in to Schedule 12 - Development Contribution Plans, as follows:

Reference No.	DCA 11
<i>Area Name</i>	<i>DCA 11 (Kenwick - South Structure Plan DCA)</i>
<i>Relationship to other planning instruments</i>	<i>This Development Contribution Plan operates in association with the Kenwick - South Structure Plan, approved by the Western Australian Planning Commission pursuant to Clause 22 of the Deemed Provisions (Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2).</i>
<i>Infrastructure and administration items to be funded</i>	<ol style="list-style-type: none"> 1. Construction of Internal Roads and Associated Infrastructure 2. Roundabout Construction - Stafford Road and Gayhurst Road 3. Footpath Construction - Park and Stafford Roads 4. Water Main Upgrade - Postling Street 5. Development of Public Open Space and Maintenance 6. Construction of Interim Drainage 7. Construction of Drainage Detention Basin 8. Preparation of Structure Plan

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Reference No.	DCP 11
	<p>9. Detailed Design, Engineering and Construction Supervision</p> <p>10. General Administration</p> <p>11. Public Open Space Provision</p>
<i>Method for calculating contributions</i>	<p>All landowners within the DCA 11 shall make a contribution to the cost of common infrastructure and administrative items, based on net lot areas, as detailed in the Development Contribution Plan Report.</p> <p>The general formula for the requisite contribution is as follows:</p> <p>Area of total DCA (A) is as per Clause 6.4.9 of TPS 6</p> <p>Total DCA cost (B) = cost of infrastructure items + cost of administrative items</p> <p>Contribution Rate (C) = Total DCA cost (B) / Area of total DCA (A)</p> <p>Area of subject site (D) is as per Clause 6.4.9 of TPS 6</p> <p>Owner's cost contribution = Contribution Rate (C) x Area of subject site (D)</p>
<i>Period of operation</i>	Ten years from the gazettal of Amendment No. 138 to Town Planning Scheme No. 6.
<i>Priority and timing</i>	As set out in the Development Contribution Plan Report or in accordance with any relevant Council resolution.
<i>Review process</i>	Council will review the Development Contribution Plan Report annually and will adjust the cost estimate of infrastructure items and land valuations as required.

A copy of the draft Amendment No. 138 map is contained as Appendix 13.2.5A.

Structure Plan

The draft SP contains the following elements:

- The provision of medium density R-Codings ranging from R30 to R60, with the higher codings located at the intersection of Stafford Road and Kenwick Road, nearest to the Kenwick Train Station.
- The provision of 1ha of centrally located Public Open Space (POS).
- The provision of a local road network, with the extension of Postling Street and Ulcombe Street, and two new intersections on Stafford Road.

A copy of the draft SP is contained as Appendix 13.2.5B.

Development Contribution Plan Report

The SP area comprises 11.68ha, of which 11.2745ha will contribute towards POS and 10.2745ha will contribute towards common infrastructure works (CIW). Plans showing these areas are contained as Appendix 13.2.5D.

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The following table provides a summary of the items proposed to be included in the draft DCPR and their associated cost allocation.

DCP Provision		Cost Allocation
Public Open Space (Gross Subdivisible Area of 11.2745ha)		
Provision of a 10% POS contribution, comprised of 8.87% land and 1.13% as cash-in-lieu.		\$2,850,000/ha
Common Infrastructure Works (Net Contribution Area of 10.2745ha)		
1.	Construction of Internal Roads and Associated Infrastructure	\$3,982,475
2.	Construction of Roundabout - Stafford Road and Gayhurst Road	\$275,000
3.	Construction of Footpaths - Park and Stafford Roads	\$51,200
4.	Water Main Upgrade - Postling Street	\$99,500
5.	Development of Public Open Space and Maintenance	\$507,776
6.	Construction of Interim Drainage	\$144,800
7.	Construction of Drainage Detention Basin	\$185,065
8.	Structure Plan Preparation	\$129,538
9.	Detailed Design, Engineering and Construction Supervision	\$268,768
10.	General Administration	\$268,768
TOTAL		\$5,912,889

The methodology for the apportionment of CIW costs is premised on land being allocated a contribution rate based on its direct relationship with the infrastructure being funded. A copy of the DCPR report is contained as Appendix 13.2.5C.

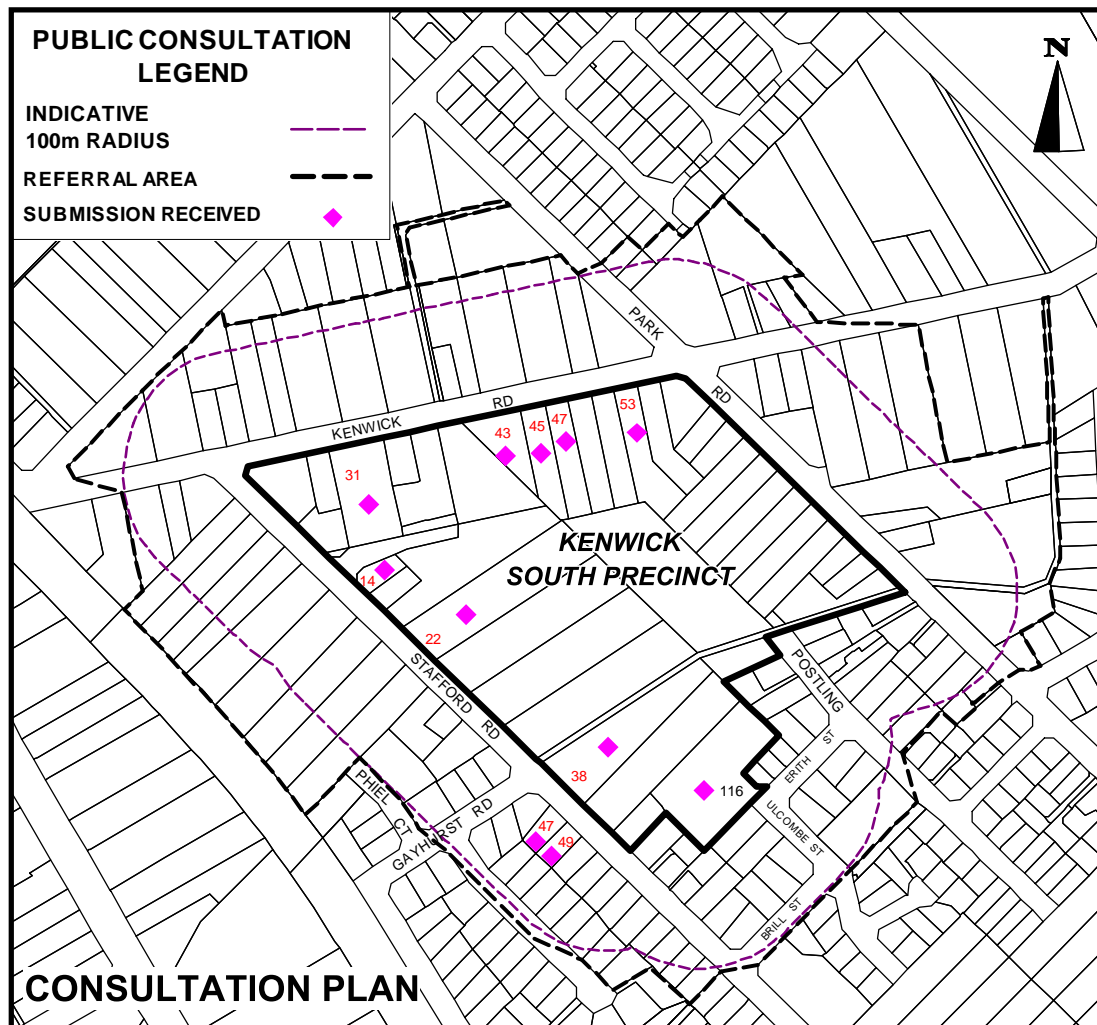
Consultation

In accordance with TPS 6 and the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposals were advertised for a period of 60 days (from 21 October 2016 to 20 December 2016) by way of:

- Letters being sent to landowners and occupiers within the Kenwick - South Precinct and within a 100m radius of the area
- Letters to relevant government agencies
- An advertisement placed in The West Australian newspaper
- A notice on the City's website
- A public display at the City's Civic Centre
- A public display at the office of the Department of Planning.

In response, the City received 16 submissions during the advertising period, with six being received from government agencies and 10 being received from landowners and/or occupiers. A map identifying the extent of the consultation area and the origin of each submission follows. It should be noted that in one instance a submitter represents two properties.

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A summary of the submissions received and comments thereon are included in the Schedule of Submissions contained as Appendix 13.2.5E. The main issues raised by submitters were mostly in relation to the proposed DCP and DCPR, as follows:

- Contribution rates are too high and will impact on the financial viability of development.
- Landowners do not have the financial means to be able to undertake development.
- Consideration should be given to increasing the density further to improve the financial viability of development.
- The proposed precinct based approach to common infrastructure works is not equitable and/or lacks justification given that the broader area will benefit from the infrastructure.
- Other areas of the City receive infrastructure and parks without land owner contributions being made. As such, the City should pay for the infrastructure for this area through rates revenue.

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- Landowners should be reimbursed for having to cede land for roads, or alternatively the requirement for ceding land should be equalised in the same manner proposed for POS.

Each is discussed in the following sections, along with any other applicable technical matters.

DISCUSSION**Amendment No. 138**

The Kenwick South Precinct has been identified as an area which requires comprehensive planning prior to subdivision and development being undertaken. As such, it is appropriate that the land is rezoned to a generic development zone, in this case the 'Residential Development' zone, in order to facilitate the requirement for a future SP. That SP will outline specific zonings and reservations of land, as well as other details such as the location of roads and specific subdivision or development requirements.

Structure PlanResidential Density

The SP proposes a mixture of densities for the site ranging from R30 to R60, with the higher densities of R60 and R50 located at the closest point to the Station (ie at the intersection of Stafford Road and Kenwick Road). The proposed densities decrease to R40 and R30 as the distance from the Station increases.

Two submissions have been received from landowners who have suggested increasing the densities in certain locations. More specifically, the following suggestions were made:

- The coding of lots situated closest to Kenwick Train Station, near the intersection of Kenwick Road and Stafford Road, should be increased from R50 and R60 to R100.
- The coding of lots along Kenwick Road and near the intersection of Kenwick Road and Park Road should be increased from R40 to R50 or R60.
- The coding of the proposed R30 coded lots between Park Road and the Postling Street extension should be increased to R40.

In considering the above, the following points are relevant:

- The densities currently proposed complement the existing R60 coding of properties around Kenwick Train Station.
- The SP provides for a graduation in density to respect the existing urban form of surrounding low-density areas.
- The proposal is consistent with the planning principles set out in Liveable Neighbourhoods (LN) and the City's Local Housing Strategy.

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- In terms of the lots situated between Park Road and the Postling Street extension that are proposed to be coded R30, it is noted that the sites are located within 800m (walkable catchment) of Kenwick Train Station and it is considered that expanding the R40 coding to these lots would represent a logical 'rounding-off' of density within the SP area.

For the above reasons, it is considered that the residential densities proposed through the SP are appropriate, with the exception of the R30 cell which should be changed to an R40 coding (Modification 1).

Movement Network

The proposed SP makes provision for a local road network, with the extension of Postling Street and Ulcombe Street, and two new intersections on Stafford Road. One of the new intersections on Stafford Road will align with Gayhurst Street, thereby creating a four-way intersection, which is proposed to be controlled by a roundabout.

A Transport Assessment (TA) was undertaken as part of the SP with the purpose of assessing the potential traffic impacts based on expected traffic flows, and the proposed road and pedestrian network. The key points made in this assessment are as follows:

- Kenwick Road is a kerbed two lane single carriageway approximately 9.7m wide with a 2.1m wide concrete path along both the northern and southern verges.
- Park Road is a kerbed two lane single carriageway approximately 7.4m wide with a 1.5m wide concrete path along the eastern verge.
- Stafford Road is a kerbed two lane single carriageway approximately 7.4m wide with a 2.1m wide concrete path along the western verge.
- Postling Street terminates at the southern boundary of the SP area and is a kerbed two lane single carriageway approximately 7m wide.
- The estimated trip generation associated with the SP area has been estimated to be in the order of 3,100 vehicle trips per day based on a trip generation rate of 7 trips per dwellings and an estimated 439 dwellings.
- All internal roads have been designed as an 'Access Road C' with a 15m wide road reservation incorporating a 6m wide pavement, 2.5-3m wide indented car parking on one side and two 3m wide verges, one of which will include a 2.5m path.
- The intersection of Stafford Road/Kenwick Road will accommodate approximately 1,200 additional vehicle trips per day.

Submissions were received which raised concerns about traffic, the proposed roads and requirement for footpaths. These are discussed in the below sections.

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Traffic

The TA estimates the trip generation associated with the SP area would be in the order of 3,100 vehicle trips per day based on a trip generation rate of seven trips per dwelling and an estimated 439 dwellings. Whilst it is acknowledged that 3,100 vehicle trips will result in a noticeable increase in traffic on surrounding roads, it is considered that this increase will not exceed the capacity of the existing road network. Furthermore, it is considered that any traffic increases resulting from the subdivision and development of the area are an inevitable consequence of the increased densification of an existing underdeveloped area.

Proposed Internal Roads

The SP makes provision for a local road network with 15m wide road reservations. The new roads extend from Postling Street, Ulcombe Street and the existing right-of-way reserves along Stafford Road, and will align with the proposed POS and existing open drain. The TA suggests that proposed internal roads should be designed to an 'Access Road C' standard, with 15m wide road reservations incorporating 6m wide pavements, 2.5-3m wide indented car parking on one side and 3m wide verges, one of which will include a footpath.

In accordance with LN, an 'Access Road C' represents a standard access street that has relatively frequent parking on both sides of the site, no buses or bike lane, and is likely to be the most common residential street in densities up to and including R30-R35. LN suggests that this type of street should comprise a 15.4m wide road reservation with a 7.2m wide pavement and 4.1m wide verges, or 1m verges where abutting POS. An extract from LN showing the Access Street C standards follows.

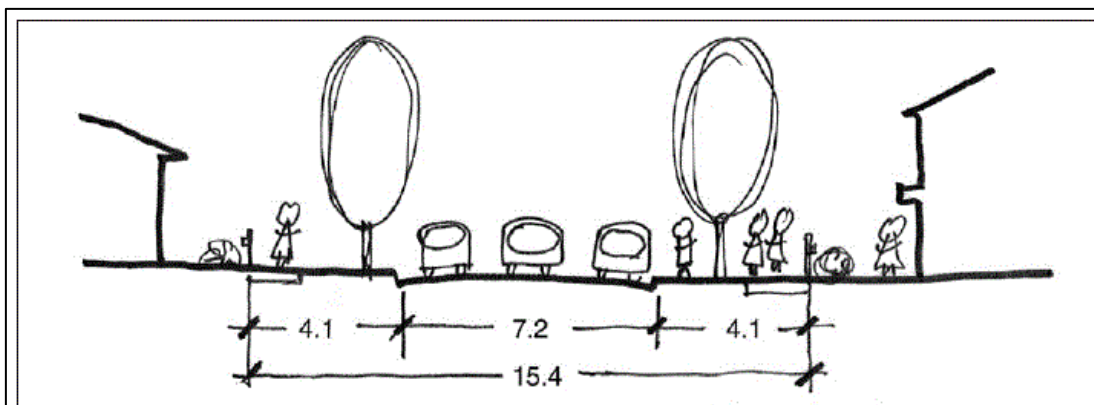


Figure 21: Access street C – yield (or give way) street – Target speed 40 km/hr (< 3000 vehicles per day).

Standard access street or yield (or give way) street. Relatively frequent parking on both sides of street (on the pavement) desirable and needed as part of speed control. No buses, no bike lane. This is likely to be the most common residential street in densities up to and often including R30 - R35 (or a typical lot size down to 250-300 m²).

Note: May reduce verge adjacent to park to 1.0 m when fronting public parkland.

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For higher density areas (R40 and above), LN recommends an 'Access Road B', which is a wider access street that serves areas with a higher parking demand. More specifically, LN suggests that this type of street should comprise a 17.9m wide road reservation with a 9.7m wide pavement to allow for on-street parking on both sides and two-way access, and a 4.1m wide verge, or 1m wide where abutting POS. Alternatively, the road reserve width can be reduced to 16.5m wide where parking is embayed in the verge area. An extract from LN showing the Access Road B standards follows.

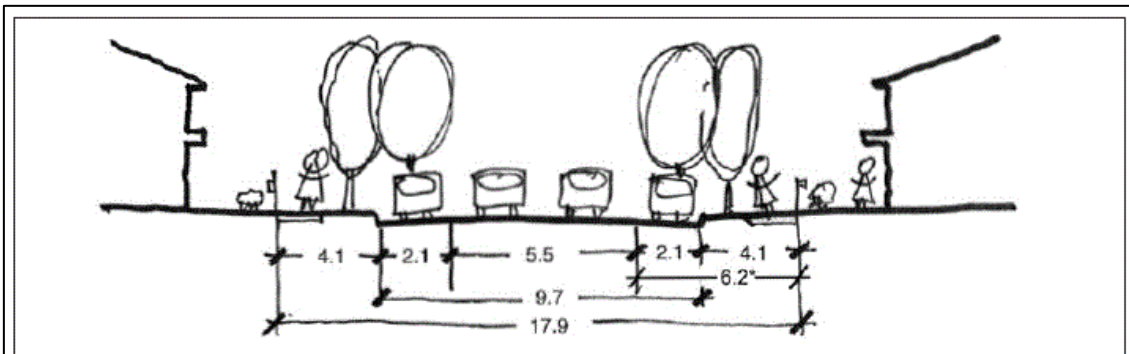


Figure 20: Access street B – wider access street Target speed 40 km/hr (< 3000 vehicles per day).

Wider access street suited to higher density residential areas (typically R30–R40+, or where dwelling density is greater than around 1 per 250 m²) with higher parking demand. Extensive parking, no bike lane, no buses, trees in verge, with additional trees in parking lane if required.

- Note:
1. May reduce verge adjacent to park to 1.0 m when fronting public parkland.
 2. Trees may be in verge and/or in parking lane.
 3. * Verge and parking lane as shown (6.2 m) can often be reduced to 5.5 m if parking is indented, and total street width reduced to 16.5 m.

In considering the proposed SP and the LN requirements above, the following points are relevant:

- It is considered likely that the area will mostly be developed for grouped and multiple dwellings which, in accordance with the Residential Design Codes (R-Codes), are required to provide on-site parking for visitors and residents.
- A 7.2m wide pavement within a 15.4m wide reserve (as per the Access Street C standards) will allow for two vehicles to pass each other while passing a parked car, or for one moving car to pass between two parked cars.
- A reduced 14.4m wide road reserve abutting the POS could allow for (i) embayed parking alongside the POS; (ii) informal on-street parking on one side; and (iii) allow for two vehicles to pass each other while passing the car parked informally on one side.
- For the proposed section of road between Stafford Road and the POS, a wider 16.5m road reserve would provide opportunities for formal embayed parking on both sides of the road to service a greater parking demand associated with higher density development.

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Based on the above, it is considered that the SP should be modified as follows:

1. All proposed roads abutting the POS be reduced to a 14.4m wide reservation with a 7.2m wide pavement and embayed parking on one-side (Modification 2).
2. The proposed section of road between Stafford Road and the POS be increased to a 16.5m wide reservation with a 5.5m wide pavement and embayed parking on both sides (Modification 3).
3. All other roads be increased to 15.4m wide reservations with a 7.2m wide pavement (Modification 4).

In terms of the second recommended modification, it is considered that the increased width should be accommodated along the northern side of the road so as to use portions of the land that have already been given up to the Crown for road purposes.

These proposed modifications, along with other proposed modifications, are reflected in an amended Kenwick - South SP contained as Appendix 13.2.5F.

Pedestrian Network

In terms of the pedestrian network, LN suggests that footpaths should ideally be provided on both sides of all streets however, that can be reduced to one side on lower order access streets. The SP proposes footpath construction on one side of all proposed internal roads. In terms of Park Road and Stafford Road, the SP recognises that footpaths should also be constructed along these roads where abutting the SP area so that footpaths are provided on both sides of the road.

Intersections

The SP proposes the creation of a four-way intersection on Stafford Road, at its intersection with Gayhurst Street. It is proposed that a roundabout be provided at this intersection, in accordance with the recommendations of LN.

Public Open Space

The SP proposes 1ha of POS, located centrally within the area.

The criteria for POS provision are set out in LN. The usual requirement is that 10% of land to be subdivided is to be set aside for POS. POS often provides a range of functions, including recreation, conservation and drainage. LN acknowledges that land for drainage can provide some recreational functions, therefore provision is made for land ceded for conservation and drainage to be counted towards satisfying the 10% POS requirement, although there are limitations on credit allowances. These allowances/limitations include:

- A minimum of eight per cent POS for the purpose of active and passive recreation, which may include drainage areas that do not accommodate storm events equal to or less often than a 1:5 year event.
- The remaining 2% (of the 10%) may comprise restricted POS, being areas that incorporate stormwater captured from between 1:1 year and 1:5 year events.
- The detention of stormwater for a 1:1 year event is not included as POS.

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For the purposes of assessing the quantum of POS provided, the following table provides a breakdown of the proposed POS area for Kenwick - South, including deductions.

Kenwick - South - POS Schedule	Total (ha)
Gross Area	11.682ha
Deductions	
Dedicated Drainage (1:1yr)	0.0313ha
Existing Reserves	0.4075ha
Total Deductions	0.4388ha
Net Subdividable Area	11.2843ha
POS required at 10%	1.1284ha
POS provided (excluding 1:1yr drainage)	0.9687ha
POS provision	8.62%

The below table outlines the POS provision in terms of the restricted and unrestricted space provided for each lot within the SP area.

Kenwick - South - POS Provided (Per Parent Lot)			
	Unrestricted (ha)	Restricted (ha)	Total (ha)
Lot 4 Kenwick Road	0.01238	0	0.01238
Lot 11 Kenwick Road	0.0323	0	0.0323
Lot 12 Kenwick Road	0.04544	0	0.04544
Lot 13 Kenwick Road	0.04491	0	0.04491
Lot 14 Kenwick Road	0.01957	0	0.1957
Lot 9000 Postling Street	0.13406	0.098	0.23206
Lot 10 Stafford Road	0.15764	0	0.15764
Lot 6 Stafford Road	0.22785	0	0.22785
Lot 7 Stafford Road	0.22785	0	0.22785
Total (ha)	0.902	0.098	1 (8.87%)
<i>Less 1:1yr Drainage (313m²)</i>	<i>0.8707 (8.98%)</i>	<i>0.098 (1.02%)</i>	<i>0.9687 (8.62%)</i>

As can be seen from the above tables 1.1284ha of POS is required. Of the 1ha of POS actually proposed, a portion will be inundated during a 1:1 year stormwater event. This means that 0.9687ha, will contribute to the precinct's 10% POS contribution. The proposal therefore involves a shortfall of 1,597m² or 1.38% that can be supplemented by a cash-in-lieu contribution by the developers to fulfil their POS obligation.

It should be noted that the City's adopted POS Strategy stipulates that all areas requiring a SP shall provide 10% POS. Whilst the SP would not meet the current Strategy position, it is considered that the proposed POS would sufficiently service lots within the SP, and is therefore acceptable. The remaining shortfall shall be provided as cash-in-lieu to meet the 10% POS requirement.

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Water Management

The WAPC's Better Urban Water Management (2008) document stipulates that a Local Water Management Strategy (LWMS) is to accompany a SP. A LWMS is a broad drainage strategy for a specific development area that addresses the management of additional quantities of stormwater created from urban development. Following the LWMS, an Urban Water Management Plan (UWMP) would be required for subdivisions involving 25 or more lots, which would address in technical detail, the drainage strategy for that subdivision.

Given that subdivisions within this SP area would not be large enough to trigger a UWMP requirement, the LWMS is required to contain the information that would normally be provided in an UWMP. As such, a combined UWMP/LMWS has been prepared to support the SP.

The LWMS has been assessed and is considered to be generally acceptable subject to minor changes. As such, it will be recommended that prior to the SP being approved by the WAPC, the LWMS should be formally endorsed by the City (Modification 5). It is considered that any changes required by the City are unlikely to significantly impact on the SP design.

Servicing

The future development of the SP area will be dependent on the availability of utilities such as sewer, power and water. In this regard, investigations into the servicing requirements for the area concluded as follows:

- Water supply is available to the SP area however, due to the proposed increased residential density, an existing 250m long DN100 water main on Postling Street will need to be upgraded to a DN150 water main (ie larger pipe).
- The SP area falls within two sewer catchment areas, with respective requirements, as follows:
 - The southern portion of the SP area is located within the Kenwick catchment area which can be serviced via the existing sewer reticulation on Postling Street, Park Road and Stafford Road, without upgrading the existing sewer mains.
 - The northern portion of the SP area is located within the Thornlie catchment area which is not currently serviced by reticulated sewer.
- The area is serviced by gas reticulation, telecommunications and power, and no upgrade requirements have been identified.

In terms of the unavailability of sewer to the northern portion of the SP area, it should be noted that it will need to be serviced by a future DN150 sewer on Kenwick Road, which would connect to an existing DN450 sewer near Edinbridge Road, located on the opposite side of Albany Highway. Due to the significance of such infrastructure to the wider area, the State Government recently provided funding to the Water Corporation for the purpose of undertaking preliminary investigations into the delivery of this infrastructure to the area. The outcomes of these investigations and the timing of its subsequent delivery are unknown, but nonetheless are crucial to providing for the development of the northern portion of the SP area.

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Drain Reserve

The subject area contains an existing 5m wide drain reserve that runs between Park Road and Stafford Road. In accordance with the draft SP, a majority of this land will be absorbed by the reservation of a road proposed between Postling Street and Stafford Road. It should be noted that the remainder of the drain reserve, which runs between Postling Street and Park Road, is not afforded any designation by the draft SP, despite forming part of the Amendment No. 138 area. In this regard, to provide for possible disposal, amalgamation and subsequent development of this reserve with the adjacent Lot 69 Stafford Road, it is considered that the proposed Residential R40 designation should be extended to encompass this portion of the drain reserve (Modification 6).

Development Contribution Plan

Amendment No. 138 proposes to establish a DCP over the Kenwick - South area for the purposes of providing a mechanism for sharing the provision of POS and the common costs associated with delivering infrastructure to the area. The following items are proposed to be included in the DCP:

1. Constructing internal roads and associated infrastructure (drainage footpaths, sewer, water mains, street lighting, etc) within the SP area.
2. Constructing a roundabout on Stafford Road at its intersection with Gayhurst Road and a new subdivisional road.
3. Constructing new footpaths along the northern side of Stafford Road and the southern side of Park Road.
4. Upgrading an existing water reticulation main on Postling Street.
5. Developing and maintaining the 1ha area of POS in accordance with standards stipulated by LN.
6. Constructing an interim drainage outlet in the POS.
7. Constructing an ultimate drainage basin in the POS.
8. Preparing the SP.
9. Detailed design, engineering and construction supervision.
10. General administration.
11. The provision of 10% POS.

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As mentioned under the Consultation section of the report, the main issues raised by submitters were mostly in relation to the proposed DCP and DCPR. These issues can be broadly summarised as follows:

- Cost apportionment methodology
- Contribution rates and their impact on the financial viability of development
- The City's role in providing infrastructure.

These points are discussed in the following sections.

Cost Apportionment Methodology

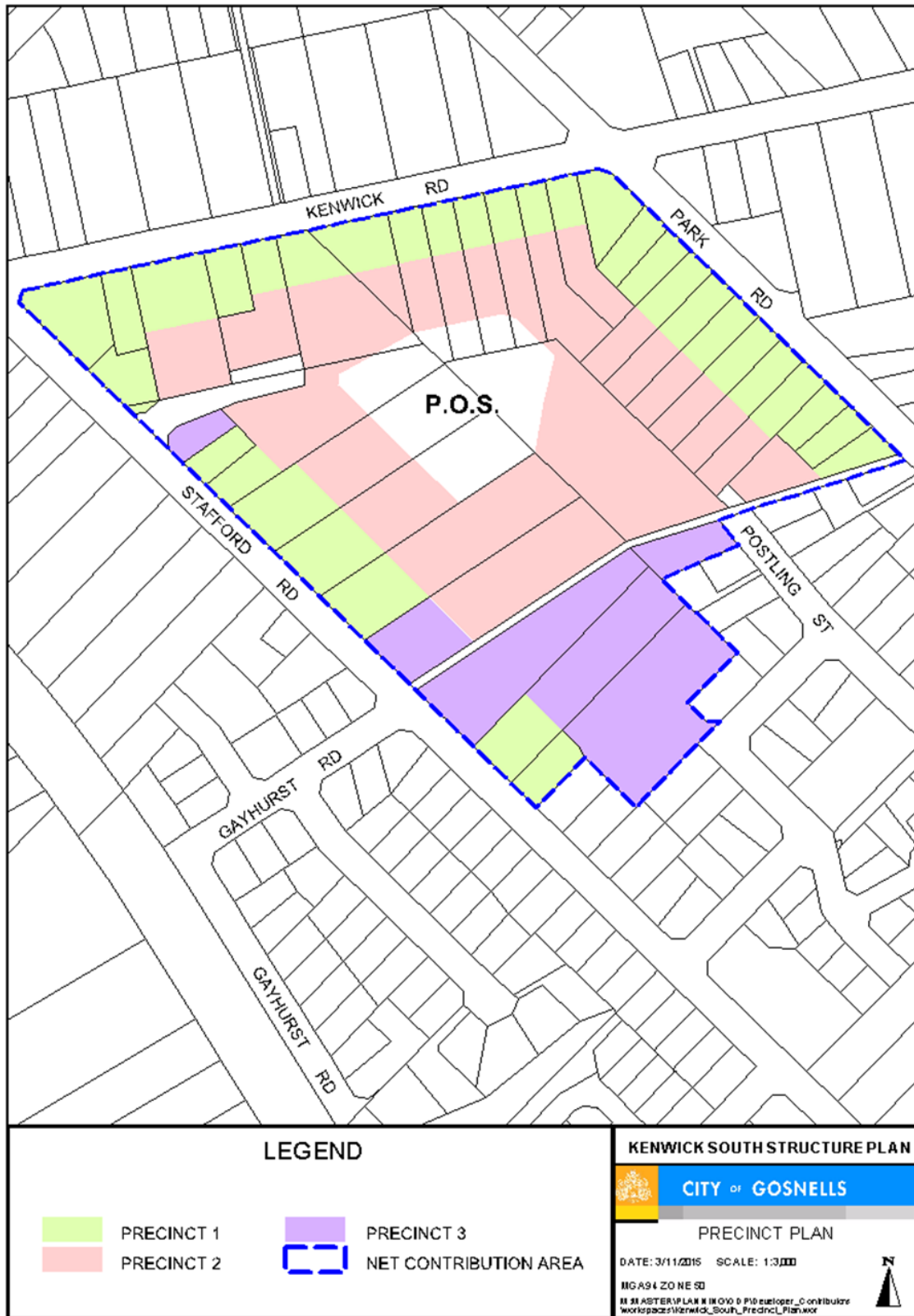
In accordance with Clause 6.4.10 of TPS 6, where a DCP is proposed to come into effect, the local government is to adopt a DCPR and cost apportionment schedule which sets out in detail the calculation of the cost contribution for each owner in the DCA based on the methodology provided for in the DCP, taking into account any proposed staging of the development.

In terms of the apportionment of CIW costs for the Kenwick - South DCP, Council at its meeting of 26 July 2016 considered two possible methodologies, being (i) a single contribution rate being allocated to all contributing land within the DCA area; and (ii) a precinct-based contribution rate where separate contribution rates are allocated to precinct areas which are defined by their common, direct relationship with the infrastructure being funded. Council ultimately resolved (Resolution 253) to adopt the latter precinct-based approach, for the purposes of advertising for public comment. In response to the public consultation, submissions were received which raised concerns about this proposed methodology and suggested alternative methodologies. These matters are discussed in the following sections.

Precinct-Based Approach

The precinct-based approach proposed the establishment of three precincts defined by their location and their associated demand on new drainage infrastructure and/or new roads. A map showing the three proposed precincts follows.

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As indicated above, Precinct 1 is situated on the periphery of the SP area, Precinct 2 is located centrally, and Precinct 3 comprises those lots situated on a corner or the south-eastern side of the existing drainage reserve, and abutting a future road identified by the draft SP. In accordance with the draft SP's drainage strategy, Precincts 1 and 3 will utilise the existing drainage infrastructure for stormwater disposal, and therefore have no demand on the proposed new drainage infrastructure. In terms of road construction, only Precincts 2 and 3 rely on the proposed roads to service their future development. All other required infrastructure is generated by an equal demand from all precincts and therefore is proposed to be shared by all precincts.

The following table provides a summary of each precinct's liability to contribute to the proposed CIW items under this option.

Item	Precinct 1	Precinct 2	Precinct 3
1. Construction of Internal Roads and Associated Infrastructure	-	✓	✓
2. Roundabout Construction - Stafford Road and Gayhurst Road	✓	✓	✓
3. Footpath Construction - Park and Stafford Roads	✓	✓	✓
4. Water Main Upgrade - Postling Street	✓	✓	✓
5. Development of Public Open Space and Maintenance	✓	✓	✓
6. Construction of Interim Drainage	-	✓	-
7. Construction of Drainage Detention Basin	-	✓	-
8. Preparation of Structure Plan	✓	✓	✓
9. Detailed Design, Engineering and Construction Supervision	✓	✓	✓
10. General Administration	✓	✓	✓

In terms of apportioning the CIW costs amongst the three precincts, it was considered logical to split the cost based on each precinct's proportionate land area. For example, where the cost of a CIW item is to be shared amongst all precincts, the proportionate land area of Precincts 1 - 3, represented as a percentage, would be 36%, 45% and 19% respectively. Where a CIW is allocated to just one precinct, the full cost of the infrastructure is attributed to this precinct. In terms of Item 1, which relates to Precincts 2 and 3, the cost of road construction is split between the two precincts according to their area.

The following table outlines the proposed cost contribution rate for each precinct based on this methodology.

Precinct No.	Land Area (m ²)	Total CIW Cost (\$)	Rate (\$/m ²)
Precinct 1	36,757.3m ²	\$569,144	\$15.48
Precinct 2	46,140.9m ²	\$3,761,434	\$81.52
Precinct 3	19,847m ²	\$1,476,052	\$74.37
Total	102,745m²	\$5,806,629	

Item 13.2.5 Continued

It should be noted that the figures contained in the above table differ from those contained in the previous report to Council as they reflect (i) the correction of an error whereby Lots 49 and 50 were not allocated to the appropriate precinct in accordance with the precinct plan; (ii) adjusted road construction cost figures to accord with suggested road width modifications (Modifications 2 - 4); and (iii) adjusted cost of Items 9 and 10 in response to changes to the road construction costs. These modifications are hereby referred to as Modifications 7 - 9 and are reflected in an amended DCPR contained as Appendix 13.2.5G.

Equalisation of Land for Proposed Roads

Four of the submissions received during the public consultation period suggested that the DCP should equalise the land requirement for the proposed roads, similar to how POS land is equalised. This is premised on a perceived unfairness in each property having differing land requirements in order to provide the proposed roads in accordance with the SP. More specifically, it is argued that the proposed roads equally benefit all properties within the SP area, no differently to POS land, and therefore the burden of providing the land should be shared by all landowners within the SP area.

The amount of land required to be ceded for roads is 13,048m², which equates to 12.7% of developable land in SP area, or 19.8% of developable land in Precincts 2 and 3. The proposed road layout requires land to be ceded from 23 out of the 39 landowners in SP area, with the proportion of land to be ceded averaging 13.79% of an affected lot's developable area. The largest contribution proportionate to land area is from Lot 50 Stafford Road, with approximately 29.1% of its developable land area being required for the proposed roads. Details of each affected property's road land requirement is outlined in the below table.

Property	Approx. Developable Area (m²) (excl. POS)	Approx. Road Land to be Ceded (m²)	Proportion of Road to Developable Area (%)
Lot 116 Ulcombe Road	6700	1133	16.9%
Lot 2 Kenwick Road	4052	58.5	1.4%
Lot 4 Kenwick Road	4082	750	18.4%
Lot 10 Kenwick Road	2030	60	3%
Lot 11 Kenwick Road	1703	314	18.4%
Lot 12 Kenwick Road	1568.6	290	18.5%
Lot 13 Kenwick Road	1573.9	295	18.7%
Lot 14 Kenwick Road	1827.3	417	22.8%
Lot 15 Kenwick Road	2698	277	10.3%
Lot 81 Park Road	2023	139	6.9%
Lot 19 Park Road	2023	139	6.9%
Lot 20 Park Road	2023	139	6.9%
Lot 21 Park Road	2023	139	6.9%
Lot 22 Park Road	2023	139	6.9%
Lot 23 Park Road	2023	92	4.5%
Lot 9000 Postling Street	8489.4	2140	25.2%
Lot 10 Stafford Road	4186	853.5	20.4%
Lot 6 Stafford Road	4196.5	579	13.8%
Lot 7 Stafford Road	4196.5	579	13.8%
Lot 8 Stafford Road	6475	619	9.6%
Lot 9 Stafford Road	6475	1684	26%
Lot 50 Stafford Road	5394	1569	29.1%
Lot 49 Stafford Road	5374	643	12%

Item 13.2.5 Continued

As a matter of principle, WAPC Policy usually requires new roads created as part of the subdivision of land to be given up free of cost, without payment of any compensation. With that in mind every effort has been made to deliver a number of design outcomes, such as:

- An attractive and appropriately sized area of POS
- A road pattern that provides access and development potential to land that would otherwise be alienated.

The plan has delivered an equitable outcome regarding road location and land take to the extent possible given the historical subdivision pattern of the land. It is also noted that the inclusion of road equalisation would increase the value of the DCP, and thereby the financial risk to the City, by \$3,718,680, based on a land value of \$2,850,000/ha.

Based on the above, it is considered that the equalisation of land for proposed roads should not form part of the DCP.

Scaling Contributions on Density

A submission suggested that a methodology of scaling the contributions based on density should be considered for the Kenwick - South Precinct. This methodology is based on the principle that higher densities have a greater development potential and therefore will place more demand on infrastructure. It would require contribution rates to be calculated by allocating a proportionate share of the total cost of CIW to the total area of land within each density code shown on the SP. This means, for example, that developers of R60 coded land would pay proportionately more contributions than R40 coded-land.

It should be noted that this methodology has been adopted in the Central Maddington Outline Development Plan area, which shares a common characteristic with the Kenwick - South area of being an infill development area. In considering this methodology for the Kenwick - South area, the following points are relevant:

- The precinct based approach is founded on a clear link between a property and its direct relationship with the infrastructure being funded. In the case of the Central Maddington area, due to its scale and infrastructure requirements, the link between a property and its infrastructure demand was not as definitive.
- The difference in development potential between the R40 and R60 codings is not significant. Both codings allow for multiple dwelling developments to plot ratios of 0.6 and 0.7, respectively, and grouped and single house developments with average lot sizes of 220m² and 150m², respectively. By way of comparison, the Central Maddington area involves codings ranging between R20 and R80, with the R20 coding being limited to a dwelling yield of one dwelling/per 450m², and the R80 coding allowing multiple dwelling developments to plot ratios of 1, and grouped and single house developments with average lot sizes of 120m².

Based on the above reasons, the methodology of scaling contributions on density is not supported for the Kenwick - South area.

Item 13.2.5 Continued

Financial Concerns

Several submissions raised concerns about the contribution rates and their impact on the financial viability of development. There were also comments made that many landowners within the Kenwick - South area do not have the financial means to undertake develop at the densities proposed, particularly as maximising their development yield to offset the proposed cost contributions would require the demolition of existing dwellings.

In considering these issues, the following points are relevant:

- Landowners cannot be forced into developing their land if they do not have the means to do so. It is anticipated however that the proposed density increase will have a positive effect in raising property values in the area which may encourage some landowners to sell their property to a developer.
- The infrastructure and public open space identified would still be required should the area be developed at the current R17.5 coding. The proposed density increase will offset the cost of providing this infrastructure by virtue of increased development potential.
- A review of the proposed infrastructure contributions (excluding POS) and dwelling yield has found:
 - The average contribution per dwelling would be in the order of \$10,746 for single houses and grouped dwellings, or \$6,448 for multiple dwellings;
 - The highest contribution per dwelling would be \$23,664 for single houses and grouped dwellings, or \$13,446 for multiple dwellings; and
 - The lowest contribution per dwelling would be \$2,322 for single houses and grouped dwellings, or \$1,659 for multiple dwellings.

In considering the above, it is acknowledged that the contribution rates would represent a significant increase to normal development costs, which may in turn discourage development. Nonetheless, it is considered that this cost simply represents the difficulty of facilitating infill development, and ensuring that the cost of delivering any new infrastructure is borne by those who will benefit from it, rather than the wider community.

Local Government's Role in Funding Infrastructure

State Planning Policy 3.6 - Development Contributions for Infrastructure (SPP 3.6) outlines where development contributions can be sought for items of infrastructure that are required to support the orderly development of an area. This includes any new item of infrastructure, land for infrastructure, an upgrade to existing infrastructure and other costs reasonably associated with the preparation, implementation and administration of a DCP. SPP 3.6 recognises that the capacity of local governments to provide the additional infrastructure and facilities necessary to accommodate future growth and change is limited by the availability of financial resources.

Item 13.2.5 Continued

Several submissions expressed the view that the infrastructure provided by the DCP will benefit the broader Kenwick area and therefore the costs should be met by the City. In this regard, it should be noted that the proposed DCP and infrastructure items to be funded accords with the requirements of State policy, including:

- The principle of 'beneficiaries' pay, meaning that land developers are responsible for the provision of standard infrastructure, including water supply, sewerage, drainage, roads and power which are necessary to support development.
- The requirement that 10% of land to be subdivided is to be provided free-of-cost for POS, and subsequently developed to a minimum standard and maintained for two summers.
- The provision of roads and footpaths to promote accessibility, attractive streetscapes and quality public realm.

It acknowledged that the surrounding area may benefit from the infrastructure that is proposed to be funded through the DCP, such as additional footpaths and a roundabout along existing roads. Notwithstanding, it should be noted that these surrounding areas also require SP's and will be subject to the same 10% POS requirement, as well as the requirement to fund any road construction and infrastructure upgrades to service the development of those precincts. For example, it is anticipated that the Kenwick - North Precinct (located north of the Kenwick - South Precinct) will require the construction of footpaths along the southern sides of Wanaping and Park Roads, and it is expected that the Wanaping Road Precinct (situated between Wanaping Road and the Brixton Street wetlands) will require the extension of Alton Street.

Based on the above, it is not accepted that the City should fund infrastructure for the development of the Kenwick - South area. It is accepted however that it will likely have a role in the delivery of the infrastructure in instances where the staging of development and the fragmentation of land is such that no one landowner could be reasonably expected to coordinate the delivery of the infrastructure. This has been factored into the General Administration costs provided in the DCPR.

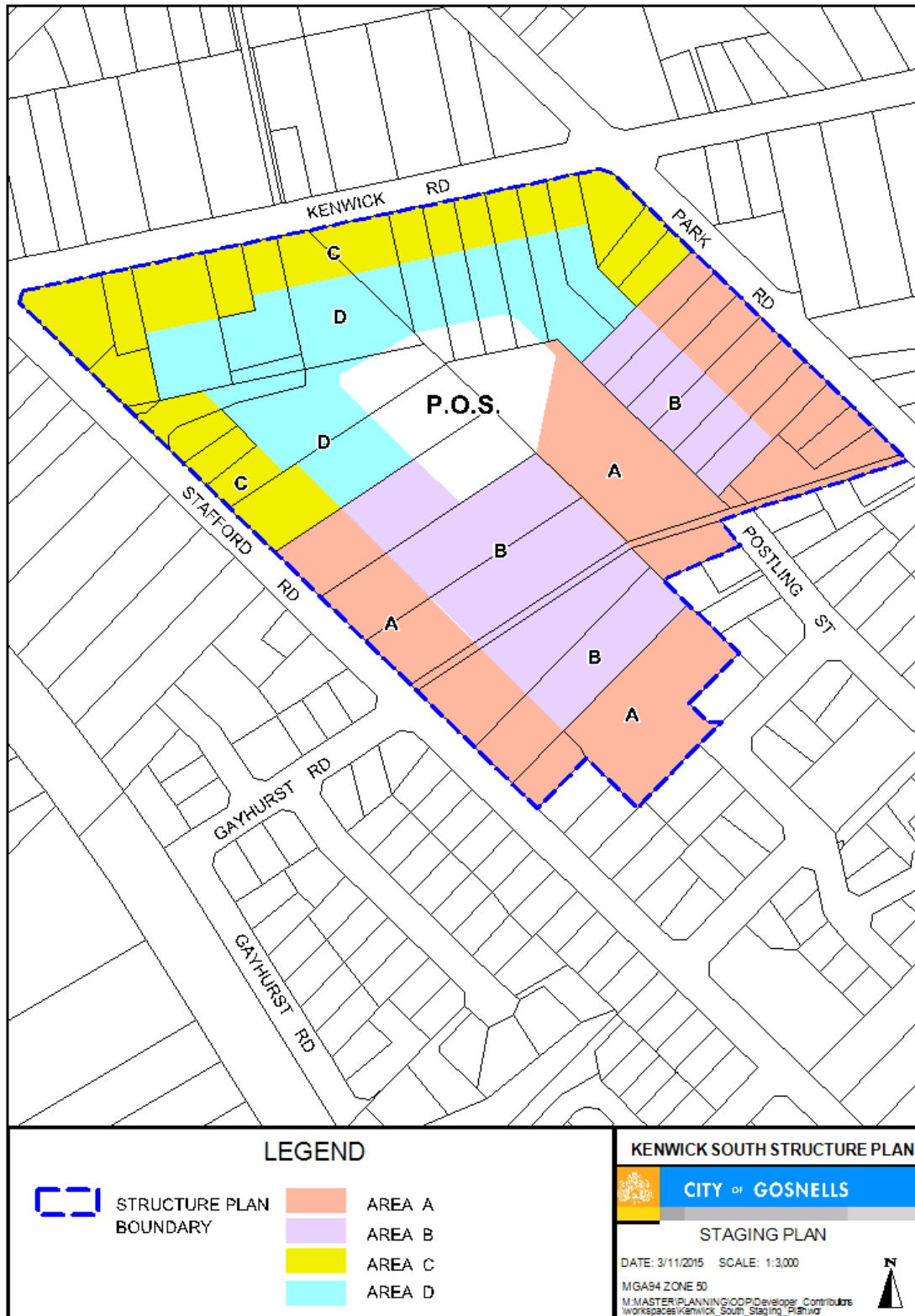
Implementation and Staging

The proposals present complex implementation and staging issues for the development of the area. Namely, these issues relate to the following:

- Landowners' development intentions
- The construction of proposed internal roads
- The delivery of services to the area, particularly sewer
- The availability of drainage infrastructure
- The timing of the collection of cost contributions and the availability of funds to issue any reimbursements.

Item 13.2.5 Continued

To provide guidance on the implementation of the SP, a 'Staging Plan' has been prepared to outline the likely order in which subdivision and development can proceed. A copy of the Staging Plan follows.



Item 13.2.5 Continued

The main principles behind the Staging Plan are as follows:

1. Each development group, as identified on the Staging Plan, can commence works independently of one another, at any time, subject to the availability of infrastructure and services.
2. Subdivision and development of Stage A lots can occur immediately, subject to the ceding of all relevant portions of land required for POS and roads, and the payment of cost contributions applicable for the whole of the lot.
3. Subdivision and development of Stage B lots can occur once land required by Stage A lots for roads and POS is ceded.
4. Subdivision and development of Stage C lots can occur once sewer is available, and subject to the ceding of land required for POS and roads.
5. Subdivision and development of Stage D lots can occur once all land required by Stage C lots for roads and POS is ceded.
6. The POS will be developed once all land has been ceded for POS.

The Staging Plan provides some indication on the order for which contributions will be collected, and as such the DCPR outlines the likely priority for infrastructure expenditure (as shown in the below table).

Priority	Item No.	Item Description
1	2	Construction of Roundabout - Stafford Road and Gayhurst Street
	4	Water Main Upgrade - Postling Street
	6	Construction of Interim Drainage
	3	Footpath Construction - Park and Stafford Roads
	5	Development of Public Open Space and Maintenance
2	7	Construction of Drainage Detention Basin
	9	Detailed Design, Engineering and Construction Supervision.
Ongoing	1	Construction of Internal Roads and Associated Infrastructure
	8	Preparation of Structure Plan
	10	General Administration

Whilst it is difficult to accurately forecast when landowners may undertake development and pay cost contributions, it is considered that the Staging Plan provides some broad guidance on the implementation of a complex development situation.

Statutory Process

The progression of the draft Scheme Amendment, DCPR and SP are subject to different statutory considerations and processes, as discussed below.

Item 13.2.5 Continued

Scheme Amendment

In accordance with Regulation 41(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the local government must, within 90 days after the end of the submission period, pass a resolution:

- (a) *to support the amendment without modification; or*
- (b) *to support the amendment with proposed modifications to address issues raised in the submissions; or*
- (c) *not to support the amendment.*

Following the assessment of the proposal by the local government and the passing of a resolution, the proposal is forwarded to the WAPC for review and to provide a recommendation to the Minister for Planning for consideration and final determination.

Structure Plan

In terms of the proposed SP, in accordance with Clauses 20(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions*, the local government must provide a report to the WAPC containing the following:

- (a) *A list of submissions considered by the local government, including, if relevant, any submissions received on a proposed modification to the structure plan advertised under Clause 19(2);*
- (b) *any comments by the local government in respect of those submissions;*
- (c) *a schedule of any proposed modifications to address issues raised in the submissions;*
- (d) *the local government's assessment of the proposal based on appropriate planning principles;*
- (e) *a recommendation by the local government on whether the proposed structure plan should be approved by the Commission, including a recommendation on any modifications.*

Following the assessment of the proposal by the local government and the passing of a resolution, the proposal is forwarded to the WAPC for consideration and final determination.

Development Contribution Plan Report

The DCPR will not be effective until such time that the DCP is established upon approval and gazettal of Amendment No. 138 to TPS 6. Clause 6.4.10.1 of TPS 6 stipulates that the local government is to adopt the DCPR within 90 days of the DCP coming into effect. To provide for a transitional arrangement, it will be necessary to adopt the DCPR on an interim basis, with final adoption being addressed through a future report to Council.

Item 13.2.5 Continued

CONCLUSION

It will be recommended that Council endorses this report and recommends to the WAPC that Amendment No. 138 and the SP be approved subject to the following modifications and/or information requirements:

No.	Recommended Modification and/or Information Requirement	Reason(s)
Structure Plan		
1. Page 8	Increasing the density of the R30 cell to R40.	Expanding the R40 coding to this cell represents a logical 'rounding-off' of density within the SP area and the 800m walkable catchment of Kenwick Train Station.
2. Page 10	All proposed roads abutting the POS should be reduced to a 14.4m wide reservation with a 7.2m wide pavement and embayed parking on one side.	This reserve width is as per the Access Street C Liveable Neighbourhoods standard with embayed parking and reduced verge abutting the POS.
3. Page 10	The proposed section of road between Stafford Road and the POS be increased to a 16.5m wide reservation with a 5.5m wide pavement and embayed parking on both sides.	This reserve width is as per the Access Street B Liveable Neighbourhoods standard and will service a greater parking demand for higher density development.
4. Page 10	All other roads are to be increased to 15.4m wide reservations with a 7.2m wide pavement.	This reserve width is as per the Access Street C Liveable Neighbourhoods standard.
5. Page 13	Endorsement of the Local Water Management Strategy by the City.	To provide a broad drainage strategy for the Structure Plan area so as to inform the future subdivision and development proposals.
6. Pages 13-14	Designation of the portion of drain reserve (Lot 0 on Plan 3148) that runs between Postling Street and Park Road as Residential R40.	To provide for possible disposal, amalgamation and subsequent development of this reserve with the adjacent Lot 69 Stafford Road.
Scheme Amendment & Development Contribution Plan Report		
7. Page 17	Correct the Development Contribution Plan Report to allocate Lots 49 and 50 into the Precincts shown in the Precinct Plan, and adjust the cost contribution figures accordingly.	The advertised Development Contribution Plan Report was based on figures whereby (i) a 3,772m ² portion of Lot 49 formed part of Precinct 2 instead of Precinct 3; and (ii) a 3,292m ² portion of Lot 50 formed part of Precinct 2 rather than being contained wholly within Precinct 3, as provided for by the Precinct Plan.
8. Page 17	Adjust the road construction cost contribution figures provided in the Development Contribution Plan Report.	To reflect the changes to the road design proposed by Modifications 2 - 4.
9. Page 17	Adjust the cost of Detailed Design, Engineering and Construction Supervision (Item 9) and General Administration (Item 10).	The adjustment is required to coincide with the proposed modifications to the road construction cost contribution figures detailed above.

Item 13.2.5 Continued

FINANCIAL IMPLICATIONS

All costs associated with the SP, Scheme Amendment and draft DCPR will be borne by the applicant. The establishment of a DCP for the Kenwick - South SP area represents a significant potential financial burden for Council. The main risk is that the funds to be collected may not be sufficient to meet the cost of infrastructure required, which could result from an escalation in the cost of infrastructure or delays in the provision of infrastructure if landowners choose not to develop.

STATUTORY IMPLICATIONS

- Town Planning Scheme No. 6
- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- Local Planning Policy 3.2 - Co-ordination of Infill Development.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION (1 OF 6)
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37 Moved Cr D Goode Seconded Cr R Mitchell

That Council, pursuant to Clause 20(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* - Schedule 2 - Deemed Provisions, notes the submissions received in respect of Amendment No. 138 to Town Planning Scheme No. 6, the associated Development Contribution Plan Report and the proposed Kenwick - South Structure Plan and endorses the responses to those submissions, as contained in Appendix 13.2.5E.

CARRIED 10/0

FOR: Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr D Griffiths, Cr P Griffiths, Cr T Lynes, Cr R Mitchell, Cr L Storer, Cr B Wiffen, and Cr O Searle.

AGAINST: Nil.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION (2 OF 6)
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38 Moved Cr D Goode Seconded Cr R Mitchell

That Council, pursuant to Section 50(3)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* supports Amendment No. 138 to Town Planning Scheme No. 6 with a recommendation that the amendment be approved by the Minister for Planning.

CARRIED 10/0

FOR: Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr D Griffiths, Cr P Griffiths, Cr T Lynes, Cr R Mitchell, Cr L Storer, Cr B Wiffen, and Cr O Searle.

AGAINST: Nil.

Item 13.2.5 Continued

STAFF RECOMMENDATION AND COUNCIL RESOLUTION (3 OF 6)
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39 Moved Cr D Goode Seconded Cr R Mitchell

That Council, pursuant to Clause 20(2)(d) of the *Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions*, endorses the assessment of the proposed Kenwick - South Structure Plan, as outlined in this report.

CARRIED 10/0

FOR: Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr D Griffiths, Cr P Griffiths, Cr T Lynes, Cr R Mitchell, Cr L Storer, Cr B Wiffen, and Cr O Searle.

AGAINST: Nil.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION (4 OF 6)
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40 Moved Cr D Goode Seconded Cr R Mitchell

That Council, pursuant to Clause 20(2)(e) of the *Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions*, recommends to the Western Australian Planning Commission that the proposed Kenwick - South Structure Plan be approved subject to the following modifications and/or information requirements:

- i) Increasing the density of the R30 cell to R40.
- ii) All proposed roads abutting Public Open Space being reduced to a 14.4m wide reservation with a 7.2m wide pavement and embayed parking on one side.
- iii) The proposed section of road between Stafford Road and the Public Open Space being increased to a 16.5m wide reservation with a 5.5m wide pavement and embayed parking on both sides.
- iv) All other roads being increased in width to a 15.4m reservation with a 7.2m wide pavement.
- v) Endorsement of the Local Water Management Strategy by the City.
- vi) Designation of the portion of drain reserve (Lot 0 on Plan 3148) that runs between Postling Street and Park Road as Residential R40.

CARRIED 10/0

FOR: Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr D Griffiths, Cr P Griffiths, Cr T Lynes, Cr R Mitchell, Cr L Storer, Cr B Wiffen, and Cr O Searle.

AGAINST: Nil.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION (5 OF 6)
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41 Moved Cr D Goode Seconded Cr R Mitchell

That Council adopts, on an interim basis pending determination of Amendment No. 138 to Town Planning Scheme No. 6, the draft Development Contribution Plan Report for the Kenwick - South Structure Plan area, attached as Appendix 13.2.5G, which establishes a preliminary contribution rate of \$15.58/m², \$81.52/m² and \$74.37/m² for Precincts 1 - 3, respectively, and a land valuation rate of \$285/m² for contributions towards 10% public open space.

CARRIED 10/0

FOR: *Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr D Griffiths, Cr P Griffiths, Cr T Lynes, Cr R Mitchell, Cr L Storer, Cr B Wiffen, and Cr O Searle.*

AGAINST: *Nil.*

STAFF RECOMMENDATION AND COUNCIL RESOLUTION (6 OF 6)
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42 Moved Cr D Goode Seconded Cr R Mitchell

That Council, following assessment of the proposal by the City and determination of the proposal by the Commission, notifies those persons who made a submission on Amendment No. 138 to Town Planning Scheme No. 6, the associated Development Contribution Plan Report and the proposed Kenwick - South Structure Plan of its assessment/decision.

CARRIED 10/0

FOR: *Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr D Griffiths, Cr P Griffiths, Cr T Lynes, Cr R Mitchell, Cr L Storer, Cr B Wiffen, and Cr O Searle.*

AGAINST: *Nil.*

12. REPORTS OF COMMITTEE MEETINGS

Nil.