



TOWN PLANNING SCHEME NO. 15

MADDINGTON INDUSTRIAL AREA

Updated: February 1998

CITY OF GOSNELLS

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MADDINGTON INDUSTRIAL AREA

JANUARY 1990

The City of Gosnells under and by virtue of the powers conferred upon it in that behalf by the Town Planning and Development Act 1928 (as amended) hereby make the following Town Planning Scheme.

CITY OF GOSNELLS
TOWN PLANNING SCHEME NO. 15
MADDINGTON INDUSTRIAL AREA

SCHEME REPORT

1.0 SCHEME AREA

The land comprising Town Planning Scheme No. 15 (TPS 15) totals 150 hectares of land in the suburbs of Maddington and Orange Grove abutting the existing Davison Industrial Estate. This land corresponds to the “Industry” zoning contained in the Metropolitan Region Scheme.

2.0 REASONS FOR A GUIDED DEVELOPMENT SCHEME

The Scheme Area was rezoned from Rural to Industry in the Metropolitan Region Scheme as a part of Amendment 300/33 (South East Corridor Review). Council retained the Rural zoning under its District Zoning Scheme until such time as servicing the land was possible.

With some 60 or so properties involved it was immediately evident that some form of co-ordinating power would be required. Council resolved to prepare a Guided Development Scheme on July 14 1981.

3.0 RESUME 1981 – 1989

Between 1981 and 1984 Council entered into discussion with numerous public authorities as well as issuing questionnaires to landowners to gauge aspirations of the landowners for the Scheme Area. Resolution to prepare Scheme 15 appeared in the Government Gazette on January 22 1982.

In the period 1984 – 1987 much debate occurred between landowners, Council, WAWA, the SPC and the Health Department concerning the need and provision of reticulated sewer services.

This resulted in preliminary costings for sewer being undertaken by DM Drainage Pty Ltd and eventually Council formally engaged BSD Consultants to undertake a comprehensive sewer design and costing as a means of determining the feasibility of providing reticulated sewer.

Based on the costing received Council proceeded with Amendment 240 (Dry Industry) to the District Zoning Scheme. This Amendment was not granted final approval by the Minister in June 1988.

Following a meeting of landowners in August 1988 a questionnaire was circulated to landowners which requested an indication of when they were prepared to develop their land for industrial purposes and when they were prepared to pay for sewer services.

Based on the divided nature of responses to this questionnaire Council resolved to proceed with Town Planning Scheme No. 15 containing a clause requiring reticulated sewer but making no provision for funding sewer services. This is, the provision of sewer becomes a prerequisite to subdivision or development and is to be satisfied by the subdivider or developer, not by the Scheme.

The landowners have accepted this constraint and three groups of landowners are currently liaising with WAWA to satisfy this proviso and proceed with development.

Finalisation of the Scheme Maps, Scheme Text and the companion amendment to the District Zoning Scheme were undertaken in January and February of 1989 to enable formal submission to the Department of Planning and Urban Development and Minister for Planning.

Comments from officers of the Department of Planning and Urban Development were subsequently addressed by Council as were proposed subdivisional redesigns by various consortia within the Scheme Area. The Scheme was again submitted to the Department of Planning and Urban Development together with the companion Amendment 316 in August 1989.

4.0 ROAD DESIGN

The existing roads of Bickley, Myola and Eva Street within the Scheme Area will be upgraded to a suitable industrial standard (ie. piped and kerbed with a 10m wide pavement) as a Scheme requirement. From these existing roads subdivisional roads may be created using Kelvin Road as a central spine.

The objective of the road pattern is to have all industrial traffic utilise Kelvin Road (and thence Tonkin Highway or Albany Highway) and thereby prohibit industrial traffic from meandering through the residential suburb of Kenwick.

The only compromise to this concept are the proposed residential and composite lots along the north-western boundary of the Scheme Area. It is anticipated, however, that the traffic generated by these composite lots will represent a minor proportion of total traffic generation of the adjoining new residential allotments within the Scheme Area.

A traffic management device will be required in Kenwick Road within or near to the Scheme Area to prohibit the flow of commercial vehicles into Kenwick residential area. Council has established such a device in Wilfred Road, Thornlie, to deter heavy vehicles emanating from the Canning Vale Industrial Area travelling through part of the Thornlie residential area. This device has been successful, although the recent installation of traffic lights at the Nicholson and Wilfred Road intersection now stops the north-easterly movement of traffic in that part of Wilfred Road altogether.

At present a dog-leg exists in the vicinity of Maddington, Stebbing and Kelvin Roads. Council has acquired Lot 17 Ryelane Street and is due to commence negotiation regarding Lot 12 Stebbing Road, Maddington, with the objective of obtaining a direct link between Kelvin and Maddington Roads through Lots 17 and 12 in 1989/90. This will greatly enhance the Scheme Area's accessibility.

Kelvin Road is designated as an Important Regional Road in the Metropolitan Region Scheme. Scheme 15 requires road widenings to be set aside for Kelvin Road but does not make provision for construction or upgrading of Kelvin Road.

Variations to the road pattern shown on TPS 15 Scheme Map will be considered provided that the general objectives of Kelvin Road being the central spine and no landowners being adversely affected by the proposed variation are satisfied.

5.0 PUBLIC OPEN SPACE (POS)

Public Open Space (POS) for the Scheme Area is represented physically by the Bickley Brook Reserve which represents in the order of 5.63% of the Scheme Area and an extension to an existing neighbourhood park in Avila Place, Kenwick.

A provision of the Scheme is therefore that all landowners provide 5.63% POS to ensure the establishment of the linear open space along the Bickley Brook. A further provision of the Scheme enables Council to acquire such land as and when funds are available.

It should be noted that the acquisition of the Bickley Brook Reserve (or the 5.63% POS requirement) will be a widely fluctuating figure and may require determination by a licensed valuer at the developer/subdivider expense at the time of development of subdivision.

6.0 CYCLEWAY

A dual-use path is proposed for the full length of Myola Road within the Scheme Area. The need for this path arises because of the flow of secondary school students from the suburb of Kenwick to the Maddington Senior High School. The safety of these children through the industrial estate must be ensured.

7.0 SEWER SERVICES

Reference to the provision of sewer has been deleted from the Scheme Text although the Scheme does establish the requirement for sewer facilities. Provision of sewer services is therefore a developer/subdivider responsibility.

8.0 OTHER UTILITIES

Provision of all other utilities including gas, electricity and telephone services are the responsibility of developers/subdividers.

9.0 SCHEME COSTS

Estimated Scheme Costs as at August 1989 are as follows:

Upgrading of Kelvin, Bickley and Myola Roads and Eva Street	\$ 998,500
Provision of a dual use path is Myola Road	37,500
Preparation and ongoing administration of Scheme 15	100,000
TOTAL	<u>\$1,136,000</u>

The Scheme Cost per hectare figure is therefore, say, \$7,575 and will be payable prior to subdivision or development of the land.

STORMWATER DRAINAGE/COSTS

A report on stormwater drainage carried out by McDowall Affleck revealed that stormwater drainage generally runs in a westerly direction through the Scheme Area parallel to Bickley Brook.

The report also revealed inflows to the Scheme Area from the north of 1200 and 400 litres per second to the areas west and east of Kelvin Road respectively.

The 1200 litre per second flow in the western portion of the Scheme Area currently attempts to utilise a 750mm drain to the rear of abutting residential properties in Kenwick. When this drain is at capacity, localised flooding occurs in the vicinity of Lot 263 Kenwick Road. It is therefore proposed that this water be accommodated in a 900mm pipe through the centre of the western portion of the Scheme Area at an estimated cost of \$270,000 and paid for by those landowners north of Bickley Brook who benefit from the drain's construction.

This drain is to be paid for proportionately by landowners on the basis of the gross area of their lots at such time as subdivision or industrial development occurs.

The land east of Kelvin Road and north of Bickley Brook accommodates a 400 litre per second inflow from beyond the Scheme Area. During the course of advertising Town Planning Scheme No. 15 a submission was received which proposed that the provision of main drainage for a restricted portion of the land east of Kelvin Road and north of Bickley Brook be included in the Scheme.

Accordingly, it is proposed that the drainage pattern depicted on the Services Map be incorporated as a Scheme provision to be pre-funded by the first developers at the estimated cost of \$657,686 and paid for by all landowners within the catchment defined on the Services Map on an area basis (ie. \$27,477 per hectare payable on subdivision or development of the land for industrial purposes).

The introduction of these drainage provisions is seen as fair and equitable and were the subject of an additional 21 day submission period for owners of land affected by the provisions to comment.

NOTE: The Water Authority of Western Australia will be responsible for the upgrading and maintenance of Bickley Brook as a main drain.

10.0 REVISED PLANS

At the time of preparation of the Scheme documents substantial pre-planning by landowners was occurring. Constant amendments to designs were being noted and therefore Clause 6.1 of the Scheme allows some flexibility to design by permitting departures from the Scheme Map proposals.

11.0 DEVELOPMENT STANDARDS

The development standards applicable to the General Industry, Composite and Residential Zones as contained in the City of Gosnells District Zoning Scheme will be applicable to those zones within the Scheme 15 Area.

The following additional development controls are proposed for those lots abutting Kelvin Road in order to maintain good traffic movement and to provide a high standard of aesthetic appeal:

- * lots with frontage to Kelvin Road may have one crossover only.
- * corner lots with a frontage to Kelvin Road are to access from the secondary street only.
- * no security or screen fencing is permitted within 15m (after road widening) of the Kelvin Road frontage.
- * only pylon sign will be permitted for each lot on the Kelvin Road frontage.
- * minimum unit sizes of generally 800m² GFA will only be permitted as a part of factoryette development within the first 100m from the Kelvin Road frontage.

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JANUARY 1990

The City of Gosnells under and by virtue of the power conferred upon it in that behalf by the Town Planning and Development Act 1928 (as amended) hereby makes the following Town Planning Scheme.

TOWN PLANNING SCHEME NO. 15 TEXT

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CITY OF GOSNELLS

TOWN PLANNING SCHEME NO. 15

MADDINGTON INDUSTRIAL AREA

1.0 CITATION

This Town Planning Scheme may be cited as the City of Gosnells Town Planning Scheme No. 15 Maddington Industrial Area (hereinafter called “the Scheme”) and shall come into operation on the publication of notice of the Hon. Minister for Planning’s final approval thereof in the Government Gazette.

2.0 RESPONSIBLE AUTHORITY

The Authority responsible for enforcing the observance of the Scheme shall be the Council of the City of Gosnells (hereinafter referred to as “the Council”).

3.0 MAPS

The following maps are attached to this text and form part of the Scheme:

- i Land Use Map
- ii Scheme Map
- iii Services Map.

4.0 SCHEME AREA

The Scheme shall apply to the land contained within the inner edge of the broken black line as shown on the Scheme Map. The said land is hereinafter referred to as “the Scheme Area”.

5.0 GENERAL OBJECTIVES

The general objectives of the Scheme are:

- a To facilitate subdivision and development of the land within the Scheme Area.
- b To plan within the Scheme Area suitable roads and accessways.
- c To make provision for Public Open Space.
- d To ensure the proper drainage of the roads and of those parts of the Scheme Area which require drainage or other such works.
- e To make provision for the creation of drainage reserves and easements.

6.0 METHOD OF CARRYING OUT OBJECTIVES

- 6.1** The Scheme Map forms a basis for subdivision and development of the Scheme Area but the Council may, with the consent of the Department of Planning and Urban Development, provided all adjoining owners have been given 21 days written notice of the application and invited to make written submission to the Council prior to approval, permit alterations or variations to the Scheme Map where in its opinion circumstances justify such action, provided that no such alteration or variation shall be permitted if, in the opinion of the Council, it would impede the subdivision and development of the Scheme as a whole. The owner of the affected land shall be consulted by Council when an amendment is contemplated.

- 6.2** As and when owners of land within the Scheme Area subdivide or develop their land such subdivision or development shall not only be according to a plan which is capable of forming part of an overall plan of subdivision for the Scheme Area but shall also comply with the conditions of development for the Scheme Area as contained within the Scheme.

7.0 CONNECTION TO SEWER

No land shall be subdivided or developed unless there is a sewer to which all lots in the proposed subdivision or development can be connected.

All existing authorised industrial and residential uses shall be connected to sewer at the time of extension or redevelopment of that use where a sewer line is adjacent or in close proximity to the site or if incidental extensions and additions to that use results in an increase in staff numbers thereby necessitating an increase in the size of the septic tank and effluent disposal system.

8.0 SUBDIVISION

- 8.1** An owner of land within the Scheme Area who desires to subdivide his land either alone or in conjunction with other owners shall submit a plan of proposed subdivision to the Department of Planning and Urban Development as required by the Town Planning and Development Act 1928 (as amended).

9.0 ROADS

- 9.1** Where a proposed development abuts or proposed subdivision creates lots fronting a constructed road or an unconstructed road, whether within or outside the Scheme Area, then the construction and drainage to Council's specifications of the road shall be at the expense of the owners of the land abutting that road unless the road is a Scheme Road as specified in Clause 14.1(iv) in which case the provisions relative to Scheme Costs shall apply.
- 9.2** Subject to the following clauses all new roads within the Scheme Area shall be constructed and drained at the expense of the owners of the land therein and each owner shall, when subdividing his land, make the land available for the roads and pay the cost of the construction and drainage of the road within the land owned by him.
- 9.3** The Council may construct and drain any subdivisional roads within the Scheme Area and acquire the land necessary for that purpose. If the Council shall do so prior to the subdivision of the lands adjoining such road, the costs of the construction and drainage of the said road and all compensation and other costs consequent upon the acquisition of the land shall be paid to the Council by the respective owners of land in accordance with the foregoing provisions as and when they subdivide or develop their land.
- 9.4** If an owner shall subdivide or develop his land and if he or his predecessors in title shall have claimed or shall have been paid compensation by reason of the resumption by the Council of the land for his plan of subdivision or development release the Council from the payment of compensation or if payment has been made by the Council then the owner shall refund to Council the amount of compensation paid by it to him or his predecessors in title as the case may be.
- 9.5** In cases where the situation of a new road within the Scheme Area is such that it would be fair and equitable that the owners of adjoining land should each contribute to the cost of the construction or drainage of that road and apportion the value of the land made available for roads and such owners are unable to agree upon the amount (if any) payable by each of them the amount (if any) payable by each owner shall be determined by arbitration in the matter hereinafter provided.

9.6 CLOSURE OF ROADS

Surveyed roads within the Scheme Area that are not shown as new roads on the Scheme Map shall be closed as the development of the land proceeds and as such roads are no longer required.

9.7 ROAD WIDENINGS

Land required for road widening as shown on the Scheme Map shall be transferred free of cost to the Crown at the time of subdivision or development or when requested by Council to do so.

9.7 FILLING AND LEVELING OF LAND

Land required for road widening as shown on the Scheme Map shall be transferred free of cost to the Crown at the time of subdivision or development or when requested by Council to do so.

10.0 FILLING AND LEVELING OF LAND

All filling and leveling of land and other earthworks necessary for subdivision or development shall be carried out by or at the expense of the owner whose land is being subdivided or developed.

11.0 PUBLIC OPEN SPACE – INDUSTRIAL LAND

11.1 The land shown as “Bickley Brook Drain Reserve” on the Scheme Map is to be reserved for Public Recreation and Drainage.

The reserve shall be a minimum width of 15 metres either side of the Bickley Brook watercourse as established by survey unless otherwise agreed to by the Council and the Water Authority of Western Australia. Modification of the watercourse and reserve alignment to that shown on the Scheme Map may be necessary to facilitate attainment of Scheme objectives and will be determined at the time of survey.

11.2 The Council may as and when it deems fit acquire the said lands or any parts thereof whether by purchase or resumption or partly by one method and partly by the other.

11.3 Each owner of land within the Scheme Area, when subdividing or developing his land and subject hereinafter provided, shall vest in the Crown or, with approval of the Department of Planning and Urban Development, transfer to the Council all the land shown as Public Open Space within the parcel(s) of land being subdivided or developed by him.

11.4 If the owner or a previous owner of a parcel or parcels of land the subject of subdivision or development has as a condition of a previous subdivision or development transferred to Council land for public open space, then the area of land required to be transferred to the Council under Clause 11.3 shall be reduced to the extent that the total contribution does not exceed 5.63% of the original gross area.

11.5 If, within a parcel of land the subject of subdivision or development, the Scheme requires either no public open space or requires a lesser amount than the normal 5.63% provision, the Council and the owner shall agree on a land transfer or a cash equivalent, or a combination of land and cash, so that the owner’s contribution equals 5.63% of the value of the land the subject of the subdivision or development.

11.6 If, within a parcel of land the subject of subdivision or development more than 5.63% is required by the Scheme for Public Open Space the Council shall pay to the Owner by way of compensation the value of the land exceeding the said 5.63%. If the Council and the owner so agree the Council may transfer to the said owner other land in or near the Scheme Area either

owned by the Council or acquired by it for that purpose to compensate him for the land in excess of the said 5.63% required by the Scheme in which case the amount payable by the Council to the Owner shall be reduced accordingly.

12.0 PUBLIC OPEN SPACE – RESIDENTIAL LAND

The owners of the land within the Scheme Area to be developed solely for residential purposes shall provide 10% public open space in accordance with the normal requirements of the Department of Planning and Urban Development policy and provisions of the Town Planning and Development Act 1928 (as amended).

13.0 MYOLA ROAD CYCLEWAY

The dual use path designated on the Scheme Map shall be financed by the Scheme and constructed by Council or its contractors at such time as determined by Council.

14.0 SCHEME COSTS

14.1 The cost or estimated costs of the following items are hereinafter referred to as “Scheme Costs”.

- i Any costs or expenses incurred by Council in the preparation, adoption, administration, conduct, management and development of the Scheme including consultants’ fees.
- ii All compensation payable and all the costs and expenses of determining and settling compensation in respect of matters under the Scheme.
- iii The cost of the acquisition of any land within the Scheme Area for Scheme purposes in the event of such land being acquired other than by resumption.
- iv The costs of the upgrading, construction and drainage to the satisfaction of Council, for those roads or portions thereof as shown as Scheme Roads on the Scheme Map.
- v The relocation of any existing services caused by Scheme Works.
- vi The cost of construction of Myola Road Cycleway.
- vii Any interest charges on monies raised by Council for the purpose of the Scheme.

14.2 In the event of a landowner providing funds or construction works after the date of the resolution to prepare the Scheme and before the gazettal of the final approval of the Scheme in respect of any Scheme Works to serve and expedite development in the Scheme Area PROVIDED THAT the cost of such works would otherwise be a Scheme Cost, the Council may reimburse the original subdivider from Scheme funds as and when funds are available plus interest at current rates to the extent that it considers to be fair and equitable and includes such sum in Scheme Costs PROVIDED THAT such reimbursement shall not exceed an amount which represents the proportion of such works which would not be the landowner’s costs under the Scheme.

14.3 The amount for Scheme Costs shall be calculated at the time of total payment or revised at the time of pro rata payments and shall be the lesser of:-

- a the actual costs of the works compounded annually at 10% as an inflationary factor.
- b the estimated costs of the works at the time of full or part payment determined by an independent expert and in default of agreement, by arbitration.

14.4 The owners of land bounded by Kelvin, Stebbing, Maddington and Myola Roads and Bickley Brook shall be exempt from contributions to Scheme Roads except for Kelvin Road and shall be responsible for the upgrading to an industrial standard of Myola, Maddington and Stebbing Roads at such time as land is developed or subdivided.

15.0 PAYMENT OF SCHEME COSTS

15.1 Subject to the provisions of this Scheme each owner shall, prior to the endorsement of a plan or diagram of survey by the Department of Planning and Urban Development to the subdivision of his land or prior to the issue by Council of a Building Licence for development of his land, pay to the Council an amount which bears the same proportion to the total Scheme Costs as the area of the owner's land being subdivided or developed bears to the whole of the land that is privately owned within the Scheme Area.

15.2 If an owner disagrees with Council's determination of his proportion of Scheme Costs the matter may be determined by arbitration, in the manner specified in Clause 20, providing that the owner notifies Council that he wishes to take the matter to arbitration within 30 days of receiving notice of his cost.

15.3 If Scheme Costs have not been paid in accordance with Clause 15.1 hereof and Council has expended a sum of money for any items of Scheme Costs, it shall be entitled to charge interest on the sum of money at the percentage negotiated by Council to fund the Scheme.

15.4 The owner of every lot within the Scheme Area shall pay his portion of Scheme Costs at such time as he subdivides or develops his land for industrial purposes, except where payment relevant to that portion of the land has previously been made.

16.0 ESTIMATE OF SCHEME COSTS

16.1 If any of the items of Scheme Cost have not been paid or ascertained prior to the Department of Planning and Urban Development endorsement of a plan or diagram of survey for a parcel of land or prior to the issue of a Building Licence by Council for development, they may be estimated by the Council. Such estimate may be revised from time to time and the owners advised accordingly. The owners will be responsible for the payment of any additional monies as and when required by Council prior to the Department of Planning and Urban Development endorsement of a plan or diagram of survey or the issue by Council of a Building Licence for development.

17.0 DRAINAGE AREAS

17.1 The owners of those portions of the Scheme Area designated as "Drainage Area West" and "Drainage Area East" on the Services Map shall be responsible for the construction of drainage lines delineated on the Services Map within their respective Drainage Areas.

17.2 The drainage lines depicted on the Services Map are shown in an approximate position only and may be varied to integrate with the final subdivisional and drainage design of the Scheme Area.

17.3 The drainage lines shown on the Services Map will be piped unless Council shall determine otherwise.

17.4 An owner of land within "Drainage Area West" or "Drainage Area East" shall, prior to the subdivision or development of any portion of his land, pay to the Council a contribution related to the whole of the area of his land for the installation of the drainage line serving or benefitting his land.

17.5 The contribution to "Drainage Area East" and "Drainage Area West" costs shall be calculated at the time of payment as prescribed in Clause 15 and shall be lesser of:

- a the actual costs of the works compounded annually at 10% as an inflationary factor, or
- b the estimated costs of the works as determined by an independent expert and in default of agreement, by arbitration.

18.0 VALUATION

- 18.1** Where it is necessary to ascertain the value of any land for the purpose of the Scheme, the value shall be assessed by the Valuer General's Officer or such other valuer being a member of the Institute of Valuers and Land Economists as Council determines.
- 18.2** If an owner objects to the value so determined, he may give notice of such objection to the Council within twenty-eight (28) days after having been informed of the said value. If the valuer does not agree to change the value to a figure acceptable to the owner, the value shall be determined by arbitration.
- 18.3** When it becomes necessary to make a valuation by reason of an application for consent to a subdivision or development, the costs of the valuation shall be paid by the person making the application.
- 18.4** If a valuation made by the Valuer shall be changed as the result of an objection the Valuer may reconsider the values placed on the other land and make such revaluation as he considers just and equitable. The owners affected by such revaluation shall forthwith be notified of any change in value.

19.0 MONEY RECEIVED BY COUNCIL

All money received by Council under the provisions of this Scheme shall be held by Council and used for the purpose of this Scheme and shall not form part of its general revenue.

20.0 ARBITRATION

Any dispute or difference between the owners or any owner or owners and Council (except where there is a right of appeal to the Hon. Minister for Planning or to the Town Planning Appeal Tribunal) as to their respective rights under the Scheme and any matter which by the terms of this Scheme may be determined by arbitration may be referred to the arbitration of a single arbitrator in the manner provided by or modification thereof of the Commercial Arbitration Act 1985 for the time being in force and if any statutory parties fail to agree upon any one single arbitrator he will be nominated by the President of the Institute of Valuers and Land Economists. The Arbitrator may allocate costs in the dispute.

21.0 FINANCE

- 21.1** The Council may if it so desires, raise loans or provide funds from other sources for the purpose of providing the finance necessary for the implementation of the Scheme. If Council shall be unable to arrange the necessary finance it shall be under no obligation to the owners of the land within the Scheme Area or to any other person by reason of its failure to acquire lands or carry out works.
- 21.2** In the event of any money received by Council pursuant to the provisions of the Scheme being greater than the amount necessary to repay any loans and interest thereon or other money and to carry out the general objects of the Scheme, the balance thereof shall be applied by the Council in further improvements and facilities within or near the Scheme Area.

22.0 DEVELOPMENT STANDARDS

- 22.1** Land to be zoned for "General Industry" purposes shall be subdivided generally in accordance with the Scheme Map or if variations to the Scheme Map are requested not be subdivided to an area generally less than 2,000m² with a minimum lot width of 30 metres, with the

exception of those lots with frontage to Kelvin Road where the minimum lot size shall be generally 4,000m² with a minimum frontage of 50 metres.

22.2 *Vehicular Crossing*

A vehicle crossing to a lot shall generally not be situated less than 40 metres from the point at which the centre lines of two paved carriageways or the prolongations thereof would intersect.

Where a lot fronts or abuts both Kelvin Road and another road there shall be no vehicular access to or egress from such lot or to such lot by means of Kelvin Road without the specific approval of Council and the Department of Planning and Urban Development.

Where a lot fronts Kelvin Road without alternative road access one only crossover shall be permitted to the specification and location stipulated by the City Engineer and endorsed by the Department of Planning and Urban Development unless approved otherwise.

22.3 *Lots with Frontage to Kelvin Road*

- i Factoryette development as defined by the City of Gosnells's Town Planning Scheme No. 1 is not permitted within 100 metres of Kelvin Road unless such units have a floor area in the order of 800m².
- ii Only one pylon sign may erected per lot.
- iii Security or screen fencing may only be erected on or behind the building alignment after road widenings are set aside for lots with frontage only to Kelvin Road unless otherwise determined by Council.

22.4 *On-Site Stormwater Storage*

Stormwater drainage systems within the Scheme Area have been designed for a five year storm interval. Stormwater run-off exceeding the five year storm interval must be contained on individual allotments to the satisfaction of the City Engineer.

Adopted by resolution of the Council of the City of Gosnells at the Ordinary Meeting of the Council held on 25 October 1988.

MAYOR

CHIEF EXECUTIVE OFFICER

Adopted for final approval by resolution of the City of Gosnells at the Ordinary Meeting of the Council held on the 21st December 1989 (Rec 360)

The Common Seal of the City of Gosnells was hereunto affixed by authority of a resolution of the Council in the presence of:

MAYOR

CHIEF EXECUTIVE OFFICER

RECOMMENDED/SUBMITTED FOR FINAL APPROVAL

CHAIRMAN
STATE PLANNING COMMISSION

DATE

FINAL APPROVAL GRANTED

HON. MINISTER FOR PLANNING

DATE