

1. GENERAL REQUIREMENTS

1.1 This Local Development Plan has been prepared pursuant to Clause 52(1)(a) of the Planning and Development (Local Planning Schemes) Regulations 2015 – Schedule 2 – Deemed Provisions and the Residential Design Codes (R-Codes), and in place of a planning approval for a Single House (including on lots with a land area less than 260m²) where it meets:

- i. The requirements of the Residential Design Codes;
- ii. The above standards as adjusted by Local Planning Policy 1.1.1 – Residential Development; and/or
- iii. This Local Development Plan

1.2 The acceptable development requirements of the Residential Design Codes (as amended), Town Planning Scheme No.6 (as amended) and the City of Gosnells Local Planning Policies are required to be satisfied except where this Local Development Plan provides for variations.

1.3 Development approval is not required, but a Building Permit is required, for the construction of a dwelling on any lot within the area covered by this Local Development Plan.

1.4 Consultation with adjoining or other landowners is not required to achieve a variation to the Residential Design Codes as provided for by this Local Development Plan.

2. STREETScape

2.1 Any fencing along common boundaries between private property and the public road or public open space shall comply with Local Planning Policy No. 4.10. – Subdivision and Development Abutting Public Spaces. Additional screening or fencing abutting the public open space or public road would be in contravention of this Local Development Plan and therefore shall not be permitted.

2.2 Visually permeable uniform fencing, retaining, stairwells and gates will be provided by the developer adjacent to POS reserves. Such fencing shall not be modified without the prior approval of the City.

3. LOT BOUNDARY SETBACKS

3.1 For all R60 lots: buildings on boundary (other than street and POS boundaries) allowed to two side boundaries for all levels (ground floor and second storey). Maximum length of zero-setback wall determined by front (primary street) and rear setback.

3.2 Building walls permitted on the southern boundary for all lots.

3.3 All dwellings, garages and carports are to be setback a minimum of 1.0m from the public laneway network.

4. OPEN SPACE

4.1 No R-Codes minimum open space standards apply, where:

- i. The development provides an outdoor living area which is 20% greater than the size requirements of Table 1; and
- ii. The development complies with Deemed-to-comply provisions in sections 5.1.2 and 5.1.3 of the R-Codes, or variations permitted to these by LPP1.1.1.

5. VEHICULAR ACCESS

5.1 Unless otherwise specified, driveway access to a garage/carport for corner lots may be provided from the primary or secondary street frontage.

5.2 Driveways may be located closer than 6m to a street corner or the point at which a carriageway begins to deviate, subject to compliance with the attached Traffic Impact Statement dated September 15 2020, for Lots 92, 94, 103, 107, 120, 123, 264 and 269.

5.3 Driveway access to a garage/carport for Lots 191, 209 and 218 is to be from the public laneway as per the Garage Location indicated on the plan.

6. BUSHFIRE MANAGEMENT

6.1 Buildings on lots identified as being 'subject to additional bushfire planning' are to be constructed in accordance with AS 3959 and the Bushfire Attack Level (BAL) Assessment prepared by Strategen dated March 13 2019, or any subsequent approved version of the document. If the erection of a single house on a lot has not been commenced by March 12 2021 (2 years from the date of the BAL Assessment), a new BAL assessment may be required.

7. NOISE TREATMENT PACKAGES

7.1 Dwellings on lots identified as requiring 'Quiet House Design' are to be constructed in accordance with the relevant 'Deemed to Comply Noise Treatment Package' specified on this LDP, in accordance with the Transportation Noise Assessment Report prepared by Lloyd George Associates 06 April 2018, unless varied otherwise and approved by the City.

Endorsement Table

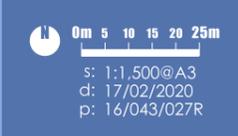
This Local Development Plan has been approved by Council under the provisions of the City of Gosnells Local Planning Scheme No. 6

Principal Planner 

Date **4 May 2021**



LOCAL DEVELOPMENT PLAN 1 (SHEET 1 OF 2) MODIFIED
 AMBIA STAGES 1 & 2 - Lots 13,14, 21 and 22 Southern River Rd and Lot 20 Matison St, SOUTHERN RIVER
 AN LWP SOUTHERN RIVER PTY LTD PROJECT



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Package A

Area	Orientation to Road or Rail Corridor	Package A (up to 60 dB $L_{Aeq(Day)}$ and 55 dB $L_{Aeq(Night)}$)
Bedrooms	Facing	<ul style="list-style-type: none"> Windows systems: Glazing up to 40% of floor area (minimum $R_w + C_{tr}$, 28) – 6mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings.
	Side	<ul style="list-style-type: none"> Windows systems: As above.
	Opposite	No requirements
Other Habitable Rooms Including Kitchens	Facing	<ul style="list-style-type: none"> Windows and external door systems: Glazing up to 60% of floor area (minimum $R_w + C_{tr}$, 28) – 6mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings. Doors to be either 35mm thick solid timber core door with full perimeter acoustic seals. Glazed inserts to match the above. Sliding glass doors to be same performance including brush seals.
	Side	<ul style="list-style-type: none"> Windows and external door systems: As above.
	Opposite	No requirements
General	Any	<ul style="list-style-type: none"> Walls (minimum $R_w + C_{tr}$, 45) – Two leaves of 90mm thick brick with minimum 50mm cavity Roof and ceiling (minimum $R_w + C_{tr}$, 35) – Standard roof construction with 10mm plasterboard ceiling and minimum R2.5 insulation between ceiling joists. Eaves to be closed using 4mm compressed fibre cement sheet. Mechanical ventilation – Refer following pages.

Mechanical Ventilation requirements

It is noted that natural ventilation must be provided in accordance with F4.6 and F4.7 of Volume One and 3.8.5.2 of Volume Two of the National Construction Code. Where the noise *limit* is likely to be exceeded, a mechanical ventilation system is usually required. Mechanical ventilation systems will need to comply with AS 1668.2 – *The use of mechanical ventilation and air-conditioning in buildings*.

In implementing the acceptable treatment packages, the following must be observed:

- Evaporative air conditioning systems will meet the requirements for Packages A and B provided attenuated air vents are provided in the ceiling space and designed so that windows do not need to be opened.
- Refrigerant based air conditioning systems need to be designed to achieve fresh air ventilation requirements.
- External openings (e.g. air inlets, vents) need to be positioned facing away from the transport corridor where practicable.
- Ductwork needs to be provided with adequate silencing to prevent noise intrusion.

Package B

Area	Orientation to Road or Rail Corridor	Package B (up to 63 dB $L_{Aeq(Day)}$ and 58 dB $L_{Aeq(Night)}$)
Bedrooms	Facing	<ul style="list-style-type: none"> Windows systems: Glazing up to 40% of floor area (minimum $R_w + C_{tr}$, 31) – 10mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings.
	Side	<ul style="list-style-type: none"> Windows systems: As above.
	Opposite	<ul style="list-style-type: none"> Windows systems: Glazing up to 40% of floor area (minimum $R_w + C_{tr}$, 25) – 4mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings. Alternatively, 6mm thick glass (monolithic, toughened or laminated) in sliding frame.
Other Habitable Rooms Including Kitchens	Facing	<ul style="list-style-type: none"> Windows and external door systems: Glazing up to 60% of floor area (minimum $R_w + C_{tr}$, 31) – 10mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings. Doors to be either 35mm thick solid timber core door with full perimeter acoustic seals. Glazed inserts to match the above. Sliding glass doors to have laboratory certificate confirming $R_w + C_{tr}$, 31 performance. Alternative, change to hinged door with perimeter acoustic seals and 10mm thick glass.
	Side	<ul style="list-style-type: none"> Windows and external door systems: Glazing up to 60% of floor area (minimum $R_w + C_{tr}$, 28) – 6mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings. Doors to be either 35mm thick solid timber core door with full perimeter acoustic seals. Glazed inserts to match the above. Glass doors to be same performance ($R_w + C_{tr}$, 28) including brush seals.
	Opposite	No requirements
General	Any	<ul style="list-style-type: none"> Walls (minimum $R_w + C_{tr}$, 50) – Two leaves of 90mm thick brick with minimum 50mm cavity. Cavity to include 25mm thick, 24kg/m³ insulation and where wall ties are required, these are to be anti-vibration/resilient type. Roof and ceiling (minimum $R_w + C_{tr}$, 35) – Standard roof construction with 10mm plasterboard ceiling and minimum R2.5 insulation between ceiling joists. Eaves to be closed using 4mm thick compressed fibre cement sheet. Mechanical ventilation – Refer following pages.

Package C

Area	Orientation to Road or Rail Corridor	Package C (up to 65 dB $L_{Aeq(Day)}$ and 60 dB $L_{Aeq(Night)}$)
Bedrooms	Facing	<ul style="list-style-type: none"> Windows systems: Glazing up to 40% of floor area (minimum $R_w + C_{tr}$, 34) – 10.5mm thick VLam Hush glass in fixed sash, awning or casement opening with seals to openings.
	Side	<ul style="list-style-type: none"> Windows systems: Glazing up to 40% of floor area (minimum $R_w + C_{tr}$, 31) – 10mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings.
	Opposite	<ul style="list-style-type: none"> Windows systems: Glazing up to 40% of floor area (minimum $R_w + C_{tr}$, 28) – 6mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings.
Other Habitable Rooms Including Kitchens	Facing	<ul style="list-style-type: none"> Windows and external door systems: Glazing up to 40% of floor area (minimum $R_w + C_{tr}$, 31) – 10mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings. Doors to be either 40mm thick solid timber core door with full perimeter acoustic seals. Glazed inserts to match the above. Sliding glass doors to have laboratory certificate confirming $R_w + C_{tr}$, 31 performance. Alternatively, change to fully glazed hinged door with perimeter acoustic seals and 10mm thick glass.
	Side	<ul style="list-style-type: none"> Windows and external door systems: Glazing up to 60% of floor area (minimum $R_w + C_{tr}$, 31) – 10mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings. Doors to be either 35mm thick solid timber core door with full perimeter acoustic seals certified to R_w, 30. Glazed inserts to match the above. Sliding glass doors to have laboratory certificate confirming $R_w + C_{tr}$, 31 performance. Alternatively, change to hinged door with perimeter acoustic seals and 10mm thick glass.
	Opposite	<ul style="list-style-type: none"> Windows systems: Glazing up to 60% of floor area (minimum $R_w + C_{tr}$, 28) – 6mm thick glass (monolithic, toughened or laminated) in fixed sash, awning or casement opening with seals to openings.
General	Any	<ul style="list-style-type: none"> Walls (minimum $R_w + C_{tr}$, 50) – Two leaves of 90mm thick brick with minimum 50mm cavity. Cavity to include 25mm thick, 24kg/m³ insulation and where wall ties are required, these are to be anti-vibration/resilient type. Roof and ceiling (minimum $R_w + C_{tr}$, 40) – Standard roof construction with 2 x 10mm plasterboard ceiling and minimum R3.0 insulation between ceiling joists. Eaves to be closed using 6mm thick compressed fibre cement sheet. Mechanical ventilation – Refer following pages.

Note: Any penetrations in a part of the building envelope must be acoustically treated so as to not downgrade the performance of the building elements affected. Most penetrations in external walls such as pipes, cables or ducts can be sealed through caulking gaps with non-hardening mastic or suitable mortar.



Technical Note: No 2b	Date: 15/09/2020
Project No: t17.198	
Project: Local Development Plan 1, Ambia Stages 1 & 2, Southern River Rd and Matison St, Southern River	
Subject: Traffic Impact Statement for Driveway Locations	

1.0 Introduction

Transcore has been commissioned by LWP Southern River Pty Ltd to prepare a Traffic Impact Statement for driveway locations for Ambia Stages 1 & 2, in Southern River.

The Local Development Plan prepared for Stages 1 & 2 of the Ambia Estate (Lots 13, 14, 21 & 22 Southern River Rd and Lot 20 Matison St, Southern River) includes two Vehicular Access provisions as follows:

- *5.1 Unless otherwise specified, driveway access to a garage / carport for corner lots may be provided from the primary or secondary street frontage.*
- *5.2 Driveways may be located closer than 6m to a street corner or the point at which a carriageway begins to deviate, subject to compliance with the attached Traffic Impact Statement, for Lots 92, 94, 103, 107, 120, 123, 264 and 269.*

Transcore previously completed a Transport Impact Assessment report for LWP for the Southern River Precinct 3E Structure Plan (Ambia Estate), latest revision March 2020.

The Traffic Impact Statement documented in this report details the methodology and findings of sightline assessment undertaken for each of the 8 corner Lots which are the subject of Provision 5.2, to confirm vehicular and pedestrian safety and road function.

2.0 Review of R-Code and City of Gosnells Driveway Requirements

The Residential Design Codes (R-Codes) specifies the following 'deemed to comply' requirements for vehicular access:

"C5.1 Access to on-site car parking spaces to be provided:

- where available, from a right-of-way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a constructed street;*
- from a secondary street where no right-of-way exists; or*
- from the primary street frontage where no secondary street or right-of-way exists."*

Additionally, the R-Codes require that:

"C5.3 Driveways shall be:

- no closer than 0.5m from a side lot boundary or street pole;*
- no closer than 6m to a street corner or the point at which a carriageway begins to deviate...."*

The City of Gosnells LPP 1.1.1 requires that a proposed development comply with C5.3, unless supported by a Traffic Impact Statement:

"Comply with Deemed-to-Comply provision C5.3, unless the proposal is supported by a Traffic Impact Statement (prepared by a suitably qualified traffic engineer) that confirms that the variation will not compromise vehicular and pedestrian safety and/or road functionality."

3.0 Corner Lots Identified for Review

The corner Lots identified on the LDP to be subject of review are identified in Figure 1 and include Lots 92, 94, 103, 107, 120, 123, 264 and 269.

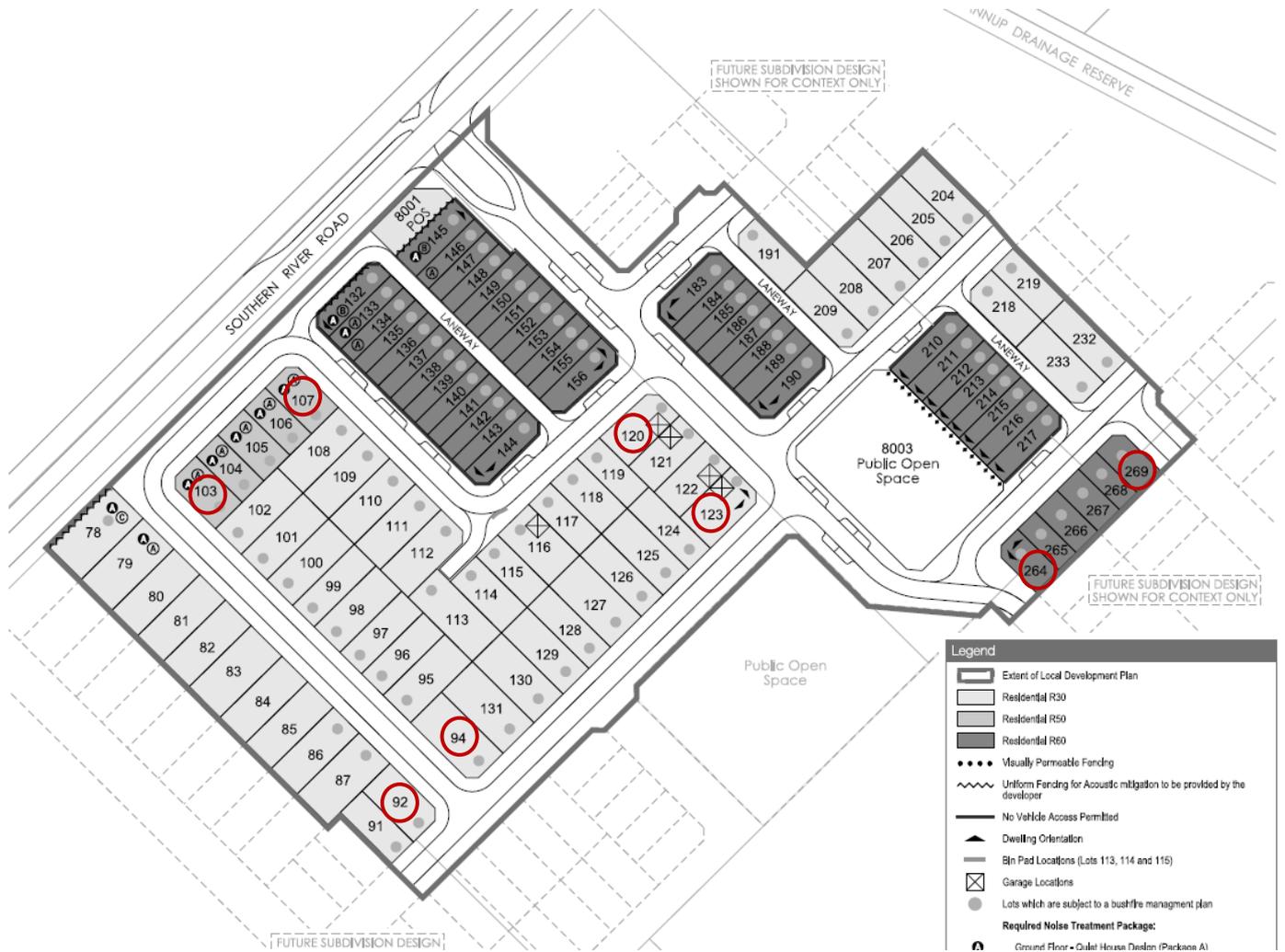


Figure 1: Corner Lots identified for review

4.0 Primary and Secondary Street Access

The explanatory guidelines for the R-Codes state that if there is more than one street frontage, vehicle access should be provided onto the street that carries the lowest volume of traffic.

The application of this principle is sound for many situations, for instance when a property is fronting a higher order road and has rear or side access from a laneway, or when there is a significant difference in traffic volumes.

However, this requirement is less critical for Lots which are on the corner of two access streets or laneways and there is relatively small difference in traffic volumes. In this situation, the traffic impact of locating the driveway on the higher traffic road would be negligible.

It is considered that for this situation where a corner Lot fronts two access streets or laneways with similar traffic volumes, the driveway may be located on either road subject to the driveway location relative to the street corner being assessed as safe.

Liveable Neighbourhoods provides the following advice on controlling vehicular access along arterial routes and neighbourhood connectors:

“Vehicles reversing directly out of driveways into the moving traffic stream where ultimate traffic volume will be over 5000 vehicles per day should be avoided. From 5000 - 7000 vehicles per day reversing vehicles may be considered, provided they can back out into a protected part of a parking lane, or similar.”

As detailed in Appendix A, all the roads in the LDP network are forecast to carry well under the 5,000vpd threshold for control of vehicle access. No traffic issues are anticipated with locating driveways on any roads in the LDP network.

5.0 Sightline Safety Assessment

The required sight distance at street corners has been calculated with reference to Approach Sight Distance (ASD) as defined in Austroads *Guide to Road Design Part 3: Geometric Design*.

The adopted vehicle travel speed and equivalent ASD is detailed in Table 1 for different intersection corner kerb radii.

Table 1: Required Approach Sight Distance around street corners

Corner Radius (m)	Negotiation Speed (km/h)	Required ASD (m)
6	17	12
9	21	16
12	24	19
15	27	22

Swept path analysis and sightline safety assessment was undertaken for potential driveway locations at all 8 subject corner Lots. The sightline assessments are included in Appendix B.

For the first Lot assessed (Lot No. 62 (Lot 92 on LDP1)) two different driveway locations on the longer boundary were assessed. This demonstrated that a driveway location closer to the street corner would actually have greater sight lines available than a driveway close to the property boundary further from the corner, so the furthest driveway location on the longer boundary is the critical location for assessment. Accordingly, only the furthest driveway location on the longer boundary (and an alternative driveway location on the shorter boundary) has been assessed for the other Lots under investigation.

The sightline safety assessment indicates that sufficient sight lines would be available to locate driveways closer than 6m to a street corner for all 8 subject corner Lots. The assessment confirms that locating driveways on either street frontage of the 8 subject corner Lots is acceptable.

6.0 Conclusion

The Traffic Impact Statement documented in this report details the methodology and findings of sightline assessment undertaken for 8 corner Lots in the Local Development Plan prepared for Stages 1&2 of the Ambia Estate (Lots 13, 14, 21 & 22 Southern River Rd and Lot 20 Matison St, Southern River). Traffic and sightline assessment indicates that driveway access to any street fronting the subject corner Lots is acceptable. Traffic volumes are low and acceptable sight lines are available around intersection corners so locating driveways within 6m from street corners is acceptable.

Appendix A

FUTURE DAILY TRAFFIC FLOWS

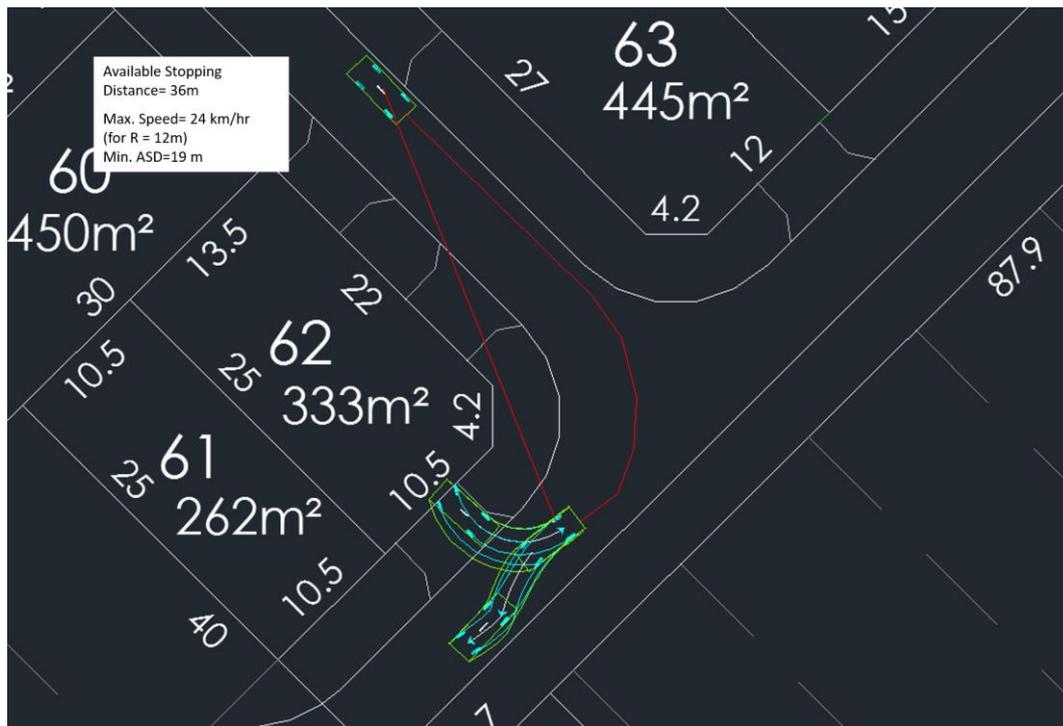


Appendix B

SIGHT LINE ASSESSMENT AT DRIVEWAY LOCATIONS¹

¹ Note: The base plan used to undertake the assessment was a previous revision with the only difference being the Lot numbers. The equivalent current Lot number is included in brackets for each driveway assessment.

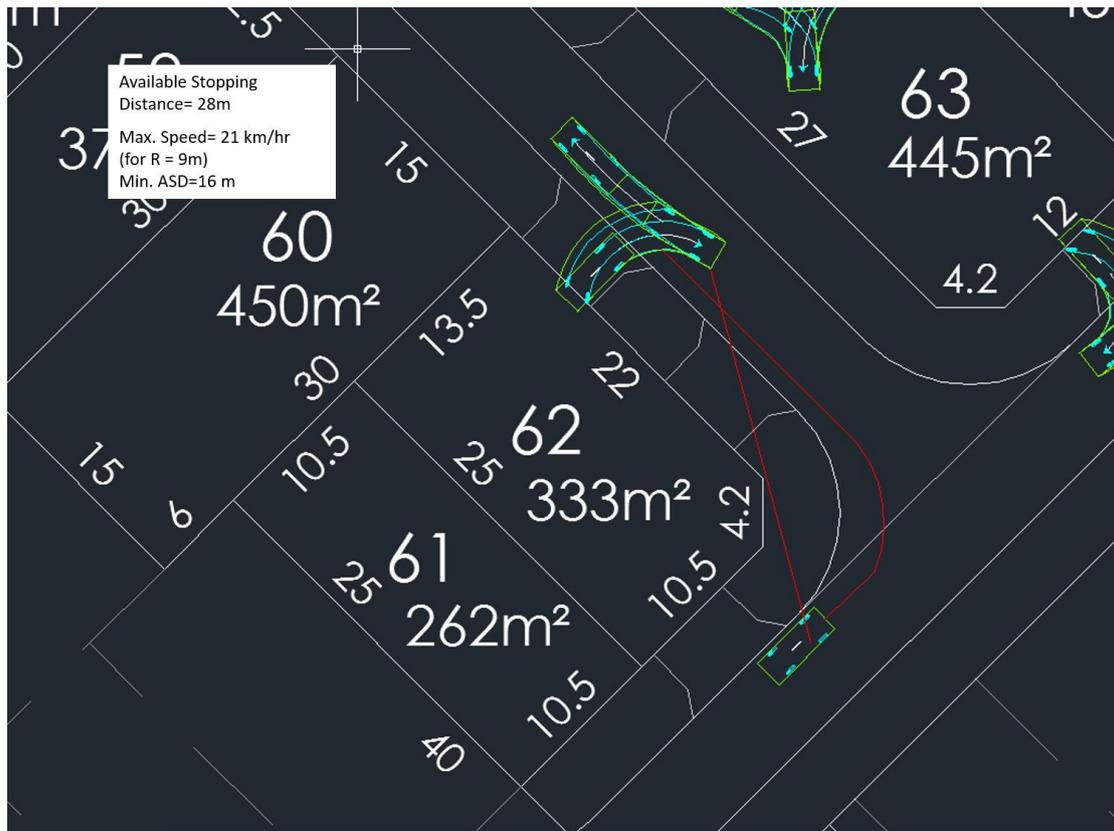
Lot No. 62 (Lot 92 on LDP1) Driveway Option 1:



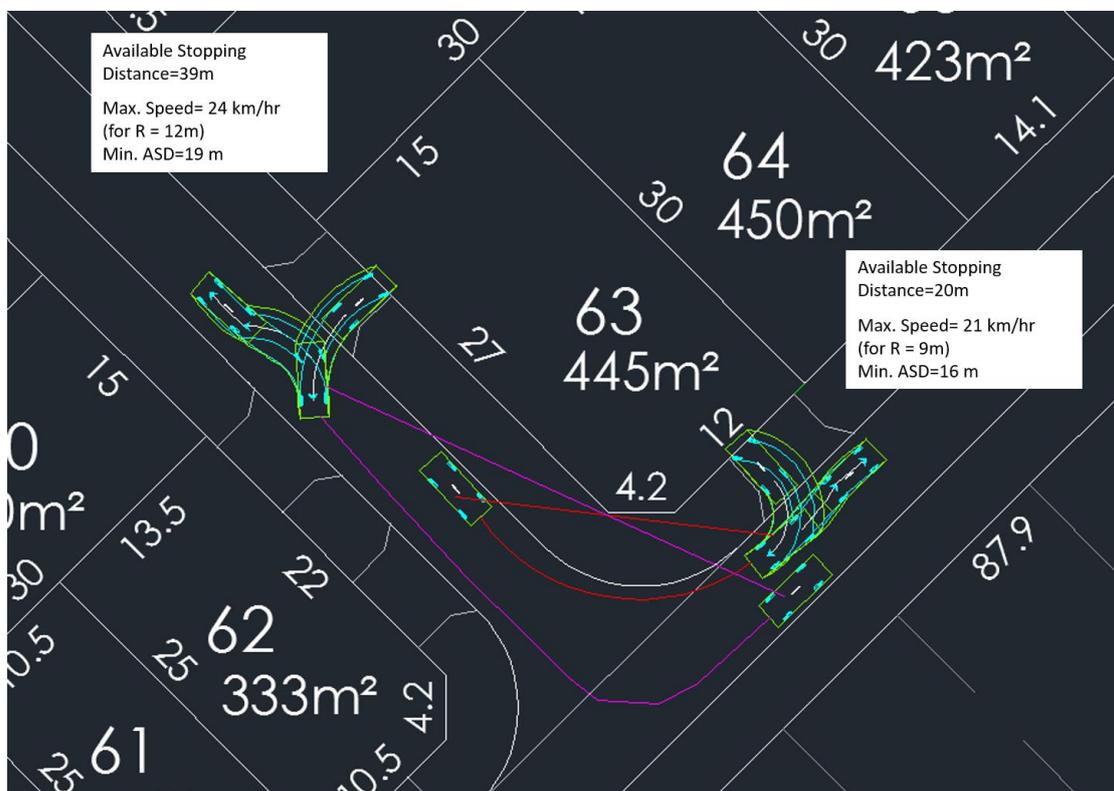
Lot No. 62 (Lot 92 on LDP1) Driveway Option 2:



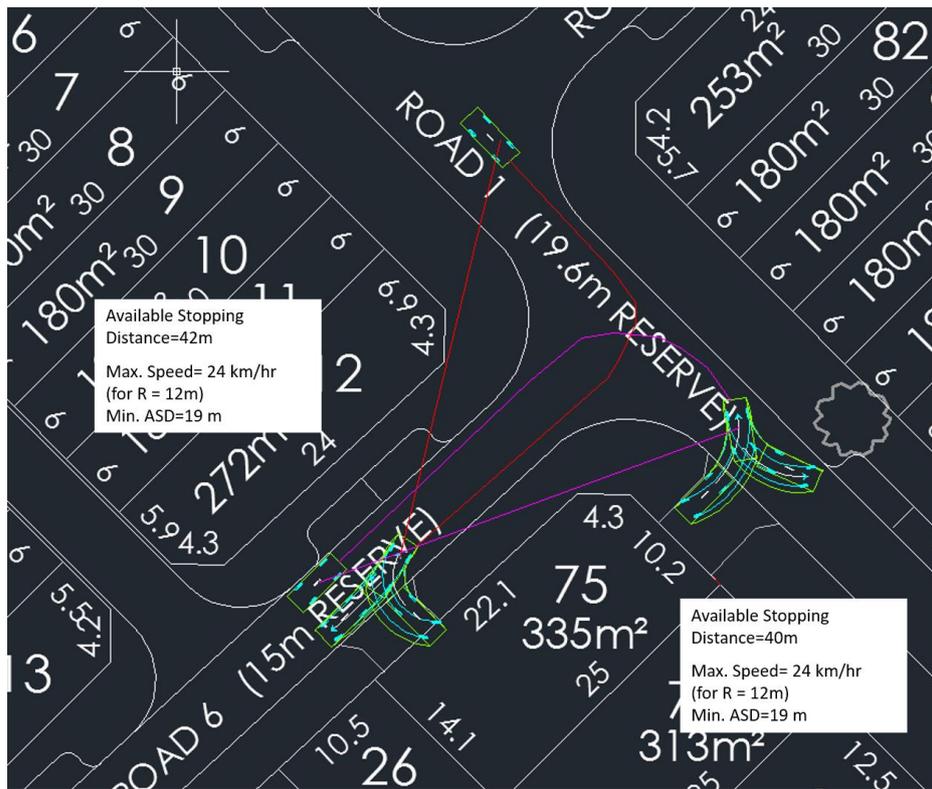
Lot No. 62 (Lot 92 on LDP1) Driveway Option 3:



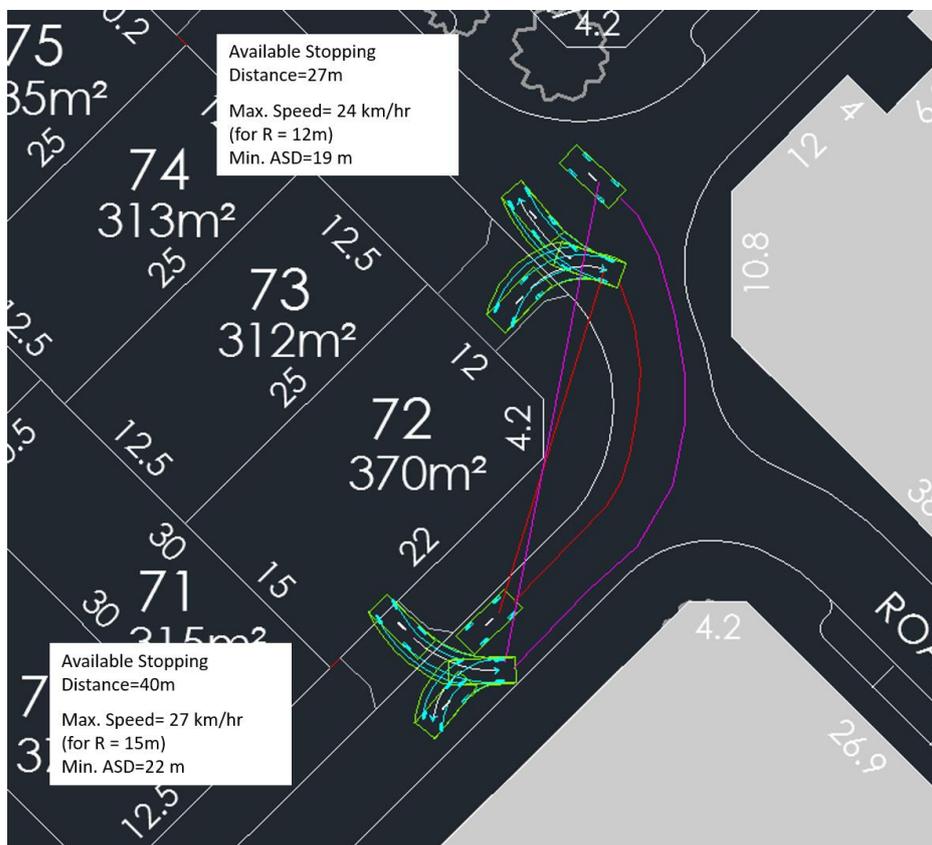
Lot No. 63 (Lot 94 on LDP1) Driveway:



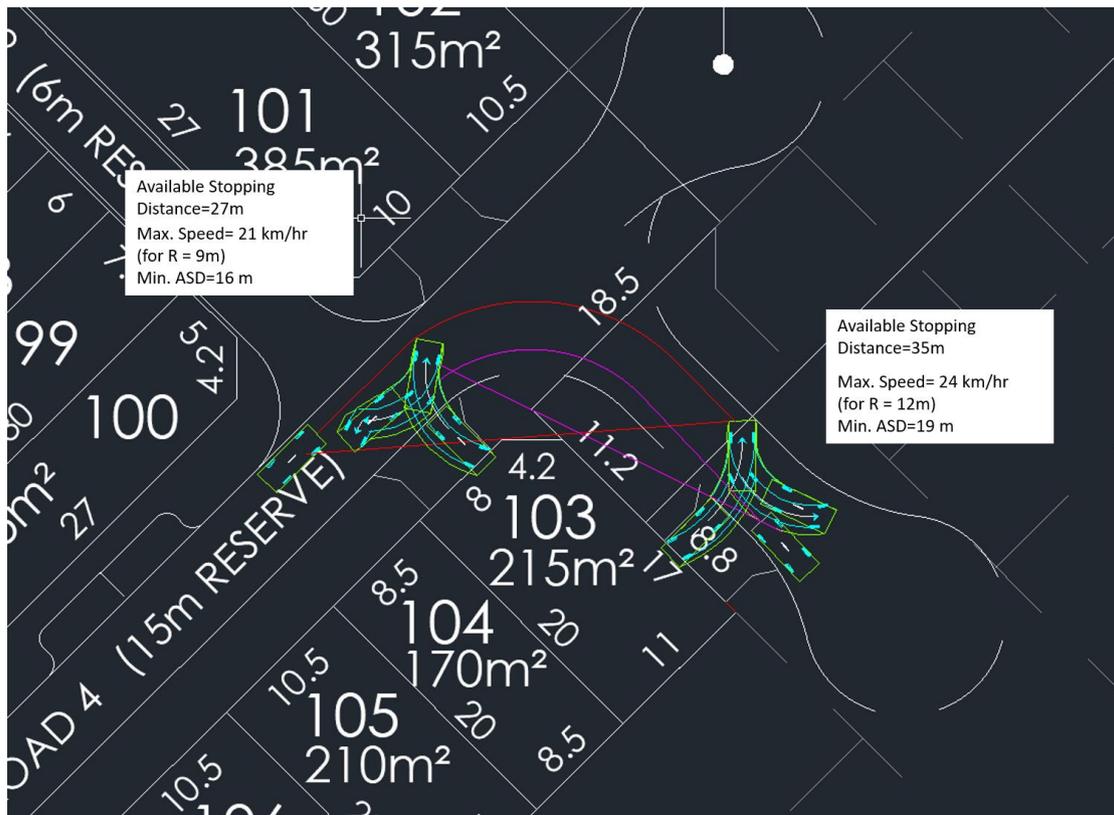
Lot No. 75 (Lot 120 on LDP1) Driveway:



Lot No. 72 (Lot 123 on LDP1) Driveway:



Lot No. 103 (Lot 269 on LDP1) Driveway:



Lot No. 108 (Lot 264 on LDP1) Driveway:

