

Local Development Plan R-Code Variations

1. GENERAL REQUIREMENTS

- 1.1 The acceptable development requirements of the *Residential Design Codes* (as amended), and the *City of Gosnells Town Planning Scheme No.6* (as amended) are required to be satisfied, except where this Local Development Plan provides for variations.
- 1.2 Development approval is not required, but a Building Permit is required, for the construction of a compliant dwelling on any lot within the area covered by this Local Development Plan (including lots with a land area less than 260m²).
- 1.3 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. BOUNDARY SETBACKS

- 2.1 Street setback and lot boundary setback requirements as follows:

Lots Applicable	Setback Location	Minimum Setback	Requirements
All R30 & R40 lots	Primary Street	3.6m	<ul style="list-style-type: none"> Averaging of the setback permitted as per R-Codes clause 5.1.2 C2.1(iii). A variation to the minimum setback as prescribed by R-Codes Clause 5.1.2 C2.1(iii) will generally not be supported.
All lots	Lot Boundary	Nil	Walls may be built up to multiple boundaries, for two-thirds the length of the balance of the lot boundary behind the front setback, where not higher than 3.5m (with an average of 3m or less).

- 2.2 Building walls permitted on the southern boundary for all lots, where development is in accordance with clause 5.1.3 C3.2 of the R-Codes.

3. OPEN SPACE & OUTDOOR LIVING AREA

- 3.1 Open space and outdoor living area requirements as follows:

Lots Applicable	Minimum Outdoor Living Area	Minimum Open Space
All R30 & R40 lots	30m ² ; with a minimum length and width dimension of 4m.	40% of site area.
All R50 & R60 lots	24m ² ; with a minimum length and width dimension of 3m.	35% of site area.

The above permitted R-Code variations do not limit or override the application of minimum open space and outdoor living area requirements under the City of Gosnells LPP1.1.1 (whilst applicable).

4. VEHICULAR ACCESS

- 4.1 Unless otherwise specified, driveway access to a garage/carport for corner lots may be provided from the primary or secondary street frontage.
- 4.2 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 224, 227, 246, 249, 255, 258, 275 and 279.
- 4.3 Vehicle access to be provided as per the locations indicated on the plan, for Lots 246 and 249.

5. BUSHFIRE MANAGEMENT

- 5.1 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 Straten JBS & G dated April 8 2020, or any subsequent approved version of the document. If the erection of a single house on a lot has not been commenced within two years from the date of the latest BAL Assessment, a new BAL assessment may be required.

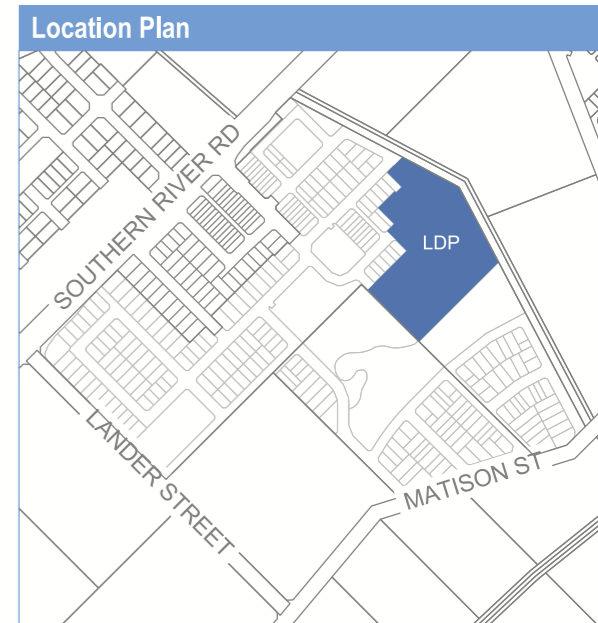
Endorsement Table

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**

Date



Local Development Plan 4
 STAGE 4 & 5 AMBIA ESTATE, SOUTHERN RIVER
 An LWP Southern River Pty Ltd Project

scale:
 1:1000@A3 | 1:500@A1


plan:
 16/043/052A
 date:
 18 Jan 2021

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Technical Note: No 6a

Date: 09/02/2021

Project No: t17.198

Project: Ambia Estate, Southern River – Stage 4 & 5 – Local Development Plan 4

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 8 corner lots within Stage 4 & 5 of the Ambia Estate in Southern River.

Local Development Plan 4 for Stage 4 & 5 of the Ambia Estate includes Vehicular Access provisions as follows:

- 4.1 *Unless otherwise specified, driveway access to a garage / carport for corner lots may be provided from the primary or secondary street frontage.*
- 4.2 *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 224, 227, 246, 249, 255, 258, 275 and 279.*
- 4.3 *Vehicle access to be provided as per the locations indicated on the plan, for Lots 246 and 249.*

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

Transcore has also previously prepared a number of technical notes addressing driveway locations for a number of corner lots in Stages 1 and 2 (Technical Note No 2), Stage 2B (Technical Note No 5), Stages 3A and 3B (Technical Note No 3), revised plan of subdivision 158850 (Technical Note No 4) and Stage 4 (Technical Note No 6, now superseded by this Technical Note No 6a).

The Traffic Impact Statement documented in this Technical Note No 6a details the methodology and findings of sightline assessment undertaken for each of the 8 corner Lots within Stage 4 and 5 listed above, 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 as required under AS2890.1 Parking Facilities: Off street Parking (as amended); ..."*

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 8 corner Lots identified on LDP4 to be subject of review are identified in Figure 1 and include Lots 224, 227, 246, 249, 255, 258, 275 and 279. The required access point is already specified on Lots 246 and 249.



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 subdivision 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 subdivision.

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 each of the subject corner Lots. The sightline assessments are included in Appendix B.

For each of the Lots assessed (except Lots 246 and 249, which already have their access points specified in LDP4), two different driveway locations on the longer boundary and an alternative driveway location on the shorter boundary have been assessed for each Lot 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 each of the subject corner Lots. The assessment confirms that locating driveways on either street frontage of the subject corner Lots is acceptable (and at the access points already specified for Lots 246 and 249).

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 Local Development Plan 4 for Stage 4 & 5 of the Ambia Estate in Southern River. Traffic and sightline assessment indicates that driveway access to any street fronting the subject corner Lots is acceptable, and the access points already specified for Lots 246 and 249.

Traffic volumes are low and acceptable sight lines are available around intersection corners so locating driveways within 6m from street corners is acceptable.

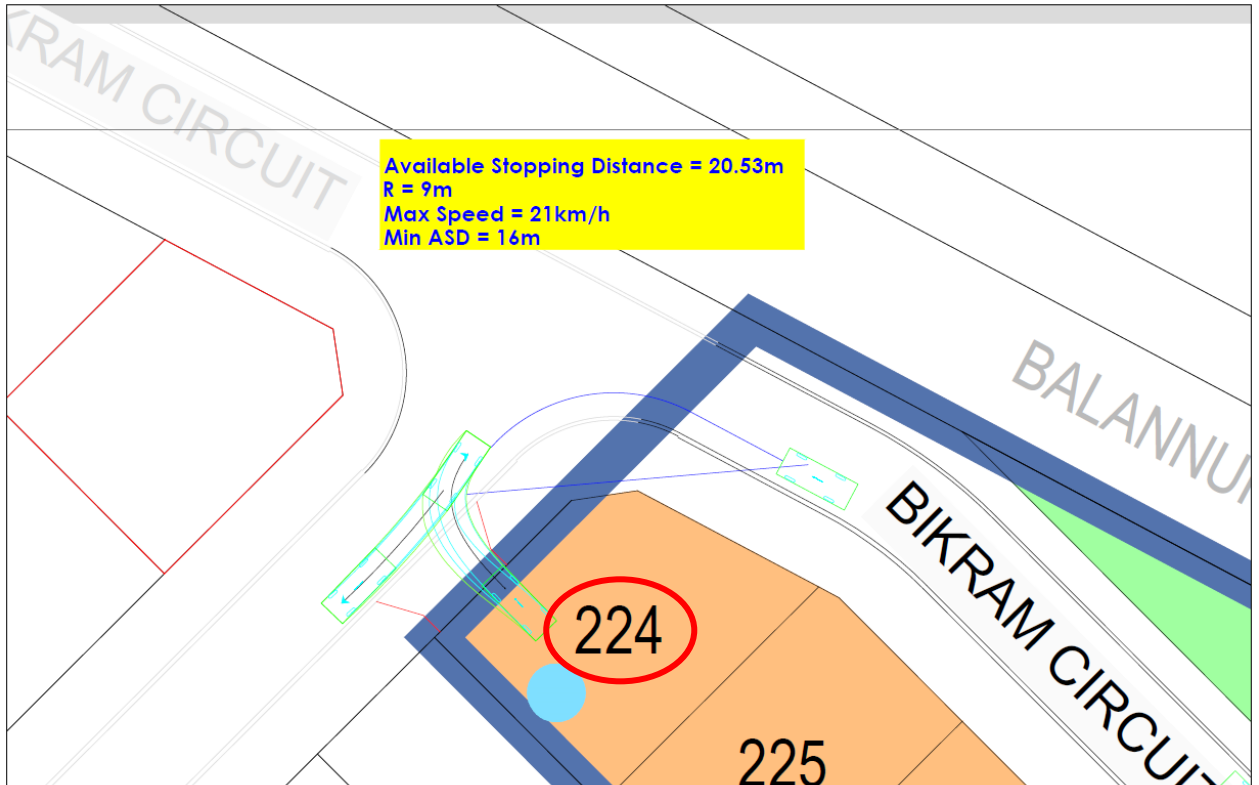
Appendix A

FUTURE DAILY TRAFFIC FLOWS



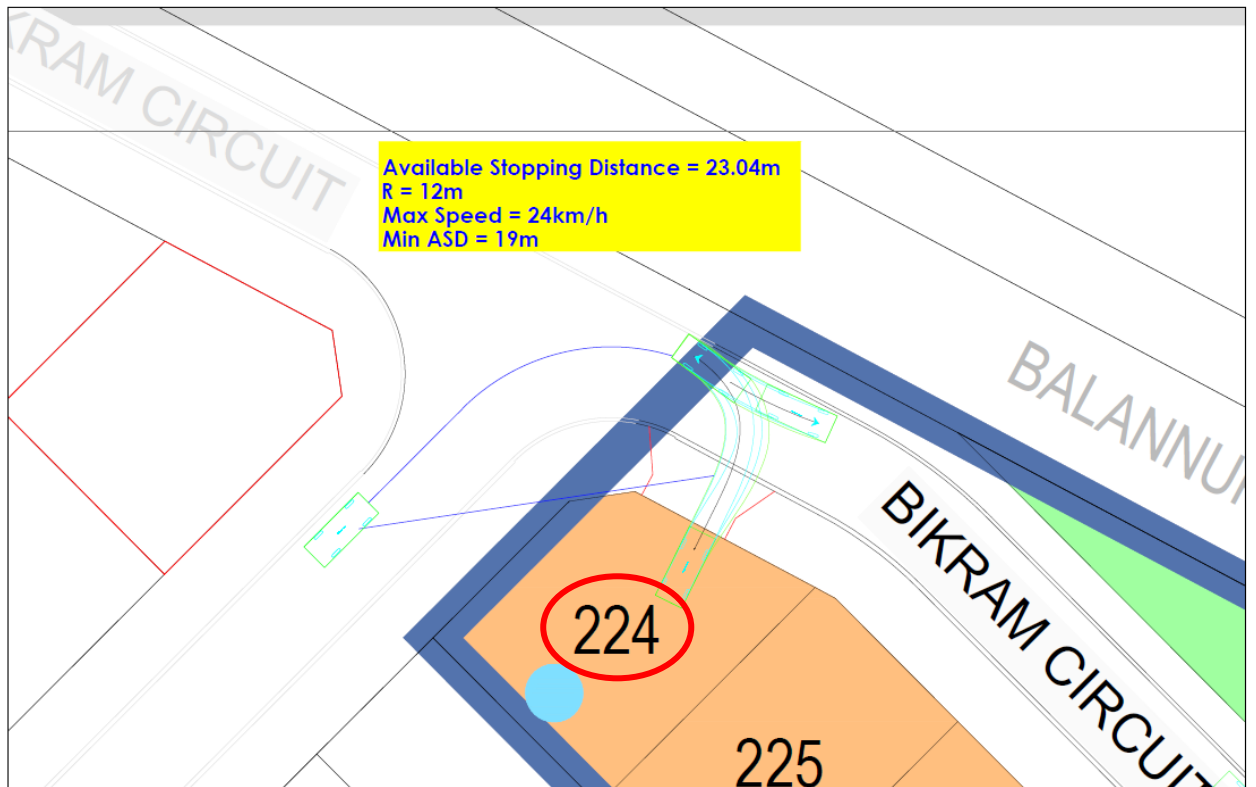
Appendix B

SIGHT LINE ASSESSMENT AT DRIVEWAY LOCATIONS



Various Lots, Matison St & Southern River Rd
Access Analysis

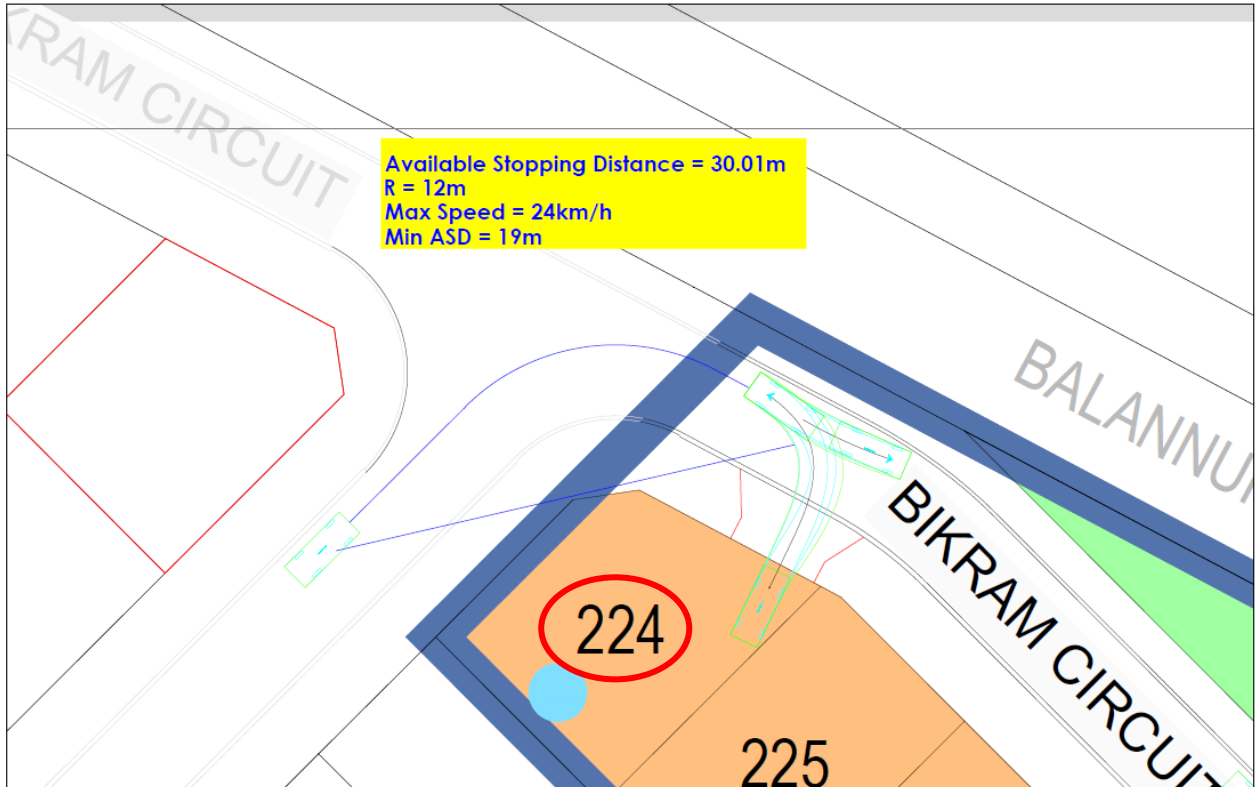
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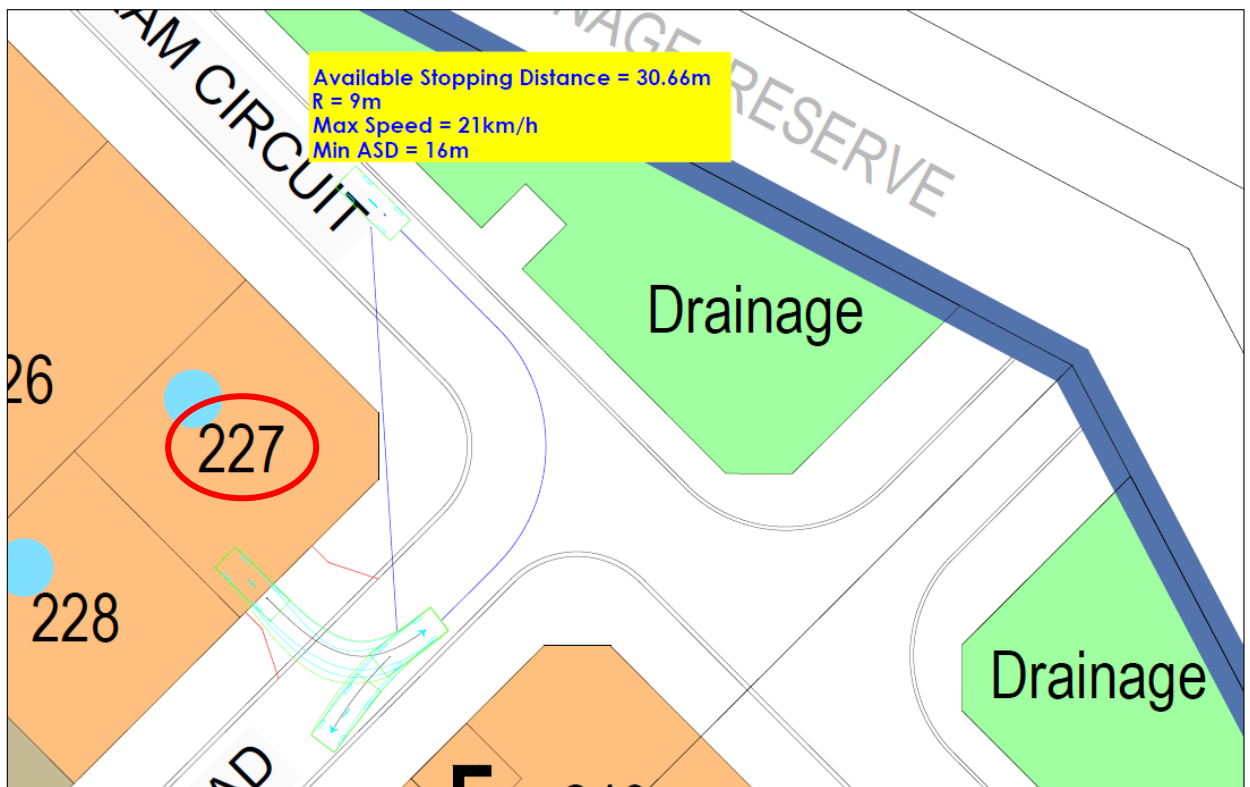
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Various Lots, Matison St & Southern River Rd
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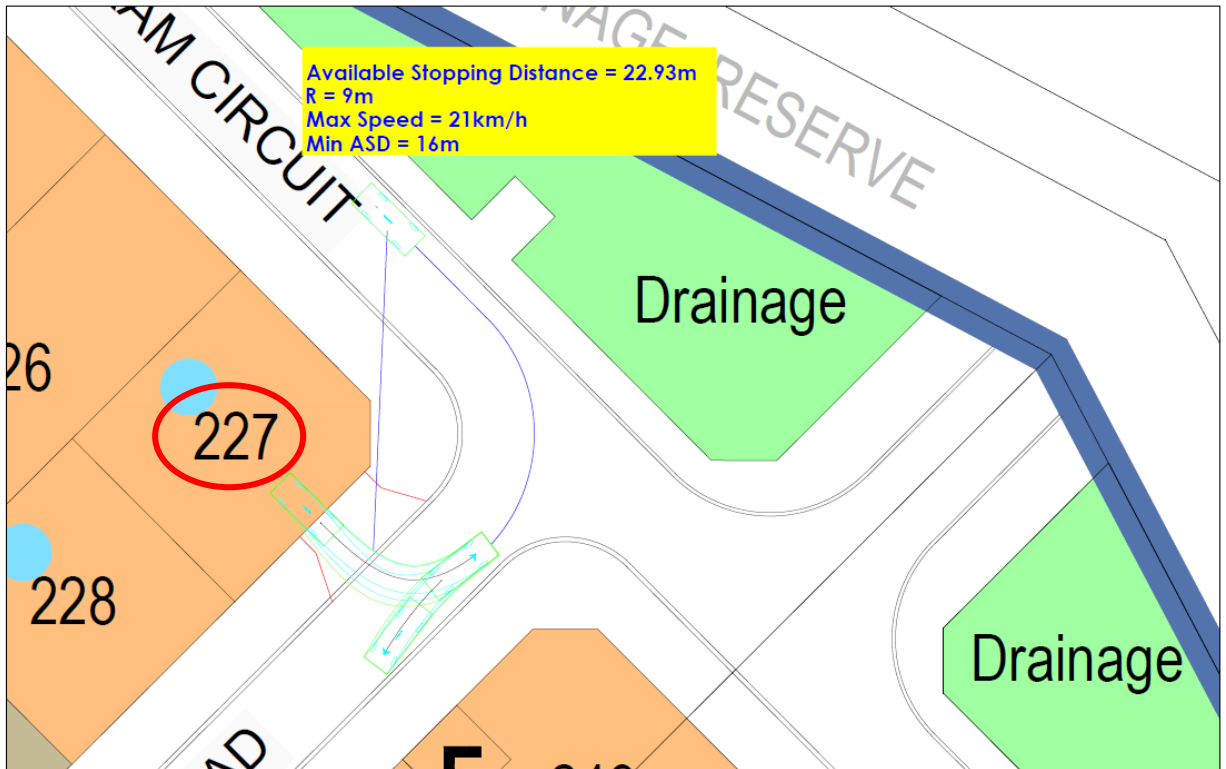
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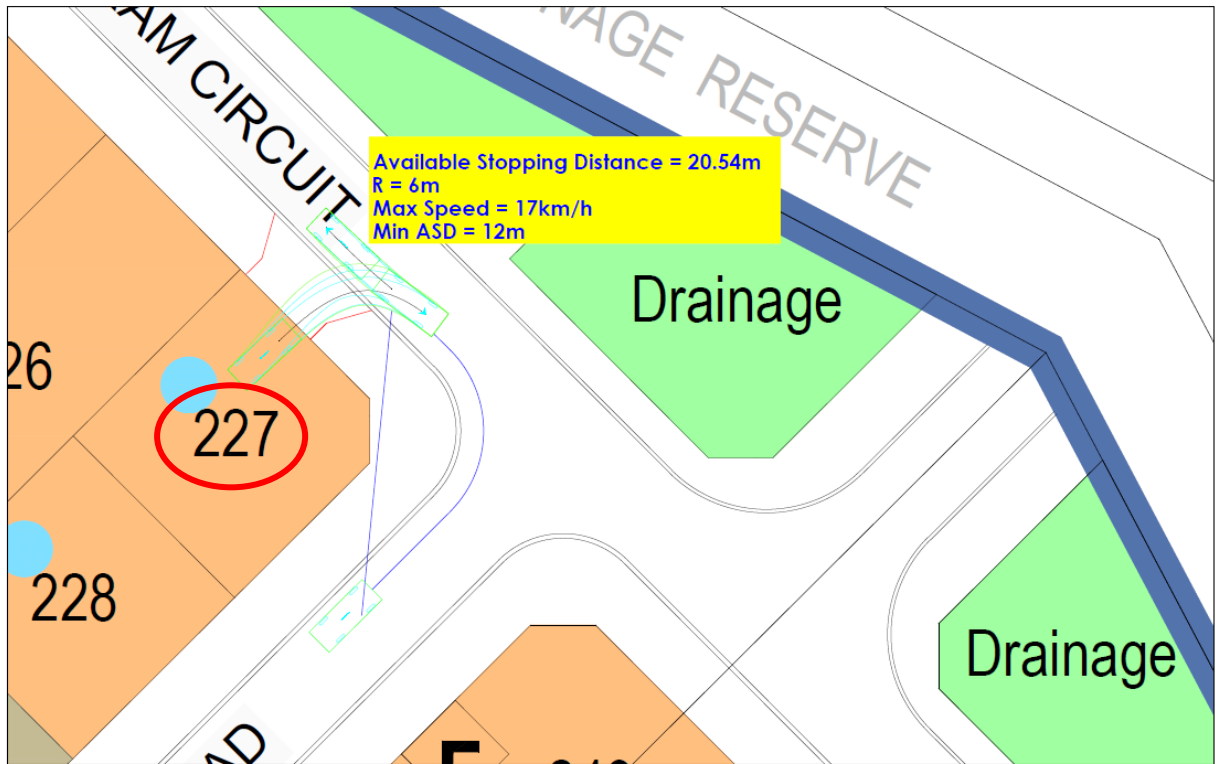
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Various Lots, Matison St & Southern River Rd
 Access Analysis

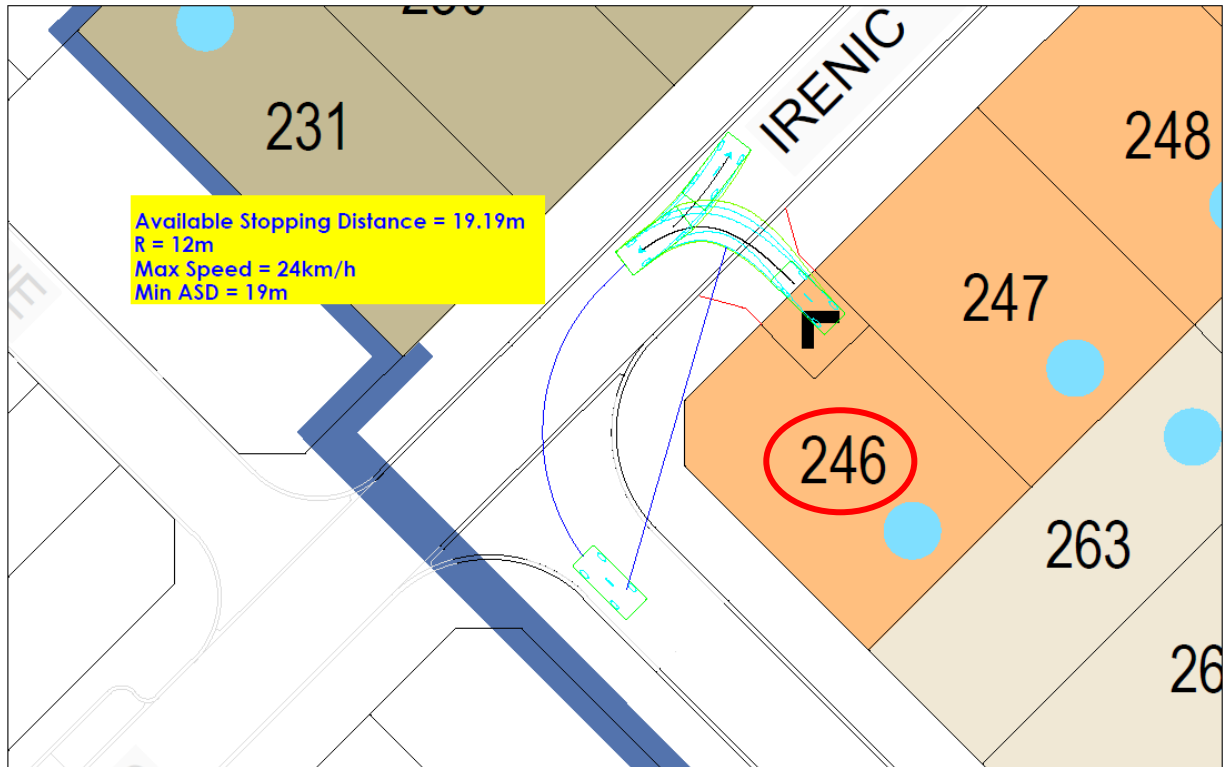
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Various Lots, Matison St & Southern River Rd
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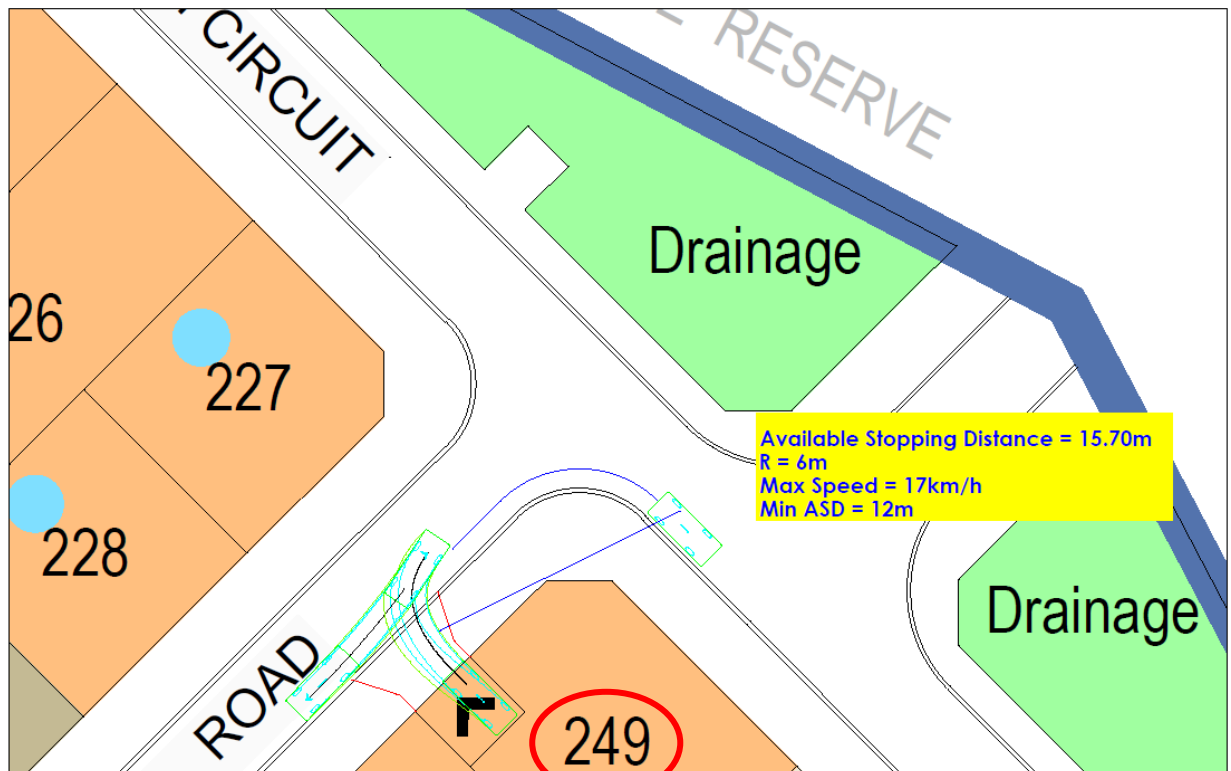
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Various Lots, Matison St & Southern River Rd
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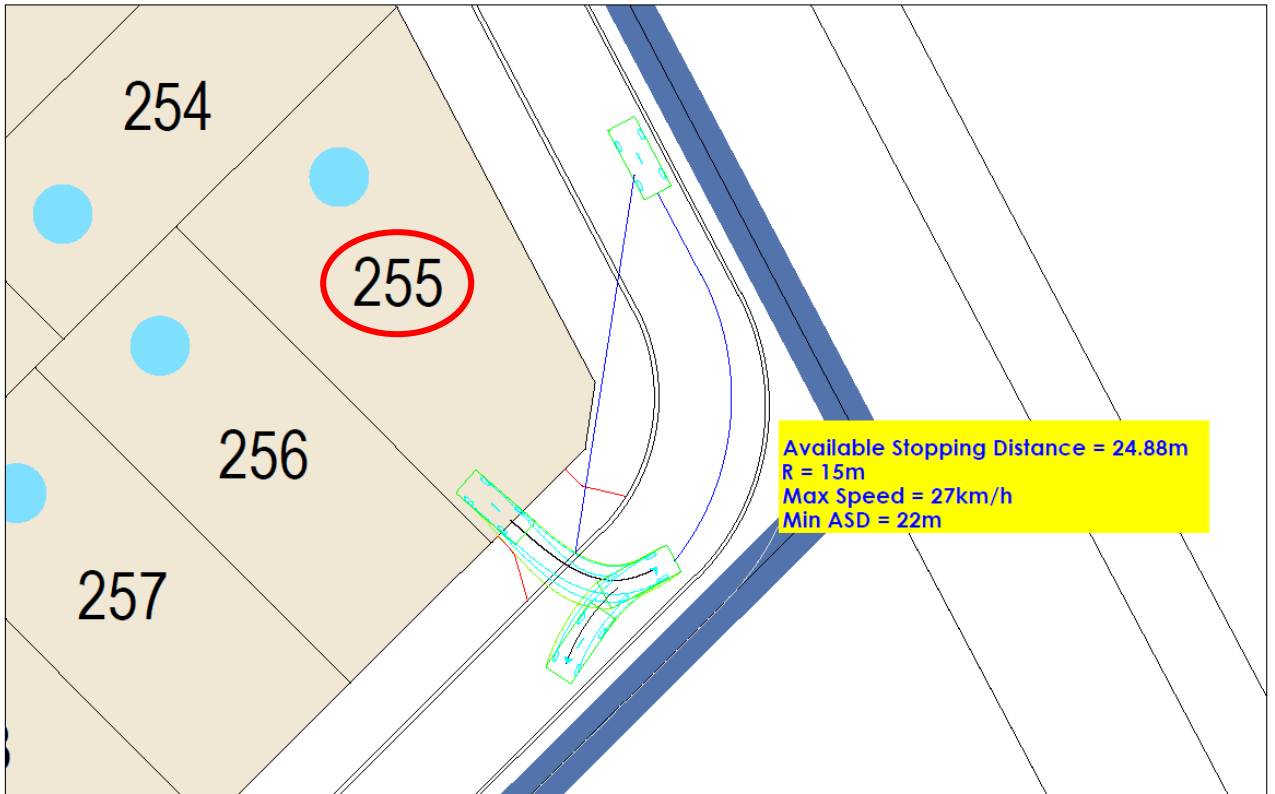
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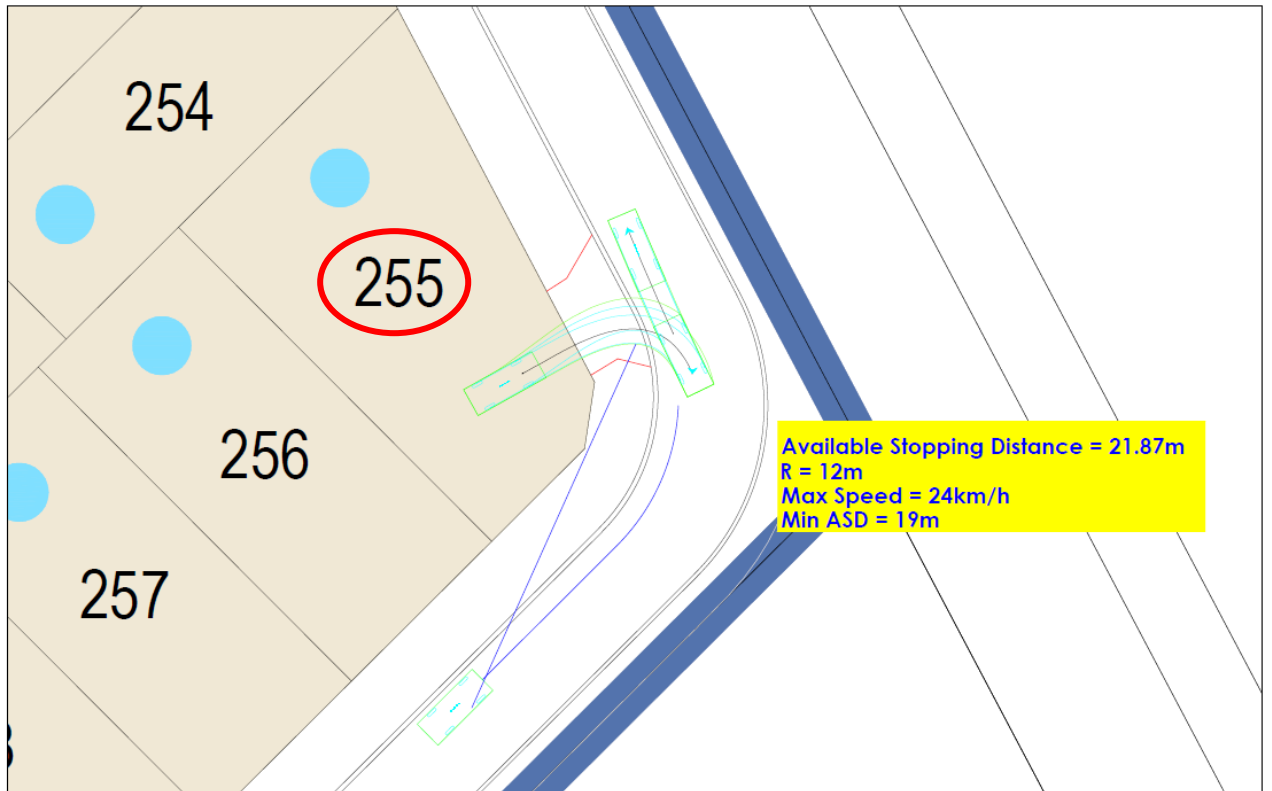
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Various Lots, Matison St & Southern River Rd
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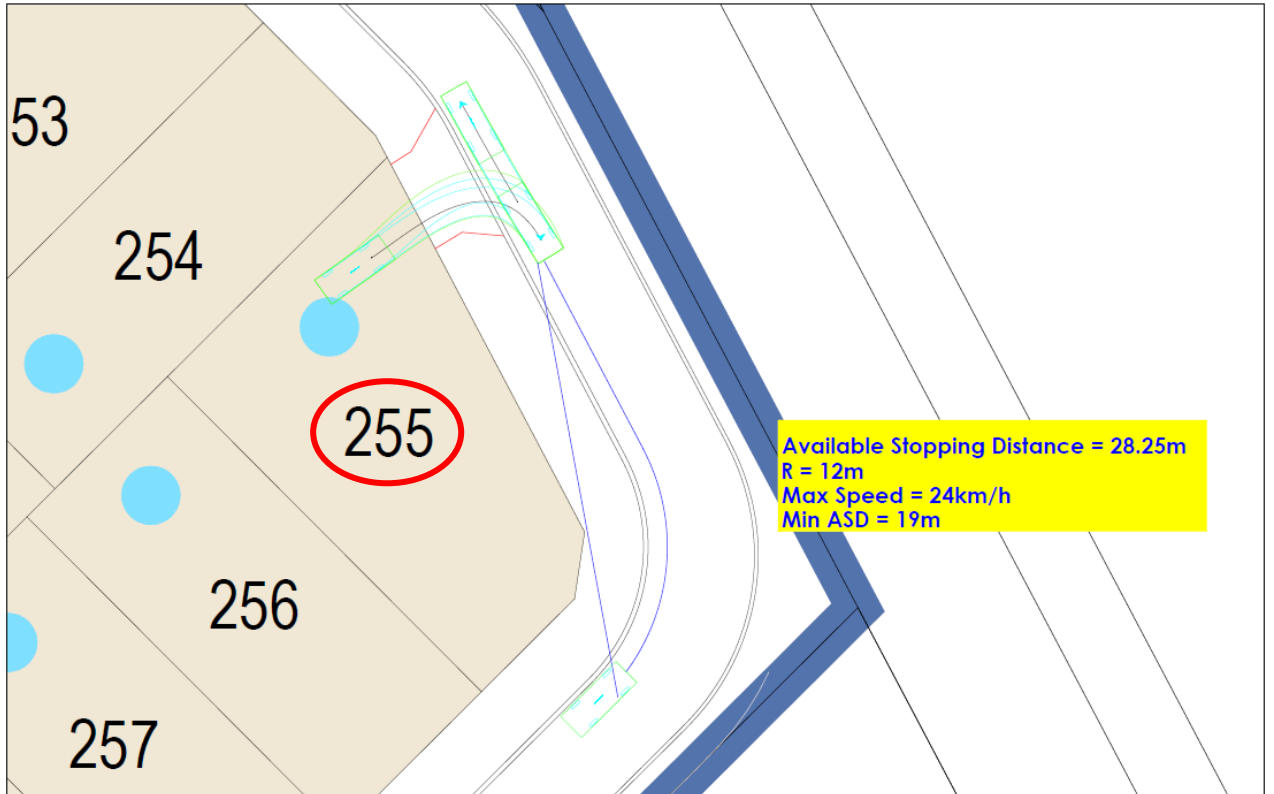
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Various Lots, Matison St & Southern River Rd
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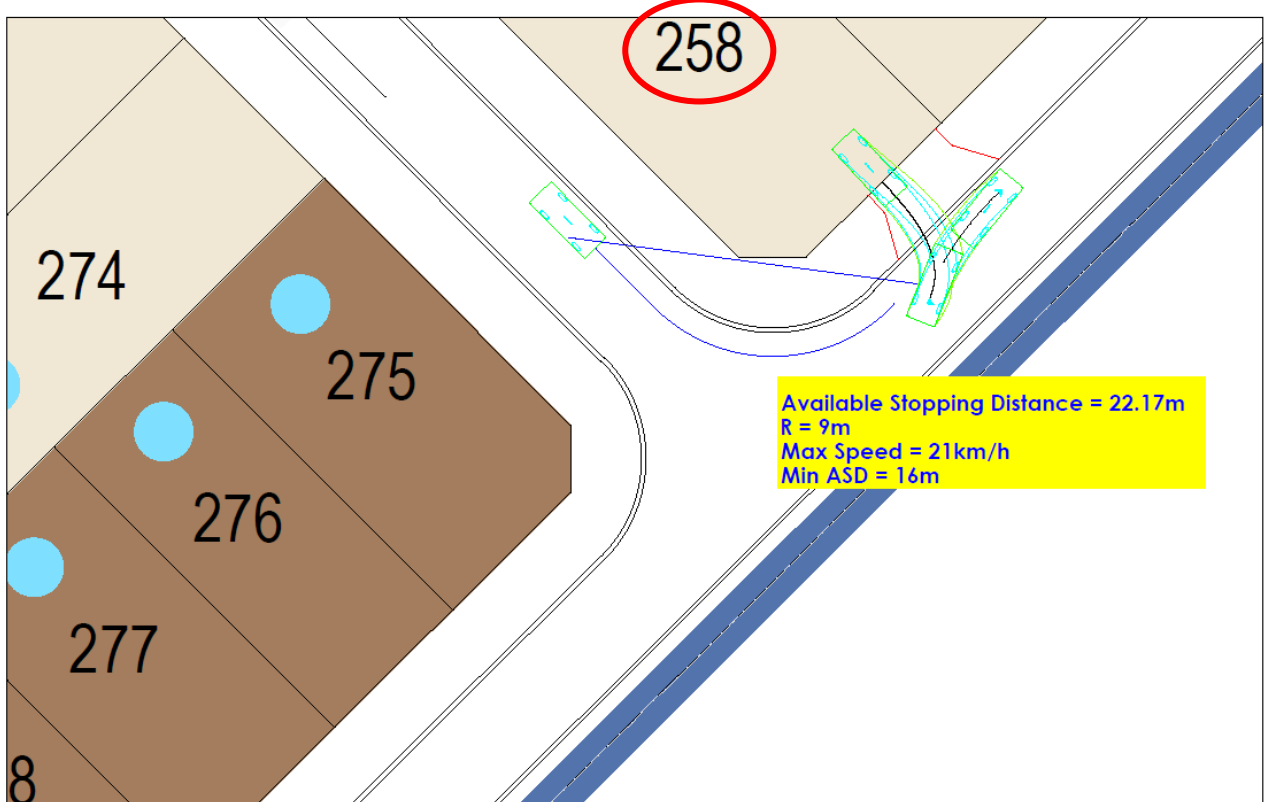
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Various Lots, Matison St & Southern River Rd
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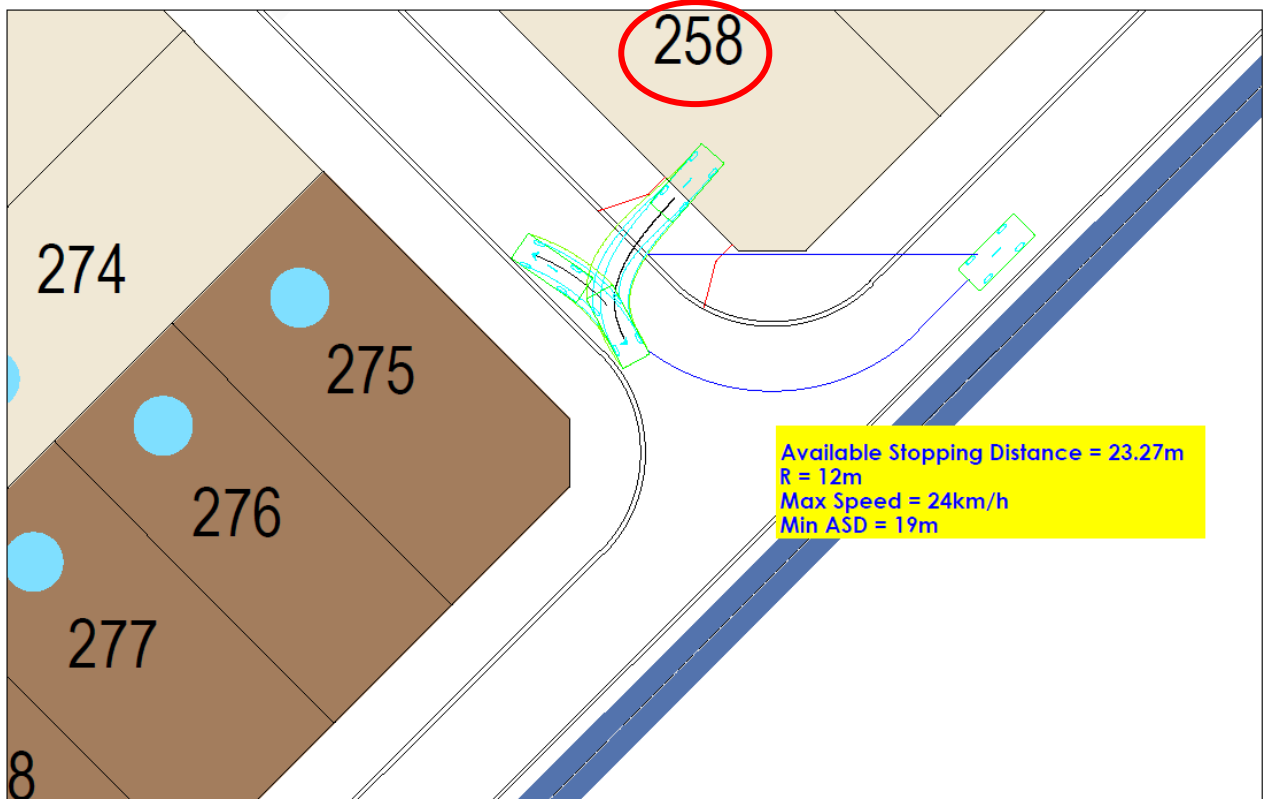
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Various Lots, Matison St & Southern River Rd
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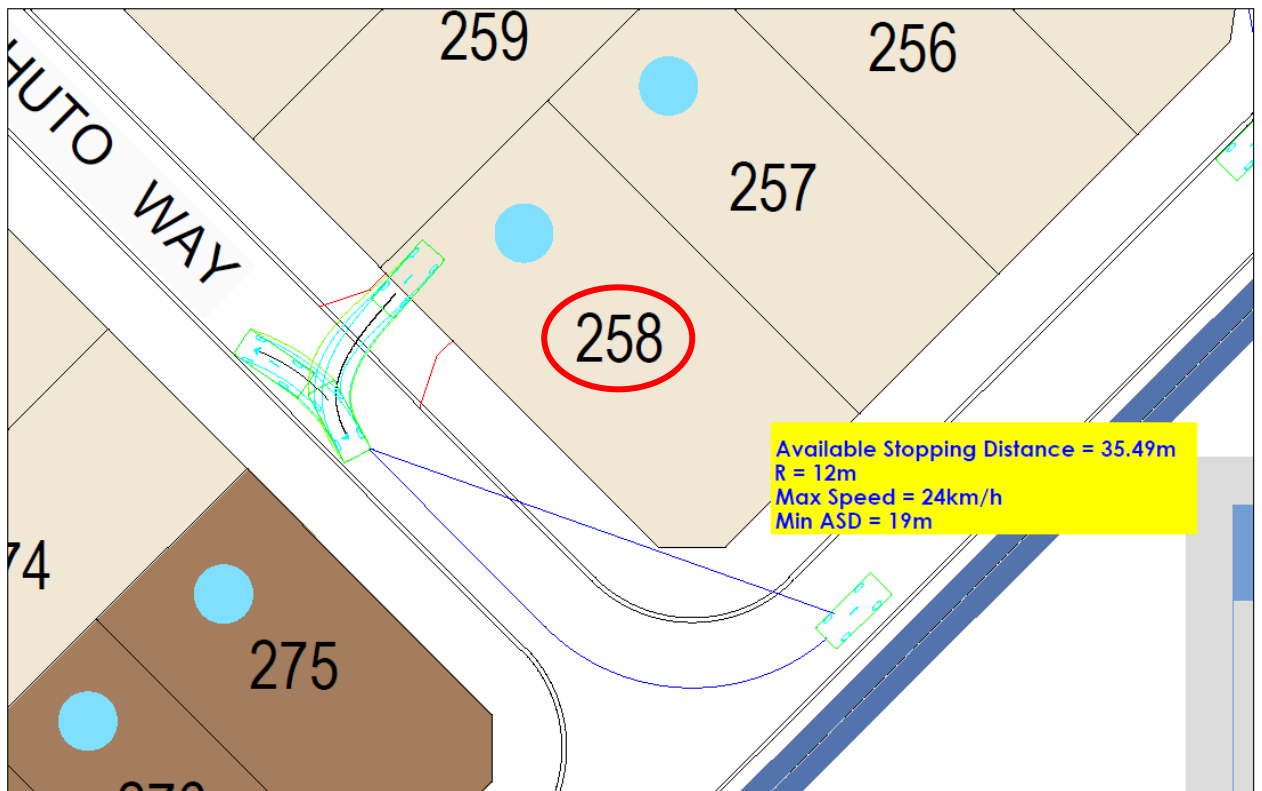
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Various Lots, Matison St & Southern River Rd
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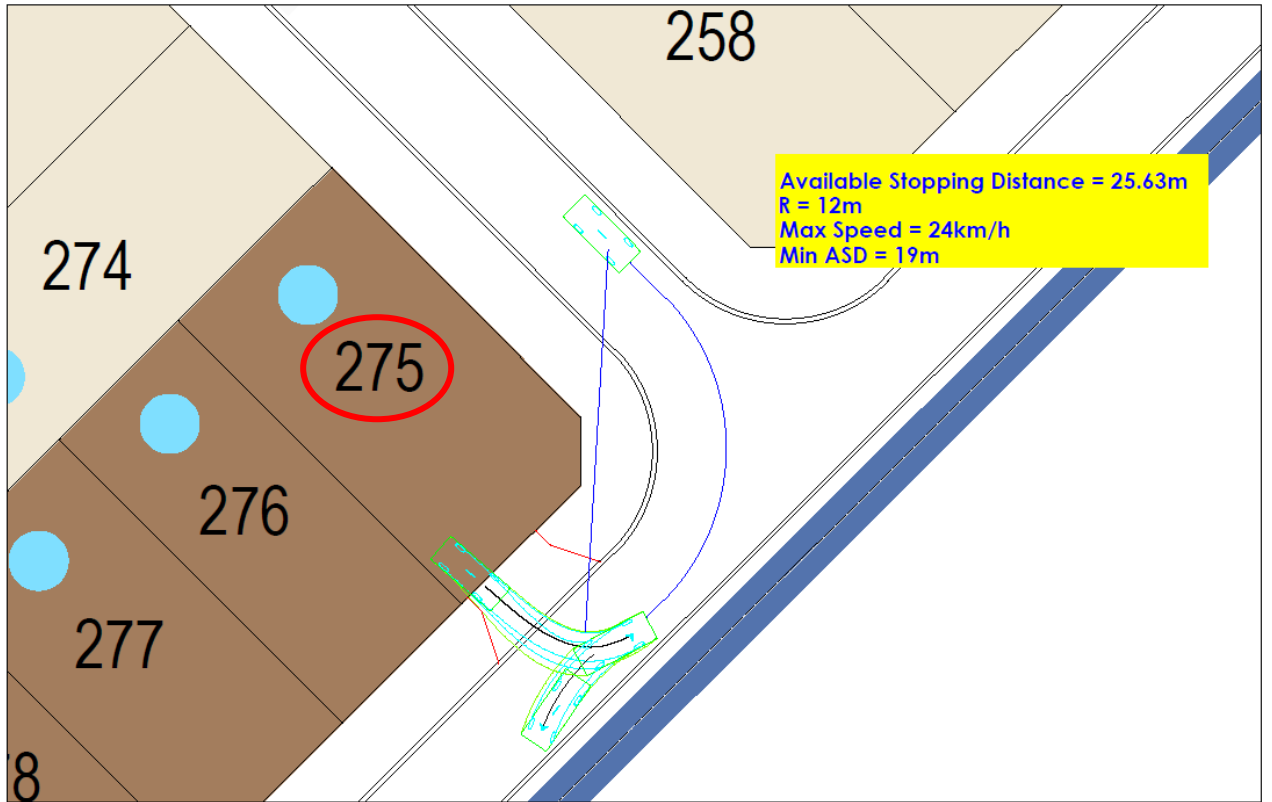
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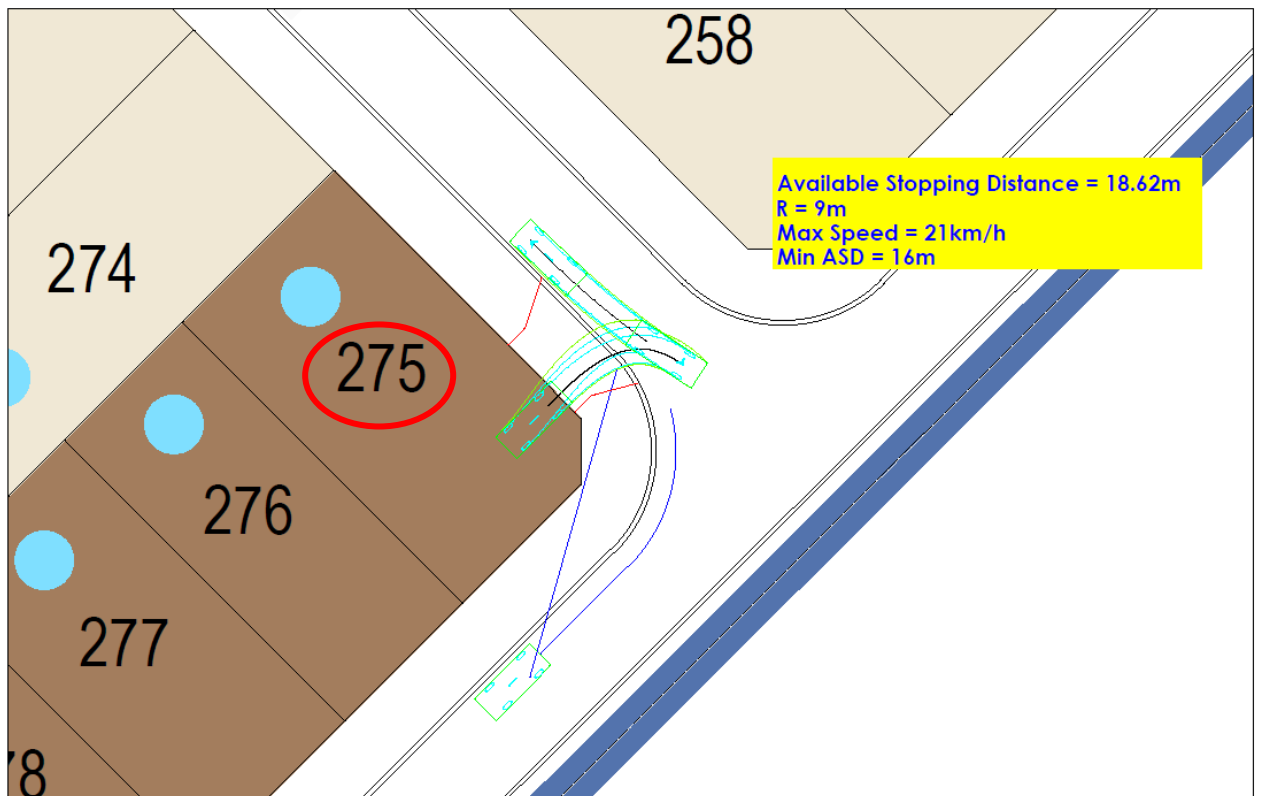
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Various Lots, Matison St & Southern River Rd
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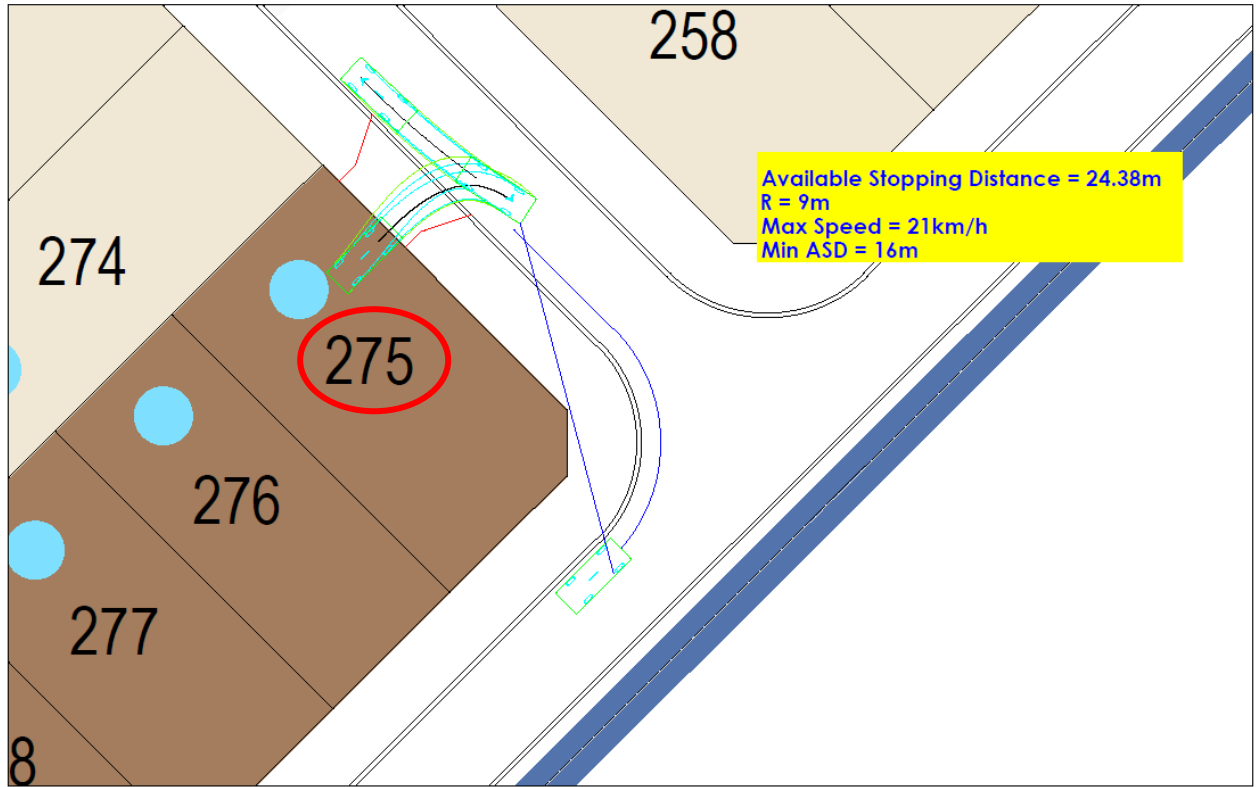
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Various Lots, Matison St & Southern River Rd
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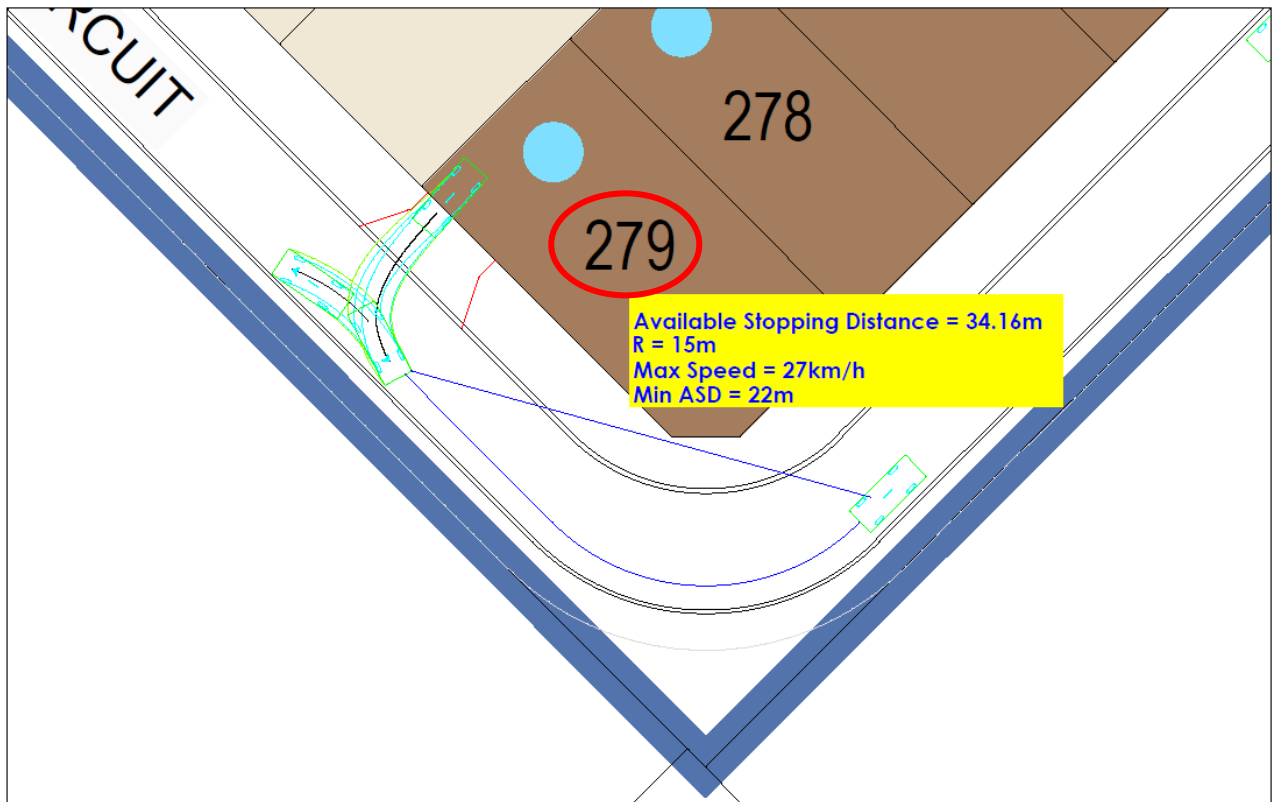
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Various Lots, Matison St & Southern River Rd
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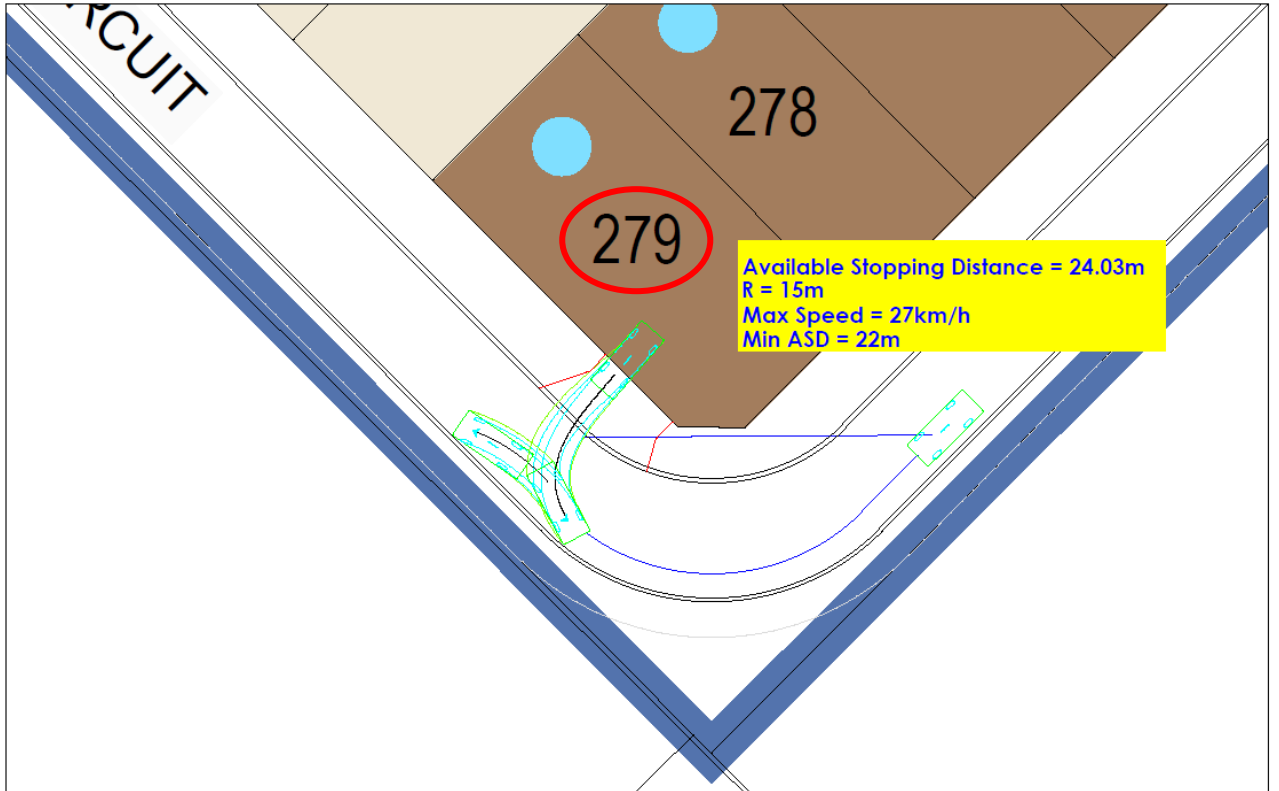
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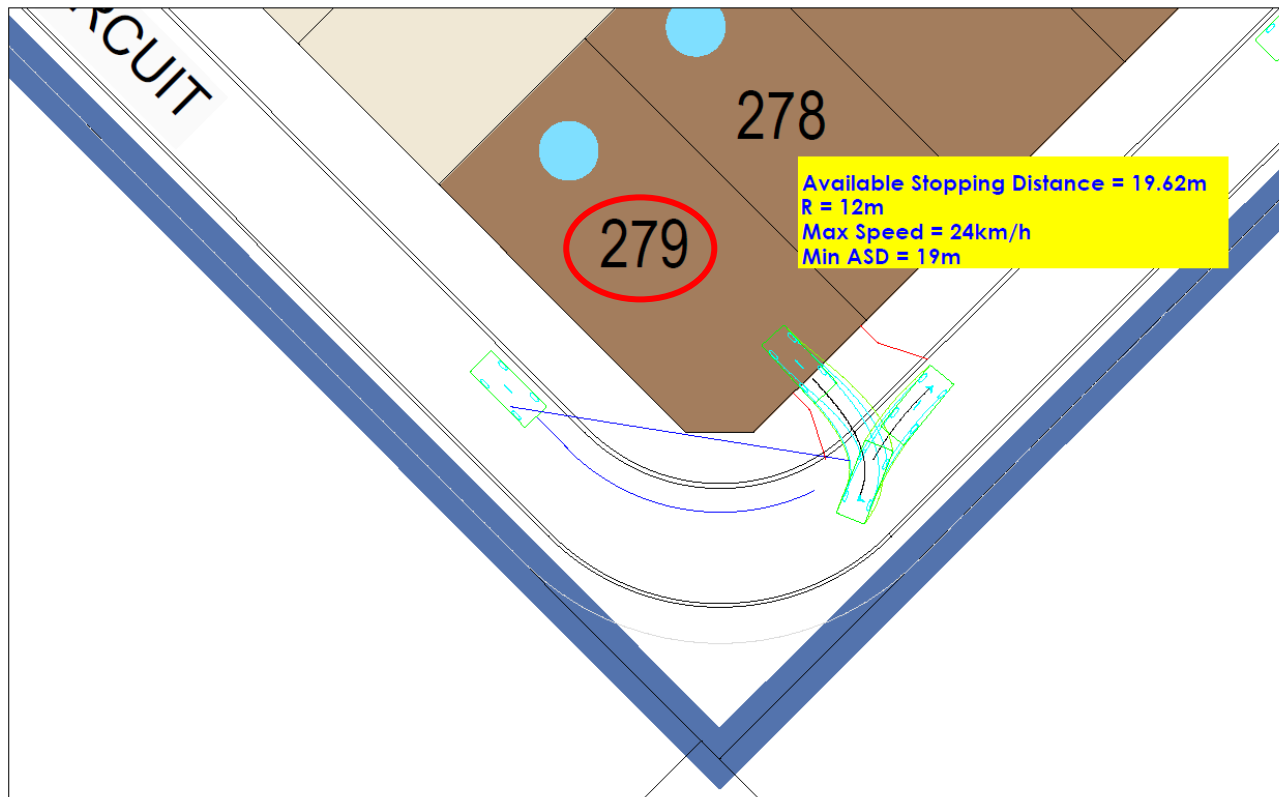
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Various Lots, Matison St & Southern River Rd
Access Analysis

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Various Lots, Matison St & Southern River Rd
Access Analysis

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