

**LOCAL DEVELOPMENT PLAN PROVISIONS**

**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.
- 1.3 Consultation with adjoining or other landowners is not required to achieve a variation to the *Residential Design Codes* (R-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	Street Setback	Requirements
All R25 lots	Primary Street	5.4m	<ul style="list-style-type: none"> <li>• Averaging of the setback permitted as per R-Codes clause 5.1.2 C2.1(iii)</li> <li>• A variation to the minimum setback as prescribed by R-Codes Clause 5.1.2 C2.1(iii) will generally not be supported</li> </ul>

- 2.2 Primary and secondary street setbacks for Lots 178 and 184 are to be applied as per the street frontages designated on the plan.
- 2.3 Garages or Carports for Lots 178 and 184 may be setback:
  - a) Minimum of 6m from the primary street and a minimum of 1.5m from the secondary street; or
  - b) Minimum of 13m from the primary street where a nil secondary street setback and a nil side boundary is proposed.
  - c) Garages with vehicle access openings facing the secondary street must include openings and architectural treatments to the primary street elevation consistent with the primary elevation.
  - d) Reductions to the minimum setbacks will generally not be supported, but may be considered on their merit where an application for Development Approval is supported by a Transport Impact Statement demonstrating acceptable vehicle sightline and safety measures can be achieved (responsibility of purchaser).

**3. OPEN SPACE & OUTDOOR LIVING AREA**

3.1 Open space and outdoor living area deemed-to-comply requirements under the R-Codes are varied as follows:

Lots Applicable	Minimum Outdoor Living Area	Minimum Open Space
All R25 lots	32m <sup>2</sup> , with a minimum length and width dimension of 4m.	45% of site area.
All R40 lots	30m <sup>2</sup> , with a minimum length and width dimension of 4m.	40% of site area.

**4. VEHICULAR ACCESS**

- 4.1 Crossover location are to be provided as per the plan, where possible, for Lots 117, 163, 166, 167, 169, 177, 178, 179, 183, 184, 207, 210, 215, 217, 218, and 219.
- 4.2 Unless otherwise specified, driveway access to a garage/carport for corner lots may be provided from the primary or secondary street frontage.
- 4.3 Driveways may be located closer than 6m to a street corner or the point at which a carriageway begins to deviate, for Lots 117, 120, 165, 192, 195, 207, 210, 214, 218, 219 and 223, subject to compliance with the attached Traffic Impact Statement.
- 4.4 No direct vehicle access is permitted to Lots 177, 178, 184 and 163 from Matison Street
- 4.5 Bin pads to be constructed by the developer, to serve lots 199 and 200, as indicated on the plan.

**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 Management Plan (BMP) prepared by RUIIC Fire (February 2017) and the BMP Addendum prepared by Eco Logical Australia (July 2022), or any subsequently approved BAL Assessment.

**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 **30/05/2023** **PF23/00008**



**LEGEND**

-  EXTENT OF LOCAL DEVELOPMENT PLAN
-  RESIDENTIAL R25
-  RESIDENTIAL R40
-  PREFERRED CROSSOVER LOCATION
-  BIN PAD LOCATIONS (LOTS 200 AND 199)
-  NO VEHICLE ACCESS PERMITTED
-  PRIMARY STREET FRONTAGE
-  SECONDARY STREET FRONTAGE
-  LOTS SUBJECT TO ADDITIONAL BUSHFIRE PLANNING

**LOCATION PLAN**



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**Local Development Plan 3**  
STAGE 3 NATURE'S EDGE, MATISON STREET, SOUTHERN RIVER



**Technical Note:** No. 1

**Date:** 26/08/2022

**Project No:** t22.192

**Project:** Nature's Edge, Matison Street, Southern River – Stage 3 – Local  
Development Plan 3

**Subject:** Traffic Impact Statement for Driveway Locations

## 1. Introduction

Transcore has been commissioned by Polkamp Pty Ltd to prepare a Traffic Impact Statement for driveway locations for eleven corner lots within Stage 3 of the Nature's Edge Private Estate in Southern River.

Local Development Plan 3 for Stage 3 of Nature's Edge includes Vehicular Access provisions including items 4.2 and 4.3 as follows:

- 4.2 *Unless otherwise specified, driveway access to a garage/carport for corner lots may be provided from the primary or secondary street frontage.*
- 4.3 *Driveways may be located closer than 6m to a street corner or the point at which a carriageway begins to deviate, for Lots 117, 120, 165, 192, 195, 207, 210, 214, 218, 219 and 223, subject to compliance with the attached Traffic Impact Statement.*

The Traffic Impact Statement documented in this Technical Note details the methodology and findings of sightline assessment undertaken for each of the 11 corner Lots within Stage 3 listed above, to confirm satisfactory road safety outcomes.

## 2. 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); ..."*

It is understood that the City of Gosnells requires that a proposed development comply with C5.3, unless 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.

City of Gosnells Specifications for the Construction of Vehicle Crossings (Residential, Industrial/Commercial, Rural, February 2016) specifies the following widths for residential crossings:

- Minimum width at lot boundary – 3.0m.
- Minimum width at kerb line – 5.0m, includes wings.
- Maximum width at lot boundary – 6.0m, no wings required.
- Minimum wing size 1.0m wide and 1.5m deep on both sides of the crossing.



### 3. Corner Lots Identified for Review

The 11 corner Lots identified on LDP3 to be subject of review are identified in **Figure 1**. These are Lots 117, 120, 165, 192, 195, 207, 210, 214, 218, 219 and 223.



**Figure 1: Corner Lots identified for review**

## 4. 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. 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
18	30	26

Swept path analysis and sightline safety assessment was undertaken for potential driveway locations specifically on the shorter frontages of each of the subject corner Lots, because the driveway on these shorter frontages must be located closer than 6m to a street corner or the point at which a carriageway begins to deviate. The sightline assessments are included in Appendix B.

Driveways on the longer frontages of those corner Lots are able to comply with that 6m separation and are not assessed in this Traffic Impact Statement.

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.

## 6. Conclusion

The Traffic Impact Statement documented in this report details the methodology and findings of sightline assessment undertaken for eleven corner lots in Local Development Plan 3 for Stage 3 of the Nature's Edge Private Estate in 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

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## FUTURE DAILY TRAFFIC FLOWS



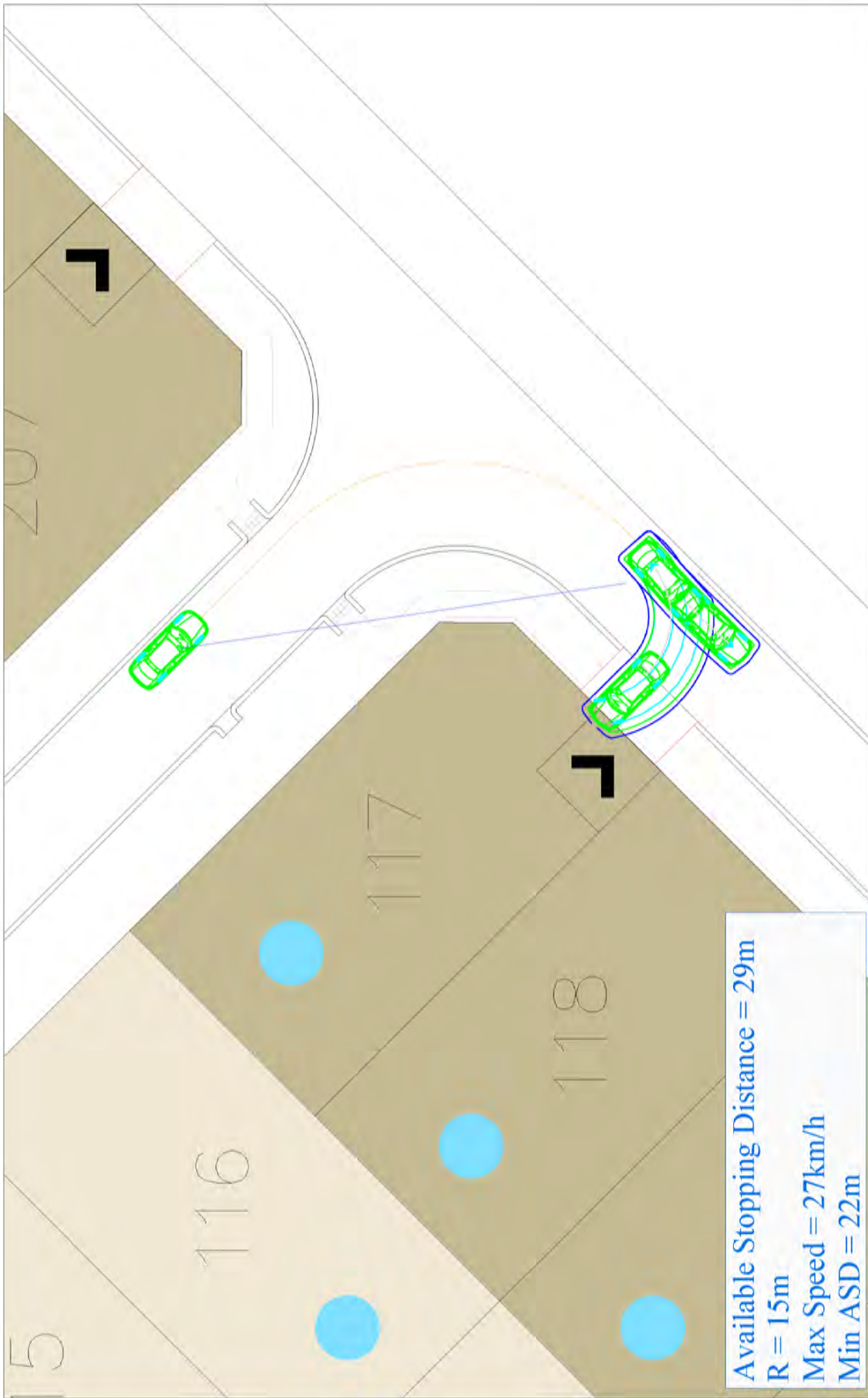




# APPENDIX B

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## SIGHT LINE ASSESSMENT AT DRIVEWAY LOCATIONS

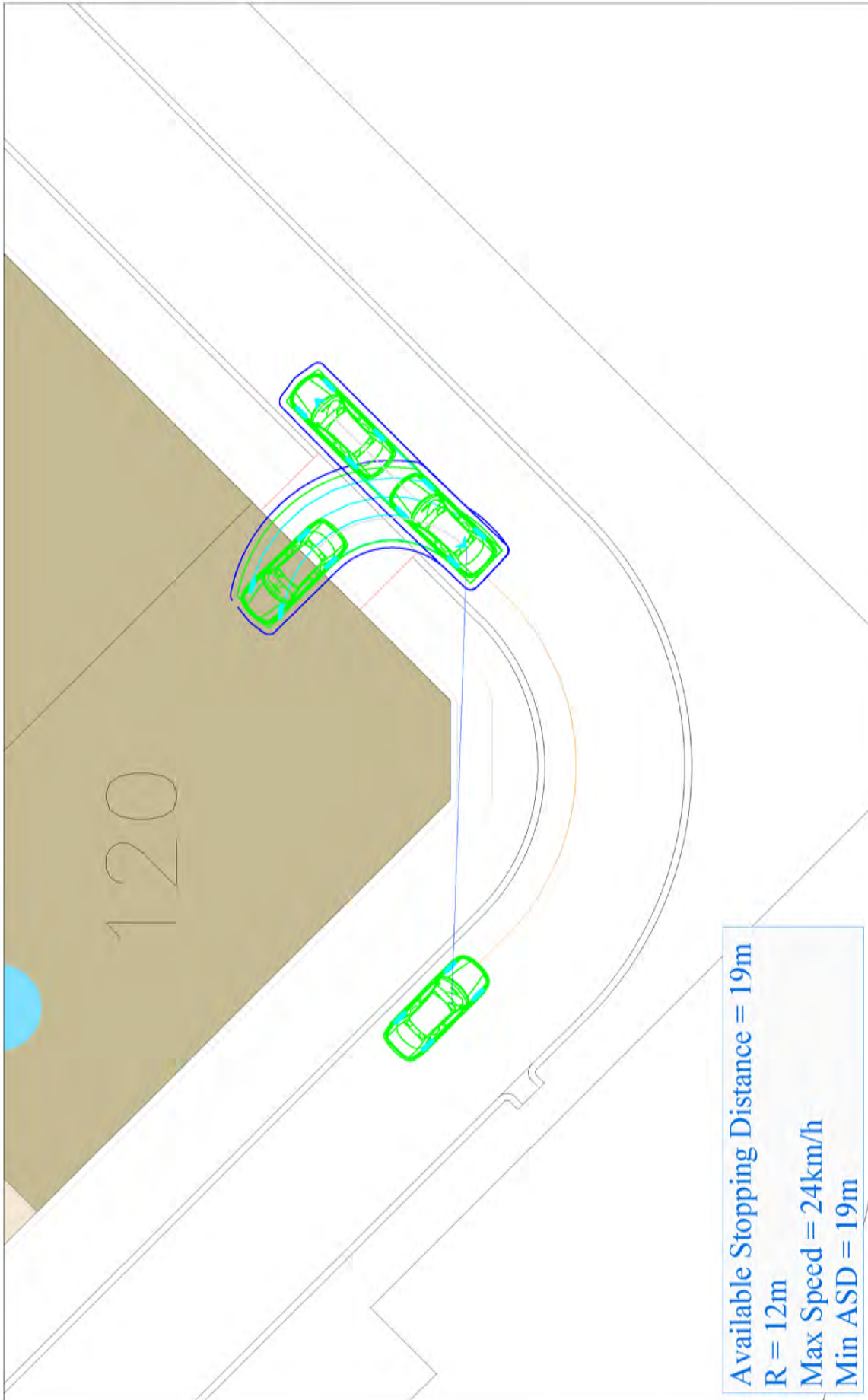


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**LEGEND**  
 Vehicle Body  
 Wheel Path  
 500mm Clearance

Lots 1793-1795 Matison Street, Southern River  
 B85 Vehicle

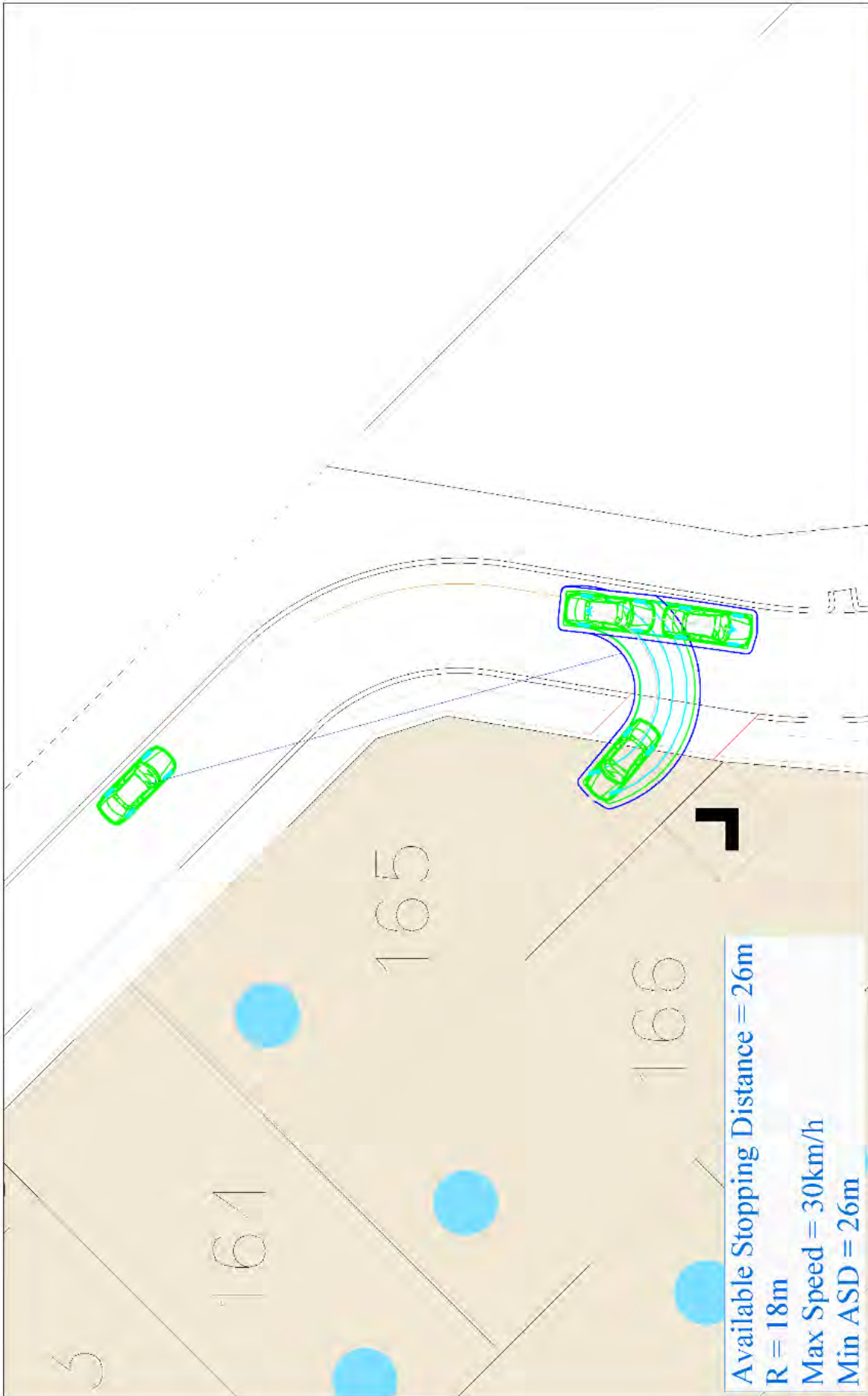




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**transcore**

Lots 1793-1795 Matison Street, Southern River  
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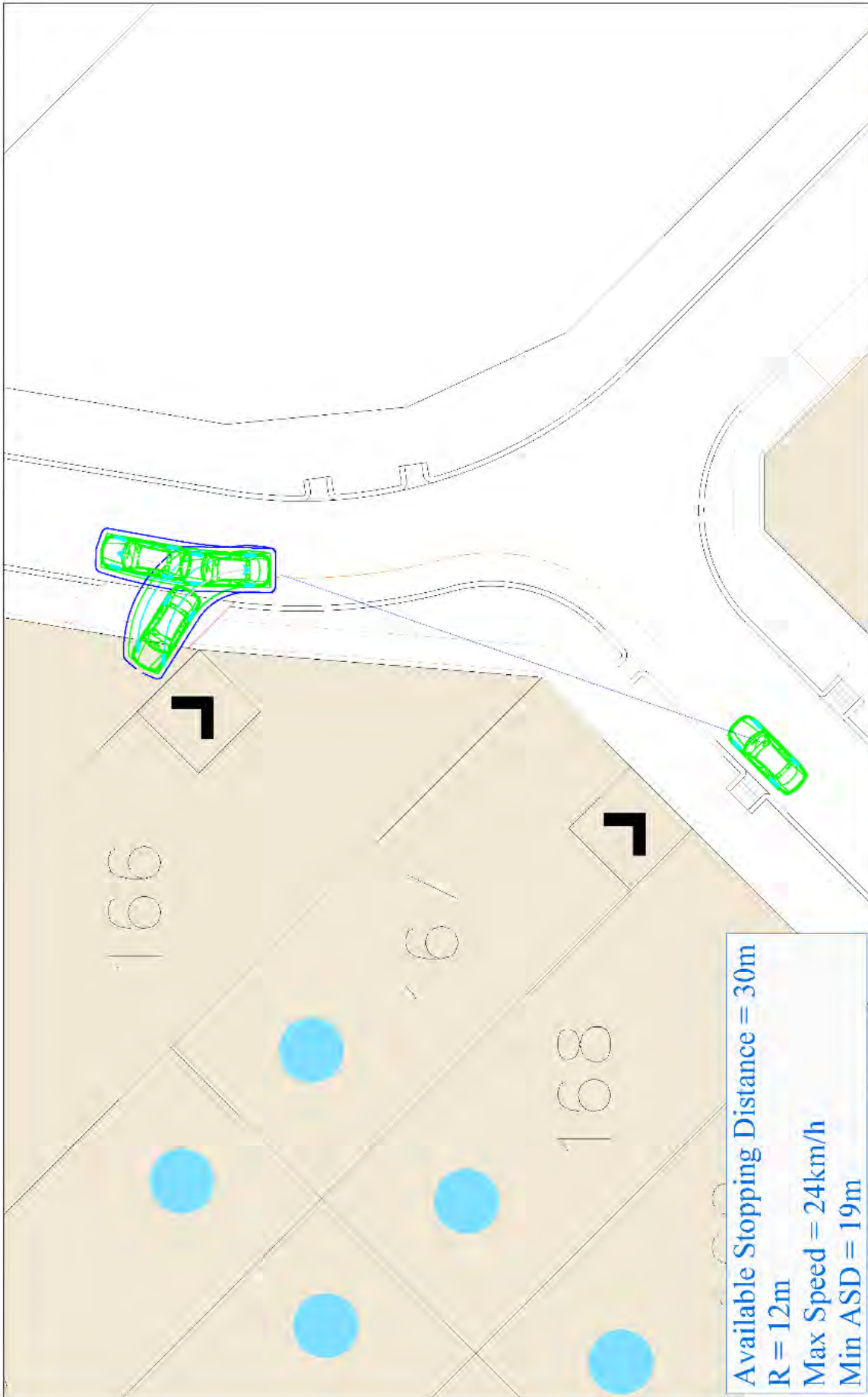


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Lots 1793-1795 Matison Street, Southern River  
 B85 Vehicle

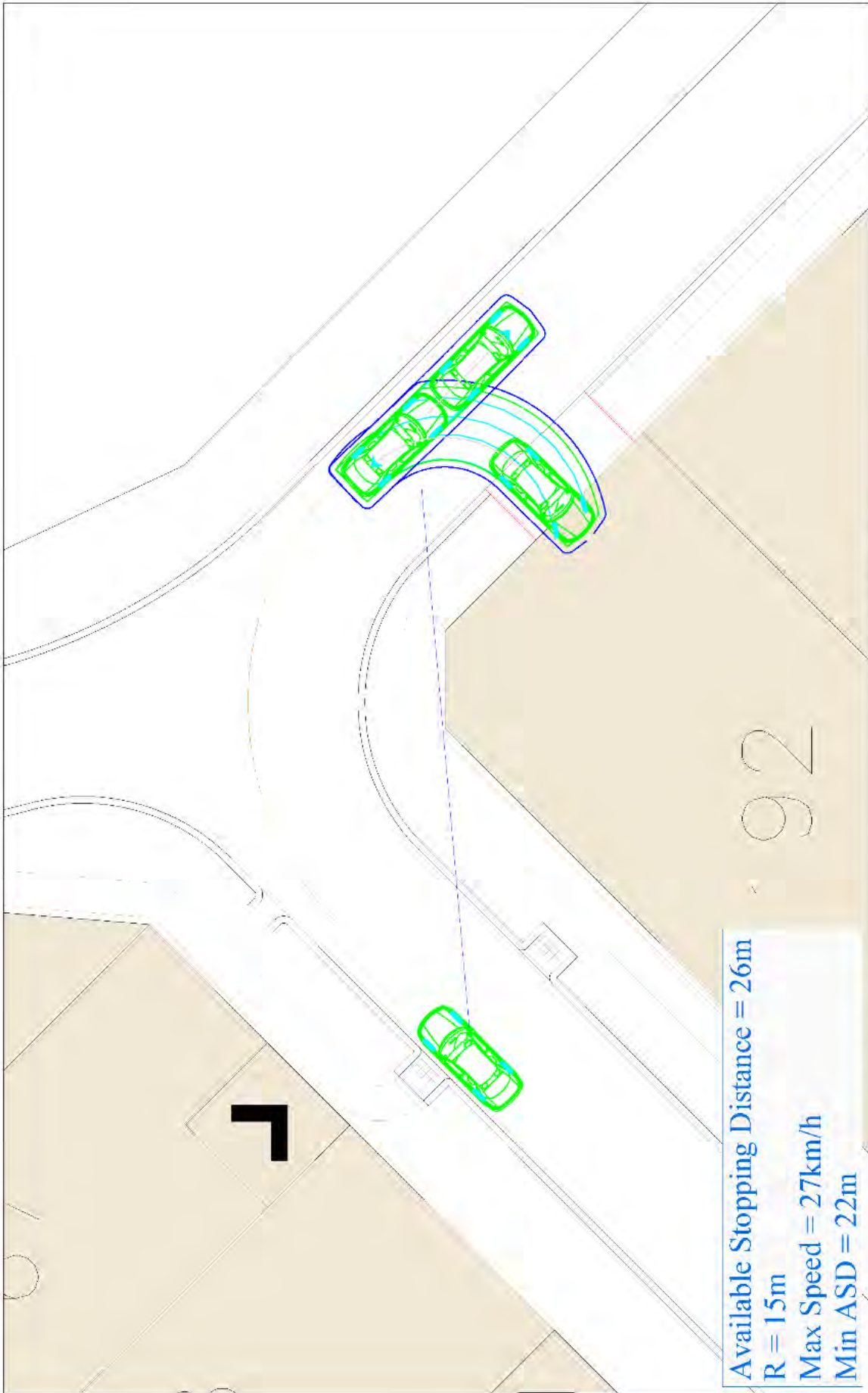




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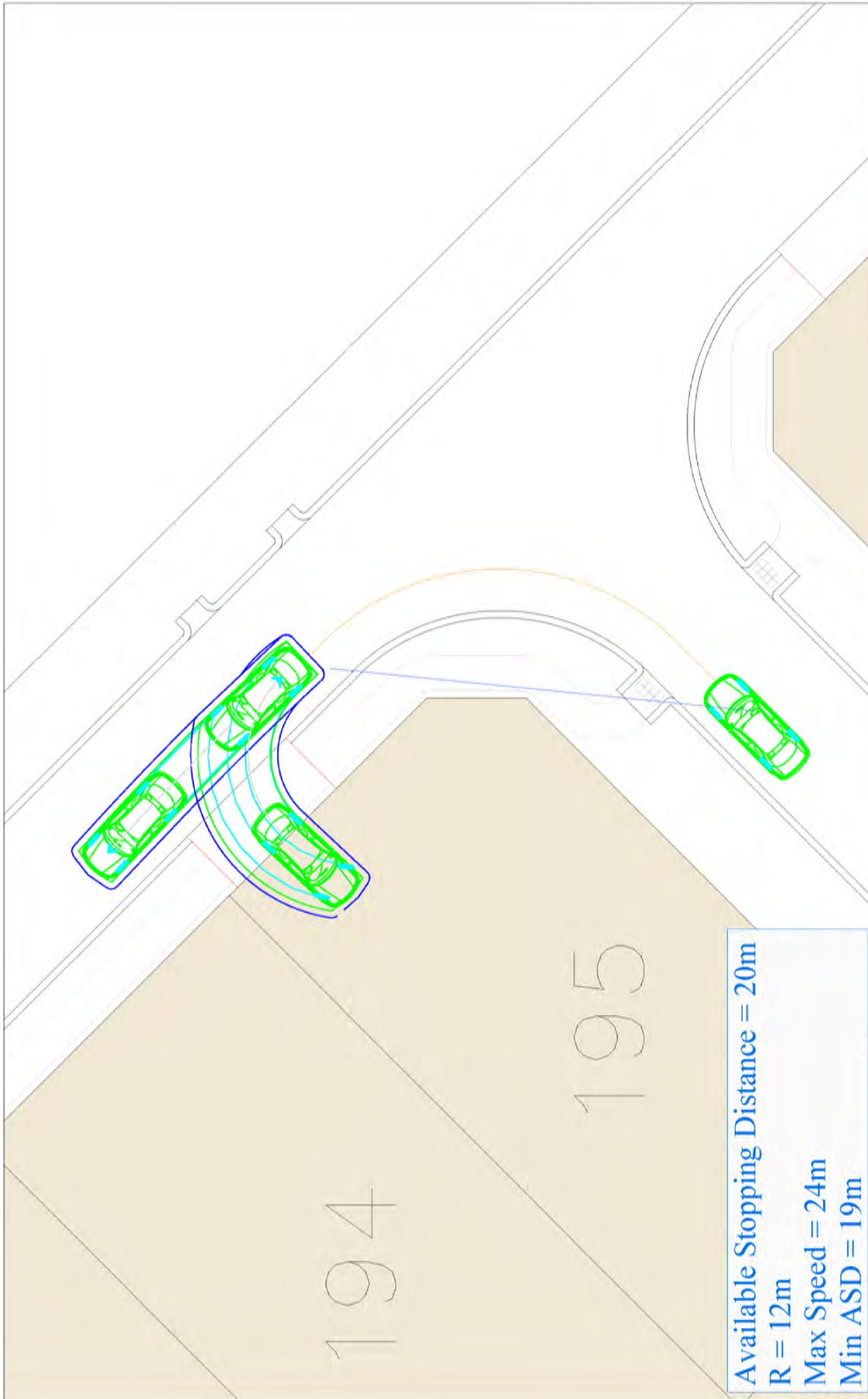


Lots 1793-1795 Matison Street, Southern River  
 B85 Vehicle



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**LEGEND**

Vehicle Body  
 Wheel Path  
 500mm Clearance

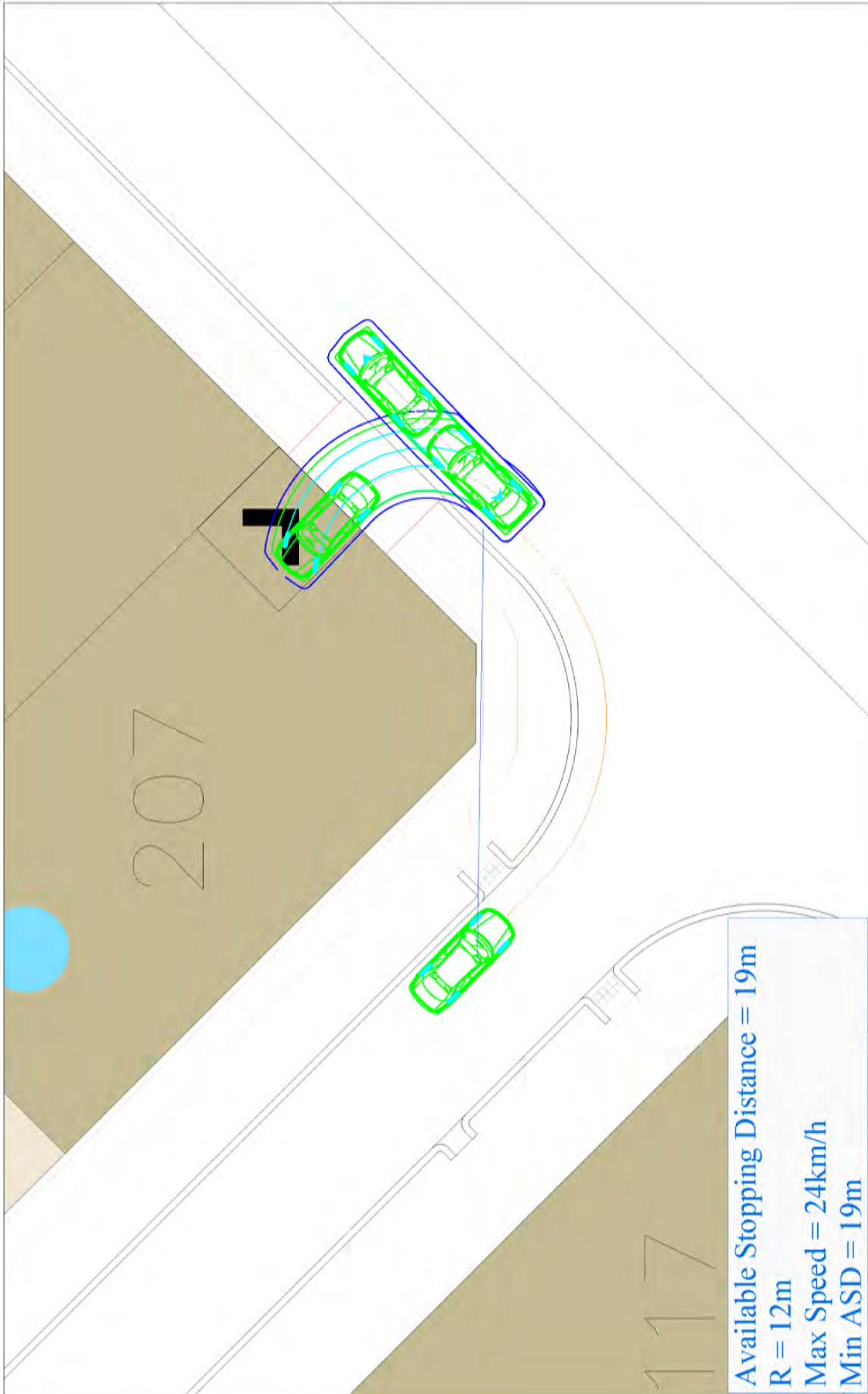
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**transcore**

Lots 1793-1795 Matison Street, Southern River  
 B85 Vehicle

Available Stopping Distance = 20m  
 R = 12m  
 Max Speed = 24m  
 Min ASD = 19m





Available Stopping Distance = 19m  
 R = 12m  
 Max Speed = 24km/h  
 Min ASD = 19m

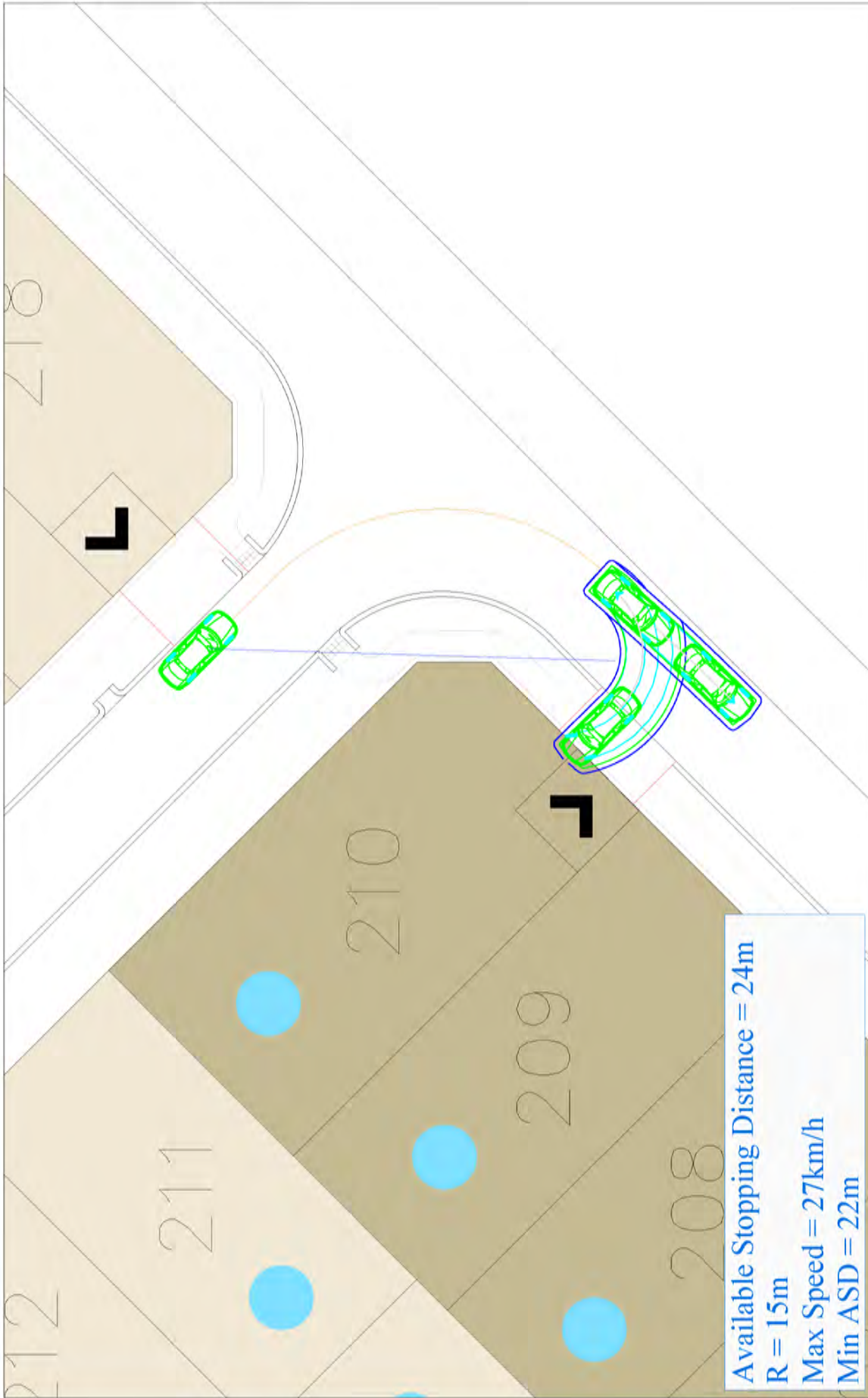
Lots 1793-1795 Matison Street, Southern River  
 B85 Vehicle

**LEGEND**  
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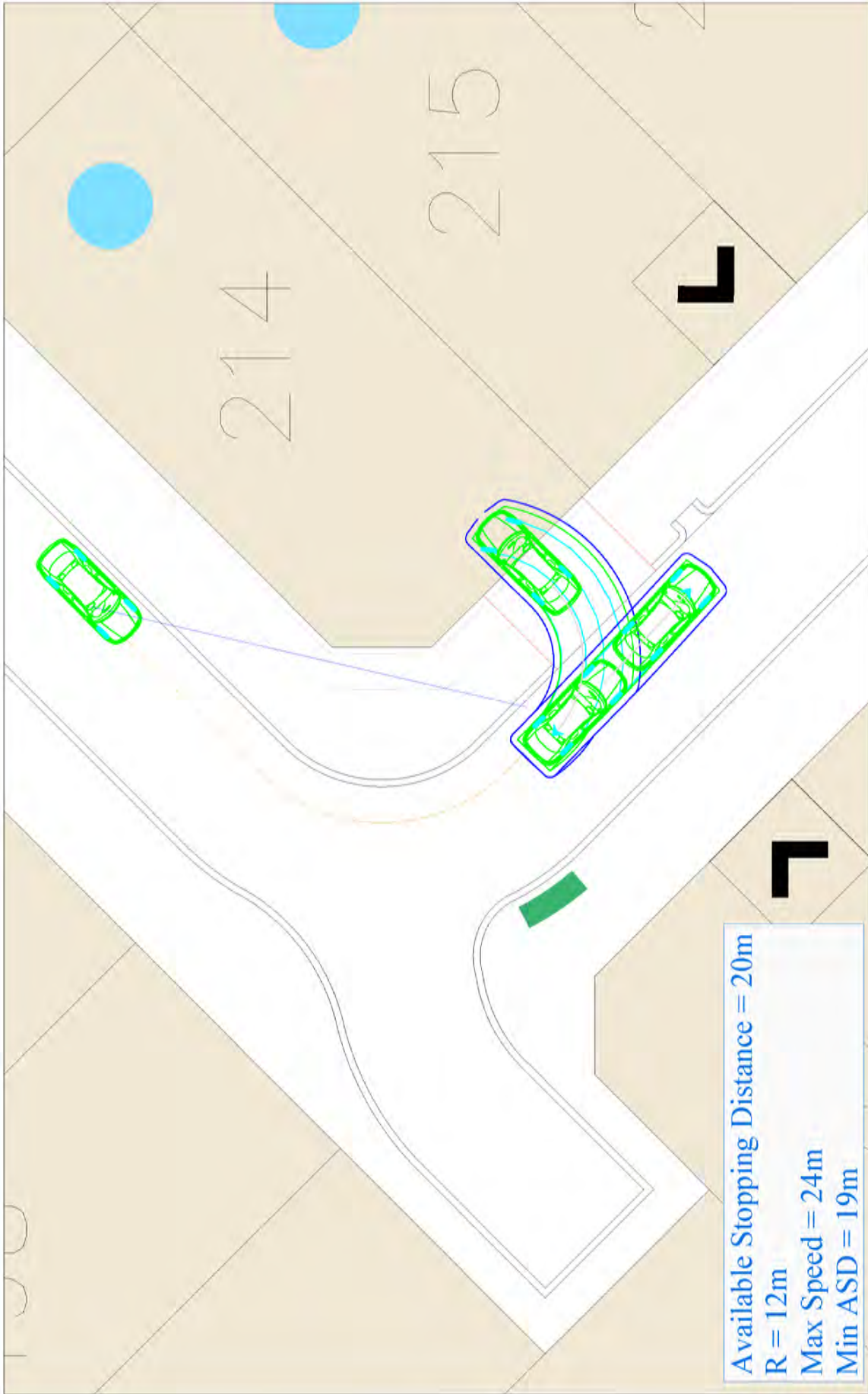


Lots 1793-1795 Matison Street, Southern River  
 B85 Vehicle

**LEGEND**  
 Vehicle Body  
 Wheel Path  
 500mm Clearance

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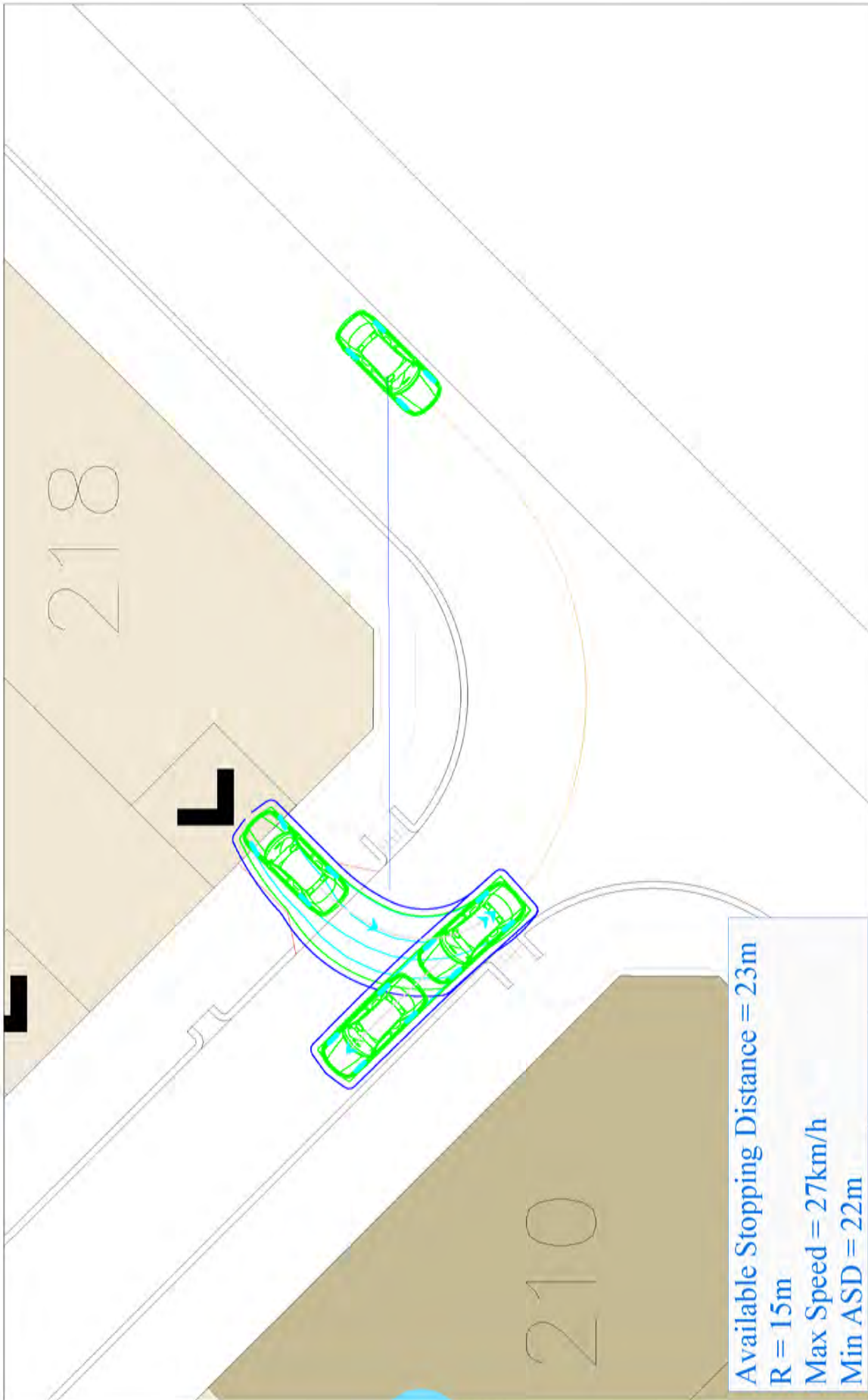


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**LEGEND**  
 Vehicle Body  
 Wheel Path  
 500mm Clearance

Available Stopping Distance = 20m  
 R = 12m  
 Max Speed = 24m  
 Min ASD = 19m

Lots 1793-1795 Matison Street, Southern River  
 B85 Vehicle



Lots 1793-1795 Matison Street, Southern River  
 B85 Vehicle

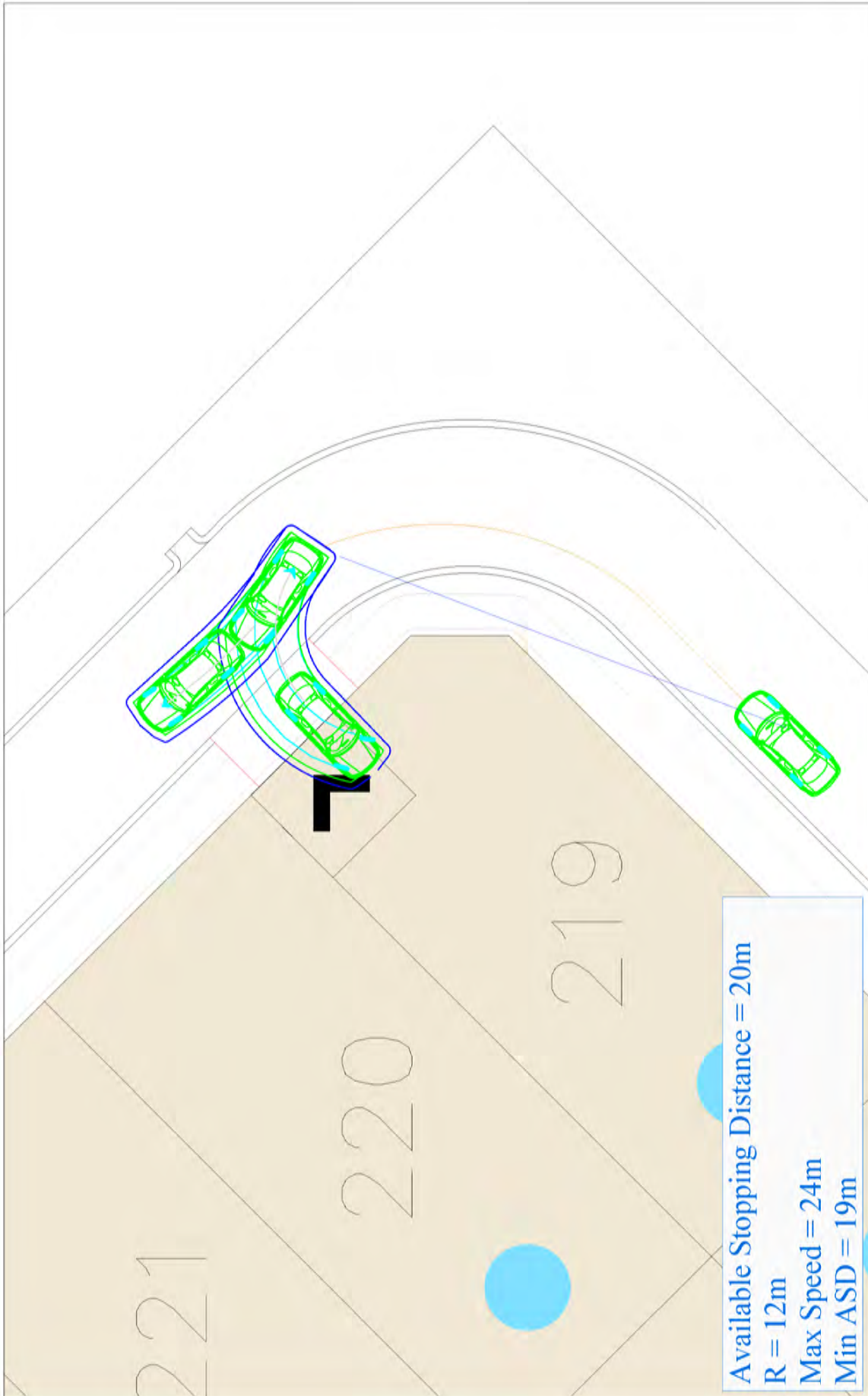
**LEGEND**

- █ Vehicle Body
- █ Wheel Path
- █ 500mm Clearance

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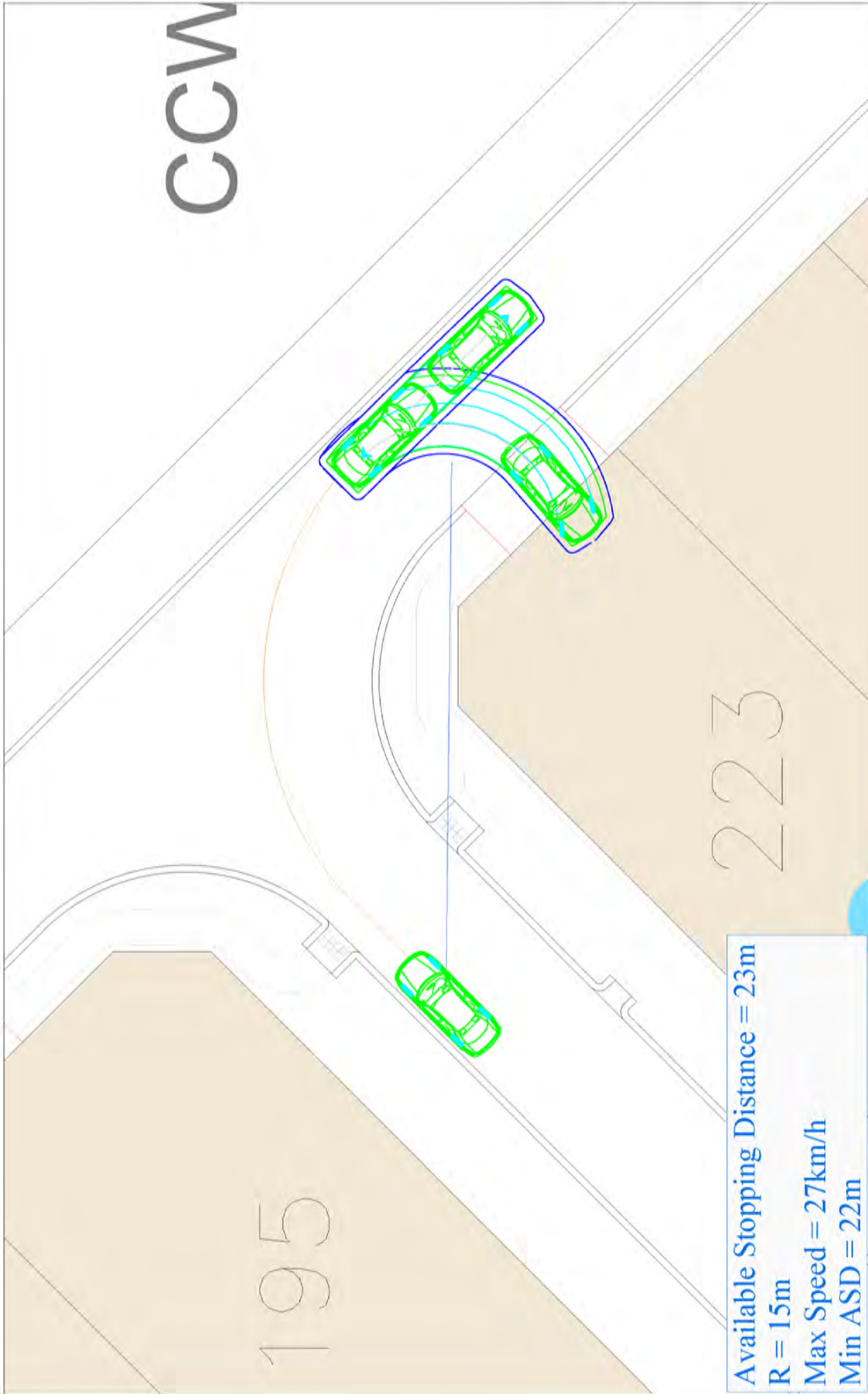
Lots 1793-1795 Matison Street, Southern River  
 B85 Vehicle

**LEGEND**  
 Vehicle Body  
 Wheel Path  
 500mm Clearance

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Available Stopping Distance = 23m  
 R = 15m  
 Max Speed = 27km/h  
 Min ASD = 22m

Lots 1793-1795 Matison Street, Southern River  
 B85 Vehicle

**LEGEND**  
 Vehicle Body  
 Wheel Path  
 500mm Clearance

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