



Scheme Amendment Request

Lot 10 (No. 248) Gay Street,
Huntingdale

Prepared for Francis Anthony Grassi

Prepared by Taylor Burrell Barnett

May 2025



Document Information

Local Planning Scheme Amendment Report

Lot 10 Gay Street, Huntingdale

Francis Anthony Grassi

24~100

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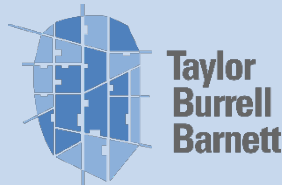
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Doc ID: 24~100 RPT City of Gosnells LPS Amendment - Lot 10 Gay Street [3.0]

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PLANNING AND DEVELOPMENT ACT 2005

FORM 2A

**RESOLUTION TO ADOPT AMENDMENT
TO LOCAL PLANNING SCHEME**

CITY OF GOSNELLS

LOCAL PLANNING SCHEME NO. 24 - AMENDMENT NO. 2

RESOLVED that the Council, pursuant to Section 75 of the *Planning and Development Act 2005* initiate an amendment to the City of Gosnells Local Planning Scheme No. 24 as follows:

- (i) Rezoning Lot 10 (No. 248) Gay Street, Huntingdale from 'Residential' to 'Local Centre';
- (ii) Apply an 'R60' density code to Lot 10 (No. 248) Gay Street, Huntingdale; and
- (iii) Amending the Scheme Maps accordingly.

The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- a) The amendment would have minimal impact on land in the scheme area that is not the subject of the amendment;
- b) The amendment would not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
- c) The amendment is not a complex or basic amendment.

Dated this 17th day of November 2025



Chief Executive Officer

1.0 Introduction

1.1 Purpose of Report

This report has been prepared on behalf of Francis Anthony Grassi, the landowner of Lot 10 (No. 248) Gay Street, Huntingdale (the subject site), to support a proposal to amend the City of Gosnells Local Planning Scheme No. 24 (LPS24) to rezone the subject site from 'Residential' to 'Local Centre' zone and apply an 'R60' density code in accordance with the City of Gosnells long-term strategic direction for the site.

1.2 Site Overview

The subject site is located in the suburb of Huntingdale and within the City of Gosnells municipality.

Situated on the corner of Gay Street and Southern River Road (**Figure 1**), the subject site is positioned within the South Bullfinch Street Precinct, an area strategically planned for future residential and commercial development. The site is within a historically rural-residential area that is urbanising, with future subdivision and development facilitated by the planning framework for the locality.

The surrounding context consists of the following:

- Rural-residential properties abut the site to the north-west and north-east which is subject to future residential subdivision;
- Gay Street and Sutherlands Park abuts the site to the south-west; and
- Southern River Road abuts the site to the south-east.

More broadly, the subject site is positioned within proximity to the following activity centres:

- Ashburton Village Shopping Centre is located 1.7km west of the subject site;
- Huntingdale Forum is located 1.4km north of the subject site; and
- Southern River Square is located 600m south-west of the subject site.

The subject site contains an existing single-storey dwelling and several outbuildings, sheds and stables. The site has been predominantly cleared to support the keeping and management of horses which is consistent with the historical rural-residential area.

The site is subject to a recent subdivision approval (WAPC 200697) issued by the Western Australian Planning Commission (WAPC) on 2 December 2024. Details of the subdivision approval are provided in **Section 3.1** of this report.



Figure 1 Location Plan

1.3 Legal Description

The landownership details are summarised in **Table 1** below.

Table 1 Land Ownership

Lot	Plan	Volume	Folio	Area	Registered Proprietor
10	429774	4070	539	8,265ha	Francis Anthony Grassi

1.4 Preliminary Engagement

Taylor Burrell Barnett (TBB) have been involved in ongoing discussions with the City of Gosnells and Department of Planning, Lands and Heritage (DPLH) throughout the subdivision and development of the South Bullfinch Street Precinct over the past 3 years, and commenced discussions on the proposed Scheme Amendment in early 2024.

A summary of the recent correspondence between the proponent and the responsible government authorities relating to the proposed Scheme Amendment are contained in **Table 2** below. The feedback received through this consultation has been taken into consideration in the preparation of this request, with relevant matters discussed throughout this report.

Table 2 Summary of Pre-lodgement Consultation

Date	Government Authority	Discussion
1 October 2024	City of Gosnells	TBB met with the City of Gosnells Planning Manager to present the proposed Scheme Amendment Request to the City and discuss the rationale, planning framework and confirm required technical information for submission and timing of draft LPS24. No concerns were raised by the City in respect to the proposed rezoning and lodgement subject to the DPLH engagement to confirm support for whether the Western Australian Planning Commission would consent to advertise an amendment to TPS6 prior to the gazettal of LPS24.
23 October 2024	DPLH	TBB met with the DPLH to discuss matters relating to the amendment proposal, rationale, planning framework, consent to advertise and other planning considerations were discussed and clarified at the meeting via subsequent written correspondence. No initial concerns were raised by the DPLH in respect to the rationale for the rezoning. However, the DPLH noted that should the City determine it appropriate to initiate an amendment to TPS6, the amendment will need to be forwarded to the WAPC for consideration and reporting to the Minister for approval to advertise. The DPLH advised that progressing this Scheme Amendment Request under TPS6 is at the applicant's discretion.
11 December 2024	Statutory Planning Committee	TBB made a deputation to the Statutory Planning Committee at its meeting on 11 December 2024 on Agenda Item 4.3 – City of Gosnells Draft Local Planning Scheme No. 24 to request the rezoning of the subject site from 'Residential R20' to 'Local Centre' under LPS24.

2.0 Planning Framework

2.1 State Planning Framework

2.1.1 Planning and Development Act 2005

This Scheme Amendment Request has been prepared on behalf of a landowner within the municipality in accordance with Section 75(b) of the Planning and Development Act 2005.

2.1.2 South Metropolitan Sub-Regional Planning Framework

The *Perth and Peel @ 3.5 million* land use planning and infrastructure framework sets an overarching strategic plan for the City with a population of 3.5 million people by 2050. The framework provides guidance on where sustainable development should occur to ensure the impact of urban growth on areas of environmental significance is minimised; to protect heritage; and to maximise the benefits of available land and existing infrastructure.

The subject site is identified as an 'Urban' area which is 'Underdeveloped' in accordance with the *South Metropolitan Sub-Regional Framework*. The *South Metropolitan Sub-Regional Framework* also notes that creating a network of activity centres is key focal point of the framework in order to drive commercial and social activity, delivering services to nearby residents and creating job opportunities within local communities. This Scheme Amendment Request seeks to generate commercial and social activity by enhancing the existing local amenity in the underdeveloped urban suburb of Huntingdale.

2.1.3 Metropolitan Region Scheme (MRS)

The subject site is currently zoned 'Urban' under the MRS as shown in **Figure 2** below.



Figure 2 Metropolitan Region Scheme Zoning

This zoning applies to all land north-east and north-west of the subject site, whilst Sutherlands Park is zoned 'Private Recreation' and Southern River Road is identified as an 'Other Regional Road' reserve. The proposed Scheme Amendment Request is able to be accommodated under the MRS zoning.

2.1.4 State Planning Policy 2.10 – Swan – Canning River System Policy

State Planning Policy 2.10 (SPP2.10) seeks to provide a regional framework that ensures that activities, land use and development within proximity to river systems and waterways maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values. The site is located within SPP2.10 'Upper Canning and Southern River' precinct area. Future development on the subject site will need to consider and address the objectives of SPP2.10.

2.1.5 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 (SPP3.7) assists in reducing the risk of bushfire to property and infrastructure by encouraging a conservative approach to strategic land use planning and practices. Future subdivision and/or development of the subject site, where likely to be impacted by bushfire risk, will require a BAL Contour Map and/or Bushfire Management Plan to be prepared.

2.1.6 State Planning Policy 4.2 – Activity Centres

State Planning Policy 4.2 (SPP4.2) assists in ensuring planning, development and decisions making adequately consider the distribution, function, broad land use, access and urban form consideration for activity centres. The policy seeks to ensure that (inter alia):

- The activity centre network meets different levels of community need and enables employment, housing, goods and services to be accessed efficiently and equitably by the community.
- New activity centres or the intensification of activity centres do not unreasonably undermine existing centres.

In 2019, the City of Gosnells prepared the Activity Centres Planning Strategy 2019 (ACPS) which provides the clear direction and expectations for activity centres across the City and is supported by a Retail Needs Assessment. The ACPS identifies the Southern River and Huntingdale locality as an area subject to future growth and identifies the subject site as a strategic future 'Local Centre' site.

SPP4.2 also outlines that where out-of-centre developments are proposed, a Net Benefit Test is to be prepared to outline considerations and analysis with respect to:

- The supportable retail/commercial floorspace for an appropriate service population;
- The implications for and optimal use of public and private infrastructure and services provided or planned in the locality; and
- The overall costs and benefits of the proposal to the community, considering the objectives and measures of SPP4.2.

In considering these provisions, it is not considered necessary that a Net Benefit Test is provided as a component of this Scheme Amendment proposal as:

- Development following this Scheme Amendment will not result in a 'Major Development' as defined in SPP4.2; and
- The subject site is identified within the ACPS as a future 'Local Centre' site and the floorspace of the future development may not exceed the 1,500m² threshold for 'Local Centre'.

The proposed Scheme Amendment is consistent with the intent of SPP4.2 as the scale of the future development will not undermine existing activity centres within the locality and will provide a functional local centre for the growing residential population in Huntingdale.

2.2 City of Gosnells Local Planning Framework

2.2.1 Local Planning Strategy (2019)

The City of Gosnells Local Planning Strategy was endorsed by Council on 23 February 2021. The Local Planning Strategy was recently considered by the Statutory Planning Committee (SPC) on 11 December 2024 whereby the Strategy was approved by SPC subject to modifications.

The subject site and immediate surrounds are identified within the Strategy as an area subject to 'Structure Plans in Progress' relating to the South Bullfinch Street Draft Guide Plan 2019 which has been prepared to assist the Council in the decision-making of subdivision and development within the locality.

Within the South Bullfinch Street Draft Guide Plan 2019, the subject site is zoned for 'Local Centre'. This proposed zoning has been reflected within the Strategy which identifies the subject site as an 'Local Centre' under Table 18 of the Strategy.

Table 3 Extract of Table 18 – Local Centres from City of Gosnells Draft Local Planning Strategy

Existing Local Centres	Future Local Centres
Campbell/ Bimam, Canning Vale	Southern River – Southern River Road/ Holmes Street
Dorothy Street, Gosnells	Southern River – Matison Street
Fraser/ Comrie, Canning Vale	Southern River – Southern River Road/ Leslie Street
Fraser/ Amherst, Canning Vale	Southern River – Leslie Street/ Matison Street
Fraser / Gateway, Canning Vale	Southern River – Della Dedova land 2 centres - north and south
Furley Road, Canning Vale	Southern River – Della Dedova land 2 centres - north and south
Gosnells Medical Centre	
Huntingdale shopping centre	
Huntingdale – Gay Street	
Martindale – Thornlie	
Nicholson/Amherst, Canning Vale	
Royal Street, Kenwick	
Warton Road, Huntingdale	
West Gosnells	
Yale Road, Thornlie	

2.2.2 Activity Centres Planning Strategy 2019

On 24 April 2012, the City of Gosnells Council resolved to adopt the Draft Activity Centres Planning Strategy (ACPS) and forwarded it to the WAPC for its consideration. The WAPC provided in-principle support to the ACPS subject to a Local Planning Strategy being prepared by the City. The ACPS was updated in 2019 to align with the objectives of the Local Planning Strategy and endorsed by the WAPC in conjunction with the Local Planning Strategy and Local Planning Scheme No. 24.

The ACPS highlights that there are a considerable number of local centres with shop/retail floorspace below 1,500m² within the City of Gosnells which perform reasonably well. However, as many of these existing sites have very little expansion potential, the ACPS identifies a number of locations suitable for future local centre development.

The subject site, 'Huntingdale – Gay Street' as known in the ACPS, is identified as a future Local Centre (SR-16). Refer to **Figure 3** below for the Activity Centre Planning Strategy Map.

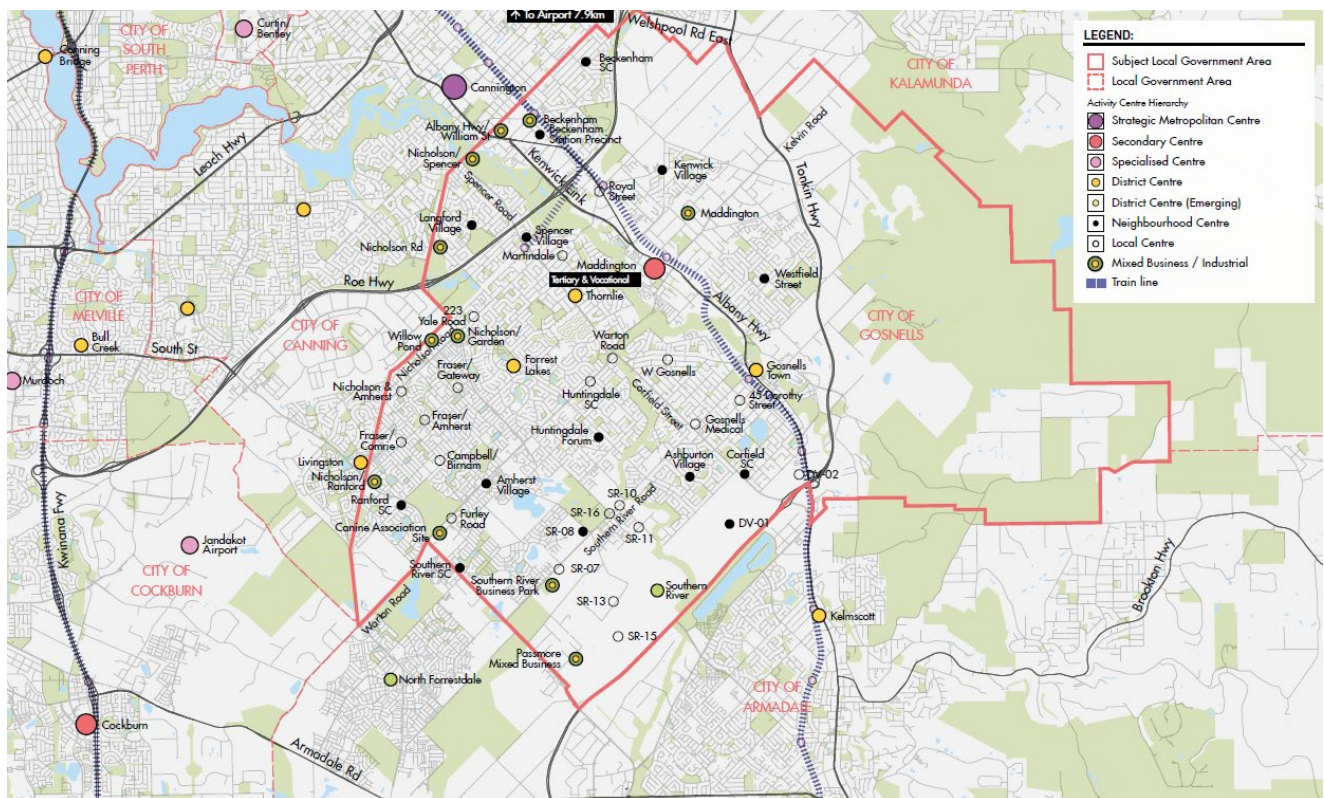


Figure 3 Extract of Activity Centres Planning Strategy Map

2.2.3 Local Planning Scheme No. 24

The subject site is zoned 'Residential (R20)' under the City of Gosnells *Local Planning Scheme No. 24* (LPS24) (**Figure 4**) which is intended to:

- 'To provide for a range of housing and a choice of residential densities to meet the needs of the community.'
- To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.
- To provide for a range of non-residential uses, which are compatible with and complementary to residential development.'

The objectives, land use permissibility and development standards associated with the 'Residential' zone of LPS24 does not provide for the range of uses strategically identified within the Local Planning Strategy and ACPS to be permissible on the subject site.

This Scheme Amendment proposes to rezone the subject site to 'Local Centre' zone to facilitate a commercial development as envisaged by the City of Gosnells strategic planning documents. The 'Local Centre' zone will also provide the opportunity for future development to consider residential development via grouped or multiple dwellings which are complementary to the future local centre.

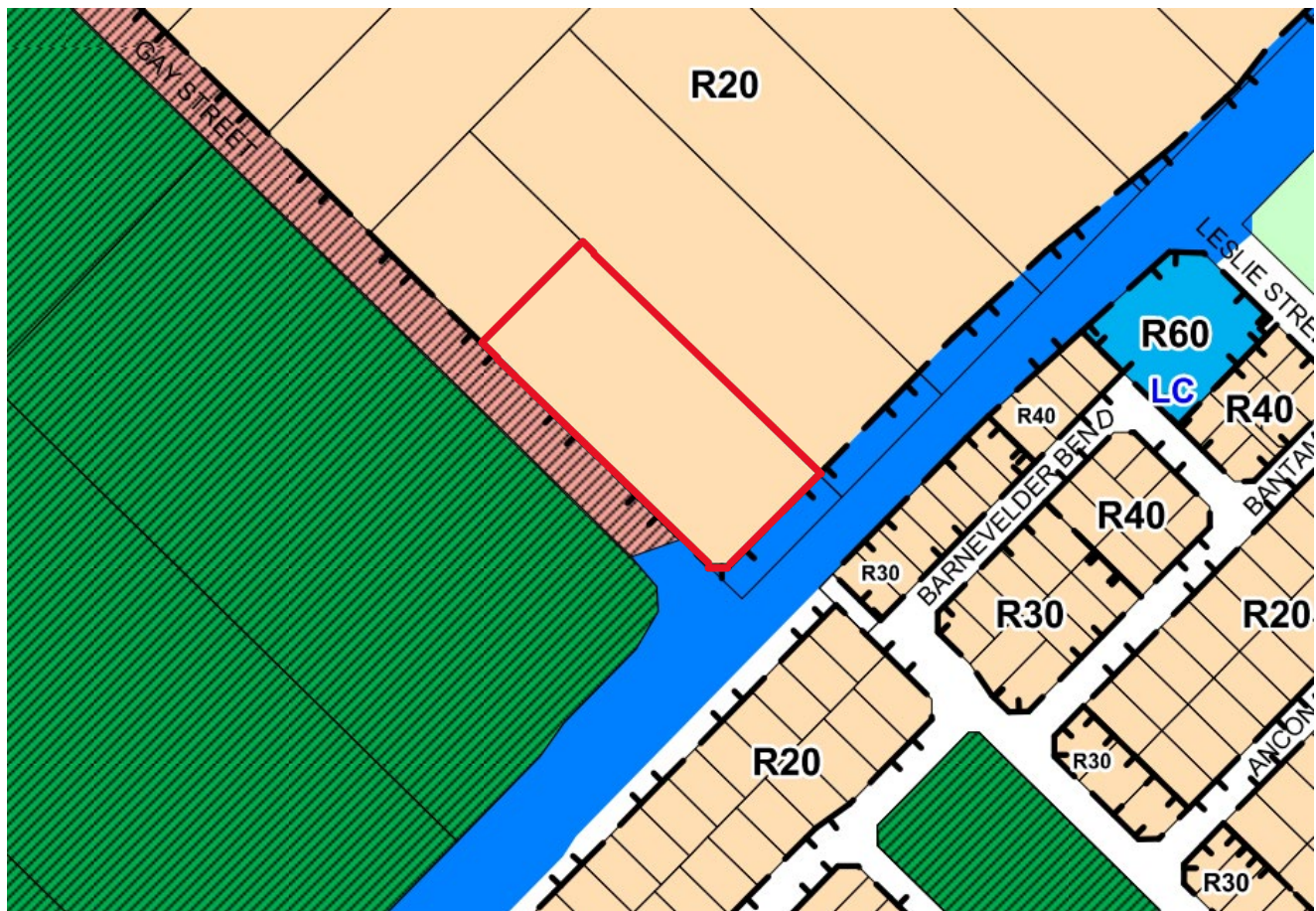


Figure 4 City of Gosnells TPS6 Zoning

2.2.4 South Bullfinch Street Draft Guide Plan

In November 2015, the City of Gosnells endorsed the implementation of a contemporary planning framework for the undeveloped land in TPS 17 which discontinues TPS 17 within the Huntingdale precinct on the basis an Outline Development Plan (ODP) was prepared for the locality.

The Draft Bullfinch Guide Plan 2015 was prepared to assist the Council in the decision-making process for the locality. More recently, the South Bullfinch Street Draft Guide Plan (Guide Plan) was prepared in 2019 as an updated version of the Draft Bullfinch Guide Plan 2015 to support the ACPS and draft Local Planning Strategy (**Figure 5**).

The Guide Plan depicts Lot 10 as 'Commercial' and this Scheme Amendment seeks to rezone the subject site to 'Local Centre' with the intent of achieving the City's strategic direction for the site as identified within the Guide Plan. The Local Centre zone allows residential development to be contemplated which can enable development to occur in accordance with the Guide Plan, as demonstrated in the Concept Plan detailed in **Section 4.2** of this report.

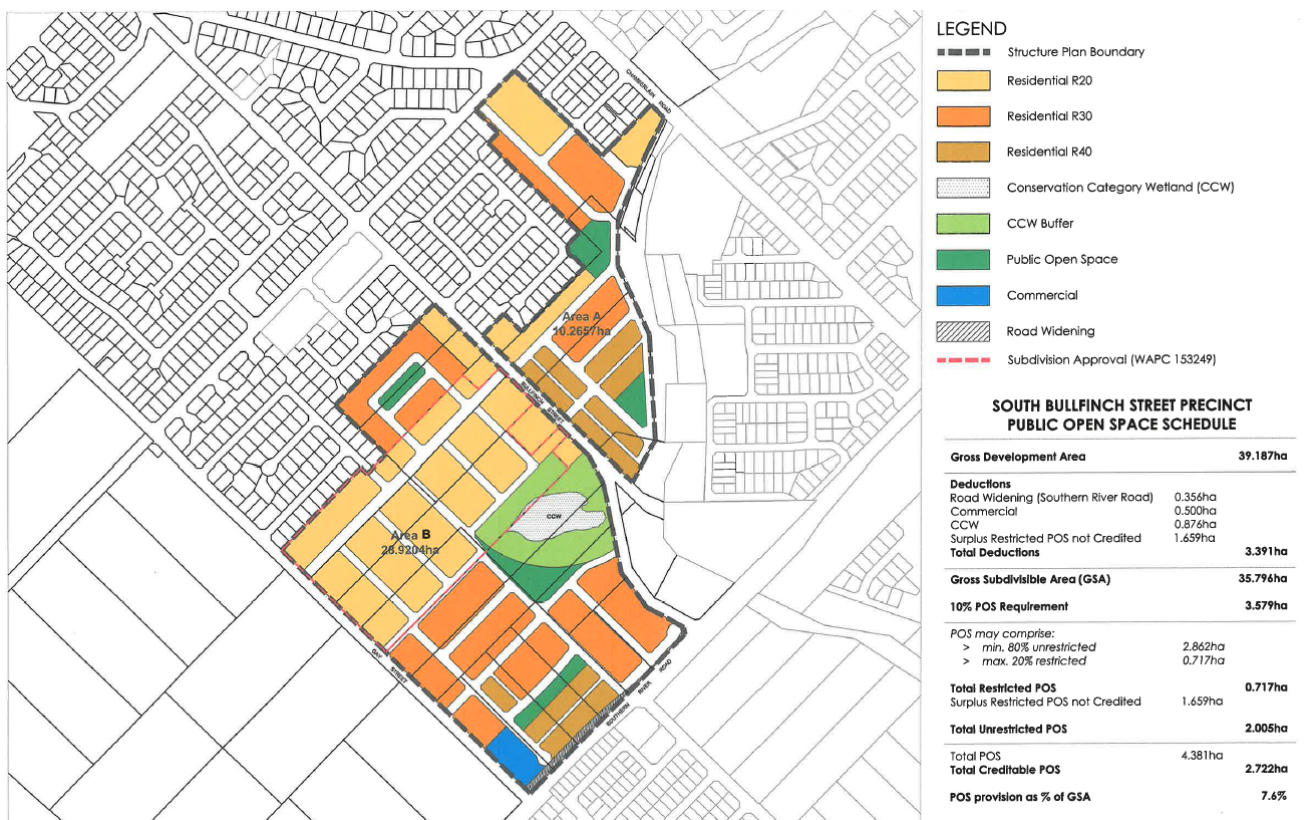


Figure 5 South Bullfinch Street Draft Guide Plan

3.0 Site Context

3.1 Recent Approvals

The subject site is subject to a recent subdivision approval which is relevant in considering the Scheme Amendment proposal.

3.1.1 Subdivision Approval (WAPC 200697)

A subdivision application which includes Lots 1488 & 1489 Gay Street and Lot 98 Southern River Road, Huntingdale was approved by the Western Australian Planning Commission (WAPC) on 2 December 2024. The subdivision seeks to facilitate a 'financial Superlot' subdivision to enable the sale of undeveloped land at the rear of each lot, whilst ensuring the retention of the existing homestead dwellings. The approval will subdivide the land into 4 lots for land assembly purposes (**Figure 6 & Appendix D**) and is currently in the process of being implemented.

The subdivision approval is relevant in the context of this Scheme Amendment Request as newly reconfigured lot boundaries of former Lot 98, now Lot 10, forms the extent of this Scheme Amendment proposal. This Scheme Amendment Request only applies to the lot identified as 'Lot 98' (now created as Lot 10) on **Figure 6** below. Balance Lot 9001 is under contract of sale which is subject to subdivision approval being obtained, and will be retained for residential purposes.

The proponent is currently clearing conditions of approval and implementing the approval.

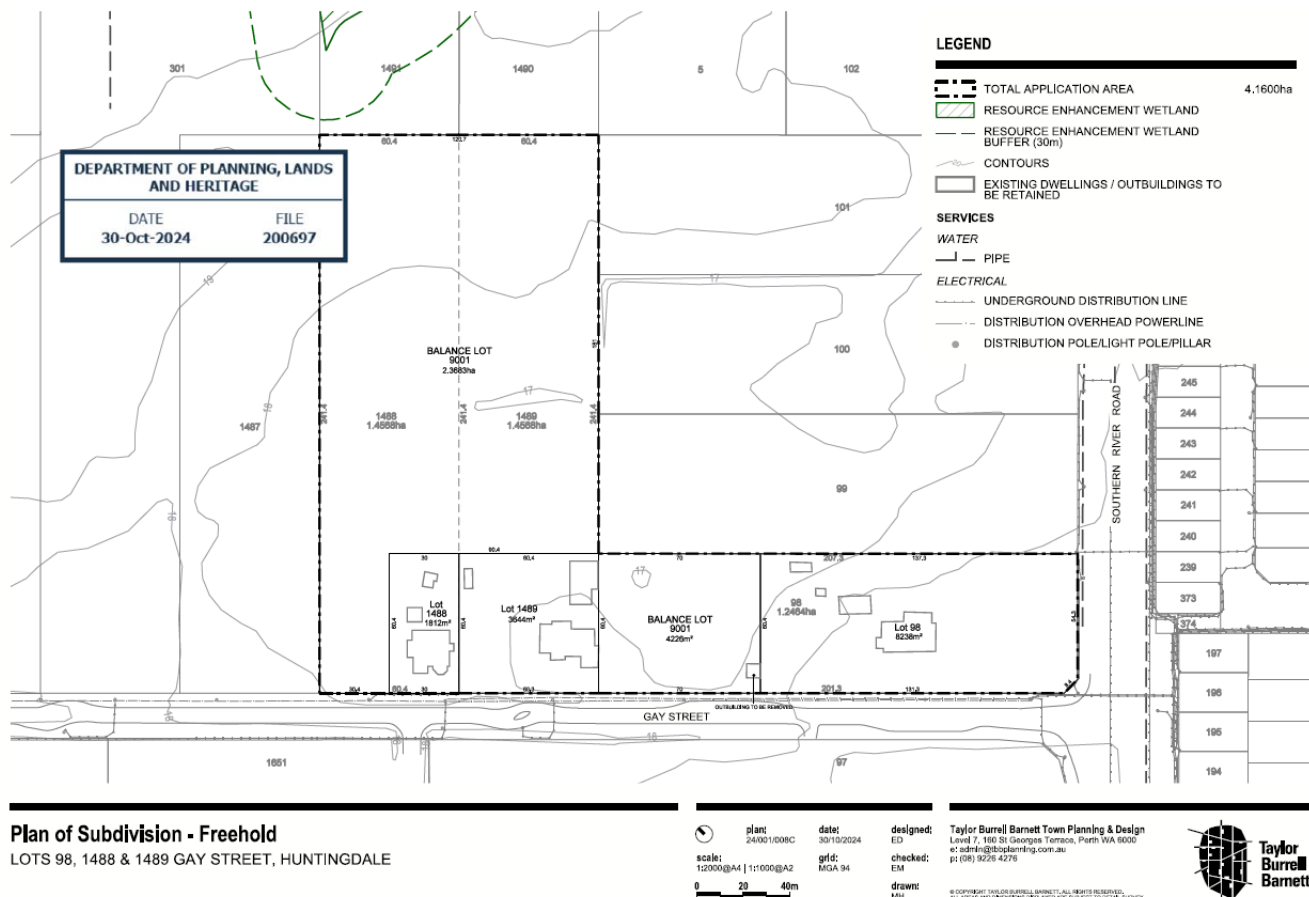


Figure 6 Plan of Subdivision (WAPC 200697)

3.2 Environmental Considerations

3.2.1 Topography

The subject site generally flat, with the site gently falling from 20m AHD upon the intersection of Southern River Road and Gay Street to 18 AHD along the northern lot boundary.

3.2.2 Flora and Fauna

The subject site is primarily cleared for rural-residential use, with evidence of several mature trees still existing onsite. The northern portion of the subject site and surrounding land north of the subject site is identified as 'Threatened' on the DBCA mapping database. As land in proximity to the subject site has been subject to recent subdivision and development, flora and fauna is not expected to pose any major concerns regarding the future development of the site.

3.3 Bushfire Management

The site is designated as a 'bushfire prone area' in the state Map of Bush Fire Prone Areas, and accordingly bushfire hazards are required to be considered in accordance with SPP3.7.

Future subdivision and development on the subject site, where likely to be impacted by bushfire risk, will be reviewed against SPP3.7 and may be required to prepare a Bushfire Management Plan and/or BAL Contour Plan to demonstrate that risks are minimised in accordance with SPP3.7.

3.4 Movement and Access

In support of the proposed Scheme Amendment, Premise Australia has prepared a Traffic Engineering Report (TER) to conduct a high-level assessment of a Local Centre zone on the subject site (**Appendix B**).

Access to the site is currently available from Gay Street, which is classified as a 'Local Distributor' road. The subject site also abuts Southern River Road to the southeast which is classified as a 'Distributor A' road reserve.

The TER has undertaken a review of two possible development scenarios for the site which confirms that the expected traffic volumes post development is well within the thresholds for Gay Street and Southern River Road and is capable of accommodating the future commercial development.

Additionally, the TER assessed the safety and traffic flow associated with potential future access arrangements for the development. The TER confirms that full movement onto Gay Street is acceptable and the potential left-out exit onto Southern River Road will optimise internal flow and safety whilst ensuring minimal disruption to the surrounding road network.

The site is serviced by two bus routes; Line 517 which is located on Gay Street and Line 233, situated on Southern River Road, and offer users with access to Gosnells Station and Thornlie Station. Future access to Southern River Road is to be considered and assessed at development application stage.

4.0 Proposed Amendment

4.1 Scheme Amendment Request

This amendment proposes to rezone Lot 10 (No. 248) Gay Street, Huntingdale from 'Residential R20' to 'Local Centre' zone with an applicable density code of 'R60' under the City of Gosnells Local Planning Scheme No. 24.

The purpose of this amendment is to rezone Lot 10 (8,238m²) to 'Local Centre' to facilitate the development of the site for commercial purposes as envisaged under several City of Gosnells strategic planning documents.

Modifications to Scheme Maps are outlined in **Appendix A**. There are no changes proposed to the Scheme Text resulting from the Scheme Map amendments.

4.1.1 Proposed Council Resolution

It is proposed that the City of Gosnells resolve to amend Local Planning Scheme No. 24 by:

- a) Rezoning Lot 10 Gay Street, Huntingdale from 'Residential R20' to 'Local Centre';
- b) Apply a residential density code of R60 to Lot 10 Gay Street, Huntingdale;
- c) Amend the Scheme Map accordingly.

This Scheme Amendment Request also seeks to remove the applicable R20 density code from the 'Local Centre' zone by amending the existing R-Code boundary as detailed on the proposed Amendment Map in **Appendix A**.

4.2 Concept Plan

In support of the Scheme Amendment Request, TBB has prepared a Concept Plan of a Local Centre development which could be contemplated on the subject site (**Figure 7 & Appendix C**). The Concept Plan demonstrates one scenario of how the site could be developed in the future under the Local Centre zoning and 'R60' density code.

The Concept Plan consists of a commercial development which is integrated with an adjacent grouped dwelling development. The commercial development has been designed with an estimated retail floorspace of 1,500m², with consideration also given to the site layout, possible access arrangement, car parking and service vehicle circulation.

The grouped dwelling site has an approximate size of 2,000m², with an estimated yield of eight dwellings. The design has considered the applicable density, future access arrangements and interface with the Local Centre site.

The Concept Plan is for illustrative purposes only, with the site to be subject to detailed design at development application stage.

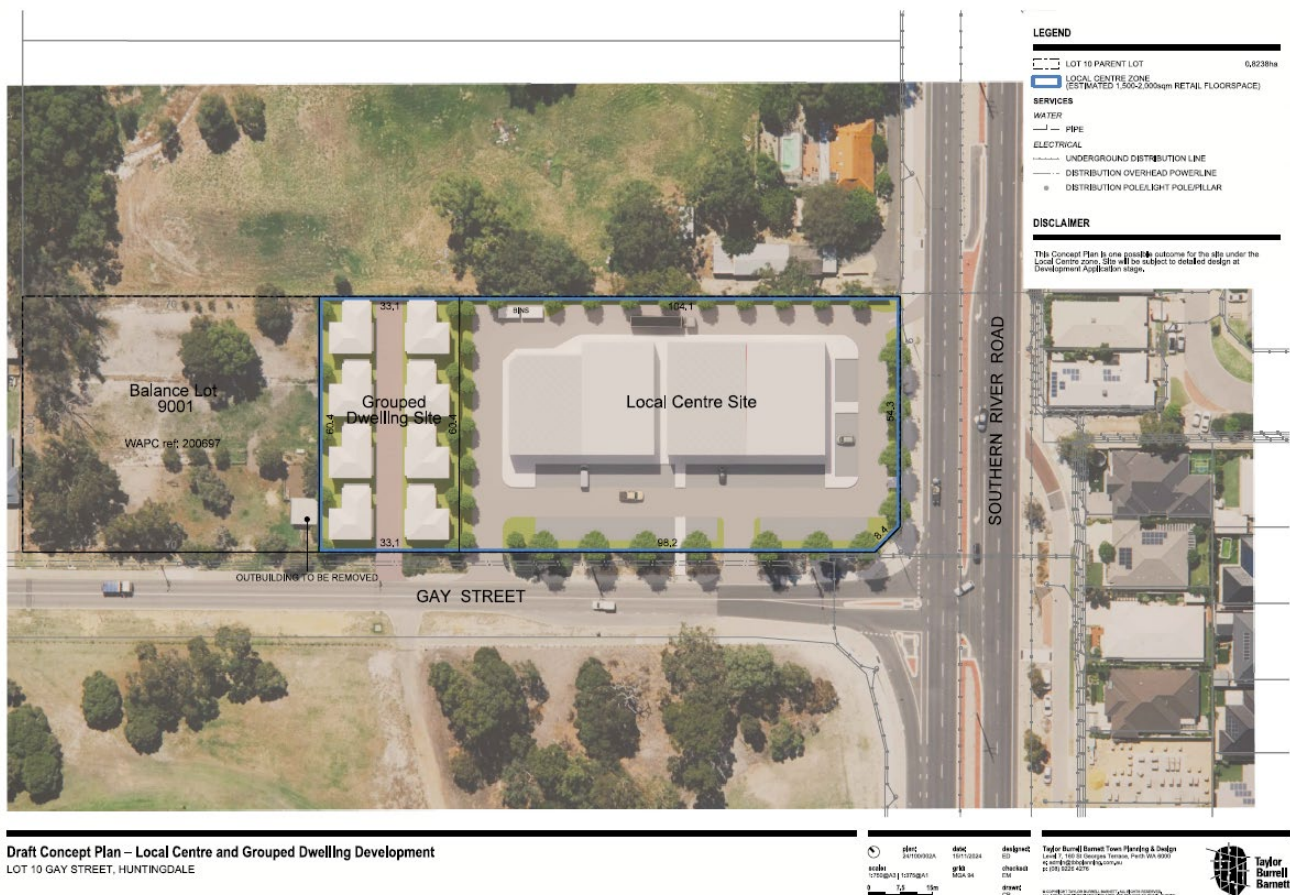


Figure 7 Draft Concept Plan - Possible Local Centre and Grouped Dwelling Development

5.0 Planning Justification

5.1 Justification

The Scheme Amendment considers the local context and planning framework applicable to the site, the surrounding land uses and potential impacts of the proposal. The Scheme Amendment is warranted for the following key reasons:

Site characteristics and suitability as a Local Centre

The subject site has a variety of qualities which would enable the future development of a Local Centre site to be successful in terms of its ability to generate social and economic activity, whilst minimising adverse impacts on adjacent and surrounding land.

These site characteristics include the following;

1. Being a corner lot on a Distributor A road which enables ease of access for passenger and service vehicles, improved internal vehicle circulation and access, and will minimise impact on the local road network;
2. Being adjacent Sutherlands Park and suitably distanced from existing residential development. This assists with alleviating any potential adverse impacts on amenity, such as traffic and noise, which may occur as a result of the daily operations associated with a commercial development;
3. Located within a growing residential area, a Local Centre development on the site will assist with improving and enhancing the amenity of the immediate locality and generate job opportunities within the community; and
4. Not having any major site constraints which may burden development potential, such as topography, bushfire or environmental.

All of the site characteristics detailed above indicate that the subject site is suitable, appropriate and has qualities to be a high-functioning and successful Local Centre development.

Consistent with City of Gosnells Strategic Planning Documents

Since 2015, the subject site has been strategically identified by the City of Gosnells as a future Local Centre site which has since been reflected and supported within the following strategic planning documents which have been endorsed by Council:

- Local Planning Strategy (2019);
- Draft Activity Centres Planning Strategy (2019); and
- South Bullfinch Street Draft Guide Plan (2015 & 2019).

The proposed rezoning is consistent with the City's strategic vision for the subject site and will assist in providing highly sought-after small-scale commercial floorspace for the immediate growing residential community within Huntingdale and surrounds.

The Local Centre zone addresses a retail floorspace need within the local area

The City of Gosnells ACPS highlights that existing Local Centres within the local government area perform reasonably well, although these sites are physically constrained and have minimal potential to expand. In order to assist with growing retail floorspace need for small-scale Local Centre amenities, the subject site is identified as a future Local Centre site under the ACPS.

Due to the rapidly growing nature of the locality and surrounds, it is considered a commercial development on the subject site will assist with addressing the rising demand for local centre floorspace within the local government area and provide a complementary use that fits and integrates within the surrounding residential context.

Furthermore, the Local Centre zoning provides for the opportunity for residential development, in the form of grouped and multiple dwelling development, to be considered in accordance with Table 3 of LPS24. In accordance with Table 7 - No. 6 (3) of LPS24, where residential development is proposed in the Local Centre, the applicable R-Code density shall apply. This Scheme Amendment seeks to apply the R60 density code which offers a range of dwelling diversity in the locality and allow several development outcomes to be considered on the subject site.

The proposed Scheme Amendment will provide an opportunity to address a clear need for commercial floorspace within the City of Gosnells as identified by the City's ACPS through the Local Centre zone, whilst offering an opportunity for higher density residential development to be considered on the site.

6.0 Conclusion

With several subdivision and development approvals occurring within and nearby the suburb of Huntingdale, the South Bullfinch Street Precinct is undergoing significant change from a primarily rural-residential area to a fully developed residential suburb.

This Scheme Amendment seeks to rezone Lot 10 (No. 248) Gay Street, Huntingdale from 'Residential' to 'Local Centre' zone under City of Gosnells Local Planning Scheme No. 24 and apply an applicable density code of 'R60' to facilitate the future development of the site for commercial purposes in order to improve local amenity, support and generate economic and social activity within Huntingdale and assist in addressing the need for retail floorspace within the local area.

The proposed Scheme Amendment is considered appropriate for the following reasons:

- The rezoning is consistent with the City's strategic planning framework and achieves the City's vision for the subject site;
- The site provides an opportunity for the City of Gosnells to deliver sought after Local Centre retail floorspace within the local government area;
- The draft Concept Plan illustrates how the site may be developed in compliance with the planning framework; and
- The Local Centre zone may allow for a mix in housing diversity within the locality.

On this basis, it is submitted that the proposed Scheme Amendment, and underlying development intent, is consistent with the City's vision for the subject site, thus the City's agreement to adopt the Amendment is sought.

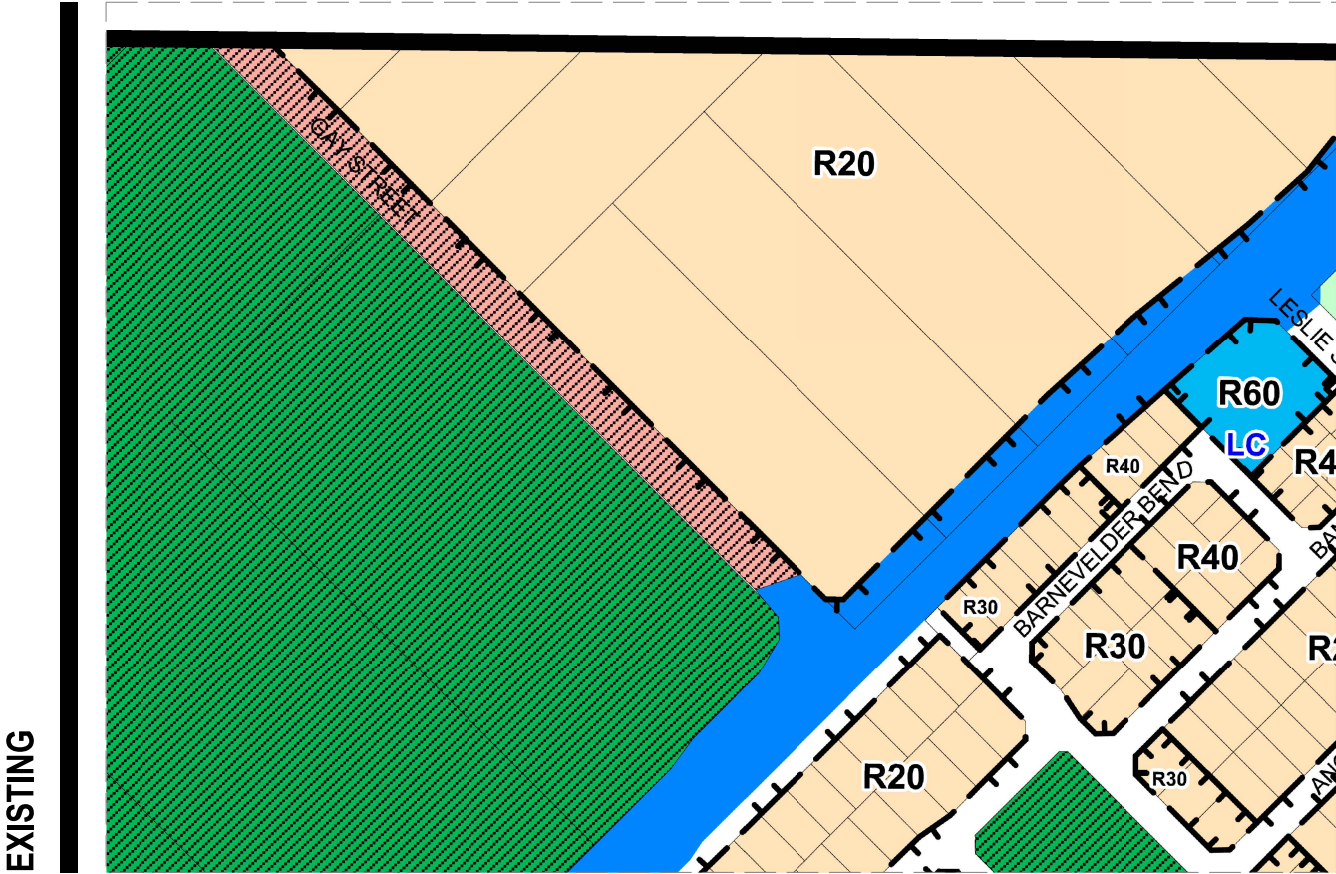
Appendix A

Scheme Amendment Map

CITY OF GOSNELLS

Local Planning Scheme No.24

Amendment No.2



- LEGEND**
- REGION SCHEME RESERVES (MRS)**
- OTHER REGIONAL ROADS
- LOCAL SCHEME RESERVES**
- LOCAL OPEN SPACE
 - LOCAL DISTRIBUTOR ROAD
- LOCAL SCHEME ZONES**
- RESIDENTIAL
 - LOCAL CENTRE
- OTHER CATEGORIES**
- R20, R30 & R40 R CODES
 - NO ZONE



- LEGEND**
- LOCAL SCHEME ZONES**
- LOCAL CENTRE
 - R20 R CODES

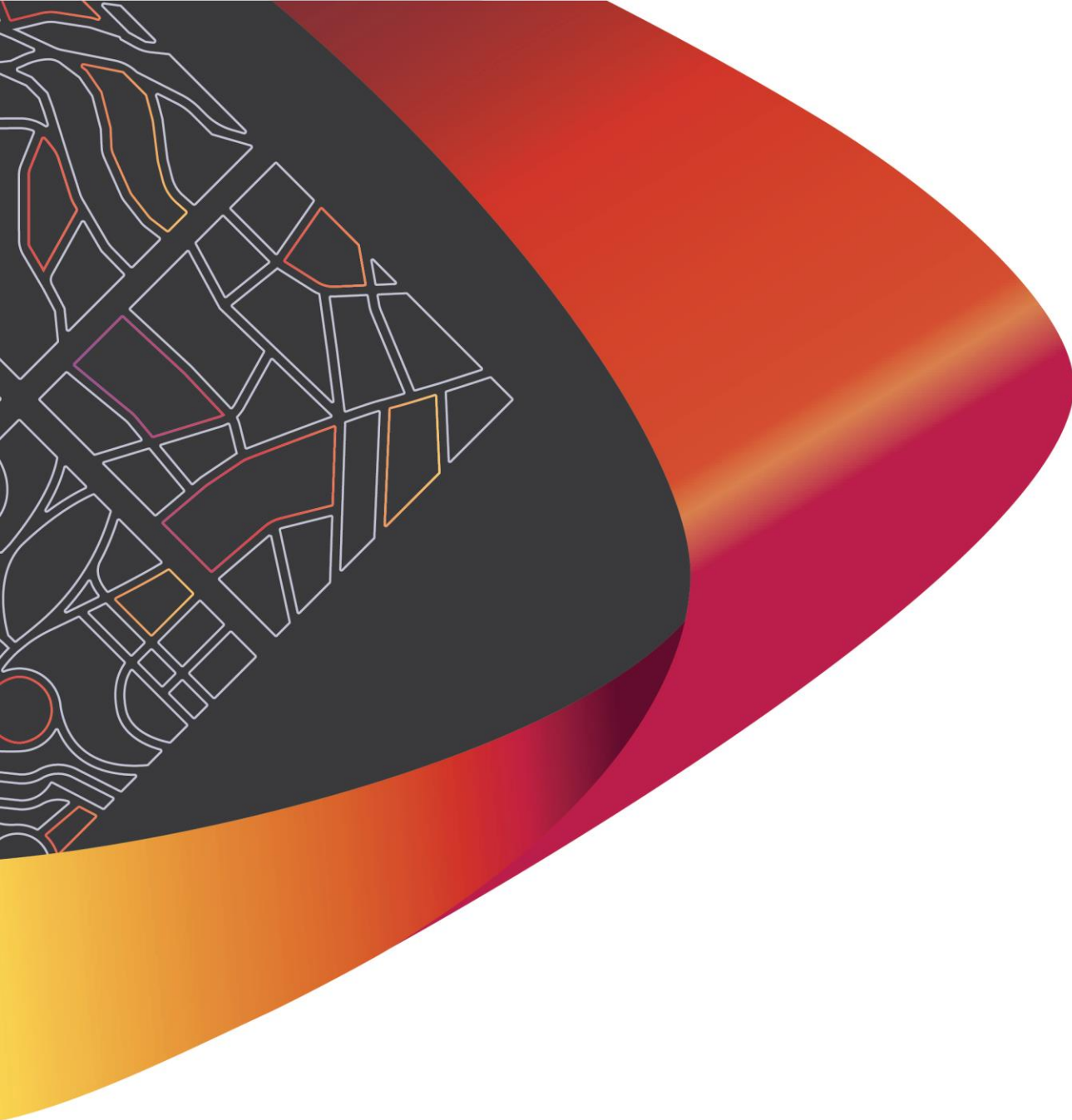
scale: 1:5000@A4 | 1:2500@A2 plan: 24/001/011A
date: 05/03/2025

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Appendix B

Traffic Engineering Report



TBB PLANNING

LOT 98 (NO 248) GAY STREET, HUNTIGDALE

TRAFFIC ENGINEERING REPORT

Report No: KC01833.000/TER

Rev: 001A

7 November 2024



Premise

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DOCUMENT AUTHORISATION					
Revision	Revision Date	Proposal Details			
Draft	06/11/24	Original			
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Rev A	22/11/24	Concept plan updated			
Prepared By		Reviewed By		Authorised By	
Ana Marijanovic		Marina Kleyweg		Marina Kleyweg	

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1. EXECUTIVE SUMMARY

- > A high-level traffic engineering assessment was conducted in support of rezoning for the proposed commercial site at Lot 98 (No. 248) Gay Street, Huntingdale, within the City of Gosnells.
A portion of Lot 98, totalling 4,226m², is in the process of being sold, subject to subdivision approval. The subdivision application is currently under assessment and is expected to receive approval within the next 2-3 weeks.
- > The proponent is seeking to rezone the remaining portion of Lot 98 (area 8,238m²) from 'Residential' to 'Local Centre'. The site will comprise predominantly commercial land use, while a potential for a grouped dwelling site is considered. This assessment will consider both the options - with and without the grouped dwelling part of the development.
- > The proposed development fits within the local centre zoning purpose as it encourages a mix of uses that would benefit residents and improve local accessibility.
- > Projected traffic generation varies between these development options, with Option 1 (commercial only) expected to generate approximately 2,370 daily vehicular trips, including 225 trips during the AM peak hour and 304 during the PM peak hour.
- > Option 2 (commercial + grouped dwellings), which assumes residential use in addition to the local centre, would generate a maximum of 2,430 daily trips, including 232 trips during the AM peak hour and 311 during the PM peak hour.
- > The development will require a Transport Impact Assessment with either option once it proceeds to the next stages of planning.
- > An analysis of the surrounding road network, including Gay Street (Local Distributor) and Southern River Road (Distributor A), reveals that existing and post-development traffic volumes would not exceed the roads' designated capacities for either development scenario. The proposed local centre zoning, therefore, complements the development's projected use while ensuring that traffic impact remains manageable within the existing road network.
- > Site access will be primarily from Gay Street, with potential adjustments to the access point and additional crossovers considered necessary to support the anticipated traffic. Furthermore, a left-turn-only exit onto Southern River Road is under consideration to improve traffic distribution and flow.
- > Road safety will be a primary consideration in the site design. Access adjustments, including the consideration of a left turn exit onto Southern River Road, will further support efficient traffic management.
- > Additionally, a turn warrant assessment should be conducted once crossover locations are finalised to determine the need for any additional deceleration lanes, ensuring optimal traffic flow and safety for all users.
- > Establishing a local centre at this location would provide convenient access to services, reducing the need for longer trips to other centres.
- > The overall analysis confirms that the road network can accommodate anticipated traffic volumes while maintaining safety and efficient flow, aligning with the proposed zoning change.

2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd (Premise) has been engaged by TBB Planning to conduct a high-level traffic engineering assessment in support of rezoning for the proposed commercial site at Lot 98 (No. 248) Gay Street, Huntingdale, within the City of Gosnells.

A portion of Lot 98, totalling 4,226m², is in the process of being sold, subject to subdivision approval. The subdivision application is currently under assessment and is expected to receive approval within the next 2-3 weeks.

The proponent is seeking to rezone the remaining 8,238m² portion of Lot 98 from 'Residential' to 'Local Centre'. The report will consider two rezoning options:

- Option 1 – commercial land use
- Option 2 - commercial land use and grouped residential dwelling site.

2.2 Scope and Study Area

This report outlines the traffic engineering assessment for the proposed rezoning of Lot 98 (No. 248) Gay Street, Huntingdale. **Figure 1** shows the impact assessment area consisting of the proposed site location.

The purpose of this assessment is to evaluate the suitability of the site for the intended land use from a traffic impact perspective, taking into account local transport networks, safety concerns, and relevant regulatory requirements.

The assessment also provides high-level insights into road capacity, access, and egress configurations, as well as preliminary recommendations on vehicular, pedestrian, and cyclist movements within and around the site.

The scope of works for the assessment is as follows:

Collate all relevant data pertaining to:

- > Local networks (road, cycling, pedestrian, RAV);
- > Review existing safety issues.
- > Known and committed proposals in the vicinity of the subject site.
- > Relevant strategies and regulatory documents that may pertain to the subject site.

Prepare a traffic engineering report to support rezoning outlining:

- > Suitability of the proposed land use in terms of traffic demand and impact.
- > High level assessment – impact on road capacity.
- > Preliminary comments on suitable access / egress locations.

- > Preliminary comments on relevant standards to be observed when configuring access / egress points, internal parking, pedestrian, cyclist and vehicular movement trajectories.

Figure 1 – Subject site location



3. EXISTING CONDITIONS

3.1 Site location and description

The site is located at the corner of Gay Street and Southern River Road, with full movement vehicular access from Gay Street. It is currently occupied by a single residential dwelling.

3.2 Existing road conditions

Table 1 - Road Classification and Description

Road Name	Gay Street
Number of Lanes	two-way, one lane each direction, undivided
Road Reservation Width	20.0m
Road Pavement Width	6.8m
Classification	Local Distributor
Speed Limit	50kph
Bus Route	517 Thornlie Station – Murdoch TAFE via Southern River
Heavy Vehicle Route	NO
On-street parking	NO
Road Name	Southern River Road
Number of Lanes	two-way, two lanes each direction, divided
Road Reservation Width	30.0m
Road Pavement Width	8.8m per direction inclusive of bicycle lanes
Classification	Distributor A
Speed Limit	70km/h
Bus Route	233 Gosnells Station – Cockburn Central Station via Southern River, Harrisdale & Piara Waters 517 Thornlie Station – Murdoch TAFE via Southern River
Heavy Vehicle Route	NO
On-street parking	NO

3.3 Traffic safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database provides the location and severity of all crashes for the five-year period from 2019 to 2024. Of the recorded incidents, there does not appear to be any pattern or any locations of re-occurring similar incidents that would highlight sections of the road being excessively unsafe. The number and type of incidents recorded are consistent with other rural classified roads in the area. Given the class of road and crash types, it is concluded that the road network is currently operating in a manner consistent with distributor roads.

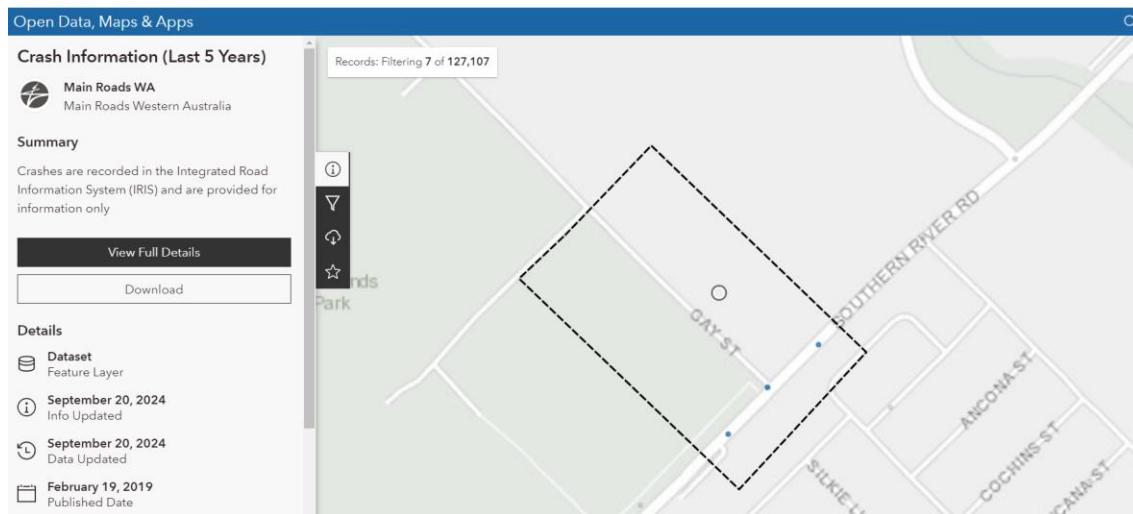


Figure 2 – MRWA crash data

The following tables shows crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2017 to 2022, as obtained from Main Roads WA on the 31st of May 2022 by email request:

Crash Density and Crash Rate on Metropolitan Local Roads Network only				
	All Crashes		Serious Injury Crashes (Fatal+Hospital)	
	Average Annual Crash Density (All Crashes/KM)	Average Annual Crash Rate (All Crashes/MVKT)	Average Annual Crash Density (Ser. Inj. Crashes/KM)	Average Annual Crash Rate (Ser. Inj. Crashes/MVKT)
Metro Local Roads - Midblock	2.51	0.95	0.12	0.05
Metro Local Roads - All	5.23	1.98	0.24	0.09

Note: Based on 5-years data for the period 2017 to 2021.

Figure 3 - Crash Density and Crash Rate

Definitions of acronyms and terms used in this analyse can be found below:

- > PDO Crash - a crash that results in property damage only (major or minor) and does not require hospitalisation or medical treatment, as listed in Main Roads WA's Crash Analysis Reporting System (CARS).
- > KSI Crashes - Killed and serious injury crash
- > MVKT - Million Vehicle Kilometres Travelled.

Table 2 - Crash review - midblock

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Southern River Road	2.21-2.57	Distributor A	70kph	0	0	0	1
No of MVKT Travelled at Location			$\approx 8,000 \text{ VPD} * 365 * 5 \text{ years} * 0.38 \text{ km} = 5.26 \text{ MVKT}$				
KSI Crash Rate			$0 \text{ KSI crashes} / 5.26 \text{ MVKT} = 0 \text{ KSI crashes/MVKT}$				
All Crash Rate			$1 \text{ crashes} / 5.26 \text{ MVKT} = 0.19 \text{ crashes/MVKT}$				
Comparison with Crash Density and Crash Rate Statistics			All crashes rate of 0.19 is lower than the network average of 0.95 Crashes per MVKT for Local Roads Network				

Table 3 - Crash review - intersection

Intersection Name	Road Hierarchy	Speed Limit	Crash Statistics			
			No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Southern River Road & Gay Street	Distributor A / Local Distributor	70kph / 50kph	1	1	3	0
No of MVKT Travelled at Location		$\approx 13,500 \text{ VPD} * 365 * 5 \text{ years} * 0.3 \text{ km} = 7.39 \text{ MVKT}$				
KSI Crash Rate		$1 \text{ KSI crashes} / 7.39 \text{ MVKT} = 0.14 \text{ KSI crashes/MVKT}$				
All Crash Rate		$5 \text{ crashes} / 7.39 \text{ MVKT} = 0.67 \text{ crashes/MVKT}$				
Comparison with Crash Density and Crash Rate Statistics		KSI crash rate of 0.14 is higher than the network average of 0.09 KSI Crashes per MVKT for Local Roads Network. All crashes rate of 0.67 is lower than the network average of 1.98 Crashes per MVKT for Local Roads Network				

3.4 Existing traffic flow

The following table provides an overview of traffic count data for Gay Street and Southern River Road in the vicinity of 248 Gay Street, Huntingdale.

Table 4 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Date
			AM	PM		
Gay Street	West of Southern River Road*	2,120	08:00 – 179	15:00 – 218	7.0%	Jun 2021
Southern River Road	West of Corfield Street	7,744	08:00 – 867	14:45 – 808	6.4%	19/20

*Note** - These traffic counts were received from the City of Gosnells for a different project and are used here due to the quick turnaround required for completion of the report.

3.5 Public Transport

The site is serviced by two bus lines: Line 517, with a stop located directly to the south on Gay Street, and Line 233, situated just to the north on Southern River Road. These transport options provide convenient access to surrounding areas.

Table 5 - Public transport lines and frequency

Bus Route	Description	Peak Frequency	Off-Peak Frequency
233	Gosnells Station – Cockburn Central Station via Southern River, Harrisdale & Piara Waters	15 minutes	1 hour
517	Thornlie Station – Murdoch TAFE via Southern River	11 minutes	1 hour

Walk Score Rating for Accessibility to Public Transport

28 Some Transit. A few nearby public transportation options.

3.6 Pedestrian and Cyclist Infrastructure

KCTT have done a desktop review of the pedestrian and shared paths surrounding the proposed facilities. The paths appear in good condition and provide sufficient connectivity, which is expected to contribute to foot traffic attracted to the subject site.

Table 6 – PBN routes in the vicinity of the subject site

Classification	Road Name
<i>"Other Shared Path (Shared by Pedestrians and Cyclists)"</i>	Bullfinch Street; Gay Street; Balfour Street; Southern River Road; Bellbird Avenue; Huntingdale Road; Chamberlain Street
<i>"Good Road Riding Environment"</i>	Bullfinch Street; Balfour Street; Huntingdale Road; Holmes Street
What is the Walk Score Rating?	
2	Car-Dependent. Almost all errands require a car.

The long-term cycle network (LTCN) identifies an aspirational blueprint for all ages and abilities cycling infrastructure. The cycle networks identify routes according to the WA Cycling Network Hierarchy; routes are designated by function rather than built form:

- > **Primary routes** are high demand corridors connecting major destinations and are the backbone of cycle networks. Primary routes are often located next to major roads and railways.
- > **Secondary routes** have a moderate level of demand and connect primary routes and major activity centres such as shopping precincts, industrial areas, as well as health, education and sporting facilities.
- > **Local routes** experience a lower level of demand than primary and secondary routes, and provide access to other routes, local amenities and recreational spaces.

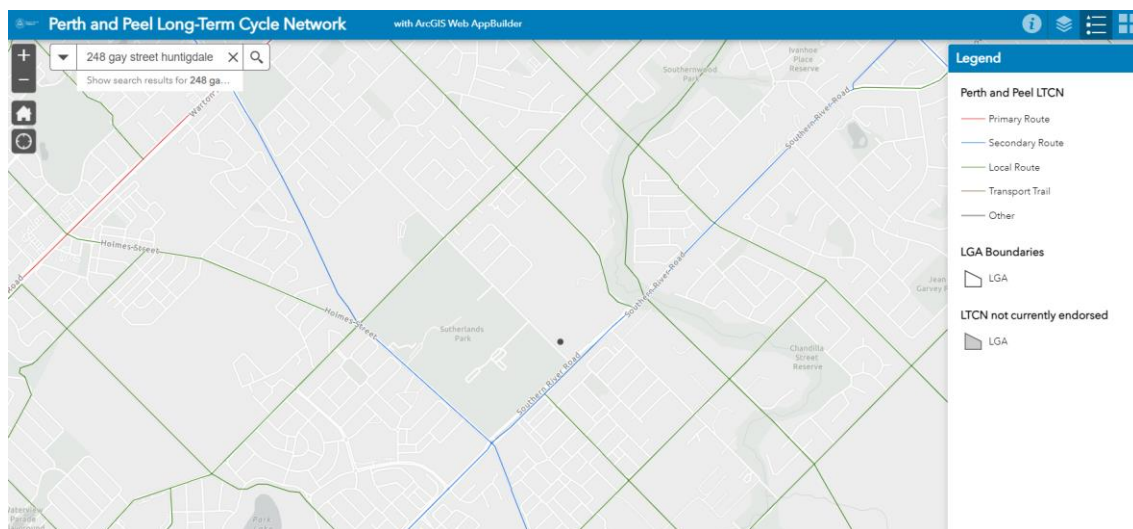


Figure 4 - LTCN routes

3.7 Proposed Developments in the Vicinity

The subject site is located near several structure plan areas, as illustrated in the figure below, which are mostly part of the Southern River/Forrestdale/Brookdale/Wungong District Structure Plan. These areas are currently undergoing further planning refinements to address evolving infrastructure and land use needs.

The Southern River Precinct 3 Structure Plan specifies that a comprehensive review of the existing road network is essential in future planning phases. This review will identify necessary upgrades and intersection treatments. Notably, it is anticipated that the Holmes Street and Southern River Road intersection which is currently a roundabout may require traffic signal installation to accommodate projected traffic volumes, as development progresses.

Although there are no other confirmed upgrades at this stage, the scale of development within these structure plan areas suggests that upgrades to Southern River Road and its key intersections are likely.

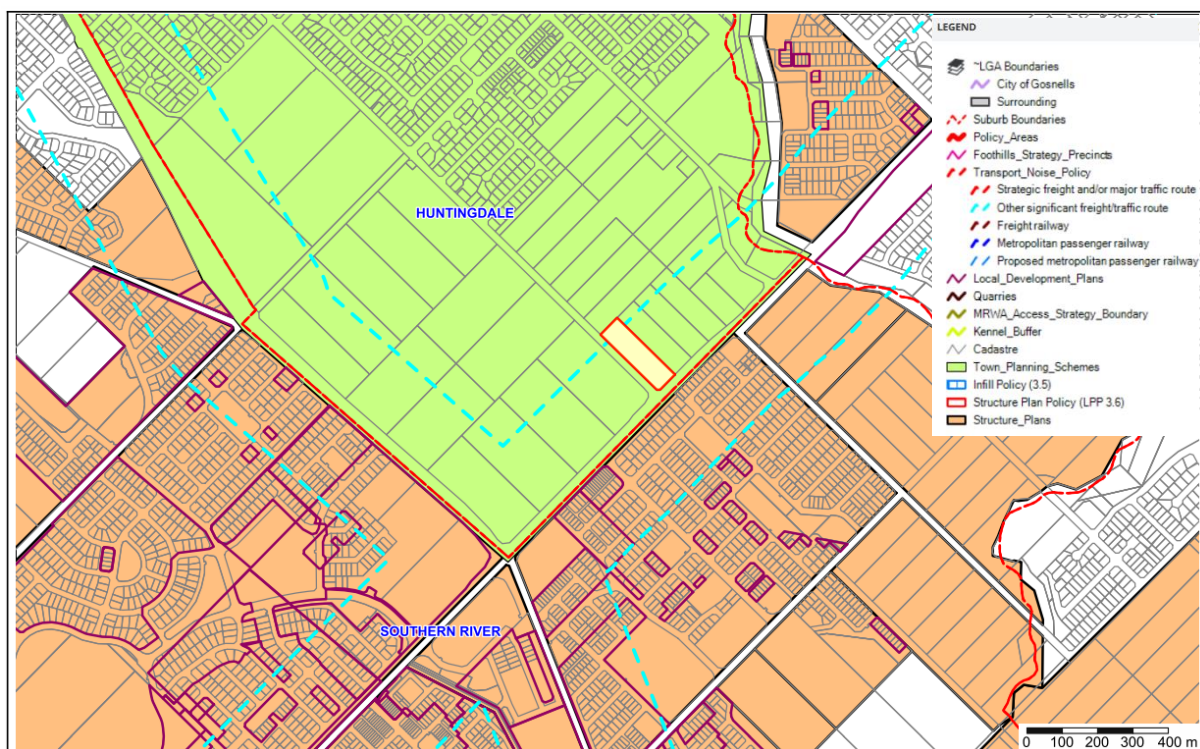


Figure 5 - City of Gosnells Development Considerations (Intramaps)

4. PROPOSED DEVELOPMENT

4.1 Overview of proposed development

Lot 98 will be subdivided primarily in two lots. The first portion, subject site, totalling 4,226m², is in the process of being sold, subject to subdivision approval. The subdivision application is currently under assessment and is expected to receive approval within the next 2-3 weeks.

The proponent is seeking to rezone the remaining 8,238m² portion of Lot 98 from 'Residential' to 'Local Centre'. The site intended use is commercial and additionally a grouped dwelling site is considered. This assessment will consider both the options - with and without the grouped dwelling part of the development.

The site is located at the corner of Gay Street and Southern River Road, with full movement vehicular access from Gay Street. Additional crossovers may be needed to accommodate the new development, so a left-out access to Southern River Road will also be considered. The crossovers provided on the layout below are preliminary.

For the purposes of high-level assessment of traffic impact, the following cases will be further investigated within the report:

Table 7 – Potential land uses

Land use	Yield
Commercial (retail)	1,500m ² NLA
Potential grouped dwellings	6- 8 dwellings



Figure 6 - Indicative Concept Plan – Local Centre and Grouped Dwelling Development (by Taylor Burrell Barnett Town Planning & Design)

4.2 Traffic impact of the proposed development

Data on the trip generating potential of the various land uses is fairly limited in Western Australia. WAPC TIA Guidelines suggest trip rates have been derived mainly from the PARTS and TravelSmart surveys and the Guide to Traffic Generating Developments Version 2.2, October 2002 – Roads and Traffic Authority, New South Wales (RTA Guide).

The NSW Guide to Transport Impact Assessment (GTIA) was updated and published in 2024, after extensive engagement with industry professionals, therefore these new rates will be used.

Table 8 - Trip generation rates

Guideline document	Trip generation rates
NSW RTA Guide to Traffic Generating Developments	Low density residential dwellings (Regional) - AM peak hour - 0.83/dwelling - PM peak hour - 0.84/dwelling - Daily - 7.53/dwelling
	Small suburban shopping centres (1,000 – 6,000m ² GLFA) - Site AM peak hour - $0.066A + 126$ - Site PM peak hour - $0.089A + 170$ - Daily $0.695A + 1,327$ (A): GLFA

Table 9 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Existing				
Residential dwelling	1 dwelling	8	1	1
Proposed - Option 1				
Commercial (retail)	1,500m² GLFA	2,370	225	304
TOTAL – Option 1		2,370	225	304
Proposed - Option 2				
Commercial (retail)	1,500m² GLFA	2,370	225	304
Grouped dwellings	6-8 dwellings	45-60	5-7	5-7
TOTAL – Option 2		2,415-2,430	230-232	309-311

According to WAPC guidelines, all developments generating more than 100 vehicular trips in the peak hours can be considered to have a high impact on the road network. Therefore, the development will require a Transport Impact Assessment regardless of the preference of a grouped dwelling part of the development.

4.3 Trip Distribution

The total projected traffic movements to and from the site have been based on the surrounding land uses, anticipated desire lines, and the nature of the proposed development. These estimates consider peak hour flows, nearby intersections, and likely distribution patterns. Depending on the preferred development option, these projections would need to be revised in the Traffic Impact Assessment (TIA).

Preliminary traffic distribution percentages are outlined in the table below for reference.

Table 10 - Trip Distribution Routes

Route	Percentage
To / from the west via Gay Street	30%
To / from the north via Southern River Road	40%
To / from the south via Southern River Road	30%

4.3.1 IMPACT ON TRAFFIC SAFETY

Once the development concept is finalised and the position of crossovers determined, a turn warrant assessment should be conducted to evaluate the necessity of additional auxiliary turning lanes. This assessment will ensure that traffic flow and safety are adequately addressed based on the projected volume of turning movements and the configuration of the surrounding road network.

4.3.2 IMPACT OF EXPECTED TRAFFIC ON KEY ROADS

A comparison of expected traffic volumes on surrounding road network for existing and post development conditions has been undertaken for both development options.

A 2% annual growth rate is proposed for the assessment of traffic on surrounding roads, in addition to the traffic generated by the proposed development. This growth rate is intended to account for the development of surrounding structure plans and subdivisions through 2036 and is expected to provide a reasonable projection for future traffic conditions.

Assessment years and time periods for traffic flow analysis:

- > **2026** - assumed year of development completion
- > **2036** - 10 years after the development's completion

Table 11 - Expected traffic impact on surrounding roads – Option 1 (commercial only)

Road Name	Network traffic	Network traffic Year 2026	Network traffic Year 2036	Subject Site Traffic	Total Traffic Year 2026	Total Traffic Year 2036
Gay Street	2,120 (2021)	2,341	3,303	711	3,052	4,014
Southern River Road	7,744 (2020)	8,895	12,800	948	9,843	13,748

Table 12 - Expected traffic impact on surrounding roads – Option 2 (commercial + group dwelling)

Road Name	Network traffic	Network traffic Year 2026	Network traffic Year 2036	Subject Site Traffic	Total Traffic Year 2026	Total Traffic Year 2036
Gay Street	2,120 (2021)	2,341	3,303	729	3,070	4,032
Southern River Road	7,744 (2020)	8,895	12,800	972	9,867	13,772

Gay Street is classified as a Local Distributor road, with a maximum desirable volume of 6,000 vehicles per day, while Southern River Road is classified as a Distributor A road, with indicative traffic volumes exceeding 8,000 vehicles per day. As demonstrated in the calculations above, both roads will remain within their respective classifications, regardless of the preferred development option.

5. ROAD SAFETY

5.1.1 ACCESS DRIVEWAY LOCATION

The site is located at the corner of Gay Street and Southern River Road, with existing full movement vehicular access from Gay Street. However, this access point may need to be relocated, and additional access points (crossovers) might be required to support the proposed development. A left-turn-only exit onto Southern River Road is also under consideration.

Several constraints should be taken into account when determining the placement of any new crossovers. Firstly, crossovers must not be positioned in areas where the kerb is marked with heavy lines, as shown in figure below:

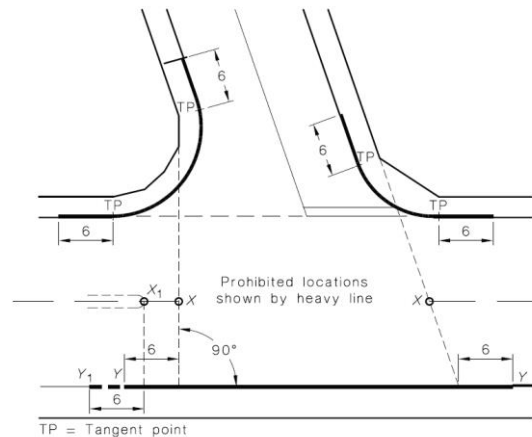


Figure 7 - Prohibited locations of access driveways

Furthermore, due to the site's corner location and its proximity to the major intersection of Gay Street and Southern River Road, any crossover should be placed as far away from the intersection as possible to ensure safe traffic flow. Additionally, the presence of the existing bus stop—Gay St Before Southern River Rd (Stop ID 26640)—should be considered when placing crossovers along Gay Street.

Additionally, appropriate sightlines must be maintained to ensure clear visibility for both vehicles and pedestrians, further influencing where crossovers can be placed.

However, if all these constraints, including sightline requirements, are properly addressed and adhered to, there is no reason why the proposed left-out access onto Southern River Road should present any issues for traffic flow or safety.

5.1.2 ENTERING SIGHT DISTANCE

The proposal does not seek to introduce new gazetted intersections; however, the design would have to ensure that the sight distances are adequate for the vehicles leaving the subject site. A desirable 5s gap sight distance for any crossover on Gay Street should be 69m and 87m on Southern River Road.

The figure below shows the minimum sight distances required at access driveways on various frontage roads. As of writing this report, minimum SSD values cannot be relied upon in Western Australia.

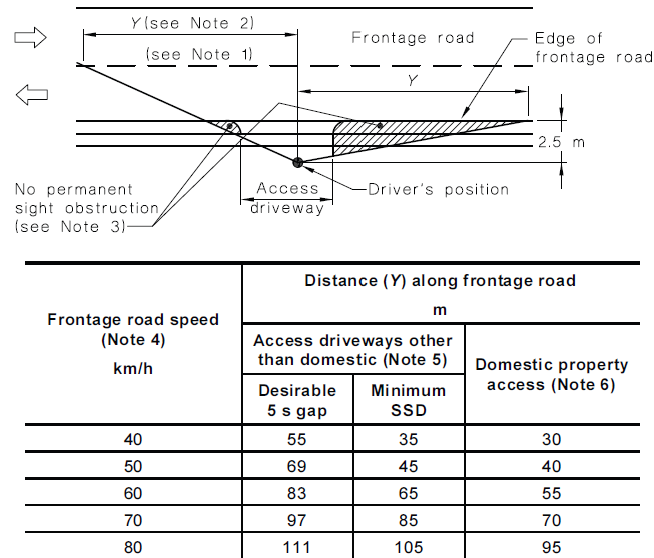


Figure 8 - Entering sight distance requirements

5.1.3 PEDESTRIAN SIGHT LINES

Safety of pedestrians in parking areas should be of utmost importance. While the figure below illustrates sight distances required at property entry points, similar requirements should be observed internally to the parking area, in particular where designated pedestrian paths intersect aisles intended for primarily vehicular circulation.

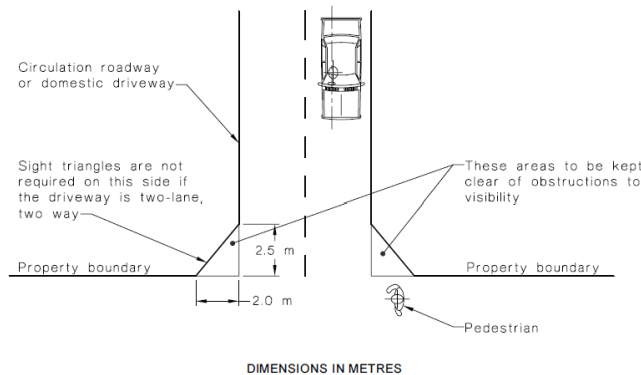


Figure 9 – Minimum sightlines for pedestrian safety

6. CONCLUSION

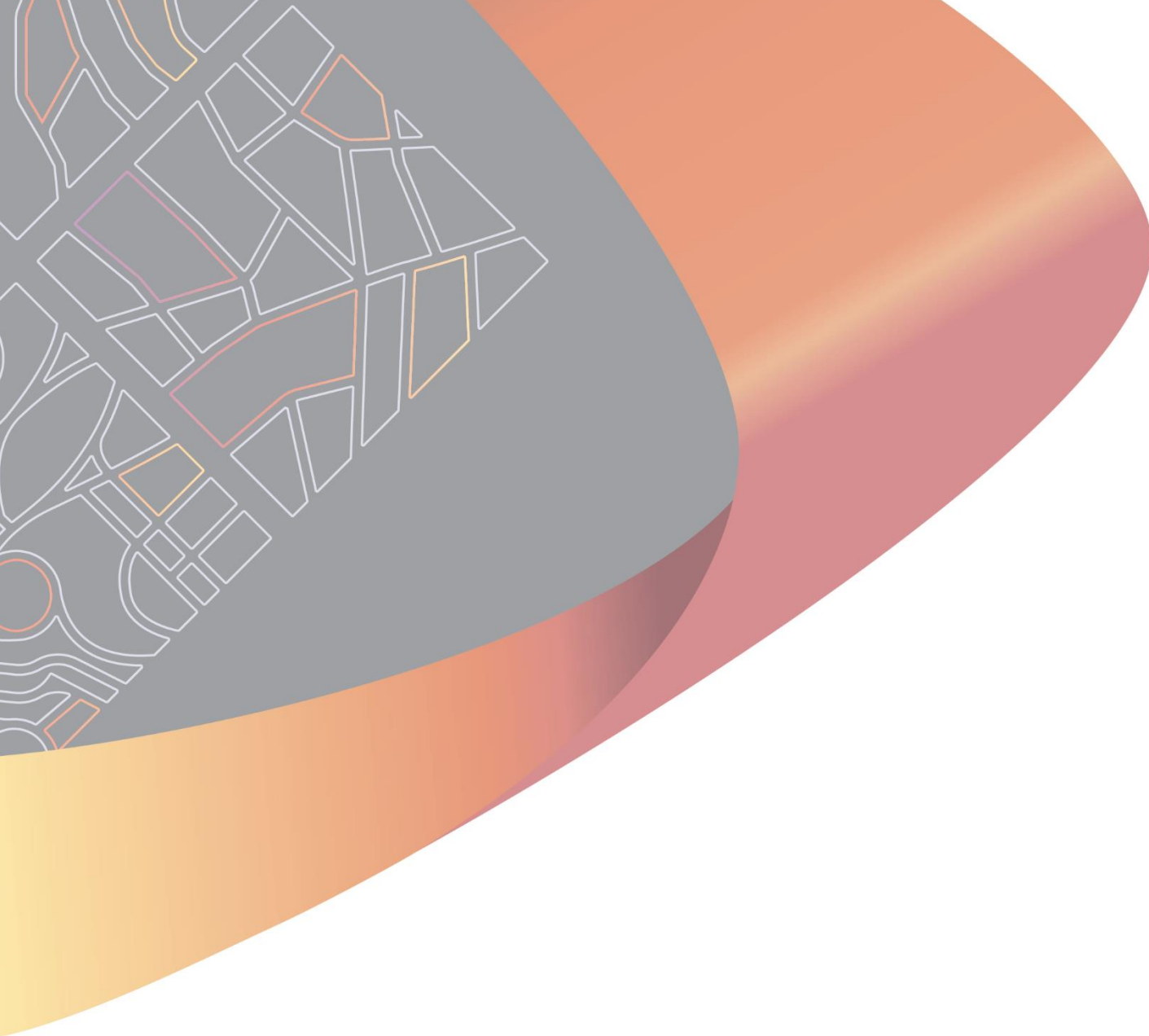
The assessment of the additional traffic generated by the proposed development with two options reviewed, concluded the following:

- > The site intended use is commercial or potentially with additional grouped dwelling site. Both of these cases have been assessed withing the report. The development will require a Transport Impact Assessment with either option.
- > Transitioning the site from single residential use to a local centre aligns with local planning objectives. This zoning change would introduce a mix of uses that can meet daily shopping needs of the community, enabling more sustainable travel practices.
- > A comparison of expected traffic volumes on surrounding road network for existing and post development conditions has been undertaken for both development options.
- > With traffic volumes well within thresholds for Gay Street and Southern River Road, there is ample capacity to accommodate the development. Additionally, proposed access points, including the potential left-turn exit onto Southern River Road, will optimise flow and safety, ensuring minimal disruption on the existing network.
- > By offering a mix of commercial services and, potentially, residential options, the proposed local centre zoning reduces the need for residents to travel long distances for essential services. This zoning approach supports a "walkable community" model, enabling residents to meet daily needs locally and alleviating pressure on nearby commercial centres.
- > Establishing a local centre at this site transforms an underutilised residential property into a dynamic hub that can serve the evolving needs of the neighbourhood.
- > The site's proximity to existing transport infrastructure supports the local centre zoning by ensuring that any increased traffic is easily absorbed by the well-connected road network.

APPENDICES

APPENDIX A

DEVELOPMENT SITE PLAN



Appendix C

Draft Concept Plan



Draft Concept Plan – Local Centre and Grouped Dwelling Development
LOT 10 GAY STREET, HUNTINGDALE

plan:
24/100/002A

scale:
1:750@A3 | 1:375@A1

0 7.5 15m

date:
15/11/2024

grid:
MGA 94

designed:
ED

checked:
EM

drawn:
CR

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Appendix D

Plan of Subdivision (WAPC 200697)

