



Transport Impact Statement

TOWN OF VICTORIA PARK
Received: 25/09/2025

Project:	Franklin's Tavern Redevelopment 944 – 948 Albany Highway, East Victoria Park
Client:	Urban Capitol Group c/o Studio Roam
Author:	L. De Leon
Date:	6 th May 2025
Shawmac Document #:	2504005-TIS-001

CONSULTING CIVIL AND TRAFFIC ENGINEERS
1 ST. FLOOR, 908 ALBANY HIGHWAY, EAST VICTORIA PARK WA 6101.
PHONE|+61 8 9355 1300
EMAIL| admin@shawmac.com.au



Document Status: Client Review

Version	Prepared By	Reviewed By	Approved By	Date
Draft				
A				

Disclaimer

Although all care has been taken in the preparation of this document, Shawmac Pty Ltd and all parties associated with the preparation of this document disclaim any responsibility for any errors or omissions. Shawmac Pty Ltd reserves the right to amend or change this document at any time. This document does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever. Liability is expressly disclaimed by Shawmac Pty Ltd for any loss or damage which may be sustained by any person acting on this document.

© Shawmac Pty. Ltd. 2025 ABN 51 828 614 001

File Reference: Y:\Jobs Active 2025\T&T - Traffic & Parking\Studio Roam_Franklins Tavern_TIS_2504005\3. Documents\3.20 TIS\Studio Roam_Franklins Tavern_TIS_Rev A.docx



Contents

1.	Introduction	1
1.1.	Proponent	1
1.2.	Site Location	1
2.	Proposed Development.....	3
2.1.	Land Use.....	3
3.	Traffic Management on Frontage Streets.....	5
3.1.	Existing Road Layout and Hierarchy.....	5
3.2.	Speed Limit.....	6
4.	Traffic Impact	7
4.1.	Traffic Generation	7
5.	Vehicle Access and Parking.....	8
5.1.	Access	8
5.2.	Car Parking.....	9
5.2.1.	Planning Scheme Requirements.....	9
5.3.	Parking Design.....	10
5.4.	Bicycle Parking	11
5.5.	Provision for Service Vehicles.....	11
6.	Pedestrian and Cyclist Access	12
7.	Public Transport Access	13
8.	Site Specific Issues and Safety Issues.....	14
8.1.	Crash History	14
9.	Conclusion	15
	Appendix A – Swept Path Analysis	16



Figures

Figure 1: General Site Location	2
Figure 2: Aerial View (March 2025)	2
Figure 3: Proposed Site Masterplan	4
Figure 4: Existing Road Network Hierarchy	5
Figure 5: Existing Speed Limits	6
Figure 6: Vehicle Access Arrangement	8
Figure 7: Classification of Parking Facilities	10
Figure 8: Existing Pedestrian Path	12
Figure 9: Crash History January 2020 to December 2024	14

Tables

Table 1: Development Vehicle Trip Generation	7
Table 2: Car Parking Calculation – WA Planning Manual	9
Table 3: AS2890.1 Car Parking Compliance	10
Table 4: Bicycle Parking Calculation – Town of Victoria Park – Local Planning Policy 23	11



1. Introduction

1.1. Proponent

Shawmac has been engaged by Urban Capitol Group to prepare a Transport Impact Statement (TIS) for proposed alterations and additions to the existing Franklin's Tavern in East Victoria Park.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*. The assessment considers the following key matters:

- Details of the proposed development.
- Vehicle access and parking.
- Provision for service vehicles.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Cycle access.
- Site specific and safety issues.

1.2. Site Location

The site address is 944 – 948 Albany Highway in East Victoria Park. The local authority is the Town of Victoria Park.

The site location is shown in **Figure 1**. An aerial view of the existing site is shown in **Figure 2**.

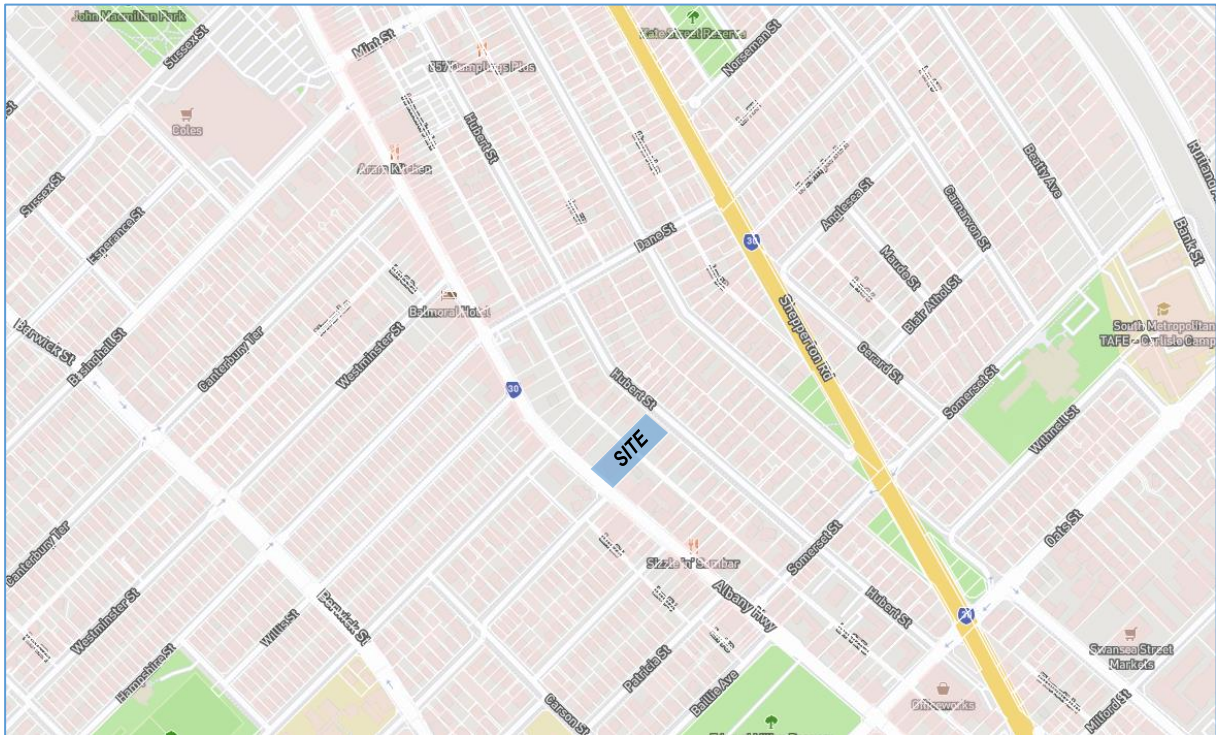


Figure 1: General Site Location



Figure 2: Aerial View (March 2025)



2. Proposed Development

2.1. Land Use

The existing development is a tavern and drive-through liquor store.

The proposed redevelopment will retain the majority of the existing structure including the existing drive-thru facilities on Albany Highway.

The development will operate from 10am to 12am, 7 days per week.

The proposed masterplan is shown in **Figure 3**.

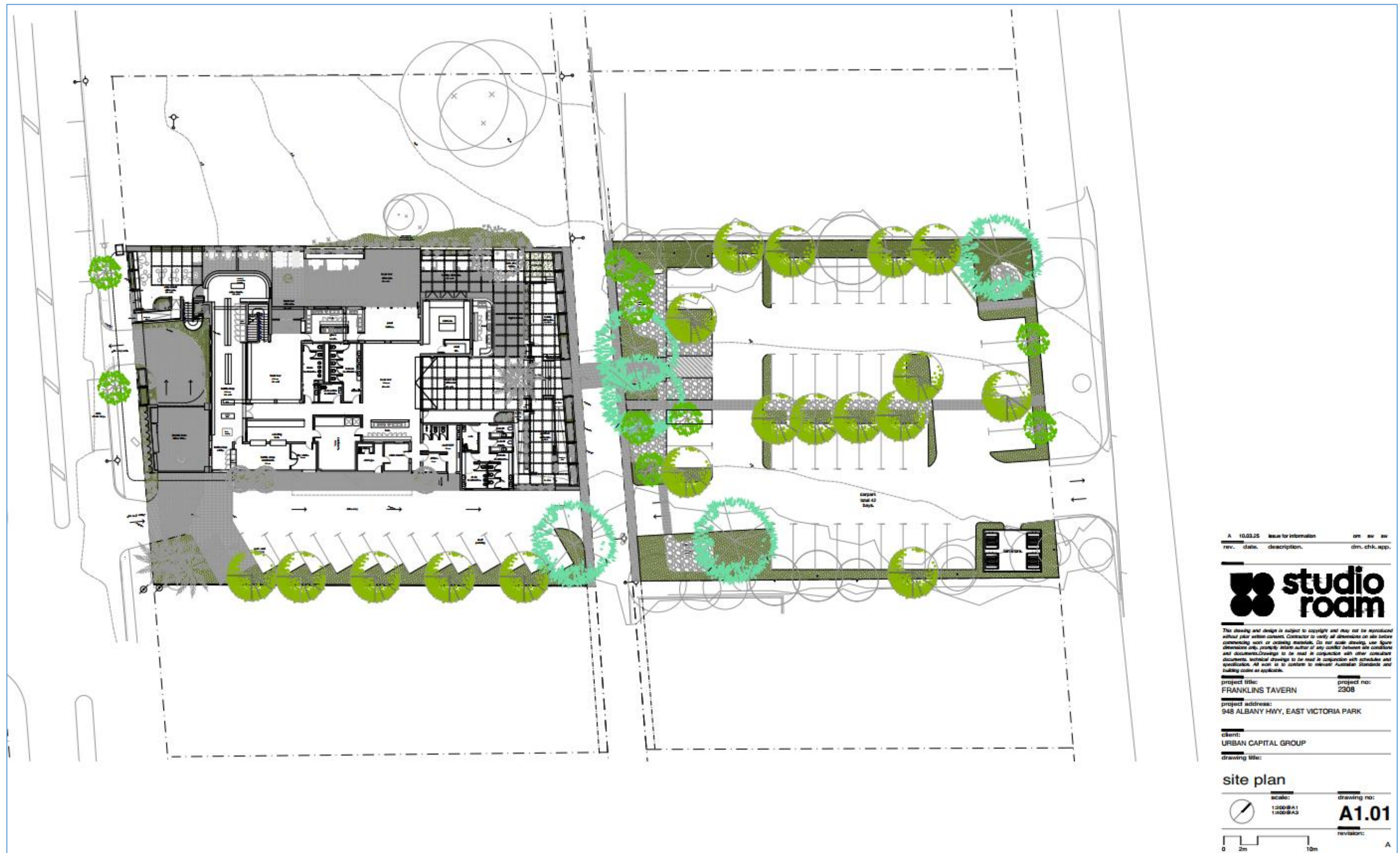


Figure 3: Proposed Site Plan



3. Traffic Management on Frontage Streets

3.1. Existing Road Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**.

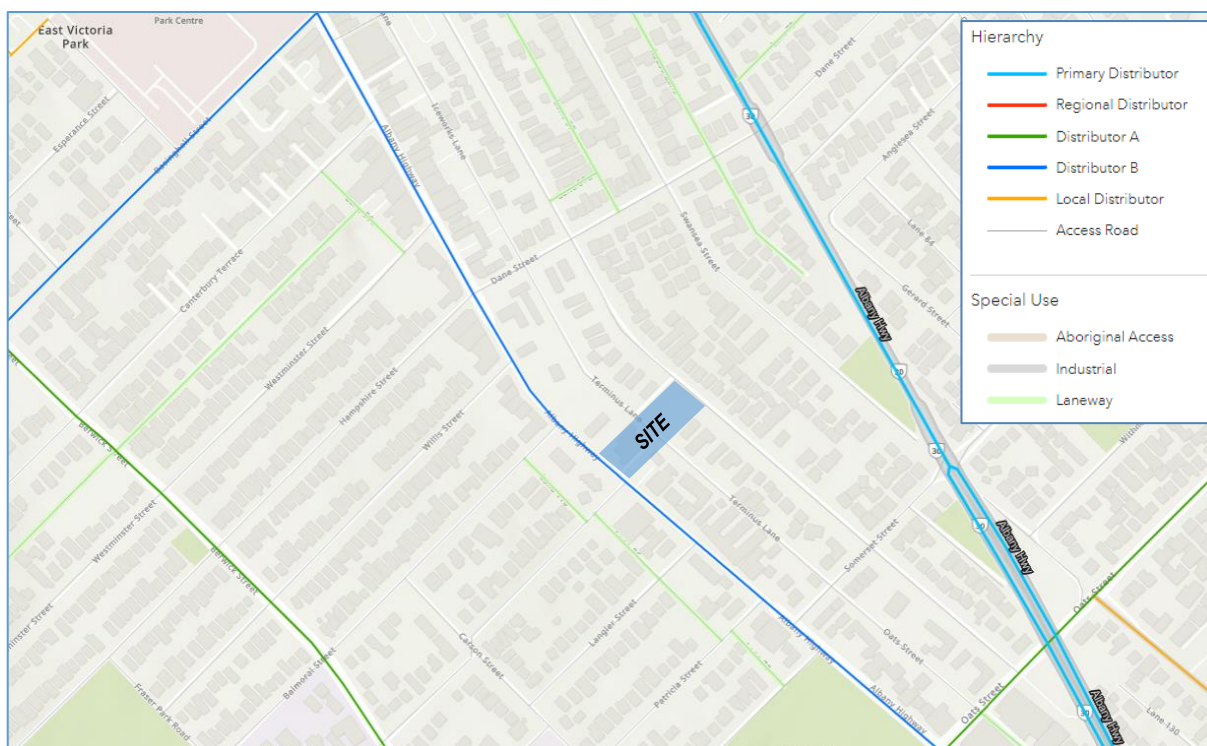


Figure 4: Existing Road Network Hierarchy



3.2. Speed Limit

The existing speed limits are shown in **Figure 5**.

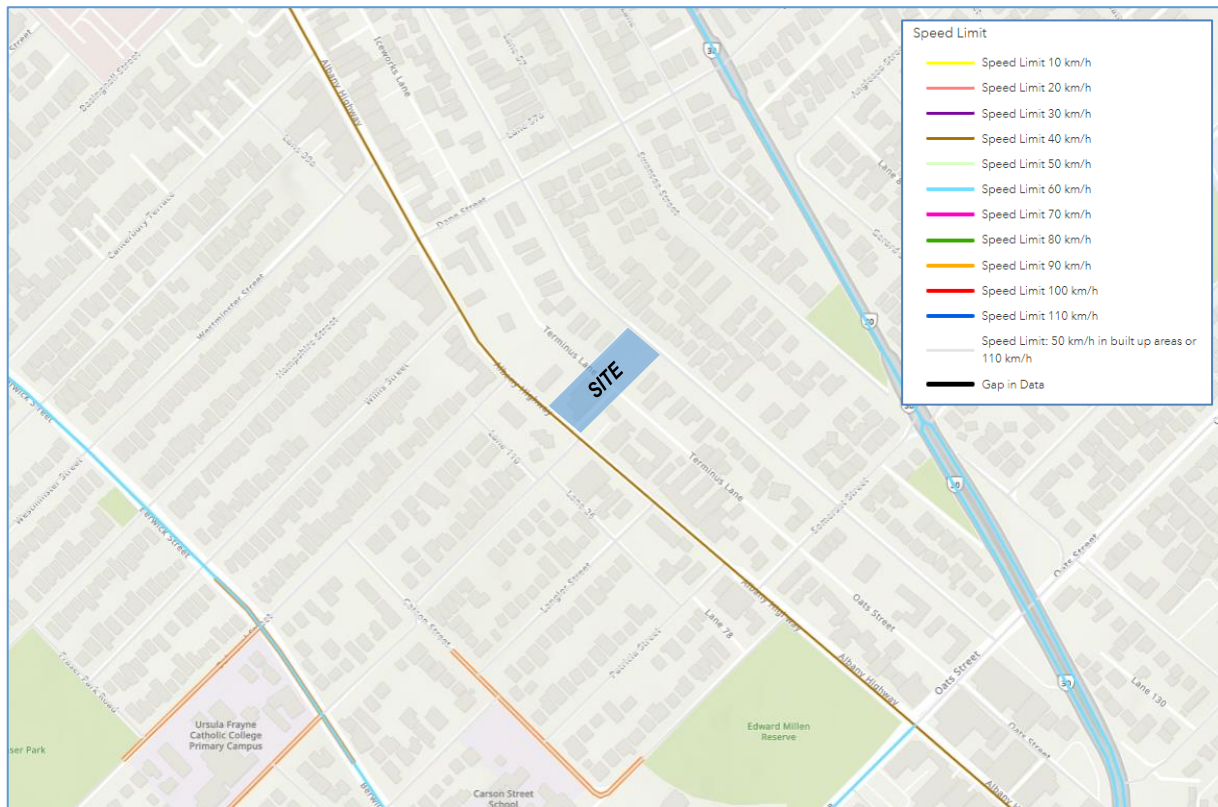


Figure 5: Existing Speed Limits



4. Traffic Impact

4.1. Traffic Generation

As mentioned previously, the site is already existing and operational. The traffic generation assessment will consider only the increase in the commercial area of the site.

The traffic generation for the redevelopment has been estimated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation* as shown in **Table 1**.

The most appropriate land use categories for the site is *High Turnover Site Down Restaurant (932)* and *Liquor Store (899)*. As the tavern land use is not open during the morning peak hour, the assessed peak hours for the site will be during the afternoon peak and during the weekend peak hour.

Table 1: Development Vehicle Trip Generation

Land Use	Units	Quantity	Generation Rate		Number of Trips	
			Weekday	Weekend	Weekday	Weekend
			PM Peak	Peak	PM Peak	Peak
Liquor Store	100m ² GFA	65m ²	17.89	10.02	12	7
High Turnover Site Down Restaurant	100m ² GFA	431m ²	9.74	12.05	42	52
Total					54	59

As shown, the proposed redevelopment is expected to generate an additional 54 vehicle trip during the weekday PM peak hour and 59 vehicle trips during the weekend peak hour.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed to be acceptable without requiring detailed capacity analysis.

The additional vehicle generation is approximately between 54 - 59 additional vehicles. This volume of traffic is at the middle of this range and considered having a moderate impact which can be accommodated within the existing capacity of the road network with no modifications required.



5. Vehicle Access and Parking

5.1. Access

Vehicle access to the site is through the existing crossover on Albany Highway, Terminus Lane and Hubert Street as shown in **Figure 6**.

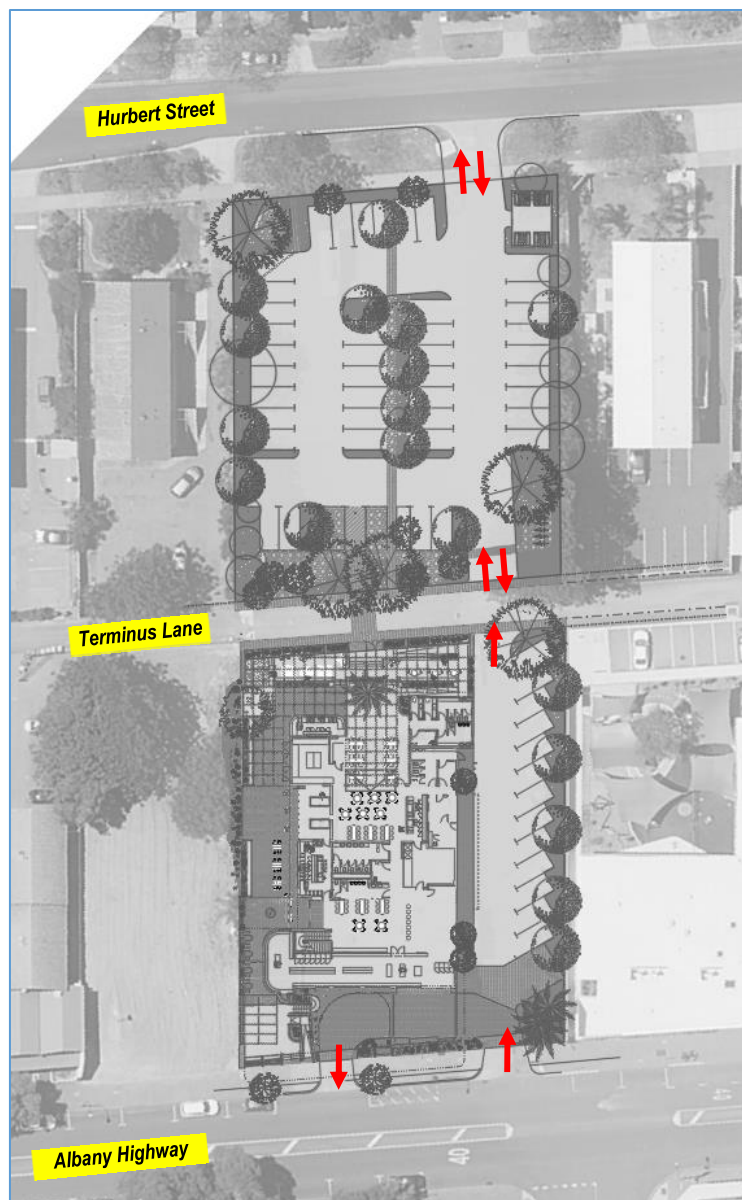


Figure 6: Vehicle Access Arrangement

The proposed redevelopment will reduce the width of the crossovers on Albany Highway to improve pedestrian safety and movement along Albany Highway. The existing rear car parking will be accessible via Hubert Street and Terminus Laneway.



5.2. Car Parking

It is proposed to provide a total of 56 car parking bays.

5.2.1. Planning Scheme Requirements

According to the Town of Victoria Park's Local Planning Policy No. 23 *Bicycle Parking, Car Parking and Access for Non-Residential Development* (LPP23), there are no minimum or maximum car parking requirements for the proposed use and there does not appear to be a local development plan or structure plan with specific requirements.

In the absence of specific parking requirements, the recommended parking rates from the WAPC *WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel* has been referred to as summarised in **Table 2**. The rates are used for land uses in neighbourhood centres, urban corridors and mixed use precincts.

Table 2: Car Parking Calculation – WA Planning Manual

Land Use	Requirement	Quantum	Bays Required
Tavern	Minimum: 1 space per every 100m ² of bar and public floor space Maximum: 1 space per every 10m ² of bar and public floor space	1,422m ²	Minimum: 14 Maximum: 142

As shown, the development should provide between 14 and 142 bays based on the WAPC recommended rates.

The proposed redevelopment will provide an overall parking provision of 56 parking bays which satisfies the WAPC recommended requirements. The parking provision is considered to be adequate.



5.3. Parking Design

The proposed parking layout will need to comply with the requirements outlined in Australian Standard AS2890.1.

The user class will depend on the purpose of the bay as detailed in **Figure 7**.

9

AS/NZS 2890.1:2004

TABLE 1.1
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking <i>Staff</i>
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking) <i>Visitor</i>
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres

Figure 7: Classification of Parking Facilities

Staff parking (long-term parking) would be classified as User Class 1A. Customer and visitor parking (medium-term parking) would most likely be classified as User Class 2.

Table 3: AS2890.1 Car Parking Compliance

Dimension	Requirement	Provided
60 degree parking – User Class 1A – Long Term Parking (Staff) – low kerb (600mm overhang allowance)		
Car Bay Width	2.4m	2.5m
Car Bay Length	5.1m	5.4m
Parking Aisle Width	4.9m	5.2m
90 degree parking – User Class 2 – Medium Term Parking (Customer and Visitors)		
Car Bay Width	2.5m	2.6m
Car Bay Length	5.4m	5.4m
Parking Aisle Width	5.8m	6.0m

As shown, all relevant parking layout dimensions comply with AS2890.1 requirements.



5.4. Bicycle Parking

The bicycle parking requirements under the Town's LPP23 is calculated in **Table 4**.

Table 4: Bicycle Parking Calculation – Town of Victoria Park – Local Planning Policy 23

Land Use	Requirement	Quantum	Bays Required
Tavern / Bottleshop	1 for every 250m ² NLA	1,422m ²	6

As shown, the site is required to provide a minimum of 6 bicycle parking spaces.

The proposed refurbishment will include bicycle parking located on the main parking area which will comply with the Town's requirements.

5.5. Provision for Service Vehicles

A vehicle swept path analysis has been undertaken to assess the internal manoeuvring for service and waste collection vehicles. The analysis has been undertaken in AutoTURN vehicle tracking software using the Australian Standard 8.8m Medium Rigid Vehicle (MRV) and a 10m Cleanaway truck template. The results of the analysis are attached in **Appendix A – Swept Path Analysis**.

The results of the swept path analysis indicates that the 8.8m MRV can enter the site via Albany Highway and exit the site onto Terminus Lane towards the east.

In respect to the waste collection arrangement, the proposed bin storage area is located in the northern parking area adjacent to Hubert Road. The swept path analysis has shown that the waste truck can enter via Hubert Road, perform a turnaround manoeuvre and exit back onto Hubert Road.



6. Pedestrian and Cyclist Access

The existing pedestrian path surrounding the site is shown in **Figure 8**. The pedestrian paths are shown in yellow:

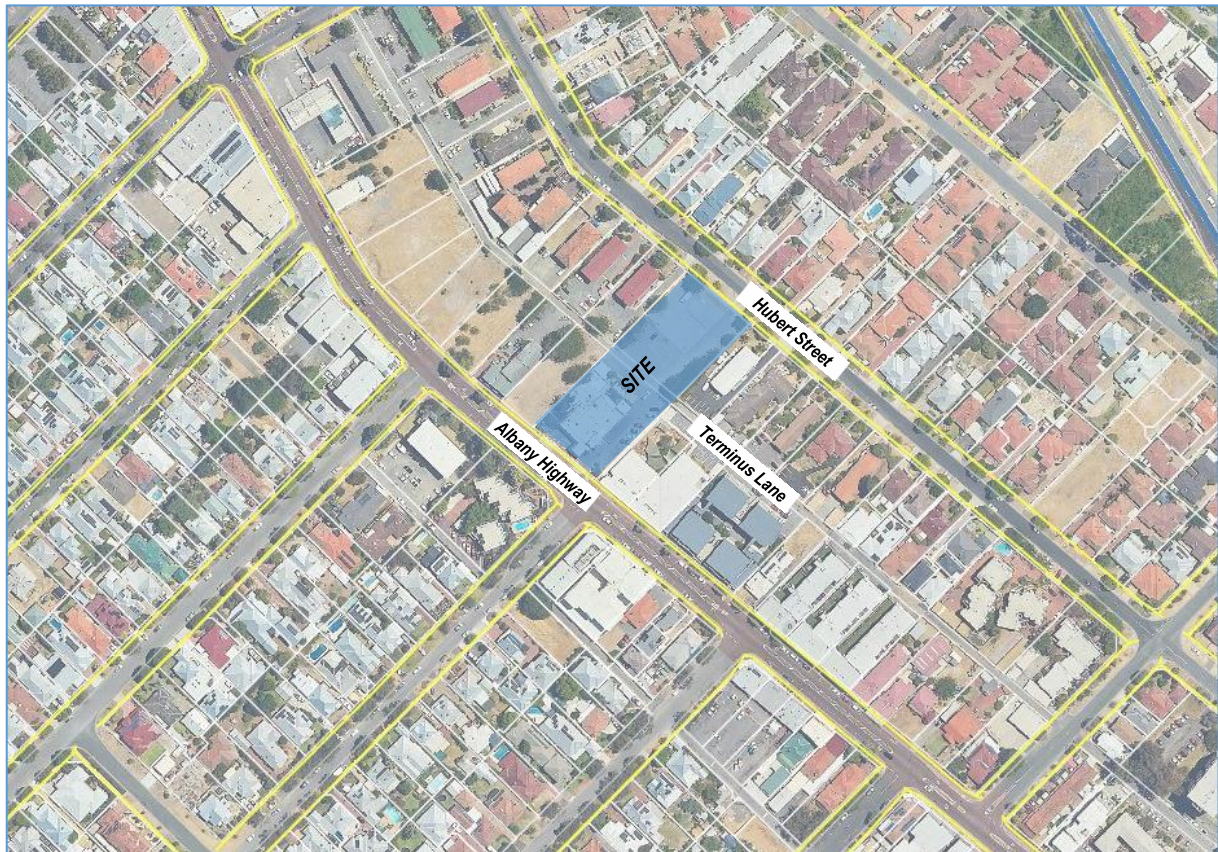


Figure 8: Existing Pedestrian Path

As shown, the external path network is well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas.



7. Public Transport Access

The following public transport services currently operate within walking distance of the site:

- Transperth Bus Route 220 operates between Armadale Station and Perth via Albany Highway. The closet stop (ID: 11719) is located on Albany Highway approximately 50m walking distance east of the site.
- Transperth Bus Route 282 operates between Perth and Kalamunda Bus Station via Grove Road. The closet stop (ID: 10062) is located on Shepperton Road approximately 500m walking distance from the site.
- Transperth Bus Route 283 operates between Perth and Kalamunda Bus Station via Lesmurdie Road. The closet stop (ID: 10062) is located on Shepperton Road approximately 500m walking distance from the site.
- Transperth Bus Route 930 operates between Perth and Thornlie Station via Shepperton Road and Albany Highway. The closet stop (ID: 10062) is located on Shepperton Road approximately 500m walking distance from the site.

The existing public transport services are considered to be adequate to meet the likely demand.



8. Site Specific Issues and Safety Issues

8.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre.

A summary of crashes recorded over the five-year period from January 2020 to December 2024 is shown in **Figure 9**.

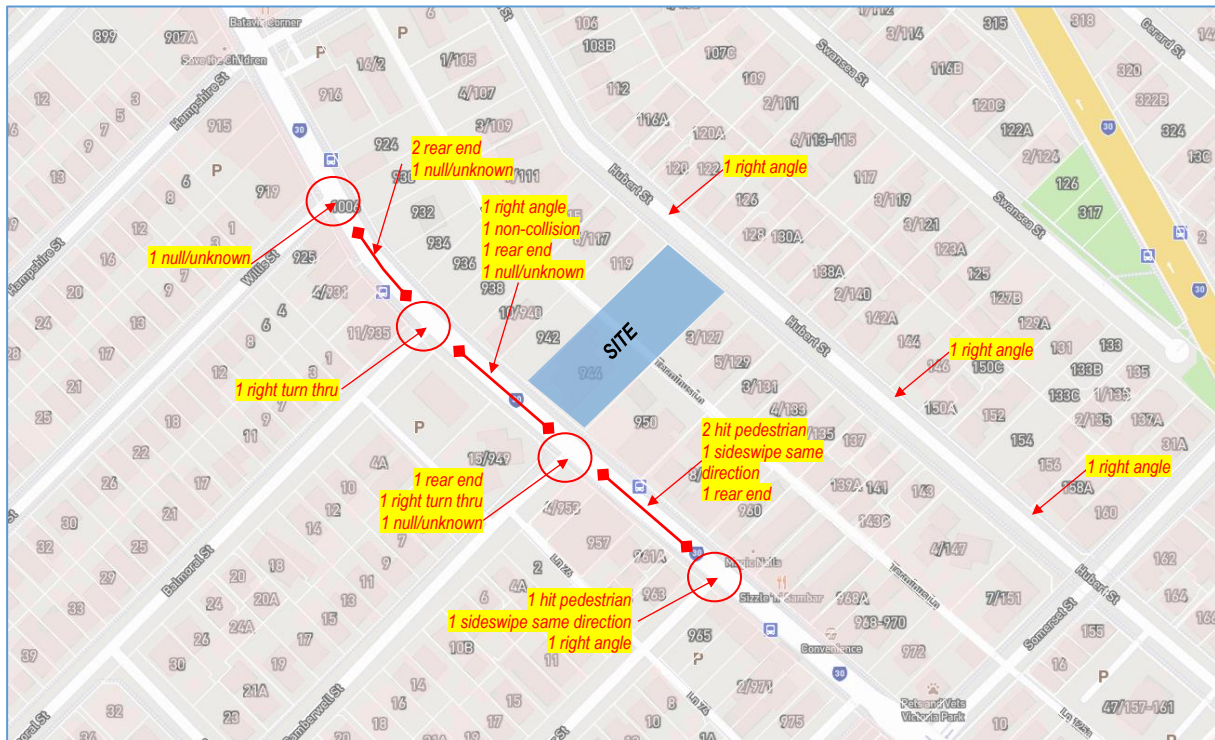


Figure 9: Crash History January 2020 to December 2024

The volumes and types of crashes appear to be typical of the road environment along Albany Highway and there does not appear to be any major safety issues on the road network to be addressed.

The proposed development will only generate a moderate level of additional traffic which is consistent with the existing development along Albany Highway and there is no indication that the development would increase the risk of crashes unacceptably.



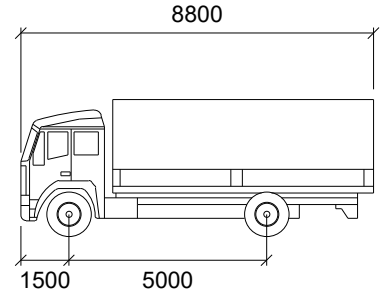
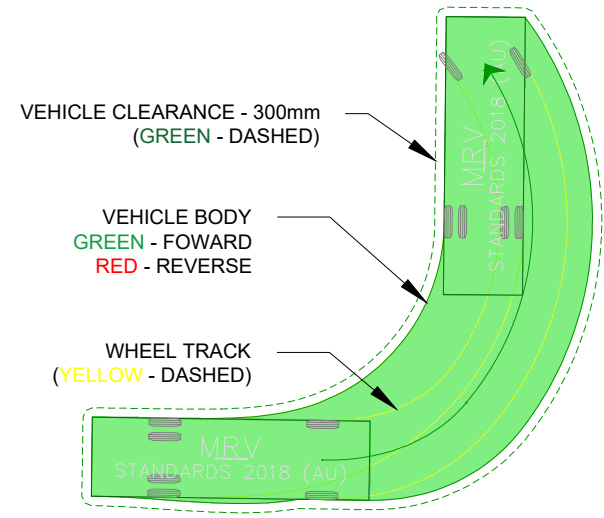
9. Conclusion

This Transport Impact Statement for the proposed upgrades and additions to the existing Tavern and Bottleshop at 944-948 Albany Highway in East Victoria Park concludes the following:

- The proposed redevelopment of the existing site is expected to generate an additional 54 vehicle trip during the morning peak hours and 59 vehicle trips during the afternoon peak hours.
- According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed to be acceptable without requiring detailed capacity analysis. The additional vehicle generation is approximately between 54 - 59 additional vehicles. This volume of traffic is at the middle of this range and considered having a moderate impact which can be accommodated within the existing capacity of the road network with no modifications required.
- The proposed redevelopment will reduce the width of the crossovers on Albany Highway to improve pedestrian safety and movement along Albany Highway. The existing rear car parking will be accessible via Hubert Street and Terminus Laneway. The development should provide between 14 and 142 bays based on the WAPC recommended rates.
- The proposed redevelopment will provide an overall parking provision of 56 parking bays which satisfies the WAPC recommended requirements. The parking provision is considered to be adequate.
- All relevant parking layout dimensions comply with AS2890.1 requirements.
- The site is required to provide a minimum of 6 bicycle parking spaces. The proposed refurbishment will include bicycle parking located on the main parking area which will comply with the Town's requirements.
- The results of the swept path analysis indicates that the 8.8m MRV can enter the site via Albany Highway and exit the site onto Terminus Lane towards the east.
- In respect to the waste collection arrangement, the proposed bin storage area is located in the northern parking area adjacent to Hubert Road. The swept path analysis has shown that the waste truck can enter via Hubert Road, perform a turnaround manoeuvre and exit back onto Hubert Road.
- The external path network is well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas.
- The existing public transport services are considered to be adequate to meet the likely demand.
- The volumes and types of crashes appear to be typical of the road environment along Albany Highway and there does not appear to be any major safety issues on the road network to be addressed.
- The proposed development will only generate a moderate level of additional traffic which is consistent with the existing development along Albany Highway and there is no indication that the development would increase the risk of crashes unacceptably.

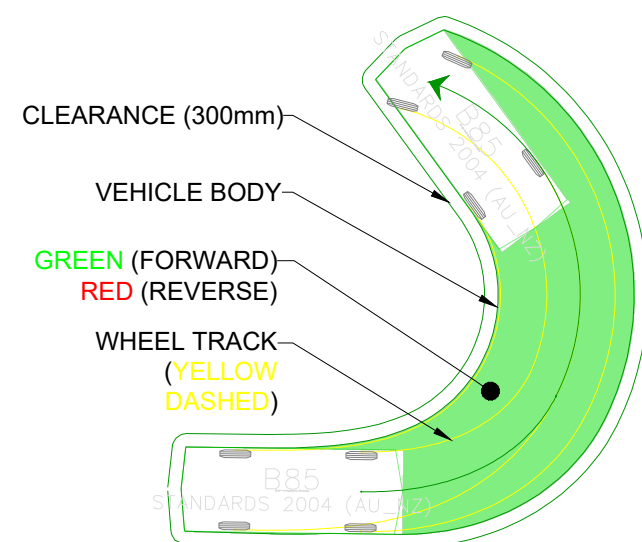
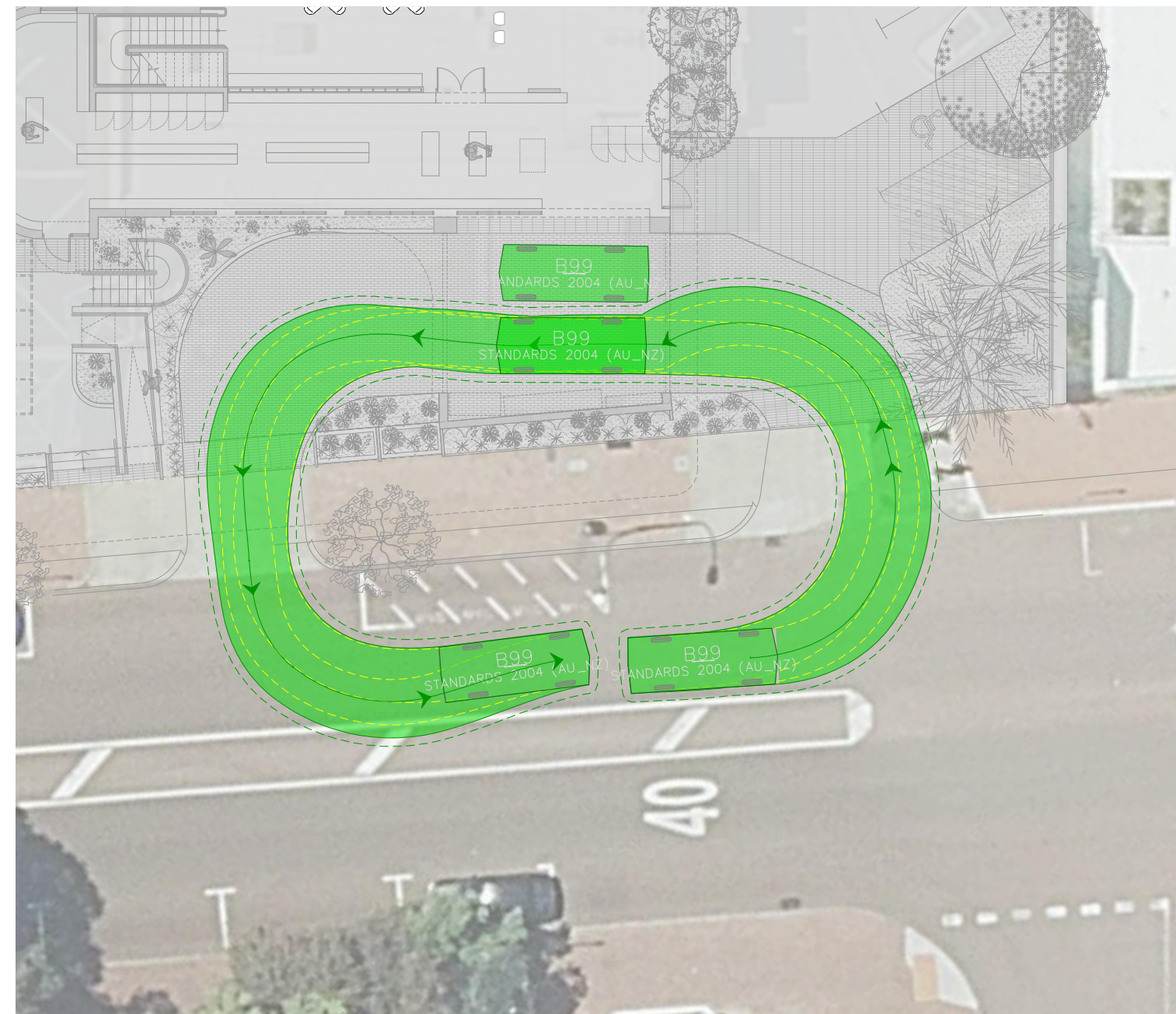
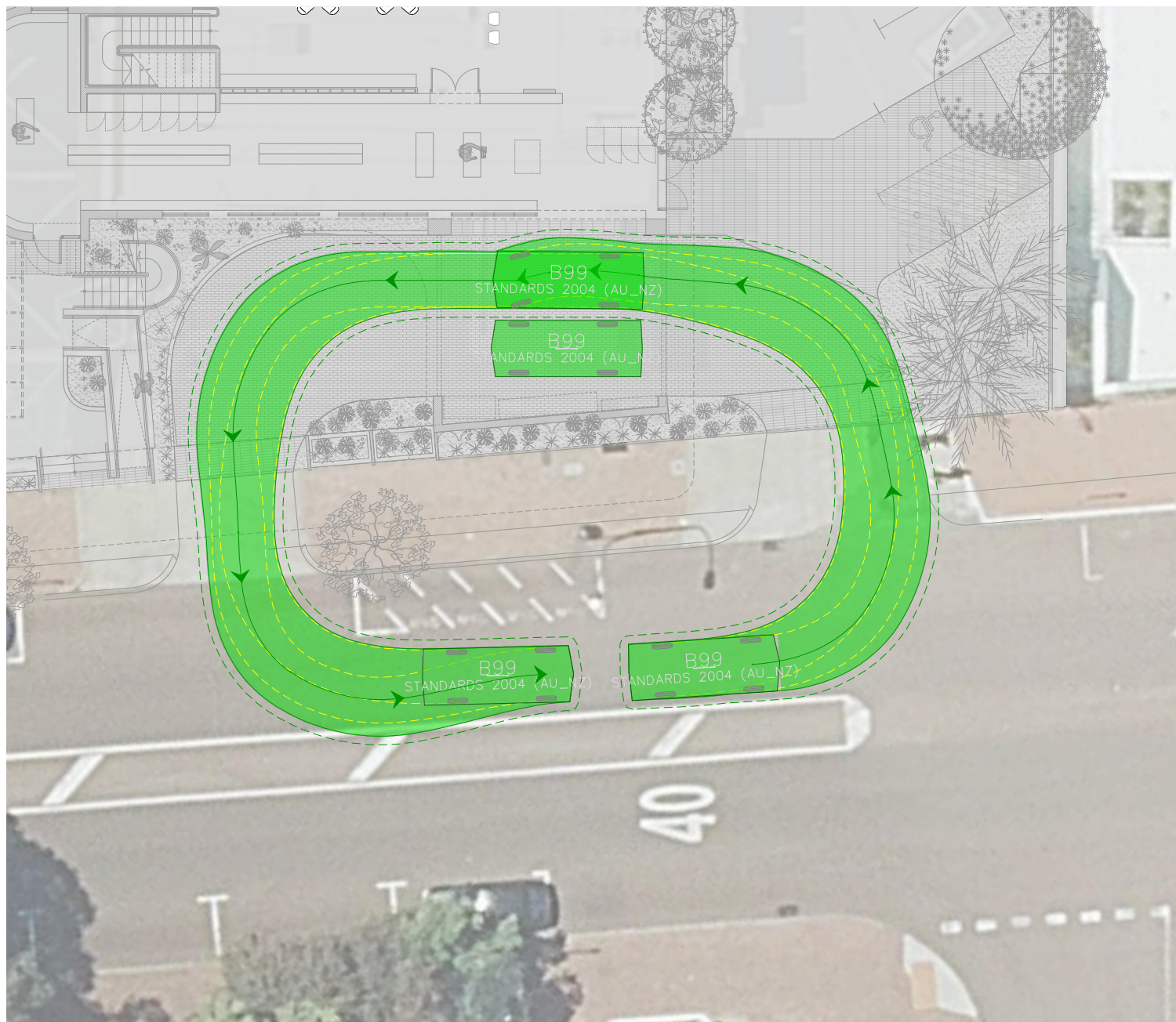


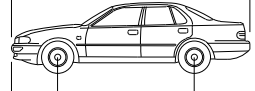
Appendix A – Swept Path Analysis

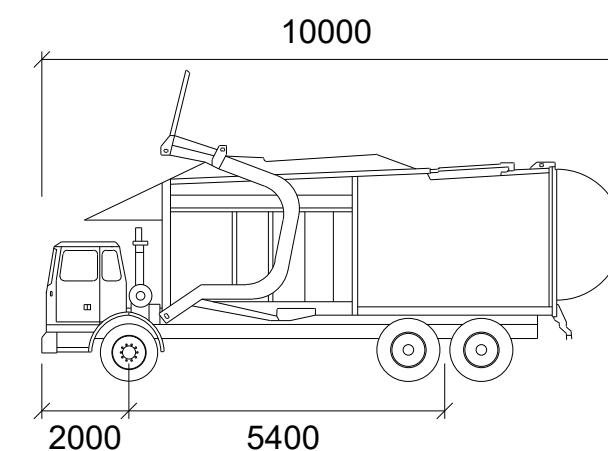


MRV	
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0





	5200
	
950	3050
B99	
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 32.9

