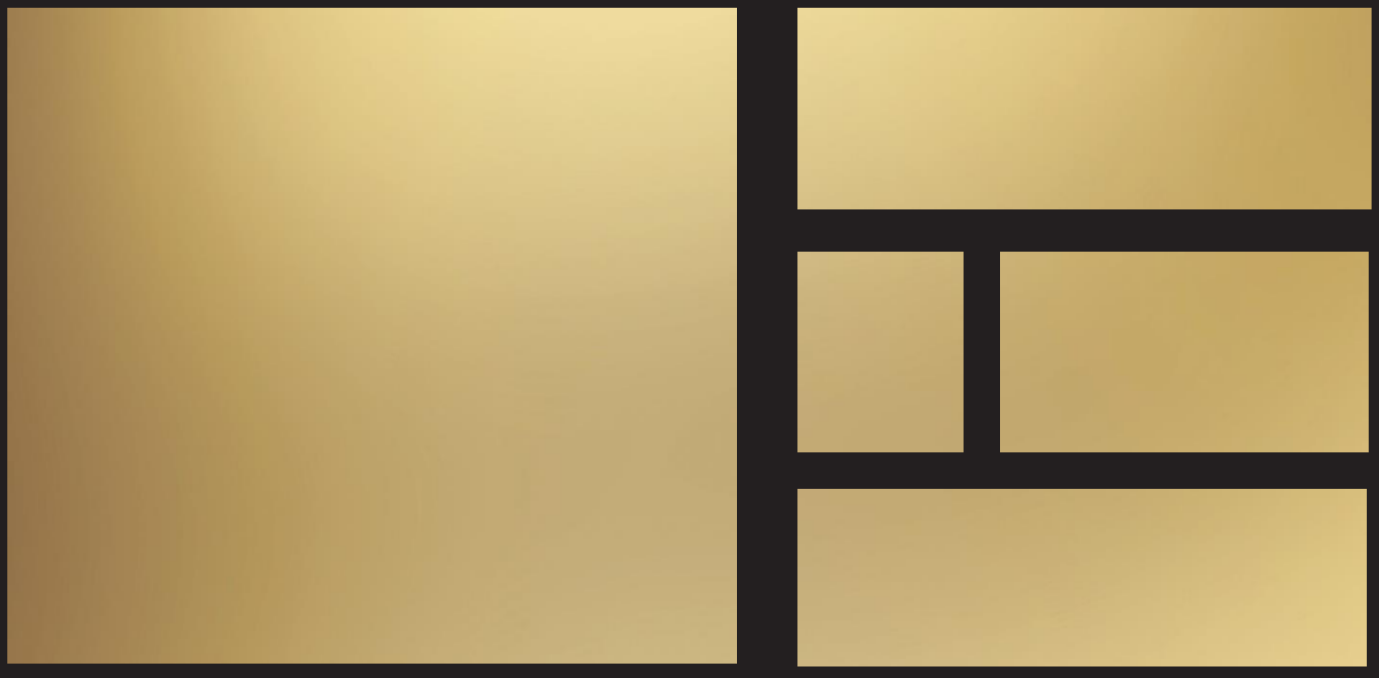
COTTEEPARKER

720 Albany Hwy, East Victoria Park, Perth

Traffic Impact Statement (TIS) | [redacted]

Prepared by Cottee Parker Architects | March 2024



Contents

PRELIMINARY

INTRODUCTION

This Traffic Impact Statement has been prepared by Cottee Parker Architects with regards to the proposed development at 720 Albany Highway, East Victoria Park.

The subject site is in the District Centre zone within the Albany Highway Precinct of the Town of Victoria Park. The site is currently vacant land and is surrounded by retail, civic, community and recreational facilities. Residential uses can also be found within the District Centre zone however are not permitted to the frontage of Albany Highway.

It is proposed to develop the 1000m^2 vacant site into a commercial or retail development, with carparking at the rear.

The material in this statement has been collated from publicly published information sources including online mapping services, Main Roads WA, Department of Transport, Local Government, and site visits. This statement is based on Cottee Parker Architect's interpretation of the open source information.
Should verification of the information be required, then consultation with a certified traffic engineer should be considered to undertake a further, more detailed assessment of the traffic impacts of the development.

PROPOSED DEVELOPMENT

The proposal for the subject site compromises of the following:

- Four (4) food and beverage tenancies.
- A commercial tenancy which maximises its floor space, targeting 500m² total leasable area, for food and beverage use.
- A new building with nil setbacks to Albany Highway and adjacent properties.
- Individual kitchens, if required by the future tenant, for each tenancy. Provision has been made for Class 1 food premises.
- 12 visitor parking bays, including DDA parking with shared bay.
- Provision for turning bay.
- Bin enclosure and storage area.
- Alfresco seating along Albany Highway frontage.

With regards to access, it is notable that the street frontage along Albany Highway will form as the primary access to the development for patrons, whilst the carpark to the rear of the development from Isaia Lane, is seen to be secondary.

It is anticipated that a general-purpose van will be used for the delivery of goods to the food and beverage tenancies, as required by the future tenants and is understood that all deliveries will generally take place before opening hours, thus providing sufficient space for loading and/or unloading of goods.

VEHICLE ACCESS AND PARKING

VEHICLE ACCESS

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

Vehicular access to the site is proposed via Isaia Lane, Right-of-way access. Isaia Lane can be accessed from Albany Highway through its adjacent streets – Miller Street and Mint Street (Figure 1). The Town of Victoria Park has advised that Isaia Lane is currently 4.02m wide and will require a future widening of 1m, which will be incorporated into the proposed development works. The parking layout proposed consists of 90-degree parking flanking a 6.4m width blind aisle.

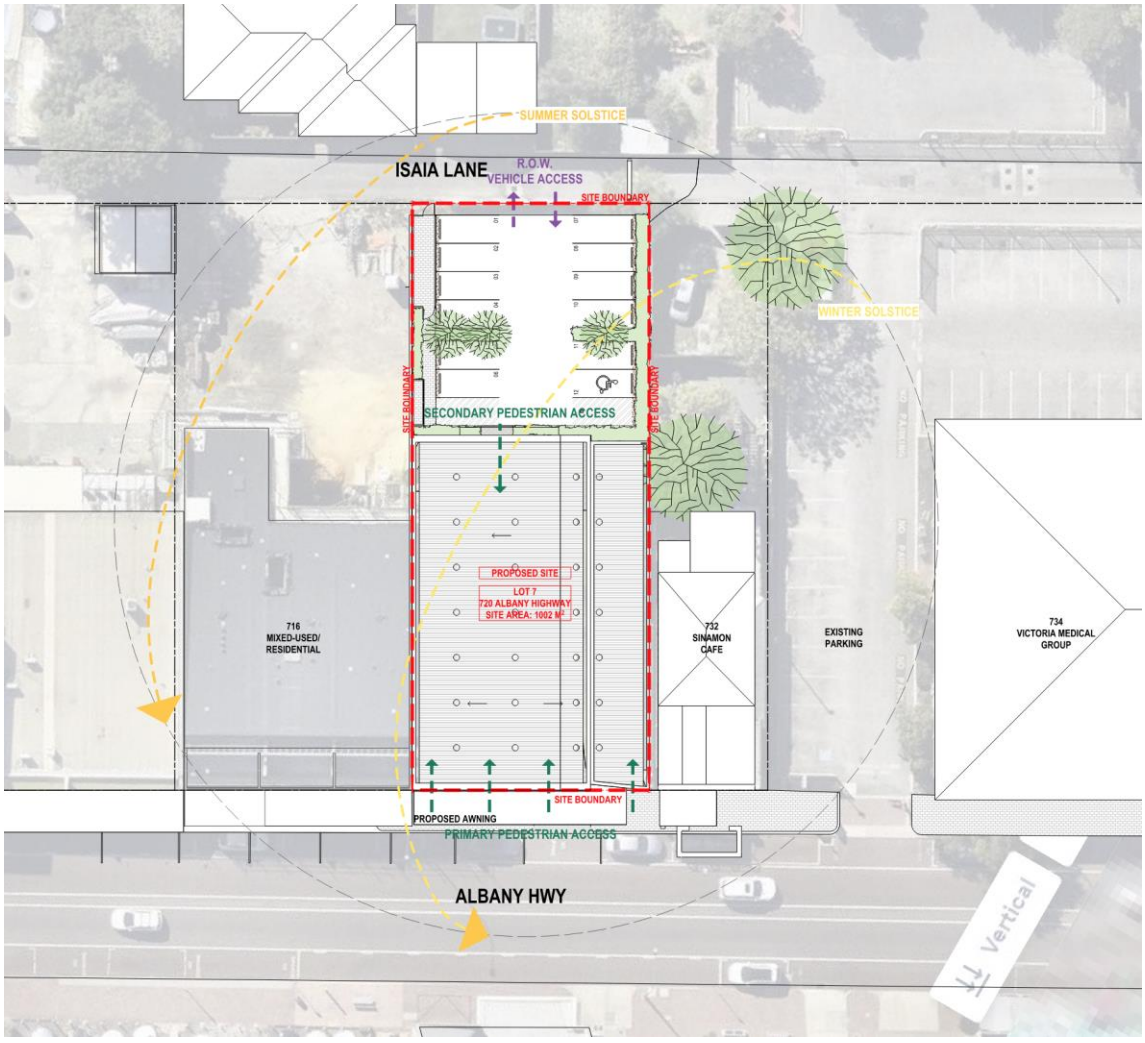


Figure 1: Proposed access arrangements

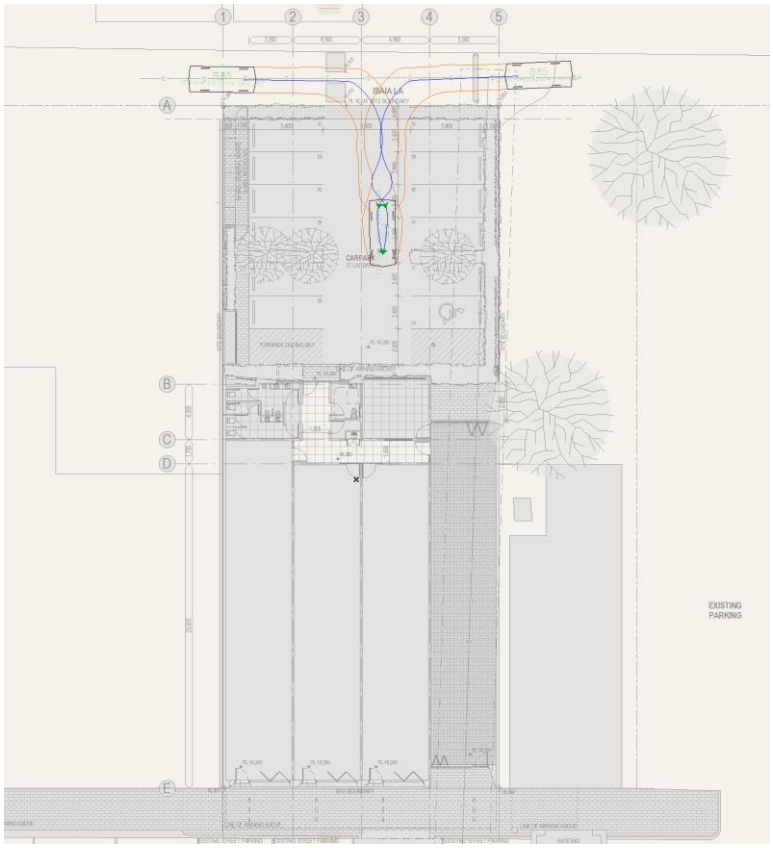


Figure 2: Swept path analysis – B85 vehicle Enter/Exit.
Source: Cottee Parker Architects – Sketch swept path analysis

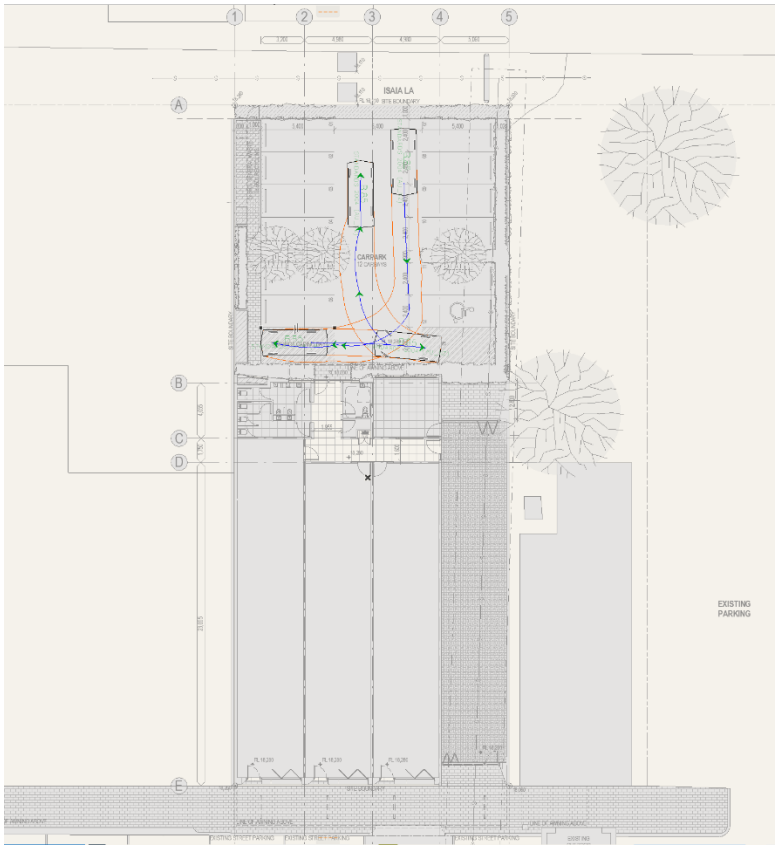


Figure 3: Swept path analysis – B85 vehicle Turning Bay.
Source: Cottee Parker Architects – Sketch swept path analysis

PARKING REQUIREMENTS

The Town of Victoria Park's Local Planning Policy 23 - Parking Policy, set outs relevant parking requirements for the development. As per item 6.2 – Land Use Parking Requirements, if the proposed site is used as a restaurant, 1 car bay is required for every 4.5 m^2 of sit-down dining area.

As per calculation of proposed sit-down dining areas in Table 1 below, the required bays for the total site will be approx. 33 car bays.

2800 Area Calculation - Dining areas			
	AREA TYPE	**ROOM SUBTYPE**	**AREA (m2)**
GROUND			
	DINING AREA	Tenancy 01	32
	DINING AREA	Tenancy 02	38
	DINING AREA	Tenancy 03	46
	DINING AREA	Tenancy 04	36
		TOTAL	**152 m²**

Table 1: Car Parking requirement calculation

PARKING SUPPLY

A total of 12 car bays have been proposed for the development, which will be shared use between staff and visitors/patrons, which includes:

- 12 staff/visitor car parking bays, including one ACROD bay.

Subsequently, there is a carparking shortfall of 21 car bays for the development. Please refer to the development application report submitted by Cottee Parker Architects titled '231108_Development Application Report", for information relating to the shortfall.

PROVISION FOR SERVICE VEHICLES

As previously noted, it is anticipated that a general-purpose van will be used for the delivery of goods to the food and beverage tenancies, as required by the future tenants and is understood that all deliveries will generally take place before opening hours, thus providing sufficient space for loading and/or unloading of goods.

As outlined in Appendix A of AS/NZS 2890.1:2004 A4, a B99 Vehicle is classified to fit this purpose for the proposed development. A swept path analysis has been conducted by Cottee Parker Architects as detailed in Figure 4 below, indicating the use of a standard parking bay however, the turning bay could be fit for this purpose also.

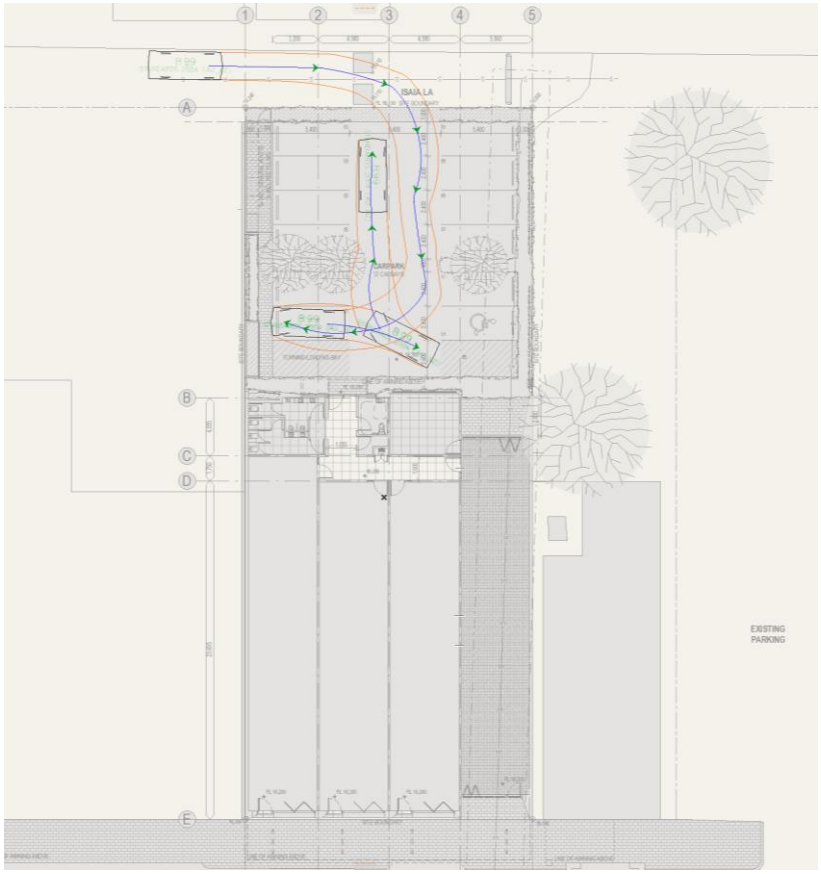


Figure 4: Swept path analysis – Utility vehicle.
Source: Cottee Parker Architects – Sketch swept path analysis

HOURS OF OPERATION

Opening hours of existing restaurants in the vicinity vary. It is dependent on the type of food & beverage service being provided and dependent on the tenant of such a development along Albany Highway.

Majority food and beverage establishments nearby operate 7 days a week, from 10.30 am to 9 pm.

DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

TRAFFIC GENERATION

Traffic generation for the development was calculated using first principles assumptions.

- Advice from the client/owner of the development is that the tenancies would most likely be restaurants.
- Total GFA area within the whole site is 507m^2.

LAND USE	UNIT	AM peak hour trip rate			PM peak hour trip rate		
		In	Out	Total	In	Out	Total
Residential	Dwellings	0.2	0.6	0.8	0.5	0.3	0.8
School	Pupils	0.5	0.5	1.0	0.5	0.5	1.0
Commercial	100m^2 GFA	1.6	0.4	2.0	0.4	1.6	2.0
Retail (Food) [ab]	100m^2 GFA	2.0	0.5	2.5	5.0	5.0	10.0
Retail (Non-food) [b]	100m^2 GFA	1.0	0.25	1.25	2.0	2.0	4.0
Industrial	100m^2 GFA	0.8	0.2	1.0	0.2	0.8	1.0

Table 2: Typical land use vehicle trip rates
Source: Transport Impact Guidelines - Dept of Transport and WAPC

AREA SCHEDULE			
	AREA TYPE	ROOM SUBTYPE	AREA (m2)
GROUND			
	BIN ENCLOSURE	-	14
	CARPARK	-	294 (12 bays)
	COMMON AMENITIES	Cleaner's store	2
	COMMON AMENITIES	WC	26
	GFA	Tenancy 01	120
	GFA	Tenancy 02	112
	GFA	Tenancy 03	112
	GFA	Tenancy 04	163
	LANDSCAPE - HARDSCAPE	-	30
	LANDSCAPE - SOFTSCAPE	-	66
	ROW WIDENING - LANDSCAPE	-	14
	ROW WIDENING - ROAD	-	6
	SERVICES	-	4
		TOTAL	963 m²

Table 3: GFA areas calculated by Cottee Parker Architects
Source: Cotee Parker Architects DA drawing set

From the area schedule provided by Cottee Parker Architects in Table 3 above, the daily traffic volumes can be calculated as follows:

- **peak AM** hour trip rate - In 10, Out 2.5 = **Total 12.5**
- **peak PM** hour trip rate – In 25, Out 25 = **Total 50**

Further, according to Vehicle Type count undertaken by the Town of Victoria Park, majority vehicles passing through Albany Highway are class 1, class 3, and class 2 vehicles, in that order. The types of vehicles passing through rear Isaia Lane are mostly class 1 and class 3 vehicles, in that order.

The highest volume of vehicles along Albany Highway during the AM peak is 1113 vehicles, and PM peak is 1144 vehicles. The highest volume of vehicles passing through the rear Isaia Lane during the AM peak is 52 vehicles and PM peak is 58 vehicles.

In comparison to the vehicle volumes noted above by the Town of Victoria Park, the vehicles generated by the proposed development are small and will not have a significant impact on or significantly increase existing traffic volumes for both Albany Highway and Isaia Lane.

TRAFFIC MANAGEMENT ON THE FRONTAGE ROADS

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

ALBANY HIGHWAY

Albany Highway fronting the proposed development is approx. 12.6m wide, consisting mostly of a two-lane undivided road and street parking on both sides of the street. An approx. 6m wide footpath is provided on both sides Albany highway, as well as pedestrian crossing facilities, consisting of kerb ramps and median refuge islands at intersections.

Peak hour traffic in the morning significantly increases until around 12pm, thereafter gradually decreasing until 4pm and more significantly after 4pm (Figure 5).

Albany highway is classified as Distributor B, in Main Roads WA Road Hierarchy (Figure 6). This means it is under the responsibility of the Local Government and its predominant purpose is it's reduced capacity but high traffic volumes travelling between industrial, commercial, and residential areas (Table 4). Albany Highway operates under the speed limit of 40 km/h (Figure 7). Isaia Lane on the other hand is classified as a special use road under laneway.

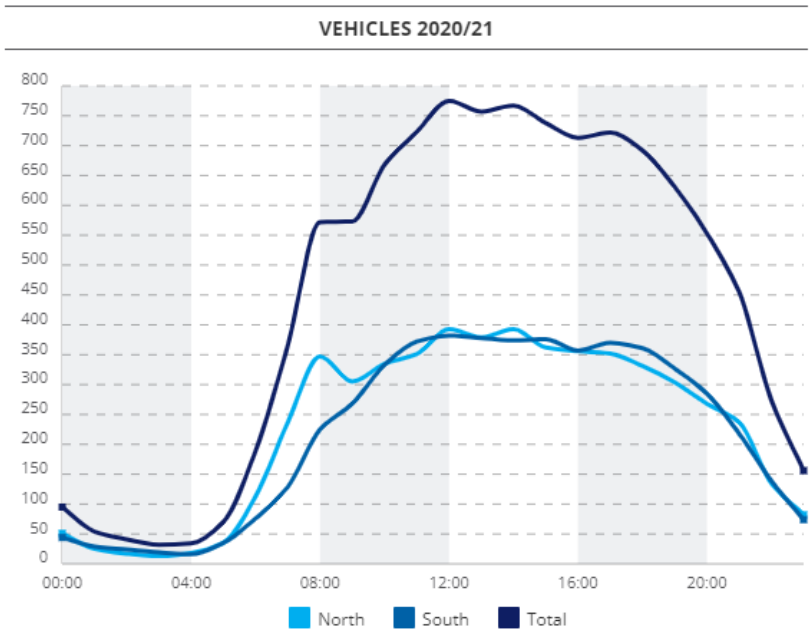


Figure 5: Hourly traffic profile for Albany Highway
Source: Main Roads WA

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Table 4: Road types and criteria for Western Australia
Source: Main Roads WA

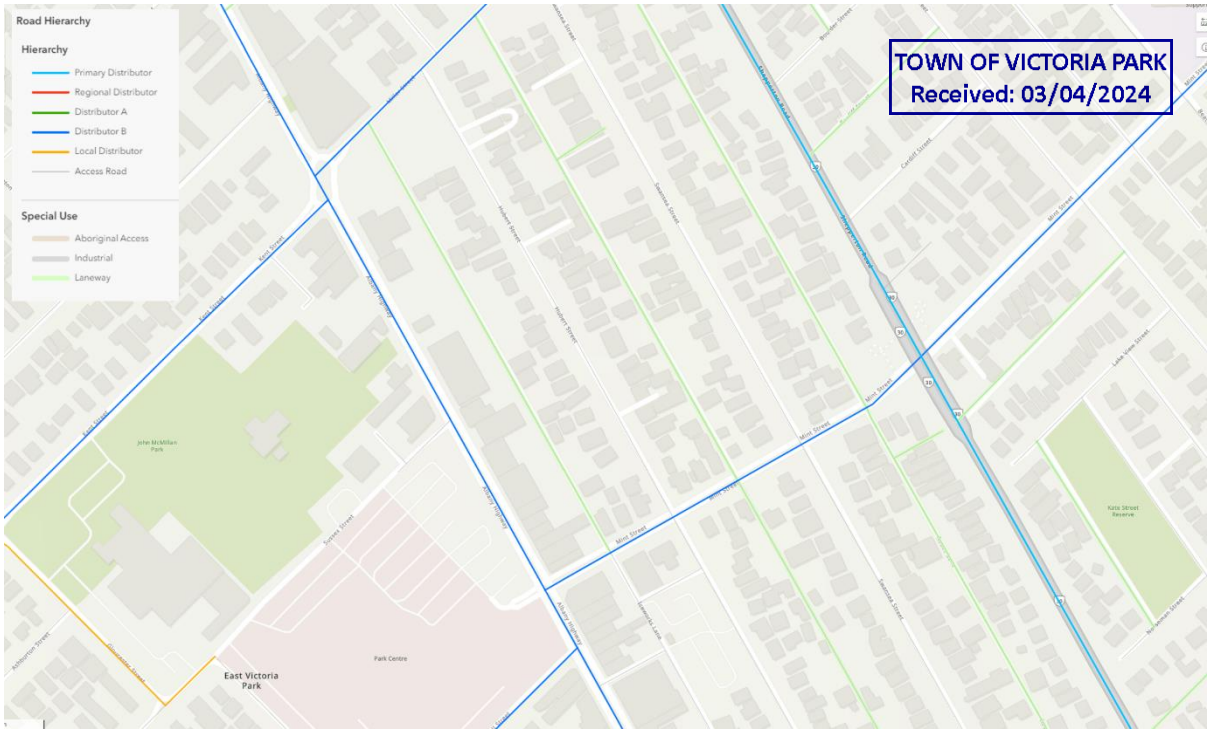


Figure 6: Hourly traffic profile for Albany Highway
Source: Main Roads WA

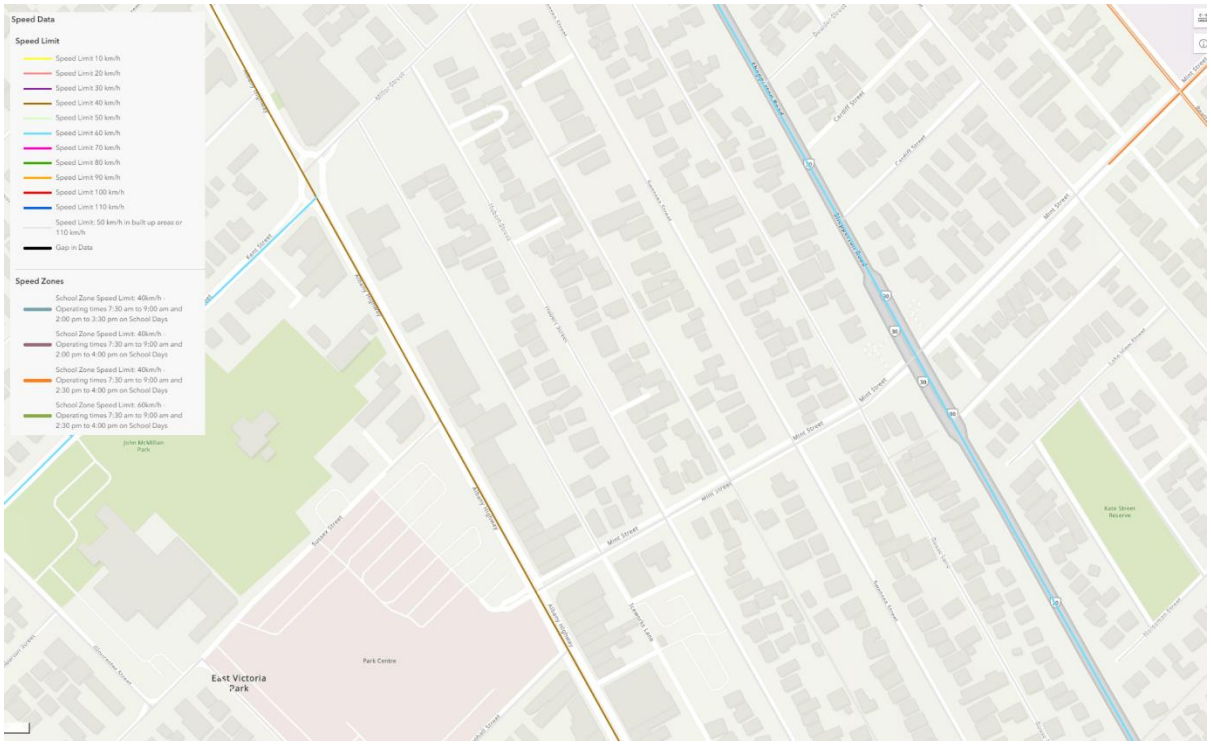


Figure 7: Hourly traffic profile for Albany Highway
Source: Main Roads WA

PUBLIC TRANSPORT ACCESS

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to the following bus services, within 25m walking distance:

- 177,178,179: Elizabeth Quay Bus Station-Cannington Station via Albany Highway (Figure 8)
- 220: Perth-Armadale Station via Albany Highway (Figure 9)
- 284: Belmont Forum Shopping Centre-Curtin University via Albany High (Figure 10)
- Armadale/Thornlie Railway Line – Perth. Closest station to proposed site Carlisle (Figure 11)
- Closest bus stop with five different bus routes are 25m away from the site (Figure 12)

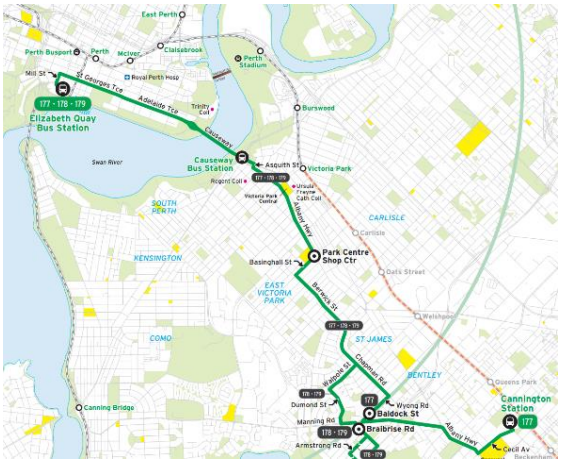


Figure 8: Transperth bus routes 177,178,179

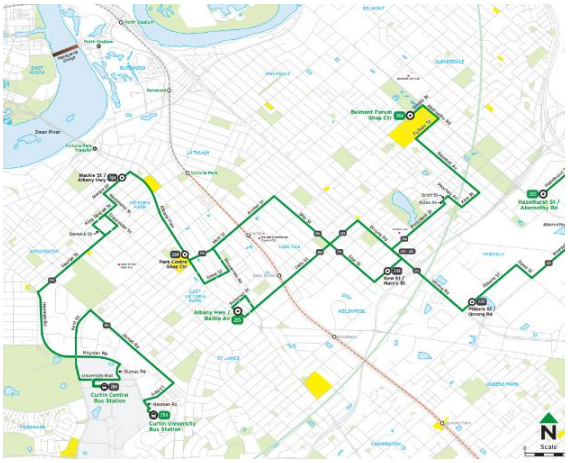


Figure 9: Transperth bus route 220

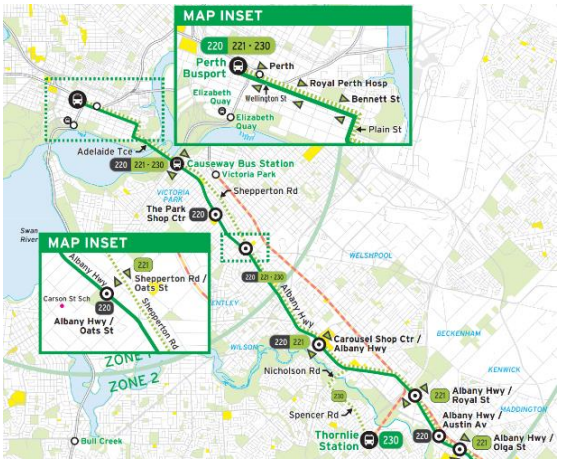


Figure 10: Transperth bus route 284

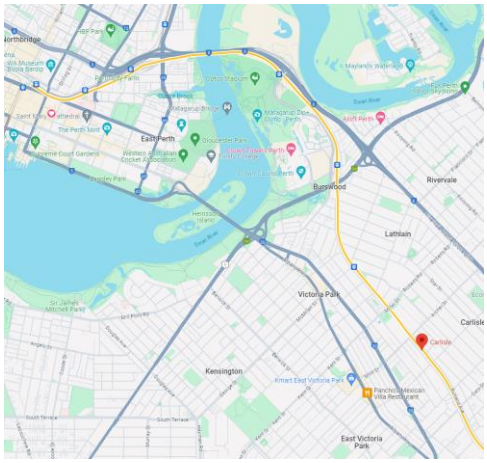


Figure 11: Armadale/Thornlie Railway Line

Figure 12: Nearest bus stops to site & bus routes available

PEDESTRIAN ACCESS

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

PEDESTRIAN FACILITIES AND LEVEL OF SERVICE

Footpaths are provided on both sides of Albany Highway with continuous awnings to provide a pedestrian friendly environment, aligning with the towns local planning policies. As such, the main pedestrian access to the development will be from Albany Highway.

The Town of Victoria Park has a provision for future road widening of 1m on each side of the rear right-of-way (Isaia Lane), effectively expanding the existing 4.5m width laneway to 6.5m wide. Generally, right-of-way roads are primarily used by vehicles to access rear carparks of buildings and private residences in the vicinity.

The Department of Planning and Western Australian planning Commission, prepared guidelines in identifying which roads are likely to have traffic volumes that would adversely impact on the efficiency and safety of pedestrians trying to cross. This is dependent on certain guidelines and outlined in the table below. The guideline recommends that pedestrian crossing facilities should be considered once the peak hour traffic volumes exceed the 'vph' below.

Road cross-section	Traffic volume affecting ability of pedestrians to cross * (vehicles per hour – two-way)
2 lane undivided	1,100 vph
2 lane divided (or with pedestrian refuge islands)	2,800 vph
4 lane undivided (without pedestrian refuge islands)	700 vph
4 lane divided (or with pedestrian refuge islands)	1,600 vph

Table 5: Traffic volume affecting pedestrian crossing amenity.
Source: Main Roads WA

The stretch of Albany Highway, along the vicinity of proposed site consists of both two-lane undivided road cross-section (Figure 13) and a 2-lane divided road with a pedestrian refuge island (Figure 14).

Figure 13: Albany Highway in front of proposed site

Figure 14: Northern end of Albany Highway- Miller Street to Kent Street intersection

Traffic counts undertaken by the Town of Victoria Park of Albany Highway in 2022, indicate that the highest average of vehicle count per hour is 1020 vph (vehicles per hour). Therefore, pedestrian crossing level of service is satisfactory along Albany Highway.

BICYCLE ACCESS

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

BICYCLE NETWORK

The Department of Transport's Walking and Bike Riding Information guide (Figure 13) shows existing bike paths around Victoria Park. Currently, Victoria Park's Albany Highway stretch is designed as a pedestrian walk trail and does not have a designated bike path. There are multiple types of bicycle paths around the immediate vicinity and a secure bike shelter is located at the temporary bus interchange 500m away from proposed site.

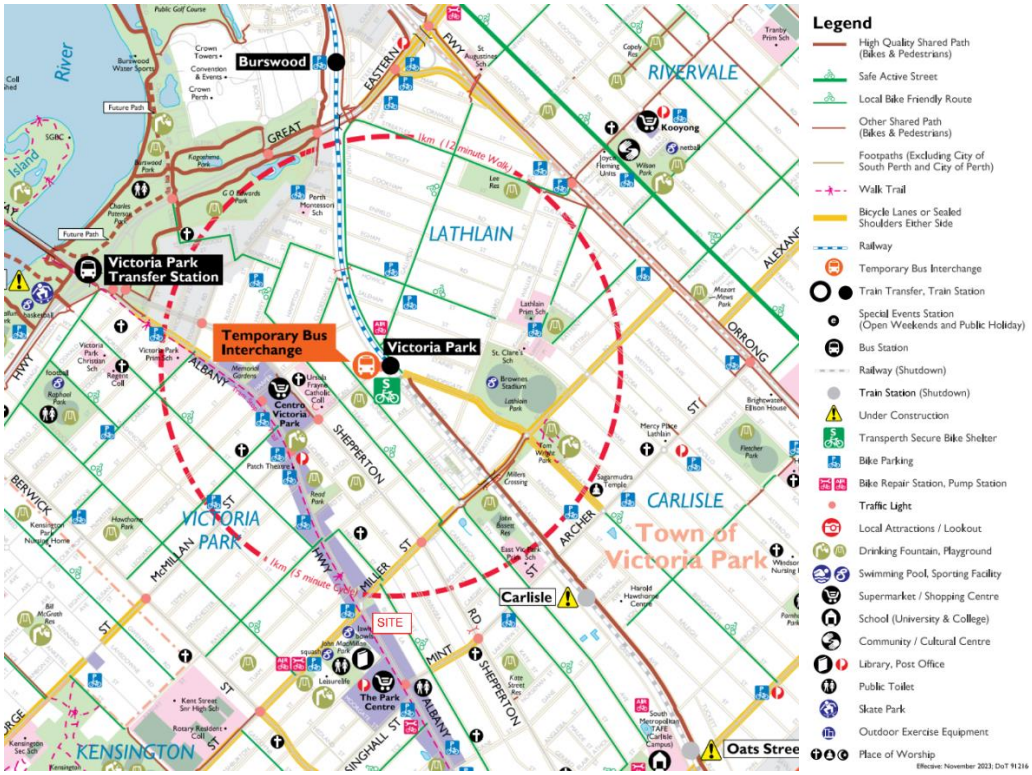


Figure 15: Victoria Park – Walking and bike riding information guide. Source: Department of Transport

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Existing hoop bike racks can be found along Albany Highway (Figure 16), which promotes alternative transport modes for patrons and/or staff travelling to the proposed development.

As indicated in Figure 16, there is an existing bicycle rack in front of the proposed development, which will be relocated closer to the street edge, to align with similar examples along Albany Highway, as seen in Figure 17.

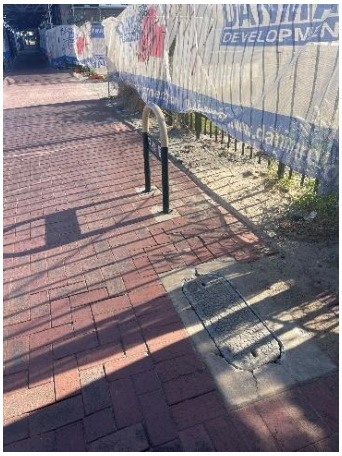

Figure 16(Left) & Figure 17(top): Existing street hoop bike racks
Source: Cottee Parker Site visit

SITE SPECIFIC ISSUES

SAFETY ISSUES

There are no adverse site-specific safety concerns for the development or the site.

At the rear boundary along Isaia Lane to enhance vehicle visibility, no tall trees or shrubs have been proposed to maintain the line of sight for incoming vehicles along Isaia Lane and from within the carpark.

The proposed carpark has also been designed to mitigate and facilitate forward motion in both directions in and out of the carpark. This have been achieved by providing a turning bay within the carpark for users.

CONCLUSION

This Traffic Impact Statement has been prepared by Cottee Parker Architects with regards to the proposed development at 720 Albany Highway, East Victoria Park.

The subject site is located on the southern side of Albany Highway precinct and is currently vacant, surrounded by other buildings classified similarly as a District Centre zone which permits a mix of retail, commercial, shop and residential use only.

The site features good connectivity to the existing road network and existing public transport network connections, making the area easily accessible for vehicles, pedestrians, and cyclists.

The traffic analysis undertaken in this report indicates that the traffic generated by the proposed development can be accommodated within the existing road network. Car parking dispensation is required for the shortfall of car parking due to site constraint. However, as indicated on page AR-1002 of the development application drawings provided by Cottee Parker Architects, there are numerous public parking facilities near the site that could supplement this shortfall, including the immediate accessibility to the public transportation nodes in East Victoria Park.

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