



transport planning
traffic engineering
modelling

Proposed Brewery, 98-104 Goodwood Parade, Burswood Transport Impact Statement

PREPARED FOR:
The Blasta Group Pty Ltd

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1 Introduction

This Transport Impact Statement has been prepared by Transcore on behalf of The Blasta Group Pty Ltd with regard to the proposed Brewery complex at Lot 1-5 (HN 98-104) Goodwood Parade in Burswood, Town of Victoria Park (hereafter the subject site).

The subject site is situated at the northeast corner of the Goodwood parade/Stiles Avenue intersection, as shown in **Figure 1**.



Figure 1: Location of the subject site

Blasta Brewery is relocating from its existing premises at 84 – 88 Goodwood parade, Burswood to the proposed location. The development application has been submitted to the Town of Victoria Park and the Town has requested that a Traffic Impact Statement should be prepared for the project.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: “A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic and therefore would have a moderate overall impact on the surrounding land uses and transport networks”.

Section 6.0 of Transcore's report provides details of the estimated trip generation of the subject site as a result of the proposed brewery. Accordingly, as the peak hour vehicular trips is estimated to be less than 100 trips, a Transport Impact Statement is confirmed to be appropriate for assessment of the proposed project.

The site (approximately 3380m² in size) is located within the residential and Burswood Station East Precinct generally bound by Graham Farmer Freeway to the east, Perth to Armadale line to the west and Great Eastern Highway to the south. More specifically, the site is bound by Goodwood Parade to the west, Stiles Avenue to the south, Lane 133a laneway to the east and the existing commercial developments to the immediate north.

The site is also located a short distance east of the Crown Perth complex and in close proximity of the Burswood Train Station.

The Burswood Station East Precinct comprises predominantly a mix of low-level industrial and commercial uses. However, a number of residential and mixed-use developments have recently been constructed within the area. The ongoing planning and development within the locality is in line with the planning blueprint for the precinct outlined in the strategic *Burswood Peninsula District Structure Plan* document.

The site currently accommodates defunct warehouse/workshop developments with associated car park at the southern and central part of the site with the vacant land occupying the northern portion. The subject site presently entails accesses on all three fronting roads/laneways.



2 Development Proposal

The proposal seeks to convert the existing warehouse/workshop buildings currently occupying Lots 1,2 and 3 (HN 102-104) into a café, bistro with kitchen and beer production facility, alfresco and a beer hall while constructing an additional section for outdoor dining on (part) Lot 4 (HN 100). The remaining part of Lot 4 including Lot 5 will be accommodating on-site parking for patrons. The existing car parking module totalling four bays at the southernmost end of Lot 1 (HN 104) will be retained and will continue to be used for patron parking.

Specifically, the proposal comprises the following elements:

- Café with servery window, staff room and amenities;
- Bistro with seating, kitchen with BOH, amenities and (secondary) brewery production area;
- Beer hall with the bar, patron seating, alley with alfresco and brewery production area; and,
- Outdoor dining area with kids plating zone.

The constituent development elements specified above will be fully integrated into single brewery complex; however, varying trading hours would apply for each development component.

The proposal also includes retention of the existing parking module comprising four bays at the southernmost end of the site and construction of a new car park facility at the northernmost end of the site totalling 28 bays.

The access system proposed to service the site represents a rationalised version of the existing access system comprising one access on Goodwood Parade, two crossovers on Stiles Avenue and one crossover on Lane 133a.

The delivery dock with associated waste collection and delivery/distribution operations are proposed to locate at the southern end of the brewery complex, adjacent to the café.

Refer to **Appendix A** for the proposed site plans.

3 Vehicle Access and Parking

As presented in the site plan prepared by Actus Associates architects, the proposed on-site car parking provision includes:

- Retained existing 4-bay car parking module at the southernmost end of the site and immediately adjacent to the future café; and,
- Construction of a new 28-bay car parking module (inclusive of one ACROD bay) at the northernmost end of the site and immediately adjacent to the outdoor dining area.

Hence, the total on-site parking provision comprises 32 bays. The two car parking areas are proposed to be accessed from Goodwood Parade and Lane 133a crossovers (northern car park) and the two crossovers on Stiles Avenue (southern car park).

According to the advice provided to Transcore, the total formal and theoretical parking requirement for the proposed development is 164 bays in accordance with Town's LPP 23. As a result, the proposed car parking supply for the proposed development represents a theoretical shortfall of 132 bays. It should be noted however that the parking requirement represents the parking requirement for each individual development component not taking into consideration cross-use or non-coinciding peak demand periods of each particular land use. Hence, the theoretical parking requirement is considered to be conservative and unrealistic for the development as a whole, particularly considering the patronage patterns to this type of establishment.

The theoretical parking shortfall is proposed to be managed by encouraging the use of exceptional public transport opportunities available within the immediate locality, accessibility to shared paths for non-motorised mode of transport, use of ride-share and use of Uber/Taxi services to access the site. The subject site is also located within a predominantly commercial/residential precinct with local residents and employees forming a significant pool of potential patrons of the development. Furthermore, it is anticipated that a significant portion of the Optus stadium patrons will be visiting the proposed brewery prior or after the major events (as they currently visit the Crown Complex), mostly relying on convenient public transport service available on event days.

It is the intention of the proponent to provide the information about the restricted on-site parking provision on its web page and through social media so to advise and encourage prospective patrons to consider alternative transport options in lieu of private cars.

Nonetheless, Transcore undertook parking inventory and utilisation surveys of the precinct's local road network in order to establish the typical parking utilisation pattern within the immediate vicinity of the site. Based on the advice provided by the operator with respect to its anticipated peak trading, the survey periods of Friday 14th January

between 11:30AM-1:30PM and Sunday 16th January 2022 11:30AM-2:30PM were selected as a good representation of the anticipated peak brewery parking demand periods.

For the purpose of this assessment the parking analysis was focused on an area within the 250m walking distance radius from the subject site as this is considered to be the most attractive parking area for site patrons. The surveyed parking area was divided into eight discrete zones (A to H) with the subject site located at the intersection point of Zones A, B and C (refer **Figure 2** for more details).

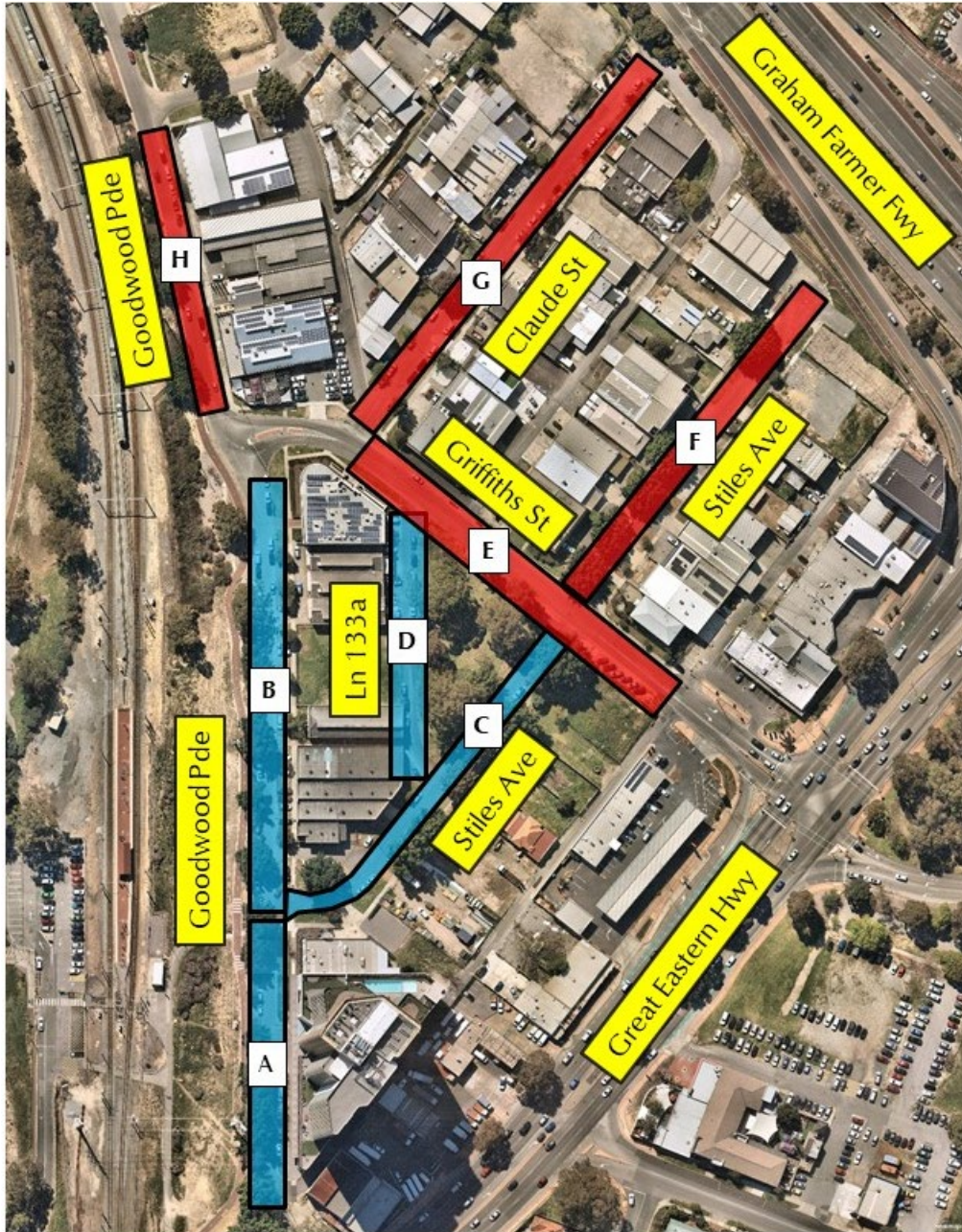


Figure 2. Burswood Station East Precinct - parking survey zones A to H

The result of the parking utilisation analysis is presented in tables as well as graphically illustrated in charts contained in **Appendix C**.

As can be seen from the available data, the local car parking facilities recorded some underutilisation over the observed period with the maximum occupancy rate for the entire (surveyed) area reaching 76% during Friday and 38% during Sunday. The survey confirmed that up to 45 parking bays remain available during the heaviest parking utilisation periods, with some of the parking areas in close proximity to the site.

In addition to the local parking opportunities within the precinct, approximately 1,600-free and unrestricted parking bays are available immediately across the train line and adjacent to Crown Perth complex. This public car parking facility, located some 240m walking distance west of the site provides ample all-day parking opportunities for the Burswood Station East Precinct throughout the day. Additionally, pay parking stations are also available within Crown Complex which can be utilised by general public. Formal paths and rail crossing provide direct connection between the subject site and adjacent parking facilities.

Accordingly, it is concluded that significant amount of parking is available throughout the day which can potentially be used by brewery patrons including during the periods of peak business activity.



4 Provision for Service Vehicles

As part of the proposal, all waste collection, delivery and dispatch operations will be accommodated via western Stiles Avenue crossover which leads to the “Delivery Dock” area.

The service vehicles will access the site via this crossover, reverse and park at the dock and egress the site via the same crossover in forward gear.

According to the advice provided by the proponent, the largest size truck servicing the site will be an 8.8m long rigid vehicle. Accordingly, a turn path assessment using an 8.8m long rigid vehicle template has been undertaken and appropriate plan attached in **Appendix B**.

As can be seen from the plan a small portion of the landscaped area within the site would require some adjustment to facilitate the ingress and egress movement of the service vehicle. No other issues are noted.

Deliveries/dispatches and waste collection is usually scheduled outside of peak business activity periods to avoid conflicts with customer traffic and parking operations.

5 Hours of Operation

The proposed operating times of each individual component of the proposed brewery complex are as follows:

Cafe:

- Monday - Friday: 7:00AM – 2:00PM
- Saturday and Sunday: 8:00AM – 12:00noon

Bistro:

- Monday - Thursday: 10:30AM – 9:00PM
- Friday and Saturday: 10:30AM – Late;
- Sunday: 10:30AM – 10:00PM;

Beerhall and Alfresco:

- Monday - Thursday: 10:30AM – 9:00PM
- Friday and Saturday: 10:30AM – Late;
- Sunday: 10:30AM – 10:00PM;

6 Daily Traffic Volumes and Vehicle Types

6.1 Trip Generation

In order to assess the future traffic operations of the proposed brewery, a traffic generation and distribution exercise was undertaken. The aim of this exercise was to establish the additional traffic that would be potentially generated on the surrounding road network as a result of the proposed development.

The proposed brewery complex comprises three discrete elements with varying peak operational periods. Typically, the café would be expected to experience busier periods earlier in the day while the bistro/beerhall peak trading periods would be expected around lunch time.

Following a review of the proposed trading times and the information provided by the proponent (based on existing operational patterns of the existing brewery) it is established that the overall peak business activity periods would be expected on a typical Friday between 11:30AM – 12:30PM and on Sundays between 12:30PM – 1:30PM. However, in order to allow for some flexibility, it is assumed that during the anticipated peak trading periods all three components would be near their respective peak activity.

The traffic volumes likely to be generated by the proposed brewery has been estimated using trip rates for “Brewery Tap Room (971)” and “High Turnover Sit-Down Restaurant (932)” land use, sourced from the *Institute of Transportation Engineers Trip Generation 11th Edition* publication for the beerhall, bistro and outdoor dining components while “Restaurants” trip rate sourced from *RTA NSW Guide to Traffic Generating Developments* publication was used for the café component of the development.

In this instance, a 20% cross-trade factor was applied to the development to allow for the anticipated cross-visitation between the different components of the brewery complex.

Further, site-specific trip generation adjustment factors, reflecting the nature of the proposed development, site location, land use composition of the local precinct, availability of pedestrian and cycling facilities, excellent public transport coverage, and restricted on-site parking provision were applied to the traffic generation calculations.

It is therefore assumed that, approximately 14% of patrons would use public transport, 15% of patrons would walk to the site (local employees and residents), 5% would cycle, 19.6% would car-pool and 20% would use taxi/Uber service to arrive to the site. The various available data relating to above transport modes was used as a basis for the applied assumptions.

Accordingly, it is estimated that the proposed development is expected to generate a total of approximately **540** and **530** Friday and Sunday total daily vehicle trips with

about **83** and **93** trips during the peak Friday midday and Sunday early afternoon peak hour periods, respectively.

The traffic split assumptions, sourced from the ITE publication and detailed in **Table 1** was based on the following directional split assumptions for peak hour periods:

- Friday midday peak hour traffic split assumed as 59%/41%, 55%/45% and 50%/50% for inbound/outbound trips for brewery, bistro and café respectively; and,
- Sunday early afternoon peak hour traffic split assumed as 53%/47%, 55%/45% and 50%/50% for inbound/outbound trips for brewery, bistro and café respectively.

Table 1: Peak hour trips estimated for the development

Peak Period	Direction	Traffic Split	Peak Hour Trips
AM Peak	Inbound	46	83 cars
	Outbound	37	
PM Peak	Inbound	51	93 cars
	Outbound	42	

6.2 Trip Distribution

Considering the location of the proposed development and the available access and egress routes to and from the development the anticipated directional trip distribution of the development-generated traffic is assumed to be as follows:

- 10% of trips to/from the site via Goodwood Parade; and,
- 90% of trips to/from the site via the Laneway 133a.

The directional morning and afternoon trip distribution of the development-generated traffic is illustrated in **Error! Reference source not found.**



Figure 3. Estimated traffic movements for the proposed development – Friday peak hour/Sunday peak hour and Friday /Sunday total daily trips

6.3 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines (2016)* provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

From **Figure 3** it can be seen that the estimated traffic impact from the proposed development would be less than the critical thresholds with the most pronounced traffic increases of 19vph along Laneway 133a (north and south of the site) during the Sunday early afternoon peak hour period. Therefore, the traffic impact as a result of the proposed development on the surrounding road network will be moderate and acceptable.

7 Traffic Management on Frontage Streets

7.1 Context

The subject site forms part of the Burswood Station East Precinct which is bound by Graham Farmer Freeway to the east, Armadale/Thornlie train line to the west and Great Eastern Highway to the south

7.2 Existing Road Network

Goodwood Parade is one of the key precinct roads running in a general north-south direction, parallel to the existing railway line and providing access to developments fronting the railway line. It is constructed as a single carriageway two-way road with on-street parking generally along both sides. It entails a pedestrian footpath along the eastern side with a shared path along the western side up to Riversdale Road.

According to *Main Roads WA Functional Road Hierarchy*, Goodwood Parade is classified as an *Access Road* operating under a default built-up area speed limit of 50km/h.

Based on the ToVP traffic counts from July 2020, Goodwood Parade (between Griffiths Street and Stiles Avenue) carried approximately 405vpd.

Stiles Avenue is running in a general east-west direction parallel to Great Eastern Highway. It is constructed as a single carriageway two-way road with on-street parking along one side of the road only. It entails a pedestrian footpath along the southern side for the section between Goodwood Parade and Griffiths Street and on both sides east of Griffiths Street.

According to *Main Roads WA Functional Road Hierarchy*, Stiles Avenue is classified as an *Access Road* operating under a default built-up area speed limit of 50km/h.

Based on the ToVP traffic counts from May 2015, Stiles Avenue (between Griffiths Street and Goodwood Parade) carried approximately 206vpd.

The **Lane 133a** runs in a north-south direction connecting Griffiths Street at the north with Stiles Avenue at the south. It is approximately 5.0m wide with no formal paths on either side. It presently serves limited number of properties on both sides.

According to *Main Roads WA Functional Road Hierarchy*, Lane 133a is classified as a *Laneway*.

This laneway presently carries only limited volume of vehicular traffic.

Goodwood Parade and Stiles Avenue form a priority-controlled T-intersection immediately adjacent to the subject site.

Similarly, Lane 133a forms priority-controlled T-intersections with Stiles Avenue and Griffiths Street adjacent to the subject site.



8 Public Transport Access

Due to its proximity to the Burswood Train Station and Great Eastern Highway high-frequency bus services, the subject site is very well served by a multitude of public transport options.

The proposed development is within the walkable catchment of Burswood Train Station, which is located about 100m walking distance east of the site. This station is on the Perth/Armadale and Perth/Thornlie train line.

A total of 10 high-frequency bus services operate along Great Eastern Highway with bus stops adjacent to the southernmost end of Goodwood Parade some 150m south from the subject site, accessible via existing footpaths, formal pedestrian crossings and a footbridge. The available bus services provide connection to Elizabeth Quay Bus Station, East and West Perth, CBD, Perth Airport, as well as various other important attractors such as Belmont Forum and Midland Gate shopping centres. Please refer to the bus service map provided in **Figure 4** for details.

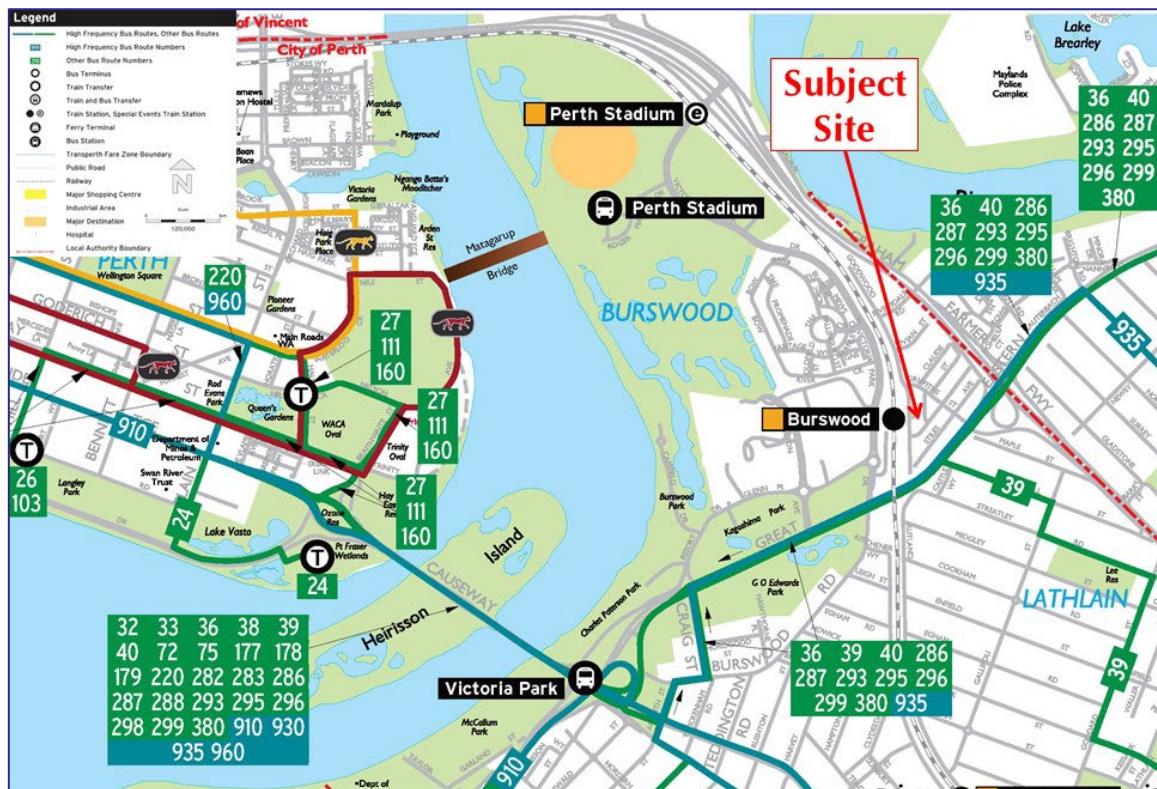


Figure 4: Public transport services (Transperth Map)

9 Pedestrian and Cyclist Access

A pedestrian footpath and a shared path (Continuous Signed Route SE 22) pass the subject site along Goodwood Parade, connecting to the extensive shared path system throughout the Burswood Station East Precinct with connections to The Springs and Great Eastern Highway path system.

The footpaths are complemented with a Principal Shared Path which is in place along Graham Farmer Freeway and passing the site connecting further to shared paths along Great Eastern Highway, Riversdale Road (part) and southern bank of the Swan River.

In addition, Great Eastern Highway also includes on-street cycling lanes while Riversdale Road (part) is also classified as a “good road riding environment”. Please refer to the Perth Bicycle Network Map provided in **Figure 5** for details.

Accordingly, the subject site enjoys very good level of accessibility to the existing footpath and cycle path networks.

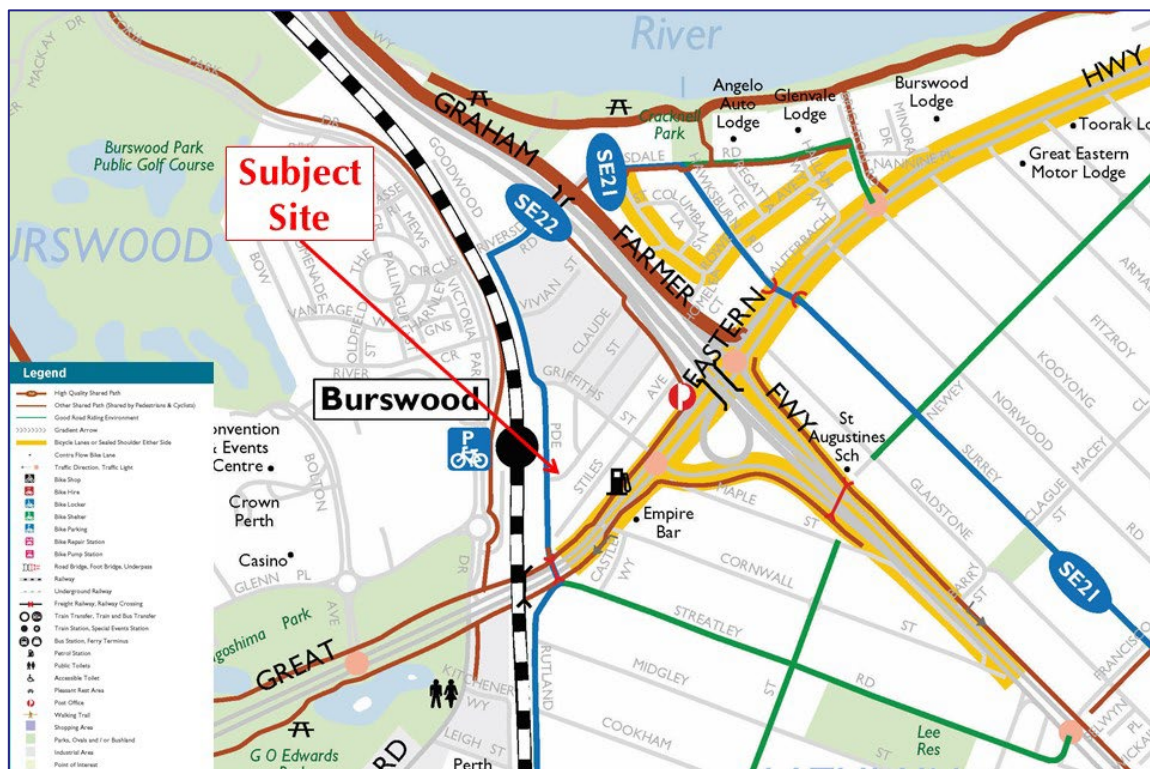


Figure 5: Extract from Perth Bicycle Network (Department of Transport)

10 Site Specific Issues

Other than the theoretical parking shortfall, no other site-specific issues have been identified for the proposed development.

11 Safety Issues

No safety issues have been identified within the scope of this assessment.



12 Conclusions

This Transport Impact Statement has been prepared by Transcore on behalf of The Blasta Group Pty Ltd with regard to the proposed Brewery complex at Lot 1-5 (HN 98-104) Goodwood Parade in Burswood, Town of Victoria Park.

Blasta Brewery is relocating from its existing premises at 84 – 88 Goodwood parade, Burswood to the proposed location. The development application has been submitted to the Town of Victoria Park and the Town has requested that a Traffic Impact Statement should be prepared for the project.

The development proposal contemplates retention and conversion of the existing structures at the subject site and addition of a new section to form a café, beerhall, bistro, alfresco dining and brewery production complex with the associated car parking at the subject site.

It is proposed to provide a total of 32 parking bays at the site to serve the proposed brewery complex. The theoretical parking shortfall at the subject site is proposed to be managed by encouraging the use of exceptional public transport opportunities available within the immediate locality, non-motorised modes of transport and use of ride-share and use of Uber/Taxi services to access the site.

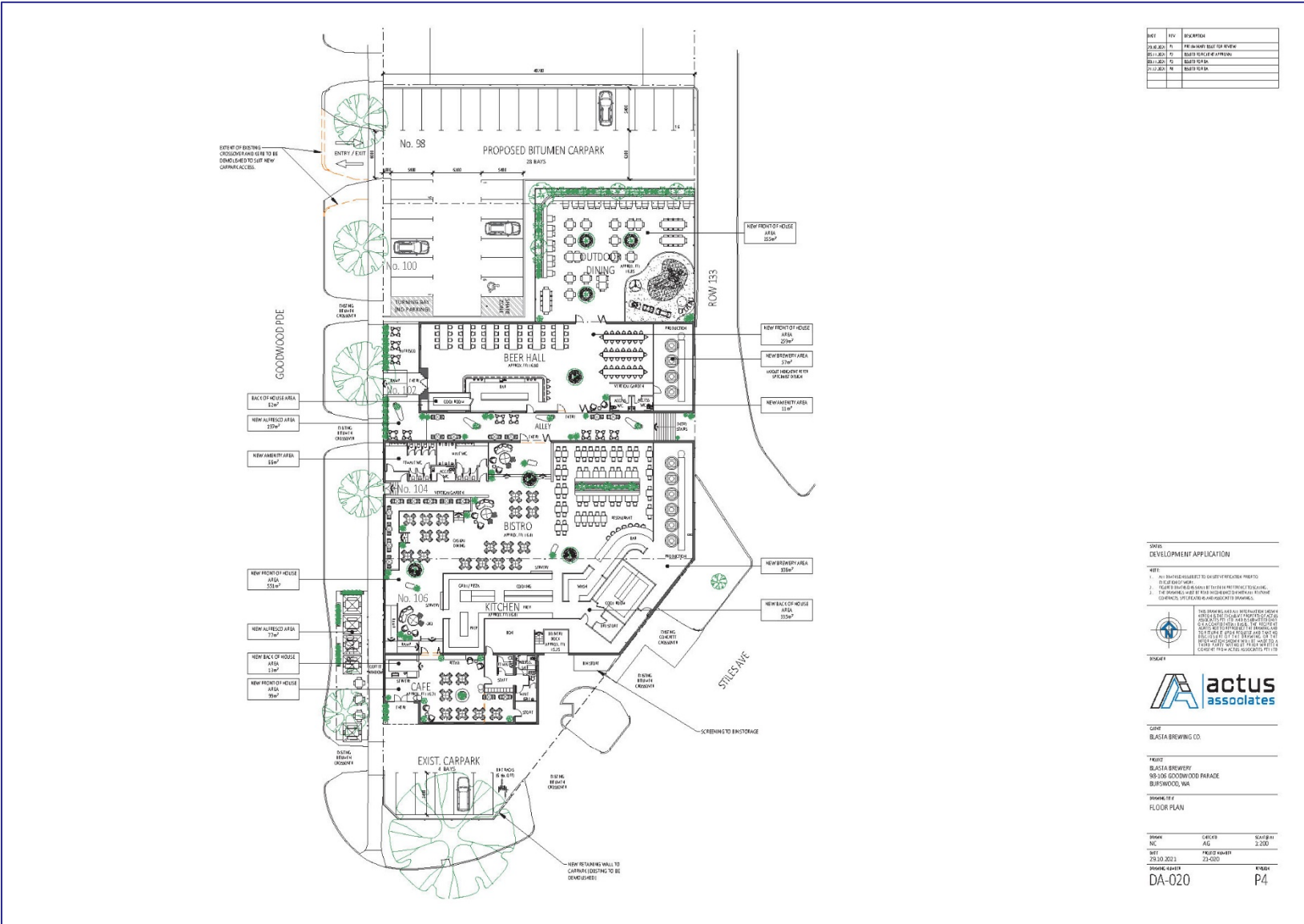
Furthermore, a parking utilisation survey of the precinct, undertaken for the purpose of this assessment, confirmed that a number of parking opportunities remain available within the walking distance from the site including on-street parking on the abutting roads, large free public parking facility near Crown Perth complex and paid public facilities within Crown Complex with all within the walking distance of the site.

The traffic modelling and analysis undertaken in this report demonstrates that the estimated development-generated traffic will not have a significant impact on the surrounding road network.

In conclusion, the findings of this Transport Impact Statement are supportive of the proposed development.

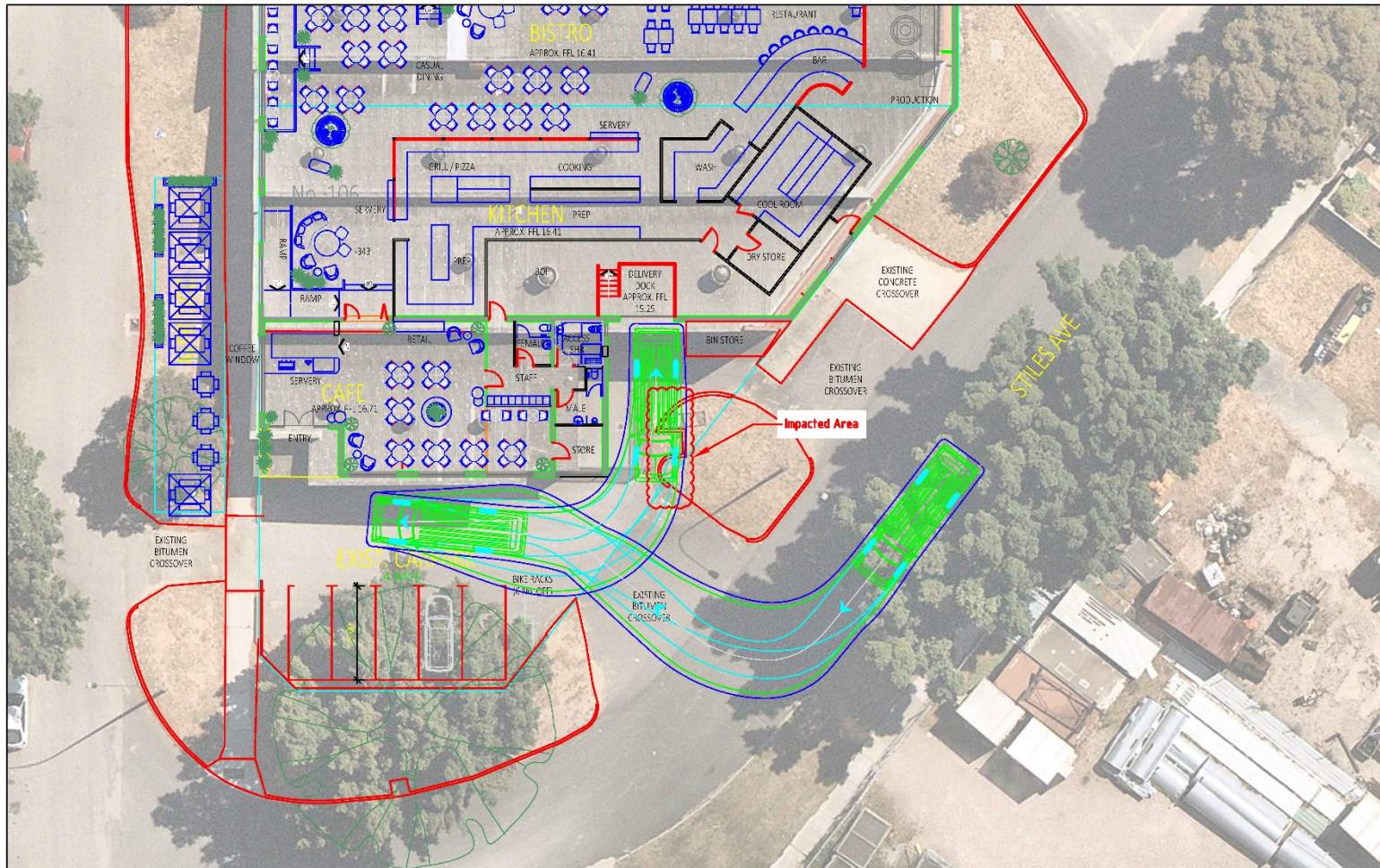
Appendix A

PROPOSED DEVELOPMENT PLANS



Appendix B

TURN PATH PLAN



Lots 1-5 (#98-104) Goodwood Parade, Burswood
 Austroads 2013: 8.8m Service Vehicle
 Service vehicle entry

LEGEND

Vehicle Body
 Wheel Path
 300mm Clearance

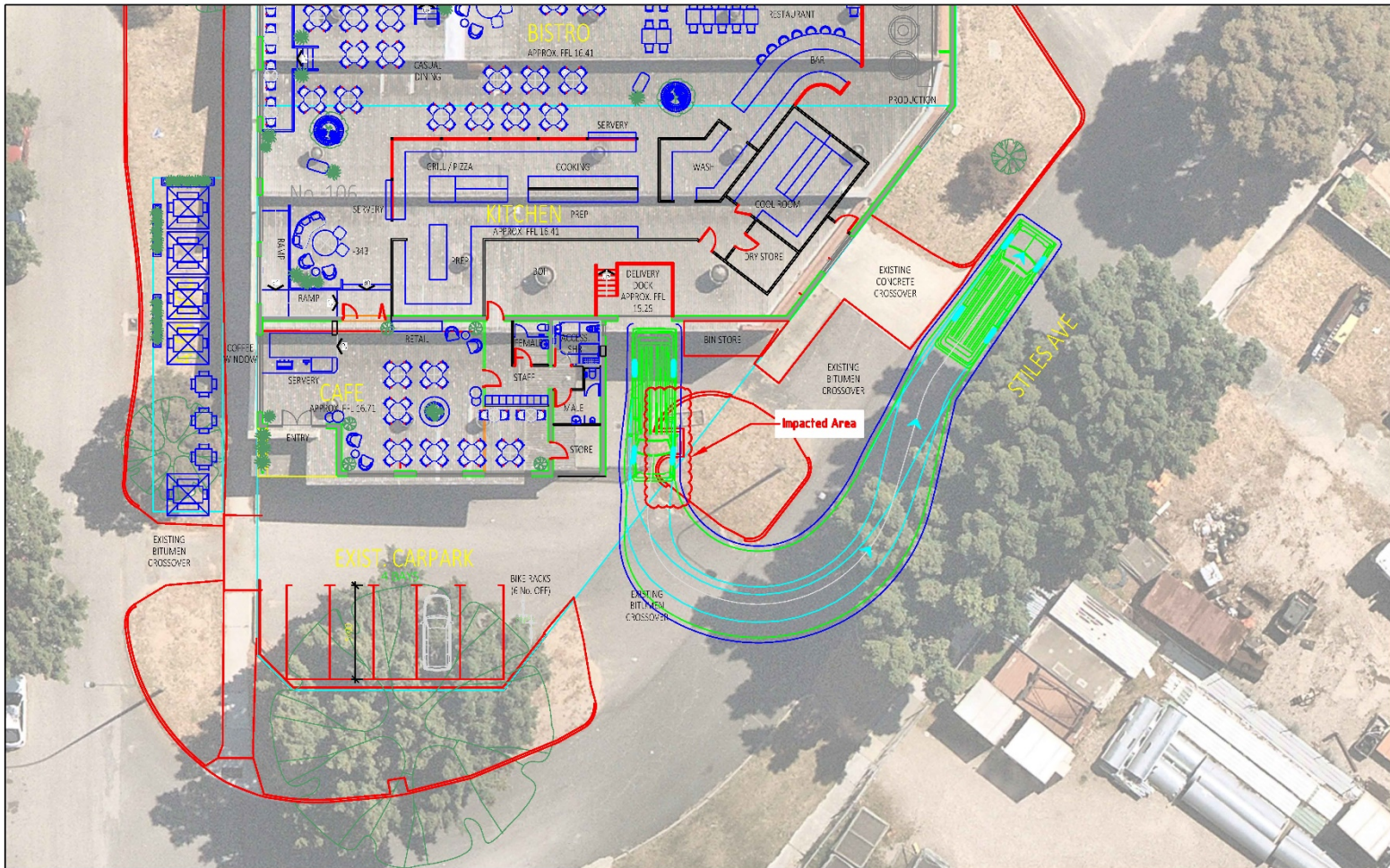


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Lots 1-5 (#98-104) Goodwood Parade, Burswood
 Austroads 2013: 8.8m Service Vehicle
 Service vehicle exit

LEGEND

- Vehicle Body
- Wheel Path
- 300mm Clearance



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Appendix C

PARKING SURVEY RESULTS

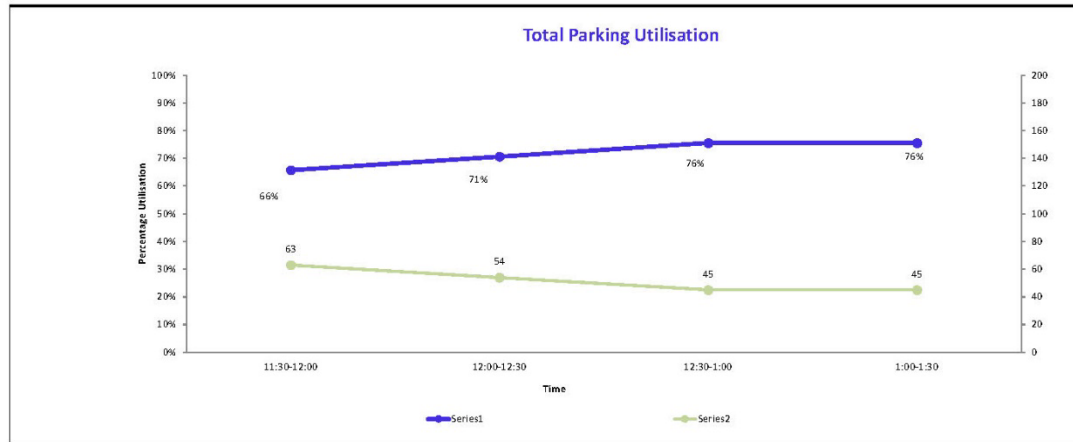
Total Parking Utilisation
Friday

Zone / Period	11:30-12:00	12:00-12:30	12:30-1:00	1:00-1:30	Supply
A	18	16	18	18	21
B	31	37	39	37	43
C	10	12	13	15	26
D	6	6	8	8	18
E	14	15	17	16	19
F	6	6	6	5	14
G	31	30	30	32	35
H	5	8	8	8	8
Total Occupied Bays	121	130	139	139	184
Total Available Bays	63	54	45	45	

Average	52
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Zone / Period	11:30-12:00	12:00-12:30	12:30-1:00	1:00-1:30	Supply	Average
A	86%	76%	86%	86%	21	83%
B	72%	86%	91%	86%	43	84%
C	38%	46%	50%	58%	26	48%
D	33%	33%	44%	44%	18	39%
E	74%	79%	89%	84%	19	82%
F	43%	43%	43%	36%	14	41%
G	89%	86%	86%	91%	35	88%
H	63%	100%	100%	100%	8	91%
Total Occupancy (%)	66%	71%	76%	76%	184	

AVG	MAX
72%	76%



Total Parking Utilisation
Sunday

Zone / Period	11:30-12:00	12:00-12:30	12:30-1:00	1:00-1:30	1:30-2:00	2:00-2:30	Supply
A	9	11	11	14	13	14	21
B	3	3	9	15	23	20	43
C	1	1	2	4	4	7	26
D	0	0	0	0	0	0	18
E	0	0	0	0	0	0	0
F	0	0	0	1	1	1	14
G	3	15	23	30	32	28	35
H	4	5	6	6	6	6	8
Total Occupied Bays	20	35	51	70	79	76	165
Total Available Bays	145	130	114	95	86	89	

Average
121

Zone / Period	11:30-12:00	12:00-12:30	12:30-1:00	1:00-1:30	1:30-2:00	2:00-2:30	Supply	Average
A	43%	52%	52%	67%	62%	67%	21	54%
B	7%	7%	21%	35%	53%	47%	43	17%
C	4%	4%	8%	15%	15%	27%	26	8%
D	0%	0%	0%	0%	0%	0%	18	0%
E	0%	0%	0%	0%	0%	0%	19	0%
F	0%	0%	0%	7%	7%	7%	14	2%
G	9%	43%	66%	86%	91%	80%	35	51%
H	50%	63%	75%	75%	75%	75%	8	66%
Total Occupancy (%)	11%	19%	28%	38%	43%	41%	184	

AVG	MAX
24%	38%

