Traffic Impact Statement

Date: July 2026

Premises Name:	**The Singleton Bar & Grill, Karnup**
Applicant:	**Link Hospitality Group Pty Ltd**
Address:	**Unit 1, 2 Redwood Avenue, Karnup WA 6176**

Introduction

This Traffic Impact Statement has been prepared to support a Development Application for a Change of Use from Retail to Tavern (Restricted) at Unit 1, 2 Redwood Avenue, Karnup WA 6176 (Lot 1 on Deposited Plan 402366), within The Singleton Village Shopping Centre, in the City of Rockingham.

The premises will operate as a food-focused hospitality and community venue, providing licensed dining, a bar, lounge and alfresco areas within an established, Woolworths-anchored neighbourhood shopping centre. The proposed premises is designed to cater to local residents, families, workers and social gatherings across the Singleton, Golden Bay and Karnup growth corridor. This statement addresses the traffic and transport implications of the application.

Proposed Development

Description: the proposal comprises a Change of Use to Tavern (Restricted), involving the fit-out of a. vacant tenancy shell within the shopping centre, with the following key components:

- Single-level licensed bar, dining and lounge areas
- Internal stage and a large alfresco area (with separate smoking and non-smoking zones)
- Commercial kitchen, cool rooms and back-of-house facilities
- Supporting amenities, including an accessible WC and baby-change facilities

Tenancy area: approximately 344 m² internal, plus an external exclusive-use area of approximately 192 m².

Maximum occupancy: a target of 400 patrons at any one time, subject to the Maximum Accommodation Certificate issued by the City of Rockingham.

Maximum staff per shift: approximately 8 to 12 persons.

Operating Hours

- Monday to Saturday: 6:00 a.m. to 12:00 midnight
- Sunday: 10:00 a.m. to 12:00 midnight

Peak patronage occurs during evenings and weekends, when background traffic and the daytime retail peak of the centre are typically lower.

Relationship to Surrounding Context

The site is located within The Singleton Village Shopping Centre, an established neighbourhood activity centre anchored by Woolworths and BWS, at the corner of Mandurah Road and Redwood Avenue. The centre provides retail, commercial and service offerings that operate primarily during daytime hours. The premises will be busy primarily in the evenings and at weekends, when daytime commercial uses experience lower activity, providing effective temporal separation of traffic peaks and enabling efficient shared use of the centre's parking.

Vehicle Access and Parking

Vehicle Access

Vehicle access to the site is provided via the existing shopping centre accesses from Redwood Avenue, which connects to Mandurah Road, the primary regional road serving the locality. Patrons access the venue via the centre's established internal circulation and the surrounding public road network. These access arrangements serve the existing shopping centre and are adequate for the proposed tavern use. No modifications to existing access arrangements are proposed.

Car Parking Provision

The premises is located within an established shopping centre served by a large shared on-site car park. Patron parking will be accommodated within the centre's existing parking provision, with bays allocated to the tenancy under the lease and on a reciprocal (shared) basis across the centre. The exact number of on-site bays and the tavern's allocation are to be confirmed on receipt of the final site plan and centre management arrangements.

The shared on-site parking supports the following operational benefits:

- The proposed tavern operates primarily in the evenings and at weekends, complementing the daytime retail peak of the centre, so that the tavern's demand is largely accommodated within parking that is under-utilised at those times.
- Extended patron dwell times (typically 2 to 3 hours) spread parking turnover across the evening rather than creating sharp peaks.
- There will be no packaged liquor sales for takeaway, supporting predictable, dwell-based parking demand rather than short-stay turnover.
- The established centre car park has proven adequate for the trading of the anchor and specialty tenancies.

Parking Assessment

Car parking for the proposed use is assessed against the City of Rockingham Local Planning Scheme No. 2 and the City's applicable parking provisions. As the premises occupies an existing tenancy within an established centre with shared reciprocal parking, the proposal does not require the provision of additional on-site bays or new crossovers. The complementary timing of the premises' peak demand relative to the centre's daytime retail peak ensures the existing shared car park can accommodate the proposed use.

Bicycle Parking

Bicycle parking is available within the shopping centre. The venue will encourage active-transport access through operational communications and patron information, consistent with the City of Rockingham's active-transport objectives.

Service Vehicles

Delivery and Service Access

Service vehicle access for deliveries and waste collection uses the existing shopping centre service area serving the tenancy. Deliveries will be managed to occur during off-peak periods (7:00 a.m. to 10:00 a.m. preferred) to minimise impact and avoid conflict with pedestrian activity and patron vehicle movements. Anticipated service vehicle types include:

- Light commercial vehicles for food and beverage deliveries
- Standard waste collection vehicles (private contractor)
- Emergency service vehicles (as required)

The existing centre service and loading arrangements ensure that service vehicles can operate without obstructing the public road network. Delivery and waste protocols are established in the Harm Minimisation Plan and Noise Management Plan.

Traffic Volumes and Characteristics

Trip Generation

Peak-hour vehicle movements associated with the proposed tavern are estimated at fewer than 100 vehicle movements per hour during the busiest periods of operation. This places the development within the 'moderate impact' category defined by planning guidelines for developments requiring a Traffic Impact Statement. Traffic generation characteristics include:

- Patron arrivals distributed over a 4-hour evening peak period (6:00 p.m. to 10:00 p.m.)
- Extended dwell times (2 to 3 hours typical), spreading traffic generation over longer periods
- Peak periods occurring when background traffic and the centre's retail peak are lower
- Staggered departures as patrons leave progressively through the evening

Comparison with the Existing Approved Use

The existing tenancy is approved for a Retail use, which typically generates short-stay, high-turnover parking and trip demand concentrated in daytime and weekend retail hours. The proposed tavern shifts the peak demand to the evening and weekend, when the centre's retail demand is lower. The following table summarises the comparison:

Factor	Existing Retail Use	Proposed Tavern Use
Peak trading period	Daytime / weekend retail hours	Evenings and weekends (6 pm–10 pm)
Trip characteristics	Short-stay, high turnover	Extended dwell (2–3 hours), lower turnover
Peak-hour vehicle movements	Retail-based turnover	Fewer than 100 movements per hour
Parking demand timing	Coincides with centre retail peak	Complements the centre retail peak

The comparison demonstrates that, while the nature of the use changes, the tavern's peak demand is complementary to, rather than additive to, the centre's existing daytime retail peak, and is readily accommodated within the shared car park.

Traffic Distribution and Patterns

Traffic generated by the venue will be distributed throughout operating hours, with peak periods occurring on weekday evenings (6:00 p.m. to 10:00 p.m.) and weekend afternoons and evenings. The hospitality model inherently spreads arrivals across extended periods

rather than creating concentrated arrival peaks. This pattern, combined with extended dwell times, results in a gradual build-up and dispersal of traffic rather than sharp peaks.

Road Network

The site is served by an established road network. Mandurah Road is the primary regional road serving the Singleton, Golden Bay and Karnup locality, with the centre accessed via Redwood Avenue. The road network is of adequate capacity for the traffic volumes and turning movements associated with the proposed use. Major intersections in the vicinity are controlled by appropriate traffic control devices and have demonstrated adequate capacity to accommodate existing traffic from the centre and surrounding area. No modifications to intersection control or geometry, road geometry or traffic control devices are required.

Public Transport Access

The locality is served by Transperth bus services operating along the Mandurah Road corridor, including Route 574 (Warnbro Station via Madora Bay, Singleton, Golden Bay, Secret Harbour and Port Kennedy) and Route 131 (serving Golden Bay and Cooloongup), providing connections to the wider Rockingham and Mandurah public transport network. The nearest railway stations are Lakelands and Warnbro Stations on the Mandurah Line, and Karnup Station is a committed METRONET project that, once delivered, will further improve rail access to the locality. Public transport access supports the City of Rockingham's sustainable-transport objectives and provides an alternative to private-vehicle access for patrons and staff.

Pedestrian and Cycle Access

Pedestrian access is provided within the shopping centre and along the surrounding footpath network, with bicycle parking available within the centre. The existing infrastructure adequately serves the proposed use and supports the City of Rockingham's active-transport objectives.

Conclusion

This Traffic Impact Statement has assessed the transport implications of the proposed Change of Use from Retail to Tavern (Restricted) at Unit 1, 2 Redwood Avenue, Karnup. The key findings are:

- **Trip generation:** fewer than 100 vehicle movements per hour during peak periods, in the 'moderate impact' category.
- **Timing:** the tavern's evening and weekend peak complements, rather than adds to, the centre's daytime retail peak.

- **Parking:** accommodated within the shopping centre's existing shared car park on a reciprocal basis, with the detailed bay schedule to be confirmed on the final site plan; no additional on-site bays or crossovers are required.
- **Access:** existing centre access from Redwood Avenue / Mandurah Road requires no modification.
- **Service vehicles:** managed via the existing centre service area and the venue management plans.
- **Public transport:** bus services along the Mandurah Road corridor, with Lakelands and Warnbro Stations on the Mandurah Line and the committed future Karnup Station supporting sustainable transport.

The proposed development is consistent with the City of Rockingham's planning framework and strategic transport objectives. The traffic impacts are manageable within existing infrastructure and will not adversely affect the surrounding road network or community amenity. Issues related to transport and parking should not impede development approval.

Should you require any further information, please contact our office.

Yours in Hospitality



Mario Sequeira G.C.CorpMgt, F.C.S.I.
Director
Hospitality Total Services (Aus) Pty Ltd