



Waikiki Liquor Store - 434 Safety Bay Road, Safety Bay Transport Impact Statement

PREPARED FOR:
BB Holdings (WA) Pty Ltd

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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of BB Holdings (WA) Pty Ltd with respect to the proposed liquor store with an associated drive through facility to be located within the approved commercial development located at 434 Safety Bay Road, Safety Bay in City of Rockingham.

Transcore prepared a Traffic Impact Assessment (TIA) in November 2023 for the original commercial development at Lot 100 Safety Bay Road. The Development Application (DA) for the original development proposal was approved in 2024. Further, Transcore also prepared a Revised TIA in May 2025 which addressed the revised layout of the tavern located at parcel 3 and 4 within Lot 100, which was also approved.

The subject site is currently a vacant land and located within the approved tavern site (parcel 3 and 4). It is bounded by circulation driveways to its' immediate north, east and west and approved tavern with carparks to the south. Please refer to **Figure 1** for more details. Aerial image indicates that the 2024 approved development has been largely constructed except the approved tavern.

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 traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”*.

Section 5.2 of Transcore's report provides details of the estimated trip generation for the proposed development and its' impact on the adjacent road network. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement (TIS) is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access/ egress movement patterns and parking provision at the subject site.

¹ Between 10 and 100 vehicular trips per hour



Figure 1. Location of the subject site

2 Development Proposal

The subject site is currently vacant and located at the northwest corner of the approved Tavern's carpark. The Development Application (DA) for the subject site proposes the construction of a liquor store with dual lanes drive-through facility.

The breakdown for each component of the proposed liquor store development is detailed in **Table 1**.

Table 1. Schedule of areas

	Areas (m ²)
Stockroom area	48 m ²
Cool room area	36 m ²
Retail +office + sales	113 m ²
Drive-Thru & pallet	173 m ²
Total Area	370 m²

As part of the proposed development, the following are proposed:

- Relocate two (2) DDA bays located at the northwest corner of the subject site to Tavern site;
- Remove kerb & footpath located west of the subject site and construct nine (9) new car parking bays;
- Tie-in the new footpath to be located at the west of the subject site with the existing path; and,
- Remove the kerb to create a new site entry at the north of the subject site.

It is understood that the proposed carpark will be shared with the approved tavern, as both developments are located within the same site. Accordingly, a total of 50 parking spaces, including two (2) ACROD bays, will be provided to accommodate the combined parking demand generated by the approved tavern and the proposed liquor store.

The proposed development plans are attached in **Appendix A**.

3 Vehicle Access and Parking

3.1 Access

The proposed liquor store will be internally accessible via a full movement crossover on the internal driveway, accessing the carpark of the approved tavern and the proposed liquor store. Exit only facility is also proposed on the internal driveway located west of the subject site to accommodate the exiting movements from the drive-through lanes.

The external vehicular accesses/ crossovers to the overall site will not change from the approved development plan as a result of the proposed liquor store development.

The access/egress locations proposed to service the subject site are illustrated in **Figure 2**.

3.2 Parking

As discussed in **Section 2**, it is understood that the carpark for the approved tavern will be shared with the proposed liquor store, as both developments are located within the same site. Accordingly, it is confirmed that a total of 50 parking spaces, including two (2) ACROD bays, will be provided to accommodate the combined parking demand generated by the approved tavern and the proposed liquor store.

In addition, given that the proposed development will primarily operate as a drive-through liquor store, it is anticipated that the majority of vehicle trips generated by the development will be associated with the drive-through facility, rather than customers parking and visiting the store. Accordingly, the parking demand generated by the proposed liquor store is expected to be relatively low, resulting in a low level of carpark utilisation.

Based on the information provided, it is understood that the original development was approved with 48 parking bays to serve the tavern. Accordingly, the total of 50 parking bays is considered sufficient to address the parking demand for the tavern and the liquor store.

Further, Transcore undertook parking demand assessment for the approved tavern and the proposed liquor store at the subject site using the appropriate parking requirements for the respective land uses in accordance with the WA Planning Manual: Non-Residential Car Parking Rates in Perth and Peel (November 2024) by the Western Australian Planning Commission (WAPC).

The WAPC Parking Manual specifies parking requirement for **tavern** as “1 space per 100 m² of bar and public floor area” as the minimum provision, and “1 space per 10 m² of bar and public floor area” as the maximum provision. The same guideline further

provides parking requirements for **liquor store – large** as “1 space per 25m² FA” as the minimum provision and “1 space per 15m² FA” as the maximum provision.

Therefore, conservatively the total parking requirements for both approved tavern and the proposed liquor store development are detailed in **Table 2**.

Table 2. Parking requirements at the subject site

Guidelines	Land Use	Rates	Area	Required Parking
WAPC's Parking Manual	Liquor Store	1 per 25m ² FA (min) 1 per 15m ² FA (max)	197m ² (without drive-thru area)	8 bays (min) 13 bays (max)
	Tavern	1 per 100m ² (min) 1 per 10m ² (max)	1,114 m ² (bar & public floor area)	11 bays (min) 111 bays (max)
Total				19 bays (min) 124 bays (max)

Therefore, it is calculated that both approved tavern and the proposed liquor store at the subject site would require a total of approximately 19 (min) – 124 (max) bays at the subject site in accordance with WAPC's Parking Manual guidelines.

The subject site entails a total of 50 bays including two (2) ACROD bays and considering that the liquor store is not large and most of its patronage will be via the drive through, the total proposed parking provision at the subject site would meet the practical parking requirement for the proposal.

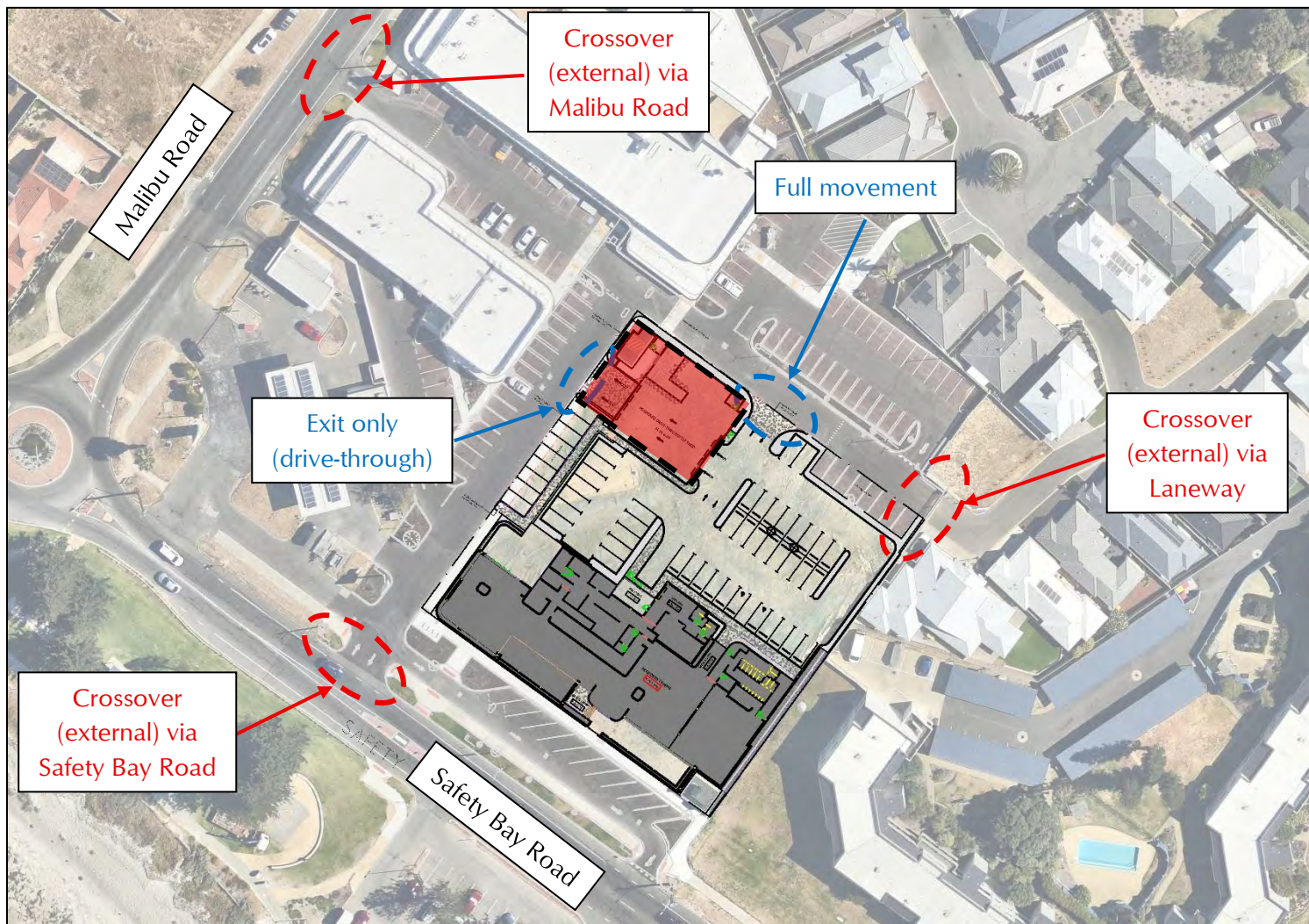


Figure 2: Locations of the crossovers at the subject site

4 Provision for Service Vehicles

It is anticipated that the largest size vehicle that will access the proposed development and service the subject site would be an 8.8m long waste collection vehicle. Such a vehicle will enter the subject site either from the full movement crossover accessing the carpark servicing the tavern and the proposed liquor store and exit via the drive-through exit only crossover in forward gear after delivery and servicing activities.

The results of the swept path analysis undertaken for an 8.8m long service vehicle and B99 passenger vehicle for the drive through are provided in **Appendix B** and it shows the satisfactory access, egress and circulations within the site.

5 Daily Traffic Volumes and Vehicle Types

5.1 Existing Trip Generation

The subject site is currently vacant, and therefore, the existing traffic at the subject site is zero.

5.2 Proposal Trip Generation

The traffic volumes likely to be generated by the proposed development at the subject site have been estimated based on the proposed land use and operation in accordance with the *ITE Trip Generation Manual (12th Edition)*, which provide peak hour trip rates and directional traffic split for different types of land uses.

The trip rates which were used to estimate the traffic generation of the proposed development at the subject site are as follows:

Liquor Store (ITE 899) – 1,000 Sq. Ft. GFA

- Weekday daily: $107.21\text{vpd per }1,000\text{sqft GFA }0.929 = 115.4\text{vpd}/100\text{m}^2\text{ GFA}$;
- Weekday AM peak hour of the generator: $5.08\text{vph per }1,000\text{sqft GFA}/0.929 = 5.47\text{vph}/100\text{m}^2\text{ GFA}$; and,
- Weekday PM peak hour of the generator: $17.00\text{vph per }1,000\text{sqft GFA}/0.929 = 18.30\text{vph}/100\text{m}^2\text{ GFA}$.

It should be noted that the traffic generation rate for weekday PM peak hour of the generator is higher than the rate for the weekend peak hour of the generator.

Accordingly, it is estimated that the traffic generations for the proposed development at the subject site are:

- Weekday daily: $115.4 \times 370\text{m}^2\text{ (all internal areas)}/100 = 427\text{vpd}$;
- Weekday AM peak hour of the generator: $5.47 \times 370\text{m}^2\text{ (all internal areas)}/100 = 20\text{vph}$; and,
- Weekday PM peak hour of the generator: $18.30 \times .370\text{m}^2\text{ (all internal areas)}/100 = 68\text{vph}$

Therefore, the proposed liquor store development at the subject site would generate a total of approximately **437** vehicular trips per regular weekday with about **21** trips during a weekday AM peak hour of the generator and **70** trips during a weekday PM peak hour of the generator. These totals include both inbound and outbound vehicle movements.

The traffic generation and peak hour splits are detailed in **Table 3**, which were based on the directional split assumptions for peak hour periods referenced from ITE Trip Generation Manual.

Table 3. Estimated peak hour trips for the proposed development

Land use	Daily	Weekday AM		Weekday PM	
		<i>In (51%)</i>	<i>Out (49%)</i>	<i>In (50%)</i>	<i>Out (50%)</i>
Liquor Store	427	10	10	34	34
Total	427	20		68	

5.3 Trip Distribution

The distribution of traffic to and from the proposed development was assumed using the same percentages reported in Transcore's TIA prepared for the approved amended site plan within the same subject site, which were also in line with the City's comments, except 1% to and from the rear Laneway was excluded.

Accordingly, the directional distribution to and from the proposed development is assumed as follows:

- 30% of trips to/ from the northwest along Safety Bay Road;
- 30% of trips to/ from the southeast along Safety Bay Road; and,
- 40% of trips to/ from the northeast along Malibu Road.

The directional morning and afternoon trip distributions of the development-generated traffic are illustrated in **Figure 3**.

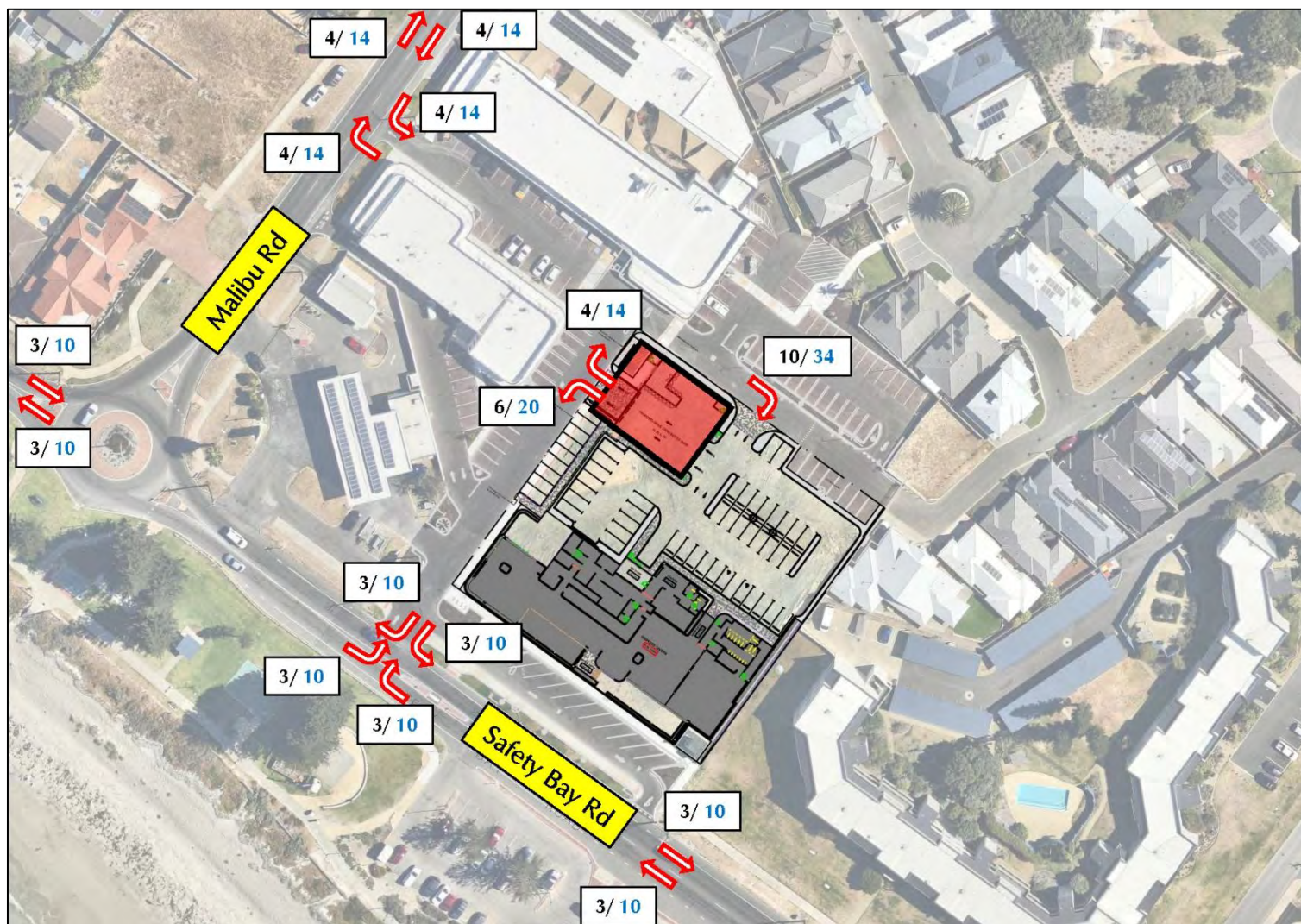


Figure 3. Estimated traffic movements for the proposed development – AM peak/ PM peak

5.4 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines* (2016) provides the following 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 development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

As detailed in **Section 5.2** and **Table 3**, it is clear that the proposed development at the subject site will not increase traffic flows on any roads of the surrounding road network near the 100vph threshold, and therefore, it is concluded that the impact of the proposal traffic on the surrounding road network will not be significant.

6 Traffic Management on Frontage Streets

Safety Bay Road, in the vicinity of the subject site is constructed as a two-lane undivided road with each lane being about 4.2m wide. 2.2m wide cycle lanes are provided on both sides of the road, and a 1.7m wide pedestrian path is available along the northern side of the road. Please refer to **Figure 4** for more details.

Safety Bay Road is classified as a *Distributor A* in the Main Roads WA *Functional Road Hierarchy* and operates under a speed limit of 60 km/h. Safety Bay Road forms a roundabout intersection with Malibu Road to the northwest and a priority-controlled 'T' intersection with Warnbro Beach Road to the southeast.

Traffic count data obtained from Main Roads WA indicates that Safety Bay Road (east of Malibu Road) carried 13,295 vehicles per day (vpd) in 2020/21. The morning and afternoon peaks were recorded between 8:00am to 9:00am and 3:00pm to 4:00pm with a total of 1,078vph and 1,172vph respectively.



Figure 4: Northwest bound view along Safety Bay Road

Malibu Road, in the vicinity of the subject site is constructed as a two-lane undivided road with each lane being about 3.5m wide, with on-road cycle lanes and 2.0m wide pedestrian paths along both sides of the road. Please refer to **Figure 5** for more details.

Malibu Road is classified as a Distributor B in the Main Roads WA Functional Road Hierarchy and operates under a speed limit of 60 km/h. Malibu Road forms a roundabout intersection with Safety Bay Road to the southwest and a priority-controlled 'T' intersection with Waikiki Road to the northeast.

Traffic count data obtained from Main Roads WA indicates that Malibu Road (north of Safety Bay Road) carried 5,491 vehicles per day (vpd) in 2020/21. The morning and afternoon peaks were recorded between 8:00am to 9:00am and 3:00pm to 4:00pm with a total of 549vph and 500vph respectively.



Figure 5. Southwest bound view along Malibu Road

7 Public Transport Access

According to the current Transperth bus network map, the subject site has direct access to the existing bus services operating on both Safety Bay Road and Malibu Road.

The closest available bus service operating on both roads is bus route 553, with the nearest bus stops located approximately 160m walking distance on Safety Bay Road and approximately 130m walking distance on Malibu Road.

This bus route connects to Rockingham Train Station and Rockingham Shopping Centre. The public transport services available to the subject site are illustrated in the relevant Transperth service map (please refer to **Figure 6**).



Figure 6: Public transport services map (source: Transperth)

8 Pedestrian Access

Pedestrian access to the subject site is available directly from the existing footpath network available on both sides of Safety Bay Road and Malibu Road.

Pedestrian crossing opportunity is available at the roundabout intersection of Safety Bay Road and Malibu Road and on Safety Bay Road in the vicinity of the tavern site.

9 Cycle Access

According to the current Department of Transport Bike Maps, the subject site has direct accesses to the existing bike paths within the locality via the “*Bicycle Lanes or Sealed Shoulder Either Side*” and “*Other Shared Path (Shared by Pedestrians & Cyclists)*” on Safety Bay Road and “*Perth Bicycle Network (PBN) – Continuous Signed Routes*” and “*Other Shared Path (Shared by Pedestrians & Cyclists)*” on Malibu Road in the vicinity of the subject site.

The existing bike network map in the locality of the subject site is illustrated in **Figure 7**, and it shows the cyclist connectivity in the vicinity of the subject site.



Figure 7: Existing bike map in the locality (source: Department of Transport)

10 Site Specific Issues

No site-specific issues have been identified as part of the proposed development.

11 Safety Issues

No safety issues were identified as part of the proposed development.

12 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of BB Holdings (WA) Pty Ltd with respect to the proposed liquor store with an associated drive through facility to be located within the approved commercial development located at 434 Safety Bay Road, Safety Bay in the City of Rockingham. The subject site is currently a vacant land and located within the approved tavern site (parcel 3 and 4).

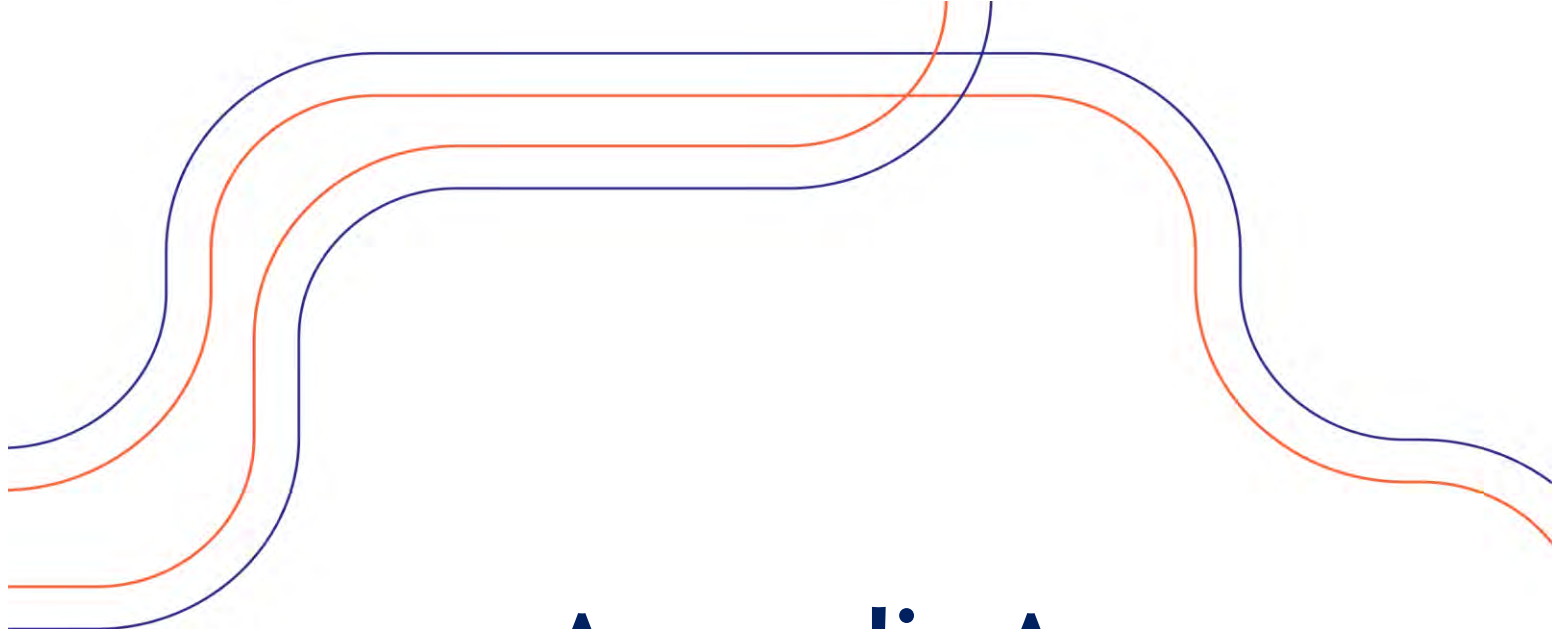
The carpark for the approved tavern will be shared with the proposed liquor store, as both developments are located within the same site. Accordingly, the total proposed 50 parking spaces, including two (2) ACROD bays, is demonstrated to be adequate to accommodate the parking demand for both the tavern and the liquor store.

It is anticipated that the largest size vehicle that will access the proposed development and service the subject site would be an 8.8m long waste collection vehicle. Such a vehicle will enter the subject site either from the full movement crossover accessing the carpark servicing the tavern and the proposed liquor store and exit via the drive-through exit only crossover in forward gear after delivery and servicing activities.

It is estimated that the proposed liquor store would generate a total of about 437 vehicular trips per regular weekday with about 21 trips during the typical weekday AM peak hour and 70 trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

Accordingly, the traffic analysis undertaken shows that the traffic increase as a result of the proposed development is relatively low and as such would not have a significant impact on the surrounding road network.

It is finally concluded that the findings of this TIS are supportive of the proposed development.



Appendix A

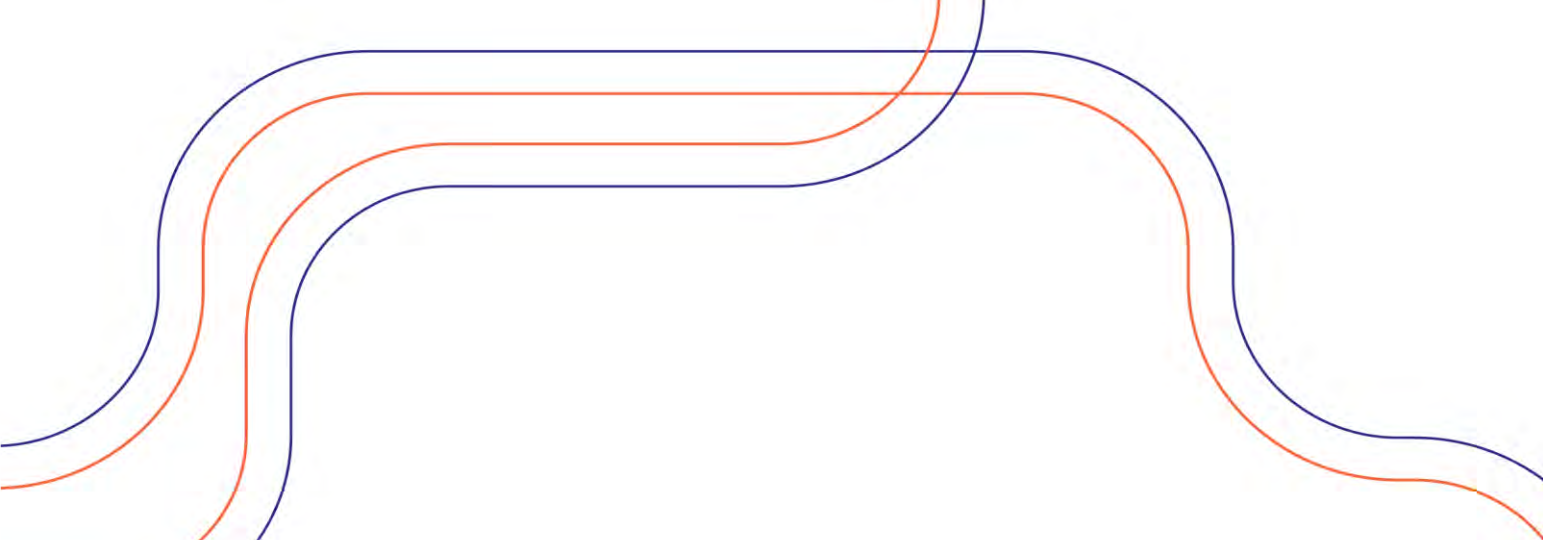
PROPOSED DEVELOPMENT PLAN





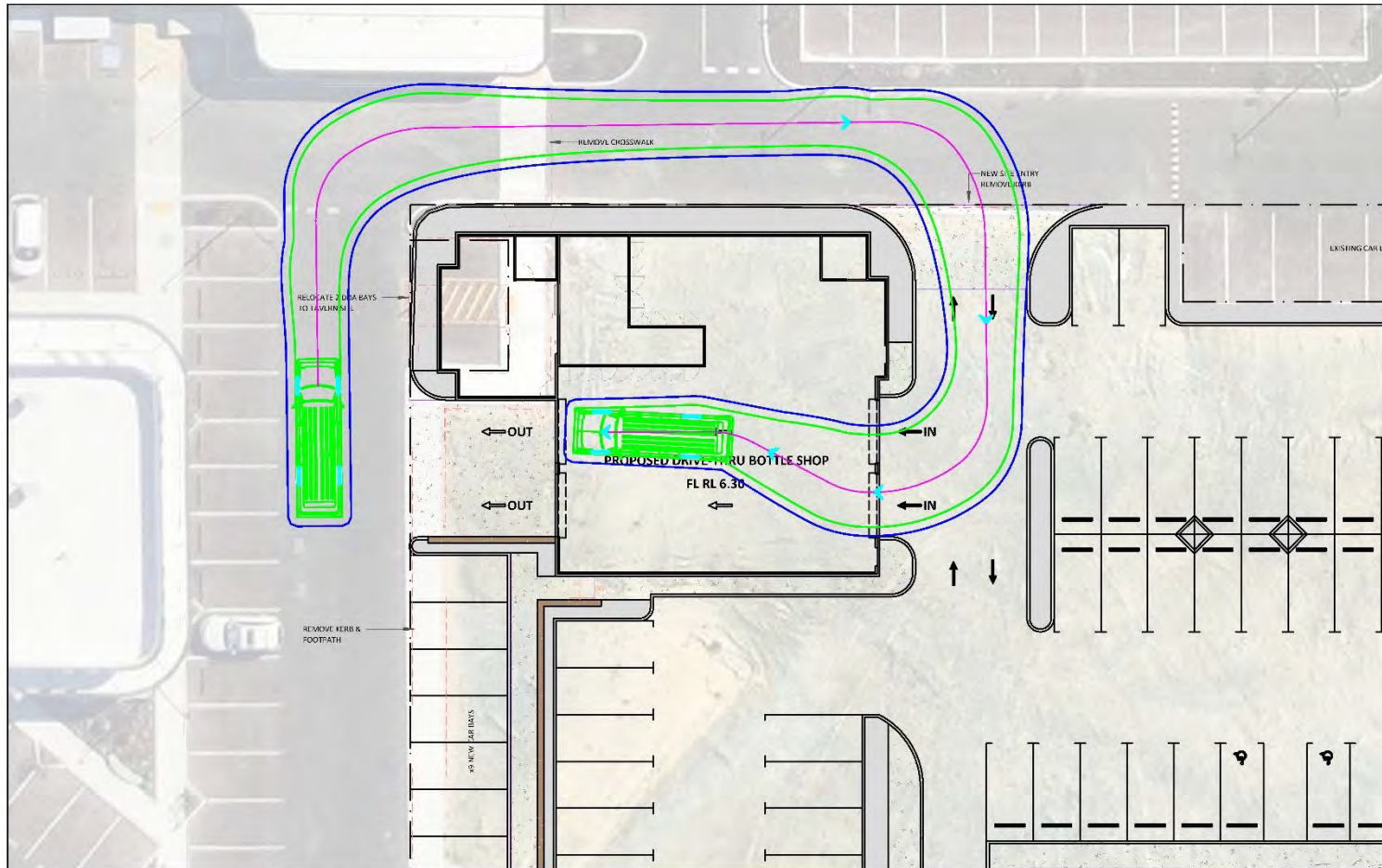
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Appendix B

TURN PATH ANALYSIS



Waikiki Liquor Store - 434 Safety Bay Road
 Austroads 2023: 8.8m Service Vehicle
 Service vehicle entry movement

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

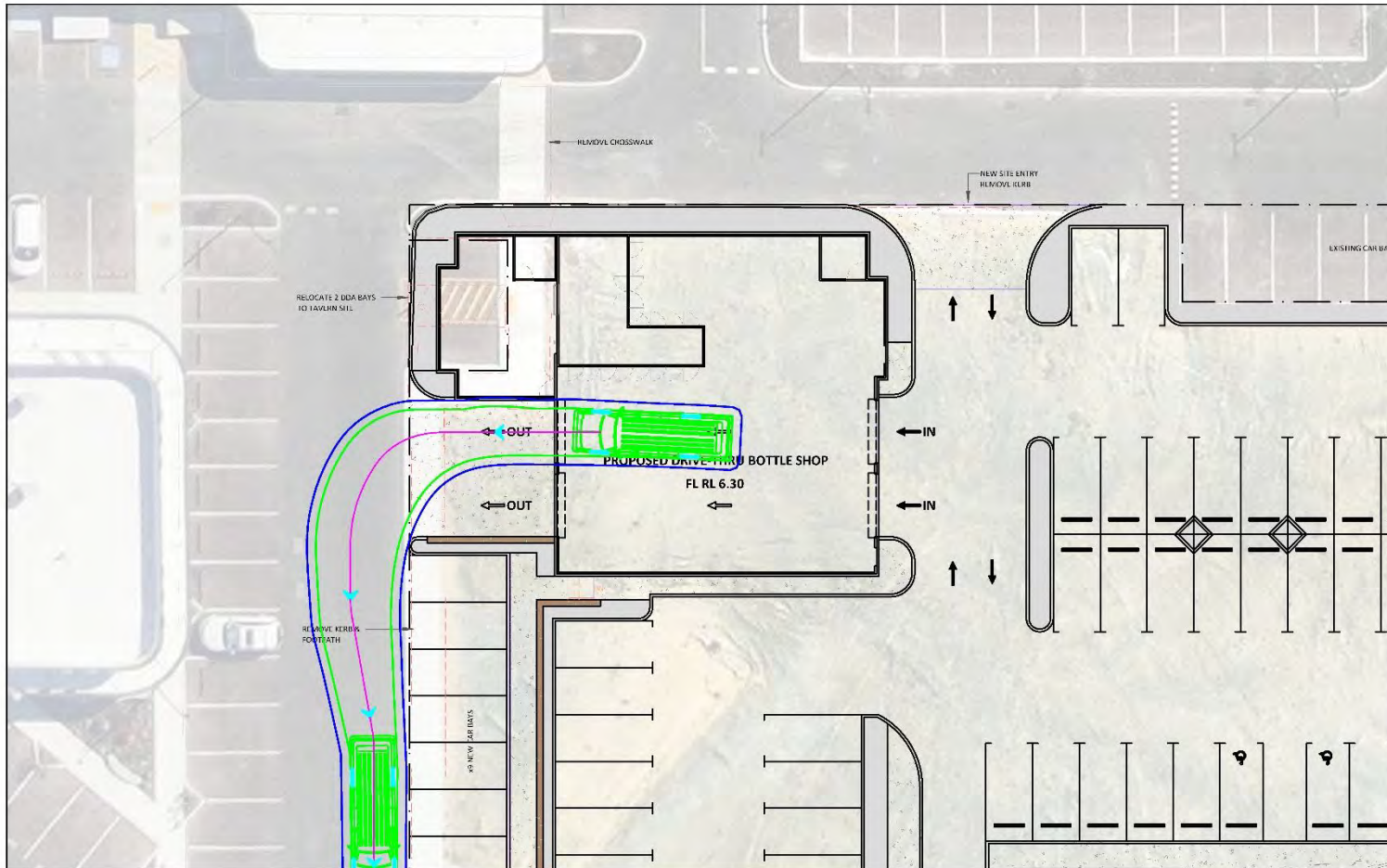


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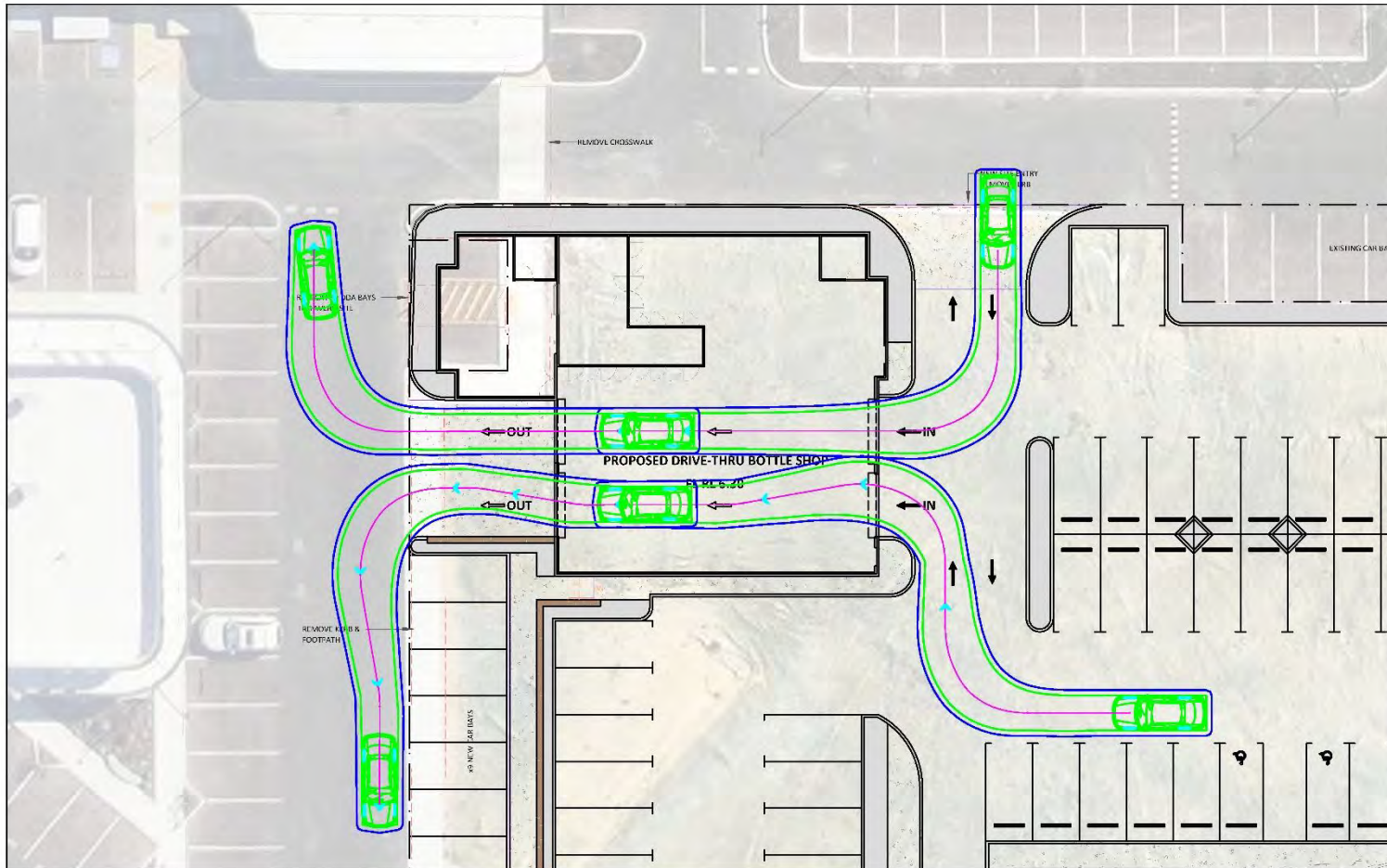
Waikiki Liquor Store - 434 Safety Bay Road
 Austroads 2023: 8.8m Service Vehicle
 Service vehicle exit movement

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



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 23/07/2026
 Scale: 1:200 @ A3





Waikiki Liquor Store - 434 Safety Bay Road
 Austroads 2023: B99 Passenger Vehicle
 Passenger vehicles circulations

LEGEND
 Vehicle Body
 Wheel Path
 300mm Clearance



t26.212.sk03
 23/07/2026
 Scale: 1:200 @ A3

