



Proposed Showroom and Café

Lot 101 (No. 50), William Street,
Beckenham

Transport Impact Statement

PREPARED FOR:
Dome Holdings Pty. Ltd. ATF
Gold Trust

July 2026

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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Dome Holdings Pty. Ltd. ATF Gold Trust with regard to a proposed showroom and café development to be located on Lot 101 (No. 50), William Street, Beckenham in the City of Gosnells.

The subject site is located within the southern corner of the signalised intersection of William Street/Sevenoaks Street, adjacent to the southern boundary of the *Beckenham Station Activity Centre*. **Figure 1** shows the aerial context of the location of the site.



Figure 1: Location of the Subject Site (Source: City of Gosnells IntraMaps)

The subject site is zoned as “Mixed Use” in the City of Gosnells’ *Local Planning Scheme No. 24*, as shown in **Figure 2**.

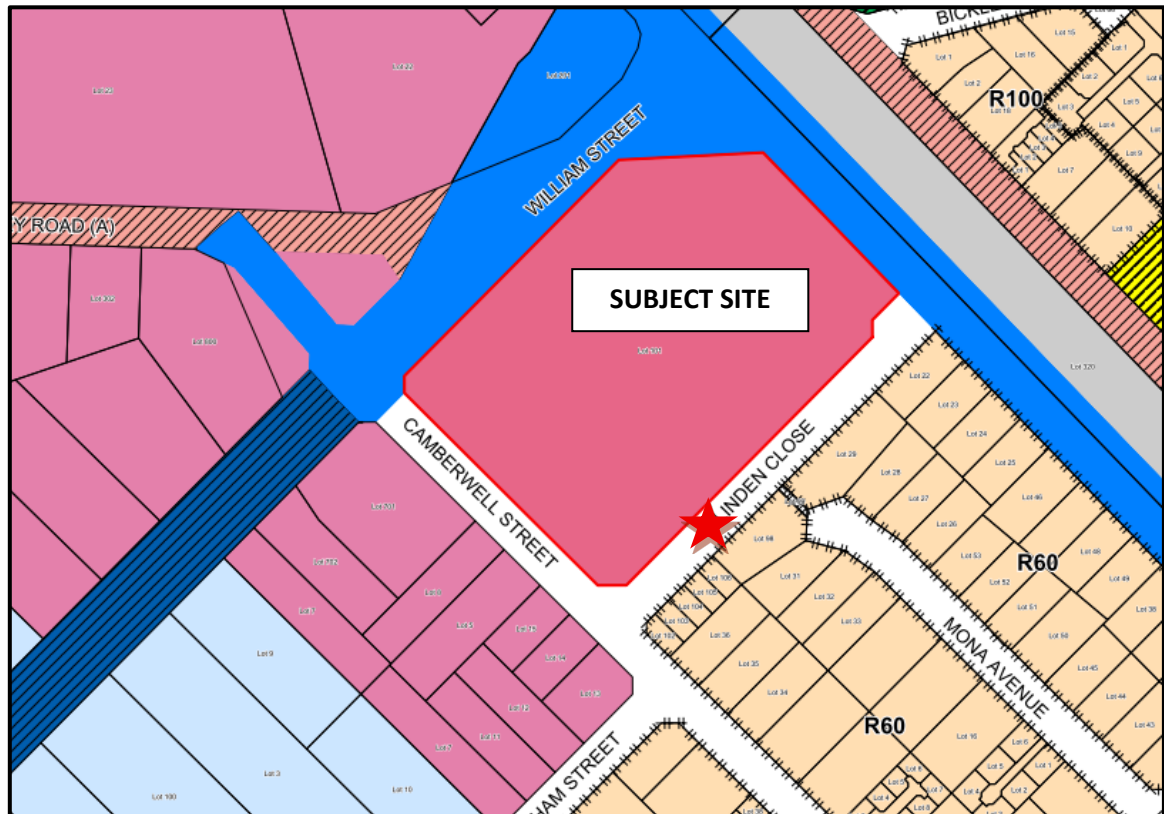


Figure 2: City of Gosnells Local Planning Scheme No. 24 (Excerpt)

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 6.1 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement 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 and egress movement patterns and parking demand and supply.

¹ Between 10 and 100 vehicular trips per hour

2 Proposed Development

The Development Application (DA) for the subject site proposes the infill development of a showroom and adjacent café on an existing development site which consists of bulky goods/showroom units and industrial units with an existing car park within the William Street setback area, with additional covered spaces at the rear of the building and on-street bays along Camberwell Street, Linden Close, and Sevenoaks Street. The proposed development consists of the following elements:

- Showroom (including Back of House) = 1,750m² GLA
- Café = 150m² GLA

According to the development plan provided in Appendix A, the existing 357 bays will be reduced to a total of 279 bays on the site. Additional on-street public parking bays are in place along the western, eastern and southern boundaries of the site.

A bin storage area is proposed to be located on-site adjacent to the Back of House area along the northern edge of the building to cater to the development.

Proposed vehicular access to the will consist of the existing full movement crossover on Sevenoaks Street, as well as the existing full movements crossover on Camberwell Street.

The development plan for the proposal is provided in **Appendix A**.

3 Vehicle Access and Parking

3.1 Access

Vehicular access to the proposal consists of the existing full movements crossovers to the west side of Sevenoaks Street and east side of Camberwell Street, south of William Street leading to/from the car parking area. Proposed access arrangements are shown in **Figure 3**.

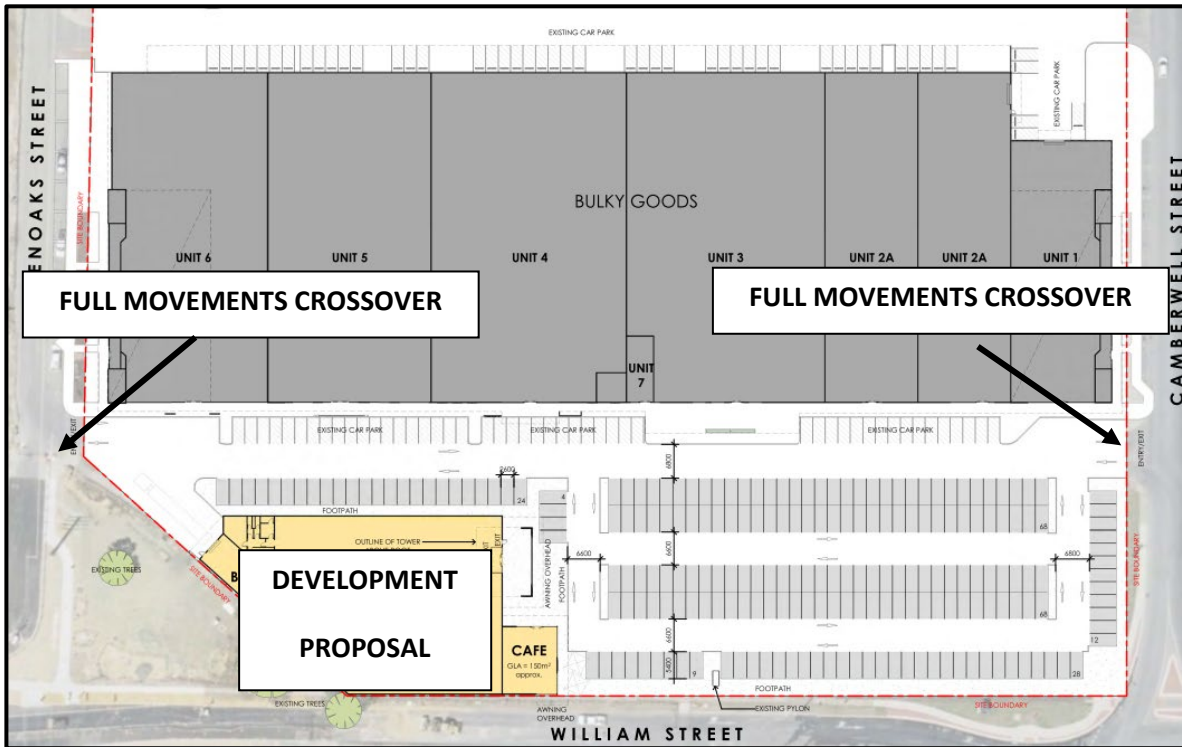


Figure 3: Location of Site Crossovers

Currently, the Camberwell Street crossover includes a splitter island located within the centre of the crossover. It is recommended that this island be converted to flush kerbing or replaced with painted line marking to enable the 12.5 m truck servicing the proposed showroom to utilise the full width of the crossover. This would facilitate safer and more efficient vehicle manoeuvring and ensure satisfactory access to the site.

3.2 Parking Supply and Demand

A review of the parking requirements for the entire site, including the existing bulky goods and industrial unit tenancies together with the proposed showroom and café, indicates a minimum parking demand of approximately 199 bays in accordance with LPP 1.4. Accordingly, the proposed parking supply of 279 bays substantially exceeds the minimum statutory parking requirement.

Therefore, the development will continue to provide a significant surplus of on-site parking and is considered capable of adequately accommodating the parking demand associated with both the existing and proposed land uses on the site.

The proposed car park layout has been designed in accordance with relevant traffic engineering and accessibility standards, including the applicable Australian Standards for off-street parking facilities and parking provisions for people with disability. The layout provides safe and efficient access, circulation and manoeuvring opportunities for all users.

4 Provision for Service Vehicles

A bin storage area is located at the north-eastern corner of the site adjacent to the Back of House area within the development footprint along the northern façade of the building as shown in the proposed development plan in **Appendix A**.

An 8.8m waste collection truck will collect waste bins on-site via entry/exit from/to the Sevenoaks Street with vehicles entering and exiting in forward gear.

Other service and delivery movements for vehicles of up to 12.5m in size will also be accommodated at the rear of the Back of House area at the northern façade of the showroom tenancy outside peak demand periods.

The service, delivery and waste collection activities are recommended to take place when the centre is closed or outside peak operating periods to ensure the loading and unloading activities has minimum or no disturbance to the operation of the development.

Appendix B documents the swept path analysis for service/delivery and waste collection vehicles into and out of the site.

5 Hours of Operation

Proposed operating hours will typically consist of the following:

- Showroom:
 - Monday-Friday – 8:30 a.m. to 5:30 p.m.
 - Thursday – 8:30 a.m. to 9:00 p.m.
 - Saturday – 8:30 a.m. to 5:00 p.m.
- Café:
 - Monday-Sunday – 6:00 a.m. to 5:00 p.m.

6 Daily Traffic Volumes and Vehicle Types

6.1 Trip Generation

The average daily traffic volume generated by the site was estimated based derived traffic generation rates sourced from the Institute of Transportation Engineers' *ITE Trip Generation Manual, 12th Edition*.

Table 1 summarises the daily and peak hour trip generation of the proposed development. **Table 2** shows the passing and non-passing trade components of the trip generation.

The *ITE Trip Generation Handbook (3rd Edition)* provides additional information on internal trips within a mixed-use development and passing trips relevant to different land uses within the proposed development. Based on the information provided it is estimated that approximately 25% of the trips visiting the proposed showroom development would be internal trips (cross trade) within the site. the proposed café is expected to be mainly utilised by the visitor of the existing and proposed development. Therefore, conservatively it was assumed that about 50% of the trips associated with the café would be internal to the site.

Accordingly, it is estimated that the proposed development would generate approximately 478 trips per regular weekday with approximately 77vph in AM, 61vph in PM weekday peak hours and 96vph in Saturday mid-day peak hour (both inbound and outbound).

Table 1: Trip generation of the proposed development

Land use	Quantity	Daily Rate	AM	Sat-PM	PM	Internal trips	Daily Trips	AM	Sat-PM	PM	AM		Sat-PM		PM	
			Peak	Peak	Peak			trips	trips	trips	In	Out	In	Out	In	Out
Showroom	1750	0.170	0.0027	0.039	0.027	0.25	223	4	51	35	2	2	26	25	18	18
Café	150	3.394	0.980	0.599	0.339	0.50	255	73	45	25	37	37	22	23	13	13
Total traffic							478	77	96	61	39	39	48	48	30	30

Table 2: Passing trade and non-passing trade component of the trip generation

Passing Trade Component						
	AM		Sat-Midday		PM	
Daily Trips	IN	OUT	IN	OUT	IN	OUT
76	1	1	9	9	6	6
0	0	0	0	0	0	0
76	1	1	9	9	6	6

Primary Trips Component						
	AM		Sat-Midday		PM	
Daily Trips	IN	OUT	IN	OUT	IN	OUT
147	1	1	17	16	12	12
255	37	37	22	23	13	13
402	38	38	39	39	24	24

6.2 Traffic Distribution and Flows

Based upon the existing traffic patterns in the area and the spatial distribution of adjacent land uses, the following trip distribution for the proposed development generated traffic has been assume broadly:

- 60% to and from the site via William Street (west) via entry and exit at the Camberwell Street crossover.
- 15% to and from the south via the Sevenoaks Street crossover.
- 15% to and from the east via entry via the Sevenoaks Street crossover and exit via the Camberwell Street crossover.
- 10% to and from the north via entry via the Camberwell Street crossover and exit via the Sevenoaks Street crossover.

Figure 4 illustrates the anticipated total peak hour and daily net increases in trip generation associated with the proposal.



Figure 4: Distribution of the net traffic increase on surrounding road network

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 per cent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent 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 per cent 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.”

It is clear that the traffic increase from the proposed showroom and café development would be significantly less than the critical threshold (100vph per lane). As detailed in **Section 6.1**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant and does not require further assessment.

7 Traffic Management on the Frontage Streets

William Street, which forms the northern boundary of the site, is classified as a District Distributor B road within the Main Roads Western Australia Functional Road Hierarchy. The road is constructed as a dual carriageway with two traffic lanes in each direction. The intersection of William Street and Camberwell Street is currently configured as a roundabout, providing access and traffic distribution within the surrounding road network.

Sevenoaks Street, which forms the eastern boundary of the site, is classified as a Local Distributor road within the Main Roads Western Australia Functional Road Hierarchy. The road is constructed as a single carriageway with one traffic lane in each direction and includes on-street parking bays along its western kerb adjacent to the subject site. Sevenoaks Street terminates at its intersection with William Street, where access is restricted such that only left-turn movements from William Street into Sevenoaks Street are permitted.

Camberwell Street, which runs along the western boundary of the site, has been designated as an *Access Road* under the Main Roads WA *Functional Road Hierarchy*. It operates under a posted speed limit of 50kph and is owned, operated and maintained by the City of Gosnells.

Figure 5 shows the view southbound along Sevenoaks Street along the eastern boundary of the site. **Figure 6** shows the view northbound along Camberwell Street at the western boundary of the site.



Figure 5: View Southbound Along Sevenoaks Street Along the Eastern Boundary of the Site



Figure 6: View Northbound Along Camberwell Street Along the Western Boundary of the Site

Figure 7 shows an excerpt from the Main Roads WA *Functional Road Hierarchy* with the subject site highlighted in an area bounded by William Street, Sevenoaks Street, Camberwell Street and Linden Close.

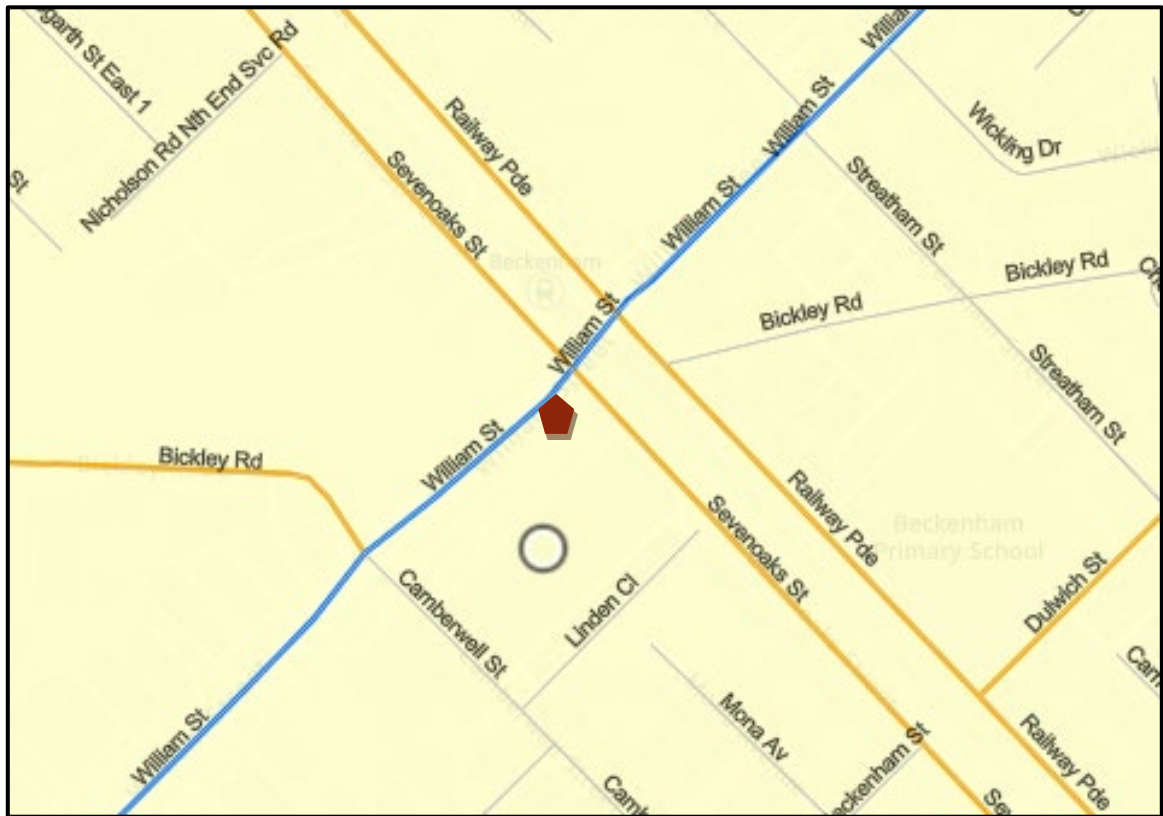


Figure 7: Excerpt from MRWA Functional Road Hierarchy

8 Public Transport Access

The closest line haul bus services are located to the north-east in the vicinity of William Street/Lena Street via Route 229: Carousel Shopping Centre to Maddington via Cannington Station, Kenwick Station and Maddington Station and to the south-west in the vicinity of Albany Highway/Clapham Street via Route 219/220: Kelmscott Station/Perth-Armadale via Albany Highway within a 10-minute walking distance. The Beckenham Railway Station is located to the north-east of the site within a 2- to 3-minute walking distance providing frequent services into the Perth CBD and the Cannington Regional Centre via the Armadale Railway Line.

Figure 8 and Figure 9 shows the bus services in the area.

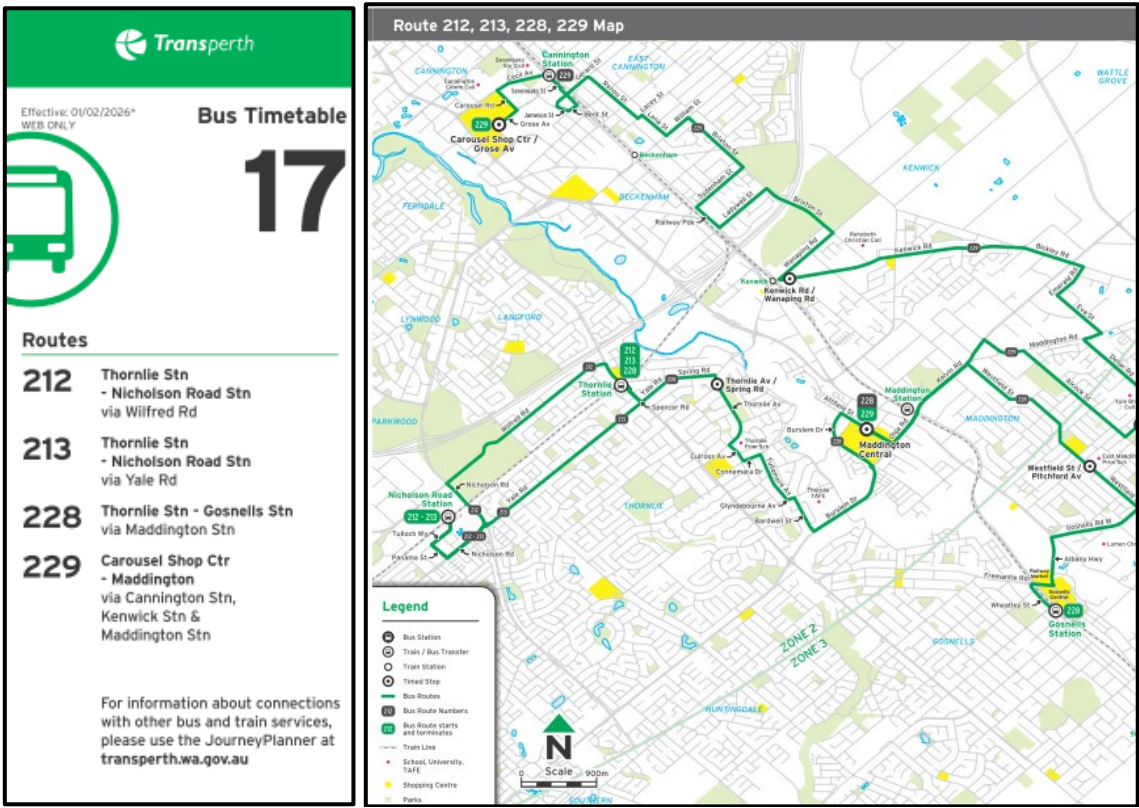
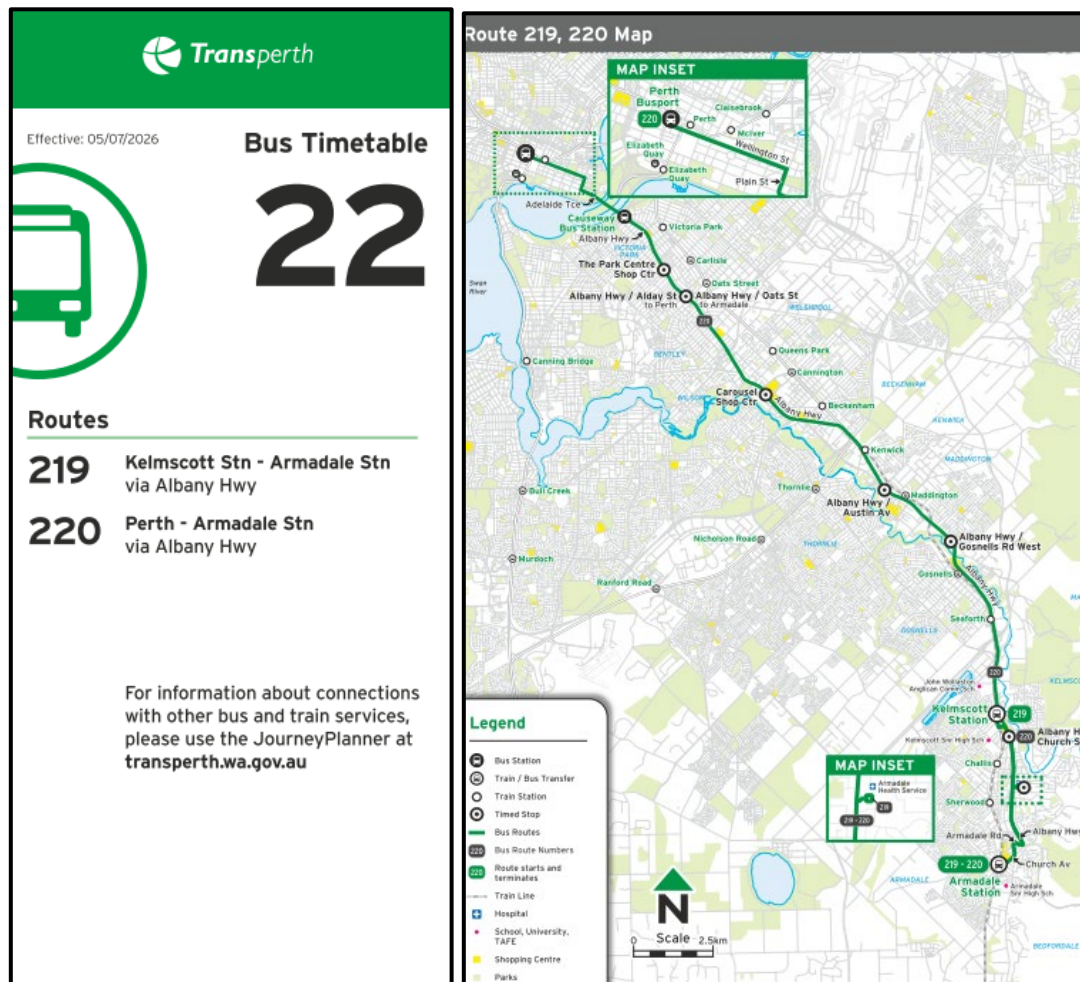


Figure 8: Route 229 Bus Services (Source: Transperth)



9 Pedestrian and Cycle Access

There is a high quality recently constructed off-road *Principal Shared Path* on the west side of Railway Parade, north of William Street delivered as part of the upgrade works at the Beckenham Railway Station. A shared path is in place on both sides of William Street along the northern boundary of the site and on the west side of Sevenoaks Street, along the eastern boundary of the site. Sealed shoulders are in place on both sides of William Street, east of Railway Parade

Figure 10 shows the pedestrian and cycling network in the vicinity of the site.

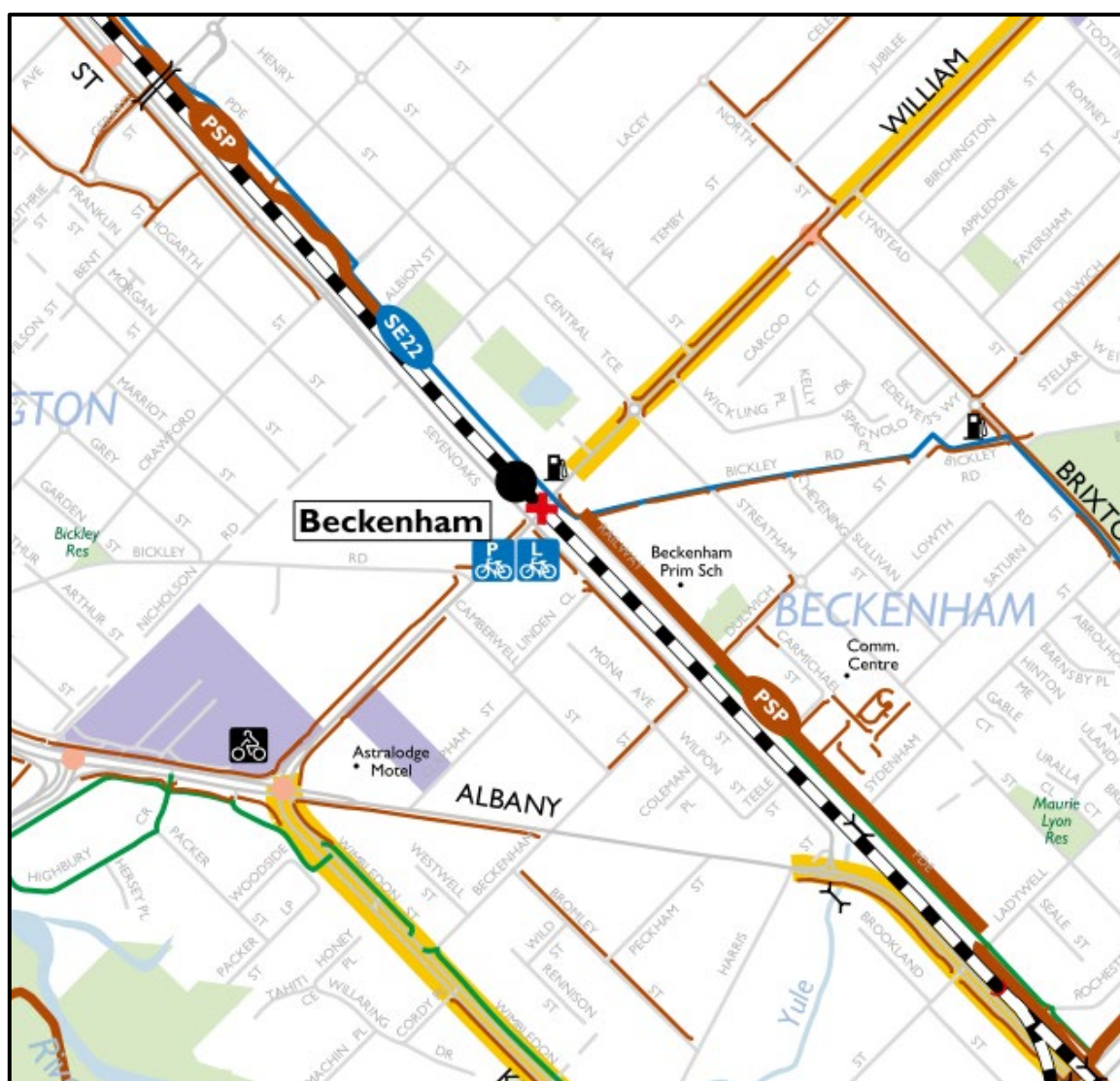


Figure 10: Local Cycling and Pedestrian Network

10 Site Specific Issues

The existing splitter island within the Camberwell Street crossover is primarily used to accommodate a signage (refer **Figure 11**). While splitter islands can also help guide traffic, reduce the width of a crossover and assist pedestrians crossing, these functions are not critical in this instance.

Pedestrians (which would be limited) currently cross the crossover in front of the splitter island (see below), meaning that converting the island to painted line marking or flush kerbing would not affect pedestrian safety or accessibility.

Service vehicles often need to use the full width of a crossover when turning, and the swept path assessment showed that the existing raised island restricts access for the 12.5m service vehicle. Converting the island to painted line marking or flush kerbing would maintain the crossover's visual definition while allowing larger vehicles to overrun the area when required.

The volume of service vehicle movements using this crossover is expected to be low, as service vehicles will also be able to access the site via Sevenoaks Street. Nevertheless, it is important to maintain servicing access from both frontages to provide operational flexibility and accommodate a range of vehicle movements. To minimise potential conflicts with customer traffic and maintain efficient site operations, servicing activities, including deliveries and waste collection, should be undertaken outside peak operating periods, preferably when the bulky goods/showroom tenancies are closed or during periods of lower customer demand.



Figure 11: Existing Standard of the Camberwell Street Crossover

11 Safety Issues

A review of the crash history for the 5-year reporting period 2021-2025 indicates no driveway crashes along the Sevenoaks Street frontage and two (2) crashes along the Camberwell Street frontage, south of William Street, including one (1) driveway crash at the subject site's Camberwell Street's crossover. This data reflects a very low crash risk in the context of passenger-kilometres travelled and site-generated trips over a 5-year period.

The proposal will not change the location of the existing site crossovers. As a result, no safety issues on the adjacent boundary road network have been identified which would impact the proposal and the addition of site-generated traffic will have no impact on the risk profile of either the network or traffic operations in the vicinity of the site.

12 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Dome Holdings Pty. Ltd. ATF Gold Trust with regard to a proposed showroom and café development to be located on Lot 101 (No. 50), William Street, Beckenham in the City of Gosnells.

The Development Application (DA) for the subject site proposes the infill development of a showroom and adjacent café on an existing development site which consists of bulky goods/showroom units and industrial units with an existing car parking area at the north-eastern corner of the site.

The traffic analysis undertaken in this report shows that the traffic generation associated with the proposal is relatively low and would not have any significant impact on the surrounding road network.

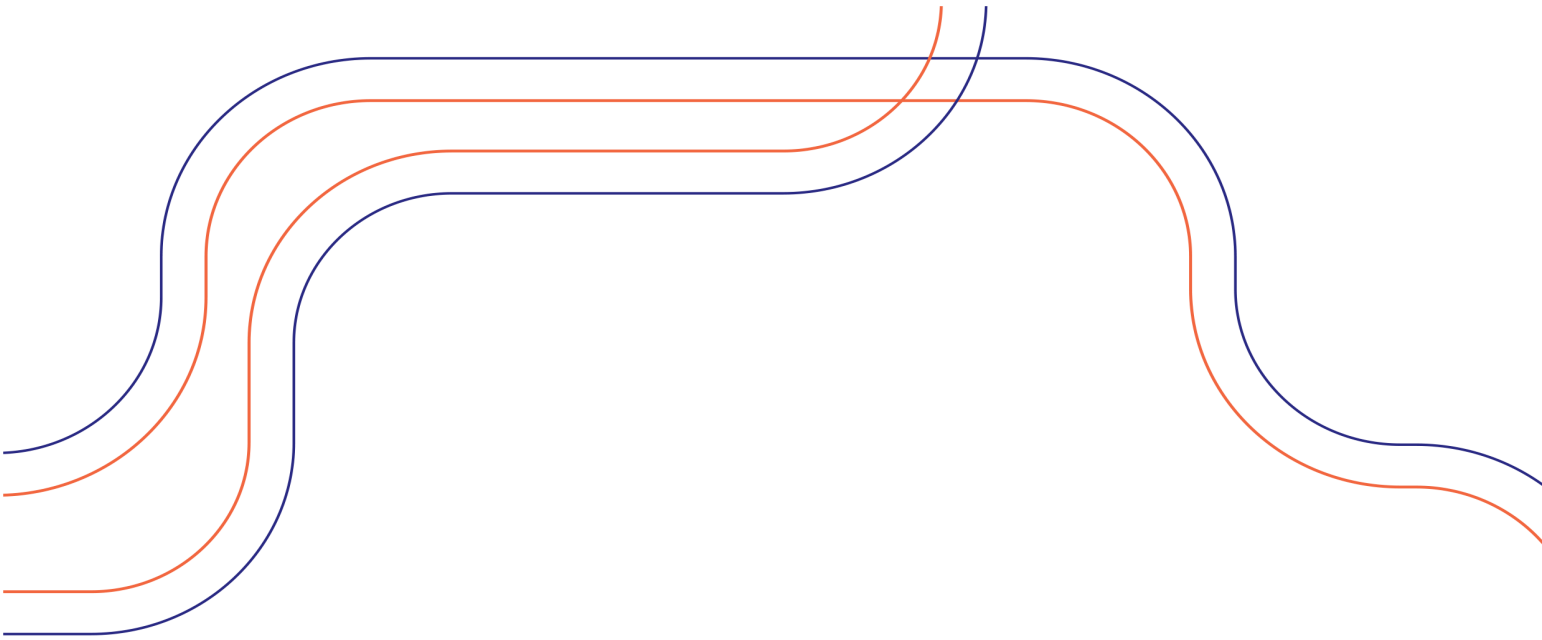
The proposed development will result in a reduction of on-site parking from 357 bays to 279 bays. However, the remaining parking supply substantially exceeds the minimum parking requirement for both the existing and proposed land uses.

Swept path assessments confirm that service, delivery and waste collection vehicles can access and manoeuvre within the site in a safe and efficient manner. Servicing activities are recommended to occur outside peak operating periods to minimise interaction with customer traffic and maintain efficient site operations.

To improve heavy vehicle access, it is recommended that the existing splitter island within the Camberwell Street crossover be removed, converted to flush kerbing or replaced with painted line marking to allow 12.5m truck to utilise the full crossover width when entering and exiting the site.

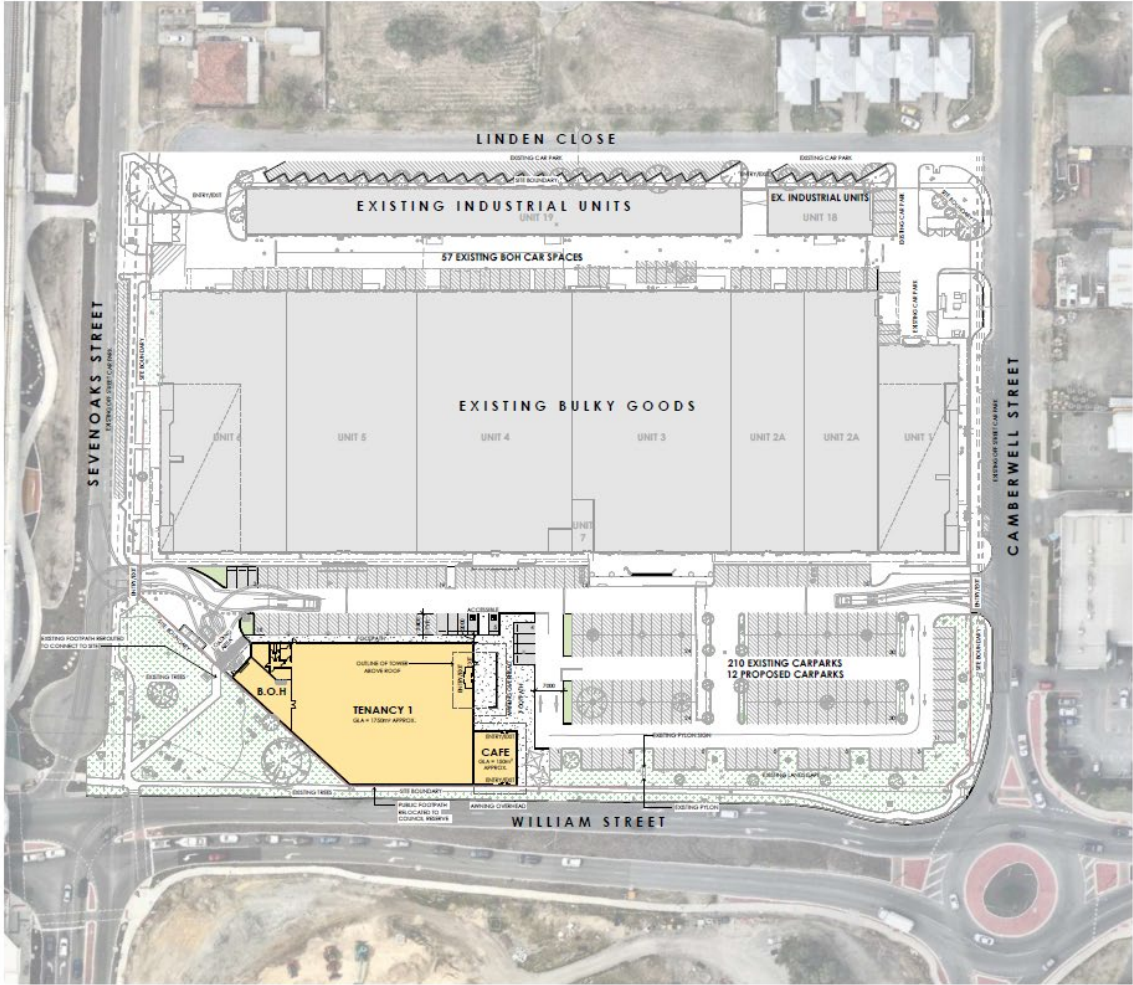
The site is well served by existing pedestrian, cycling and public transport infrastructure, including proximity to Beckenham Railway Station, nearby Transperth bus services and an established shared path network. These facilities provide opportunities for customers and employees to access the development by modes other than private vehicle.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed showroom and café development on the site.



Appendix A

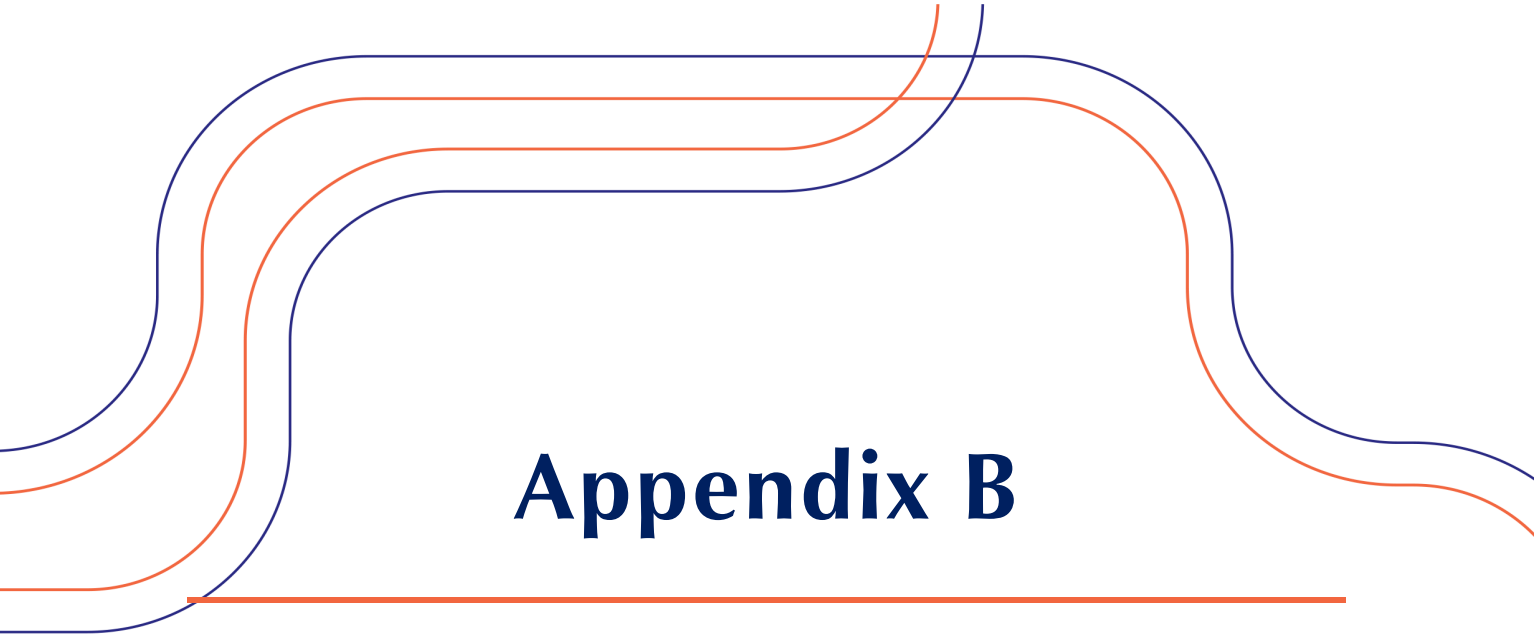
PROPOSED DEVELOPMENT PLAN



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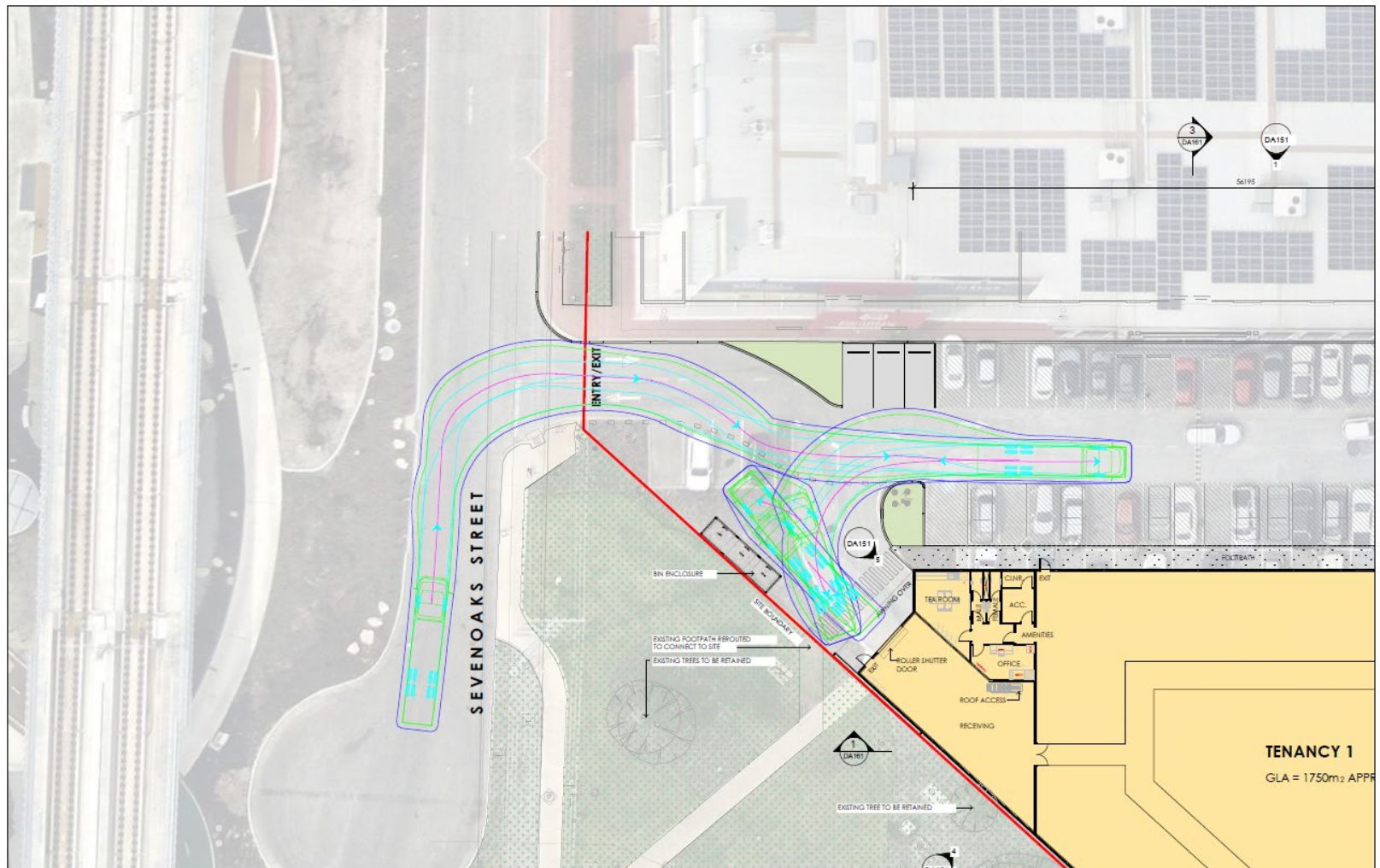
ISSUE: A APPENDIX: TOWN PLANNING DATE: 05.08.2020 C/P: D SIZE: A1

DEVELOPMENT ANALYSIS TABLE	
SITE AREA	
NAME	AREA
TOTAL	29,970 M ²
AREA SCHEDULE (GROSS LETTABLE AREA)	
PROPOSED TENANCY 1	1,780 M ²
PROPOSED CAFE	1,500 M ²
TOTAL	1,900 M ²
PARKING SCHEDULE	
PROPOSED CAR SPACES	10
PROPOSED ACCESSIBLE CAR SPACES	2
EXISTING CAR SPACES BOH	57
EXISTING CAR SPACES CUSTOMER	210
STREET PARKING APPROX	43
TOTAL	322
NOTES: ALL AREAS ARE APPROXIMATELY CALCULATED AS GROSS LETTABLE AREA. GROSS LETTABLE AREA IS DETERMINED BY INCLUDING EVERYTHING WITHIN THE EXISTING BOUNDARY WALLS. IT IS CALCULATED AS EACH BLOCK UNIT, MEASURED FROM THE OUTSIDE FACE OF THE EXISTING WALLS OF THE BUILDING ENVELOPE AND THE CORNERS OF THE EXISTING WALLS OR CURBLINE AREA. THE NET LETTABLE AREA OF A BUILDING IS THE SUM OF ITS GROSS LETTABLE AREA, MINUS MEASUREMENTS WITHIN THE EXISTING, EXTERIOR WALLS OF PERMANENT INTERNAL WALLS AND THE EXISTING, EXTERIOR WALLS OF PERMANENT EXTERIOR WALLS AND THE EXISTING, EXTERIOR WALLS OF PERMANENT EXTERIOR WALLS. THE NET LETTABLE AREA OF A BUILDING IS THE SUM OF ITS GROSS LETTABLE AREA, MINUS MEASUREMENTS WITHIN THE EXISTING, EXTERIOR WALLS OF PERMANENT INTERNAL WALLS AND THE EXISTING, EXTERIOR WALLS OF PERMANENT EXTERIOR WALLS AND THE EXISTING, EXTERIOR WALLS OF PERMANENT EXTERIOR WALLS.	
LEGEND	
PROPERTY BOUNDARY	
EXISTING	
PROPOSED TENANCY	
PROPOSED LANDSCAPING	
EXISTING LANDSCAPING	
EXISTING CARPARKS	
PROPOSED CARPARKS	
PROPOSED FOOTPATH	
PROPOSED CROSSING	
EXISTING FUTURE TO BE REPAIRED	



Appendix B

TURN PATH ANALYSIS



Lot 101 (50) William Street, Beckenham
 Austrorads 2023: 12.5m Service Vehicle - Option 2
 Entry from Sevenoaks Street

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

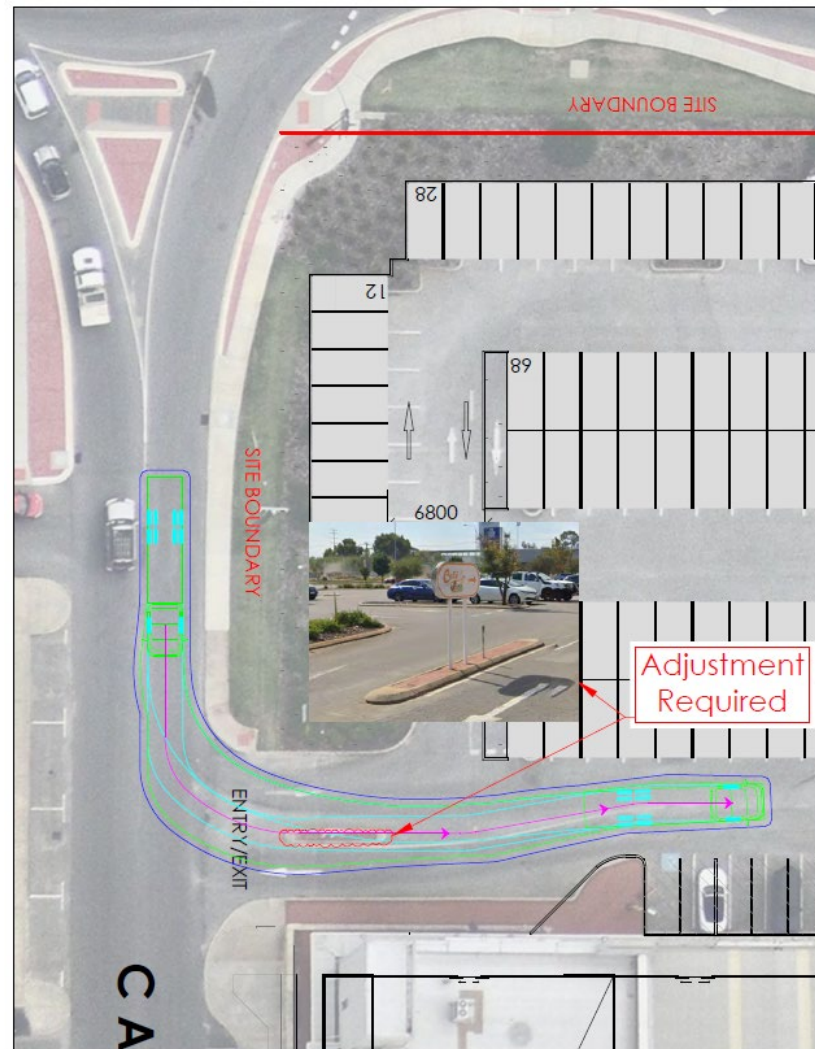


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Austrroads 2023: 12.5m Service Vehicle