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Noble Falls Tavern, Gidgegannup

Transport Impact Statement

PREPARED FOR:
Noble Falls Tavern

August 2025

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1 Introduction

This Transport Impact Statement (TIS) report has been prepared by Transcore on behalf of Noble Falls Tavern with respect to the proposed addition of a drive-through canopy to the existing tavern in Gidgegannup. The Noble Falls Tavern (subject site) is located at the southern side of Toodyay Road, about 6km east of Gidgegannup town site (Shire of Swan).

The subject site currently accommodates a tavern which includes a sports bar and a restaurant with associated informal on-site parking, as shown in **Figure 1**.



Figure 1: Location of the subject site

The subject site is presently served by a full-movement crossover Toodyay Road.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) state: *“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”*.

¹ Between 10 and 100 vehicular trips per hour

Section 6 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total additional peak hour vehicular trips are estimated to be well below the 100 trip threshold, 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 and access/egress movement patterns.



2 Development Proposal

The development proposal includes construction of a 40m² drive-through canopy as part of the bottleshop component which already exists within the tavern. The proposed canopy is in effect an addition to the back of the tavern building.

The canopy would facilitate temporary parking of vehicles within this drive-through facility for order collection which was previously been pre-packed. The access and egress from the canopy would be facilitated by a dual-lane driveway which transitions into single lane at the exit end. It should be noted that the drive-through lane associated with the bottleshop canopy is envisaged as a formalised gravel accessway connecting to the on-site car parking area in front of the building.

The existing informal parking area in front of the tavern is proposed to be formalised and delineated with one-way clockwise traffic flow system implemented.

Once completed, the total on-site car parking will comprise 71 single bays plus two ACROD bays for patrons and employees.

Refer development plan attached in [Appendix A](#) for more details.

3 Vehicle Access and Parking

3.1 Access

The Noble Falls Tavern is currently served by a single, full-movement crossover on Toodyay Road. The development proposal does not contemplate any change to the existing access system.

3.2 Parking

On-site parking, which is provided in form of an informal space in front of the tavern, provides parking opportunity for employees, patrons, maintenance/service staff and others.

The area is currently unsealed (i.e, gravel) surface and parking is generally self-regulated. It is estimated that the car parking area can accommodate approximately +50 passenger vehicles. An informal driveway looping around the tavern building provides access to the back of the house area.

With the proposed redevelopment, the car park is proposed to be formalised, delineated and designed to operate in a one-way clockwise direction. Once completed, the total on-site car parking will comprise 71 single bays plus two ACROD bays for patrons and employees. A four bay parking module for employees is proposed to be located at the back of the tavern.

There is no formal bicycle parking provided on-site.

4 Provision for Service Vehicles

The waste collection is taking place from the back of the tavern building. No change to the existing waste collection operations is proposed.



5 Hours of Operation

The existing tavern operating hours are as follows:

- Monday, Tuesday - Closed
- Wednesday 11am–12am
- Thursday 11am–12am
- Friday 11am–12am
- Saturday 10am–12am
- Sunday 10am–12am

No change to the operation hours are proposed.

6 Daily Traffic Volumes and Vehicle Types

6.1 Trip Generation

The daily and peak hour trip rates for the proposed development estimated using trip generation rates derived from the *“Trip Generation Manual, Institute of Transport Engineers, 11th Edition”* publication. Hence, the trip rates which were used to estimate the traffic that will be generated by the proposed land use are:

Bottle Shop (Liquor Store - 899)

- Weekday PM peak hour: 17.89 trips per 100m² GFA;
- Weekday: 115.40 trips per 100m² GFA;

Accordingly, it is estimated that the the proposed bottleshop extension of 40m² is estimated to generate approximately approximately **48** total daily trips with **8** trips (inbound and outbound) during the afternoong peak hour (refer **Table 1**).

Table 1: Daily and peak hour trips for the development

Peak Period	Direction	Traffic Split	Total Peak Hour Trips
Daily	Inbound	24	48 trips
	Outbound	24	
PM Peak	Inbound	4	8 trips
	Outbound	4	

6.2 Trip Distribution

Considering the location of the subject site, available access and egress routes to and from the site, the anticipated directional trip distribution of the development-generated traffic is as follows:

- A total of 50% of traffic to/from the Toodyay Road west direction; and,
- A total of 50% of traffic to/from the Toodyay Road east direction.

Accordingly, the estimated directional distribution of development-generated trips is illustrated in **Figure 2**.



Figure 2. Estimated traffic movements for the proposed development – PM peak/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 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.”

As detailed in [Section 6.1](#), the proposed development will not increase traffic on the surrounding road network anywhere near the 100vph threshold, therefore it is concluded that the impact of the development traffic on the surrounding road network will not be significant.

7 Traffic Management on Frontage Streets

Toodyay Road is currently constructed as a single carriageway (one lane in each direction) with occasional passing lanes. In the immediate proximity to the site Toodyay Road operates under a 80km/h speed limit regime.

Toodyay Road is classified as a *Primary Distributor* road in the Main Roads *Metropolitan Functional Road Hierarchy*. It is covered by a *Primary Regional Roads* reservation (i.e. *Red Road*) in the Metropolitan Region Scheme (MRS) and is a declared State Road under the care and control of Main Roads WA.

7.1 Existing Traffic Volume on Roads

According to the latest available Main Roads WA traffic count data Toodyay Road (south of Bailup Road), carried approximately 3,145vpd on a regular weekday in 2021/22.

Based on the same data, heavy vehicles comprised approximately 20.3% of the total traffic mix.

8 Public Transport Access

No public transport opportunities are available in this vicinity. However, due to the nature of the proposed development demand for public transport services is not anticipated.



9 Pedestrian & Cyclist Access

There are no pedestrian or cyclist facilities available in this vicinity. However, the proposed development will not generate the demand for pedestrian or cyclist trips.



10 Site Specific Issues

No specific issues were identified as part of the development proposal.



11 Safety Issues

No specific safety issues have been identified for the proposed development.



12 Conclusions

This Transport Impact Statement report has been prepared by Transcore on behalf of Noble Falls Tavern with respect to the proposed addition of a drive-through canopy to the existing tavern and formalisation of the existing on-site car parking area.

The Noble Falls Tavern (subject site) is located at the southern side of Toodyay Road, about 6km east of Gidgegannup town site (Shire of Swan). The subject site currently accommodates a tavern which includes a sports bar and a restaurant with associated informal on-site parking. The tavern is presently served by a full-movement crossover Toodyay Road.

The development proposal includes construction of a 40m² canopy as part of the bottleshop component which already exists within the tavern. No changes to the existing access system or on-site parking are proposed at this stage.

Accordingly, it is estimated that the the proposed development will generate approximately approximately **48** total daily trips with **8** trips (inbound and outbound) during the afternoong peak hour.

The site has no public transport coverage or access to pedestrian and bike facilities.

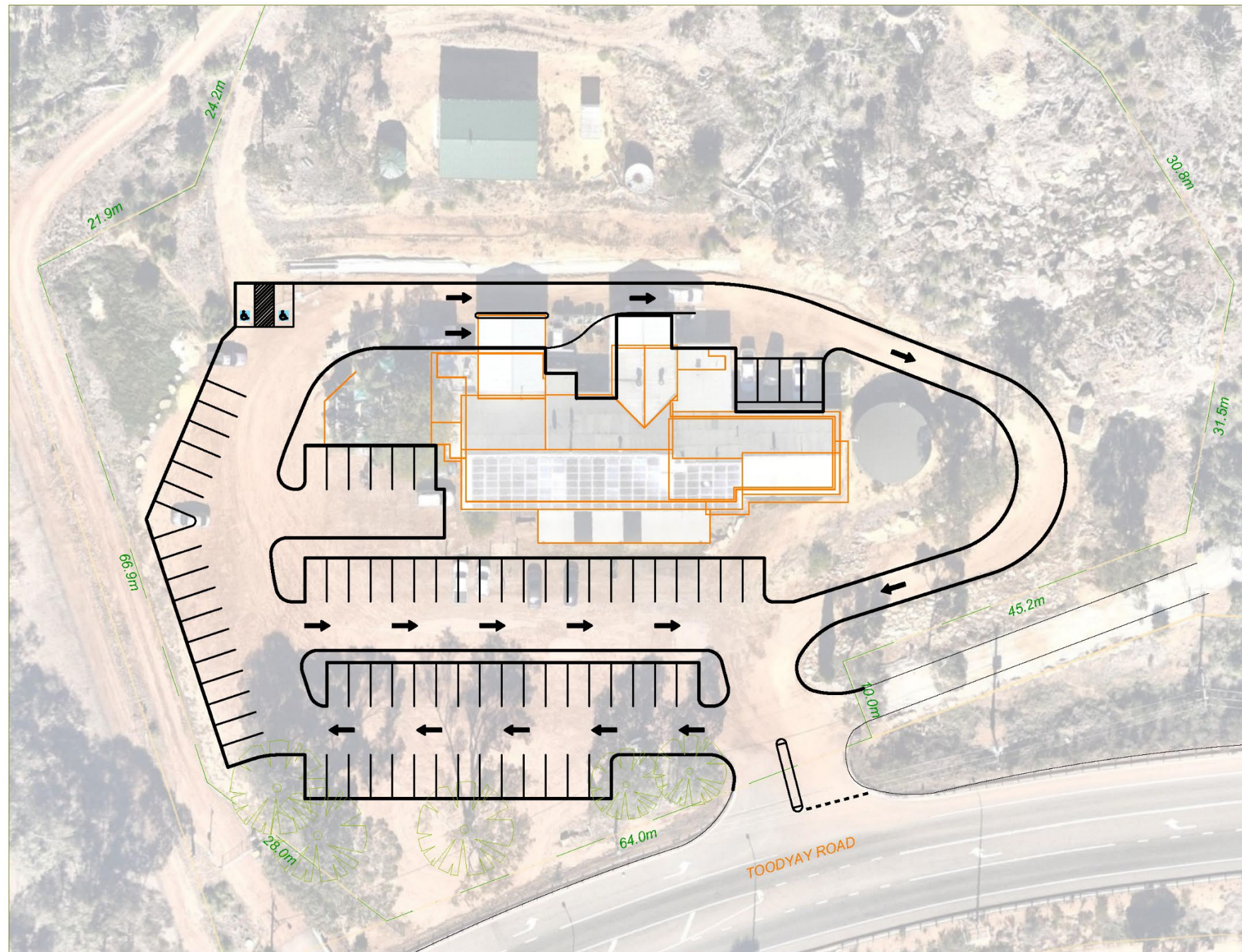
It is concluded that the findings of this Transport Impact Statement are supportive of the proposed bottleshop drive-through addition to the existing tavern.

Appendix A

PROPOSED SITE PLAN



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AMENDMENTS				
No	Initial	Date	DESCRIPTION	

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NOBLE FALLS TAVERN
PARKING & ACCESS ARRANGEMENT
LAYOUT PLAN

Drawing No NOB-25-01