Lot 75 (72) Walter Road East, Eden Hill
Proposed Childcare Centre

Transport Impact Statement

PREPARED FOR:
Urbanista Town Planning

April 2026

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Waihin Tun	r01	B Bordbar	15/03/2026	Draft
Waihin Tun	r01a	B Bordbar	8/04/2026	Final

File name: t26.053.wt.r01a

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Client: Urbanista Town Planning

Project: Lot 75 (72) Walter Road East, Eden Hill

Document revision: r01a

Project number: t26.053

TABLE OF CONTENTS

REPORT FIGURES

1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Urbanista Town Planning with respect to the proposed childcare centre to be located at Lot 75 (72) Walter Road East, Eden Hill in the Town of Bassendean.

The subject site is currently a vacant land with no formal vehicular crossovers on adjacent roads and located at the northeast corner of Walter Road East and Marion Street intersection. It is bounded by Eden Hill Primary School to the north, a convenience store to the immediate east, Walter Road East to the south and Marion Street to the west. Please refer to **Figure 1** for more details.

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*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks*".

Section 6.2 of Transcore's report provides details of the estimated trip generation for the proposed development and assess the potential 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 demand and supply at the subject site.

[1] *Between 10 and 100 vehicular trips per hour*

Figure 1: Location of the subject site

2 Development Proposal

Development Application (DA) for the subject site proposes a double-storey childcare centre with an associated carpark. The proposed childcare centre is to accommodate a total of 55 children and approximately 10 staff members including Educators, Chef and Centre Director.

The proposed development provides a total of eight (8) on-site parking bays, including one ACROD bay.

The bin storage area is located at the northeast corner of the carpark. It is our understanding that the waste collection by private contractor will be collected on verge. Verge collection can occur when the centre is open but outside of peak operation periods for the centre and the adjacent school. Deliveries will be accommodated on site.

As part of the development proposal, vehicular access to the subject site is proposed via a full movement crossover on Marion Street. Due to the location of the subject site, this is the only realistic option for the crossover location. Pedestrian access to the proposed childcare centre is available via the existing external footpath network on both Walter Road East and Marion Street.

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

3 Vehicle Access and Parking

3.1 Access

The subject site is currently unoccupied with no formal vehicular crossovers on adjacent roads. The site is a corner site with frontage on Walter Road East and Marion Street. Due to status and function of Walter Road East, one full movement crossover is proposed on Marion Street to serve the proposed development.

It is measured that the proposed crossover is located approximately 13.0m away from the intersection of Walter Road East and Marion Street, which is equivalent to approximately three (3) vehicles storage length. The location of the proposed crossover on Marion Street is illustrated in **Figure 2**.

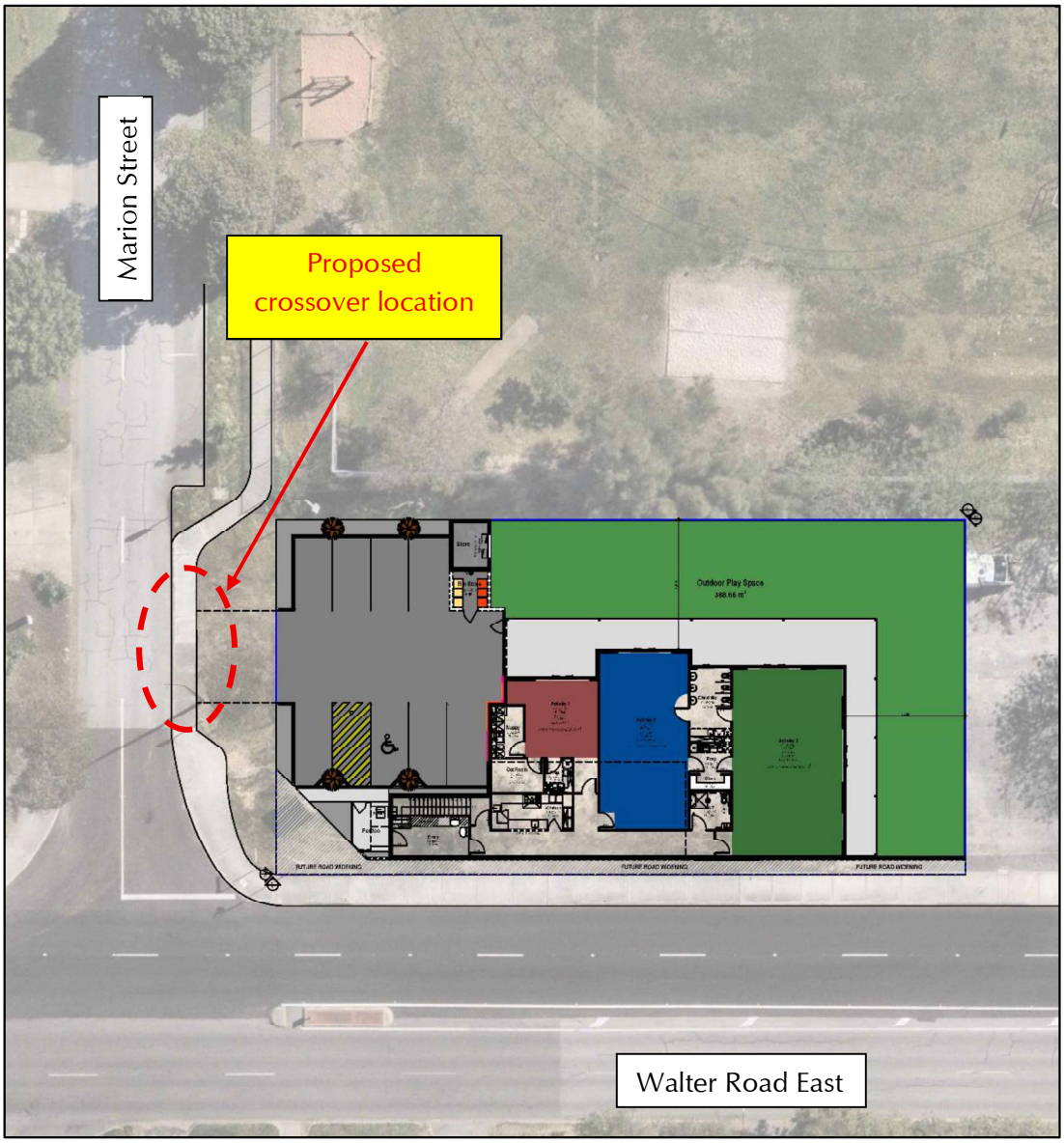

Figure 2: Location of the crossover at the subject site

3.2 Parking

Town of Bassendean's Local Planning Policy No. 8 (Car Parking and End-of-Trip Facilities) document states that "*1 bay for every 10 children the facility is designed to accommodate, plus 1 bay per staff member*" under Child Care Premises.

The proposed childcare centre accommodates a total of 55 children and approximately 10 staff members, and according to the Town's policy, it is calculated that the proposed childcare centre requires provision of 16 bays.

The proposed childcare centre provides a total of eight (8) bays (inclusive of one ACROD bay) which represents a formal parking shortfall of eight (8) parking spaces under the requirement of the Town's policy. Accordingly, the parking supply and demand of the proposed childcare centre with estimated actual parking demand based on trip generation is further discussed in the following section (**Section 3.3**) of the report.

In order to reduce the risk of congestion on-site it is recommended that the parking bays opposite the bin storage area should be marked and used as a turnaround bay during the drop off and pick up periods.

3.3 Estimated Actual Parking Demand Based on Trip Generation

Transcore has undertaken a parking analysis based on the anticipated critical peak hour traffic generation of the proposed childcare centre, to estimate the actual peak parking demand of the centre.

Section 6.2 of this report details the anticipated peak hour traffic generation of the proposed childcare centre. It is established that the calculated morning peak hour trip generation of the proposed childcare centre is 27 vehicles in and 21 vehicles out of the carpark (afternoon peak hour is estimated to generate less trips). This represents a potential 27 vehicles using the childcare centre car park during the critical peak hour.

The NSW *"Guide to Traffic Generating Developments"* section on childcare centres provides commentary on childcare centre mode share, parking utilisation and parking length of stay. It should be noted that the commentary provided in the NSW guide is based on surveys of actual parking activity undertaken in New South Wales. The NSW guide indicates the average drop-off/ pick-up duration is approximately 3 to 5 minutes.

Conservatively assuming that the length of stay for pick-up/drop-off parking for the proposed childcare centre is 5 minutes, it is calculated that each parking bay can accommodate a turnover of up to 12 vehicles per hour.

It is therefore established that at least 3 bays (27/12 = 2.25 bays) should be reserved for pick-up and drop-off activities result in actual parking demand of 13 bays (3 bays for drop off/pick up + 10 bays for staff).

It is therefore recommended that four (4) bays should be marked as drop off/pick up bays during these periods, three bays should be marked as staff bays and one (1) bay should be marked as turn around bay. During the periods outside of the drop off pick up bays, one (1) bay should be used as visitor bay and seven bays can be used as staff bays. The parking utilisation pattern should be supported by a Parking Management Plan (PMP).

Further, it also should be noted that:

- Some of the staff of the childcare centre are expected to use public transport or to be dropped off at the centre as the subject site is well served by a number of public transport bus services operating along Ivanhoe Street in the vicinity of the subject site.
- The operator of the childcare centre will also encourage local employees and staff car-pooling and use of other means of transport which will further reduce the parking demand at the subject site.
- The operator of the childcare centre will introduce appropriate staff scheduling with the aim of reducing the parking demand at the subject site during peak drop off/pick up periods (to be articulated in the PMP).

4 Provision for Service Vehicles

The bin storage area is located at the northeast corner of the carpark, and it is our understanding that waste will be collected by a private contractor on verge.

For kerbside/verge waste collection, the centre operators will wheel out the rubbish bins to the designated bin pad location for kerbside collection on the designated collection days. The verge collection should occur outside the centre and adjacent school peak operating times.

On site deliveries are anticipated to occur by small vans outside the centre peak operating periods.

5 Hours of Operation

Based on the information provided to Transcore, hours of operation are noted as follows:

- Monday – Friday: 7:00am to 6:00pm;
- Closed weekends and public holidays;
- No evening, overnight, weekend operation proposed.

6 Daily Traffic Volumes and Vehicle Types

6.1 Existing Trip Generation

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

6.2 Proposal Trip Generation

In order to establish an accurate traffic generation rate for the proposed childcare centre, traffic count surveys undertaken by Transcore at similar centres in the Perth region were sourced.

Discussions with the respective centre managers revealed that the peak drop-offs and pick-ups for each of these centres occur between the hours of 7:30AM – 9:30AM and 3:00PM – 5:00PM. From the total number of children at each of the centres on the surveyed days, the following average generation rates were established for the morning and afternoon surveyed periods:

- 7:30AM – 9:30AM: 1.25 trips per child (57% in / 43% out); and,
- 3:00PM – 5:00PM: 1.10 trips per child (49% in / 51% out).

From this information, the traffic generation rate for the combined period of 7:30AM – 9:30AM and 3:00PM – 5:00PM was calculated as 2.36 trips per child. To convert this figure to a daily generation rate, this figure was increased to 3.5 trips per child to account for any trips outside of the surveyed times. It was assumed that the daily in and out split for vehicle trips was 50/50.

Furthermore, the following peak hour generation rates were established from the surveys for the Child Care Centres:

- AM peak hour: 8:00AM – 9:00AM: 0.87 trips per child (57% in/ 43% out); and,
- PM peak hour: 4:00PM – 5:00PM: 0.71 trips per child (47% in/ 53% out).

Comparison of the four-hour generation rates and the peak hour generation rates confirms that the distribution of traffic from these centres is spread over the peak periods, and that full concentration of traffic does not occur in one peak hour. Accordingly, the following number of trips were estimated for the proposed childcare centre, assuming a maximum scenario of 55 children being present (i.e., centre at full capacity):

- AM peak hour: 48 trips generated (27 in / 21 out);
- PM peak hour: 39 trips generated (18 in / 21 out); and,
- Daily traffic generation: 192 trips generated (96 in / 96 out).

Accordingly, it is estimated that the proposed childcare centre development would generate a total of approximately **192** vehicular trips per regular weekday with about **48** trips during a typical weekday AM peak hour and **39** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

6.3 Trip Distribution

Based on the general spatial distribution of existing residential developments in the immediate area, permeability of the local road network, the childcare centre's traffic distribution adopted for this analysis is as follows:

- 20% to and from the north of Marion Street;
- 30% to and from the east of Walter Road East; and,
- 50% to and from the west of Walter Road East.

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

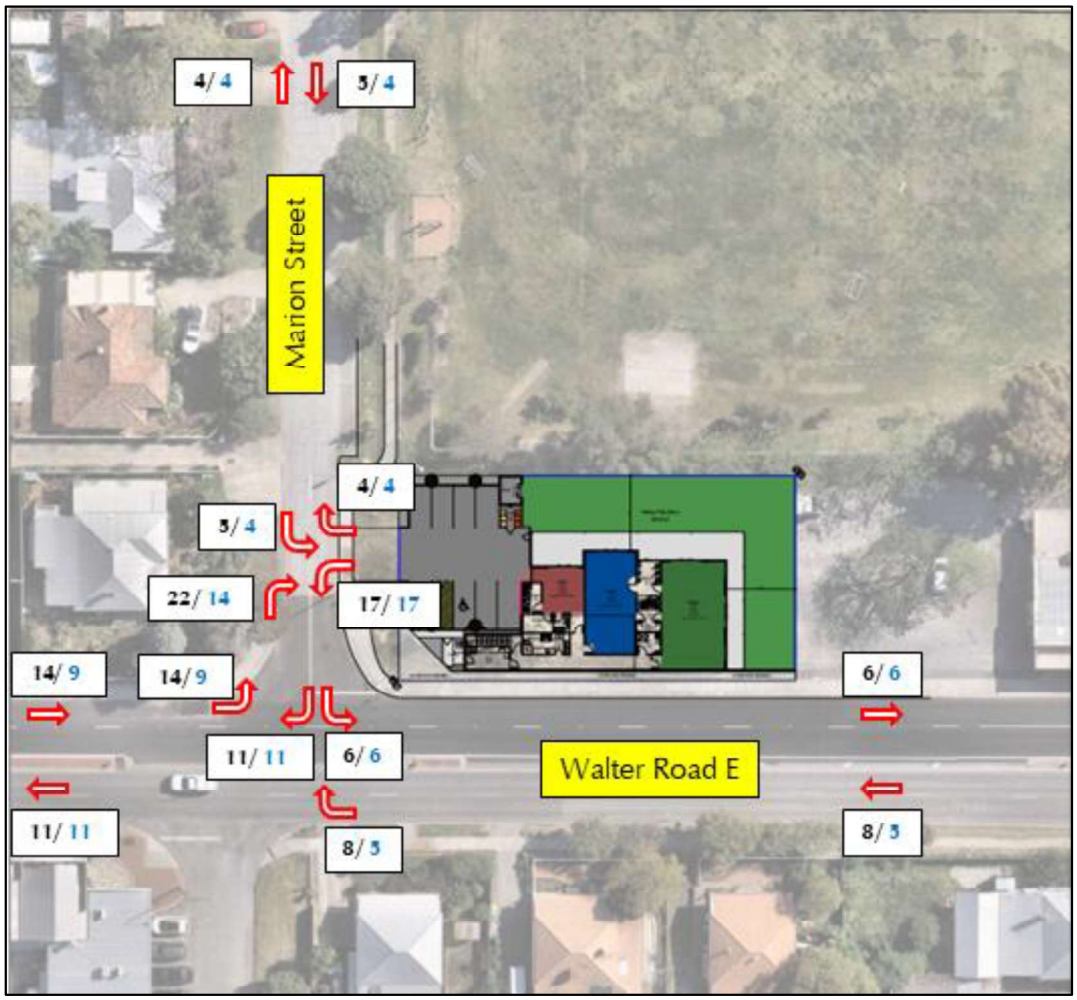

Figure 3. Estimated traffic movements for the proposed development – AM peak/ PM peak

6.4 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 6.2**, 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, in accordance with the guidelines it is concluded no further detailed analysis is warranted.

7 Traffic Management on Frontage Streets

Walter Road East, located immediately south of the subject site is constructed as a two-lane divided dual carriageway. Pedestrian footpaths are available on both sides of the road in the vicinity of the subject site. Please refer to **Figure 4** for more details.

Walter Road East, in the vicinity of the subject site is classified as a *Distributor A* in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under the speed limit of 60km/h.

Traffic count data obtained from Main Roads WA indicates that Walter Road East (east of Beechboro Road) carried 14,884 vehicles per day (vpd) in 2021/22. The morning and afternoon peaks were recorded between 8:00am to 9:00am and 4:00pm to 5:00pm with a total of 1,377vph and 1,300vph respectively.

Figure 4: East bound view along Walter Road East

Marion Street, located west of the subject site is constructed as a single carriageway, two-way undivided road. Pedestrian footpaths are available on both sides of the road. Please refer to **Figure 5** for more details.

Marion Street is classified as an *Access Road* under the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under 40km/h between 7:30am – 9:00am and 2:30pm – 4:00pm on school days and the default 50km/h speed limit outside of school operation periods.

There are no traffic counts available for this road. Marion Street North forms a priority-controlled 'T' intersection with Walter Road East.

Figure 5. North bound view along Marion Street

8 Public Transport Access

According to the current Transperth bus network map, although the subject site does not have direct access to the existing bus services, it is well served by a number of bus serves operating along Ivanhoe Street in the vicinity of the subject site.

The closest available bus services are routes 355 and 356 which operate on Ivanhoe Street with the nearest bus stop located approximately 140m walking distance from the subject site. These bus routes provide direct links to Galleria Shopping Centre, Galleria Bus Station, Morley Train Station, Bassendean Train Station, Ballajura Train Station and Whiteman Park Train Station.

The public transport services available to the subject site are illustrated in the relevant Transperth service map (please refer to **Figure 6**.)

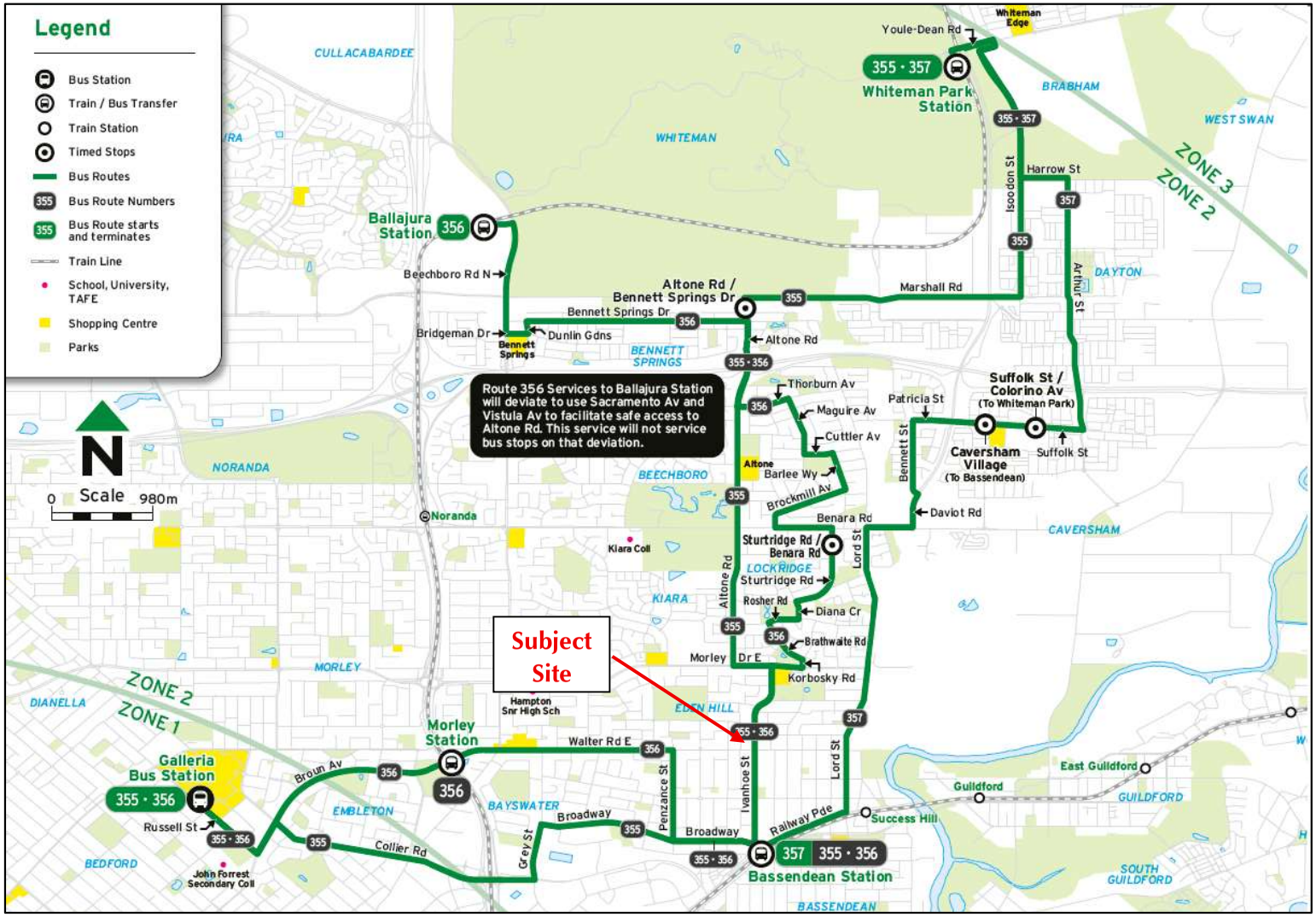

Figure 6: Public transport services map (source: Transperth)

9 Pedestrian Access

Pedestrian access to the subject site is available directly from the existing footpath network available on both sides of Walter Road East and Marion Street.

Pedestrian crossing opportunity is available at signalised intersection of Walter Road East and Ivanhoe Street, located approximately 40m east of the subject site.

10 Cycle Access

According to the current Department of Transport Bike Maps, the subject site has direct access to the existing bike path within the locality via the "*Other Shared Path (Shared by Pedestrians & Cyclists)*" on Walter Road East, which further connects to Ivanhoe Street (classified as *Bicycle Lanes or Sealed Shoulder Either Side*), Second Avenue (classified as *Perth Bicycle Network (PBN) – continuous signed routes*), and Lord Street (also classified as *Other Shared Path (Shared by Pedestrians & Cyclists)* to the east 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.

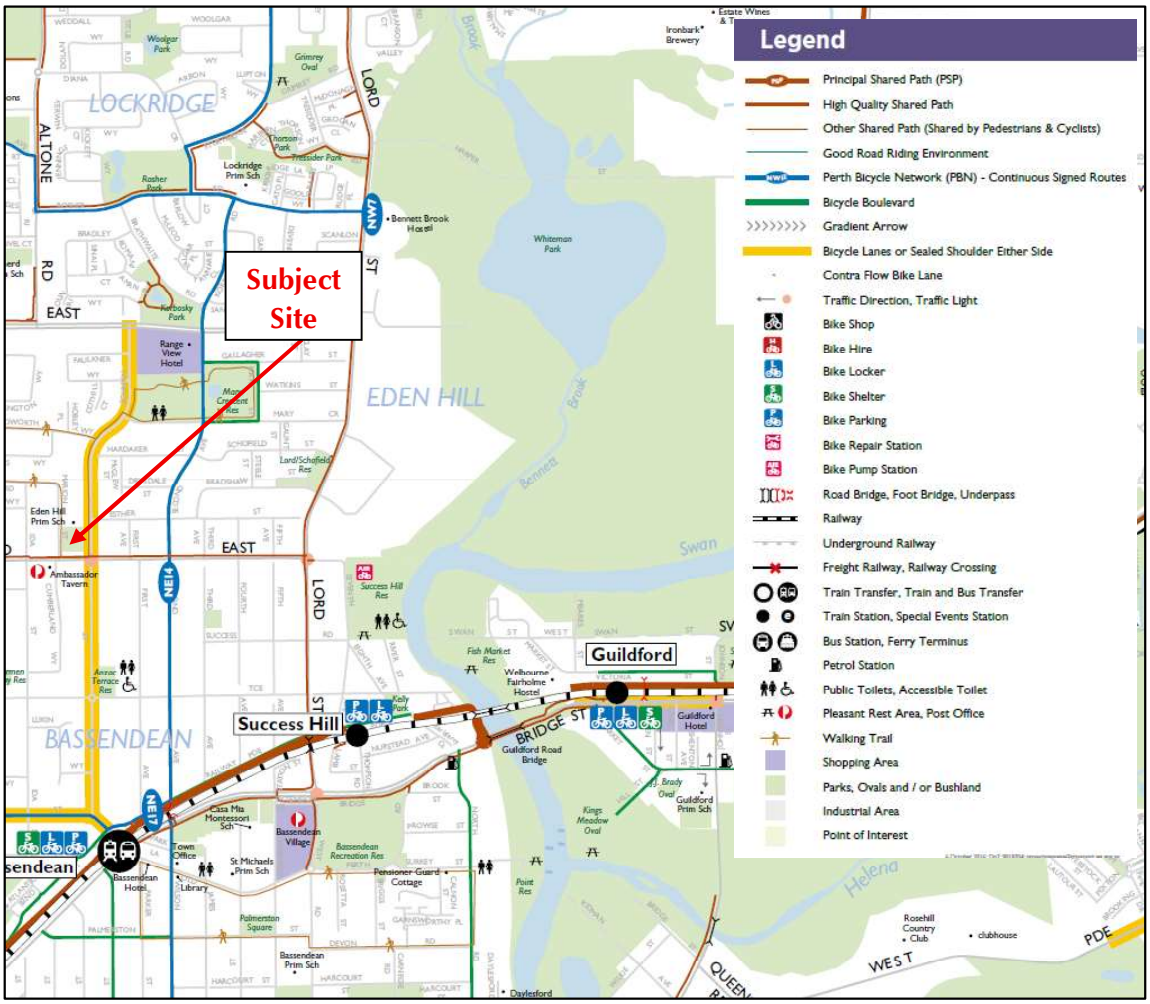

Figure 7: Existing bike map in the locality (source: Department of Transport)

11 Site Specific Issues

The subject site is a corner site with frontage on Walter Road East and Marion Street. Due to status and function of Walter Road East, one full movement crossover is proposed on Marion Street to serve the proposed development. The proposed crossover is the only realistic option for a crossover to serve this site and the development.

The proposal entails eight (8) on-site parking bays including one ACROD bay. In order to reduce the risk of congestion on-site, it is recommended that the parking bays opposite the bin storage area should be marked and used as a turnaround bay during the drop off and pick up periods. It is also proposed that four (4) bays should be marked for drop off/pick up activities during these periods.

The operator of the childcare centre will introduce appropriate staff scheduling with the aim of reducing the parking demand at the subject site during peak drop off/pick up periods. The staff scheduling will be articulated in a Parking Management Plan (PMP) which outlines how on-site parking will be managed to address the anticipated parking demand.

12 Safety Issues

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

13 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Urbanista Town Planning with respect to the proposed childcare centre to be located at Lot 75 (72) Walter Road East, Eden Hill in the Town of Bassendean. The subject site is currently a vacant land with no formal vehicular crossovers on adjacent roads and located at the northeast corner of Walter Road East and Marion Street intersection.

The childcare centre is designed to accommodate up to 55 children and approximately 10 staff members. The proposed development provides a total of eight (8) on-site parking bays, including one ACROD bay. Vehicular access to the subject site is proposed via a full movement crossover on Marion Street.

The bin storage area for the proposed childcare centre is located at the northeast corner of the carpark. The waste is proposed to be collected by private contractor on verge (outside the peak operating times of the centre and the adjacent school).

It is estimated that the proposed development would generate a total of about 192 vehicular trips per regular weekday with about 48 trips during the typical weekday AM peak hour and 39 trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

It is recommended that a Parking Management Plan (PMP) should be prepared to articulate appropriate staff scheduling with the aim of reducing the parking demand at the subject site during peak drop off/pick up periods. The Parking Management Plan (PMP) is also to outline how on-site parking will be managed to address the anticipated parking demand.

Appendix A

PROPOSED DEVELOPMENT PLANS

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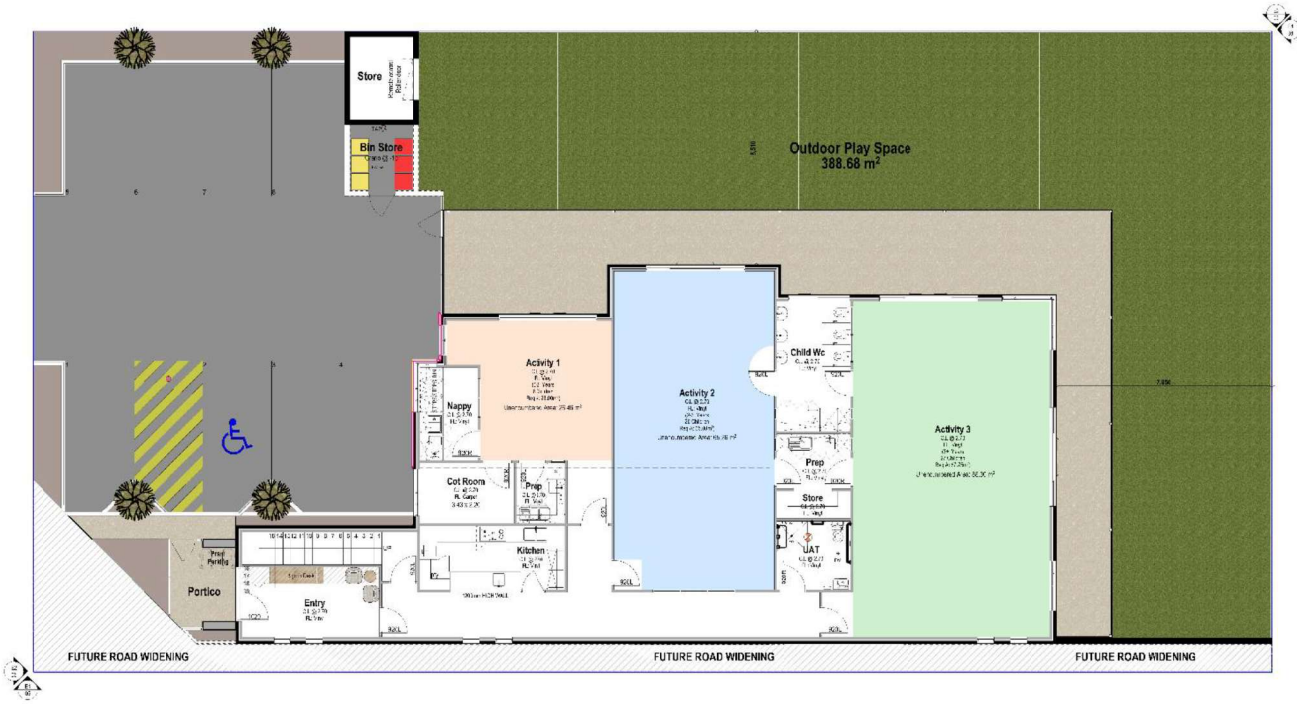
Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*8*	*26.46m²*	*2*
Activity 2	*2-3*	*20*	*65.26m²*	*4*
Activity 3	*3+*	*27*	*88.30m²*	*3*
Total Internal = (Min 3.25m² per child)		**55**	**180.12m²** (Min 178.75m² req)	**9**
Total External Play Area = (Min 7m² per child)		**55**	**388.68m²** (Min 385.00m² req)	



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Neha PATEL
Project Name
Childcare Centre
Project Address
Lot 75 (#72) Walter Road East EDEN HILL
Drawing Title:
Ground Floor

Scale:	Sheet Size:
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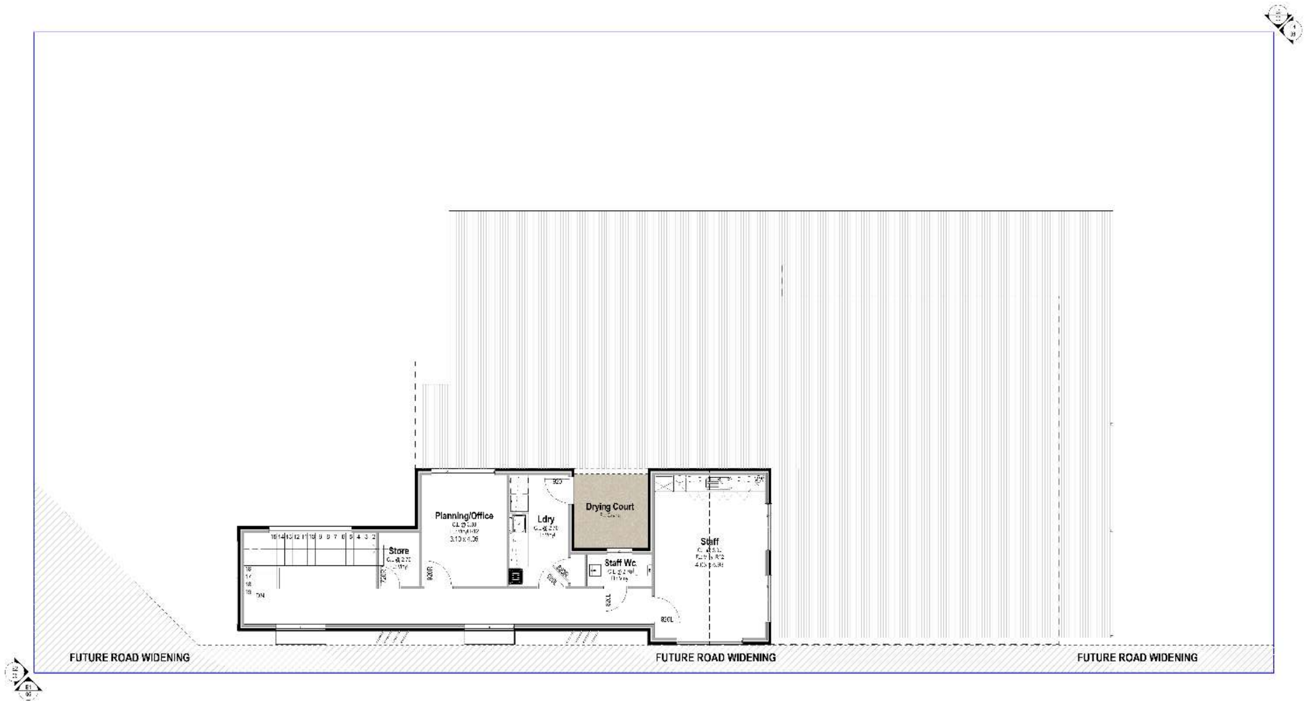
Project No:	Revision Number:
25071	3.00

Drawing No.:
03 of 06

GERMANO DESIGNS



Zone	Area	Perim
First Floor		
Staff	95.55	57,580
	95.55 m²	[illegible] mm
Ground Floor		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Store	[illegible]	[illegible]
Childcare	[illegible]	[illegible]
	[illegible] m²	[illegible] mm
	446.73 m²	179,613 mm

Zoning:	[illegible]
Policies:	Bassendean
Heritage:	NA
[illegible]	NA
BAL:	NA
[illegible]	NA
Sewer:	[illegible]
Power:	LHS
[illegible]	NA
Water:	TBC
Wind Rating:	TBC

Revision	Description	Date
3.00	Concept	[illegible]
2.00	Concept	[illegible]
1.00	Concept	[illegible]

Project North: N

Client
Neha PATEL
Project Name
Childcare Centre
Project Address
Lot 75 (#72) Walter Road East EDEN HILL

Drawing Title:
First Floor

Scale:	Sheet Size:
1:100	A2
Project No: 25071	Revision Number: 3.00

Drawing No.:
04 of 06

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