

Technical Note: No 1**Date:** 20/08/2026**Project No:** t24.245**Project:** Lot 9000 (3) Shiraz Boulevard, Pearsall**Subject:** Parking Management Plan

1. Introduction

This Parking Management Plan (PMP) has been prepared by Transcore for IQ Construction with regard to a proposed childcare centre (CCC) to be located at Lot 9000 (No.3) Shiraz Boulevard, Pearsall in the City of Wanneroo.

Transcore also prepared a Transport Impact Statement (TIS) for the development dated August 2026 (t24.245.sd.r01c). The TIS and this PMP should be read in conjunction with each other.

The subject site is at the corner of Shiraz Boulevard and Archer Street intersection and is a vacant lot bounded by Archer Street to the west, Shiraz Boulevard to the south and existing residential dwellings to the east, as illustrated in **Figure 1**.



Figure 1: Location of the subject site

2. Proposed Development

The proposed development comprises a child care centre (CCC) with an associated car park in the City of Wanneroo. The CCC will accommodate up to 84 children and 15 staff members (full time and part time/casual) and will operate on weekdays between 6:30AM – 6:30PM.

According to the latest development plan provided in **Appendix A**, a total of 17 on-site parking bays, including one ACROD bay, and a turnaround bay is proposed to address the parking demand of the proposed CCC.

Pedestrian access to the proposed development is available via the existing external footpath network along Shiraz Boulevard and Archer Street.

3. City of Wanneroo Parking Requirements

The City of Wanneroo *Local Planning Policy 2.3* provides traffic, access and parking requirements for Child Care Centres.

For the proposed development site, one parking bay is required for each staff member and in addition, parking bays are required as outlined in the **Table 1** below:

Children	Car bays required	
25 or less	5	
26-30	6	
31-38	7	
39-46	8	
47-54	9	
55 or more	9 bays plus 1 per 8 children accommodated in excess of 54	

Table 1: LPP 2.3 Child Care Centre Parking Requirements

The childcare centre is proposed to accommodate up to 84 children and 15 staff members. Accordingly, the childcare centre theoretically requires a parking provision of 28 parking bays.

The proposed development provides a total of 17 parking bays (including an ACROD bay). An additional turning bay is also proposed within the car park.

The parking supply and demand is further discussed in the following sections of the PMP to address the theoretical parking shortfall associated with the proposed development.

3.1. Estimated Actual Parking Demand

Transcore has undertaken a parking analysis based on the anticipated peak hour traffic generation of the proposed child care centre, to estimate the actual peak parking demand of the centre. This methodology has been successfully applied to many child care centre projects.

Section 6.1 of the TIS report details the anticipated peak hour traffic generation of the proposed CCC. It was established that the calculated morning peak hour trip generation of the proposed CCC is **35** vehicles in and **34** vehicles out of the car park during this critical peak hour. The morning peak hour is estimated to generate more traffic than the afternoon peak hour. This represents a potential **35** vehicles using the childcare centre car park during the critical weekday morning 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 recorded length of stay for all surveyed child care centres of 6.9 minutes.

Conservatively assuming that the average length of stay for pick-up/drop-off parking for the proposed child care centre is 10 minutes, it is calculated that each parking bay can accommodate a turnover of up to 6 vehicles per hour.

It is therefore established that **minimum** of 6 bays ($35/6 = 6$) should be reserved for pick-up and drop-off activities during peak hour periods which results in actual parking demand of 15 bays (9 bays for staff + 6 pickup/drop off bays) for the proposed CCC during the critical AM peak hour. Therefore, the parking provision of 17 bays on site meets the estimated actual parking demand of the proposed development. It should also be noted that:

-  Many patrons of the child care centre are anticipated to come from the local residential catchment and may walk their children to and from the CCC; and
-  The operator of the child care centre will also encourage local employment and staff car-pooling and use of other means of transport which will further reduce the parking demand at the site.

4. CCC Operations

The CCC operations will be managed by 15 full-time and part-time staff.

Similar to the other CCCs, number of staff fluctuates throughout the typical weekday (both full-time and part time/casual staff) in accordance with the children’s attendance rate but is indicatively envisaged to occur as follows:

- 6:30AM – 7:00AM – 5 staff rostered
- 7:00AM – 8:00AM – 7 staff rostered;
- 8:00AM – 9:00AM - 9 staff rostered;
- 9:00AM – 10:00AM - 12 staff rostered;
- 10:00AM – 2:00PM - 15 staff rostered
- 2:00PM – 3:00PM - 12 staff rostered;
- 3:00PM – 4:00PM – 8 staff rostered;
- 4:00PM – 4:30PM – 8 staff rostered;
- 4:30PM – 5:00PM – 7 staff rostered;
- 5:00PM – 6:00PM – 7 staff rostered; and,
- 6:00PM – 6:30PM – 5 staff rostered.

As can be seen, although a maximum of up to 15 staff may be on-site during 10:00AM to 2:00PM, this period is outside the peak drop off and pick up times at the centre. Further, a maximum of 9 staff members is anticipated during the peak drop-off period. Accordingly, potentially a total of 8 (17-9) on-site parking bays will be available during the peak drop-off period which can be used by visitors to the CCC. During the peak pick up period 9 (17-8) on-site parking bays will be available.

Based on the information documented in this PMP to establish the actual parking demand for the proposed development, it is established that the parking supply meets the estimated actual parking demand

5. Management Plan

The parking associated with this development is to serve employees and visitors/parents of the CCC, including occasional service vehicles as needed.

All dedicated staff bays in the car park will be pavement-marked to indicate their specific use and avoid unnecessary conflicts and internal congestion.

The following principles/strategies would serve to reduce the demand for staff parking at the subject site:

- The CCC operator will support local employment and would ensure proper consideration is given to local job applicants where possible over those residing further away from the CCC. This is of direct benefit as it secures flexibility in staff commute via alternative modes of transport (walking and cycling) and their ability to attend the site on short notice if/when required. This would reduce the demand for staff parking;
- As described in the Transport Impact Statement prepared for the CCC, the subject site has access to Bus services No. 467 and 468 with bus stops in proximity to the subject site;
- The subject site also enjoys very good access to the local network of shared paths and footpaths. As such, the location of the subject site further

- promotes the use of bicycles as a mode of transport to and from the site which would reduce the demand for staff parking;
- The CCC operator will also encourage car-pooling as additional means of parking demand reduction strategy; and,
- A copy of the approved Parking Management Plan will be provided to all visitors/parents and staff at the time of enrolment and employment.

5.1. ACROD Parking

One ACROD parking bay will be provided within the car parking area, which satisfies the requirements of the relevant Australian Standards.

5.2. Service Vehicles

Waste collection and deliveries will take place within the site. A private contractor will collect waste using an 8.8m waste truck.

On collection day, the waste truck will access the bin store via the crossover on Shiraz Boulevard, reverse into position near the bin store for bins to be wheeled out. Once collection is complete, waste truck would exit the site in forward gear via the crossover.

The on-site service and waste collection activities will take place when the facility is closed to ensure the car parking area is available for vehicle manoeuvring, loading and unloading activities with no disturbance to the operation of the CCC.

It is expected that the CCC will generate a small volume of service vehicle traffic primarily associated with the deliveries for the CCC. It is recommended that smaller vehicles such as vans should be used for deliveries.

5.3. Public Transport Services

The closest bus stop is located approximately 350m north of the subject site near the corner of Archer Street and Kemp St. The bus services available at this locality are tabulated in **Table 2** and shown in **Figure 2**.

Table 2: Bus services available (Transperth)

Bus Services	Days of Service	Service
467	Monday to Sunday (incl. Public Holidays)	Kemp St – Whitfords Stn – Joondalup Stn via Pearsall, Hocking & Ashby
468	Monday to Sunday (incl. Public Holidays)	Whitfords Stn – Joondalup Stn via Wanneroo Rd

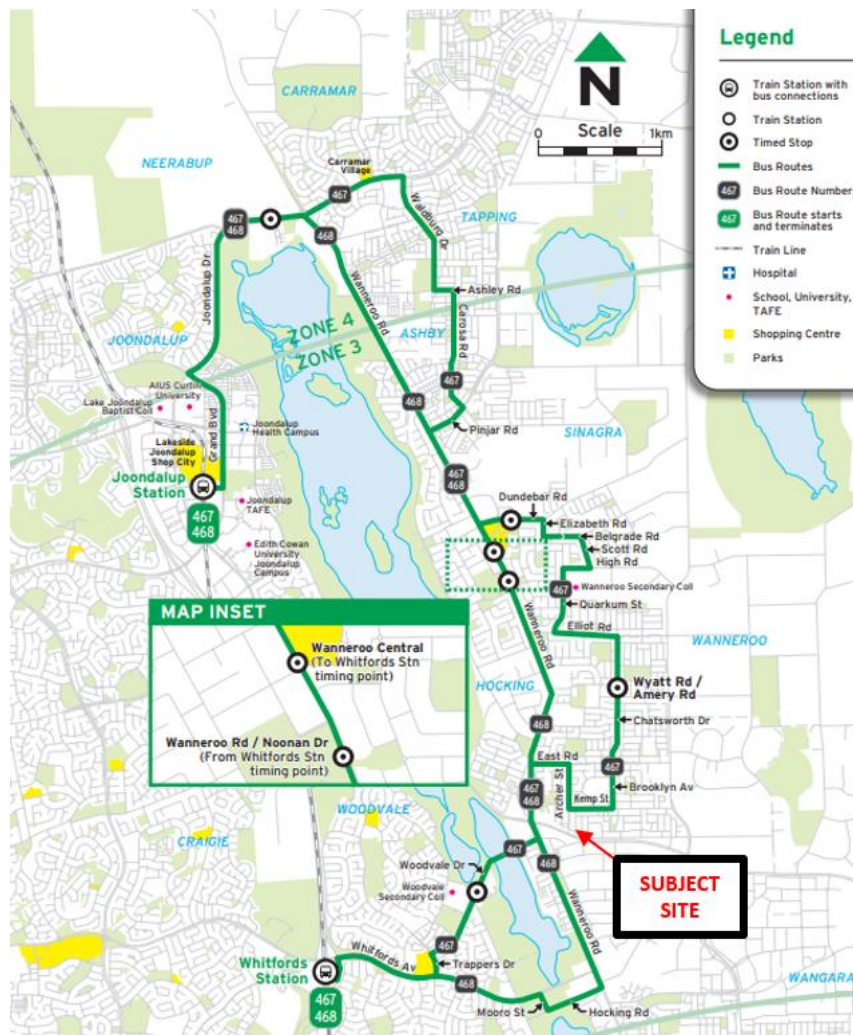


Figure 2: Public transport services (Transperth Maps)

6. Pedestrian and Cycle Access

Pedestrian access to the proposed development is available via the existing external footpath network along Shiraz Boulevard and Archer Street.

The Perth Bicycle Network Map illustrated in **Figure 3** shows the existing cyclist connectivity to the subject site. Shiraz Boulevard and Archer Street, south and west of the subject site respectively, are shown to have High-Quality Shared Paths and Bicycle Boulevard. This provides further links to other bicycle paths.

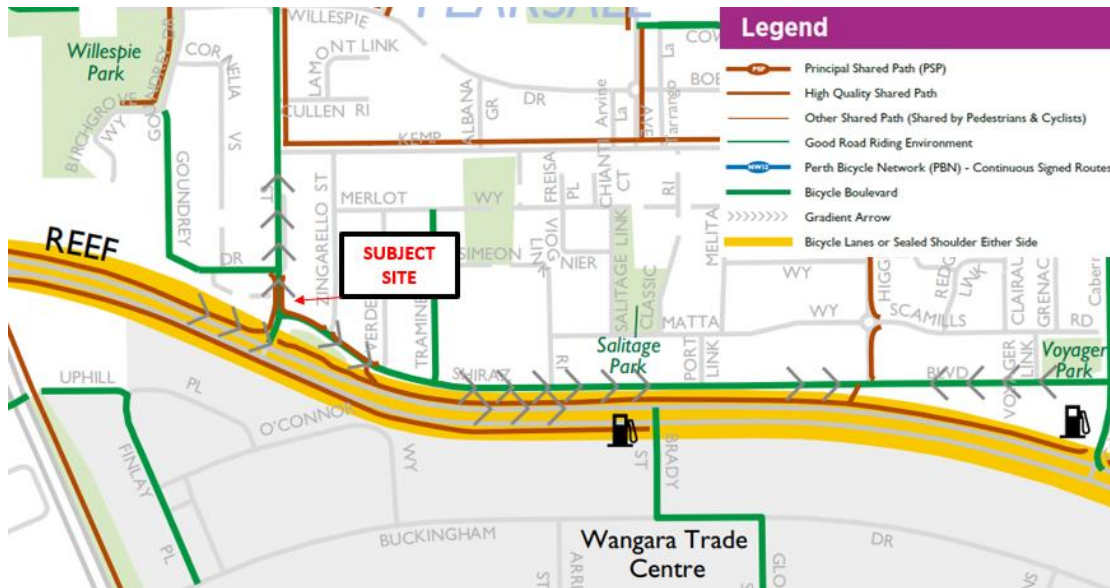


Figure 3: Existing pedestrian and cyclist facilities

7. Communication and Education

It is proposed that all staff and visitors/parents be introduced to the PMP principles. This should be done at the time of children enrolment/staff employment by summarising the PMP and including a car park map in the induction session.

The CCC management will continually monitor the operation of the car park and propose improvements and changes to the PMP as required.

Due to the good alternative mode of transport being available to this CCC it is likely that the parking demand both for staff and visitors would be less than that documented in this PMP.

In conclusion, the proposed CCC will take appropriate measures to manage parking demand and requirements for both employees and visitors/parents, including encouraging alternative modes of transportation and carpooling.

Waste collection and delivery activities will be scheduled outside the CCC's operating periods. Moreover, staff and visitors/parents will be educated about the PMP at the time of enrolment or hire.

Conclusion

This PMP has been prepared by Transcore on behalf of IQ Construction and relates to the parking supply and demand assessment for the proposed CCC development on Lot 9000 (3) Shiraz Boulevard, Pearsall.

The proposed development comprises a child care centre (CCC) with an associated car park. The CCC will accommodate up to 84 children and 15 staff



members (full time and part time/casual) and will operate on weekdays between 6:30AM – 6:30PM.

The proposed development plan shows 17 parking bays inclusive of one ACROD bay.

Based on the information provided in this report to estimate the actual parking demand for the proposed development, it is established that the parking supply meets the estimated actual parking demand.

Accordingly, it is concluded that the 17 on-site bays proposed satisfy the anticipated demand of the proposed development.



APPENDIX A

PROPOSED DEVELOPMENT PLAN



 4 Browning Road Armadale WA 6112 Phone: (08) 9399 6715 Fax: (08) 9399 8564 admin@iqconstruction.com.au	BUILDER	DATE	NOTES All areas are approximate only. Design is subject to site conditions, location of services, energy efficiency compliance and approval of relevant authorities.				CLIENT	Pearsall Childcare Centre		DRAWING	Site Plan		PAPER SIZE	A2			
	CLIENT 1	DATE	4	15 July '26	DA Amendments	SV	DB	ADDRESS	3 Shiraz Bvd, Pearsall, WA 6065, Australia Lot 1	PROJECT NO.	0000	DRAWN	AW	CHECK	SV	DATE	31 Mar '26
			2	26 June '26	DA Amendments	SV	DB			PROJECT STAGE	SCALE	1:200				DRAWING NO.	rev 4
			3	19 June '26	02 Planning	AW	WM										
			1	31 Mar '26	01 Sketch	AW	SV										
	CLIENT 2	DATE	REV	DATE	DESCRIPTION	BY	CHK										
										PLANNING			P100				