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Sustainable Transport. Safe Solutions

34-36 St Michael Terrace, Mount Pleasant
Proposed Child Care Centre

PARKING MANAGEMENT PLAN



Prepared for:
Carcione Nominees Pty Ltd

November 2025

34-36 St Michael Terrace, Mount Pleasant

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Date: 21 November 2025
Project number: U24.177

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U24.177.r03	21/11/25	Paul Ghantous	FINAL	Element



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1 Introduction

This Parking Management Plan has been prepared by **Urbii** on behalf of **Carcione Nominees Pty Ltd** with regards to the proposed child care centre, located at **34-36 St Michael Terrace, Mount Pleasant**.

The subject site is situated on the north-west corner of St Michael Terrace and Queens Road, as shown in Figure 1. The site is presently vacant and is surrounded by a mix of residential, education and commercial land uses. Mount Pleasant Primary School is located across the road to the south of the site, and some shops and medical services are located nearby to the east.

It is proposed to develop the site into a child care centre catering for up to 113 children and 29 staff.

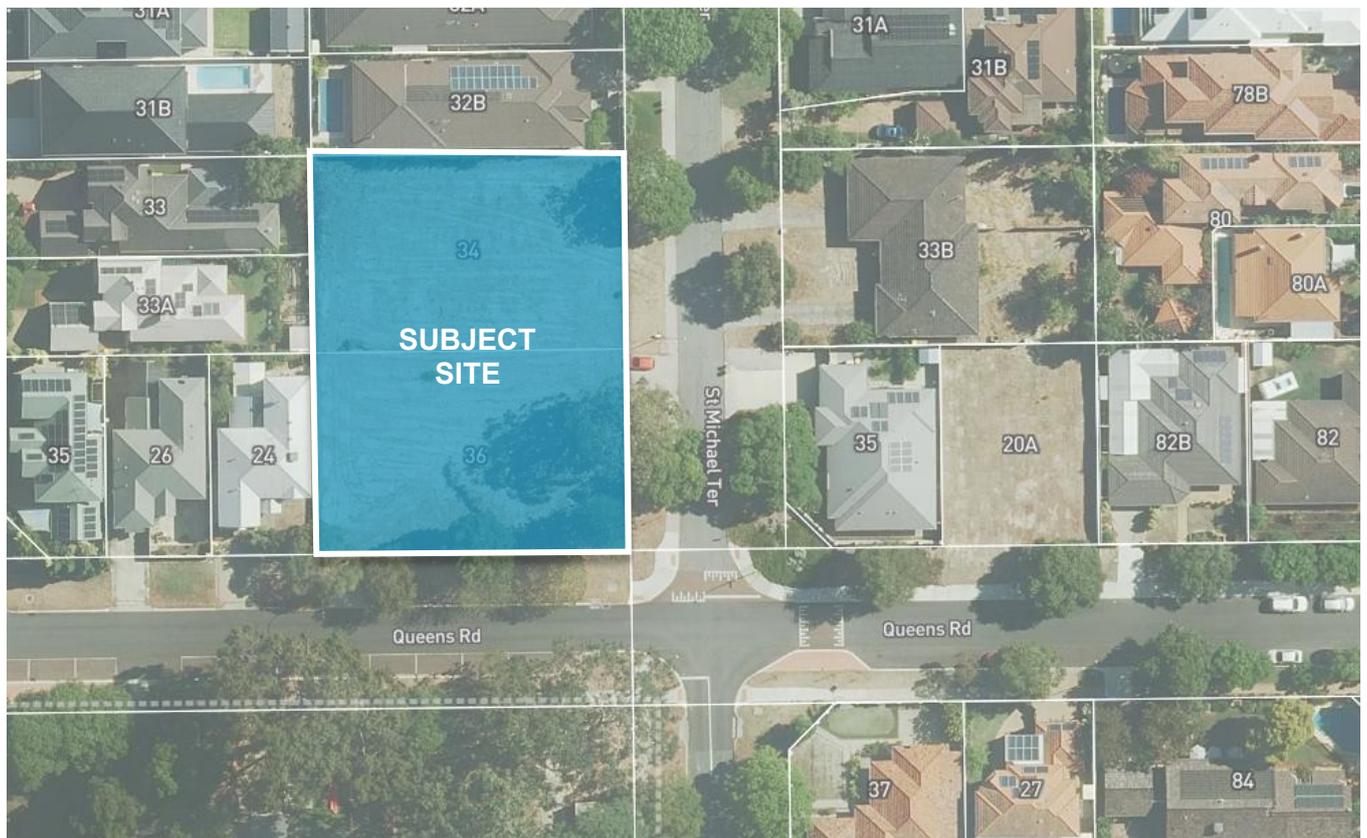


Figure 1: Subject site location

2 Background context

The development application for a Child Care Centre at Lots 143 and 144 (34–36 St Michael Terrace), Mount Pleasant proposes a facility accommodating 113 children and 29 staff. The proposal was supported by a detailed Transport Impact Statement and subsequent technical clarifications prepared by Urbii Consulting, which confirmed that the surrounding road network has sufficient capacity to accommodate the anticipated traffic generation. The access and parking arrangements were demonstrated to comply with the relevant Australian Standards, and no road safety issues were identified.

The proposal was considered by the Metro Inner Joint Development Assessment Panel on 9 October 2025. At that meeting, the Panel resolved to defer the application for up to 120 days to allow for further design refinement and additional information.

The City and the DAP Secretariat sought additional technical clarification regarding local road access, pedestrian safety, the interface between the childcare centre and the nearby school, and the relationship between driveway movements and the existing footpath. While the City's own technical services acknowledged that the road network has capacity to support the development, the City raised concerns regarding the scale of the centre being located on local access roads rather than on a higher-order distributor road. Further discussion was also requested regarding how childcare pick-up and drop-off activity interacts with the adjacent school's peak traffic periods, and how waste collection could be refined to reduce verge presentation and improve amenity outcomes.

In response to these matters, Urbii Consulting has prepared this comprehensive Parking Management Plan. The Parking Management Plan sets out the operational measures designed to ensure safe and efficient use of the car park, including the management of pick-up and drop-off activity to minimise overlap with the school peak periods.

This Parking Management Plan forms part of the revised technical package requested by the DAP and the City, ensuring that the proposal aligns with the relevant planning policies and maintains a high level of residential amenity as the application progresses to its next determination meeting.

The plan addresses parking allocation, parking behaviour, and operational controls. Matters relating to waste collection and pedestrian interface are addressed in the separate Waste Management Plan and updated Transport Impact Statement.

3 Mission

The objective of this PMP is to ensure safe, convenient and orderly access and egress for both vehicles and bicycles to and from the parking areas and to provide for effective management of car parking allocation and to maintain legibility and safety for all users of the car park.

The PMP works in conjunction with the Waste Management Plan and Transport Impact Statement to provide a comprehensive operational framework for the centre.



4 Property description

The proposal for the subject site is for a child care centre comprising:

- A child care centre with rooms allocated to different age groups;
- Outdoor play area;
- 26 onsite car parking bays, including one ACROD bay;
- Bicycle parking for eight bicycles;
- End of trip facilities including lockers, a shower and change room; and
- Bin store.

Vehicle access to the site is proposed via one crossover on St Michael Terrace. People walking and cycling will access the development from the external path network abutting the site.

Bins will be wheeled out from the bin store for street waste collection on designated days.

The proposed development plans are included for reference in Appendix A.

5 Vehicle access and parking design

5.1 Vehicle access

Vehicle access for the child care centre is proposed via one crossover on St Michael Terrace (Figure 2). Existing redundant site crossovers will be closed as part of the development.

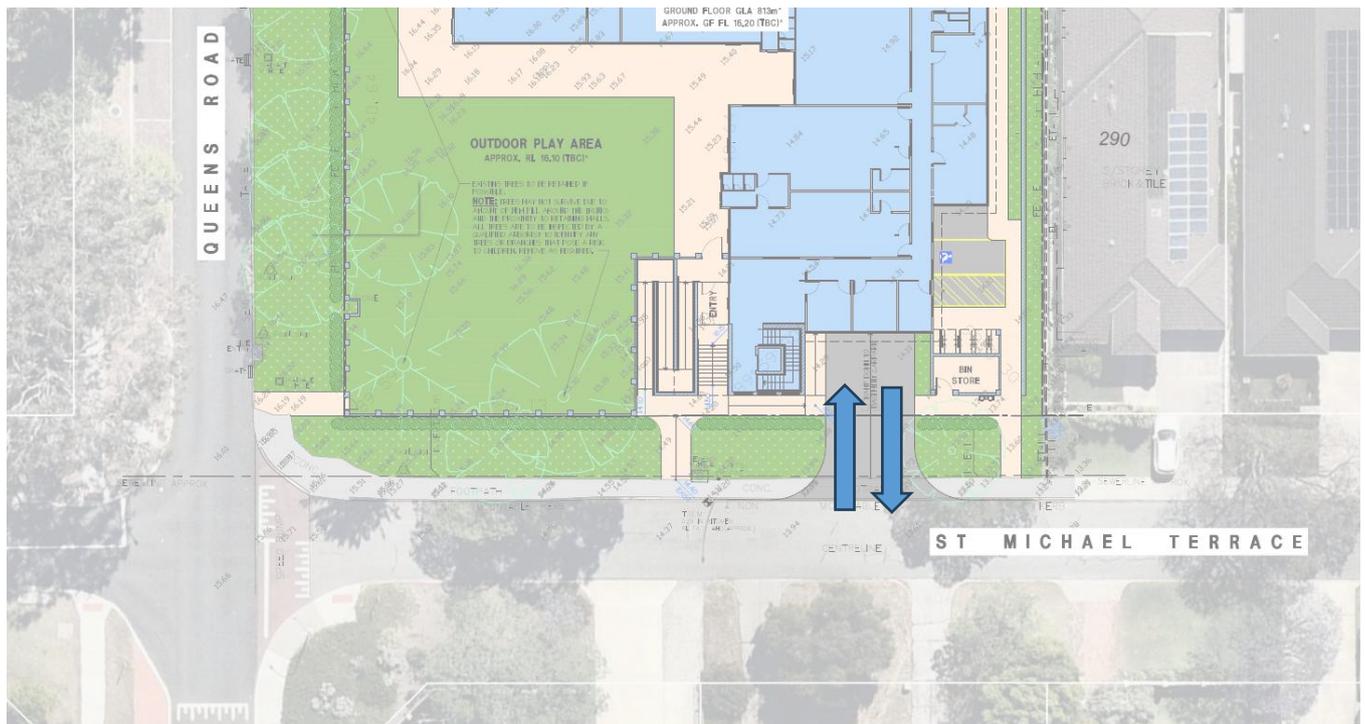


Figure 2: Proposed development vehicle access

5.2 Car parking layout

Dimensions of car parking aisles and bays are compliant with AS2890.1. Onsite visitor bays are 2.6m wide by 5.4m long and an aisle width of 6.6m has been provided. The ACROD bay is designed to AS2890.6 with a shared space and bollard. A 1m blind aisle extension is provided at the end of the car park.

A turnaround space is unlikely to be required in this car park because there is enough visitor parking for a healthy turnover of bays. Furthermore, if all the visitor bays are occupied, a parent will most likely wait in the car park for a bay to be vacated so they can pick up or drop off their child.

The parking bays fronting the child care centre building are configured to be 4.8m long, with an additional 600mm vehicle overhang. This configuration is proposed to avoid the use of wheel stops, which may cause a trip hazard fronting the building.

6 Management plan

6.1 General

The parking associated with the development caters for staff parking, visitor parking (primarily for drop-off and pick-up of children), delivery and service vehicles, bicycles and couriers.

6.2 Hours of operation

The hours of operation for the child care centre are Monday-Friday 6:30am to 6:00pm.

The school hours for Mount Pleasant Primary School are detailed as follows:

- School commences at 8:45am and finishes at 2:55pm.

6.3 Planning assessment of parking requirements

The City of Melville *Local Planning Policy 1.6 (LPP1.6) Car Parking and Access* requires the following car parking provision for “child minding centres”:

- 1 bay per 10 children; plus,
- 0.5 bays per staff member.

Application of the above rates results in a parking requirement of **26 bays**. A total of 26 car parking bays are provided onsite, which satisfies the City’s parking requirement.

LPP1.6 also requires the provision of motorcycle parking spaces. ABS census data indicates that only 0.2% of education and training workers in the City of Melville travelled to work by motorcycle. This suggests that motorcycle parking is unlikely to be used, and therefore the project proponents propose to prioritise space for the provision of car parking.

6.4 Pick-up / drop-off parking

Modelling was undertaken to estimate the demand for children’s pick-up/drop-off parking. The peak inbound traffic for children’s drop-off is estimated to be 46 cars in a 60-minute period. The RTA NSW *Guide to Traffic Generating Developments* surveyed the average length of stay for drop-offs to be 6.8 minutes.

For conservative analysis, it was assumed that the average length of stay would be 7 minutes. The Poisson Distribution modelling presented in Figure 3 shows that in any 7-minute period during the peak hour, the 95th percentile number of pick-ups/drop-offs within the car park will be **9 vehicles or less**. Outside of peak hours the demand for visitor parking will be lower.

Traffic volume	46 (vph)	0.01278 (vps)
Time period	7 (min)	420 (sec)
Mean number of vehicles	5.36667	
Probability distribution table	95th percentile:	9 vehicles

(x)	p(x)	P(x)
1	0.02506	0.02973
2	0.06725	0.09698
3	0.1203	0.21727
4	0.1614	0.37867
5	0.17323	0.5519
6	0.15495	0.70685
7	0.11879	0.82564
8	0.07969	0.90533
9	0.04752	0.95285
10	0.0255	0.97835
11	0.01244	0.99079
12	0.00556	0.99635
13	0.0023	0.99865
14	0.00088	0.99953
15	0.00032	0.99985
16	0.00011	0.99995
17	3.3E-05	0.99999
18	9.9E-06	1
19	2.8E-06	1
20	7.5E-07	1

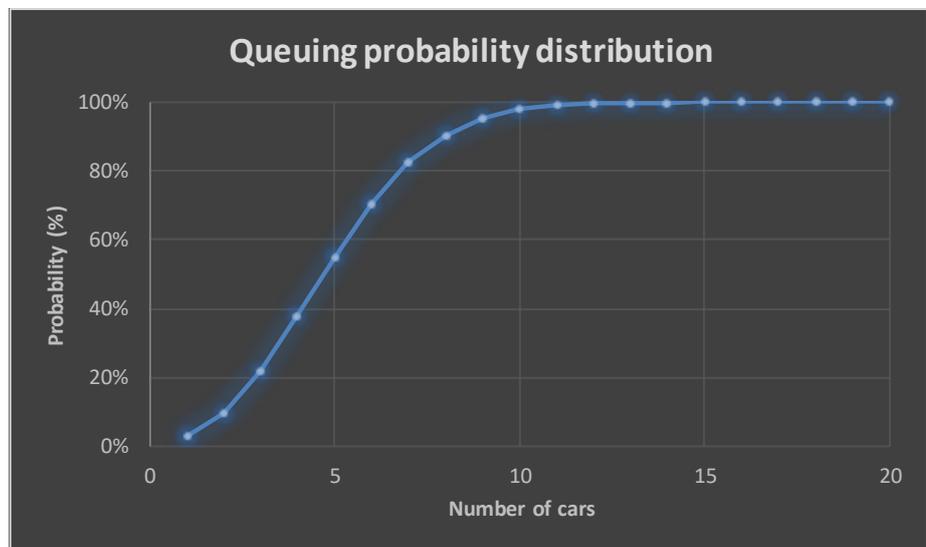


Figure 3: Probability analysis for children’s drop-off/pick-up

6.5 Parking supply and allocation

It is proposed to provide a total of 26 car parking bays for the child care centre. This includes one ACROD bay. The following allocation is recommended, based on the parking analysis undertaken in the TIS:

- 16 car bays reserved for core staff onsite;
- 9 visitor car parking bays reserved exclusively for pick-up and drop-off onsite; and,
- 1 x ACROD bay for the shared use by staff and visitors.

It is recommended that the 9 exclusive pick-up/drop-off car parking bays have time restriction signage installed “P10min” parking (10 minutes) applicable Monday to Friday between 8:00am to 9:30am and 3:00pm to 6:00pm.

The staff only bays should have “STAFF PARKING ONLY” pavement marking and signage, to prevent general vehicles from parking in those areas.

Overall, no issues are anticipated with car parking and parents can drop-off or pick-up children during approved times.

The recommended parking allocation is detailed in Figure 4. All tandem bays are allocated to staff, for easier management and coordination of space entry and exit. The 9 visitor bays were selected at the most convenient locations for building entry and exit.

The parking supply provided on site is sufficient to accommodate the expected parking demand associated with staff, visitors and parents during all operating periods. As demonstrated by the parking demand modelling, the combination of staff parking allocation, short-stay visitor parking and the timing restrictions applied during school peak periods ensures that the car park operates efficiently without the need for any reliance on on-street parking. No verge parking or kerbside parking will be required or permitted as part of the operation of the child care centre.

6.6 ACROD parking

One ACROD bay is conveniently located near the building entry.

6.7 Loading bays / delivery vehicles

The proposed development will not generate significant service vehicle traffic. It is recommended that smaller vehicles such as vans or utes be utilised for deliveries to the site. These smaller vehicles can park in a visitor parking bay for a brief time during 'off-peak' periods.

6.8 Bicycle parking and end of trip facilities

Eight undercover bicycle parking spaces are provided on site. The proposed development provides end-of-trip facilities including a shower, lockers and change room. This promotes alternative transport modes particularly for staff travelling to the proposed development.

7 Enforcement and compliance

Enforcement with the PMP will be the responsibility of building management and compliance is required for all site users including staff, visitors and service providers.

7.1 Staff car parking

- All staff will receive training as part of their induction to ensure they understand the parking arrangements, pick-up and drop-off restrictions and the procedures for managing traffic within the car park.
- Staff will be required to adhere to the designated staff parking locations at all times and will be responsible for directing any visitors or parents to the appropriate bays if required.
- Refresher training will be undertaken periodically to reinforce the management measures contained within this Plan.
- Staff bays will be designated with pavement marking “STAFF” (or similar) in each bay and two signs – “STAFF PARKING ONLY” at the entry into the staff parking module (Figure 5).

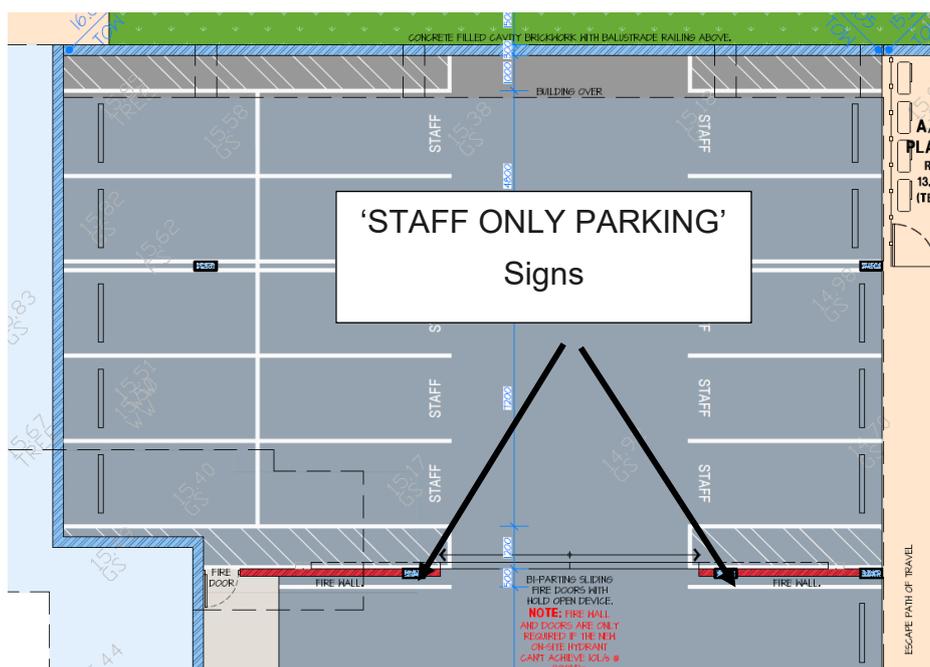


Figure 5: Recommended ‘STAFF ONLY PARKING’ signs

7.2 Visitor car parking

To inform the parking and operational strategy, Urbii staff undertook on-site observations along St Michael Terrace during a typical school day, covering both the morning arrival period and the afternoon departure period. These observations were undertaken to understand existing traffic volumes, kerbside parking behaviour and the duration and intensity of school-related peaks.

During the morning period, St Michael Terrace was observed to be quiet between approximately 8:00am and 8:20am, with very few vehicle movements and no verge parking activity. A modest increase in activity was recorded from around 8:25am as children began walking to school, with a short peak occurring between approximately 8:30am and 8:40am when parents briefly stopped near the intersection to drop children off. This activity dissipated quickly, and the street had returned to quiet conditions by around 8:50am.

The afternoon period followed a similar pattern. Traffic and parking demand remained low until approximately 2:45pm, after which a short but concentrated increase in activity was observed as parents arrived for afternoon pick-up. St Michael Terrace was busy by around 2:55pm, with isolated instances of informal kerb parking. Vehicles began dispersing from approximately 3:00pm onwards, and by 3:30pm the street had returned to low levels of activity.

These observations confirm that school-related activity is highly concentrated and limited to short, predictable time windows. Outside these periods, St Michael Terrace operates with very low traffic volumes and minimal parking demand. The childcare centre pick-up and drop-off restrictions have therefore been calibrated to avoid these school peaks.

This approach separates childcare traffic from school traffic, reduces cumulative intensity on the local road network and ensures a safe and orderly environment for school children, parents and residents.

The following enforcement and compliance strategy has been developed:

- Visitors can park in any bay on site with exception of bays allocated to staff parking only.
- Dedicated visitor parking bays have a 10-minute time restriction during peak times to improve turnover.
- Dedicated visitor bays will be designated with pavement marking "VISITOR" (or similar) in each bay and one "VISITOR PARKING ONLY" sign will be installed in front of each visitor parking module.
- One time-restriction sign "P10min 8-9:30am 3-6pm MON-FRI" will be installed in front of each visitor parking module.
- **Child care centre drop-offs will be restricted between the hours of 8:30am to 8:50am.** During this period, only parents with children attending school at Mount Pleasant Primary can drop-off their younger child at the child care centre. Parents must comply with the max 10-minute parking signs at all times.
- **Child care centre pick-ups will be restricted between the hours of 2:45pm to 3:30pm.** During this period, only parents with children attending school at Mount Pleasant Primary can pick-up their younger child at the child care centre. Parents must comply with the max 10-minute parking signs at all times.
- A parent communication protocol will be implemented to ensure families are fully aware of the parking and access arrangements prior to enrolment and throughout the operation of the centre. The protocol will include written information provided at enrolment, periodic email reminders, and clear signage within the premises to guide parents to the appropriate parking areas and inform them of the restricted pick-up and drop-off times during school peak periods. Parents will be advised that compliance with the Parking Management Plan is a condition of enrolment, and that repeated non-compliance may result in follow-up action by centre management.
- A poster will be placed in the main foyer reminding parents about the location of car parking and the time restrictions. Staff will also verbally remind parents about the time restrictions if a parent arrives during prohibited time periods.
- Emergency pick-ups or drop-offs will be permitted to use the car park at any time.

7.3 Service, delivery and waste collection

- All service, delivery and waste collection activities will be planned and scheduled with building management to occur outside the peak operating times of the facility, typically between 9:30am and 2:30pm daily.

All signs will be designed and installed by a qualified sign supplier in accordance with Australian Standard AS1742.11: *Manual of uniform traffic control devices Part 11: Parking controls*.



8 Operational responsibility

Child care centre management will be responsible for management and enforcement of parking on site.

Staff are responsible for parking in staff parking bays. Visitors (including drop-off and pick-up of children) are required to comply with all advisory parking control signage on site and only park in authorised bays during authorised times.

9 Review of the parking management plan

Operation and use of all parking will be monitored on an on-going basis by centre management regarding the following:

- Compliance with parking controls and bay allocation.
- Effectiveness of the management of the staff bays.
- Occupancy of the visitor car parking bays.
- Appropriate use and demand for ACROD bays.
- Demand and use of bicycle parking and end of trip facilities.

Centre management will undertake an annual review of parking behaviour and the effectiveness of the measures contained in this Parking Management Plan. The review will consider staff feedback, parent feedback and any observations of parking and traffic activity within the car park.

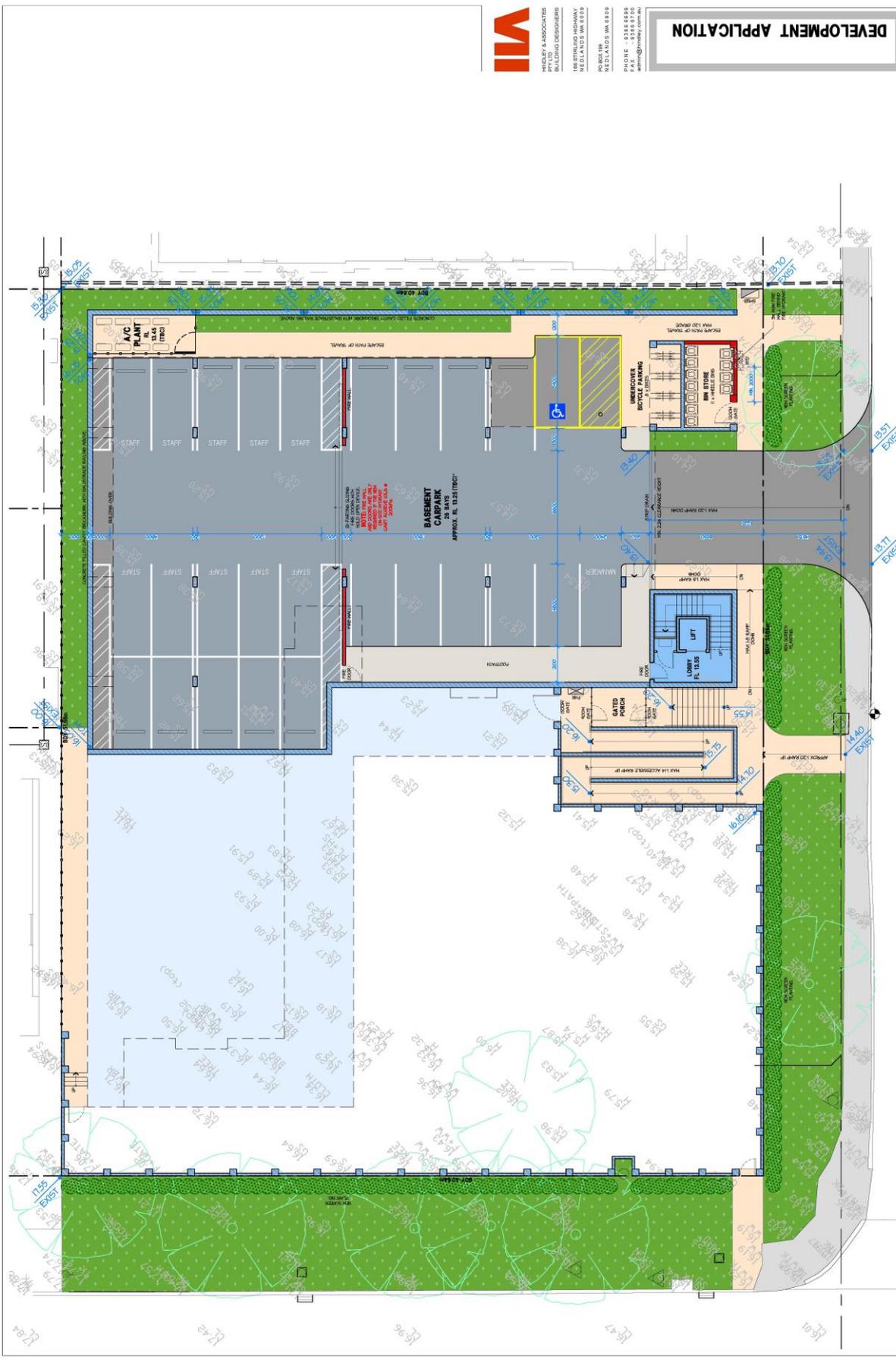
If necessary, the management arrangements will be updated to improve efficiency and safety, and any amendments will be communicated to parents and staff.

This process ensures that the PMP remains responsive to operational needs and continues to meet the expectations of the City.



Appendices

Appendix A: Proposed development plans



PROPOSED CHILDCARE CENTRE
 LOTS 143 (34) & 144 (36)
 ST MICHAEL TCE, MOUNT PLEASANT
 for STOCK ROAD LAND PTY LTD



PROPOSED BASEMENT FLOOR PLAN
 SCALE 1:100

A1 SHEET

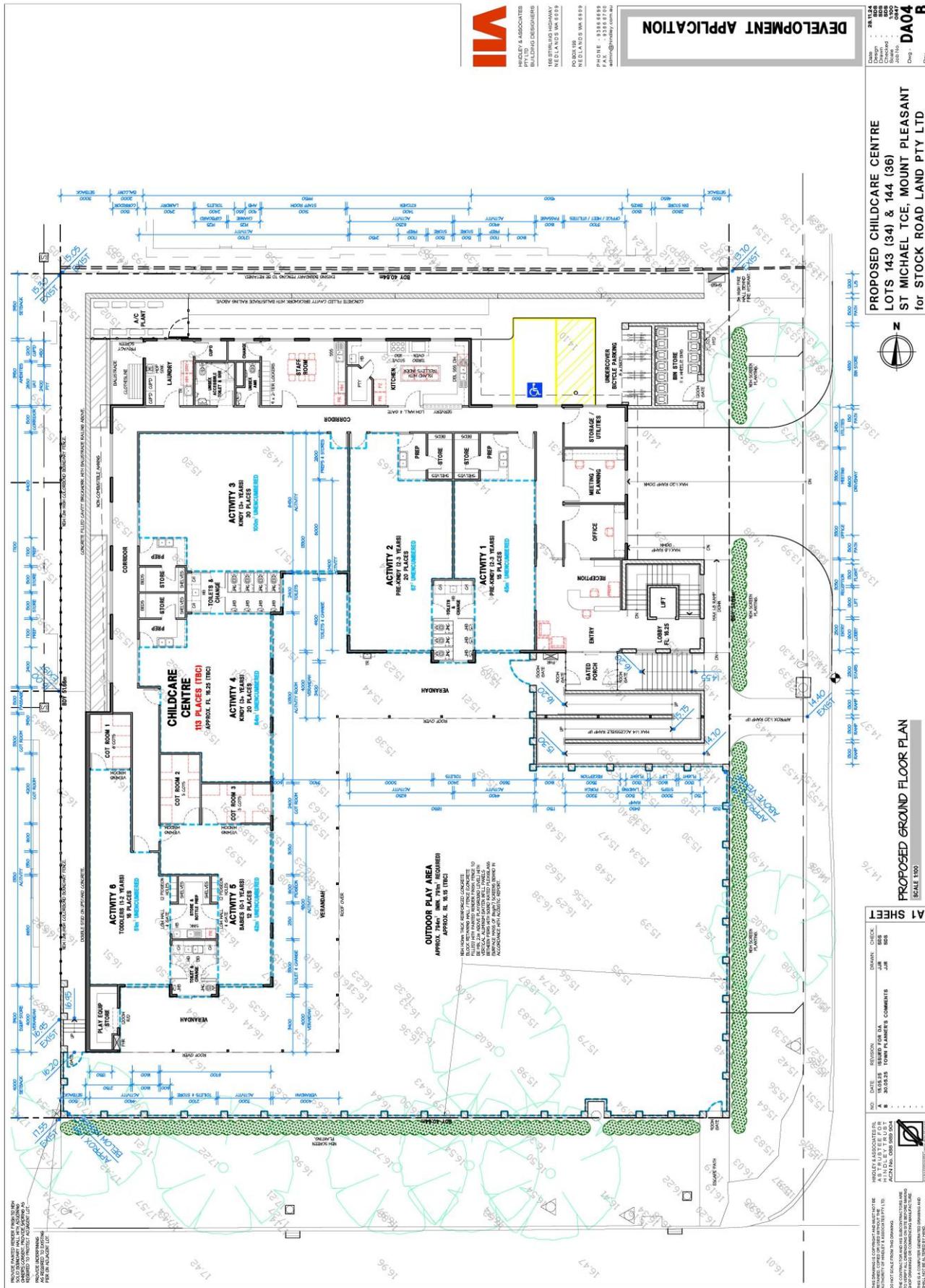
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