

Transport Impact Statement

Project:	Proposed Step-Up Step-Down Mental Health Facility 41-51 Morley Drive, Balcatta
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Date:	19th June 2026
Shawmac Document #:	2510014-TIS-001

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Document Status: Client Review

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File Reference: Y:\Jobs Active 2025\T&T - Traffic & Parking\Whitehaus_Balcatta Youth SUSD_TN_2510014\3. Documents\3.20 TIS\2510014_Whitehaus_Balcatta Youth SUSD_TIS_Rev A.docx

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1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by Whitehaus to prepare a Transport Impact Statement (TIS) for a proposed mental health facility to be located in Balcatta.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments* (TIA Guidelines). The assessment considers the following key matters:

- Details of the proposed development.
- Vehicle access and parking including sight distance assessment in accordance with relevant guidelines.
- Provision for service vehicles.
- Hours of operation.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Cycle access and end of trip facilities.
- Site specific and safety issues.

1.2. Site Location

The site address is 41-51 Morley Drive, Balcatta. The local authority is the City of Stirling.

The general site location is shown in **Figure 1**. An aerial view of the existing site is shown in **Figure 2**.

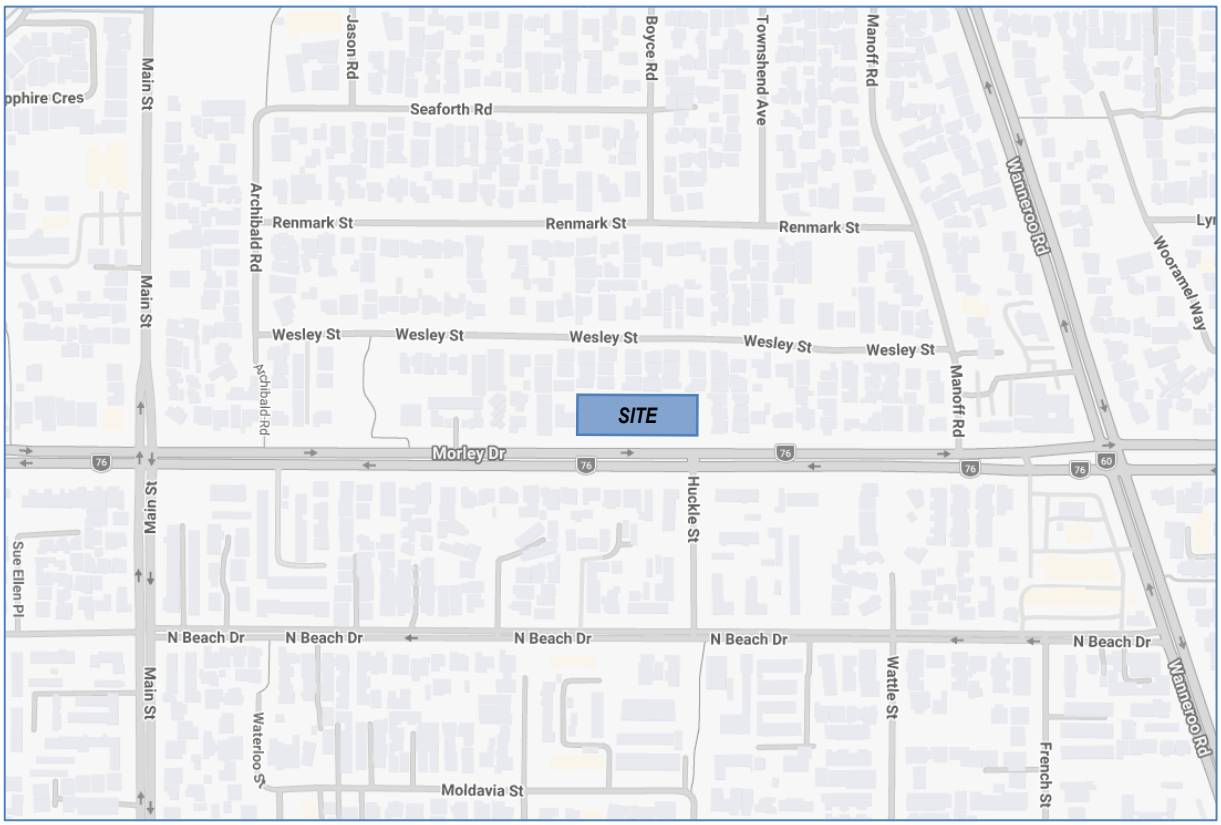

Figure 1: Site Location



Figure 2: Aerial View (May 2026)

2. Proposed Development

2.1. Land Use

The site is currently vacant and undeveloped. The proposed development is a Step-up Step-down (SUSD) mental health facility providing short-term, community-based mental health support 24/7 by care providers. The development will comprise single-storey residential building with 10 beds, staff accommodation, administration, common areas and other supporting facilities.

The site plan is shown in **Figure 3**.

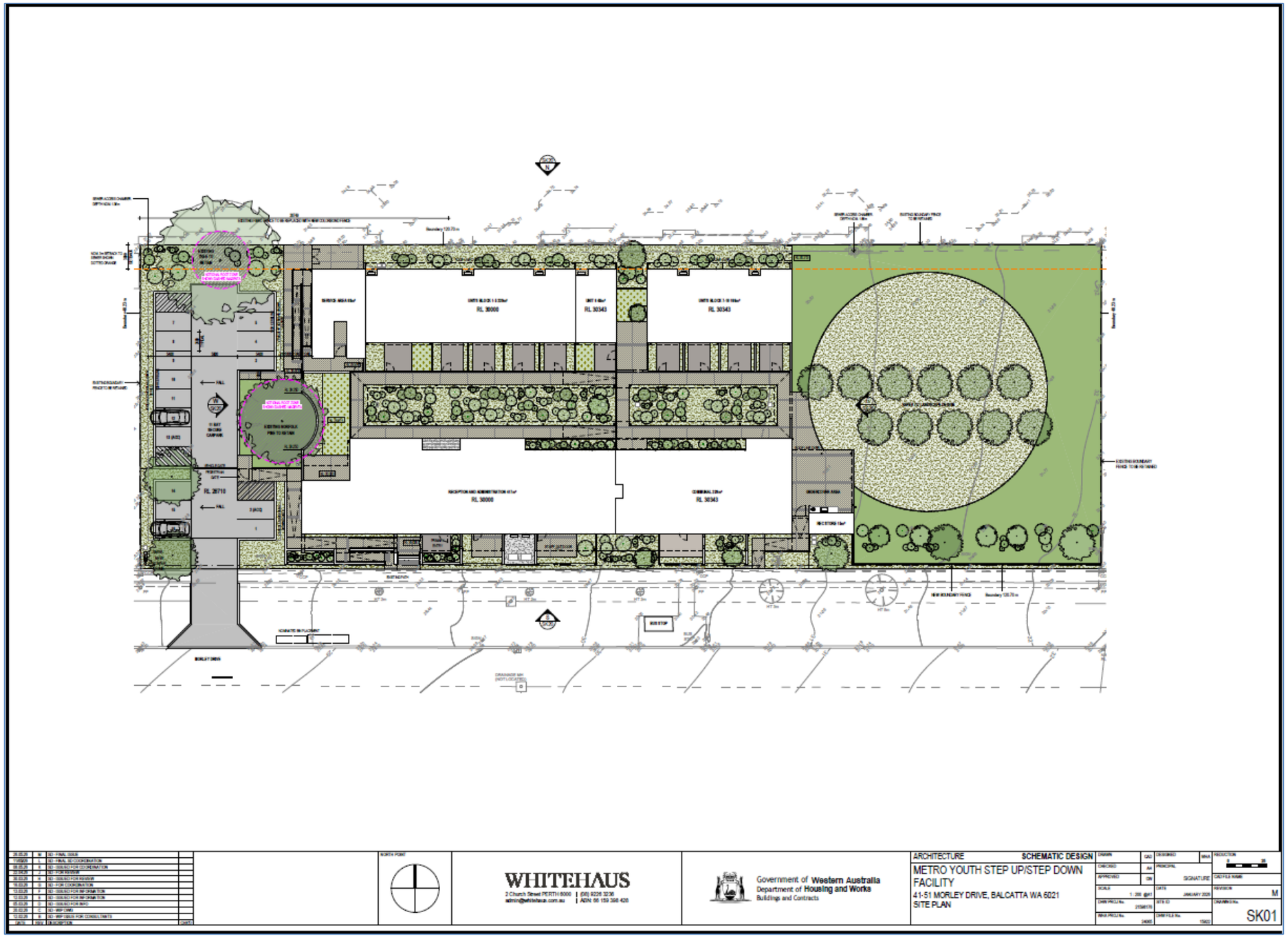

Figure 3: Site Plan

3. Traffic Management on Frontage Streets

3.1. Existing Road Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**.

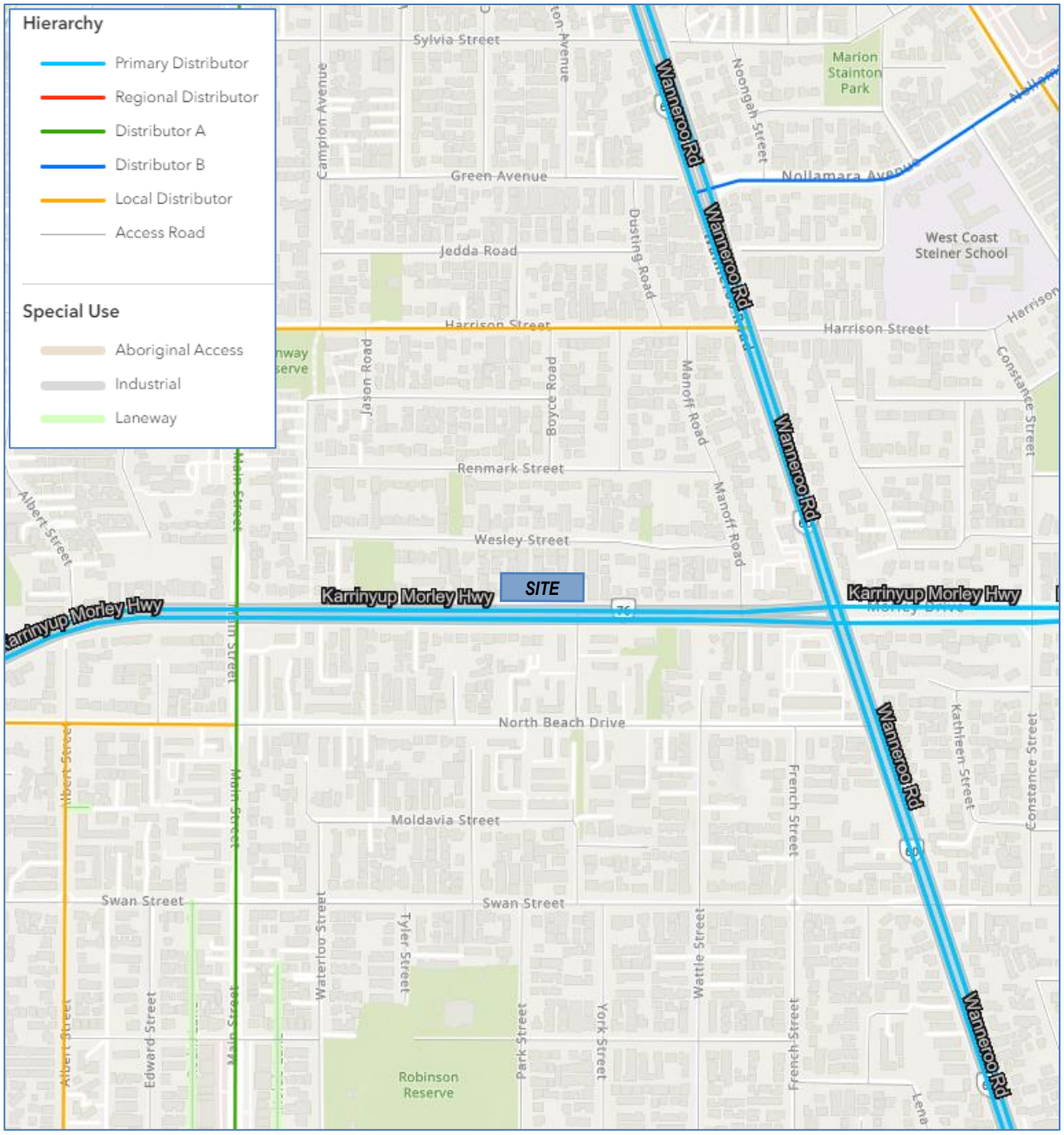

Figure 4: Existing Road Network Hierarchy

3.2. Speed Limits

The existing speed limits are shown in **Figure 5**.

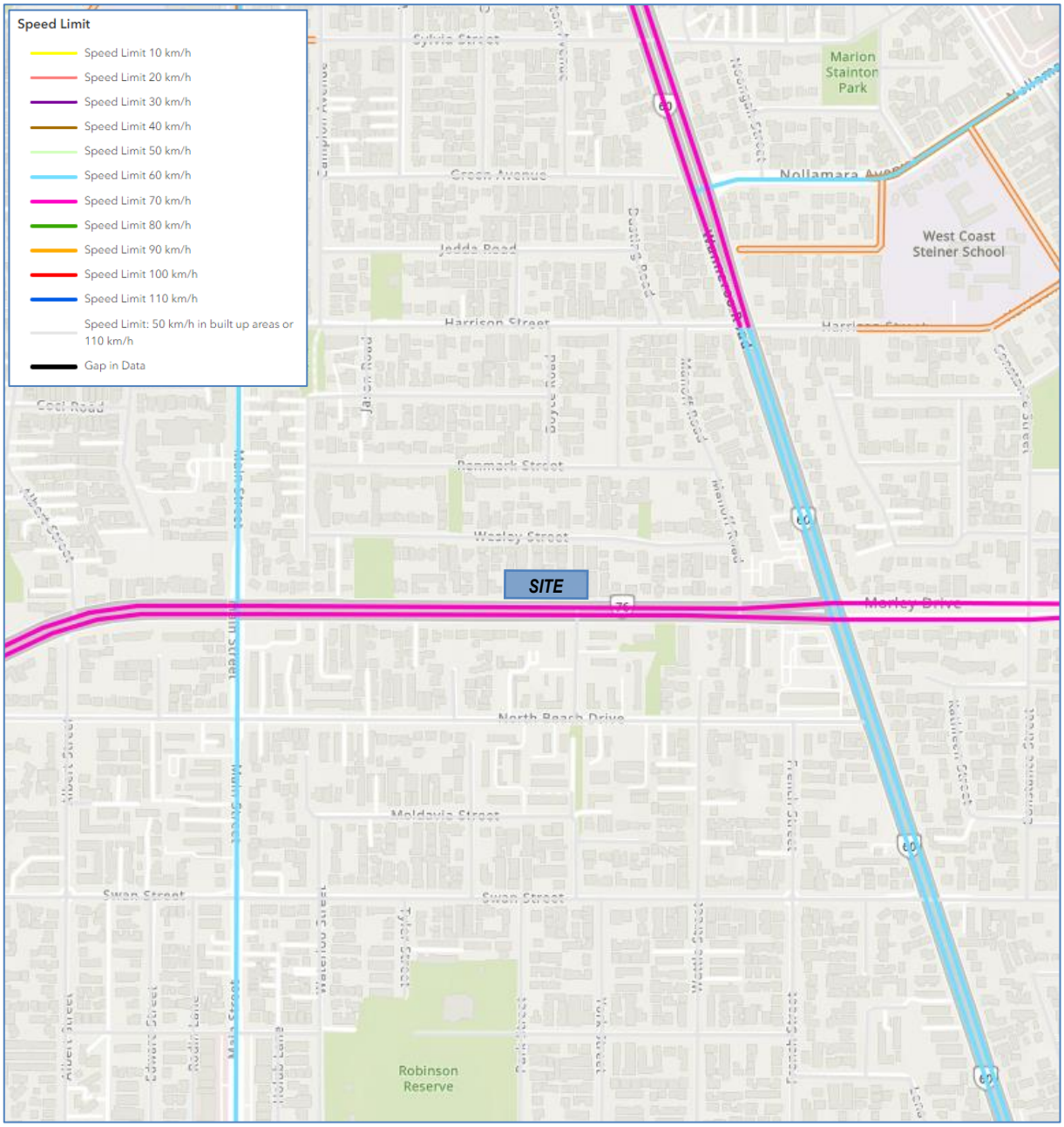

Figure 5: Existing Speed Limits

4. Vehicle Access and Parking

4.1. Vehicle Access

Vehicle access is proposed via a new crossover on Morley Drive. Due to the central median, access will be restricted to left turns only. Morley Drive is a Primary Distributor Road which is under the jurisdiction of Main Roads WA. It is also a Primary Regional Road under the Metropolitan Region Scheme. The speed limit along the frontage is 70km/h.

The proposed crossover is located towards the western extent of the site to maximise the separation from the Morley Drive / Huckle Street intersection and is just outside of the existing right turn auxiliary lane at the intersection. Considering the single frontage of the site, the location of the access is considered acceptable.

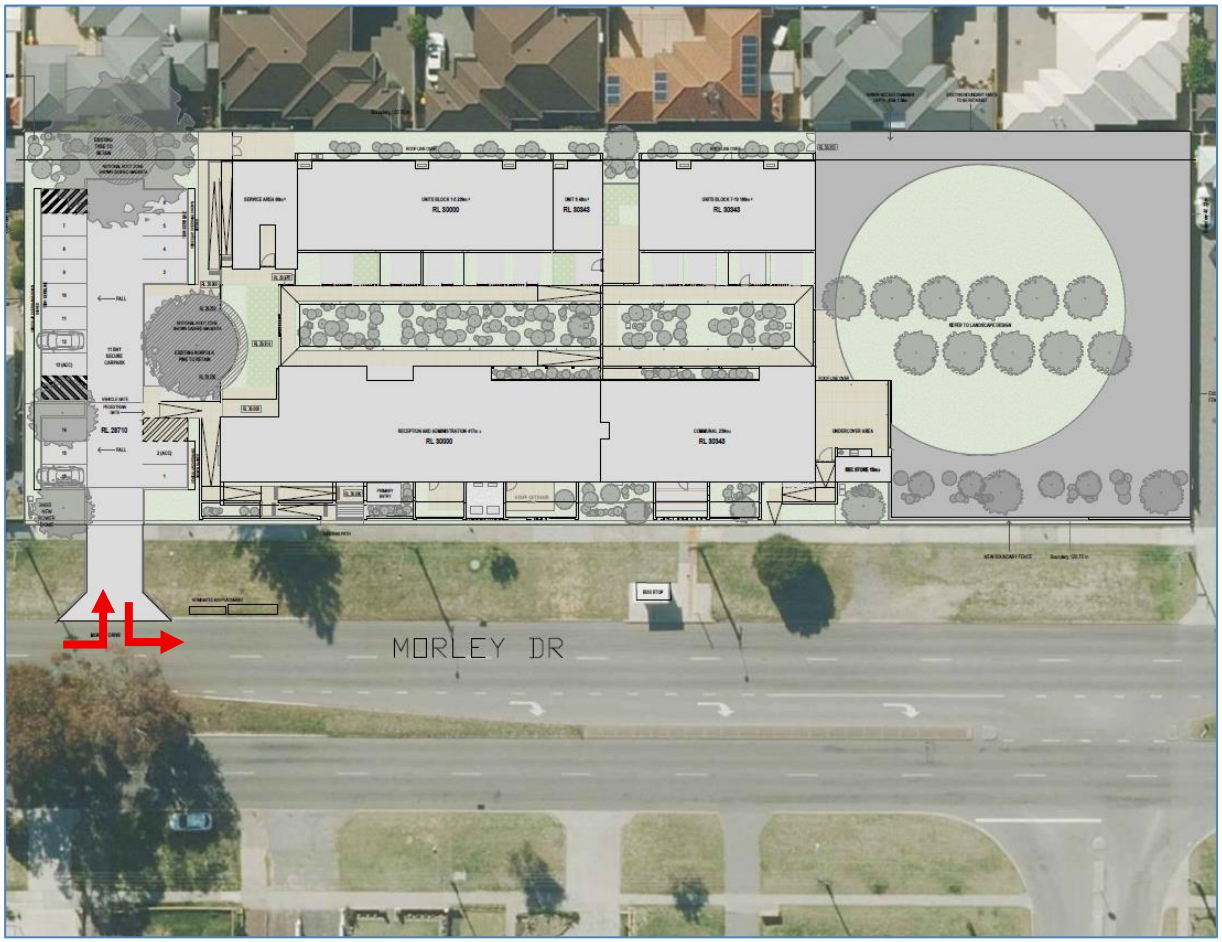

Figure 6: Vehicle Access Arrangement

4.2. Sight Distance

Main Roads WA recommends that driveways to state roads achieve Safe Intersection Sight Distance (SISD). Where SISD is not achievable due to constraints, the absolute minimum requirement is to achieve Stopping Sight Distance (SSD). SISD and SSD are calculated in accordance with Main Roads WA's *Supplement to Austroads Guide to Road Design Part 4A*.

The required SISD is calculated in **Table 1**. As vehicles are only permitted to turn left when exiting the site, sight distance is only required towards the west.

Speed data in the vicinity of the access points was not available and so the operating speed is assumed to be 10km/h above the speed limit. The longitudinal grade was estimated from Landgate contours.

Table 1: Calculation of SISD Requirement

Access Location	Decision Time D_T	Vehicle	Deceleration Coefficient d	Operating Speed V	Grade a	Required SISD
Morley Drive (SLK6.98)	5.5s	Cars	0.36	80km/h	1%	190m
		Trucks	0.29	80km/h	1%	206m

The SISD check is shown in **Figure 7**. As shown, the minimum required SISD is achieved.



Figure 7: Sight Distance Check

4.3. Car Parking

The minimum parking requirements are outlined in the City's Local Planning Policy 6.7 Parking and Access. None of the listed land uses appear to match the proposed development. The proposed SUSD Mental Health Facility provides short-term, 24 hour supported accommodation with onsite care services. In the absence of a specific parking category within the City of Stirling Parking and Access Policy, the development is considered most comparable to a Residential Aged Care / Nursing Home land uses, given the level of care provided, dependency of residents, and staffing requirements. Accordingly, parking provision has been assessed using the Hospital / Nursing Home rate of 1 space per 2 beds plus 1 space per staff member in attendance.

Based on the proposed 10 beds and maximum 9 staff, the minimum parking requirement is estimated to be 14 bays. It is proposed to provide 16 parking bays which will be adequate.

4.4. Parking Layout

The layout and dimensions of the car park have been assessed for compliance with AS2890.1 as detailed in **Table 2**. The User Class 1A requirements have been applied for staff bays which is the standard for long-term parking and the User Class 2 requirements (medium-term parking) have been applied to the commercial and public bays.

Table 2: AS2890.1 Car Parking Compliance

Dimension	Requirement	Provided
90 degree parking – Class 1 or 1A – Residential, domestic parking		
Car Bay Width	2.4m	2.4m
Car Bay Length (low kerb with overhang)	4.8m	4.8m
Parking Aisle Width	5.8m	5.8m
90 degree parking – Class 2 – Medium-term Parking		
Car Bay Width	2.4m	2.4m
Car Bay Length (low kerb with overhang)	4.8m	4.8m
Parking Aisle Width	5.8m	5.8m

As shown, the key parking dimensions comply with the minimum AS2890.1 requirements.

4.5. Provision for Service Vehicles

Waste is proposed to be collected via kerbside collection along Morley Drive. This approach is consistent with existing practice in the surrounding area, where adjoining developments along Morley Drive are already serviced by kerbside waste collection. It is also observed that waste collection vehicles currently operate along this section of the road during scheduled bin collection days, indicating that the road network already accommodates such activity.

In addition, the frontage of the site is serviced by a high-frequency bus route, with regular bus stopping activity occurring along Morley Drive. The introduction of kerbside waste collection is therefore not expected to significantly alter existing traffic or operational conditions.

Morley Drive is a four-lane road with two lanes in each direction, providing sufficient capacity to accommodate temporary kerbside waste collection and bus stopping activities. In instances where a lane is temporarily occupied during collection, the adjacent lane in the same direction allows for vehicles to safely bypass, minimising disruption to traffic flow.

Overall, kerbside waste collection is considered appropriate for the development and is consistent with the existing function and operational environment of Morley Drive.

5. Traffic Volumes

5.1. Traffic Generation

Most traffic generated by the development will occur from staff travelling to and from work. Residents will mostly be picked up and dropped off but these vehicle movements are unlikely to all coincide with the peak hours on the road network.

Based on the maximum 9 staff, the peak hour traffic generation is estimated to be in the order of 9 vehicle movements per hour.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed acceptable without requiring detailed capacity analysis.

The estimated 9 vehicles per hour is around the lower end of this range and so the development traffic will have a low impact and can be accommodated within the existing capacity of the road network.

6. Pedestrian and Cyclist Access

6.1. Accessibility

There are existing footpaths along both sides of Morley Drive. There are median breaks at the Morley Drive / Huckle Street intersection but there are no pram ramps or path connections to cross Morley Drive. The closest crossing point with pram ramps and path connections is approximately 160m east of the site. Based on the proposed use and location, there is likely to be little demand to cross the road near the site and the provision of additional crossings or infrastructure is not warranted.

Pedestrian access to the site is proposed via two connections to the frontage footpath which is considered to be appropriate as shown in **Figure 8**. A walkway also connects the car park to the building areas.

The concept plans do not appear to indicate any bicycle parking. It is recommended to include some secure bicycle parking provision to encourage cycling for staff and residents who are able to.

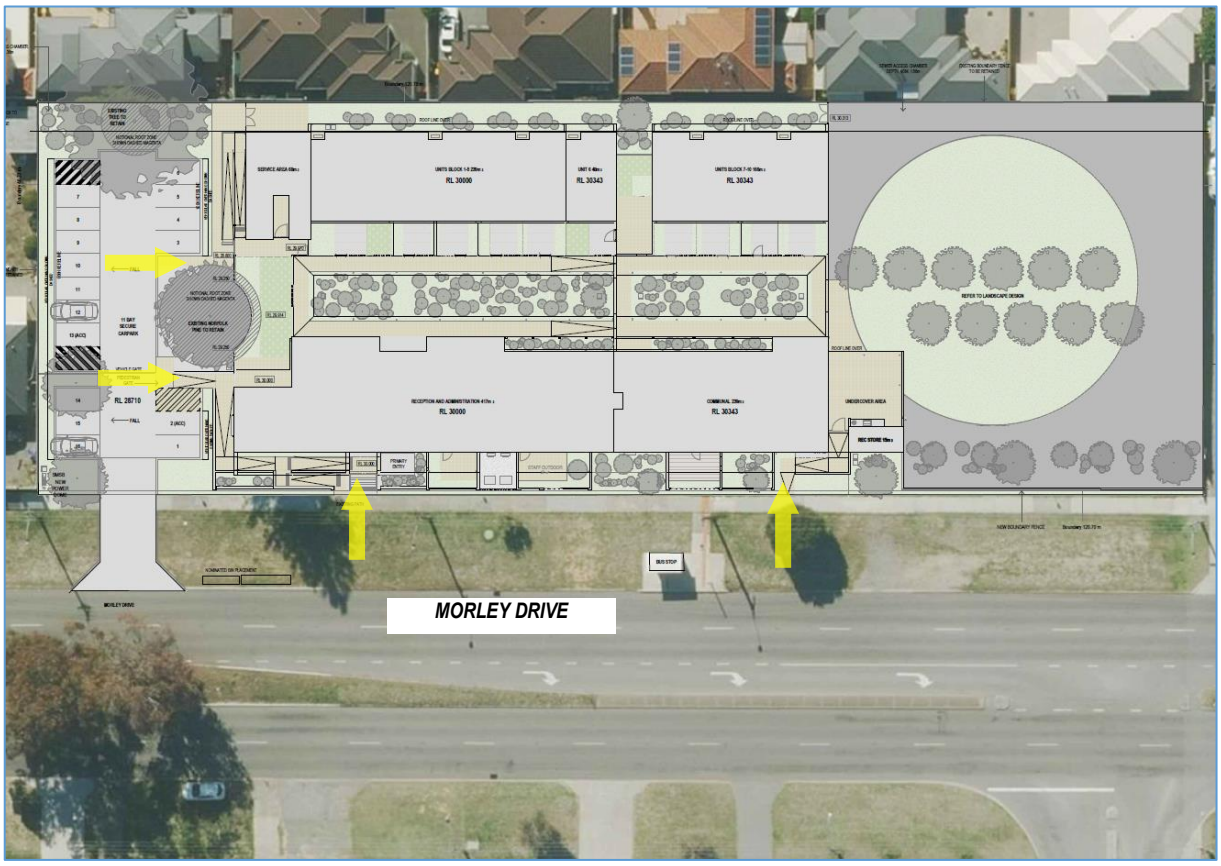

Figure 8: Pedestrian Access

7. Public Transport Access

The following public transport services currently operate in the vicinity of the site:

- Transperth Bus Routes 998 and 999 which have stops along Morley Drive including a stop along the site frontage. These are high frequency circular routes operating around the Perth Metropolitan area with services at least every 15 minutes between 7am and 7pm on weekdays, between 8am and 7pm on Saturdays and between 9am and 7pm on Sundays.
- Transperth Bus Routes 384, 386, 388 and 389 which operate between Perth and Nollamara and all have
- stops on Wanneroo Road, approximately 450m walking distance from the site.
- Transperth Bus Route 404 which operates between Waterloo Station before Royal Street and Perth, and has stops on Swan Street, approximately 500m walking distance from the site.
- Transperth Bus Route 414 which operates between Stirling Station and Scarborough Beach Road and has stops on Main Street, approximately 500m walking distance from the site.
- Transperth Bus Route 402 which operates between Perth and Stirling Station and has stops on Main Street after North Bridge Drive, approximately 650m walking distance from the site.

The site is well serviced by public transport and the existing services will be adequate for the expected demand.

8. Site Specific Issues and Safety Issues

8.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre. The search included the frontage section of Morley Drive between Main Street and Wanneroo Road. A summary of the recorded incidents over the five-year period from January 2021 to December 2025 is shown in **Figure 9**.

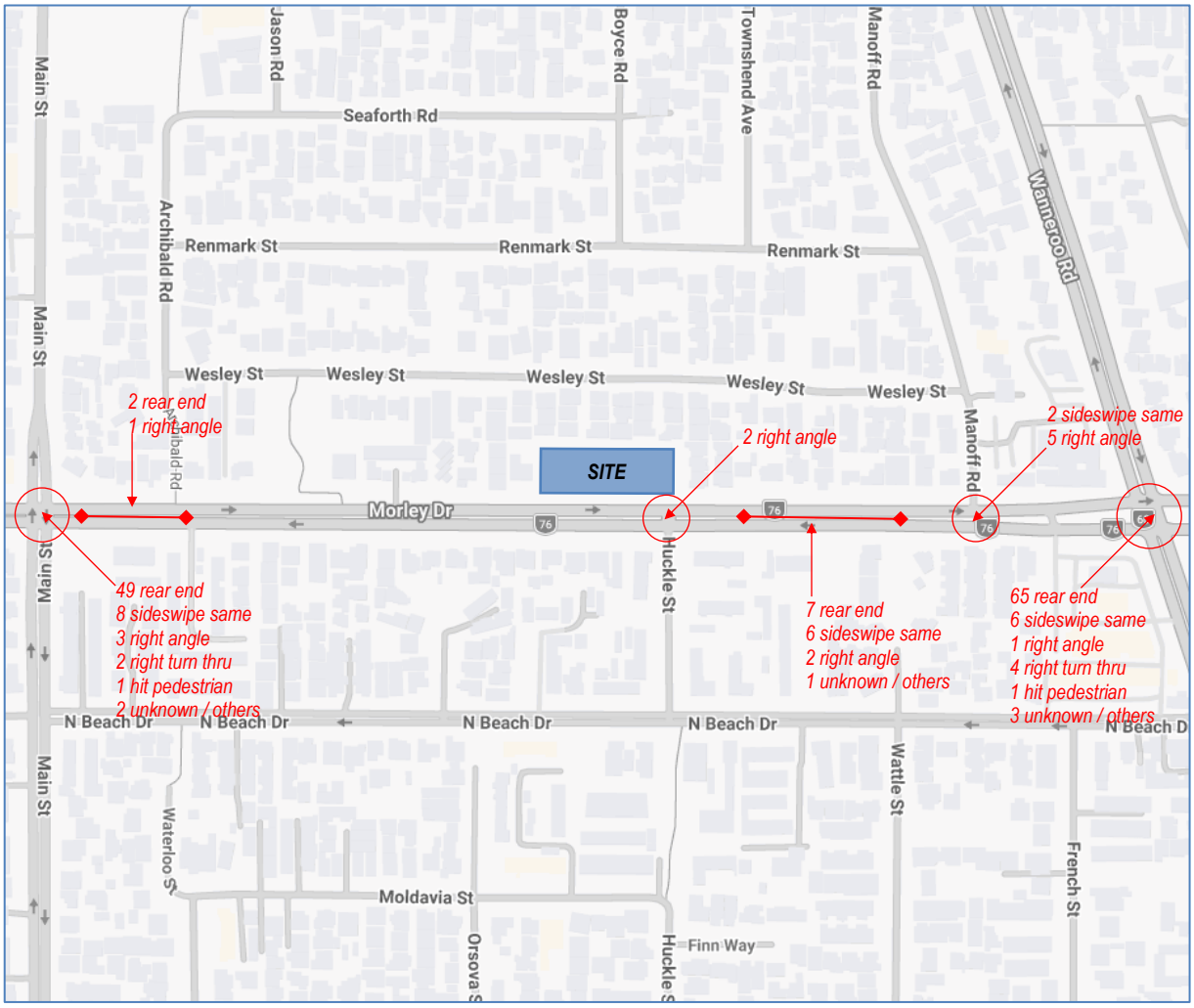

Figure 9: Crash History January 2021 to December 2025

The volumes and types of crashes appear to be typical of the road environment along Morley Drive and there does not appear to be any major safety issues on the road network to be addressed.

The proposed development will generate low volume of additional traffic and there is no indication that the development itself will increase the risk of crashes unacceptably.

9. Conclusion

This Transport Impact Statement for the proposed SUSD Mental Health Facility at 41 - 51 Morley Drive in South Balcatta concluded the following:

- Vehicle access is proposed via a new crossover on Morley Drive. The proposed crossover is located towards the western extent of the site to maximise the separation from the Morley Drive / Huckle Street intersection and is just outside of the existing right turn auxiliary lane at the intersection. Considering the single frontage of the site, the location of the access is considered acceptable.
- The minimum required Safe Intersection Sight Distance is achievable from the proposed vehicle access location as required by Main Roads WA.
- The minimum parking requirements are outlined in the City's Local Planning Policy 6.7 Parking and Access. None of the listed land uses appear to match the proposed development but the parking demand is likely to be similar to that of a residential aged care / nursing home facility which requires a minimum of 1 space per 2 beds plus 1 space per staff member in attendance.
- Based on the proposed 10 beds and maximum 9 staff, the minimum parking requirement is estimated to be 14 bays. It is proposed to provide 16 parking bays which will be adequate.
- The key dimensions of the proposed parking layout comply with the minimum AS2890.1 requirements.
- Waste is proposed to be collected via kerbside collection along Morley Drive. This approach is consistent with existing practice in the surrounding area, where adjoining developments along Morley Drive are already serviced by kerbside waste collection.
- The peak hour traffic generation is estimated to be in the order of 9 vehicle movements per hour.
- The development traffic will have a low impact and can be accommodated within the existing capacity of the road network.
- The existing path network is reasonably well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas.
- The existing available public transport services are adequate to meet the expected demand.
- The volumes and types of crashes appear to be typical of the road environment along Morley Drive and there does not appear to be any major safety issues on the road network to be addressed. The proposed development will generate low volume of additional traffic and there is no indication that the development itself will increase the risk of crashes unacceptably.