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Traffic Engineering Assessment

Proposed Place of Worship Development

1390-1450 Western Port Highway, Cranbourne
South

Prepared for
BAPS Swaminarayan Sanstha, Australia Ltd

April 2026

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1. Introduction

Traffix Group has been engaged by BAPS Swaminarayan Sanstha, Australia Ltd to prepare a Traffic Engineering Assessment for the Proposed Place of Worship Development at 1390-1450 Western Port Highway, Cranbourne South.

This report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the proposed development.

In the course of preparing this assessment, we inspected the subject site, reviewed development plans and background material, and assessed the car parking and traffic impacts of the proposal.

In December 2025, a meeting was held with the Department of Transport and Planning's Transport Department to discuss the access arrangements to the site.

Following advice from DTP, the intersection of Western Port Highway and Homewood Road was updated to provide for a roundabout treatment and the Western Port Highway Access was restricted to a left-in/left-out arrangement.

Our assessment is as follows.

2. Existing Conditions

2.1. Subject Site

The subject land, addressed as 1390-1450 Western Port Highway, Cranbourne South, is located on the south eastern corner of the intersection of Western Port Highway and Homewood Road in Cranbourne South. The subject land has an area of approximately 42 hectares with a western abuttal to Western Port Highway of approximately 711metres and a northern abuttal to Homewood Road of approximately 330 metres.

It is understood that the site at 1390-1410 Western Port Highway was previously used for an equestrian centre. The remainder of the sites are occupied by single dwellings.

The surrounding properties appear to be used for residential, equestrian or farming purposes.

Access to each of the parcels of land is currently provided at a number of locations as follows:

- No. 1390-1410 via two crossovers to Homewood Road on the site's northern boundary. A farm gate access is also provided to Western Port Highway approximately 135 metres north of Bellbird Court, however this appears to be relatively unused.
- No. 1420 takes access direct from the Highway via a crossovers opposite the intersection of Bellbird Court.
- No. 1430 takes access direct from Western Port Highway approximately 70 metres south of Bellbird Court
- Nos. 1438 & No. 1440 take access via a shared driveway from Western Port Highway approximately 150 metres south of Bellbird Court.
- Nos. 1442 and 1444 take access via a shared driveway from Western Port Highway immediately south of the access to Nos. 1438 and 1440.

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- No. 1450 takes access direct to Western Port Highway, approximately 515 metres north of the North Road intersection.

A locality plan and aerial image of the site is provided at Figure 1 and Figure 2, respectively.

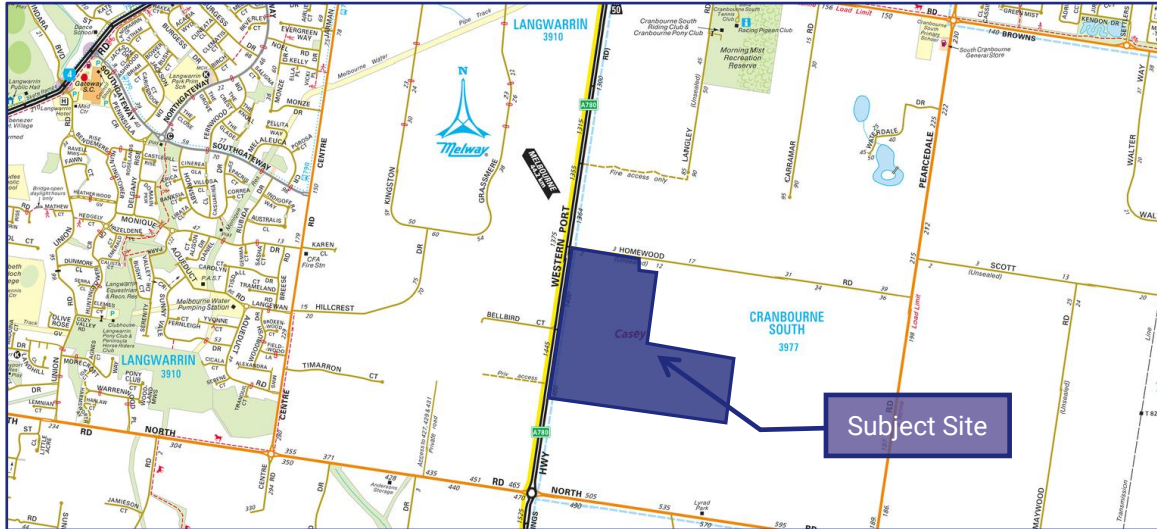


Figure 1: Locality Map



Figure 2: Aerial Image

2.2. Planning Scheme Context

2.2.1. Planning Zones & Surrounding Uses

The subject site is currently zoned as Green Wedge Zone – Schedule 2 (GWZ2) under the Casey Planning Scheme. A planning zone map is provided at Figure 3.

Land uses in the immediate vicinity of the subject is generally Green Wedge in nature with low density residential and rural conservation zones to the west.

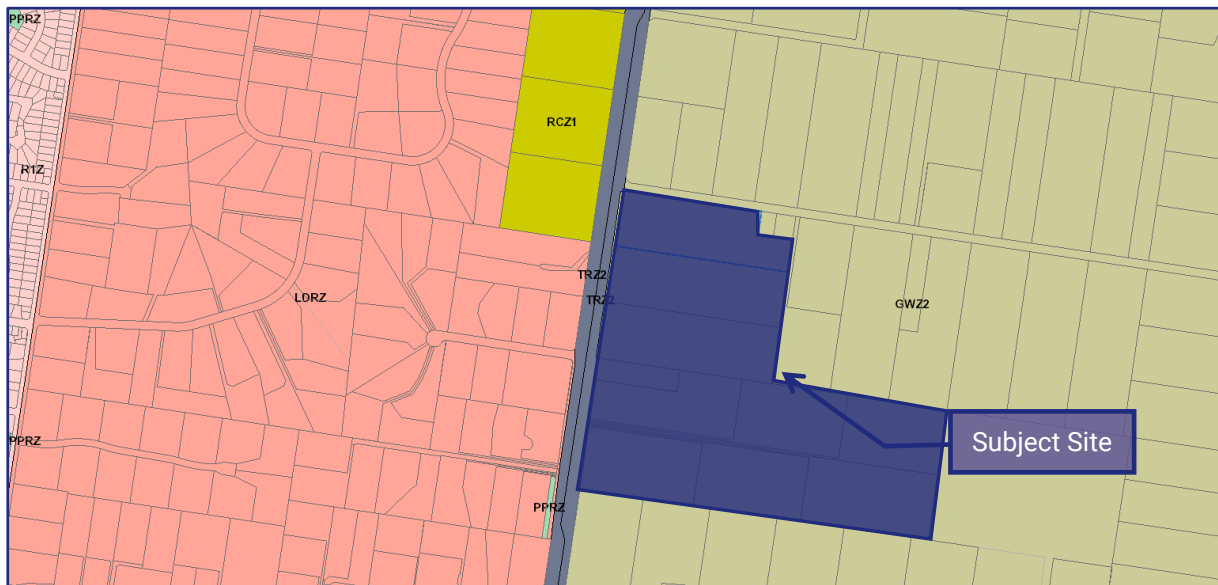


Figure 3: Planning Zone Map – Casey

2.3. Road Network

Western Port Highway is a primary state arterial road running between Frankston Flinders Road in the south and South Gippsland Highway in the north, where it continues further north as South Gippsland Freeway.

In the vicinity of the subject site, Western Port Highway provides for a divided carriageway with two through lanes of traffic in each direction and a wide bike lane on the shoulder. North of Homewood Road the shoulder is approximately sealed for 3 metres.

South of Homewood Road, the sealed section of the shoulder is only 2m, with additional vegetated width before the wire rope safety barrier (which is offset approximately 3.3m off the through lane).

Localised turn lanes are provided in both directions at the intersections of Homewood Road and Bellbird Court.

Wire rope safety barrier exists along Western Port Highway with openings for intersections and property access points (including the subject land).

The posted speed limit of Western Port Highway is 100km/h.

Homewood Road is an unsealed local road running between Western Port Highway in the west and Pearcedale Road in the east. In the vicinity of the subject site, Homewood Road provides a width of approximately 5.5 metres with unsealed grass shoulders along both sides.

The posted speed limit is 60km/h.

The intersection of Homewood Road and Western Port Highway is sign controlled. Outbound movements from Homewood Road are restricted to left-out only. Right turn movements are facilitated by right turn deceleration lane from the south. A no u-turn restriction applies to the right turn from the south for vehicles over 9 metres in length.

Left turn movements are facilitated by a short left turn deceleration lane from the north. The shoulder on the eastern side of the road (north of the left turn deceleration lane) allows for additional width for vehicles to slow and exit the through lanes to turn. The intersection is sealed to approximately 30 metres from Western Port Highway.

Bellbird Court is a local Council cul-de-sac located on the western side of Western Port Highway, opposite the existing access to No. 1420. The intersection of Bellbird Court and Western Port Highway is sign controlled, and a median opening allows for right turn movements into Bellbird Court. The exit from Bellbird Court onto Western Port Highway is left-out restricted only.

The median opening also offers short u-turn lane for vehicles from the south. U-turns are prohibited for both northern and southern approaches for vehicles longer than 9m.

Roundabouts to the north and south of the site (located at the intersections with North Road and Browns Road) provide additional opportunities for vehicles to u-turn if entering and departing the site.

Figure 4 to Figure 7 provide views of the surrounding road network.



Figure 4: Western Port Highway - View North



Figure 5: Western Port Highway - View South

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Figure 6: Homewood Road - View East



Figure 7: Homewood Road - View West



Figure 8: Intersection of Western Port Highway/Bellbird Court – View North



Figure 9: Intersection of Western Port Highway/Bellbird Court – View South

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3. Proposal

3.1. The Development

The application proposes to develop the land for the purpose of a Place of Worship (BAPS Hindu Mahā-Mandir), incorporating a range of functions that support and enhance its primary use.

The application seeks to operate between 7am and 8pm, with variations on specific religious occasions and festival days. The peak period for the proposal is expected to occur between 11am and 3pm.

We are advised that the site is intended to generally operate with approximately:

- 2,200 – 2,800 visitor per day during weekdays
- 4,500 – 5,000 visitors per day during weekends.

As part of special holiday occasions, we are advised that the proposal could experience up to 9,500 – 10,500 visitors per day.

These visitors are expected to be distributed across the day with typical hourly attendance is expected to be:

- 200 – 400 visitors per hour during weekdays,
- 400 – 550 visitors per hour during weekends, and

During major religious festivals and special holiday occasions, peak patronage will be categorised into two tiers:

- Top Tier: 800 – 1200 visitors per hour, anticipated 9 days per calendar year, and
- Middle tier: 550 – 800 visitors per hour, anticipated 8 days per calendar year

Duration of stay for visitors is likely to be an average of 2.5 – 3 hours on site.

The proposal will incorporate operational management measures, including limits on the number of patrons on site at any one time during both regular operations and major religious events.

3.2. Access

We are advised there will be different access requirements for the different periods.

The car park and access arrangements are designed to accommodate 'normal' but high demand periods, with consideration for larger events where the overflow car park is required. As part of the application, the intersection of Homewood Road and Western Port Highway is to be upgraded to provide for a roundabout.

There will also be works required to Western Port Highway to provide for a direct access with deceleration and turn lanes.

As previously discussed, in December 2025, a meeting was held with the Department of Transport and Planning's Transport Department to discuss the access arrangements to the site.

Following advice from DTP restricting un-controlled right turn movements, the intersection of Western Port Highway and Homewood Road was amended to provide for a roundabout treatment, and the Western Port Highway Access was restricted to a left-in/left-out arrangement.

Three primary access points are proposed to the site, inclusive of:

- Gate 1: Access to Homewood Road at the eastern end of the site's northern boundary, which will be the primary access for the temple and welcome centres, with pick-up/drop off areas and visitor and staff parking.
- Gate 2: A central access to Homewood Road at the north, which will provide for an additional access during events and for invited guest arrivals.
- Gate 3: A left-in/left out access to Western Port Highway approximately 20 metres south of Bellbird Court. As part of the access the existing u-turn movement and associated deceleration lane for vehicles travelling from the south will be removed and a new left turn deceleration lane will be provided.

Buses and service vehicles will be able to access the site via all of the proposed access points, but will be directed to use either Gates 1 or 3 preferentially during normal operations.

3.3. Car Parking

The proposal includes the provision of 642 parking spaces, including 49 short-term drop off spaces within the north-east of the site. An additional 5 bus parking spaces are provided within the north-east of the site.

In addition to the formal parking provided on the site, 13,600 sqm of 'overflow' or 'informal' parking is to be provided towards the south of the site. It is expected that this overflow car parking could service in the order of 450 additional parking spaces.

The proposed car parking areas for the site are illustrated in Figure 10.

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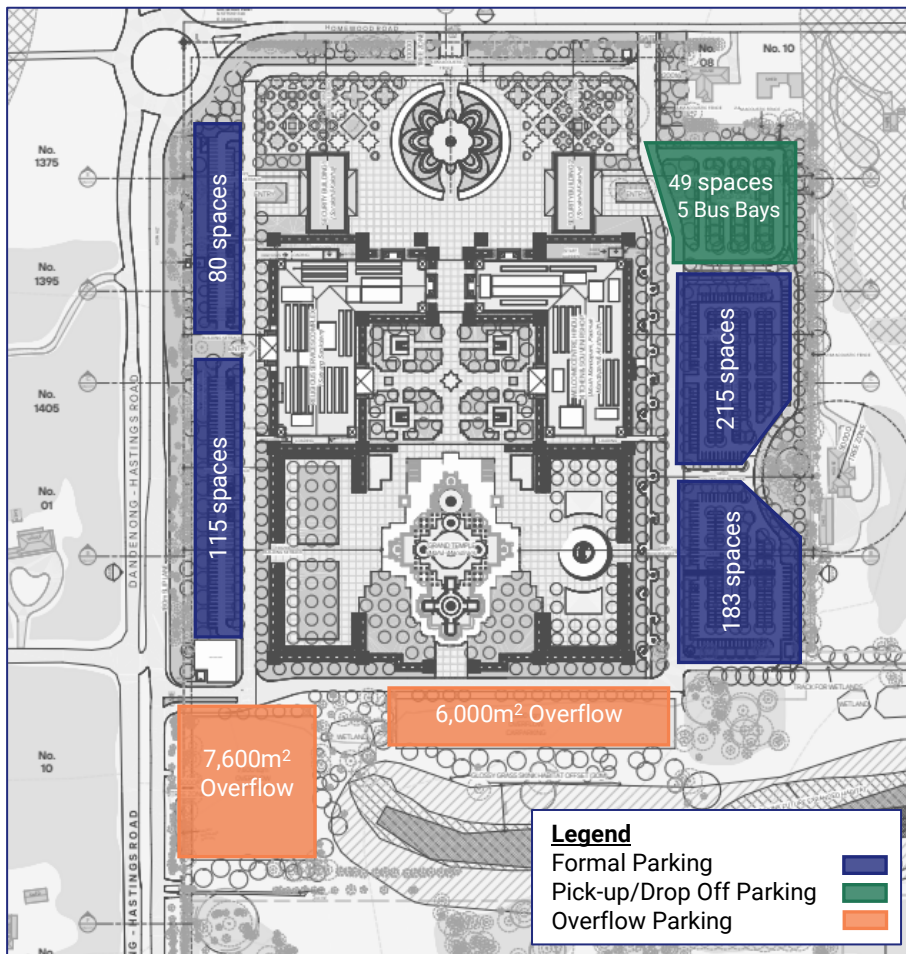


Figure 10: Car Parking Locations

3.4. Loading & Waste Collection

Dedicated on-site loading bays are proposed in Building 2 and 5 and will facilitate waste collection and loading activities.

The dock will service an 8.8 metre long vehicle medium rigid vehicle (MRV).

The internal roads of the site have been designed to accommodate all manoeuvring on-site and will allow for forward entry and exit movements to/from the site.

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4. Car Parking Considerations

4.1. Statutory Requirements

The car parking requirements for the proposed development are outlined under Clause 52.06 of the Casey Planning Scheme.

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Clause 52.06-5 states that:

"Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025) (CPR maps).

If the land is shown in two or more categories on the CPR maps, the car parking requirements for the higher category applies to all of the land."

The subject falls within Category 1 of the Car Parking Requirement Maps.

The car parking requirements for a "Place of Assembly, other than listed" (which includes Place of Worship) in this location requires car parking to be provided at a rate of 0.3 spaces per patron permitted.

The application is expected to experience:

- 2,200 – 2,800 visitor per day during weekdays
- 4,500 – 5,000 visitors per day during weekends.

It is noted that as part of special holiday occasions, the application could experience up to 9,500 – 10,500 visitors per day. This is not reflective of typical operating conditions and specific parking management will be put in place for these days.

Based on the preceding, the car parking assessment for the site has been undertaken on 5,000 daily visitors resulting in a requirement to provide for 1,500 parking spaces.

It is noted however that this 5,000 people would not all be on site at any one time and there will be an accumulation across the operating period. We are advised that the weekend is expected to see in the order of 400-550 visitors arrive during any one hour, with an average attendance period for the site would be three hours.

Based on the preceding, the site is expected to result in a maximum attendance of 1,650 patrons during the weekend lunch period. A summary of the accumulation is provided at Figure 11.

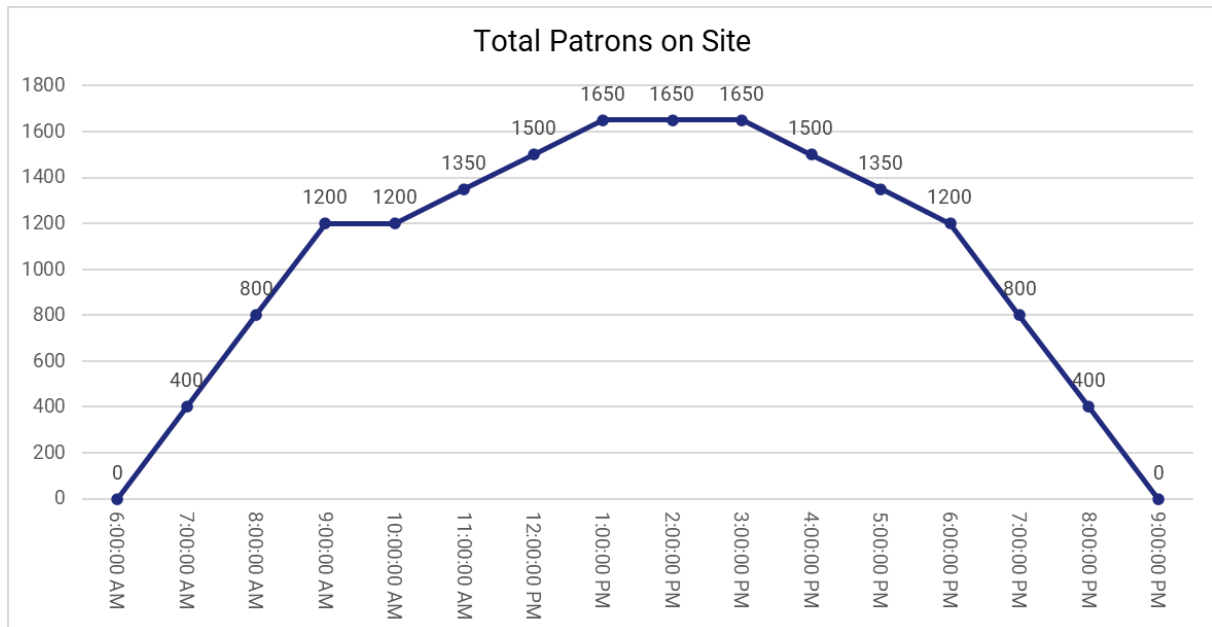


Figure 11: Preliminary Visitor Accumulation Assessment for a Weekend (at full capacity)

Application of the statutory rate to the expected maximum of 1,650 patrons would result in a requirement to provide for 495 parking spaces on the site. The proposal includes the provision of in the order of 642 parking spaces, exceeding the expected requirement.

Although the parking provisions are expected to meet the statutory requirements of the site, an assessment of the car parking provisions for the site based on the expected operation is provided as follows.

4.1.1. Car Parking Considerations

It is typical for Place of Assembly (inc. Place of Worship) developments, where higher levels of car parking demand only occur during major religious festivals and holy days, and during all other times, parking demands are much less, to construct/consider two car parking areas.

One is a formalised car parking area which caters for the primary demands of the proposal which is formed in concrete and has landscaping and linemarking.

The other is an 'overflow' area where high peak demands are accommodated usually in less formalised areas (ie grassed or gravel areas).

For the purposes of our assessment, we will reference the expected hourly peak visitors noted in the previous section.

We understand that an online booking system will be provided whereby attendees must prebook a time for their visit, which will assist in managing the maximum patrons per hour that can attend the proposal.

A calculation of the parking requirements for each of the peak periods (allowing for a 3 hour visit time) is provided in Table 1.

Table 1: Estimated Parking Requirements based on Patronage

Day/Time of Week	Estimated Range (based on information provided)	Peak Patronage (allowing for 3 hour visit)	Parking Requirement (peak patronage x 0.3 spaces per patron)
Weekdays	200 – 400 per hour	1,200 patrons	360 spaces
Weekends	400 – 550 per hour	1650 patrons	495 spaces
Middle Tier Holiday	550 – 800 per hour	2,400 patrons	720 spaces
Top Tier Holiday	800 – 1,200 per hour	3,600 patrons	1,080 spaces

Based on the preceding, it can be seen that the application would be reliant on up to approximately 500 spaces during typical operations on a weekend. During holiday or special event it is expected that the application could result in a demand for up to approximately 1,100 parking spaces.

The proposal includes the provision of 642 formal parking spaces on the site meeting the expected demands for weekday and weekend operations.

The overflow car parking areas provided in the south of the site provides an area of approximately 13,600 square metres. Based on a typical area of 30 square metres per parking spaces will provide for circa 450 additional parking spaces, resulting in a total capacity of approximately 1,092 parking spaces on the site.

This parking provision is sufficient to accommodate the demands of a holiday or special event.

Based on the preceding, the provision of car parking is expected to meet the demands of the site and the requirements under Clause 52.06 of the Planning Scheme and no permit to reduce the parking provisions is sought.

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5. Bicycle Considerations

Clause 52.34 of the Planning Scheme specifies the bicycle parking requirement for new developments.

The relevant requirements are summarised in Table 2.

Table 2: Statutory Bicycle Parking Requirements

Use	Units	Statutory Requirement	No. Of Spaces Required
Place of Assembly	~44,950 m ²	1 space to each 1500 m ² of area for staff 2, plus 1 space to each 1500 m ² of area for visitors	30 staff space 32 visitor spaces
Total		Staff Visitors	30 staff spaces 32 visitor spaces

Based on the above assessment, the development is required to provide a total of 62 bicycle spaces, comprising 30 staff spaces and 32 visitor spaces.

Due to the location of the site, no formal bicycle parking has been provided as part of the application plans. There is no cycling infrastructure provided within the immediate vicinity of the site providing access to the broader area.

It is further noted that visitors to the site will travel from all over the state/country and the likelihood of patrons cycling to the site is expected to be low.

Whilst no formal bicycle parking area has been provided on the site, there is ample space available on the site where bicycles could be stored should there be a desire.

Based on the preceding the provision of no bicycle parking is considered acceptable and there is opportunity to accommodate any bicycle demand, should there be any.

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6. Loading & Waste Considerations

Clause 65.01 of the Planning Scheme states that the responsible authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Dedicated on-site loading bays are proposed in Building 2 and Building 5 and will facilitate waste collection and loading activities.

The dock will service an 8.8 metre long vehicle medium rigid vehicle (MRV).

The internal roads of the site have been designed to accommodate all manoeuvring on-site and will allow for forward entry and exit movements to/from the loading area as well as the site.

Accordingly, we are satisfied that appropriate loading and waste provisions can be accommodated in accordance with the objectives of the Planning Scheme.

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7. Design Considerations

7.1. Car Parking Layout & Access Arrangements

The car park layout and access arrangements have been developed with design advice provided to the project architect (Peddle Thorp) and is considered to principally meet the relevant requirements of the Casey Planning Scheme and where applicable, the Australian Standard for Off-Street Parking (AS2890.1:2004).

A review of the car park layout reveals:

General Car Parking Layout

- Car spaces have generally been designated with minimum dimensions of 2.6 metres width and 4.9 metres length, accessible from 6.4 metre wide aisles, meeting the Planning Scheme requirements.
- Where spaces have been provided with a reduced access aisle, they have been widened in accordance with the requirements of Clause 52.06 – Design Standard 2.
- DDA parking bays have been provided in accordance with the requirements of AS2890.6:2009. A dedicated bay and shared area have been dimensioned at a minimum width of 2.4 metres, minimum length of 5.4 metres and provided with a minimum headroom clearance of 2.5 metres.
- Bus drop off bays have been provided with minimum dimensions of 2.5 metres width and 15 metres length, accessible from a 7.2 metre wide aisles

Access & Internal Circulation

- The proposal intends to take access via two crossovers to Homewood Road and a single access to Western Port Highway.
 - The access points to Homewood Road are provided with a minimum width of 12 metres to allow for turn lanes and passing opportunities for entering/exiting vehicles.
 - The Western Port Highway access will be restricted to left and right in and left-out providing for a wide 7 metre entry and exit lane which will allow for additional capacity at the site during large events through the use of temporary traffic controls.
- The Homewood Road intersection is to be upgraded to provide for a roundabout. As part of these works, Homewood Road along the site's frontage will be sealed to provide for a minimum carriageway width of 7 metres.
- Internal roads have been provided with a minimum width of 9.3 metres providing for two-way traffic and a central turning lane for access in/out of parking areas.

In this regard, the above internal design, circulation and access arrangements have been assessed and, in our view, meet the intent of the relevant standards.

Based on the foregoing, the car park layout and access is considered satisfactory.

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7.2. Commercial Vehicle & Loading

Loading bays meet or exceed the minimum width requirements under AS2890.2:2018, being at least 3.5 metres wide and 8.8 metres long based on an MRV.

It is noted that the loading facilities for Building 2 are proposed to be provided in a basement arrangement however the details of the ramp grades will need to be coordinated as part of the detailed design of the site. The coordination of the ramp grades is to be provided in accordance with the requirements of AS2890.2-2018 and should be addressed as a Condition of permit, should one be issued.

Loading facilities for Building 5 will be provided at grade.

A minimum clearance of 4.5 metres will be provided within the loading dock areas for waste collection requirements.

Accordingly, we are satisfied that appropriate loading and waste provisions can be accommodated in accordance with the objectives of the Planning Scheme , subject to detailed design.

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8. Traffic Considerations

8.1. General

In December 2025, a meeting was held with DTP's Transport Department to discuss the analysis and design of the site access arrangements for the site.

Following discussions with DTP, the access arrangements for the site were amended to reflect the desires of DTP to include a roundabout at the intersection of Western Port Highway and Homewood Road and to remove the right turn into the site from Western Port Highway.

As requested by DTP, the analysis for the site has been updated to assess the typical operations of the applications with additional analysis undertaken for holidays/special events.

The assessment undertaken for the site is provided as follows.

8.2. Existing Conditions

To understand existing conditions in the precinct, Traffix Group commissioned traffic surveys on Friday 13th September and Sunday 15th September, 2024 between 8am-8pm along Western Port Highway, including turning movement counts at:

- Western Port Highway/Homewood Road (T-intersection).
- Western Port Highway/Browns Road (roundabout).
- Western Port Highway/North Road (roundabout).

In addition to the above 7-day tube count on the site frontage to Western Port Highway approximately 125 metres south of Homewood Road.

Due to technical issues, the surveys undertaken for the Sunday were retaken on Sunday 13th October 2024.

A summary of the relevant information at this stage is as follows:

- Western Port Highway currently carries in the order of 14,000 vehicles two-way per day. This is consistent with expectations, if not marginally lower than expected, for a 2-way highway such as this.
- Traffic volumes on a weekday are generally higher than on a weekend.
- The average speed past the site was around 90 km/h and the 85th percentile speed was recorded at 97-99km/h, consistent with the posted speed limit.

Peak hour volumes recorded as part of the surveys on the Friday and Sunday are shown in Figure 12 to Figure 14.

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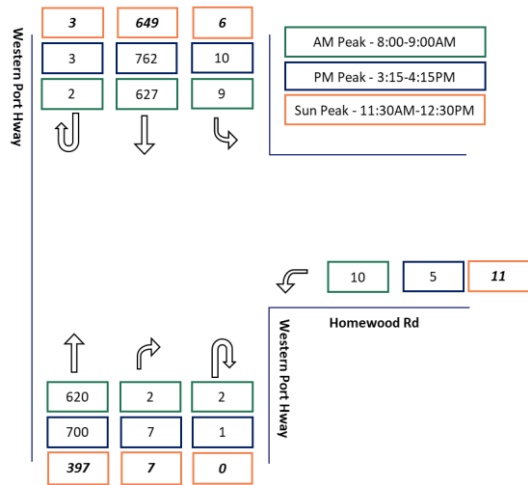


Figure 12: Peak Hour Turning Movement Counts at Homewood Road/Western Port Highway

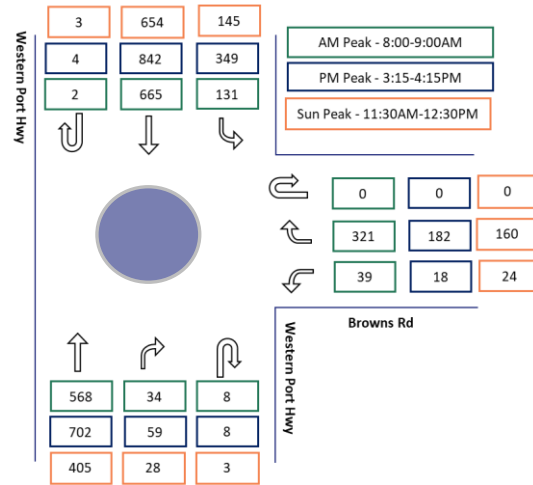


Figure 13: Peak Hour Turning Movement Counts at Western Port Hwy/Browns Road

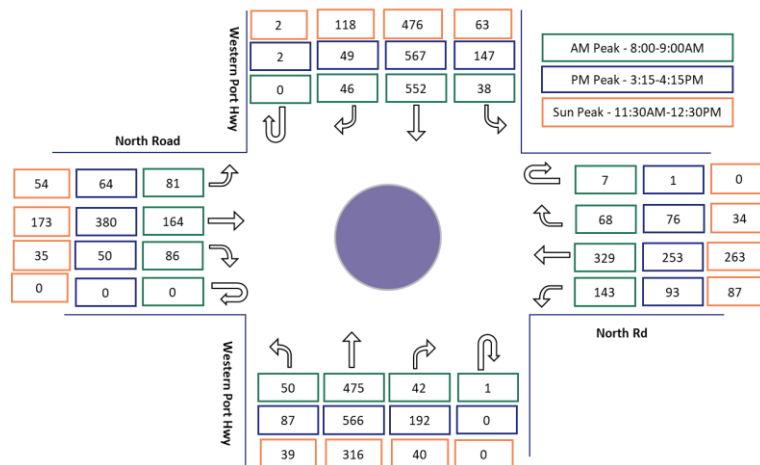


Figure 14: Peak Hour Turning Movement Counts at Western Port Hwy / North Road

These surveys suggest that, as expected, Homewood Road currently carries very low volumes, being an average of around 21 vehicles two-way in a peak hour, and not more than 300 vehicles two-way across a day.

8.2.1. Intersection Analysis

In order to understand the existing operation of the existing intersection of Western Port Highway with Homewood Road, Browns Road and North Road, SIDRA Analysis was undertaken for the Weekday AM and PM and Sunday peak hours.

SIDRA is a computer program originally developed by the Australian Road Research Board, which can be used to analyse the operation of intersections. SIDRA provides information about the capacity of an intersection in terms of a range of parameters, as described below:

Degree of Saturation (D.O.S.) is the ratio of the volume of traffic observed making a particular movement compared to the maximum capacity for that movement. Various values of degree of saturation and their rating are shown below.

Level of Service		Intersection Degree of Saturation	
		Unsignalised Intersection	Signalised Intersection
A	Excellent	≤ 0.60	≤ 0.60
B	Very Good	0.60 – 0.70	0.60 – 0.70
C	Good	0.70 – 0.80	0.70 – 0.90
D	Acceptable	0.80 – 0.90	0.90 – 0.95
E	Poor	0.90 – 1.00	0.95 – 1.00
F	Very Poor	≥ 1.0	≥ 1.0

The **95th Percentile Queue** represents the maximum queue length, in metres, that can be expected in 95% of observed queue lengths in the peak hour.

Average Delay (seconds) is the average delay time that can be expected for all vehicles making a particular movement in the peak hour.

The results of the existing analysis are summarised in Table 3 to Table 5 identifying that the intersection of Western Port Highway with Homewood Road and Browns Road operates under 'excellent' conditions during all peaks with most movements at the intersection having relatively manageable delays and queues.

The intersection of Western Port Highway with North Road was seen to operate under 'very good' conditions during the AM peak, 'good' conditions during the PM peak and 'excellent' conditions during the Sunday peak.

The queuing and delays witnessed at the intersection of Western Port Highway with North Road were still seen to be manageable and operate in an acceptable fashion.

Table 3: Existing Intersection Analysis – Western Port Highway / Homewood Road

Approach	Mov.	AM Peak			PM Peak			Sun Peak		
		DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)
Western Port Hwy (S)	T	0.17	0	0	0.19	0	0	0.11	0	0
	R	0.01	14	0	0.03	17	1	0.02	14	1
	U	0.01	16	0	0.03	20	1	0.02	17	1
Homewood Rd (E)	L	0.01	6	0	0.01	7	0	0.01	6	0
Western Port Hwy (N)	L	0.01	8	0	0.01	8	0	0.00	8	0
	T	0.17	0	0	0.21	0	0	0.18	0	0
	U	0.00	16	0	0.01	18	0	0.01	13	0

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Table 4: Existing Intersection Analysis - Western Port Highway / Browns Road

Approach	Mov.	AM Peak			PM Peak			Sun Peak		
		DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)
Western Port Hwy (S)	T	0.29	5	13	0.32	4	14	0.18	4	7
	R	0.29	11	12	0.32	10	14	0.18	10	7
	U	0.29	13	12	0.32	13	14	0.18	12	7
Browns Rd (E)	L	0.43	7	15	0.27	7	8	0.22	6	6
	R	0.43	13	15	0.27	13	8	0.22	12	6
	U	0.43	15	15	0.27	15	8	0.22	14	6
Western Port Hwy (N)	L	0.28	4	12	0.43	4	21	0.28	4	11
	T	0.28	4	12	0.43	4	21	0.28	4	11
	U	0.28	12	12	0.43	12	21	0.28	12	11

Table 5: Existing Intersection Analysis - Western Port Highway North Road

Approach	Mov.	AM Peak			PM Peak			Sun Peak		
		DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)
Western Port Hwy (S)	L	0.31	6	14	0.13	6	21	0.20	5	8
	T	0.31	6	14	0.43	6	21	0.20	5	8
	R	0.31	12	14	0.43	11	20	0.20	11	8
	U	0.31	14	14	0.43	14	20	0.20	14	8
North Rd (E)	L	0.70	9	39	0.57	8	27	0.47	7	19
	T	0.70	10	39	0.57	8	27	0.47	7	19
	R	0.70	15	39	0.57	14	27	0.47	13	19
	U	0.70	18	39	0.57	16	27	0.47	15	19
Western Port Hwy (N)	L	0.30	5	13	0.48	8	27	0.29	5	1
	T	0.30	5	13	0.48	8	27	0.29	5	212
	U	0.30	11	13	0.48	14	26	0.29	10	12
	R	0.30	13	13	0.48	17	26	0.29	13	12
North Rd (W)	L	0.41	6	15	0.71	10	40	0.29	5	10
	T	0.41	6	15	0.71	10	40	0.29	5	10
	U	0.41	12	15	0.71	16	40	0.29	11	10
	R	0.41	14	15	0.71	19	40	0.29	13	10

8.3. Typical Operation Assessment

The following assessment relates to general operating conditions that could be expected throughout the year, and considers the higher end patron attendees during these periods.

A separate "Holiday" assessment is provided in the following sections.

8.3.1. Traffic Generation

Traffic generation for uses such as this are typically based on parking provisions.

Based on discussions with the applicant, we are advised that the duration of stay for this proposal is likely to be an average of 3 hours. This means that whilst the parking demands might peak to this number, it is not likely that each car parking space would 'turn over' consistently.

For the purposes of this assessment, we will presume that two thirds of spaces turn over in a peak hour (where turnover is both an inbound and an outbound vehicle movement).

On this basis, and the parking demands in the general operating periods, we will allow for 480 total movements in the weekday peak hour and 660 total vehicle movements on a weekend, split 50/50 as shown in Table 6

Table 6: Estimated Traffic Generation based on Patronage/Parking

Day/Time of Week	Parking Requirement	Peak Traffic Movements
Weekdays	360 spaces	240 in / 240 out
Weekends	495 spaces	330 in / 330 out

Given the location of the subject site it is expected that there will be a bias of traffic associated with the development coming to/from the north. As such it is assumed that the external traffic will be split 65% to/from the north and 35% to/from the south.

In addition to the external traffic movements, based on the site layout and the distribution of parking throughout the site, it is expected that there may be a bias for traffic generated to/from the site to utilise the Homewood Road roundabout. As such, it has been conservatively assumed that traffic generated to/from the site would be split 80% to Homewood Road and 20% to the Western Port Highway access.

For those vehicles wishing to exit the site via Western Port Highway and travel north, they would travel south to the North Road roundabout, and undertake a u-turn. For the vehicles entering the site via Western Port Highway from the south, they will utilise the new roundabout at the intersection of Western Port Highway and Homewood Road to undertake a u-turn.

Based on the preceding the expected traffic generation at the surrounding intersections is illustrated at Figure 15 to Figure 18.

This traffic has been superimposed onto the existing conditions as illustrated at Figure 19 to Figure 22. It is noted that the traffic volumes during the PM peak hour were higher than that surveyed during the AM peak hour, and therefore as part of a conservative assessment, the PM peak hour has been used as the base case for the weekday operations.

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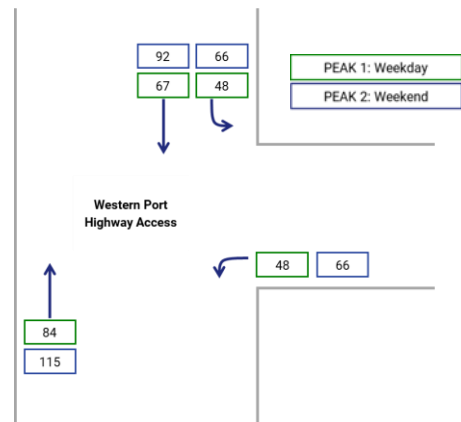


Figure 16: Traffic Generation - Site Access

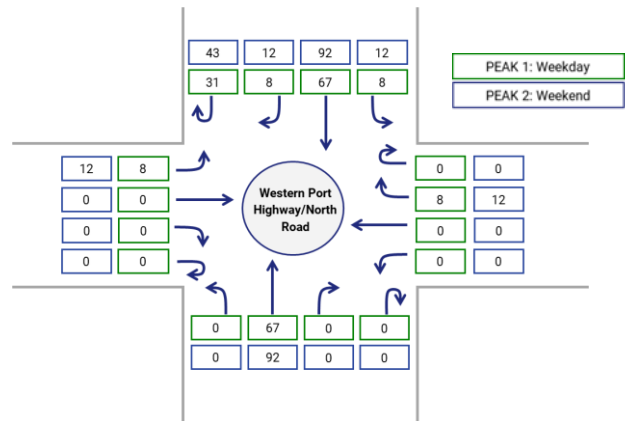


Figure 18: Traffic Generation - Western Port Hwy/ North Road

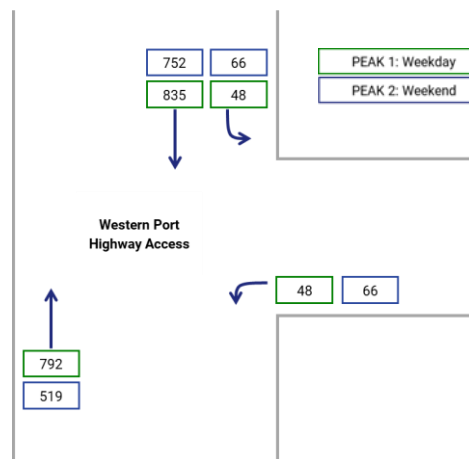


Figure 20: Post Development Holiday Traffic - Site Access

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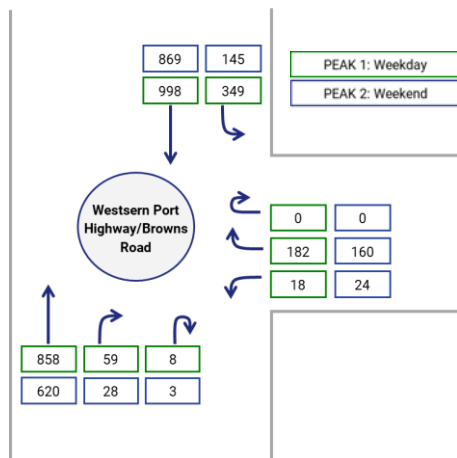


Figure 21: Post Development Holiday Traffic - Western Port Hwy/Browns Rd

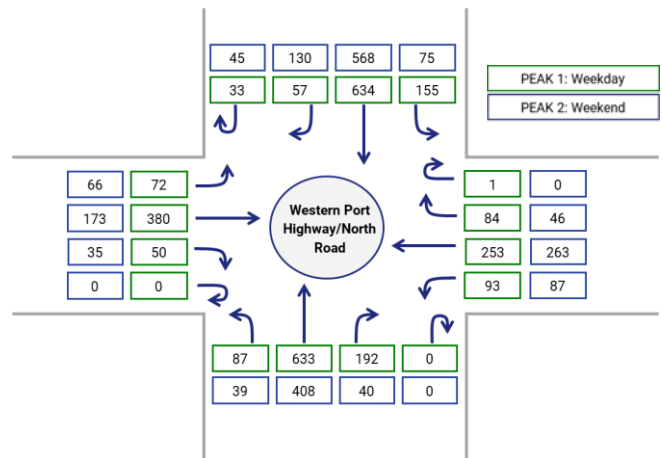


Figure 22: Post Development Holiday Traffic - Western Port Hwy/North Rd

8.3.2. External Works

Homewood Road Roundabout

Geometric Design

Austrroads Guide to Road Design Part 4B provides guidance in the design of roundabouts. Section 4.4.3 sets out the radius requirements for the central island. Based on the design speed of 100km/h along Western Port Highway a desirable central island radius of 24 metres is recommended for a two lane roundabout. The proposed concept allows for this.

Approach reverse curves have been provided for the Western Port Highway approaches to the roundabout to reduce the speed of vehicles to 60km/h as per section 4.5.2 of the Guidelines.

Swept paths have been prepared for the roundabout premised on a 19 metre semi trailer (Design Vehicle) and 26 metre B-Double (Check Vehicle).

Sight Distances Assessment

Section 3.2 of the guidelines set out the sight distance criteria which must be applied to roundabout.

It is important to note that Criteria 1 and Criteria 2 are both mandatory requirements but criteria 3 is not mandatory.

Based on the conditions of the roundabout, an approach sight distances (criteria 1) of 165 metres is required and a sight distance of 84 metres is required for gap detection (criteria 2).

A sight distance assessment has been undertaken and attached at Appendix A demonstrating that appropriate sight lines are provided on all approaches of the proposed roundabout.

Based on the preceding, the layout of the proposed roundabout is considered acceptable and accords with the requirements of the AustRoads Guide to Road Design Part 4B.

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Western Port Highway Access

Austrroads Guide to Traffic Management Part 6 provides guidance in determining the need and design of turn treatments. Specifically, Section 3.3.6 outlines warrants for different types of turn treatments.

The recorded morning, afternoon and Sunday traffic volumes on Western Port Highway along with the predicted traffic generation at the site access require an Auxiliary Left Turn (AUL) treatment.

The functional layout plan prepared in accordance with the requirements of Austrroads Guide to Traffic Management Part 6, providing for a full length AUL and CHR treatment to Western Port Highway.

The design is premised on an 100km/h speed zone.

As requested by DTP, the location of the access has been offset approximately 20m south of Bluebird Court to avoid any potential for traffic to use the existing median opening.

8.3.3. Traffic Impact

To determine the impacts of the proposal, the projected post development peak hour traffic volumes illustrated in the preceding section, have been input to SIDRA.

Western Port Highway & Homewood Road Intersection

Review of the results reveals the intersection of Homewood Road and Western Port Highway will continue to operate under 'excellent' conditions during the weekday and weekend peak periods with manageable queues and delays on all legs.

Whilst the intersection is seen to have some increase in the queueing and delays experienced on some legs, these increases are minimal and are expected to have no discernible impact on the operation of the surrounding network.

The results are summarised in Table 7.

Table 7: Intersection Operation – Western Port Hwy/Homewood Rd Post Development

Approach	Mov.	Existing			Post Development		
		DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)
Weekday Peak							
Western Port Hwy (S)	T	0.19	0	0	0.32	4	10
	R	0.03	17	1	0.32	9	10
	U	0.03	20	1	0.32	12	10
Homewood Rd (E)	L	0.01	7	0	0.23	6	6
	R	-	-	-	0.23	11	6
Western Port Hwy (N)	L	0.01	8	0	0.36	4	10
	T	0.21	0	0	0.36	4	10
	U	0.01	18	0	0.36	12	10

Approach	Mov.	Existing			Post Development		
		DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)
Weekend Peak							
Western Port Hwy (S)	T	0.11	0	0	0.23	4	7
	R	0.02	14	1	0.23	9	6
	U	0.02	17	1	0.23	12	6
Homewood Rd (E)	L	0.01	6	0	0.32	6	8
	R	-	-	-	0.32	11	8
Western Port Hwy (N)	L	0.00	8	0	0.34	4	9
	T	0.18	0	0	0.34	4	9
	U	0.01	13	0	0.34	12	9

Western Port Highway & Site Access

Review of the results reveals the intersection of the site access and Western Port Highway will continue to operate under 'excellent' conditions during the weekday and weekend peak periods with manageable queues and delays on all legs.

The queuing expected for the intersection will be contained within the turn lanes. There is not expected to be any queuing on Western Port Highway that will limit the capacity of through movements.

The results are summarised in Table 8.

Table 8: Intersection Operation – Western Port Hwy/Site Access Post Development

Approach	Mov.	Weekday Peak			Weekend Peak		
		DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)
Western Port Hwy (S)	T	0.20	0	0	0.24	0	0
Site Access (E)	L	0.10	6	3	0.15	7	4
Western Port Hwy (N)	L	0.03	8	0	0.04	8	0
	T	0.19	0	0	0.23	0	0
	U	0.00	19	0	0.00	22	0

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Western Port Highway & Browns Road

Review of the results reveals the intersection of the Western Port Highway and Browns Road will continue to operate under 'excellent' conditions during all peak periods with manageable queues and delays on all legs.

The results are summarised at Table 9.

Table 9: Intersection Operation – Western Port Hwy / Browns Road

Approach	Mov.	Existing			Proposed		
		DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)
Weekday Peak							
Western Port Hwy (S)	T	0.32	4	14	0.39	4	18
	R	0.32	10	14	0.39	10	18
	U	0.32	13	14	0.39	13	18
Browns Rd (E)	L	0.27	7	8	0.29	7	9
	R	0.27	13	8	0.29	13	9
	U	0.27	15	8	0.29	16	9
Western Port Hwy (N)	L	0.43	4	21	0.49	4	26
	T	0.43	4	21	0.49	4	26
	U	0.43	12	21	0.49	12	25
Weekend Peak							
Western Port Hwy (S)	T	0.18	4	7	0.27	4	11
	R	0.18	10	7	0.27	10	11
	U	0.18	12	7	0.27	12	11
Browns Rd (E)	L	0.22	6	6	0.24	6	7
	R	0.22	12	6	0.24	12	7
	U	0.22	14	6	0.24	15	7
Western Port Hwy (N)	L	0.28	4	11	0.35	4	15
	T	0.28	4	11	0.35	4	15
	U	0.28	12	11	0.35	12	15

Western Port Highway & North Road

Review of the results reveals the intersection of the Western Port Highway and North Road will operate under 'good' conditions during the AM peak hour and 'acceptable' conditions during the PM peak periods. The Sunday (Holiday) analysis shows that the intersection will operate under 'excellent' conditions.

Whilst it is noted that the intersection is approaching capacity during the PM peak period, the queuing and delays are seen to be manageable. It is further noted that with the exception of the western approach, the intersection is seen to operate under 'very good' conditions.

A summary of the results is provided at Table 10 and Table 11.

Table 10: Intersection Operation – Western Port Hwy / North Road (Weekday)

Approach	Mov.	Existing			Proposed		
		DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)
Weekday Peak							
Western Port Hwy (S)	L	0.31	6	14	0.48	6	25
	T	0.31	6	14	0.48	6	25
	R	0.31	12	14	0.48	12	24
	U	0.13	6	21	0.48	14	24
North Rd (E)	L	0.43	6	21	0.63	9	32
	T	0.43	11	20	0.63	9	32
	R	0.43	14	20	0.63	15	32
	U	0.57	8	27	0.63	17	32
Western Port Hwy (N)	L	0.57	8	27	0.56	9	36
	T	0.57	14	27	0.56	9	36
	U	0.57	16	27	0.56	15	34
	R	0.48	8	27	0.56	18	34
North Rd (W)	L	0.48	8	27	0.78	13	48
	T	0.48	14	26	0.78	13	48
	U	0.48	17	26	0.78	18	48
	R	0.71	10	40	0.78	21	48

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Table 11: Intersection Operation – Western Port Hwy / North Road (Weekend)

Approach	Mov.	Existing			Proposed		
		DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)
Weekend Peak							
Western Port Hwy (S)	L	0.20	5	8	0.26	6	11
	T	0.20	5	8	0.26	6	11
	R	0.20	11	8	0.26	12	11
	U	0.20	14	8	0.26	14	11
North Rd (E)	L	0.47	7	19	0.53	8	23
	T	0.47	7	19	0.53	8	23
	R	0.47	13	19	0.53	14	23
	U	0.47	15	19	0.53	16	23
Western Port Hwy (N)	L	0.29	5	1	0.36	5	16
	T	0.29	5	212	0.36	5	16
	U	0.29	10	12	0.36	11	15
	R	0.29	13	12	0.36	13	15
North Rd (W)	L	0.29	5	10	0.33	6	11
	T	0.29	5	10	0.33	6	11
	U	0.29	11	10	0.33	12	11
	R	0.29	13	10	0.33	14	11

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8.4. Holiday & Event Operation

There will be a Traffic Management Plan in place to assist in managing higher arrival and departure demands during Holiday and Event operations.

The proposed Traffic Management arrangements are discussed later in this report, however are likely to include Variable and Static Signage, Temporary Speed Reductions and other traffic management arrangements to assist in managing traffic on Western Port Highway and Homewood Road and also traffic generated by the site.

Whilst the Traffic Management Plan will essentially address any potential capacity issues that may eventuate as result of the higher demands, we have undertaken an analysis of the higher demand periods assuming general road operations and higher traffic generation rates.

Consistent with typical operating conditions, we will presume that two thirds of patron parking turns over in a peak hour (where turnover is both an inbound and an outbound vehicle movement).

On this basis, and the parking demands in the holiday/special will result in 1,440 total movements, split 50/50 between inbound and outbound movements.

As part of the holiday/event operations, the overflow car parking area within the south of the site will be implemented and therefore the traffic generated during the holiday periods is expected to be split 65% via Homewood Road and 35% via the Western Port Highway access.

Based on the preceding the expected traffic generation at the surrounding intersections is illustrated at Figure 23 to Figure 26.

The expected holiday traffic generation has been superimposed onto the existing weekend traffic volumes for the site as illustrated at Figure 27 to Figure 30.

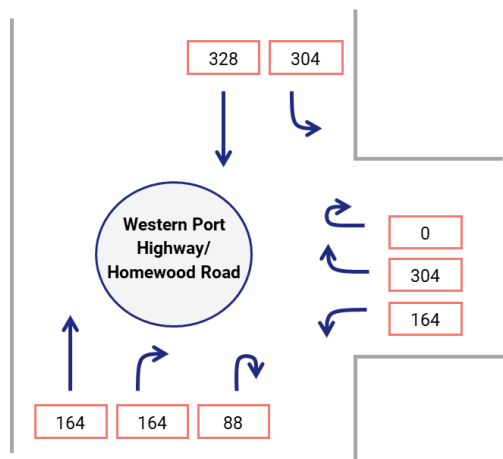


Figure 23: Holiday Traffic Generation - Western Port Hwy/ Homewood Rd

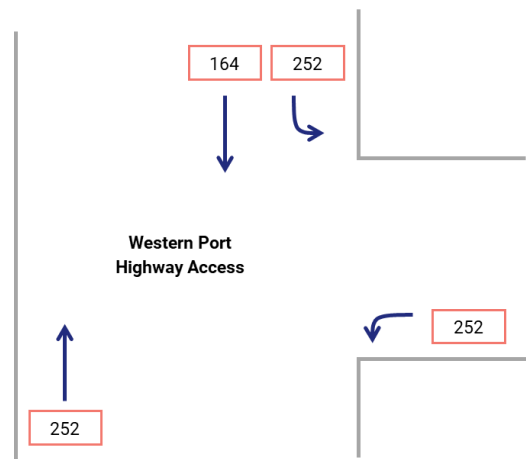


Figure 24: Holiday Traffic Generation - Site Access

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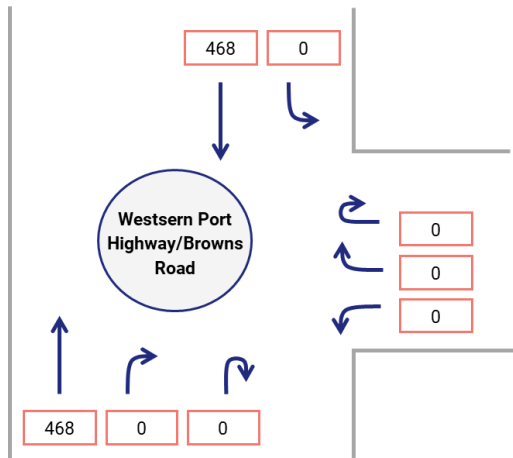


Figure 25: Holiday Traffic Generation - Western Port Hwy/ Browns Rd

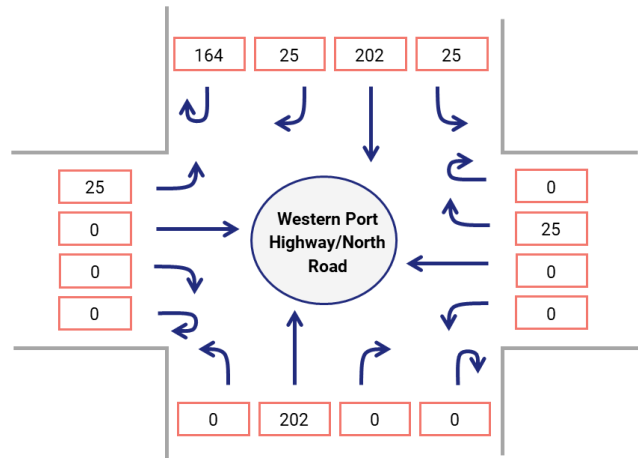


Figure 26: Holiday Traffic Generation - Western Port Hwy/ North Road

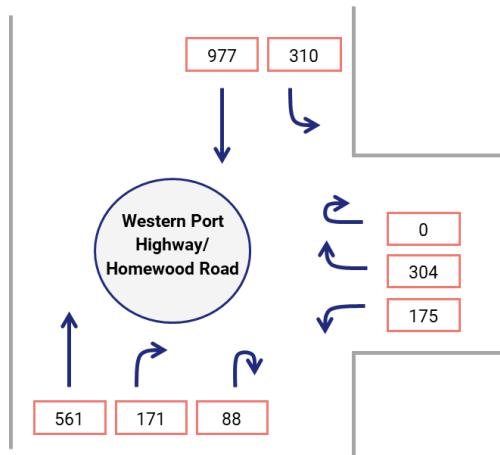


Figure 27: Post Development Holiday Traffic - Western Port Hwy/Homewood Rd

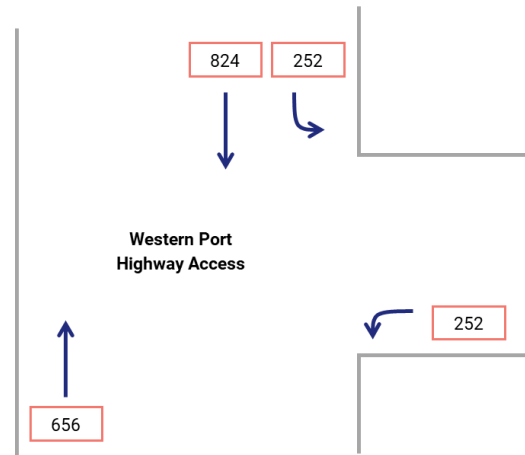


Figure 28: Post Development Holiday Traffic - Site Access

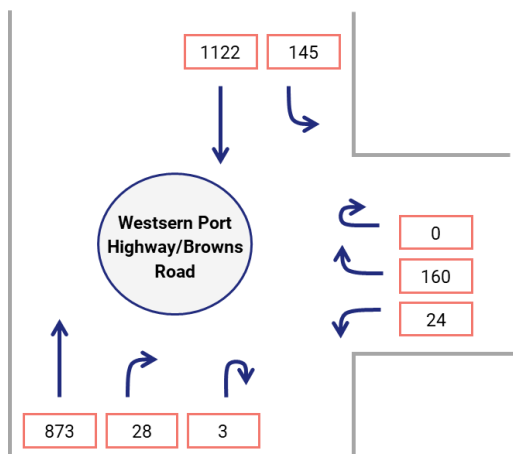


Figure 29: Post Development Holiday Traffic - Western Port Hwy/Browns Rd

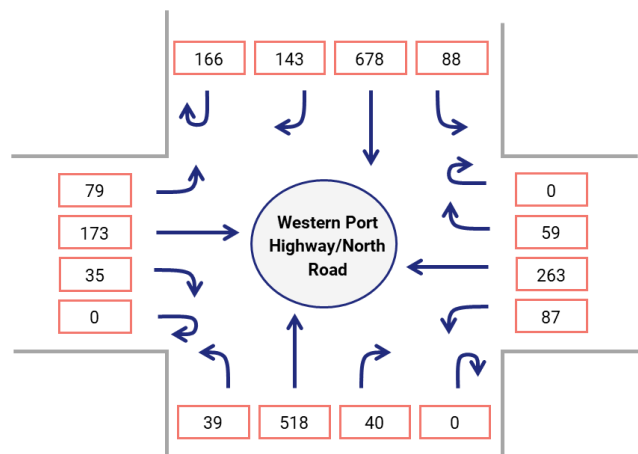


Figure 30: Post Development Holiday Traffic - Western Port Hwy/North Rd

8.4.1. Intersection Operation

To determine the impacts of the proposal, the projected post development peak hour traffic volumes illustrated in the preceding section, have been input to SIDRA.

Western Port Highway & Homewood Road Intersection

Review of the results reveals the intersection of Homewood Road and Western Port Highway will continue to operate under 'very good' conditions during the holiday/event peak period with manageable queues and delays on all legs.

The results are summarised in Table 12.

Table 12: Holiday/Event Intersection Operation – Western Port Hwy/Homewood Rd Post Development

Approach	Mov.	Existing			Post Development		
		DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)
Western Port Hwy (S)	T	0.11	0	0	0.37	5	14
	R	0.02	14	1	0.37	10	13
	U	0.02	17	1	0.37	12	13
Homewood Rd (E)	L	0.01	6	0	0.69	11	34
	R	-	-	-	0.69	16	34
Western Port Hwy (N)	L	0.00	8	0	0.54	5	21
	T	0.18	0	0	0.54	5	21
	U	0.01	13	0	0.54	12	21

Western Port Highway & Site Access

Review of the results reveals the intersection of the site access and Western Port Highway will operate under 'excellent' conditions during the holiday/event peak period with manageable queues and delays on all legs.

The queuing expected for the intersection will continue to be contained within the turn lanes with no queuing expected on Western Port Highway that will limit the capacity of through movements.

The results are summarised in Table 13.

Table 13: Holiday/Event Intersection Operation – Western Port Hwy/Site Access Post Development

Approach	Mov.	Holiday Peak		
		DoS	Av. Delay (s)	95% Queue (m)
Western Port Hwy (S)	T	0.18	0	0
Site Access (E)	L	0.32	8	11
Western Port Hwy (N)	L	0.14	8	0
	T	0.23	0	0
	U	0.00	17	0

Western Port Highway & Browns Road

Review of the results reveals the intersection of the Western Port Highway and Browns Road will continue to operate under 'excellent' conditions during the holiday/event peak periods with manageable queues and delays on all legs.

The queueing and delays generally consistent along Browns Road, with the increase in delays/queueing along Western Port Highway still considered acceptable and should not have a detrimental impact on the operation of the intersection.

The results are summarised at Table 14.

Table 14: Holiday/Event Intersection Operation – Western Port Hwy / Browns Road

Approach	Mov.	Existing			Proposed		
		DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)
Western Port Hwy (S)	T	0.18	4	7	0.37	4	17
	R	0.18	10	7	0.37	10	17
	U	0.18	12	7	0.37	13	17
Browns Rd (E)	L	0.22	6	6	0.26	7	8
	R	0.22	12	6	0.26	13	8
	U	0.22	14	6	0.26	15	8
Western Port Hwy (N)	L	0.28	4	11	0.44	4	22
	T	0.28	4	11	0.44	4	22
	U	0.28	12	11	0.44	12	21

Western Port Highway & North Road

Review of the results reveals the intersection of the Western Port Highway and North Road will operate under 'very good' conditions during the Holiday peak periods.

A summary of the results is provided at Table 15.

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Table 15: Intersection Operation – Western Port Hwy / North Road

Approach	Mov.	Existing			Proposed		
		DoS	Average Delay (s)	95% Queue (m)	DoS	Average Delay (s)	95% Queue (m)
Western Port Hwy (S)	L	0.20	5	8	0.37	7	18
	T	0.20	5	8	0.37	7	18
	R	0.20	11	8	0.37	13	16
	U	0.20	14	8	0.37	16	16
North Rd (E)	L	0.47	7	19	0.63	10	30
	T	0.47	7	19	0.63	10	30
	R	0.47	13	19	0.63	16	30
	U	0.47	15	19	0.63	18	30
Western Port Hwy (N)	L	0.29	5	1	0.48	5	24
	T	0.29	5	212	0.48	5	24
	U	0.29	10	12	0.48	11	23
	R	0.29	13	12	0.48	13	23
North Rd (W)	L	0.29	5	10	0.40	7	15
	T	0.29	5	10	0.40	7	15
	U	0.29	11	10	0.40	13	15
	R	0.29	13	10	0.40	15	15

On the basis of the above, the proposed access arrangements would continue to allow for the higher peak periods of traffic generation with intersections operating appropriately.

8.4.2. Proposed Traffic Management Arrangements

Whilst the preceding section demonstrates that the surrounding network will operate under acceptable conditions, during holiday periods and major events the proposal will introduce a number of temporary traffic management arrangements to further mitigate any impacts to the surrounding network.

The proposed traffic management arrangements may include, but not be limited to the following.

Western Port Highway Roundabout

- Introduction of advanced notification Variable Message Sign (VMS) one week prior to events.
- VMS Signage on the Western Port Highway approaches to the roundabout during the event.
- Introduction of 'Event Ahead' signage along Western Port Highway.
- Introduction of event access signage eg. "<- EVENT PARKING"

Western Port Highway Left-In / Left-Out

- Creation of secondary entry lane (on 7m entry lane) to increase the capacity and reduced any potential queueing at Western Port Highway.
- 60 km/h speed reduction to assist with left out movements during times of high exit volumes.
- Introduction of 'No Parking – Tow Away' signs along Western Port Highway.

Homewood Road

- Direction of traffic to the eastern site access to provide maximum queueing space along Homewood Road.
- Introduction of 'No Parking – Tow Away' signs along Homewood Road.

Whilst not considered to be necessary based on the preceding analysis, the preceding traffic management items will provide for additional improvements on the surrounding network and assist in providing the best outcome possible for the site.

The requirement to prepare an Event Traffic Management Plan should be provided as a Condition of Permit, should one be issued.

**ADVERTISED
PLAN**

9. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed place of worship development at 1390-1450 Western Port Highway, Cranbourne South, we are of the opinion that:

- a. the proposed development has a statutory car parking requirement of 495 car spaces under Clause 52.06-5 of the Planning Scheme during typical operation, and the provision of 642 formal car spaces exceeds this requirement,
- b. The proposed overflow car parking areas will provide for additional car parking to meet the requirements of increased patron numbers during holiday events.
- c. the on-site loading area will be designed to meet the objectives of Clause 65.01 of the Planning Scheme, and
- d. the design of the proposal, including the car parking layout and access arrangements and loading arrangements accord with the requirements of the Planning Scheme and the AS2890 Series (where relevant) and current practice,
- e. the roundabout at the intersection of Western Port Highway and Homewood Road has been designed in accordance with the requirements of the AustRoads Guide to Road Design Part 4b
- f. the proposed access to Western Port Highway has been designed in accordance with the requirements of the AustRoads Guide to Traffic Management Part 6.
- g. the level of traffic generated as a result of this proposal is acceptable and, once distributed to the multiple access routes, will not have a detrimental impact on the surrounding road network,
- h. the proposal will include the delivery of a traffic management plan for the holidays and events across the year.
- i. there are no traffic engineering reasons why a planning permit for the proposed place of worship development at 1390-1450 Western Port Highway, Cranbourne South, should be refused, subject to appropriate conditions.

**ADVERTISED
PLAN**

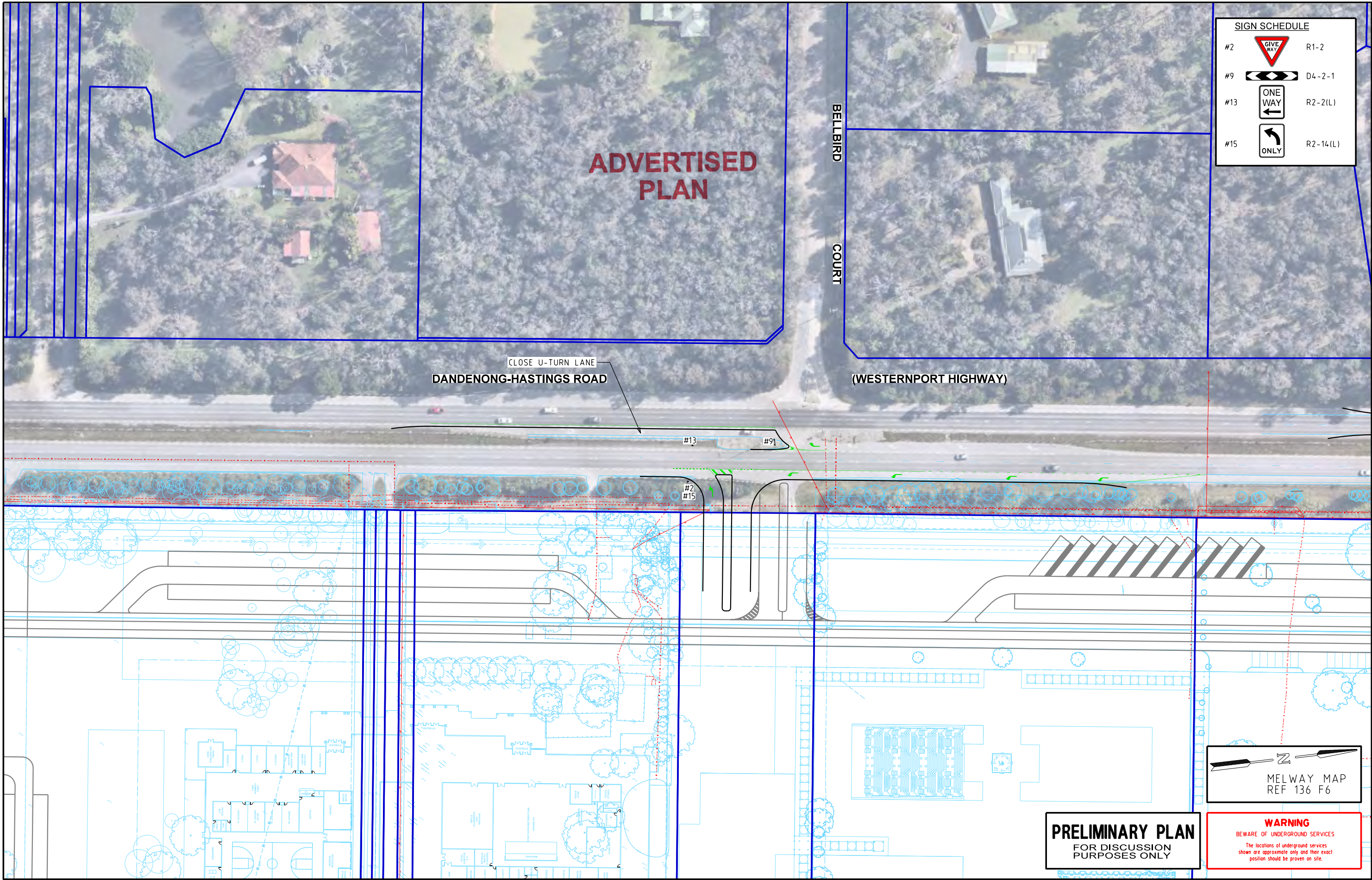


Appendix A

Concept Layout Plan

ADVERTISED
PLAN

DATE: 16/03/2026
MODEL: G35518-03-01
FILE: \Users\traffixgroup\Synergy\Projects\GRP\GRP35518-03-Drawings\G35518-03-00.dgn



ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026

GENERAL NOTES

1. BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)
2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL
3. MAIN ROAD - DANDENONG-HASTINGS ROAD (SPEED ZONE 100km/h)
LOCAL ROAD - HOMEWOOD ROAD (SPEED ZONE 60km/h)
4. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

DESIGNED S. O'KEEFE
CHECKED/APPROVED C. MORELLO
FILE NAME G35518-03-00.dgn

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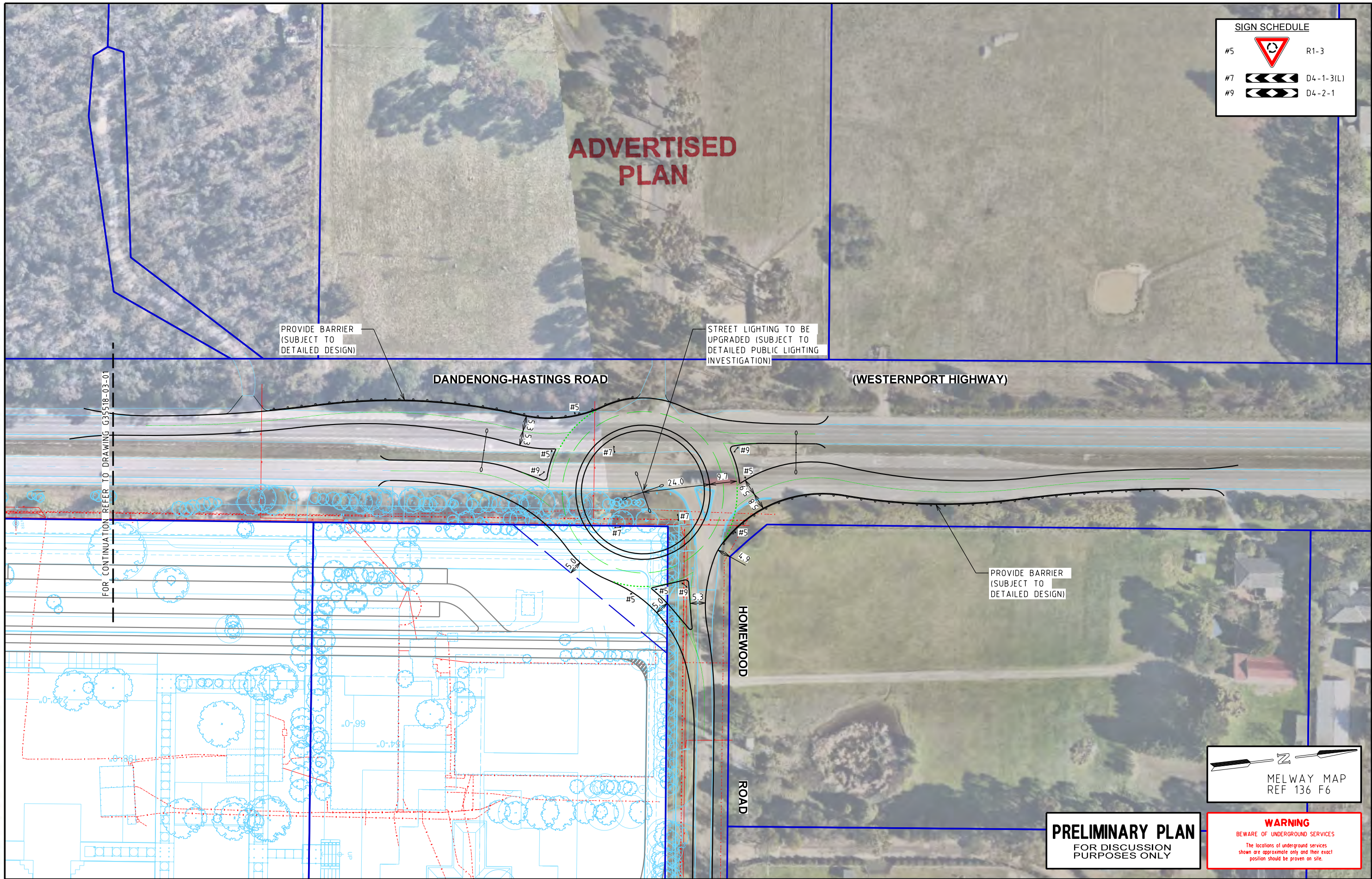
DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
FUNCTIONAL LAYOUT PLAN

SCALE 1:1250 (A3) 0 6.25 12.5 18.75 25

SHEET No. 1 of 9 DWG No. G35518-03-01

FOR CONTINUATION REFER TO DRAWING G35518-03-02

DATE: 16/03/2026
MODEL: G35518-03-02
FILE: \Users\traffixgroup\Synergy\Projects\GRP\G35518-03-Drawings\G35518-03-00.dgn



SIGN SCHEDULE		
#5		R1-3
#7		D4-1-3(L)
#9		D4-2-1

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026

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FILE NAME	G35518-03-00.dgn

Traffix Group

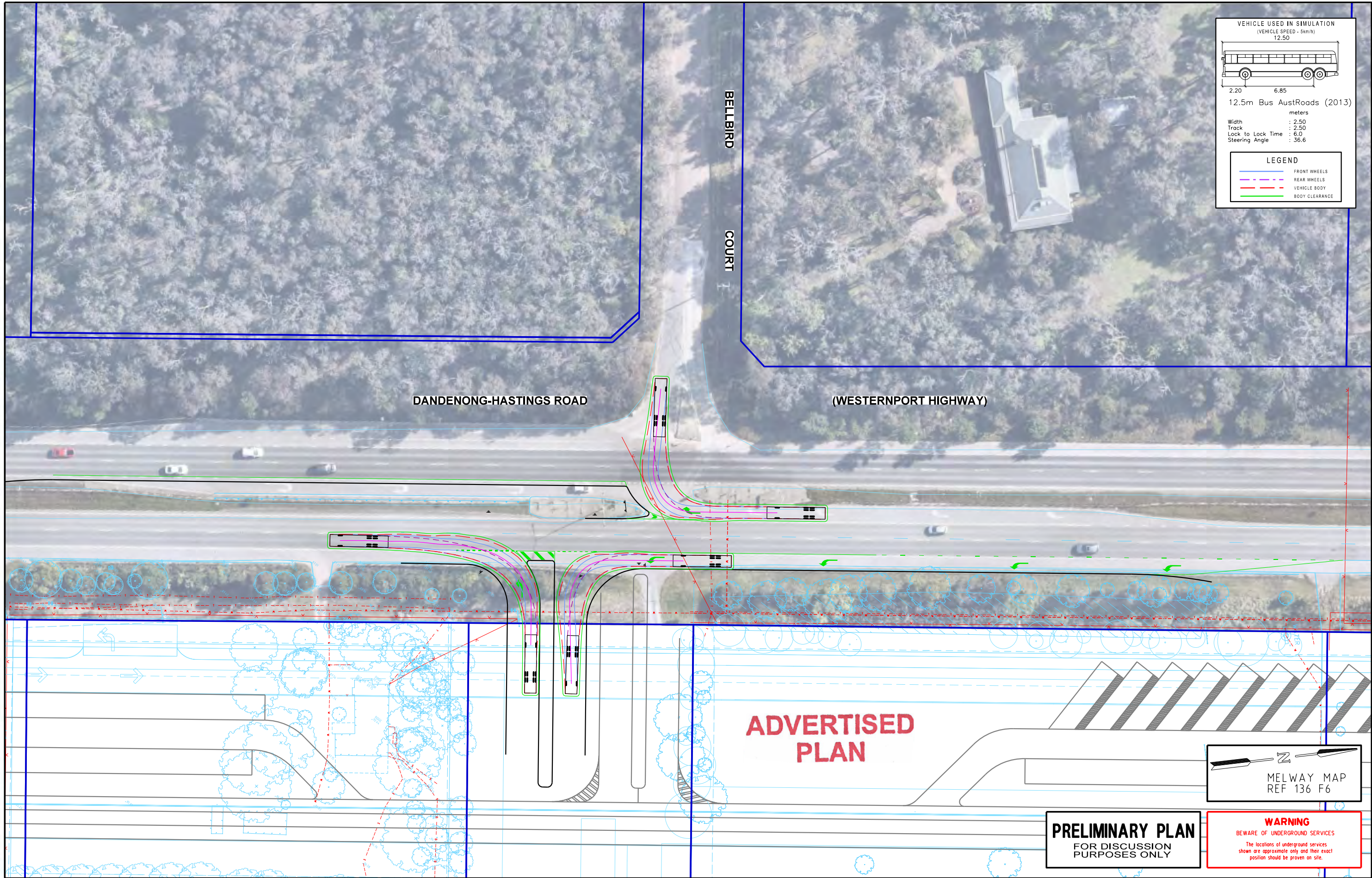
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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
FUNCTIONAL LAYOUT PLAN

SCALE 1:1250 (A3) 0 6.25 12.5 18.75 25

SHEET No. 2 of 9 DWG No. G35518-03-02

DATE: 16/03/2026
MODEL: G35518-03-03
FILE: \Users\traffixgroup\Synergy\Projects\GRP\G35518-03-Drawings\G35518-03-00.dgn



ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026

GENERAL NOTES

1. BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)

2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL

3. MAIN ROAD - DANDENONG-HASTINGS ROAD (SPEED ZONE 100km/h)

LOCAL ROAD - HOMWOOD ROAD (SPEED ZONE 60km/h)

4. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

DESIGNED
S. O'KEEFE

CHECKED/APPROVED
C. MORELLO

FILE NAME
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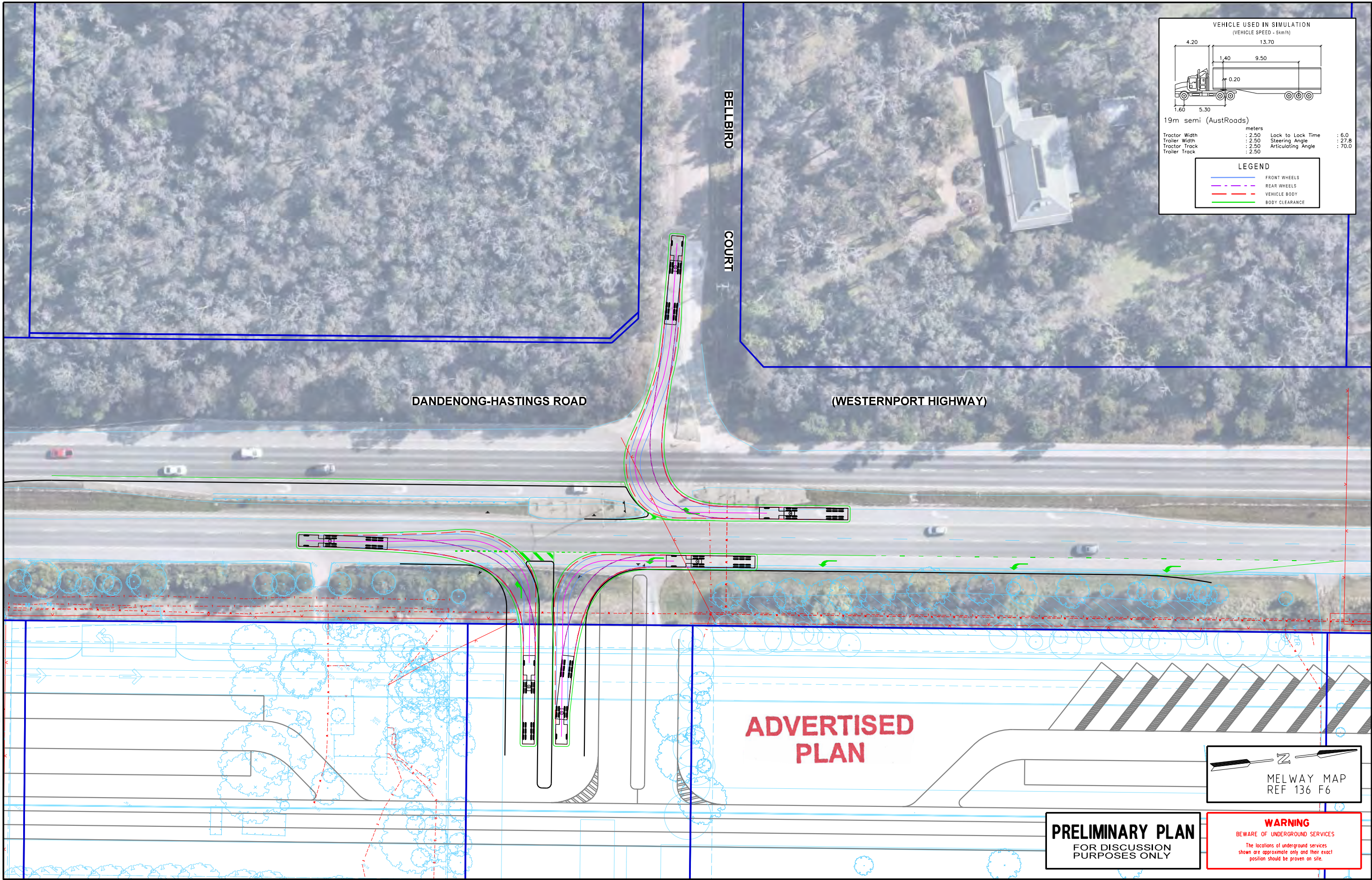
DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEPT PATHS - 12.5m BUS

SCALE 1:750 (A3) 0 3.75 7.5 10.25 15

SHEET No3 of 9

DWG No. G35518-03-03

DATE: 16/03/2026
MODEL: G35518-03-04
FILE: \Users\traffix\Documents\Projects\G35518-03-00-Drawings\G35518-03-00.dgn



ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026

GENERAL NOTES

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LOCAL ROAD - HOMWOOD ROAD (SPEED ZONE 60km/h)

4. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

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S. O'KEEFE

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C. MORELLO

FILE NAME
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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEPT PATHS - 19m SEMI

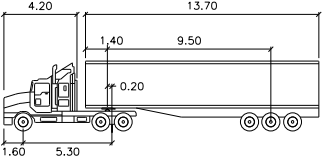
SCALE 1:750 (A3) 0 3.75 7.5 10.25 15

SHEET No. 4 of 9

DWG No. G35518-03-04

ADVERTISED
PLAN

VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5km/h)



19m semi (AustRoads)

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

meters

LEGEND

- FRONT WHEELS
- REAR WHEELS
- VEHICLE BODY
- BODY CLEARANCE

DANDENONG-HASTINGS ROAD

(WESTERNPORT HIGHWAY)

HOMEWOOD

ROAD



MELWAY MAP
REF 136 F6

PRELIMINARY PLAN
FOR DISCUSSION
PURPOSES ONLY

WARNING

BEWARE OF UNDERGROUND SERVICES

The locations of underground services shown are approximate only and their exact position should be proven on site.

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026

GENERAL NOTES
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4. LOCAL ROAD - HOMEWOOD ROAD (SPEED ZONE 60km/h)
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CHECKED/APPROVED C. MORELLO
FILE NAME G35518-03-00.dgn

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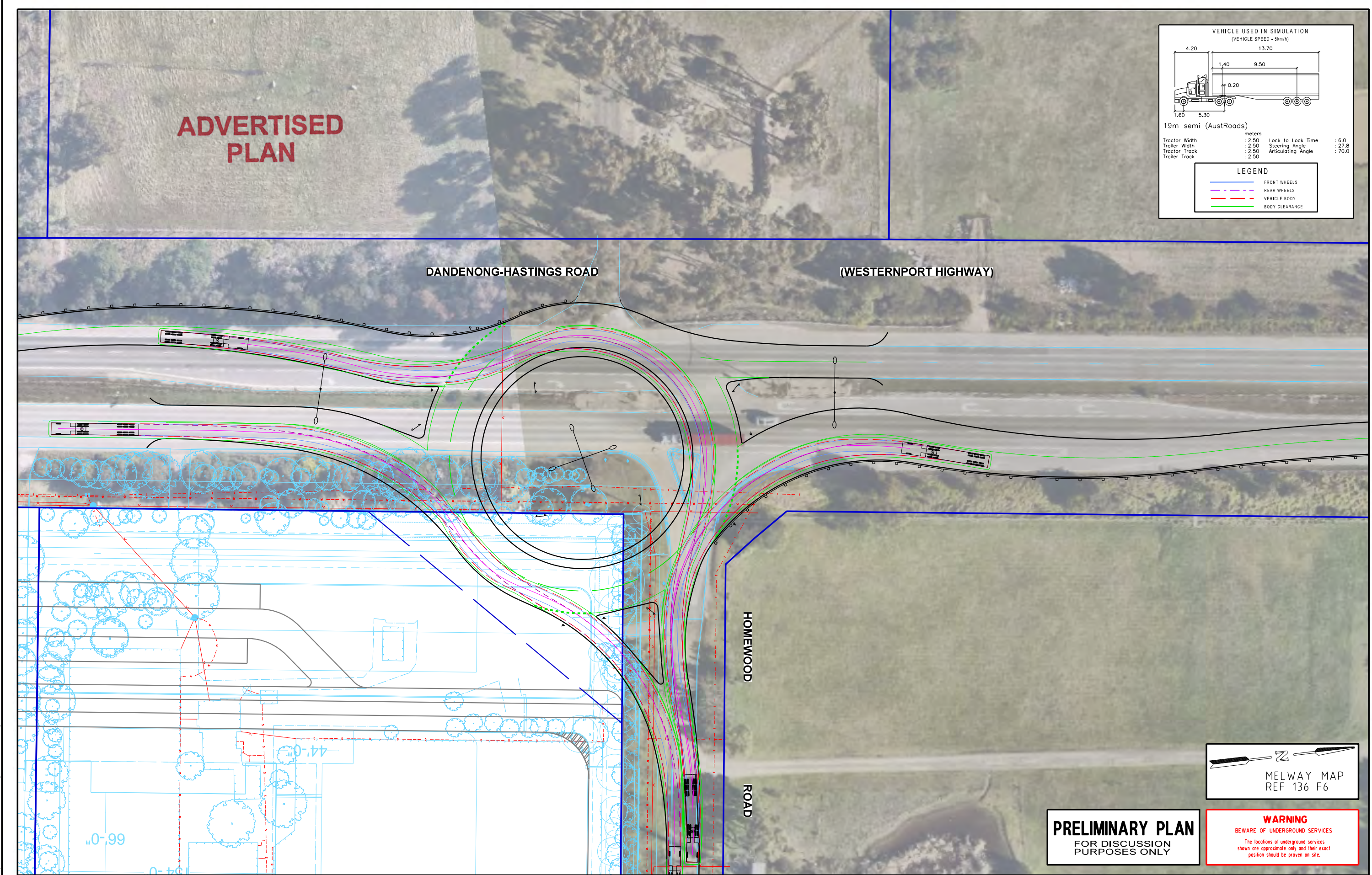
DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEPT PATHS - 19m SEMI

SCALE 1:750 (A3)
0 3.75 7.5 10.25 15

SHEET No. 5 of 9
DWG No. G35518-03-05

DATE: 16/03/2026
MODEL: G35518-03-05
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DATE: 16/03/2026
MODEL: G35518-03-06
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ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026

GENERAL NOTES

1. BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)

2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL

3. MAIN ROAD - DANDENONG-HASTINGS ROAD (SPEED ZONE 100km/h)

LOCAL ROAD - HOMEWOOD ROAD (SPEED ZONE 60km/h)

4. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

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FILE NAME	G35518-03-00.dgn

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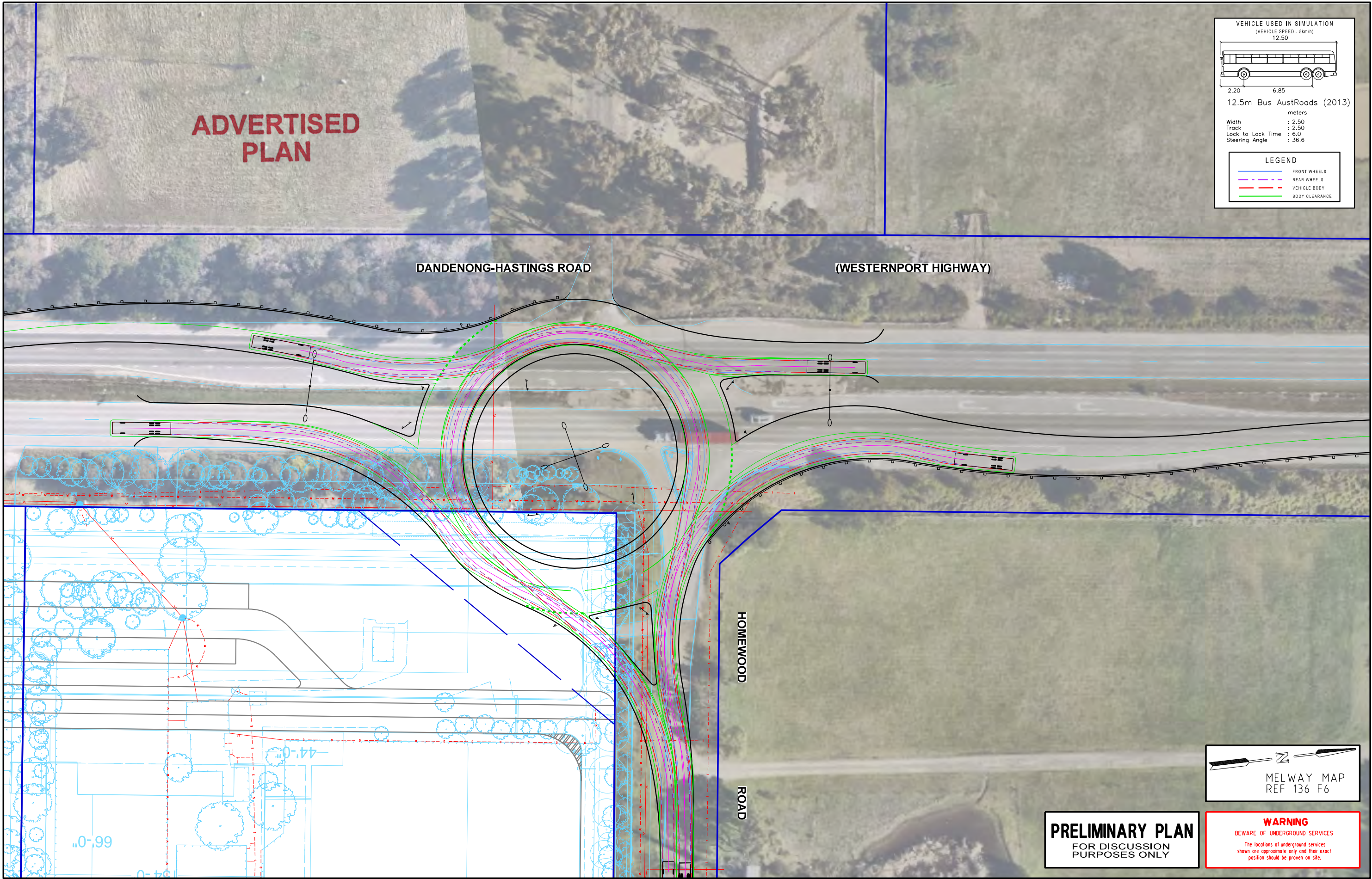
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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEPT PATHS - 19m SEMI

SCALE 1:750 (A3) 0 3.75 7.5 10.25 15

SHEET No. 6 of 9 DWG No. G35518-03-06

DATE: 16/03/2026
MODEL: G35518-03-07
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ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026

GENERAL NOTES

1. BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)
2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL
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CHECKED/APPROVED	C. MORELLO
FILE NAME	G35518-03-00.dgn

Traffix Group

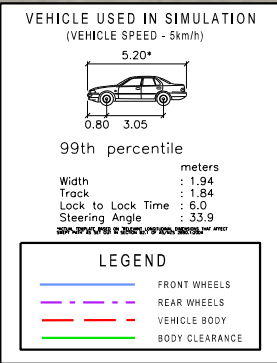
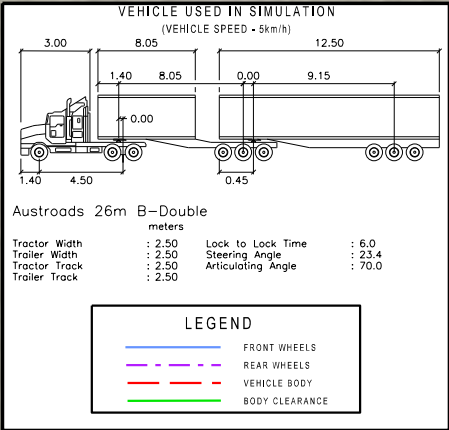
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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEPT PATHS - 12.5m BUS

SCALE 1:750 (A3) 0 3.75 7.5 10.25 15

SHEET No. 7 of 9 DWG No. G35518-03-07

ADVERTISED
PLAN



DANDENONG-HASTINGS ROAD

(WESTERNPORT HIGHWAY)

HOMEWOOD

ROAD



PRELIMINARY PLAN
FOR DISCUSSION
PURPOSES ONLY

WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services shown are approximate only and their exact position should be proven on site.

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026

GENERAL NOTES
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5. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

DESIGNED S. O'KEEFE
CHECKED/APPROVED C. MORELLO
FILE NAME G35518-03-00.dgn

Traffix Group

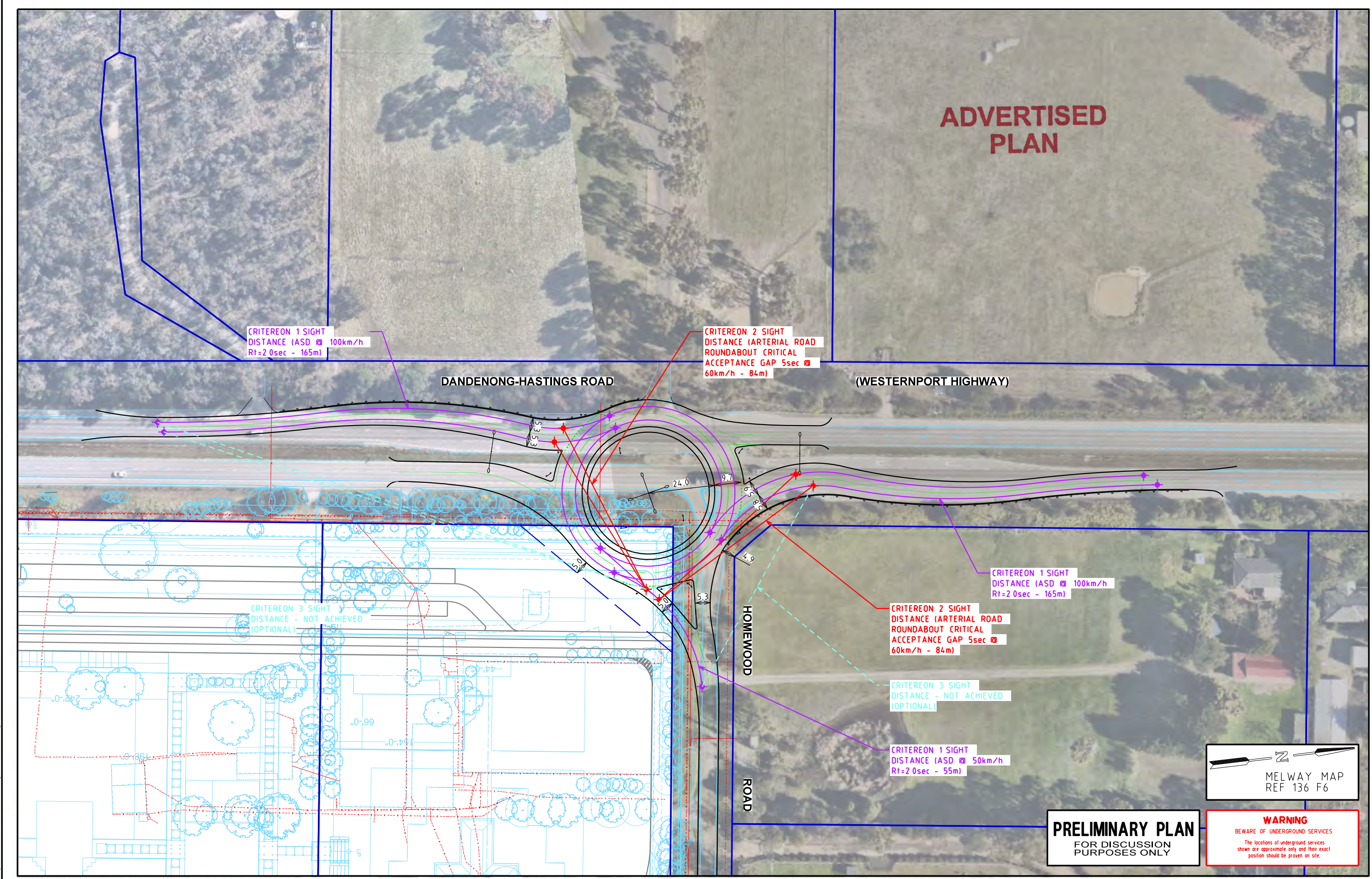
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Melbourne, Victoria 3000
+61 3 9822 2888
www.traffixgroup.com.au

DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEPT PATHS - 26m B-DOUBLE

SCALE 1:750 (A3) 0 3.75 7.5 10.25 15

SHEET No. 8 of 9 DWG No. G35518-03-08

DATE: 16/03/2026
MODEL: G35518-03-00
FILE: \Users\traffixgroup\Synergy\Projects\GRP\G35518-03-00-Drawings\G35518-03-00.dgn



ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	3 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026

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DESIGNED S. O'KEEFE
CHECKED/APPROVED C. MORELLO
FILE NAME G35518-03-00.dgn

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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SIGHT DISTANCE CHECK

SCALE 1:1250 (A3) 0 6.25 12.5 18.75 25
SHEET No. 9 of 9 DWG No. G35518-03-09



Appendix B

SIDRA Results

ADVERTISED
PLAN

SITE LAYOUT

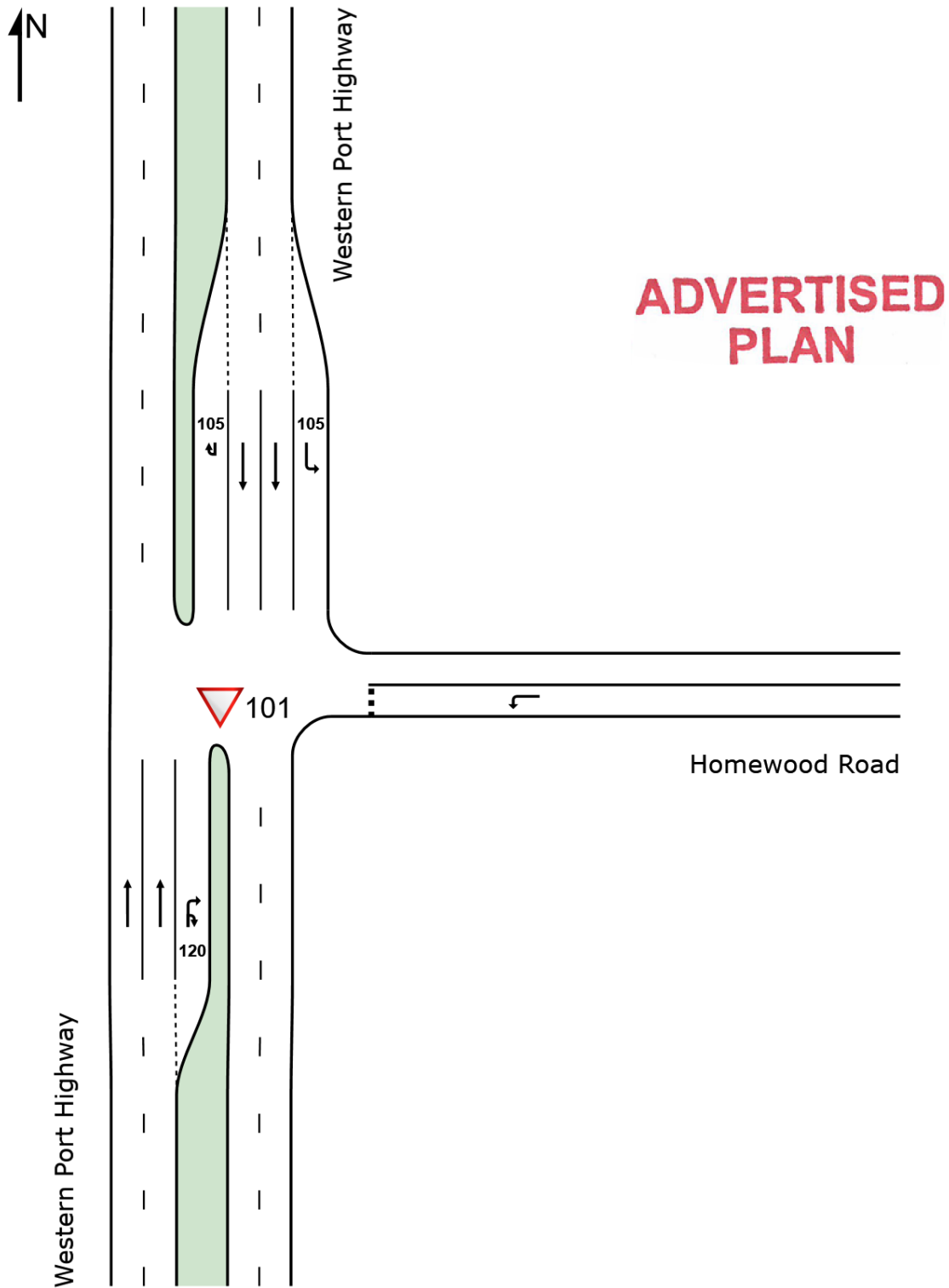
Site: 101 [W Port Hwy / Homewood - AM Existing (Site Folder: Existing)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [W Port Hwy / Homewood - AM Existing (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	653	5.0	653	5.0	0.172	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	All MCs	2	5.0	2	5.0	0.011	14.0	LOS B	0.0	0.2	0.61	0.77	0.61	51.1
3u	U	All MCs	2	2.0	2	2.0	0.011	16.2	LOS C	0.0	0.2	0.61	0.77	0.61	63.8
Approach			657	5.0	657	5.0	0.172	0.1	NA	0.0	0.2	0.00	0.00	0.00	99.4
East: Homewood Road															
4	L2	All MCs	11	5.0	11	5.0	0.012	6.1	LOS A	0.0	0.3	0.38	0.56	0.38	54.0
Approach			11	5.0	11	5.0	0.012	6.1	LOS A	0.0	0.3	0.38	0.56	0.38	54.0
North: Western Port Highway															
7	L2	All MCs	9	5.0	9	5.0	0.005	8.0	LOS A	0.0	0.0	0.00	0.66	0.00	71.8
8	T1	All MCs	660	5.0	660	5.0	0.174	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	1	2.0	1	2.0	0.003	15.9	LOS C	0.0	0.1	0.62	0.72	0.62	62.9
Approach			671	5.0	671	5.0	0.174	0.2	NA	0.0	0.1	0.00	0.01	0.00	99.3
All Vehicles			1338	5.0	1338	5.0	0.174	0.2	NA	0.0	0.3	0.01	0.01	0.01	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

ADVERTISED
PLAN

MOVEMENT SUMMARY

Site: 101 [W Port Hwy / Homewood - Sunday Existing (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	418	5.0	418	5.0	0.110	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	7	5.0	7	5.0	0.022	14.4	LOS B	0.1	0.5	0.61	0.81	0.61	51.4
3u	U	All MCs	1	5.0	1	5.0	0.022	17.3	LOS C	0.1	0.5	0.61	0.81	0.61	63.2
Approach			426	5.0	426	5.0	0.110	0.3	NA	0.1	0.5	0.01	0.02	0.01	98.2
East: Homewood Road															
4	L2	All MCs	12	5.0	12	5.0	0.013	6.2	LOS A	0.0	0.3	0.39	0.57	0.39	53.9
Approach			12	5.0	12	5.0	0.013	6.2	LOS A	0.0	0.3	0.39	0.57	0.39	53.9
North: Western Port Highway															
7	L2	All MCs	6	5.0	6	5.0	0.003	8.0	LOS A	0.0	0.0	0.00	0.66	0.00	71.8
8	T1	All MCs	683	5.0	683	5.0	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	3	5.0	3	5.0	0.006	12.8	LOS B	0.0	0.1	0.50	0.69	0.50	65.6
Approach			693	5.0	693	5.0	0.180	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3
All Vehicles			1131	5.0	1131	5.0	0.180	0.3	NA	0.1	0.5	0.01	0.02	0.01	98.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

ADVERTISED
PLAN

MOVEMENT SUMMARY

Site: 101 [W Port Hwy / Homewood - PM Existing (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	737	5.0	737	5.0	0.194	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	All MCs	7	5.0	7	5.0	0.027	16.7	LOS C	0.1	0.6	0.68	0.87	0.68	49.8
3u	U	All MCs	1	2.0	1	2.0	0.027	19.6	LOS C	0.1	0.6	0.68	0.87	0.68	61.7
Approach			745	5.0	745	5.0	0.194	0.2	NA	0.1	0.6	0.01	0.01	0.01	98.8
East: Homewood Road															
4	L2	All MCs	5	5.0	5	5.0	0.006	6.5	LOS A	0.0	0.2	0.42	0.57	0.42	53.7
Approach			5	5.0	5	5.0	0.006	6.5	LOS A	0.0	0.2	0.42	0.57	0.42	53.7
North: Western Port Highway															
7	L2	All MCs	11	5.0	11	5.0	0.006	8.0	LOS A	0.0	0.0	0.00	0.66	0.00	71.8
8	T1	All MCs	802	5.0	802	5.0	0.211	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	3	2.0	3	2.0	0.009	17.7	LOS C	0.0	0.2	0.68	0.80	0.68	60.9
Approach			816	5.0	816	5.0	0.211	0.2	NA	0.0	0.2	0.00	0.01	0.00	99.1
All Vehicles			1566	5.0	1566	5.0	0.211	0.2	NA	0.1	0.6	0.01	0.01	0.01	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

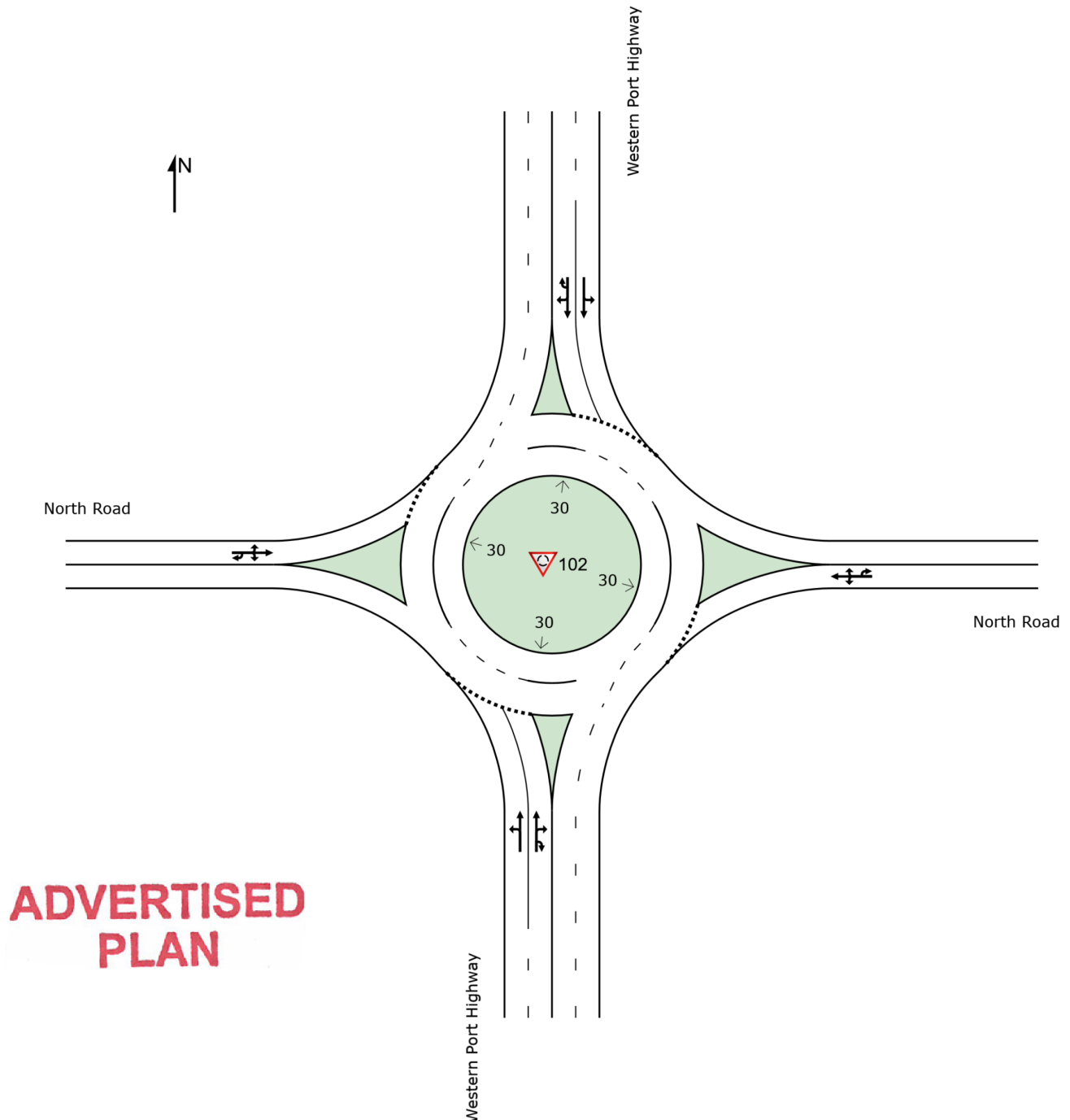
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PLAN

SITE LAYOUT

 Site: 102 [Western Port / North rd - Am Existing (Site Folder: Existing)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 102 [Western Port / North rd - Am Existing (Site Folder: Existing)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
1	L2	All MCs	53	2.0	53	2.0	0.307	5.7	LOS A	2.0	14.2	0.63	0.56	0.63	52.5
2	T1	All MCs	500	5.0	500	5.0	0.307	5.8	LOS A	2.0	14.2	0.63	0.58	0.63	52.6
3	R2	All MCs	44	2.0	44	2.0	0.307	11.6	LOS B	1.9	13.5	0.64	0.61	0.64	51.4
3u	U	All MCs	1	2.0	1	2.0	0.307	13.9	LOS B	1.9	13.5	0.64	0.61	0.64	51.4
Approach			598	4.5	598	4.5	0.307	6.2	LOS A	2.0	14.2	0.63	0.58	0.63	52.5
East: North Road															
4	L2	All MCs	151	2.0	151	2.0	0.696	9.4	LOS A	5.5	39.4	0.80	0.91	1.09	50.7
5	T1	All MCs	346	2.0	346	2.0	0.696	9.5	LOS A	5.5	39.4	0.80	0.91	1.09	51.0
6	R2	All MCs	72	2.0	72	2.0	0.696	15.2	LOS B	5.5	39.4	0.80	0.91	1.09	50.1
6u	U	All MCs	7	2.0	7	2.0	0.696	17.6	LOS B	5.5	39.4	0.80	0.91	1.09	50.1
Approach			576	2.0	576	2.0	0.696	10.3	LOS B	5.5	39.4	0.80	0.91	1.09	50.8
North: Western Port Highway															
7	L2	All MCs	40	2.0	40	2.0	0.298	4.9	LOS A	1.7	12.5	0.49	0.48	0.49	53.1
8	T1	All MCs	581	5.0	581	5.0	0.298	5.0	LOS A	1.7	12.5	0.50	0.50	0.50	53.3
9	R2	All MCs	48	2.0	48	2.0	0.298	10.7	LOS B	1.7	12.2	0.50	0.53	0.50	52.1
9u	U	All MCs	1	2.0	1	2.0	0.298	13.1	LOS B	1.7	12.2	0.50	0.53	0.50	52.1
Approach			671	4.6	671	4.6	0.298	5.4	LOS A	1.7	12.5	0.50	0.50	0.50	53.2
West: North Road															
10	L2	All MCs	85	2.0	85	2.0	0.410	6.2	LOS A	2.1	15.3	0.64	0.69	0.67	51.9
11	T1	All MCs	173	2.0	173	2.0	0.410	6.3	LOS A	2.1	15.3	0.64	0.69	0.67	52.2
12	R2	All MCs	91	2.0	91	2.0	0.410	12.0	LOS B	2.1	15.3	0.64	0.69	0.67	51.3
12u	U	All MCs	1	2.0	1	2.0	0.410	14.3	LOS B	2.1	15.3	0.64	0.69	0.67	51.3
Approach			349	2.0	349	2.0	0.410	7.8	LOS A	2.1	15.3	0.64	0.69	0.67	51.9
All Vehicles			2194	3.5	2194	3.5	0.696	7.3	LOS A	5.5	39.4	0.64	0.66	0.72	52.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 102 [Western Port / North rd - PM Existing (Site Folder: Existing)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
1	L2	All MCs	92	2.0	92	2.0	0.426	5.5	LOS A	2.9	20.9	0.63	0.55	0.63	52.5
2	T1	All MCs	596	5.0	596	5.0	0.426	5.6	LOS A	2.9	20.9	0.63	0.58	0.63	52.4
3	R2	All MCs	202	2.0	202	2.0	0.426	11.4	LOS B	2.8	19.9	0.64	0.64	0.64	50.7
3u	U	All MCs	1	2.0	1	2.0	0.426	13.8	LOS B	2.8	19.9	0.64	0.64	0.64	50.7
Approach			891	4.0	891	4.0	0.426	6.9	LOS A	2.9	20.9	0.63	0.59	0.63	52.0
East: North Road															
4	L2	All MCs	98	2.0	98	2.0	0.567	7.8	LOS A	3.8	27.2	0.76	0.82	0.91	51.3
5	T1	All MCs	266	2.0	266	2.0	0.567	7.9	LOS A	3.8	27.2	0.76	0.82	0.91	51.6
6	R2	All MCs	80	2.0	80	2.0	0.567	13.5	LOS B	3.8	27.2	0.76	0.82	0.91	50.8
6u	U	All MCs	1	2.0	1	2.0	0.567	15.9	LOS B	3.8	27.2	0.76	0.82	0.91	50.8
Approach			445	2.0	445	2.0	0.567	8.9	LOS A	3.8	27.2	0.76	0.82	0.91	51.4
North: Western Port Highway															
7	L2	All MCs	155	2.0	155	2.0	0.482	7.7	LOS A	3.8	27.2	0.81	0.72	0.87	51.8
8	T1	All MCs	597	5.0	597	5.0	0.482	8.2	LOS A	3.8	27.2	0.80	0.74	0.88	51.7
9	R2	All MCs	52	2.0	52	2.0	0.482	14.1	LOS B	3.6	26.0	0.80	0.76	0.89	50.6
9u	U	All MCs	2	2.0	2	2.0	0.482	16.5	LOS B	3.6	26.0	0.80	0.76	0.89	50.6
Approach			805	4.2	805	4.2	0.482	8.5	LOS A	3.8	27.2	0.80	0.74	0.88	51.7
West: North Road															
10	L2	All MCs	67	2.0	67	2.0	0.707	10.3	LOS B	5.6	39.6	0.84	0.96	1.18	50.2
11	T1	All MCs	400	2.0	400	2.0	0.707	10.4	LOS B	5.6	39.6	0.84	0.96	1.18	50.5
12	R2	All MCs	53	2.0	53	2.0	0.707	16.1	LOS B	5.6	39.6	0.84	0.96	1.18	49.6
12u	U	All MCs	1	2.0	1	2.0	0.707	18.5	LOS B	5.6	39.6	0.84	0.96	1.18	49.6
Approach			521	2.0	521	2.0	0.707	11.0	LOS B	5.6	39.6	0.84	0.96	1.18	50.3
All Vehicles			2662	3.3	2662	3.3	0.707	8.5	LOS A	5.6	39.6	0.75	0.75	0.86	51.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 102 [Western Port / North rd - Sun Existing (Site Folder: Existing)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
1	L2	All MCs	41	2.0	41	2.0	0.201	5.3	LOS A	1.1	8.1	0.53	0.53	0.53	53.0
2	T1	All MCs	333	5.0	333	5.0	0.201	5.4	LOS A	1.1	8.1	0.54	0.55	0.54	53.0
3	R2	All MCs	42	2.0	42	2.0	0.201	11.2	LOS B	1.1	7.7	0.54	0.58	0.54	51.7
3u	U	All MCs	1	2.0	1	2.0	0.201	13.5	LOS B	1.1	7.7	0.54	0.58	0.54	51.7
Approach			417	4.4	417	4.4	0.201	6.0	LOS A	1.1	8.1	0.54	0.55	0.54	52.8
East: North Road															
4	L2	All MCs	92	2.0	92	2.0	0.471	6.8	LOS A	2.6	18.7	0.66	0.73	0.74	52.2
5	T1	All MCs	277	2.0	277	2.0	0.471	6.9	LOS A	2.6	18.7	0.66	0.73	0.74	52.5
6	R2	All MCs	36	2.0	36	2.0	0.471	12.5	LOS B	2.6	18.7	0.66	0.73	0.74	51.6
6u	U	All MCs	1	2.0	1	2.0	0.471	14.9	LOS B	2.6	18.7	0.66	0.73	0.74	51.6
Approach			405	2.0	405	2.0	0.471	7.4	LOS A	2.6	18.7	0.66	0.73	0.74	52.4
North: Western Port Highway															
7	L2	All MCs	66	2.0	66	2.0	0.292	4.7	LOS A	1.6	11.8	0.43	0.46	0.43	53.4
8	T1	All MCs	501	5.0	501	5.0	0.292	4.7	LOS A	1.6	11.8	0.44	0.50	0.44	53.3
9	R2	All MCs	124	2.0	124	2.0	0.292	10.4	LOS B	1.6	11.5	0.45	0.55	0.45	51.7
9u	U	All MCs	2	2.0	2	2.0	0.292	12.8	LOS B	1.6	11.5	0.45	0.55	0.45	51.7
Approach			694	4.2	694	4.2	0.292	5.7	LOS A	1.6	11.8	0.44	0.50	0.44	53.0
West: North Road															
10	L2	All MCs	57	2.0	57	2.0	0.285	5.1	LOS A	1.3	9.5	0.51	0.56	0.51	52.8
11	T1	All MCs	182	2.0	182	2.0	0.285	5.2	LOS A	1.3	9.5	0.51	0.56	0.51	53.2
12	R2	All MCs	37	2.0	37	2.0	0.285	10.9	LOS B	1.3	9.5	0.51	0.56	0.51	52.2
12u	U	All MCs	1	2.0	1	2.0	0.285	13.3	LOS B	1.3	9.5	0.51	0.56	0.51	52.2
Approach			277	2.0	277	2.0	0.285	6.0	LOS A	1.3	9.5	0.51	0.56	0.51	53.0
All Vehicles			1793	3.4	1793	3.4	0.471	6.2	LOS A	2.6	18.7	0.52	0.57	0.54	52.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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SITE LAYOUT

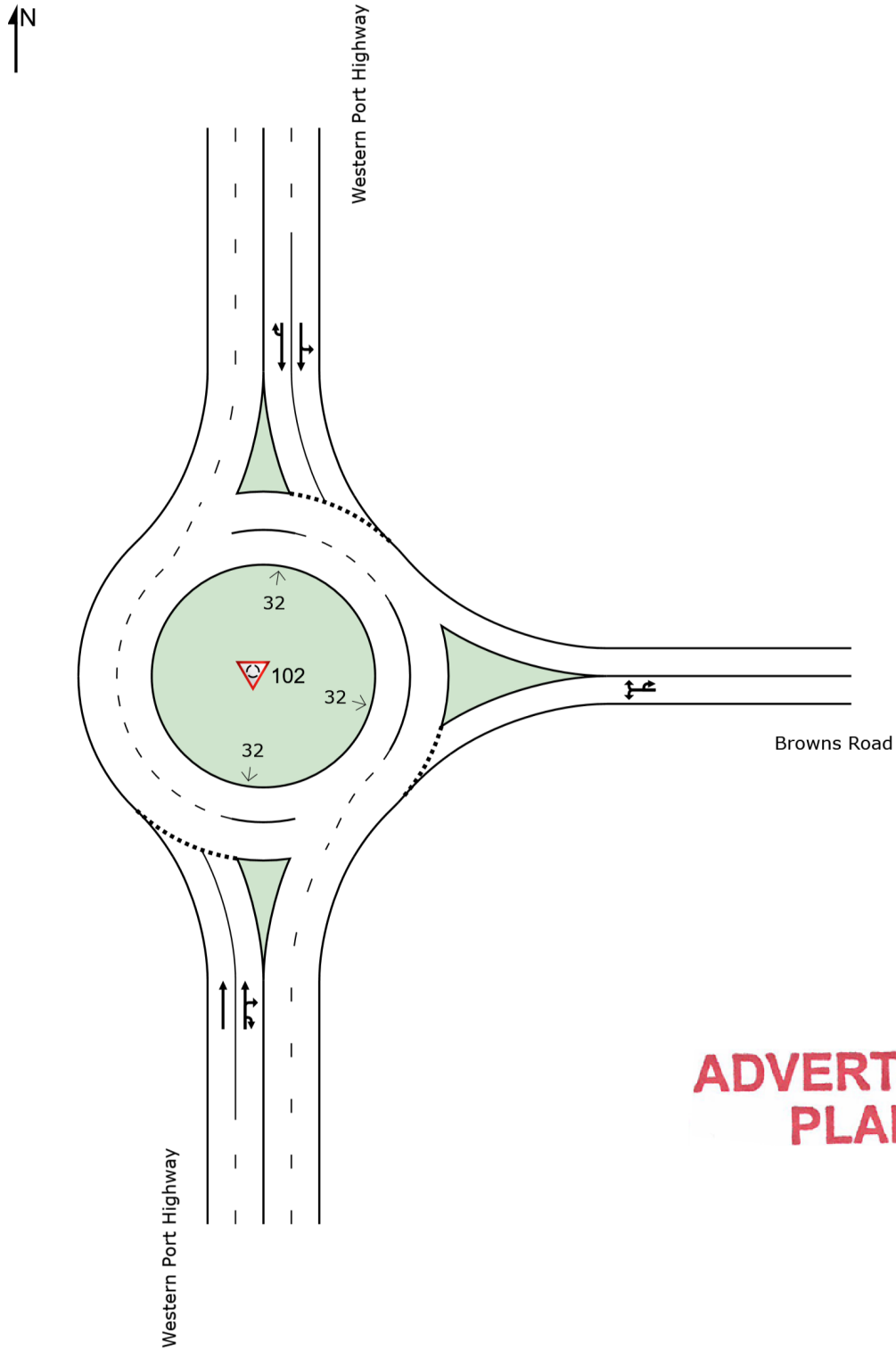
 Site: 102 [Western Port / Browns rd - Am Existing (Site Folder: Existing)]

New Site

Site Category: (None)

Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



**ADVERTISED
PLAN**

MOVEMENT SUMMARY

 **Site: 102 [Western Port / Browns rd - Am Existing (Site Folder: Existing)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	598	5.0	598	5.0	0.289	4.9	LOS A	1.7	12.5	0.52	0.50	0.52	53.2
3	R2	All MCs	36	2.0	36	2.0	0.289	10.8	LOS B	1.7	12.0	0.52	0.53	0.52	52.1
3u	U	All MCs	8	2.0	8	2.0	0.289	13.2	LOS B	1.7	12.0	0.52	0.53	0.52	52.1
Approach			642	4.8	642	4.8	0.289	5.3	LOS A	1.7	12.5	0.52	0.50	0.52	53.2
East: Browns Road															
4	L2	All MCs	41	2.0	41	2.0	0.429	6.6	LOS A	2.2	15.3	0.62	0.80	0.68	49.9
6	R2	All MCs	338	2.0	338	2.0	0.429	12.5	LOS B	2.2	15.3	0.62	0.80	0.68	49.4
6u	U	All MCs	1	2.0	1	2.0	0.429	14.9	LOS B	2.2	15.3	0.62	0.80	0.68	49.4
Approach			380	2.0	380	2.0	0.429	11.8	LOS B	2.2	15.3	0.62	0.80	0.68	49.4
North: Western Port Highway															
7	L2	All MCs	138	2.0	138	2.0	0.283	3.7	LOS A	1.6	11.9	0.17	0.36	0.17	54.9
8	T1	All MCs	700	5.0	700	5.0	0.283	3.6	LOS A	1.6	11.9	0.18	0.35	0.18	55.2
9u	U	All MCs	2	2.0	2	2.0	0.283	11.9	LOS B	1.6	11.8	0.18	0.34	0.18	54.2
Approach			840	4.5	840	4.5	0.283	3.6	LOS A	1.6	11.9	0.18	0.35	0.18	55.2
All Vehicles			1862	4.1	1862	4.1	0.429	5.9	LOS A	2.2	15.3	0.38	0.49	0.40	53.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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PLAN

MOVEMENT SUMMARY

 **Site: 102 [Western Port / Browns rd - PM Existing (Site Folder: Existing)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	739	5.0	739	5.0	0.321	4.3	LOS A	1.9	14.2	0.41	0.44	0.41	53.7
3	R2	All MCs	62	2.0	62	2.0	0.321	10.2	LOS B	1.9	13.7	0.42	0.48	0.42	52.5
3u	U	All MCs	8	2.0	8	2.0	0.321	12.6	LOS B	1.9	13.7	0.42	0.48	0.42	52.5
Approach			809	4.7	809	4.7	0.321	4.8	LOS A	1.9	14.2	0.41	0.44	0.41	53.6
East: Browns Road															
4	L2	All MCs	19	2.0	19	2.0	0.266	6.6	LOS A	1.2	8.4	0.63	0.79	0.63	49.8
6	R2	All MCs	192	2.0	192	2.0	0.266	12.5	LOS B	1.2	8.4	0.63	0.79	0.63	49.3
6u	U	All MCs	1	2.0	1	2.0	0.266	14.9	LOS B	1.2	8.4	0.63	0.79	0.63	49.3
Approach			212	2.0	212	2.0	0.266	12.0	LOS B	1.2	8.4	0.63	0.79	0.63	49.3
North: Western Port Highway															
7	L2	All MCs	367	2.0	367	2.0	0.431	3.8	LOS A	2.9	20.7	0.25	0.39	0.25	54.5
8	T1	All MCs	886	5.0	886	5.0	0.431	3.8	LOS A	2.9	20.7	0.26	0.37	0.26	54.8
9u	U	All MCs	4	2.0	4	2.0	0.431	12.1	LOS B	2.8	20.7	0.27	0.36	0.27	53.8
Approach			1258	4.1	1258	4.1	0.431	3.8	LOS A	2.9	20.7	0.26	0.37	0.26	54.7
All Vehicles			2279	4.1	2279	4.1	0.431	4.9	LOS A	2.9	20.7	0.35	0.44	0.35	53.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 102 [Western Port / Browns rd - Sun Existing (Site Folder: Existing)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	426	5.0	426	5.0	0.180	4.1	LOS A	0.9	6.8	0.33	0.42	0.33	54.2
3	R2	All MCs	29	2.0	29	2.0	0.180	9.9	LOS A	0.9	6.6	0.34	0.45	0.34	53.0
3u	U	All MCs	3	2.0	3	2.0	0.180	12.4	LOS B	0.9	6.6	0.34	0.45	0.34	53.0
Approach			459	4.8	459	4.8	0.180	4.5	LOS A	0.9	6.8	0.33	0.42	0.33	54.1
East: Browns Road															
4	L2	All MCs	25	2.0	25	2.0	0.217	5.7	LOS A	0.9	6.2	0.53	0.74	0.53	50.4
6	R2	All MCs	168	2.0	168	2.0	0.217	11.6	LOS B	0.9	6.2	0.53	0.74	0.53	49.9
6u	U	All MCs	1	2.0	1	2.0	0.217	14.1	LOS B	0.9	6.2	0.53	0.74	0.53	49.9
Approach			195	2.0	195	2.0	0.217	10.9	LOS B	0.9	6.2	0.53	0.74	0.53	50.0
North: Western Port Highway															
7	L2	All MCs	153	2.0	153	2.0	0.278	3.7	LOS A	1.5	10.9	0.13	0.35	0.13	55.1
8	T1	All MCs	688	5.0	688	5.0	0.278	3.6	LOS A	1.5	10.9	0.14	0.34	0.14	55.4
9u	U	All MCs	3	2.0	3	2.0	0.278	11.8	LOS B	1.5	10.8	0.14	0.33	0.14	54.4
Approach			844	4.4	844	4.4	0.278	3.6	LOS A	1.5	10.9	0.14	0.34	0.14	55.3
All Vehicles			1498	4.2	1498	4.2	0.278	4.8	LOS A	1.5	10.9	0.25	0.42	0.25	54.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

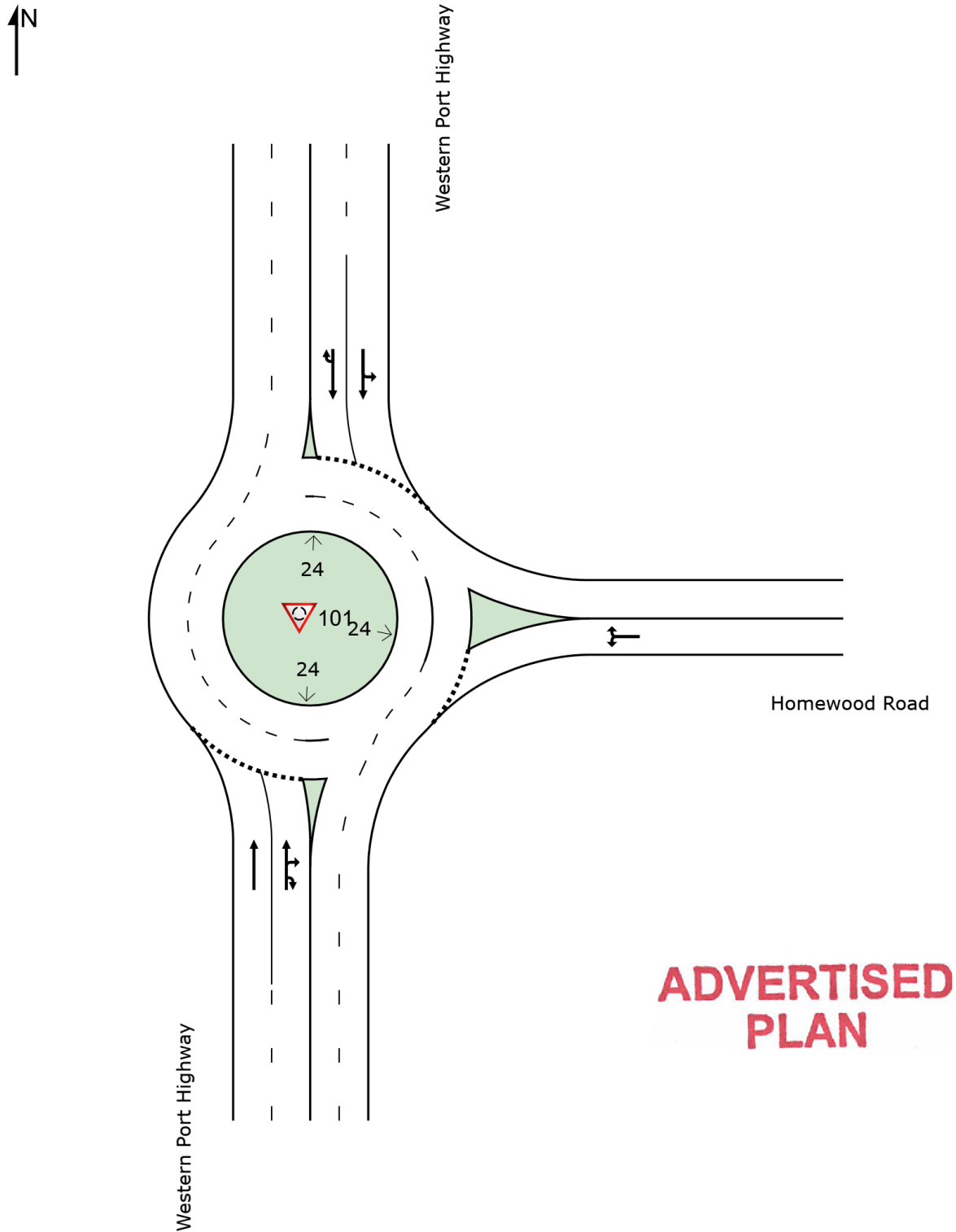
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SITE LAYOUT

 **Site: 101 [Western Port / Homewood Road - Weekday
Proposed (Site Folder: Roundabout)]**

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 101 [Western Port / Homewood Road - Weekday
Proposed (Site Folder: Roundabout)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	769	5.0	769	5.0	0.320	4.3	LOS A	1.3	9.8	0.24	0.44	0.24	54.0
3	R2	All MCs	78	2.0	78	2.0	0.320	9.3	LOS A	1.3	9.5	0.24	0.48	0.24	52.6
3u	U	All MCs	19	2.0	19	2.0	0.320	11.6	LOS B	1.3	9.5	0.24	0.48	0.24	52.6
Approach			866	4.7	866	4.7	0.320	4.9	LOS A	1.3	9.8	0.24	0.44	0.24	53.8
East: Homewood Road															
4	L2	All MCs	76	2.0	76	2.0	0.229	5.8	LOS A	0.8	5.5	0.49	0.75	0.49	51.2
6	R2	All MCs	132	2.0	132	2.0	0.229	11.0	LOS B	0.8	5.5	0.49	0.75	0.49	50.7
Approach			207	2.0	207	2.0	0.229	9.1	LOS A	0.8	5.5	0.49	0.75	0.49	50.9
North: Western Port Highway															
7	L2	All MCs	142	2.0	142	2.0	0.358	4.4	LOS A	1.3	9.8	0.17	0.41	0.17	54.1
8	T1	All MCs	867	5.0	867	5.0	0.358	4.2	LOS A	1.3	9.8	0.18	0.40	0.18	54.6
9u	U	All MCs	2	2.0	2	2.0	0.358	11.5	LOS B	1.3	9.7	0.18	0.40	0.18	53.7
Approach			1012	4.6	1012	4.6	0.358	4.2	LOS A	1.3	9.8	0.18	0.41	0.18	54.5
All Vehicles			2085	4.4	2085	4.4	0.358	5.0	LOS A	1.3	9.8	0.23	0.45	0.23	53.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 101 [Western Port / Homewood Road - Weekend
Proposed (Site Folder: Roundabout)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	463	5.0	463	5.0	0.229	4.4	LOS A	0.9	6.5	0.26	0.47	0.26	53.6
3	R2	All MCs	104	2.0	104	2.0	0.229	9.4	LOS A	0.9	6.3	0.26	0.55	0.26	51.8
3u	U	All MCs	24	2.0	24	2.0	0.229	11.7	LOS B	0.9	6.3	0.26	0.55	0.26	51.8
Approach			592	4.3	592	4.3	0.229	5.6	LOS A	0.9	6.5	0.26	0.48	0.26	53.2
East: Homewood Road															
4	L2	All MCs	108	2.0	108	2.0	0.321	5.9	LOS A	1.1	8.1	0.52	0.76	0.52	51.2
6	R2	All MCs	181	2.0	181	2.0	0.321	11.2	LOS B	1.1	8.1	0.52	0.76	0.52	50.7
Approach			289	2.0	289	2.0	0.321	9.2	LOS A	1.1	8.1	0.52	0.76	0.52	50.9
North: Western Port Highway															
7	L2	All MCs	51	2.0	51	2.0	0.339	4.4	LOS A	1.3	9.2	0.20	0.41	0.20	53.9
8	T1	All MCs	879	5.0	879	5.0	0.339	4.3	LOS A	1.3	9.2	0.21	0.41	0.21	54.4
9u	U	All MCs	2	2.0	2	2.0	0.339	11.6	LOS B	1.2	9.1	0.21	0.41	0.21	53.5
Approach			932	4.8	932	4.8	0.339	4.3	LOS A	1.3	9.2	0.21	0.41	0.21	54.4
All Vehicles			1813	4.2	1813	4.2	0.339	5.5	LOS A	1.3	9.2	0.27	0.49	0.28	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 101 [Western Port / Homewood Road - Event Proposed (Site Folder: Roundabout)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	591	5.0	591	5.0	0.371	4.9	LOS A	1.9	14.0	0.45	0.51	0.45	52.7
3	R2	All MCs	180	2.0	180	2.0	0.371	10.0	LOS A	1.9	13.4	0.45	0.63	0.45	50.4
3u	U	All MCs	93	2.0	93	2.0	0.371	12.2	LOS B	1.9	13.4	0.45	0.63	0.45	50.4
Approach			863	4.1	863	4.1	0.371	6.7	LOS A	1.9	14.0	0.45	0.55	0.45	52.0
East: Homewood Road															
4	L2	All MCs	184	2.0	184	2.0	0.687	10.5	LOS B	4.8	33.8	0.80	1.01	1.14	48.2
6	R2	All MCs	320	2.0	320	2.0	0.687	15.7	LOS B	4.8	33.8	0.80	1.01	1.14	47.8
Approach			504	2.0	504	2.0	0.687	13.8	LOS B	4.8	33.8	0.80	1.01	1.14	47.9
North: Western Port Highway															
7	L2	All MCs	326	2.0	326	2.0	0.540	5.0	LOS A	2.9	21.2	0.43	0.51	0.43	53.0
8	T1	All MCs	1028	5.0	1028	5.0	0.540	4.9	LOS A	2.9	21.2	0.43	0.50	0.43	53.4
9u	U	All MCs	3	2.0	3	2.0	0.540	12.2	LOS B	2.9	20.8	0.44	0.49	0.44	52.5
Approach			1358	4.3	1358	4.3	0.540	5.0	LOS A	2.9	21.2	0.43	0.50	0.43	53.3
All Vehicles			2725	3.8	2725	3.8	0.687	7.2	LOS A	4.8	33.8	0.51	0.61	0.57	51.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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SITE LAYOUT

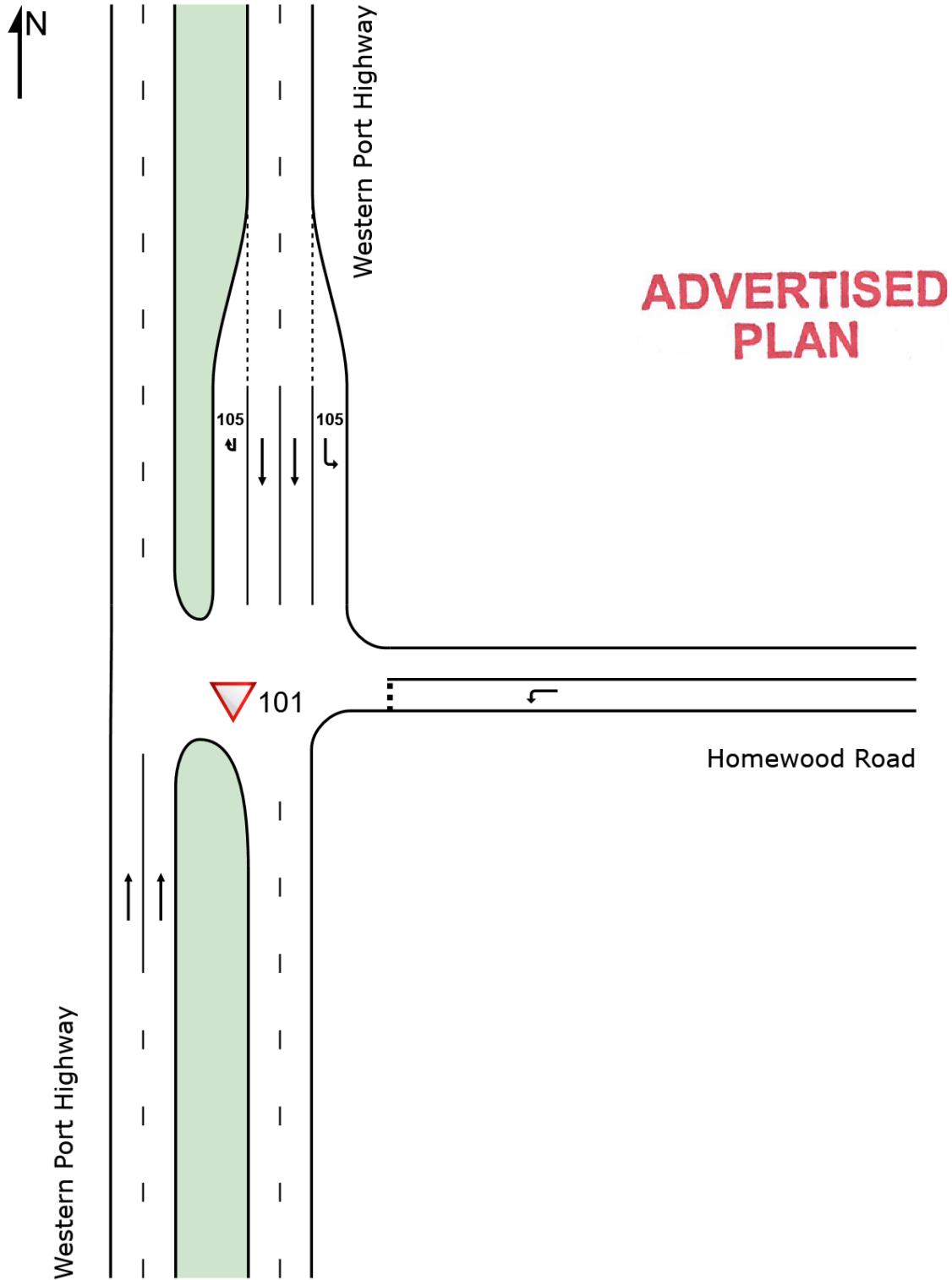
▽ Site: 101 [W Port Hwy / Site Access- Weekday Proposed (Site Folder: Roundabout)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [W Port Hwy / Site Access- Weekday Proposed (Site Folder: Roundabout)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	773	5.0	773	5.0	0.203	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach			773	5.0	773	5.0	0.203	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.9
East: Homewood Road															
4	L2	All MCs	88	2.0	88	2.0	0.099	6.4	LOS A	0.4	2.5	0.42	0.64	0.42	54.4
Approach			88	2.0	88	2.0	0.099	6.4	LOS A	0.4	2.5	0.42	0.64	0.42	54.4
North: Western Port Highway															
7	L2	All MCs	58	2.0	58	2.0	0.031	7.9	LOS A	0.0	0.0	0.00	0.66	0.00	72.9
8	T1	All MCs	728	5.0	728	5.0	0.192	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	1	2.0	1	2.0	0.003	18.7	LOS C	0.0	0.1	0.70	0.75	0.70	60.1
Approach			787	4.8	787	4.8	0.192	0.6	NA	0.0	0.1	0.00	0.05	0.00	97.2
All Vehicles			1648	4.7	1648	4.7	0.203	0.6	NA	0.4	2.5	0.02	0.06	0.02	94.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [W Port Hwy / Site Access- Weekend Proposed (Site Folder: Roundabout)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	903	5.0	903	5.0	0.238	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach			903	5.0	903	5.0	0.238	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.9
East: Homewood Road															
4	L2	All MCs	121	2.0	121	2.0	0.149	7.1	LOS A	0.5	3.9	0.48	0.70	0.48	53.8
Approach			121	2.0	121	2.0	0.149	7.1	LOS A	0.5	3.9	0.48	0.70	0.48	53.8
North: Western Port Highway															
7	L2	All MCs	79	2.0	79	2.0	0.042	7.9	LOS A	0.0	0.0	0.00	0.66	0.00	72.9
8	T1	All MCs	886	5.0	886	5.0	0.233	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	1	2.0	1	2.0	0.004	22.4	LOS C	0.0	0.1	0.77	0.81	0.77	56.7
Approach			966	4.8	966	4.8	0.233	0.7	NA	0.0	0.1	0.00	0.05	0.00	96.9
All Vehicles			1991	4.7	1991	4.7	0.238	0.8	NA	0.5	3.9	0.03	0.07	0.03	93.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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PLAN

MOVEMENT SUMMARY

Site: 101 [W Port Hwy / Site Access- Event Proposed (Site Folder: Roundabout)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	691	5.0	691	5.0	0.182	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach			691	5.0	691	5.0	0.182	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.9
East: Homewood Road															
4	L2	All MCs	265	2.0	265	2.0	0.323	7.7	LOS A	1.5	10.5	0.53	0.75	0.60	53.4
Approach			265	2.0	265	2.0	0.323	7.7	LOS A	1.5	10.5	0.53	0.75	0.60	53.4
North: Western Port Highway															
7	L2	All MCs	265	2.0	265	2.0	0.143	7.9	LOS A	0.0	0.0	0.00	0.66	0.00	72.9
8	T1	All MCs	867	5.0	867	5.0	0.228	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	1	2.0	1	2.0	0.003	16.9	LOS C	0.0	0.1	0.65	0.73	0.65	61.9
Approach			1134	4.3	1134	4.3	0.228	1.9	NA	0.0	0.1	0.00	0.15	0.00	91.8
All Vehicles			2089	4.2	2089	4.2	0.323	2.0	NA	1.5	10.5	0.07	0.18	0.08	86.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

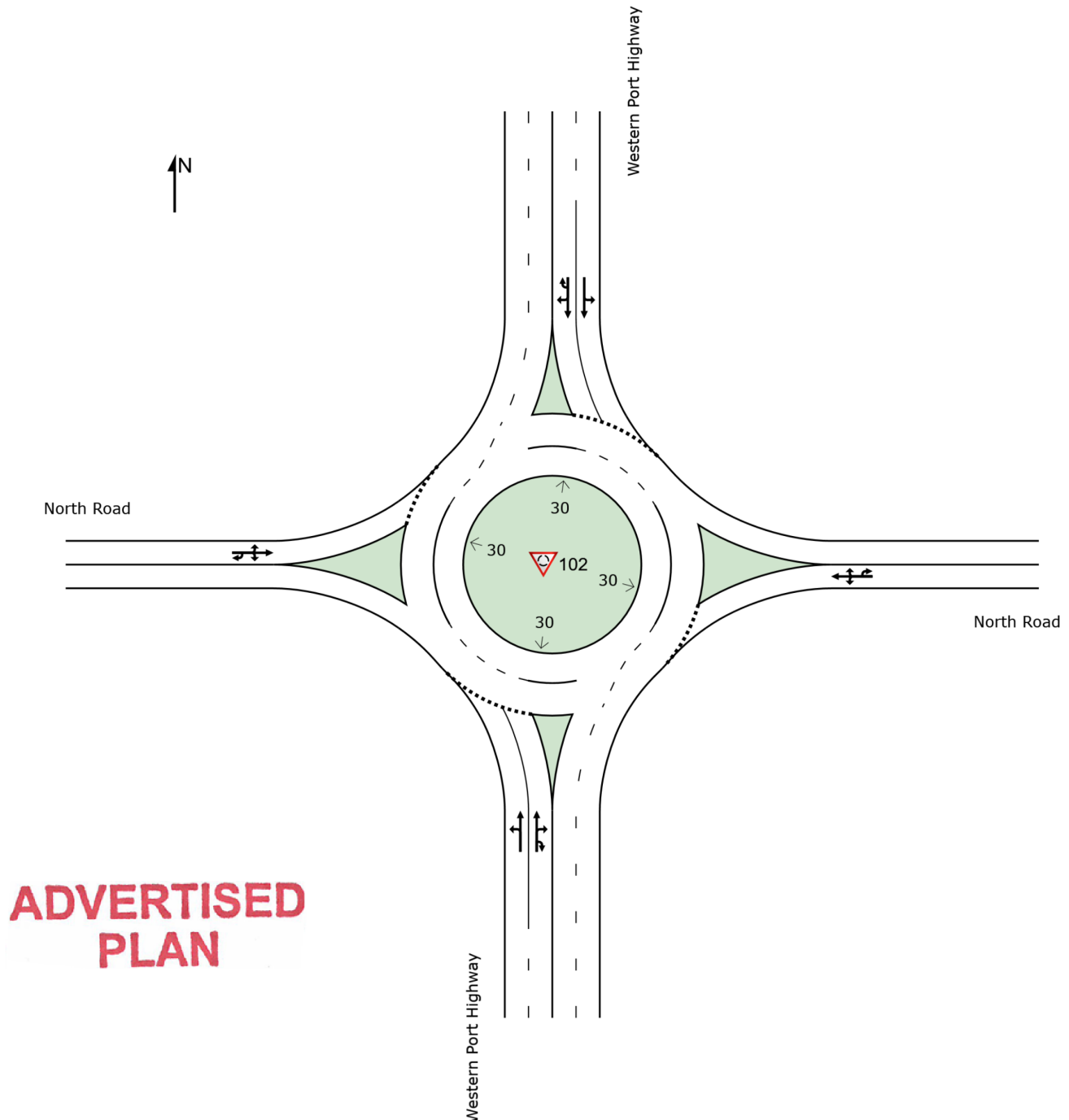
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SITE LAYOUT

 **Site: 102 [Western Port / North rd - Weekday Proposed (Site Folder: Roundabout)]**

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 102 [Western Port / North rd - Weekday Proposed (Site Folder: Roundabout)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
1	L2	All MCs	92	2.0	92	2.0	0.479	5.9	LOS A	3.4	24.7	0.69	0.59	0.69	52.3
2	T1	All MCs	666	5.0	666	5.0	0.479	6.1	LOS A	3.4	24.7	0.69	0.62	0.70	52.1
3	R2	All MCs	202	2.0	202	2.0	0.479	12.0	LOS B	3.3	24.1	0.69	0.68	0.71	50.5
3u	U	All MCs	1	2.0	1	2.0	0.479	14.4	LOS B	3.3	24.1	0.69	0.68	0.71	50.5
Approach			961	4.1	961	4.1	0.479	7.3	LOS A	3.4	24.7	0.69	0.63	0.70	51.8
East: North Road															
4	L2	All MCs	98	2.0	98	2.0	0.625	8.8	LOS A	4.5	31.9	0.82	0.89	1.04	50.8
5	T1	All MCs	266	2.0	266	2.0	0.625	9.0	LOS A	4.5	31.9	0.82	0.89	1.04	51.1
6	R2	All MCs	88	2.0	88	2.0	0.625	14.6	LOS B	4.5	31.9	0.82	0.89	1.04	50.3
6u	U	All MCs	1	2.0	1	2.0	0.625	17.0	LOS B	4.5	31.9	0.82	0.89	1.04	50.3
Approach			454	2.0	454	2.0	0.625	10.1	LOS B	4.5	31.9	0.82	0.89	1.04	50.9
North: Western Port Highway															
7	L2	All MCs	163	2.0	163	2.0	0.557	8.7	LOS A	5.0	36.1	0.85	0.77	0.99	51.4
8	T1	All MCs	667	5.0	667	5.0	0.557	9.2	LOS A	5.0	36.1	0.85	0.79	1.00	51.1
9	R2	All MCs	60	2.0	60	2.0	0.557	15.2	LOS B	4.7	34.1	0.84	0.81	1.01	49.7
9u	U	All MCs	35	2.0	35	2.0	0.557	17.6	LOS B	4.7	34.1	0.84	0.81	1.01	49.7
Approach			925	4.2	925	4.2	0.557	9.8	LOS A	5.0	36.1	0.85	0.79	1.00	51.0
West: North Road															
10	L2	All MCs	76	2.0	76	2.0	0.775	12.6	LOS B	6.8	48.3	0.89	1.06	1.39	48.7
11	T1	All MCs	400	2.0	400	2.0	0.775	12.7	LOS B	6.8	48.3	0.89	1.06	1.39	49.0
12	R2	All MCs	53	2.0	53	2.0	0.775	18.4	LOS B	6.8	48.3	0.89	1.06	1.39	48.2
12u	U	All MCs	1	2.0	1	2.0	0.775	20.8	LOS C	6.8	48.3	0.89	1.06	1.39	48.2
Approach			529	2.0	529	2.0	0.775	13.3	LOS B	6.8	48.3	0.89	1.06	1.39	48.8
All Vehicles			2869	3.4	2869	3.4	0.775	9.6	LOS A	6.8	48.3	0.80	0.80	0.98	50.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 102 [Western Port / North rd - Weekend Proposed (Site Folder: Roundabout)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
1	L2	All MCs	41	2.0	41	2.0	0.263	5.8	LOS A	1.5	11.2	0.60	0.57	0.60	52.6
2	T1	All MCs	429	5.0	429	5.0	0.263	5.9	LOS A	1.5	11.2	0.60	0.59	0.60	52.7
3	R2	All MCs	42	2.0	42	2.0	0.263	11.7	LOS B	1.5	10.7	0.61	0.61	0.61	51.5
3u	U	All MCs	1	2.0	1	2.0	0.263	14.1	LOS B	1.5	10.7	0.61	0.61	0.61	51.5
Approach			514	4.5	514	4.5	0.263	6.4	LOS A	1.5	11.2	0.60	0.59	0.60	52.6
East: North Road															
4	L2	All MCs	92	2.0	92	2.0	0.529	7.8	LOS A	3.2	22.5	0.72	0.82	0.87	51.7
5	T1	All MCs	277	2.0	277	2.0	0.529	7.9	LOS A	3.2	22.5	0.72	0.82	0.87	52.0
6	R2	All MCs	48	2.0	48	2.0	0.529	13.6	LOS B	3.2	22.5	0.72	0.82	0.87	51.1
6u	U	All MCs	1	2.0	1	2.0	0.529	16.0	LOS B	3.2	22.5	0.72	0.82	0.87	51.1
Approach			418	2.0	418	2.0	0.529	8.6	LOS A	3.2	22.5	0.72	0.82	0.87	51.8
North: Western Port Highway															
7	L2	All MCs	79	2.0	79	2.0	0.362	4.7	LOS A	2.2	15.9	0.47	0.47	0.47	53.3
8	T1	All MCs	598	5.0	598	5.0	0.362	4.8	LOS A	2.2	15.9	0.47	0.51	0.47	53.0
9	R2	All MCs	137	2.0	137	2.0	0.362	10.5	LOS B	2.1	15.4	0.48	0.58	0.48	51.2
9u	U	All MCs	47	2.0	47	2.0	0.362	12.9	LOS B	2.1	15.4	0.48	0.58	0.48	51.2
Approach			861	4.1	861	4.1	0.362	6.1	LOS A	2.2	15.9	0.47	0.52	0.47	52.6
West: North Road															
10	L2	All MCs	69	2.0	69	2.0	0.327	5.7	LOS A	1.6	11.1	0.59	0.62	0.59	52.5
11	T1	All MCs	182	2.0	182	2.0	0.327	5.8	LOS A	1.6	11.1	0.59	0.62	0.59	52.8
12	R2	All MCs	37	2.0	37	2.0	0.327	11.5	LOS B	1.6	11.1	0.59	0.62	0.59	51.9
12u	U	All MCs	1	2.0	1	2.0	0.327	13.8	LOS B	1.6	11.1	0.59	0.62	0.59	51.9
Approach			289	2.0	289	2.0	0.327	6.5	LOS A	1.6	11.1	0.59	0.62	0.59	52.6
All Vehicles			2082	3.5	2082	3.5	0.529	6.7	LOS A	3.2	22.5	0.57	0.61	0.60	52.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 102 [Western Port / North rd - Event Proposed (Site Folder: Roundabout)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
1	L2	All MCs	41	2.0	41	2.0	0.367	7.0	LOS A	2.4	17.5	0.73	0.65	0.73	52.0
2	T1	All MCs	545	5.0	545	5.0	0.367	7.2	LOS A	2.4	17.5	0.73	0.67	0.73	52.1
3	R2	All MCs	42	2.0	42	2.0	0.367	13.1	LOS B	2.2	16.3	0.73	0.69	0.73	50.9
3u	U	All MCs	1	2.0	1	2.0	0.367	15.5	LOS B	2.2	16.3	0.73	0.69	0.73	50.9
Approach			629	4.6	629	4.6	0.367	7.6	LOS A	2.4	17.5	0.73	0.67	0.73	52.0
East: North Road															
4	L2	All MCs	92	2.0	92	2.0	0.632	9.9	LOS A	4.2	30.0	0.81	0.95	1.10	50.3
5	T1	All MCs	277	2.0	277	2.0	0.632	10.0	LOS B	4.2	30.0	0.81	0.95	1.10	50.6
6	R2	All MCs	62	2.0	62	2.0	0.632	15.7	LOS B	4.2	30.0	0.81	0.95	1.10	49.7
6u	U	All MCs	1	2.0	1	2.0	0.632	18.1	LOS B	4.2	30.0	0.81	0.95	1.10	49.7
Approach			432	2.0	432	2.0	0.632	10.8	LOS B	4.2	30.0	0.81	0.95	1.10	50.4
North: Western Port Highway															
7	L2	All MCs	93	2.0	93	2.0	0.475	4.9	LOS A	3.3	24.0	0.53	0.48	0.53	52.9
8	T1	All MCs	714	5.0	714	5.0	0.475	4.9	LOS A	3.3	24.0	0.54	0.52	0.54	52.6
9	R2	All MCs	151	2.0	151	2.0	0.475	10.7	LOS B	3.2	23.1	0.55	0.61	0.55	50.3
9u	U	All MCs	175	2.0	175	2.0	0.475	13.1	LOS B	3.2	23.1	0.55	0.61	0.55	50.3
Approach			1132	3.9	1132	3.9	0.475	6.9	LOS A	3.3	24.0	0.54	0.55	0.54	52.0
West: North Road															
10	L2	All MCs	83	2.0	83	2.0	0.402	7.0	LOS A	2.1	15.2	0.70	0.75	0.76	51.9
11	T1	All MCs	182	2.0	182	2.0	0.402	7.1	LOS A	2.1	15.2	0.70	0.75	0.76	52.2
12	R2	All MCs	37	2.0	37	2.0	0.402	12.8	LOS B	2.1	15.2	0.70	0.75	0.76	51.4
12u	U	All MCs	1	2.0	1	2.0	0.402	15.2	LOS B	2.1	15.2	0.70	0.75	0.76	51.4
Approach			303	2.0	303	2.0	0.402	7.8	LOS A	2.1	15.2	0.70	0.75	0.76	52.0
All Vehicles			2496	3.5	2496	3.5	0.632	7.9	LOS A	4.2	30.0	0.66	0.67	0.71	51.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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SITE LAYOUT

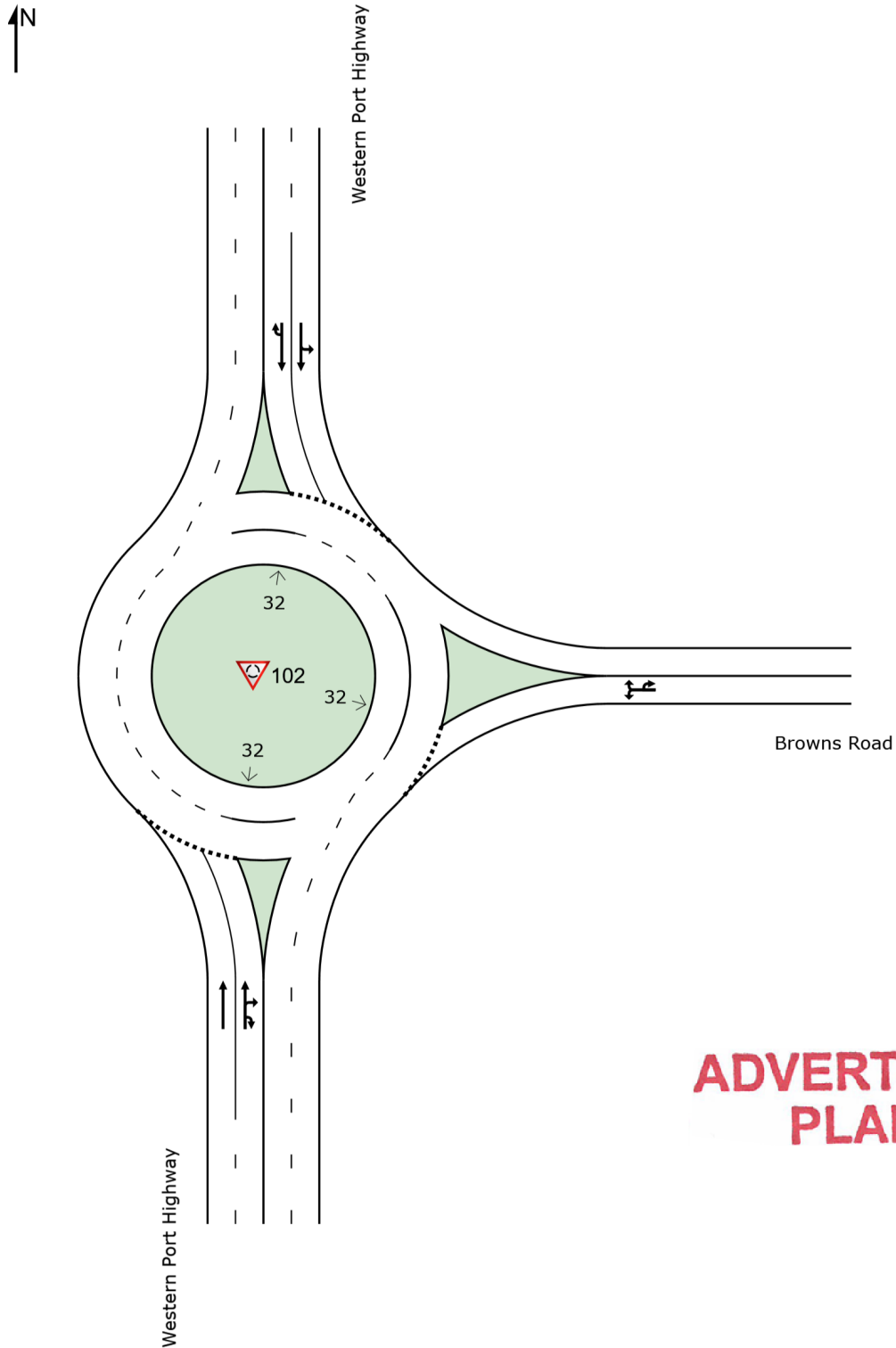
 Site: 102 [Western Port / Browns rd - Weekday Proposed
(Site Folder: Roundabout)]

New Site

Site Category: (None)

Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 102 [Western Port / Browns rd - Weekday Proposed**
(Site Folder: Roundabout)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	903	5.0	903	5.0	0.386	4.3	LOS A	2.5	18.4	0.44	0.44	0.44	53.6
3	R2	All MCs	62	2.0	62	2.0	0.386	10.2	LOS B	2.5	17.8	0.45	0.47	0.45	52.4
3u	U	All MCs	8	2.0	8	2.0	0.386	12.6	LOS B	2.5	17.8	0.45	0.47	0.45	52.4
Approach			974	4.8	974	4.8	0.386	4.8	LOS A	2.5	18.4	0.44	0.44	0.44	53.6
East: Browns Road															
4	L2	All MCs	19	2.0	19	2.0	0.287	7.1	LOS A	1.3	9.2	0.67	0.82	0.67	49.5
6	R2	All MCs	192	2.0	192	2.0	0.287	13.0	LOS B	1.3	9.2	0.67	0.82	0.67	48.9
6u	U	All MCs	1	2.0	1	2.0	0.287	15.5	LOS B	1.3	9.2	0.67	0.82	0.67	48.9
Approach			212	2.0	212	2.0	0.287	12.5	LOS B	1.3	9.2	0.67	0.82	0.67	49.0
North: Western Port Highway															
7	L2	All MCs	367	2.0	367	2.0	0.486	3.9	LOS A	3.5	25.5	0.27	0.38	0.27	54.4
8	T1	All MCs	1051	5.0	1051	5.0	0.486	3.8	LOS A	3.5	25.5	0.28	0.37	0.28	54.7
9u	U	All MCs	2	2.0	2	2.0	0.486	12.1	LOS B	3.5	25.4	0.29	0.36	0.29	53.7
Approach			1420	4.2	1420	4.2	0.486	3.8	LOS A	3.5	25.5	0.28	0.37	0.28	54.6
All Vehicles			2605	4.2	2605	4.2	0.486	4.9	LOS A	3.5	25.5	0.37	0.44	0.37	53.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 102 [Western Port / Browns rd - Weekend Proposed**
(Site Folder: Roundabout)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	653	5.0	653	5.0	0.266	4.1	LOS A	1.5	11.0	0.36	0.42	0.36	54.1
3	R2	All MCs	29	2.0	29	2.0	0.266	10.0	LOS A	1.5	10.7	0.37	0.44	0.37	53.0
3u	U	All MCs	3	2.0	3	2.0	0.266	12.4	LOS B	1.5	10.7	0.37	0.44	0.37	53.0
Approach			685	4.9	685	4.9	0.266	4.4	LOS A	1.5	11.0	0.36	0.42	0.36	54.0
East: Browns Road															
4	L2	All MCs	25	2.0	25	2.0	0.235	6.3	LOS A	1.0	6.8	0.59	0.78	0.59	50.1
6	R2	All MCs	168	2.0	168	2.0	0.235	12.2	LOS B	1.0	6.8	0.59	0.78	0.59	49.6
6u	U	All MCs	1	2.0	1	2.0	0.235	14.7	LOS B	1.0	6.8	0.59	0.78	0.59	49.6
Approach			195	2.0	195	2.0	0.235	11.5	LOS B	1.0	6.8	0.59	0.78	0.59	49.6
North: Western Port Highway															
7	L2	All MCs	153	2.0	153	2.0	0.350	3.7	LOS A	2.1	15.2	0.15	0.35	0.15	55.0
8	T1	All MCs	915	5.0	915	5.0	0.350	3.6	LOS A	2.1	15.2	0.15	0.34	0.15	55.4
9u	U	All MCs	3	2.0	3	2.0	0.350	11.8	LOS B	2.1	15.1	0.16	0.33	0.16	54.4
Approach			1071	4.6	1071	4.6	0.350	3.6	LOS A	2.1	15.2	0.15	0.34	0.15	55.3
All Vehicles			1951	4.4	1951	4.4	0.350	4.7	LOS A	2.1	15.2	0.27	0.41	0.27	54.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 102 [Western Port / Browns rd - Event Proposed (Site Folder: Roundabout)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	919	5.0	919	5.0	0.369	4.2	LOS A	2.4	17.2	0.40	0.42	0.40	53.9
3	R2	All MCs	29	2.0	29	2.0	0.369	10.1	LOS B	2.3	16.7	0.41	0.44	0.41	52.9
3u	U	All MCs	3	2.0	3	2.0	0.369	12.5	LOS B	2.3	16.7	0.41	0.44	0.41	52.9
Approach			952	4.9	952	4.9	0.369	4.4	LOS A	2.4	17.2	0.40	0.42	0.40	53.9
East: Browns Road															
4	L2	All MCs	25	2.0	25	2.0	0.259	7.0	LOS A	1.1	7.6	0.64	0.82	0.64	49.6
6	R2	All MCs	168	2.0	168	2.0	0.259	13.0	LOS B	1.1	7.6	0.64	0.82	0.64	49.1
6u	U	All MCs	1	2.0	1	2.0	0.259	15.4	LOS B	1.1	7.6	0.64	0.82	0.64	49.1
Approach			195	2.0	195	2.0	0.259	12.2	LOS B	1.1	7.6	0.64	0.82	0.64	49.2
North: Western Port Highway															
7	L2	All MCs	153	2.0	153	2.0	0.435	3.7	LOS A	3.0	21.5	0.16	0.34	0.16	54.9
8	T1	All MCs	1181	5.0	1181	5.0	0.435	3.6	LOS A	3.0	21.5	0.17	0.34	0.17	55.3
9u	U	All MCs	3	2.0	3	2.0	0.435	11.9	LOS B	2.9	21.4	0.18	0.33	0.18	54.3
Approach			1337	4.7	1337	4.7	0.435	3.6	LOS A	3.0	21.5	0.17	0.34	0.17	55.2
All Vehicles			2483	4.5	2483	4.5	0.435	4.6	LOS A	3.0	21.5	0.30	0.41	0.30	54.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Our Reference: G35518L-01C
29 June 2026

BAPS Swaminarayan Sastha, Australia Ltd
C/- Urbis
Olderfleet, Level 10, 477 Collins Street
MELBOURNE VIC 3000
Attention: Natasha Cox

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Dear Natasha,

1390 – 1450 Western Port Highway, Cranbourne South – Proposed Place of Worship Development

Response to Department of Transport and Planning Commentary

Further to your instructions, please find following our review of the commentary received from the Department of Transport and Planning (DTP) for the proposed place of worship development at 1390 – 1450 Western Port Highway, Cranbourne South.

In April 2026, an initial application was lodged for the development of the site for the purpose of a place of worship, which included the delivery of a roundabout at the intersection of Western Port Highway and Homewood Road. In addition to the new roundabout, the application provided upgrades to the existing median break on Western Port Highway at the intersection with Bellbird Court to provide for a left-in/left-out access to the site.

This memorandum should be read in conjunction with the traffic engineering assessment was undertaken By Traffix Group (Ref. G35118R-01F dated 24th April 2026) undertaken as part of the initial application.

Following the application, commentary was received from DTP on 19th May 2026 which provided 'in-principle' support for the access strategy of the site but requested additional information including:

Traffic Analysis

- *Include sensitivity testing to account for variability in patronage and associated traffic generation in post development conditions.*
- *To include 10-year growth modelling incorporating background traffic growth of 1.5% per annum (compounding) on Western Port Highway.*

Roundabout Design (Homewood Road / Western Port Highway)

While generally consistent with Austroads guidance, the layout requires refinement:

- *The roundabout should be shifted further west to improve alignment and reduce excessive southbound deflection.*
- *A smaller central island radius (less than 24 m but more than Austroads minimum) may be considered to achieve improved geometry, subject to compliance with relevant standards.*

Western Port Highway Access

- *The proposed LI/LO access arrangement and median modifications are considered acceptable.*

Event Traffic Management Plan

- *To establish clear trigger thresholds for when the ETMP will be implemented as part of the proposal*
- *Details of operational measures to manage and mitigate traffic impacts.*
- *Note: The approach outlined in the TIAR provides a suitable basis for preparation of the TMP.*

Our response to the commentary received is provided as follows.

Background and Project Details

The application proposes to develop the land for the purpose of a Place of Worship (BAPS Hindu Mahā-Mandir), incorporating a range of functions that support and enhance its primary use.

We are advised that the site is intended to generally operate with approximately:

- 2,200 – 2,800 visitor per day during weekdays (200-400 visitors per hour)
- 4,500 – 5,000 visitors per day during weekends (400 – 550 visitors per hour)
- 9,500 – 10,500 visitors per day during special holiday occasions, including:
 - Top Tier: 800 – 1200 visitors per hour, anticipated 9 days per calendar year, and
 - Middle tier: 550 – 800 visitors per hour, anticipated 8 days per calendar year

The proposal includes the provision of 642 formal parking spaces, including 49 short-term drop off/pick-up spaces within the north-east of the site. An additional 5 bus parking spaces are provided within the north-east of the site.

In addition to the formal parking provided on the site, 13,600 sqm of permeable 'overflow' or 'informal' parking is to be provided towards the south of the site. It is expected that this overflow car parking could service in the order of 450 additional parking spaces.

The parking provisions for the site have been based on the statutory car parking requirements under Clause 52.06 of the Planning scheme for a 'Place of Worship' and the number of patrons on the site at one time.

It is noted that the formal car parking provision (642 spaces) will accommodate the car parking demand generated by the typical operations of the proposal (weekdays and weekends) and includes an allowance for minor fluctuations in the attendance numbers during turnover periods which is further addressed by the sensitivity analysis within this report.

The additional overflow car parking area has been based on the car parking demands generated by the site under the 'top tier' holiday occasions.

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Traffic Analysis

It is noted that the analysis undertaken as part of the Traffic Engineering Assessment which formed part of the application included the intersection of Western Port Highway with Browns Road and North Road.

These intersections are provided approximately 1.65km north and 1.25km south of the intersection of Western Port Highway and Homewood Road, respectively. Whilst we acknowledge that traffic associated with the site will travel through these intersections, it is not considered the responsibility of the project to upgrade these intersections given the distance from the site and the impacts and growth associated with the broader area.

As such the additional analysis requested by DTP has been undertaken, focussing on the upgraded intersection of Western Port Highway and Homewood Road and the left-in/left-out site access only.

Sensitivity Analysis

Whilst the analysis undertaken as part of the application is considered to reflect the expected patronage of the site, a sensitivity analysis has been undertaken for the surrounding network allowing for an additional 25% of traffic generated by the proposal.

Allowing for the increased traffic generation for the site, the volumes illustrated in Figure 1 to Figure 2 are expected for the surrounding network.

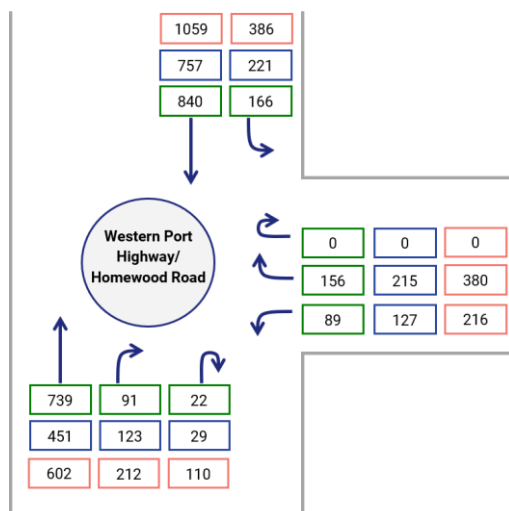


Figure 1: Western Port Hwy / Homewood Rd - Post Development Traffic + 25%

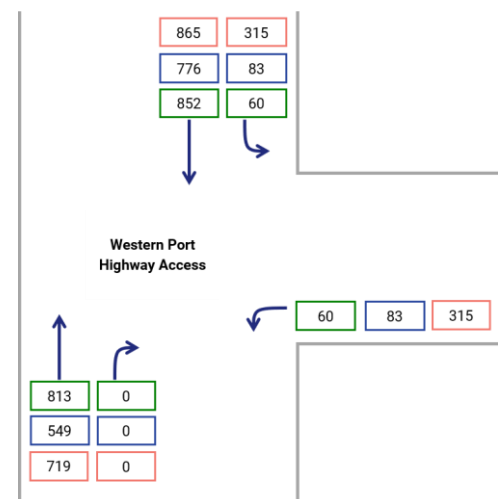


Figure 2: Western Port Hwy Site access - Post Development Traffic + 25%

In order to understand the operation of the surrounding network with a sensitivity analysis a SIDRA analysis of the intersection of Western Port Highway with Homewood Road, Browns Road and North Road and the site access has been undertaken for the weekday, weekend and holiday peaks.

SIDRA is a computer program originally developed by the Australian Road Research Board, which can be used to analyse the operation of intersections. SIDRA provides information about the capacity of an intersection in terms of a range of parameters, as described below:

Degree of Saturation (D.O.S.) is the ratio of the volume of traffic observed making a particular movement compared to the maximum capacity for that movement. Various values of degree of saturation and their rating are shown below.



Level of Service		Intersection Degree of Saturation	
		Unsignalised Intersection	Signalised Intersection
A	Excellent	≤ 0.60	≤ 0.60
B	Very Good	0.60 – 0.70	0.60 – 0.70
C	Good	0.70 – 0.80	0.70 – 0.90
D	Acceptable	0.80 – 0.90	0.90 – 0.95
E	Poor	0.90 – 1.00	0.95 – 1.00
F	Very Poor	≥ 1.0	≥ 1.0

*The **95th Percentile** Queue represents the maximum queue length, in metres, that can be expected in 95% of observed queue lengths in the peak hour.*

***Average Delay** (seconds) is the average delay time that can be expected for all vehicles making a particular movement in the peak hour.*

An assessment of the intersections is provided as follows.

Western Port Highway & Homewood Road Intersection

Review of the results reveals that under the sensitivity analysis the intersection of Homewood Road and Western Port Highway will continue to operate under 'excellent' conditions during the weekday peak period and 'very good' conditions during the weekend peak period. During both peaks the intersection was seen to have manageable queues and delays on all legs.

The analysis shows that during the holiday peaks the intersection was seen to operate under 'very good' conditions, with the exception of the eastern Homewood Road approach. This intersection was seen to be reaching capacity, however queues and delays were seen to be manageable.

It is further noted that during these events, temporary traffic management will be introduced to further mitigate any impacts to the surrounding network.

Based on the preceding, whilst the holiday peak period shows that the Homewood Road approach to the intersection is reaching capacity, through the implementation of traffic management the intersection is expected to continue to operation in an acceptable fashion.

The results are summarised in Table 1.

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Table 1: Intersection Operation – Western Port Hwy/Homewood Rd – Sensitivity Analysis (+25%)

Approach	Mov.	Weekday Peak			Weekend Peak			Holiday Peak		
		DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)
Western Port Hwy (S)	T	0.34	5	11	0.35	6	11	0.46	6	20
	R	0.34	9	11	0.35	10	10	0.46	10	19
	U	0.34	11	11	0.35	12	10	0.46	12	19
Homewood Rd (E)	L	0.30	6	8	0.65	13	24	0.99	45	159
	R	0.30	11	8	0.65	18	24	0.99	50	159
Western Port Hwy (N)	L	0.39	5	11	0.51	6	17	0.65	6	35
	T	0.39	5	11	0.51	5	17	0.65	6	35
	U	0.39	11	11	0.51	12	17	0.65	13	35

Western Port Highway & Site Access

Review of the results reveals that under the sensitivity analysis the intersection of the site access and Western Port Highway will continue to operate under 'excellent' conditions during all peak periods with manageable queues and delays on all legs.

The queuing expected for the intersection will be contained within the turn lanes. There is not expected to be any queuing on Western Port Highway that will limit the capacity of through movements.

The results are summarised in Table 2.

Table 2: Intersection Operation – Western Port Hwy/Site Access – Sensitivity Analysis (+25%)

Approach	Mov.	Weekday Peak			Weekend Peak			Holiday Peak		
		DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)
Western Port Hwy (S)	T	0.23	0	0	0.15	0	0	0.20	0	0
Site Access (E)	L	0.08	7	2	0.10	7	3	0.42	9	16
Western Port Hwy (N)	L	0.03	8	0	0.05	8	0	0.18	8	0
	T	0.24	0	0	0.22	0	0	0.25	0	0
	U	0.00	21	0	0.00	15	0	0.00	18	0

Growth Analysis

In addition to the sensitivity analysis for the proposal, we have undertaken an analysis of the site access and intersection of Western Port Highway and Homewood Road applying a compounding growth rate of 1.5% for 10 years as requested by DTP.

The originally projected traffic volumes have been utilised (we have not allowed for an extra 25% sensitivity analysis as part of the growth analysis).

The analysis has been undertaken using the 'design life' analysis within SIDRA as follows.



Western Port Highway & Homewood Road Intersection

Review of the results reveals that the intersection of Homewood Road and Western Port Highway will continue to operate under 'excellent' conditions during the weekday and weekend peak periods with manageable queues and delays on all legs.

The analysis shows that during the holiday peaks the intersection was seen to operate under 'good' conditions with manageable queues and delays on all legs.

As previously raised, during these events, temporary traffic management will be introduced to further mitigate any impacts to the surrounding network.

The results are summarised in Table 3.

Table 3: Intersection Operation – Western Port Hwy/Homewood Rd – 10-Year Growth Analysis

Approach	Mov.	Weekday Peak			Weekend Peak			Holiday Peak		
		DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)
Western Port Hwy (S)	T	0.37	5	12	0.26	5	8	0.42	5	17
	R	0.37	9	12	0.26	9	8	0.42	1	16
	U	0.37	11	12	0.26	11	8	0.42	0.12	16
Homewood Rd (E)	L	0.25	7	6	0.34	7	9	0.78	14	45
	R	0.25	11	6	0.34	11	9	0.78	19	45
Western Port Hwy (N)	L	0.41	5	12	0.40	5	12	0.61	6	28
	T	0.41	5	12	0.40	5	12	0.61	6	28
	U	0.41	11	12	0.40	11	12	0.61	12	28

Western Port Highway & Site Access

Review of the results reveals the intersection of the site access and Western Port Highway will continue to operate under 'excellent' conditions during all peak periods with manageable queues and delays on all legs once 10 years of growth have been applied to Western Port Highway.

The queuing expected for the intersection will be contained within the turn lanes. There is not expected to be any queuing on Western Port Highway that will limit the capacity of through movements.

The results are summarised in Table 4.

Table 4: Intersection Operation – Western Port Hwy/Site Access – 10-Year Growth Analysis

Approach	Mov.	Weekday Peak			Weekend Peak			Holiday Peak		
		DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)	DoS	Av. Delay (s)	95% Queue (m)
Western Port Hwy (S)	T	0.26	0	0	0.17	0	0	0.21	0	0
Site Access (E)	L	0.07	7	2	0.09	7	2	0.36	9	12
Western Port Hwy (N)	L	0.03	8	0	0.04	8	0	0.14	8	0
	T	0.27	0	0	0.24	0	0	0.27	0	0
	U	0.01	25	0	0.00	16	0	0.00	19	0



Based on the preceding, the proposed access arrangements continue to be appropriate allowing for 10 years of growth on Western Port Highway.

External Road Network Upgrades

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Roundabout Design

As requested by DTP we have prepared an updated Functional Layout Plan (FLP) which reduces the central island radius to a minimum of 20 metres whilst still being in accordance with the requirements of Table 4.1 of the Austroads Guide to Road Design Part 4B – Roundabouts.

We note that whilst DTP has also requested review of the alignment of the roundabout (including centring it to the existing road alignment) the design retains the previous alignment and western extent of the roundabout. This is because there is existing vegetation and mounding in the verge. To shift the roundabout west would result in significant impacts to the existing native vegetation and drainage arrangements along the western side of Western Port Highway which the designs seeks to minimise.

With the reduced radius and minor changes to the alignment of the roundabout the southbound deflection has been reduced, whilst still maintaining the minimum requirements to slow vehicles to 60km/h through the roundabout.

A sight distance analysis was undertaken as part of the updated FLP demonstrating that Criterion 1 and 2 set out in section 3.2 of the Austroads Guide is still provided.

Based on these changes the update FLP is acceptable and addresses the commentary received from DTP.

Local Road Network

As part of the delivery of the roundabout, the proposal also seeks to upgrade Homewood Road to provide for a minimum sealed pavement width of 7 metres to the west of the site access points at the northern boundary.

This upgrade will facilitate the needs of the increased traffic volumes on Homewood Road associated with the development and will accommodate any queuing expected at the roundabout.

Whilst it is noted that to the east of the site, Homewood Road continues to be unsealed, there will be limited, if any, desire for vehicles entering/exiting the site to travel to/from the east on Homewood Road. The desire of patrons attending the site will be to return to the arterial network to the west of the site as quickly as possible.

Based on the preceding, the proposed upgrades to Homewood Road associated with the development are acceptable and there is no trigger for additional upgrades along Homewood Road to the east of the site.

Event Traffic Management Plan

The proposal seeks to provide 17 special holiday events including 9 larger events (800-1200 patrons per hour) and 8 medium (550-800 patrons per hour) throughout the year.

It is during these events that the traffic management will be implemented. The exact measures to be introduced and thresholds that form part of the holiday events is to be addressed as part of the future Traffic Management Plan.



The original application included a number of proposed measures to be introduced during these events, including, but not limited to:

- Introduction of advanced notification signage (1 week prior)
- Introduction of variable message signs during the event,
- Introduction of event signage (Parking direction etc.)
- Introduction of 'no Parking – Tow Away' signage on Western Port Highway and Homewood Road
- Speed Reduction (60km/h) on Western Port Highway

It is noted that the surrounding intersections were seen to operate under acceptable conditions without the introduction of the preceding measures.

In addition to the traffic measures provided, it is understood that the proposal will also include additional booking systems, bus transfers etc. during events to further manage traffic associated with the development.

It is recommended that the requirement to prepare a traffic management plan should be provided as a Condition of Permit, should one be issued.

Overall, we are satisfied that there are no traffic engineering reasons why the Proposed Place of Worship Development should not be approved subject to appropriate conditions.

Please contact myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



JAMES COSSINS

Associate

Registered Professional Engineer No. PE0011767

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Appendix A

SIDRA Summaries

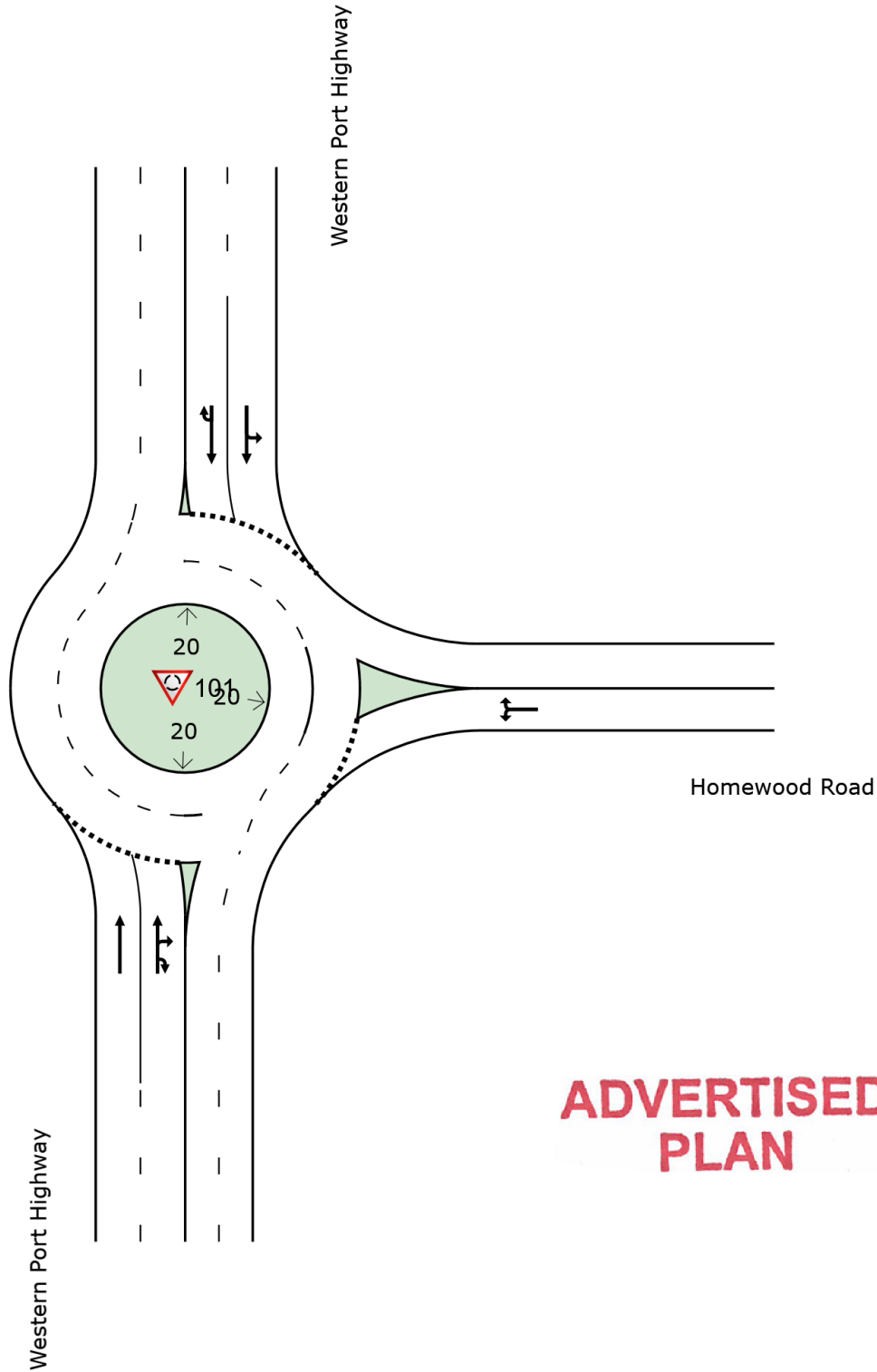
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SITE LAYOUT

 **Site: 101 [Western Port / Homewood Road - Weekday
Proposed - Copy (2) (Site Folder: Roundabout - Sensitivity)]**

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 101 [Western Port / Homewood Road - Weekday
Proposed - Copy (2) (Site Folder: Roundabout - Sensitivity)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	778	5.0	778	5.0	0.343	4.7	LOS A	1.5	10.9	0.28	0.47	0.28	53.4
3	R2	All MCs	96	2.0	96	2.0	0.343	9.3	LOS A	1.5	10.7	0.28	0.52	0.28	52.1
3u	U	All MCs	23	2.0	23	2.0	0.343	11.4	LOS B	1.5	10.7	0.28	0.52	0.28	52.1
Approach			897	4.6	897	4.6	0.343	5.3	LOS A	1.5	10.9	0.28	0.48	0.28	53.3
East: Homewood Road															
4	L2	All MCs	94	2.0	94	2.0	0.297	6.3	LOS A	1.1	7.6	0.53	0.77	0.53	50.9
6	R2	All MCs	164	2.0	164	2.0	0.297	11.2	LOS B	1.1	7.6	0.53	0.77	0.53	50.5
Approach			258	2.0	258	2.0	0.297	9.4	LOS A	1.1	7.6	0.53	0.77	0.53	50.6
North: Western Port Highway															
7	L2	All MCs	175	2.0	175	2.0	0.385	4.7	LOS A	1.5	11.1	0.21	0.44	0.21	53.6
8	T1	All MCs	884	5.0	884	5.0	0.385	4.5	LOS A	1.5	11.1	0.21	0.43	0.21	54.1
9u	U	All MCs	2	2.0	2	2.0	0.385	11.3	LOS B	1.5	11.0	0.22	0.43	0.22	53.2
Approach			1061	4.5	1061	4.5	0.385	4.6	LOS A	1.5	11.1	0.21	0.44	0.21	54.0
All Vehicles			2216	4.3	2216	4.3	0.385	5.4	LOS A	1.5	11.1	0.28	0.49	0.28	53.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 101 [Western Port / Homewood Road - Weekend
Proposed - Copy (2) (Site Folder: Roundabout - Sensitivity)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout
Sensitivity Analysis (Critical Gap & Follow-up Headway): Results for Parameter Scale = 125.0 %

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh.]	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Western Port Highway															
2	T1	All MCs	475	5.0	475	5.0	0.349	5.6	LOS A	1.5	10.6	0.37	0.53	0.37	52.8
3	R2	All MCs	129	2.0	129	2.0	0.349	10.3	LOS B	1.4	10.3	0.38	0.60	0.38	51.0
3u	U	All MCs	31	2.0	31	2.0	0.349	12.4	LOS B	1.4	10.3	0.38	0.60	0.38	51.0
Approach			635	4.2	635	4.2	0.349	6.9	LOS A	1.5	10.6	0.37	0.55	0.37	52.4
East: Homewood Road															
4	L2	All MCs	134	2.0	134	2.0	0.654	12.7	LOS B	3.4	24.3	0.71	0.98	1.06	46.8
6	R2	All MCs	226	2.0	226	2.0	0.654	17.6	LOS B	3.4	24.3	0.71	0.98	1.06	46.5
Approach			360	2.0	360	2.0	0.654	15.8	LOS B	3.4	24.3	0.71	0.98	1.06	46.6
North: Western Port Highway															
7	L2	All MCs	233	2.0	233	2.0	0.511	5.5	LOS A	2.3	16.9	0.33	0.49	0.33	53.1
8	T1	All MCs	797	5.0	797	5.0	0.511	5.4	LOS A	2.3	16.9	0.34	0.48	0.34	53.5
9u	U	All MCs	2	2.0	2	2.0	0.511	12.2	LOS B	2.3	16.7	0.34	0.47	0.34	52.7
Approach			1032	4.3	1032	4.3	0.511	5.4	LOS A	2.3	16.9	0.33	0.48	0.33	53.4
All Vehicles			2026	3.9	2026	3.9	0.654	7.7	LOS A	3.4	24.3	0.41	0.59	0.48	51.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 101 [Western Port / Homewood Road - Event Proposed - Copy (2) (Site Folder: Roundabout - Sensitivity)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Western Port Highway															
2	T1	All MCs	634	5.0	634	5.0	0.459	5.6	LOS A	2.8	20.3	0.58	0.57	0.58	52.0
3	R2	All MCs	223	2.0	223	2.0	0.459	10.3	LOS B	2.7	19.4	0.58	0.67	0.58	49.8
3u	U	All MCs	116	2.0	116	2.0	0.459	12.4	LOS B	2.7	19.4	0.58	0.67	0.58	49.8
Approach			973	4.0	973	4.0	0.459	7.5	LOS A	2.8	20.3	0.58	0.60	0.58	51.2
East: Homewood Road															
4	L2	All MCs	227	2.0	227	2.0	0.998	45.1	LOS D	22.3	158.7	1.00	1.97	3.95	33.3
6	R2	All MCs	400	2.0	400	2.0	0.998	50.0	LOS D	22.3	158.7	1.00	1.97	3.95	33.1
Approach			627	2.0	627	2.0	0.998	48.2	LOS D	22.3	158.7	1.00	1.97	3.95	33.2
North: Western Port Highway															
7	L2	All MCs	406	2.0	406	2.0	0.646	6.2	LOS A	4.8	34.7	0.58	0.62	0.62	52.1
8	T1	All MCs	1112	5.0	1112	5.0	0.646	6.3	LOS A	4.8	34.7	0.59	0.62	0.64	52.4
9u	U	All MCs	3	2.0	3	2.0	0.646	13.1	LOS B	4.7	34.5	0.59	0.62	0.64	51.6
Approach			1521	4.2	1521	4.2	0.646	6.3	LOS A	4.8	34.7	0.58	0.62	0.63	52.3
All Vehicles			3121	3.7	3121	3.7	0.998	15.1	LOS B	22.3	158.7	0.67	0.89	1.28	46.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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SITE LAYOUT

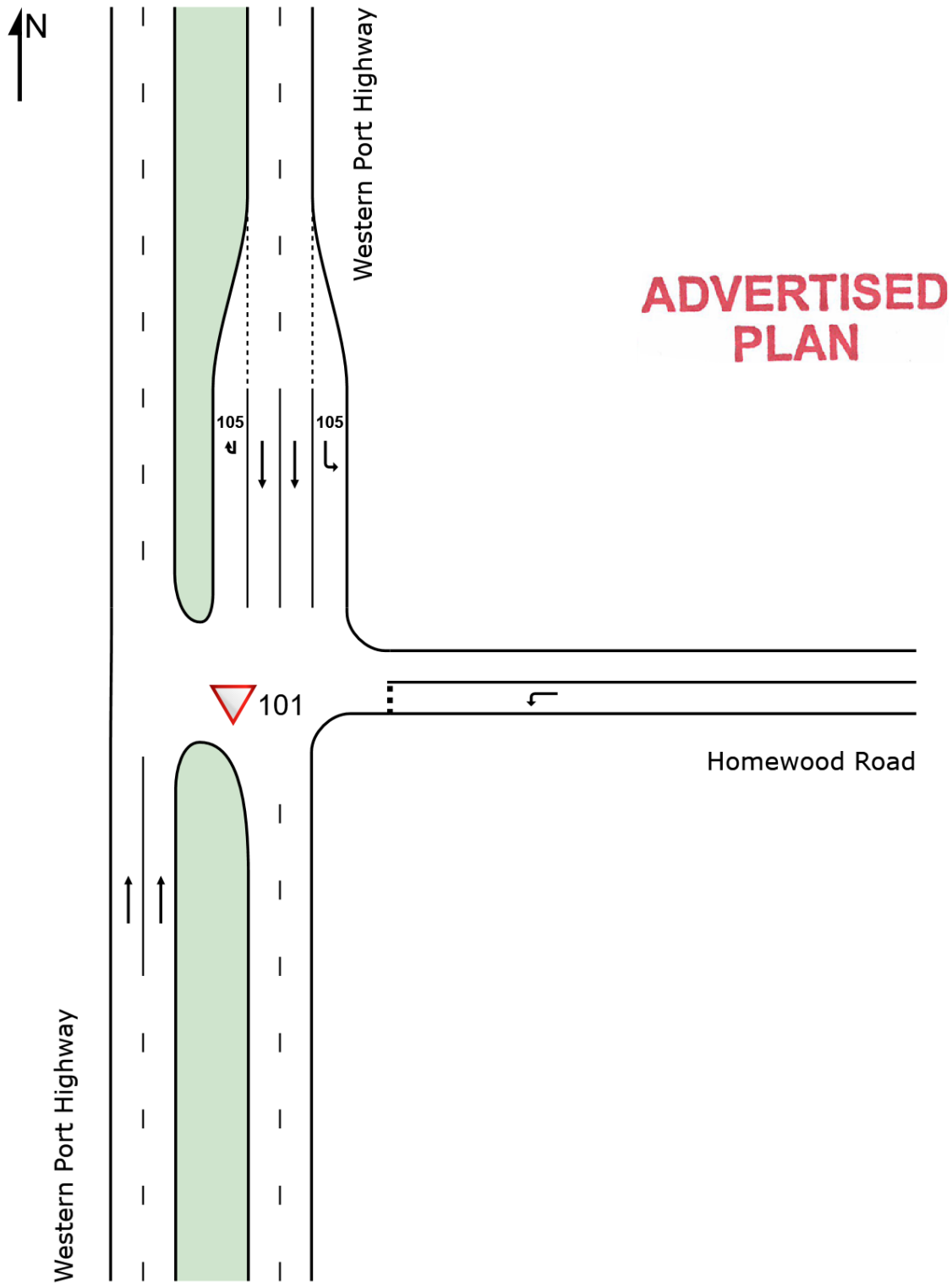
▽ Site: 101 [W Port Hwy / Site Access- Weekday Proposed -
Copy (2) (Site Folder: Roundabout - Sensitivity)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [W Port Hwy / Site Access- Weekday Proposed - Copy (2) (Site Folder: Roundabout - Sensitivity)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	856	5.0	856	5.0	0.225	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach			856	5.0	856	5.0	0.225	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.9
East: Homewood Road															
4	L2	All MCs	63	2.0	63	2.0	0.078	7.0	LOS A	0.3	2.0	0.47	0.67	0.47	53.9
Approach			63	2.0	63	2.0	0.078	7.0	LOS A	0.3	2.0	0.47	0.67	0.47	53.9
North: Western Port Highway															
7	L2	All MCs	63	2.0	63	2.0	0.034	7.9	LOS A	0.0	0.0	0.00	0.66	0.00	72.9
8	T1	All MCs	897	5.0	897	5.0	0.236	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	1	2.0	1	2.0	0.004	20.9	LOS C	0.0	0.1	0.74	0.79	0.74	58.0
Approach			961	4.8	961	4.8	0.236	0.6	NA	0.0	0.1	0.00	0.04	0.00	97.4
All Vehicles			1880	4.8	1880	4.8	0.236	0.5	NA	0.3	2.0	0.02	0.05	0.02	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

▼ Site: 101 [W Port Hwy / Site Access- Weekend Proposed - Copy (2) (Site Folder: Roundabout - Sensitivity)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	578	5.0	578	5.0	0.152	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach			578	5.0	578	5.0	0.152	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.9
East: Homewood Road															
4	L2	All MCs	87	2.0	87	2.0	0.103	6.7	LOS A	0.4	2.6	0.45	0.66	0.45	54.1
Approach			87	2.0	87	2.0	0.103	6.7	LOS A	0.4	2.6	0.45	0.66	0.45	54.1
North: Western Port Highway															
7	L2	All MCs	87	2.0	87	2.0	0.047	7.9	LOS A	0.0	0.0	0.00	0.66	0.00	72.9
8	T1	All MCs	817	5.0	817	5.0	0.215	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	1	2.0	1	2.0	0.002	14.9	LOS B	0.0	0.1	0.57	0.69	0.57	64.1
Approach			905	4.7	905	4.7	0.215	0.8	NA	0.0	0.1	0.00	0.06	0.00	96.4
All Vehicles			1571	4.7	1571	4.7	0.215	0.8	NA	0.4	2.6	0.03	0.07	0.03	93.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [W Port Hwy / Site Access- Event Proposed - Copy (2) (Site Folder: Roundabout - Sensitivity)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	757	5.0	757	5.0	0.199	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach			757	5.0	757	5.0	0.199	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.9
East: Homewood Road															
4	L2	All MCs	332	2.0	332	2.0	0.415	8.5	LOS A	2.3	16.1	0.58	0.82	0.75	52.7
Approach			332	2.0	332	2.0	0.415	8.5	LOS A	2.3	16.1	0.58	0.82	0.75	52.7
North: Western Port Highway															
7	L2	All MCs	332	2.0	332	2.0	0.178	7.9	LOS A	0.0	0.0	0.00	0.66	0.00	72.9
8	T1	All MCs	911	5.0	911	5.0	0.240	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	1	2.0	1	2.0	0.003	18.3	LOS C	0.0	0.1	0.69	0.75	0.69	60.5
Approach			1243	4.2	1243	4.2	0.240	2.1	NA	0.0	0.1	0.00	0.18	0.00	90.8
All Vehicles			2332	4.1	2332	4.1	0.415	2.4	NA	2.3	16.1	0.08	0.21	0.11	84.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

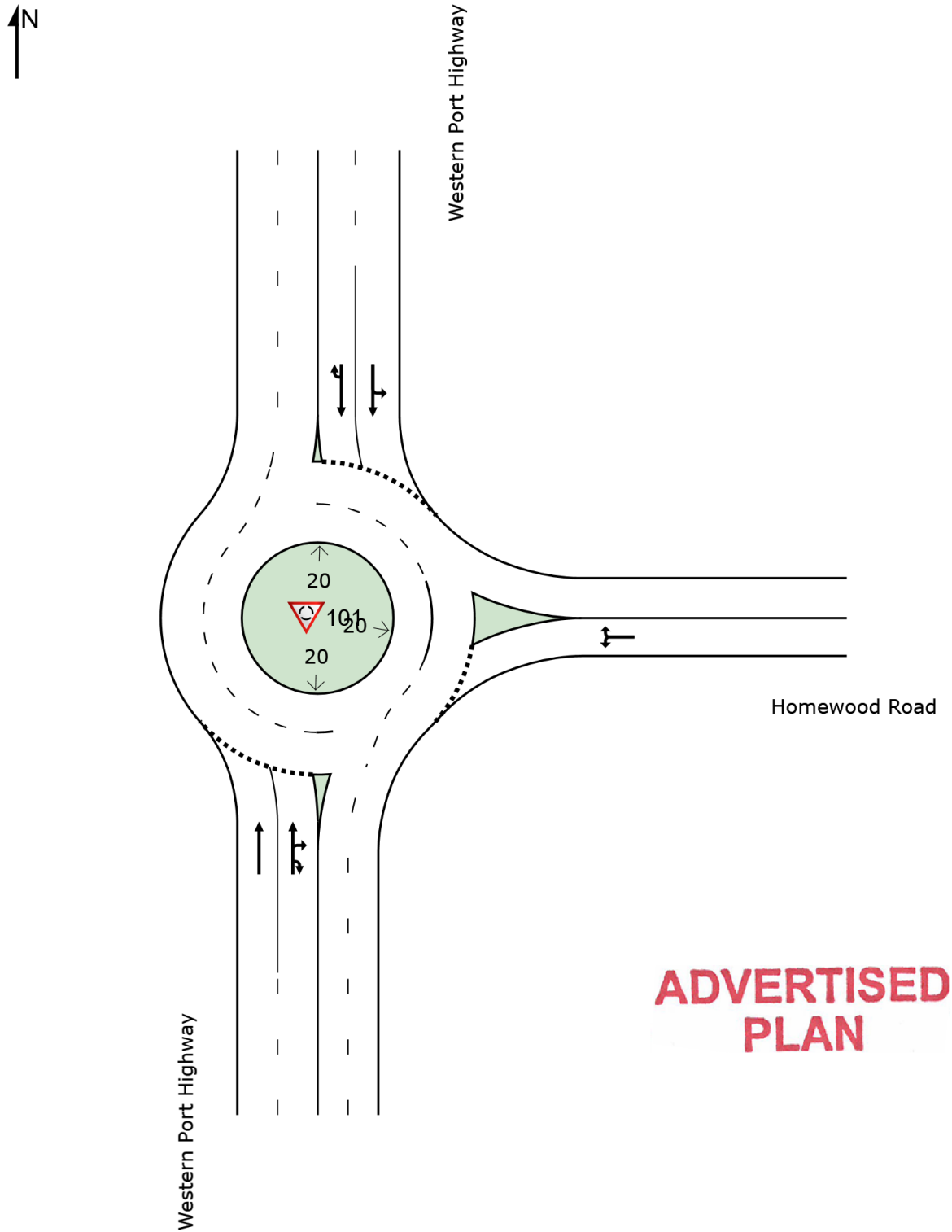
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SITE LAYOUT

 Site: 101 [Western Port / Homewood Road - Weekday
Proposed - Copy (Site Folder: Roundabout - Growth)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 101 [Western Port / Homewood Road - Weekday
Proposed - Copy (Site Folder: Roundabout - Growth)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				
			veh/h		veh/h		v/c	sec							km/h
South: Western Port Highway															
2	T1	All MCs	893	5.0	893	5.0	0.368	4.6	LOS A	1.7	12.1	0.25	0.46	0.25	53.6
3	R2	All MCs	78	2.0	78	2.0	0.368	9.2	LOS A	1.6	11.8	0.26	0.49	0.26	52.4
3u	U	All MCs	19	2.0	19	2.0	0.368	11.3	LOS B	1.6	11.8	0.26	0.49	0.26	52.4
Approach			990	4.7	990	4.7	0.368	5.1	LOS A	1.7	12.1	0.26	0.46	0.26	53.5
East: Homewood Road															
4	L2	All MCs	76	2.0	76	2.0	0.247	6.5	LOS A	0.9	6.1	0.53	0.78	0.53	50.8
6	R2	All MCs	132	2.0	132	2.0	0.247	11.3	LOS B	0.9	6.1	0.53	0.78	0.53	50.4
Approach			207	2.0	207	2.0	0.247	9.5	LOS A	0.9	6.1	0.53	0.78	0.53	50.5
North: Western Port Highway															
7	L2	All MCs	142	2.0	142	2.0	0.408	4.6	LOS A	1.7	12.0	0.19	0.43	0.19	53.7
8	T1	All MCs	1004	5.0	1004	5.0	0.408	4.5	LOS A	1.7	12.0	0.19	0.42	0.19	54.2
9u	U	All MCs	2	2.0	2	2.0	0.408	11.2	LOS B	1.6	11.9	0.20	0.42	0.20	53.3
Approach			1148	4.6	1148	4.6	0.408	4.5	LOS A	1.7	12.0	0.19	0.43	0.19	54.1
All Vehicles			2346	4.4	2346	4.4	0.408	5.2	LOS A	1.7	12.1	0.25	0.47	0.25	53.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 101 [Western Port / Homewood Road - Weekend
Proposed - Copy (Site Folder: Roundabout - Growth)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				
			veh/h		veh/h		v/c	sec							km/h
South: Western Port Highway															
2	T1	All MCs	538	5.0	538	5.0	0.260	4.7	LOS A	1.1	7.7	0.27	0.48	0.27	53.3
3	R2	All MCs	104	2.0	104	2.0	0.260	9.3	LOS A	1.0	7.5	0.27	0.55	0.27	51.8
3u	U	All MCs	24	2.0	24	2.0	0.260	11.4	LOS B	1.0	7.5	0.27	0.55	0.27	51.8
Approach			666	4.4	666	4.4	0.260	5.6	LOS A	1.1	7.7	0.27	0.49	0.27	53.0
East: Homewood Road															
4	L2	All MCs	108	2.0	108	2.0	0.337	6.5	LOS A	1.3	9.1	0.55	0.78	0.56	50.8
6	R2	All MCs	181	2.0	181	2.0	0.337	11.4	LOS B	1.3	9.1	0.55	0.78	0.56	50.4
Approach			289	2.0	289	2.0	0.337	9.5	LOS A	1.3	9.1	0.55	0.78	0.56	50.5
North: Western Port Highway															
7	L2	All MCs	187	2.0	187	2.0	0.397	4.7	LOS A	1.6	11.6	0.22	0.45	0.22	53.5
8	T1	All MCs	898	5.0	898	5.0	0.397	4.6	LOS A	1.6	11.6	0.22	0.44	0.22	54.0
9u	U	All MCs	2	2.0	2	2.0	0.397	11.3	LOS B	1.6	11.5	0.23	0.43	0.23	53.2
Approach			1087	4.5	1087	4.5	0.397	4.6	LOS A	1.6	11.6	0.22	0.44	0.22	53.9
All Vehicles			2043	4.1	2043	4.1	0.397	5.6	LOS A	1.6	11.6	0.29	0.51	0.29	53.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: 101 [Western Port / Homewood Road - Event Proposed - Copy (Site Folder: Roundabout - Growth)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh.]	Dist]				
			veh/h		veh/h	%	v/c	sec		veh	m				km/h
South: Western Port Highway															
2	T1	All MCs	685	5.0	685	5.0	0.418	5.2	LOS A	2.3	16.8	0.48	0.54	0.48	52.4
3	R2	All MCs	180	2.0	180	2.0	0.418	9.9	LOS A	2.2	16.1	0.48	0.63	0.48	50.5
3u	U	All MCs	93	2.0	93	2.0	0.418	12.0	LOS B	2.2	16.1	0.48	0.63	0.48	50.5
Approach			958	4.1	958	4.1	0.418	6.8	LOS A	2.3	16.8	0.48	0.57	0.48	51.8
East: Homewood Road															
4	L2	All MCs	184	2.0	184	2.0	0.781	14.2	LOS B	6.3	45.0	0.87	1.13	1.45	46.0
6	R2	All MCs	320	2.0	320	2.0	0.781	19.1	LOS B	6.3	45.0	0.87	1.13	1.45	45.6
Approach			504	2.0	504	2.0	0.781	17.3	LOS B	6.3	45.0	0.87	1.13	1.45	45.8
North: Western Port Highway															
7	L2	All MCs	326	2.0	326	2.0	0.612	5.5	LOS A	3.8	27.7	0.48	0.55	0.49	52.5
8	T1	All MCs	1194	5.0	1194	5.0	0.612	5.5	LOS A	3.8	27.9	0.48	0.55	0.50	52.9
9u	U	All MCs	3	2.0	3	2.0	0.612	12.3	LOS B	3.8	27.9	0.49	0.55	0.51	52.0
Approach			1523	4.4	1523	4.4	0.612	5.5	LOS A	3.8	27.9	0.48	0.55	0.50	52.8
All Vehicles			2985	3.9	2985	3.9	0.781	7.9	LOS A	6.3	45.0	0.55	0.65	0.65	51.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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PLAN

SITE LAYOUT

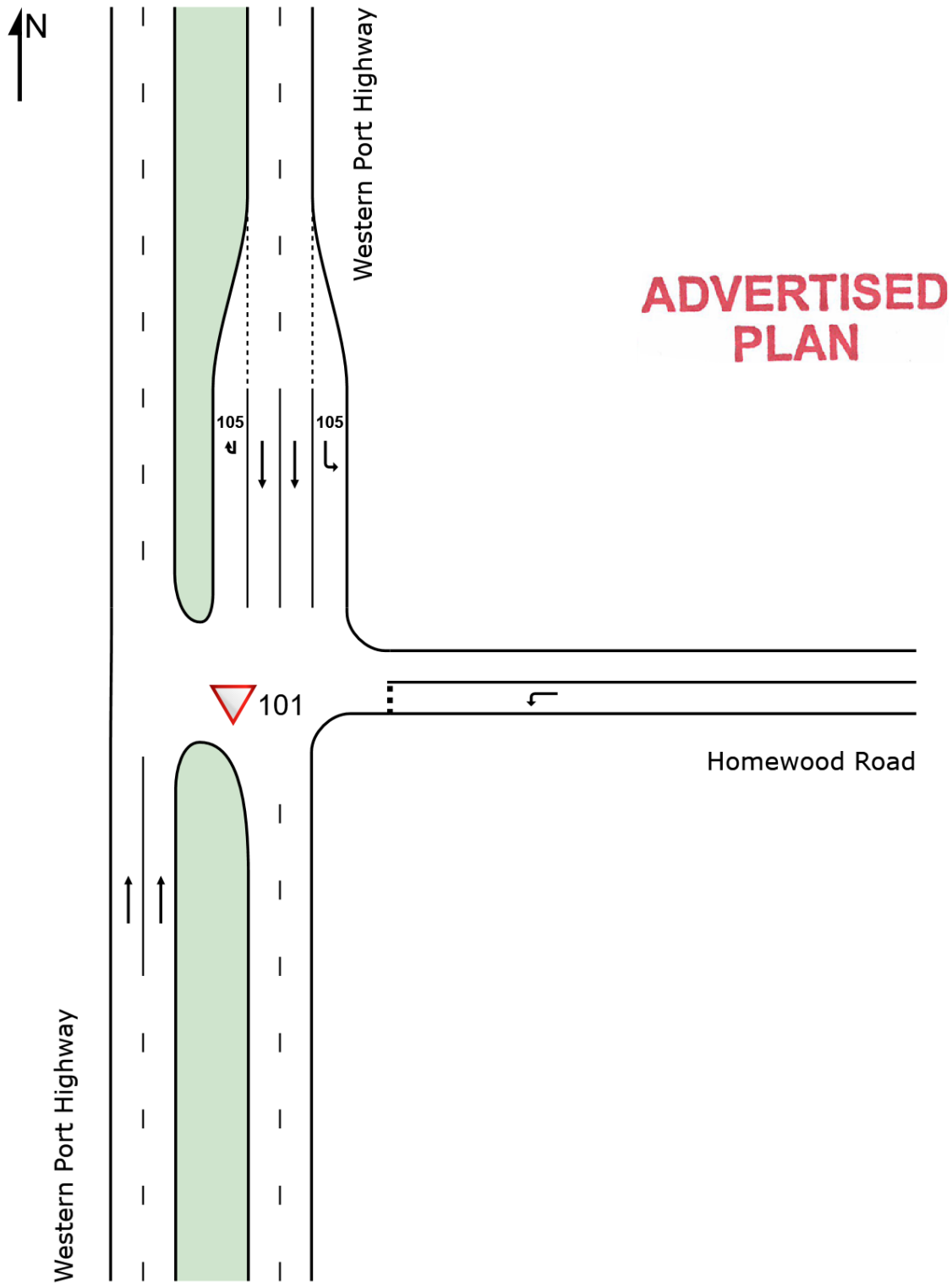
▽ Site: 101 [W Port Hwy / Site Access- Weekday Proposed -
Copy (Site Folder: Roundabout - Growth)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 101 [W Port Hwy / Site Access- Weekday Proposed - Copy (Site Folder: Roundabout - Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	968	5.0	968	5.0	0.255	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach			968	5.0	968	5.0	0.255	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.9
East: Homewood Road															
4	L2	All MCs	51	2.0	51	2.0	0.068	7.4	LOS A	0.2	1.7	0.49	0.69	0.49	53.6
Approach			51	2.0	51	2.0	0.068	7.4	LOS A	0.2	1.7	0.49	0.69	0.49	53.6
North: Western Port Highway															
7	L2	All MCs	51	2.0	51	2.0	0.027	7.9	LOS A	0.0	0.0	0.00	0.66	0.00	72.9
8	T1	All MCs	1020	5.0	1020	5.0	0.269	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	1	2.0	1	2.0	0.005	24.7	LOS C	0.0	0.1	0.80	0.83	0.80	54.8
Approach			1072	4.9	1072	4.9	0.269	0.4	NA	0.0	0.1	0.00	0.03	0.00	98.1
All Vehicles			2090	4.9	2090	4.9	0.269	0.4	NA	0.2	1.7	0.01	0.03	0.01	96.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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PLAN

MOVEMENT SUMMARY

▼ Site: 101 [W Port Hwy / Site Access- Weekend Proposed - Copy (Site Folder: Roundabout - Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Western Port Highway															
2	T1	All MCs	634	5.0	634	5.0	0.167	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach			634	5.0	634	5.0	0.167	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.9
East: Homewood Road															
4	L2	All MCs	69	2.0	69	2.0	0.088	7.1	LOS A	0.3	2.2	0.47	0.68	0.47	53.8
Approach			69	2.0	69	2.0	0.088	7.1	LOS A	0.3	2.2	0.47	0.68	0.47	53.8
North: Western Port Highway															
7	L2	All MCs	69	2.0	69	2.0	0.037	7.9	LOS A	0.0	0.0	0.00	0.66	0.00	72.9
8	T1	All MCs	919	5.0	919	5.0	0.242	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	1	2.0	1	2.0	0.003	15.8	LOS C	0.0	0.1	0.61	0.71	0.61	63.0
Approach			989	4.8	989	4.8	0.242	0.6	NA	0.0	0.1	0.00	0.05	0.00	97.3
All Vehicles			1693	4.8	1693	4.8	0.242	0.6	NA	0.3	2.2	0.02	0.06	0.02	95.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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PLAN

MOVEMENT SUMMARY

Site: 101 [W Port Hwy / Site Access- Event Proposed - Copy
(Site Folder: Roundabout - Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
South: Western Port Highway															
2	T1	All MCs	801	5.0	801	5.0	0.211	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach			801	5.0	801	5.0	0.211	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.9
East: Homewood Road															
4	L2	All MCs	265	2.0	265	2.0	0.355	8.6	LOS A	1.7	12.1	0.58	0.82	0.71	52.7
Approach			265	2.0	265	2.0	0.355	8.6	LOS A	1.7	12.1	0.58	0.82	0.71	52.7
North: Western Port Highway															
7	L2	All MCs	265	2.0	265	2.0	0.143	7.9	LOS A	0.0	0.0	0.00	0.66	0.00	72.9
8	T1	All MCs	1007	5.0	1007	5.0	0.265	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
9u	U	All MCs	1	2.0	1	2.0	0.004	19.4	LOS C	0.0	0.1	0.72	0.77	0.72	59.4
Approach			1273	4.4	1273	4.4	0.265	1.7	NA	0.0	0.1	0.00	0.14	0.00	92.6
All Vehicles			2340	4.3	2340	4.3	0.355	1.9	NA	1.7	12.1	0.07	0.17	0.08	87.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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PLAN

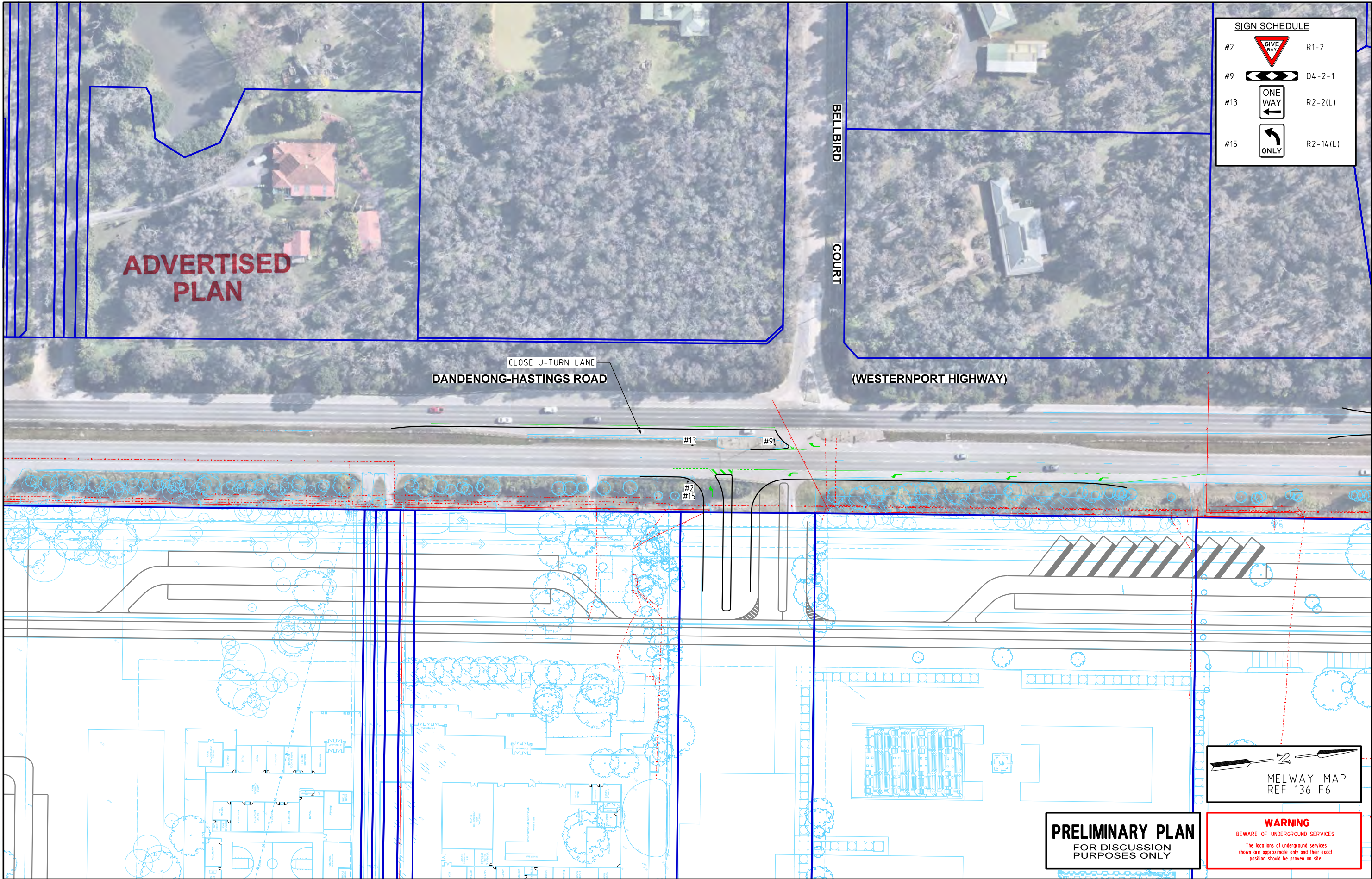


Appendix B

Updated Roundabout Concept

**ADVERTISED
PLAN**

DATE: 5/09/2026
MODEL: G35518-03-01
FILE: \\ussrv02\group\Synergy\Projects\GRP\GRP35518\03-Drawings\G35518-03-00.dgn



ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026
C	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	05 JUN 2026

GENERAL NOTES

- 1 BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)
- 2 ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL
- 3 MAIN ROAD - DANDENONG-HASTINGS ROAD (SPEED ZONE 100km/h)
LOCAL ROAD - HOMEWOOD ROAD (SPEED ZONE 60km/h)
- 4 ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

DESIGNED S. O'KEEFE
CHECKED/APPROVED C. MORELLO
FILE NAME G35518-03-00.dgn

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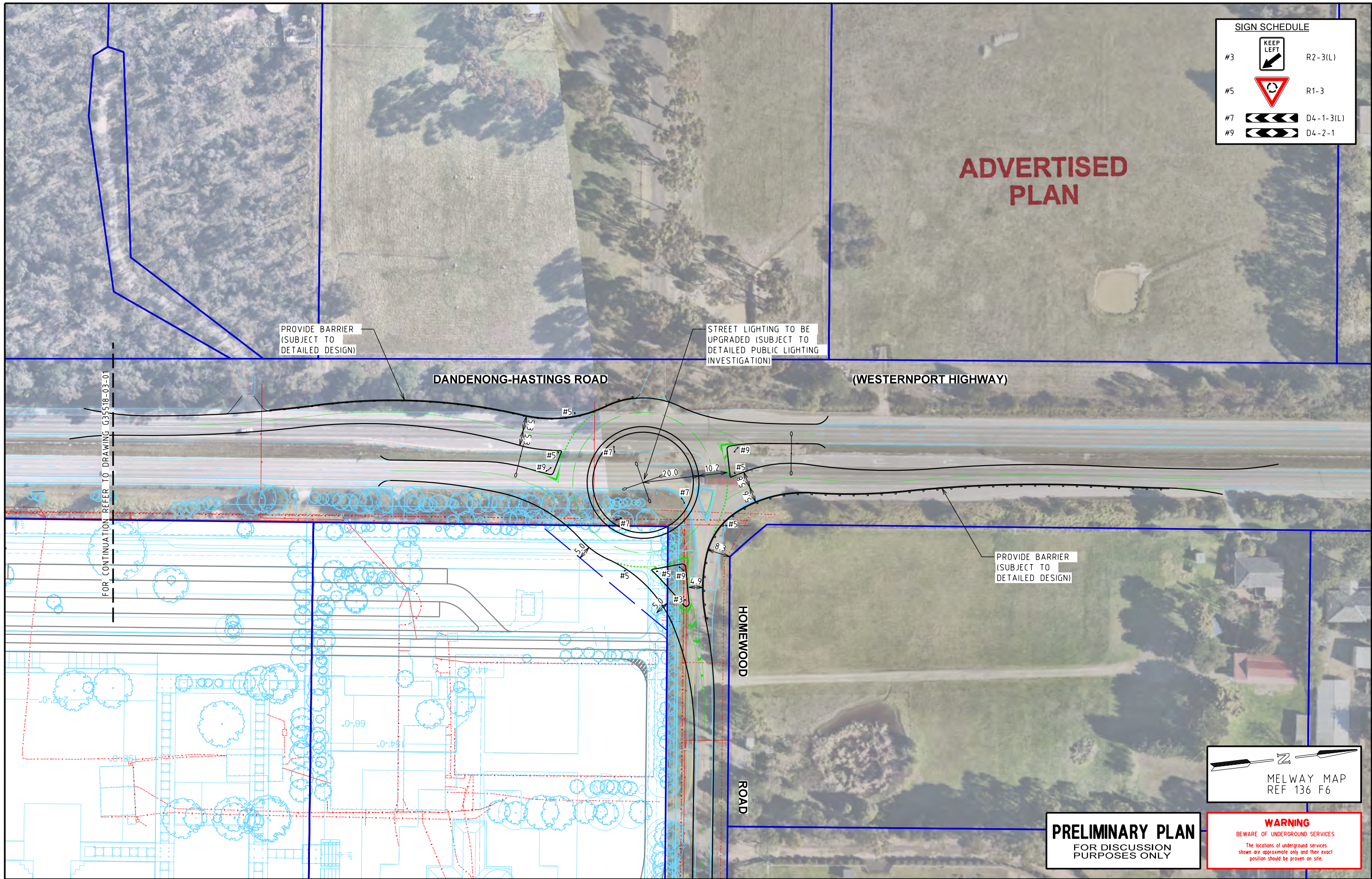
DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
FUNCTIONAL LAYOUT PLAN

SCALE 1:1250 (A3) 0 6.25 12.5 18.75 25

SHEET No. 1 of 9 DWG No. G35518-03-01

FOR CONTINUATION REFER TO DRAWING G35518-03-02

DATE: 5/06/2026
MODEL: G35518-03-02
FILE: I:\services\group\Synergy\Projects\GRP\G35518-03-Drawings\G35518-03-00.dgn



ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026
C	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	05 JUN 2026

GENERAL NOTES
1. BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)
2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL
3. MAIN ROAD - DANDENONG-HASTINGS ROAD (SPEED ZONE 100km/h)
4. LOCAL ROAD - HOMEWOOD ROAD (SPEED ZONE 60km/h)
5. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

DESIGNED S. O'KEEFE
CHECKED/APPROVED C. MORELLO
FILE NAME G35518-03-00.dgn

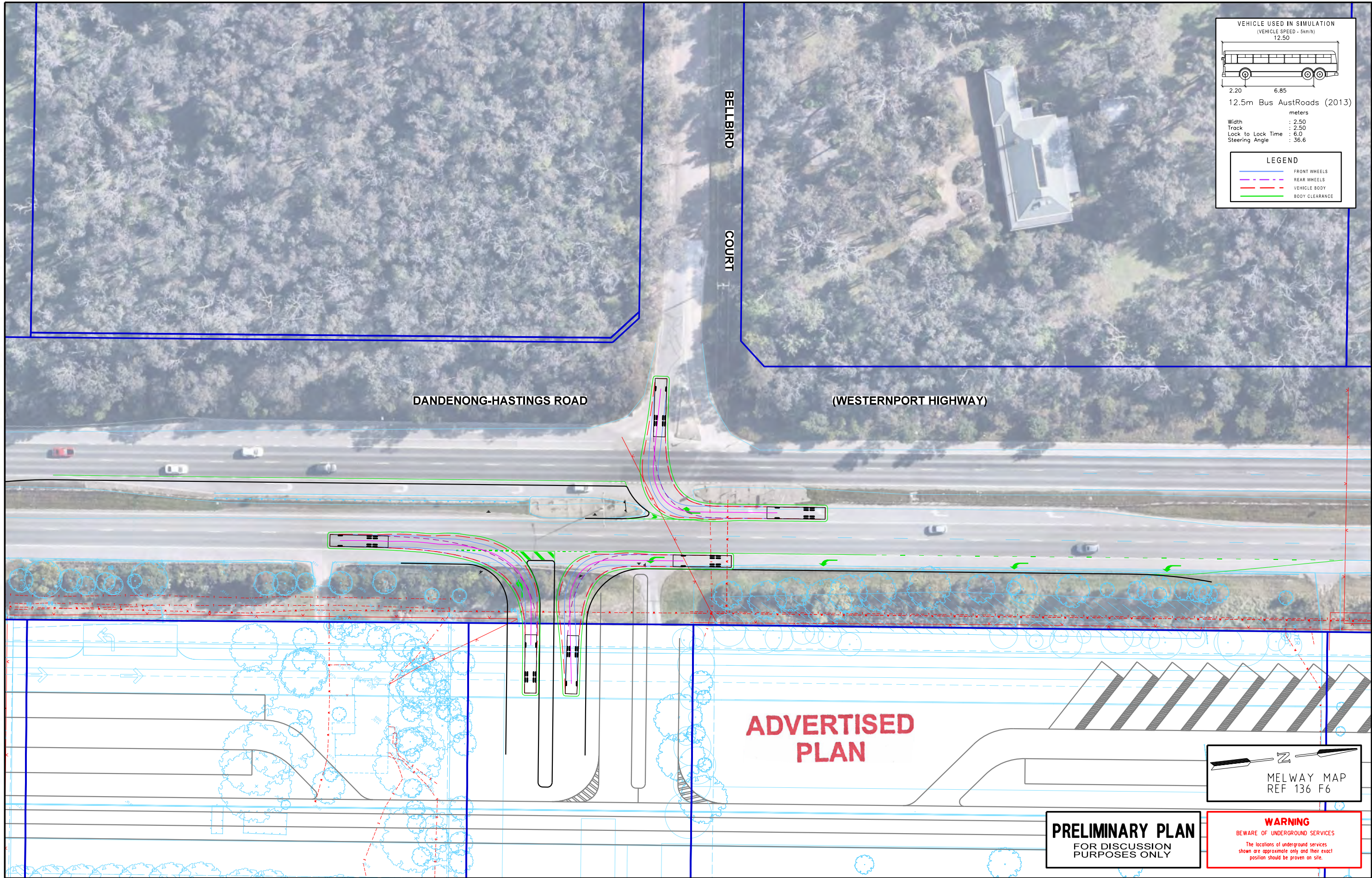
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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
FUNCTIONAL LAYOUT PLAN

SCALE 1:1250 (A3)
SHEET No. 2 of 9
DWG No. G35518-03-02

DATE: 5/09/2026
MODEL: G35518-03-03
FILE: \Users\traffixgroup\Synergy\Projects\GRP\GRP35518\03-Drawings\G35518-03-03.dgn



VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5km/h)
12.50

12.5m Bus AustRoads (2013)

Width : 2.50 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6

LEGEND

- FRONT WHEELS (blue line)
- REAR WHEELS (purple line)
- VEHICLE BODY (red line)
- BODY CLEARANCE (green line)

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026
C	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	05 JUN 2026

GENERAL NOTES

1. BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)

2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL

3. MAIN ROAD - DANDENONG-HASTINGS ROAD (SPEED ZONE 100km/h)
LOCAL ROAD - HOMEWOOD ROAD (SPEED ZONE 60km/h)

4. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

DESIGNED S. O'KEEFE
CHECKED/APPROVED C. MORELLO
FILE NAME G35518-03-00.dgn

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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEPT PATHS - 12.5m BUS

SCALE 0 3.75 7.5 10.25 15
1:750 (A3)

SHEET No3 of 9

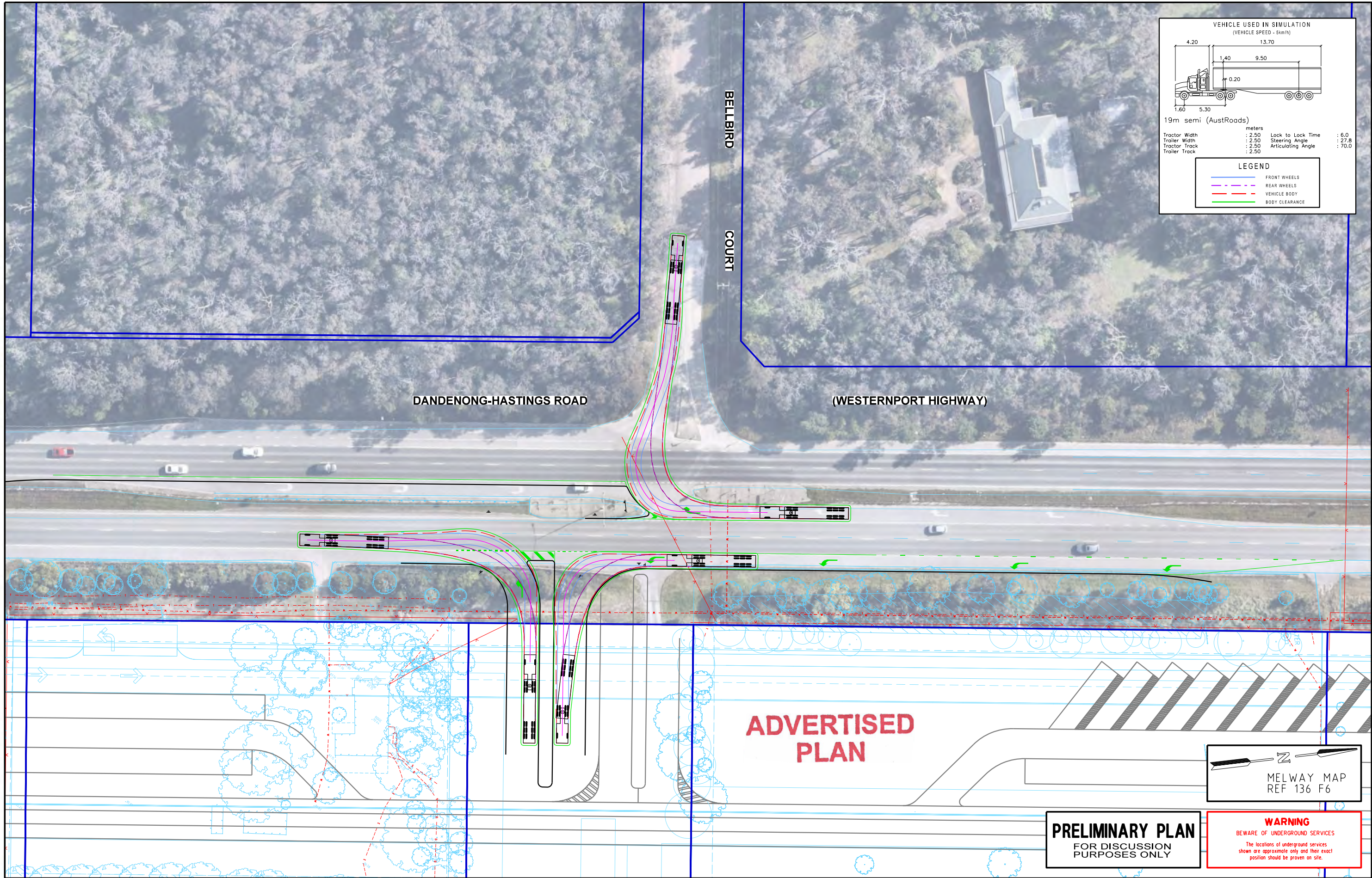
DWG No. G35518-03-03

PRELIMINARY PLAN
FOR DISCUSSION
PURPOSES ONLY

MELWAY MAP
REF 136 F6

WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services shown are approximate only and their exact position should be proven on site.

DATE: 5/08/2026
MODEL: G35518-03-04
FILE: \\ussrv02\group\Synergy\Projects\GRP\GRP35518\03-Drawings\G35518-03-00.dgn



VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5km/h)

19m semi (AustRoads)

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Tractor Track	: 2.50	Steering Angle	: 27.8
Tractor Wheelbase	: 5.30	Articulating Angle	: 70.0
Trailer Width	: 2.50		
Trailer Track	: 2.50		

LEGEND

- FRONT WHEELS
- REAR WHEELS
- VEHICLE BODY
- BODY CLEARANCE

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026
C	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	05 JUN 2026

GENERAL NOTES

1. BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)
2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL
3. MAIN ROAD - DANDENONG-HASTINGS ROAD (SPEED ZONE 100km/h)
LOCAL ROAD - HOMWOOD ROAD (SPEED ZONE 60km/h)
4. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

DESIGNED
S. O'KEEFE

CHECKED/APPROVED
C. MORELLO

FILE NAME
G35518-03-00.dgn

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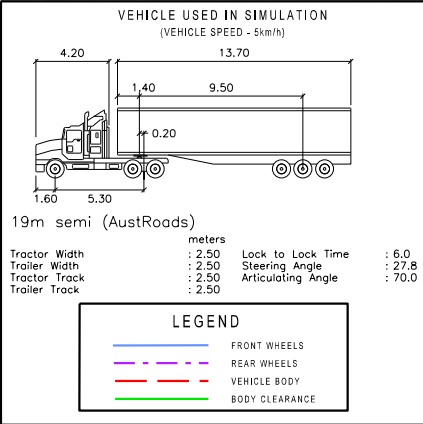
DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEPT PATHS - 19m SEMI

SCALE 0 3.75 7.5 10.25 15
1:750 (A3)

SHEET No. 4 of 9

DWG No. G35518-03-04

ADVERTISED
PLAN



DANDENONG-HASTINGS ROAD

(WESTERNPORT HIGHWAY)

HOMEWOOD

ROAD



PRELIMINARY PLAN
FOR DISCUSSION
PURPOSES ONLY

WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services shown are approximate only and their exact position should be proven on site.

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026
C	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	05 JUN 2026

GENERAL NOTES
1. BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)
2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL
3. MAIN ROAD - DANDENONG-HASTINGS ROAD (SPEED ZONE 100km/h)
4. LOCAL ROAD - HOMEWOOD ROAD (SPEED ZONE 60km/h)
5. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

DESIGNED S. O'KEEFE
CHECKED/APPROVED C. MORELLO
FILE NAME G35518-03-00.dgn

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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY) CRANBOURNE SOUTH CITY OF CASEY SWEPT PATHS - 19m SEMI			
SCALE 1:750 (A3)	0 3.75 7.5 10.25 15	SHEET No. 5 of 9	DWG No. G35518-03-05

ADVERTISED
PLAN

VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5km/h)

19m semi (AustRoads)

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Tractor Track	: 2.50	Steering Angle	: 27.8
Tractor Wheelbase	: 2.50	Articulating Angle	: 70.0
Trailer Width	: 2.50		
Trailer Track	: 2.50		

LEGEND

- FRONT WHEELS
- REAR WHEELS
- VEHICLE BODY
- BODY CLEARANCE

DANDENONG-HASTINGS ROAD

(WESTERNPORT HIGHWAY)

HOMEWOOD

ROAD

MELWAY MAP
REF 136 F6

PRELIMINARY PLAN
FOR DISCUSSION
PURPOSES ONLY

WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services shown are approximate only and their exact position should be proven on site.

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026
C	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	05 JUN 2026

GENERAL NOTES

1. BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)
2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL
3. MAIN ROAD - DANDENONG-HASTINGS ROAD (SPEED ZONE 100km/h)
4. LOCAL ROAD - HOMEWOOD ROAD (SPEED ZONE 60km/h)
5. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

DESIGNED
S. O'KEEFE

CHECKED/APPROVED
C. MORELLO

FILE NAME
G35518-03-00.dgn

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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEPT PATHS - 19m SEMI

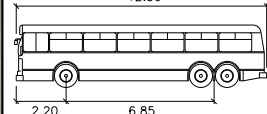
SCALE 1:750 (A3)

SHEET No. 6 of 9

DWG No. G35518-03-06

ADVERTISED
PLAN

VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5km/h)
12.50



12.5m Bus AustRoads (2013)
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6

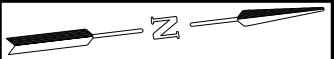
LEGEND
FRONT WHEELS
REAR WHEELS
VEHICLE BODY
BODY CLEARANCE

DANDENONG-HASTINGS ROAD

(WESTERNPORT HIGHWAY)

HOMEWOOD

ROAD



MELWAY MAP
REF 136 F6

PRELIMINARY PLAN
FOR DISCUSSION
PURPOSES ONLY

WARNING
BEWARE OF UNDERGROUND SERVICES

The locations of underground services shown are approximate only and their exact position should be proven on site.

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	CM(RPE7781)	03 FEB 2026
B	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	16 MAR 2026
C	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	05 JUN 2026

GENERAL NOTES

1 BASE INFORMATION FROM FEATURE SURVEY (1234EXAMPLE.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP AUGUST 2025)

2 ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL

3 MAIN ROAD - DANDENONG-HASTINGS ROAD (SPEED ZONE 100km/h)
LOCAL ROAD - HOMEWOOD ROAD (SPEED ZONE 60km/h)

4 ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4-2009

DESIGNED S. O'KEEFE
CHECKED/APPROVED C. MORELLO
FILE NAME G35518-03-00.dgn

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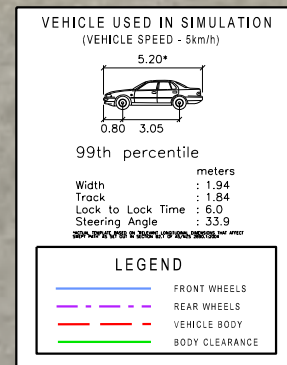
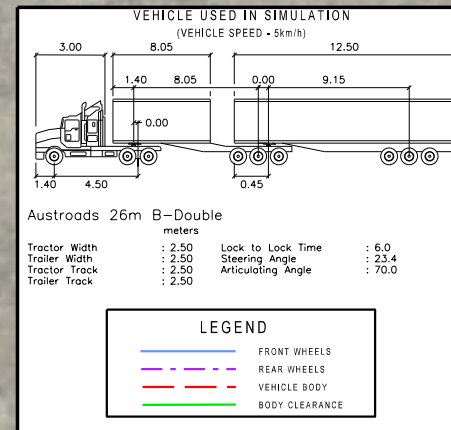
DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEEP PATHS - 12.5m BUS

SCALE 1:750 (A3)
0 3.75 7.5 10.25 15

SHEET No. 7 of 9

DWG No. G35518-03-07

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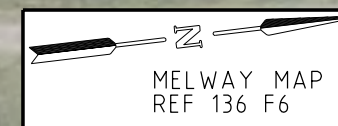


DANDENONG-HASTINGS ROAD

(WESTERNPORT HIGHWAY)

HOMEWOOD

ROAD



PRELIMINARY PLAN
FOR DISCUSSION
PURPOSES ONLY

WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services shown are approximate only and their exact position should be proven on site.

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C	DTP COMMENTS INCORPORATED	SOK	CM(RPE7781)	05 JUN 2026	

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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SWEPT PATHS - 26m B-DOUBLE

SCALE 1:750 (A3) 0 3.75 7.5 10.25 15

SHEET No. 8 of 9 DWG No. G35518-03-08

Memorandum **ADVERTISED** **Traffix Group** **PLAN**

To:	Natasha Cox (Urbis)	From:	James Cossins (Traffix Group)
Our Ref:	G35518M-04A	Date:	Monday, 17 August 2026

1390-1450 Western Port Highway, Cranbourne South – Proposed Place of Worship Development – Event Traffic Management

Further to your request, we have undertaken a review of the event traffic management for the proposed place of worship development at 1390-1450 Western Port Highway, Cranbourne South. The proposal seeks to provide 17 special holiday events including 9 larger events (800-1,200 patrons per hour) and 8 medium (550-800 patrons per hour) throughout the year.

During these events traffic management is to be implemented to assist with further mitigating any impacts associated with the traffic generation. This memorandum includes an indication of the treatments to be adopted, noting that the exact measures and thresholds that form part of the holiday events will be addressed as part of the future Traffic Management Plan.

A permit condition is recommended requiring an event-specific Traffic Management Plan to be prepared before any major event or peak event period, to the satisfaction of the Responsible Authority and, where relevant, the Department of Transport and Planning.

This memorandum should be read in conjunction with the Traffic Engineering Assessment (G35518R-01F dated 24/04/2026) prepared as part of the original application.

Background and Project Details

The application proposes to develop the land for the purpose of a Place of Worship (BAPS Hindu Mahā-Mandir), incorporating a range of functions that support and enhance its primary use.

We are advised that the site is intended to generally operate with approximately:

- 2,200 – 2,800 visitor per day during weekdays (200-400 visitors per hour)
- 4,500 – 5,000 visitors per day during weekends (400 – 550 visitors per hour)
- 9,500 – 10,500 visitors per day during special holiday occasions, including:
 - Top Tier: 800 – 1200 visitors per hour, anticipated 9 days per calendar year, and
 - Middle tier: 550 – 800 visitors per hour, anticipated 8 days per calendar year

The proposal includes the provision of 642 formal parking spaces, including 49 short-term drop off/pick-up spaces within the north-east of the site. An additional 5 bus parking spaces are provided within the north-east of the site.

In addition to the formal parking provided on the site, 13,600 sqm of permeable 'overflow' or 'informal' parking is to be provided towards the south of the site. It is expected that this overflow car parking could service in the order of 450 additional parking spaces.

Event Traffic Management

Whilst the analysis undertaken as part of the application demonstrates that the surrounding network will operate under acceptable conditions, during holiday periods and major events the proposal will introduce a number of temporary traffic management arrangements to manage arrival and departure patterns, reduce the potential for queuing on the external road network, improve safety, maintain access for emergency services and adjacent properties, and provide clear wayfinding for visitors.

A discussion of the proposed event traffic management treatments is provided as follows.

Western Port Highway Roundabout

The temporary event traffic management treatments at the Western Port Highway roundabout will focus on providing drivers with advance warning and way finding measures.

These treatments seek to assist motorists in selecting the appropriate lane, reduce late decision-making and support a safer approach to the event access points.

These treatments could include, but are not limited to:

- Installation of advance notification Variable Message Signs approximately one week prior to major events, subject to road authority approval.
- Use of Variable Message Signs on Western Port Highway approaches during event periods to advise of changed traffic conditions and direct event traffic.
- Installation of temporary “Event Ahead” signage along Western Port Highway at appropriate advance warning locations.
- Installation of event access and parking direction signage, including clear “Event Parking” guidance for vehicles approaching the site.

Western Port Highway Left-In / Left-Out Access

During events, treatments could be introduced at the Western Port Highway left-in / left-out access to maximise entry capacity, maintain safe egress movements and avoid queuing extending back to the through carriageway.

These treatments could include, but are not limited to:

- Creation of a temporary secondary entry lane within the 7-metre entry lane to increase inbound capacity and reduce the likelihood of queuing on Western Port Highway.
- Implementation of a temporary 60 km/h speed reduction during periods of high outbound traffic, subject to Department of Transport and Planning approval.
- Installation of “No Parking – Tow Away” signs along Western Port Highway where roadside parking could obstruct sightlines, traffic flow or emergency access.

Homewood Road Access

The temporary event traffic management treatments on Homewood Road will focus on providing sufficient queuing space and minimising impacts on through traffic along Homewood Road.

These treatments could include, but are not limited to:

- Signage to direct event traffic to the eastern site access to maximise available queuing space along Homewood Road.
- Installation of “No Parking – Tow Away” signs along Homewood Road to maintain clear approach and departure paths.

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Internal Site Management

Internal traffic management will be critical to the effectiveness of the external controls. The event operator should ensure that internal circulation, parking allocation and pedestrian movement are actively managed to avoid delay at the site entries and exits.

To further assist with controlling the movements of vehicles within the site, treatments could include, but are not limited to:

- Use staff to direct vehicles to available parking areas and prevent unnecessary circulation within the site.
- Maintain emergency access routes at all times.
- Ensure accessible parking, pedestrian paths and drop-off areas remain safe and legible during the event.
- Provide staff briefing notes before each event, including escalation contacts and incident reporting requirements.

It is noted that under standard operating conditions the proposal includes a booking system for on-site car parking to further assist with controlling the number of vehicles on the site.

Monitoring, Communications and Contingency Measures

The Event Traffic Management Plan should include a monitoring and communication protocol for each event. This should identify the event traffic coordinator, traffic management contractor, Council contact, road authority contact and emergency service escalation pathway.

These treatments could include, but are not limited to:

- Monitoring vehicle queues at all external access points before, during and after the event.
- Maintain communication between traffic controllers, site staff and the event coordinator.
- Escalate to the road authority or Victoria Police if unexpected congestion, safety risks or unauthorised parking occurs.
- Record any traffic incidents, complaints or near misses and review these before the next event.
- Adjust signage, staffing levels or access arrangements for subsequent events where monitoring identifies a need for improvement.

Permit Condition

It is suggested that a Condition of Permit be introduced which requires an Event Traffic Management Plan to be prepared by a suitably qualified traffic engineer or accredited traffic management practitioner prior to the commencement of any major event to the satisfaction of the Responsible Authority and, where relevant, the Department of Transport and Planning.

The Event Traffic Management Plan must include, as appropriate, temporary traffic guidance schemes, signage locations, traffic controller locations, vehicle access arrangements, pedestrian management, parking management, emergency access, speed reduction proposals, communications protocols, monitoring arrangements and contingency measures.

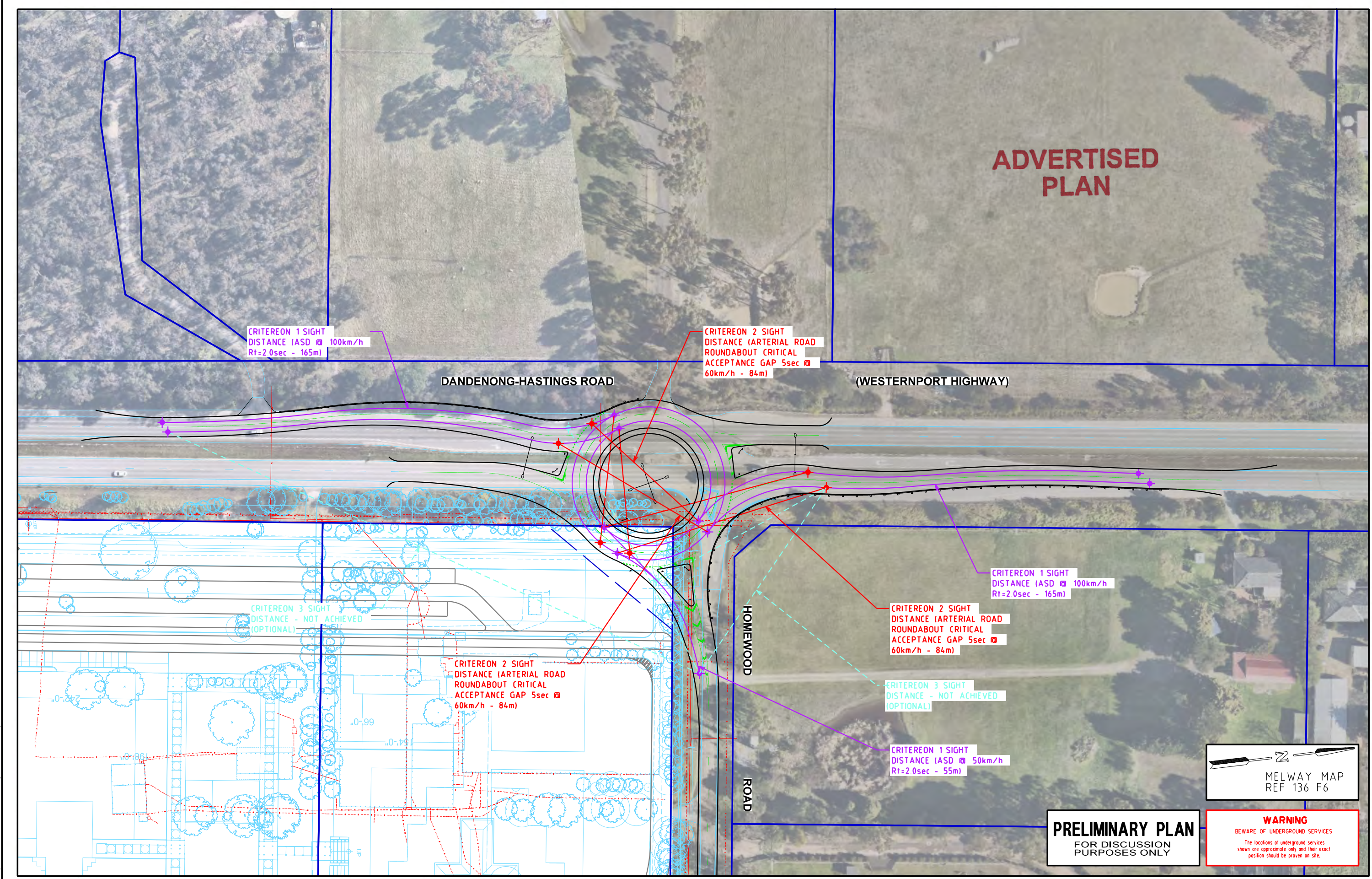
**ADVERTISED
PLAN**





**ADVERTISED
PLAN**

DATE: 5/06/2026
MODEL: G35518-03-00
FILE: \Users\traffixgroup\MyProject\GPR\GPR35518-03-00-Drawings\G35518-03-00.dgn



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DANDENONG-HASTINGS ROAD (WESTERNPORT HIGHWAY)
CRANBOURNE SOUTH
CITY OF CASEY
SIGHT DISTANCE CHECK

SCALE 1:1250 (A3) 0 6.25 12.5 18.75 25
SHEET No. 9 of 9 DWG No. G35518-03-09