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300–340 Barry Road, Campbellfield

Proposed Data Centre

Transport Impact Assessment Report

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Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working

Title: Sacred River
Dreaming
Artist Hayley Pigram

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1 Introduction

Urbis were engaged by the proponent to undertake a Transport Impact Assessment (TIA) for a proposed Data Centre development on the site located at 300-340 Barry Road, Campbellfield.

The site is located on Lots 5 & 6 within the wider 300-340 Barry Road parcel. The application seeks approval for the staged development of the site and provides endorsed plans for Stage 1 of the development (referred to as 'Day 1' in this TIA). Detailed design for future stages of the master plan are proposed to be approved through endorsement of plans for each building in due course.

This TIA presents a detailed traffic assessment, including SIDRA intersection modelling, for the following aspects of the proposal:

- The 'Day 1' proposal (Stage 1 & 1A of the master plan), and
- The master plan proposal (full development of Lots 5 & 6).

This TIA also assesses the adequacy of car and bicycle parking supply, the design of parking and service areas, and the layout of internal circulation roadways for the **Day 1 proposal only**. More detailed transport assessments covering future stages will be provided at a later date.

The following key documents were referred to during the preparation of this report:

- DA03 Plans prepared by Greenbox Architecture (Issue 6, dated 28/11/2025)
- DA04 and DA10 Plans prepared by Greenbox Architecture (Issue 5, dated 27/11/2025)
- The Hume Planning Scheme
- Traffic Surveys – intersection turning movement counts completed by Data Audit Systems at the Barry Road / Cobden Street / Link Drive intersection on Wednesday, 22 October 2025
- Australian Standard 2890.1:2004 *Off-street car parking*
- Australian Standard 2890.2:2018 *Off-street commercial vehicle facilities*

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2 Existing Conditions

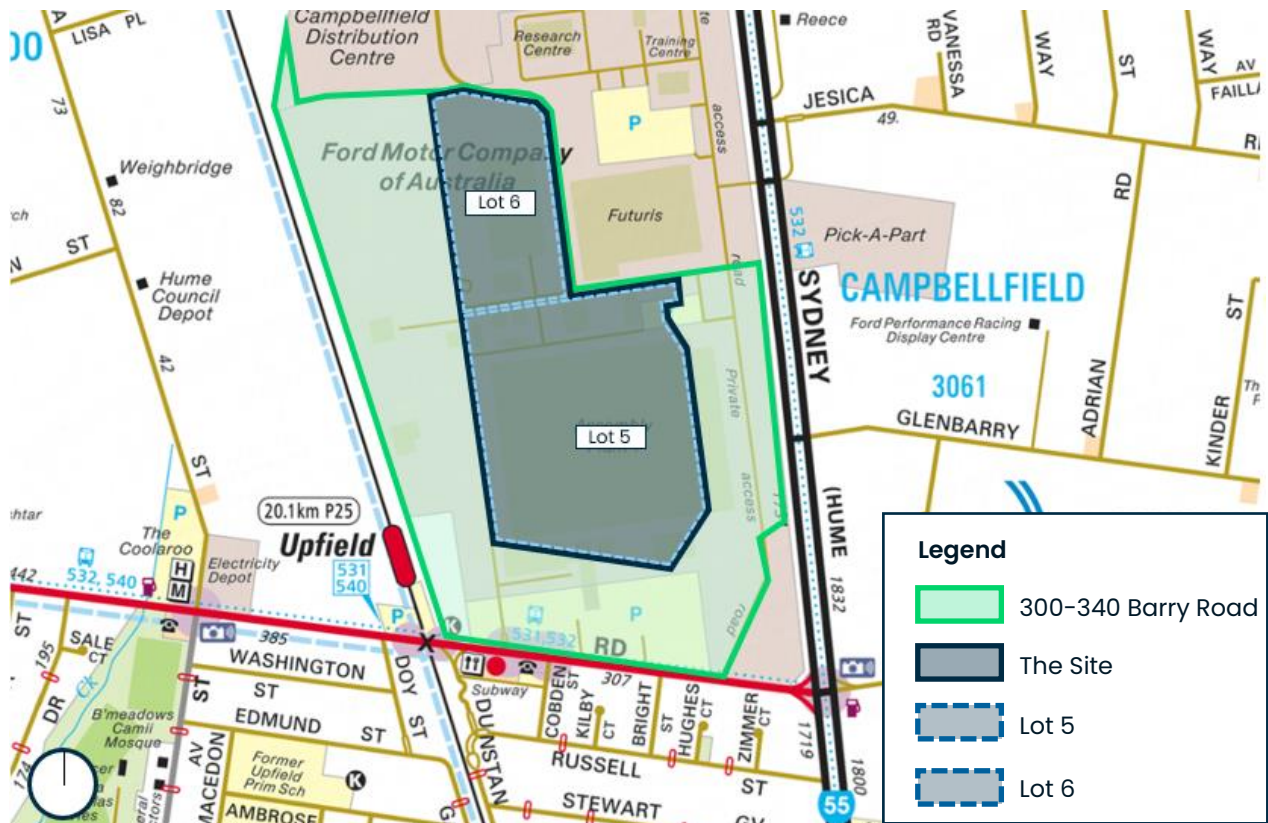
2.1 Site Location

The proposed data centre is located within a parent parcel of land at 300–340 Barry Road, Campbellfield (the site). The site comprises Lot 5 & 6 of this parent parcel. It is situated approximately 21 kilometres north of Melbourne’s CBD.

The site is irregular in shape and is setback approximately 40 metres from Barry Road to the south and approximately 30 metres from Sydney Road to the east.

The location of the site with regard to the surrounding road network is shown in **Figure 1**.

Figure 1 Site location and surrounds



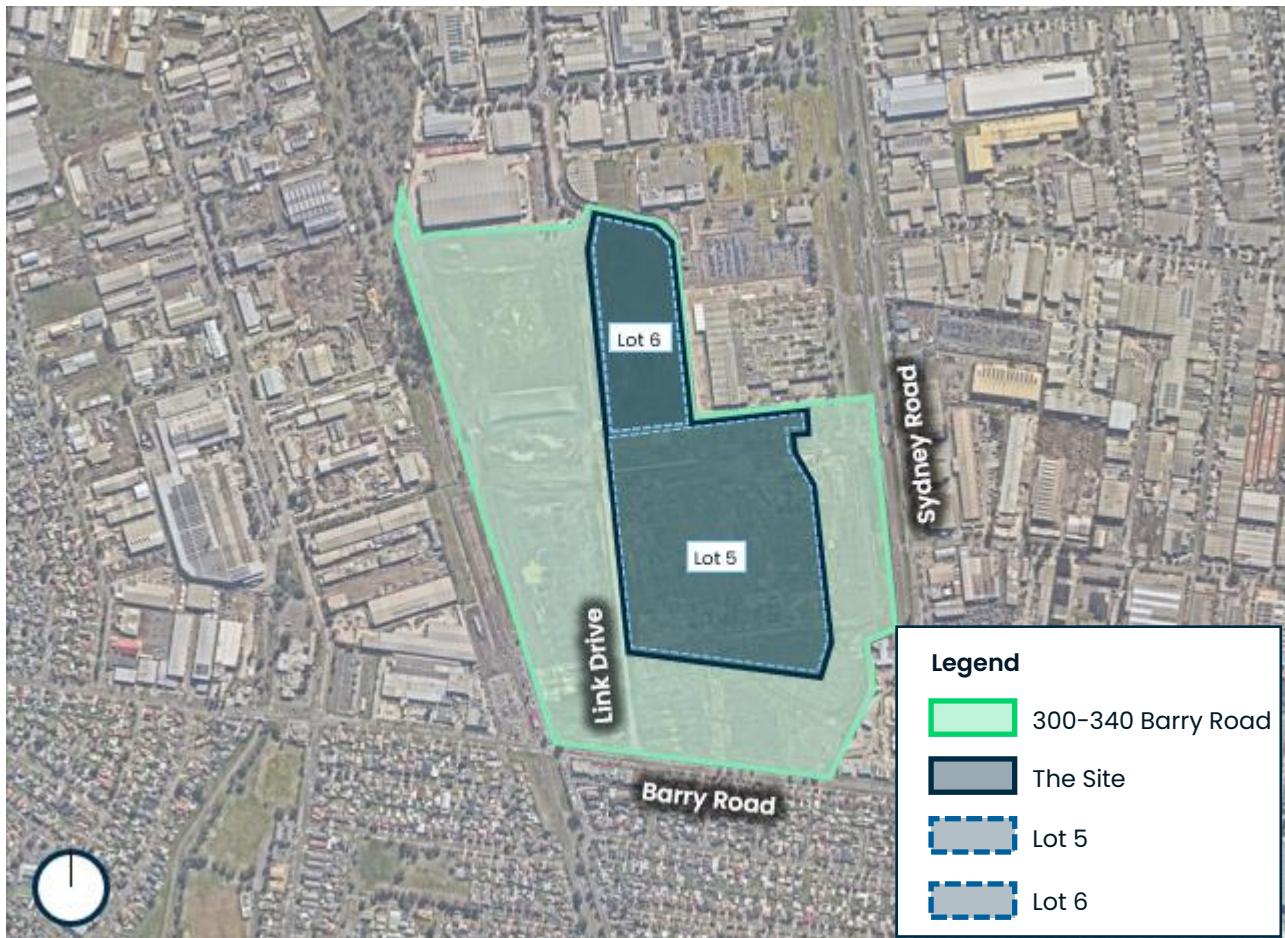
Source: Melways Publishing Pty Ltd (modified by Urbis)

The site is located on vacant land, which was previously used as an assembly plant for the Ford Motor Company of Australia. The south-eastern portion of 300 Barry Road features a small cluster of commercial activity, including two fast food outlets and a petrol station.

An aerial image of the site and the surrounding road network is provided in **Figure 2**.

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Figure 2 Aerial view of the site



Source: Nearmap (modified by Urbis)

2.2 Surrounding Land Uses

The site is located within the Industrial 1 Zone, and subject to the Melbourne Airport Environs Overlay, Schedule 2 (MAE02). It is noted that the provisions of the MAE02 are not applicable to this proposal.

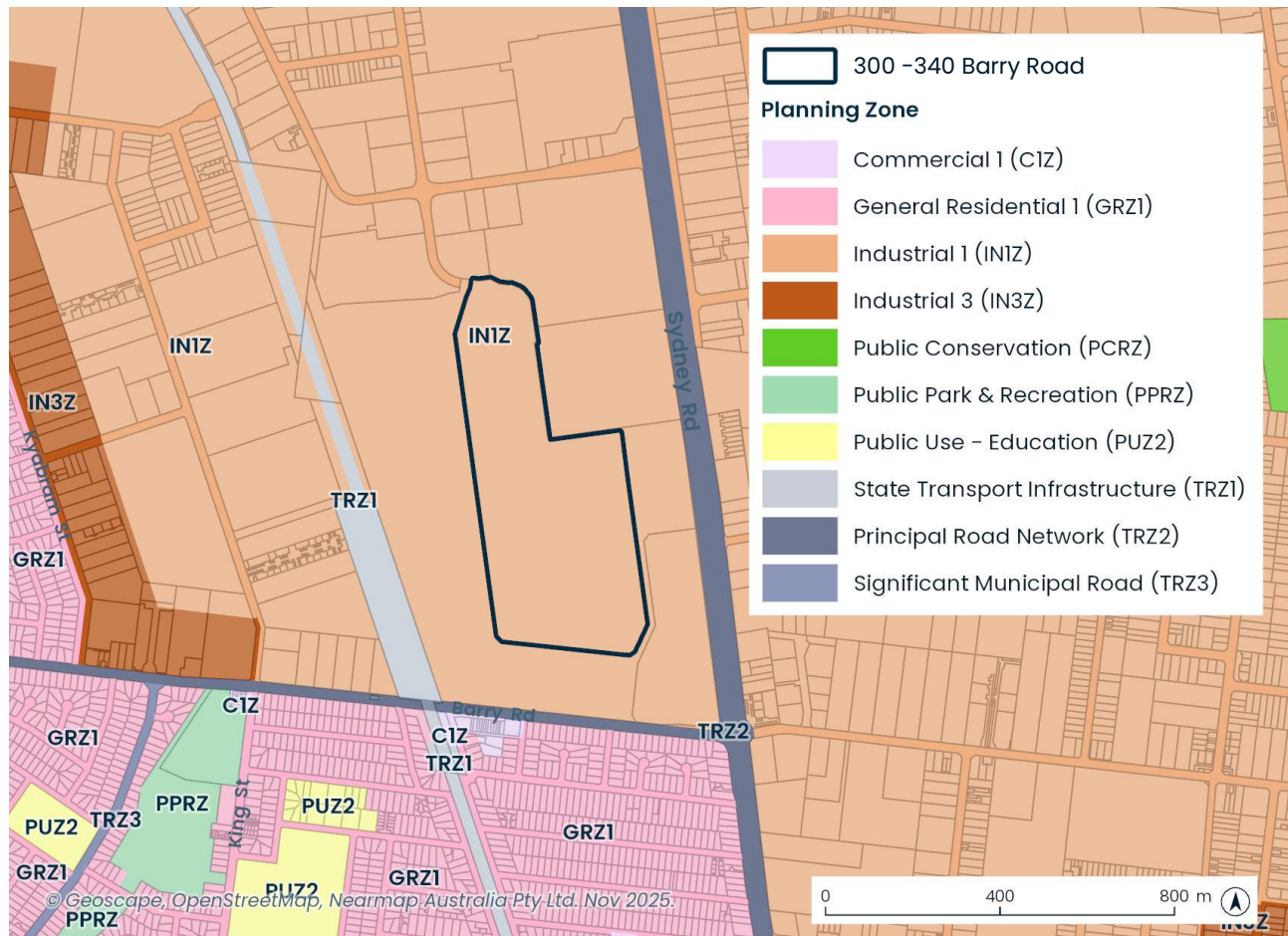
The land to the north and east of the site is predominantly Industrial 1 Zone as well as a Public Conservation and Resource Zone to the immediate west of Merri Creek. This area is primarily characterised by typical industry uses including warehouse and restricted retail premises.

The south and west of the site feature a mix of General Residential Zone, Special Use Zone, Public Use Zone, and Public Park and Recreation Zone. This area is primarily characterised by detached homes and low-density multi-unit residential developments.

The land use zones for the site and the immediate vicinity of the site are presented in **Figure 3**

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Figure 3 Land use zoning in the vicinity of the site



Source: Urbis

2.3 Sustainable Transport

2.3.1 Public Transport

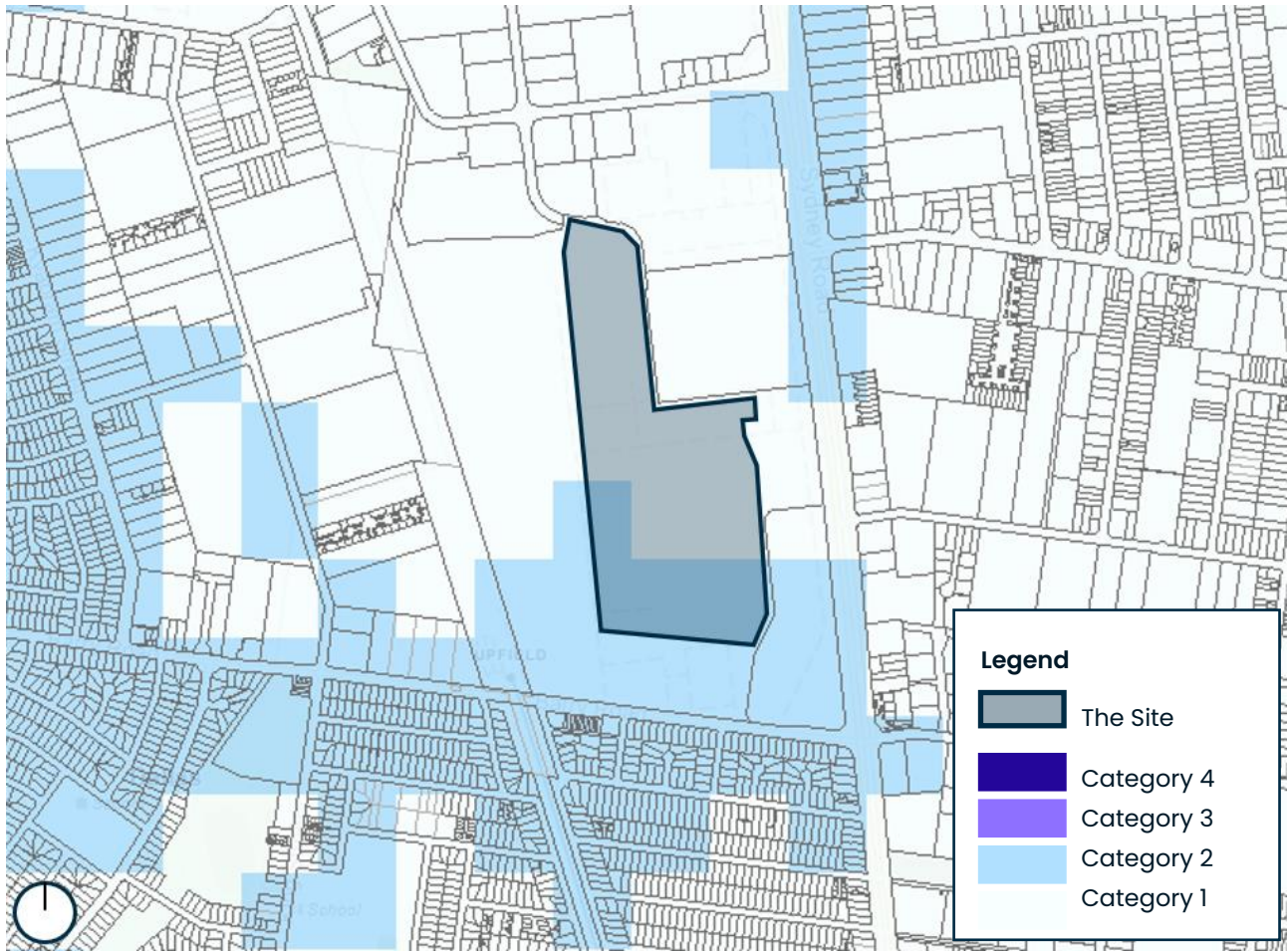
The south-western portion of the site lies within a Category 2 area under the Car Parking Requirement (CPR) maps released by the Department of Transport and Planning (DTP) in December 2025 and incorporated into the Hume Planning Scheme. The DTP describes Category 2 areas as locations with moderate public transport access, typically associated with established employment areas and regional activity hubs, where a balanced approach to car parking provision is encouraged.

Figure 4 illustrates the site in relation to the CPR.

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Figure 4 Local CPR map



Source: VicPlan (modified by Urbis)

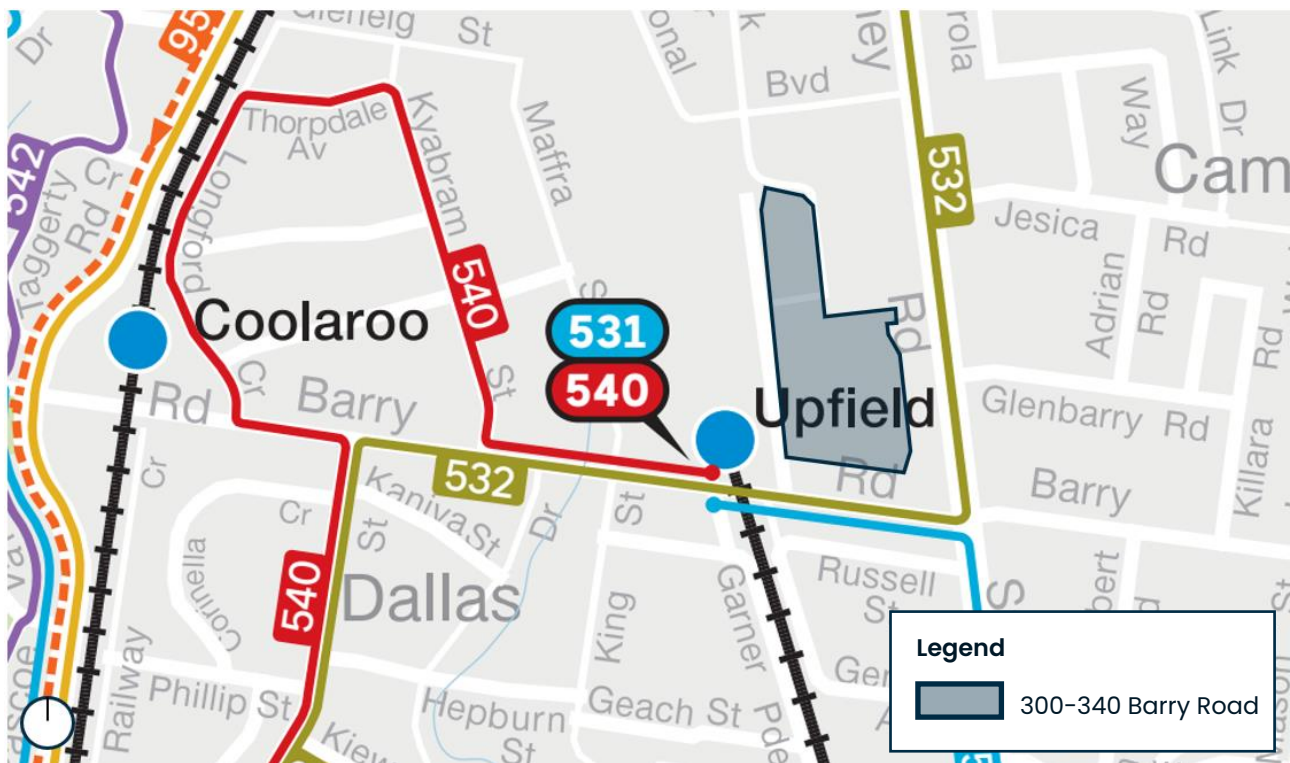
The site has good access to public transport services. These public transport services available in close proximity to the site are summarised in **Figure 5** and illustrated in **Table 1**

Table 1 Summary of public transport services

Mode	Route Number	Route Description	Nearest Stop	Distance (Walking Time)	Frequency
Train		Upfield Line	Upfield Station	750m (10 minutes)	17 minutes
Bus	531	Upfield Station – North Coburg via Somerset	Upfield Station / Barry Road	750m (10 minutes)	60 minutes
	532	Craigieburn Station – Broadmeadows Station via Upfield Station	Upfield Station / Barry Road	750m (10 minutes)	22 minutes
	540	Upfield – Broadmeadows via Coolaroo	Upfield Station / Barry Road	750m (10 minutes)	20 minutes

Source: Transport Victoria, Department of Transport and Planning

Figure 5 Public transport services near the site



Source: Transport Victoria, Department of Transport and Planning (modified by Urbis)

2.3.2 Bicycle Network

The site has limited access to safe and separated bicycle infrastructure.

Pascoe Vale Road to the west of the site operates in a north-south alignment and features painted bicycle lanes in both directions. Whilst the bike lanes are relatively wide, they provide no physical separation from traffic. Given Pascoe Vale Road is an arterial road with a posted speed limit of 80 km/h near the site, these bike lanes would likely only be used by strong and confident riders.

Near the site to the west, Kyabram Street provides another on-road bicycle path which is also delineated with basic painted lines, operating in both directions. A similar painted line treatment exists along Dallas Drive which provides a north south connection between Barry Road and the Western Ring Road. To access the site, bike riders would need to ride along Barry Road for approximately 900 metres.

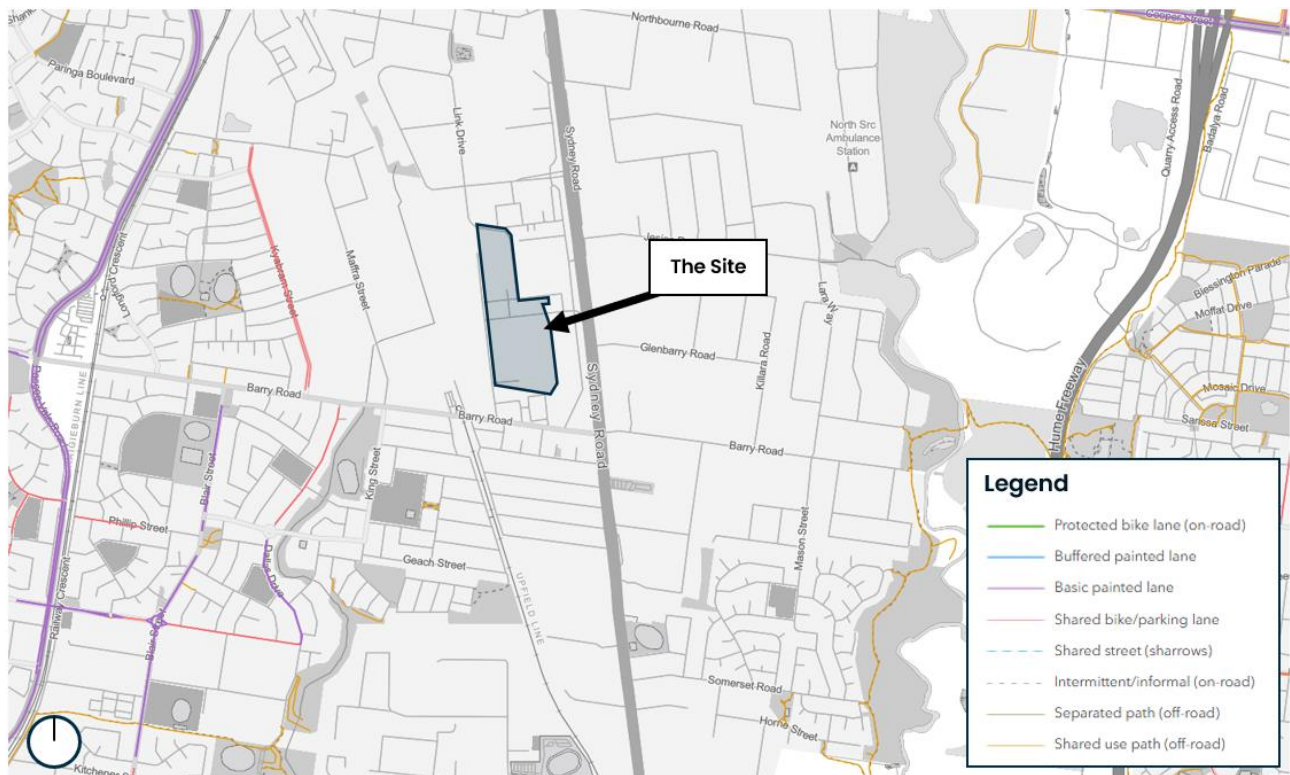
The Merri Creek Trail shared user path is located to the east of the site and provides direct connection to metropolitan Melbourne's wider off-road bicycle network. To access the site, bike riders would have to ride down Barry Road for approximately two kilometres.

Given Barry Road does not currently feature dedicated cycling infrastructure, it is expected that only strong and confident riders would elect to cycle to the site.

The bicycle infrastructure in the vicinity of the subject site is presented in **Figure 6**.

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Figure 6 Bicycle infrastructure near the site



Source: Transport Victoria, Department of Transport and Planning (modified by Urbis)

2.3.3 Pedestrian Infrastructure

Streets proximate to the site provide a well-connected pedestrian network, with all streets in the local area generally providing sealed footpaths and kerb ramps at intersections. The signalised intersection at Barry Road / Link Drive / Cobden Street provides signalised pedestrian crossings on three of the four legs.

2.4 Road Network

2.4.1 Barry Road

Barry Road fronts 300–340 Barry Road to the south and is classified as an arterial road, managed by the Department of Transport and Planning (DTP). It is also zoned Transport Zone 2 (TRZ2) under the Hume Planning Scheme. It typically operates in an east-west alignment and provides a connection between Sydney Road and Pascoe Vale Road. Barry Road features a carriageway width of approximately 14 metres near the site, accommodating two traffic lanes in each direction. It has a posted speed limit of 60 kilometres per hour.

Figure 7 and **Figure 8** show images of Barry Road near the site.

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Figure 7 Barry Road near Cobden Street (facing east)



Source: Google Street View (July 2024)

Figure 8 Barry Road near Cobden Street (facing west)



Source: Google Street View (July 2024)

2.4.2 Link Drive

Link Drive is classified as an Access Street in the Hume City Council Road Register (August 2024) and falls under the management of Council. At present, it typically runs in a north-south orientation and terminates directly to the north of the site. It features a width of approximately 12 metres near the site, accommodating one traffic lane and unrestricted kerbside parking in each direction. It is subject to the default urban speed limit of 50 kilometres per hour.

Further detail on the future alignment of Link Drive through 300–340 Barry Road is provided in **Section 3**.

2.5 Traffic Conditions

To understand the existing traffic volumes in the vicinity of the subject site, Urbis commissioned traffic movement surveys at the Barry Road / Link Drive / Cobden Street intersection.

The survey was conducted on Wednesday, 22 October 2025, between 7:00 AM – 9:30 AM and 2:30 PM – 6:00 PM. The results indicated the following peak times at the intersection in the morning and afternoon:

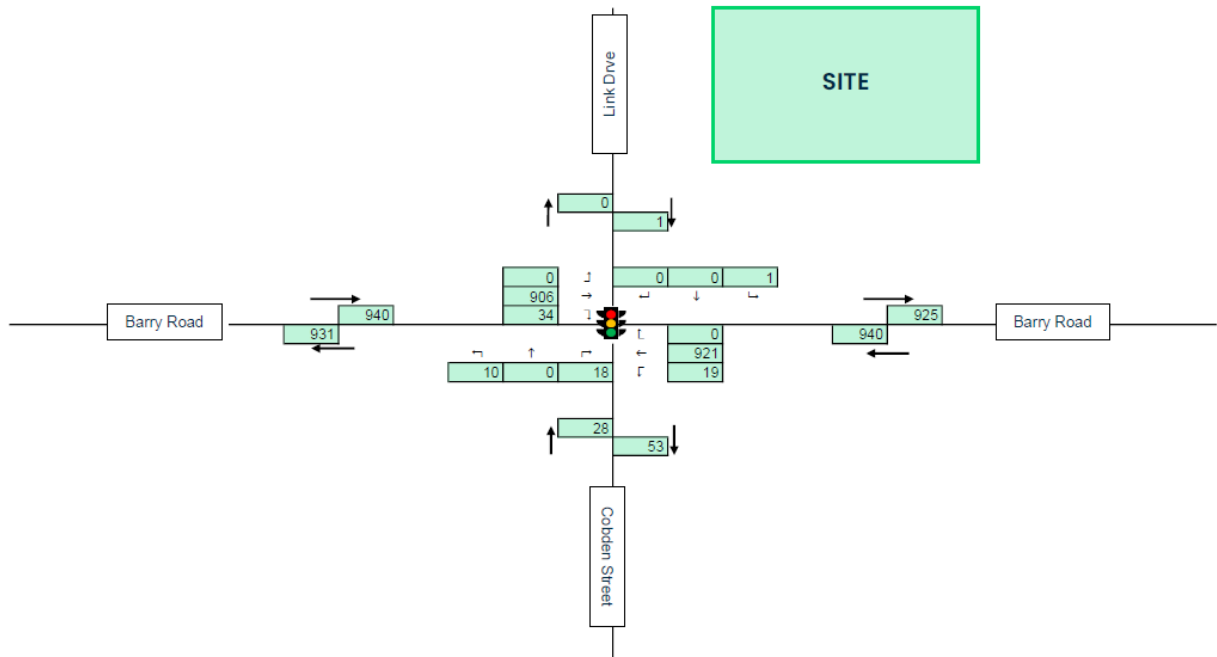
- 8:15 AM to 9:15 AM,
- 3:00 PM to 4:00 PM.

Light vehicle and heavy vehicle movements were combined for the surveyed location. During the AM peak, heavy vehicles accounted for 8% of vehicle through movements on the Barry Road eastern approach and 9% of vehicle through movements on the Barry Road western approach. During the PM peak, heavy vehicles accounted for 6% of through movements across both the eastern and western Barry Road approaches. During this period, heavy vehicles were also recorded on the right turn movement on Cobden Street, 6% of these vehicle movements.

The peak hour turning movement surveys at the surveyed locations are summarised in **Figure 9**, with complete results presented in **Appendix A**.

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Figure 9 9 AM Peak hour turning movement counts



Source: Data Audit Systems (modified by Urbis)

2.6 Casualty Crash History

A review of casualty crash history has been conducted along Barry Road and Link Drive in the vicinity of the site. Crash statistics for the most recently available five-year period between January 2020 and January 2025 have been extracted from the Department of Transport and Planning's open-source database.

The crashes recorded within the investigation area are presented in **Figure 10**.

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Figure 10 Casualty crash history near the site



Source: Transport Victoria, Department of Transport and Planning (modified by Urbis)

A total of 11 crashes were recorded within the crash investigation area along Barry Road, including:

- Six mid-block crashes between the rail line and Link Drive resulting in four “serious injuries” and two “other injuries”, including one pedestrian-involved crash immediately to the east of the rail line resulting in a “serious injury”.
- Three crashes at the Barry Road / Link Drive / Cobden Street intersection resulting in one “serious injury” and two “other injuries”.
- Two mid-block crashes between Cobden Street and Sydney Road, both resulting in serious injuries.

Of the six “serious injury” crashes that occurred on Barry Road, the following information was extracted:

- Four crashes occurred during daylight hours, all involving dry road surface conditions.
- Two crashes occurred during dark lighting conditions, with one crash involving a dry road surface and one crash occurring on a wet road surface.

No crashes were recorded along Link Drive between the site and National Boulevard across the study period.

Notably, no heavy vehicle crashes were recorded within the crash investigation area across the study period.

With reference to the above, no specific crash trends were identified that might be exacerbated by the proposed development.

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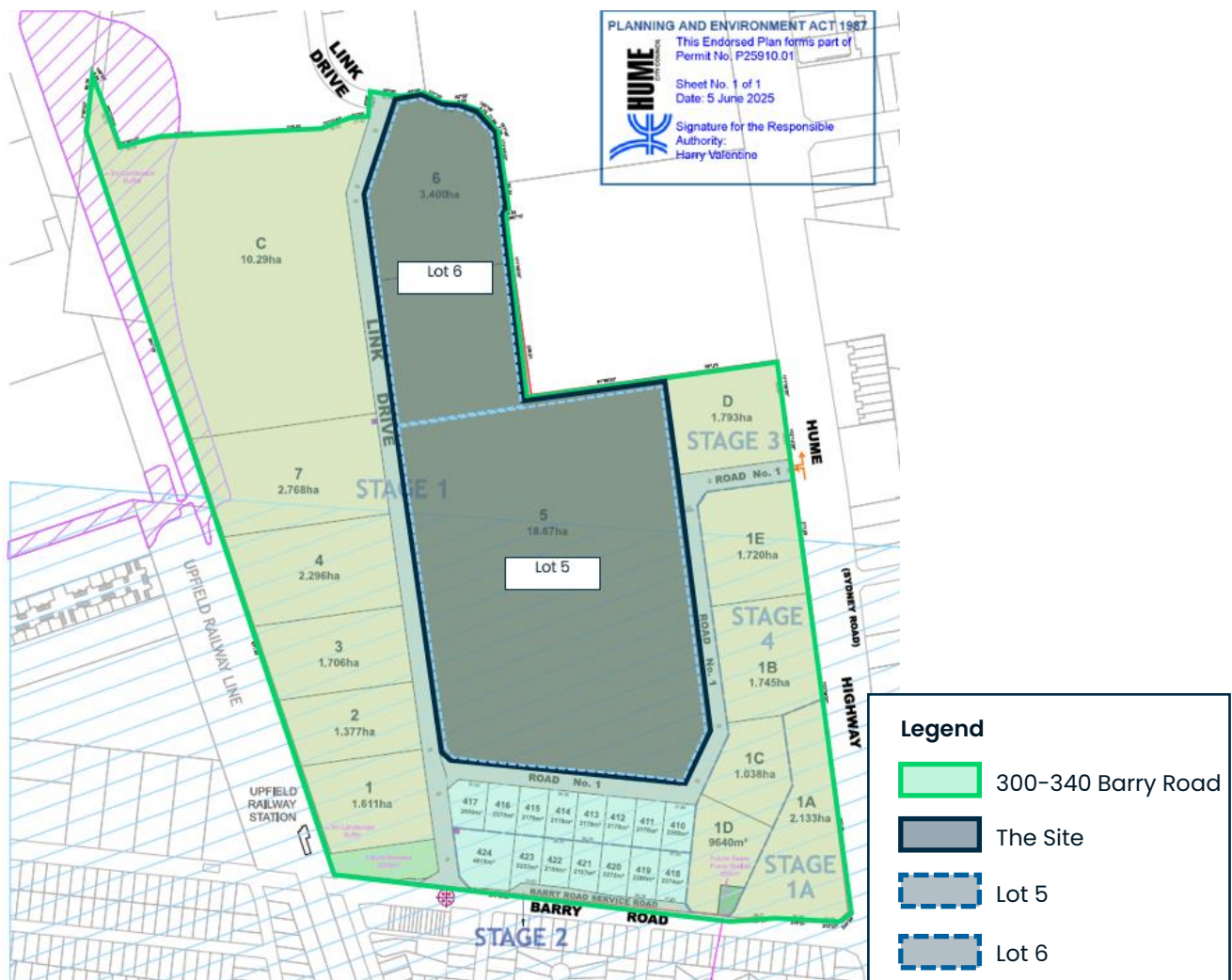
3 Site Planning Context

A subdivision permit was granted by Hume City Council on 5 June 2025, relating to the subdivision of the land for the broader parent lot (300–340 Barry Road) as shown in **Figure 11**. The endorsed subdivision plan includes 29 lots of varying sizes, road reserves, and a 5,000 square metre public open space reserve in the south west of the site.

The site, for the purposes of this application, is made up of the approved Lots 5 & 6 of the endorsed subdivision plan. Lots 5 & 6 occupy 22.07 hectares of the broader parent lot.

At the time of lodgement of this application, the vendor is still in the process of discharging conditions associated with the subdivision permit P25910.01. Preliminary Functional Layout Plans have been provided to the applicant (prepared by others) which demonstrate indicative locations of street infrastructure on the proposed roads within the subdivision, including carriageway kerbing, footpaths, intersection geometries and locations of indented parking bays. The linework from these preliminary Functional Layout Plans are provided in the architectural package for this town planning application.

Figure 11 Endorsed subdivision layout plan



Source: Reeds Consulting (dated 21 May 2025)

The endorsed subdivision plans indicate that access to the 300–340 Barry Road parcel will be provided via a continuation of Link Drive through the site to the south. This Link Drive continuation will intersect with Barry Road at a signalised intersection, arranged in a “staggered T” configuration with Cobden Street to the south. During Stage 3 of the subdivision, an additional left-in / left-out connection will be provided to the Sydney Road service road.

4 The Proposal

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4.1 Master Plan Proposal

The master plan proposal entails a data centre campus. The proposed master plan development comprises six buildings with a total gross floor area of approximately 210,000 square metres, accommodating a 336MW data centre precinct.

Access to the master plan development is proposed via two primary access points:

- A two-way crossover to Link Drive near the northern boundary of the master plan site, and
- Separate entry and exit crossovers to "Road No. 1" along the southern boundary of the master plan site.

Two emergency vehicle access points are proposed to Link Drive along the western boundary of the site. These would only be used in case of emergency.

A series of internal roadways provide circulation around the proposed data centre buildings on the site, providing connection to car parking and service areas. These roadways provide a minimum carriageway width of nine metres and typically feature a minimum two metre wide pathway on at least one side, allowing for separated pedestrian and cyclist access within the site.

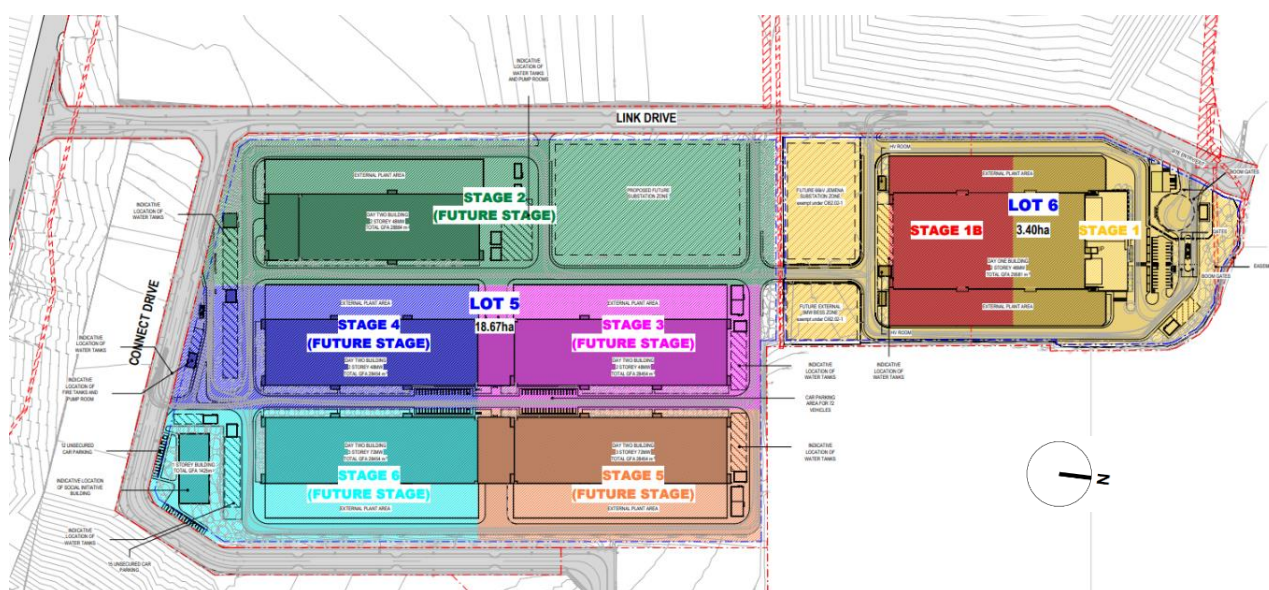
An indicative supply of 137 car parking spaces is shown on the master plan at present. It is noted that the location of car parking spaces outside of the Day 1 (Stage 1) development is indicative only at this time. Further assessment of the design and provision of parking will be undertaken for future stages once more detailed town planning drawings have been developed for each building.

Appendix B provides the proposed master plan drawing.

4.2 Site Staging

As previously indicated, approval will be sought for the staged development of the site. This TIA includes an assessment of Stage 1 & 1B of the proposed development (referred to as 'Day 1' in this TIA). **Figure 12** provides an extract of the proposed staging approach for the overall master plan area.

Figure 12 Proposed staging plan



Source: Greenbox Architecture dated (Issue 5, dated 27/11/2025)

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4.2.1 Day 1 Development

Stage 1 & 1B of the proposed development (referred to as “Day 1”) consists of a two-storey, 48MW data hall with a total gross floor area of 29,166 square metres. Several storage, office and plant areas are included within this gross floor area and are considered ancillary to the operation of the data centre. The site will operate 24 hours a day, 7 days a week, however outside of standard business hours onsite staff are expected to be limited to a minimum number of security staff only. Up to 49 staff will be on-site at any given time as part of the Day 1 development.

A total of 38 car parking spaces are proposed on the Day 1 site to support operations prior to development of the remainder of the site. In addition, three motorcycle spaces and 14 bicycle parking spaces are also proposed.

Primary vehicle access is proposed via a two-way crossover to Link Drive near the north-western corner of the Day 1 site area. A secondary vehicle crossover is proposed to a small car park located outside of the secured area of the data centre. A vehicle rejection loop is provided prior to the guardhouse to ensure that any passenger or heavy vehicles that are not permitted to enter the secure area of the site can turn around and safely exit in a forward direction. In addition, an emergency access crossover is proposed to Link Drive near the south-western corner of the Day 1 site.

A loading dock is provided in the north-eastern corner of the Day 1 building. This area will primarily facilitate regular waste collection and occasional delivery of replacement components for the data halls. Waste collection will occur via private collection using a typical rigid refuse collection vehicle. Deliveries for data hall components will typically be delivered by 12.5 metre long rigid vehicles or articulated vehicles up to 20 metres in length.

A summary of the key Day 1 proposal elements is provided in **Table 2**.

Table 2 Proposal summary – Day 1

Item	Proposal
Planning Scheme Use	Data centre (nested under Utility installation)
Floor Area	Gross Floor Area = 29,166 square metres
On-Site Parking	38 car parking spaces 3 motorcycle parking spaces 14 bicycle parking spaces
Access and Circulation	Two crossovers to Link Drive near north-western corner of the Day 1 site One emergency access only crossover to Link Drive near the south-western corner of the Day 1 site Internal roadways provide minimum trafficable width of 9.0 metres and typically include 2.0 metre wide paths on at least one side
Loading	One service area providing two loading bays Regular service by 8.8m Medium Rigid Vehicles for waste collection Occasional service by up to 12.5m long Heavy Rigid Vehicles and 20m long articulated vehicles

Appendix B provides the Day 1 ground floor plan drawing.

4.2.2 Future Stages

Detailed design for future stages of the master plan is proposed to be approved through future planning applications for each building in due course. In this regard, detailed assessments of car parking provisions, traffic impacts, and the design of internal road networks and car parking areas will be provided on a stage-by-stage basis following endorsement of the overall master plan proposal.

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5 Car Parking Assessment

5.1 Car Parking Requirements – Clause 52.06–5

Parking requirements for new use developments are set out under Clause 52.06–5 of the Hume Planning Scheme. The purpose of this Clause, amongst other things, 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 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.

Data centre is not a listed land use in Table 1 of Clause 52.06–5. Car parking therefore, needs to be provided to the satisfaction of the responsible authority. Accordingly, a Car Parking Demand Assessment has been undertaken below to assess the expected parking demand generated by the proposal.

5.2 Car Parking Demand Assessment

Clause 52.06–7 sets out the factors to be considered when preparing a Car Parking Demand Assessment. These factors are listed below:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

An assessment of the proposed data centre use against these items is provided.

The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.

The proposed use of the land is a data centre, which is a highly specialised use operating within a controlled and secure environment. Trips to and from the site are expected to be primarily undertaken by staff, contractors and service providers for a specific purpose related to the operation of the facility.

Given the nature of the use and the security requirements associated with data centre operations, it is unlikely that trips to the site would commonly be combined with visits to other land uses within the wider industrial precinct.

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The variation of car parking demand likely to be generated by the proposed new use over time.

The proposed data centre will operate 24 hours a day, 7 days a week. Car parking demand is expected to peak during weekday daytime hours, when the majority of staff and contractors are on site.

Outside of weekday business hours, including evenings, overnight periods and weekends, staffing levels are expected to be minimal, with car parking demand correspondingly low.

The short-stay and long-stay car parking demand likely to be generated by the proposed use.

Car parking demand generated by the proposed data centre will primarily comprise long-stay parking associated with staff and contractors attending the site for work purposes, particularly during weekday daytime hours. Short-stay parking demand is expected to be limited and would generally be associated with occasional visitors, service technicians and delivery personnel.

The availability of public transport in the locality of the land.

The availability of public transport in the locality of the land is good, as discussed in **Section 2.3.1**. The site is located approximately 750 metres (around a 10-minute walk) from Upfield Station on the Upfield rail line, which provides regular services at a frequency of approximately 17 minutes and offers a direct connection to Melbourne's CBD and surrounding activity centres.

Several bus routes operate along Barry Road, with nearby bus stops also located within approximately 750 metres of the site. These routes provide connections between Upfield Station, Broadmeadows, Craigieburn and surrounding suburbs, further enhancing public transport accessibility.

The site is also located within a Transport Category 2 area under the Department of Transport and Planning's updated car parking framework. Transport Category 2 areas are characterised by strong access to public transport and are intended to support reduced reliance on private vehicles.

Given the proximity to a metropolitan rail station, multiple bus services and the site's location within Transport Category 2, it is expected that a proportion of trips to and from the site will be undertaken by public transport rather than by private car.

The convenience of pedestrian and cyclist access to the land.

The active transport network within the vicinity of the site is discussed in **Section 2.3.2** and **Section 2.3.3**.

Pedestrian access to the site is generally convenient, with sealed footpaths provided along surrounding streets that enable access to Upfield Station. Signalised pedestrian crossings are provided along Barry Road and Sydney Road, including a pedestrian crossing at the Barry Road / Link Drive / Cobden Street intersection adjacent to the site, enabling safe pedestrian access to nearby public transport services.

Cyclist access to the site is more limited. While on-road bicycle routes exist in the broader area, these are largely unprotected and located on roads with relatively high traffic volumes and speeds. Barry Road does not currently provide dedicated cycling infrastructure, and as such, cycling to the site is expected to be most suitable for confident riders.

The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.

Bicycle parking and end-of-trip facilities are provided on site to support employees who choose to cycle to the development. A total of 14 bicycle parking spaces are proposed as part of the Day 1 development, located in close proximity to building entries and designed in accordance with AS2890.3.

End-of-trip facilities are also provided on site, including showers and change rooms, to encourage cycling as a viable travel option for employees.

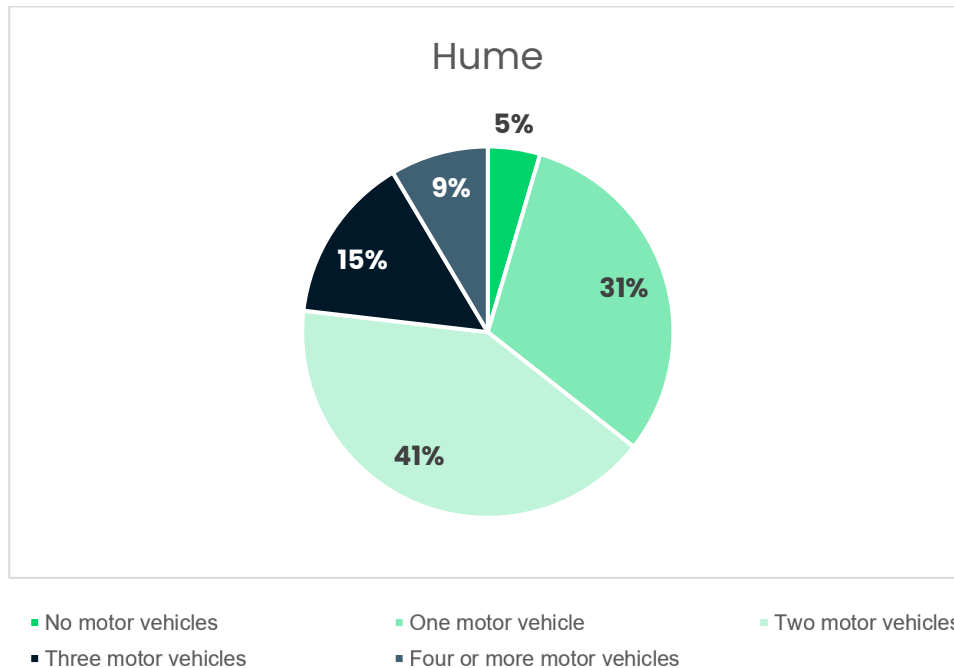
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The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land:

A review of available worker place of residence data and car ownership data from the Australian Bureau of Statistics (ABS) was undertaken to understand the likely car ownership rates of future employees. Within the Hume Local Government Area, the majority of workers are residents of Hume. Accordingly, ABS 2021 Census data for Hume was reviewed to determine car ownership rates for the likely workforce, as summarised in

Figure 13 below.

Figure 13 Car Ownership Rate



Source: Australian Bureau of Statistics – 2021 Census

In Hume, 5 per cent of households do not own a motor vehicle and a further 31 per cent own only one vehicle. This demonstrates that a notable proportion of the local workforce either does not have access to a private vehicle or may share a single vehicle within the household.

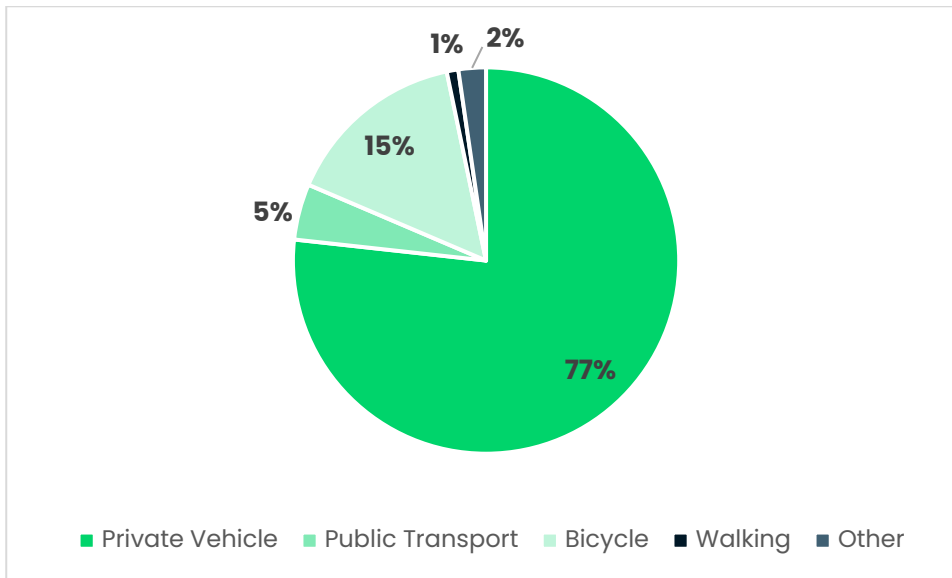
While these figures do not imply that all employees will travel to the site by non-car modes, they indicate that not all staff will drive to work. In this context, the site's proximity to public transport, together with the provision of on-site bicycle parking and end-of-trip facilities, is expected to support alternative travel modes and reduce reliance on private vehicle use. This has been taken into account in assessing the appropriateness of the proposed on-site car parking provision.

Any empirical assessment or case study:

An empirical assessment of likely travel behaviour was undertaken using Journey to Work data from the Australian Bureau of Statistics (ABS) 2021 Census and mode share data from the Victorian Integrated Survey of Travel and Activity (VISTA) 2024–2025. In interpreting the ABS 2021 data, the influence of COVID-19 work-from-home arrangements was acknowledged, with the data considered in the context of essential and on-site employment that continued to generate travel during this period.

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Figure 14 VISTA Mode to work – Hume



Source: Victorian Integrated Survey of Travel and Activity – 2024-2025 Survey

The VISTA 2024–2025 data for workers in the City of Hume, reproduced in **Figure 14**, indicates that approximately 77 per cent of workers travel to work by private vehicle. This finding is broadly consistent with the ABS 2021 Journey to Work data, which indicates that approximately 70 per cent of workers in Hume commute by private vehicle.

Having regard to this empirical evidence, together with the site’s proximity to rail and bus services, opportunities for walking and cycling, and the provision of on-site bicycle parking and end-of-trip facilities, it is reasonable to assume that approximately 77 per cent of employees at the site will travel by private vehicle.

The Day 1 development proposes the provision of 38 on-site car parking spaces. Urbis has been advised that a maximum of 49 staff will be present on site at any given time during Day 1 operations, based on the applicant’s experience with comparable data centre developments. This equates to an effective parking rate of approximately 0.77 spaces per staff member.

On this basis, and when considered against observed travel behaviour for workers in the City of Hume, the proposed car parking provision is considered appropriate for the nature and scale of the development.

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6 Access and Car Parking Layout

The proposed access arrangements and car parking layout have been designed in accordance with the objectives and design requirements of Clause 52.06-9 of the Hume Planning Scheme and relevant Australian Standard requirements.

An assessment against the relevant design standards of Clause 52.06-9 of the Hume Planning Scheme is provided below.

6.1 Day 1

The site layout for the Day 1 stage is provided in **Appendix B**.

6.1.1 Design Standards 1 – Accessways

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in **Table 3**.

Table 3 Design Standard 1 – Accessways

Design Standard Requirement	Proposed Design Assessment
Accessways must be 3m wide	Satisfied All internal accessways for Day 1 operation have been provided with a minimum trafficable width in excess of 3.0m.
Have an internal radius of at least 4 metres at changes of direction or intersection, or be at least 4.2 metres wide.	Satisfied All internal accessway intersections are in excess of 4.2m in width.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre	Not Applicable Yet Satisfied The development does not feature a public car park, and the design requirement is therefore not applicable. Notwithstanding this, vehicles parked in the end of aisle spaces will be able to exit the car park in a forward direction with a single manoeuvre. This is demonstrated in Sheet 7 of the swept path analysis provided in Appendix C.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Satisfied A minimum headroom clearance in excess of 2.1 metres has been provided (loading dock)
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied All vehicles are able to enter/exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking	Satisfied

spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.

Vehicle access has been designed to accommodate simultaneous two-way movements.

Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.

Considered Satisfied

A pedestrian footpath along Link Drive to the west of the site is yet to receive the endorsement of plans due to the staged approach of the wider master plan. This will influence the crossover design of the entry points to the site, and must be assessed on a stage-by-stage basis.

If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.

Not Applicable

The accessway does not connect to a Transport Zone 2 or Transport Zone 3 Road and is therefore deemed as not being applicable.

If entry to the car space is from a road, the width of the accessway may include the road.

Not applicable

Car parking spaces are accessed via internal access aisles.

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6.1.2 Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06–9 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in **Table 4**.

Table 4 Design Standard 2 – Car Parking Spaces

Design Standard Requirement	Proposed Design Assessment
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.	Satisfied The proposed car parking spaces are 2.6 metres in width and 4.9 metres in length with a minimum aisle width in excess of 6.4 metres, which meets the design standard requirements.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than: A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. A structure, which may project into the space if it is at least 2.1 metres above the space.	Satisfied All car parking spaces are clear of any encroachments within the area marked as 'clearance required' on Diagram 1 of Design Standard 2.
Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.	Not Applicable No garages are proposed.
Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.	Not Applicable No tandem parking spaces are proposed.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	Not Applicable No dwellings are provided as part of the proposal.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6–2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.	Satisfied The accessible space and adjacent shared zone have been provided in accordance with AS/NZS 2890.6:2009, with a minimum car space width of 2.6 metres, a minimum shared area width of 2.5 metres, a minimum length of 5.4 metres, 500mm of which is provided within the accessway, accessed via a minimum aisle width of 6.4 metres.

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6.1.3 Design Standard 3 – Gradients

Design Standard 3 of Clause 52.06–9 relates to the design of the gradients. The requirements of Design Standard 3 are assessed against the proposal in **Table 5**

Table 5 Design Standard 3 – Gradients

Design Standard Requirement	Proposed Design Assessment
Accessway grades must not be steeper than 1:10 (10%) within 5m of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	Generally satisfied The frontage of the site, including Link Drive is set to be completed on a stage-by-stage basis following the development of the site. Accessway grades must be assessed the relevant stage.
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.	Not Applicable No ramps are provided within the Day 1 proposed site.
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	Generally satisfied. No ramps are provided within the Day 1 proposed site. A further assessment will be completed on a stage-by-stage basis in line with the master plan.

6.2 Future Stages

As previously established, design of car parking areas and internal circulation roads for the remainder of the site (Lots 5 & 6 at 300–340 Barry Road) will be completed on a stage-by-stage basis. A detailed traffic design review inclusive of swept path analysis will be undertaken for all data centre stages.

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7 Traffic Assessment

This section provides an assessment of the anticipated traffic generated by the data centre master plan proposal, including the Day 1 works, comprising Stage 1 and 1B. This assessment also accounts for cumulative traffic generated as a result of the development of the wider subdivision at 300–340 Barry Road, in accordance with the endorsed plans provided in **Figure 11**. Specifically, three scenarios have been assessed to support the application for the staged development of the site (Lots 5 & 6 at 300–340 Barry Road) and endorsement of plans for Day 1. These scenarios are summarised in **Table 6**. It is noted that the proponent is not responsible for the delivery of the broader subdivision area beyond Lots 5 & 6.

Table 6 Traffic assessment scenarios

Lot 5 & 6 master plan stage/s considered ¹	300–340 Barry Road subdivision stage/s considered ²	300–340 Barry Road subdivision access points
Day 1	Stage 1	Link Drive and Barry Road
Day 1 & 2	Stage 1	Link Drive and Barry Road
Day 1 & 2	Stages 1, 1A, 2, 3, 4	Link Drive, Barry Road and Sydney Road Service Road

¹ Refer to **Section 4.2** for detail on Day 1 & Day 2 staging

² Refer to **Figure 11** for detail on subdivision staging

As discussed in **Section 4**, detailed traffic assessments will be undertaken for each of the respective master plan stages for the site once further detail on staffing and car parking provisions for each of the stages are developed.

7.1 Traffic Generation

7.1.1 Lot 5 & 6 Master Plan Proposal

It has been conservatively estimated that the site will generate a peak traffic demand of **1 trip per car parking space** during the AM and PM peak hours. The site is not expected to generate high volumes of regular heavy vehicle movements (further discussed in **Section 9**), and these movements have therefore not been considered in the quantitative traffic assessment.

7.1.2 300–340 Barry Road Subdivision

To assess the traffic-generating potential of the other lots within the 300–340 Barry Road subdivision (in lieu of being provided a traffic assessment for the subdivision), an assessment has been made under the assumption that most lots would be developed as warehouse uses.

To ascertain the potential site coverage of warehouse buildings on each lot, a review of comparable nearby sites has been undertaken, specifically:

- 43–47 National Boulevard, Campbellfield,
- 140–158 Link Drive, Campbellfield.

These sites revealed an average site coverage of approximately 43 per cent.

Based on this assessment, an approximation of warehouse gross floor area (GFA) for each of the proposed lots within the 300–340 Barry Road subdivision could be made.

Following the establishment of the GFA on each lot, a typical warehouse generation rate can be applied to estimate the traffic-generating potential of surrounding undeveloped lots at 300–340 Barry Road outside the site (the Lot 5 & 6 master plan area). The following rates were adopted from the Transport for New

South Wales (TfNSW) Guide to Transport Impact Assessments (GTIA), with directional splits adopted from a consideration and understanding of nearby land uses and travel behaviours.

- AM Peak Hour: 0.17 trips per 100 square metres of GFA, including:
 - 80 per cent of trips inbound
 - 20 per cent of trips outbound
- PM Peak Hour: 0.15 trips per 100 square metres of GFA, including:
 - 20 per cent of trips inbound
 - 80 per cent of trips outbound

7.1.3 Traffic Generation Summary

Based on the traffic generation rates presented in **Section 7.1.1** and **7.1.2**, this section provides a summary of the traffic generation expected across each of the traffic assessment scenarios established in **Table 7**.

Table 7 Total traffic generation summary

Scenario	Use	GFA (square metres)	AM Peak Hour Volume	PM Peak Hour Volume
Master plan: Day 1 Subdivision: Stage 1	Data centre (Lot 5)	29,166	38 inbound	0 inbound
			0 outbound	38 outbound
			38 total	38 total
	Warehouse (Subdivision Stage 1)	93,975	128 inbound	28 inbound
			32 outbound	113 outbound
			160 total	141 total
	Total		166 inbound 32 outbound 198 total	28 inbound 151 outbound 179 total
Master plan: Day 1 & 2 Subdivision: Stage 1	Data Centre (Lot 5 + Lot 6)	142,700	137 inbound	0 inbound
			0 outbound	137 outbound
			137 total	137 total
	Warehouse (Subdivision Stage 1)	93,975	128 inbound	28 inbound
			32 outbound	113 outbound
			160 total	141 total
	Total		265 inbound 32 outbound 297 total	28 inbound 250 outbound 278 total
Master plan: Day 1 & 2 Subdivision: Stages 1-4	Data Centre (Lot 5 + Lot 6)	142,700	137 inbound	0 inbound
			0 outbound	137 outbound
			137 total	137 total

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Scenario	Use	GFA (square metres)	AM Peak Hour Volume	PM Peak Hour Volume
	Warehouse (Subdivision Stage 1)	93,975	128 inbound 32 outbound 160 total	28 inbound 113 outbound 141 total
	Warehouse (Subdivision Stage 1A, 2, 3, 4)	48,270	66 inbound 16 outbound 82 total	14 inbound 58 outbound 72 total
Total			330 inbound 48 outbound 378 total	43 inbound 308 outbound 351 total

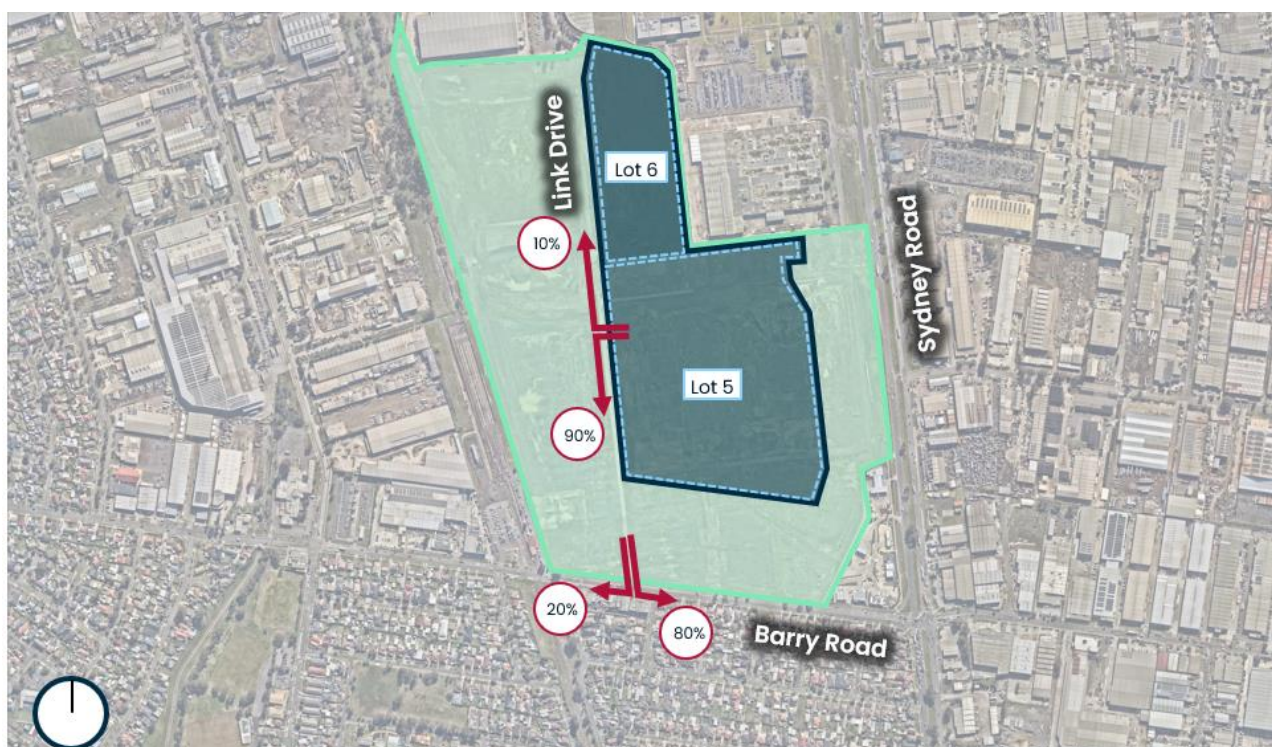
7.2 Traffic Distribution

An assessment of the site's location, key surrounding land uses and freeway access was conducted to ascertain an appropriate network distribution split.

This involved a review of the key surrounding land uses and road networks near the site. Barry Road via Link Drive was seen as an important arterial road providing a strong east-west connection to Pascoe Vale Road and Sydney Road, respectively.

The above information was utilised to determine the likely distribution of site-generated traffic. The traffic network distribution splits are outlined in **Figure 15**.

Figure 15 Network distribution routes



Source: Nearmap Imagery (modified by Urbis)

This traffic distribution was conservatively retained for the ultimate scenario, that is, when the entire master plan proposal and wider subdivision area at 300–340 Barry Road is fully developed. It is expected that a negligible number of Day 1 & 2 generated vehicles will use the Sydney Road Service Road access, and hence it is considered appropriate to retain the same distribution across all assessment scenarios.

7.3 Traffic Impact

7.3.1 Barry Road / Link Drive / Cobden Street

To identify the ability of the Barry Road / Link Drive / Cobden Street intersection to cater for each of the traffic assessment scenarios listed in **Table 6** the intersection was assessed using SIDRA INTERSECTION (SIDRA) 10, a modelling software package that calculates intersection performance.

The key parameters used to determine the operational capacity of an intersection are queue length, average delay and degree of saturation (or volume to capacity ratio). The degree of saturation (D.O.S) is a ratio of arrival (or demand) flow to capacity. Degrees of saturation above 1.0 represent oversaturated conditions and degrees of saturation below 1.0 represent undersaturated conditions.

Although operating conditions with a degree of saturation around 1.00 are not ideal, it is acknowledged that this level of congestion is typical of many intersections in metropolitan areas during the AM and PM peak hours.

The 95th percentile queue length is the value below which 95 per cent of all observed queue lengths per cycle fall, or 5 per cent of all observed queue lengths exceed. Average Delay is the average time, in seconds, that all vehicles making a particular movement can expect to wait at an intersection.

The Department of Transport and Planning specify the following intersection utilisation targets for signalised intersections in urban environments provided in **Table 8**.

Table 8 DTP intersection utilisation targets

Utilisation Target	Degree of Saturation (Signalised Intersections)
Desirable	0.90
Maximum	0.95

Source: *Transport Modelling Guidelines, Volume 5: Intersection Modelling* (Department of Transport and Planning, 2020)

The following sections provide details on the SIDRA intersection modelling undertaken for the existing intersection performance and each of the traffic assessment scenarios listed in **Table 6**.

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7.3.1.1 Existing Intersection Performance

The SIDRA modelling results for the existing conditions at the Barry Road / Link Drive / Cobden Street intersection during the AM and PM peak hours are summarised in **Table 9**.

Table 9 Existing conditions SIDRA modelling results – Barry Road / Link Drive / Cobden Street

Approach	Movement	AM Peak			PM Peak		
		D.O.S	Avg Delay	95th %ile Queue	D.O.S	Avg Delay	95th %ile Queue
Cobden Street (South)	Left	0.33	69 secs	13 m	0.72	72 secs	30 m
	Through	0.33	63 secs	13 m	0.72	67 secs	30 m
	Right	0.33	69 secs	13 m	0.72	72 secs	30 m
Barry Road (East)	Left	0.76	43 secs	192 m	0.97	79 secs	360 m
	Through	0.76	47 secs	193 m	0.97	87 secs	360 m
	Right	0.004	72 secs	0 m	0.004	65 secs	0 m
Link Drive (North)	Left	0.01	65 secs	0 m	0.01	60 secs	0 m
	Through	0.01	60 secs	0 m	0.01	66 secs	0 m
	Right	0.01	66 secs	0 m	0.01	64 secs	0 m
Barry Road (West)	Left	0.51	16 secs	138 m	0.46	16 secs	119 m
	Through	0.51	23 secs	138 m	0.46	21 secs	119 m
	Right	0.39	74 secs	15 m	0.78	76 secs	33 m
Overall		0.76	37 secs	193 m	0.97	61 secs	360 m

The intersection is currently operating at a D.O.S rating of 0.76 in the AM peak and 0.97 in the PM peak. The eastern approach of Barry Road experiences the highest delays across both the AM and PM peak. This is in excess of the maximum D.O.S target during the PM peak. It is noted that the northern approach on Link Drive is currently unused. It appears that intersection phasing may not have been optimised since the previous use of the site (the Ford factory) was operational. Hence, there is scope to adjust the intersection phasing and cycle behaviour to improve its operation under future conditions, particularly along Barry Road.

7.3.1.2 Day 1 Performance

An initial assessment of the Day 1 traffic conditions using the existing intersection phasing produced a D.O.S above 1.0, with higher-than-anticipated average delays and queue lengths across both AM and PM peaks. This was particularly apparent on the Barry Road eastern approach.

As such, the existing phasing arrangements, which cater to an unused site, are unsuitable for the future development of the land at 300–340 Barry Road. To ensure that the intersection operates efficiently, the existing phasing of the signalised intersection was updated, with phase changes carried through to the Day 1&2 and Ultimate SIDRA assessments, summarised in **Appendix D**

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The SIDRA modelling results for Day 1 traffic conditions are presented below in **Table 10**.

Table 10 Day 1 SIDRA modelling results – Barry Road / Link Drive / Cobden Street

Approach	Movement	D.O.S	AM Peak		D.O.S.	PM Peak	
			Avg Delay	95th %ile Queue		Avg Delay	95th %ile Queue
Cobden Street South	Left	0.27	57 secs	11 m	0.66	66 secs	27 m
	Through	0.27	52 secs	11 m	0.66	60 secs	27 m
	Right	0.27	57 secs	11 m	0.66	66 secs	27 m
Barry Road East	Left	0.83	44 secs	191 m	0.87	47 secs	264 m
	Through	0.83	45 secs	191 m	0.87	51 secs	264 m
	Right	0.72	69 secs	48 m	0.24	82 secs	9 m
Link Drive North	Left	0.05	45 secs	4 m	0.21	51 secs	19 m
	Through	0.05	39 secs	4 m	0.21	46 secs	19 m
	Right	0.02	44 secs	2 m	0.10	50 secs	9 m
Barry Road West	Left	0.72	31 secs	155 m	0.50	24 secs	120 m
	Through	0.72	33 secs	155 m	0.50	23 secs	120 m
	Right	0.32	66 secs	13 m	0.71	69 secs	29 m
Overall		0.83	42 secs	191 m	0.87	43 secs	264 m

The SIDRA assessment for the Day 1 traffic conditions shows an overall D.O.S of 0.83 for the AM peak and 0.87 for the PM peak. These values are both under the “desirable” D.O.S target specified by DTP.

Given the changes to intersection phasing outlined above, the Barry Road / Link Drive / Cobden Street intersection is anticipated to operate more efficiently during peak periods under the Day 1 scenario when compared to existing conditions.

Therefore, the increase in traffic volumes to and from the site associated with Day 1 development is not expected to adversely impact the performance of the intersection.

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7.3.1.3 Day 1 & 2 Performance

The SIDRA modelling results for Day 1 & 2 traffic conditions are presented below in **Table 11**.

Table 11 Day 1 & 2 SIDRA modelling results – Barry Road / Link Drive / Cobden Street

Approach	Movement	D.O.S	AM Peak		D.O.S.	PM Peak	
			Avg Delay	95th %ile Queue		Avg Delay	95th %ile Queue
Cobden Street South	Left	0.27	57 secs	11 m	0.66	66 secs	27 m
	Through	0.27	52 secs	11 m	0.66	60 secs	27 m
	Right	0.27	57 secs	11 m	0.66	66 secs	27 m
Barry Road East	Left	0.86	46 secs	205 m	0.87	47 secs	264 m
	Through	0.86	47 secs	205 m	0.87	51 secs	264 m
	Right	0.83	69 secs	83 m	0.24	82 secs	9 m
Link Drive North	Left	0.05	45 secs	4 m	0.36	53 secs	33 m
	Through	0.05	39 secs	4 m	0.36	47 secs	33 m
	Right	0.02	44 secs	2 m	0.18	51 secs	16 m
Barry Road West	Left	0.83	40 secs	187 m	0.51	24 secs	120 m
	Through	0.83	44 secs	187 m	0.51	23 secs	120 m
	Right	0.32	69 secs	13 m	0.71	69 secs	29 m
Overall		0.86	48 secs	205 m	0.87	43 secs	264 m

The Day 1 & 2 traffic assessment indicates that the intersection performs at a D.O.S of 0.86 during the AM peak and 0.87 during the PM peak. Again, these values are within the “desirable” D.O.S target specified by DTP.

As such, the impact of increased traffic as a result of Day 1 & 2 development of the master plan area will not significantly adversely impact the performance of the Barry Road / Link Drive / Cobden Street intersection.

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7.3.1.4 Ultimate Performance

The SIDRA modelling results for the ultimate stage traffic conditions are presented below in **Table 12**.

Table 12 Ultimate SIDRA modelling results – Barry Road / Link Drive / Cobden Street

Approach	Movement	D.O.S	AM Peak		D.O.S.	PM Peak	
			Avg Delay	95th %ile Queue		Avg Delay	95th %ile Queue
Cobden Street South	Left	0.30	63 secs	12 m	0.66	66 secs	27 m
	Through	0.30	58 secs	12 m	0.66	60 secs	27 m
	Right	0.30	63 secs	12 m	0.66	66 secs	27 m
Barry Road East	Left	0.75	37 secs	188 m	0.88	48 secs	268 m
	Through	0.75	36 secs	188 m	0.88	52 secs	268 m
	Right	0.87	73 secs	118 m	0.35	82 secs	14 m
Link Drive North	Left	0.07	50 secs	6 m	0.44	53 secs	42 m
	Through	0.07	44 secs	6 m	0.44	48 secs	42 m
	Right	0.04	50 secs	3 m	0.22	51 secs	20 m
Barry Road West	Left	0.87	48 secs	221 m	0.50	24 secs	120 m
	Through	0.87	55 secs	221 m	0.50	23 secs	120 m
	Right	0.35	79 secs	14 m	0.71	69 secs	29 m
Overall		0.87	50 secs	221 m	0.88	43 secs	268 m

The SIDRA results for the ultimate traffic conditions (i.e. following full development of the master plan proposal and wider subdivision at 300–340 Barry Road) indicate that the Barry Road / Link Drive / Cobden Street intersection will still operate satisfactorily. The intersection operates with a D.O.S of 0.87 during the AM peak and 0.88 during the PM peak, which is within the “desirable” D.O.S targets specified by DTP.

It is noted that the 95th percentile queuing observed for right-turning movements on the eastern approach (Barry Road) is 118 metres during the AM peak hour. This exceeds the storage capacity of the existing turn lane by approximately 30 metres.

It is noted that this exceedance of right turn lane capacity does not occur as a result of the proposed data centre, but due to the ultimate development of the subdivision at 300–340 Barry Road. On this basis, further assessment would be required when later stages of the industrial subdivision go through individual planning permit applications. Once more specific detail on the traffic generating potential of other lots within the later stages of 300–340 Barry Road are established, the right turn lane on the eastern approach may need to be slightly extended to accommodate future queuing lengths.

7.3.2 Link Drive

The Network Flow Diagrams provided in **Appendix E** indicate that under the ultimate scenario, up to 342 vehicles per hour will utilise Link Drive during the AM peak hour (where both the master plan proposal and the wider subdivision at 300–340 Barry Road are fully developed). This level of hourly traffic volume is well within the theoretical capacity of a local access street, and on this basis, the proposed master plan site is not expected to have any adverse impact on the safety and operation of Link Drive.

7.3.3 Sydney Road Service Road

In the ultimate phase of development of the master plan proposal and other lots within the endorsed subdivision at 300–340 Barry Road, an additional access point will be opened to the Sydney Road Service Road. This access point will operate as left-in and left-out only.

As noted in **Section 7.2**, it is expected that a negligible amount of site-generated traffic will use the Sydney Road Service Road access once it comes online in the later stages of the 300–340 Barry Road subdivision. As such, the proposed master plan site is not expected to have any adverse impact on the safety or operation of the Sydney Road Service Road.

7.3.4 Traffic Impact Summary

Overall, the proposed data centre master plan proposal is not expected to have any significant adverse impact on the safety or operation of the Barry Road / Link Drive / Cobden Street intersection or the surrounding road network, internal and external to the 300–340 Barry Road subdivision.

It is noted that a minor turn lane extension may be required for the right turn lane on the eastern approach during the later stages of the 300–340 Barry Road subdivision, however, this is subject to further assessment once the nature of development on each lot is confirmed. This upgrade is not driven by the data centre master plan proposal alone, but by the combined traffic demands of all future development within the 300–340 Barry Road subdivision

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8 Bicycle Parking Assessment

8.1 Bicycle Facilities Requirements – Clause 52.34-5

Bicycle parking requirements for new use developments are set out under Clause 52.34-5 of the Hume Planning Scheme, with the number of bicycle parking spaces required listed under Table 1 of Clause 52.34-5.

As a Data Centre is not a listed use within Clause 52.34-5, the proposal does not have a statutory requirement to provide bicycle parking spaces on-site.

However, a bicycle storage area has been provided as part of the Day 1 car park, providing a total of 14 bicycle parking spaces. Bicycle parking spaces are accommodated as horizontal 'hoop' rails (such as the Arc De Triomphe bicycle parking rails).

It is expected that bicycle parking spaces are designed in accordance with the dimensional requirements of AS2890.3:2015. More specifically, the following standards have been met:

- The proposed bicycle parking provides 100% of bicycle parking spaces within ground level (horizontal rails), which exceeds the requirement outlined in AS2890.3:2015 that 20% of bicycle parking must be provided via ground level rails.
- The floor mounted horizontal bicycle rails are spaced at 1.0 metre intervals, with an envelope of 1.8 metres and accessed via an aisle with a width of at least 1.5 metres.
- The wall mounted vertical bicycle rails are spaced at 500mm intervals, with an envelope of 1.2 metres and accessed via an aisle with a width of 1.5 metres.

The proposed bicycle parking provision is considered appropriate for the nature and location of the land use.

8.2 End of Trip Facilities Requirements – Clause 52.34-5

Requirements for the end of trip facilities (showers and changerooms) for developments providing employee bicycle parking spaces are set out within Table 2 and Table 3 of Clause 52.34-5 of the Hume Planning Scheme as follows:

- Showers – If 5 or more employee bicycle parking spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter;
- Changerooms – 1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.

As noted in section 8.1, there is no statutory requirement to provide employee bicycle parking, and therefore, there is no requirement to provide end of trip (EOT) facilities.

To support the provision of 14 bicycle parking spaces, EOT facilities have been provided on the ground level, which includes two separate change rooms and the provision of four showers. The provision of EOT facilities is considered adequate to cater for the intended users of the proposed development.

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9 Loading & Waste Collection

The loading and unloading activities associated with the proposed development will be carried out using dedicated loading docks located in the north-eastern corner of the Day 1 building.

A swept path assessment has been undertaken using the Autodesk Vehicle Tracking software. The largest design vehicle required to access the site is a 20 metre long Articulated Vehicle. The assessment provided in Sheets 1-4 of **Appendix C** demonstrates that a 20 metre long Articulated Vehicle can enter the site from Link Drive in a forward direction, circulate the internal roadways and reverse into the service area to undertake loading or unloading activities. The 20 metre long Articulated Vehicle can then exit the site in a forward direction via Link Drive. It is expected that these vehicles will typically deliver larger data hall components for maintenance/replacement purposes on an ad-hoc basis.

In addition, swept paths for a 12.5m long Heavy Rigid Vehicle were also prepared, demonstrating that the vehicle can also reverse into the service area to undertake loading or unloading activities. These swept paths are provided in Sheet 5 of **Appendix C**. It is expected that this will be the most common delivery vehicle servicing the site.

Waste collection will also occur using the loading dock area in the north-eastern corner of the Day 1 building. An 8.8m long Medium Rigid Vehicle (or smaller) will be used to perform all collections, entering and exiting the site in a forward direction via Link Drive. The refuse vehicle would reverse into the loading dock area and prop adjacent to the bin store to undertake collection. A swept path assessment demonstrating this movement is provided in Sheet 6 of **Appendix C**.

Separated pedestrian pathways are provided on both sides of most of the internal roads within the proposed development, reducing the potential for interactions between pedestrians and heavy vehicles associated with loading or waste collection.

Accordingly, it is considered that loading and waste collection arrangements associated with the proposal are suitable.

As discussed, details of the Link Drive carriageway have been extracted from Functional Layout Plans developed by the subdivision proponent as part of discharging their planning permit conditions. If these Functional Layout Plans are amended, further swept path assessment will be required to inform the design of the crossover to Link Drive, however this can be completed after planning approval if required.

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10 Conclusions

The site is located on Lots 5 & 6 of 300–340 Barry Road. The broader parent parcel is subject to a subdivision permit and endorsed plans comprising 29 lots of varying sizes, road reserves and a 5,000 square metre public open space reserve in the south-west corner. The endorsed subdivision plans indicate that access to the 300–340 Barry Road parcel will be provided via a continuation of Link Drive through the site to the south. This Link Drive continuation would intersect with Barry Road at a signalised intersection, arranged in a “staggered T” configuration with Cobden Street to the south. During Stage 3 of the subdivision, an additional left-in / left-out connection will be provided to the Sydney Road service road. It is noted that the proponent only has ownership of Lots 5 & 6 and delivery of the wider subdivision will be undertaken by others.

It is proposed to develop the site (Lots 5 & 6) for a six-building data centre campus. The proposed master plan development comprises six buildings with a total gross floor area of approximately 210,000 square metres, accommodating a 336MW data centre precinct. **Figure 12** provides an extract of the proposed staging approach for the master plan site.

The Day 1 development proposal (Stage 1 & 1B) consists of a two-storey, 48MW data hall with a total gross floor area of 29,166 square metres. Several storage, office and plant areas are included within this gross floor area and are considered ancillary to the operation of the data centre. The Day 1 site will operate 24 hours a day, 7 days a week, however outside of standard business hours onsite staff are expected to be limited to a minimum number of security staff only. Up to 49 staff will be on-site at any given time as part of the Day 1 development.

Based on the assessment undertaken in this TIA, the following conclusions have been reached in relation to the master plan development and the Day 1 development:

10.1 Car Parking Provision

It is proposed to provide 38 car parking spaces on-site to meet the parking demand of the proposed Day 1 development. Noting that there will be up to 49 staff on-site at any given time as part of the Day 1 development, this equates to a car parking rate in excess of 0.75 spaces per staff member. Given the site's excellent access to public transport and provision of on-site bicycle parking and end of trip facilities, the level of proposed car parking is suitable for the nature and scale of the proposed development.

10.2 Vehicular Access and Car Parking Layout

The proposed access and car parking layout have been designed in accordance with Clause 52.06–9 of the Hume Planning Scheme and relevant Australian Standard requirements. All relevant design standards within the Hume Planning Scheme are satisfied. The design of car parking areas, internal circulation roads and any additional access points will be conducted on a stage-by-stage basis in due course.

10.3 Traffic Generation and Impact

The impact of site-generated traffic has been assessed against the following scenarios, based on the expected development timeframes of the master plan proposal with respect to the wider subdivision at 300–340 Barry Road:

1. Development of Day 1 of the Data centre master plan and Stage 1 of the 300–340 Barry Road subdivision
2. Development of Day 1 & 2 of the Data centre master plan and Stage 1 of the 300–340 Barry Road subdivision

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3. Development of Day 1 & 2 of the Data centre master plan and Stages 1-4 of the 300-340 Barry Road subdivision

SIDRA intersection modelling was undertaken for the Barry Road / Link Drive / Cobden Street intersection under existing conditions and each of the three listed scenarios. Under all scenarios, the Degree of Saturation (D.O.S) is within the “desirable” target stipulated by DTP for signalised intersections. It is noted that a minor turn lane extension may be required for the right turn lane on the eastern approach during the later stages of the 300-340 Barry Road subdivision, however this is subject to further assessment once the nature of development on each lot is confirmed. This upgrade is not driven by the data centre master plan proposal alone, but by the combined traffic demands of all future development within the 300-340 Barry Road subdivision.

Link Drive and the Sydney Road Service Road left-in / left-out access points are both envisaged to operate satisfactorily based on the expected traffic volumes across each scenario.

Overall, the master plan proposal is not expected to result in any significant adverse impact to the safety or operation of the Barry Road / Link Drive / Cobden Street intersection or the surrounding road network internal and external to the 300-340 Barry Road subdivision.

10.4 Bicycle Parking Provision and Layout

As ‘Data centre’ is not a listed land use within Clause 52.34-5 of the Hume Planning Scheme, the proposal does not trigger a statutory requirement to provide bicycle parking spaces on-site. Nevertheless, a total of 14 bicycle parking spaces are provided on horizontal ‘hoop’ rails near the proposed car parking area. In addition, whilst there is no requirement for provision of EOT facilities, four showers and changing facilities are provided on the ground level to support active travel to and from the site.

10.5 Loading and Waste Collection Arrangements

The proposed crossovers and internal access roads have been designed to accommodate a 20 metre long Articulated Vehicle, which is the largest design vehicle which will require access to the site during operation. This vehicle is able to enter and exit the site via Link Drive in a forward direction.

Loading and waste collection is proposed to occur via a service area located in the north-eastern corner of the Day 1 building. The swept path assessment provided in **Appendix C** confirms that both 20 metre long Articulated Vehicles and 12.5 metre long Heavy Rigid Vehicles are able to reverse into the loading bays, and an 8.8 metre long Medium Rigid Vehicle can reverse to prop beside the bin storage room.

Overall, based on the assessment undertaken above, the proposed development is considered to be acceptable from the transport engineering perspective and is not expected to create adverse traffic or parking impacts.

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Disclaimer

This report is dated 24 April 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of the proponent (**Instructing Party**) for the purpose of Transport Impact Assessment Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

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APPENDIX A – TRAFFIC SURVEY DATA

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Location: Barry Road / Cobden Street / New Road, Campbellfield

Weather: Overcast

Date: Wednesday, 22 October 2025

Survey Period : 7:00am-9:30am and 2:30pm-6:00pm

AM Peak: 8:15am - 9:15am

PM Peak: 3pm - 4pm



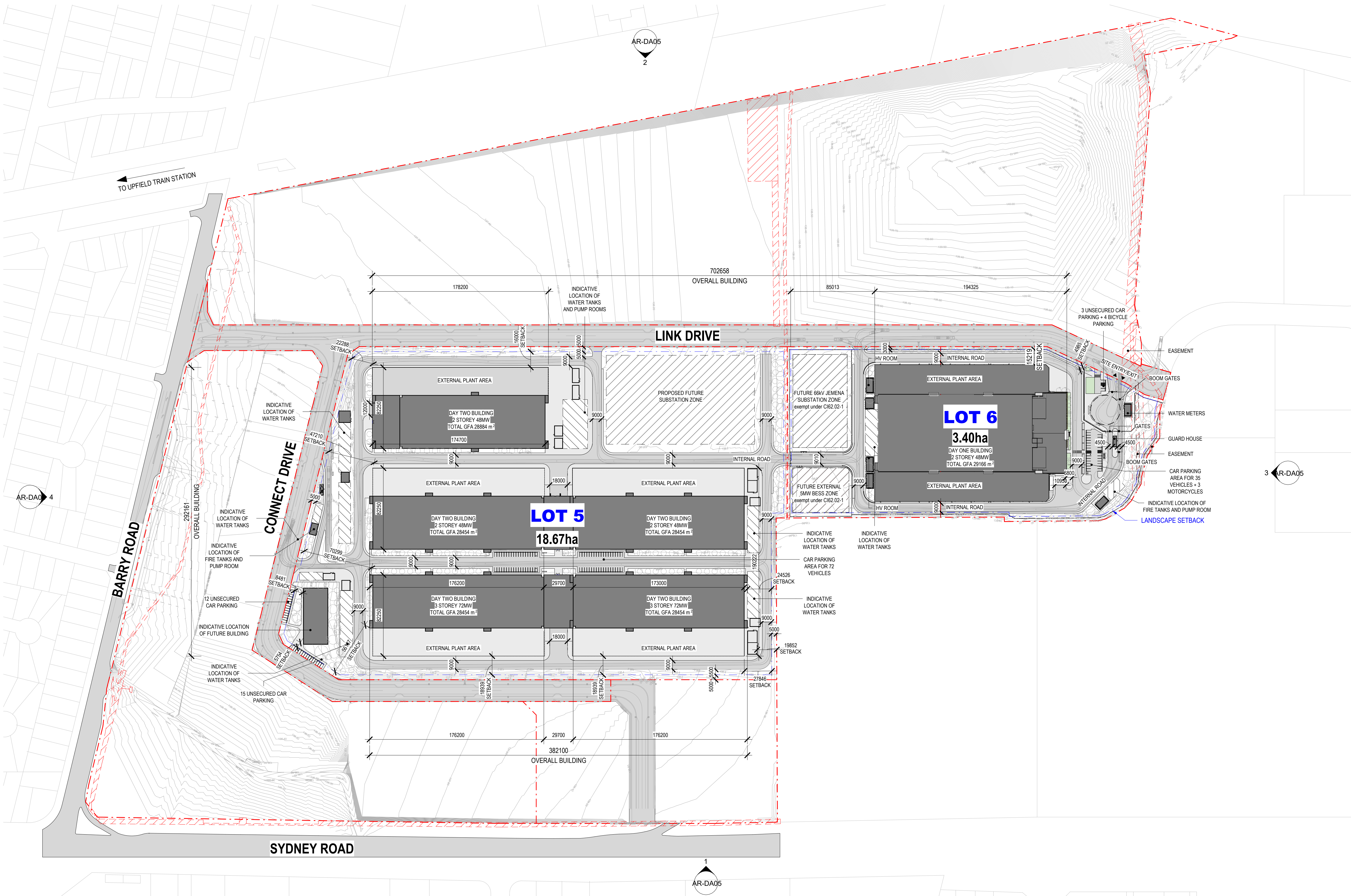
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	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Hour	Total
7:00	0	0	0	2	0	2	2	0	2	81	11	92	1	0	1	0	0	0	0	0	0	0	0	0	164	26	190	4	0	4	7:00 - 8:00	1273
7:15	1	0	1	4	0	4	1	0	1	91	8	99	0	0	0	0	0	0	0	0	0	0	0	0	164	10	174	3	0	3	7:15 - 8:15	1329
7:30	1	0	1	3	0	3	4	0	4	104	18	122	0	0	0	0	0	0	0	0	0	0	0	0	188	17	205	3	1	4	7:30 - 8:30	1550
7:45	0	0	0	3	1	4	1	0	1	132	12	144	0	0	0	0	0	0	0	0	0	0	0	0	193	17	210	1	1	2	7:45 - 8:45	1706
8:00	5	0	5	3	1	4	1	0	1	174	8	182	0	0	0	0	0	0	0	0	0	0	0	0	129	18	147	7	1	8	8:00 - 9:00	1803
8:15	4	0	4	4	0	4	2	0	2	259	17	276	0	0	0	1	0	1	0	0	0	0	0	0	195	16	211	5	0	5	8:15 - 9:15	1909
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8:45	4	0	4	7	0	7	8	0	8	180	16	196	0	0	0	0	0	0	0	0	0	0	0	0	209	16	225	18	0	18		
9:00	1	0	1	6	0	6	6	0	6	162	16	178	0	0	0	0	0	0	0	0	0	0	0	0	235	21	256	6	0	6	AM PEAK	1909
9:15	2	0	2	1	2	3	3	0	3	129	17	146	0	0	0	0	0	0	0	0	0	0	0	0	139	14	153	5	0	5		
TOTAL	19	0	19	34	4	38	31	0	31	1567	139	1706	1	0	1	1	0	1	0	0	0	0	0	0	1812	173	1985	57	3	60		
AM PEAK	10	0	10	18	0	18	19	0	19	856	65	921	0	0	0	1	0	1	0	0	0	0	0	0	835	71	906	34	0	34		

TIME	1			3			4			5			6			7			9			10			11			12			PM PEAK	
	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Hour	Total
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14:45	6	2	8	12	0	12	4	0	4	274	22	296	0	1	1	0	0	1	1	0	1	0	0	0	164	9	173	18	0	18	14:45 - 15:45	2135
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17:30	7	0	7	7	0	7	1	0	1	211	4	215	0	0	0	0	0	0	0	0	0	0	0	0	150	5	155	16	0	16	PM PEAK	2165
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APPENDIX B – ARCHITECTURAL PLANS

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PLAN**



DAY 1 - GROSS FLOOR BUILDING AREA		
LEVEL	TYOLOGY	AREA
STAGE 1		
GROUND LEVEL	TECH BUILDING	2700 m²
GROUND LEVEL	TECH BUILDING	34 m²
GROUND LEVEL	PLANT	73 m²
GROUND LEVEL	PLANT	73 m²
GROUND LEVEL	WHITE SPACE + CIRCULATION	4563 m²
LEVEL 01	TECH BUILDING	2625 m²
LEVEL 01	WHITE SPACE + CIRCULATION	4462 m²
		14529 m²
STAGE 1B		
GROUND LEVEL	WHITE SPACE + CIRCULATION	7450 m²
GROUND LEVEL	PLANT	62 m²
GROUND LEVEL	PLANT	62 m²
GROUND LEVEL	PLANT	80 m²
LEVEL 01	WHITE SPACE + CIRCULATION	7399 m²
Grand total		29581 m²

DAY 2 - GROSS FLOOR BUILDING AREA		
LEVEL	TYOLOGY	AREA
STAGE 2		
GROUND LEVEL	TECH BUILDING	1496 m²
GROUND LEVEL	WHITE SPACE + CIRCULATION	7932 m²
GROUND LEVEL	PLANT	80 m²
GROUND LEVEL	PLANT	80 m²
GROUND LEVEL	PLANT	130 m²
GROUND LEVEL	PLANT	80 m²
GROUND LEVEL	PLANT	80 m²
GROUND LEVEL	PLANT	62 m²
GROUND LEVEL	TECH BUILDING	34 m²
GROUND LEVEL	GANTRY	5014 m²
LEVEL 01	TECH BUILDING	1496 m²
LEVEL 01	WHITE SPACE + CIRCULATION	7932 m²
LEVEL 01	GANTRY	5014 m²
		29490 m²
STAGE 3		
GROUND LEVEL	TECH BUILDING	1620 m²
GROUND LEVEL	WHITE SPACE + CIRCULATION	9352 m²
GROUND LEVEL	PLANT	220 m²
GROUND LEVEL	PLANT	80 m²
GROUND LEVEL	GANTRY	4875 m²
LEVEL 01	TECH BUILDING	1620 m²
LEVEL 01	WHITE SPACE + CIRCULATION	9352 m²
LEVEL 01	GANTRY	4878 m²
		31996 m²

STAGE 4		
GROUND LEVEL	WHITE SPACE + CIRCULATION	9352 m²
GROUND LEVEL	GANTRY	4875 m²
LEVEL 01	WHITE SPACE + CIRCULATION	9352 m²
LEVEL 01	GANTRY	4875 m²
		28453 m²

STAGE 5		
GROUND LEVEL	TECH BUILDING	1620 m²
GROUND LEVEL	WHITE SPACE + CIRCULATION	9352 m²
GROUND LEVEL	PLANT	80 m²
GROUND LEVEL	PLANT	220 m²
GROUND LEVEL	GANTRY	4875 m²
LEVEL 01	TECH BUILDING	1620 m²
LEVEL 01	WHITE SPACE + CIRCULATION	9352 m²
LEVEL 01	GANTRY	4875 m²
LEVEL 02	TECH BUILDING	1620 m²
LEVEL 02	WHITE SPACE + CIRCULATION	9352 m²
LEVEL 02	GANTRY	4875 m²
		47840 m²

STAGE 6		
GROUND LEVEL	WHITE SPACE + CIRCULATION	9352 m²
GROUND LEVEL	GANTRY	4875 m²
GROUND LEVEL	FUTURE BUILDING	1425 m²
LEVEL 01	WHITE SPACE + CIRCULATION	9352 m²
LEVEL 01	GANTRY	4875 m²
LEVEL 02	WHITE SPACE + CIRCULATION	9352 m²
LEVEL 02	GANTRY	4875 m²
		44105 m²
		181883 m²

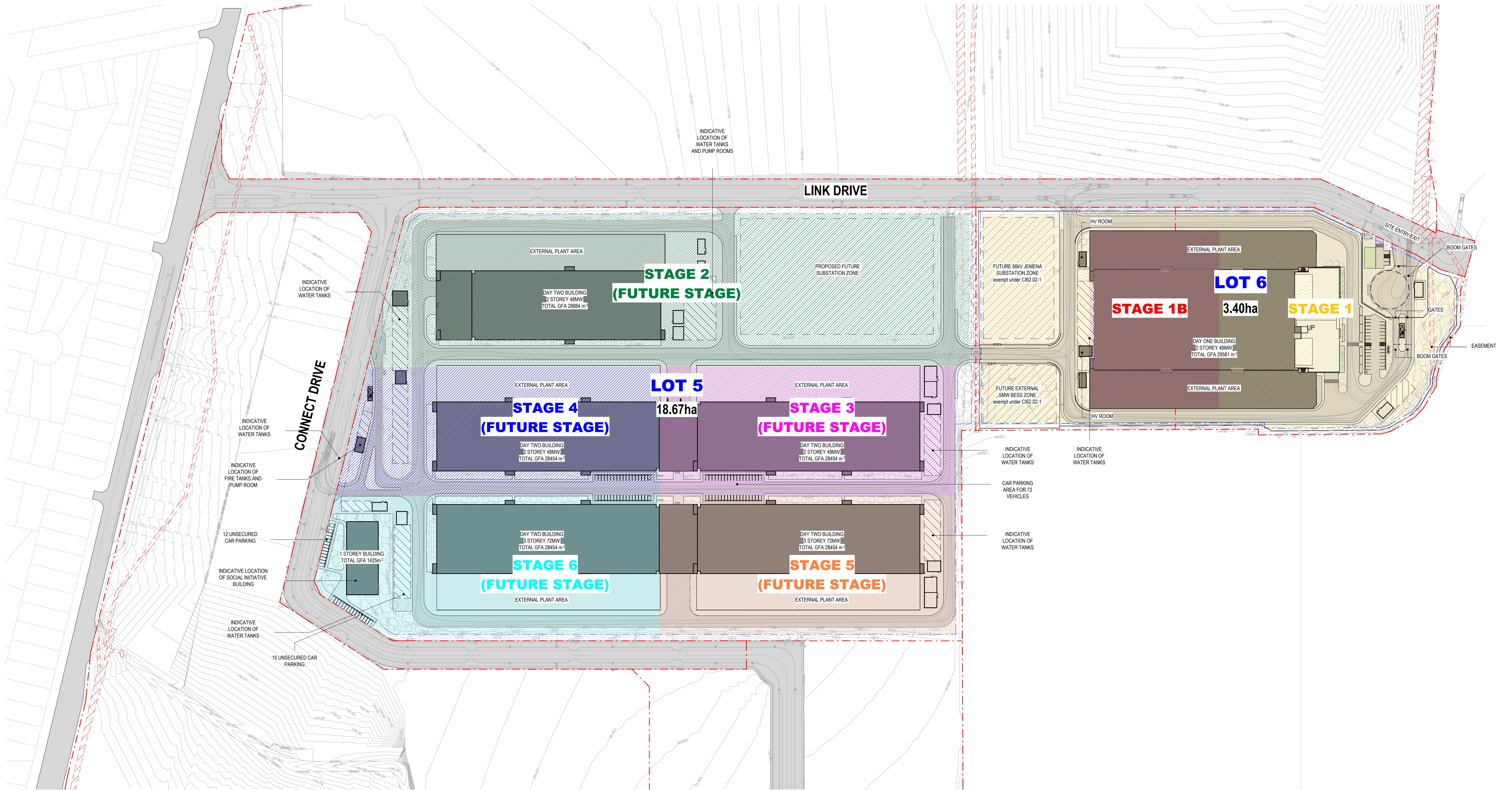
TOTAL GFA 211464 m²

1 PROPOSED MASTERPLAN 1 : 2000

ADVERTISED PLAN

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PLAN



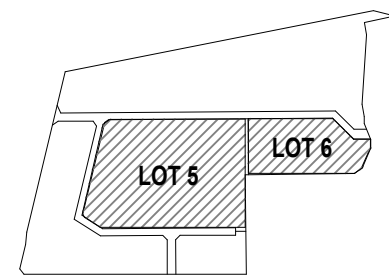
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2	03.11.25	PRELIMINARY
3	07.11.25	ISSUE FOR PLANNING APPLICATION
4	12.11.25	ISSUE FOR PLANNING APPLICATION
5	27.11.25	ISSUE FOR PLANNING APPLICATION

Key Plan



Lead Consultant

aurecon

Client

Greenbox
A WOOLPERT COMPANY

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LEVEL 22
60 PITT STREET
SYDNEY NSW 2000 AUSTRALIA

GREENBOX ARCHITECTURE PTY LTD
ABN: 79 139 779 099
ISO 9001 CERTIFIED QUALITY SYSTEM

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 - Nominated Architect - Gerard Page, NSW reg No.7247, Vic reg No.17664, QLD reg No.4536

Client
AGP

Project
Project Dune
300-340 BARRY ROAD,
CAMPBELLFIELD, VIC 3061

Sheet Size
A1

Drawn By
CO

Checked By
DW

Approved By
AO

Job Number
240087

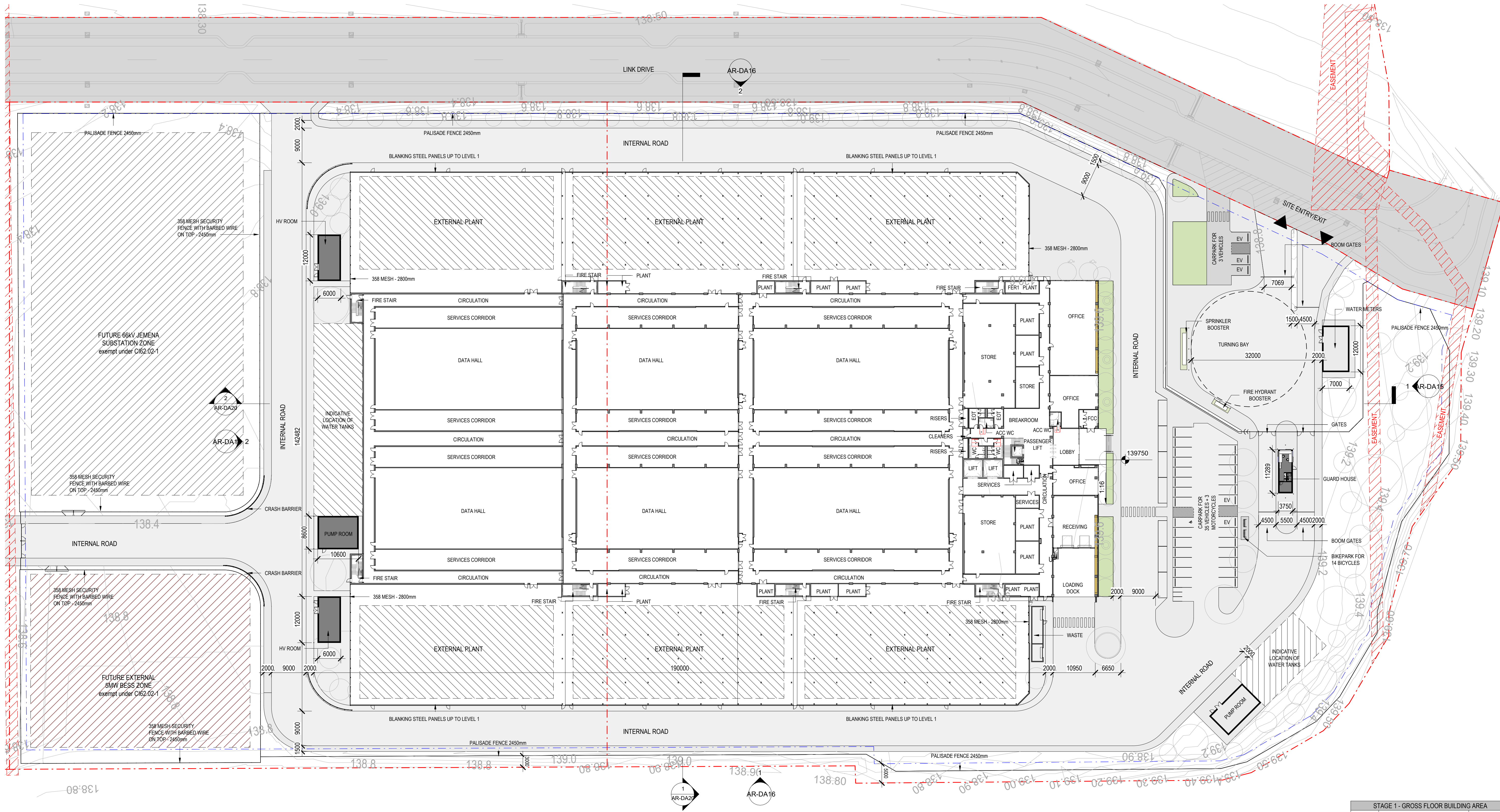
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Project Status
ISSUE FOR PLANNING APPLICATION

Drawing Title
STAGING PLAN

Drawing Number
DUNE-BLD1-GBA-DRG-AR-DA04

Issue
5



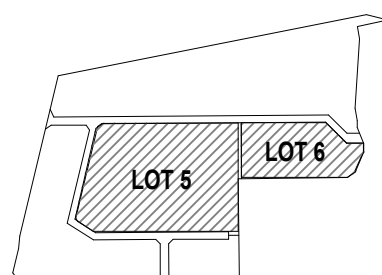
1 GROUND FLOOR PLAN
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PLAN

STAGE 1 - GROSS FLOOR BUILDING AREA		
LEVEL	TYPOLOGY	AREA
GROUND	WHITE SPACE + CIRCULATION	7450 m ²
GROUND	TECH BUILDING	2700 m ²
GROUND	TECH BUILDING	34 m ²
GROUND	PLANT	62 m ²
GROUND	PLANT	73 m ²
GROUND	PLANT	62 m ²
GROUND	PLANT	80 m ²
GROUND	PLANT	73 m ²
GROUND	WHITE SPACE + CIRCULATION	4563 m ²
		15095 m ²
01	WHITE SPACE + CIRCULATION	7399 m ²
01	TECH BUILDING	2625 m ²
01	WHITE SPACE + CIRCULATION	4462 m ²
		14485 m ²
Grand total		29581 m ²

Issue	Date	Description
1	20.10.25	FOR INFORMATION
2	03.11.25	PRELIMINARY
3	07.11.25	ISSUE FOR PLANNING APPLICATION
4	12.11.25	ISSUE FOR PLANNING APPLICATION
5	27.11.25	ISSUE FOR PLANNING APPLICATION

Key Plan



Lead Consultant

aurecon

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ISO 9001 CERTIFIED QUALITY SYSTEM

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 - Nominated Architect - Gerard Page, NSW reg No.7247, Vic reg No.17664, QLD reg No.4536

Client
AGP

Project
Project Dune
300-340 BARRY ROAD,
CAMPBELLFIELD, VIC 3061

Sheet Size
A1

Drawn By
MS

Checked By
DW

Approved By
AO

Job Number
240087

Scale
1:500

Project Status
ISSUE FOR PLANNING APPLICATION

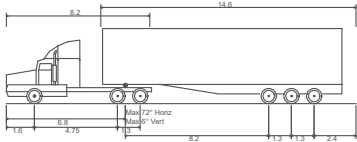
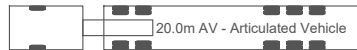
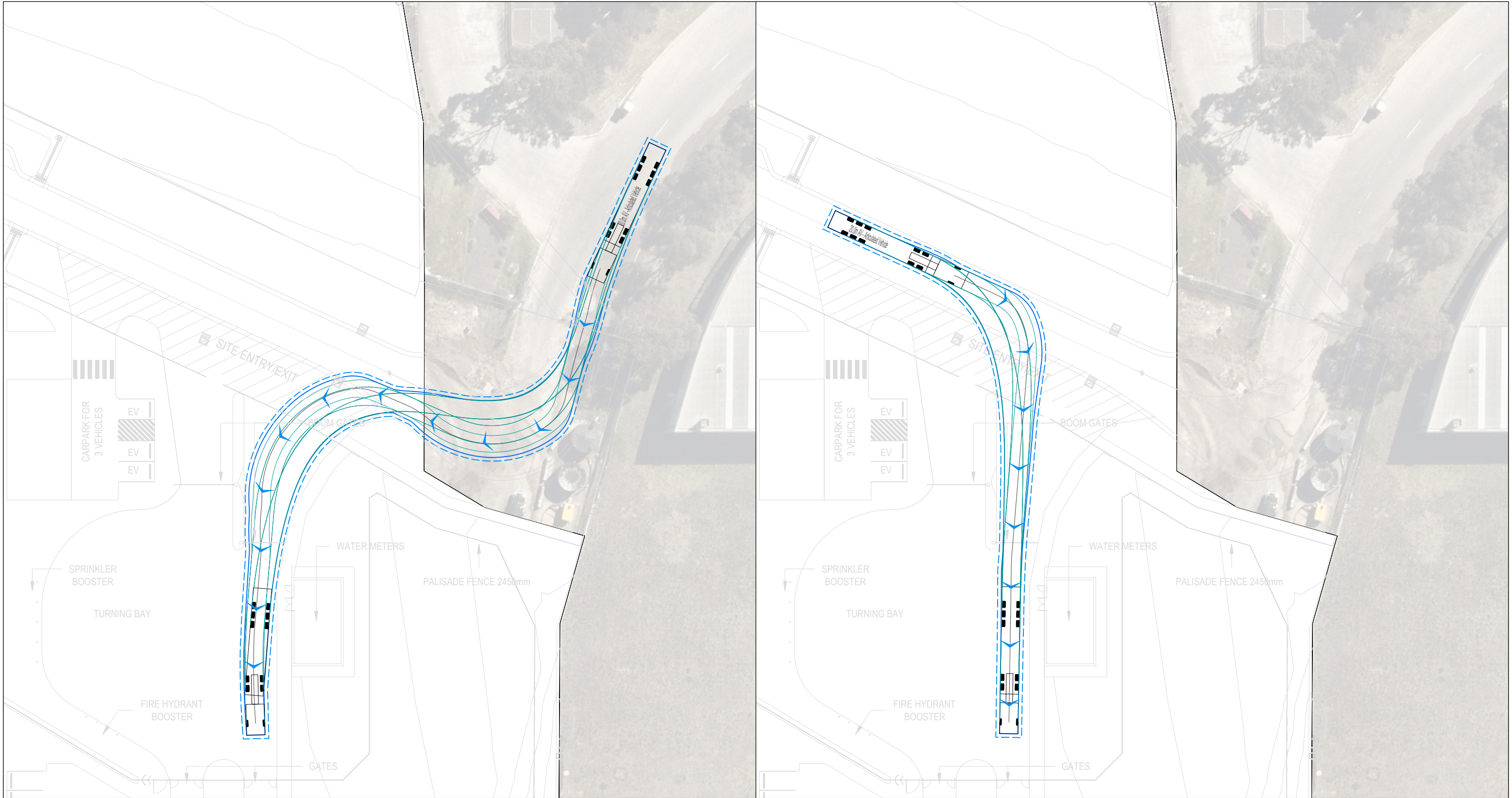
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STAGE 1 GROUND FLOOR PLAN

Drawing Number
DUNE-BLD1-GBA-DRG-AR-DA10

Issue
5

APPENDIX C – SWEEP PATH ASSESSMENT

**ADVERTISED
PLAN**



20.0m AV - Articulated Vehicle
Overall Length 20.000m
Overall Width 2.500m
Overall Body Height 4.301m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

- LEGEND**
- 500 mm BODY CLEARANCE
 - WHEEL PATH
 - VEHICLE BODY - FORWARD
 - VEHICLE BODY - REVERSE
 - CENTRE LINE
- SPEED = 5 km/h

ADVERTISED PLAN

20m ARTICULATED VEHICLE SITE ENTRY

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION

ALL DRAWINGS ARE DESIGNED TO
BE PRINTED AND READ IN COLOUR
IT IS THE CONTRACTORS' RESPONSIBILITY TO
PRINT DRAWINGS IN COLOUR TO AVOID ANY
POTENTIAL DISCREPANCIES IF DRAWINGS
ARE PRINTED IN BLACK AND WHITE



PROJECT DUNE SWEEP PATH ASSESSMENT

Olderfleet, Level 10, 477 Collins Street | Melbourne VIC 3000 AUSTRALIA | +61 3 8663 4888 | URBIS Pty Ltd | ABN 50 105 256 228

ARCHITECTURAL DRAWING REF
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DATE: 13/11/2025

NEARMAP IMAGE
DATE: 15/10/2025

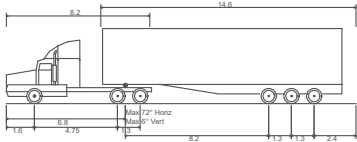
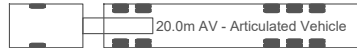
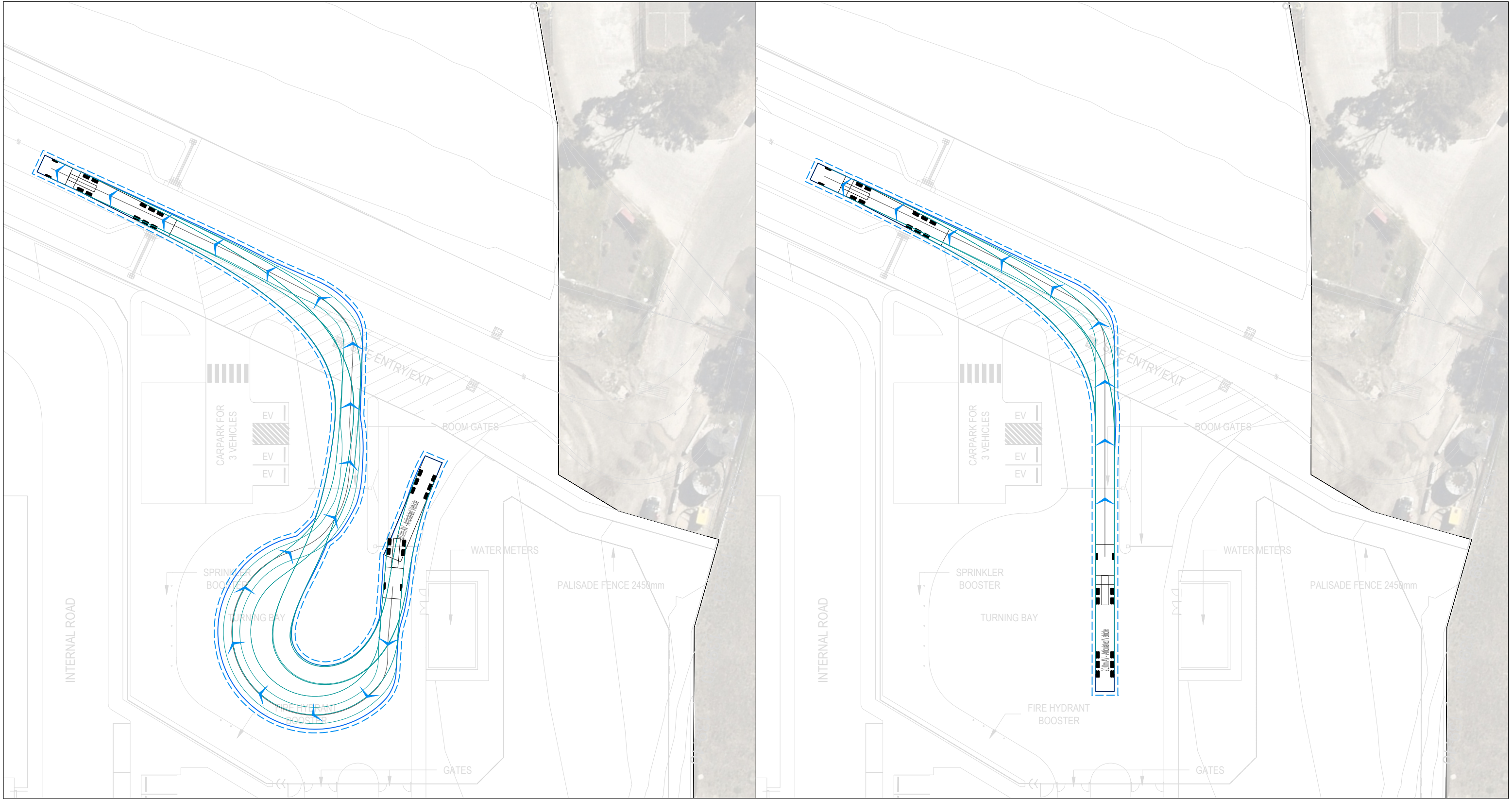
A	PRELIMINARY ISSUE	JR	MR	13/11/2025
REV	DESCRIPTION	DWN	CHK	DATE

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CLIENT

1:500 @ A3
0 5 10m

PROJECT NO. P0061874
SHEET NO. 01 OF 07
DATE 13/11/2025
REVISION A



20.0m AV - Articulated Vehicle
Overall Length 20.000m
Overall Width 2.500m
Overall Body Height 4.301m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

- LEGEND
- 500 mm BODY CLEARANCE
 - WHEEL PATH
 - VEHICLE BODY - FORWARD
 - VEHICLE BODY - REVERSE
 - CENTRE LINE
- SPEED = 5 km/h

20m ARTICULATED VEHICLE SITE EXIT

ADVERTISED PLAN

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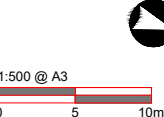
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DWG NAME: AR-DA10-STAGE 1 GROUND FLOOR PLAN
DATE: 13/11/2025

NEARMAP IMAGE
DATE: 15/10/2025

A	PRELIMINARY ISSUE	JR	MR	13/11/2025
REV	DESCRIPTION	DWN	CHK	DATE

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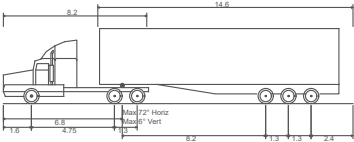
CLIENT



PROJECT NO. P0061874
SHEET NO. 02 OF 07
DATE 13/11/2025
REVISION A



20.0m AV - Articulated Vehicle



20.0m AV - Articulated Vehicle
Overall Length 20.000m
Overall Width 2.500m
Overall Body Height 4.301m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

LEGEND

- 500 mm BODY CLEARANCE
 - WHEEL PATH
 - VEHICLE BODY - FORWARD
 - VEHICLE BODY - REVERSE
 - CENTRE LINE
- SPEED = 5 km/h

ADVERTISED PLAN

20m ARTICULATED VEHICLE
SERVICE BAY ACCESS

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PROJECT DUNE
SWEEP PATH ASSESSMENT

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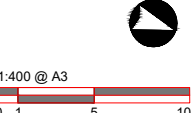
ARCHITECTURAL DRAWING REF
DWG NAME: AR-DA10-STAGE 1 GROUND FLOOR PLAN
DATE: 13/11/2025

NEARMAP IMAGE
DATE: 15/10/2025

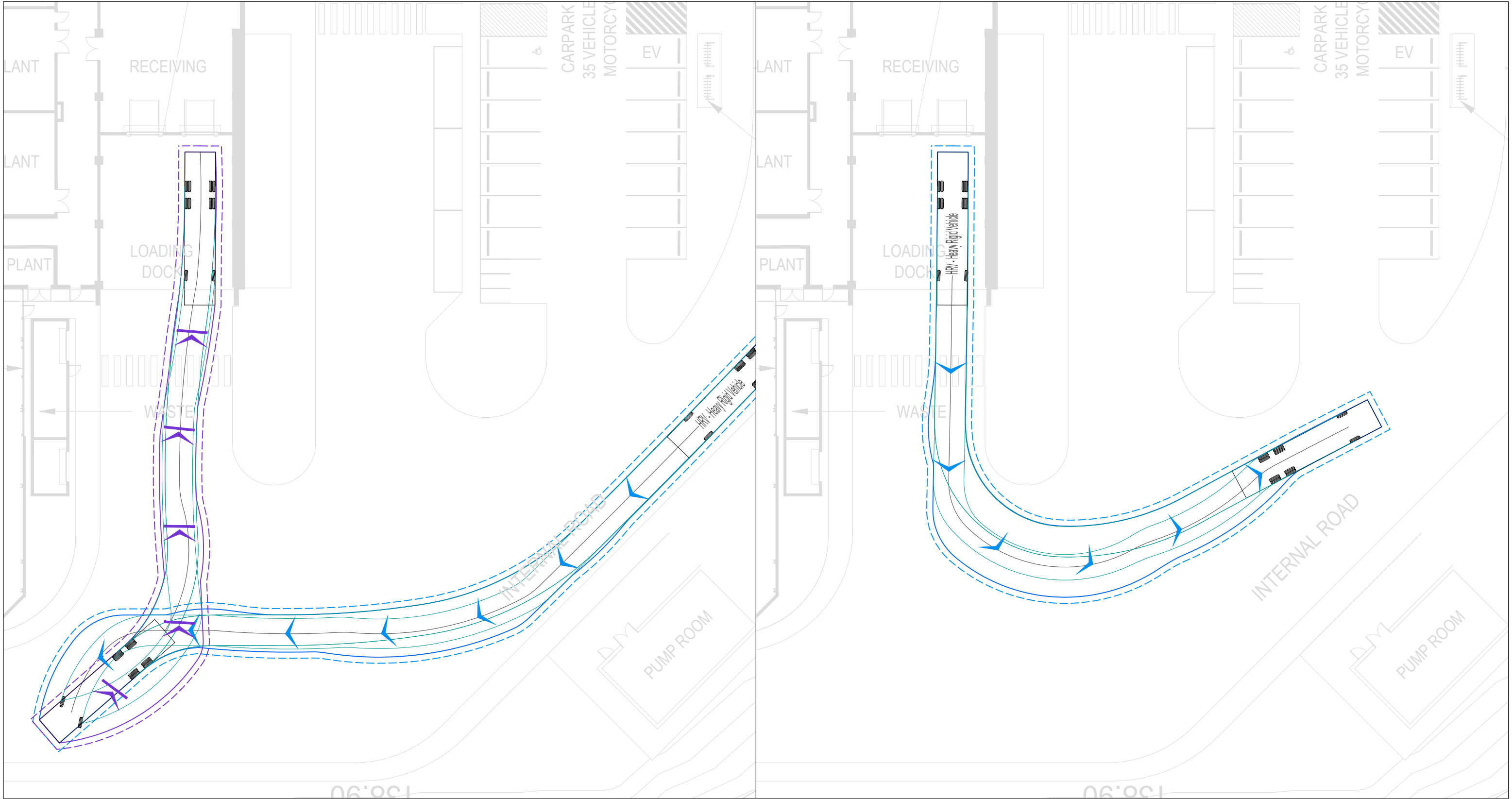
A	PRELIMINARY ISSUE	JR	MR	13/11/2025
REV	DESCRIPTION	DWN	CHK	DATE

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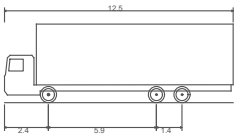
CLIENT



PROJECT NO. P0061874
SHEET NO. 04 OF 07
DATE 13/11/2025
REVISION A



HRV - Heavy Rigid Vehicle



HRV - Heavy Rigid Vehicle
Overall Length 12.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.417m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

- LEGEND
- 500 mm BODY CLEARANCE
 - WHEEL PATH
 - VEHICLE BODY - FORWARD
 - VEHICLE BODY - REVERSE
 - CENTRE LINE
- SPEED = 5 km/h

ADVERTISED PLAN

12.5m HEAVY RIGID VEHICLE
SERVICE BAY ACCESS

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PROJECT DUNE SWEEP PATH ASSESSMENT

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ARCHITECTURAL DRAWING REF
DWG NAME: AR-DA10-STAGE 1 GROUND FLOOR PLAN
DATE: 13/11/2025

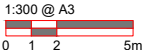
NEARMAP IMAGE
DATE: 15/10/2025

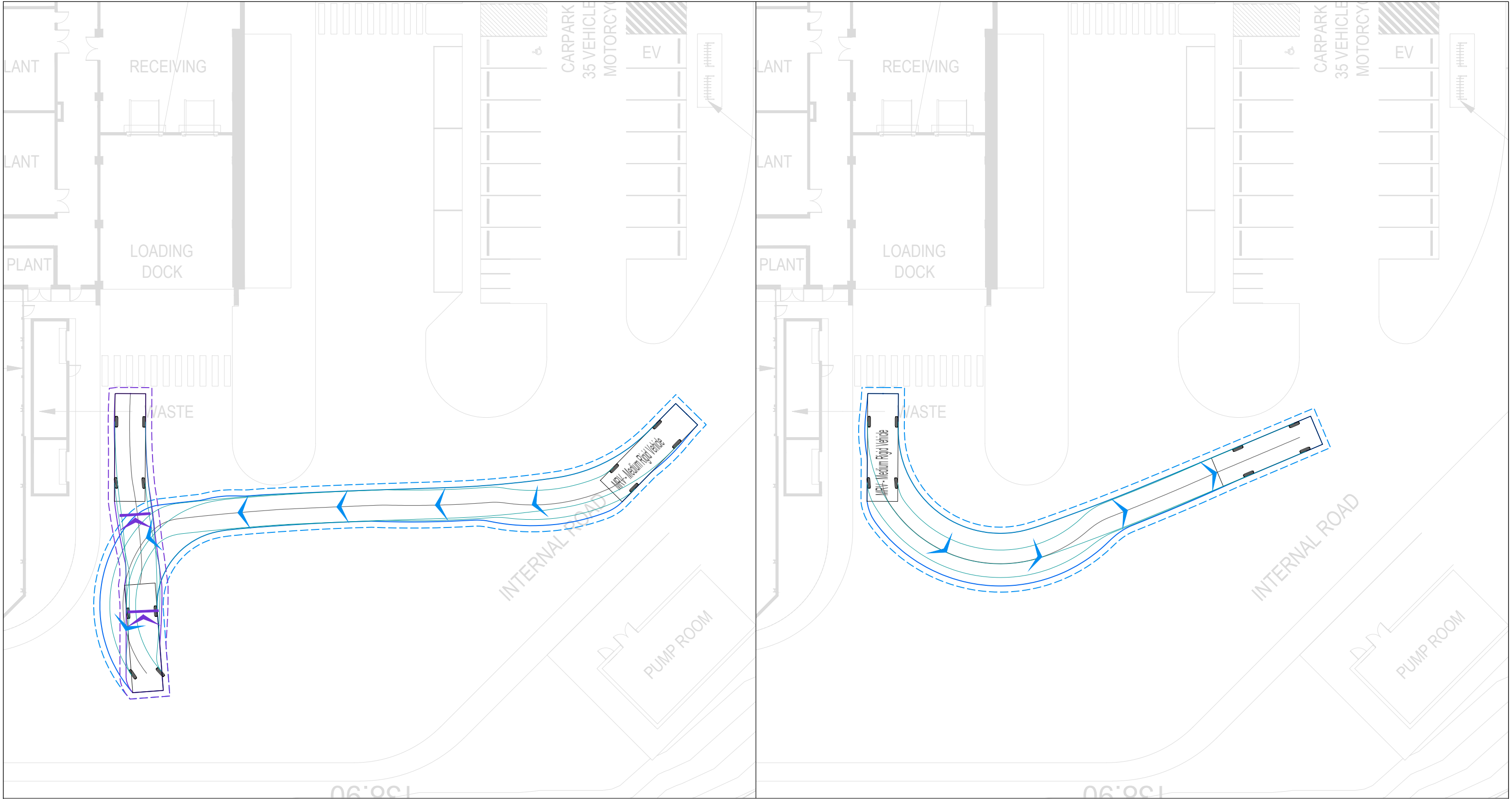
REV	DESCRIPTION	JR	MR	13/11/2025
A	PRELIMINARY ISSUE	JR	MR	13/11/2025
DWN	CHK	DATE		

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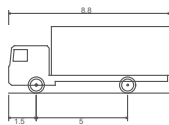
CLIENT

PROJECT NO. P0061874
SHEET NO. 05 OF 07
DATE 13/11/2025
REVISION A





MRV - Medium Rigid Vehicle



MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m

- LEGEND
- 500 mm BODY CLEARANCE
 - WHEEL PATH
 - VEHICLE BODY - FORWARD
 - VEHICLE BODY - REVERSE
 - CENTRE LINE
- SPEED = 5 km/h

ADVERTISED PLAN

8.8m MEDIUM RIGID VEHICLE WASTE COLLECTION

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ARCHITECTURAL DRAWING REF
DWG NAME: AR-DA10-STAGE 1 GROUND FLOOR PLAN
DATE: 13/11/2025

NEARMAP IMAGE
DATE: 15/10/2025

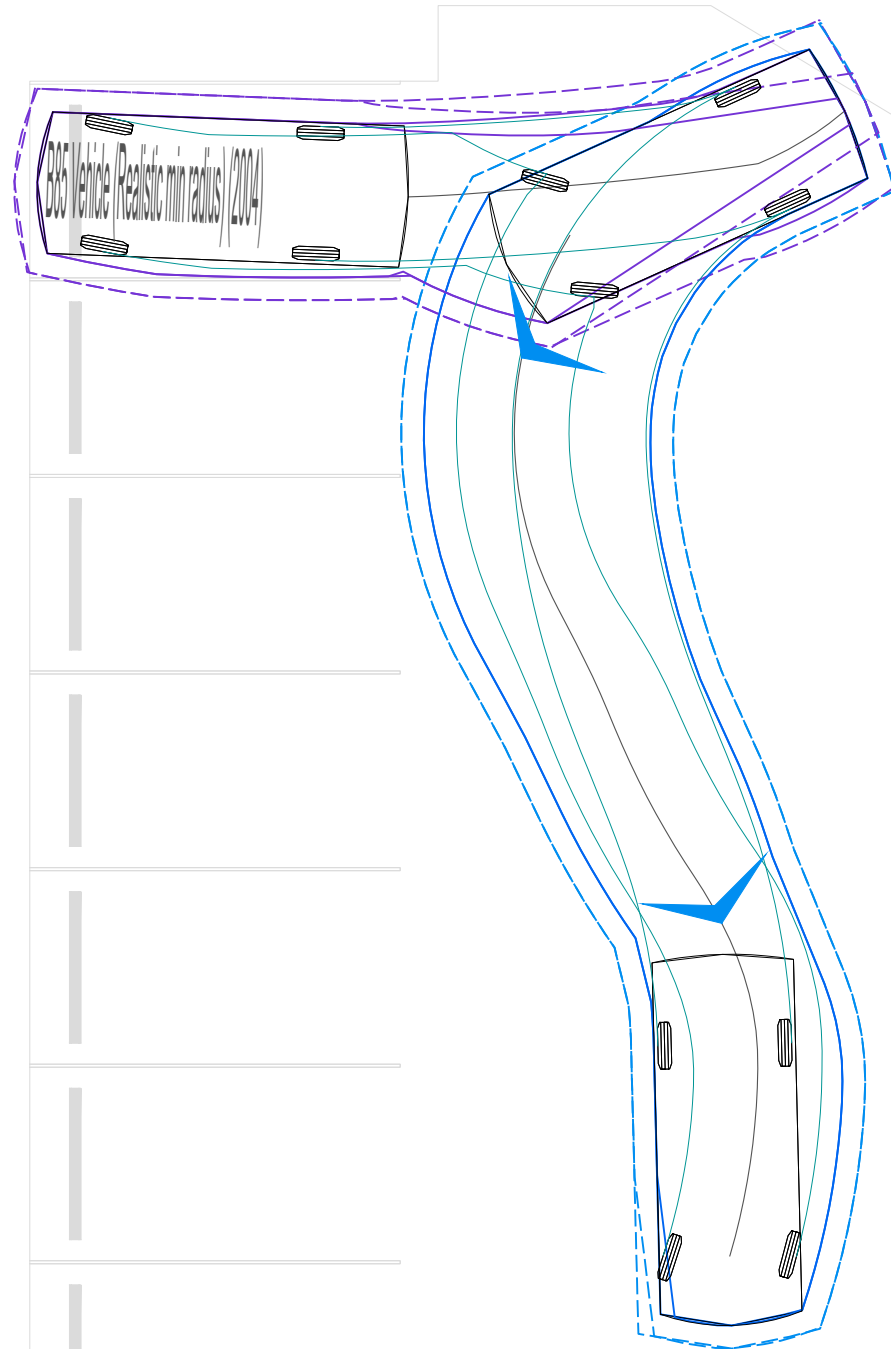
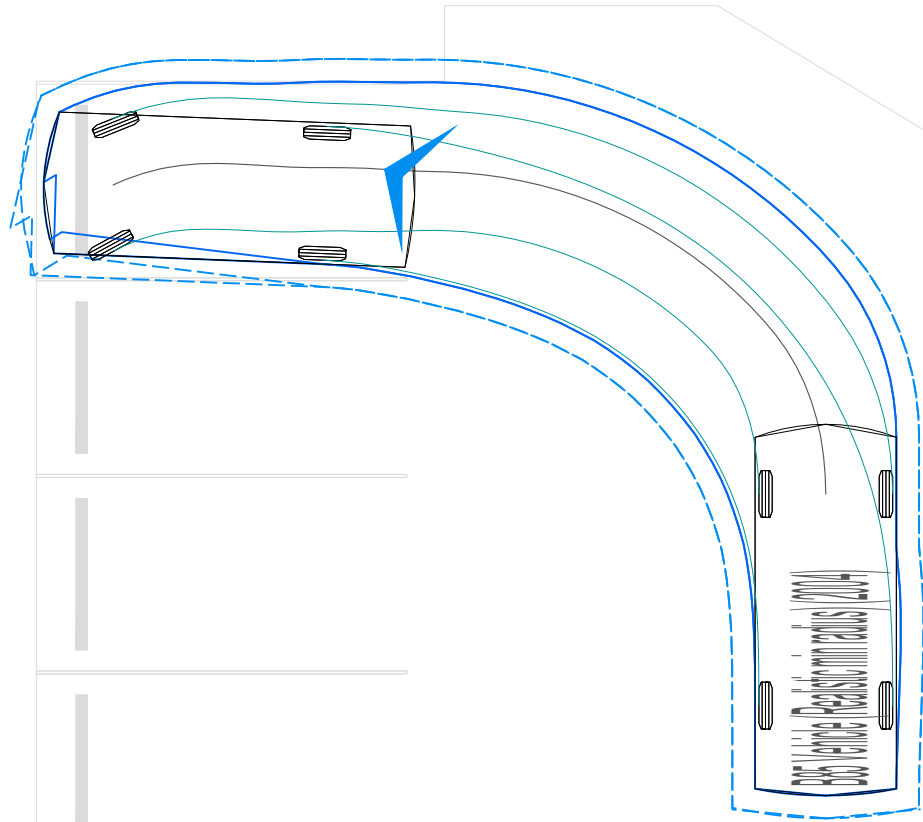
REV	DESCRIPTION	BY	CHK	DATE
A	PRELIMINARY ISSUE	JR	MR	13/11/2025
		DWN	CHK	

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PROJECT NO. P0061874
SHEET NO. 06 OF 07
DATE 13/11/2025
REVISION A



B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m

LEGEND

- 300 mm BODY CLEARANCE
 - WHEEL PATH
 - VEHICLE BODY - FORWARD
 - VEHICLE BODY - REVERSE
 - CENTRE LINE
- SPEED = 5 km/h

ADVERTISED PLAN

B85 CAR CRITICAL CAR SPACE ACCESS

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ARCHITECTURAL DRAWING REF
DWG NAME: AR-DA10-STAGE 1 GROUND FLOOR PLAN
DATE: 13/11/2025

NEARMAP IMAGE
DATE: 15/10/2025

REV	DESCRIPTION	DWN	CHK	DATE
A	PRELIMINARY ISSUE	JR	MR	13/11/2025

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CLIENT

1:100 @ A3
0 1 2m



PROJECT NO.

P0061874

SHEET NO.

07 OF 07

DATE

13/11/2025

REVISION

A

APPENDIX D – SIDRA ASSESSMENT

**ADVERTISED
PLAN**

SITE LAYOUT

 Site: [3996 (2)] AM Peak_EXISTING_Barry Road / Link Drive
(300-340 Barry Road)

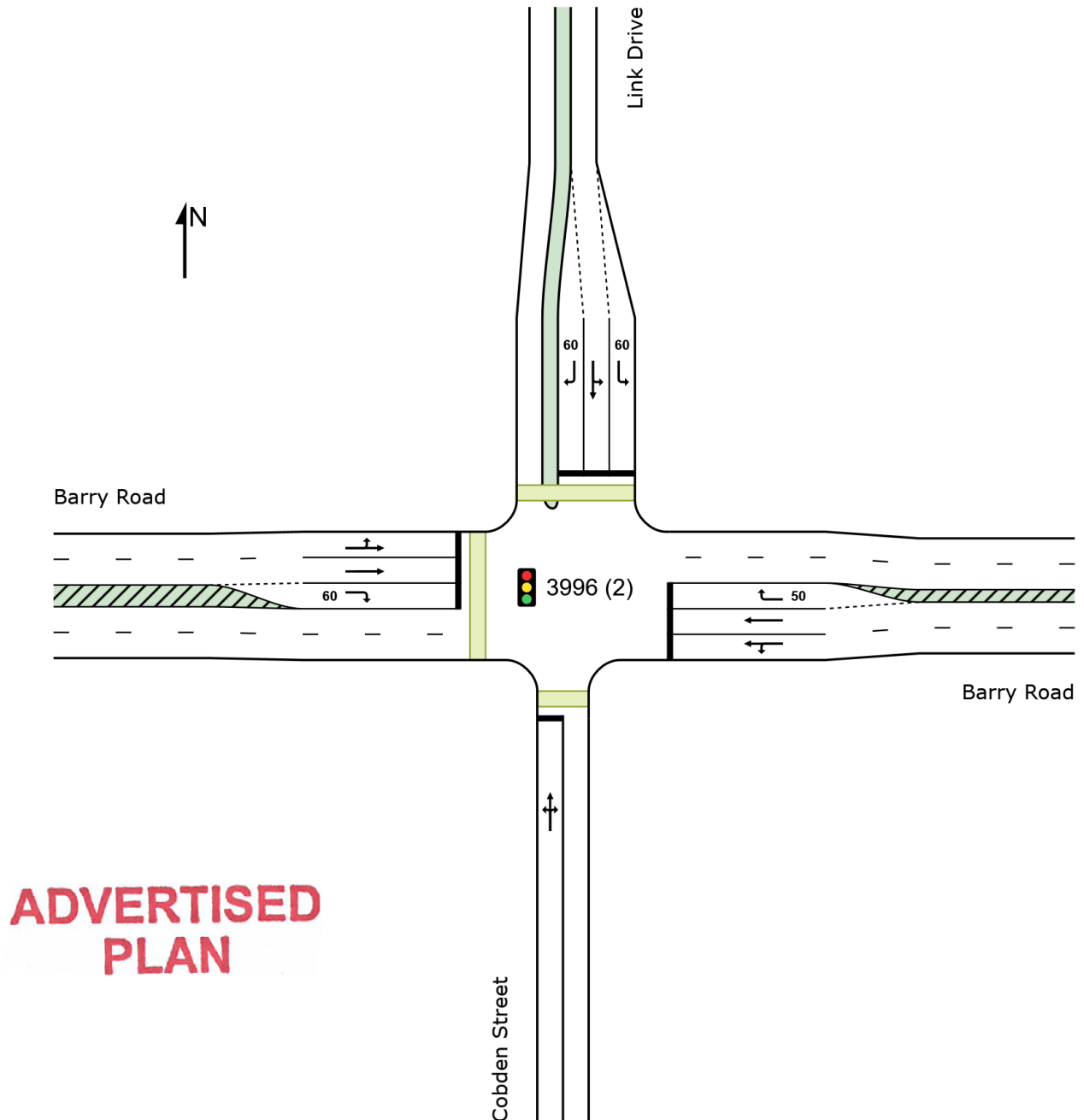
New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Site Scenario: 1 | Local Volumes

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



PHASING SUMMARY

 **Site: [3996 (2)] AM Peak_EXISTING_Barry Road / Link Drive**
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

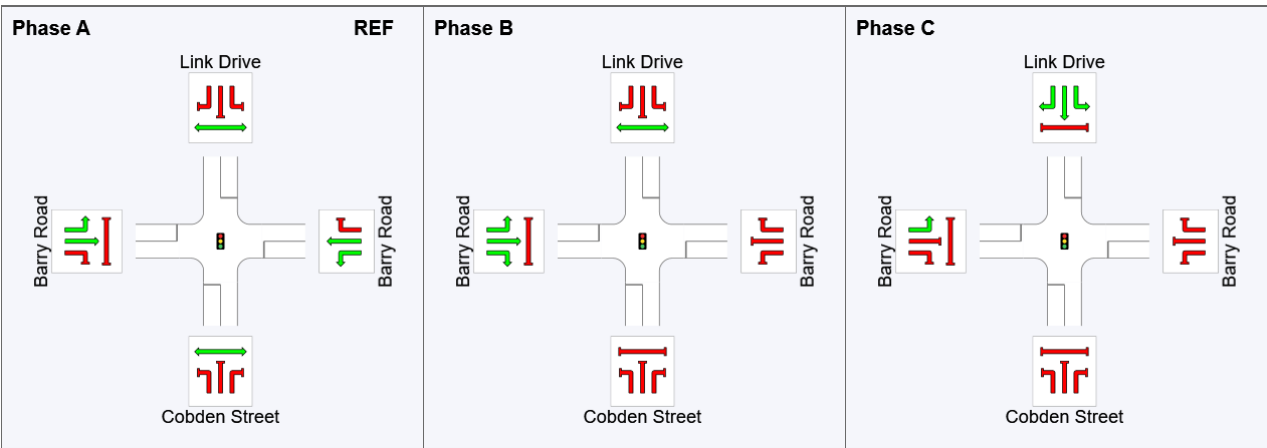
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

Phase Timing Summary

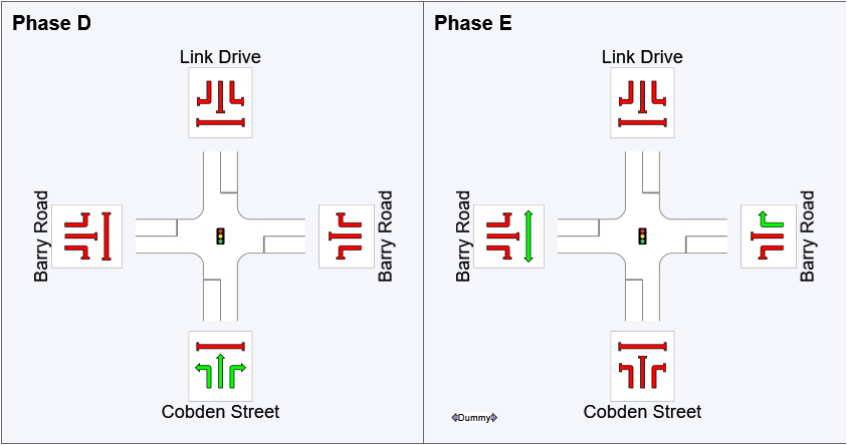
Phase	A	B	C	D	E
Phase Change Time (sec)	0.0	46.9	70.4	82.4	95.9
Green Time (sec)	41.9	10.5	6.0	6.0	16.1
Phase Time (sec)	54.9	16.5	13.5	14.0	21.1
Phase Split	46%	14%	11%	12%	18%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



ADVERTISED
PLAN



REF: Reference Phase
VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

ADVERTISED
PLAN

MOVEMENT SUMMARY

 **Site: [3996 (2)] AM Peak_EXISTING_Barry Road / Link Drive**
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cobden Street															
1	L2	All MCs	11	0.0	11	0.0	0.328	68.9	LOS E	1.8	12.9	1.00	0.72	1.00	21.5
2	T1	All MCs	1	0.0	1	0.0	* 0.328	63.3	LOS E	1.8	12.9	1.00	0.72	1.00	28.2
3	R2	All MCs	19	0.0	19	0.0	0.328	68.9	LOS E	1.8	12.9	1.00	0.72	1.00	27.7
Approach			31	0.0	31	0.0	0.328	68.7	LOS E	1.8	12.9	1.00	0.72	1.00	25.8
East: Barry Road															
4	L2	All MCs	20	0.0	20	0.0	0.761	43.4	LOS D	26.0	192.3	0.95	0.85	0.96	36.0
5	T1	All MCs	969	7.1	969	7.1	* 0.761	47.4	LOS D	26.0	192.5	0.95	0.85	0.96	30.7
6	R2	All MCs	1	0.0	1	0.0	0.004	72.2	LOS E	0.1	0.4	0.88	0.59	0.88	31.3
Approach			991	6.9	991	6.9	0.761	47.3	LOS D	26.0	192.5	0.95	0.85	0.96	27.6
North: Link Drive															
7	L2	All MCs	1	0.0	1	0.0	0.011	65.4	LOS E	0.1	0.4	0.97	0.59	0.97	28.2
8	T1	All MCs	1	0.0	1	0.0	* 0.011	59.9	LOS E	0.1	0.4	0.97	0.57	0.97	30.3
9	R2	All MCs	1	0.0	1	0.0	0.011	65.6	LOS E	0.1	0.4	0.97	0.59	0.97	22.2
Approach			3	0.0	3	0.0	0.011	63.6	LOS E	0.1	0.4	0.97	0.58	0.97	27.1
West: Barry Road															
10	L2	All MCs	1	0.0	1	0.0	0.511	16.4	LOS B	18.5	138.2	0.72	0.64	0.72	37.8
11	T1	All MCs	954	7.8	954	7.8	0.511	23.1	LOS C	18.5	138.2	0.72	0.64	0.72	39.4
12	R2	All MCs	36	0.0	36	0.0	* 0.385	73.7	LOS E	2.2	15.2	1.00	0.73	1.00	21.3
Approach			991	7.5	991	7.5	0.511	25.0	LOS C	18.5	138.2	0.73	0.64	0.73	36.9
All Vehicles			2015	7.1	2015	7.1	0.761	36.7	LOS D	26.0	192.5	0.84	0.74	0.85	31.4

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped	Dist]			sec	m	m/sec
						ped	m					

**ADVERTISED
PLAN**

South: Cobden Street												
P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
North: Link Drive												
P3	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
West: Barry Road												
P4	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All		150	158	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Organisation: URBIS | Licence: NETWORK / 1PC | Processed: Monday, 24 November 2025 9:25:01 AM
Project: C:\Users\jtimes\Urbis Ltd\P0061874 Aurecon - 300 Barry Road Campbellfield - Documents\General\03_Workspace\01_Transport
\03_Reporting\Appendix\D_ SIDRA Assessment\P0061874 SIDRA Analysis 20251124.sipx

ADVERTISED
PLAN

PHASING SUMMARY

 **Site: [3996 (3)] PM Peak_Existing_Barry Road / Link Drive**
(300-340 Barry Road)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

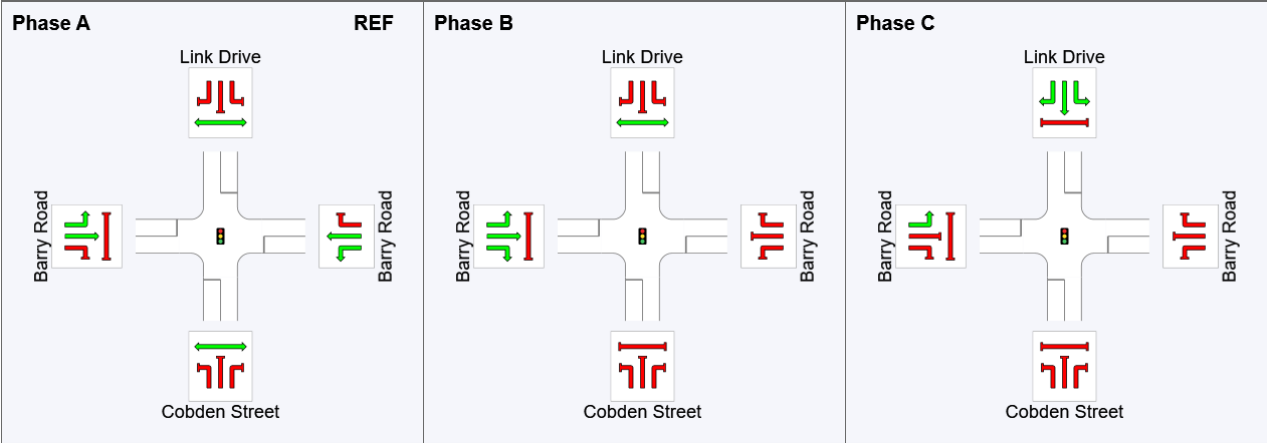
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

Phase Timing Summary

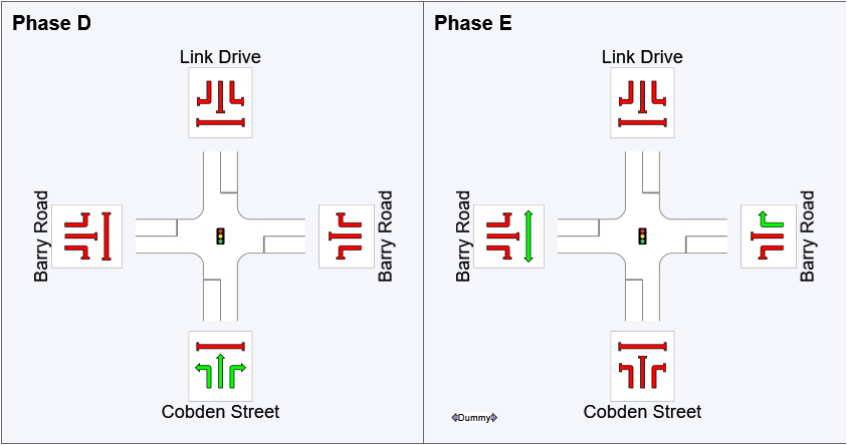
Phase	A	B	C	D	E
Phase Change Time (sec)	0.0	46.9	70.4	82.4	95.9
Green Time (sec)	41.9	10.5	6.0	6.0	16.1
Phase Time (sec)	54.9	16.5	13.5	14.0	21.1
Phase Split	46%	14%	11%	12%	18%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



ADVERTISED
PLAN



REF: Reference Phase
VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

ADVERTISED
PLAN

MOVEMENT SUMMARY

 **Site: [3996 (3)] PM Peak_Existing_Barry Road / Link Drive**
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]						[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Cobden Street															
1	L2	All MCs	25	0.0	25	0.0	0.718	72.4	LOS E	4.1	29.8	1.00	0.84	1.19	20.8
2	T1	All MCs	1	0.0	1	0.0	* 0.718	66.8	LOS E	4.1	29.8	1.00	0.84	1.19	27.5
3	R2	All MCs	39	5.4	39	5.4	0.718	72.4	LOS E	4.1	29.8	1.00	0.84	1.19	26.9
Approach			65	3.2	65	3.2	0.718	72.3	LOS E	4.1	29.8	1.00	0.84	1.19	24.8
East: Barry Road															
4	L2	All MCs	20	0.0	20	0.0	0.972	78.9	LOS E	49.2	359.6	1.00	1.23	1.36	26.7
5	T1	All MCs	1259	5.3	1259	5.3	* 0.972	86.5	LOS F	49.2	359.9	1.00	1.23	1.36	21.1
6	R2	All MCs	1	0.0	1	0.0	0.004	79.5	LOS E	0.1	0.4	0.88	0.59	0.88	31.3
Approach			1280	5.2	1280	5.2	0.972	86.4	LOS F	49.2	359.9	1.00	1.23	1.36	19.1
North: Link Drive															
7	L2	All MCs	1	0.0	1	0.0	0.011	65.4	LOS E	0.1	0.4	0.97	0.59	0.97	28.2
8	T1	All MCs	1	0.0	1	0.0	* 0.011	59.9	LOS E	0.1	0.4	0.97	0.57	0.97	30.3
9	R2	All MCs	1	0.0	1	0.0	0.011	65.6	LOS E	0.1	0.4	0.97	0.59	0.97	22.2
Approach			3	0.0	3	0.0	0.011	63.6	LOS E	0.1	0.4	0.97	0.58	0.97	27.1
West: Barry Road															
10	L2	All MCs	1	0.0	1	0.0	0.458	16.0	LOS B	16.2	118.7	0.69	0.61	0.69	38.2
11	T1	All MCs	865	5.7	865	5.7	0.458	21.1	LOS C	16.2	118.7	0.69	0.61	0.69	39.9
12	R2	All MCs	71	3.0	71	3.0	* 0.776	75.6	LOS E	4.5	32.6	1.00	0.87	1.26	20.5
Approach			937	5.5	937	5.5	0.776	25.2	LOS C	16.2	118.7	0.71	0.63	0.73	36.6
All Vehicles			2285	5.3	2285	5.3	0.972	60.9	LOS E	49.2	359.9	0.88	0.97	1.10	23.9

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped	Dist]			sec	m	m/sec

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South: Cobden Street												
P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
North: Link Drive												
P3	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
West: Barry Road												
P4	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All		150	158	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PLAN

PHASING SUMMARY

 **Site: [3996 (11)] AM Peak_DAY 1_Barry Road / Link Drive**
(300-340 Barry Road)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

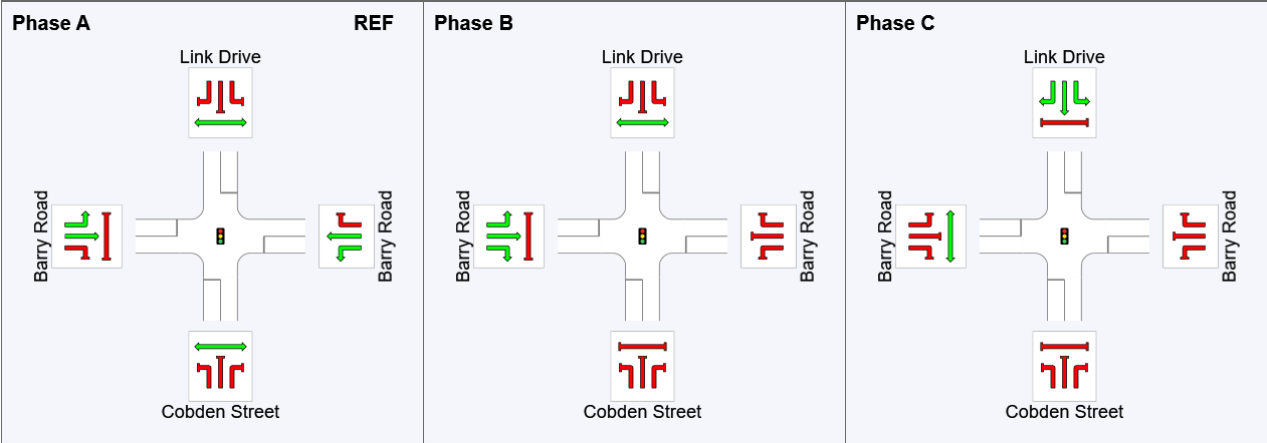
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

Phase Timing Summary

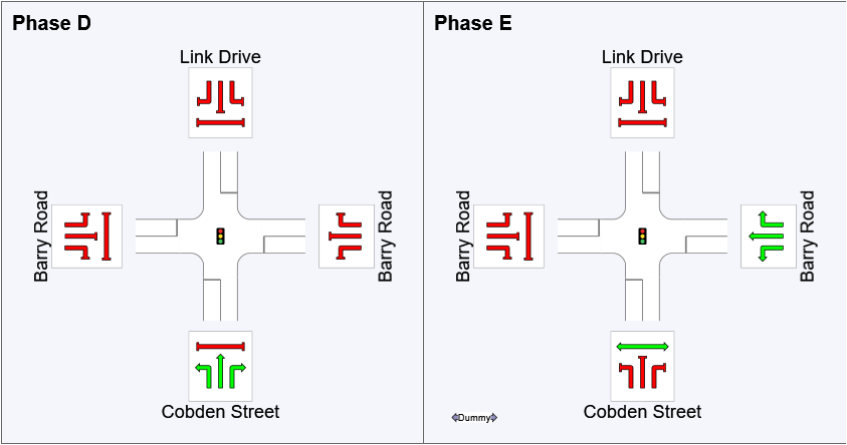
Phase	A	B	C	D	E
Phase Change Time (sec)	0.0	23.5	47.0	68.4	81.9
Green Time (sec)	18.5	10.5	15.3	6.0	10.1
Phase Time (sec)	31.5	16.5	22.8	14.0	15.1
Phase Split	32%	17%	23%	14%	15%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

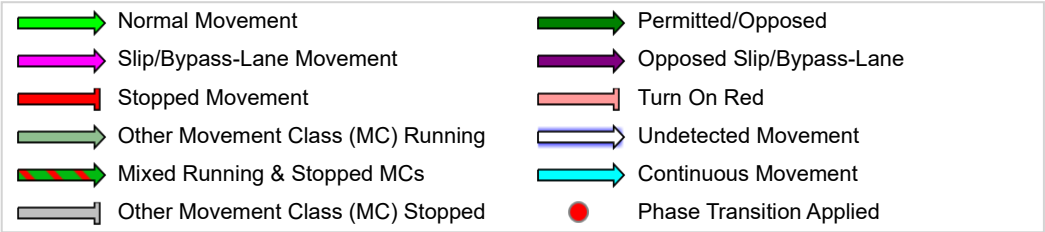
Output Phase Sequence



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REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

 **Site: [3996 (11)] AM Peak_DAY 1_Barry Road / Link Drive**
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]		Rate to Depart		km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m				
South: Cobden Street															
1	L2	All MCs	11	0.0	11	0.0	0.274	57.2	LOS E	1.5	10.7	0.99	0.72	0.99	24.0
2	T1	All MCs	1	0.0	1	0.0	* 0.274	51.7	LOS D	1.5	10.7	0.99	0.72	0.99	31.0
3	R2	All MCs	19	0.0	19	0.0	0.274	57.2	LOS E	1.5	10.7	0.99	0.72	0.99	30.3
Approach			31	0.0	31	0.0	0.274	57.0	LOS E	1.5	10.7	0.99	0.72	0.99	28.4
East: Barry Road															
4	L2	All MCs	20	0.0	20	0.0	0.832	43.8	LOS D	25.8	191.3	0.99	0.96	1.10	35.9
5	T1	All MCs	969	7.1	969	7.1	* 0.832	44.8	LOS D	25.8	191.3	0.99	0.96	1.11	30.4
6	R2	All MCs	135	0.0	135	0.0	0.715	69.0	LOS E	6.9	48.1	1.00	0.86	1.13	30.6
Approach			1124	6.1	1124	6.1	0.832	47.7	LOS D	25.8	191.3	0.99	0.95	1.11	28.3
North: Link Drive															
7	L2	All MCs	25	0.0	25	0.0	0.046	44.8	LOS D	0.6	3.9	0.88	0.68	0.88	33.8
8	T1	All MCs	1	0.0	1	0.0	* 0.046	39.2	LOS D	0.6	3.9	0.88	0.68	0.88	34.7
9	R2	All MCs	6	0.0	6	0.0	0.022	44.4	LOS D	0.3	1.8	0.87	0.65	0.87	27.5
Approach			33	0.0	33	0.0	0.046	44.5	LOS D	0.6	3.9	0.88	0.67	0.88	32.8
West: Barry Road															
10	L2	All MCs	34	0.0	34	0.0	0.715	30.5	LOS C	20.9	155.2	0.91	0.81	0.91	33.4
11	T1	All MCs	954	7.8	954	7.8	0.715	33.0	LOS C	20.9	155.2	0.92	0.81	0.92	34.8
12	R2	All MCs	36	0.0	36	0.0	* 0.321	65.5	LOS E	1.8	12.6	0.99	0.73	0.99	23.8
Approach			1023	7.3	1023	7.3	0.715	34.0	LOS C	20.9	155.2	0.92	0.81	0.92	32.3
All Vehicles			2211	6.5	2211	6.5	0.832	41.5	LOS D	25.8	191.3	0.95	0.88	1.02	30.0

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					

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South: Cobden Street												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Link Drive												
P3	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Barry Road												
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All		150	158	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PLAN

PHASING SUMMARY

 **Site: [3996 (8)] PM Peak_DAY 1_Barry Road / Link Drive**
(300-340 Barry Road)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

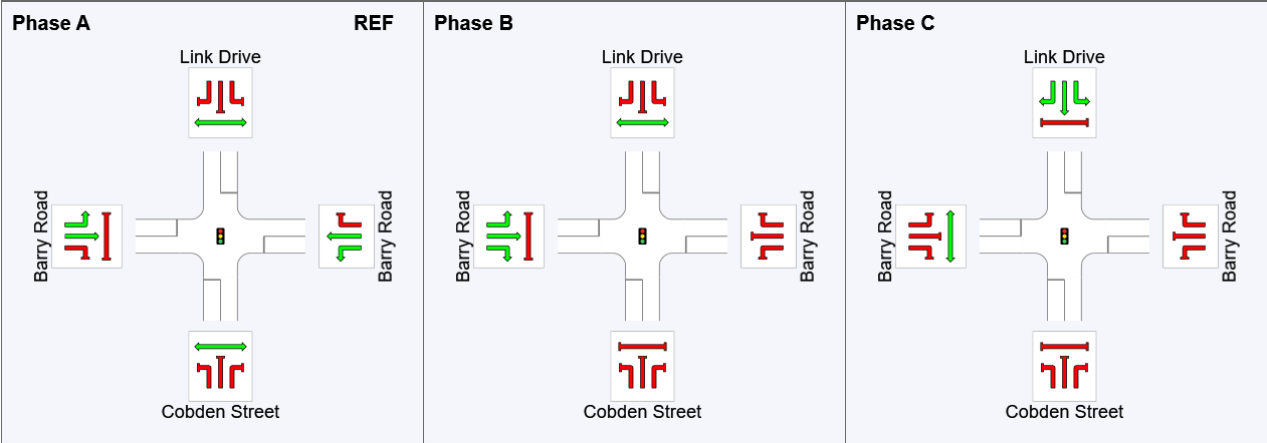
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

Phase Timing Summary

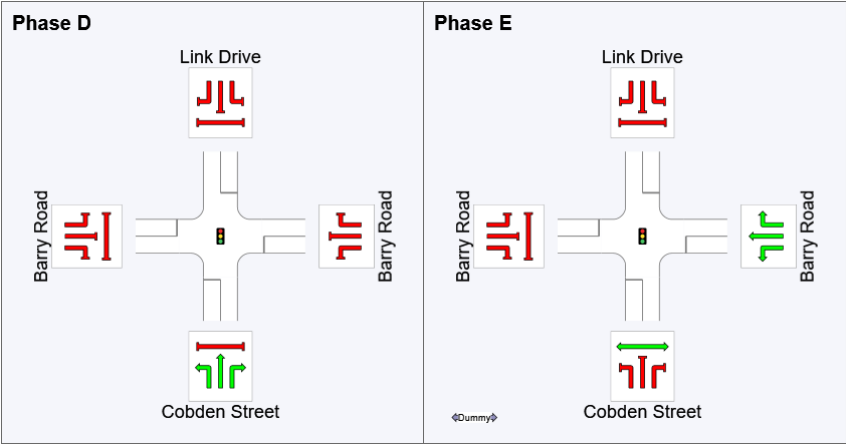
Phase	A	B	C	D	E
Phase Change Time (sec)	0.0	37.3	60.8	82.5	96.0
Green Time (sec)	32.3	10.5	15.7	6.0	6.0
Phase Time (sec)	45.3	16.5	23.2	14.0	11.0
Phase Split	41%	15%	21%	13%	10%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

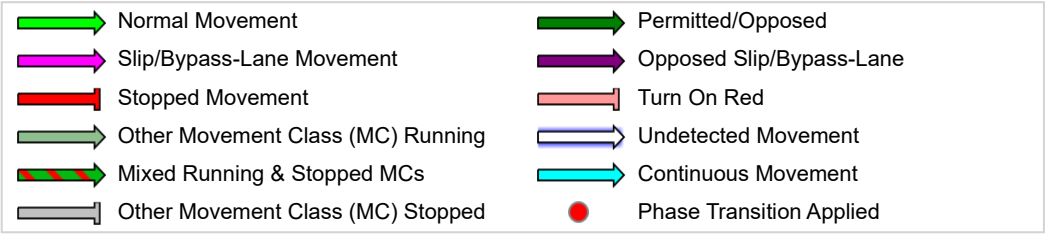
Output Phase Sequence



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REF: Reference Phase
VAR: Variable Phase



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PLAN**

MOVEMENT SUMMARY

 **Site: [3996 (8)] PM Peak_DAY 1_Barry Road / Link Drive**
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cobden Street															
1	L2	All MCs	25	0.0	25	0.0	0.659	65.7	LOS E	3.8	27.0	1.00	0.82	1.13	22.1
2	T1	All MCs	1	0.0	1	0.0	* 0.659	60.2	LOS E	3.8	27.0	1.00	0.82	1.13	28.9
3	R2	All MCs	39	5.4	39	5.4	0.659	65.8	LOS E	3.8	27.0	1.00	0.82	1.13	28.3
Approach			65	3.2	65	3.2	0.659	65.7	LOS E	3.8	27.0	1.00	0.82	1.13	26.1
East: Barry Road															
4	L2	All MCs	20	0.0	20	0.0	0.873	46.9	LOS D	36.1	264.1	1.00	0.99	1.12	34.8
5	T1	All MCs	1259	5.3	1259	5.3	* 0.873	51.0	LOS D	36.1	264.1	1.00	1.00	1.12	29.4
6	R2	All MCs	24	0.0	24	0.0	0.239	81.6	LOS F	1.3	9.3	0.99	0.71	0.99	29.1
Approach			1303	5.1	1303	5.1	0.873	51.5	LOS D	36.1	264.1	1.00	0.99	1.12	26.4
North: Link Drive															
7	L2	All MCs	109	0.0	109	0.0	0.208	51.3	LOS D	2.7	18.7	0.92	0.75	0.92	31.9
8	T1	All MCs	1	0.0	1	0.0	* 0.208	45.7	LOS D	2.7	18.7	0.92	0.74	0.92	32.6
9	R2	All MCs	27	0.0	27	0.0	0.103	50.3	LOS D	1.3	9.1	0.90	0.71	0.90	25.8
Approach			138	0.0	138	0.0	0.208	51.0	LOS D	2.7	18.7	0.92	0.74	0.92	30.8
West: Barry Road															
10	L2	All MCs	6	0.0	6	0.0	0.501	24.2	LOS C	16.3	119.5	0.75	0.66	0.75	37.2
11	T1	All MCs	865	5.7	865	5.7	0.501	23.0	LOS C	16.3	119.5	0.75	0.66	0.75	38.8
12	R2	All MCs	71	3.0	71	3.0	* 0.711	68.7	LOS E	4.1	29.4	1.00	0.84	1.18	21.8
Approach			942	5.5	942	5.5	0.711	26.4	LOS C	16.3	119.5	0.77	0.67	0.78	36.0
All Vehicles			2448	4.9	2448	4.9	0.873	42.2	LOS D	36.1	264.1	0.90	0.85	0.98	29.7

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped	Dist]			sec	m	m/sec
						ped	m					

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South: Cobden Street												
P1	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
North: Link Drive												
P3	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
West: Barry Road												
P4	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
All		150	158	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

 **Site: [3996 (6)] AM Peak_DAY 1&2_Barry Road / Link Drive**
(300-340 Barry Road)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

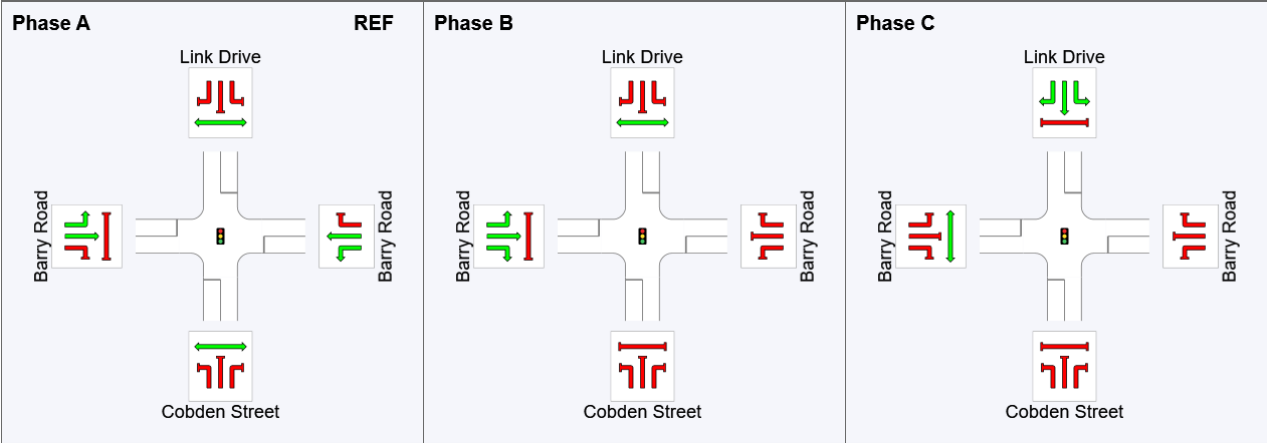
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

Phase Timing Summary

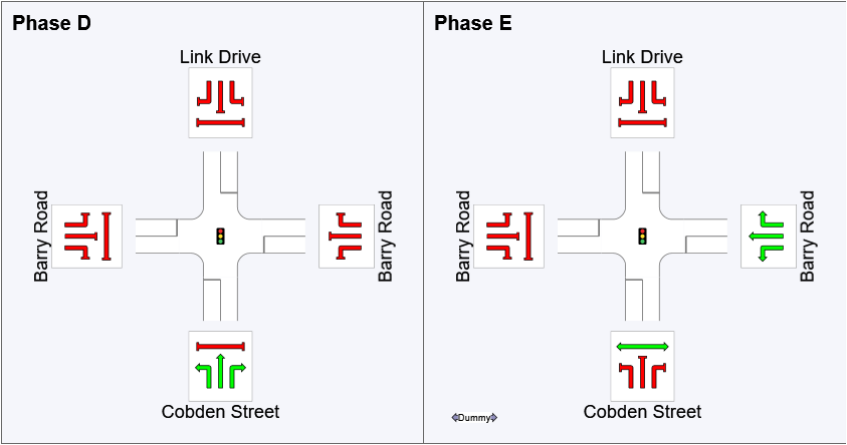
Phase	A	B	C	D	E
Phase Change Time (sec)	0.0	19.2	42.7	64.0	77.5
Green Time (sec)	14.2	10.5	15.3	6.0	14.5
Phase Time (sec)	27.2	16.5	22.8	14.0	19.5
Phase Split	27%	17%	23%	14%	20%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

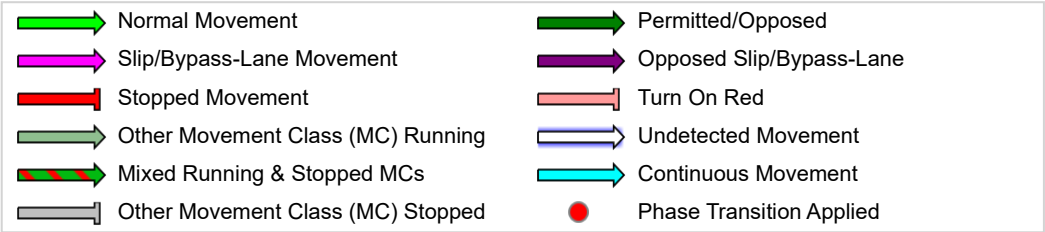
Output Phase Sequence



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REF: Reference Phase
VAR: Variable Phase



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PLAN**

MOVEMENT SUMMARY

 Site: [3996 (6)] AM Peak_DAY 1&2_Barry Road / Link Drive
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cobden Street															
1	L2	All MCs	11	0.0	11	0.0	0.274	57.2	LOS E	1.5	10.7	0.99	0.72	0.99	24.0
2	T1	All MCs	1	0.0	1	0.0	* 0.274	51.7	LOS D	1.5	10.7	0.99	0.72	0.99	31.0
3	R2	All MCs	19	0.0	19	0.0	0.274	57.2	LOS E	1.5	10.7	0.99	0.72	0.99	30.3
Approach			31	0.0	31	0.0	0.274	57.0	LOS E	1.5	10.7	0.99	0.72	0.99	28.4
East: Barry Road															
4	L2	All MCs	20	0.0	20	0.0	0.858	46.4	LOS D	27.7	205.3	1.00	1.00	1.15	35.0
5	T1	All MCs	969	7.1	969	7.1	* 0.858	47.2	LOS D	27.7	205.3	1.00	1.00	1.16	29.3
6	R2	All MCs	223	0.0	223	0.0	0.828	69.0	LOS E	11.8	82.6	1.00	0.95	1.23	30.4
Approach			1213	5.6	1213	5.6	0.858	51.2	LOS D	27.7	205.3	1.00	0.99	1.18	27.7
North: Link Drive															
7	L2	All MCs	25	0.0	25	0.0	0.046	44.8	LOS D	0.6	3.9	0.88	0.68	0.88	33.8
8	T1	All MCs	1	0.0	1	0.0	* 0.046	39.2	LOS D	0.6	3.9	0.88	0.68	0.88	34.7
9	R2	All MCs	6	0.0	6	0.0	0.022	44.4	LOS D	0.3	1.8	0.87	0.65	0.87	27.5
Approach			33	0.0	33	0.0	0.046	44.5	LOS D	0.6	3.9	0.88	0.67	0.88	32.8
West: Barry Road															
10	L2	All MCs	56	0.0	56	0.0	0.828	39.7	LOS D	25.2	187.2	0.99	0.95	1.10	29.5
11	T1	All MCs	954	7.8	954	7.8	0.828	44.3	LOS D	25.2	187.2	0.99	0.96	1.10	30.5
12	R2	All MCs	36	0.0	36	0.0	* 0.321	68.6	LOS E	1.8	12.6	0.99	0.73	0.99	23.8
Approach			1045	7.2	1045	7.2	0.828	44.9	LOS D	25.2	187.2	0.99	0.95	1.10	28.1
All Vehicles			2321	6.2	2321	6.2	0.858	48.3	LOS D	27.7	205.3	0.99	0.96	1.13	28.0

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped	Dist]			sec	m	m/sec
						ped	m					

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South: Cobden Street												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Link Drive												
P3	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Barry Road												
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All		150	158	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PLAN

PHASING SUMMARY

 **Site: [3996 (9)] PM Peak_DAY 1&2_Barry Road / Link Drive**
(300-340 Barry Road)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

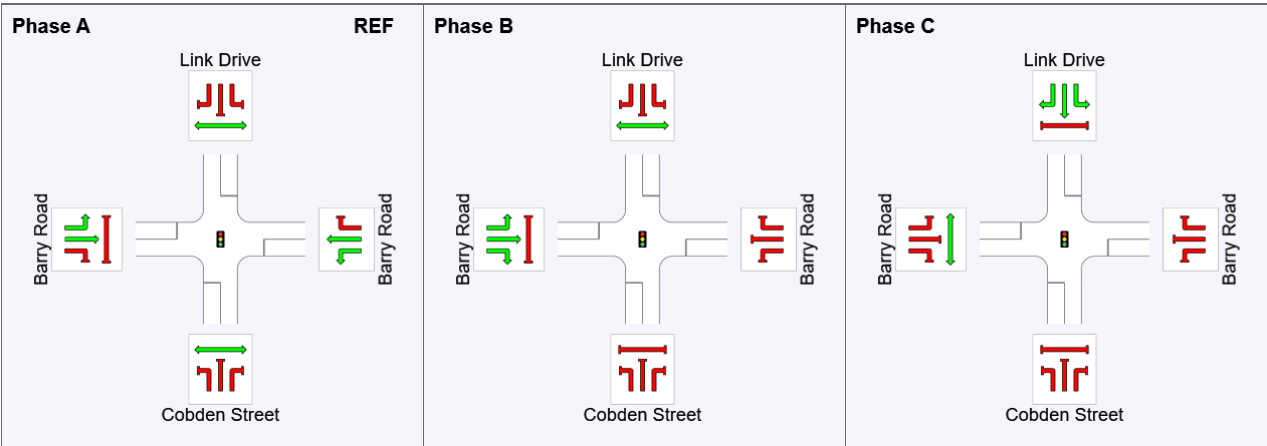
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

Phase Timing Summary

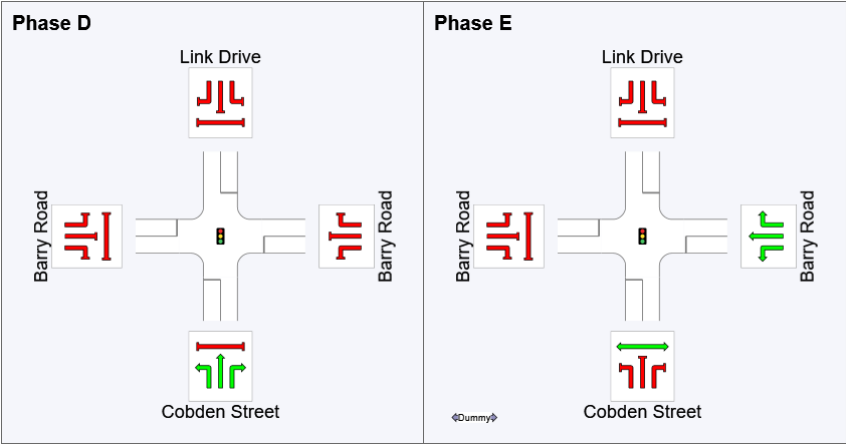
Phase	A	B	C	D	E
Phase Change Time (sec)	0.0	37.3	60.8	82.5	96.0
Green Time (sec)	32.3	10.5	15.7	6.0	6.0
Phase Time (sec)	45.3	16.5	23.2	14.0	11.0
Phase Split	41%	15%	21%	13%	10%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

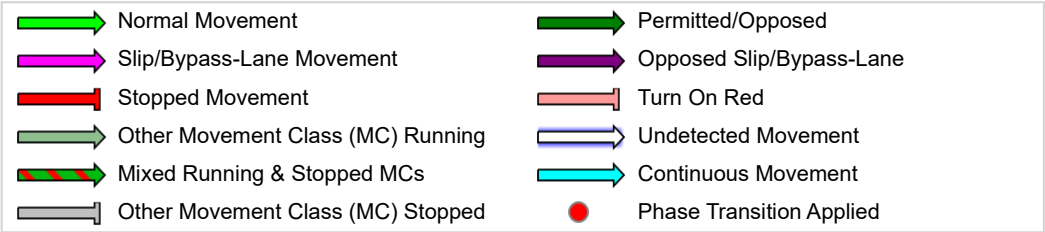
Output Phase Sequence



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REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

 **Site: [3996 (9)] PM Peak_DAY 1&2_Barry Road / Link Drive**
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cobden Street															
1	L2	All MCs	25	0.0	25	0.0	0.659	65.7	LOS E	3.8	27.0	1.00	0.82	1.13	22.1
2	T1	All MCs	1	0.0	1	0.0	* 0.659	60.2	LOS E	3.8	27.0	1.00	0.82	1.13	28.9
3	R2	All MCs	39	5.4	39	5.4	0.659	65.8	LOS E	3.8	27.0	1.00	0.82	1.13	28.3
Approach			65	3.2	65	3.2	0.659	65.7	LOS E	3.8	27.0	1.00	0.82	1.13	26.1
East: Barry Road															
4	L2	All MCs	20	0.0	20	0.0	0.873	46.9	LOS D	36.1	264.1	1.00	0.99	1.12	34.8
5	T1	All MCs	1259	5.3	1259	5.3	* 0.873	51.0	LOS D	36.1	264.1	1.00	1.00	1.12	29.4
6	R2	All MCs	24	0.0	24	0.0	0.239	81.6	LOS F	1.3	9.3	0.99	0.71	0.99	29.1
Approach			1303	5.1	1303	5.1	0.873	51.5	LOS D	36.1	264.1	1.00	0.99	1.12	26.4
North: Link Drive															
7	L2	All MCs	189	0.0	189	0.0	0.358	52.5	LOS D	4.7	33.2	0.95	0.77	0.95	31.5
8	T1	All MCs	1	0.0	1	0.0	* 0.358	47.0	LOS D	4.7	33.2	0.95	0.77	0.95	32.2
9	R2	All MCs	47	0.0	47	0.0	0.178	51.0	LOS D	2.3	16.0	0.92	0.74	0.92	25.6
Approach			238	0.0	238	0.0	0.358	52.2	LOS D	4.7	33.2	0.94	0.77	0.94	30.5
West: Barry Road															
10	L2	All MCs	6	0.0	6	0.0	0.501	24.2	LOS C	16.3	119.5	0.75	0.66	0.75	37.2
11	T1	All MCs	865	5.7	865	5.7	0.501	23.0	LOS C	16.3	119.5	0.75	0.66	0.75	38.8
12	R2	All MCs	71	3.0	71	3.0	* 0.711	68.7	LOS E	4.1	29.4	1.00	0.84	1.18	21.8
Approach			942	5.5	942	5.5	0.711	26.4	LOS C	16.3	119.5	0.77	0.67	0.78	36.0
All Vehicles			2548	4.7	2548	4.7	0.873	42.6	LOS D	36.1	264.1	0.91	0.85	0.98	29.7

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped	Dist]			sec	m	m/sec
						ped	m					

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South: Cobden Street												
P1	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
North: Link Drive												
P3	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
West: Barry Road												
P4	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
All		150	158	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

 **Site: [3996 (7)] AM Peak_ULTIMATE_Barry Road / Link Drive**
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

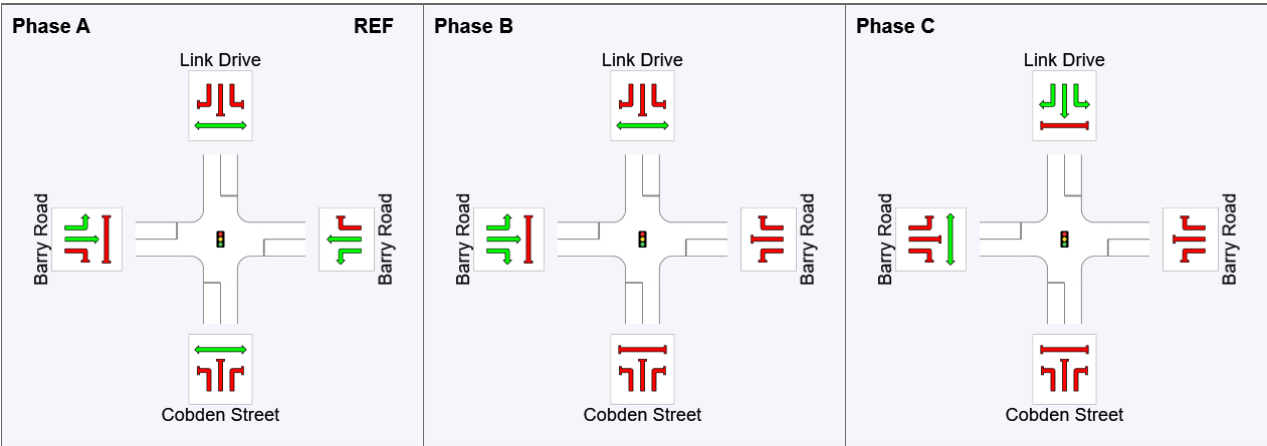
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

Phase Timing Summary

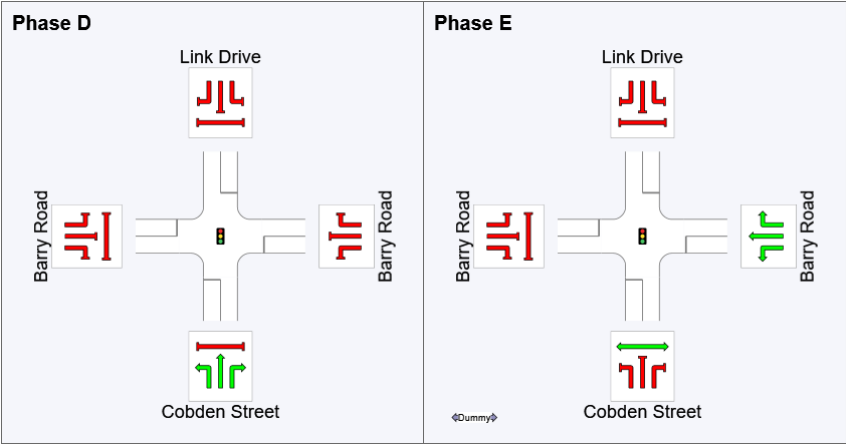
Phase	A	B	C	D	E
Phase Change Time (sec)	0.0	21.2	44.7	66.5	80.0
Green Time (sec)	16.2	10.5	15.7	6.0	22.0
Phase Time (sec)	29.2	16.5	23.2	14.0	27.0
Phase Split	27%	15%	21%	13%	25%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

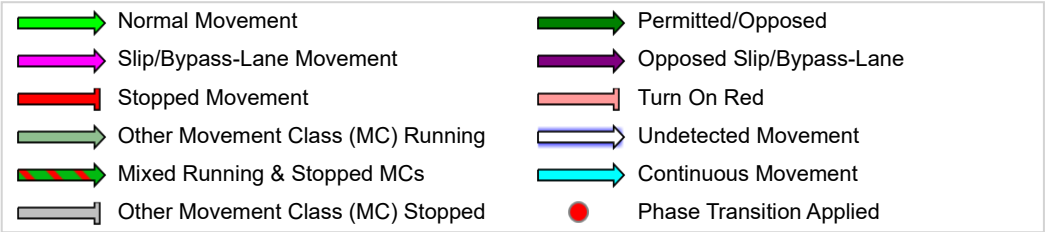
Output Phase Sequence



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REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

 **Site: [3996 (7)] AM Peak_ULTIMATE_Barry Road / Link Drive**
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cobden Street															
1	L2	All MCs	11	0.0	11	0.0	0.301	63.1	LOS E	1.7	11.8	0.99	0.72	0.99	22.7
2	T1	All MCs	1	0.0	1	0.0	* 0.301	57.5	LOS E	1.7	11.8	0.99	0.72	0.99	29.5
3	R2	All MCs	19	0.0	19	0.0	0.301	63.1	LOS E	1.7	11.8	0.99	0.72	0.99	28.9
Approach			31	0.0	31	0.0	0.301	62.9	LOS E	1.7	11.8	0.99	0.72	0.99	27.0
East: Barry Road															
4	L2	All MCs	20	0.0	20	0.0	0.748	36.5	LOS D	25.3	187.6	0.92	0.83	0.93	38.6
5	T1	All MCs	969	7.1	969	7.1	0.748	36.4	LOS D	25.3	187.6	0.92	0.83	0.94	33.5
6	R2	All MCs	278	0.0	278	0.0	* 0.872	73.4	LOS E	16.8	117.7	1.00	0.99	1.27	29.1
Approach			1267	5.4	1267	5.4	0.872	44.5	LOS D	25.3	187.6	0.94	0.86	1.01	30.0
North: Link Drive															
7	L2	All MCs	38	0.0	38	0.0	0.073	50.0	LOS D	0.9	6.4	0.90	0.70	0.90	32.2
8	T1	All MCs	1	0.0	1	0.0	* 0.073	44.4	LOS D	0.9	6.4	0.90	0.70	0.90	33.1
9	R2	All MCs	9	0.0	9	0.0	0.036	49.5	LOS D	0.4	3.1	0.89	0.67	0.89	26.0
Approach			48	0.0	48	0.0	0.073	49.8	LOS D	0.9	6.4	0.89	0.69	0.89	31.2
West: Barry Road															
10	L2	All MCs	69	0.0	69	0.0	0.870	48.2	LOS D	29.9	221.4	1.00	1.01	1.16	26.6
11	T1	All MCs	954	7.8	954	7.8	* 0.870	55.2	LOS E	29.9	221.4	1.00	1.02	1.16	27.5
12	R2	All MCs	36	0.0	36	0.0	0.353	78.7	LOS E	2.0	13.9	1.00	0.73	1.00	22.5
Approach			1059	7.1	1059	7.1	0.870	55.5	LOS E	29.9	221.4	1.00	1.01	1.16	25.0
All Vehicles			2405	6.0	2405	6.0	0.872	49.7	LOS D	29.9	221.4	0.97	0.92	1.07	27.7

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped	Dist]			sec	m	m/sec
						ped	m					

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South: Cobden Street												
P1	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
North: Link Drive												
P3	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
West: Barry Road												
P4	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
All		150	158	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

 **Site: [3996 (10)] PM Peak_ULTIMATE_Barry Road / Link Drive**
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

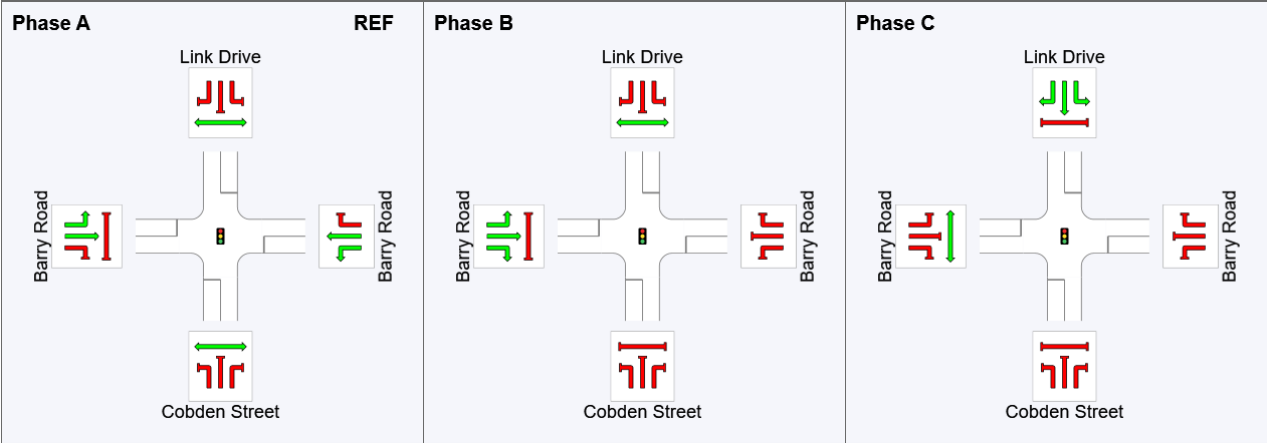
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

Phase Timing Summary

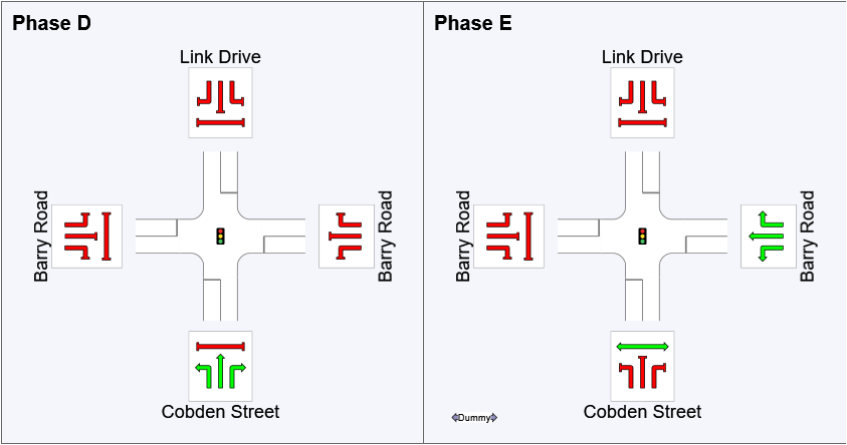
Phase	A	B	C	D	E
Phase Change Time (sec)	0.0	37.3	60.8	82.5	96.0
Green Time (sec)	32.3	10.5	15.7	6.0	6.0
Phase Time (sec)	45.3	16.5	23.2	14.0	11.0
Phase Split	41%	15%	21%	13%	10%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



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REF: Reference Phase
VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

**ADVERTISED
PLAN**

MOVEMENT SUMMARY

 **Site: [3996 (10)] PM Peak_ULTIMATE_Barry Road / Link Drive**
(300-340 Barry Road)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cobden Street															
1	L2	All MCs	25	0.0	25	0.0	0.659	65.7	LOS E	3.8	27.0	1.00	0.82	1.13	22.1
2	T1	All MCs	1	0.0	1	0.0	* 0.659	60.2	LOS E	3.8	27.0	1.00	0.82	1.13	28.9
3	R2	All MCs	39	5.4	39	5.4	0.659	65.8	LOS E	3.8	27.0	1.00	0.82	1.13	28.3
Approach			65	3.2	65	3.2	0.659	65.7	LOS E	3.8	27.0	1.00	0.82	1.13	26.1
East: Barry Road															
4	L2	All MCs	20	0.0	20	0.0	0.878	47.6	LOS D	36.7	268.1	1.00	1.00	1.13	34.6
5	T1	All MCs	1259	5.3	1259	5.3	* 0.878	51.7	LOS D	36.7	268.1	1.00	1.01	1.14	29.1
6	R2	All MCs	36	0.0	36	0.0	0.353	82.2	LOS F	2.0	13.9	1.00	0.73	1.00	28.9
Approach			1315	5.0	1315	5.0	0.878	52.4	LOS D	36.7	268.1	1.00	1.00	1.13	26.2
North: Link Drive															
7	L2	All MCs	234	0.0	234	0.0	0.442	53.2	LOS D	5.9	41.5	0.96	0.79	0.96	31.3
8	T1	All MCs	1	0.0	1	0.0	* 0.442	47.7	LOS D	5.9	41.5	0.96	0.79	0.96	32.0
9	R2	All MCs	58	0.0	58	0.0	0.218	51.4	LOS D	2.8	19.6	0.92	0.75	0.92	25.5
Approach			293	0.0	293	0.0	0.442	52.9	LOS D	5.9	41.5	0.95	0.78	0.95	30.3
West: Barry Road															
10	L2	All MCs	9	0.0	9	0.0	0.503	24.2	LOS C	16.4	120.0	0.75	0.66	0.75	37.1
11	T1	All MCs	865	5.7	865	5.7	0.503	23.0	LOS C	16.4	120.0	0.75	0.66	0.75	38.7
12	R2	All MCs	71	3.0	71	3.0	* 0.711	68.8	LOS E	4.1	29.4	1.00	0.84	1.18	21.8
Approach			945	5.5	945	5.5	0.711	26.5	LOS C	16.4	120.0	0.77	0.67	0.78	35.9
All Vehicles			2618	4.6	2618	4.6	0.878	43.4	LOS D	36.7	268.1	0.91	0.85	0.99	29.5

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped	Dist]			sec	m	m/sec
						ped	m					

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South: Cobden Street												
P1	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
North: Link Drive												
P3	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
West: Barry Road												
P4	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
All		150	158	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

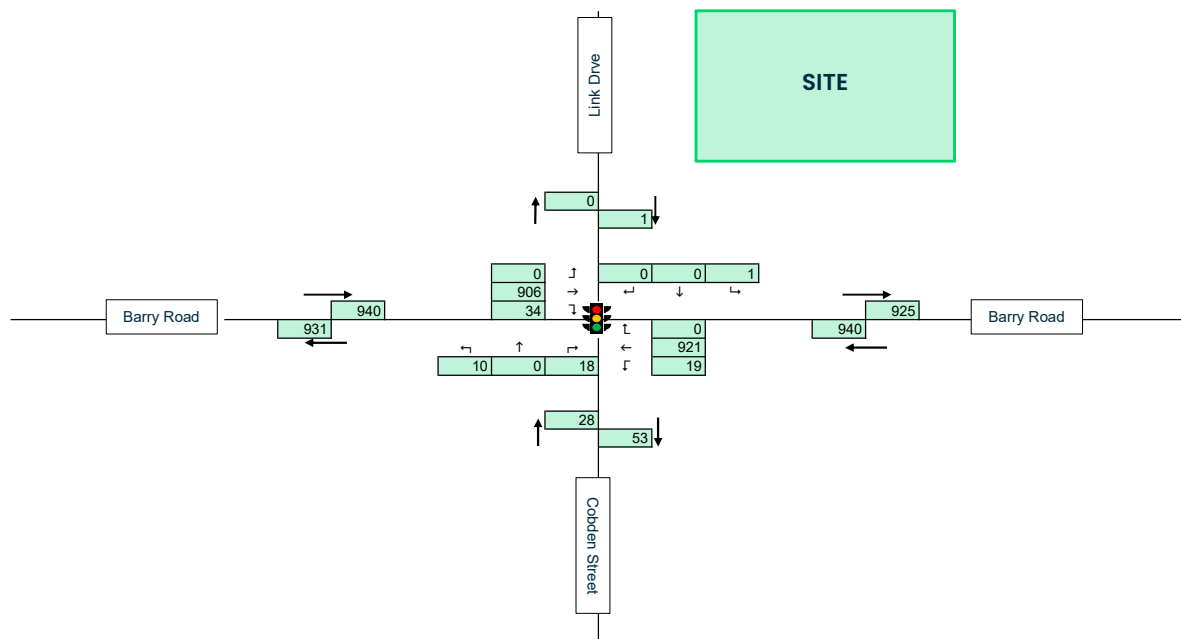
SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: URBIS | Licence: NETWORK / 1PC | Processed: Monday, 24 November 2025 9:25:03 AM
Project: C:\Users\jtimes\Urbis Ltd\P0061874 Aurecon - 300 Barry Road Campbellfield - Documents\General\03_Workspace\01_Transport
\03_Reporting\Appendix\D_ SIDRA Assessment\P0061874 SIDRA Analysis 20251124.sipx

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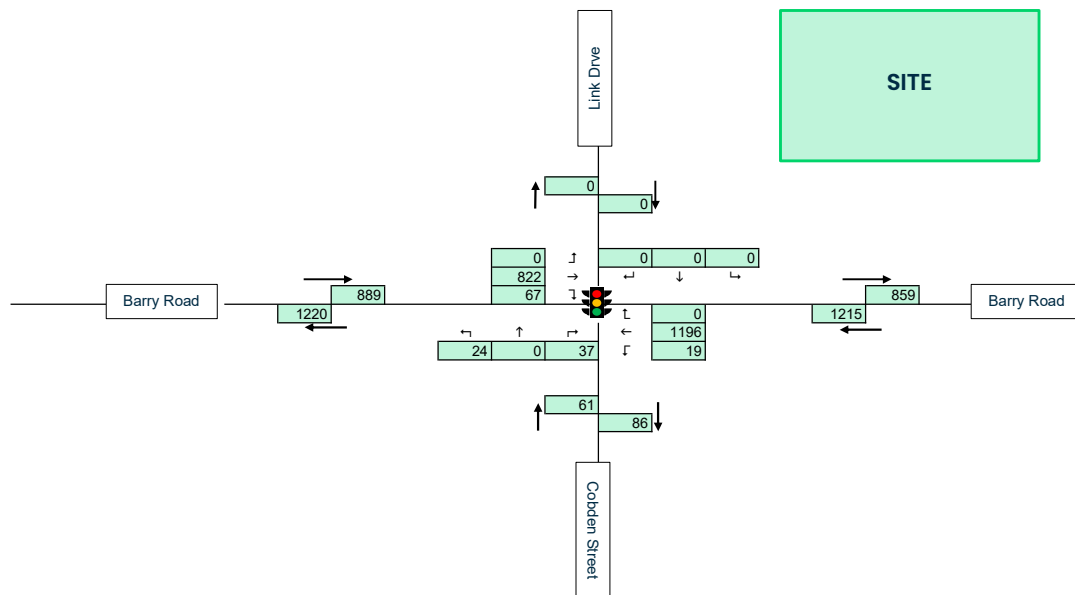
APPENDIX E – NETWORK FLOW DIAGRAMS

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AM Peak Hour - Existing Conditions

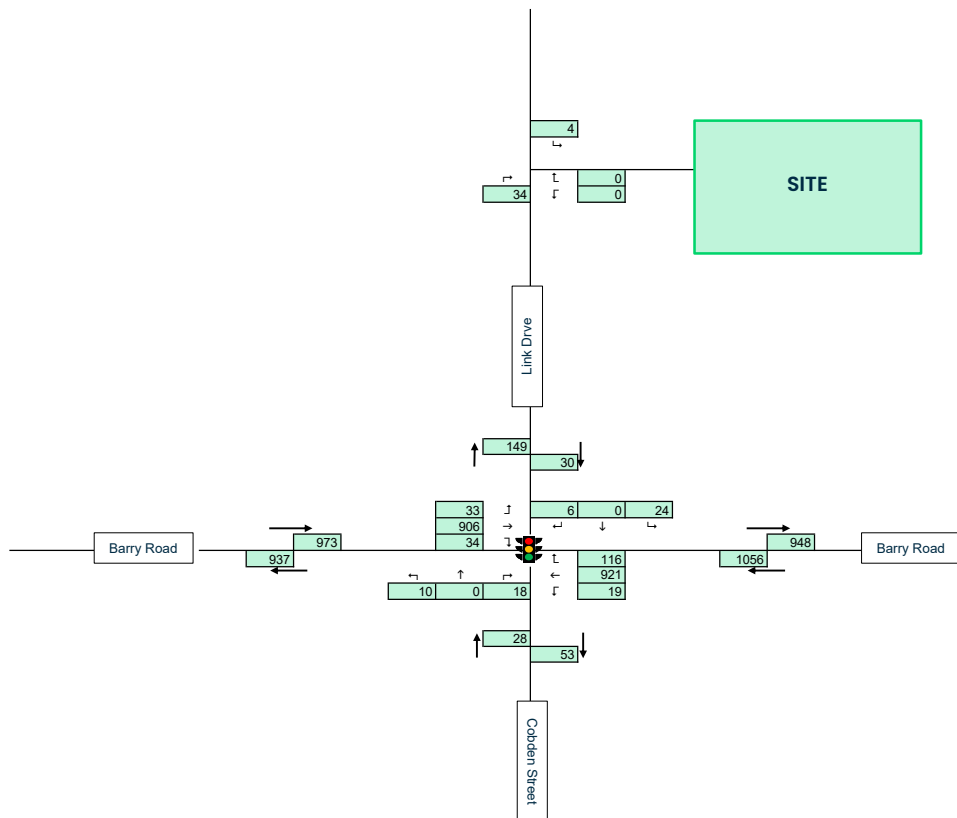


PM Peak Hour - Existing Conditions



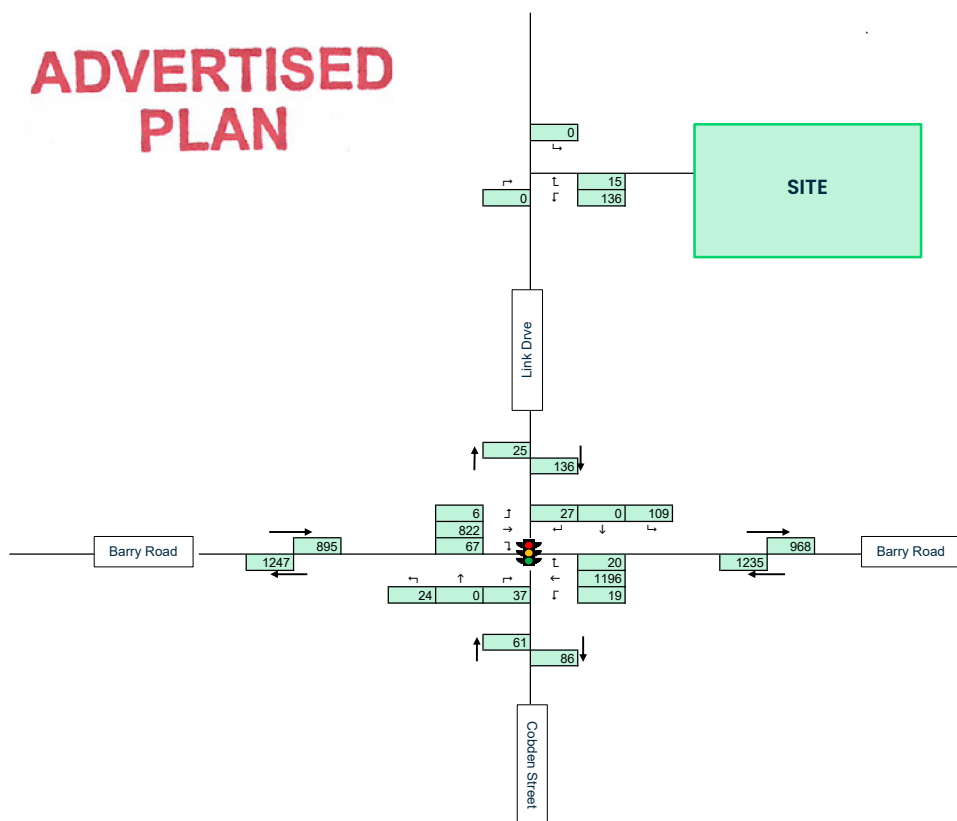
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AM Peak Hour - Day 1

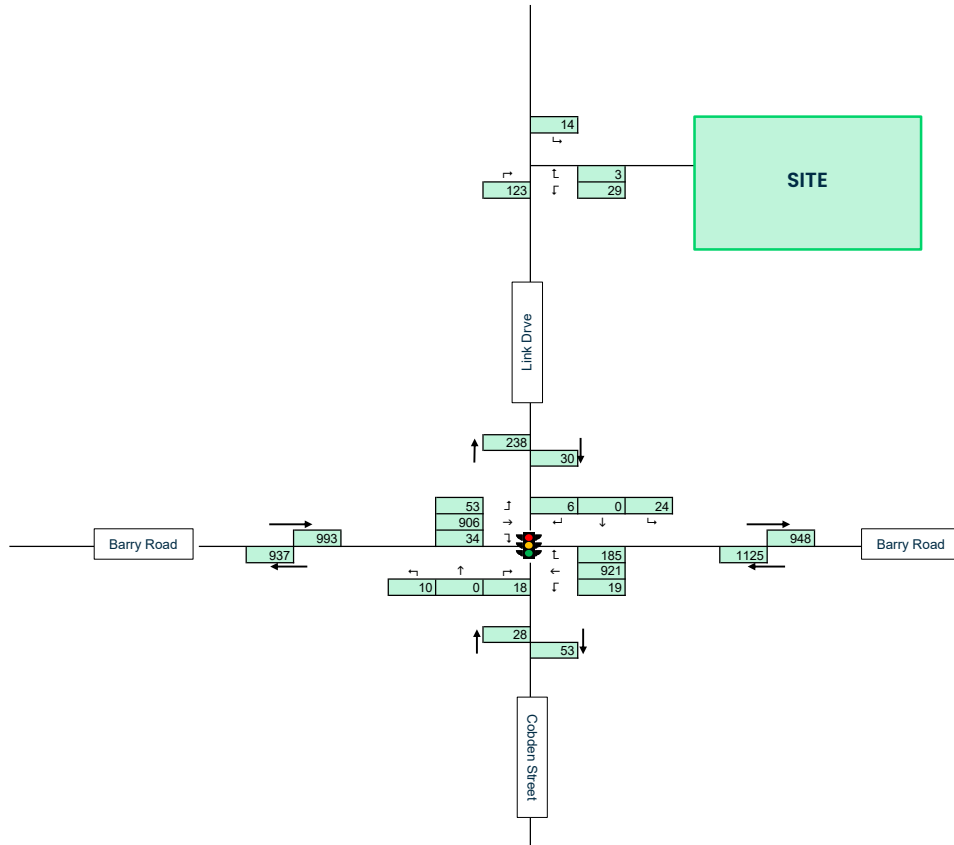


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PM Peak Hour - Day 1

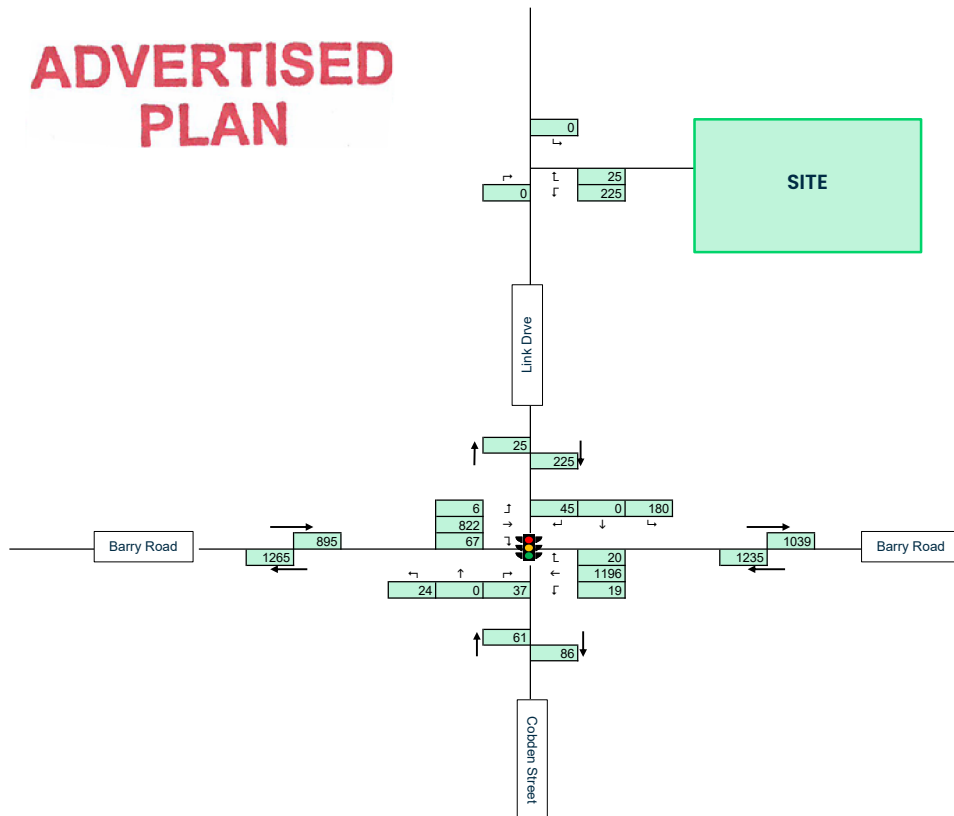


AM Peak Hour - Day 1 & 2

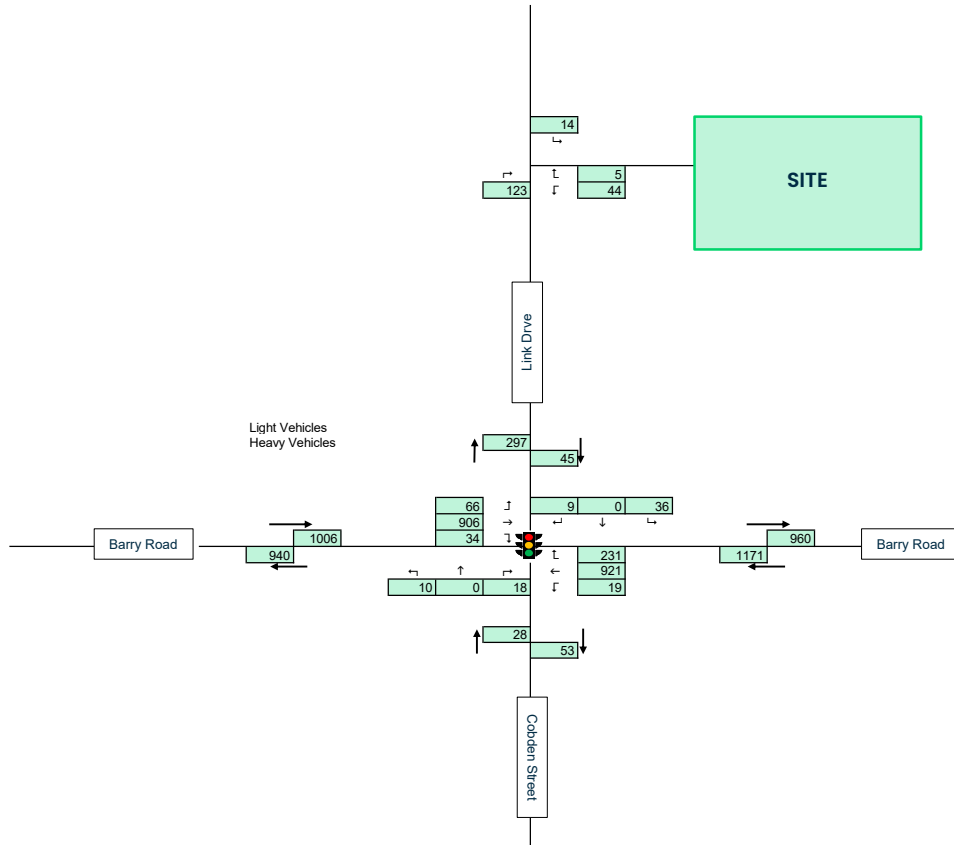


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PM Peak Hour - Day 1 & 2

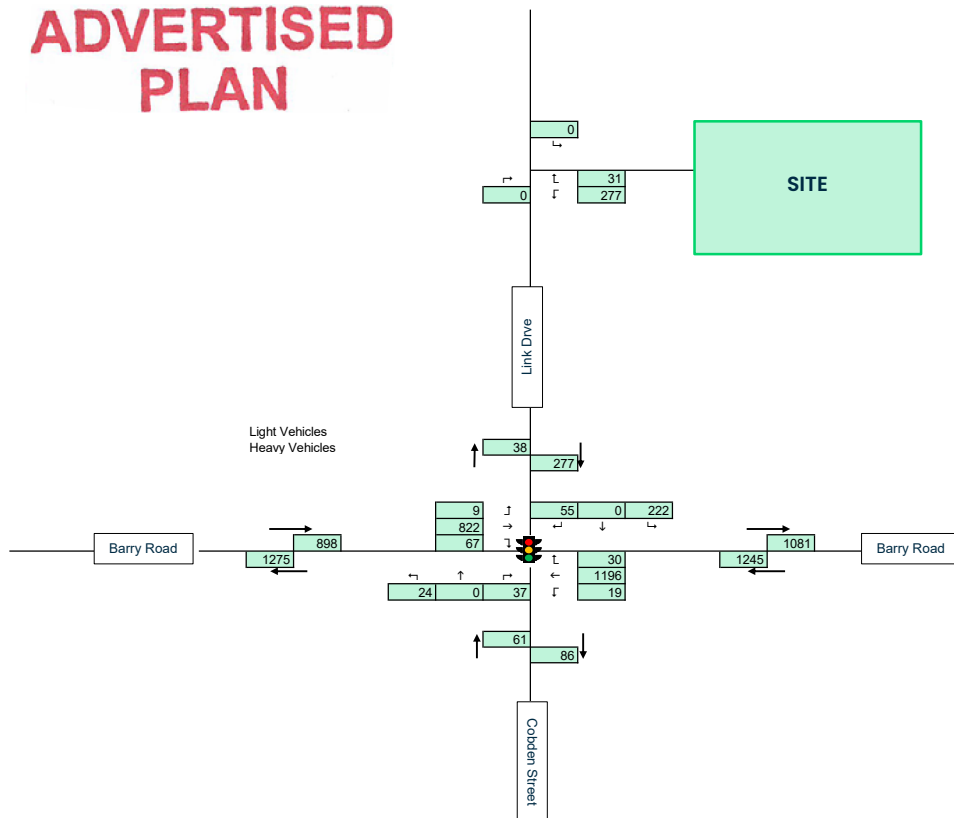


AM Peak Hour - Ultimate



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PM Peak Hour - Ultimate



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