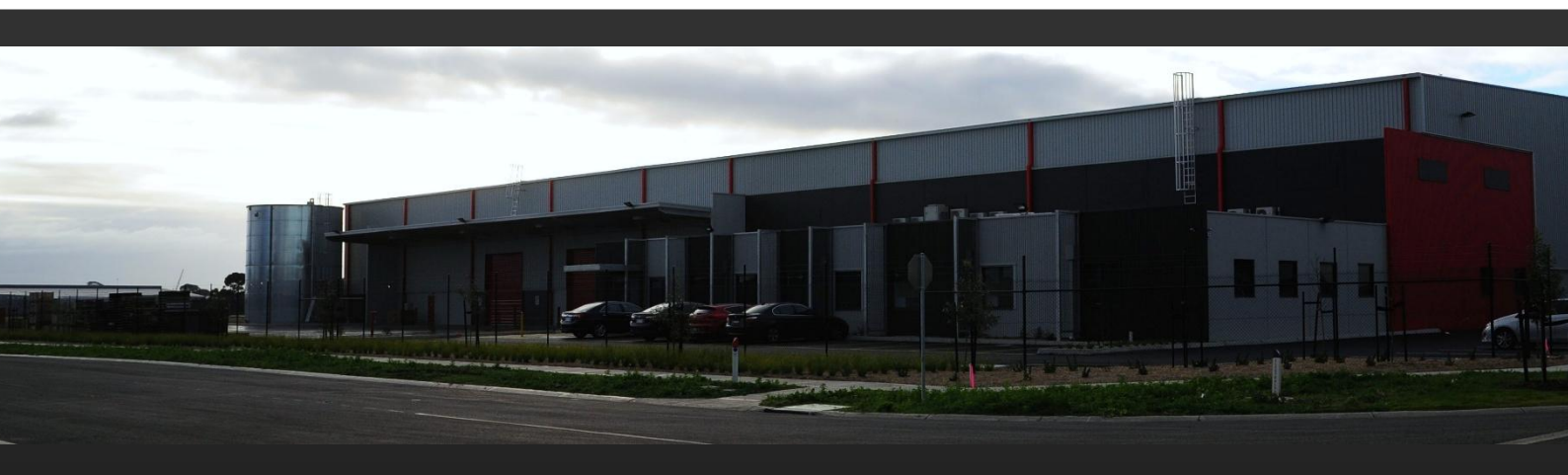


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165 Williamsons Road, South Morang Transport Impact Assessment



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5 August 2026

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onemilegrid operates from Wurundjeri Woiworung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.

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1 INTRODUCTION

onemilegrid has been requested by Legacy Project Management to undertake a Transport Impact Assessment of the proposed Utility Installation (Data Centre) use at 165 Williamsons Road, South Morang.

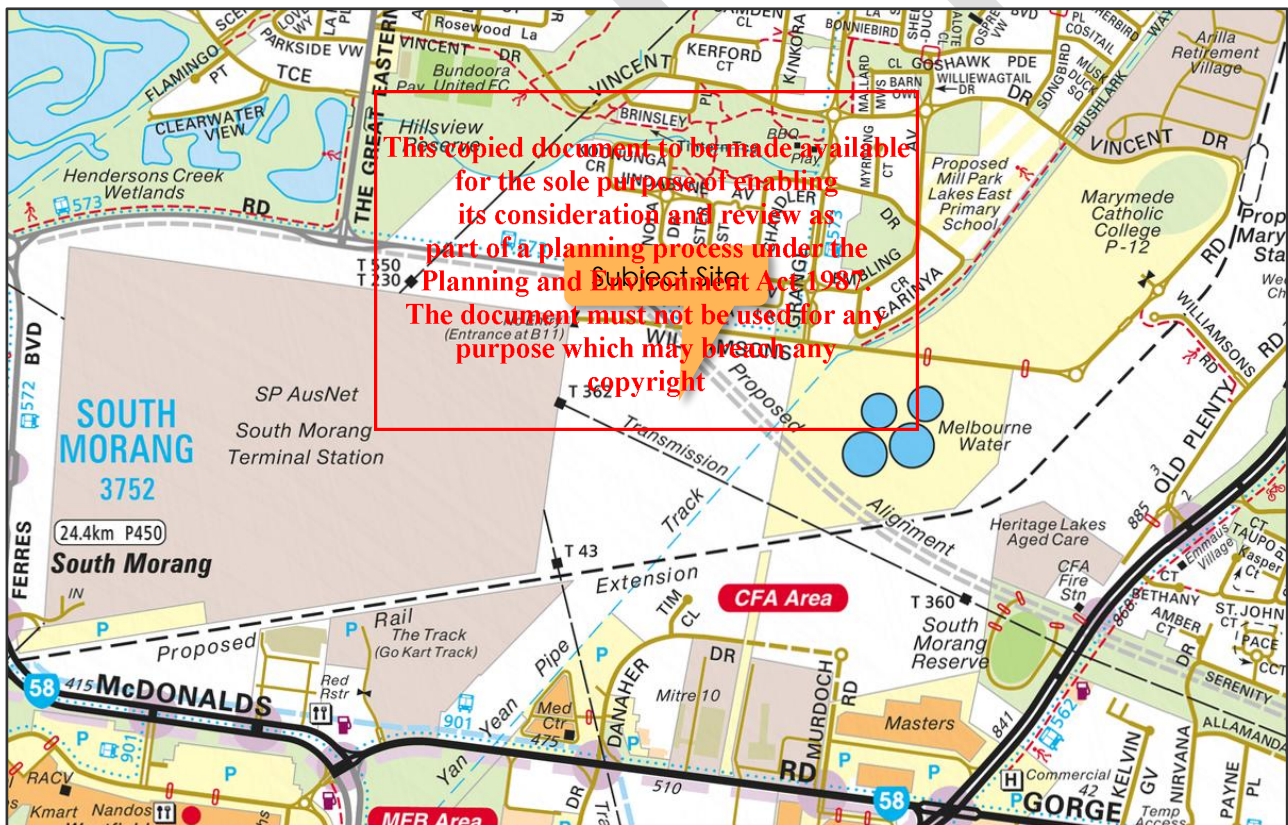
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic and parking data has been sourced, and relevant background information has been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is addressed as 165 Williamsons Road, South Morang, and is located on the western side of Findon Road, as shown in Figure 1.

Figure 1 Site Location



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The site is irregular in shape with frontages to Findon Road along the eastern boundary and to the unmade extension of Williamsons Road along the northern boundary.

The site is bisected by a transmissions easement running from the South Morang Terminal Station to the west and extending to the east. The easement creates two usable portions within the subject site.

Land use in the vicinity of the site comprises a range of uses, including residential uses to the north and industrial uses to the south and immediately to the west. South Morang railway station is

located approximately 1.2 km west of the site. Land use in the broader area is generally residential in nature.

An aerial view of the subject site in the context of its surrounds is provided in Figure 2.

Figure 2 Site Context (17 April 2025)

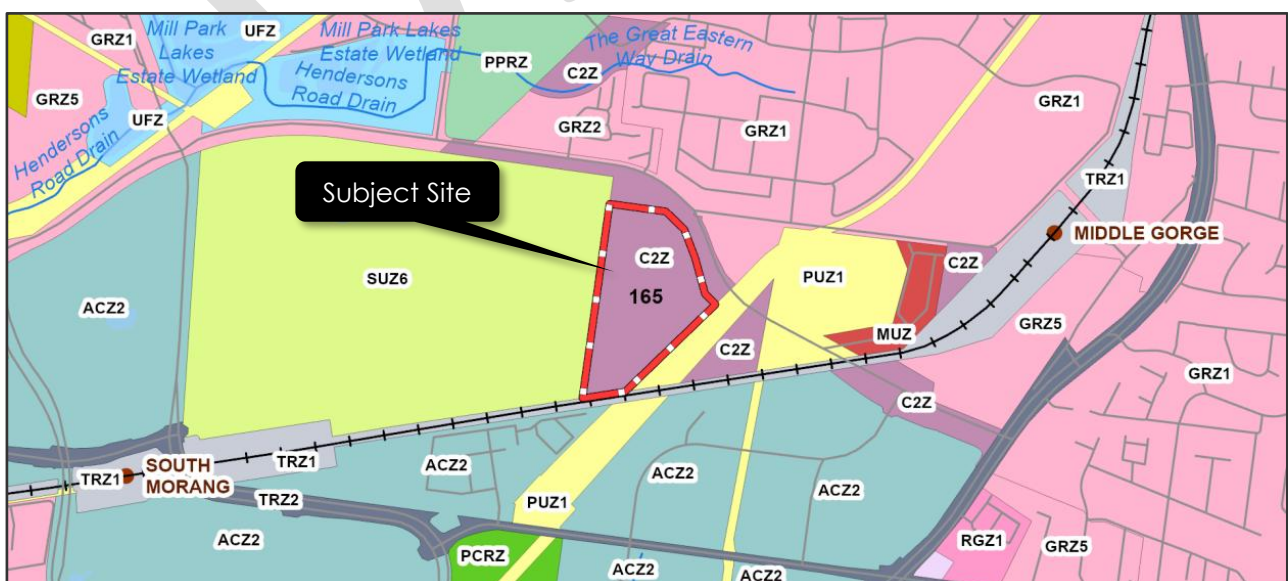


Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Commercial 2 Zone (C2Z).

Figure 3 Planning Scheme Zones



2.3 Road Network

Findon Road is a local road generally aligned east-west, running between Plenty Road in the east and High Street in the west.

Findon Road provides a single traffic lane in each direction adjacent to the site, with dedicated on-road bicycle lanes provided on approach to the Williamsons Road intersection. A shared path is provided on the northern side of Findon Road.

A 60 km/h speed limit applies to Findon Road in the vicinity of the site.

The cross-section of Findon Road at the frontage of the site is shown in Figure 4.

Figure 4 Findon Road looking Northwest (left) and Southeast (right) adjacent the Subject Site



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2.4 Traffic Volumes

Traffic volume counts were undertaken by Trans Traffic Survey on behalf of **onemilegrid** on Findon Road adjacent the site, for a one-week period from Friday 24th July 2026 to Thursday 30th July 2026 inclusive. The results of the surveys are summarised in Table 1.

Table 1 Traffic Volume and Speed Surveys

Direction	Daily (Weekday)	AM Peak	PM Peak
North-westbound	5,074 vpd	422 vph	458 vph
South-eastbound	4,309 vpd	444 vph	351 vph
Total	9,383 vpd	866 vph	809 vph

2.5 Public Transport

The subject site is readily accessible via public transport. Bus services operate within convenient walking distance of the site, providing connections to Middle Gorge railway station, and South Morang railway station and the associated bus interchange.

The full public transport provision in the vicinity of the site is shown in Figure 5 and detailed in Table 2.

Figure 5 Public Transport Provision

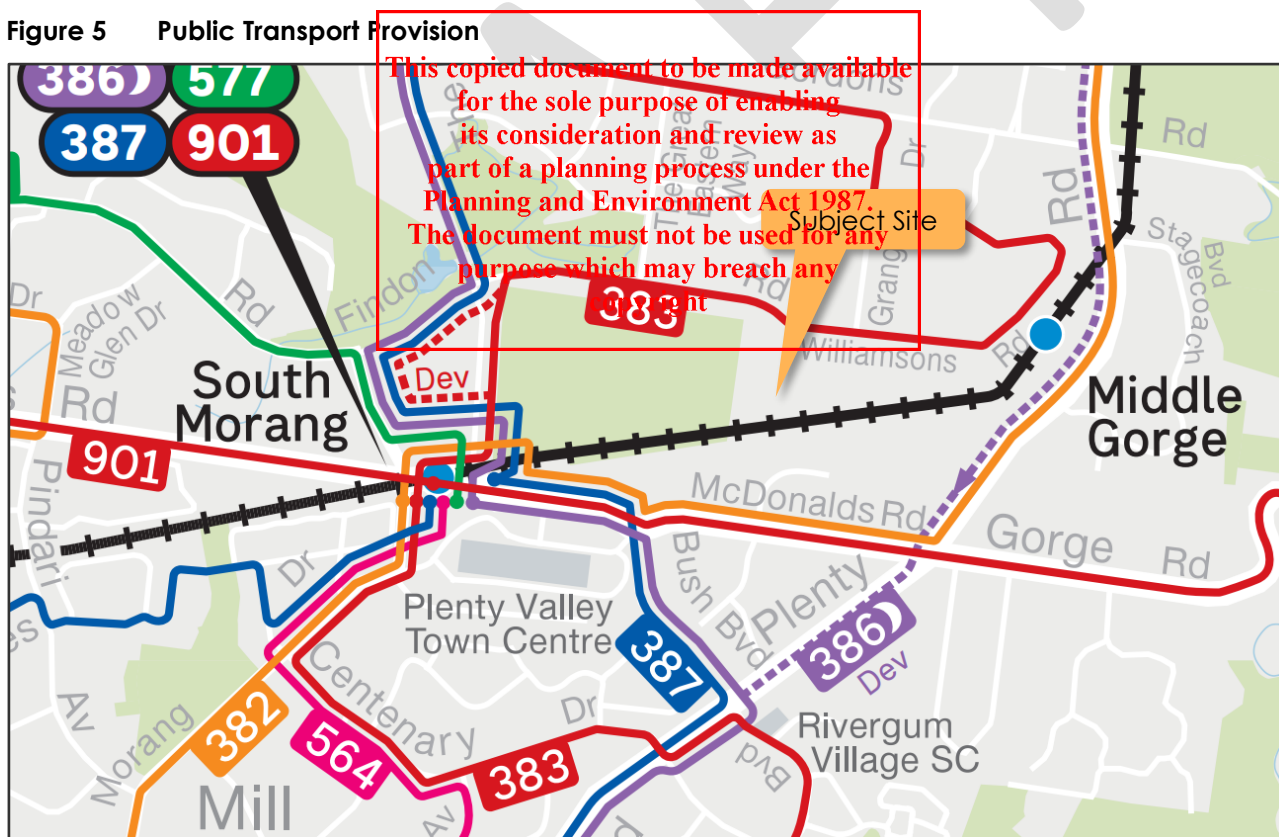


Table 2 Public Transport Provision

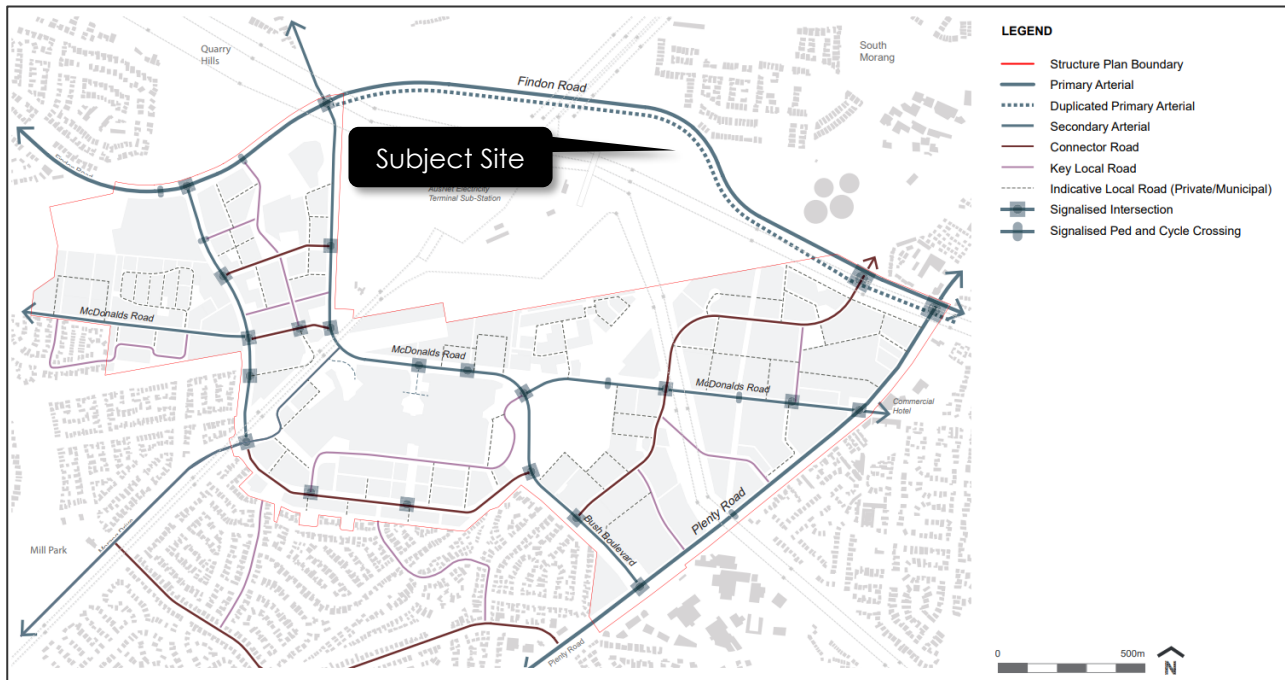
Mode	Route No	Route Description	Nearest Stop/Station
Train		Mernda Line	Middle Gorge (approx. 900 m)
Bus	383	Palisades - University Hill	Findon Road (site frontage)

2.6 Plenty Valley Town Centre Structure Plan

The site is located within the Plenty Valley Town Centre Structure Plan area. Figure 6 has been reproduced from the structure plan, showing the proposed road network.

Of note for the subject site, the plan proposes to upgrade Findon Road to a primary arterial road. The road will initially retain a single carriageway, but will ultimately be duplicated.

Figure 6 Plenty Valley Town Centre Structure Plan – Road Network



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3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed to develop the site as a Utility Installation (Data Centre) with four levels of data centre use (including in the basement). A breakdown of the gross floor area and leasable floor area is provided in Table 3. For the leasable floor area calculation, areas for staircases, lifts, loading, services, and power supplies have been subtracted from the gross floor area.

Table 3 Proposed Development

Measure/Component	No./Area
Gross Floor Area	72,324 m ²
Leasable Floor Area	50,700 m ²
Car Parking	230 spaces
Staff Members	300 total / 260 on-site at any time

Based on advice from the applicant it is understood that the development will employ a maximum of 300 staff in total, and because some will be shift workers no more than 260 staff members are expected to be on-site at any one given time. It should be noted that the shift workers will generally be office staff who may be at the site only on certain days of the week, or overnight security staff. As such, the overlap between shift workers will be minimal.

It is proposed to provide a total of 230 car parking spaces across the site. Parking is proposed along the southern side of the building within the transmission easement.

A loading bay has been provided on the eastern side of the administration building accessed from the eastern accessway and will accommodate vehicles up to a 20 m articulated vehicle (AV).

3.2 Access

It is proposed to provide access to the site from a fully directional site access point to Findon Road.

The accessway will provide for two-way movements within the site and will be controlled by a guard houses, set back from the title boundary.

The access has been designed to accommodate vehicles up to a 20 m articulated vehicle (AV). To access the loading areas, all trucks will enter the site via the site access and circulate to the required loading area. The trucks will then manoeuvre on-site and exit in a forward direction.

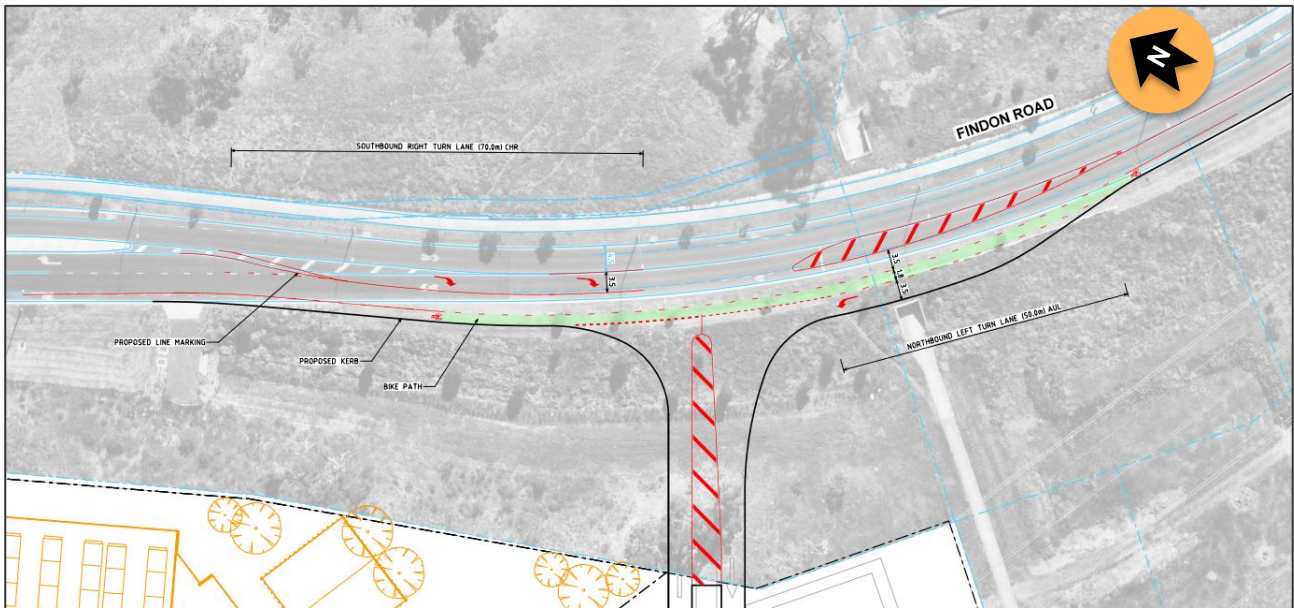
It is proposed to provide a left turn deceleration lane (AUL) into the site and a channelised right turn lane (CHR) at the site access.

The proposed site access arrangement is shown below in Figure 7, with a full concept layout plan enclosed in Appendix B.

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Figure 7 Proposed Access Arrangement



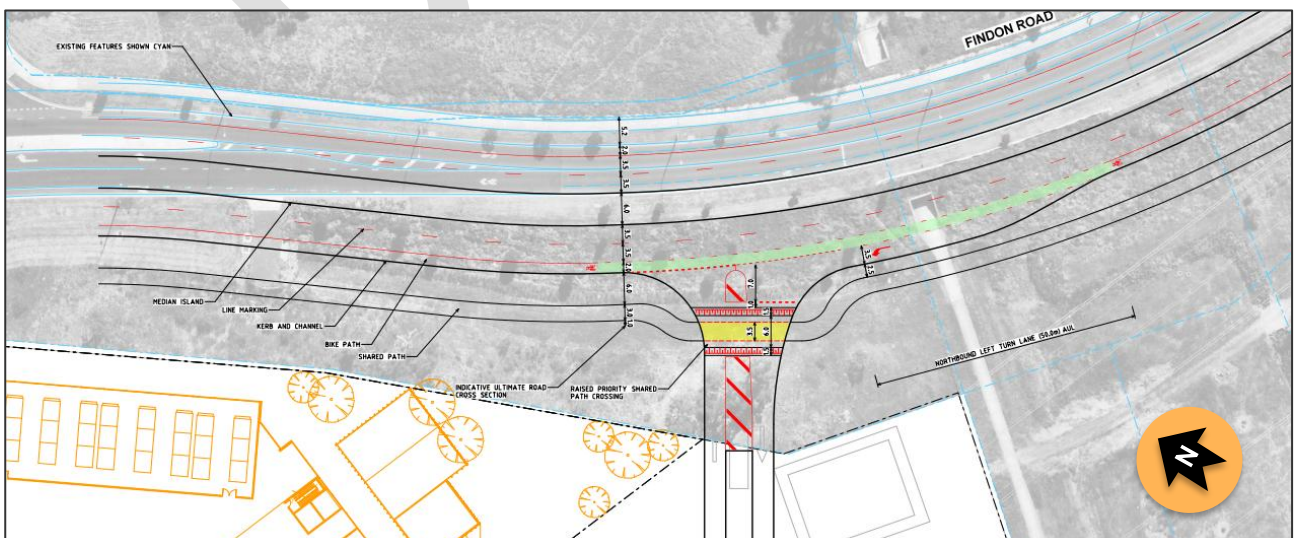
A second concept layout plan has been prepared to show how the site access could operate following the future duplication of Findon Road. This concept layout plan is enclosed in Appendix C, and reproduced as Figure 8.

Because no plans have been prepared for the duplication of Findon Road, the concept plan adopts a Victorian Planning Authority (VPA) standard cross-section for a four lane divided arterial road, as this is cross-section that could generally be accommodated along the length of the Findon Road reserve. This cross-section includes on road bike lanes within both carriageways, as well as an off-road shared user path within the verge along the frontage of the subject site.

Once Findon Road is duplicated, the site access will revert to a left in / left out operation. A full length left turn lane (AUL) could be provided, and the concept design allows for a raised priority crossing for the shared user path over the site access.

It can be seen that there is ample room within the road reserve to accommodate this treatment, while also allowing some flexibility for variations on the ultimate Findon Road design.

Figure 8 Potential Ultimate Access Arrangement



4 DESIGN ASSESSMENT

4.1 Whittlesea Planning Scheme – Clause 52.06

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

4.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 4.

Table 4 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	Comments
Be at least 3 metres wide.	Satisfied
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – changes of direction are between accessways of more than 4.2 m wide
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.	N/A – private car park
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 8 metres.	Satisfied
If the accessway serves four or more car parking spaces and 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
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 spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Satisfied
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 900 mm in height.	Satisfied
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.	N/A – does not connect to a Transport Zone

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4.1.2 Design Standard 2: Car Parking Spaces

All car spaces on-site are proposed with a minimum width of 2.6 m, length of 4.9 m and are accessed from aisles of no less than 6.4 m in accordance with Design Standard 2 of the Planning Scheme.

Any accessible bays should be provided with a length of 5.4 m and a width of 2.4 m, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022).

4.2 Access Design

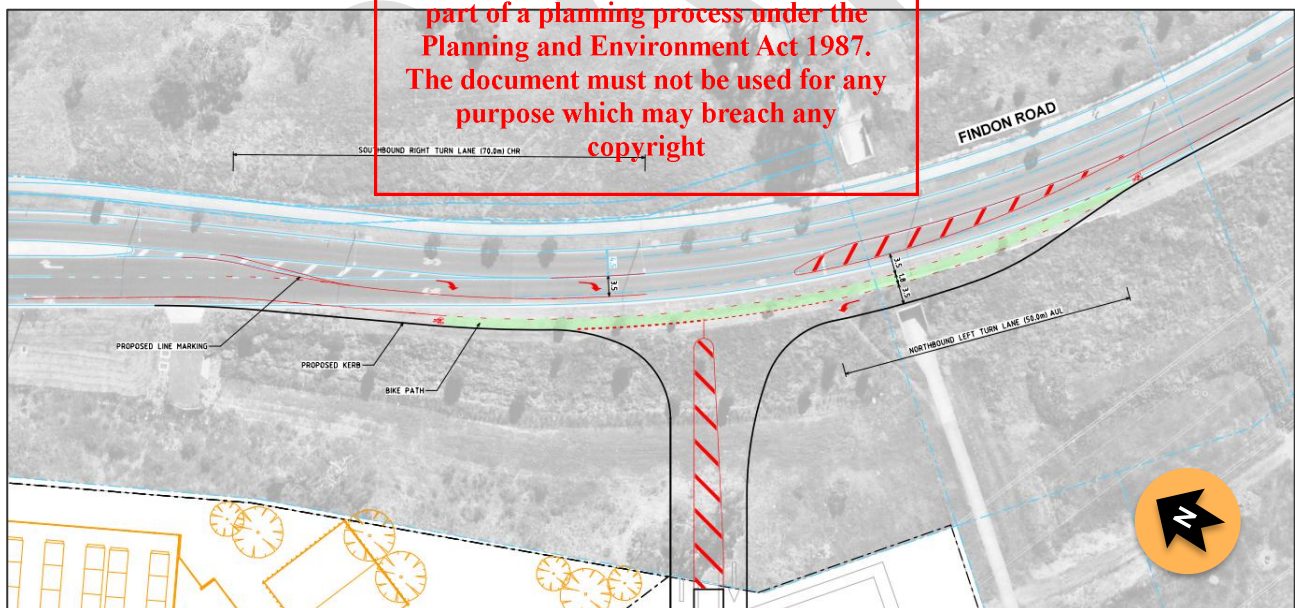
Findon Road along the site frontage is expected to ultimately become an arterial road, diverting traffic from McDonalds Road to the south. The Plenty Valley Town Centre Structure Plan also identifies that Findon Road will eventually be duplicated.

On this basis it is expected that traffic volumes along Findon Road will grow significantly during the operational life of the subject development. It is therefore expected that turn lanes will be required to provide fully directional access in the interim, with the site access ultimately being restricted to left-in/left-out once duplication occurs.

In the interim, it is proposed to provide a left turn deceleration lane (AUL) into the site and a channelised right-turn lane (CHR).

onemilegrid has prepared a concept layout plan for the Findon Road access for the interim scenario, with an extract of the plan shown in Figure 9 and attached in Appendix B.

Figure 9 Concept Layout Plan – Interim Findon Road Access



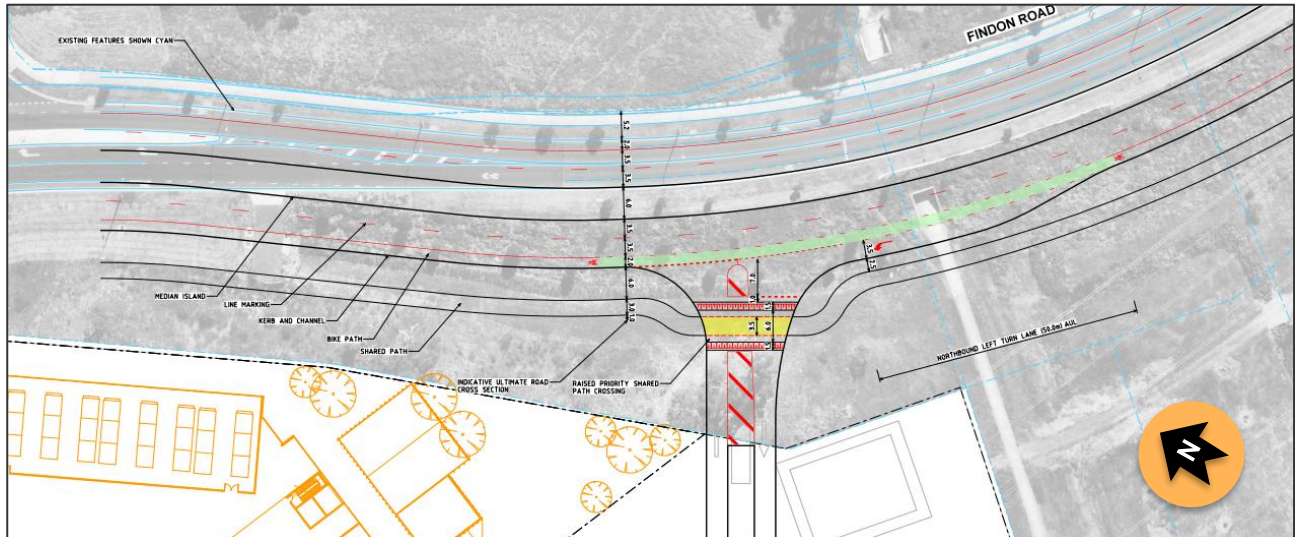
Because no plans have been prepared for the ultimate duplication of Findon Road, the concept plan for the ultimate scenario adopts a Victorian Planning Authority (VPA) standard cross-section for a four lane divided arterial road, as this is cross-section that could generally be accommodated along the length of the Findon Road reserve. This cross-section includes on-road bicycle lanes within both carriageways, as well as an off-road shared user path within the verge along the frontage of the subject site.

Once Findon Road is duplicated, the site access will revert to a left in / left out operation. A full length left turn lane (AUL) could be provided, and the concept design allows for a raised priority

crossing for the shared user path over the site access, as shown on the concept layout plan enclosed in Appendix C and reproduced as Figure 10.

It can be seen that there is ample room within the road reserve to accommodate this treatment, while also allowing some flexibility for variations on the ultimate Findon Road design.

Figure 10 Potential Ultimate Access Arrangement



It is noted that there are level differences between the existing road level and the subject site, and it is recommended that grades are reviewed with respect to the constructed level of Findon Road to confirm that semi-trailers can be suitably accommodated.

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5 LOADING

Clause 65 (Decision Guidelines) of the Whittlesea Planning Scheme identifies that *"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."*

The proposed development provides significant area for loading and unloading, specifically designed for the proposed use.

The proposed development provides significant area for loading and unloading of vehicles up to a 20 m articulated vehicle (AV), specifically designed for the proposed use, and therefore appropriate for the proposed development.

In order to confirm accessibility of the site for trucks, **onemilegrid** has undertaken a review of the proposed site layout which indicates that the required vehicles (20 m articulated vehicle (AV)) can comfortably access the loading bays and circulate the building. Additional hardstand area has been provided toward the southeast corner of the site to allow for loading adjacent the substation.

The swept paths are attached in Appendix A.

The proposed loading areas are considered suitable to facilitate general loading and waste collection for the development.

The provision for loading is therefore considered appropriate for the proposed use.

6 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Whittlesea Planning Scheme. The Planning Scheme does not specifically refer to parking requirements for Utility Installation / Data Centre uses, therefore, no bicycle parking is required.

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7 CAR PARKING

7.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Whittlesea Planning Scheme. The Planning Scheme does not specifically refer to parking requirements for Utility Installation / Data Centre uses, therefore the parking provision must be to the satisfaction of the responsible authority.

An assessment of the likely parking demands and the appropriateness of reducing the car parking provision below them is set out below.

7.2 Car Parking Demand Assessment

Journey to work data from the City of Whittlesea indicates 86% of work trips within the LGA are by car drivers. It is proposed to allow up to 260 staff members on-site at any one time. On this basis a total demand for 224 spaces is anticipated.

The proposed 230 space car parking supply is therefore suitable to accommodate the demands expected to be generated.

7.3 Accessible Car Parking

The Building Code of Australia (BCA) specifies the minimum requirements for provision of accessible car parking.

The proposed development, classified as a Class 7 building, requires provision of one accessible car spaces for every 100 car parking spaces or part thereof.

Noting the proposed provision of 230 car spaces on-site, the BCA requires at least 3 accessible car spaces on-site.

It is recommended that at least 3 accessible parking bays (and associated shared areas) are provided to satisfy the BCA requirements.

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8 TRAFFIC

8.1 Traffic Generation

The proposed development is expected to generate traffic movements associated with staffing and delivery demands.

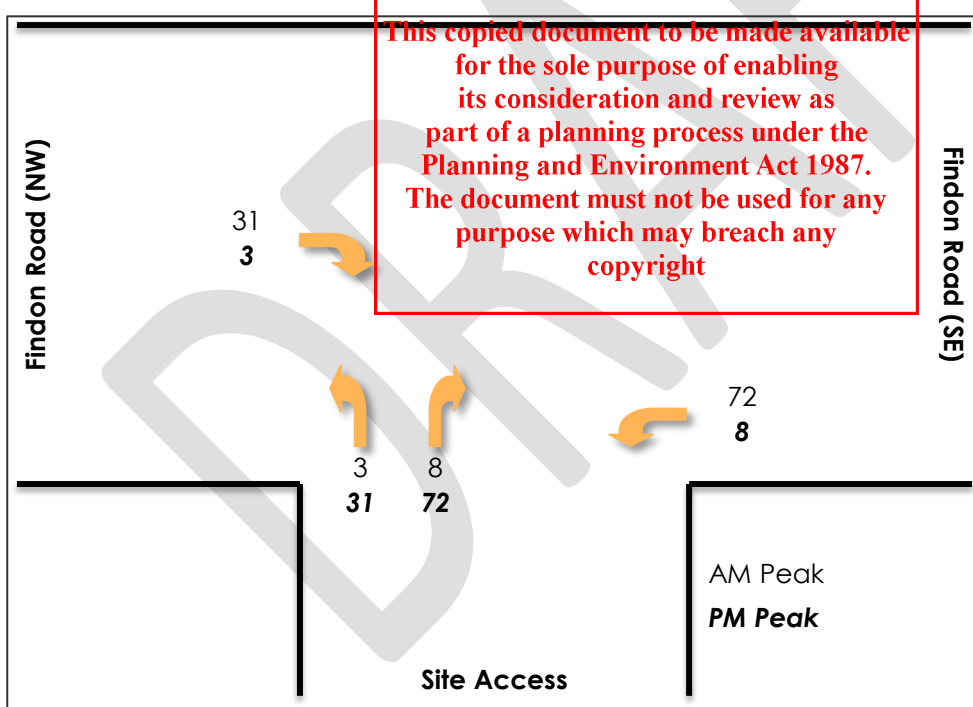
The development is proposed with 230 on-site parking spaces. To provide a conservative assessment it is assumed that half of the parking spaces provided will be filled in the AM peak hour and vacated during the PM peak hour.

Based on the above, if it is assumed that 50% of the on-site car parking turns over in the AM and PM peak hours, the development could be conservatively assumed to generate up to 115 movements in the AM peak and PM peak hours. The movements to/from the site are expected to be tidal in nature, with approx. 90% inbound and 10% outbound during the AM peak hour, with this distribution reversed during the PM peak hour.

Furthermore, traffic is expected to have a preferential distribution to the east, toward Plenty Road. It is expected that the origin/destination of movements to/from the site will have a split of 70% to the east and 30% to the west.

Based on the above, the expected peak hour traffic generation at the site access is shown in Figure 11 below.

Figure 11 Peak Hour Traffic Generation – Site Access



The level of traffic above is equivalent to approximately 2 movements each minute, and is not expected to have a significant impact on the operation of the surrounding road network.

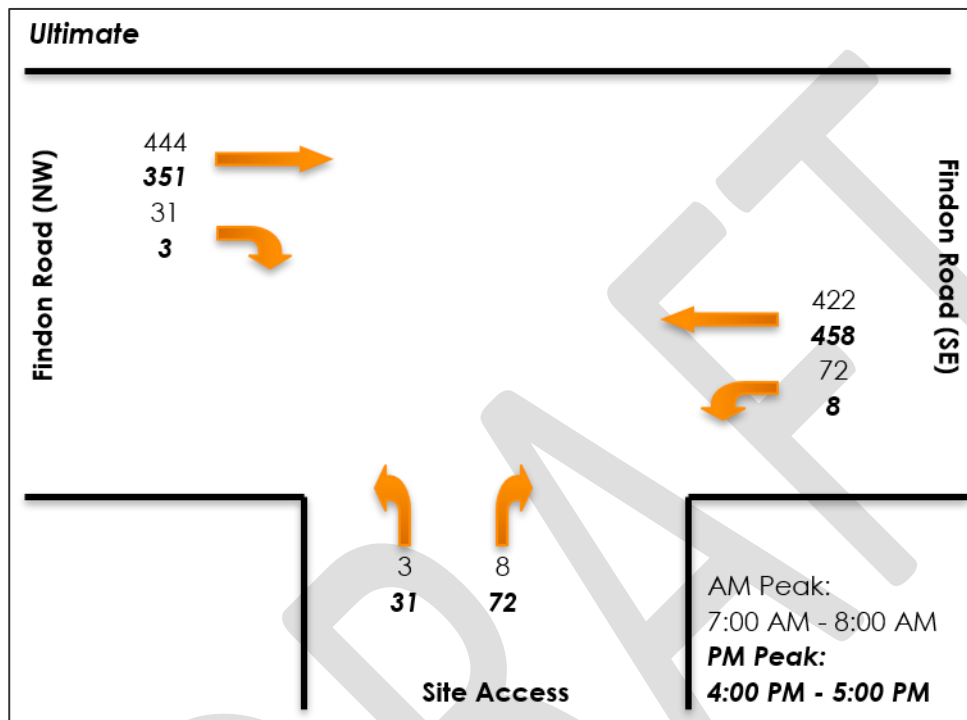
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8.2 Austroads Turn Lane Warrants

In determining an appropriate intersection configuration, the anticipated post-development peak hour volumes were assessed against the turn lane treatment warrants specified in the *Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings*.

Based on the anticipated development generated traffic volumes (as shown in Figure 11), and the existing volumes on Findon Road (detailed in Table 1), the anticipated post-development traffic volumes at the site access are shown in Figure 12.

Figure 12 Anticipated Post-Development Peak Hour Volumes

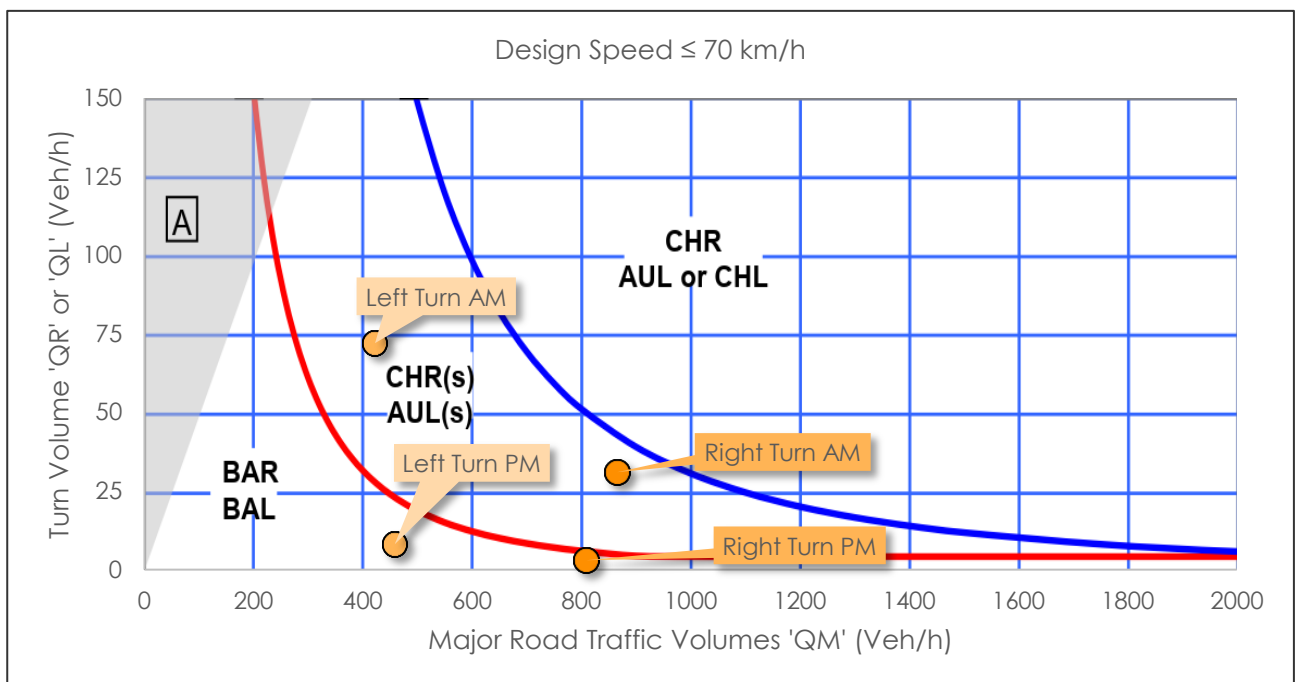


On this basis, the turn lane requirements for the Findon Road access are demonstrated in Figure 13.

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Figure 13 Austroads Turn Treatment Warrants



As identified in the figure above, the anticipated turning movements at the site access indicate that a short channelised right-turn treatment (CHR[S]), and a short auxiliary left-turn treatment (AUL[S]) would be required.

It is proposed to provide a full length channelised right-turn treatment (CHR), and full length auxiliary left-turn treatment (AUL) at the site access in excess of the treatments required above. The proposed access design is discussed in Section 4.2 and is considered to be acceptable.

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9 RESPONSE TO COUNCIL REFERRAL

Whittlesea City Council's referral comments to Department of Transport and Planning (DTP) requested additional information for design aspects, as well as for the analysis provided within this Transport Impact Assessment report. Responses to the referral comments are provided in Table 5.

Table 5 Response to Referral Comments

Comment	Response
Design	
As access via Williamsons Road is not being proposed, the approval of this development will likely prevent any connection via the existing road reserve and the intersection being constructed to a 4 leg ultimately. However, the proposed design does work in the interim and ultimate (duplicated road reserve) scenarios.	<p>The proposed development does not affect the road reserve that runs along the northern boundary of the site. As such it is not clear how approval of the development would preclude any external road network alterations, unless those external road works were reliant on acquiring land from the subject site.</p> <p>As noted, suitable access for the subject site is proposed from Findon Road.</p>
<p>A separate plan showing the indicative ultimate road reserve is to be provided to show that the access will function in both scenarios. Additionally, the ultimate scenario will have a path on both sides, this is to be shown and how it integrates with the site.</p>	<p>A concept layout plans (CLP300) has been prepared to demonstrate how the site access could integrate with the ultimate duplicated configuration of Findon Road. This plan is enclosed in Appendix C.</p> <p>It is understood that design decisions around the ultimate design of the Findon Road duplication are yet to be made. As such the concept layout plan adopts a typical 4 lane arterial road cross-section that would work within the available road reserve both at the site frontage and elsewhere along the road corridor.</p> <p>The concept plan shows that the site access could revert to a left in / left out arrangement with a left turn deceleration lane to accommodate the entry movement, while still allowing for on-road bicycle lanes and an off-road shared user path with a raised priority crossing. It should also be recognised that there is ample spare space within the road reserve at the site frontage should there need to be variations on this design.</p>
The concept design for the interim arrangement is satisfactory (subject to swept paths being provided with the updated design) however, the cyclist lanes have been incorrectly shown as 1.5m. Widths to be amended to 1.8m as is required.	The concept layout plan for the interim access treatment has been updated to show 1.8 m wide bicycle lanes. A swept path assessment is included.

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Comment	Response
<p>Footpath connectivity to the Yan Yean Pipe Track (as was suggested in the applicant response) to be provided.</p>	<p>The architectural plans have been updated to show a pedestrian connection between the site and the Yan Yean Pipe Track.</p> <p>The path route has been selected to separate pedestrians from areas such as the loading area at the southeast corner of the building, so that pedestrians movements are not occurring through areas where trucks could be reversing, while providing sensible crossing locations along the site accessway and circulation roadway.</p>
<h3>Traffic Impact Assessment</h3>	
<p>An updated TIA has not been provided with accurate traffic volumes. Traffic counts are to be conducted in the current conditions (not compared with SCATS data prior to the intersection works being finalized).</p>	<p>Updated traffic counts have been undertaken on Findon Road as detailed in Section 2.4.</p> <p>The updated volumes along Findon Road do not have an impact on the findings of this report or the previous reports.</p>
<p>TIA has not been updated as per previous comments. Section 8.1 traffic generation has not clearly indicated the peak number of movements in the AM and PM peak hours as the number (115) does not appear to include the following:</p> <ul style="list-style-type: none"> - Number of deliveries expected and the times. - Traffic demand for the substation/tanks & fuel area. - Does not clearly indicate if there will be an overlap of shifts leading to a higher number of movements at a given time (ie. AM shift end at the same time as PM shift start leading to 230 movements at the PM peak). 	<p>The site is proposed to be provided with full length lanes in the interim and ultimate road network and traffic volumes anticipated to be generated by the development are low in traffic engineering terms.</p> <p>Deliveries are generally not expected to occur during road network peak times, and if they do, numbers will be low. As such deliveries are not expected to have any discernible effect on road network operations. This is also true of the substation and fuel area.</p> <p>Further details around staff shifts have been added to Section 3.1 of this report. As noted, it is not proposed to have back to back shifts that would result in an overlap of employees on the site. Core works hours will be in line with typical business hours, meaning staff arrive in the morning and leave in the evening. Some shift employees may be on-site only certain days of the week but not others, and there may be some overnight security staff who work shifts, but these movements considered within the directional splits included in the traffic assessment.</p>

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Comment	Response
Car Parking Demand Assessment	
The car parking demand assessment is not required as the parking rate for "industry-other than specified in this table" in a category 2 parking area is 0.4 spaces per 100m ² . Therefore the parking requirement for 177 spaces has been met.	A data centre falls under the 'utility installation' land use, as defined under Clause 73.03 of the Planning Scheme, rather than the 'industry' use. Clause 52.06 does not specify a car parking requirement for a data centre or the broader utility installation use.
<p>It is noted that the previously provided comment regarding the overall number of employees still stands. See below:</p> <p><i>The overall number of parking has been based off a maximum number of employees at a given time (260) multiplied by 'journey to work data from the City of Whittlesea' which states 86% of work trips are by car drivers. Additionally, if there is no pedestrian connections provided to the site the total 260 car spaces would be required at a minimum.</i></p>	This comment disregards viable travel modes which would also reduce car parking demands, including car pooling and cycling. In any case, the updated development plans include a pedestrian connection to the Yan Yean Pipe Track, which in turn provides a pedestrian connection to/from South Morang railway station and the associated bus interchange.

10 CONCLUSIONS

It is proposed to develop the subject site for the purposes of Utility Installation (Data Centre).

Considering the analysis presented above, it is concluded that:

- The proposed car parking, loading and access design is considered appropriate;
- The concept layout plan for the ultimate scenario shows that the site access would still allow for Findon Road to be duplicated in the future, with the access reverting to a left in / left out scenario;
- The development does not require the provision of bicycle parking;
- The proposed supply of car parking is appropriate for the proposed development;
- The proposed development is not expected to have a significant impact on the operations of surrounding road network; and
- The proposed access design provides turn lane treatments in excess of those required by the Austroads turn lane warrant requirements.

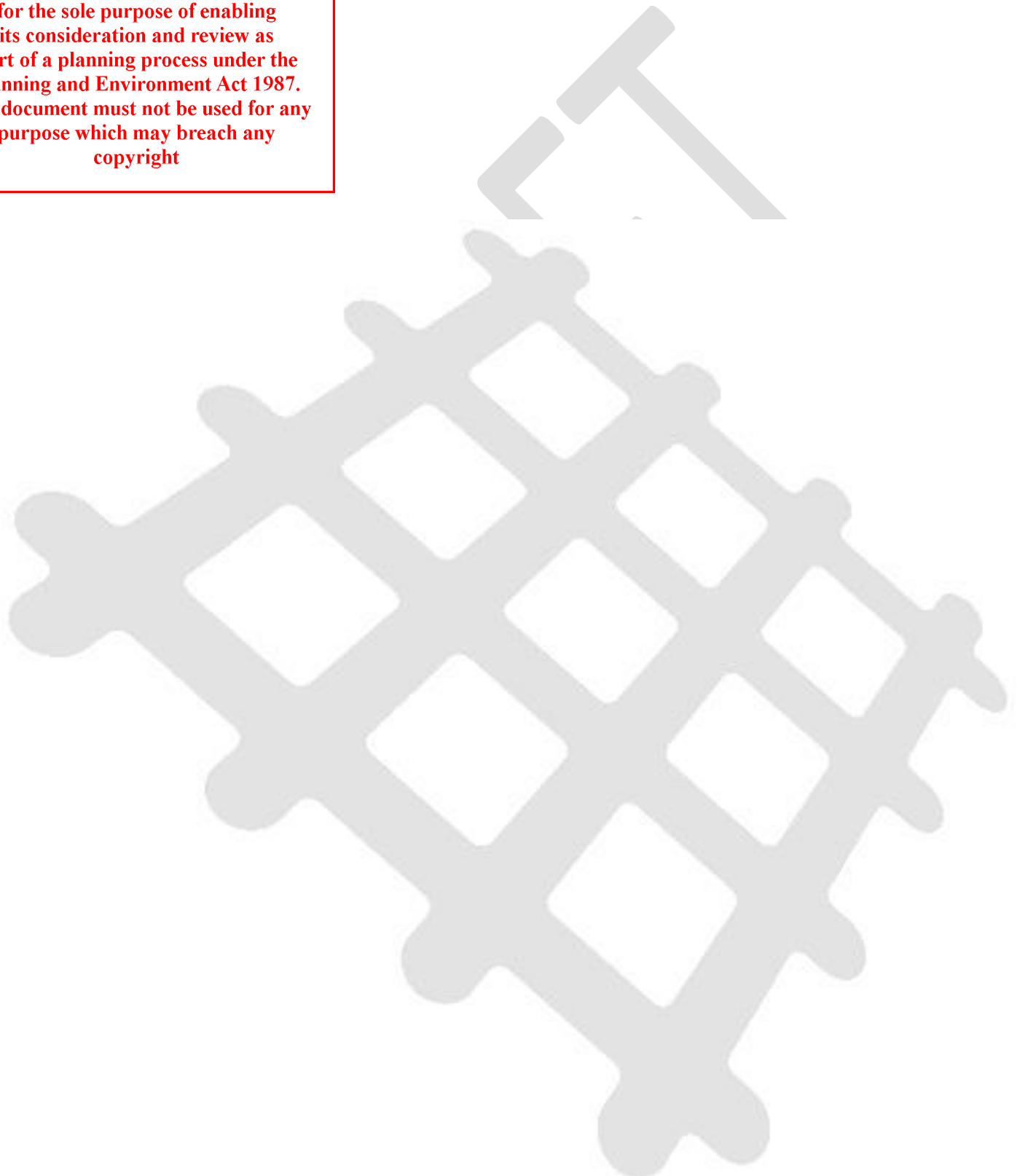
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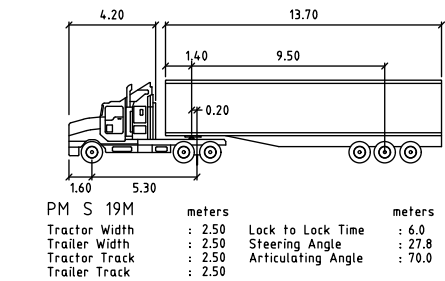
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Appendix A *Swept Path Diagrams*

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SWEPT PATH LEGEND
- - - - - DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - 500mm CLEARANCE ENVELOPE SHOWN DOTTED

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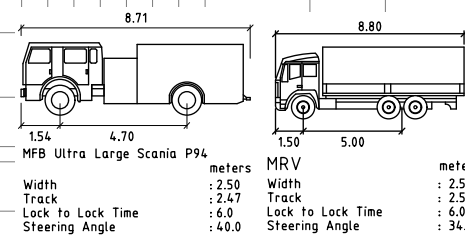


Drawing Title 165 WILLIAMSONS ROAD, SOUTH MORANG VEHICLE SITE ACCESS SWEPT PATH ANALYSIS		
Designed JPB	Approved SV	Melway Ref 183 D9
Project Number 250340	Drawing Number SPA101	Revision B

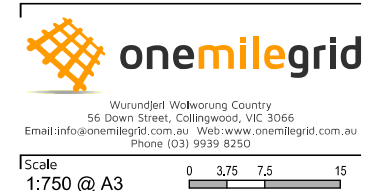
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- - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
) - - - - - 500mm CLEARANCE ENVELOPE SHOWN DOTTED

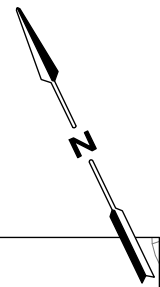
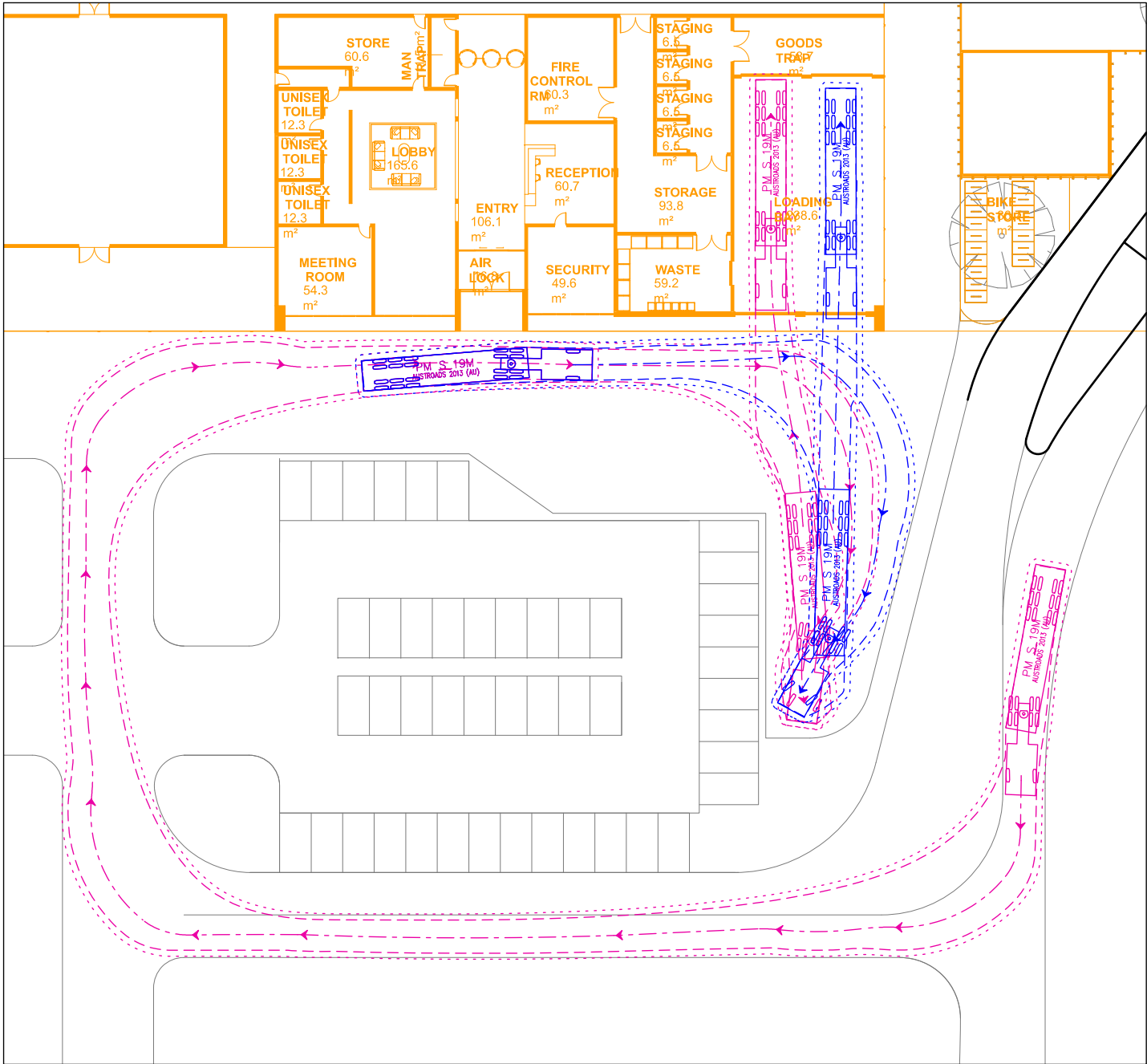
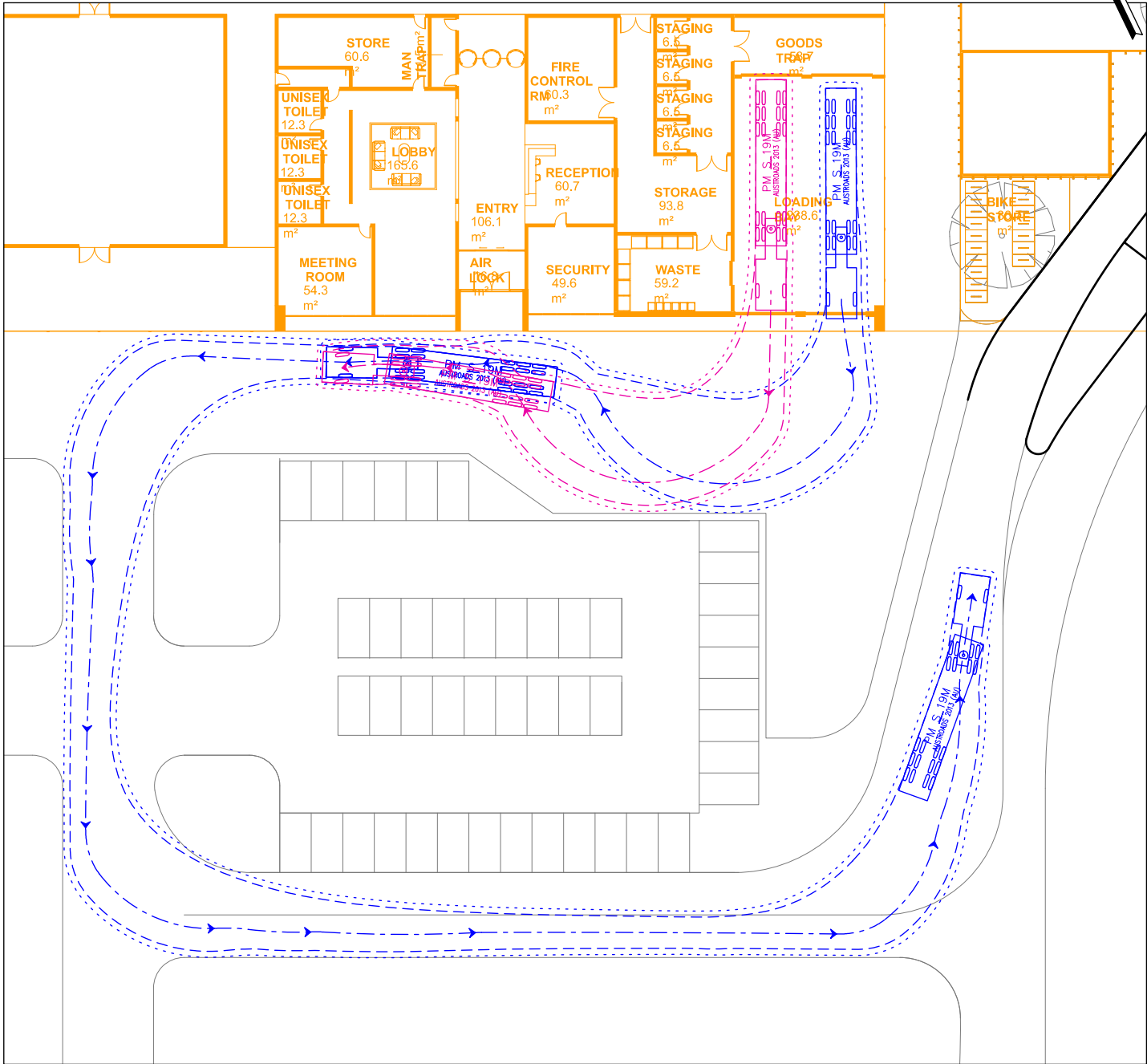


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Drawing Title
165 WILLIAMSON'S ROAD, SOUTH MORANG
VEHICLE SITE ACCESS
SWEEP PATH ANALYSIS

Designed JPB	Approved SV	Melway Ref 183 D9
Project Number 250340	Drawing Number SPA102	Revision B

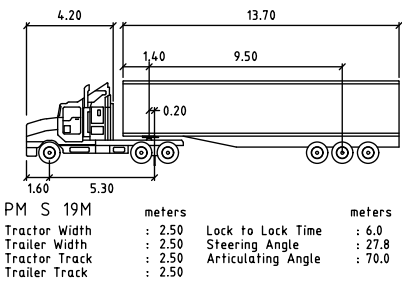
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ENTRY MANOEUVRES
- - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
..... 500mm CLEARANCE ENVELOPE SHOWN DOTTED

EXIT MANOEUVRES
- - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
..... 500mm CLEARANCE ENVELOPE SHOWN DOTTED

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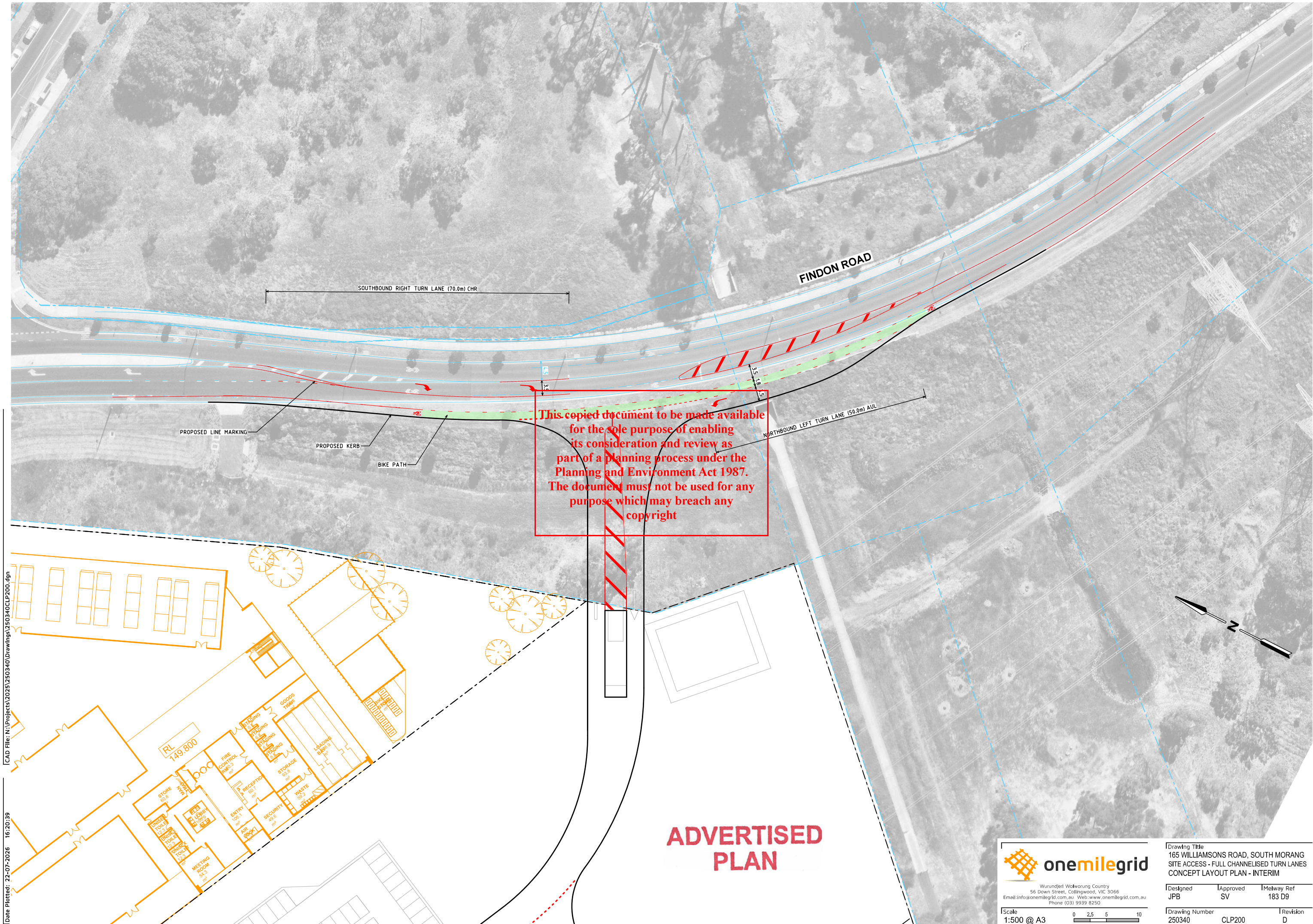


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Project Number 250340	Drawing Number SPA103	Revision B

Appendix B Concept Layout Plan – Site Access

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0 2.5 5 10

Drawing Title 165 WILLIAMSONS ROAD, SOUTH MORANG SITE ACCESS - FULL CHANNELISED TURN LANES CONCEPT LAYOUT PLAN - INTERIM		
Designed JPB	Approved SV	Melway Ref 183 D9
Drawing Number 250340	CLP200	Revision D

4.20

13.70

1.40

9.50

0.20

1.60

5.30

1.60

5.30

PM S 19M

Tractor Width : 2.50

Trailer Width : 2.50

Tractor Track : 2.50

Trailer Track : 2.50

Lock to Lock Time : 6.0

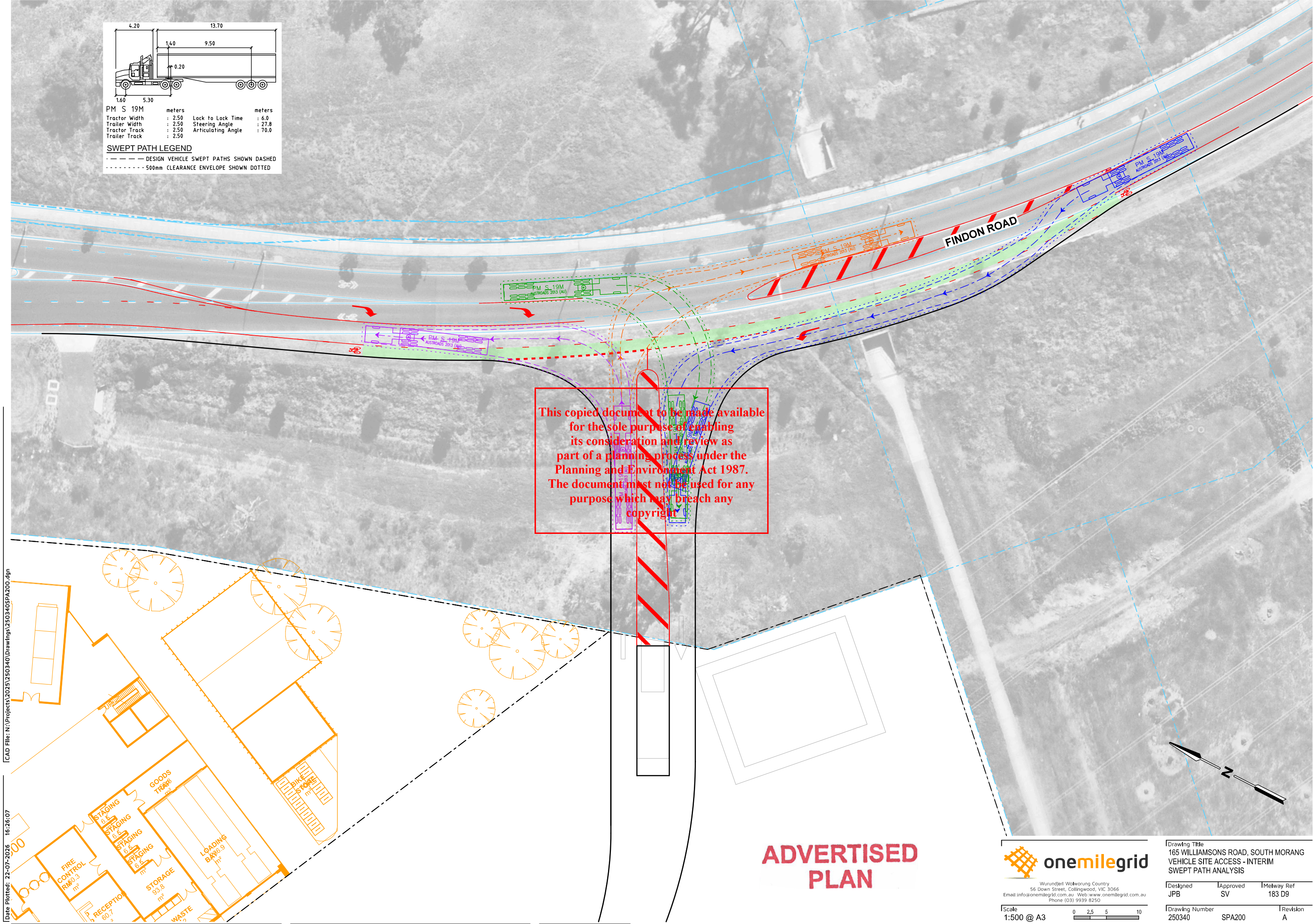
Steering Angle : 27.8

Articulating Angle : 70.0

SWEPT PATH LEGEND

----- DESIGN VEHICLE SWEPT PATHS SHOWN DASHED

..... 500mm CLEARANCE ENVELOPE SHOWN DOTTED

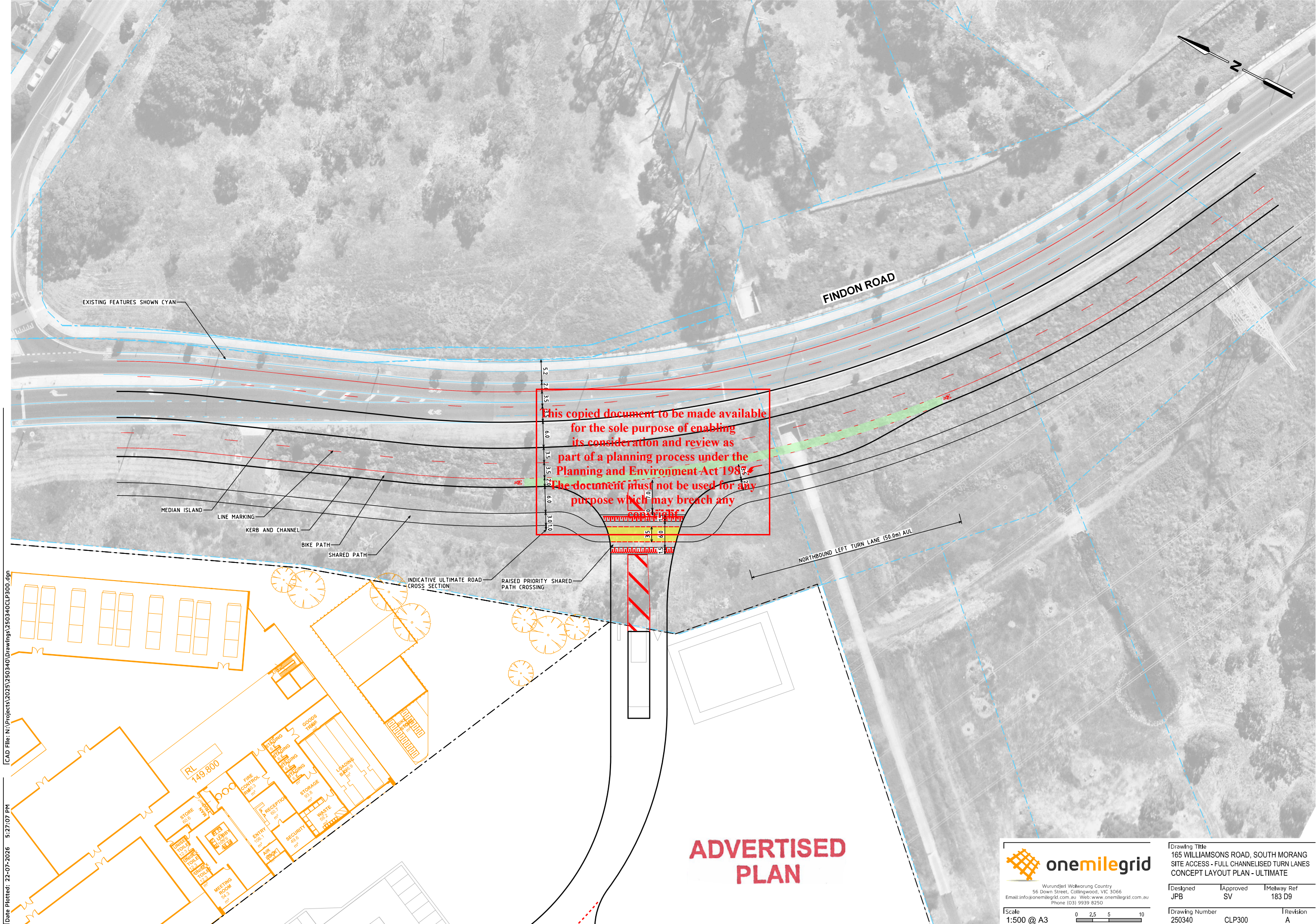


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Appendix C Concept Layout Plan – Site Access (Ultimate)

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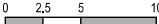
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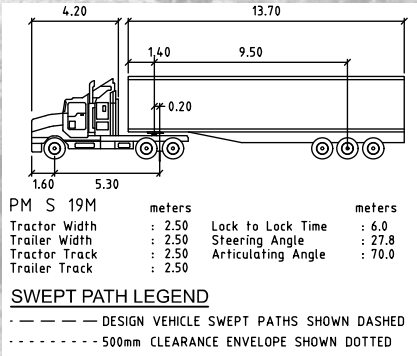
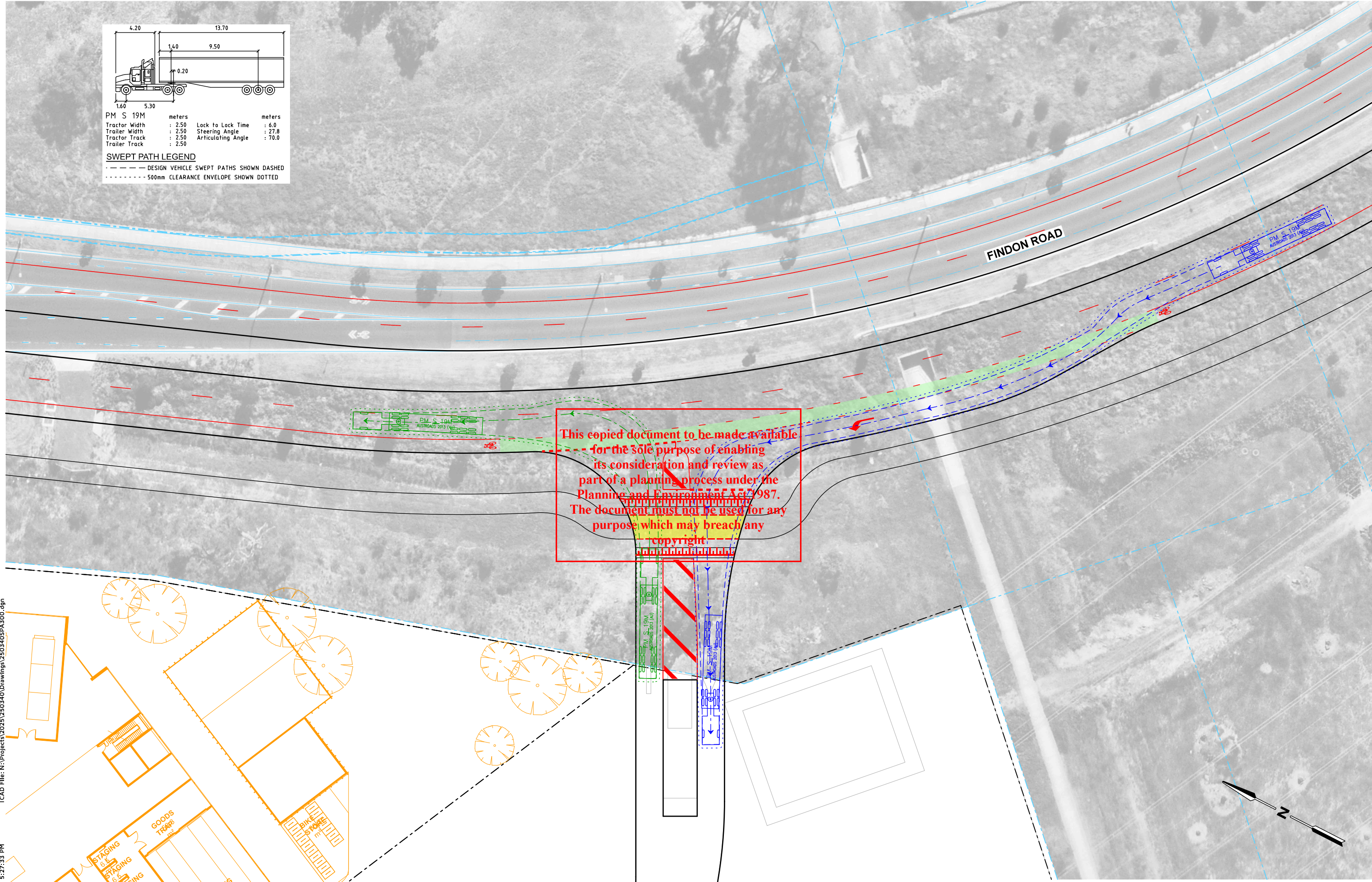


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Drawing Title 165 WILLIAMSONS ROAD, SOUTH MORANG SITE ACCESS - FULL CHANNELISED TURN LANES CONCEPT LAYOUT PLAN - ULTIMATE		
Designed JPB	Approved SV	Melway Ref 183 D9
Drawing Number 250340	CLP300	Revision A



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Drawing Number 250340	SPA300	Revision A