

Client

Rossiter Road Investments Pty Ltd

Date

24 July 2026

Transport Impact Assessment

Proposed Residential Subdivision and Residential Village Development

145 Rossiter Road, Koo Wee Rup

ratio:

Project
145 Rossiter Road, Koo Wee Rup

Prepared for
Rossiter Road Investments Pty Ltd

Our reference
24098T

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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In accordance with the Traffic and Transport requirements under Development Plan Overlay Schedule 22 (DPO22) for an Integrated Transport and Impact Assessment and a Traffic Impact and Design Assessment, this traffic assessment includes estimates associated with the future/indicative residential village.

The assessment demonstrates that the proposed street network, both internal and external to the site, can accommodate the anticipated overall traffic volumes generated by the development, including the indicative residential village.

The specific design and layout of the future residential village will be determined through a separate planning application and, as such, the design components have not been considered as part of this assessment.

Furthermore, the Department of Transport and Planning (DTP) have issued two rounds of Request for Further Information (RFI)¹ letters which have been addressed and responded to in separate documentation². The relevant considerations have also been included within this report.

1.2. Structure of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed development, including consideration of the:

- Existing traffic conditions surrounding the site.
- Parking demand likely to be generated by the proposed development.
- Suitability of the proposed parking in terms of supply and layout.
- Traffic generation characteristics of the proposed development.
- Proposed access arrangements for the site.
- Transport impact of the development proposal on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following:

- Plans for the development prepared by KLM Spatial, attached as Appendix A.
- Cardinia Shire Planning Scheme.
- Australian/ New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS/NZS2890.1:2004).
- Australian Standard, Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2:2018)
- Australian/ New Zealand Standard, Parking Facilities Part 6: Off-Street Car Parking for People with Disabilities (AS/NZS2890.6:2015).
- Traffic surveys as detailed within this report.
- An inspection of the subject site and surrounds.
- Other documents as nominated.

¹ Ref: PPR 51381/26 dated 10/06/2026 & Ref: PPR 51604/26 dated 24/06/2026.

² Ref: 24098T-LET01-F01 & 24098T-LET02-F01, respectively.

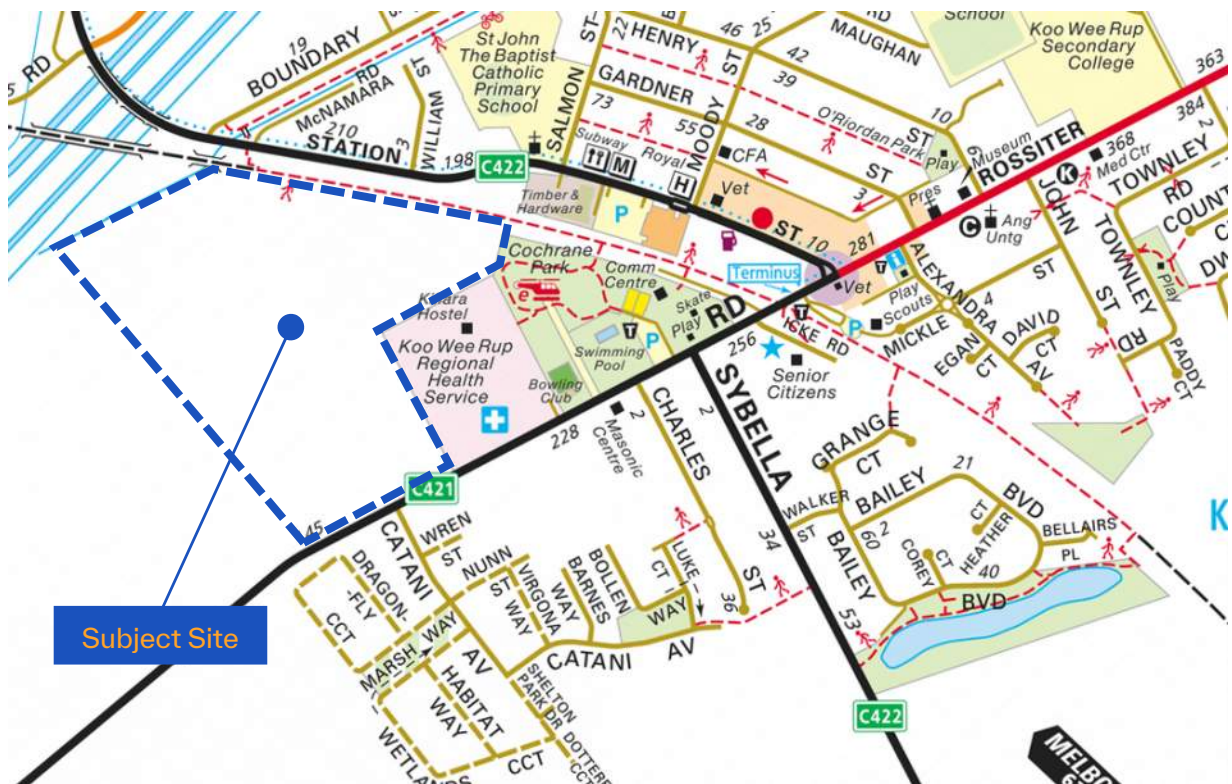
2. Existing Conditions

2.1. Location and Environment

The site of the proposed residential subdivision is located on the northern side of Rossiter Road in Koo Wee Rup.

The site location is shown in Figure 2.1 with an aerial provided in Figure 2.2.

Figure 2.1: Site Location



Source: Melways

Figure 2.2: Aerial View of the Subject Site and Surrounds



Source: Nearmap

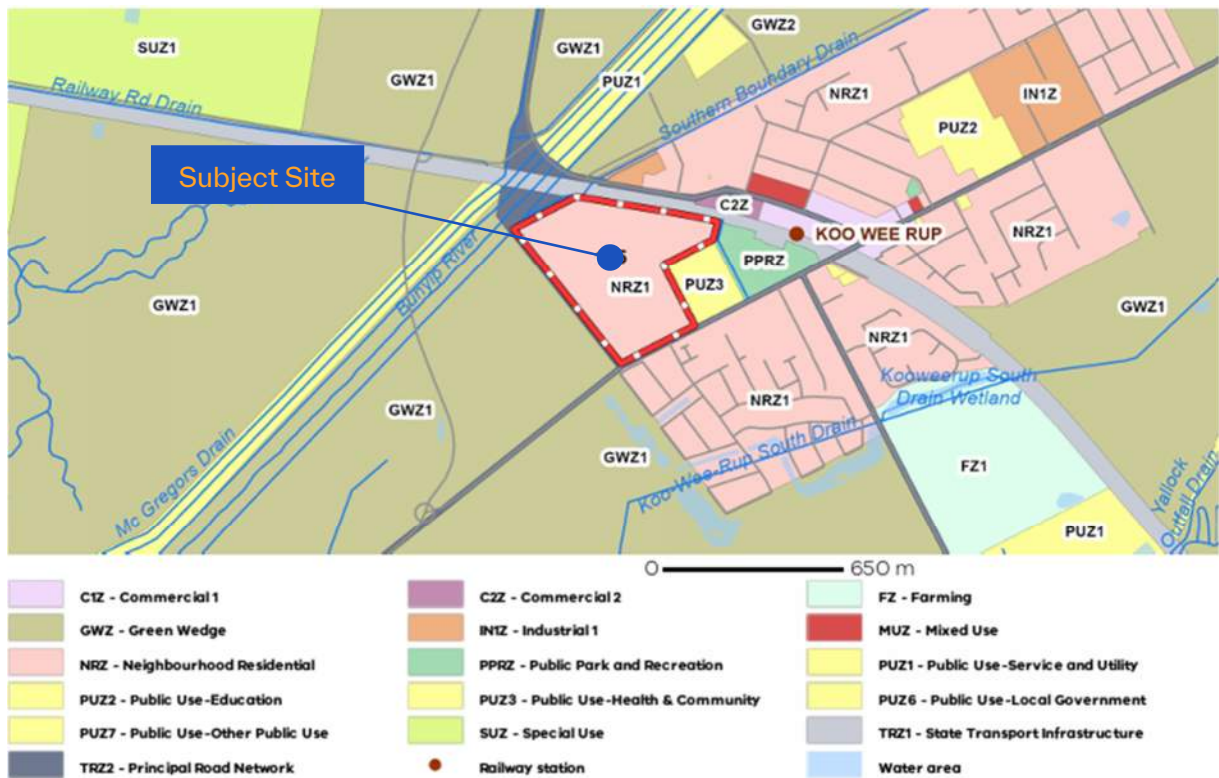
The subject site is irregular in shape and has a frontage of approximately 298m to Rossiter Road and a total area of approximately 24.4 hectares.

The subject site is currently occupied by a single storey residential dwelling surrounded by vacant land. The subject site is located within a Neighbourhood Residential Zone (NRZ1).

The subject site is subject to the following overlays, with land zoning is depicted in Figure 2.3:

- Development Plan Overlay – Schedule 22 (DPO22).
- Land Subject to Inundation Overlay Schedule (LSIO).

Figure 2.3: Planning Scheme Land Zoning



Source: VicPlan

Land uses surrounding the subject site are primarily rural in nature, with residential development occurring to the east and south, and educational land uses bordering the site along the eastern boundary.

2.2. Road Network

Rossiter Road is classified as a Transport Road Zone (TRZ2) that generally runs in a northeast-southwest direction between South Gippsland Highway to the southwest and Koo Wee Rup – Long Warry Road and is under the jurisdiction of DTP.

Within the vicinity of the site, it has a carriageway width of approximately 6.5 metres, accommodating one lane of traffic in each direction with unsealed shoulders on each side.

Kerbside parking is permitted on both sides. It operates with a posted speed of 60km/hr and footpaths have been provided on both sides.

A typical view of Rossiter Road in the vicinity of the site is shown in Figure 2.4 and Figure 2.5.

Figure 2.4: Rossiter Road facing West



Source: Google Maps Street View

Figure 2.5: Rossiter Road facing East



Source: Google Maps Street View

Shelton Park Drive is a local road under the jurisdiction of Cardinia Shire Council.

Within the vicinity of the site, it has a carriageway width of approximately 7.5 metres, accommodating one lane of traffic in each direction. Kerbside parking is permitted on both sides. It operates with a default speed of 50km/hr and footpaths have been provided on both sides.

A typical view of Shelton Park Drive is provided in Figure 2.6 and Figure 2.7.

Figure 2.6: Shelton Park Drive facing North



Source: Google Maps Street View

Figure 2.7: Shelton Park Drive facing South



Source: Google Maps Street View

It should also be noted that a 'Paper Road' currently exists along the western boundary of the site.

2.3. Surrounding Intersections

Key intersections within the vicinity of the subject site include:

- Rossiter Road / Shelton Park Drive (Unsignalised intersection).
- Rossiter Road / Koo Wee Rup Bypass (Roundabout).

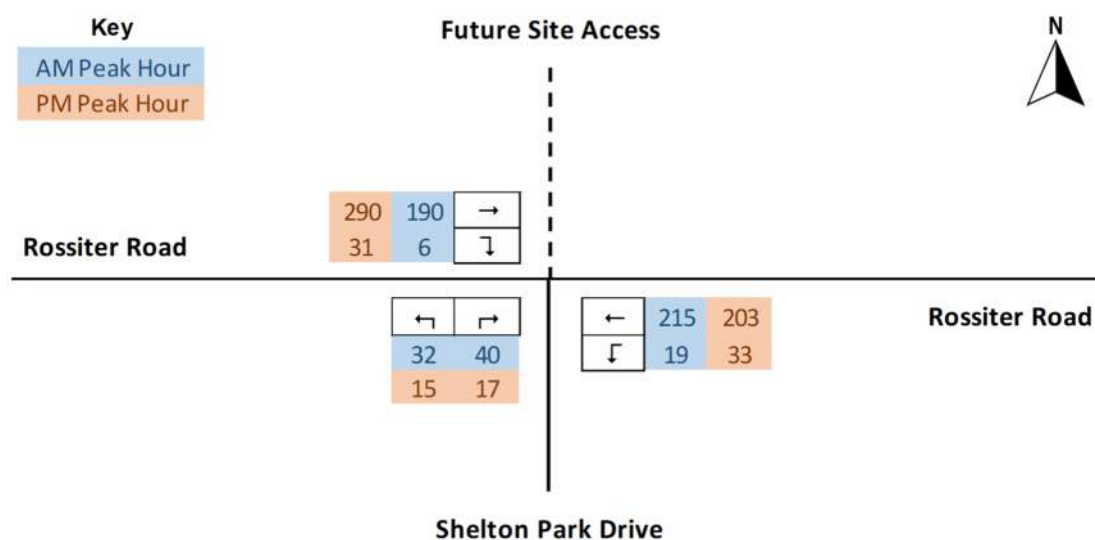
2.4. Existing Traffic Volumes

To establish baseline traffic conditions within the vicinity of the subject site, Ratio commissioned turning movement counts at the Rossiter Road / Shelton Park Drive intersection.

The preceding intersections were surveyed on Thursday 13 November 2025 between 7:00am-10:00am and 3:00pm-6:00pm.

The peak hour turning movements are shown in Figure 2.8 and are attached in full as Appendix B of this report.

Figure 2.8: Peak Hour Traffic Survey Results



2.5. Intersection Analysis

General

An existing conditions peak hour intersection analysis has been undertaken of the Rossiter Road / Shelton Park Drive intersections, using the analysis program SIDRA Intersection.

SIDRA Parameters

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).

Degree of Saturation (DOS) is a ratio of arrival (or demand) flow to capacity. DOS above 1.0 represent oversaturated conditions and a DOS below 1.0 represent undersaturated conditions.

The operational rating associated with the DOS is summarised in Table 2.1.

Table 2.1: Ratings of Degree of Saturation (DoS)

Degree of Saturation (DoS)	Rating
Up to 0.6	Excellent
0.61 – 0.70	Very Good
0.71 – 0.80	Good
0.81 – 0.90	Fair
0.91 – 1.00	Poor
Greater than 1.00	Very Poor

Although operating conditions with a degree of saturation around 1.00 are undesirable, it is acknowledged that this level of congestion is typical of many metropolitan intersections during the AM and PM peak hours.

The 95th percentile queue length is the value below which 95 percent of all observed cycle queue lengths fall, or 5 percent 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.

Rossiter Road / Shelton Park Drive

The results for the existing peak hour intersection analysis for the Rossiter Road / Shelton Park Drive intersection are summarised in Table 2.2, with full results provided as Appendix C.

Table 2.2: Existing Peak SIDRA – Rossiter Road / Shelton Park Drive Intersection

Approach	Movement	AM Peak Hour			PM Peak Hour		
		DoS	95%ile Queue (m)	Average Delay (s)	DoS	95%ile Queue (m)	Average Delay (s)
Shelton Park Drive	Left	0.09	2	6	0.04	1	6
	Right	0.09	2	9	0.04	1	10
Rossiter Road (E)	Left	0.13	0	6	0.13	0	6
	Through	0.13	0	0	0.13	0	0
Rossiter Road (W)	Through	0.11	0	0	0.16	0	0
	Right	0.01	0	6	0.02	1	6
Intersection		0.13			0.16		

Based on the above, the Rossiter Road / Shelton Park Drive intersection is currently operating within 'Excellent' conditions in the AM and PM peak hour, with minimal queues and delays projected.

2.6. Sustainable Transport

Public Transport

The subject site has limited access to the public transport network with three bus services operating within close proximity of the subject site. The public transport services operating in the vicinity of the subject site are summarised in Table 2.3.

Table 2.3: Bus Services in the Vicinity of the Subject Site

Route Description	Nearest Stop	Walking Distance
Fountain Gate - Cowes	Koo Wee Rup Bus Interchange	650 metres
Pakenham – Koo Wee Ruo		
Melbourne – Inverloch / Cowes (Coach)		

Only the Melbourne – Inverloch / Cowes coach service, of the services listed above, travels along the frontage of the site.

Bicycle and Pedestrian Network

The subject site enjoys a connected pedestrian network, with all streets in the local area having sealed footpaths and street lighting.

Pedestrians are facilitated with footpaths provided along the southern side of Rossiter Road, with signalised pedestrian crossing provided to the east of the site at the Rossiter Road / Station Street intersection.

The site also has access to external bicycle facilities, including shared paths along Sybella Avenue as well as bicycle trails through Cochrane Park and Koo Wee Rup Trail.

2.7. Crash Analysis

A review has been conducted of the VicRoads 'CrashStats' database for the five-year period of available data for any reported casualty crashes. The database records all accidents causing injury that have occurred in Victoria since 1987 (as recorded by Victorian Police) and categorises these accidents as follows:

- Fatal Injury:* *At least one person was killed in the accident or died within 30 days as a result of the accident.*
- Serious Injury:* *At least one person is sent to Hospital as a result of the accident.*
- Other Injury:* *At least one person required medical treatment as a result of the accident.*

Having undertaken a review of the roads proximate to the development site, including the intersections listed within the preceding sections, no reported casualty crashes have been identified within the last 5 years.

Accordingly, the crash analysis suggests there are no existing road safety issues within the surrounding road network.

3. The Proposal

3.1. Development Plan

The proposal seeks to subdivide the land to provide 87 individual residential lots.

For reference, an excerpt of the site plan is provided in Figure 3.1, with a copy of the development plans also provided in Appendix A of this report.

Figure 3.1: Site Layout Plan



Source: KLM Spatial

3.2. Indicative Residential Village

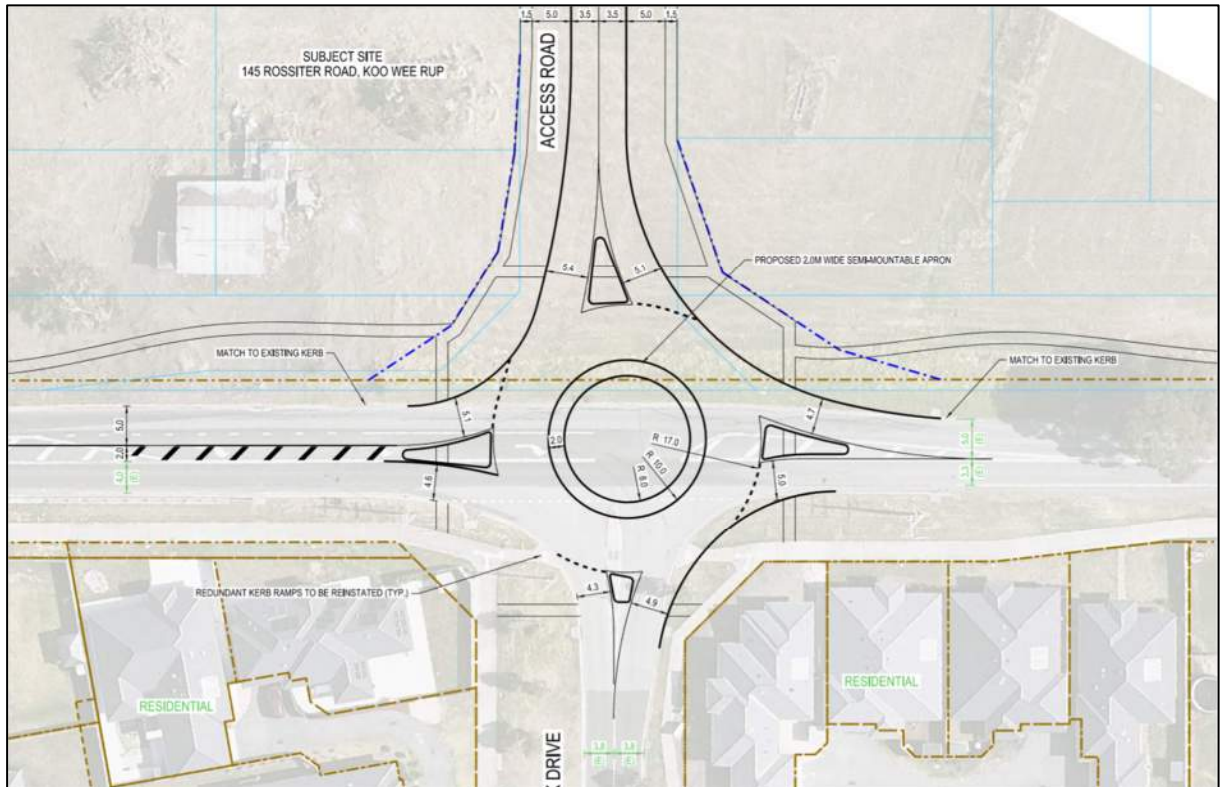
It is noted that a portion of the site within the centre is currently shown as an indicative future residential village, which could accommodate approximately 165 dwellings. The specific design and layout of this area will be refined and confirmed through a separate planning application.

3.3. Access

Vehicle access to the site is proposed to be provided via the upgrade of the existing Rossiter Road / Shelton Park Drive intersection to a four-legged roundabout, with the new northern leg providing access to the development site.

A Concept Layout Plan of the proposed roundabout has been prepared and is shown in Figure 3.2 and attached in full as Appendix D.

Figure 3.2: Concept Layout Plan – Site Access Roundabout



3.4. Internal Road Network

The proposed internal road hierarchy is shown in Figure 3.4 of this report.

The internal road network will primarily comprise a 16m wide Access Street cross section with a reduced cross section from 16m to 14.5m of the Access Street Level 1 adjacent open space. The access road connecting the site to Rossiter Road is proposed to comprise a 20m wide cross section.

Furthermore, two (2) extended driveways, a hammerhead treatment, and a court bowl is identified and proposed within the site.

The proposed road cross sections are shown in Figure 3.3 with the road hierarchy shown in Figure 3.4.

Figure 3.3: Proposed Road Cross Sections

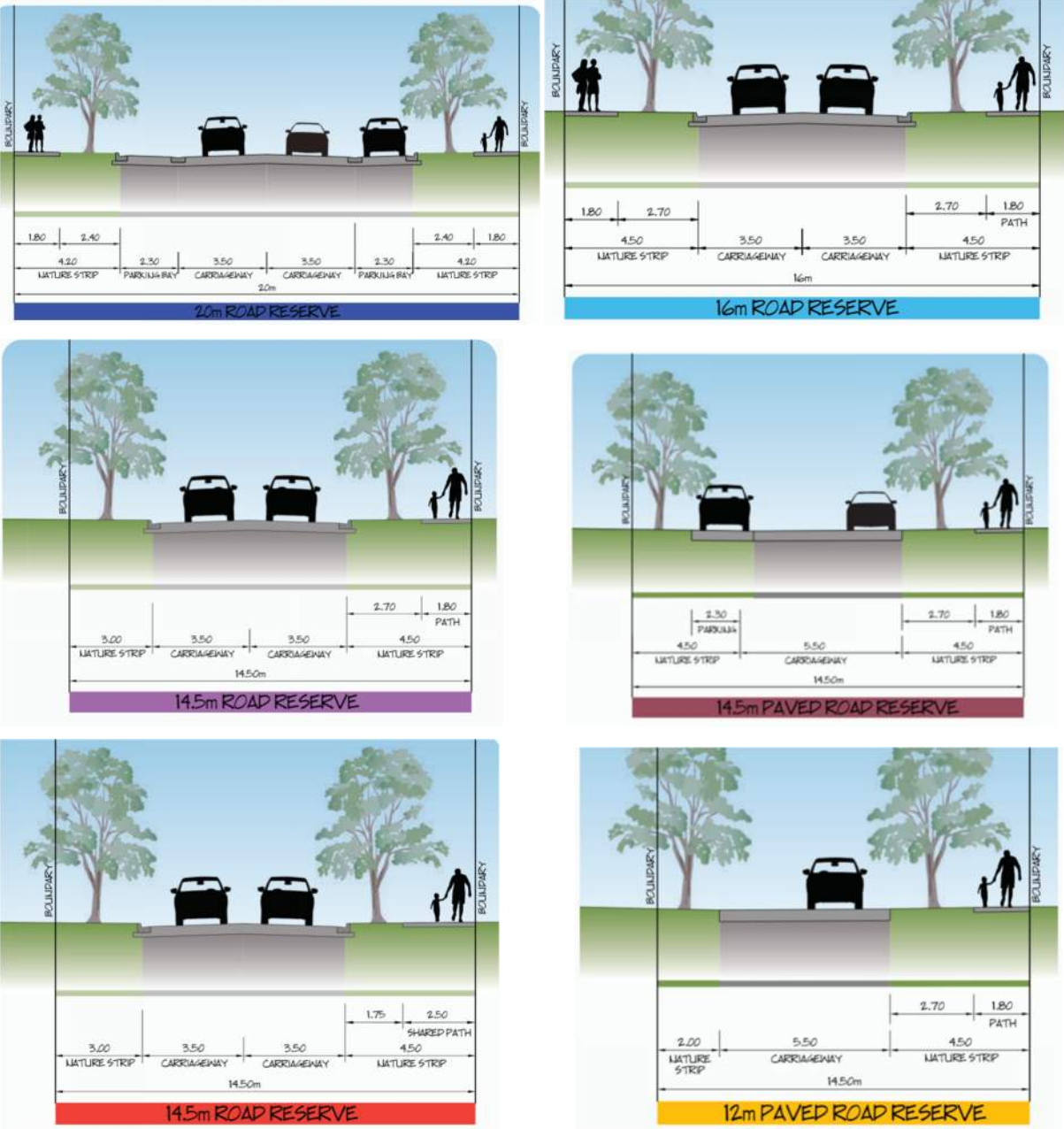


Figure 3.4: Proposed Road Hierarchy



Upon review of the above, the road hierarchy of proposed development is generally consistent with requirements. The only disparity to the proposed road network being the reduced cross section from 16m to 14.5m of the Access Street Level 1 adjacent the reserves/open space.

Given that the reserves/open space is located adjacent to the streets shown in Figure 3.4, a portion of the typical verge will naturally be included within the reserve/open space that is expected to include a pathway and surrounding landscaping.

3.5. Pedestrian and Bicycle Connectivity

The proposal will contain excellent pedestrian facilities with footpaths/shared paths provided on at least one side of all streets within the residential subdivision.

Good connectivity is also proposed between the subject site and the wider area, with additional connections to be provided to the surrounding area in conjunction with the neighbouring developments.

A shared path is proposed to be provided on the residential side of roads generally along the western boundary and the northern boundary of the site, providing a connection into the open space at the northeast corner of the site.

The pedestrian and shared path network is shown in Figure 3.5.

Legend

Shared Path ———

Clause 56 of the Cardinia Shire Planning Scheme recommends that road lengths are ideally no greater than 240m in length, in order to maintain reasonable vehicle speeds throughout the local road network.

Following a review of the road network, it is identified that a number of roads are greater than 240m long, and as such some form of traffic calming is recommended.

The type of traffic calming treatment will be subject to Council preference and approval, however we recommend the provision of a slight kerb outstand or change in pavement treatment. This is a matter of detail that can be addressed as a condition of permit.

4. Public Transport Objectives

4.1. Public Transport Coverage

Clause 56.03 Standard C2, of the Cardinia Planning Scheme states that a subdivision application must include a plan that demonstrates the following street walking distances from existing and proposed public transport stops/stations:

- Bus – 400m
- Tram – 600m
- Train – 800m

As detailed in Section 2.5 of this report, there is currently only one public bus route that operates along Rossiter Road along the site frontage, providing access between Melbourne and Inverloch / Cowes.

Given the above, the proposal is currently unable to satisfy the requirements of Clause 56.03 Standard C2 of the Cardinia Planning Scheme.

It is therefore recommended that further scoping investigations be undertaken the relevant authorities in order to potentially provide a future bus route along Rossiter Road in order to supply public transport accessibility to future residents of the subject site and local community.

5. Planning Scheme Assessment

5.1. Clause 56.06 Access and Mobility Management

Clause 56 of the Cardinia Planning Scheme relates to Residential Subdivision, which aims “to create liveable and sustainable neighbourhoods and urban places with character and identity”.

The section of Clause 56 most relevant to traffic, alternative transport modes, access and parking considerations are outlined in Clause 56.06 Access and Mobility Management.

The objectives of Clause 56.06 are discussed as follows:

5.2. Integrated Mobility Objectives – Clause 56.06-1

Objective

The objectives of this clause are to achieve an urban structure that encourages walking, cycling, public transport usage and a reduced dependence on private vehicle travel.

To facilitate the above objectives, neighbourhoods should be supported by larger activity centres that have good access to public transport.

Assessment

The proposed subdivisional road network has been designed for substantial integrated mobility networks to be created with strong linkages to recreational facilities and future linkages to neighbouring land parcels.

The above is identified within Section 3.4 of this report and as such, the objectives of Clause 56.06-1 of the Cardinia Planning Scheme are considered to be met.

5.3. Walking and Cycling Objectives – Cl 56.06-2 & 5

Objective

The objective is to create a subdivision that encourage walking and cycling by providing safe and direct movement through and between neighbourhoods for pedestrians and cyclists.

Assessment

The proposed road network provides good connectivity throughout the estate and also to the adjacent land uses. Footpaths are provided on both sides of the road for the vast majority of streets, to facilitate pedestrian movements. A shared path is provided on one side of the road which facilitates both pedestrian and cyclist movements. Otherwise, cyclists can utilise the carriageway in a shared fashion with motorists where appropriate, which is an outcome within expectations of a residential area.

The above is identified within Section 3.4 of this report and as such, the objectives of Clauses 56.06-2 & 5 of the Cardinia Planning Scheme are considered to be met.

5.4. Public Transport Objectives - Clause 56.06-3 & 6

Objectives

The objective is to encourage the use of existing public transport infrastructure, and to create new services that provide links to surrounding activity nodes.

Assessment

The internal street network has been designed to provide convenient pedestrian access to future bus routes, in the event that they are provided.

The above is identified within Section 4.1 of this report and as such, the objectives of Clauses 56.06-3 & 6 of the Cardinia Planning Scheme are considered to be met.

5.5. Neighbourhood Street Network Objectives – Clause 56.06-4 & 7

Objectives

The objective is for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles.

Assessment

The subdivision has been designed with a permeable road network allowing excellent connectivity throughout the proposed development.

The above is identified within Section 3.5 of this report and as such, the objectives of Clauses 56.06-4 & 7 of the Cardinia Planning Scheme are considered to be met.

5.6. Lot Access Objectives – Clause 56.06-8

Objectives

The intent is to provide for safe vehicle access between roads and subdivision lots.

Assessment

The site access is sufficiently setback from Rossiter Road, with no internal conflict points for vehicles.

5.7. Summary

The proposed residential development has been designed in accordance with the Access and Mobility Objectives outlined in Clause 56.06 of the Cardinia Planning Scheme.

6. Site Access Design

6.1. Roundabout

Site access is proposed to be provided via a vehicle connection with the existing Rossiter Road/Shelton Park Drive unsignalised t-intersection. As the proposed vehicle access will create a cross intersection arrangement with the existing intersection, it is proposed to construct and implement a roundabout treatment.

In negotiations with DTP during the planning process, the concept layout plan for the roundabout treatment has been provided to demonstrate a more balanced deflection for eastbound and westbound movements along Rossiter Road.

Of importance is the following:

- The roundabout is to accommodate single approach and departure lane in each direction.
- The roundabout is located close to the centreline of Rossiter Road.
- Splitter islands are designed and proposed such that they can achieve an appropriate entry path radii.
- Minor kerb adjustments are required at the southeast corner of the proposed roundabout intersection.

The concept layout plan is attached within Appendix D of this report.

7. Traffic Assessment

7.1. Traffic Generation

Residential Subdivision

Case study data indicates that residential developments with similar characteristics to the subject site typically generate up to 8 vehicle movements per dwelling per day, with traffic generation surveys during the peak hours indicating a rate of 0.63 and 0.71 vehicle movements per hour in the AM and PM peak hours, respectively.

For the purpose of a robust and conservative assessment on the high side, a rate of 8 vehicle movements per day and 0.8 vehicle movements per lot has been adopted during the AM and PM peak hours.

Residential traffic is typically split between inbound and outbound movements in the AM and PM peak hours as follows:

- **AM Peak Hour:** 70% outbound / 30% inbound.
- **PM Peak Hour:** 40% outbound / 60% inbound.

Accordingly, the proposed 87 lot residential subdivision is anticipated to generate approximately 70 vehicle movements during the AM and PM peak hour periods.

The anticipated traffic generation associated with the residential subdivision aspect of the proposal is summarised in Table 7.1.

Table 7.1: Projected Traffic Generation – Residential Subdivision

	AM Peak	PM Peak	Daily Trips
Arriving Trips	21 trips	42 trips	348 trips
Departing Trips	49 trips	28 trips	348 trips
Total Trips	70 trips	70 trips	696 trips

Indicative Residential Village

To determine the anticipated traffic generation for the future residential village, a review of average peak hour traffic generation from retirement village case studies has been undertaken.

While this proposal is not a 'retirement' village, it is for 'over 55s' who are typically either retired or working part time. As such, the retirement village case studies are considered most relevant in comparison to regular residential uses.

The AM Peak Hour was estimated based on the average of 4 retirement villages across Victoria, while the PM peak also was based on the above villages plus an additional village in Cranbourne West and 8 other retirement villages across NSW. The case studies are outlined below.

Table 7.2: Case Study Traffic Generation Rates

Village	AM Peak	PM Peak
Rylands, Brighton VIC	0.28	0.24
Templestowe Orchards Retirement Village, Templestowe VIC	0.15	0.18
Mingarra Retirement Village, Croydon VIC	0.18	0.35
Hunters Green Retirement Village, Cranbourne West VIC	-	0.21
Burwood Terrace, Burwood East VIC	0.25	0.19
Retirement Village, Dee Why NSW	-	0.36
Retirement Village, Allambie Heights NSW	-	0.06
Retirement Village, Preston NSW	-	0.17
Retirement Village, Bonnells Bay NSW	-	0.23
Retirement Village, Wamberal NSW	-	0.31
Retirement Village, Kincumber NSW	-	0.23
Retirement Village, Tahmoor NSW	-	0.03
Retirement Village, Bowral NSW	-	0.33
Average	0.22	0.23

A further sanity check on data presented in Table 6.2 has been undertaken with guidance sourced from the land use trip generation information within the Transport for New South Wales “Guide to Transport Impact Assessment” document.

In this respect, surveys indicate a PM peak hour traffic generation for housing for seniors of 0.23 trips per dwelling for regional areas. This is consistent with the expected PM peak hour traffic generation provided above and is therefore considered fit-for-purpose.

As outlined in Table 7.2 and the sanity check above the average peak hour traffic generation rates at these sites are as follows:

- **AM Peak Hour:** 0.22 vehicle movements / occupied unit.
- **PM Peak Hour:** 0.23 vehicle movements / occupied unit.

These rates are notably lower than typical residential dwelling traffic generation rates, as the occupants of retirement living / over 50’s villages are most often retired and therefore do not need to be commuting to/from work during the road network peak hours and do not generate the demand for the same number of daily trips.

In addition, the above-mentioned surveys indicate a directional split of traffic generation (i.e., the ratio between the inbound and outbound movements) of 45:55 during the AM peak hour and 70:30 during the PM peak hour. Furthermore, peak hour periods typically represent 10% of daily traffic trips.

Applying the preceding assumptions to the proposed 165 units associated with the proposal result in the following traffic movements.

Table 7.3: Projected Traffic Generation – Residential Village

	AM Peak	PM Peak	Daily Trips
Arriving Trips	16 trips	27 trips	190 trips
Departing Trips	20 trips	11 trips	190 trips
Total Trips	36 trips	38 trips	380 trips

Total Trips

The total traffic generation of the development is summarised in Table 7.4.

Table 7.4: Total Projected Traffic Generation

	AM Peak	PM Peak	Daily Trips
Arriving Trips	37 trips	69 trips	538 trips
Departing Trips	69 trips	39 trips	538 trips
Total Trips	106 trips	108 trips	1,076 trips

The proposed 87 residential subdivision lots and 165 indicative residential village lots are anticipated to generate 106 vehicle movements during the AM peak and 108 vehicle movements during the PM peak hour, and 1,076 daily vehicle movements.

7.2. Daily Traffic Volumes

Based on the preceding discussions, the anticipated daily traffic volumes generated by the subject site were modelled, shown in Figure 6.1.

As shown in this figure, all daily traffic volumes are anticipated to be under the relevant indicative upper maximums (i.e. 2,000 – 3,000 vehicles per day).

Based on the preceding analysis the proposed road hierarchy is considered appropriate and well under maximum daily thresholds.

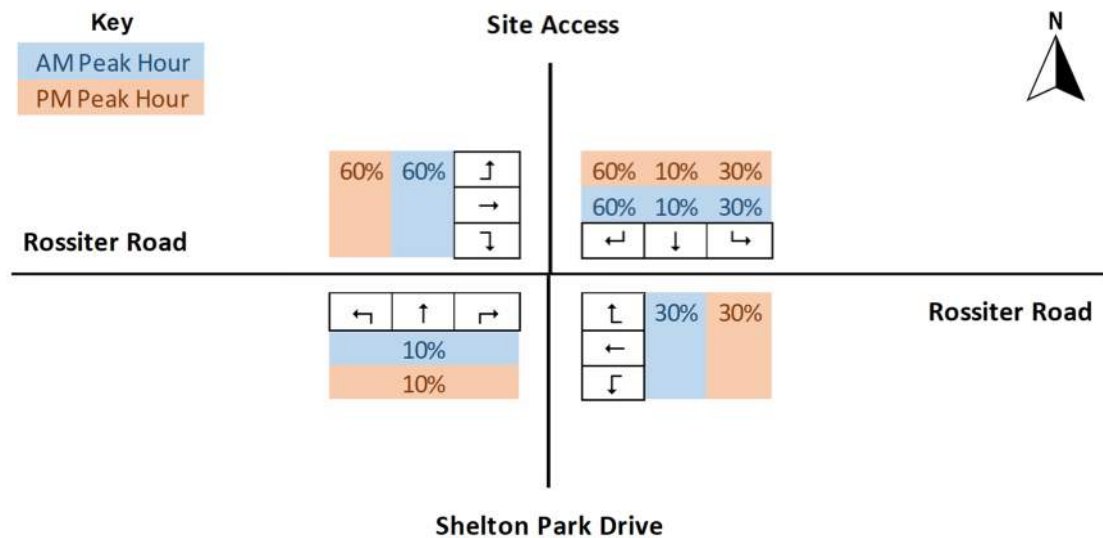
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Access to the wider road network will be provided via a new connection to Rossiter Road along the southern boundary via converting the existing Rossiter Road / Shelton Park Drive intersection into a four-leg roundabout.

- 30% east to Koo Wee Rup and other destinations.
- 60% west to South Gippsland Highway and other destinations.
- 10% south to South Gippsland Highway (alternative route).

ratio: 24098T-REP01-F02 145 Rossiter Road, Koo Wee Rup

Figure 7.2: Traffic Distribution



7.4. Rate of Development

Typically, residential subdivisions construct dwellings at a rate of approximately 100–150 dwellings per year. This estimate is considered conservative, noting that a lower rate of development would result in fewer traffic movements.

For the currently proposed 87-lot residential subdivision, it is anticipated that the earliest dwellings would be constructed and occupied by the end of 2026, given that development has not yet commenced and that a typical dwelling can take in the order of nine months to construct. On this basis, the subdivision is assumed to be fully occupied by the end of 2027.

The traffic assessment has been expanded to include the future indicative residential village of up to 165 dwellings, which will be subject to a separate planning application. For the purposes of this assessment, it has been assumed that the residential village would be delivered following completion of the initial subdivision and constructed at a similar conservative rate of development.

On this basis, and assuming a delivery rate of approximately 100–150 dwellings per year, the residential village could reasonably be expected to be fully constructed and occupied by circa 2029. This timing is indicative only and has been adopted to assess the potential ultimate traffic impacts associated with the future residential village.

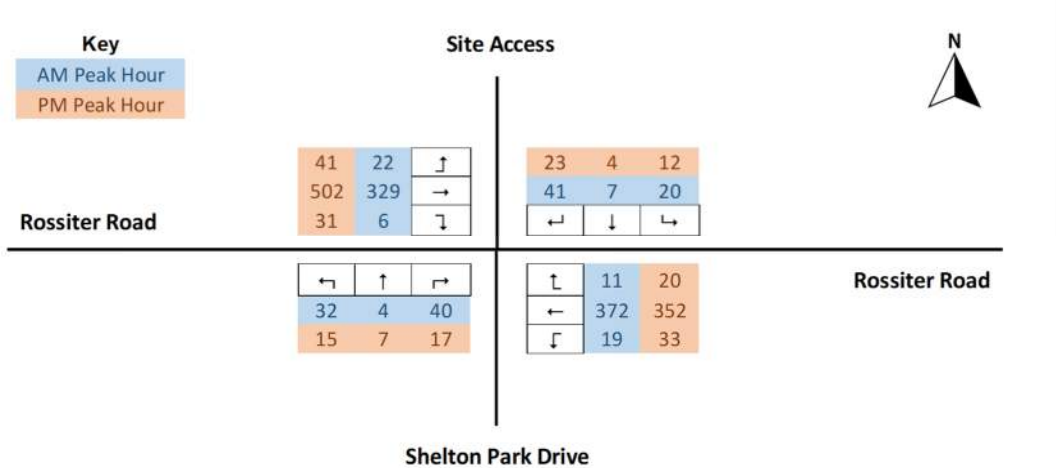
7.5. Traffic Growth

A 4% compound growth rate, up to the modelled year of 2039 (design horizon), has been adopted within the following traffic modelling in line with expectations of the Department of Transport and Planning, despite typical expectations of a 2% growth rate for this locality.

Notwithstanding, for the purposes of a conservative and robust assessment to the satisfaction of the DTP, 4% compounding growth rate has been adopted.

The resultant anticipated post development peak hour traffic volumes at the Rossiter Road / Shelton Park Drive / Site Access roundabout are shown in Figure 6.3.

Figure 7.3: Post Development Traffic Volumes (4% Growth)



7.6. Intersection Analysis

General

A future conditions peak hour intersection analysis has been undertaken of the Rossiter Road / Shelton Park Drive / Site Access roundabout, using the analysis program SIDRA Intersection.

The Rossiter Road / Shelton Park Drive / Site Access roundabout has been modelled consistent with the Concept Layout Plan as shown in Figure 3.2 and attached in full as Appendix D.

Rossiter Road / Shelton Park Drive / Site Access roundabout

Having regard to the above, the results for the 10-year post development peak hour intersection analysis for the Rossiter Road / Shelton Park Drive / Site Access roundabout are summarised in Table 6.5, with full results provided as Appendix E of this report.

Table 7.5: Post Development Peak SIDRA – Rossiter Road / Shelton Park Drive / Site Access roundabout (10-year Assessment, 2039)

Approach	Movement	AM Peak Hour			PM Peak Hour		
		DoS	95%ile Queue (m)	Average Delay (s)	DoS	95%ile Queue	Average Delay (s)
Shelton Park Drive	Left	0.08	2	6	0.04	1	6
	Through	0.08	2	6	0.04	1	6
	Right	0.08	2	10	0.04	1	10
Rossiter Road (E)	Left	0.32	12	4	0.32	12	4
	Through	0.32	12	5	0.32	12	5
	Right	0.32	12	9	0.32	12	9
Site Access	Left	0.08	2	6	0.05	1	6
	Through	0.08	2	6	0.05	1	7
	Right	0.08	2	10	0.05	1	11
Rossiter Road (W)	Left	0.30	7	4	0.46	12	4
	Through	0.30	7	5	0.46	12	5
	Right	0.30	7	9	0.46	12	9
Intersection		0.32			0.46		

Based on the above conservative assessment, the Rossiter Road / Shelton Park Drive / Site Access roundabout is expected to operate under 'Excellent' conditions during both the AM and PM peak hours, with minimal queueing and minimal delays on all approaches for the 10-year horizon assessment.

The preceding analysis demonstrates that the traffic generated by the proposed development for the 10-year assessment, including the future residential village, will have a negligible impact on the performance of either Rossiter Road or Shelton Park Drive.

Importantly, the conversion of the existing Rossiter Road / Shelton Park Drive T-intersection into a four-leg roundabout will operate effectively and does not introduce any operational constraints or adverse effects on the surrounding road network for the 10-year horizon assessment.

Overall, the proposed access arrangement is considered appropriate from a traffic operations perspective.

8. Conclusion

Based on the analysis and discussion presented within this report, the following conclusions are made:

- The subject site will accommodate up to 87 residential lots, with provision for a potential future residential village of up to 165 dwellings located within the central portion of the site, to be assessed under a separate planning application.
- The subdivision has been designed in accordance with the design principles of Clause 56 of the Cardinia Planning Scheme.
- The road network has been designed to facilitate convenient access through the proposed subdivision.
- Good pedestrian connectivity will be provided throughout the subject site and ultimately to the broader road network.
- It is recommended that the relevant authorities explore the opportunities for a connection to bus routes along Rossiter Road so that the estate will be within convenient walking distance of bus stops in the future.
- Vehicle access to the site is proposed to be provided via the upgrade of the existing Rossiter Road / Shelton Park Drive intersection to a four-legged roundabout, with the new northern leg providing access to the development site.
- The residential subdivision component of the development is anticipated to generate approximately 696 vehicles per day, with 70 vehicles per hour during peak periods.
- The internal daily volume traffic estimates, including an allowance for the future residential village, are well under the specified maximum traffic levels identified in the Planning Scheme.
- The traffic generated by the proposed development, together with an allowance for the future residential village, can be satisfactorily accommodated by the surrounding road network following construction of the proposed four-legged roundabout, without giving rise to adverse traffic safety or capacity impacts.

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

Appendix A - Development Plans

DEVELOPMENT PLAN 01

145 Rossiter Road Koo Wee Rup

LEGEND

- RESIDENTIAL LOTS & ROAD RESERVE
- RESIDENTIAL VILLAGE - SUBJECT TO FUTURE PLANNING PERMIT APPLICATION
- VEGETATION PROTECTION RESERVE (12m WIDE)
- LANDSCAPE BUFFER (10m WIDE)
- HABITAT RESERVE (BANDICOOT CORRIDOR AND GROWLING GRASS FROG POND)
- DRAINAGE RESERVE (WETLAND/RETARDING BASIN)
- OPEN SPACE RESERVE
- DEFENDABLE SPACE BUFFER
- GROWLING GRASS FROG WETLAND

PARCEL DETAILS

	AREA	SITE %
TOTAL SITE AREA:	24.37ha	
RESIDENTIAL LAND:	9.75ha	40.0%
RESIDENTIAL VILLAGE LAND:	7.419ha	30.4%
VEGETATION PROTECTION RESERVE:	2948m ²	1.2%
LANDSCAPE BUFFER:	5645m ²	2.3%
HABITAT AREA:	4.121ha	17.0%
DRAINAGE RESERVE:	1.418ha	5.8%
PUBLIC / OPEN SPACE:	8000m ²	3.3%

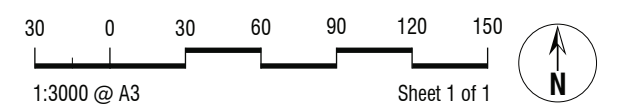
* TITLE INFORMATION SHOWN HEREON IS BASED ON PLAN DIMENSIONS ONLY.

PROPOSED DEVELOPMENT SUBJECT TO FURTHER INVESTIGATION ON SITE CONSTRAINTS RELATING TO ENVIRONMENTAL AND SERVICEABILITY.

KLM SPATIAL CAN THEREFORE ACCEPT NO RESPONSIBILITY FOR RELIANCE ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THE LAND.

Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.1 Version: 3 Date: 20-07-2026



MASTER PLAN 02
145 Rossiter Road Koo Wee Rup

- LEGEND**
- RESIDENTIAL LOTS
 - ROAD RESERVE
 - WETLAND
 - DRAINAGE RESERVE
 - VEGETATION PROTECTION RESERVE
 - BANDICOOT CORRIDOR
 - PUBLIC OPEN SPACE
 - LANDSCAPE BUFFER
 - GROWLING GRASS FROG HABITAT
 - RESIDENTIAL VILLAGE INDICATIVE LAYOUT - SUBJECT TO FUTURE PLANNING PERMIT APPLICATION
 - PRECINCT BOUNDARY
 - LOT BOUNDARY
 - STAGE BOUNDARY
 - 3m WIDE SHARED PATH
 - 2.5m WIDE SHARED PATH
 - 1.8m WIDE FOOTPATH
 - EXISTING DRAINAGE ALIGNMENT
 - PROPOSED DRAIN CONNECTION
 - MIN MAINTENANCE ACCESS - (SUBJECT TO DETAIL DESIGN)
 - PROPOSED RESIDENTIAL VILLAGE FOOTPATH
 - INDENTED PARKING

PARCEL DETAILS	AREA	SITE %
TOTAL SITE AREA:	24.37ha	
RESIDENTIAL VILLAGE AREA:	7.419ha	30.4%
VEGETATION PROTECTION RESERVE:	2948m ²	1.2%
LANDSCAPE BUFFER:	5645m ²	2.3%
HABITAT AREA:	4.121ha	16.9%
DRAINAGE RESERVE:	1.418ha	5.8%
PUBLIC / OPEN SPACE:	8000m ²	3.3%
ROAD RESERVES:	3.06ha	12.6%
SALEABLE LAND:	6.69ha	27.5%
N.P.A.:	17.17ha	70.5%
LOT YIELD:	87	
AVERAGE LOT SIZE:	769m ²	

NOTE:
STAGE 0 EPBC WORKS TO BE DONE IN ACCORDANCE WITH THE ENVIRONMENTAL MANAGEMENT PLAN REPORT NO. 22058.02 (2.9), PREPARED BY NATURE ADVISORY (JULY 2025) AS PART OF EPBC DECISION 2023/09694.

STAGE 4 CAN BE COMMENCED ANY TIME AFTER THE COMPLETION OF STAGE 2.

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PROPOSED DEVELOPMENT SUBJECT TO FURTHER INVESTIGATION ON SITE CONSTRAINTS RELATING TO ENVIRONMENTAL AND SERVICEABILITY.

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Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.2 Version: 3 Date: 20-07-2026
30 0 30 60 90 120 150
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INDICATIVE LOT LAYOUT 03

145 Rossiter Road Koo Wee Rup

LEGEND

SALEABLE LAND

ROAD RESERVE

WETLAND

DRAINAGE RESERVE

VEGETATION PROTECTION RESERVE

BANDICOOT CORRIDOR

PUBLIC OPEN SPACE

LANDSCAPE BUFFER

GROWLING GRASS FROG HABITAT

DEFENDABLE SPACE BUFFER

TITLE BOUNDARY

LOT BOUNDARY

STAGE BOUNDARY

3m WIDE SHARED PATH

2.5m WIDE SHARED PATH

1.8m WIDE FOOTPATH

PROPOSED DRAIN CONNECTION

MIN MAINTENANCE ACCESS (SUBJECT TO DETAIL DESIGN)

IMPUTED PARKING

PARCEL DETAILS	AREA	SITE %
TOTAL SITE AREA:	24.37ha	
RESIDENTIAL VILLAGE AREA:	7.419ha	30.4%
VEGETATION PROTECTION RESERVE:	2948m²	1.2%
LANDSCAPE BUFFER:	5645m²	2.3%
HABITAT AREA:	4.121ha	16.9%
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PUBLIC / OPEN SPACE:	8000m²	3.3%
ROAD RESERVES:	3.06ha	12.6%
SALEABLE LAND:	6.69ha	27.5%
N.P.A.:	17.17ha	70.5%
LOT YIELD:	87	
AVERAGE LOT SIZE:	769m²	

RESIDENTIAL NOTES:
ONLY ONE CROSSOVER PER LOT.
FRONT FENCES TO BE NO MORE THAN 1.2m IN HEIGHT.
FENCES ON SECONDARY ROAD FRONTAGE OR WITH SIDE BOUNDARY ADJACENT TO OPEN SPACE TO BE 1.8m TALL FOR NO MORE THAN 50% OF BOUNDARY LENGTH. BALANCE OF FENCE TO BE LESS THAN 1.2m. AS PER TYPICAL DESIGN GUIDELINES APPLIED BY MCP. ACCESS FOR LOT 2 ON PS321029K AND ADJACENT PUBLIC OPEN SPACE TO BE DELIVERED AS PART OF DEVELOPMENT. EXISTING HV LINES TO BE RELOCATED UNDERGROUND.

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Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.3

Version: 3

Date: 20-07-2026

30 0 30 60 90 120 150

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Sheet 1 of 6

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SEE SHEET 6

STAGE 4
RESIDENTIAL VILLAGE
7.419ha

INDICATIVE LOT LAYOUT 03
145 Rossiter Road Koo Wee Rup

LEGEND

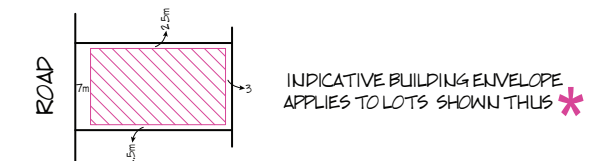
	SALEABLE LAND		TITLE BOUNDARY
	ROAD RESERVE		LOT BOUNDARY
	WETLAND		STAGE BOUNDARY
	DRAINAGE RESERVE		3m WIDE SHARED PATH
	VEGETATION PROTECTION RESERVE		2.5m WIDE SHARED PATH
	BANDICOOT CORRIDOR		1.8m WIDE FOOTPATH
	PUBLIC OPEN SPACE		TYPICAL BUILDING ENVELOPE APPLIES
	LANDSCAPE BUFFER		INDENTED PARKING
	GROWING GRASS FROG HABITAT		
	DEFENDABLE SPACE BUFFER		

PARCEL DETAILS

	AREA	SITE %
TOTAL SITE AREA:	24.37ha	
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VEGETATION PROTECTION RESERVE:	2948m ²	1.2%
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N.D.A.:	17.17ha	70.5%
LOT YIELD:	87	
AVERAGE LOT SIZE:	769m ²	

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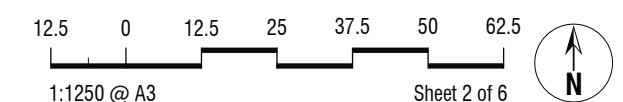
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Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.4 Version: 3 Date: 20-07-2026



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Sheet 2 of 6

INDICATIVE LOT LAYOUT 03
145 Rossiter Road Koo Wee Rup

STAGE 4
RESIDENTIAL VILLAGE
7.419ha

LEGEND

SALEABLE LAND

ROAD RESERVE

WETLAND

DRAINAGE RESERVE

VEGETATION PROTECTION RESERVE

BANDICOOT CORRIDOR

PUBLIC OPEN SPACE

LANDSCAPE BUFFER

GROWLING GRASS FROG HABITAT

DEFENDABLE SPACE BUFFER

TITLE BOUNDARY

LOT BOUNDARY

STAGE BOUNDARY

3m WIDE SHARED PATH

2.5m WIDE SHARED PATH

1.8m WIDE FOOTPATH

TYPICAL BUILDING ENVELOPE APPLIES

PARCEL DETAILS	AREA	SITE %
TOTAL SITE AREA:	24.37ha	
RESIDENTIAL VILLAGE AREA:	7.419ha	30.4%
VEGETATION PROTECTION RESERVE:	2948m ²	1.2%
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N.D.A.:	17.17ha	70.5%
LOT YIELD:	87	
AVERAGE LOT SIZE:	769m ²	

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Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.5 Version: 3 Date: 20-07-2026

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INDICATIVE LOT LAYOUT 03

145 Rossiter Road Koo Wee Rup

LEGEND

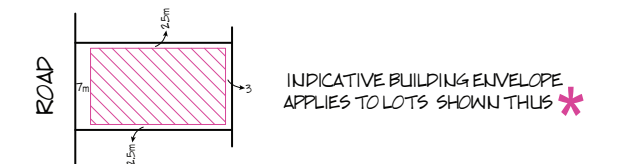
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	ROAD RESERVE		LOT BOUNDARY
	WETLAND		STAGE BOUNDARY
	DRAINAGE RESERVE		2.5m WIDE SHARED PATH
	VEGETATION PROTECTION RESERVE		1.8m WIDE FOOTPATH
	BANDICOOT CORRIDOR		TYPICAL BUILDING ENVELOPE APPLIES
	PUBLIC OPEN SPACE		PROPOSED DRAIN CONNECTION
	LANDSCAPE BUFFER		MIN MAINTENANCE ACCESS - (SUBJECT TO DETAIL DESIGN)
	GROWLING GRASS FROG HABITAT		
	DEFENDABLE SPACE BUFFER		

PARCEL DETAILS

	AREA	SITE %
TOTAL SITE AREA:	24.37ha	
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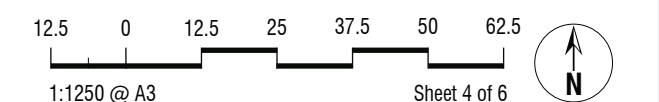
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Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.6 Version: 3 Date: 20-07-2026



INDICATIVE LOT LAYOUT 03

145 Rossiter Road Koo Wee Rup

LEGEND

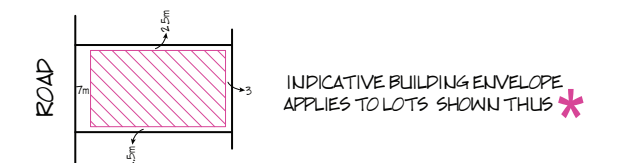
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	ROAD RESERVE		LOT BOUNDARY
	WETLAND		STAGE BOUNDARY
	DRAINAGE RESERVE		2.5m WIDE SHARED PATH
	VEGETATION PROTECTION RESERVE		TYPICAL BUILDING ENVELOPE APPLIES
	BANDICOOT CORRIDOR		
	PUBLIC OPEN SPACE		
	LANDSCAPE BUFFER		
	GROWING GRASS FROG HABITAT		
	DEFENDABLE SPACE BUFFER		

PARCEL DETAILS

	AREA	SITE %
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SALEABLE LAND:	6.69ha	27.5%
N.P.A.:	17.17ha	70.5%
LOT YIELD:	87	
AVERAGE LOT SIZE:	769m ²	

RESIDENTIAL NOTES:

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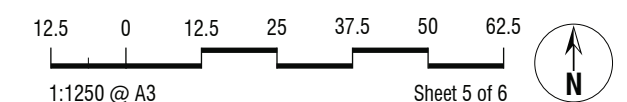
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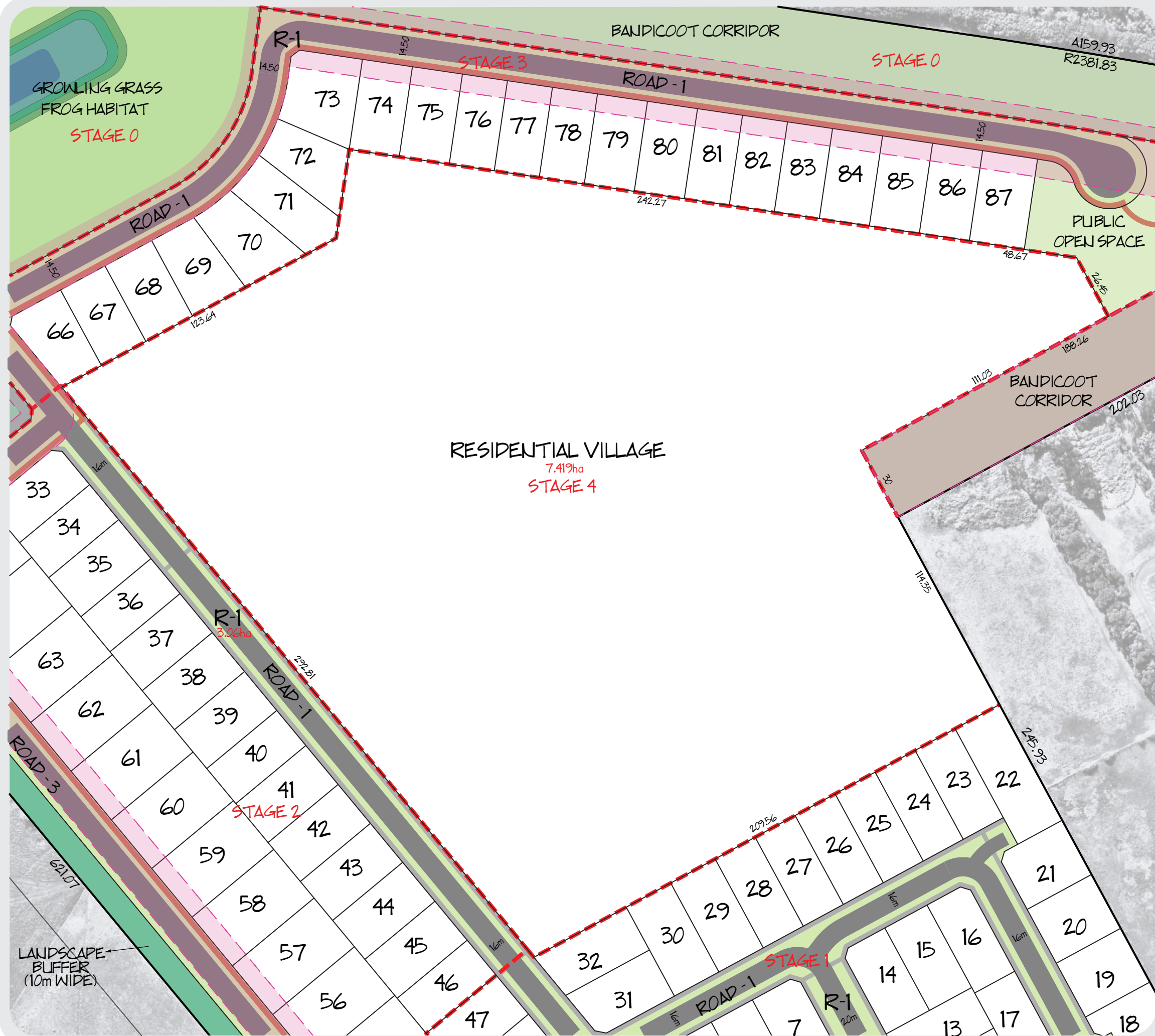
PROPOSED DEVELOPMENT SUBJECT TO FURTHER INVESTIGATION ON SITE CONSTRAINTS RELATING TO ENVIRONMENTAL AND SERVICEABILITY.

KLM SPATIAL CAN THEREFORE ACCEPT NO RESPONSIBILITY FOR RELIANCE ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THE LAND.

Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.7 Version: 3 Date: 20-07-2026





INDICATIVE LOT LAYOUT 03

145 Rossiter Road Koo Wee Rup

LEGEND	
	SALEABLE LAND
	ROAD RESERVE
	WETLAND
	DRAINAGE RESERVE
	VEGETATION PROTECTION RESERVE
	BANDICOOT CORRIDOR
	PUBLIC OPEN SPACE
	LANDSCAPE BUFFER
	GROWLING GRASS FROG HABITAT
	DEFENDABLE SPACE BUFFER
	TITLE BOUNDARY
	LOT BOUNDARY
	STAGE BOUNDARY
	2.5m WIDE SHARED PATH
	1.8m WIDE FOOTPATH

PARCEL DETAILS	AREA	SITE %
TOTAL SITE AREA:	24.37ha	
RESIDENTIAL VILLAGE AREA:	7.419ha	30.4%
VEGETATION PROTECTION RESERVE:	2948m ²	1.2%
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SALEABLE LAND:	6.69ha	27.5%
N.P.A.:	17.17ha	70.5%
LOT YIELD:	87	
AVERAGE LOT SIZE:	769m ²	

RESIDENTIAL NOTES:
ONLY ONE CROSSOVER PER LOT.
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Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.8 Version: 3 Date: 20-07-2026

15 0 15 30 45 60 75

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LEGEND

- SALEABLE LAND
- ROAD RESERVE
- WETLAND
- DRAINAGE RESERVE
- VEGETATION PROTECTION RESERVE
- BANDICOOT CORRIDOR
- PUBLIC OPEN SPACE
- LANDSCAPE BUFFER
- GROWLING GRASS FROG HABITAT
- TITLE BOUNDARY
- LOT BOUNDARY
- 3m WIDE SHARED
- 2.5m WIDE SHARED
- 1.8m WIDE FOOTPATH
- ★ SITE ACCESS - PROPOSED ROUNDABOUT
- ★ SHEPTON MALLET DRIVEWAY
- ★ CONNECTION TO COCHRANES PARK



SITE PLAN - NOT TO SCALE

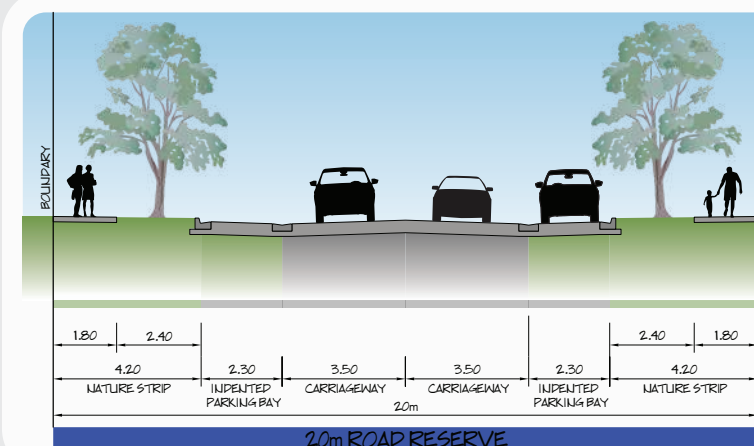
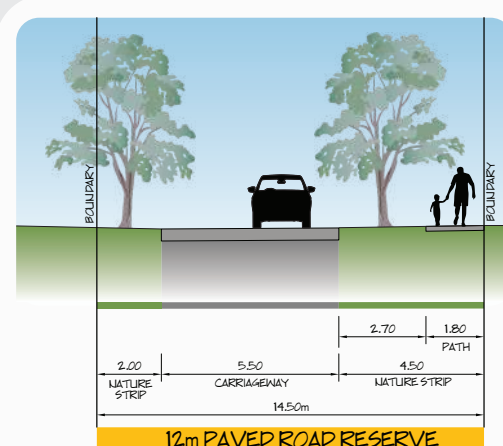
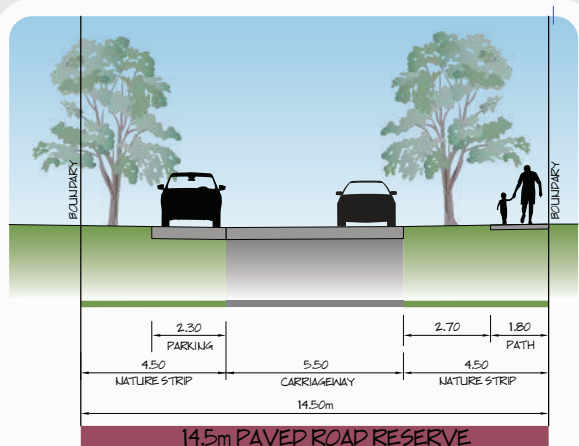
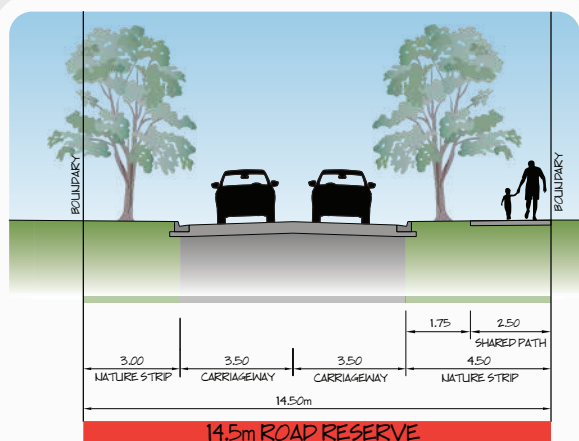
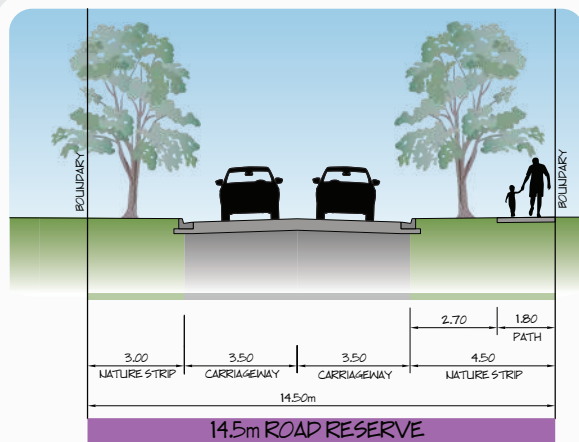
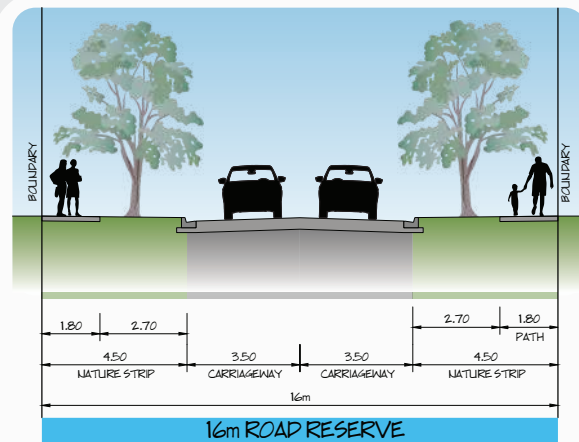
* TITLE INFORMATION SHOWN HEREON IS BASED ON PLAN DIMENSIONS ONLY.

PROPOSED DEVELOPMENT SUBJECT TO FURTHER INVESTIGATION ON SITE CONSTRAINTS RELATING TO ENVIRONMENTAL AND SERVICEABILITY.

KLM SPATIAL CAN THEREFORE ACCEPT NO RESPONSIBILITY FOR RELIANCE ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THE LAND.

Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.9 Version: 3 Date: 20-07-2026
 1:125 @ A3 Sheet 1 of 1



OPEN SPACE 05
145 Rossiter Road Koo Wee Rup

LEGEND

- SALEABLE LAND
- WETLAND
- DRAINAGE RESERVE
- VEGETATION PROTECTION RESERVE
- BANDICOOT CORRIDOR
- PUBLIC OPEN SPACE
- LANDSCAPE BUFFER
- GROWLING GRASS FROG HABITAT
- TITLE BOUNDARY
- LOT BOUNDARY
- STAGE BOUNDARY
- 3m WIDE SHARED PATH
- 2.5m WIDE SHARED PATH
- MW MAINTENANCE ACCESS - (SUBJECT TO DETAIL DESIGN)

OPEN SPACE DETAILS	AREA	SITE %
TOTAL OPEN SPACE AREA:	7.198ha	29.5%
VEGETATION PROTECTION RESERVE:	2.948m²	1.2%
LANDSCAPE BUFFER:	5.645m²	2.3%
BANDICOOT CORRIDOR:	2.276ha	9.3%
GROWLING GRASS FROG HABITAT:	1.845ha	7.6%
DRAINAGE RESERVE:	1.418ha	5.8%
PUBLIC / OPEN SPACE:	8000m²	3.3%

NOTES:

3m WIDE SHARED PATH TO BE CONSTRUCTED IN VEGETATION PROTECTION ZONE.

2.50m WIDE SHARED PATH TO BE CONSTRUCTED THROUGHOUT THE ESTATE AS SHOWN, CREATING A LINK WITH ALL OPEN SPACE AND LINKING TO COCHRANES PARK IN THE NORTH EAST.

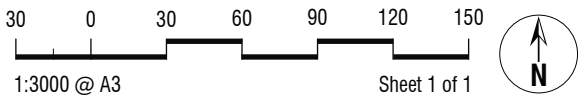
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PROPOSED DEVELOPMENT SUBJECT TO FURTHER INVESTIGATION ON SITE CONSTRAINTS RELATING TO ENVIRONMENTAL AND SERVICEABILITY.

KLM SPATIAL CAN THEREFORE ACCEPT NO RESPONSIBILITY FOR RELIANCE ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THE LAND.

Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.10 Version: 3 Date: 20-07-2026



DRAINAGE RESERVE AND HABITAT AREAS PLAN 06

145 Rossiter Road Koo Wee Rup

- LEGEND:**
- TITLE BOUNDARY
 - LOT BOUNDARY
 - 3m WIDE SHARED PATH
 - 2.5m WIDE SHARED PATH
 - MIN MAINTENANCE ACCESS - (SUBJECT TO DETAIL)
 - 1.8m WIDE FOOTPATH
 - PROPOSED DRAINAGE CONNECTION
 - 50m GROWLING GRASS FROG BUFFER
 - WETLAND
 - DRAINAGE RESERVE
 - BANDICOOT CORRIDOR
 - PUBLIC OPEN SPACE
 - GROWLING GRASS FROG HABITAT
 - LANDSCAPE BUFFER
 - LITTORAL ZONE - EMERGENT VEGETATION
 - PERMANENT SHALLOW ZONE - EMERGENT VEGETATION
 - DEEP ZONE (AT LEAST 1.5m DEEP) - DENSE SUBMERGENT AND FLOATING VEGETATION

NOTES:

DEFENDABLE SPACE BUFFERS WILL BE PLANTED AND MAINTAINED IN ACCORDANCE WITH VEGETATION MANAGEMENT REQUIREMENTS OF TABLE 6 TO CLAUSE 53.02-5, THIS INCLUDES PARTS OF THE BUFFER WHICH ARE INCLUDED WITHIN HABITAT AREAS.

* TITLE INFORMATION SHOWN HEREON IS BASED ON PLAN DIMENSIONS ONLY.

PROPOSED DEVELOPMENT SUBJECT TO FURTHER INVESTIGATION ON SITE CONSTRAINTS RELATING TO ENVIRONMENTAL AND SERVICEABILITY.

KLM SPATIAL CAN THEREFORE ACCEPT NO RESPONSIBILITY FOR RELIANCE ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THE LAND.

Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.11 Version: 3 Date: 20-07-2026

30 0 30 60 90 120 150

1:3000 @ A3 Sheet 1 of 1



BUSHFIRE MANAGEMENT 07

145 Rossiter Road Koo Wee Rup

LEGEND

- SALEABLE LAND
- ROAD RESERVE
- WETLAND
- DRAINAGE RESERVE
- VEGETATION PROTECTION RESERVE
- BANDICOOT CORRIDOR
- PUBLIC OPEN SPACE
- LANDSCAPE BUFFER
- GROWLING GRASS FROG HABITAT
- DEFENDABLE SPACE BUFFER
- TITLE BOUNDARY
- LOT BOUNDARY
- 3m WIDE SHARED PATH
- 2.5m WIDE SHARED PATH
- 1.8m WIDE FOOTPATH
- MIN MAINTENANCE ACCESS - (SUBJECT TO DETAIL DESIGN)





INDICATIVE RESIDENTIAL VILLAGE 08

145 Rossiter Road Koo Wee Rup

LEGEND

- ROAD RESERVE
- WETLAND
- DRAINAGE RESERVE
- VEGETATION PROTECTION RESERVE
- BANDICOOT CORRIDOR
- PUBLIC OPEN SPACE
- LANDSCAPE BUFFER
- GROWLING GRASS FROG HABITAT
- TITLE BOUNDARY
- LOT BOUNDARY
- STAGE BOUNDARY
- 2.5m WIDE SHARED
- 1.8m WIDE FOOTPATH
- PROPOSED RESIDENTIAL FOOTPATH
- DEFENDABLE SPACE
- INDICATIVE VEGETATION

RESIDENTIAL VILLAGE INDICATIVE LAYOUTS DETAILS

TOTAL SITE AREA: 7.419ha
VILLAGE YIELD: 165

* APPROXIMATE YIELD ONLY - NUMBER OF UNITS SUBJECT TO DETAILED DESIGN.

VILLAGE NOTES:

WHERE THE VILLAGE ADJUTS ROADS AND RESIDENTIAL LOTS SETBACKS ARE AS FOLLOWS:
FRONT SETBACK TO BE 3m
SIDE SETBACK TO BE 1.2m
REAR SETBACKS RANGE FROM 3m TO 5m
GARAGES TO BE SETBACK 5m.

UNITS ADJACENT BANDICOOT CORRIDOR WILL BE DESIGNED TO PROVIDE PASSIVE SURVEILLANCE OF ADJACENT OPEN SPACE, ALSO INCLUDING LOW PERMEABLE BOUNDARY FENCING.

* TITLE INFORMATION SHOWN HEREON IS BASED ON PLAN DIMENSIONS ONLY.

PROPOSED DEVELOPMENT SUBJECT TO FURTHER INVESTIGATION ON SITE CONSTRAINTS RELATING TO ENVIRONMENTAL AND SERVICEABILITY.

KLM SPATIAL CAN THEREFORE ACCEPT NO RESPONSIBILITY FOR RELIANCE ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THE LAND.

Nearmap PHOTOMAP FLOWN: 02/08/2025

REF: 10323 DP01.13 Version: 3 Date: 20-07-2026

15 0 15 30 45 60 75

1:1500 @ A3 Sheet 1 of 1

KLM SPATIAL Land Development Intelligence®

enviro DEVELOPMENT™

Appendix B – Traffic Survey Data

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Rossiter Rd and Shelton Park Dr, Koo Wee

GPS -38.202743, 145.482544

Date:	Thu 13/11/25
Weather:	Overcast
Suburban:	Koo Wee Rup
Customer:	Ratio

North:	N/A
East:	Rossiter Rd
South:	Shelton Park Dr
West:	Rossiter Rd

Survey	AM:	7:00 AM-10:00 AM
Period	PM:	3:00 PM-6:00 PM
Traffic	AM:	8:15 AM-9:15 AM
Peak	PM:	4:00 PM-5:00 PM

All Vehicles

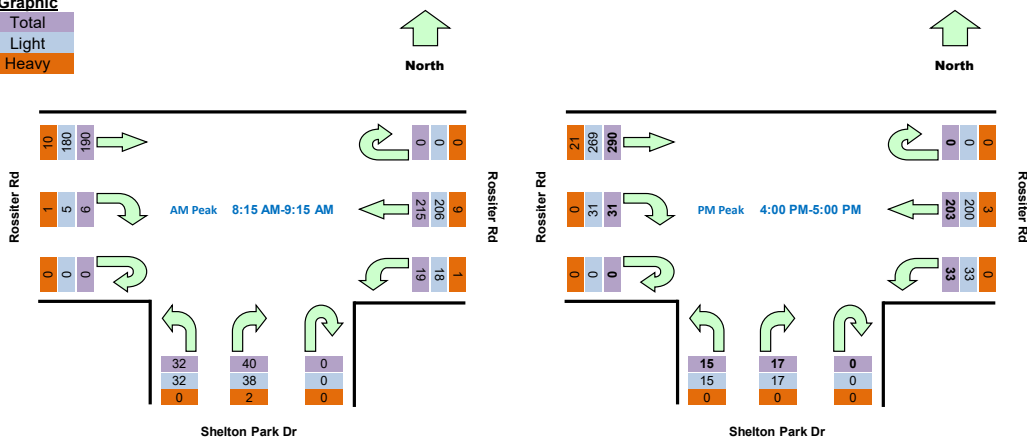
Time		East Approach Rossiter Rd			South Approach Shelton Park			West Approach Rossiter Rd			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:00	7:15	0	45	2	0	4	9	0	3	23	382	
7:15	7:30	0	42	2	0	8	10	0	1	17	400	
7:30	7:45	0	65	0	0	5	7	0	2	18	452	
7:45	8:00	0	59	4	1	5	8	0	2	40	497	
8:00	8:15	0	49	3	0	9	5	0	5	33	495	
8:15	8:30	0	46	2	0	10	13	0	2	59	502	Peak
8:30	8:45	0	59	7	0	22	3	0	0	51	442	
8:45	9:00	0	53	8	0	7	6	0	1	42	376	
9:00	9:15	0	57	2	0	1	10	0	3	38	339	
9:15	9:30	0	26	2	0	3	6	0	3	32		
9:30	9:45	0	30	3	0	2	6	0	2	33		
9:45	10:00	0	32	1	0	4	2	0	2	39		
15:00	15:15	0	32	1	0	8	8	0	5	59	547	
15:15	15:30	0	57	21	0	5	4	0	7	48	571	
15:30	15:45	0	59	10	0	4	1	0	5	73	562	
15:45	16:00	0	45	4	0	6	6	0	7	72	579	
16:00	16:15	0	44	13	0	5	4	0	8	63	589	Peak
16:15	16:30	0	50	4	0	3	4	0	6	66	580	
16:30	16:45	0	56	7	0	5	6	0	8	87	583	
16:45	17:00	0	53	9	0	4	1	0	9	74	535	
17:00	17:15	0	41	11	0	10	3	0	10	53	509	
17:15	17:30	0	33	13	0	6	2	0	12	70		
17:30	17:45	0	34	8	0	5	4	0	12	58		
17:45	18:00	0	35	7	0	8	4	0	10	60		

Peak Time		East Approach Rossiter Rd			South Approach Shelton Park			West Approach Rossiter Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:15	9:15	0	215	19	0	40	32	0	6	190	502
16:00	17:00	0	203	33	0	17	15	0	31	290	589

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Appendix C – Existing Conditions SIDRA Results

MOVEMENT SUMMARY

▼ Site: [1] Rossiter Road / Shelton Park Drive - AM Peak
(EXISTING)

Output produced by SIDRA INTERSECTION Version: 10.0.4.216

Rossiter Road / Shelton Park Drive - AM Peak
Site Category: (None)
Give-Way (Two-Way)
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		
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Shelton Park Drive															
1	L2	All MCs	34	0.0	34	0.0	0.085	6.3	LOS A	0.3	2.3	0.43	0.64	0.43	51.4
3	R2	All MCs	42	0.0	42	0.0	0.085	8.6	LOS A	0.3	2.3	0.43	0.64	0.43	51.4
Approach			76	0.0	76	0.0	0.085	7.6	LOS A	0.3	2.3	0.43	0.64	0.43	51.4
East: Rossiter Road (E)															
4	L2	All MCs	20	0.0	20	0.0	0.129	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.0
5	T1	All MCs	226	5.0	226	5.0	0.129	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach			246	4.6	246	4.6	0.129	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.3
West: Rossiter Road (W)															
11	T1	All MCs	200	5.0	200	5.0	0.105	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	6	0.0	6	0.0	0.004	6.2	LOS A	0.0	0.1	0.34	0.54	0.34	51.8
Approach			206	4.8	206	4.8	0.105	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.7
All Vehicles			528	4.0	528	4.0	0.129	1.4	NA	0.3	2.3	0.07	0.12	0.07	58.1

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

MOVEMENT SUMMARY

▼ Site: [1 (2)] Rossiter Road / Shelton Park Drive - PM Peak
(EXISTING)

Output produced by SIDRA INTERSECTION Version: 10.0.4.216

Rossiter Road / Shelton Park Drive - PM Peak
Site Category: (None)
Give-Way (Two-Way)
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 Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Shelton Park Drive															
1	L2	All MCs	16	0.0	16	0.0	0.042	6.2	LOS A	0.2	1.1	0.45	0.62	0.45	51.0
3	R2	All MCs	18	0.0	18	0.0	0.042	9.7	LOS A	0.2	1.1	0.45	0.62	0.45	51.0
Approach			34	0.0	34	0.0	0.042	8.1	LOS A	0.2	1.1	0.45	0.62	0.45	51.0
East: Rossiter Road (E)															
4	L2	All MCs	35	0.0	35	0.0	0.130	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	56.7
5	T1	All MCs	214	5.0	214	5.0	0.130	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	59.2
Approach			248	4.3	248	4.3	0.130	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.8
West: Rossiter Road (W)															
11	T1	All MCs	305	5.0	305	5.0	0.160	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	33	0.0	33	0.0	0.023	6.3	LOS A	0.1	0.7	0.34	0.57	0.34	51.8
Approach			338	4.5	338	4.5	0.160	0.6	NA	0.1	0.7	0.03	0.05	0.03	59.0
All Vehicles			620	4.2	620	4.2	0.160	1.1	NA	0.2	1.1	0.04	0.10	0.04	58.4

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

Appendix D – Concept Layout Plan

This plan (or the data transmitted herewith) has been prepared to facilitate the construction and should not be used for any other purpose. Ratio accepts no responsibility whatsoever for the use of unapproved plans in any construction or for any commercial purposes. Set-Out dimensions of all design lines, grid lines, control lines, recovery marks and bench marks should be verified and confirmed against the latest information at construction. Ratio is to be notified immediately of any error or discrepancy and the matter resolved prior to the commencement or continuation of any work. This note is an integral part of this plan/data. Reproduction of this plan or any part of it without this note being included in full will render the information shown on such reproduction invalid and not suitable for use.

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SUBJECT SITE
145 ROSSITER ROAD, KOO WEE RUP

ACCESS ROAD

PROPOSED 2.0M WIDE SEMI-MOUNTABLE APRON

MATCH TO EXISTING KERB

MATCH TO EXISTING KERB

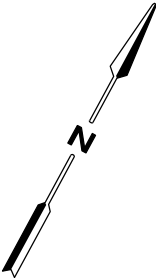
ROSSITER ROAD

REDUNDANT KERB RAMPS TO BE REINSTATED (TYP.)

RESIDENTIAL

RESIDENTIAL

SHELTON PARK DRIVE



MELWAY MAP REF 300 D8

UNFINISHED DRAWING

SUBJECT TO FURTHER AMENDMENT
FOR DISCUSSION PURPOSES ONLY

INFORMATION SHOWN IS CURRENT AS AT

DATE : * / * / *

CONTACT : *

WARNING

BEWARE OF UNDERGROUND SERVICES

THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

GENERAL NOTES

- SUBDIVISION SITE PLAN PREPARED BY KLM SPATIAL REF No.10323 CS21_Base v1.dwg RECEIVED 11/11/2025
- AERIAL IMAGE OBTAINED FROM LANDCHECKER DATED 25/02/2025.
- ALL DIMENSIONS ARE IN METRES AND MEASURED TO THE INVERT OF KERB AND CHANNEL
- DECLARED ROAD - ROSSITER ROAD (SPEED ZONE 60KM/H)
- LOCAL ROAD - ACCESS ROAD (SPEED ZONE 50KM/H)
- SHELTON PARK DRIVE (SPEED ZONE 50KM/H)

DESIGNED B. KORASANI

CHECKED S. MCKENZIE

APPROVED C. GREENLAND

SCALE 1: 500 @ A3

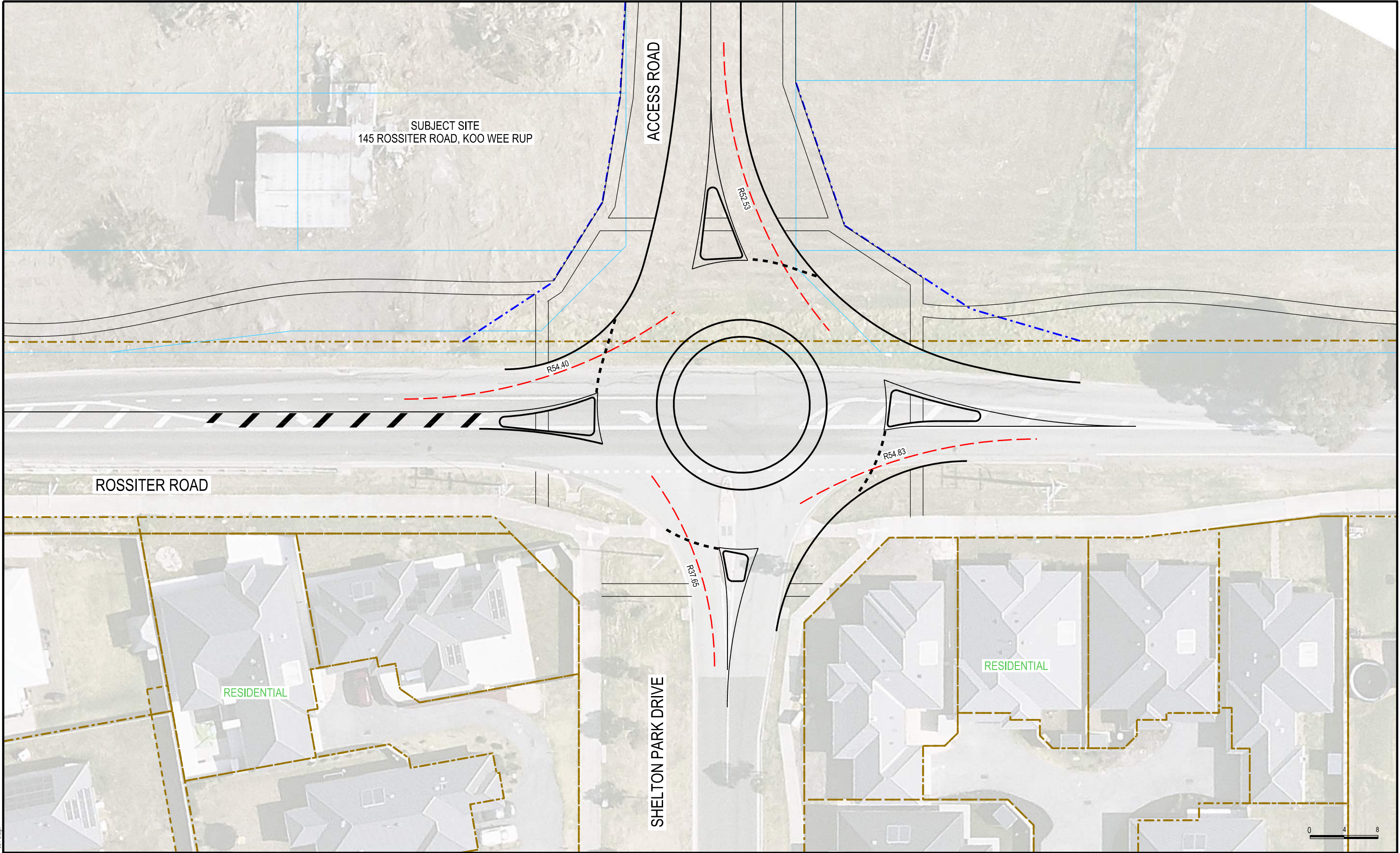
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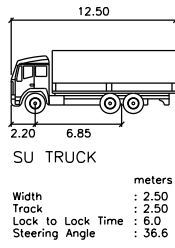
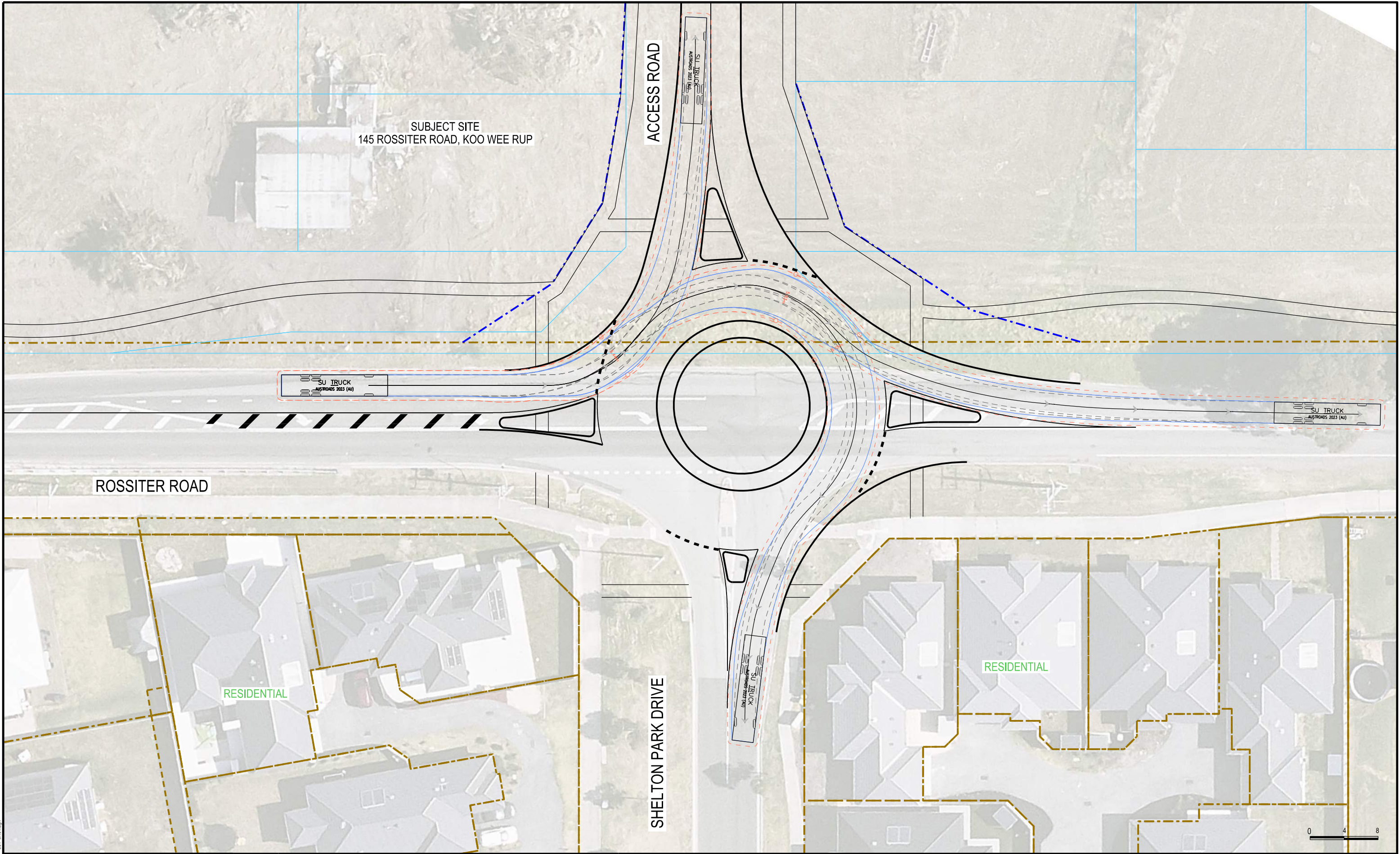
RATIO CONSULTANTS PTY LTD
<https://ratio.com.au/>

145 ROSSITER ROAD, KOO WEE RUP
Cardinia Shire Council
PROPOSED ROUNDABOUT
CONCEPT LAYOUT

DATE	SHEET NO.	DRAWING NO.	ISSUE
19.11.25	1 of 11	24098-CLP-001-1	C

CAD File: 24098-CLP-001-1.dgn



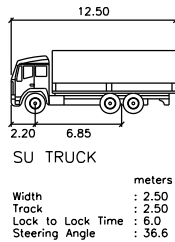
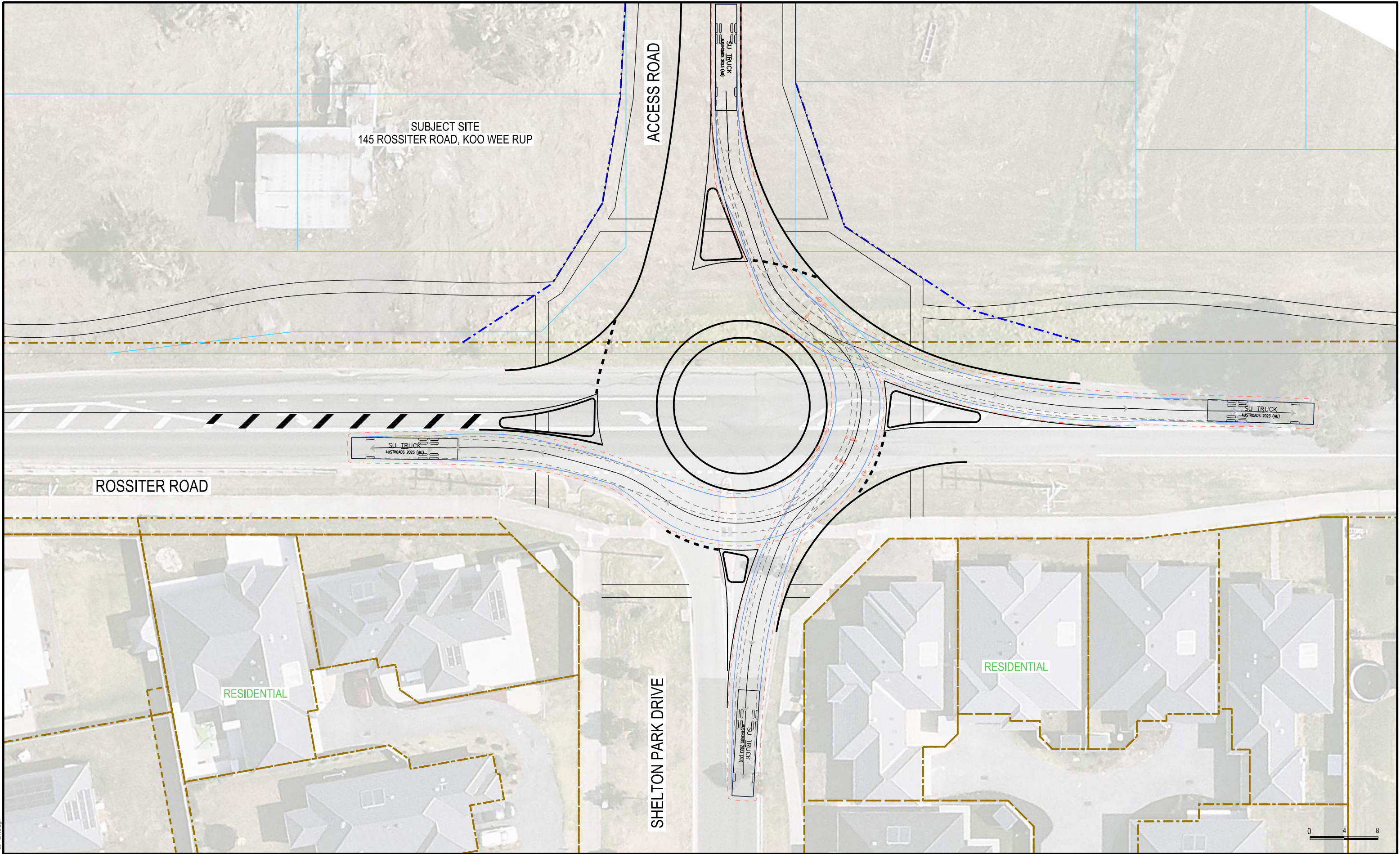


Proposed Roundabout
145 Rossiter Road, Koo Wee Rup
Design Vehicle - Swept Path Assessment

NOTE:
1) Base Plan Supplied By KLM Spatial
2) Swept Path Design Speed 10km/h

PREPARED BY B.K.	DATE 19.11.25	SCALE 1: 400 @A3	SHEET No. 3 of 11	SKETCH NO. 24098-CLP-001-SK01	ISSUE C
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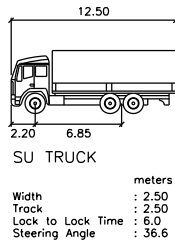
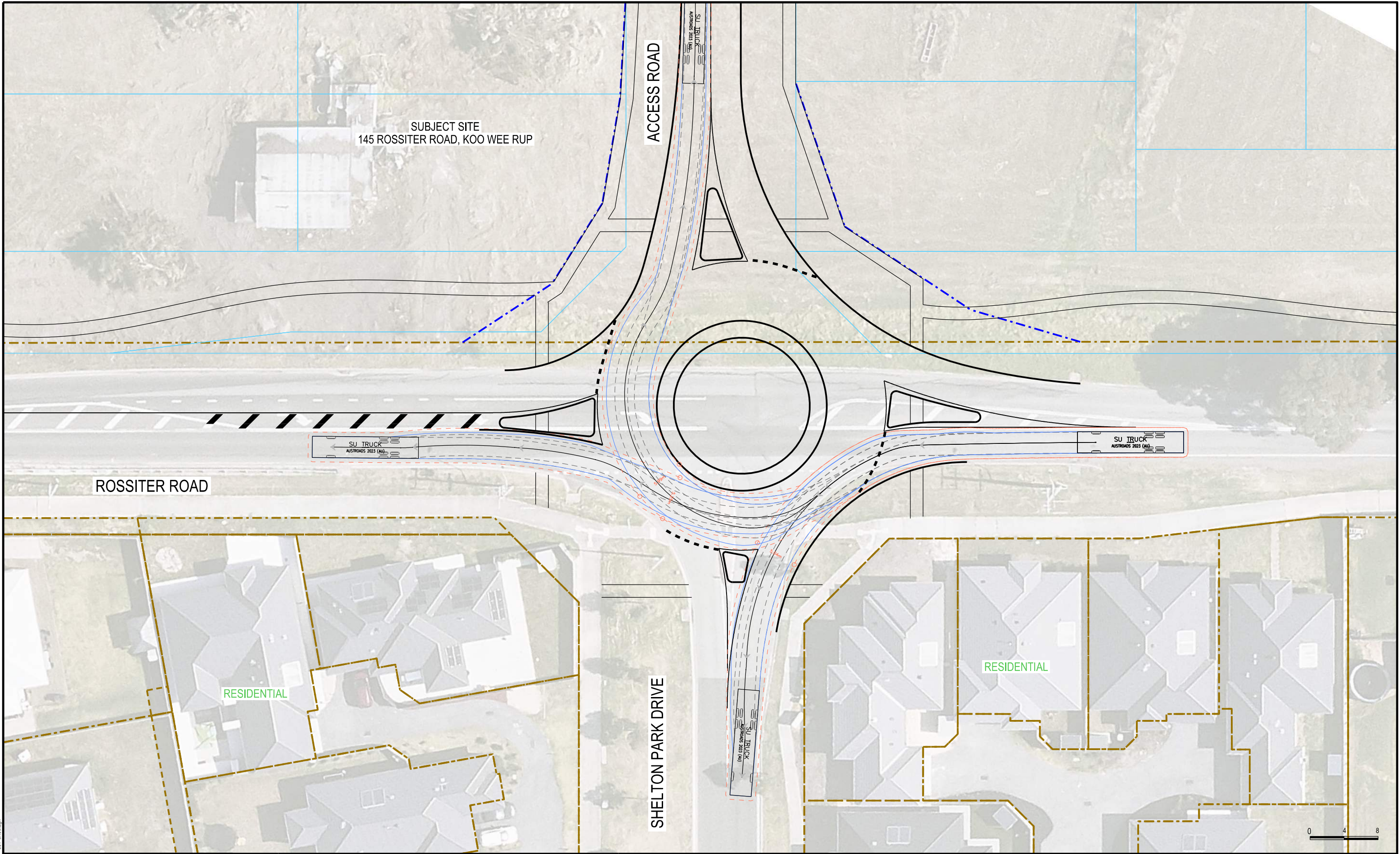




Proposed Roundabout
145 Rossiter Road, Koo Wee Rup
Design Vehicle - Swept Path Assessment

NOTE:
1) Base Plan Supplied By KLM Spatial
2) Swept Path Design Speed 10km/h

PREPARED BY B.K.	DATE 19.11.25	SCALE 1: 400 @A3	SHEET No. 4 of 11	SKETCH NO. 24098-CLP-001-SK02	ISSUE C
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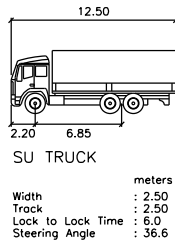
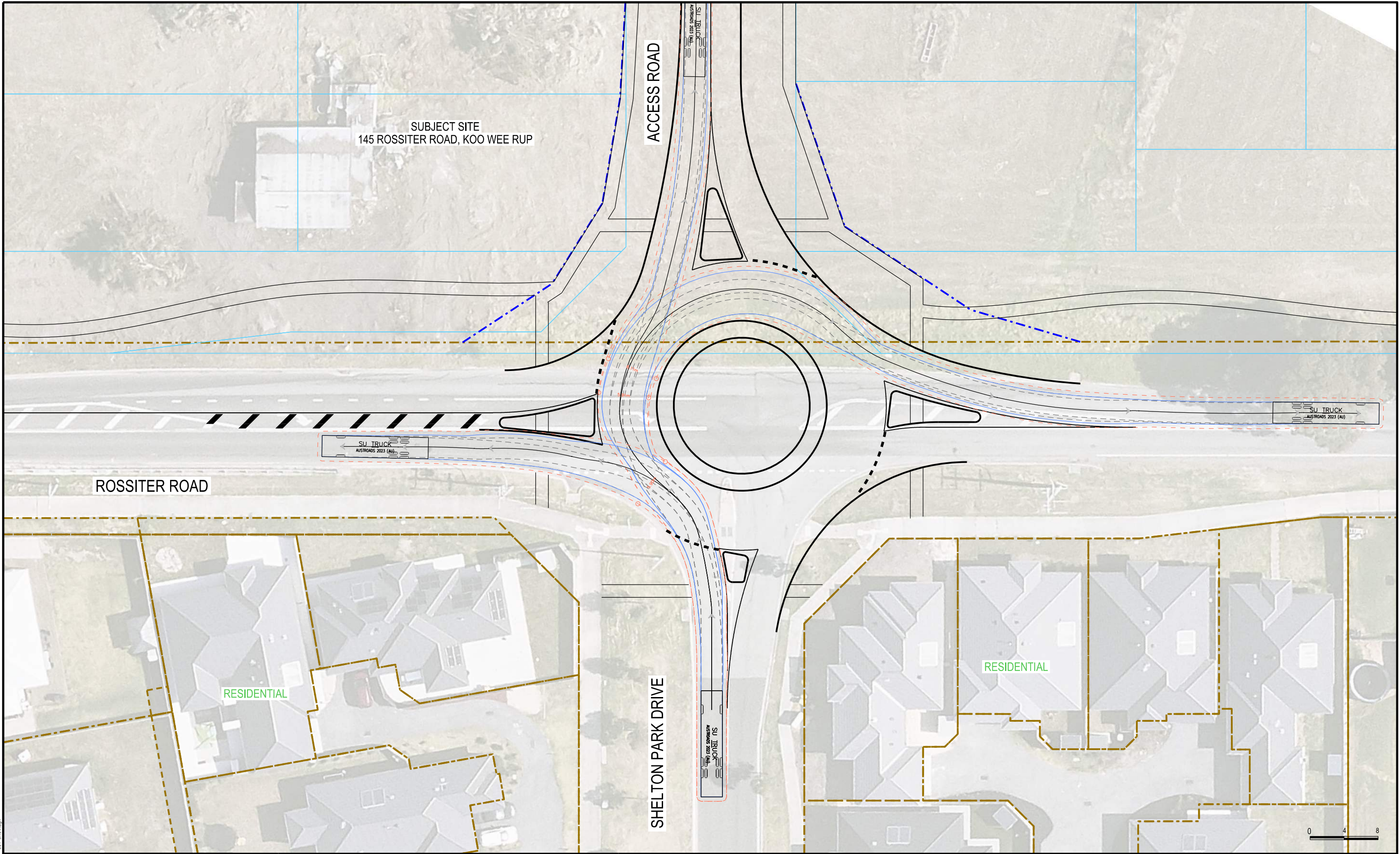


Proposed Roundabout
145 Rossiter Road, Koo Wee Rup
Design Vehicle - Swept Path Assessment

NOTE:
1) Base Plan Supplied By KLM Spatial
2) Swept Path Design Speed 10km/h

PREPARED BY B.K.	DATE 19.11.25	SCALE 1: 400 @A3	SHEET No. 5 of 11	SKETCH NO. 24098-CLP-001-SK03	ISSUE C
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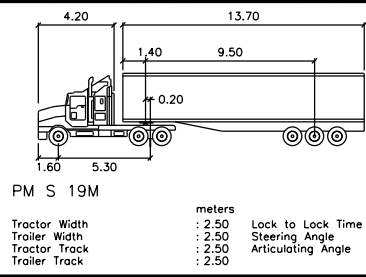
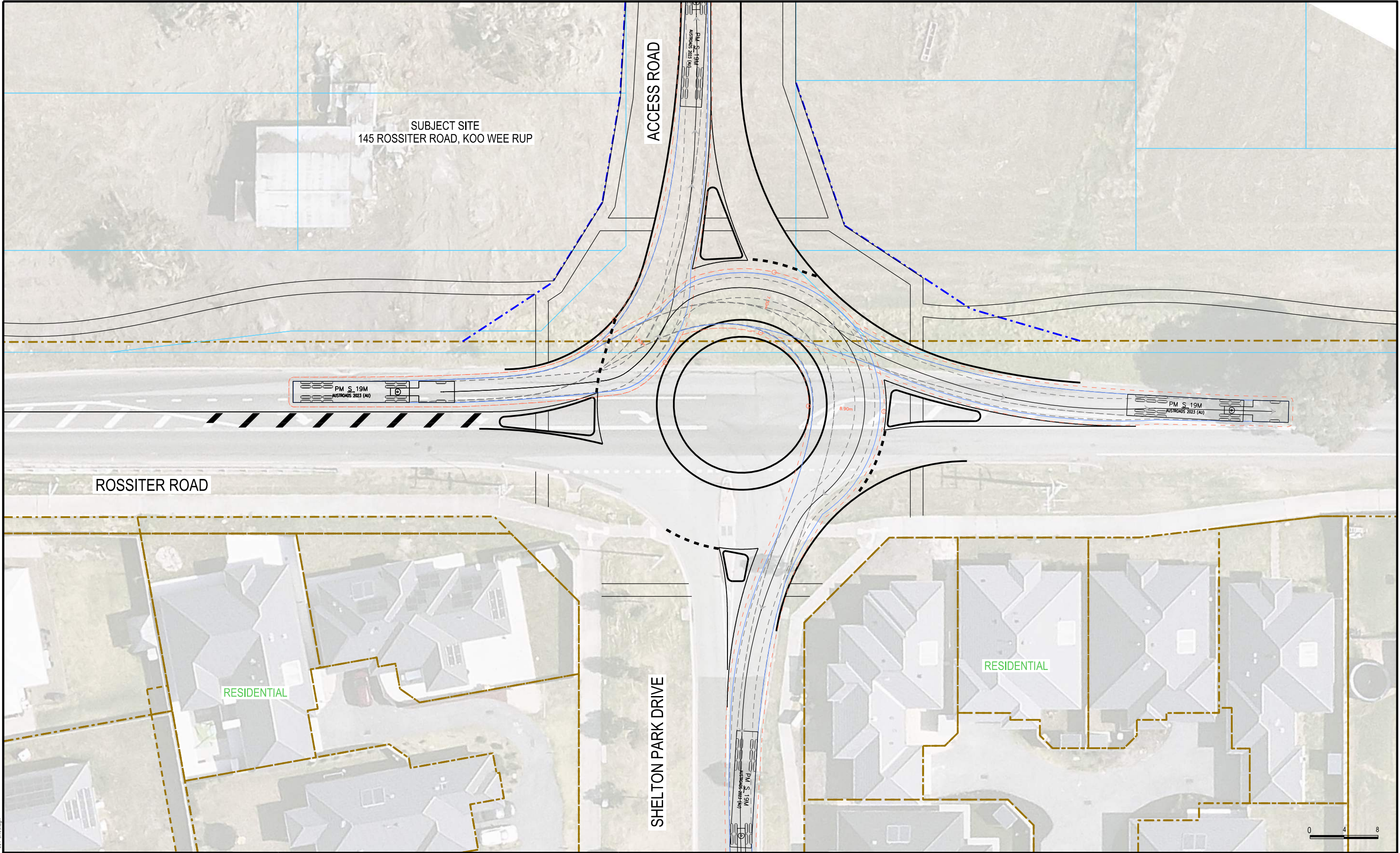


Proposed Roundabout
145 Rossiter Road, Koo Wee Rup
Design Vehicle - Swept Path Assessment

NOTE:
1) Base Plan Supplied By KLM Spatial
2) Swept Path Design Speed 10km/h

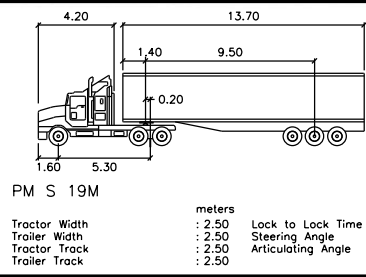
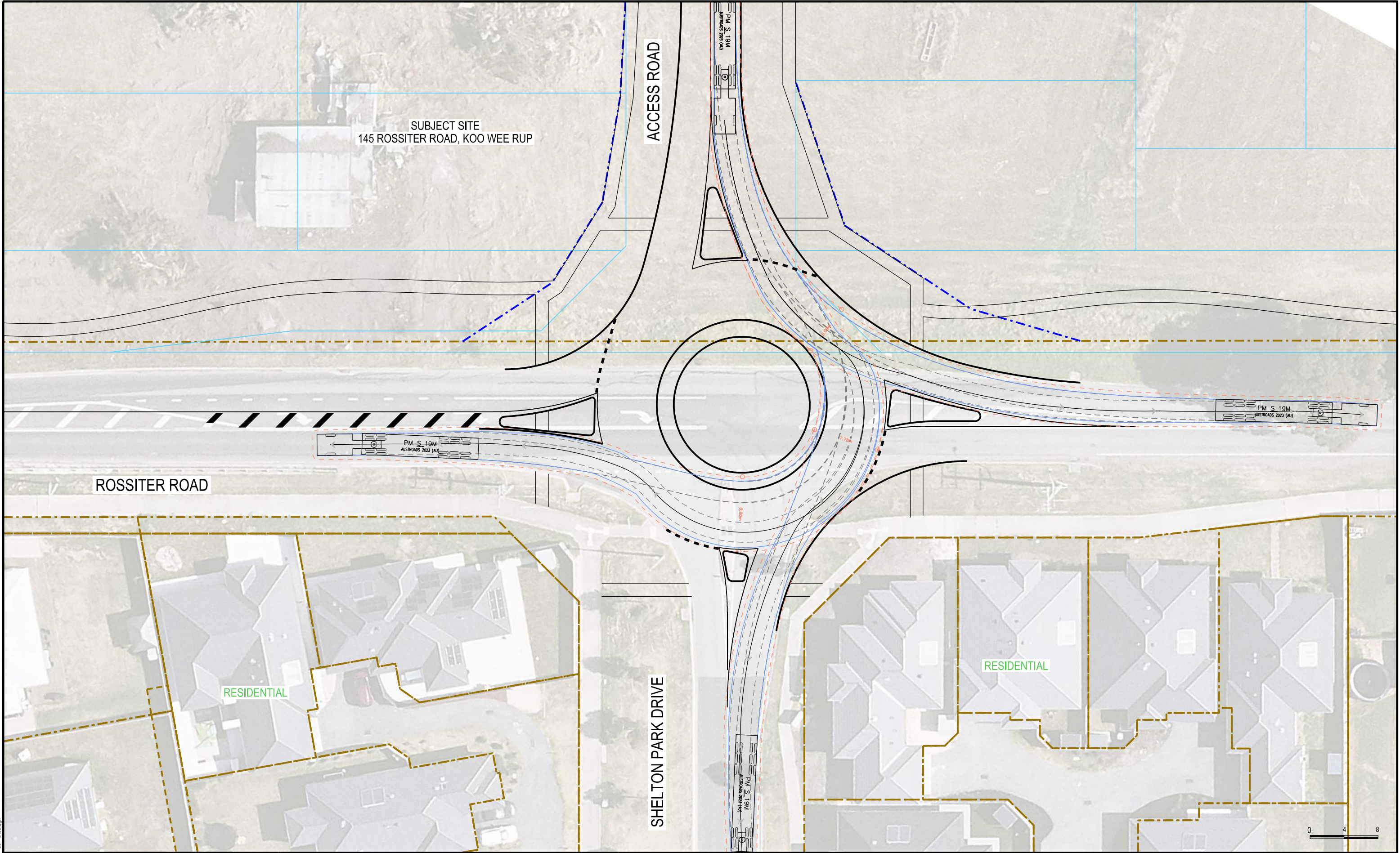
PREPARED BY B.K.	DATE 19.11.25	SCALE 1: 400 @A3	SHEET No. 6 of 11	SKETCH NO. 24098-CLP-001-SK04	ISSUE C
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Proposed Roundabout
145 Rossiter Road, Koo Wee Rup
Checking Vehicle - Swept Path Assessment

NOTE:
1) Base Plan Supplied By KLM Spatial
2) Swept Path Design Speed 5km/h

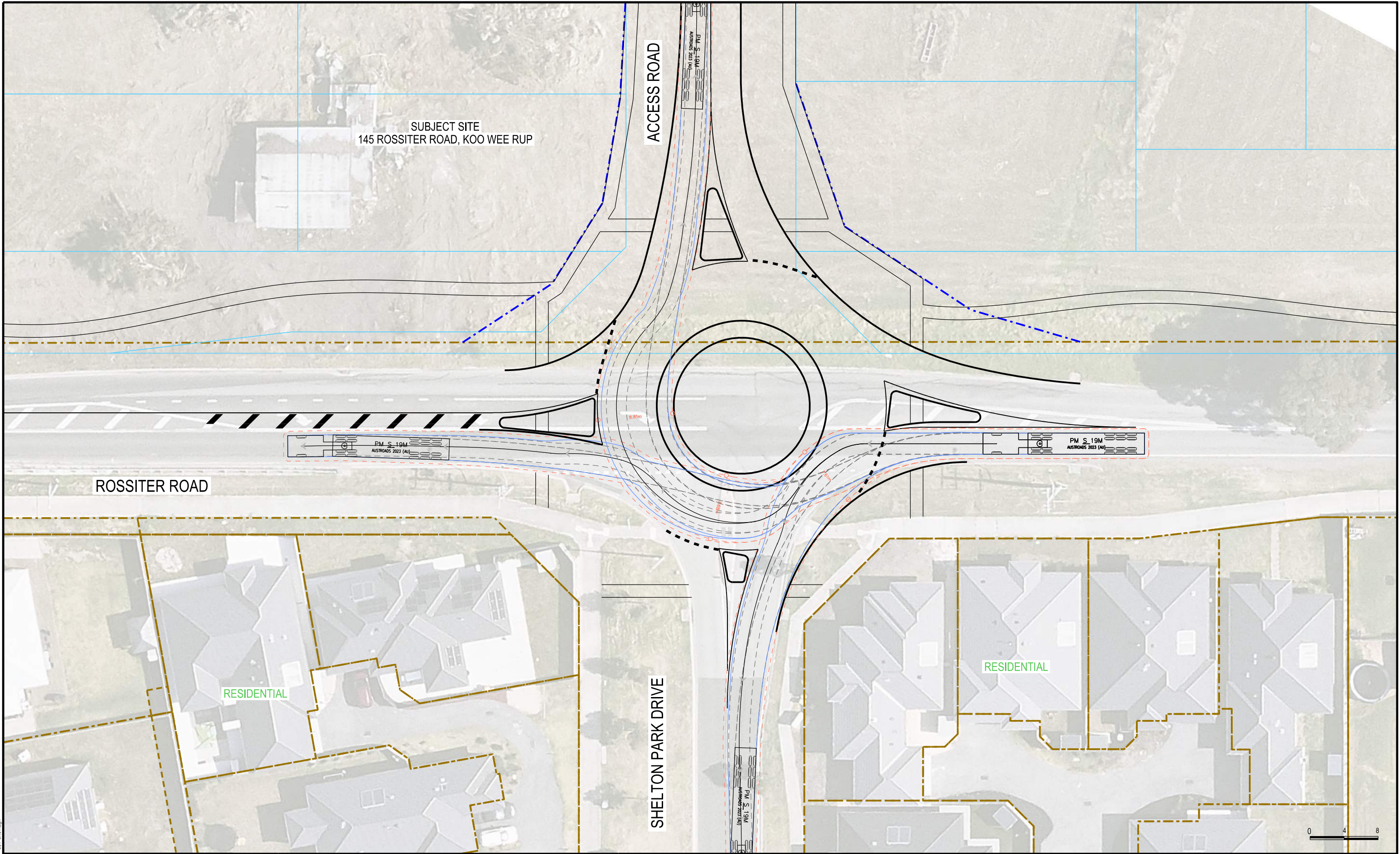


Proposed Roundabout
145 Rossiter Road, Koo Wee Rup
Checking Vehicle - Swept Path Assessment

NOTE:
1) Base Plan Supplied By KLM Spatial
2) Swept Path Design Speed 5km/h

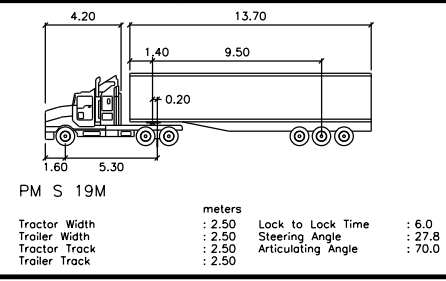
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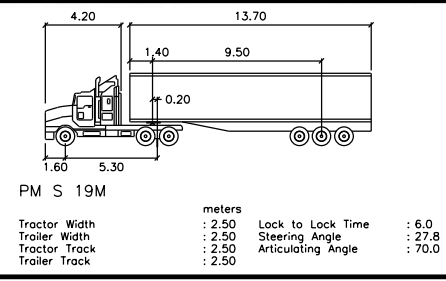
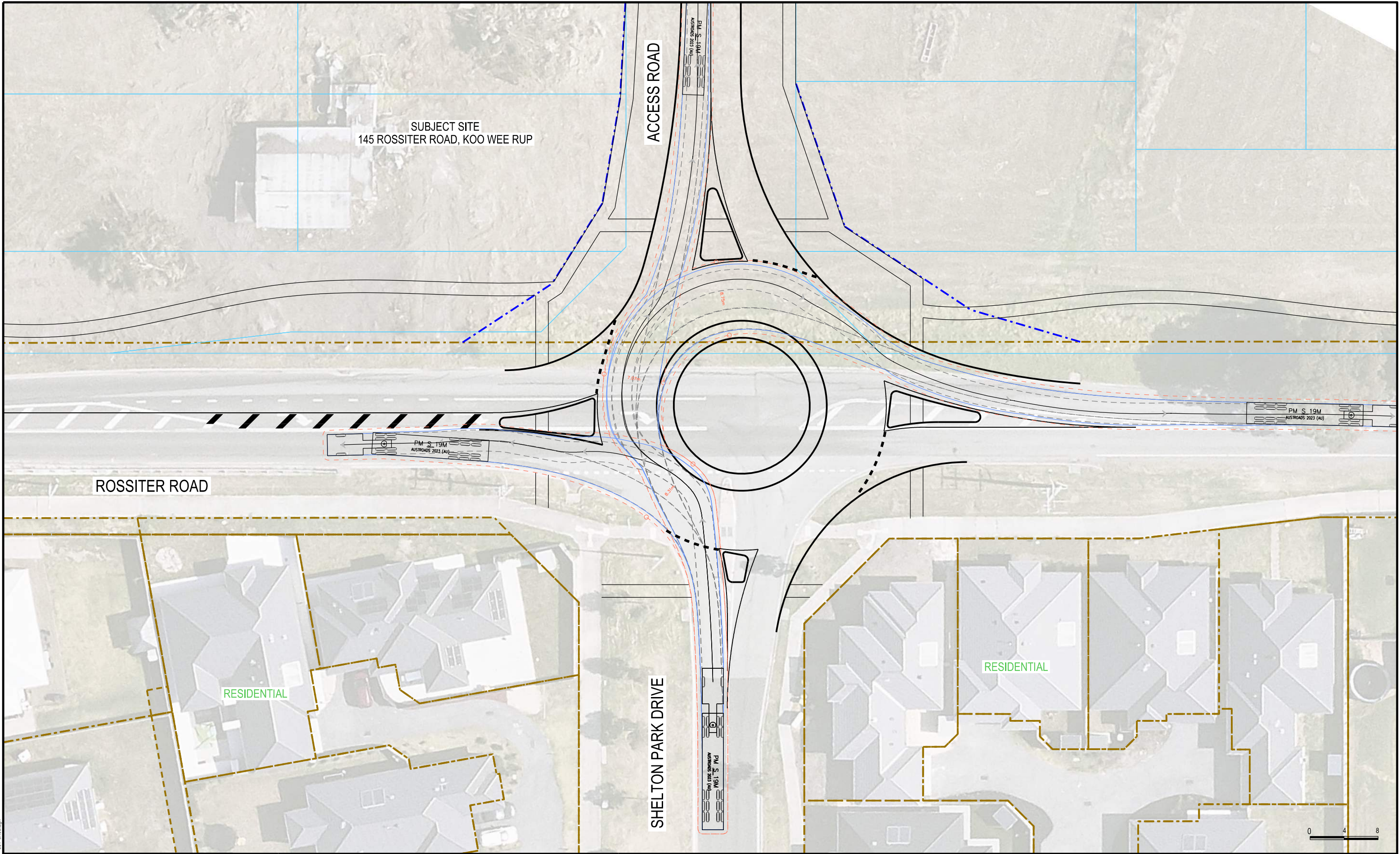


Proposed Roundabout
145 Rossiter Road, Koo Wee Rup
Checking Vehicle - Swept Path Assessment

NOTE:
1) Base Plan Supplied By KLM Spatial
2) Swept Path Design Speed 5km/h

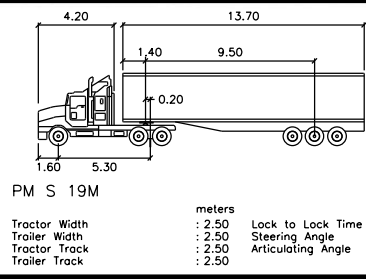
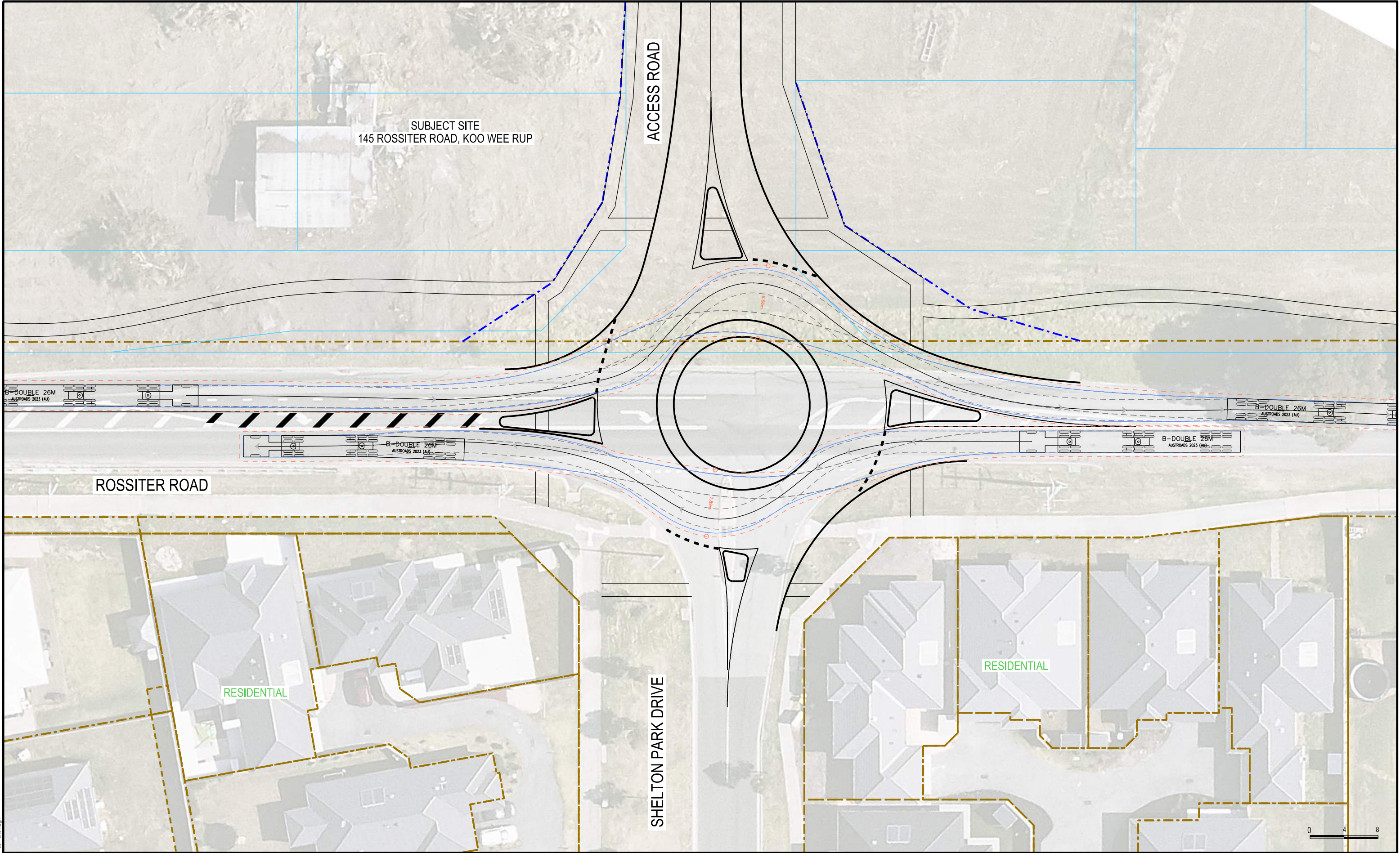
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Proposed Roundabout
145 Rossiter Road, Koo Wee Rup
Checking Vehicle - Swept Path Assessment

NOTE:
1) Base Plan Supplied By KLM Spatial
2) Swept Path Design Speed 5km/h



Proposed Roundabout
145 Rossiter Road, Koo Wee Rup
B-Double Swept Path Assessment

NOTE:
1) Base Plan Supplied By KLM Spatial
2) Swept Path Design Speed 10km/h

Appendix E – Post Development SIDRA Results

MOVEMENT SUMMARY

 Site: [1 (6)] Rossiter Road / Shelton Park Drive / Site Access

- AM Peak (POST DEVELOPMENT (2039))

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Rossiter Road / Shelton Park Drive / Site Access - AM Peak

Site Category: (None)

Roundabout

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
South: Shelton Park Drive															
1	L2	All MCs	34	0.0	34	0.0	0.076	5.7	LOS A	0.3	2.3	0.44	0.65	0.44	51.6
2	T1	All MCs	4	0.0	4	0.0	0.076	5.8	LOS A	0.3	2.3	0.44	0.65	0.44	52.0
3	R2	All MCs	42	0.0	42	0.0	0.076	9.9	LOS A	0.3	2.3	0.44	0.65	0.44	51.2
Approach			80	0.0	80	0.0	0.076	7.9	LOS A	0.3	2.3	0.44	0.65	0.44	51.4
East: Rossiter Road (E)															
4	L2	All MCs	20	0.0	20	0.0	0.317	4.4	LOS A	1.7	12.3	0.19	0.43	0.19	53.5
5	T1	All MCs	392	5.0	392	5.0	0.317	4.6	LOS A	1.7	12.3	0.19	0.43	0.19	53.8
6	R2	All MCs	12	0.0	12	0.0	0.317	8.6	LOS A	1.7	12.3	0.19	0.43	0.19	53.1
Approach			423	4.6	423	4.6	0.317	4.7	LOS A	1.7	12.3	0.19	0.43	0.19	53.8
North: Site Access															
7	L2	All MCs	21	0.0	21	0.0	0.075	5.6	LOS A	0.3	1.9	0.38	0.65	0.38	51.5
8	T1	All MCs	7	0.0	7	0.0	0.075	5.7	LOS A	0.3	1.9	0.38	0.65	0.38	51.8
9	R2	All MCs	43	0.0	43	0.0	0.075	9.8	LOS A	0.3	1.9	0.38	0.65	0.38	51.1
Approach			72	0.0	72	0.0	0.075	8.2	LOS A	0.3	1.9	0.38	0.65	0.38	51.3
West: Rossiter Road (W)															
10	L2	All MCs	23	0.0	23	0.0	0.302	4.4	LOS A	1.0	7.2	0.13	0.44	0.13	53.8
11	T1	All MCs	346	5.0	346	5.0	0.302	4.5	LOS A	1.0	7.2	0.13	0.44	0.13	54.1
12	R2	All MCs	6	0.0	6	0.0	0.302	8.5	LOS A	1.0	7.2	0.13	0.44	0.13	53.4
Approach			376	4.6	376	4.6	0.302	4.5	LOS A	1.0	7.2	0.13	0.44	0.13	54.1
All Vehicles			951	3.9	951	3.9	0.317	5.2	LOS A	1.7	12.3	0.20	0.47	0.20	53.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY



Site: [1 (7)] Rossiter Road / Shelton Park Drive / Site Access

- PM Peak (POST DEVELOPMENT (2039))

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Rossiter Road / Shelton Park Drive / Site Access - PM Peak

Site Category: (None)

Roundabout

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. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Shelton Park Drive															
1	L2	All MCs	16	0.0	16	0.0	0.038	5.5	LOS A	0.2	1.1	0.41	0.62	0.41	51.8
2	T1	All MCs	7	0.0	7	0.0	0.038	5.6	LOS A	0.2	1.1	0.41	0.62	0.41	52.2
3	R2	All MCs	18	0.0	18	0.0	0.038	9.7	LOS A	0.2	1.1	0.41	0.62	0.41	51.5
Approach			41	0.0	41	0.0	0.038	7.4	LOS A	0.2	1.1	0.41	0.62	0.41	51.7
East: Rossiter Road (E)															
4	L2	All MCs	35	0.0	35	0.0	0.321	4.4	LOS A	1.6	11.9	0.20	0.44	0.20	53.5
5	T1	All MCs	371	5.0	371	5.0	0.321	4.6	LOS A	1.6	11.9	0.20	0.44	0.20	53.7
6	R2	All MCs	21	0.0	21	0.0	0.321	8.7	LOS A	1.6	11.9	0.20	0.44	0.20	53.0
Approach			426	4.3	426	4.3	0.321	4.8	LOS A	1.6	11.9	0.20	0.44	0.20	53.7
North: Site Access															
7	L2	All MCs	13	0.0	13	0.0	0.049	6.4	LOS A	0.2	1.3	0.48	0.69	0.48	50.9
8	T1	All MCs	4	0.0	4	0.0	0.049	6.6	LOS A	0.2	1.3	0.48	0.69	0.48	51.3
9	R2	All MCs	24	0.0	24	0.0	0.049	10.7	LOS B	0.2	1.3	0.48	0.69	0.48	50.5
Approach			41	0.0	41	0.0	0.049	9.0	LOS A	0.2	1.3	0.48	0.69	0.48	50.7
West: Rossiter Road (W)															
10	L2	All MCs	43	0.0	43	0.0	0.456	4.3	LOS A	1.7	12.4	0.12	0.45	0.12	53.7
11	T1	All MCs	528	5.0	528	5.0	0.456	4.5	LOS A	1.7	12.4	0.12	0.45	0.12	54.0
12	R2	All MCs	33	0.0	33	0.0	0.456	8.5	LOS A	1.7	12.4	0.12	0.45	0.12	53.3
Approach			604	4.4	604	4.4	0.456	4.7	LOS A	1.7	12.4	0.12	0.45	0.12	54.0
All Vehicles			1113	4.0	1113	4.0	0.456	5.0	LOS A	1.7	12.4	0.17	0.46	0.17	53.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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