

Attachment 8





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Sustainable Transport. Safe Solutions

178-196 Bushmead Rd, Hazelmere

Proposed Data Centre Development

TRANSPORT IMPACT STATEMENT



Prepared for:
CDC Data Centres Pty Ltd

September 2026

178-196 Bushmead Rd, Hazelmere

Prepared for: CDC Data Centres Pty Ltd
Prepared by: Paul Ghanous
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Urbii Consulting Pty Ltd
ABN 34 630 529 476
PO Box Z5006
ST GEORGES TCE, WA 6831
T: + 61 433 858 164
E: customer@urbii.com.au
W: www.urbii.com.au

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1 Introduction

This Transport Impact Statement has been prepared by **Urbii** on behalf of **CDC Data Centres Pty Ltd** with regards to the proposed data centre development, located at **178-196 Bushmead Rd, Hazelmere**.

The site is located on the southern side of Bushmead Road within the Hazelmere industrial precinct (Figure 1). The site is currently vacant. Surrounding land uses comprise predominantly industrial and warehousing developments, consistent with the strategic industrial function of the locality. It is proposed to develop the site into a data centre, delivering a total of 66,410m² GFA.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.

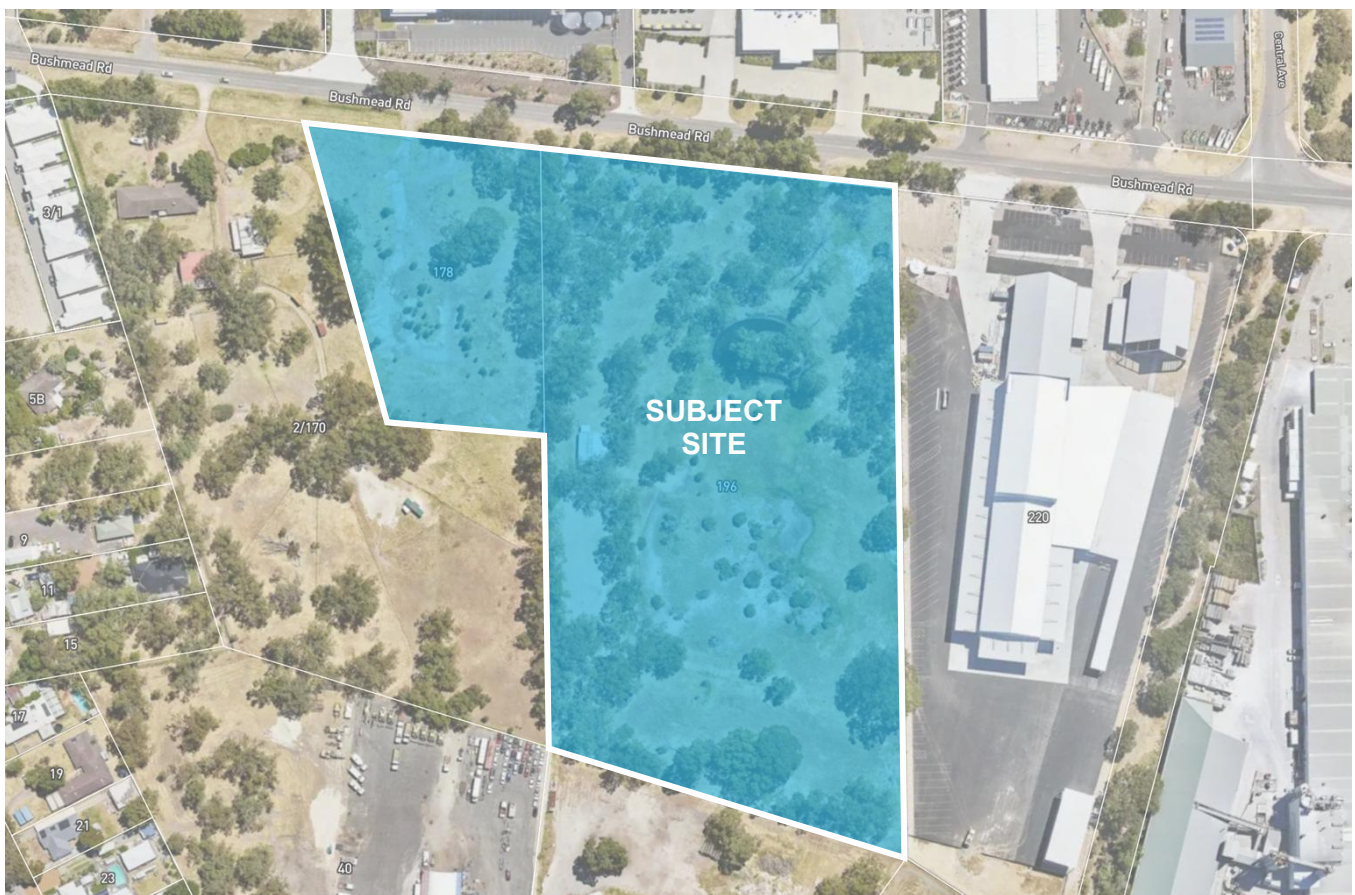


Figure 1: Subject site location



2 Scope of work

The WAPC *Transport Assessment Guidelines 2016* identifies the proposed development as being “Moderate Impact” (Figure 2). Accordingly, a Transport Impact Statement (TIS) has been prepared to support a robust Development Application and to assist the LGA with demonstration of traffic impact.

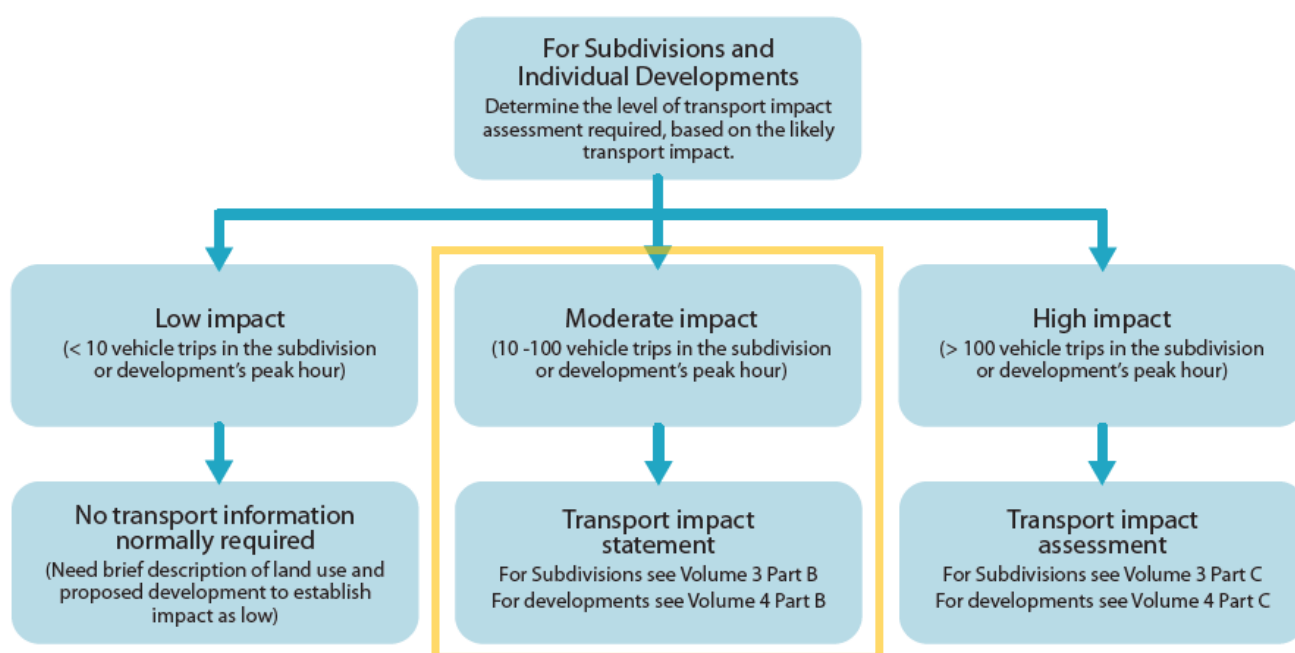


Figure 2: WAPC Transport Assessment Guidelines – reporting requirements

3 Proposed development

The proposal for the subject site is for the development of a high-security data centre campus (HA1), comprising:

- Two, four-level data centre buildings with a total Gross Floor Area (GFA) of approximately 66,409 m²;
- Ancillary plant and infrastructure including generator plant, chiller plant and associated services infrastructure;
- A security gatehouse at the primary site entry;
- A fire pump room and hydraulic pump room;
- A future proposed substation site located to the western portion of the lot;
- An internal circulation road network designed to accommodate heavy vehicles, including a dedicated truck off-street waiting bay;
- On-site car parking comprising 87 bays (72 staff bays, 10 contractor bays and 5 security gatehouse / visitor bays);
- A total of 16 bicycle parking spaces;
- Landscaped areas distributed throughout the site; and
- Secure fencing and controlled access points around the site perimeter.

Primary vehicle access to the site is proposed via a crossover on Bushmead Road at the western boundary of the site, accommodating two-way light vehicle movements and inbound truck and service vehicle movements. A secondary crossover on Bushmead Road is proposed to facilitate outbound truck movements, enabling separation of entry and exit flows and improving operational efficiency and safety. Existing crossovers along the site frontage will be rationalised as part of the development.

Waste collection will be undertaken by private contractors, with all waste storage and collection occurring within the site boundary.

Car parking is provided on-site in accordance with the operational needs of the facility, recognising the relatively low staffing profile typical of data centre developments. The development is expected to employ around 20 staff during typical operations. However, during operational surges, up to 65-70 staff may be required to work on-site at any time.

Pedestrian access to the development will occur from Bushmead Road via the primary entry point. Internal pedestrian paths are integrated within the site layout to provide safe movement between parking areas, the gatehouse and building entries.

Given the industrial context and operational characteristics of the development, active transport demand is expected to be modest. Notwithstanding this, pedestrian connectivity to the surrounding road network will be maintained, and end-of-trip facilities are incorporated within the building to support staff who choose to walk or cycle.

The proposed development plans are included for reference in Appendix A.



4 Vehicle access and parking

4.1 Existing and proposed access

The subject site currently comprises multiple crossovers to Bushmead Road associated with the existing lots at 178 and 196 Bushmead Road. As part of the proposed development, the access arrangements will be rationalised and upgraded to accommodate the operational requirements of the data centre.

As shown in Figure 3, the two existing crossovers at 196 Bushmead Road will be relocated further east and modified to accommodate large truck movements associated with the facility. These upgraded crossovers will provide separate entry and exit points for service and heavy vehicles, improving operational efficiency and minimising internal conflict points.

The primary crossover (truck entry) is proposed to be 11.0m wide with 6.0m kerb return radii, consistent with other industrial crossovers in the Hazelmere locality. The crossover design has been assessed using swept path analysis for a 19m Articulated Vehicle (AV). The assessment demonstrates that while the vehicle requires use of the full width of the Bushmead Road carriageway to complete turning manoeuvres, this operating condition is consistent with other approved industrial developments along Bushmead Road and is typical of articulated vehicle access arrangements within the precinct.

The secondary crossover (truck exit) will similarly be designed to accommodate articulated vehicles and will facilitate a controlled and orderly departure from the site. The separation of entry and exit movements reduces potential queuing and enhances site safety.

The existing crossover at 178 Bushmead Road will be retained to provide access to the future proposed substation site. This access will operate independently of the main data centre entry and exit points.

Internally, the development incorporates two one-way loop roads dedicated to service vehicles. These loop roads provide continuous circulation around the building footprint and connect directly to the loading dock and plant areas. This arrangement allows heavy vehicles to manoeuvre efficiently without reversing onto Bushmead Road and ensures that truck movements are contained within the site.

Importantly, staff and visitor car parking areas are separated from service vehicle circulation routes. Passenger vehicles access designated parking areas adjacent to the security gatehouse and building entry, with clear delineation between light vehicle and heavy vehicle areas. This separation enhances safety outcomes and supports efficient site operation.

Overall, the proposed access configuration has been designed to accommodate the operational characteristics of a modern data centre while maintaining safe and orderly interaction with the external road network.

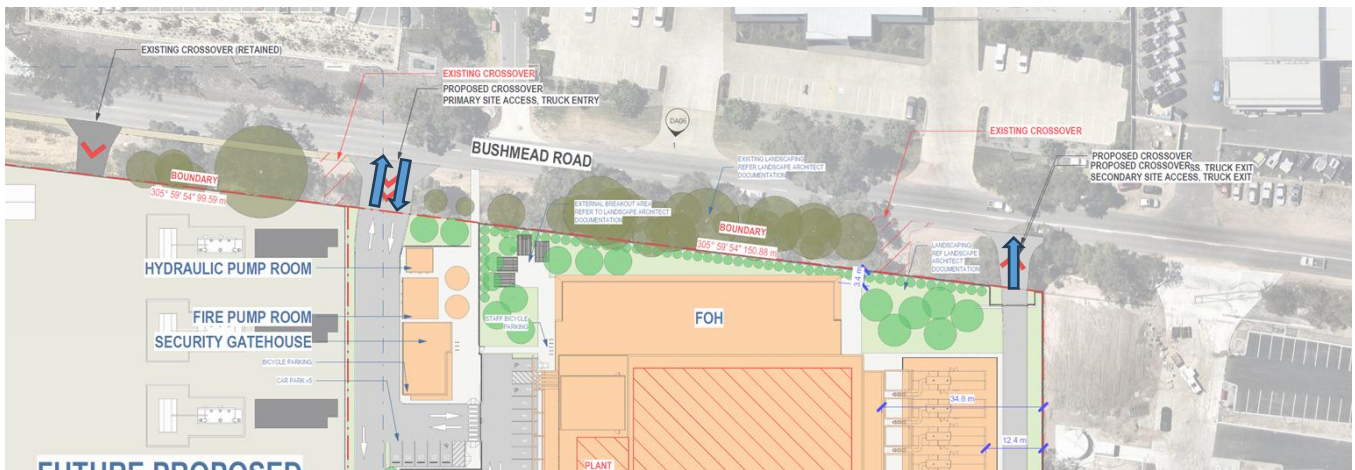


Figure 3: Proposed development vehicle access

4.2 Car parking layout

Car parking for the proposed data centre is provided on-site and is concentrated adjacent to the security gatehouse and main building entry areas. The layout has been designed to ensure convenient access for staff and authorised visitors while maintaining clear separation from service vehicle circulation routes.

Most car parking areas are physically separated from the heavy vehicle loading and internal service loops, reducing potential conflict between light vehicles and articulated trucks. Passenger vehicles enter via the primary access and are directed to designated parking areas that operate independently of the loading dock and plant servicing zones.

All parking bays have been designed with generous dimensions that exceed the minimum requirements of AS2890.1. Standard bays are provided at 2.7m in width and 5.4m in depth, which is greater than the minimum bay width typically required for employee parking. Circulation aisles also exceed the minimum required widths for 90-degree parking, providing improved manoeuvrability and enhanced user amenity.

The internal layout allows for forward entry and exit movements, minimising reversing distances and improving overall safety. The generous bay and aisle dimensions are appropriate for the operational characteristics of the development, supporting ease of use while maintaining an efficient parking footprint within the site.

4.3 Parking supply

It is proposed to provide a total of 87 car parking bays distributed across multiple car parks within the site (Table 1). An internal circulation road is proposed to provide access to the different parking areas. 5 car parking bays (including 1 x ACROD bay) are allocated for visitors / security gatehouse use. The visitor bays are freely accessible outside of the secure line and gatehouse.

Table 1: Proposed car parking provision

CAR PARK CAPACITY	
ASSIGNMENT	COUNT
CONTRACTOR	10
SECURITY GATEHOUSE	5
STAFF	72
SITE TOTAL	87

4.4 Parking requirements

Advice provided by the project Town Planner indicates that the applicable planning scheme will result in a significant 'on-paper' parking shortfall. Refer to the Planning Application Report for a detailed breakdown of planning requirements for car parking.

4.5 Parking demand modelling

Urbii has undertaken an independent parking demand assessment based on the anticipated staffing profile of the data centre and relevant journey-to-work data.

ABS Census data (2021) for the City of Swan indicates that approximately 74% of workers travel to work as a car driver, with public transport and active transport mode shares comparatively low (refer to Figure 4). Given the site location within the Hazelmere industrial precinct and limited access to public transport, a conservative 95% car driver mode share has been adopted for assessment purposes.

Based on an anticipated peak staffing level of approximately 70 staff, this results in an estimated peak parking demand of 67 bays.

The proposed development provides a total of 87 bays, comprising:

- 72 staff bays;
- 10 contractor bays; and
- 5 security gatehouse / visitor bays (including ACROD provision).

The supply therefore exceeds the estimated peak staff demand and provides additional capacity for contractors and visitors.

It is noted that data centres have low employment densities relative to their gross floor area. As such, planning scheme parking ratios based on floor area tend to significantly overstate demand for this land use.

On this basis, the proposed parking provision is considered appropriate and sufficient to meet the operational needs of the development.

Local workers method of travel to work

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City of Swan - All industries		2021		2016		Change	
Main method of travel	Number	%	Western Australia	Number	%	Western Australia	2016 - 2021
Car, as driver	47,244	74.0	62.5	41,397	74.8	62.9	+5,847
Car, as passenger	2,993	4.7	4.7	2,594	4.7	4.9	+399
Train	596	0.9	4.0	627	1.1	4.9	-31
Bus	590	0.9	3.4	688	1.2	4.5	-98
Ferry	10	0.0	0.0	8	0.0	0.0	+2
Tram	7	0.0	0.0	6	0.0	0.0	+1
Truck	470	0.7	0.6	431	0.8	0.7	+39
Motorbike/Motor scooter	167	0.3	0.3	252	0.5	0.5	-85
Bicycle	208	0.3	0.7	316	0.6	1.0	-108
Taxi/Other	251	0.4	0.4	101	0.2	0.2	+150
Other - multiple methods	394	0.6	1.5	707	1.3	2.1	-313
Walked only	723	1.1	2.2	767	1.4	2.8	-44
Worked at home	3,387	5.3	7.4	2,060	3.7	4.2	+1,327
Did not go to work	6,548	10.3	11.8	4,894	8.8	10.2	+1,654
Not stated	257	0.4	0.5	502	0.9	1.1	-245
Total	63,845	100.0	100.0	55,350	100.0	100.0	+8,495

Figure 4: City of Swan – Method of travel to work data (2016-21)

Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 and 2021.



5 Provision for service vehicles

Waste collection and servicing for the proposed data centre will be undertaken internally via private contractors. All waste storage areas and loading activities are located within the site boundary, and servicing will occur within the dedicated loading dock in between the two buildings. This arrangement ensures that all service vehicle activity is contained on-site and does not interfere with traffic operations on Bushmead Road.

The largest vehicle anticipated to access the site is a 19m Articulated Vehicle (AV). Such vehicles are expected to be infrequent once the facility is operational, potentially occurring once or twice per year for major plant replacement or specialist equipment delivery. More regular servicing is anticipated to be undertaken by smaller rigid waste trucks and medium-sized delivery vehicles.

Swept path analysis has been undertaken for the 19m AV in accordance with AS 2890.2 – Off-Street Commercial Vehicle Facilities. The analysis confirms that articulated vehicles can:

- Enter the site via the primary 11.0m wide crossover;
- Utilise the full width of the Bushmead Road carriageway when undertaking turning manoeuvres (consistent with industrial developments in the locality);
- Circulate internally via the designated one-way service loops;
- Access the loading dock; and
- Exit the site in a forward direction via the secondary crossover.

The crossovers have been specifically designed to accommodate articulated vehicles, with 6.0m kerb return radii and generous widths to facilitate turning movements. The internal circulation roads provide sufficient pavement width to enable continuous forward movement without the need for reversing onto Bushmead Road. A dedicated truck off-street waiting bay is also provided to ensure that service vehicles can queue within the site if required.

The swept path analysis demonstrates that service vehicles can safely manoeuvre within the site with adequate clearance from building edges, parking areas and landscaping. The separation of service vehicle routes from staff parking areas further reduces potential conflict and enhances operational safety.

A selection of swept path sketches is included in Appendix B.

6 Hours of operation

The proposed data centre will operate on a 24 hours per day, 7 days per week basis. Data centre facilities require continuous operation to ensure uninterrupted digital infrastructure services. As such, the site will maintain round-the-clock operational capability, including security, monitoring and essential facility management functions.

While the facility operates continuously, staffing levels will vary throughout the day. The site will primarily function with a relatively low on-site workforce, with peak activity typically occurring during weekday daytime periods and at shift changeover times. Overnight staffing levels are expected to be minimal and limited to essential operational personnel.

Service and delivery vehicle movements are expected to occur predominantly during standard daytime business hours, with infrequent after-hours access limited to essential maintenance or emergency work. The secure nature of the site ensures that vehicle access outside normal business hours will be controlled and managed internally.

Given the industrial zoning and surrounding land use context, a 24/7 operational profile is consistent with the existing and planned function of the Hazelmere industrial precinct.



7 Daily traffic volumes and vehicle types

7.1 Traffic generation

The traffic volumes likely to be generated by the proposed data centre have been estimated with reference to the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, Land Use 160 – Data Centre.

It is noted that the ITE database for this land use contains a limited number of survey sites and is accompanied by caution regarding application of the published rates. The surveyed sites are predominantly located in the United States and are significantly smaller in gross floor area than the proposed development at Bushmead Road. As a result, direct application of the average ITE trip rates to a substantially larger facility may overstate trip generation.

For this assessment, daily, AM peak hour and PM peak hour trip rates equivalent to **80% of the published ITE average rate** have been adopted. Importantly, the factored rates remain within the range of observed trip rates reported in the ITE database.

The adoption of a factored rate is considered appropriate for the following reasons:

- The ITE database is based on a small sample size, with limited information regarding staffing levels and tenancy arrangements.
- The surveyed data centres are materially smaller than the proposed development, and it is widely recognised that trip rates expressed per unit of floor area diminish as facility size increases due to economies of scale.
- Data centres have low employment densities relative to gross floor area, and the proposed centre anticipated staffing profile supports a lower trip generation rate per square metre.
- The factored rates produce traffic volumes that are more closely aligned with the independently assessed staffing numbers and parking demand modelling undertaken for this project.

The adopted trip rates are summarised in Table 2.

Table 2: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Data Centre	ITE (160)*	0.008525017	0.0012917	0.0011194	50%	50%	42%	58%

* A unit conversion has been applied to the rates (conversion from square feet to square metres).

Based on these rates and a development yield of 66,410m² GFA, the proposal is estimated to generate approximately 566 vehicle trips per day, with 86 vehicle movements in the AM peak hour and 74 vehicle movements in the PM peak hour (Table 3).

These trip estimates represent total two-way movements and are anticipated to comprise predominantly light passenger vehicles associated with staff travel. Heavy vehicle movements will form a very small proportion of daily traffic and will occur infrequently relative to overall site activity.

Table 3: Daily and peak hour traffic generation

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Data Centre	66,410m ²	566	86	74	43	43	31	43

7.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis.



8 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

8.1.1 Bushmead Road

Bushmead Road near the subject site is an 8.0m wide, two-lane undivided road. The road features centreline marking and unsealed shoulders. No footpaths are provided on this section of Bushmead Road.

Bushmead Road is classified as a *District Distributor B* road in the Main Roads WA road hierarchy (Figure 6) and operates under a speed limit of 60km/h (Figure 7). Distributor B roads are the responsibility of Local Government and are predominantly for reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas (Figure 8).

Traffic data obtained from Main Roads WA indicates that Bushmead Road carried under 7,000 vehicles per day in 2022. As detailed in Figure 5, the peak hour on Bushmead Road occurs between 4:00pm and 5:00pm.

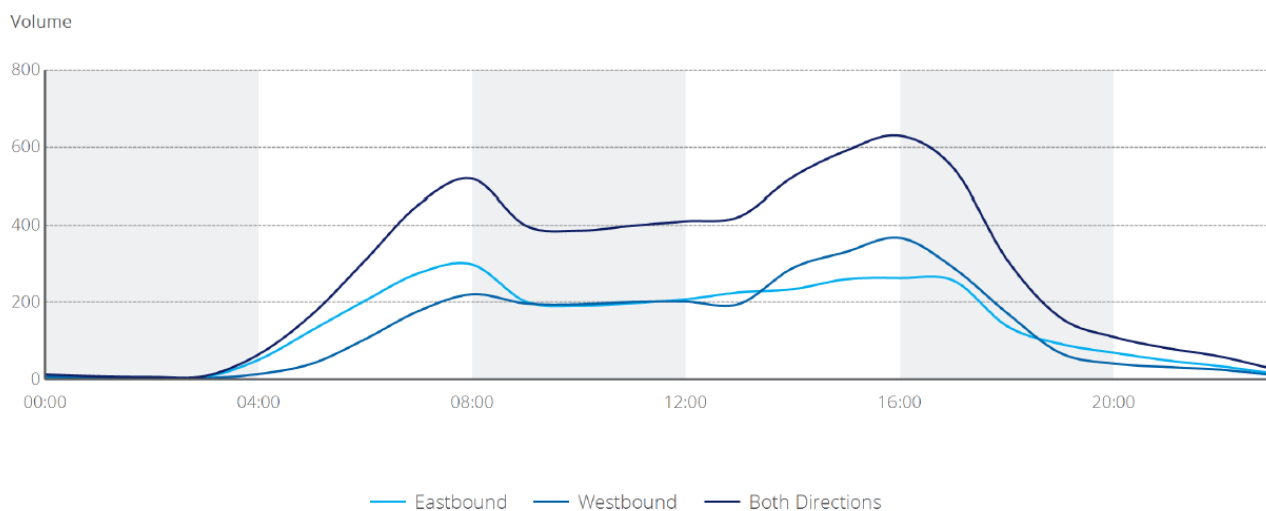


Figure 5: Hourly traffic profile – Bushmead Road

Source: Main Roads WA traffic data, Bushmead Road (West of Janet St), 2021/22



Figure 6: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

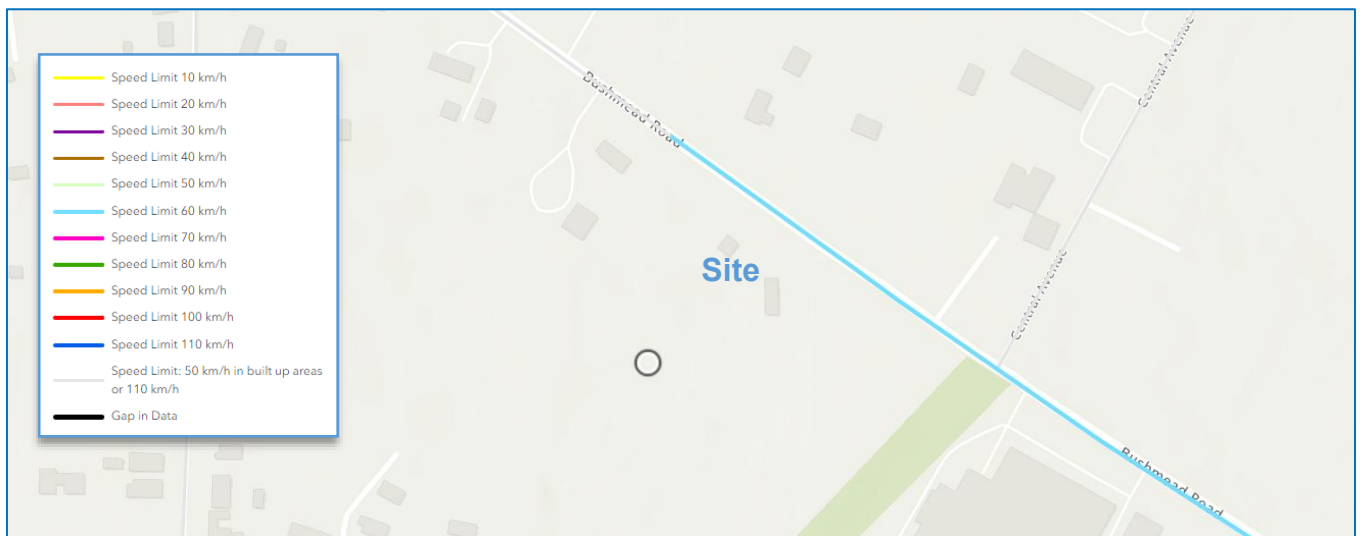


Figure 7: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' <i>Roadside Stopping Places Policy</i> .	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 8: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

9 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to one bus service within walking distance, as detailed in Table 4.

Table 4: Bus routes servicing the subject site

Route	Service description
291	Redcliffe Stn - Midland Stn via South Guildford (Figure 10)

This route provides connections to the broader rail network at both Redcliffe and Midland Stations. The closest bus stops serving the site are located on Bushmead Road in the vicinity of the subject land (Figure 9). The walking distance from the centre of the site to the nearest bus stop is approximately 800–1,000 metres, equating to a walking time of approximately 10–15 minutes.

While the distance is technically within accepted walkable catchments, the pedestrian environment reduces the attractiveness of bus travel. Bushmead Road and surrounding streets within the Hazelmere industrial precinct have limited continuous footpath infrastructure. Pedestrian routes are largely informal and require walking along road shoulders or across industrial verges. In addition, the industrial character of the area, including wide carriageways and heavy vehicle activity, further diminishes pedestrian amenity and perceived safety.

Bus service frequency is also relatively low. On weekdays, Route 291 operates approximately every 30–60 minutes during peak periods and less frequently outside peak times, with reduced services on weekends and public holidays. This level of service is suitable for general connectivity but does not provide the high-frequency service typically associated with strong public transport mode share.

In consideration of these factors, public transport is expected to be a less favourable mode of travel for staff compared to private vehicle use.

Accordingly, a high car driver mode share has been adopted in the parking and traffic generation assessments, which reflects the realistic transport options available within the Hazelmere industrial precinct.

The existing public transport network plan is shown in Figure 10.



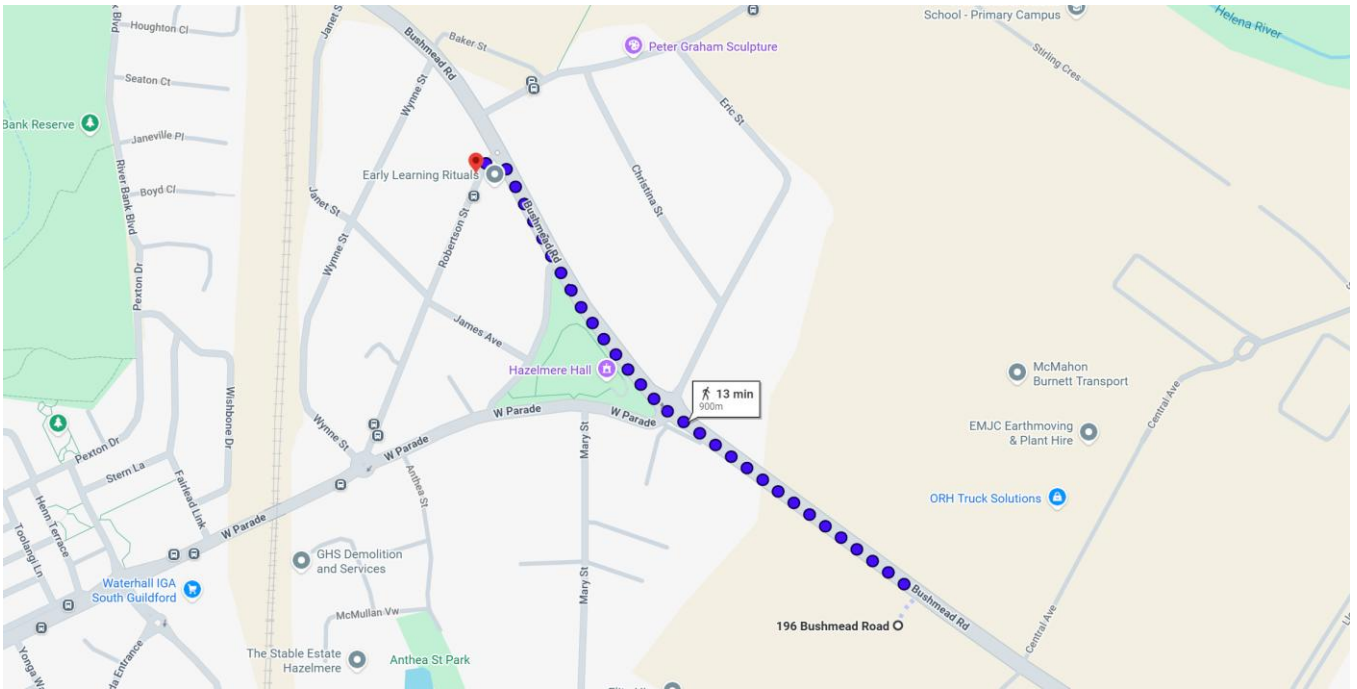


Figure 9: Closest bus stops serving the proposed development

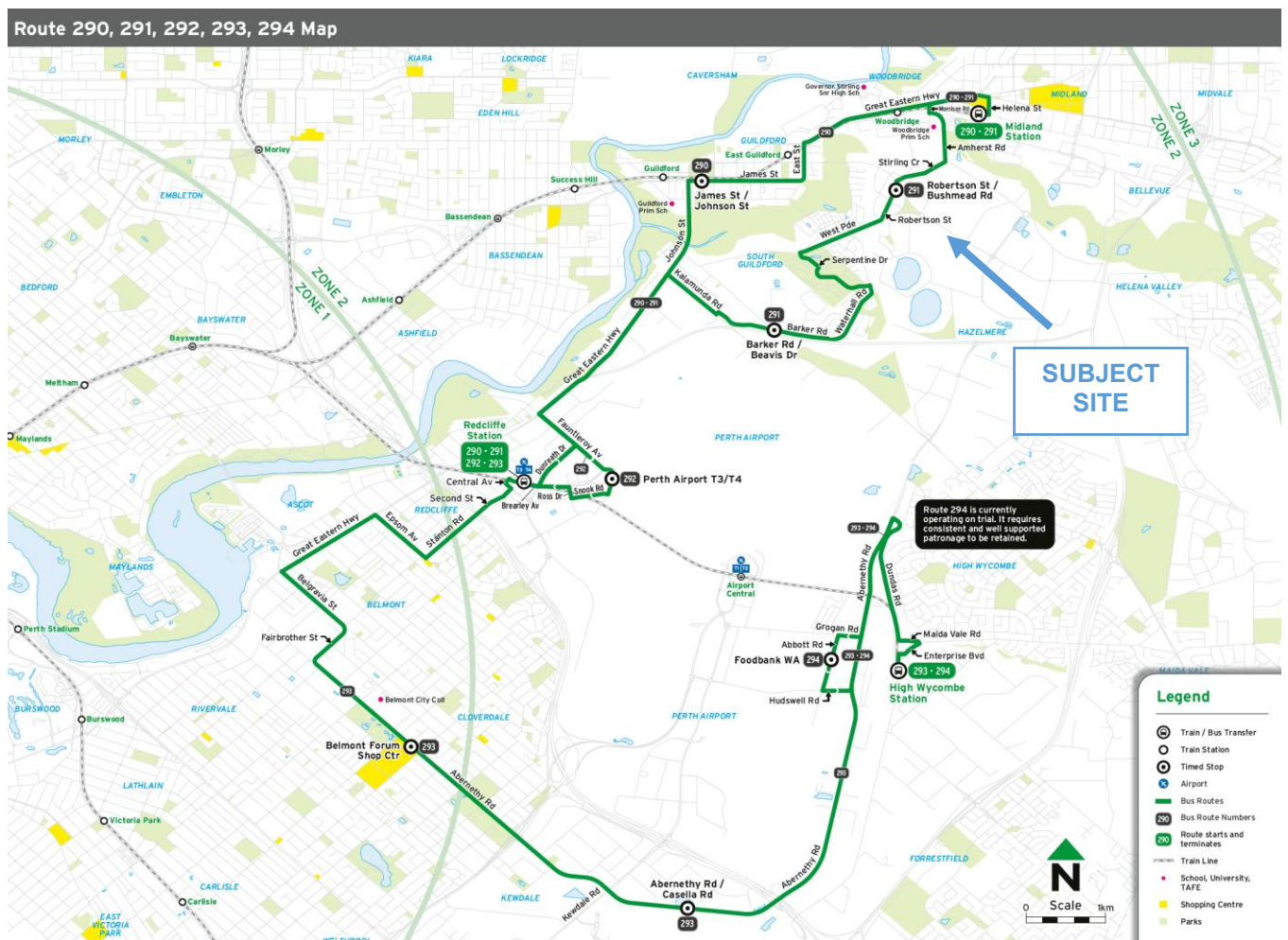


Figure 10: Transperth public transport plan (route 291)

Source: Transperth

10 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

10.1 Pedestrian facilities and level of service

The subject site is located within the Hazelmere industrial precinct, which is characterised by large lot industrial uses, wide road reserves and a low level of pedestrian activity.

No formal footpaths are provided along Bushmead Road in the vicinity of the subject site. Pedestrian movement is accommodated via informal verges or road shoulders. There are no marked pedestrian crossings near the site, and the surrounding road network primarily functions to serve industrial traffic, including heavy vehicles.

The absence of continuous footpath infrastructure, combined with the industrial character of the area and relatively high heavy vehicle volumes, results in a low pedestrian level of service. The environment is not conducive to regular walking trips, particularly during early morning or late evening periods associated with shift-based operations.

Given the location and land use context, pedestrian trips to the site are expected to be minimal and limited primarily to staff accessing nearby bus stops. Most employees are anticipated to travel to and from the site by private vehicle, consistent with the broader industrial setting and limited supporting pedestrian infrastructure.



11 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

11.1 Bicycle network

There are no dedicated cycling facilities provided along Bushmead Road in the vicinity of the subject site. The road does not contain marked bicycle lanes, shared paths or protected cycling infrastructure. Cyclists would be required to share the traffic lane with general vehicles, including a proportion of heavy vehicles associated with the surrounding industrial land uses.

The broader Hazelmere industrial precinct is similarly characterised by limited formal cycling infrastructure. While regional shared path networks exist closer to the Swan River corridor and around Midland, these facilities are not directly connected to Bushmead Road or the subject site via continuous, protected routes.

Given the industrial road environment, heavy vehicle presence and absence of designated cycling facilities, cycling is expected to represent a very small proportion of travel to and from the site. Notwithstanding this, secure bicycle parking and end-of-trip facilities are proposed within the development to accommodate staff who may choose to cycle.

Overall, while bicycle access is technically possible via the surrounding road network, the lack of dedicated infrastructure reduces the attractiveness of cycling as a primary mode of transport to the site.

11.2 Bicycle parking and end of trip facilities

Notwithstanding the limited cycling infrastructure in the surrounding area, the proposed development incorporates bicycle parking and end-of-trip facilities to support staff who may choose to travel by bicycle.

Six bicycle parking spaces are provided for visitors, conveniently located near the gatehouse. A total of ten bicycle parking spaces are proposed for staff use. This level of provision accommodates a target cycling mode share of up to 14%, which is more than satisfactory, given the context of the industrial location and limited supporting cycling network.

The bicycle parking will be located close to the building entrance for convenience. To further support active transport, the development will provide end-of-trip facilities including:

- Separate male and female shower and change room; and
- Secure lockers for personal belongings and cycling equipment.

These facilities will enable staff who elect to cycle to safely store bicycles and change as required, consistent with contemporary workplace amenity standards.

12 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.



13 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 11, seven crashes were recorded in the locality in the last five years. The detailed crash history is presented in Table 5.

The low traffic generation of the proposed development is unlikely to impact traffic safety in the area.



Figure 11: 5-year crash map in the locality (2020-2024)

Source: MRWA crash mapping tool

Table 5: 5-year crash history in the locality (2020-2024)

Severity	No.	%
Fatal	0	0
Hospital	1	14.29
Medical	2	28.57
PDO Major	2	28.57
PDO Minor	2	28.57
Year	No.	%
2021	4	57.14
2023	1	14.29
2024	2	28.57
Nature	No.	%
Head On	1	14.29
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	0	0
Non Collision	1	14.29
Not Known	0	0
Rear End	1	14.29
Right Angle	3	42.86
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	1	14.29
Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	0	0
Dawn Or Dusk	1	14.29
Daylight	6	85.71
Not Known	0	0
Conditions	No.	%
Dry	7	100.00
Not Known	0	0
Wet	0	0
Alignment	No.	%
Curve	2	28.57
Not Known	0	0
Other / Unknown	3	42.86
Straight	2	28.57
Total	7	



14 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of CDC Data Centres Pty Ltd with regards to the proposed data centre development, located at 178-196 Bushmead Rd, Hazelmere.

The development comprises a four-storey data centre with a total gross floor area of approximately 66,410 m², supported by on-site car parking, loading and servicing facilities. Access to the site is proposed via two crossovers on Bushmead Road, providing separated ingress and egress movements. The crossovers have been designed to industrial standards and assessed using swept path analysis to confirm that a 19 m Articulated Vehicle can safely enter and exit the site in forward gear. While heavy vehicles require the use of the full carriageway width during turning manoeuvres, this is consistent with other industrial developments along Bushmead Road.

Traffic generation has been estimated using ITE trip rates, with daily and peak hour rates factored to 80% of the published average. The adopted rates remain within the reported range of surveyed sites and are considered appropriate having regard to the limited size of the ITE database, the comparatively larger scale of the proposed development, and expected economies of scale in staffing levels. The development is estimated to generate approximately 567 vehicle movements per day, including 86 vehicle movements in the AM peak hour and 74 vehicle movements in the PM peak hour.

Given the low trip generation characteristics of data centres, the proposed development is not expected to materially impact the operation or safety of Bushmead Road or the surrounding road network.

A total of 87 car parking bays is proposed on site. Independent parking demand modelling based on anticipated staffing levels indicates a peak staff parking demand of approximately 67 bays. The proposed supply therefore provides an appropriate level of parking to accommodate staff and visitors, having regard to the limited public transport frequency, absence of footpaths and cycling infrastructure in the immediate vicinity, and the industrial context of the site.

Servicing, waste collection and occasional heavy vehicle access can be accommodated entirely within the site. Service vehicles are able to enter and exit in forward gear, and adequate space is provided for on-site manoeuvring in accordance with AS 2890.2.

Public transport access is available via bus route 291. However, moderate walking distances, discontinuous pedestrian infrastructure and relatively infrequent bus services limit the attractiveness of non-car modes. Bicycle access is similarly constrained by the absence of dedicated cycling facilities on Bushmead Road. Notwithstanding this, the development provides bicycle parking and end-of-trip facilities to support active transport where feasible.

Overall, the proposed development can be accommodated within the existing transport network without adverse impacts. The access arrangements, parking provision and servicing design are considered appropriate for the scale and nature of the development and are consistent with the industrial character of the Hazelmere locality.

Appendices

Appendix A: Proposed development plan



[illegible]

Appendix B: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a buffer 300mm/500mm line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.





Revision notes:		
Rev:	Date:	Notes:
1	05/03/2026	Dark blue swept path line represents a 500mm buffer.

Drawn by:	Paul Ghantous
Client:	CDC Data Centres Pty Ltd

Project:	U25.168 - 178-196 Bushmead Road, Hazelmere Proposed Data Centre Development
Drawing Title:	Swept path analysis AS2890.2 - 19m Articulated Vehicle (AV)

Date:	18/09/2026
Scale @ A3:	1:1500
Revision:	sk01a



urbii

Sustainable Transport. Safe Solutions

PO Box 4315, Baldvis WA 6171
customer@urbii.com.au
0433858164