



Appendix J:

Traffic Impact Assessment

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Cobden Battery Energy Storage System (BESS)

Traffic Impact Assessment

Cobden BESS Pty Ltd

Level 11, 88 Tribune Street
South Brisbane QLD 4101

Prepared by:

SLR Consulting Australia

Level 16, 175 Eagle Street, Brisbane QLD 4000, Australia

SLR Project No.: 620.041534.00013

4 June 2026

Revision: v3.1

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright

**ADVERTISED
PLAN**

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
v3.1	4 June 2026	Duong Nguyen	Charlie Seventekin	Taylor Beauchamp
v3.0	8 May 2026	Duong Nguyen	Charlie Seventekin	Taylor Beauchamp
v2.2	1 May 2026	Duong Nguyen	Charlie Seventekin	Taylor Beauchamp
v2.1	21 April 2026	Duong Nguyen	Charlie Seventekin	Taylor Beauchamp
v1.1	19 May 2025	Duong Nguyen	Taylor Beauchamp	Charlie Seventekin
v1.0	31 January 2025	Duong Nguyen	Taylor Beauchamp	Charlie Seventekin

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Cobden BESS Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**



Executive Summary

SLR Consulting Australia Pty Ltd (SLR) has been commissioned by Cobden BESS Pty Ltd (Cobden BESS) to prepare a Traffic Impact Assessment (TIA) for a Battery Energy Storage System (BESS) development.

Cobden BESS poses a BESS with capacity of 75 megawatts (MW)/ approximately 300 megawatt hours (MWh) at the point of connection to be constructed on land formally described as Lot 1 and Lot 2 of TP863659 at 89 Cobden-Port Campbell Road, Cobden, Victoria (VIC). The Subject Site is located approximately 200km south-west of Melbourne and 5km south of Cobden. The development plans, prepared by ARES, are provided at **Appendix A**.

Based on the analysis and discussion documented in this report, the following is concluded:

- It is proposed that vehicular access to/ from the Subject Site will be provided from Cobden-Port Campbell Road via Cobden-Warrnambool Road. During the construction phase, a wider site access (approx. 20m wide) will be provided to facilitate turning movements required for the OSOM materials (i.e. transformer). Following this, the access driveway will be reconstructed to meet the relevant Australian Standards (AS) for design vehicles required during the operational phase. The proposed access arrangements are considered appropriate and consistent with the objectives of Clause 52.29 for land adjacent to a road in Transport Zone 2.
- The Project will generate additional daily traffic of approximately 30 inbound & 30 outbound trips per day during the construction period of 12 months.
- SLR has undertaken intersection performance analysis at two (2) study intersections (one {1} existing intersection and one {1} proposed new site access driveway). It was identified that the existing Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection and the proposed Subject Site access driveway on Cobden-Port Campbell Road will operate satisfactorily during the construction and operation of the Project.
- SLR's review of the turn warrant assessments identified that the existing configuration of the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection is sufficient to accommodate the construction and operational traffic.
- The publicly available crash dataset for the surrounds of the Subject Site does not indicate any recurring crash type or theme that would preclude or warrant significant safety mitigations.
- Sight distances available at the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection and the Subject Site access driveway on Cobden-Port Campbell Road satisfy the sight distance requirements outlined in Austroads Guidelines and Australian Standards.

As per the analysis provided in this report, the following is recommended:

- 1 Approvals will need to be obtained from the National Heavy Vehicle Regulator (NHVR) and the local Council for the transport route between the Princes Highway (intersecting with Cobden-Stonyford Road) and the Subject Site access (residual travel distance of approximately 30km) for the Over Size Over Mass (OSOM) Movements. This includes the delivery of BESS units, the delivery of buildings (i.e. the switch room) and the one-off transformer transportation.
- 2 The concrete medians at the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection be demolished prior to the commencement of large construction vehicle transportation (i.e. to accommodate the one-off transporter movement). It is recommended that the medians be reinstated following the completion of transformer delivery.



- 3 A Construction Traffic Management Plan (CTMP) is to be prepared following the progression of the Project through detailed design.
- 4 An OSOM material route study be prepared following the progression of the Project through detailed design, documenting the route details for the transportation of the transformer from the port of import to the Subject Site.
- 5 Dilapidation reports to be prepared for the review of the Council prior to and following the construction activities.

ADVERTISED PLAN

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**



Table of Contents

Basis of Report	i
Executive Summary	i
Acronyms and Abbreviations	i
1.0 Introduction	1
1.1 Terminology	1
1.2 Context.....	1
1.3 Assessment Scope.....	2
1.4 Report Structure	2
2.0 Project Description	3
2.1 Overview	3
2.2 Site Context.....	3
2.3 Project Program	4
2.3.1 Construction Phase.....	4
2.3.2 Operational and Decommissioning Phase.....	4
2.4 Construction Phase.....	5
2.4.1 Construction Activities.....	5
2.4.2 Construction Workforce.....	5
2.4.3 Construction Workforce Accommodation.....	5
2.5 Operational Phase.....	6
2.5.1 Operational Activities.....	6
2.5.2 Operational Workforce.....	6
2.6 Site Access	6
2.6.1 Clause 52.29	7
2.7 Traffic Routes.....	7
2.7.1 Light Vehicle Routes	7
2.7.2 Heavy Vehicle Routes	8
2.7.3 OSOM Vehicle Routes	9
2.7.4 NHVR Route Review.....	12
3.0 Existing Conditions Appraisal.....	14
3.1 Existing Road Conditions	14
3.1.1 Surrounding Road Network	14
3.1.2 Site Inspection and Traffic Surveys	15
3.1.3 Crash History	15
4.0 Future Network Planning	17
4.1 State Government Road Network Planning	17



4.2	Local Government Road Network Planning	17
5.0	Project Traffic Demands	18
5.1	Seasonality.....	18
5.2	Background Traffic Growth	18
5.3	Vehicle Fleet	18
5.4	Construction Stage Traffic Demands	20
5.4.1	Construction Stage – Heavy Vehicles.....	20
5.4.2	Construction Stage – Workforce Demands.....	21
5.4.3	Traffic Volumes	22
5.5	Operational Phase Traffic Generation	22
5.6	Decommissioning Phase Traffic Generation.....	23
6.0	Traffic Engineering Considerations	24
6.1	Sight Distance Assessment.....	24
6.1.1	Cobden-Warrnambool Road/ Cobden-Port Campbell Road Intersection Sight Distance Assessment.....	24
6.1.2	Cobden-Port Campbell Road/ Subject Site Access Driveway Sight Distance Assessment.....	26
6.2	Turn Warrant Assessment.....	28
7.0	Operational Assessment	30
7.1	Assessment Scenarios.....	30
7.2	Performance Criteria	30
7.3	Intersection Assessment	31
7.3.1	I1 Cobden-Warrnambool Road/ Cobden-Port Campbell Road.....	31
7.3.2	I2 Cobden-Port Campbell Road/ Subject Site Access	32
8.0	Construction Traffic Management Strategies.....	33
8.1	Drivers Code of Conduct	33
8.2	Traffic Guidance Schemes	33
8.3	Site Management	33
8.4	Heavy Vehicle Management.....	33
8.4.1	General Requirements	33
8.4.2	Noise Management	34
8.4.3	Dust Management.....	34
8.5	Contingency Plan	34
8.6	Communications Strategy	34
9.0	Recommendations	35
9.1	Construction Traffic Management Plan.....	35
9.2	OSOM Material Route Study	35

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



9.3 Dilapidation Surveys.....	35
10.0 Conclusions.....	36
11.0 RPEV Certification.....	38

Tables

Table 1 TIA Report Structure.....	2
Table 2 Road Network Details	14
Table 3 Crash History (2018 – 2023).....	16
Table 4 Project Construction Vehicle Fleet	19
Table 5 Trip Generation – Construction Material and Equipment.....	20
Table 6 Trip Generation – Construction Vehicle Movements (Peak Hour)	21
Table 7 Anticipated Peak Construction Traffic Volumes	22
Table 8 Trip Generation – Construction Workforce Movements (Peak Hour).....	22
Table 9 Operational Workforce	23
Table 10 Cobden-Warrnambool Road/ Cobden-Port Campbell Road Intersection SISD and Parameters	24
Table 11 Cobden-Warrnambool Road/ Cobden-Port Campbell Road Intersection SISD Parameter Justification	25
Table 12 Cobden-Warrnambool Road/ Cobden-Port Campbell Road Sight Distance Assessment.....	25
Table 13 Cobden-Port Campbell Road/ Subject Site Access Sight Distance Parameters	27
Table 14 Cobden-Port Campbell Road/ Subject Site Access Sight Distance Assessment	27
Table 15 Turn Treatment Types	28
Table 16 Degree of Saturation Thresholds	30
Table 17 Critical Delay Thresholds	31
Table 18 I1 Cobden-Warrnambool Road/ Cobden-Port Campbell Road – SIDRA Output	31
Table 19 I2 Cobden-Port Campbell Road/ Subject Site Access – SIDRA Output.....	32

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN

Figures

Figure 1 Site Location in the Regional Context	3
Figure 2 Site Location in the Local Context.....	4
Figure 3 Accommodation Locations	6
Figure 4 Proposed Light Vehicle Access Route	8
Figure 5 Proposed Heavy Vehicle Access Route.....	9
Figure 6 Existing Cobden-Warrnambool Rd/ Cobden-Port Campbell Rd Intersection	9
Figure 7 Proposed Methodology for BESS and Building Transportation	10
Figure 8 Proposed Methodology for Transformer Transportation	11



Figure 9	Road Hierarchy.....	15
Figure 10	Crash History and Location (2019 – 2024).....	16
Figure 11	Sight Distance at Cobden-Warrnambool Rd/ Cobden-Port Campbell Rd.....	26
Figure 12	Sight Distance at Proposed Site Access	27
Figure 13	Turn Warrant Assessment (Major Road Design Speed $\geq$ 100km/h)	29
Figure 14	Cobden-Warrnambool Road/ Cobden-Port Campbell Road Turn Warrant Assessment.....	29
Figure 15	I1 Cobden-Warrnambool Road/ Cobden-Port Campbell Road – Intersection Form	31
Figure 16	I2 Cobden-Port Campbell Road/ Subject Site Access – Proposed Access Form	32

Appendices

Appendix A	Development Plans
Appendix B	Swept Path Assessments
Appendix C	Traffic Flow Diagrams (Desktop Models)
Appendix D	SIDRA Outputs
Appendix E	Drivers' Code of Conduct

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**



Acronyms and Abbreviations

Acronym	Description
AADT	Annual Average Daily Traffic
AS	Australian Standards
ATC	Automatic Tube Count
AV	Articulated Vehicle
BAL	Basic Left Turn
BAR	Basic Right Turn
BESS	Battery Energy Storage System
CSC	Corangamite Shire Council
CTMP	Construction Traffic Management Plan
DA	Development Application
DCA	Definition for Coding Accidents
DOS	Degree of Saturation
DTP	Victoria Department of Transport and Planning
EOL	End of Operational Life
FTE	Full Time Equivalent
GML	General Mass Limit
LGA	Local Government Area
LGIP	Local Government Infrastructure Plan
LOS	Level of Service
LPT	Large Power Transformer
MRV	Medium Rigid Vehicle
MW	Megawatt
MWh	Megawatt Hour
NHVR	National Heavy Vehicle Regulator
OSOM	Over Size Over Mass
PWD	People with Disabilities
SRV	Small Rigid Vehicle
SISD	Safe Intersection Sight Distance
SLR	SLR Consulting Australia Pty Ltd
TGS	Traffic Guidance Scheme
TIA	Traffic Impact Assessment
TIS	Traffic Information Specialist

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**



1.0 Introduction

1.1 Terminology

The areas of investigation and assessment discussed within this report for the Project include:

- *the Project* – the proposed Cobden BESS.
- *Subject Site* – consisting of Lot 1 and Lot 2 of TP86359.
- *Project Area* – the area of proposed ground disturbance associated with the Project within the Subject Site.

1.2 Context

SLR Consulting Australia Pty Ltd has been engaged by Cobden BESS Pty Ltd to prepare a Traffic Impact Assessment (TIA) report in support of the proposed BESS located at 89 Cobden-Port Campbell Road, Cobden VIC 3266 (Lot 1 and Lot 2 of TP86359) (the Project).

Cobden BESS proposes a BESS with capacity of 75 megawatts (MW)/ approximately 300 megawatt hours (MWh) at the point of connection to be constructed at 89 Cobden-Port Campbell Road in Cobden, located approximately 200km south-west of Melbourne, within the Corangamite Shire Council LGA.

The Project will involve the construction, operation and eventual decommissioning of the Project Area, including:

- Construction/ installation of a BESS with a proposed capacity of up to 300 MWh.
- The construction and operation of a 33/ 66 kilovolt (kV) substation for the BESS. The BESS will be connected into the 66kV sub-transmission line which runs from Cobden Zone Substation to Camperdown Zone Substation in a line-in-line-out configuration. Powercor, as the network provider, will facilitate effective integration into the existing power grid.
- The construction and operation of a sub-transmission substation and switching yard.
- Installation of electrical collection and conversion systems, including inverter and transformer units, switchyard, and control room.
- Ancillary construction activities, including earthworks, temporary laydown areas and construction compounds.
- Ancillary operational activities, including site office, construction compounds, and ongoing maintenance, including the maintenance storage area.
- Rehabilitation of the Project Area after decommissioning.

The development plans, prepared by ARES, are provided at **Appendix A**.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**



1.3 Assessment Scope

This TIA report assesses the consistency of the Project with Council and State planning and evaluates the impacts of the Project on the surrounding transport network. This TIA identifies the transport infrastructure required to support the Project. It provides an assessment of the traffic- and transport-specific aspects of the Project against the requirements of the following relevant authorities:

- Corangamite Shire Council.
- Victoria Department of Transport and Planning.

1.4 Report Structure

The structure of this TIA report is shown in **Table 1**.

Table 1 TIA Report Structure

Section	Title	Description
1	Introduction	Identifies the context of the Project.
2	Project Description	Describes the Project, including location, site design, and access arrangements.
3	Existing Conditions Appraisal	Describes the existing transport network, including traffic volumes, crash history, bus service, and vehicle routes.
4	Future Network Planning	Details future Government or Council road planning including any impacts to the Project.
5	Project Traffic Demands	Details the Project generated traffic demands and assessed traffic volumes.
6	Traffic Engineering Considerations	Outlines the technical analysis undertaken to confirm the appropriateness of the Project from a traffic engineering perspective.
7	Operational Assessment	Outlines the technical analysis to assess the capacity of the site access intersection and surrounding road network.
8	Construction Traffic Management Plan Strategies	Outlines the possible strategies for the future construction traffic management plan and provides high-level advice.
9	Recommendations	Outlines the recommended actions following the progression of the Project through detailed design.
10	Conclusion	Summarises the findings of the Traffic Impact Assessment.
11	RPEV Certification	Statement of endorsement by appropriately qualified RPEV.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**



2.0 Project Description

2.1 Overview

Cobden BESS proposes to construct and operate a BESS with a maximum discharge rate of 75MW and a maximum amount of stored energy of approximately 300MWh at the point of connection. The BESS units will be connected to the sub-transmission network via the Cobden Zone Substation adjacent to the 66kV sub-transmission line, which transects the Subject Site with connections to the sub-transmission network via above-ground sub-transmission lines. The purpose of the Project is to act as a means of storing energy during off-peak periods for later use, notably being able to be procured during periods of peak energy demand.

The Project would be located adjacent to Cobden-Port Campbell Road, Cobden, VIC and contained within Lot 1 and 2 of TP863659.

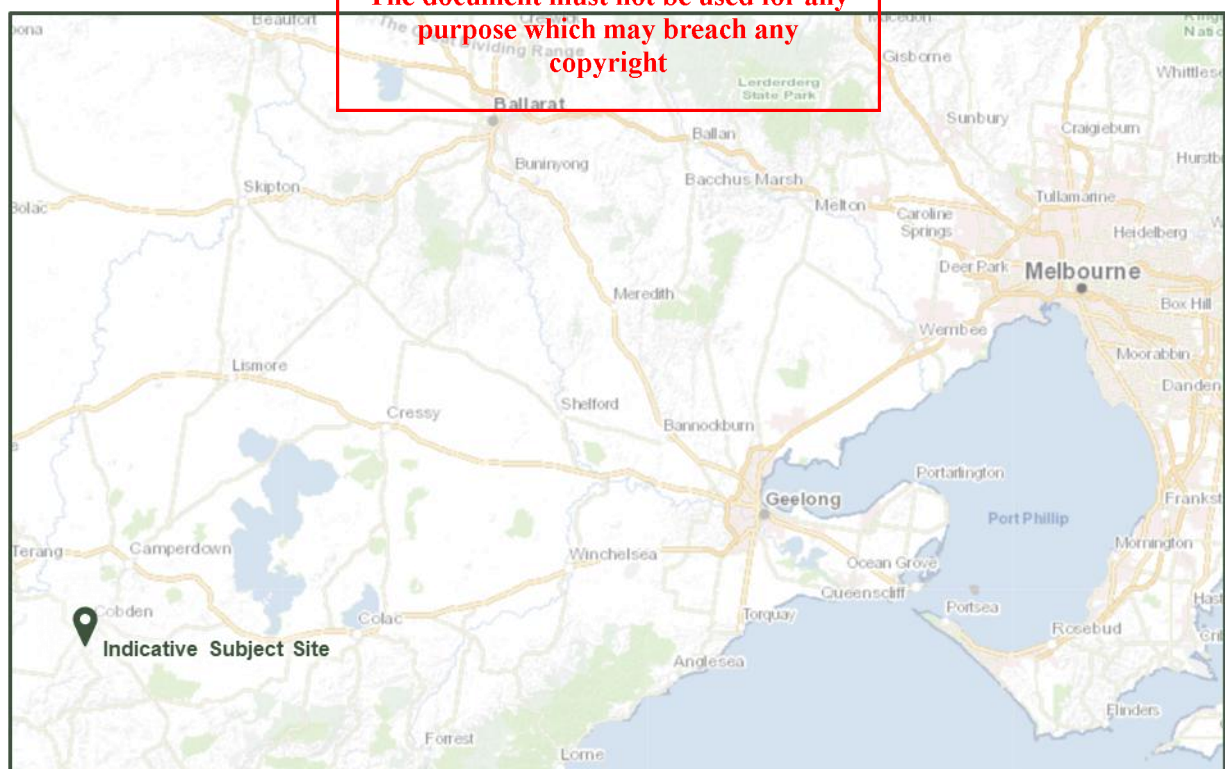
2.2 Site Context

The Subject Site is located in the suburb of Cobden within the jurisdiction of the Corangamite Shire Council LGA. The entirety of the site is zoned as *FZ1 – Farming Zone* under the *Corangamite Planning Scheme – Local Provision Map No. 22 (2022)* and is surrounded by large rural lots under the same zoning.

The Subject Site is currently occupied by a single residential house with property fencing surrounding Lot 2 of TP863659, adjacent to Cobden-Port Campbell Road. Neighbouring lots are predominantly large rural lots, with some including rural residential housing.

Figure 1 provides an overview of the Subject Site in the regional context while **Figure 2** provides the site-specific context of the Subject Site in the

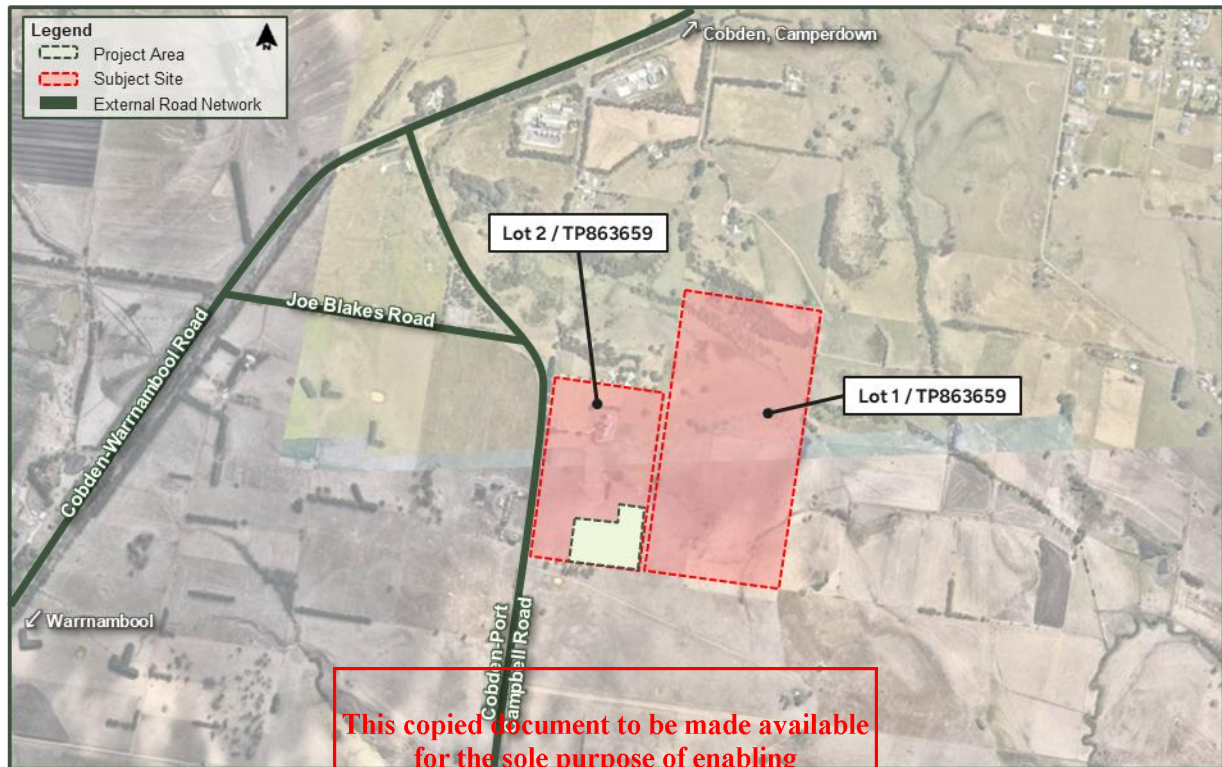
Figure 1 Site Location in the Regional Context



**ADVERTISED
PLAN**



Figure 2 Site Location in the Local Context



2.3 Project Program

2.3.1 Construction Phase

The Client has informed SLR that the Project will commence mid-2027, with the phases to occur as follows:

- Pre-construction – 6 months
- Construction – 12 months
- Commissioning and Energisation – 6 months

For the purposes of the following assessment, the construction phase is the primary phase that will be generating traffic to/ from the Subject Site and has been assessed herein for impacts. The pre-construction phase relates to the external road works and mobilisation required prior to the construction phase. The phase following construction will relate to the commissioning and energisation of the site. The Subject Site is to be constructed within 12-months with construction commencing by 2028.

For traffic generation purposes, a linear traffic generation estimate has been applied for construction phase movements associated with material, equipment, and workforce mobilisation and decommissioning.

2.3.2 Operational and Decommissioning Phase

The Project is expected to operate for approximately 25-30 years, providing short-term, medium-term and long-term local employment opportunities. Cobden BESS is anticipated to be obliged to decommission and rehabilitate the Project Area at its End of Operational Life (EOL). Decommissioning of the Project Area EOL would include disassembly and removal of the associated infrastructure returning the land to its original use.

The operation and decommissioning processes will have much less traffic generation than the construction period, as BESS systems are low-maintenance investments and decommissioning would require a limited workforce.

It is important to note that the construction scenario of the Project Area would have the largest traffic impacts, compared to their impacts during the operation and demobilisation phases, noting that the Project's decommissioning will occur beyond the typical 10-year assessment horizon. Based on this, no detailed assessments are undertaken in this report for the operational and demobilisation, provided that sufficient infrastructure is developed for the construction phase.

2.4 Construction Phase

2.4.1 Construction Activities

For the purposes of forecasting peak traffic demands associated with the Project construction phase, the following key construction activities are anticipated to generate traffic on the external road network:

- Site clearance and establishment.
- Construction machinery deliveries.
- Equipment and material deliveries.
- Workforce transportation.

2.4.2 Construction Workforce

It is anticipated that a maximum of 96 persons, consisting of 76 workers and 20 supervisors/contractors will travel to the Subject Site via Toyota Coaster type shuttle buses and light vehicles, respectively, at the peak of construction activities. This represents the highest volume of personnel potentially on-site at a given time. On a typical day, there will likely be fewer workers on-site. However, for a conservative assessment, it has been assumed that there will be 96 workers accessing the Subject Site throughout the duration of the construction phase.

2.4.3 Construction Workforce Accommodation

Cobden BESS has undertaken initial investigations to identify accommodation for the construction workforce. As mentioned above, it is anticipated that a maximum of 96 personnel will be required for the peak of construction activities; however, Cobden BESS is committed to maximising the employment of local contractors. As a result, it is anticipated that a significantly smaller number of beds will be required from the nearby hotels at any given time.

A detailed accommodation plan will be prepared as part of the future CTMP however at this stage, hotels and motels in the following towns are considered:

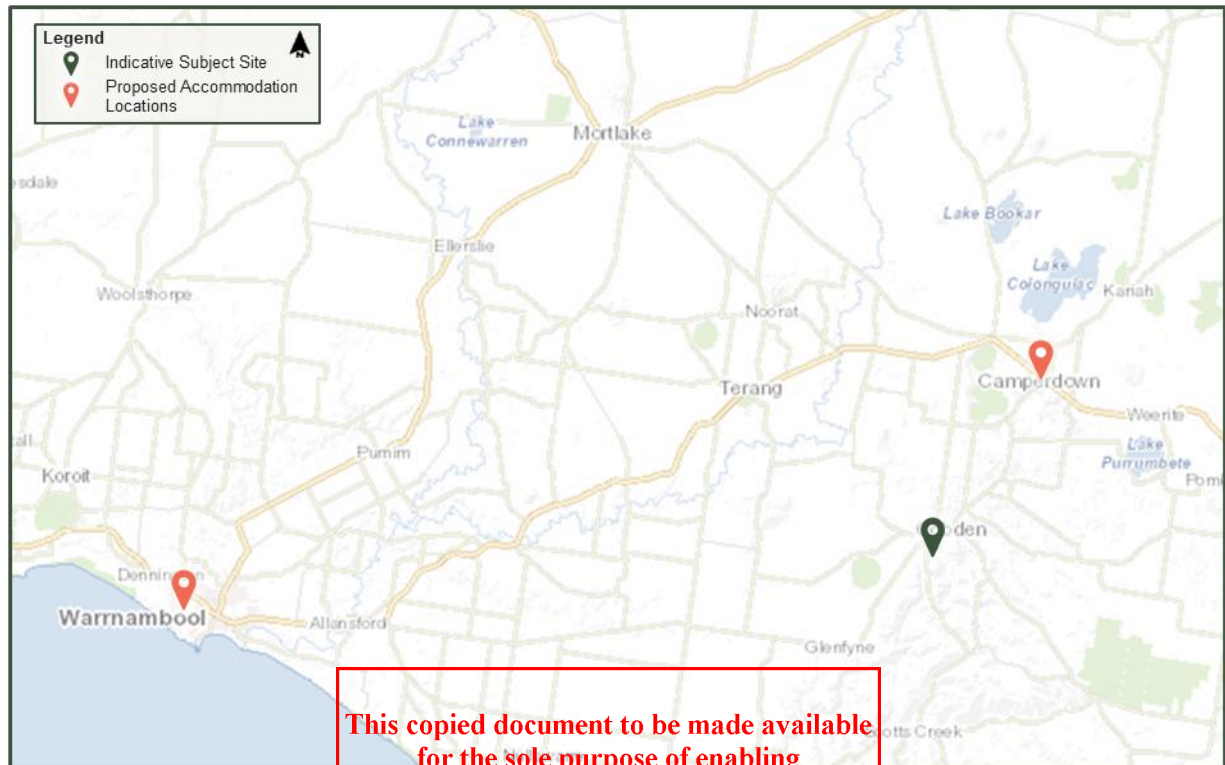
- Warrnambool.
- Camperdown.

For the purposes of assessing project traffic demands, it has been assumed that a 50%/ 50% split between the accommodation locations will be adopted. The location of the abovementioned towns with respect to the Project has been reproduced on **Figure 3**.

**ADVERTISED
PLAN**



Figure 3 Accommodation Locations



2.5 Operational Phase

2.5.1 Operational Activities

Once the Project is operational, there will be no activities that require a significant workforce to be present within the Project Area. It is understood that for most of the Project's life, the operation phase will involve a range of preventative, corrective, and condition-based maintenance activities, which will entail inspecting and servicing the Project Area including the associated electrical network and maintaining the internal road infrastructure.

The external movements associated with these tasks will generally be performed by 5.2m long VANs, 6.4m long SRVs and 8.8m long MRVs.

2.5.2 Operational Workforce

It is anticipated that there will be up to two (2) FTE staff on site and up to two (2) FTE staff off-site, with potential for up to three (3) FTE ad-hoc contractors being present on-site at any one time, noting that these staff will not be on-site 100% of the time with remote monitoring of the Project Area undertaken.

2.6 Site Access

It has been proposed that access to/ from the Subject Site will be provided on Cobden-Port Campbell Road via one (1) driveway crossover, approximately 590m south of Joe Blakes Road. During the construction phase, the access driveway (approx. 20m wide) will be constructed to facilitate the swept path of the OSOM access turn movement, as shown in **Appendix B**, which will be significantly wider than the minimums of the relevant Australian Standards. Following the construction phase, the access will be reconstructed and provided in accordance with the relevant Australian Standards and Austroads Guidelines for the design vehicles under the operational phase.



The internal site arrangements are yet to be finalised, with internal roads and intersections to be established by Cobden BESS as required during the detailed design stage.

2.6.1 Clause 52.29

Cobden-Port Campbell Road forms the western boundary of the Subject Site and is zoned Transport Zone 2 (TZ2). The Project includes a new vehicle access point from Cobden-Port Campbell Road, with a temporary 20m wide construction access required during the construction phase. Clause 52.29 applies to land adjacent to a road in TRZ2. Under Clause 52.29 2, a permit is required to create or alter access to a road in a Transport Zone 2.

The purpose of this Clause is:

- To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.
- To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.

Suitable access will be provided from Cobden-Port Campbell Road to the Subject Site, to facilitate both the construction and ongoing operation of the Project. The proposed vehicle access, as well as the temporary 20m wide construction access is essential for the delivery of infrastructure, construction materials and operational requirements. The access will be designed and located to ensure efficient vehicle movements and safety of Cobden-Port Campbell Road.

2.7 Traffic Routes

2.7.1 Light Vehicle Routes

Light vehicles will only be used by supervisors/ contractors throughout the construction phase, with their accommodation being planned in Camperdown or Warrnambool. Noting this, light vehicles can approach the Subject Site utilising different routes compared to heavy vehicles during the construction.

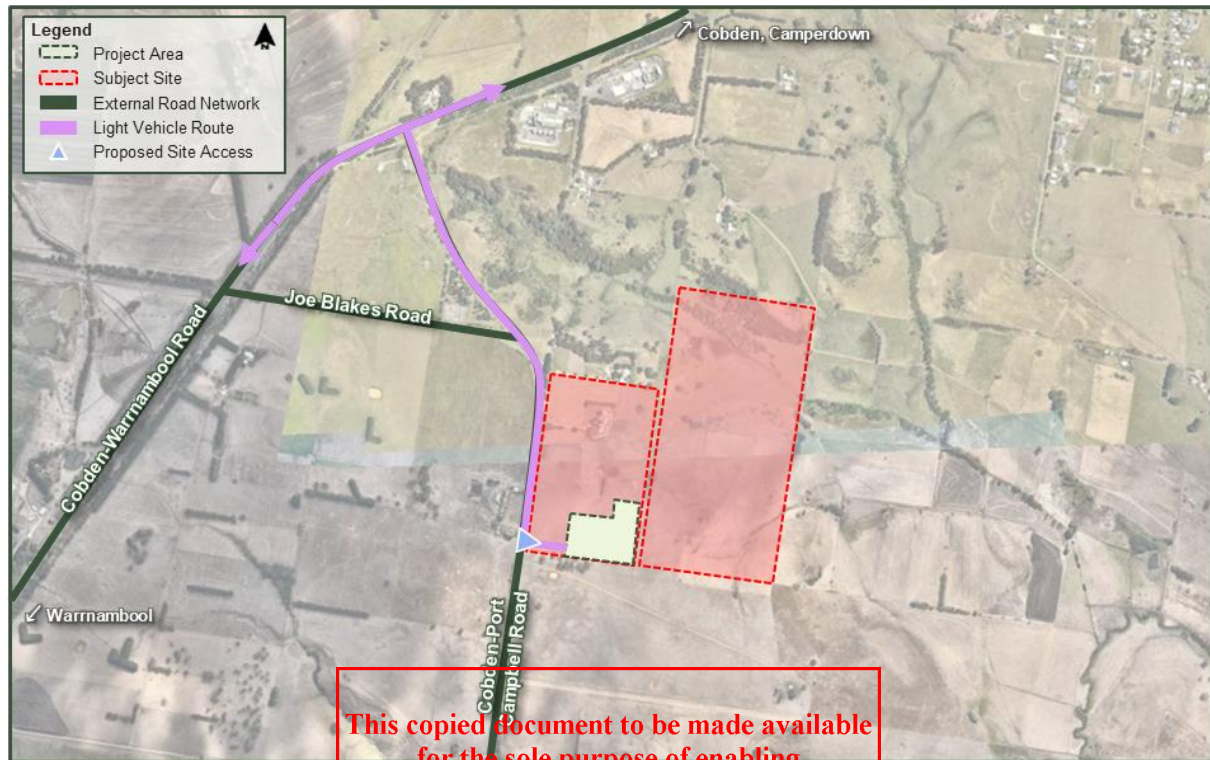
For the inbound trips, light vehicles would perform a right- or left-turn off Cobden-Warrnambool Road onto Cobden-Port Campbell Road to travel towards the Subject Site access depending on their accommodation, as shown on **Figure 4**.

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright

**ADVERTISED
PLAN**



Figure 4 Proposed Light Vehicle Access Route



2.7.2 Heavy Vehicle Routes

The BESS equipment, other materials, and the construction fleet will be transported to the Subject Site via Princes Highway, Cobden-Stonyford Road (route C149) and Cobden-Warrnambool Road (route C167) from Melbourne and the Port of Melbourne.

For the majority of deliveries, the largest vehicle will be limited to 26m B-Doubles. OSOM vehicles will be used to perform the one-off transformer transportation, the delivery of BESS containers, and the delivery of buildings as required (i.e. the switch room). All heavy vehicles will take the route to/ from the Subject Site as depicted on **Figure 5**.

All heavy vehicles will travel along Princes Highway (from the east) and turn left onto Cobden-Stonyford Road or otherwise known as route C149. Heavy vehicles will travel westbound along the entirety of this road before performing a left-turn onto Camperdown-Cobden Road before turning left onto Victoria Street then right onto Curdie Street via the roundabout. Vehicles will continue on this road before turning left onto Cobden-Port Campbell Road via the slip lane, where they will travel southbound to the Subject Site access, entering via a left-turn movement. The existing intersection arrangement at Cobden-Warrnambool Road/ Cobden-Port Campbell Road (based on Nearmap aerial imagery) is shown on **Figure 6**. SLR has undertaken swept path assessments for the largest design vehicle within the construction fleet (i.e. 26m B-Double Design Vehicle) at the intersection of Cobden-Port Campbell Road and Cobden-Warrnambool Road and the movement into the Subject Site access, as provided at **Appendix B**.

In relation to the routing of shuttle buses, although they are considered heavy vehicles, it is noted that they are intended to be utilised for construction workforce transportation and will travel via the proposed light vehicle routes detailed in **Section 2.7.1**.

**ADVERTISED
PLAN**



Figure 5 Proposed Heavy Vehicle Access Route



Figure 6 Existing Cobden-Warrnambool Rd / Cobden-Port Campbell Rd Intersection



2.7.3 OSOM Vehicle Routes

OSOM vehicles will be used to perform the one-off transformer transportation, the delivery of BESS containers, and the delivery of buildings as required via OSOM vehicles (i.e. the switch room). As mentioned in **Section 2.7.2**, OSOM vehicles will utilise the same vehicle route as the heavy vehicles to access the Subject Site. OSOM vehicles will travel along Princes Highway (from the east) and turn left onto Cobden-Stonyford Road or otherwise known as route C149 before routing to the site, with an assessment of the OSOM vehicle route to be undertaken, as discussed in **Section 2.7.3.3**.

**ADVERTISED
PLAN**

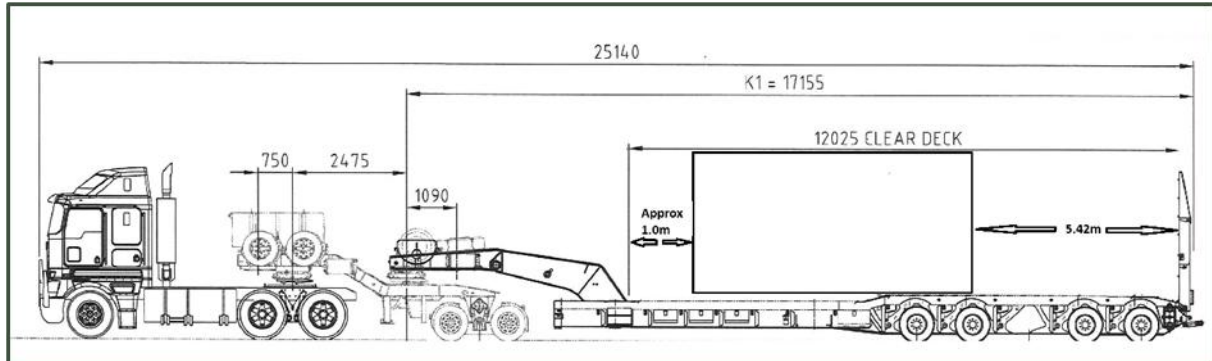


2.7.3.1 Transportation of the BESS and Buildings

Through discussions with the Client, it is understood that due (but not limited) to the weight of the BESS units and the switch room to be transported to the Subject Site, a Class 1 Low Loader that can carry up to 55t is anticipated to be sufficient to cater for these movements.

The geometric details of the anticipated design vehicle are shown on **Figure 7**.

Figure 7 Proposed Methodology for BESS and Building Transportation



While indicative building transport movements are identified further in this report, the final number of movements will be confirmed at the detailed design stage and assessed as part of the OSOM Material Route Study.

In addition, it is noted that building and BESS height parameters are not yet confirmed at this stage of the Project. Height clearance requirements for the transport of each component will be reviewed during the detailed design stage to ensure compliance with relevant Victorian Highway clearance requirements (typically 4.6m) along the proposed route shown on **Figure 5**. Should any components exceed standard height restrictions, additional investigations and route assessments may be required, which can be carried out as part of the detailed route study undertaken by an OSOM material logistics company or in the CTMP.

2.7.3.2 One-Off Transportation of the Transformer

Based on discussions undertaken with Cobden BESS, it is understood that the transformer required for the Project Area will weigh up to 160 tonnes. On this basis, a 31.0m Prime Mover transporter is anticipated to be sufficient.

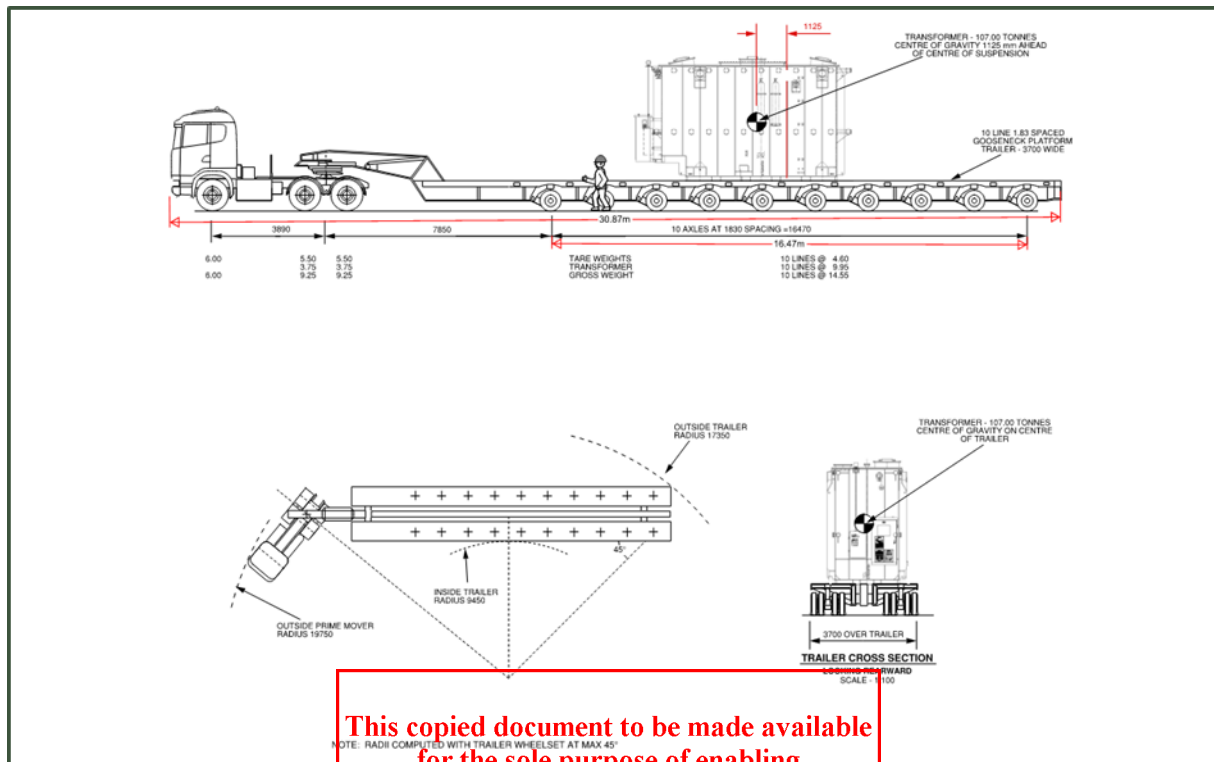
The geometric details of the anticipated design vehicle are shown on **Figure 8**.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED
PLAN



Figure 8 Proposed Methodology for Transformer Transportation



Based on SLR's experience with other BESS, solar farm and wind farm developments across Australia, it is anticipated that the entire transformer (loaded on a single platform trailer) would be approximately 4.5m high for transportation purposes. Given that the height of the transformer is within the typical clearances of 4.6m on Victoria Highways, the proposed route shown on **Figure 5** earlier in this report is considered appropriate. If any changes are suggested to the transformer specifications during the progression of the Project through detailed design, additional investigations may be required. As needed, these investigations can be carried out as part of the detailed route study undertaken by an OSOM material logistics company or in the CTMP.

2.7.3.3 OSOM Vehicle Route Assessment

SLR has undertaken swept path assessments for the proposed transformer and building and BESS movements at the intersection of Cobden-Warrnambool Road/ Cobden-Port Campbell Road and the Subject Site access on Cobden-Port Campbell Road.

Based on the swept path assessment prepared for the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection, the demolition of existing concrete medians on the left-turn slip-lane of the eastern approach and within the median of the southern approach (including the removal of any relevant signs) is necessary for the one-off transformer movement. Although the demolition of concrete medians is not strictly necessary to facilitate the B-Double turning movements, SLR recommend that the demolition of these medians occur at the beginning of the construction phase and reinstated following the completion of works.

The swept path assessments for the one-off transportation of the transformer and BESS and building transportation are provided at **Appendix B**.

Temporary traffic management will be required in key locations along the transport route, such as at intersections and the Subject Site access driveway along Cobden-Port Campbell Road, to manage the spatial requirements of the OSOM vehicle swept paths, as identified in the abovementioned assessment. It is noted that SLR has only undertaken swept path

assessments for the OSOM vehicles at the intersection of Cobden-Warrnambool Road/ Cobden-Port Campbell Road and Subject Site access. Further investigation should be undertaken for the remainder of the transport route as part of the OSOM Material Route Study, which is further discussed in **Section 9.2**.

2.7.4 NHVR Route Review

The route proposed for the transportation of the construction materials and transformer as noted above have been checked on the NHVR's website for the following:

- VIC: *Gazetted B-Double Network*
- VIC: *59.5t 2.4-3.5m GCW Low Loader Network*
- VIC: *2x8 Dolly & 9x8 Platform Trailer up to 191 tonnes – Reference Vehicle 7.*

2.7.4.1 B-Double Routing

The transport route described in **Section 2.7.2** was reviewed using the NHVR Route Planner Tool and NHVR Network Map and was identified to be generally B-Double gazetted/ approved.

Cobden-Port Campbell Road, however, was marked as restricted for B-Double Design Vehicles according to the NHVR Network Map due to the road geometry. An application will need to be made to NHVR to obtain a permit to operate B-Double design vehicles along the section of Cobden Port Campbell Road from Cobden-Warrnambool Road to the Subject Site access driveway for the duration of the construction phase.

2.7.4.2 OSOM (BESS & Building Transportation) Routing

It is noted that for the approved 59.5t 2.4-3.5m GCW Low Loader route on the NHVR Network Map, the approved route ends at the Princes Highway exit to Cobden-Stonyford Road. The residual travel distance from the Subject Site is approximately 30km. Therefore, for the remaining segment, approvals will need to be obtained from NHVR and the local Council for delivery of the BESS units and building components.

2.7.4.3 OSOM (Transformer Transportation) Routing

Similar to the BESS transportation, the approved 2x8 Dolly & 9x8 Platform Trailer route on the NHVR Network Map ends at the Princes Highway exit to Cobden-Stonyford Road. Therefore, for the remaining 30km segment, approvals will need to be obtained from NHVR and the local Council for the one-off transformer movement.

2.7.4.4 NHVR Route Conditions

Following a review of the proposed route, SLR identified conditions along the route for OSOM movement, such as where bridges were present. These were identified to be *Approved with Conditions* with instructions provided for heavy vehicle drivers when they are required to navigate these locations. The conditions along this route are subject to change and should be reviewed as part of the OSOM material.

In addition to the above, SLR noted that NHVR's National Network Map did not include any conditions for the following sections of road along the proposed route:

- Cobden-Stonyford Road (route C149).
- Camperdown-Cobden Road (route C156).
- Camperdown-Port Campbell Road (route C164).

**ADVERTISED
PLAN**



Further assessments of these routes should be documented within the CTMP and OSOM Material Route Study based on the outcomes of consultations with NHVR and/ or Council. The proposed route can be reviewed digitally by entering the code **1WH9M-6** on the Route Planner page of the NHVR¹.

ADVERTISED PLAN

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

¹ <https://www.service.nhvr.gov.au/#page=informationHub/routePlannerTool>



3.0 Existing Conditions Appraisal

3.1 Existing Road Conditions

3.1.1 Surrounding Road Network

The typical characteristics of the key roads surrounding the Subject Site are provided in **Table 2** with the road hierarchy provided on **Figure 9**.

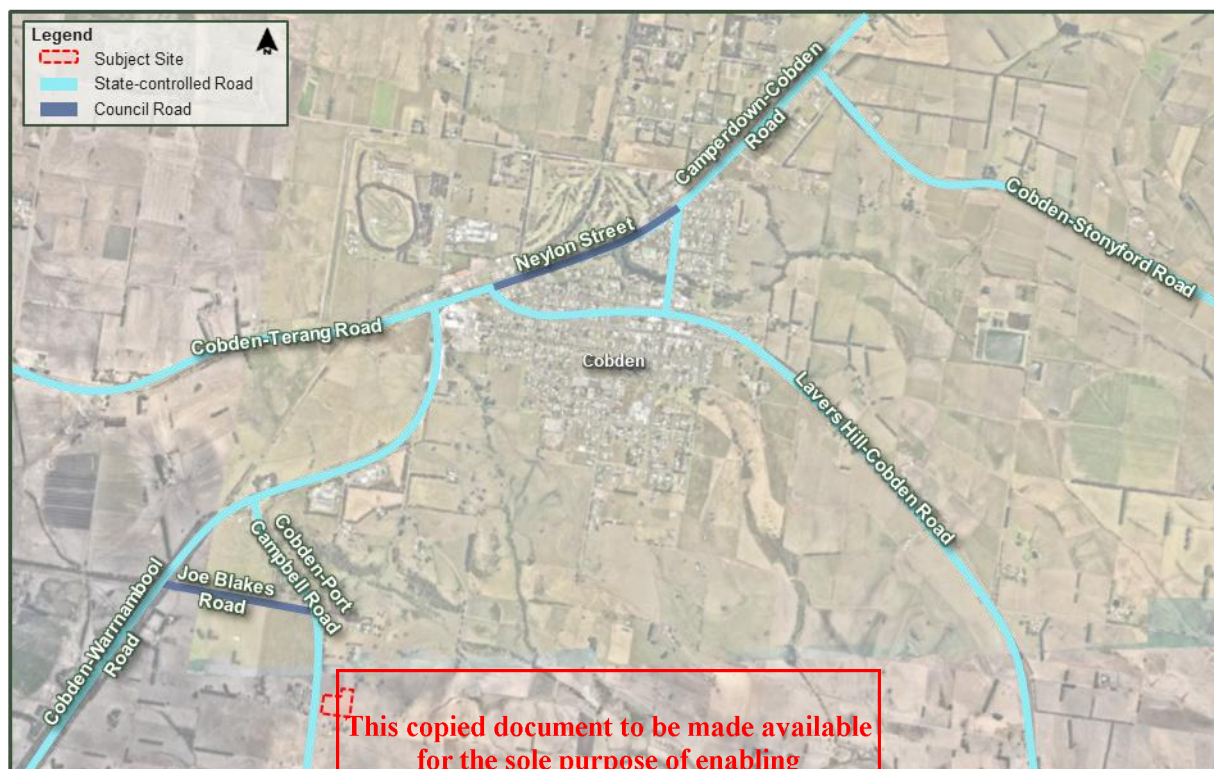
Table 2 Road Network Details

Road	Road Authority	Road Classification	Formation	Posted Speed Limit (km/h)	Approved Heavy Vehicle Type
Princes Highway	VIC DTP	Highway	Undivided carriageway with single traffic lane in either direction. Typically, a rural cross-section (approx. 10m carriageway width) with sealed shoulders and overtaking lanes.	100km/h	B-Double (26m)
Cobden-Stonyford Road		Arterial Road	Undivided carriageway with single traffic lane in either direction. Typically, a rural cross-section (approx. 7m carriageway width) with no shoulders.	100km/h	
Camperdown-Cobden Road		Arterial Road	Undivided carriageway with single traffic lane in either direction. Typically, a rural cross-section (approx. 8m carriageway width) with sealed shoulders.	80km/h	
Cobden-Warrnambool Road		Arterial Road	Undivided carriageway with single traffic lane in either direction. Typically, a rural cross-section (approx. 7m carriageway width) with no shoulders.	100km/h	
Cobden-Port Campbell Road		Arterial Road	Undivided carriageway with single traffic lane in either direction. Typically, a rural cross-section (approx. 7m carriageway width) with no shoulders.	100km/h ^[1]	
Neylon Street	CSC	Link Road	Undivided carriageway with single traffic lane in either direction. Typically, a rural cross-section (approx. 7m carriageway width) with no shoulders.	60km/h	General Access

^[1] Unposted speed limit



Figure 9 Road Hierarchy



3.1.2 Site Inspection and Traffic Surveys

A site inspection was undertaken by SLR staff on Monday 25 November 2024 to review the geographic landscape in proximity to the Subject Site as well as reviewing the feasibility of transport route options.

To ascertain the existing traffic demands of the road network surrounding the site, SLR commissioned Traffic Information Specialist (TIS) to undertake Automatic Tube Count (ATC) surveys along Cobden-Port Campbell Road from Sunday 1 December to Saturday 7 December 2024 and intersection turning count survey at the Cobden-Warrnambool Road/Cobden-Port Campbell Road intersection on Tuesday 3 December 2024.

A review of the survey data indicated that the network peak hours were as follows:

- Weekday AM peak: 8:30am to 9:30am.
- Weekday PM peak: 3:30pm to 4:30pm.

3.1.3 Crash History

To highlight any safety deficiencies in the surrounding road network in proximity to the Subject Site, SLR has undertaken a review of crash data available on the DTP Transport Victoria website². Crashes are reported for the latest five (5) year period between 01 January 2019 and 01 January 2024.

The locations of the reported crashes are illustrated on **Figure 10**, with details and definitions for classifying accidents codes also provided in **Table 3**.

² https://opendata.transport.vic.gov.au/dataset/victoria-road-crash-data?v=1#use_cases

Figure 10 Crash History and Location (2019 – 2024)

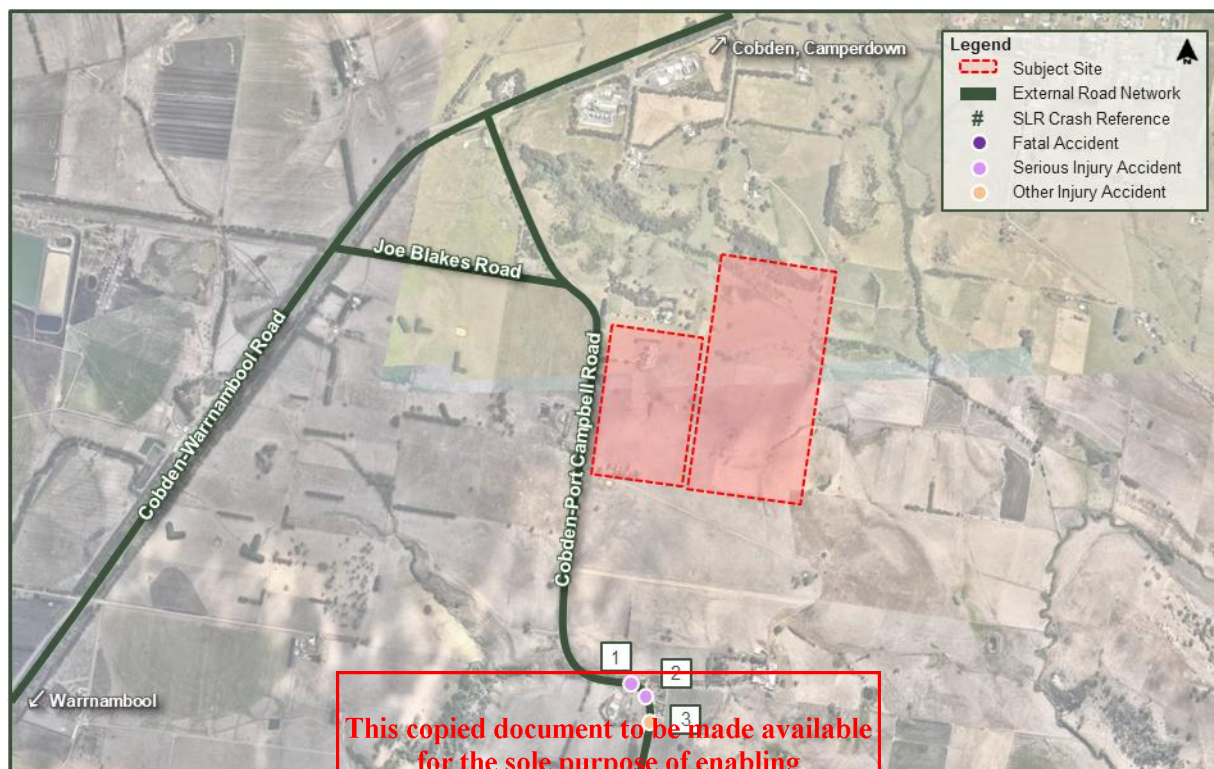


Table 3 Crash History (2018 – 2023)

SLR Ref.	DTP Accident Ref.	Year	Location	Crash Severity	DCA Code	DCA Description
1	T20200018782	2020	Cobden-Port Campbell Rd	Serious Injury	183	Off Left Bend into Object/ Parked Vehicle
2	T20210026814	2021	Cobden-Port Campbell Rd	Serious Injury	180	Off Carriageway on Right Bend
3	T20190025782	2019	Cobden-Port Campbell Rd	Other Injury Accident	180	Off Carriageway on Right Bend

As shown in **Table 3**, three (3) crashes were documented along Cobden-Port Campbell Road, noting that these incidences all occurred south of the Subject Site, as shown on **Figure 10**. Of these incidents, no reported crashes resulted in fatal injuries.

A review of the crash descriptions indicate that the crashes typically occurred due to loss of vehicle control. None of the crashes noted above occurred within the vicinity of the Subject Site access at Cobden-Port Campbell Road or at the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection.

The comparatively low number of crashes occurring in proximity to the Subject Site demonstrates that the observed crash types will not be exacerbated by the low volume of additional traffic generated by the Project (discussed in **Section 5.0**). In addition to this, it is proposed that for the duration of the Project, traffic routing to and from the site for both light and heavy vehicles will do so from the north via the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection, as identified in **Section 2.7**. It is anticipated that the increase in traffic on Cobden-Warrnambool Road will not result in a worsening of the existing situation. This information should be documented as part of the Drivers Code of Conduct to be prepared by Cobden BESS, as discussed further in **Section 8.1**.

4.0 Future Network Planning

4.1 State Government Road Network Planning

DTP's *Victoria Big Build* website has been reviewed to identify if any works are planned on the state-controlled transport network that are of relevance to the assessment documented herein. The review showed that there are no programmed works located in proximity to the Project study area.

4.2 Local Government Road Network Planning

The Corangamite Shire Council Plans & Strategies documents have been reviewed to ascertain whether the local authority has any planned upgrades of relevance to the Project. The review showed that there are no works planned in proximity to the Project study area.

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**



5.0 Project Traffic Demands

5.1 Seasonality

Planning for the project assumes that the region does not experience significant wet seasons. As previously discussed, construction phase will be undertaken over a 12-month period commencing in 2028.

5.2 Background Traffic Growth

Assessment of the Project's traffic demands focuses on the construction phase as this has the greatest traffic generation potential. A traffic growth rate of 0% has been applied to the background traffic movements to project future volumes. This is based on the following:

- SLR compared DTP Transport Victoria's Annual Average Daily Traffic (AADT) data³ in 2019 with the ATC surveys obtained in 2024 along Cobden-Port Campbell Road (see **Section 3.1.2**).
- SLR's review determined that the estimated AADT volume from the ATC surveys in 2024 were lower than the dataset available from DTP Transport Victoria in 2019 suggesting a decrease in AADT volume over a 5-year period.
- Given the above, a 0% background traffic growth rate was considered appropriate for a conservative assessment noting that there has likely been little to no change in traffic volumes on the external road network.

5.3 Vehicle Fleet

The anticipated vehicle fleet associated with the Project will predominantly comprise the following as outlined in **Table 4**.

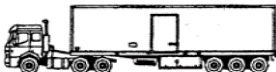
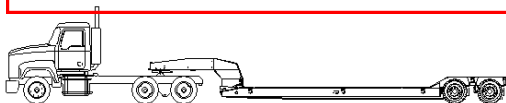
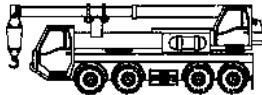
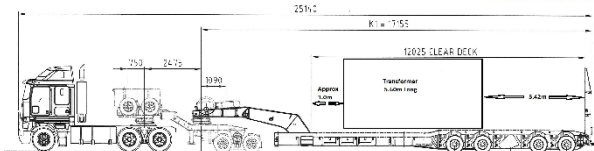
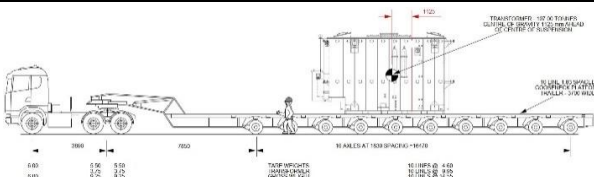
**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

³ <https://opendata.transport.vic.gov.au/dataset/historical-annual-average-daily-traffic-volume>



Table 4 Project Construction Vehicle Fleet

Vehicle	Typical Vehicle Profile	Haulage Material
Private Vehicle (B99 design vehicle)		Supervision Workforce Assumed occupancy of 1 person per vehicle
Toyota Coaster Bus (22-seater)		Labour Workforce Assumed occupancy of 19 persons per vehicle
Heavy Rigid Vehicle (12.5m HRV)		Water (dust suppression etc) Waste removal
Six Axle Articulated Vehicle (20m AV)		Fuel delivery Fencing Substation electrical equipment 40ft Container (one full- size) Demountable Buildings
B-Double (23m or 26m)	 This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright	Aggregates Quarry Products 40ft and 20ft Containers (one full-size and one half-size) Construction mobilisation Construction demobilisation
Low Loader (25m long)		Excavator Bulldozer Grader Compactor Piling Rig
Crane		Construction mobilisation
Class 1 Low Loader (25m, up to 55t)		Energy storage batteries O&M Building Switch room
One platform trailer and one prime mover (up to 31m)		One-off transformer transportation

**ADVERTISED
PLAN**



5.4 Construction Stage Traffic Demands

Traffic that will be generated during the construction of the Project will largely be associated with the transportation of materials/ equipment and the workforce. To simplify the construction traffic calculations, SLR has broken down the traffic-generating elements of the proposed works into two (2) classes, as follows:

- Construction heavy vehicle traffic.
- Construction workforce.

**ADVERTISED
PLAN**

5.4.1 Construction Stage – Heavy Vehicles

The anticipated total heavy vehicle traffic demands associated with transporting the necessary construction material and equipment to the Subject Site are set out in **Table 5**. This excludes the Toyota Coaster shuttle buses identified in **Table 4**, as these heavy vehicle movements will be captured in the workforce traffic demands in **Section 5.4.2**.

Table 5 Trip Generation – Construction Material and Equipment

Construction Material/ Equipment	Vehicle Type ^[1]	Origin/ Destination ^[1]	No. Trucks ^[1]	Trip Movements
Imported Materials <i>[Sand, aggregates and cement utilised for concrete batching and compacted road base. Site access road, Footings and foundations, Internal roads, Hardstand/ Laydown areas]</i>	26m B-Double or 20m Articulated Vehicle or Heavy Rigid Vehicle	Melbourne and/or Local Supplier	1,100 ^[4]	2,200 ^[4]
Battery Units	25m Class 1 Low Loader (OSOM) ^[2]	via Port of Melbourne	68	136
O & M Building		Melbourne	4	8
Substation Building/ Switch room		via Port of Melbourne	1	2
Ancillary Equipment 1 <i>[Site mobilisation and establishment, Plant mobilisation, Substation electrical equipment, Construction demobilisation]</i>	25m Low Loader	Melbourne or Regional Supplier	52	104
Ancillary Equipment 2 <i>[Fencing, Inverter delivery and installation, BoS Material Delivery]</i>	20m Articulated Vehicle	Melbourne or Regional Supplier	66	132
Water <i>[Potable water and non-potable water for dust suppression/ landscaping]</i>	Heavy Rigid Vehicle (19,000 litre water truck ^[3])	Local Supplier	100	200
Fuel	20m Articulated Vehicle	Melbourne	50	100
Large Power Transformer <i>[up to 160 tonnes]</i>	Class 1 Over Size Over Mass (OSOM) ^[2]	via Port of Melbourne	1	2



Construction Material/ Equipment	Vehicle Type ^[1]	Origin/ Destination ^[1]	No. Trucks ^[1]	Trip Movements
TOTAL			1,442	2,884

^[1] Source: SLR, 2025

^[2] Source: ARES, 2025

^[3] Maximum expected tank size

^[4] Trips calculated represent 'worst case' based on the smallest design vehicle proposed (i.e. HRV). Reduction in trips will occur through the use of the larger design vehicles.

The construction movements will occur across all days of the week, however for the purpose of calculating trip movements, it has been conservatively assumed that construction activities occur across a 6-day week (6:30am to 6:30pm). Works are not planned to occur on Sundays, but on rare occasions, there might be some construction tasks undertaken due to weather conditions or severe project program delays. Based on the information that construction activities will take place over a 12-month program, the resulting number of working days is taken to be 303 days (excludes 10 public holidays). The average number of trucks per day is therefore six (6), resulting in 12 trip movements per day.

It is further conservatively assumed that 50% of the daily truck movements will occur during the following peaks:

- Weekday AM Peak – 8:30am to 9:30am.
- Weekday PM Peak – 3:30pm to 4:30pm.

Assuming an 70%/ 30% directional split occurs during the peak hours, the resulting number of heavy trip movements is given in Table 6 below.

Table 6 Trip Generation – Construction Vehicle Movements (Peak Hour)

Parameter	AM Peak			PM Peak		
	IN	OUT	Total	IN	OUT	Total
Split	70%	30%	100%	30%	70%	100%
Trip Movements	4	2	6	2	4	6

As described in **Table 5**, the majority of construction material and equipment will be brought to the Subject Site by Class 2 Heavy Vehicles. The exception to this relates to the one (1) Large Power Transformer (LPT) for the proposed substation, the delivery of BESS containers (i.e. battery units), and buildings (i.e. the switch room). The LPT is a large indivisible item weighing 160 tonnes, with the BESS containers and switch room weighing approx. 50 tonnes. As such, Class 1 OSOM vehicles will be required to bring these components to the Subject Site. The transport of the LPT will comprise a prime mover and a platform trailer, with a Class 1 Low Loader to be utilised for the BESS units and buildings. The exact OSOM vehicle configurations will be subject to a future CTMP to be undertaken by a specialist logistics company prior to the substantial commencement of construction activities. Further details of the CTMP are provided in **Section 8.0**.

5.4.2 Construction Stage – Workforce Demands

The traffic generated by the workforce was determined by considering a maximum of 96 workers on-site, with 76 workers travelling to/ from the Subject Site in 22-seater Toyota Coaster type shuttle buses (maximum of 19 workers per bus) and the remaining 20 supervisors all travelling privately in light vehicles as single occupants. The anticipated traffic demand for the construction workforce is shown in **Table 7**.

The intent is for Toyota Coaster type shuttle buses and personal light vehicles to remain on-site for the duration of the shift. Once the work shift has been completed, the buses will



take the construction workforce back to their designated accommodation of either Warrnambool or Camperdown, as per the routing proposed in **Section 2.7.1**. Based on the abovementioned assumptions, resulting trip assignment for the construction workforce is given in **Table 8**.

This approach is intended to provide maximum flexibility to the future construction workforce transport strategy and provide road authorities confidence that a worst-case scenario has been assessed.

Table 7 Anticipated Peak Construction Traffic Volumes

Vehicle Type	Workforce	Hourly Peak (vph)	Daily Peak (vpd)
Private Vehicle	20	20	40
Coaster Buses	76	4 ^[1]	8 ^[1]

^[1] Based on a Coaster Bus capacity of 19 seats for workers

Table 8 Trip Generation – Construction Workforce Movements (Peak Hour)

Parameter	AM Peak			PM Peak		
	IN	OUT	Total	IN	OUT	Total
Split	100%	0%	100%	100%	0%	100%
Trip Movements	24	0	24	0	24	24

Source: ARES, 2026

5.4.3 Traffic Volumes

The peak hour Project traffic volumes were calculated using the traffic volumes outlined in **Section 3.1.2** and assumptions detailed above. The construction traffic generation was considered in terms of light and heavy vehicle movements.

The construction traffic generation was assumed to progress linearly over the 12-month construction period, with all construction materials arriving from the east via Melbourne while the construction workforce was arriving/ departing the Subject Site and travelling either east or west on Cobden-Port Campbell Road from Cobden-Warrnambool Road, depending on their designated accommodation. With this assumption, daily construction traffic generation was determined by adopting a 6-day work week, resulting in a total of 30 inbound and outbound trips per day.

For a conservative assessment, the peak hour estimate was established by assuming that all construction vehicles were to arrive on the Subject Site within a 1-hour period instead of spreading out equally across the day (8-hours).

The background traffic was determined by conducting a survey of the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection and undertaking an ATCs along Cobden-Port Campbell Road. The peak hour traffic was determined from these surveys, as discussed in **Section 3.1.2**, earlier in this report.

The peak hour movements generated by the construction traffic, the anticipated workforce, and the determined background traffic are summarised in the desktop model provided at **Appendix C**.

5.5 Operational Phase Traffic Generation

The Project Area typically comprise limited equipment that requires regular maintenance. Therefore, the operational traffic demands associated with the Project are expected to be



minimal and limited to minor servicing activities. Based on this, the operational traffic of the Project is not considered a critical element within this traffic assessment.

Nonetheless, the operational workforce assumptions were provided by Cobden BESS and are summarised below in **Table 9** for completeness of this report.

Table 9 Operational Workforce

Operational Parameter	Assumption
Roster	Rolling 7-day roster
Permanent Workforce	4 FTE persons maximum (per day) not 100% site based
Contractor Workforce	3 contractors maximum (per day) not 100% site based
Anticipated Fleet	Light vehicles, Disposal trucks (Small and Medium Rigid Vehicles)
Operational Period	30 years

Source: ARES, 2025

5.6 Decommissioning Phase Traffic Generation

The Project is proposed to be decommissioned and the infrastructure removed following the EOL of the BESS. Works will be undertaken to return the site as close as possible to its original state and use.

The standard construction hours and heavy vehicles, plant, and equipment required for the construction of the Project will also apply to the decommissioning phase.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**



6.0 Traffic Engineering Considerations

6.1 Sight Distance Assessment

A sight distance assessment was undertaken for the Subject Site access location and junctions along the light and heavy vehicle routes in accordance with the following:

- *Austrroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersection (AGRD4A-23)*.
- *Australian Standard 2890.1-2004: Off-street Car Parking (AS2890.1)*.

6.1.1 Cobden-Warrnambool Road/ Cobden-Port Campbell Road Intersection Sight Distance Assessment

Safe Intersection Sight Distance (SISD) is the minimum sight distance that should be provided on the major road (Cobden-Warrnambool Road in this instance) at any intersection, providing sufficient distance for a driver of a vehicle on the major road to observe a vehicle on the minor road (Cobden-Port Campbell Road in this instance) moving into a collision situation (e.g., in the worst case, stalling across the traffic lane), and to decelerate to a stop before reaching the collision point.

The required SISD was calculated for the Cobden-Port Campbell Road/ Cobden-Warrnambool Road intersection as per the *Austrroads Guide to Road Design Part 4A Section 3.2.2*. The formula applied is illustrated in Equation 1.

Equation 1

AGRD4A-23 SISD Formula

where SISD = safe intersection sight distance (m) D_T = decision time (sec) = observation time (3 sec) + reaction time (sec) – refer to AGRD Part 3 (Austrroads 2016b) for a guide to values V = operating (85th percentile) speed (km/h) d = coefficient of deceleration – refer to Table 3.3 and AGRD Part 3 for a guide to values a = longitudinal grade in % (in direction of travel: positive for uphill grade, negative for downhill grade)		$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254(d \pm a)}$
--	--	--

6.1.1.1 Sight Distance Calculations – Cobden-Warrnambool Road/ Cobden-Port Campbell Road

Table 10 summarises the determined SISD requirements for the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection utilising **Equation 1**.

Table 10 Cobden-Warrnambool Road/ Cobden-Port Campbell Road Intersection SISD and Parameters

Approach	D_T (sec)	V (km/h)	d	a (%)	SISD (m)
West	5	110	0.29	-2.0%	317.16
East	5	110	0.29	-0.3%	317.06



Table 11 below provides a justification for the applied parameters in the SISD calculations adopted in **Table 10**.

Table 11 Cobden-Warrnambool Road/ Cobden-Port Campbell Road Intersection SISD Parameter Justification

Parameter	Justification
D_T (sec)	A decision time of 5 seconds was adopted, which consists of: 3 seconds of observation time. 2 seconds of reaction time.
V (km/h)	No ATC surveys were undertaken along Cobden-Warrnambool Road. Therefore, the design speed (posted speed limit + 10km/h) was applied as the 85 th percentile speed to complete this assessment. The 85 th percentile speeds were: - Western direction of travel: 110km/h. - Eastern direction of travel: 110km/h.
d	<i>Austroads Guide to Road Design Part 3: Guide to Road Design Section 5.2.3 (Longitudinal Deceleration)</i> specifies that a coefficient of deceleration of 0.29 is the 'Maximum value for calculating truck stopping sight distance for most urban and rural road types, and level crossings' Therefore, a deceleration coefficient of 0.29 was adopted for the purposes of the SISD calculation.
a (%)	The following average longitudinal grades were adopted from Nearmap topographical data: - West approach: 2.0% - East approach: 0.3%

6.1.1.2 Sight Distance Results – Cobden-Warrnambool Road/ Cobden-Port Campbell Road

A sight distance assessment for the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection has been conducted based on a review of site footage undertaken during the inspection on Monday 25 November 2024. The results of this assessment have been summarised in **Table 12**.

Table 12 Cobden-Warrnambool Road/ Cobden-Port Campbell Road Sight Distance Assessment

Western Approach			Eastern Approach		
Sight point		Distance	Sight point		Distance
Latitude	Longitude	(m)	Latitude	Longitude	(m)
-38° 20' 15"	143° 2' 55"	250	-38° 20' 2"	143° 3' 37"	> 500

The results from **Table 12** above indicate that the eastern approach on Cobden-Warrnambool Road is compliant with sight distance requirements outlined in AGRD4A-23. Although the western approach does not meet the SISD requirement, the following is noted:

- On the western approach, there is a curve in the horizontal alignment that would require drivers on approach (and traversing through the curve) to reduce their speed. This is made evident from the speed advisory of 70km/h sign that is present prior to the curve. As documented in **Table 12**, the western approach currently achieves a sight distance of up to 250m. This is compliant for the SISD requirements for the design



speed of up to 90km/h, in accordance with AGRD4A-23. Given the speed identified on the posted speed advisory sign, and the geometry of the horizontal alignment, the provision of SISD for a 90km/h design speed is considered appropriate for the intersection.

- Based on the previous review of crash data documented earlier in this report, there is no current evidence/ accidents relating to the sight distance provision at this intersection.

Sight distance images taken from the site inspection are illustrated on **Figure 11** below.

Figure 11 Sight Distance at Cobden-Warrnambool Rd/ Cobden-Port Campbell Rd



6.1.2 Cobden-Port Campbell Road/ Subject Site Access Driveway Sight Distance Assessment

Sight distance requirements for access driveways are prescribed in AS2890.1. The sight distance provided at the Subject Site access driveway should ideally satisfy the stipulated '*Desirable 5s gap*', as illustrated on *Figure 3.2* of the standard. The '*Desirable 5s gap*' is the level of sight distance which should be made available for a driver exiting the driveway to observe a vehicle travelling on the frontage road (Cobden-Port Campbell Road in this instance) based on a 5s reaction time.

6.1.2.1 Sight Distance Calculations – Cobden-Port Campbell Road/ Subject Site Access Driveway

Table 13 summarises the sight distance requirements for the Subject Site access in accordance with AS2890.1.

**ADVERTISED
PLAN**



Table 13 Cobden-Port Campbell Road/ Subject Site Access Sight Distance Parameters

Approach	Frontage Road Speed (km/h)	Desirable 5s Gap (m)
North	100	139
South		

6.1.2.2 Sight Distance Results – Cobden-Port Campbell Road/ Subject Site Access Driveway

During the site inspection undertaken on Monday 25 November 2024, a sight distance assessment was conducted using a laser-range finder at the Cobden-Port Campbell Road/ Subject Site access driveway. The results of this assessment have been summarised in **Table 14**.

Table 14 Cobden-Port Campbell Road/ Subject Site Access Sight Distance Assessment

Northern Approach			Southern Approach		
Sight point		Distance	Sight point		Distance
Latitude	Longitude	(m)	Latitude	Longitude	(m)
-38° 20' 40"	143° 3' 20"	208	-38° 21' 11"	143° 3' 15"	>500

The results from **Table 14** above indicate that the Subject Site access is compliant with the sight distance requirements prescribed in AS2890.1. In addition, site images reproduced on **Figure 12** show that the southern approach has sufficient sight distance with no obstructions caused by horizontal or vertical alignment changes. It is noted that there is a vertical alignment change present on the northern approach of Cobden-Port Campbell Road, however, based on the assessment undertaken, the location of the Subject Site access is considered appropriate from a sight distance perspective.

Figure 12 Sight Distance at Proposed Site Access

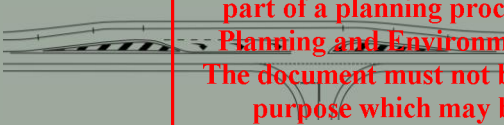
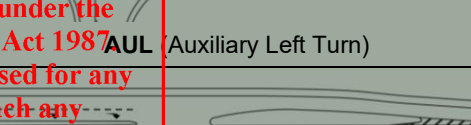
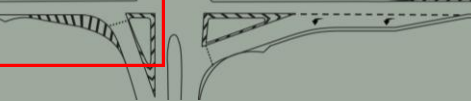


6.2 Turn Warrant Assessment

A turn warrant assessment has been undertaken to establish the desirable form of the assessed intersection in accordance with industry research summarised in *Austroads Guide to Traffic Management Part 6 (2020)*.

The warrants provide guidance on where turning lanes should be provided based on the design traffic volumes. To aid the reader's interpretation of the assessment, **Table 15** provides a pictorial description of the various turn treatments considered.

Table 15 Turn Treatment Types

Acronym	Right Turn Treatment	Left Turn Treatment
BAR or BAL	 BAR (Basic Right Turn)	 BAL (Basic Left Turn)
CHR(S) or AUL(S)	 CHR(S) (Channelised Right Turn (Short))	 AUL(S) (Auxiliary Left Turn (Short))
CHR or AUL or CHL	 CHR (Channelised Right Turn)	 AUL (Auxiliary Left Turn)
		 CHL (Channelised Left Turn)

As background, it is identified that the warrants were produced by establishing the conflicting traffic volumes at which benefits of providing a higher level of treatment (i.e. the reduction in estimated crash costs) are equal to the additional construction costs associated with providing the higher treatment. The benefits and costs of a higher-level treatment were compared to the base case (minimum turn treatments).

Relevant to the assessment presented herein, the research assumed the following:

- The warrants are strictly applicable to the construction of intersections on new roads (i.e. greenfield sites). For existing roads, the application of the warrants as adopted herein is therefore conservative as it tends to overestimate the benefit ratio of providing higher-order treatments.
- The warrants are intended to be utilised to determine appropriate turn treatments at the intersection of public roads and are not strictly intended to be utilised for private access locations. Their application to private access locations as adopted herein is therefore conservative as it ensures that private accesses are afforded the same standard of safety as provided for public road intersections.

The turn warrants for a greenfield site with a design speed greater than 100km/h are shown on **Figure 13**.

Figure 13 Turn Warrant Assessment (Major Road Design Speed $\geq 100\text{km/h}$)

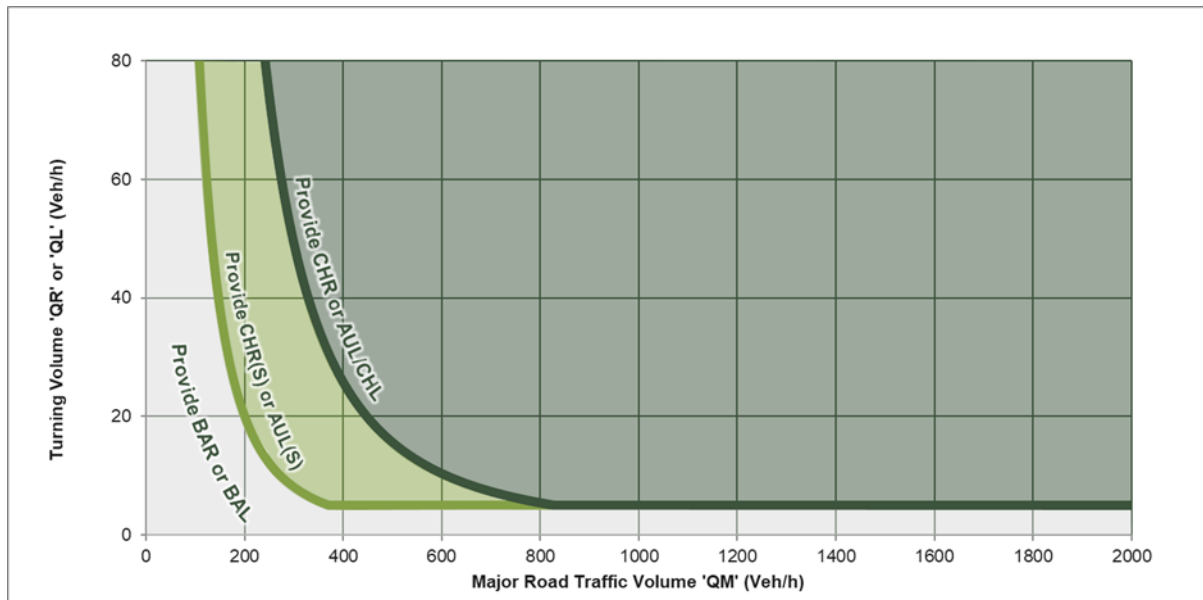
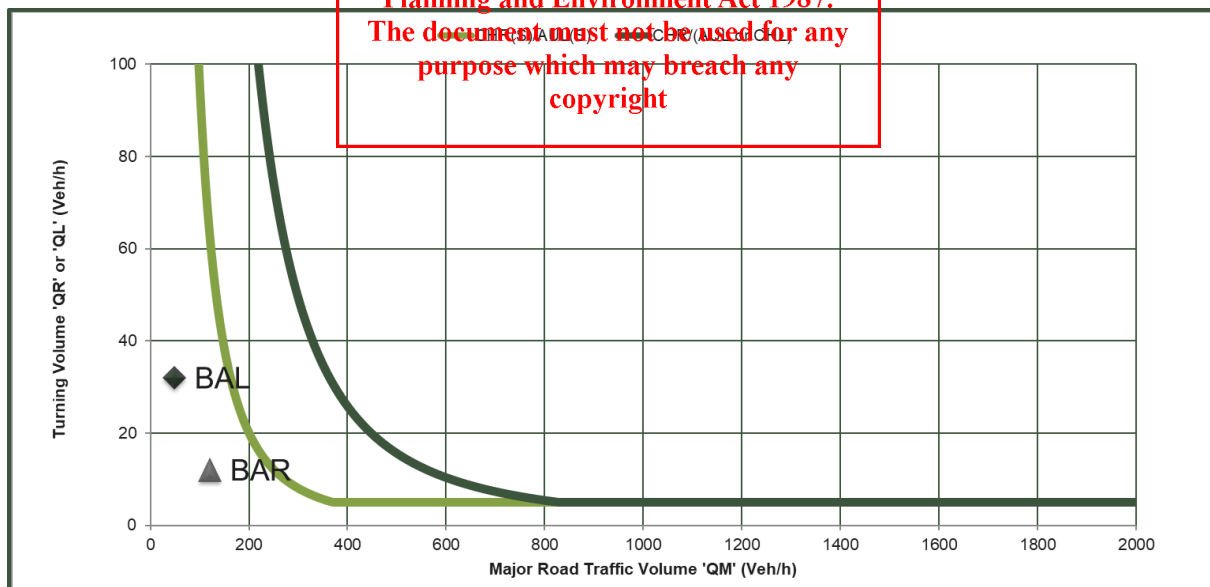


Figure 14 below illustrates the recommended intersection treatment for the existing Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection under AM peak traffic conditions only. The AM peak was identified as the worst-case scenario according to the traffic surveys and with the highest increase in major road turn volumes due to the project.

Figure 14 Cobden-Warrnambool Road/ Cobden-Port Campbell Road Turn Warrant Assessment



The warrants show that a BAR/ BAL turn treatment is appropriate for the given turning movements. Noting that the existing intersection currently provides turn treatments greater than those required (i.e. BAR/ AUR and CHL), no upgrades are proposed as part of the Project. In addition, given the short period impact due to the traffic generated by the construction workforce (i.e. 12 months), additional turning treatment provisions are not considered to be warranted at this intersection.

**ADVERTISED
PLAN**



7.0 Operational Assessment

7.1 Assessment Scenarios

Consistent with standard industry practice, the following traffic assessment scenarios have been adopted:

- **‘2024 Existing (Survey)’**: To establish operational conditions and baseline results at the time of the traffic surveys.
- **‘2028 Background with Construction’**: To quantify the incremental impact of construction traffic conditions at the start of the construction phase.

The operational performance of the study intersections has been analysed for each of these assessment scenarios during both the Weekday AM and Weekday PM peak hour periods. Peak traffic demands are illustrated graphically in the desktop models, which are provided at **Appendix C**.

It should also be noted that the weekend AM and PM peaks were not modelled, as weekday peaks provided higher volumes, and, therefore, a more representative model.

7.2 Performance Criteria

SIDRA Intersection 9.1 (SIDRA) is a computer-based modelling software that determines the operational performance of intersections based on input parameters, including carriageway geometry and traffic volumes. Amongst other parameters, SIDRA provides an estimate of the intersection’s Degree of Saturation (DOS), queues, and delays.

According to *Austrroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (AGTM12-20)*, the maximum DOS thresholds identified for each intersection type are reproduced in **Table 16**.

Table 16 Degree of Saturation Thresholds

Intersection Type	DOS Threshold
Signalised intersections	Less than or equal to 0.90
Roundabout	Less than or equal to 0.85
Priority-controlled intersections	Less than or equal to 0.80

DOS values exceeding those presented in **Table 16** indicate that an intersection is nearing its practical capacity and upgrade works may be required. Above these threshold values, users of the intersection are likely to experience increasing delays and queues.

In addition, the RMS (now TfNSW) *Guide to Traffic Generating Developments (2002)* recommends that the worst delay statistic for the critical movement provides a better indication of intersection performance and safety for roundabouts and priority-controlled intersections than DOS. A summary of the delay thresholds recommended by TfNSW is provided in **Table 17**.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED
PLAN



Table 17 Critical Delay Thresholds

LOS	Description	Critical Delay (sec/vehicle)
A	Good operation	< 14 sec
B	Acceptable delays and spare capacity	15 – 28 sec
C	Satisfactory	29 – 42 sec
D	Near capacity	43 – 56 sec
E	At capacity, requires other control mode	57 – 70 sec

7.3 Intersection Assessment

7.3.1 I1 Cobden-Warrnambool Road/ Cobden-Port Campbell Road

Cobden-Warrnambool Road/ Cobden-Port Campbell Road is a 3-way priority-controlled intersection. The existing layout and the assessed SIDRA intersection are shown on **Figure 15**. A summary of the output from the SIDRA assessment is presented in **Table 18**, with detailed outputs provided at **Appendix D**.

Figure 15 I1 Cobden-Warrnambool Road/ Cobden-Port Campbell Road – Intersection Form

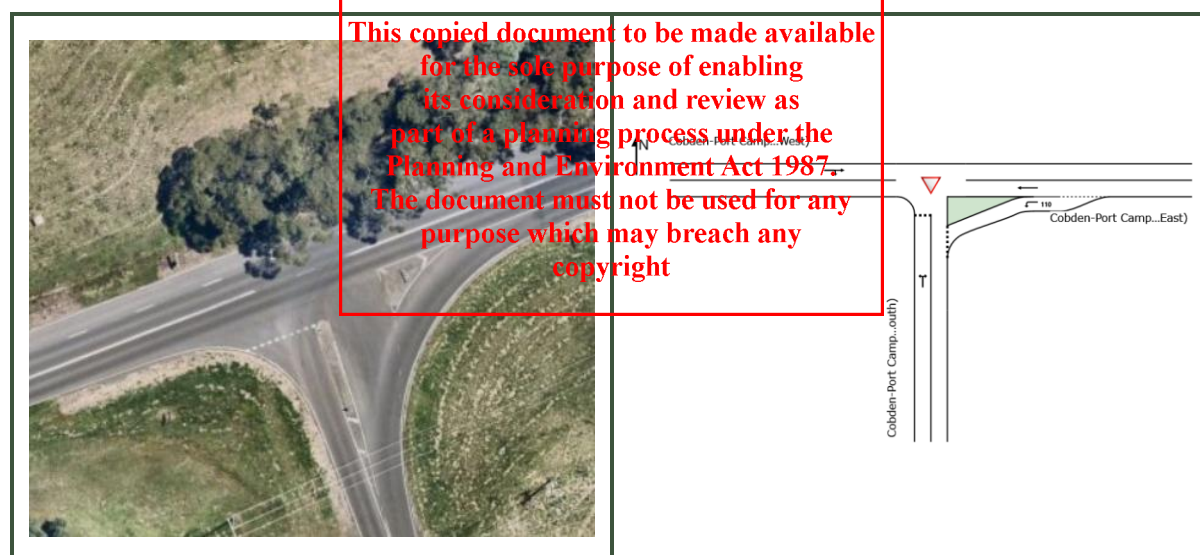


Table 18 I1 Cobden-Warrnambool Road/ Cobden-Port Campbell Road – SIDRA Output

Scenario	AM Peak Hour			PM Peak Hour		
	Max DOS	Crit. Delay	95 th ile Queue	Max DOS	Crit. Delay	95 th ile Queue
2024 Survey	0.04	8.8s	0.3m	0.04	8.9s	0.9m
2028 Background + Construction	0.05	8.9s	0.7m	0.06	8.9s	1.6m

The summary results from the SIDRA analysis presented in **Table 18** indicate that the existing intersection is expected to perform within the adopted performance thresholds (DOS of 0.80 and delay of 42 seconds for a priority-controlled intersection) with the addition of the construction traffic and therefore no mitigation works from a capacity perspective are required.

7.3.2 I2 Cobden-Port Campbell Road/ Subject Site Access

The proposed access to the Subject Site will be provided via a reconstructed driveway from Cobden-Port Campbell Road under a 3-way priority-controlled driveway. The site layout for the proposed arrangement, as extracted from the SIDRA model, is shown on **Figure 16**. A summary of the output from the SIDRA assessment is presented in **Table 19**, with detailed outputs provided at **Appendix D**.

Figure 16 I2 Cobden-Port Campbell Road/ Subject Site Access – Proposed Access Form

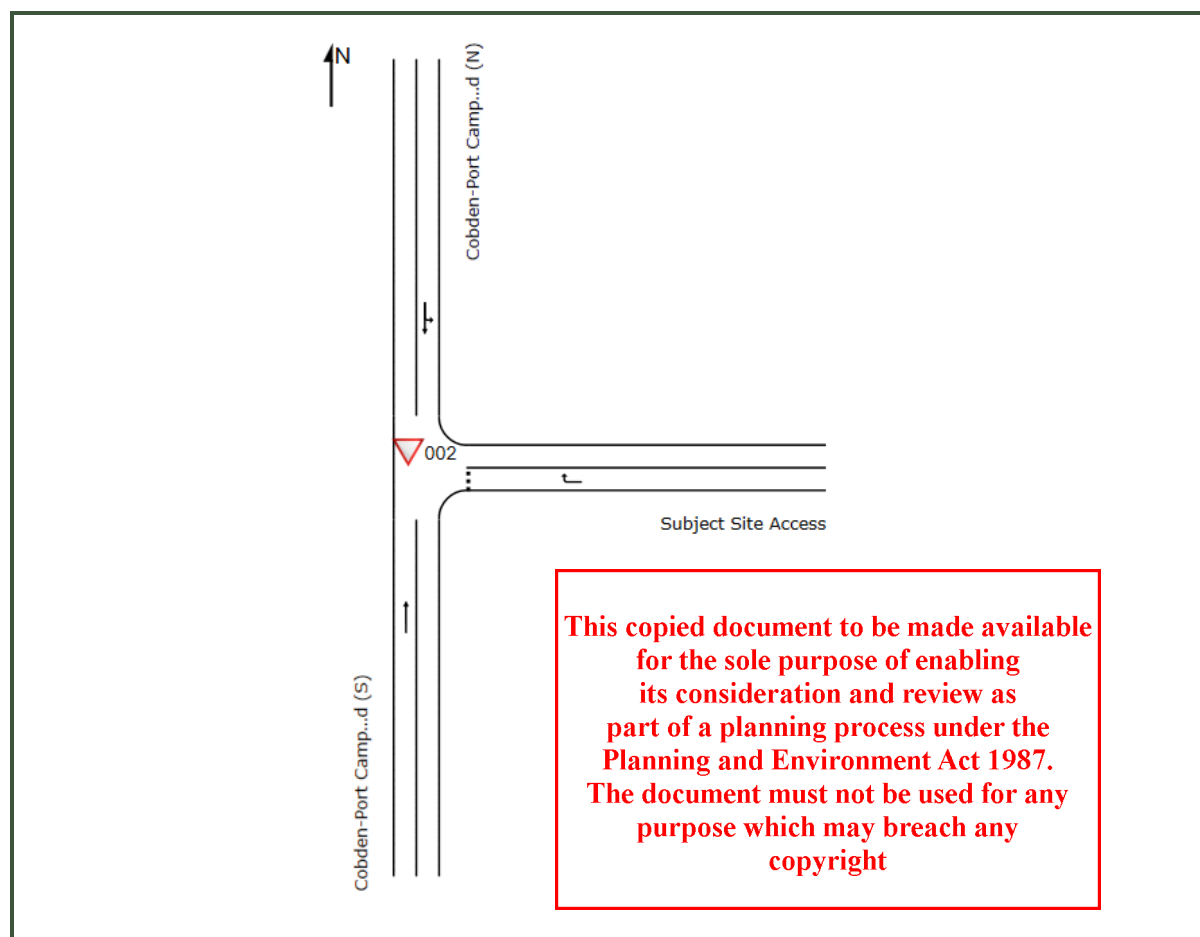


Table 19 I2 Cobden-Port Campbell Road/ Subject Site Access – SIDRA Output

Scenario	AM Peak Hour			PM Peak Hour		
	Max DOS	Crit. Delay	95 th ile Queue	Max DOS	Crit. Delay	95 th ile Queue
2028 Background + Construction	0.03	8.5s	0.1m	0.03	10.4s	0.8m

The summary results from the SIDRA analysis presented in **Table 19** indicate that the Subject Site access is expected to perform within the adopted performance thresholds (DOS of 0.80 and delay of 42 seconds for a priority-controlled intersection) for the duration of construction.

**ADVERTISED
PLAN**



8.0 Construction Traffic Management Strategies

These preliminary comments have been prepared to provide a strategic advice for the future CTMP which will only be prepared following the detailed design of the Project when more information is available around the proposed construction strategy. This information includes workforce accommodation, construction program and the vehicle fleet that will be used which are subject to availability of hotels and availability of construction vehicles, respectively.

Notwithstanding, at a high level, it is recommended that the information provided in the following sections be considered or prepared as part of the future CTMP.

8.1 Drivers Code of Conduct

SLR recommends that the CTMP includes a Drivers Code of Conduct. This Drivers Code of Conduct should include, but not limited to, the proposed approach/ departure routes to/ from the Subject Site, and the possibility of black ice on the roads during the winter months. SLR has prepared a conceptual Drivers Code of Conduct which is provided at **Appendix E**.

8.2 Traffic Guidance Schemes

It is anticipated that each CTMP will have their own Traffic Guidance Schemes (TGSs). In the absence of information on construction methodologies and programmes, it is not possible for this TIA to comment on respective traffic management strategies in detail. It is, however, important that the CTMP details when the removed signs (as discussed in **Section 2.7.3.3**) will be reinstated as part of the construction phase.

Notwithstanding, the CTMP for access to the heavy vehicle route described in **Section 2.7.2** must be prepared to the satisfaction of the Corangamite Shire Council and DTP, respectively.

It is important to note that the majority of works during the construction phase will be carried out within the property boundary of the acquired land, and no works will be undertaken on any public roads.

8.3 Site Management

The following procedures are to be observed by all vehicle drivers accessing the Subject Site:

- Drivers are to obey all site signage and the directions of the site personnel.
- All vehicles are to park and load/ unload within the Subject Site using the designated parking and loading areas where possible. Vehicles are not park or load/ unload within the public road reserve.
- All drivers are required to operate vehicles in a safe and courteous manner, within and external to the Subject Site.

8.4 Heavy Vehicle Management

8.4.1 General Requirements

Heavy vehicles accessing the site will need to abide by their respective company operating procedures in addition to standard Victorian road rules when operating the vehicle.

The following rules must also be followed:

- The majority of the workforce must be transported by shuttle buses that are similar to Toyota Coaster.

**ADVERTISED
PLAN**



- Consistent with the OSOM material transportation requirements, pilot vehicles and escorts must be utilised for non-standard loads.
- Temporary signage must be positioned at critical intersections to inform construction vehicle drivers and to warn the general public about the construction activities in the vicinity.
- Residents of the area must be informed prior to the commencement of construction works.

It is also worth noting that there are no school zones or dense urban areas that construction vehicles will have to travel through in the vicinity of the Subject Site. Also, there will be no requirement to obtain approvals to access a private property. The entirety of the proposed road upgrades will be undertaken in the state or local road reserves.

8.4.2 Noise Management

To limit heavy vehicle noise associated with construction activities, drivers are to abide by the following requirements:

- Posted speed limits on the external road network are to be observed.
- Vehicles are to be turned off when not in use.

8.4.3 Dust Management

The Contractor should identify appropriate mitigation measures and list strategies for dust management in the CTMP.

8.5 Contingency Plan

The Contractor shall establish a contingency plan in accordance with the requirements of Cobden BESS Pty Ltd.

8.6 Communications Strategy

A communications strategy shall be established by the Contractor in accordance with the requirements of Cobden BESS Pty Ltd.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**



9.0 Recommendations

Based on SLR's analysis provided in this report, the following recommendations have been made and documented herein.

9.1 Construction Traffic Management Plan

A CTMP or equivalent document should be prepared following detailed design and planning of the Project but prior to the substantial commencement of any construction activities. It would be appropriate for the CTMP to be prepared in accordance with the requirements set out by the relevant regulatory bodies.

The purpose of the CTMP would be to identify any changes to Project planning that occur subsequent to the preparation of this assessment and the impact of these changes on the conclusions of this assessment. In addition, the document would typically detail impact mitigation strategies, including soft strategies such as busing the workforce as what is assumed herein and hard strategies such as the demolition of concrete medians and signage and their reinstatement at the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection.

The CTMP should mention the use of shuttle buses to transport the Project workforce and heavy vehicle trip management procedures such as pilot vehicles and escorts, temporary signage and notification to nearby properties, safety management for any travel through school zones or dense urban areas and addressing access warrants.

The CTMP should also provide operational information, such as the maintenance contractor's contact details. However, it is not considered necessary to investigate the operational impacts in detail, given BESS facilities require minimal maintenance effort.

9.2 OSOM Material Route Study

It is recommended that an OSOM material transportation assessment (A Route Study) be conducted for the transportation of the transformer, BESS and switch room from the port of import to the Subject Site, following the progression of the Project through detailed design and the confirmation of the port of import and type/ quantity of the equipment.

This report should consider all aspects of the preferred route in its entirety, such as bridge and tunnel clearances (from a vertical perspective) and carriageway widths, such as tight turns (from a horizontal perspective). In addition, this report should document any conditions agreed upon in consultation with NHVR regarding the routes (see **Section 2.7.4** for further detail) not currently approved for the required standard design vehicle.

9.3 Dilapidation Surveys

It is recommended that dilapidation surveys be undertaken to assess the condition of Cobden-Port Campbell Road to identify changes prior to and subsequent to the completion of the proposed construction works.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED
PLAN



10.0 Conclusions

SLR Consulting Australia Pty Ltd (SLR) has been commissioned by Cobden BESS Pty Ltd (Cobden BESS) to prepare a Traffic Impact Assessment (TIA) for a Battery Energy Storage System (BESS) development.

Cobden BESS poses a BESS with capacity of 75 megawatts (MW)/ approximately 300 megawatt hours (MWh) at the point of connection to be constructed on land formally described as Lot 1 and Lot 2 of TP863659 at 89 Cobden-Port Campbell Road, Cobden, Victoria (VIC). The Subject Site is located approximately 200km south-west of Melbourne and 5km south of Cobden. The development plans, prepared by ARES, are provided at **Appendix A**.

Based on the analysis and discussion documented in this report, the following is concluded:

- It is proposed that vehicular access to/ from the Subject Site will be provided from Cobden-Port Campbell Road via Cobden-Warrnambool Road. During the construction phase, a wider site access (approx. 20m wide) will be provided to facilitate turning movements required for the OSOM materials (i.e. transformer). Following this, the access driveway will be reconstructed to meet the relevant Australian Standards (AS) for design vehicles required during the operational phase. The proposed access arrangements are considered appropriate and consistent with the objectives of Clause 52.29 for land adjacent to a road in Transport Zone 2.
- The Project will generate additional daily traffic of approximately 30 inbound & 30 outbound trips per day during the assumed construction period of 12 months.
- SLR has undertaken intersection performance analysis at two (2) study intersections (one {1} existing intersection and one {1} proposed new site access driveway). It was identified that the existing Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection and the proposed Subject Site access driveway on Cobden-Port Campbell Road will operate satisfactorily during the construction and operation of the Project.
- SLR's review of the turn warrant assessments identified that the existing configuration of the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection is sufficient to accommodate the construction and operational traffic.
- The publicly available crash dataset for the surrounds of the Subject Site does not indicate any recurring crash type or theme that would preclude or warrant significant safety mitigations.
- Sight distances available at the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection and the Subject Site access driveway on Cobden-Port Campbell Road satisfy the sight distance requirements outlined in Austroads Guidelines and Australian Standards.

As per the analysis provided in this report, the following is recommended:

- 1 Approvals will need to be obtained from NHVR and the local Council for the transport route between the Princes Highway (intersecting with Cobden-Stonyford Road) and the Subject Site access (residual travel distance of approximately 30km) for the OSOM Movements. This includes the delivery of BESS units, the delivery of buildings (i.e. the switch room) and the one-off transformer transportation.
- 2 The concrete medians at the Cobden-Warrnambool Road/ Cobden-Port Campbell Road intersection be demolished prior to the commencement of large construction vehicle transportation (i.e. to accommodate the one-off transporter movement). It is recommended that the medians be reinstated following the completion of transformer delivery.



- 3 A CTMP is to be prepared following the progression of the Project through detailed design.
- 4 An OSOM material route study be prepared following the progression of the Project through detailed design, documenting the route details for the transportation of the transformer from the port of import to the Subject Site.
- 5 Dilapidation reports to be prepared for the review of the Council prior to and following the construction activities.

ADVERTISED PLAN

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**



11.0 RPEV Certification

This traffic assessment and report has been prepared under the direction of a Registered Professional Engineer of Victoria (**RPEV**) who is experienced in traffic engineering and transport planning. The report is endorsed by that RPEV accordingly.

Sincerely,

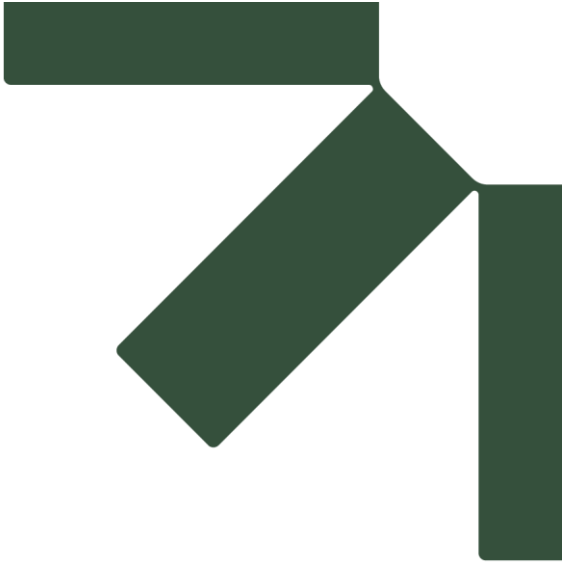


Taylor Beauchamp
Associate Consultant – Transport Advisory
RPEV No. PE0018510

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**





Appendix A Development Plans

Cobden Battery Energy Storage System (BESS)

Traffic Impact Assessment

Cobden BESS Pty Ltd

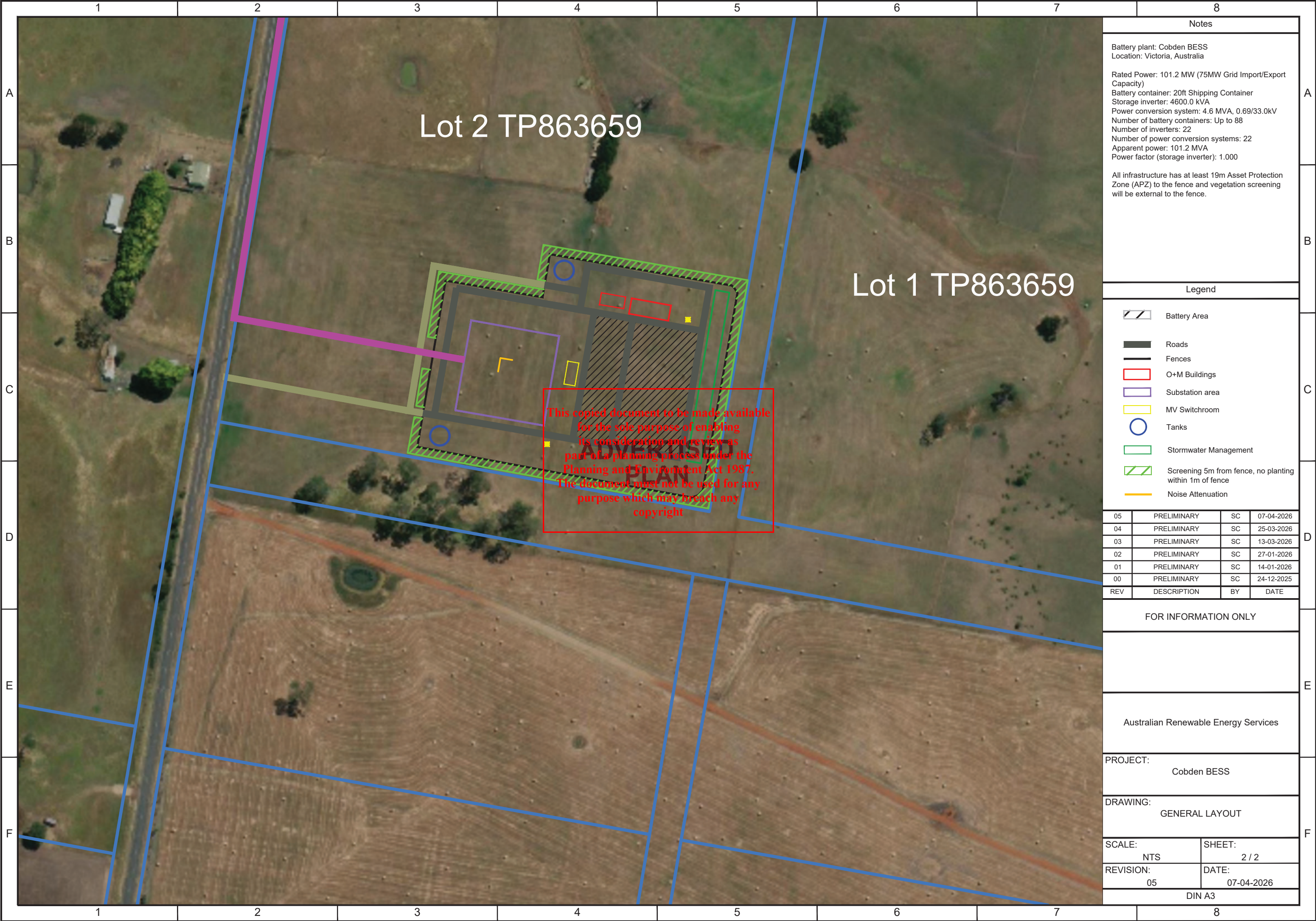
SLR Project No.: 620.041534.00013

4 June 2026

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**





Notes

Battery plant: Cobden BESS
Location: Victoria, Australia

Rated Power: 101.2 MW (75MW Grid Import/Export Capacity)
Battery container: 20ft Shipping Container
Storage inverter: 4600.0 kVA
Power conversion system: 4.6 MVA, 0.69/33.0kV
Number of battery containers: Up to 88
Number of inverters: 22
Number of power conversion systems: 22
Apparent power: 101.2 MVA
Power factor (storage inverter): 1.000

All infrastructure has at least 19m Asset Protection Zone (APZ) to the fence and vegetation screening will be external to the fence.

- Legend
- Battery Area
 - Roads
 - Fences
 - O+M Buildings
 - Substation area
 - MV Switchroom
 - Tanks
 - Stormwater Management
 - Screening 5m from fence, no planting within 1m of fence
 - Noise Attenuation

05	PRELIMINARY	SC	07-04-2026
04	PRELIMINARY	SC	25-03-2026
03	PRELIMINARY	SC	13-03-2026
02	PRELIMINARY	SC	27-01-2026
01	PRELIMINARY	SC	14-01-2026
00	PRELIMINARY	SC	24-12-2025
REV	DESCRIPTION	BY	DATE

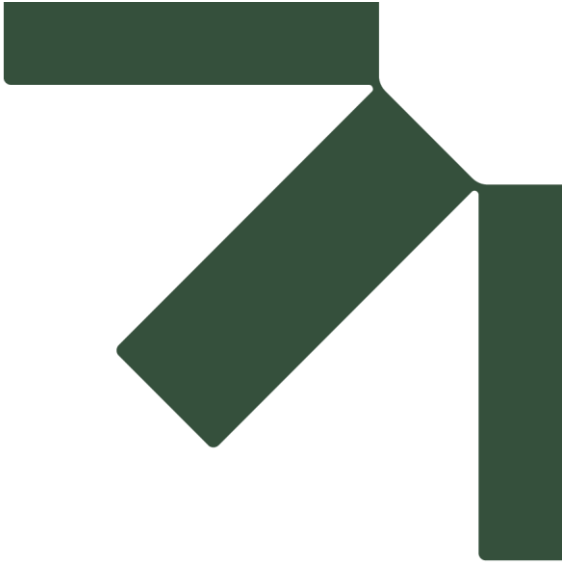
FOR INFORMATION ONLY

Australian Renewable Energy Services

PROJECT: Cobden BESS

DRAWING: GENERAL LAYOUT

SCALE: NTS	SHEET: 2 / 2
REVISION: 05	DATE: 07-04-2026
DIN A3	



Appendix B Swept Path Assessments

Cobden Battery Energy Storage System (BESS)

Traffic Impact Assessment

Cobden BESS Pty Ltd

SLR Project No.: 620.041534.00013

4 June 2026

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

ENTRY

COBDEN-WARRNAMBOOL ROAD

COBDEN-PORT CAMPBELL ROAD

Concrete medians and associated signage to be removed to accommodate transformer movements.

This copied document is for the sole purpose of its consideration as part of a planning and environmental assessment. The document must not be used for any other purpose which may be contrary to the public interest.

EXIT

CONCEPT ONLY

COBDEN-WARRNAMBOOL ROAD

COBDEN-PORT CAMPBELL ROAD

to be made available for the purpose of enabling a concept plan and review as part of the process under the Environment Act 1987. This map should not be used for any purpose that may breach any right or interest.

CONCEPT ONLY

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

Concrete medians and associated signage to be removed to accommodate transformer movements.



Project No:	620.041534.00013
Date:	01/05/2026
Drawn by:	DN
Reviewed by:	CS/TB
Sheet Size:	A3
Projection:	-

-  Vehicle Path
-  Vehicle Body
-  Body Clearance
- Front Wheels
- Rear Wheels

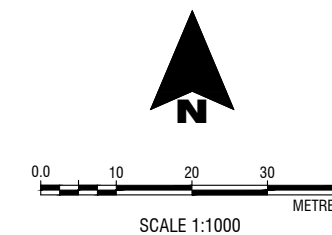
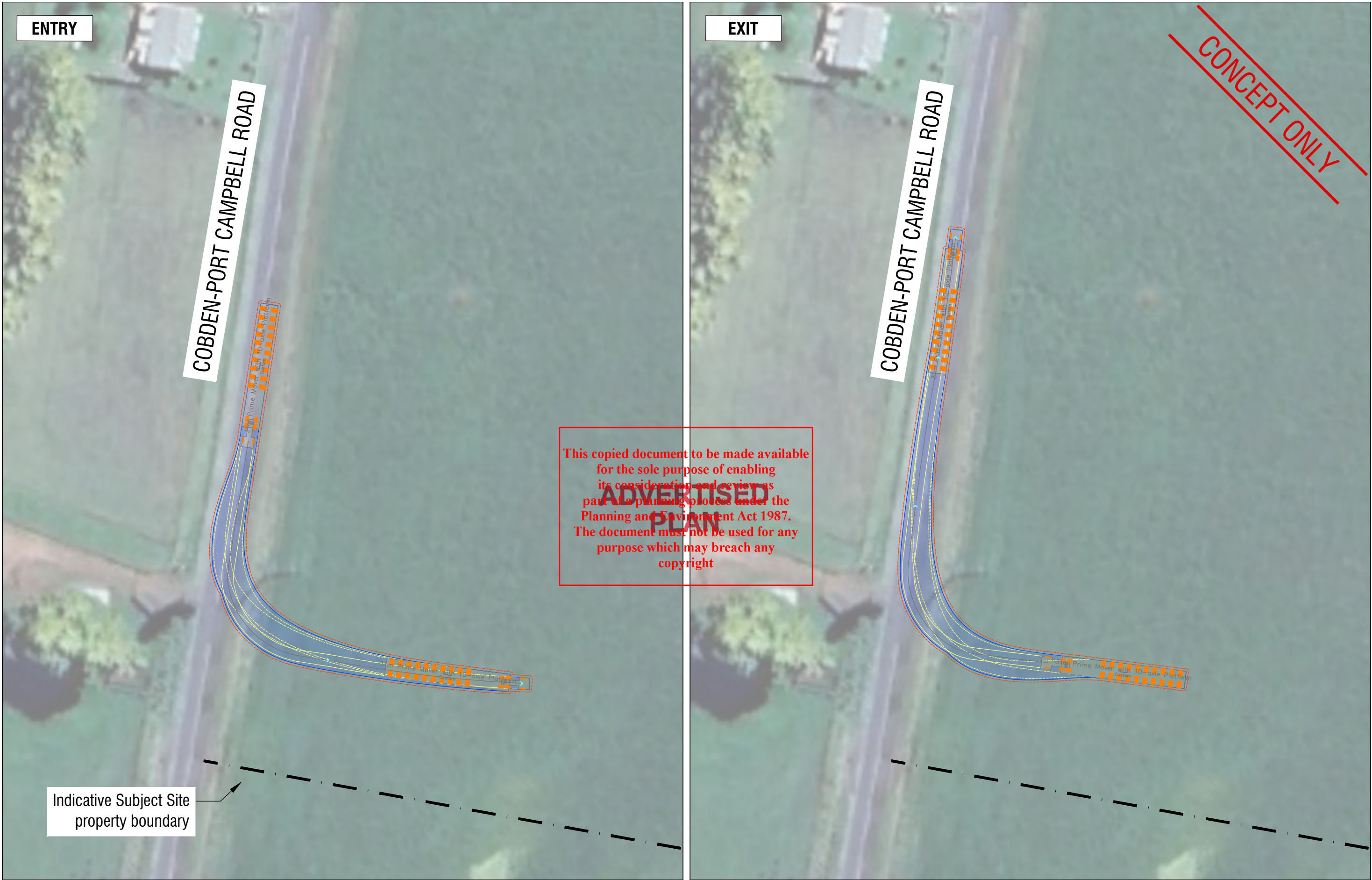


FIGURE SK01



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN

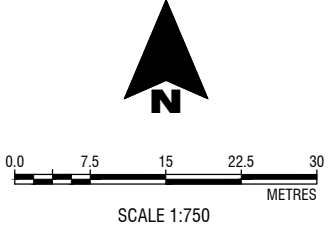
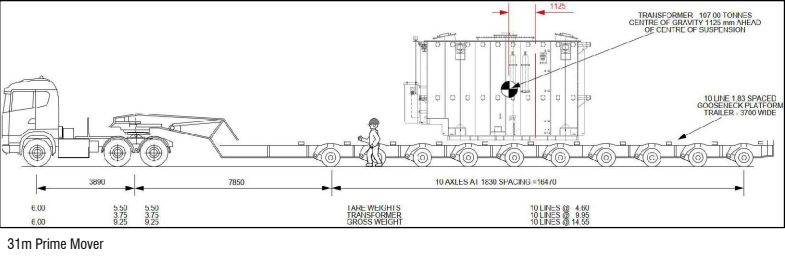


LEVEL 16, 175 EAGLE ST
BRISBANE
QUEENSLAND 4000
AUSTRALIA
T: 61 7 3858 4800
www.slrconsulting.com

The content contained within this document may be based on third party data.
SLR Consulting Australia Pty Ltd does not guarantee the accuracy of any such information.

Project No:	620.041534.00013
Date:	01/05/2026
Drawn by:	DN
Reviewed by:	CS/TB
Sheet Size:	A3
Projection:	-

- SWEPT PATH LEGEND
- Vehicle Path
 - Vehicle Body
 - Body Clearance
 - Front Wheels
 - Rear Wheels



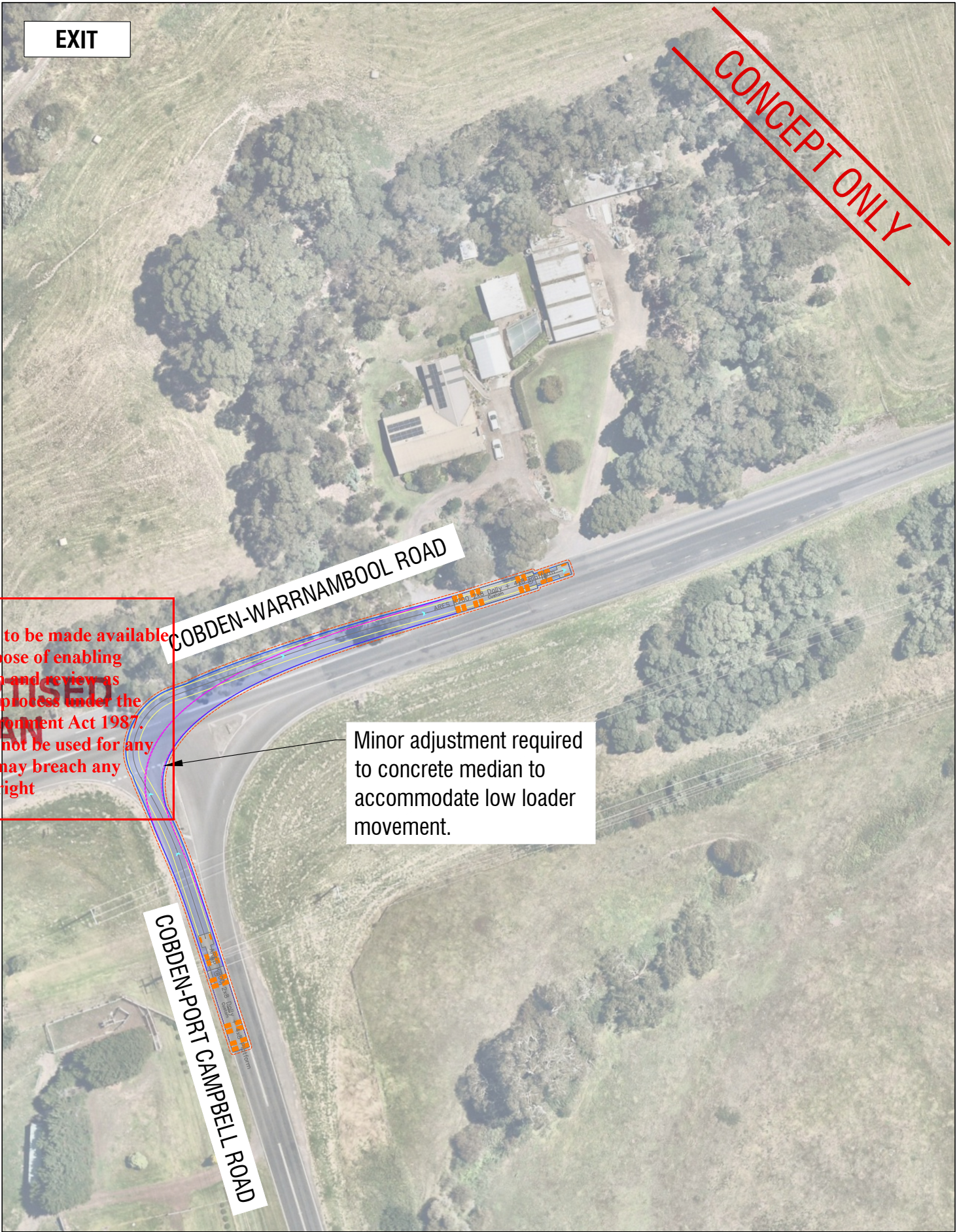
Cobden BESS Pty Ltd

Cobden BESS

Site Access

31.0m Transformer Transportation

FIGURE SK02



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

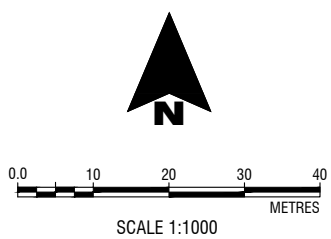
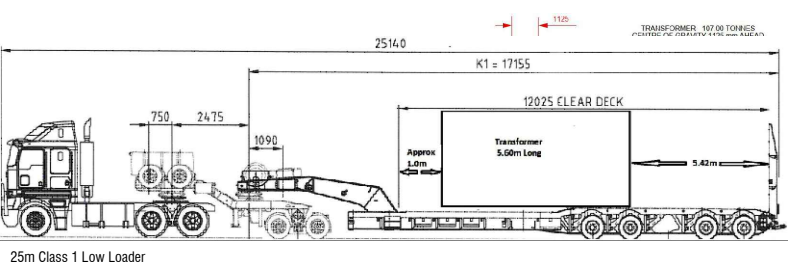
SLR

LEVEL 16, 175 EAGLE ST
BRISBANE
QUEENSLAND 4000
AUSTRALIA
T: 61 7 3858 4800
www.slrconsulting.com

The content contained within this document may be based on third party data.
SLR Consulting Australia Pty Ltd does not guarantee the accuracy of any such information.

Project No:	620.041534.00013
Date:	01/05/2026
Drawn by:	DN
Reviewed by:	CS/TB
Sheet Size:	A3
Projection:	-

- SWEPT PATH LEGEND**
- Vehicle Path
 - Vehicle Body
 - Body Clearance
 - Front Wheels
 - Rear Wheels

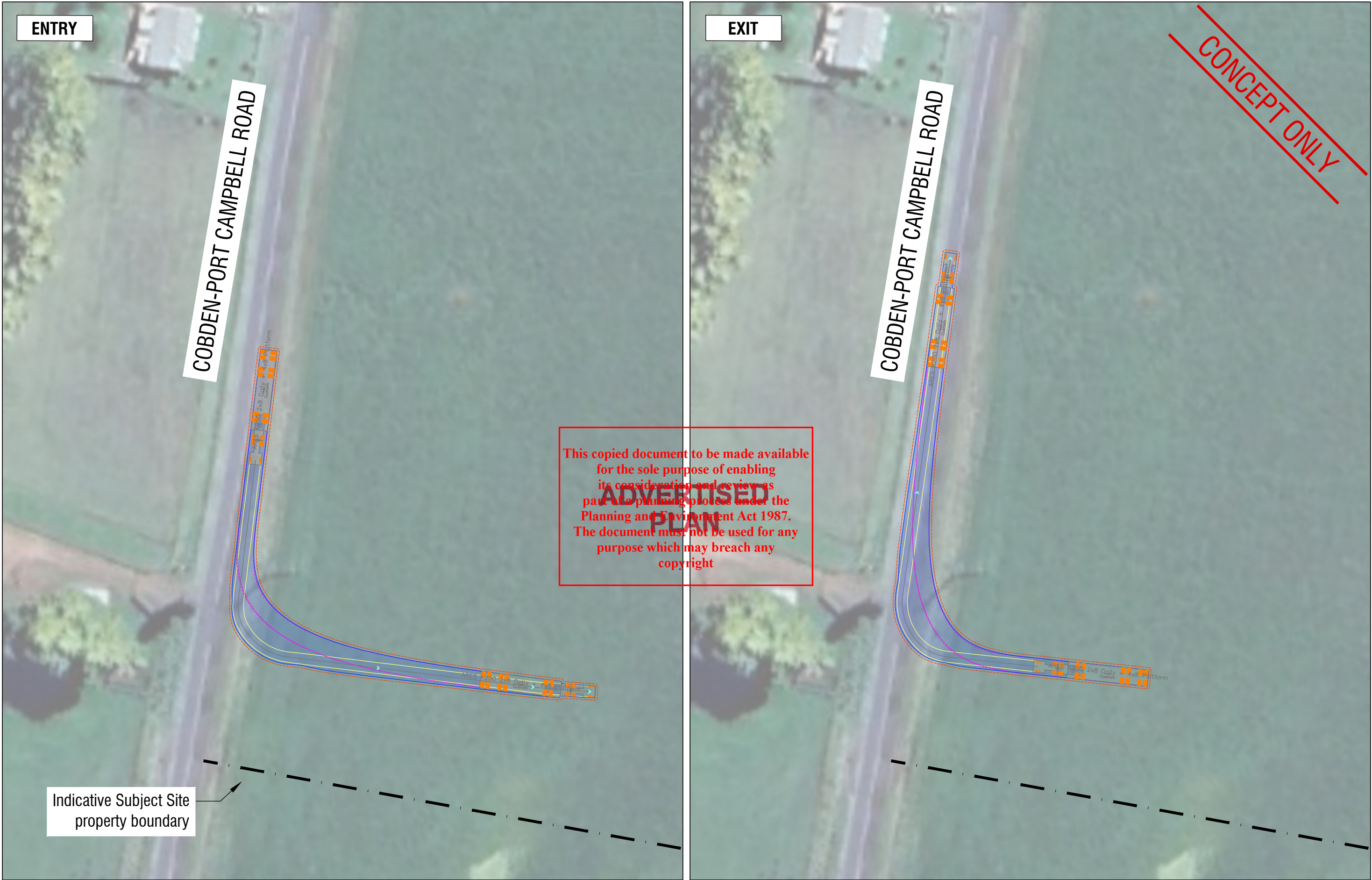


Cobden BESS Pty Ltd

Cobden BESS

**Cobden-Warrnambool Road
Low Loader Transportation**

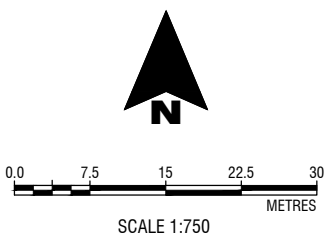
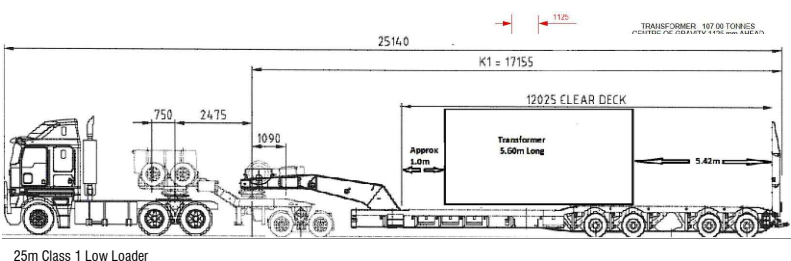
FIGURE SK03

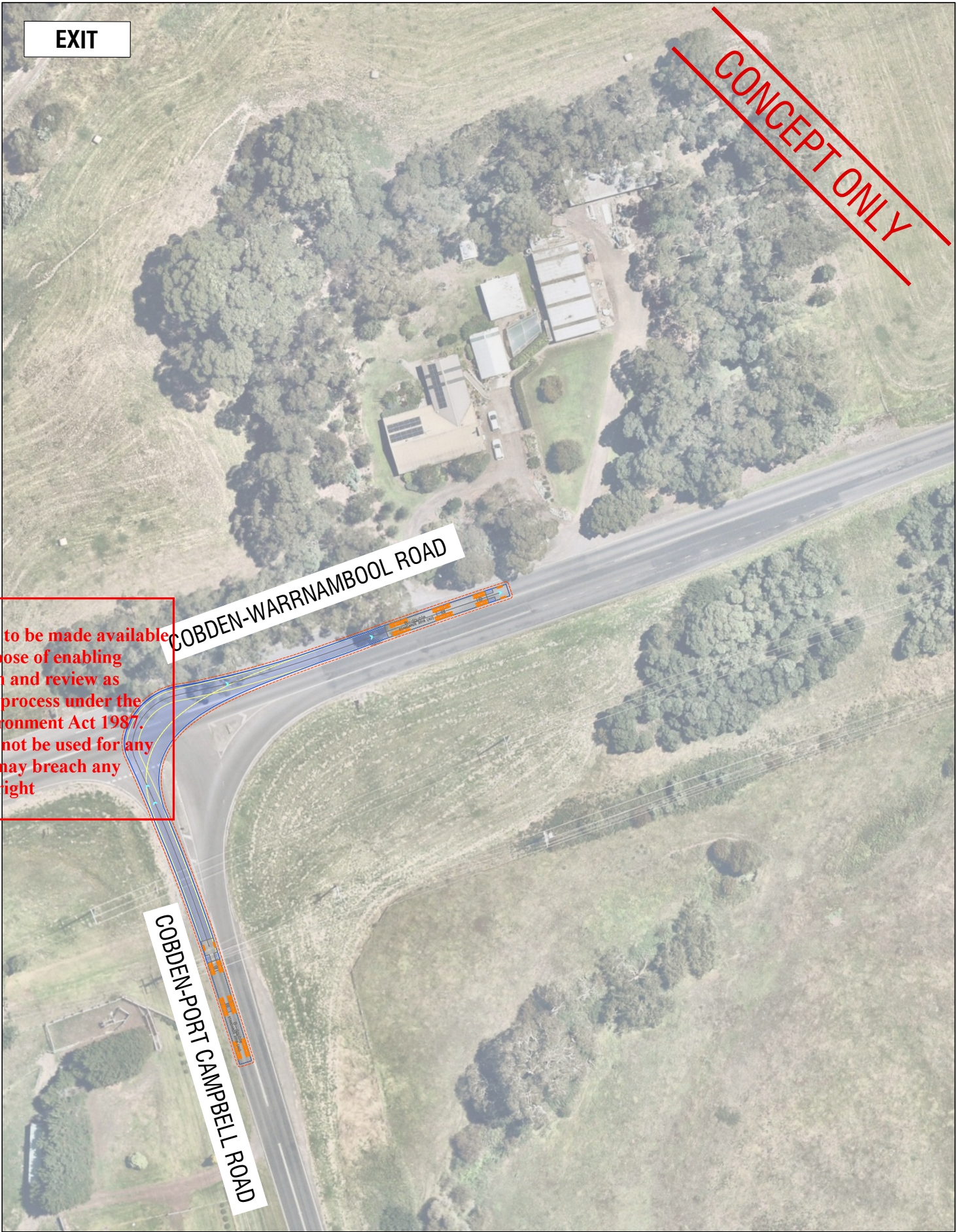
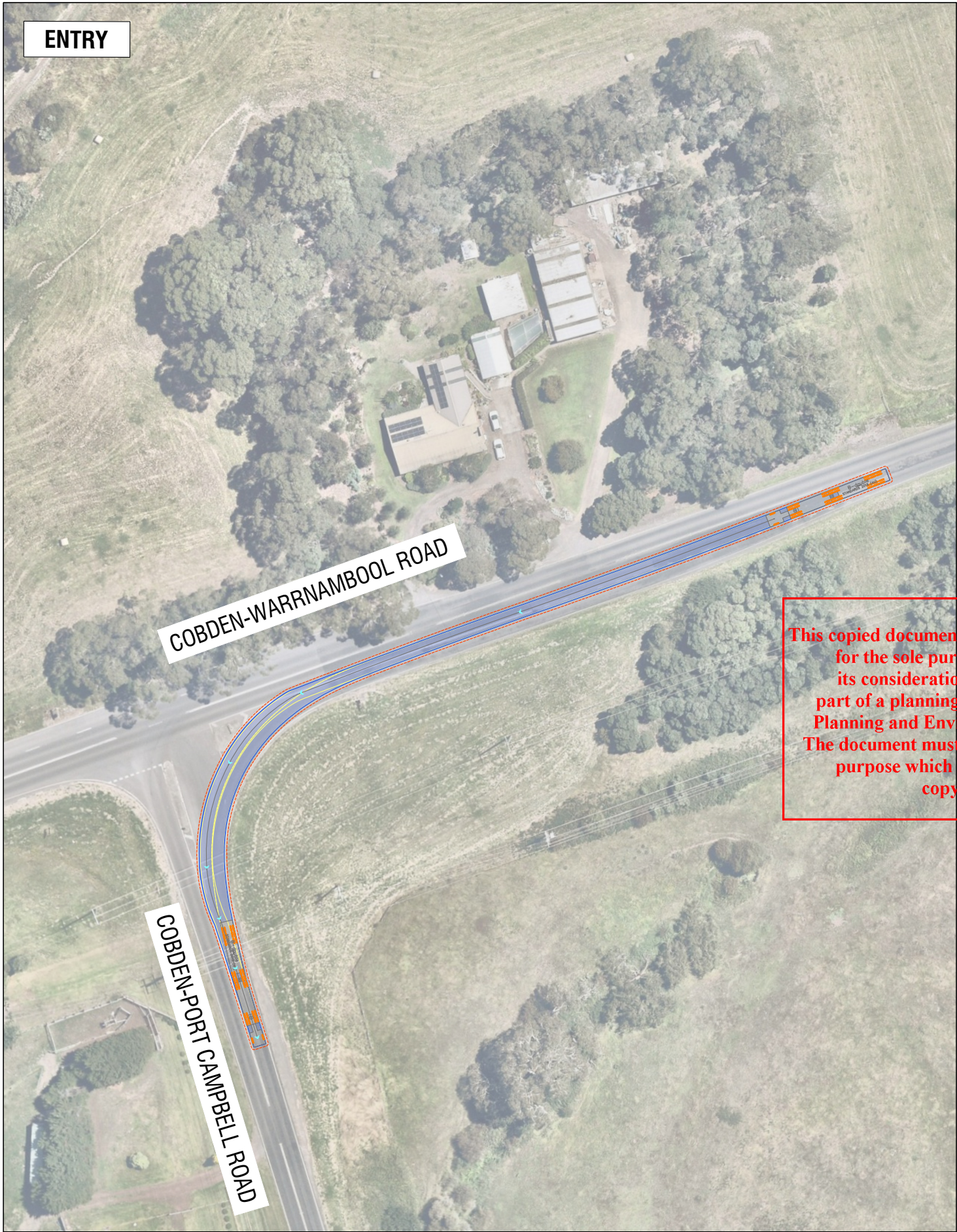


Project No:	620.041534.00013
Date:	01/05/2026
Drawn by:	DN
Reviewed by:	CS/TB
Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels
- Rear Wheels





This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

CONCEPT ONLY

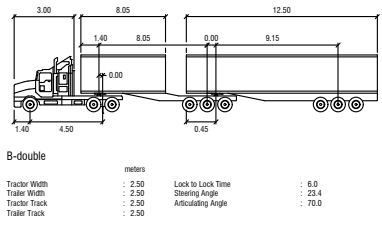
SLR

LEVEL 16, 175 EAGLE ST
BRISBANE
QUEENSLAND 4000
AUSTRALIA
T: 61 7 3858 4800
www.slrconsulting.com

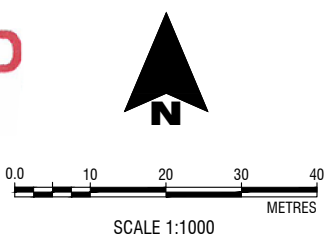
The content contained within this document may be based on third party data.
SLR Consulting Australia Pty Ltd does not guarantee the accuracy of any such information.

Project No:	620.041534.00013
Date:	20/04/2026
Drawn by:	DN
Reviewed by:	CS/TB
Sheet Size:	A3
Projection:	-

- SWEEP PATH LEGEND**
- Vehicle Path
 - Vehicle Body
 - Body Clearance
 - Front Wheels
 - Rear Wheels



**ADVERTISED
PLAN**

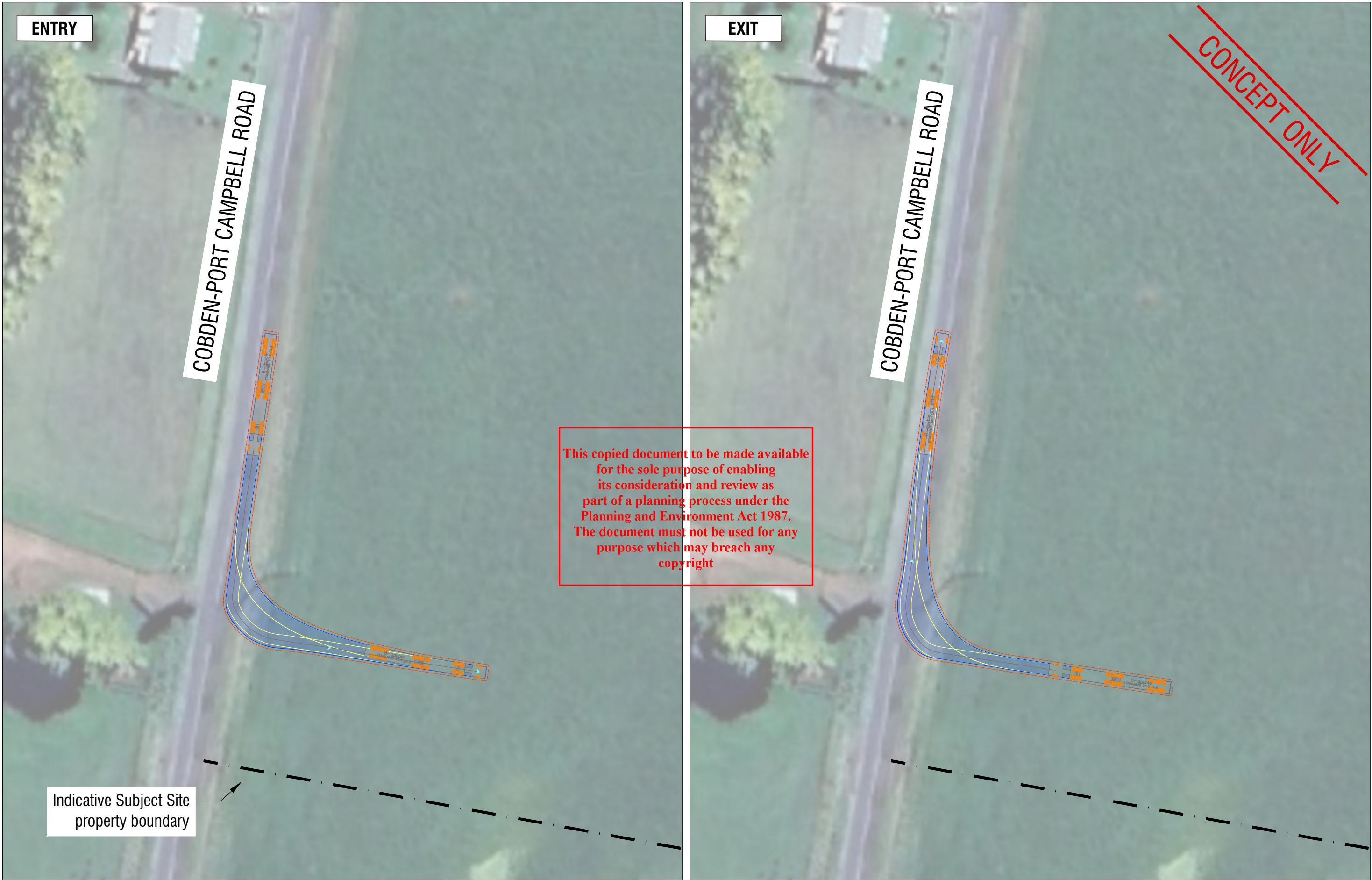


Cobden BESS Pty Ltd

Cobden BESS

**Cobden-Warrnambool Road
B-Double Transportation**

FIGURE SK05



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



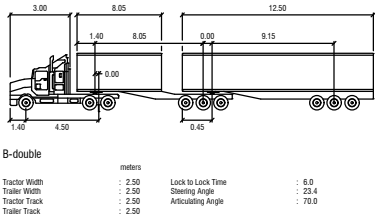
LEVEL 16, 175 EAGLE ST
BRISBANE
QUEENSLAND 4000
AUSTRALIA
T: 61 7 3858 4800
www.slrconsulting.com

The content contained within this document may be based on third party data.
SLR Consulting Australia Pty Ltd does not guarantee the accuracy of any such information.

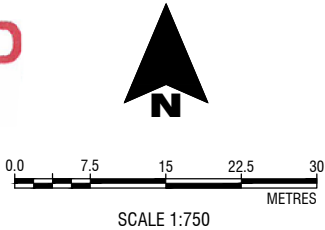
Project No:	620.041534.00013
Date:	01/05/2026
Drawn by:	DN
Reviewed by:	CS/TB
Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels
- Rear Wheels



ADVERTISED
PLAN

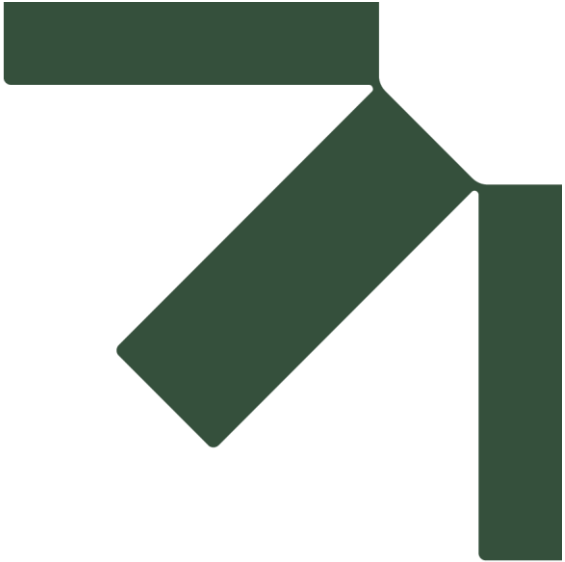


Cobden BESS Pty Ltd

Cobden BESS

Site Access
B-Double Transportation

FIGURE SK06



Appendix C Traffic Flow Diagrams (Desktop Models)

Cobden Battery Energy Storage System (BESS)

Traffic Impact Assessment

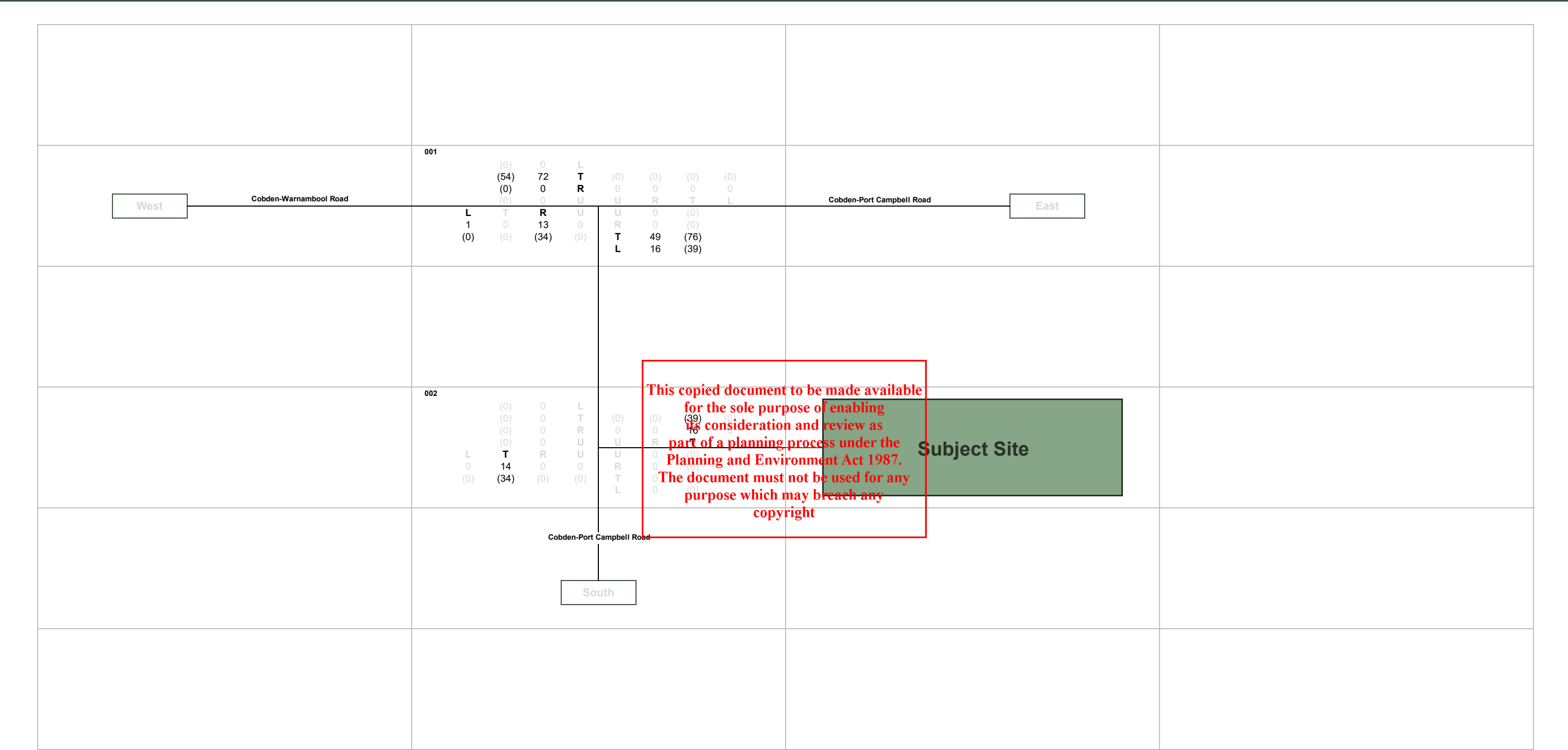
Cobden BESS Pty Ltd

SLR Project No.: 620.041534.00013

4 June 2026

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



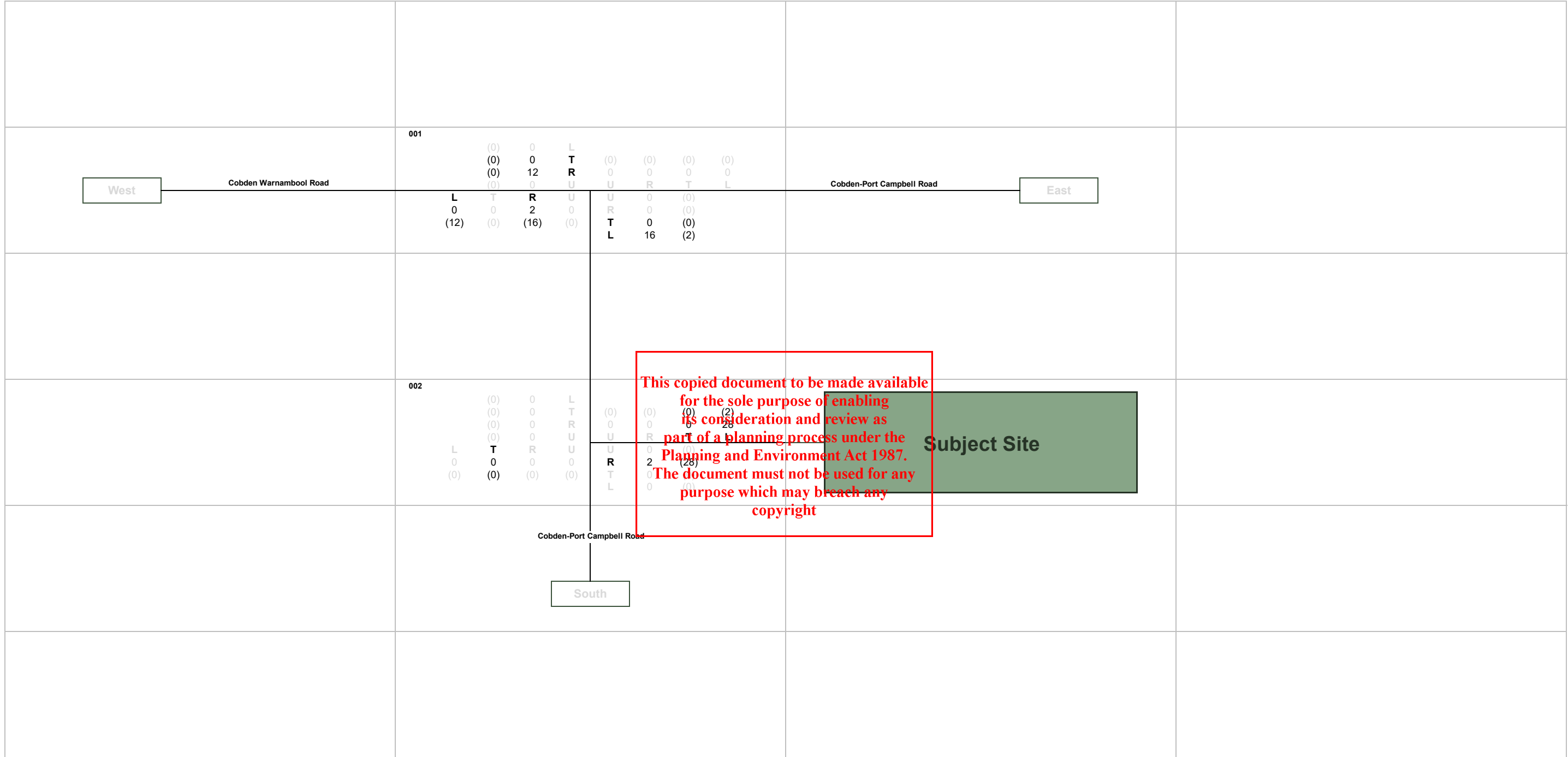
C1
2024 Survey Traffic Volumes
620.041534.00001
Cobden BESS

L Left Turn
T Through
R Right Turn
U U-Turn

Legend
00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes
Subject Site



ADVERTISED
PLAN



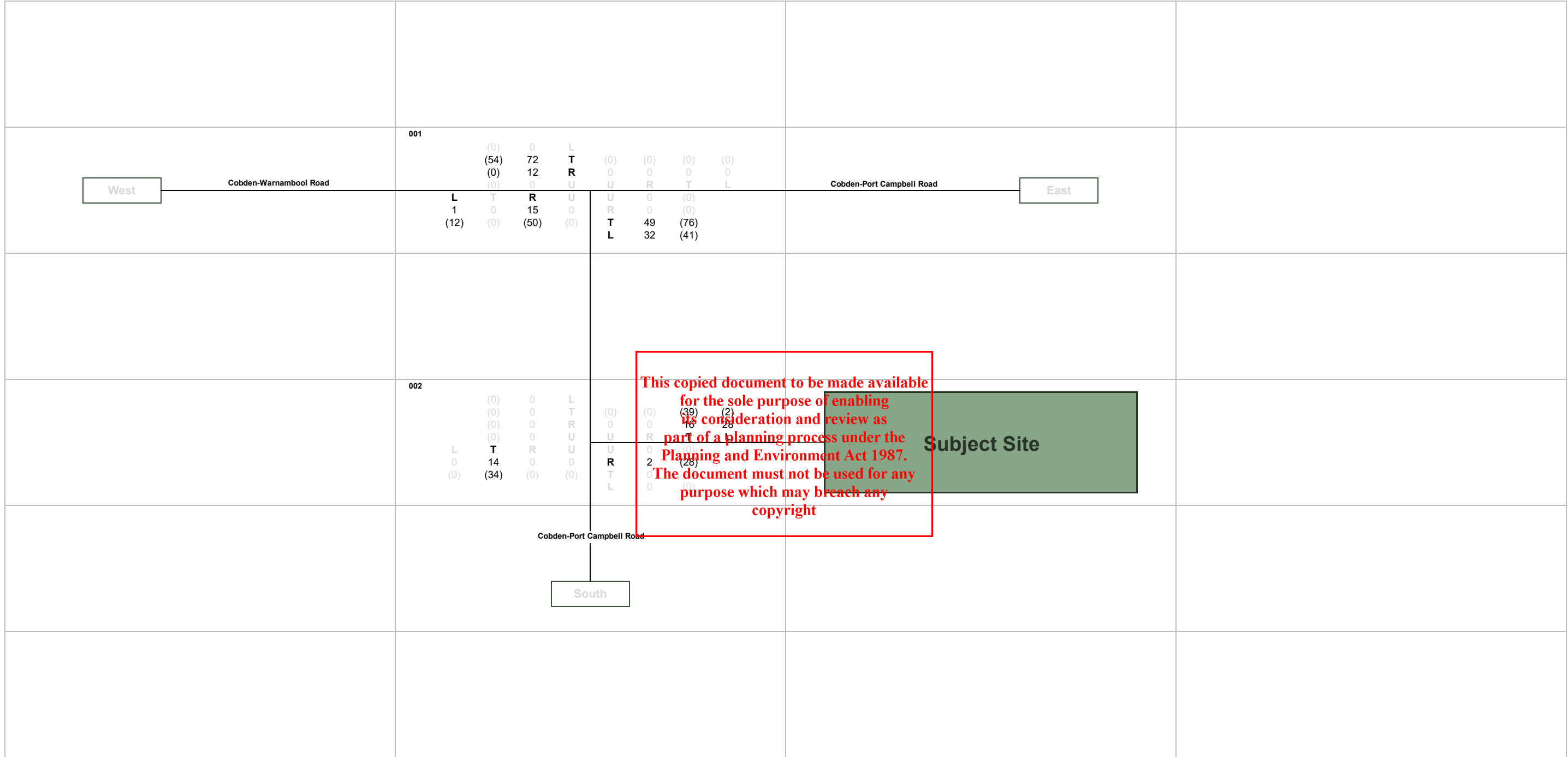
C2
Construction Phase Traffic Volumes
620.041534.00001
Cobden BESS

L Left Turn
T Through
R Right Turn
U U-Turn

Legend
00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes
Subject Site



ADVERTISED
PLAN



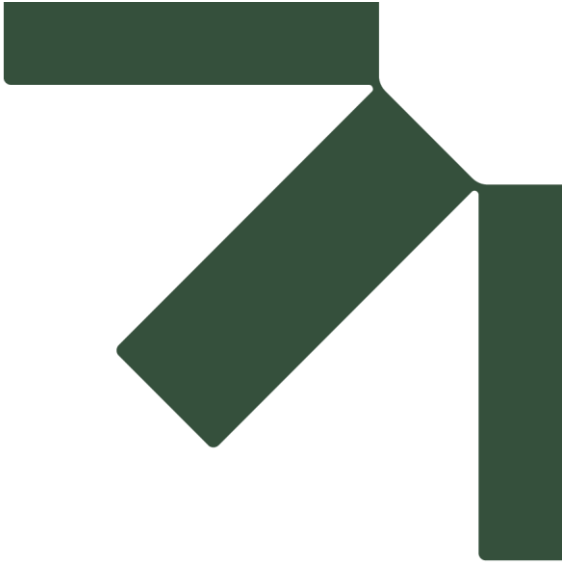
C3
2028 Background with Development Traffic Volumes
620.041534.00001
Cobden BESS

L Left Turn
T Through
R Right Turn
U U-Turn

Legend
00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes
Subject Site



ADVERTISED
PLAN



Appendix D SIDRA Outputs

Cobden Battery Energy Storage System (BESS)

Traffic Impact Assessment

Cobden BESS Pty Ltd

SLR Project No.: 620.041534.00013

4 June 2026

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

SITE LAYOUT

▽ Site: 001 [001 - Cobden-Port Campbell Rd Int 2024 Survey AM
(Site Folder: Assessed)]

Cobden-Port Campbell Rd / Cobden-Warnambool Rd

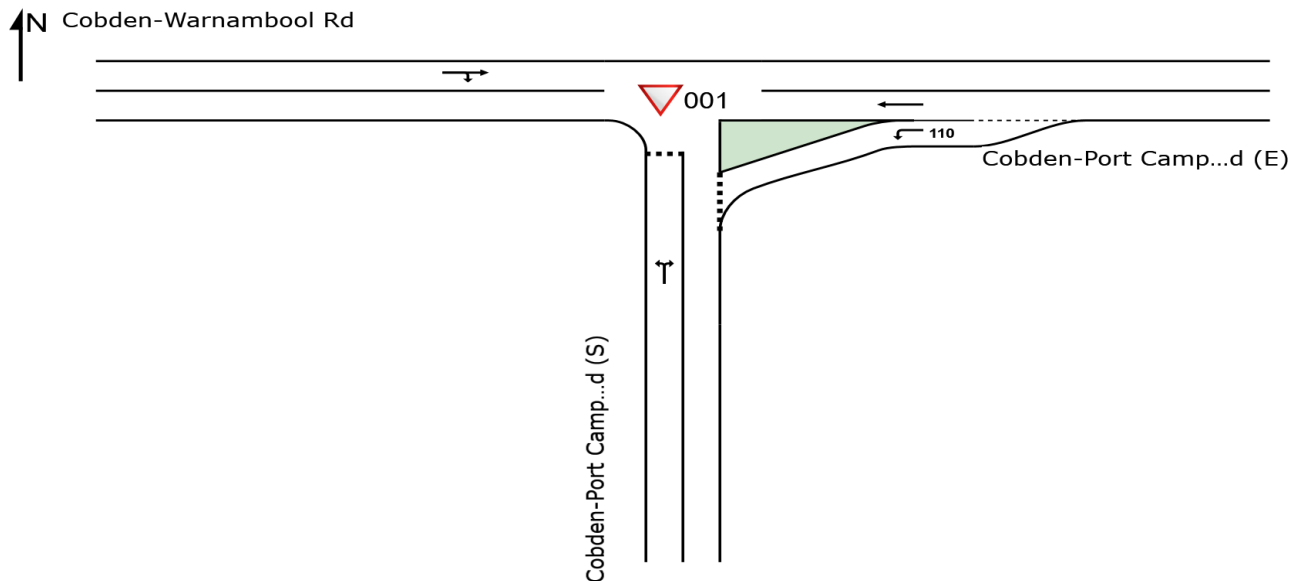
Prepared By: DN

Reviewed By: TB

Site Category: Existing Design

Give-Way (Two-Way)

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



SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Created: Thursday, 30 April 2026 10:37:23 AM

Project: H:\Projects-SLR\620-BNE\620-BNE\620.041534.00001 Cobden BESS - Phase 1\08 TA\02 Analysis\2026 04 - Updated Assessment
\2026 04 - SIDRA\620.041534.00001 Cobden BESS SIDRA 20260430.sip9

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright

**ADVERTISED
PLAN**

MOVEMENT SUMMARY

▼ Site: 001 [001 - Cobden-Port Campbell Rd Int 2024 Survey AM
(Site Folder: Assessed)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Cobden-Port Campbell Rd / Cobden-Warnambool Rd
Prepared By: DN
Reviewed By: TB
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cobden-Port Campbell Rd (S)															
1	L2	All MCs	1	15.0	1	15.0	0.014	8.4	LOS A	0.0	0.3	0.21	0.61	0.21	67.4
3	R2	All MCs	14	15.0	14	15.0	0.014	8.8	LOS A	0.0	0.3	0.21	0.61	0.21	67.4
Approach			15	15.0	15	15.0	0.014	8.8	LOS A	0.0	0.3	0.21	0.61	0.21	67.4
East: Cobden-Port Campbell Rd (E)															
4	L2	All MCs	17	15.0	17	15.0	0.011	8.7	LOS A	0.0	0.3	0.01	0.63	0.01	68.3
5	T1	All MCs	52	15.0	52	15.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			68	15.0	68	15.0	0.028	2.1	LOS A	0.0	0.3	0.00	0.16	0.00	89.7
West: Cobden-Warnambool Rd															
11	T1	All MCs	76	15.0	76	15.0	0.042	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.6
12	R2	All MCs	1	15.0	1	15.0	0.042	8.0	LOS A	0.0	0.1	0.00	0.01	0.00	79.7
Approach			77	15.0	77	15.0	0.042	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3
All Vehicles			160	15.0	160	15.0	0.042	1.8	NA	0.0	0.3	0.02	0.13	0.02	91.1

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.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Processed: Wednesday, 1 April 2026 5:33:06 PM
Project: H:\Projects-SLR\620-BNE\620-BNE\620.041534.00001 Cobden BESS - Phase 1\08 TAI\02 Analysis\2026 04 - Updated Assessment
2026 04 - SIDRA\620.041534.00001 Cobden BESS SIDRA 20260430.sip9

ADVERTISED
PLAN

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright

MOVEMENT SUMMARY

▼ Site: 001 [001 - Cobden-Port Campbell Rd Int 2024 Survey PM
(Site Folder: Assessed)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Cobden-Port Campbell Rd / Cobden-Warnambool Rd
Prepared By: DN
Reviewed By: TB
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Veh. veh	Dist]									
			veh/h	%	veh/h	%	v/c	sec							km/h
South: Cobden-Port Campbell Rd (S)															
1	L2	All MCs	1	15.0	1	15.0	0.036	8.5	LOS A	0.1	0.9	0.24	0.63	0.24	67.3
3	R2	All MCs	36	15.0	36	15.0	0.036	8.9	LOS A	0.1	0.9	0.24	0.63	0.24	67.2
Approach			37	15.0	37	15.0	0.036	8.9	LOS A	0.1	0.9	0.24	0.63	0.24	67.2
East: Cobden-Port Campbell Rd (E)															
4	L2	All MCs	41	15.0	41	15.0	0.027	8.7	LOS A	0.1	0.9	0.01	0.63	0.01	68.3
5	T1	All MCs	80	15.0	80	15.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			121	15.0	121	15.0	0.043	3.0	LOS A	0.1	0.9	0.00	0.22	0.00	86.3
West: Cobden-Warnambool Rd															
11	T1	All MCs	57	15.0	57	15.0	0.032	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
12	R2	All MCs	1	15.0	1	15.0	0.032	8.0	LOS A	0.0	0.1	0.01	0.01	0.01	79.6
Approach			58	15.0	58	15.0	0.032	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.0
All Vehicles			216	15.0	216	15.0	0.043	3.2	NA	0.1	0.9	0.05	0.23	0.05	85.1

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.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Processed: Wednesday, 1 April 2026 5:33:07 PM
Project: H:\Projects-SLR\620-BNE\620-BNE\620.041534.00001 Cobden BESS - Phase 1\08 TAI\02 Analysis\2026 04 - Updated Assessment
\2026 04 - SIDRA\620.041534.00001 Cobden BESS SIDRA 20260430.sip9

ADVERTISED
PLAN

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright

SITE LAYOUT

▽ Site: 001 [001 - Cobden-Port Campbell Rd Int 2028 BG+DEV
AM (Site Folder: Assessed)]

Cobden-Port Campbell Rd / Cobden-Warnambool Rd

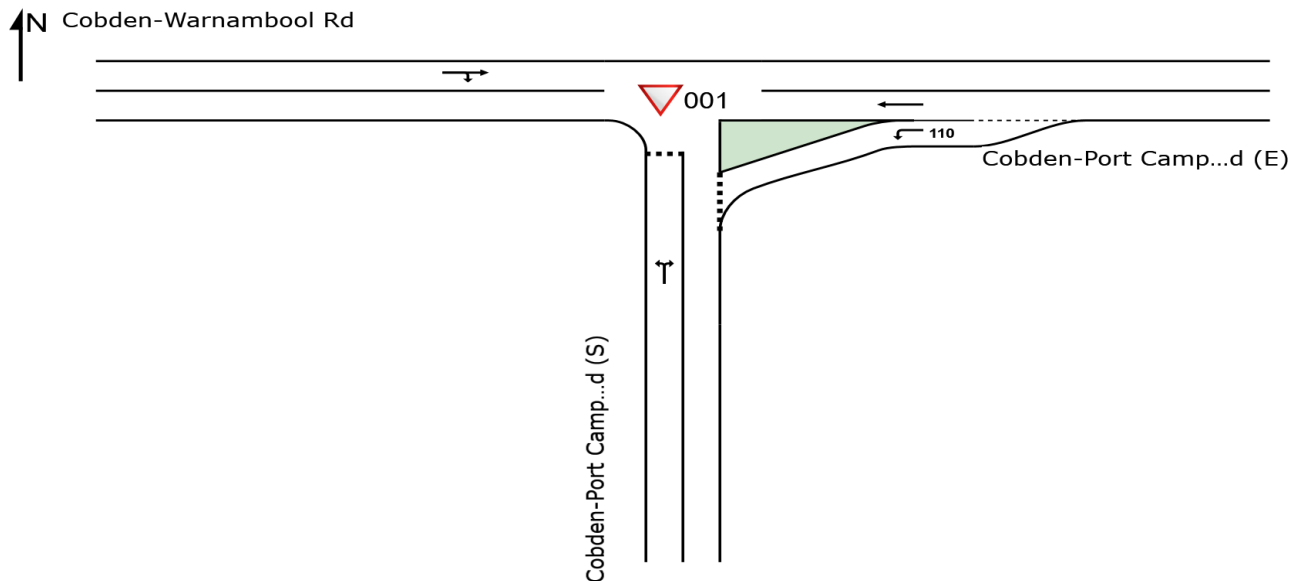
Prepared By: DN

Reviewed By: TB

Site Category: Existing Design

Give-Way (Two-Way)

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



SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Created: Thursday, 30 April 2026 10:37:32 AM

Project: H:\Projects-SLR\620-BNE\620-BNE\620.041534.00001 Cobden BESS - Phase 1\08 TA\02 Analysis\2026 04 - Updated Assessment
\2026 04 - SIDRA\620.041534.00001 Cobden BESS SIDRA 20260430.sip9

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

MOVEMENT SUMMARY

▼ Site: 001 [001 - Cobden-Port Campbell Rd Int 2028 BG+DEV
AM (Site Folder: Assessed)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Cobden-Port Campbell Rd / Cobden-Warnambool Rd
Prepared By: DN
Reviewed By: TB
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Veh. veh	Dist]									
			veh/h	%	veh/h	%	v/c	sec							km/h
South: Cobden-Port Campbell Rd (S)															
1	L2	All MCs	1	15.0	1	15.0	0.016	8.4	LOS A	0.1	0.4	0.23	0.62	0.23	67.3
3	R2	All MCs	16	15.0	16	15.0	0.016	8.9	LOS A	0.1	0.4	0.23	0.62	0.23	67.3
Approach			17	15.0	17	15.0	0.016	8.8	LOS A	0.1	0.4	0.23	0.62	0.23	67.3
East: Cobden-Port Campbell Rd (E)															
4	L2	All MCs	34	15.0	34	15.0	0.022	8.7	LOS A	0.1	0.7	0.06	0.61	0.06	68.0
5	T1	All MCs	52	15.0	52	15.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			85	15.0	85	15.0	0.028	3.4	LOS A	0.1	0.7	0.02	0.24	0.02	84.2
West: Cobden-Warnambool Rd															
11	T1	All MCs	76	15.0	76	15.0	0.049	0.0	LOS A	0.1	0.6	0.05	0.10	0.05	96.5
12	R2	All MCs	13	15.0	13	15.0	0.049	8.1	LOS A	0.1	0.6	0.05	0.10	0.05	77.7
Approach			88	15.0	88	15.0	0.049	1.2	NA	0.1	0.6	0.05	0.10	0.05	93.2
All Vehicles			191	15.0	191	15.0	0.049	2.9	NA	0.1	0.7	0.05	0.21	0.05	86.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (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.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Processed: Wednesday, 1 April 2026 5:33:07 PM
Project: H:\Projects-SLR\620-BNE\620-BNE\620.041534.00001 Cobden BESS - Phase 1\08 TAI\02 Analysis\2026 04 - Updated Assessment
\2026 04 - SIDRA\620.041534.00001 Cobden BESS SIDRA 20260430.sip9

ADVERTISED
PLAN

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright

MOVEMENT SUMMARY

▼ Site: 001 [001 - Cobden-Port Campbell Rd Int 2028 BG+DEV
PM (Site Folder: Assessed)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Cobden-Port Campbell Rd / Cobden-Warnambool Rd
Prepared By: DN
Reviewed By: TB
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Veh. veh	Dist] m									
			veh/h	%	veh/h	%	v/c	sec							km/h
South: Cobden-Port Campbell Rd (S)															
1	L2	All MCs	13	15.0	13	15.0	0.061	8.5	LOS A	0.2	1.6	0.23	0.63	0.23	67.3
3	R2	All MCs	53	15.0	53	15.0	0.061	8.9	LOS A	0.2	1.6	0.23	0.63	0.23	67.3
Approach			65	15.0	65	15.0	0.061	8.9	LOS A	0.2	1.6	0.23	0.63	0.23	67.3
East: Cobden-Port Campbell Rd (E)															
4	L2	All MCs	43	15.0	43	15.0	0.028	8.7	LOS A	0.1	0.9	0.01	0.63	0.01	68.3
5	T1	All MCs	80	15.0	80	15.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			123	15.0	123	15.0	0.043	3.0	LOS A	0.1	0.9	0.00	0.22	0.00	85.9
West: Cobden-Warnambool Rd															
11	T1	All MCs	57	15.0	57	15.0	0.032	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
12	R2	All MCs	1	15.0	1	15.0	0.032	8.0	LOS A	0.0	0.1	0.01	0.01	0.01	79.6
Approach			58	15.0	58	15.0	0.032	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.0
All Vehicles			246	15.0	246	15.0	0.061	3.9	NA	0.2	1.6	0.07	0.28	0.07	82.4

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.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Processed: Wednesday, 1 April 2026 5:33:08 PM
Project: H:\Projects-SLR\620-BNE\620-BNE\620.041534.00001 Cobden BESS - Phase 1\08 TAI\02 Analysis\2026 04 - Updated Assessment
\2026 04 - SIDRA\620.041534.00001 Cobden BESS SIDRA 20260430.sip9

ADVERTISED
PLAN

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright

SITE LAYOUT

▽ Site: 002 [002 - Site Access 2028 BG+Dev AM (Site Folder: Assessed)]

Cobden-Port Campbell Rd / Subject Site access

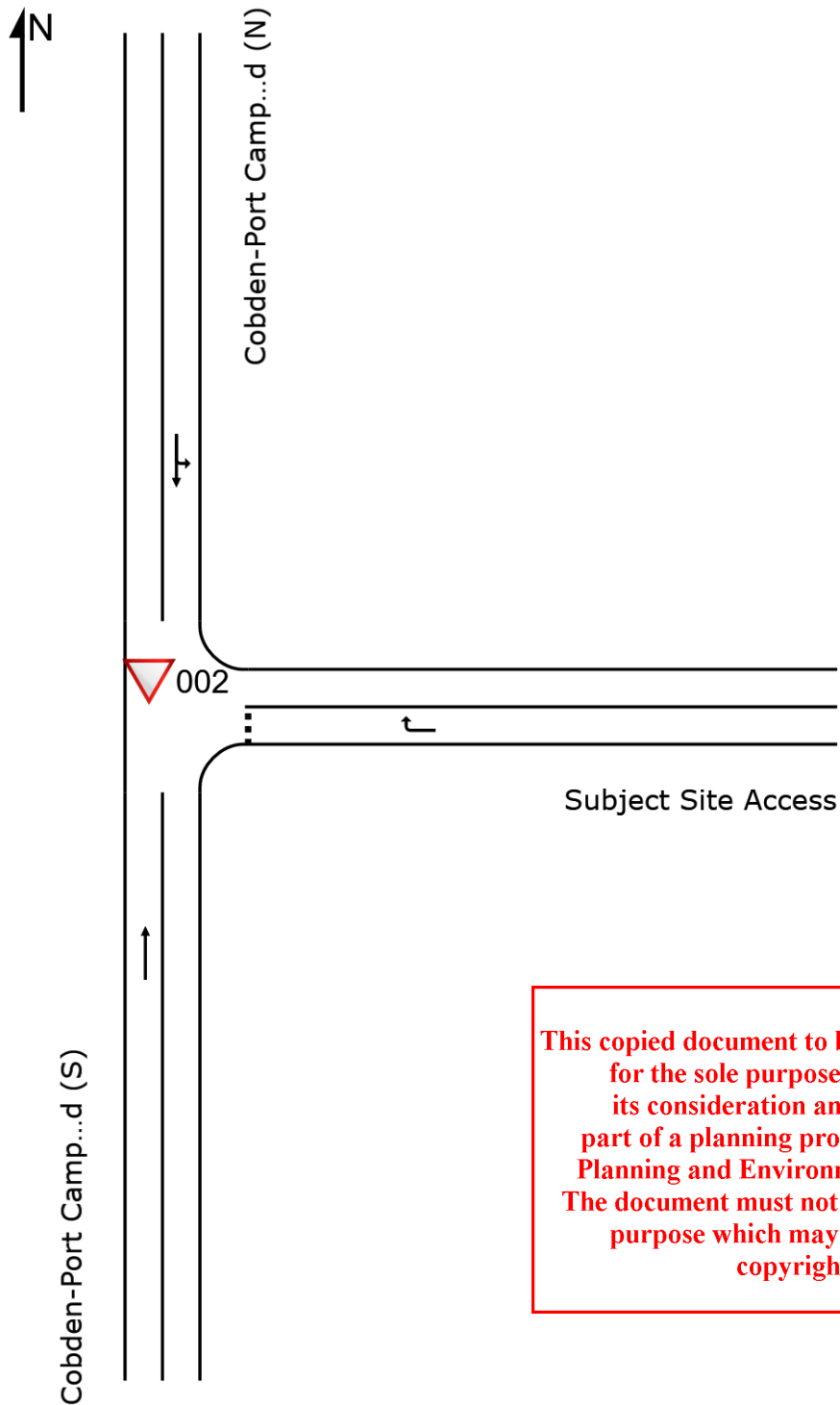
Prepared by: DN

Reviewed by: TB

Site Category: Proposed Design 1

Give-Way (Two-Way)

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



**ADVERTISED
PLAN**

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright

MOVEMENT SUMMARY

Site: 002 [002 - Site Access 2028 BG+Dev AM (Site Folder: Assessed)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Cobden-Port Campbell Rd / Subject Site access
Prepared by: DN
Reviewed by: TB
Site Category: Proposed Design 1
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Cobden-Port Campbell Rd (S)															
2	T1	All MCs	15	15.0	15	15.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			15	15.0	15	15.0	0.008	0.0	NA	0.0	0.0	0.00	0.00	0.00	100.0
East: Subject Site Access															
6	R2	All MCs	2	100.0	2	100.0	0.003	5.8	LOS A	0.0	0.1	0.14	0.52	0.14	42.7
Approach			2	100.0	2	100.0	0.003	5.8	LOS A	0.0	0.1	0.14	0.52	0.14	42.7
North: Cobden-Port Campbell Rd (N)															
7	L2	All MCs	29	26.0	29	26.0	0.028	8.5	LOS A	0.0	0.0	0.00	0.43	0.00	68.9
8	T1	All MCs	17	15.0	17	15.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	88.5
Approach			46	22.0	46	22.0	0.028	5.4	NA	0.0	0.0	0.00	0.43	0.00	74.9
All Vehicles			63	23.0	63	23.0	0.028	4.2	NA	0.0	0.1	0.00	0.33	0.00	77.5

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

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Processed: Thursday, 30 April 2026 10:39:47 AM
Project: H:\Projects-SLR\620-BNE\620-BNE\620.041534.00001 Cobden BESS - Phase 1\08 TA\02 Analysis\2026 04 - Updated Assessment
\\2026 04 - SIDRA\620.041534.00001 Cobden BESS SIDRA 20260430.sip9

ADVERTISED
PLAN

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

MOVEMENT SUMMARY

Site: 002 [002 - Site Access 2028 BG+Dev PM (Site Folder: Assessed)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Cobden-Port Campbell Rd / Subject Site access
Prepared by: DN
Reviewed by: TB
Site Category: Proposed Design 1
Give-Way (Two-Way)

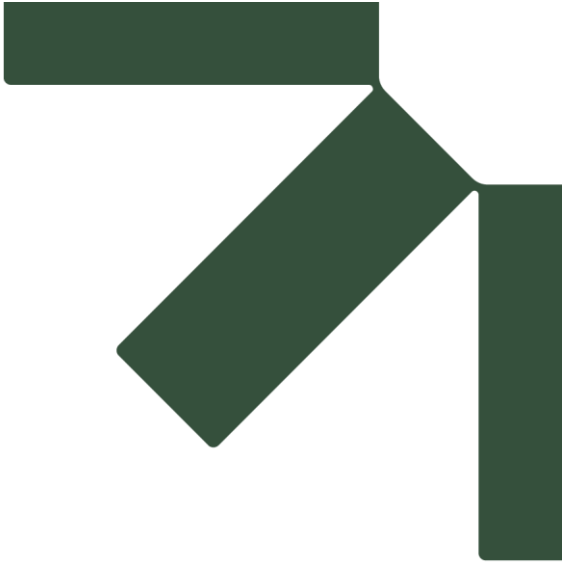
Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Cobden-Port Campbell Rd (S)															
2	T1	All MCs	36	15.0	36	15.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			36	15.0	36	15.0	0.020	0.0	NA	0.0	0.0	0.00	0.00	0.00	100.0
East: Subject Site Access															
6	R2	All MCs	29	26.0	29	26.0	0.028	5.2	LOS A	0.1	0.8	0.17	0.53	0.17	50.5
Approach			29	26.0	29	26.0	0.028	5.2	LOS A	0.1	0.8	0.17	0.53	0.17	50.5
North: Cobden-Port Campbell Rd (N)															
7	L2	All MCs	2	100.0	2	100.0	0.025	10.4	LOS B	0.0	0.0	0.00	0.03	0.00	46.7
8	T1	All MCs	41	15.0	41	15.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.4
Approach			43	19.1	43	19.1	0.025	0.5	NA	0.0	0.0	0.00	0.03	0.00	93.4
All Vehicles			108	19.6	108	19.6	0.028	1.6	NA	0.1	0.8	0.05	0.16	0.05	77.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (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.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Processed: Thursday, 30 April 2026 10:39:47 AM
Project: H:\Projects-SLR\620-BNE\620-BNE\620.041534.00001 Cobden BESS - Phase 1\08 TA\02 Analysis\2026 04 - Updated Assessment
\2026 04 - SIDRA\620.041534.00001 Cobden BESS SIDRA 20260430.sip9

ADVERTISED
PLAN

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Appendix E Drivers' Code of Conduct

Cobden Battery Energy Storage System (BESS)

Traffic Impact Assessment

Cobden BESS Pty Ltd

SLR Project No.: 620.041534.00013

4 June 2026

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

DRIVERS CODE OF CONDUCT

All drivers must abide by the following requirements:

1. Be responsible and accountable for their own actions while travelling to/ from the Subject Site;
2. Must have a current driver's license for the class of vehicle they are operating;
3. Read this document and sign below that they acknowledge the requirements set out by management;
4. Undertake a site induction carried out by an authorised Cobden BESS Pty Ltd staff member or suitably qualified person under the direction of the site manager;
5. Heavy vehicle drivers are to coordinate time of access into the site with on-site management which should aim to reduce travelling in the peak hours and therefore minimise impacts on the external road network;
6. All drivers are to adhere to the routes they are instructed to follow which are developed by the management with a view to prioritise the use of arterial roads and avoid the use of local streets;
7. Always display professional road courtesy towards other road users;
8. Appropriate signage is to be displayed on all trucks used to transport product from the development so that they can be readily identified by road users;
9. Secure all loads, with drawbars, tailgates and side combings cleaned down prior to leaving site;
10. Comply with all traffic and road legislations and drive within the legal speed limit and drive to the road conditions;
11. Trucks slowing down when approaching the residential area are not to use engine or compression braking systems except where required for safety reasons and turn off vehicles when not in use;
12. Do not queue on public roads unless an approval has been obtained from the local and state authorities;
13. Under any circumstance, never drive under the influence of alcohol and other drugs, inclusive of the prescriptions and over the counter medication that possibly could cause drowsiness;
14. Avoid any distractions while driving such as any form of interaction with their mobile phones. Adjustments to mirrors and vehicle stereo are to be done before taking off;
15. Report all near-misses, crashes, community complaints and vehicle defects to the management;
16. Keep loads covered at all times and do not leave the site if weight is in excess of the approved GVM;
17. Remain in the truck cabin whilst being loaded unless directed otherwise by the loading driver;
18. Do not use UHF radios inappropriately and unnecessarily;
19. Remain within the truck cabin unless instructed by the ground staff;
20. Wear steel cap boots and high visibility clothing at all times;
21. Acknowledge that all site mobile equipment will have right of way at all times;
22. Acknowledge that there will be regular alcohol and drug detection tests on the site.

NOTE: Non-compliance with any directive provided above, either on or off site, may lead to refusal of future employment or contract opportunities for the driver and vehicle owner.

Driver Name:

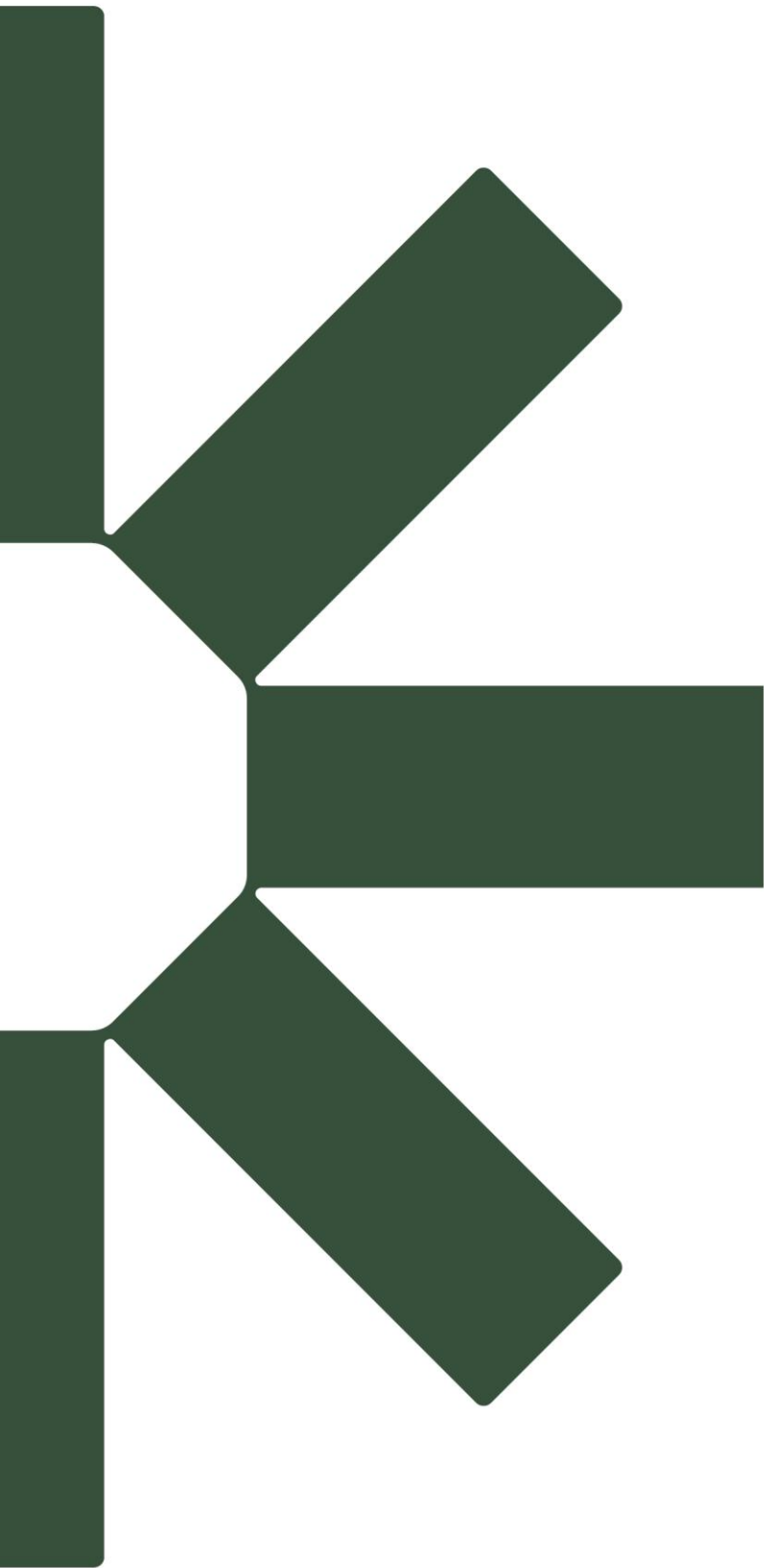
Vehicle Owner Company:

Driver Signature on behalf of the Vehicle Owner Company:

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**





**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

ADVERTISED PLAN