

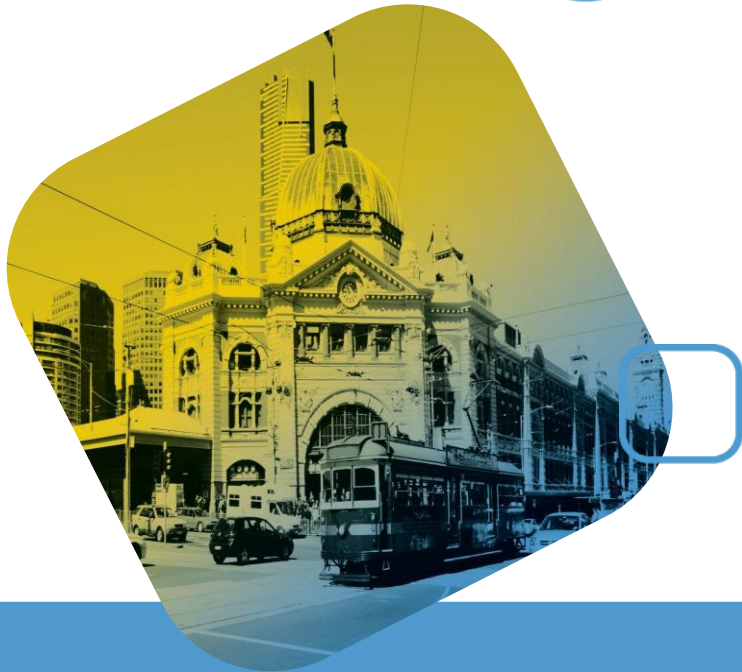
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38°07'32.2"S
146°03'02.0"E

Darnum BESS: Shady Creek, VIC



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Traffic Impact Assessment

24 June 2026
Prepared for Umwelt

IMP2502022REP01F01

Impact

Company Information

Impact Traffic Engineering Pty Ltd

Level 17, 31 Queen Street, Melbourne, Victoria, 3000

ABN: 78 611 424 107

Email create@impactaustralia.com.au

Website www.impactaustralia.com.au

Document Information

Client

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1 IMPACT® Snap Shot

Development Proposition		
Location	38°07'31.2"S 146°03'00.9"E	875 Darnum-Shady Creek Road, Shady Creek VIC
Use	Battery Energy Storage System (BESS) - 200 MW / 800 MWh Capacity	
Access	Access to the site is afforded from the following locations: — Darnum-Shady Creek Road / Proposed Site Access	
Car Parking	A detailed car park design has yet to be determined, however it is assumed that: — During construction, vehicles will be parked either at designated laydown areas, storage locations, or where construction activities are occurring. — During operations, operational and maintenance staff vehicles will be accommodated on-site within a vehicle parking area located adjacent to the site office. A total of four (4) spaces are proposed.	
Traffic Assessment		
Access		
Access Design	Swept path analysis show that the proposed Site Access will be able to cater for 26 metre B-double vehicles into and out of the site. An assessment of the site has also been undertaken and demonstrates the site access is suitable for the site. 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	
Sight Distances	An on-site assessment of sight distances along Darnum-Shady Creek has been undertaken and revealed that the site access has sufficient sightlines when facing the north direction however is marginally below the requirement when facing the south direction. To improve safety at this intersection it is recommended to implement advanced warning signs and a temporary speed reduction during the construction phases.	
Turn Warrants	A review of the Austroads turn treatment warrants indicate that, at a minimum any traffic travelling to / from the site will trigger a Basic Left-Turn (BAL) and Basic Right-Turn (BAR) treatment. However, it is noted that these warrants primarily apply for the assessment of new intersections and not directly applicable to existing access arrangements. Notwithstanding, Darnum-Shady Creek Road currently carries low traffic volumes (in the order of 20 vehicles per hour during peak periods), and the existing site access geometry and sight distances are considered adequate to accommodate construction traffic. Accordingly, it is considered that vehicles can safely enter and exit the site without the need for formal turning lane treatments. Any minor sight distance constraints can be appropriately managed through reduced approach speeds and the provision of advanced warning signage.	
Traffic Impact		
Construction Traffic	A total of 228 daily (two-way) movements (128 light vehicles and 100 heavy vehicles) are anticipated during the peak construction period. Up to four (4) two-way	

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	movements for over-dimension vehicles (for the delivery of the Project components) is expected during the peak construction phase. Alternatively, staff could be bused to and from the site to reduce the number of light vehicle movements. It is noted that the anticipated construction traffic can be comfortably accommodated temporarily by Darnum-Shady Creek Road without any material impact on the operation or safety of this road.
Operational Traffic	A total of four (4) daily vehicle movements associated with routine maintenance during operations. There will also be, on occasion some additional movements associated with more thorough maintenance. This level of traffic will be negligible and have no discernible impact on the operation of the surrounding road network.
Haulage Routes	Delivery and haulage routes including Darnum-Shady Creek Road are pre-approved for the haulage of HML and B-doubles and will not require a permit from Council (and NHVR). <u>Construction Deliveries (26m B-doubles)</u> Swept paths show that the proposed haulage vehicles are comfortably able to travel to/from the Project site and along the anticipated haulage route. <u>Oversized and Overmass Deliveries</u> Swept paths show that the OSOM vehicle is able to travel to/from the Project site and along the anticipated haulage route with some temporary modifications required to the existing infrastructure. <u>General Maintenance During Construction</u> We expect the road pavement will be able to sufficiently cater to the vehicle traffic however the Project is likely to have an impact on the road conditions during the construction stages. Accordingly, it is recommended that the applicant liaise with Baw Baw Shire Council / Department of Transport & Planning (DTP) in respect to maintenance and repair work along the relevant sections of these roads during the construction period. Notwithstanding, a TMP will be prepared in consultation with Council and relevant road authorities to outline a program to inspect, maintain and (where required) repair public roads used by construction traffic.
Traffic Management Plan	It is recommended that a detailed Traffic Management Plan (TMP) be prepared once the Project design is complete and prior to commencement of the Project construction to confirm the requirements, particularly for sight distances and for mitigation / management works.

Conclusion

— There are no traffic and transport grounds that should prohibit the issue of a planning permit.

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2 Introduction

2.1 Engagement

Darnum BESS Pty Ltd (ACN 694 489 828) as trustee of the Darnum BESS Trust (ABN 84 694 489 828) (the Applicant), owned by Samsung C&T Renewable Energy Australia (SREA) (ABN 74 661 046 331), is proposing the development of the Darnum Battery Energy Storage System (the Project) at 875 Darnum Shady-Creek Road, Shady Creek, Victoria (the Project Site).

The Project would involve the construction, operation and decommissioning of a Battery Energy Storage System (BESS) with a delivery capacity of up to approximately 200 Megawatts (MW) / 800 MWh (4 hr).

This Traffic Impact Assessment has been prepared as part of the Planning Permit Application for the Project which will be assessed by the Minister for Planning as the responsible authority.

IMPACT® has been engaged to prepare the Traffic Impact Assessment.

2.2 Project Overview

The Project would comprise the following key components:

- A 200 MW / 800 MWh BESS compound, including 196 battery modules, 49 x 6.36 MVA step-up transformers and associated cabling.
- An onsite 33/220 kV Project Substation, including a 240 MVA HV transformer, switchgear / control rooms, harmonic filters and associated infrastructure.
- A switchyard to facilitate Project connection into the National Electricity Market (NEM) via the existing 220 kV overhead transmission line (Talloun Power Station to Bowville Terminal Station) that runs across the southern portion of the Project Site.
- Ancillary infrastructure and works including site access, internal access roads and parking, operations and maintenance facilities, stormwater infrastructure, noise walls and radiant heat walls, fire water tanks and systems, asset protection zones, lightning protection, lighting, signage, security devices and fencing, landscaping/screening.

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The Project would have a total development footprint of approximately 7 ha, inclusive of approximately 2.5 ha for the BESS compound and approximately 3.0 ha for the Project substation, switchyard and grid connection, including asset protection zones, along with approximately 1.5 ha for ancillary infrastructure external to the main infrastructure compounds.

Access to the Project is planned directly from Darnum-Shady Creek Road via a modified version of the existing crossover which currently provides access to the host dwelling and associated farm infrastructure and operations. A secondary access is also proposed off Darnum-Shady Creek Road near the southern site boundary and would function primarily as an emergency access.

Construction is expected to commence in 2027 and take up to 18 months to complete. For planning purposes, an indicative construction envelope of up to approximately 20.5 ha has been identified to encompass areas required for access, material and equipment laydown, staff parking and amenities, offices and construction water supply, along with temporary working buffers around the development footprint. Not all of the indicative construction envelope is expected to be disturbed for construction of the Project. Additional temporary construction areas beyond the permanent infrastructure footprint would be minimised, wherever practicable, to reduce disturbance impacts, and would be investigated once the construction contractor is appointed and detailed construction scheduling / sequencing has been confirmed.

The Project would operate 24 hours a day, 7 days a week and has an expected 25-year operating lifespan. At the conclusion of this 25-year period, the BESS components may be replaced or refurbished to extend the life (subject to market conditions) or otherwise decommissioned.

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The proposed Project concept layout plan is shown in Figure 1.

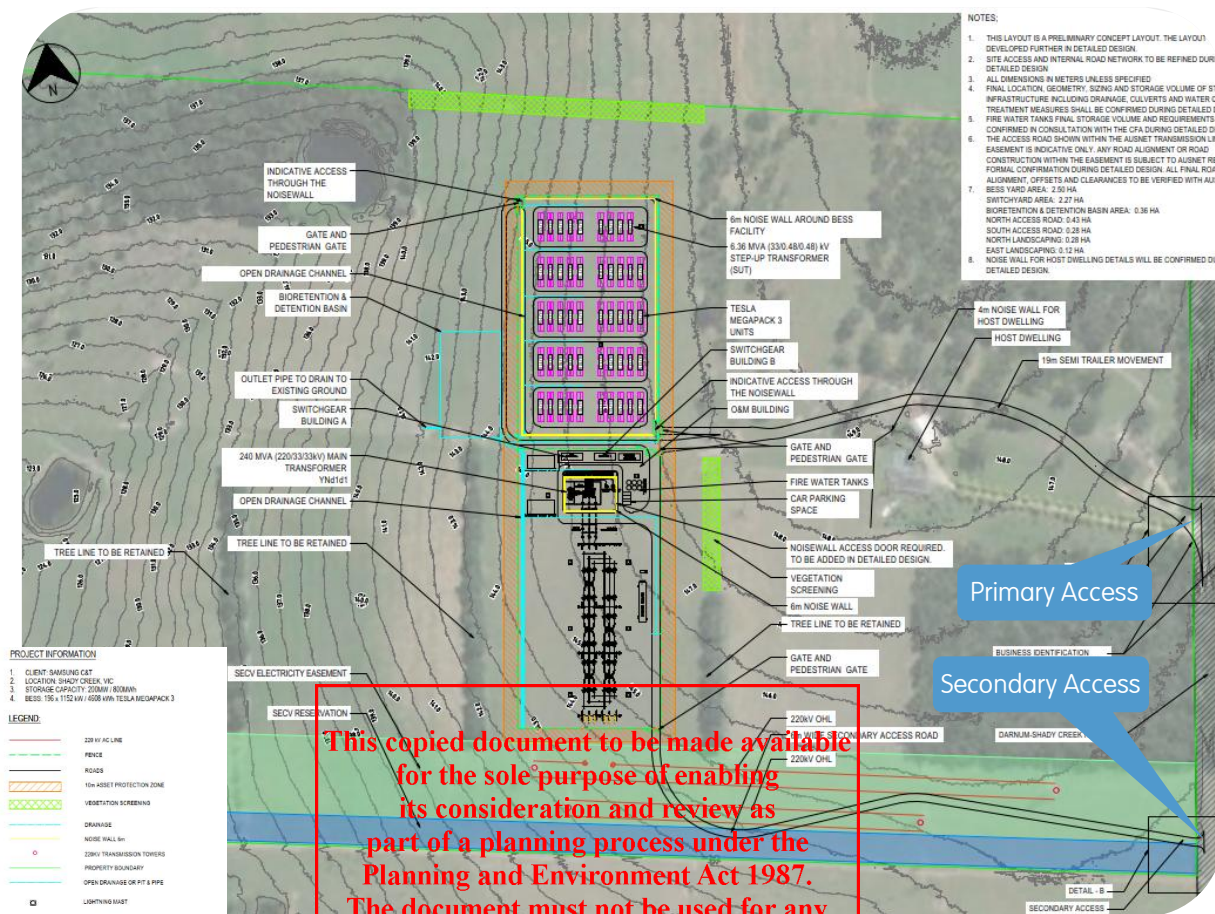


Figure 1 Concept Site Plan and Layout

2.3 Authority Liaison

In October 2025, **IMPACT**® engaged with Council (Baw Baw Shire Council) for initial commentary on the project. The feedback / items relating to traffic are as follows:

- Strategy for site access;
- On-site parking for construction and post construction phases;
- Heavy vehicle traffic routes to and from the Princes Highway using Council's road network;
- Size, frequency and duration of construction traffic using Council's road network;
- Proposal / consideration of road upgrades;
- Pre / post construction road impact condition inspection/reports with conditions for maintenance and repair from construction traffic;
- Breakdown of daily traffic demand generated by the site;
- Impacts to roadside vegetation as part of any road upgrades;
- Conflicts between the proposed North Yarragon BESS operation vehicles and existing quarry trucks which utilise Darnum-Shady Creek Road on a daily basis; and
- Council are currently undertaking the renewal of 1.8km section of road along Darnum-Shady Creek Road, south of Brookers Road.

This Traffic Impact Assessment provides a response / information addressing each of these items.

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3 Site Context

3.1 Site Location and Context

The Project Site is located at 875 Darnum-Shady Creek Road, Shady Creek within the Gippsland region of Victoria approximately 7 km north of Darnum and 8 km north-east of Warragul. The Project Site comprises a single parcel of privately owned freehold land having a total area of approximately 51.2 ha and is located in the Baw Baw Shire Local Government Area (LGA).

The Project Site primarily comprises an open, agricultural landscape which has been largely cleared of native vegetation and is used for grazing. Patches of native vegetation and some scattered trees are present in the north-west, north-east, and south-east parts of the site. There are three shelterbelts of planted trees (Monterrey Cypress) within the central parts of the Project Site and two water bodies (farm dams) near the northern and western site boundaries.

The Project Site currently contains a dwelling, large shed and cattle yard which are located on the eastern part of the site and are accessed off Darnum-Shady Creek Road. The existing dwelling, large shed and cattle yard will remain on site during the operation of the BESS. The closest dwelling to the proposed Project is the host dwelling located approximately 160 m east of the BESS compound, with the closest neighbour dwellings located approximately 450 m west and approximately 480 m north of the BESS compound.

The existing 220 kV overhead transmission line (Yallourn Power Station to Rowville Terminal Station) into which the Project would connect, runs across the southern part of the Project Site within an easement held by Ausnet.

The location of the site is depicted in Figure 2.

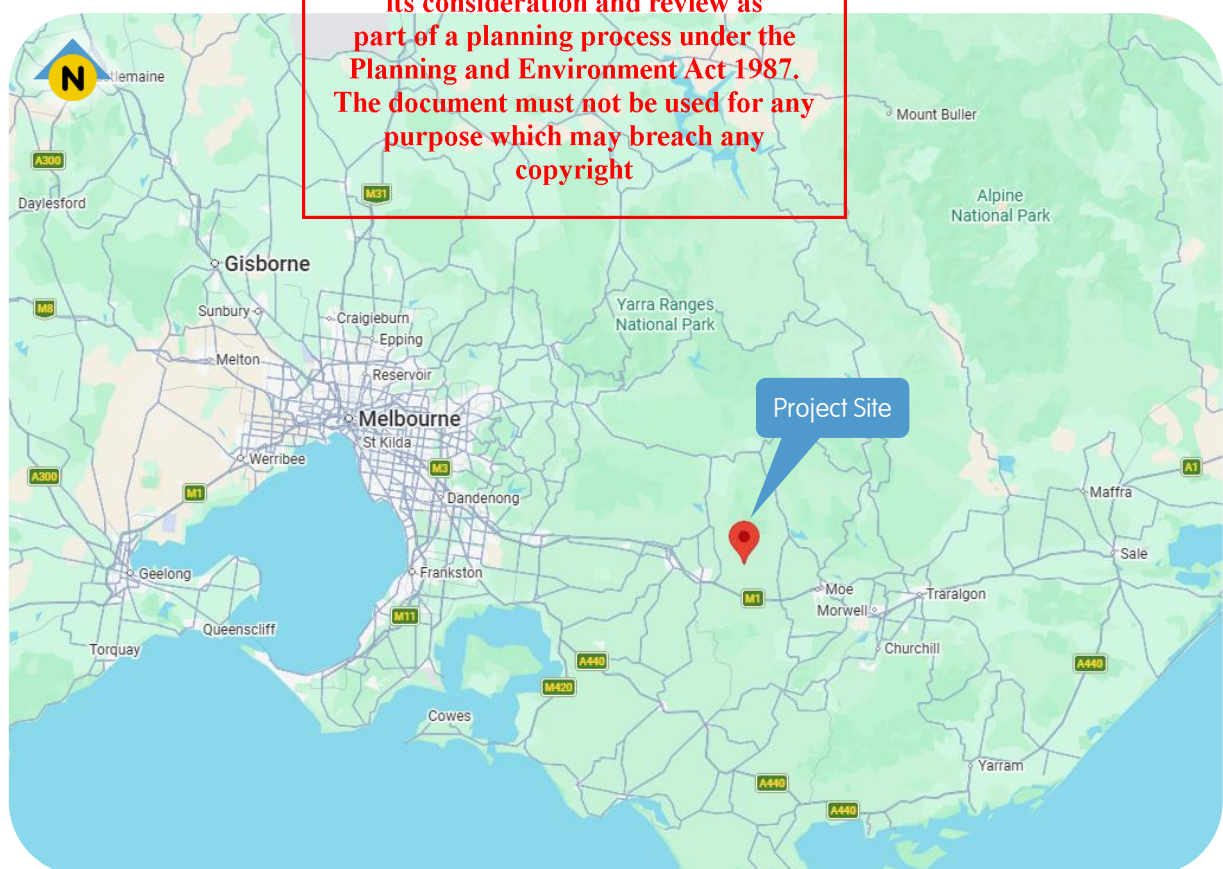


Figure 2 Location of Project Site

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3.2 Neighbouring Developments

A review of information provided by DTP indicates two (2) projects of note within proximity to the Project site. Specifically, the Shady Creek Solar Farm is proposed on the eastern side of Shady Creek approximately 6.5 kilometres east of the Project site and the North Yarragon BESS is proposed approximately 2.5 km south-east of the Project site at 713 Yarragon-Shady Creek Road, Yarragon. as depicted in Figure 3.

The Shady Creek Solar Farm has received development approval but has yet to commence construction.

Whilst construction activities at the Shady Creek Solar Farm site may ultimately be occurring at the same time as the Project site (pending approval timeframes for the proposal) - they are not expected to have any material cumulative impact on the external road network (or on one another).

Construction of the North Yarragon BESS is expected to commence in early 2028. Given that the North Yarragon BESS site is located to the south-east of the Project site, it is not anticipated that construction traffic would occur concurrently along Darnum-Shady Creek Road. While some overlap in construction activity may occur if both projects proceed at the same time, any coinciding construction traffic is expected to primarily utilise the Princes Highway, which has sufficient capacity to accommodate these movements. Further, any traffic travelling towards the North Yarragon BESS will likely utilise Yarragon-Shady Creek Road as it is a more direct route to site, as opposed to Darnum-Shady Creek Road.

Note:

Whilst not a renewable project, we do note that there is an existing quarry located approximately 4.5 kilometres north-east of the Project site.

It is understood that this quarry generates a steady volume of delivery vehicles along Darnum-Shady Creek Road each day.

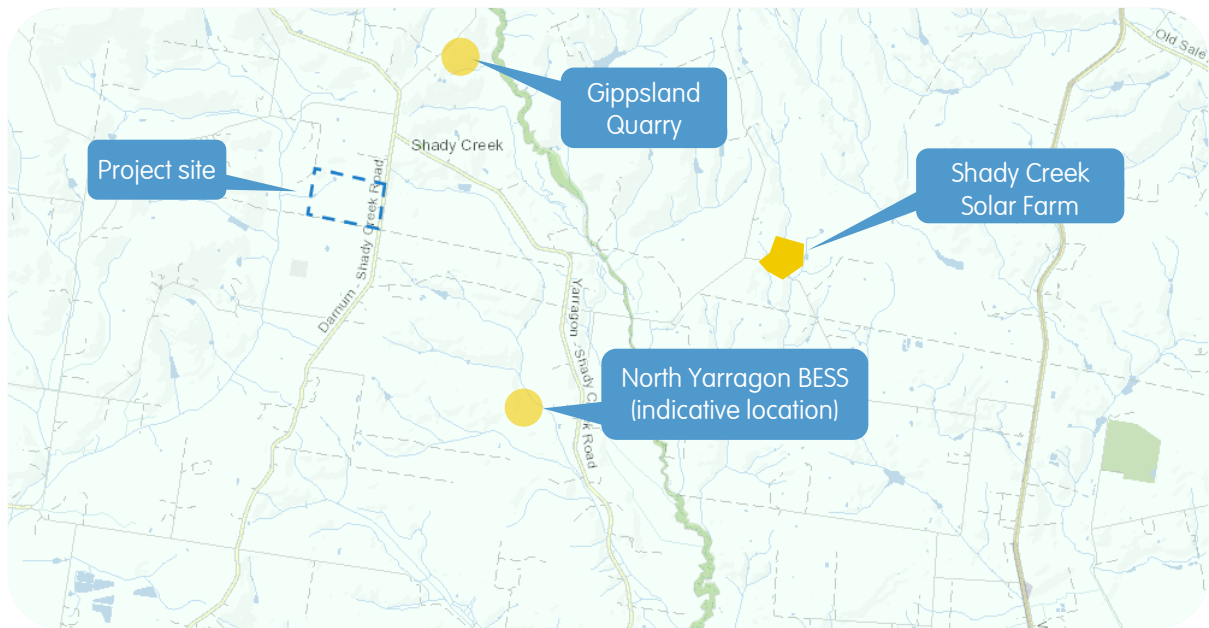


Figure 3 Neighbouring Developments

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3.3 Existing Road Network

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3.3.1 Darnum-Shady Creek Road

Classified as a local road (managed by Council), Darnum-Shady Creek Road is aligned in a north-south direction extending north towards Yarragon-Shady Creek Road and Thurlows Road and south before terminating at the Princes Highway.

In the vicinity of the site, Darnum-Shady Creek Road has been constructed with a sealed road pavement measuring approximately 6.0 metres allowing for one (1) lane of traffic in each direction as depicted in Figure 4.

This section of road is generally flat and straight, with vegetation located within the grassed roadside verge approximately 0.5 metres from the pavement edge.

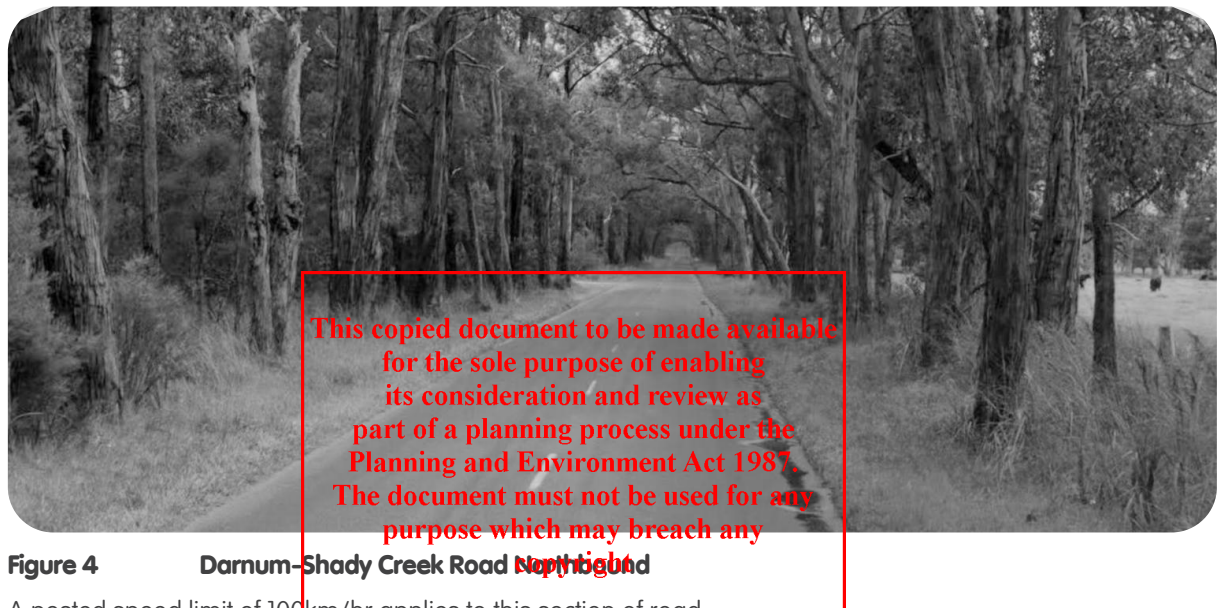


Figure 4 Darnum-Shady Creek Road Northbound

A posted speed limit of 100 km/hr applies to this section of road.

Traffic data provided by Council for pneumatic tube counts undertaken in 2022 indicates that this section of road carries in the order of 184 vehicles per day. For the purposes of this assessment, we have applied a growth factor of 3% per annum to this number.

Additionally, we note that this same data suggests that this traffic comprises an approximate 50/50 split between typical passenger cars and commercial vehicles (as noted above, the nearby Gippsland Quarry leverages this road as its primary access route).

Applying a growth rate of 1% to year 2026 (present day) results in an estimated increase to 200 vehicles per day, with approximately 100 of these being passenger cars and the other 100 being commercial vehicles.

3.3.2 Existing Crash Statistics

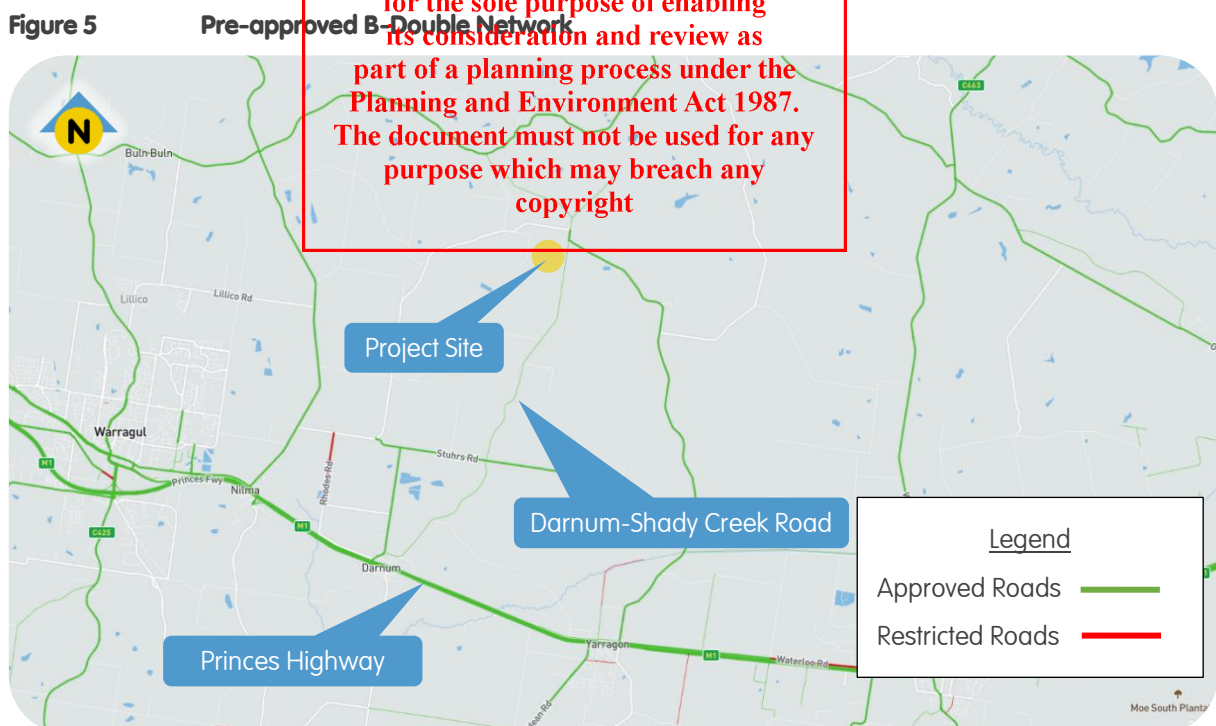
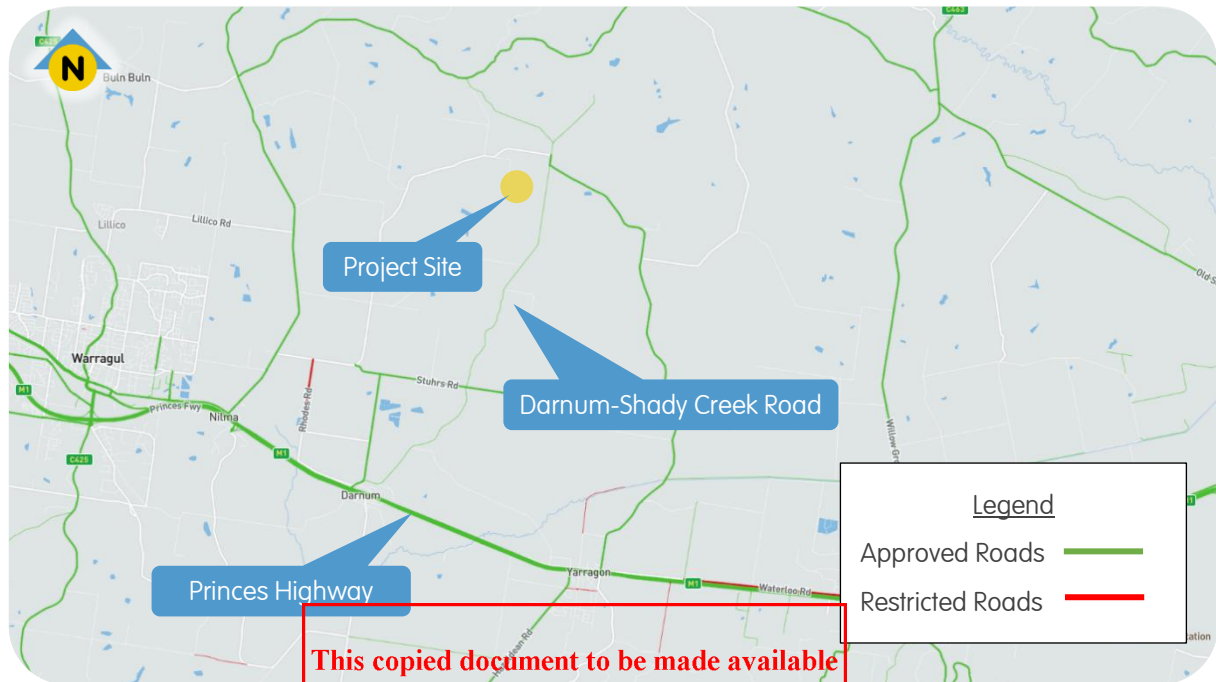
A review of crash statistics based on data supplied by the Department of Transport and Planning (DTP) indicates the following:

- One (1) incident was recorded at the interchange of Darnum-Shady Creek Road with the Princes Highway: vehicle collision with fixed object
- Four (4) incidents were recorded along Darnum-Shady Creek Road each at separate locations and classified as different types of incidents.

The review suggests that there is no inherent or existing safety design flaws along this section of road.

3.4 DTP Road Network Limits

The DTP pre-approved B-doubles and Higher Mass Limit (HML) routes are depicted in Figure 5.



The DTP network plans confirm that the major route to the site (Princes Highway and Darnum-Shady Creek Road) is pre-approved for HML and B-double vehicles and will not require a permit for access.

Further, any Over-size, Over-mass (OSOM) vehicles will require a specific permit from National Heavy Vehicle Regulator (NHVR).

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4 Traffic Considerations

4.1 Traffic Generation

4.1.1 General

Traffic generated by the proposal is generally split into three (3) vehicle types / categories:

- General traffic generated by staff travelling to/from the Project site;
- OSOM vehicles used for the delivery of the large substation components; and
- Other heavy vehicles (HV) which are used for the delivery of BESS components, construction equipment and construction material.

4.1.2 Adopted BESS Delivery Timeframes

IMPACT® are advised that the Darnum BESS facility construction and delivery will occur across an approximate 18-month period. The following indicative timeframes have been assumed for the construction stage of the Project site:

- Stage 1 - Early Works / Site Preparation - 3 months
- Stage 2 - Full Site Construction - 15 months

Following the full construction phase, the commissioning stage and operations stage will commence however it is expected that traffic volumes will be limited to 2-3 full-time staff.

4.1.3 Assumptions and Traffic Volumes

IMPACT® have been advised that during the peak construction period, up to 80 full time staff on-site are expected.

The following peak traffic movements are anticipated on site:

- Up to 128 light vehicle movements per day (64 inbound and 64 outbound); and
- Up to 100 heavy vehicle movements per day (50 inbound and 50 outbound).

Light vehicle movements are based on an average occupancy rate of 1.25 passengers per car.

Table 1 summarises key traffic movements expected during each stage.

Table 1 Construction Traffic Volumes

Description	Staff	Two-way Trips (i.e. total movements)		Anticipated Peak Daily Construction Traffic
		Light Vehicles (per day)	Heavy Vehicles (per day)	
Stage 1 - 3 months	40	64	50	114
Stage 2 - 15 months	80	128	100	228

The assumptions above consider that the majority of workers will travel to and from the site via individual light vehicles. Whilst it is not specified, a further reduction in vehicle movements can be achieved by transporting workers to and from site via buses.

It is expected that there would be five (5) OSOM deliveries to transport one (1) transformer and four (4) modular buildings.

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4.1.4 Operation and Maintenance Traffic

For the majority of the time, the Project is expected to operate with limited staff and generate minimal traffic movements.

Accordingly, apart from the initial construction phase, the Project is anticipated to have a negligible impact upon traffic on the local road network. Details of likely traffic generation during the operation are estimated as follows:

- Daily routine maintenance to be carried out by 2-3 FTE. It is assumed that the daily traffic generation will not exceed two (2) vehicle movements per day to the local road network, with all other movements being internal to the site.
- Occasional maintenance will occur when components of the development need to be replaced, such as replacing BESS unit components. This is expected to occur only very occasionally, and will have no discernible impact on the external road network.
- Visitors to the site such as office based staff and courier deliveries etc.

The operation and maintenance traffic when compared to the construction traffic is expected to be minimal at most.

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5 Traffic Impact Assessment

5.1 Vehicle Access Routes

As above, traffic generated by the Project will generally be split into three (3) broad categories:

- General traffic generated by staff travelling to/from the Project site.
- Heavy vehicle (HV) which are used for the delivery of Project components, construction equipment and construction material.
- Heavy vehicle (HV) or OSOM deliveries requiring escort used for the delivery of large substation components.

The following sets out our initial assumptions in relation to the direction of travel for each of these vehicle categories.

5.1.1 General Traffic (Staff)

During the delivery of the Project, it is expected that staff will reside in Melbourne, Warragul or Trafalgar.

Most staff will arrive to site by private vehicle; however, staff shuttle buses can be utilised to reduce overall traffic volumes to and from the site.

Generally, staff will seek to travel to / from the site via Darnum, and therefore travel along Princes Highway, Darnum-Shady Creek Road before turning left into the Project site.

5.1.2 Heavy Vehicle Deliveries (General)

Table 2 summarises the deliveries associated with the Project, and likely source location for these deliveries.

Table 2 Construction Material Deliveries

Item	Source	Notes
Coarse Aggregate & Fine Crushed Gravel	Gippsland Premium Quarries	Hardstand and internal access track formation
Concrete Deliveries	Warragul / Melbourne	Hardstand and BESS construction
Water Deliveries	Warragul / Melbourne	Dust suppression and construction
BESS & Substation Components	Melbourne	General components required for the delivery of the Project.

Whilst most deliveries will seek to leverage the same transport route as general traffic (above) it is noted that aggregate deliveries from the nearby quarry will ultimately arrive at the site via Darnum-Shady Creek Road from the north and turn right into the site.

As noted in Section 4.1.3, during peak construction activities, up to 100 daily heavy vehicle movements could be expected.

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5.1.3 Oversized Overmass (OSOM) Vehicle Deliveries

5.1.3.1 General

The OSOM vehicle will be required to deliver and transport the transformer (and containerised battery units) from Port of Melbourne or Port of Geelong to the Project site.

We are advised that a total of five (5) OSOM movements are anticipated during construction and are expected to occur during off-peak periods. Specific transport arrangements, including any escort requirements, risk-categorisation etc. will be determined through the detailed assessment as part of the NHVR / permit process.

We understand that a specific Construction Traffic Management Plan for OSOM vehicles will be developed following the appointment of a construction team once the planning permit has been issued.

Notwithstanding, to inform the planning permit application, **IMPACT**® has undertaken a concept level assessment to determine the likely impacts of critical intersections from Port of Melbourne/Geelong to the Project site.

IMPACT® are advised that the HV transformer will be the largest movement and will be transported to site via an OSOM vehicle of up to 37m in length.

5.1.3.2 OSOM Pinch Points

Given the presence of other renewable energy developments in the area, including the Shady Creek Solar Farm, swept-path assessments were undertaken from Princes Highway only. This approach is consistent with access routes previously utilised by active renewable energy projects from the Port of Melbourne/Geelong.

A summary of these swept paths at each intersection point is summarised in Table 3.

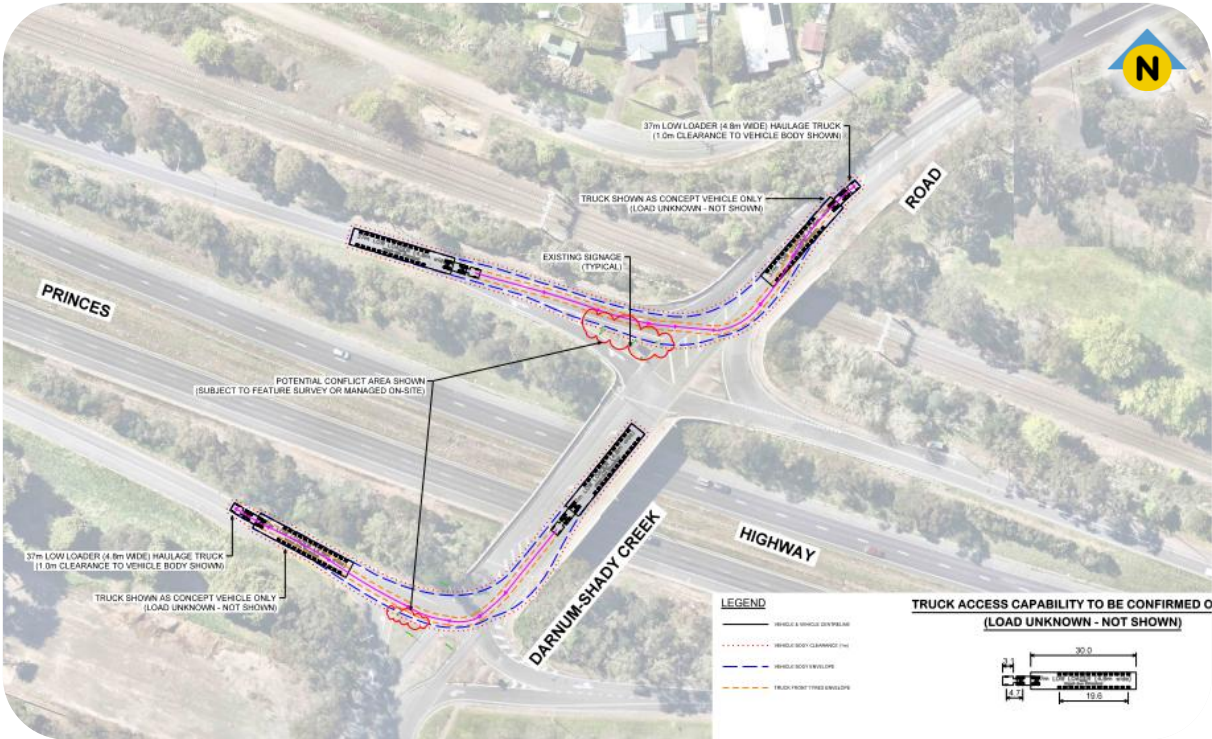
Table 3 OSOM Route 'Pinch Points'

ID	Location	Works Required / Comments
I-01	Princes Hwy / Darnum Shady Creek Rd	Existing signage to be removed to accommodate vehicle movement.
I-02	Darnum Shady Creek Rd	Existing traffic island and signage to be temporarily removed to accommodate vehicle movement.
I-03	Darnum Shady Creek Rd / Site Access	Modification required for proposed site access point.

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Pinch Point 1 - 'I-01'



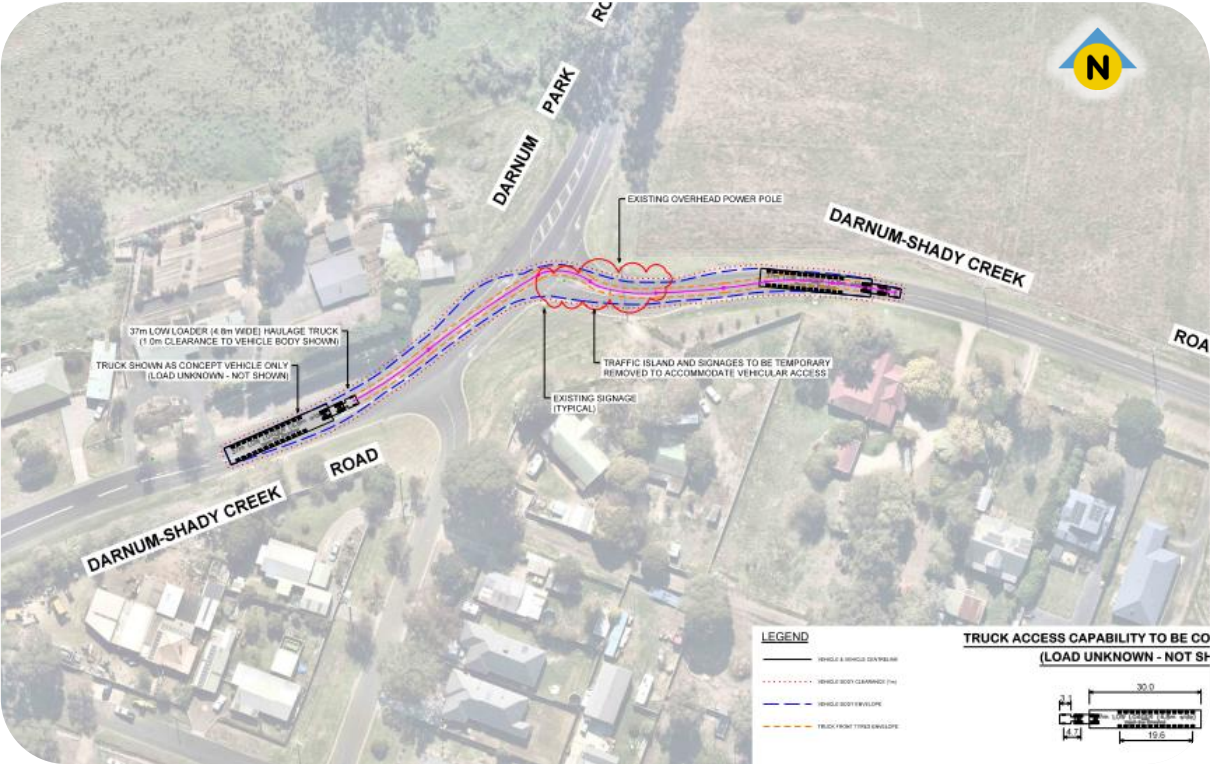
Movement Description	Comments
Ingress: Delivery vehicles will approach the intersection using the full width of the existing road pavement. Vehicles will then turn left using the existing road pavement swinging wide onto the wrong side of the road before straightening up. Egress: Delivery vehicles will approach the intersection using the full width of the existing road pavement. Vehicles will then turn right using the existing road pavement and part of the pedestrian path while swinging wide.	The existing street signs located on the traffic islands will be temporarily removed / reinstated if required. On-site confirmation recommended to confirm potential impact on the existing signages as part of developing the TMP post-planning approval.

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Pinch Point 2 - 'I-02'

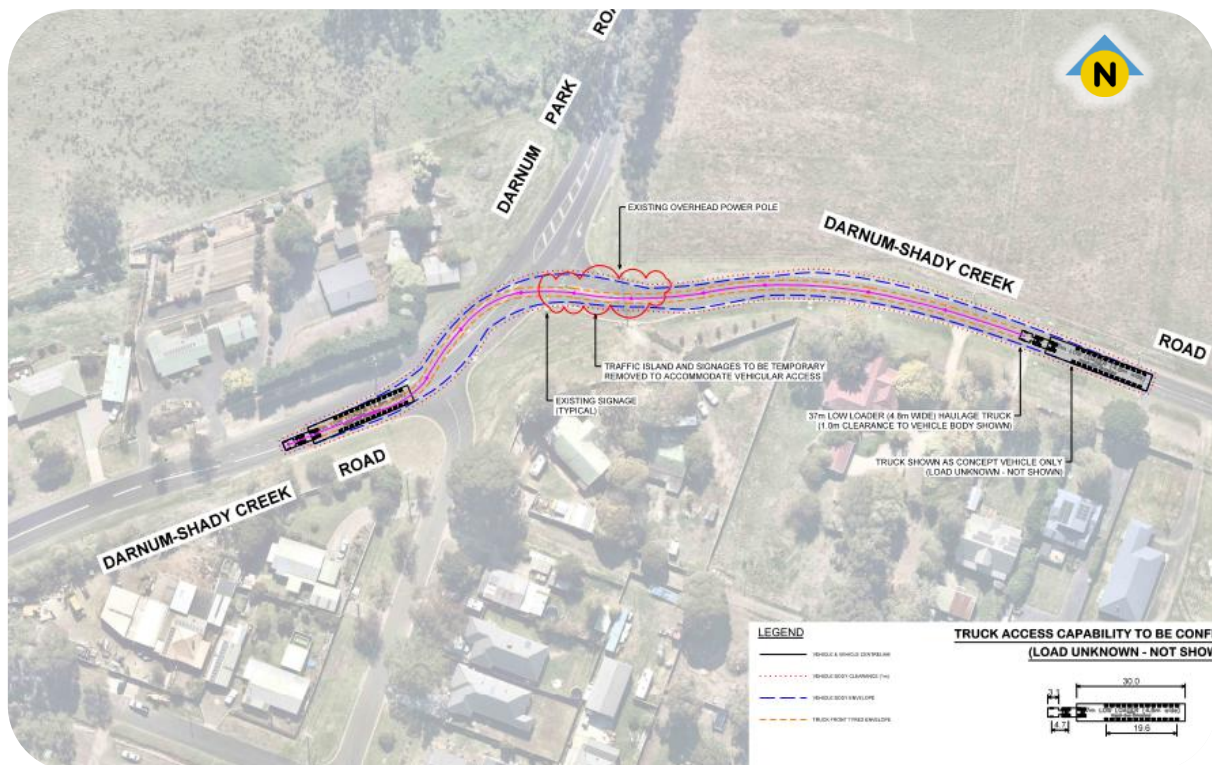


Movement Description	Comments
Ingress: Delivery vehicles will straddle and approach the intersection in the middle of the road. Whilst turning right, vehicles will utilise the full existing road pavement before straightening up onto the middle of the road.	The existing traffic island and street signs will require temporary removal / re-instatement to accommodate the vehicle movement. No impact to the existing overhead powerpole.

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Pinch Point 2 - 'I-02-A'

*Movement Description**Comments*

Egress:

Delivery vehicles will straddle and approach the intersection in the middle of the road.

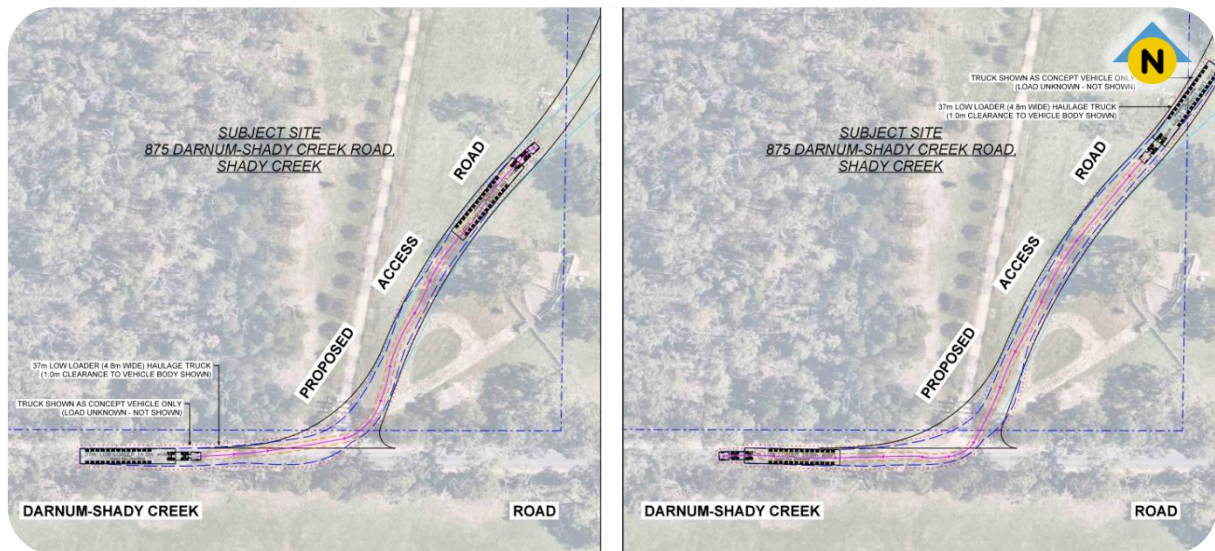
Whilst turning left, vehicles will utilise the full existing road pavement before straightening up onto the middle of the road.

The existing traffic island and street signs will be temporarily removed / re-instated to accommodate the vehicle movement.

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Pinch Point 3 - 'I-03'

*Movement Description*

Delivery vehicles will utilise the two-way internal access road and swing out onto / from Darnum-Shady Creek Road to access / leave the Project site.

It is expected that Darnum-Shady Creek Road can accommodate for these movements with its existing width.

Comments

No major conflicts identified.

Refer to Ecological Assessment for discussion of potential native vegetation impacts.

5.1.3.3 OSOM Conclusion

Based on the conceptual OSOM assessment, it is considered that the proposed OSOM haulage route is appropriate for transporting the BESS components from Port of Melbourne/Geelong to the Project site. The assessment also highlights some modifications required to facilitate the OSOM manoeuvre such as temporary removal (and reinstatement) of signage and kerbing.

It is also noted that this assessment is conceptual and that a detailed assessment will need to be undertaken as part of the OSOM TMP subject to NHVR / Council approval.

The access design allows for heavy vehicle deliveries to pass at the site boundary and therefore is expected that this width will be sufficient to ensure access by OSOM vehicles without passing at the site boundary.

We expect that this would be a satisfactory outcome in the context of OSOM movements, where they are escorted to site (and can temporarily hold traffic if required).

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5.2 Sight Distance Assessment

5.2.1 Sight Distance Requirements

AustRoads Guide to Road Design - Part 4A: Unsignalised Intersections¹ sets out the sight distance requirements for unsignalised intersections, including:

- Approach Sight Distance;
- Safe Intersection Sight Distances (SISD); and
- Minimum Gap Sight Distance.

The guide recommends that Safe Intersection Sight Distance (SISD) is the minimum distance that should be provided on the Major Road at any intersection.

SISD is measured as shown in Figure 7.

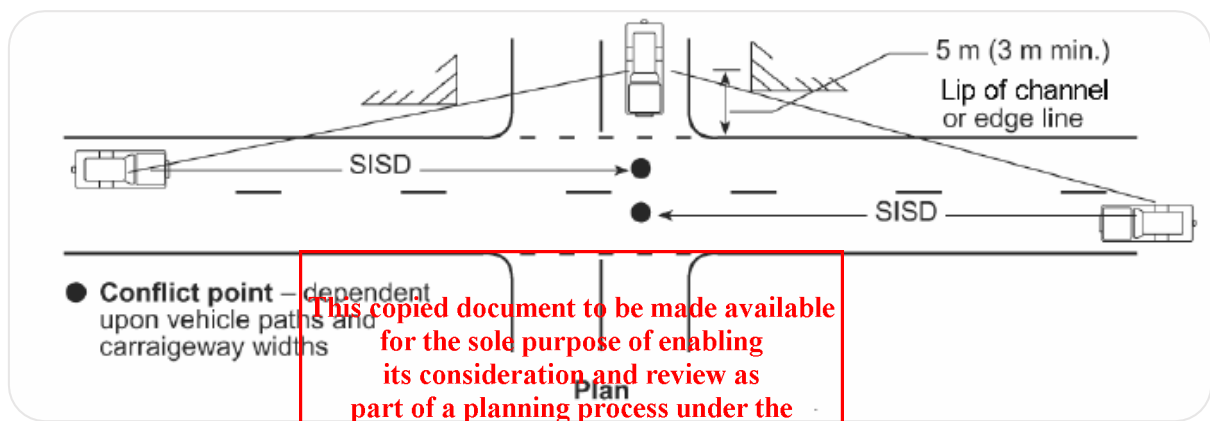


Figure 7 Guide to Measuring SISD for Unsignalised Intersections

The Austroads Guide provides SISD values for commuter vehicles at varying design speeds.

The following are considered relevant to the proposal:

- Speed Limit 60km/hr (70km/hr design speed)
 - 151 metres SISD for 2 second reaction time.
- Speed Limit 100km/hr (110km/hr design speed)
 - 300 metres SISD for 2.5 second reaction time.
 - 285 metres SISD for 2 second reaction time.

5.2.2 Assessed Site Access Sight Distance

Sight distances were checked via a site inspection at the following two (2) locations / intersections:

- Darnum-Shady Creek Road / Proposed Site Access.
- Darnum Park Road / Darnum-Shady Creek Road.
 - Whilst an existing intersection, the sight lines at this location were double checked for appropriateness as the key link into the local road network to the Project site.

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¹ AustRoads Guide to Road Design Part 4a: Unsignalised and Signalised Intersections, AustRoads 2017 Edition)

Note:

Other locations along the external road network are all pre-existing intersections / travel routes, and should have been designed with appropriate sight lines (and are reasonable to use as part of the travel route).

5.2.2.1 Darnum-Shady Creek Road / Sight Access

This section of road is relatively straight and flat with vegetation generally set back sufficiently to ensure sight lines are not obstructed.

An on-site inspection of the availability of sightlines was undertaken in January 2026 and confirmed that approximately 310 metres was available in the northern direction and approximately 265 metres was available in the southern direction.



Figure 8 Sight Distance Assessment - Darnum-Shady Creek Road / Site Access

The sight lines are satisfactory in the northern direction but sightlines in the southern direction fail to meet the minimum SISD requirements for a 100km/hr road (listed above).

To manage this, it is proposed to implement speed reductions leading up to the site access during the construction phase (from 100km/hr to 80km/hr), in addition to implementing advanced warning signs during the construction phase to warn drivers of construction vehicle activity.

These specific requirements will be addressed through the Construction Traffic Management Plan (TMP) developed for the Project post-planning approval.

5.2.2.2 Darnum Park Road / Darnum-Shady Creek Road

An on-site inspection of the availability of sightlines was undertaken in January 2026 and confirmed that approximately 240 metres was available in the southwestern direction and approximately 300 metres was available in the northeastern direction.

Due to a bend and crest in the road, sight lines to the south of this intersection are partially restricted, whilst to the north sight lines are restricted by a crest in the road.

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Whilst restricted, it is noted that the sight lines available comfortably exceed the minimum amount required for a 60km/hr speed limit road (161m of sight lines required), which applies to this section of Darnum Park Road.

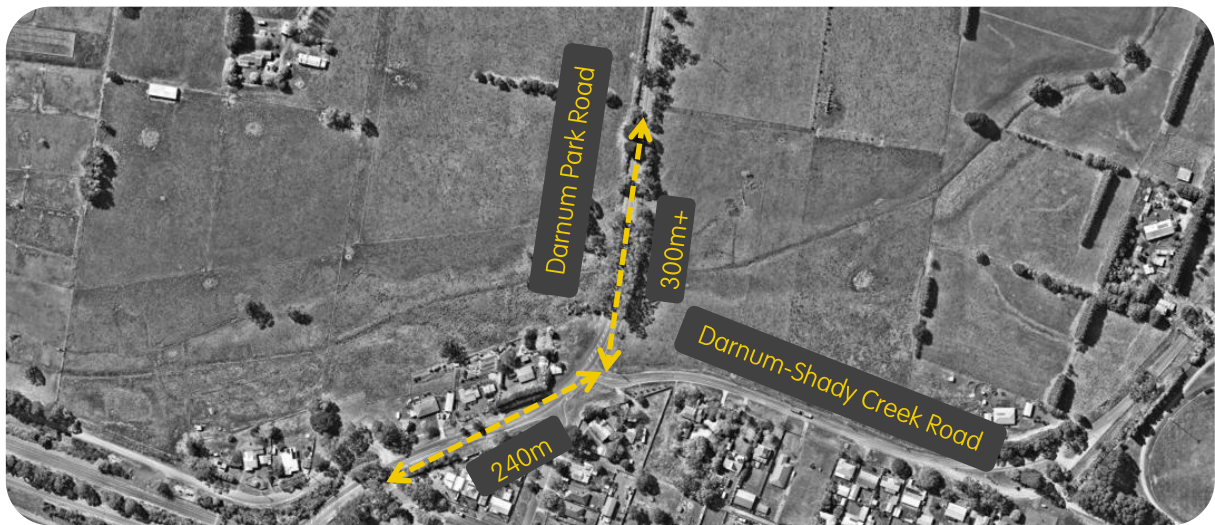


Figure 9 Sight Distance Assessment - Darnum Park Road / Darnum-Shady Creek Road

5.2.3 Turning Lane Assessment

Reference has been made to AustRoads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings² (AGTM Part 6).

This document provides guidance on the warrants for various treatments at unsignalled intersections, these warrants are reproduced in Figure 30.

They provide guidance on where a full-length deceleration lane must be used and where a shorter lane, designated Auxiliary Left Turn Lane (ALT) and Channelised Right Turn (CHR), may be acceptable based on traffic volumes.

The warrants apply to turning movements from the major road only, with the applicable traffic flows being peak hour flows.

For the purposes of this turning lane assessment, we make the following assumptions / notes:

- Up to 114 inbound vehicles are expected to travel to the site during peak construction activities.
 - Of these, 64 are expected to be attributed to general traffic (staff), with the remaining associated with heavy vehicle deliveries.
 - It is therefore expected / assumed that up to 64 of these will occur during the morning peak (i.e. when staff arrive at the site) with the remaining 50 heavy vehicle movements spread across the day (with no more than nine (9) occurring in any one hour).
- Staff movements are assumed to arrive / depart via Darnum-Shady Creek Road to the south.
- Heavy vehicle movements will arrive / depart via both the north and south.
 - It has been assumed that these movements will be split approximately 50/50, although this detail has yet to be confirmed / fully understood.
- Q_m (major road traffic volume) is calculated using the method outlined in Figure 2.27 of the AGTM Part 6.
 - The major road volumes are based on the data provided by Council, which identifies approximately 200 daily vehicle movements occur along Darnum-Shady Creek Road.

² AustRoads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings, AustRoads 2017 Edition)

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- It is generally accepted that 10% of the daily traffic is representative of peak hourly vehicle movements (i.e. 20 peak period vehicle movements).

Note:

These warrants apply to new intersections and does not apply to existing intersections or access points. Notwithstanding, this has been referenced for information purposes.

5.2.4 Darnum-Shady Creek Road / Proposed Site Access

As above, the proposal will require traffic to enter both left-in and right-in to the site from Darnum-Shady Creek Road

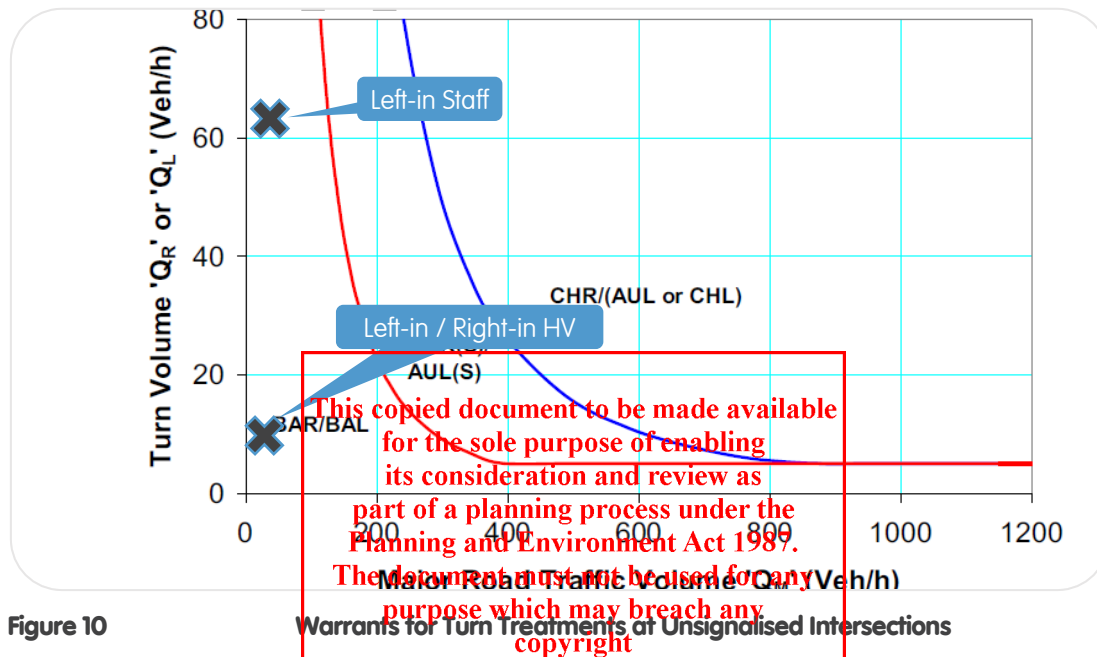


Figure 10

Based on the foregoing, we note that these movements (if the warrants applied) would trigger a requirement to provide a Basic-Left and Basic-Right Turn for vehicles entering the site.

5.2.4.1 Recommendations

The above notwithstanding, given that the external traffic volumes are low along Darnum-Shady Creek Road (in the order of 20 vehicles an hour) and that the intersection has adequate sight lines, we are satisfied that construction traffic can safely enter the Project site without additional width being provided for turning lanes.

Supplementary 'trucks crossing' or similar construction signs could be used to provide advanced warning to motorists driving along this road during the construction activities.

5.2.5 Turning Warrants - Darnum-Shady Creek Road / Darnum Park Road

This intersection currently has dedicated left-turn and right-turn lanes for vehicles entering into Darnum-Shady Creek Road.

It is appropriate for construction traffic to rely on these turn lanes without any further upgrades or road widening.

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5.3 Spatial Considerations

Access to the site will be afforded via a modified / extension of the existing driveway and crossover.

A new access track is proposed internally within the site north of the existing track.

A swept path assessment (attached as Appendix A) demonstrates how vehicles will move into / out of the site from Princes Highway.

As outlined in the attached swept path assessment, a 26 metre B-double can adequately access the proposed site access. Notably, sufficient space has been set aside for the modified crossover to ensure that these B-double vehicles are able to pass one another at the site boundary. In addition, the swept paths also indicate that an OSOM vehicle can enter the site however will require the full width.

With no other road upgrades proposed / considered necessary (outside of the proposed site access geometry) vegetation impact will be limited to the disturbance area shown within the attached swept path package.

Note:

It is recommended that the site access pavement be upgraded to an 'all weather' seal standard to avoid delays during construction.

5.3.1 Emergency Access

An emergency site access is proposed along the southern boundary of the site and is located approximately 230m south of the primary site access.

This location will be designed exclusively for emergency access only and will be gated and signposted to prevent unauthorised access.

A design of the emergency access has been provided to show access for an 8.8m service vehicle (typical) as shown in Appendix A.

5.4 Traffic Impact & Road Capacity

As indicated in Section 4.1.3, the proposed development is projected to generate up to 228 additional movements per day (comprising 128 light vehicles and 100 heavy vehicles) during peak construction activities.

It is expected that this will represent the absolute maximum daily movements expected, and that fewer movements are likely to be generated at non-peak construction activities.

5.4.1 Darnum-Shady Creek Road

Historically, Darnum-Shady Creek Road is a sealed local road which provides a key north-south connection between Darnum and Shady Creek.

Data provided by Council shows that this road currently carries in the order of 207 daily vehicle movements, of which approximately 50% are attributed to heavy vehicle movements. Crash statistics data showed some crashes along this section of road, however none were repeat incidents which would reflect an inherently unsafe road.

Once in operation, we note that the site generated traffic will be minimal and not have a material impact on the operation or safety of movements along this road in the context of its historic operation.

During construction activities, we note that the proposal will generate a significant increase in the number of movements along this road. Notably, compared to existing vehicle movements, construction traffic would represent an increase to the current daily traffic. Specifically, approximately 435 daily vehicle movements would be travelling along this road during peak construction activities.

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In this regard we note that Darnum-Shady Creek Road is classified as a rural living access road which is indicatively designed to cater for 1,000 daily vehicle movements. Additionally, this road is part of the pre-approved road network for Higher Mass Limit and B-Double vehicles.

We are therefore satisfied that during construction the traffic impact would be within acceptable parameters for this road with no road pavement upgrades required to cater specifically for construction traffic.

5.4.2 General Road Maintenance During Construction

As stated in Section 5.4.1, the proposal is not expected to have an unreasonable impact on Darnum-Shady Creek Road in the context of the existing classification and pre-approvals for this section of road.

We do understand however that Council are currently working through a renewal of part of Darnum-Shady Creek Road which is currently in poor condition due to the ongoing and long-term exposure of heavy vehicle delivery movements.

Given the proposal is currently in planning stages, it is expected that Council will have delivered this renewal project / road repairs prior to construction commencing.

In this regard, the road is expected to be in appropriate condition during construction activities.

Whilst the current condition of the road is reflective of long-term exposure to a high percentage of heavy vehicle movements (as a result of the quarry which utilises Darnum-Shady Creek Road) we do acknowledge that the proposed construction traffic could contribute to wear and tear on this road during construction activities.

Accordingly, prior to construction it is recommended that the applicant liaise with Council to create a program to inspect, maintain and (where required) resurface public roads used by construction traffic would be included in TMP. The TMP would be prepared in consultation with Council and DTP.

This liaison can be used to help ensure that the impact of construction related traffic movements on the external road network is minimal and managed appropriately.

This will be warranted during the construction phase however once the construction has been completed, the traffic generated from the Project is expected to be minimal and no additional maintenance or repair work is expected to be necessary.

Note:

A pre and post construction survey of existing conditions can be used to help inform the degree of reinstatement required by the Project post completion.

A balance will need to be struck between the impact of Project generated construction traffic versus the impact of existing vehicle movements along this road.

5.5 Car Parking & Storage

Detailed design of the post-construction car park and access layout has not yet been undertaken; however, a minimum of four (4) on-site car parking spaces will be provided upon completion of construction.

This is considered adequate for the proposed Project, given that no more than two to three full-time equivalent (FTE) staff are expected to attend the site on a regular basis, with maintenance vehicles requiring access on an occasional basis only.

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6 Traffic Management

6.1 Traffic Management - High Level

External

As above, the Project isn't expected to have any material impact on the operation of the external road network.

Supplementary 'trucks crossing' signs could be provided along the site access location at Darnum-Shady Creek Road, to assist in alerting drivers as to the possibility of trucks entering / exiting the site.

In addition, the provision of speed reduction signages is proposed within the vicinity of the site access along Darnum-Shady Creek Road to improve driver awareness and support safe sight distance conditions.

Note: Any specific traffic management requirements for the site access construction will be outlined within a Traffic Management Plan for these works at a time closer to construction. Any specific traffic management device required to build the access point will be outlined and justified within this TMP.

Internal

We expect that a detailed list of internal traffic management strategies will be provided when the TMP is prepared for the Project site (see below).

Notwithstanding, we expect that such management devices will ultimately include (but not necessarily be limited to):

- A reduced speed limit on internal roads (20km/hr for example);
- Radio communications between construction vehicles at all times;
- Traffic controllers maintaining site access interaction between residential and construction vehicles;
- Flashing lights on all construction vehicles;
- Induction and training procedures for all drivers and staff; and
- Warning signs to be provided at any 'critical' points within the site.

6.2 Traffic Management Plan

Subject to the appointment of a supplier / construction contractor and other considerations, aspects of the Project may be subject to review.

In addition, construction / work programs for the Project will not be fully resolved until closer to the Project commencement. As such, subject to commencement timeframes, there is potential for changes to the existing road conditions and Project haulage assumptions as considered within this report.

It is expected that a detailed TMP will need to be prepared prior to the commencement of the Project to confirm any mitigation measures and management works required at that time.

The TMP would likely be a condition of the planning permit for the Project and would be developed in consultation with the Baw Baw Shire Council, DTP, and any other relevant stakeholders confirm traffic impacts and generally identify responsibilities for road maintenance and upgrades throughout the construction period.

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In general, the TMP should include:

- Confirmation of the construction timeframe and work stages;
- Confirmation of expected traffic volumes generated by the Project for all work stages
- Identification of all HV and OSOM vehicle haulage routes for all work stages;
- A mechanism to review identified haulage route road conditions prior to the commencement of works;
- Mechanisms/agreements (if deemed necessary) to maintain haulage route roads and road infrastructure, including local public roads used by site traffic, during construction works and to reinstate roads to at least pre-construction conditions;
- Qualify any requirement for specific work stage construction traffic management plans;
- Qualify and identify any relevant mechanisms for OSOM vehicle permits and traffic management requirements; and

Please note that this is not an exhaustive list, and that the final TMP requirements would be as per those outlined in the Planning Permit for the Project.

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APPENDIX A

Swept Path Analysis

Design Vehicle

- 26m B-Double
- 37m Low Loader OSOM Vehicle
- 8.8m Service Truck (emergency vehicle typical)

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FOR CONTINUATION, SEE DRG-05-02

SUBJECT SITE
875 DARNUM-SHADY CREEK ROAD,
SHADY CREEK

ROAD

ACCESS

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DARNUM-SHADY CREEK

FEATURE AND LEVEL SURVEY REQUIRED
FOR FUNCTIONAL DESIGN STAGE

ROAD

- GENERAL NOTES:
1. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
 2. LOCAL ROADS - DARNUM-SHADY CREEK ROAD (SPEED ZONE 80KM/H).
 3. BASE INFORMATION FROM NEARMAP AERIAL PHOTOGRAPHY DATED 15.04.2025 AND MIDDLETON DRAWING NO.25055-C01-CIVIL.dwg DATED 03.03.2026

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Client
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Project
**PROPOSED B.E.S.S SOLAR ENERGY SITE
875 DARNUM-SHADY CREEK ROAD, SHADY CREEK
BAW BAW SHIRE**

Status
PRELIMINARY

Drawing Number
IMP2502022 - DRG-05-01

Date **2026-04-22**
Drawn / Approved **WH / HM**

Title
**PROPOSED SITE ACCESS
CONCEPT LAYOUT PLAN**

Revision
A

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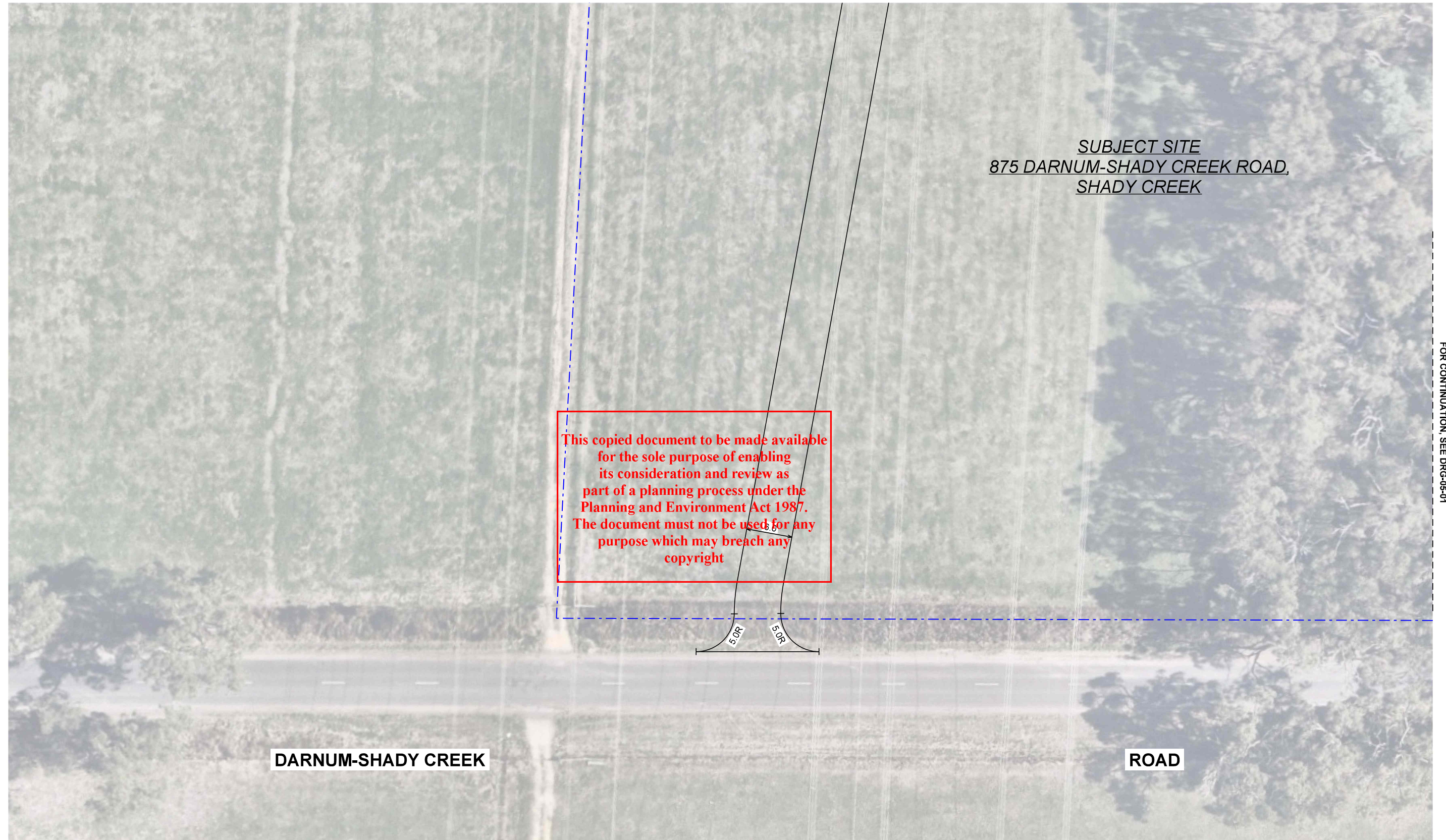
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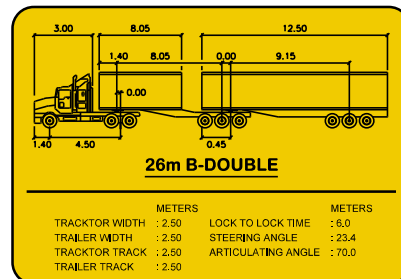
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Title
**PROPOSED SITE ACCESS
SWEEP PATH ANALYSIS
26m B-DOUBLE - DESIGN VEHICLE**

Date **2026-04-22**
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26m B-DOUBLE SWEEP PATH
0.5m CLEARANCE SHOWN

DARNUM-SHADY CREEK

ROAD

SUBJECT SITE
875 DARNUM-SHADY CREEK ROAD,
SHADY CREEK

ROAD

ACCESS

PROPOSED

26m B-DOUBLE SWEEP PATH
0.5m CLEARANCE SHOWN

DARNUM-SHADY CREEK

ROAD

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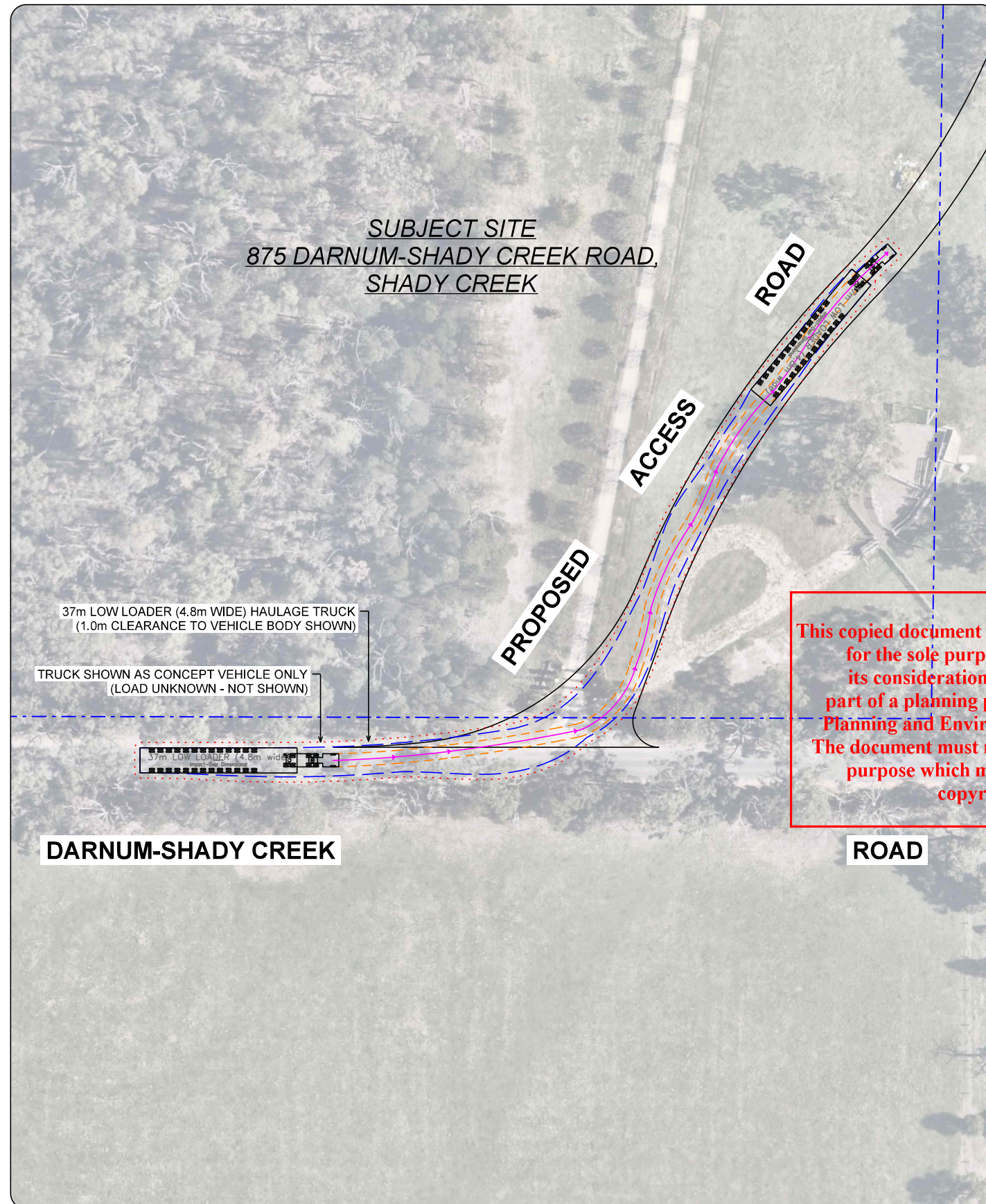
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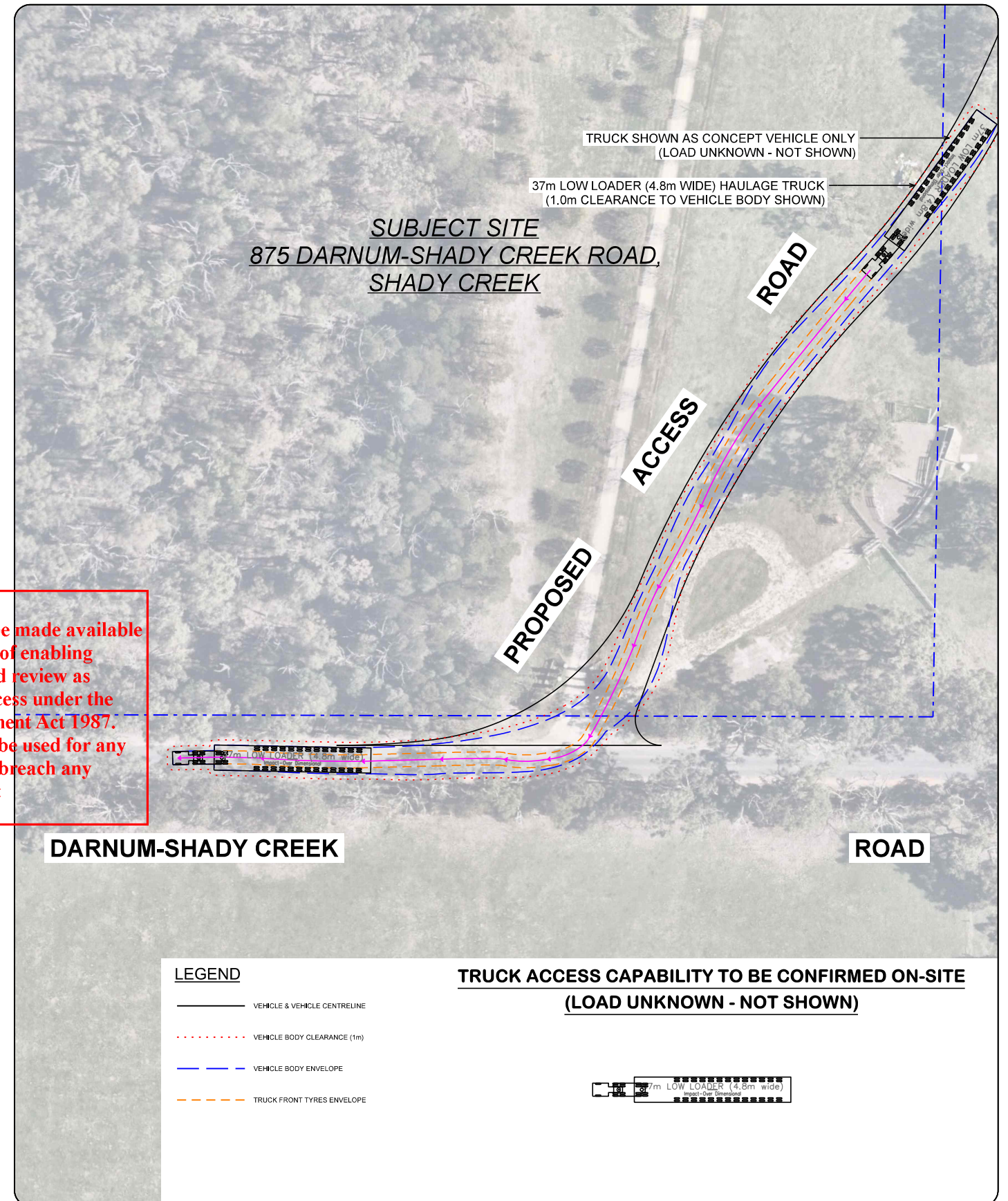
Title
**PROPOSED SITE ACCESS
SWEEP PATH ANALYSIS
37m LOW LOADER (4.8m WIDE) HAULAGE TRUCK**

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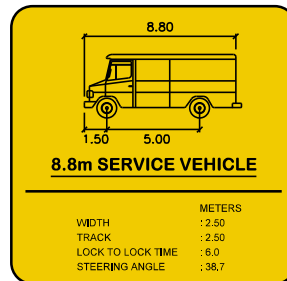
LEGEND
— VEHICLE & VEHICLE CENTRELINE
... VEHICLE BODY CLEARANCE (1m)
— VEHICLE BODY ENVELOPE
- - - TRUCK FRONT TYRES ENVELOPE

**TRUCK ACCESS CAPABILITY TO BE CONFIRMED ON-SITE
(LOAD UNKNOWN - NOT SHOWN)**



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Title
**PROPOSED SITE ACCESS
SWEEP PATH ANALYSIS
8.8m SERVICE VEHICLE - CHECK VEHICLE**

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8.8m SERVICE VEHICLE INGRESS SWEEP PATH
0.5m CLEARANCE SHOWN

SERVICE VEHICLE
AUSROADS 2013 (AU)

DARNUM-SHADY CREEK

ROAD

SERVICE VEHICLE
AUSROADS 2006 (AU)

8.8m SERVICE VEHICLE EGRESS SWEEP PATH
0.5m CLEARANCE SHOWN

DARNUM-SHADY CREEK

ROAD

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