ABN: 79 168 115 679
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COLLINGWOOD, VIC 3066
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13 January 2026

Eku Energy Australia

c/- Cogency Australia

Via email: rebecca@cogencyaustralia.com.au

Attention: Rebecca Wardle

Tramway Road BESS

Response to Permit Conditions

Dear Rebecca,

Introduction

onemile**grid** continue to assist with traffic engineering aspects of the approved Tramway Road Battery Energy Storage System (BESS) development.

Permit No: PA2403430 was issued on 31 October 2025, subject to conditions. The permit includes the following conditions that were imposed by Transport for Victoria / the Department of Transport and Planning (TfV / DTP), acting in their role as the coordinating road authority. The conditions relate to configuration of the existing crossover on Monash Way which is intended to be an emergency access only.

> *21. Prior to construction beginning on site, the existing access on Monash Way (emergency access) must be upgraded generally in accordance with standard drawing GD4010;*
>
> *a. Suitable for an 8.8m Service vehicle*
>
> *b. Include a minimum 9m seal*
>
> *26. Prior to the upgrade of the crossover on Monash Way, a dimensional plan of the access generally in accordance with standard drawing GD4010, must be submitted and approved by the Head, Transport for Victoria and include:*
>
> *a. Intersection Sight Distance achievable*
>
> *b. Length and width of shoulder seal*
>
> *c. Location of drainage pipe with driveable end walls*
>
> *d. Location of any gates controlling access to property*

The intent of these conditions is understood to be to ensure that:

- vehicles can safely access and egress the site when required; and
- the operation of Monash Way is not adversely affected.

onemile**grid** has undertaken a review of these conditions with due consideration of the operational role of the access, demonstrated vehicle performance, and the proportionality of infrastructure works having regard to risk and use frequency and accordingly provides the following response.

Traffic Engineering Review

Operational Context

The Monash Way access is provided exclusively to meet emergency services requirements (CFA / FRV), ensuring a secondary access point is available in the event of an incident at the facility.

The emergency access is not proposed to be utilised during the construction period and will not be used during the day to day operations of the facility, only being utilised in the event of an emergency. The access will be restricted by a locked gate ensuring it cannot be utilised on an ad-hoc or unauthorised basis. As a result, the likelihood of the access being used is extremely low and in an ideal scenario is never used.

As such, the access is not expected to be used with any frequency to warrant any form of upgrade. DTP guidance typically recognises that infrastructure provision should be commensurate with the operational risk and frequency of use, rather than adopting a uniform geometric standard in all circumstances.

Review of Existing Conditions

As noted, the Monash Way crossover is existing. Commensurate with the proposed use, the access is currently frequently utilised comprising of a gravel construction. That said, the location of the existing crossover and access is well located in terms of sight distance as illustrated below in Figure 1 and Figure 2.

Figure 1 Monash Way Access Sight Line – South

Copyright Google (Image date: June 2024)

Figure 2 Monash Way Access Sight Line – North

Copyright Google (Image date: June 2024)

The existing configuration of the access point provides unimpeded sight lines in both directions, allowing vehicles to enter and exit the site safely in the event of an emergency.

From a network safety perspective, superior existing sight distance along with low-frequency use conditions, highlights that the existing arrangement is functionally and operationally safe.

Vehicle Movements

onemile**grid** has prepared swept path diagrams for the existing crossover to Monash Way, demonstrating an 8.8 m Service Vehicle is capable of turning into and out of the site via the existing bridge and culvert width. The swept paths demonstrate that the access is fit for its intended purpose in the event of an emergency, accommodating both inbound and outbound movements for an 8.8 m Service Vehicle. Furthermore, the existing configuration of the accessway is appropriate to allow for an exiting vehicle to prop at the edge of the carriageway while waiting for an appropriate gap in traffic to leave the site.

Crossover / Access Design

It is acknowledged that the existing design does not comply with Standard Drawing GD4010 however this would require considerable widening of the existing culvert structure with consequential impacts to native vegetation.

Given the emergency-only nature of the Monash Way access, it's extremely low expected frequency of use, the excellent sight lines provided, and the demonstrated ability for an 8.8m service vehicle to safely enter and exit, the existing arrangement is considered fit for purpose. Achieving full compliance with GD4010 would require substantial drainage works and result in environmental impacts that are disproportionate to the benefits of any upgrades.

Recommendation

Having regard to the assessment above, it is concluded that the existing Monash Way access provides a safe, functional and fit-for-purpose outcome for its intended emergency-only role.

The access has been demonstrated to:

- provide excellent sight distance in both directions along Monash Way;
- safely accommodate an 8.8 m service vehicle for both entry and exit movements; and
- operate without adverse impact to the safety or efficiency of the Monash Way road network.

The access will be restricted by a locked gate and will not be used during construction or for day-to-day operations. Its use will be limited solely to emergency response scenarios, ensuring it cannot be utilised on an ad-hoc or unauthorised basis. As a result, the likelihood of the access being used is extremely low.

In this context, upgrading the existing crossover to achieve full compliance with Standard Drawing GD4010 would require widening of the existing culvert structure and associated drainage works, resulting in environmental impacts that are disproportionate to the limited operational role and marginal safety benefit of such upgrades.

Accordingly, it is recommended that Conditions 21 and 26 of Planning Permit No. PA2403430 be removed.

Please do not hesitate to contact the undersigned, or James Reece on (03) 9982 9709 or at james.reece@onemilegrid.com.au, should you wish to discuss the above.

Yours sincerely

Valentine Gnanakone

Director

onemilegrid

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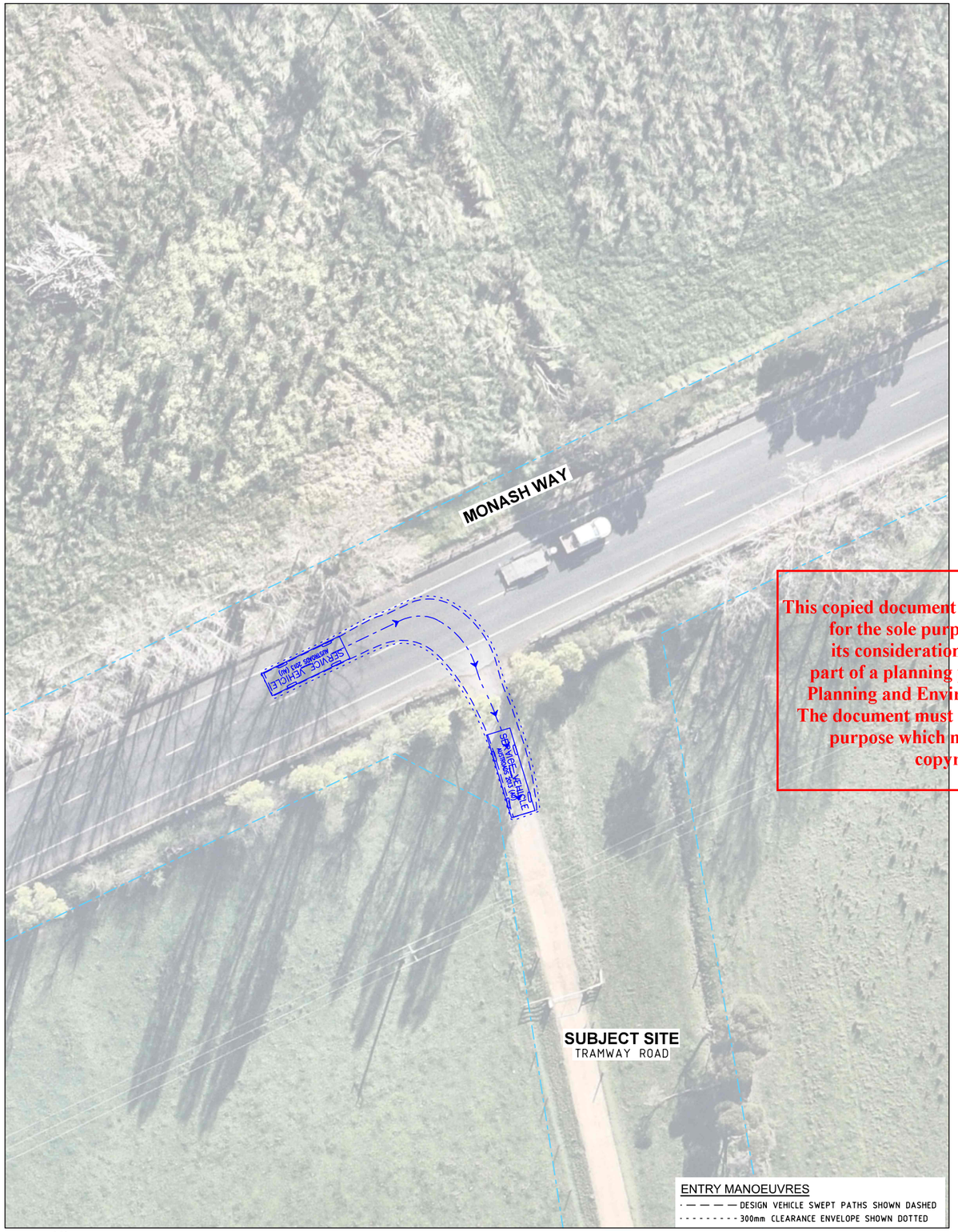
d: (03) 9982 9721
e: val.gnanakone@onemilegrid.com.au

att: Swept Path Diagrams



ENTRY MANOEUVRES

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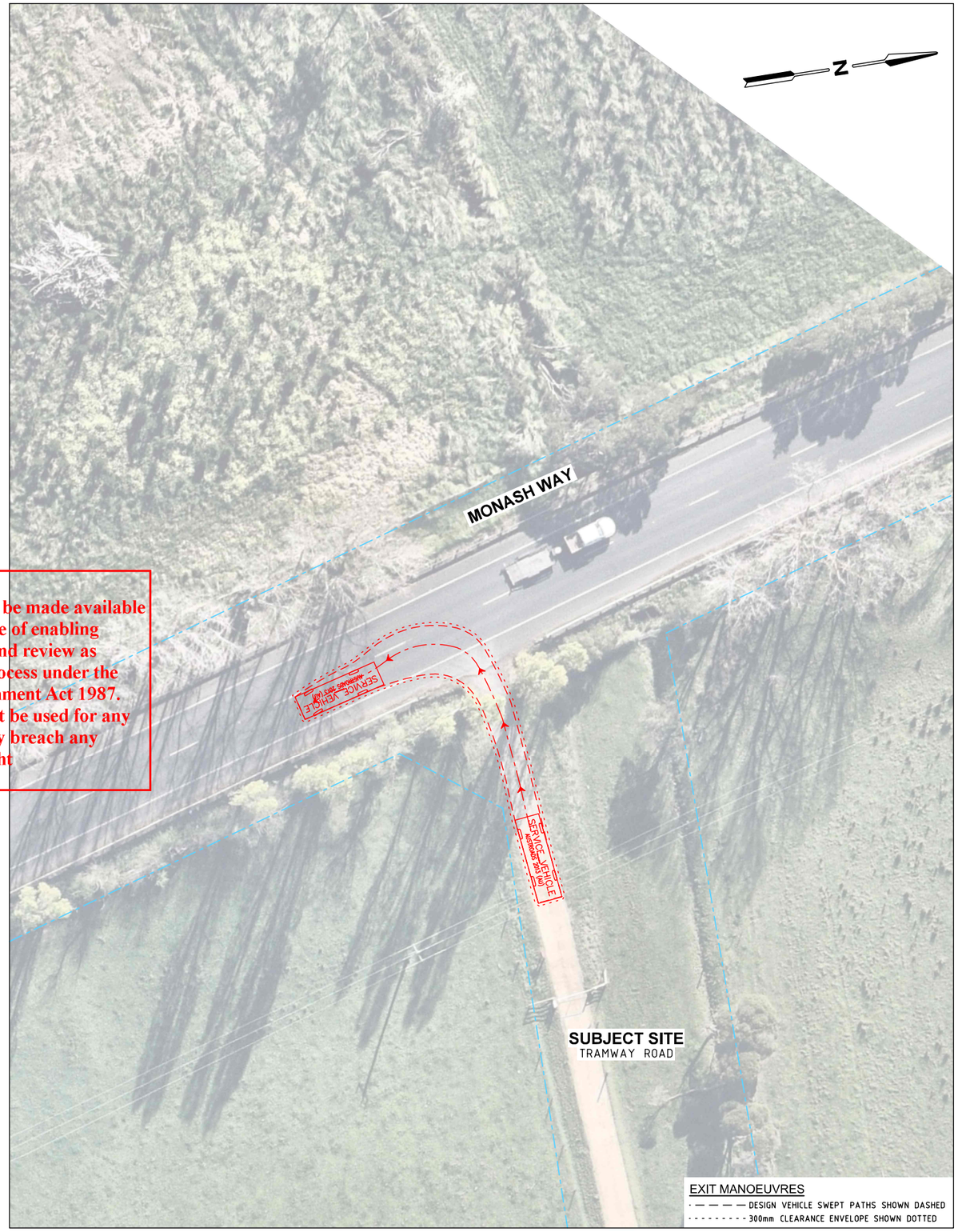
· · · · · · · · · 300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

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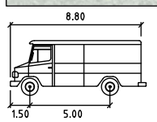

SERVICE VEHICLE	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

CAD File: N:\Projects\2024\240674\Drawings\240674SPA202.dgn

Date Plotted: 28-05-2025 11:10:34 AM

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

Aerial Photography
Aerial photography provided by Nearmap

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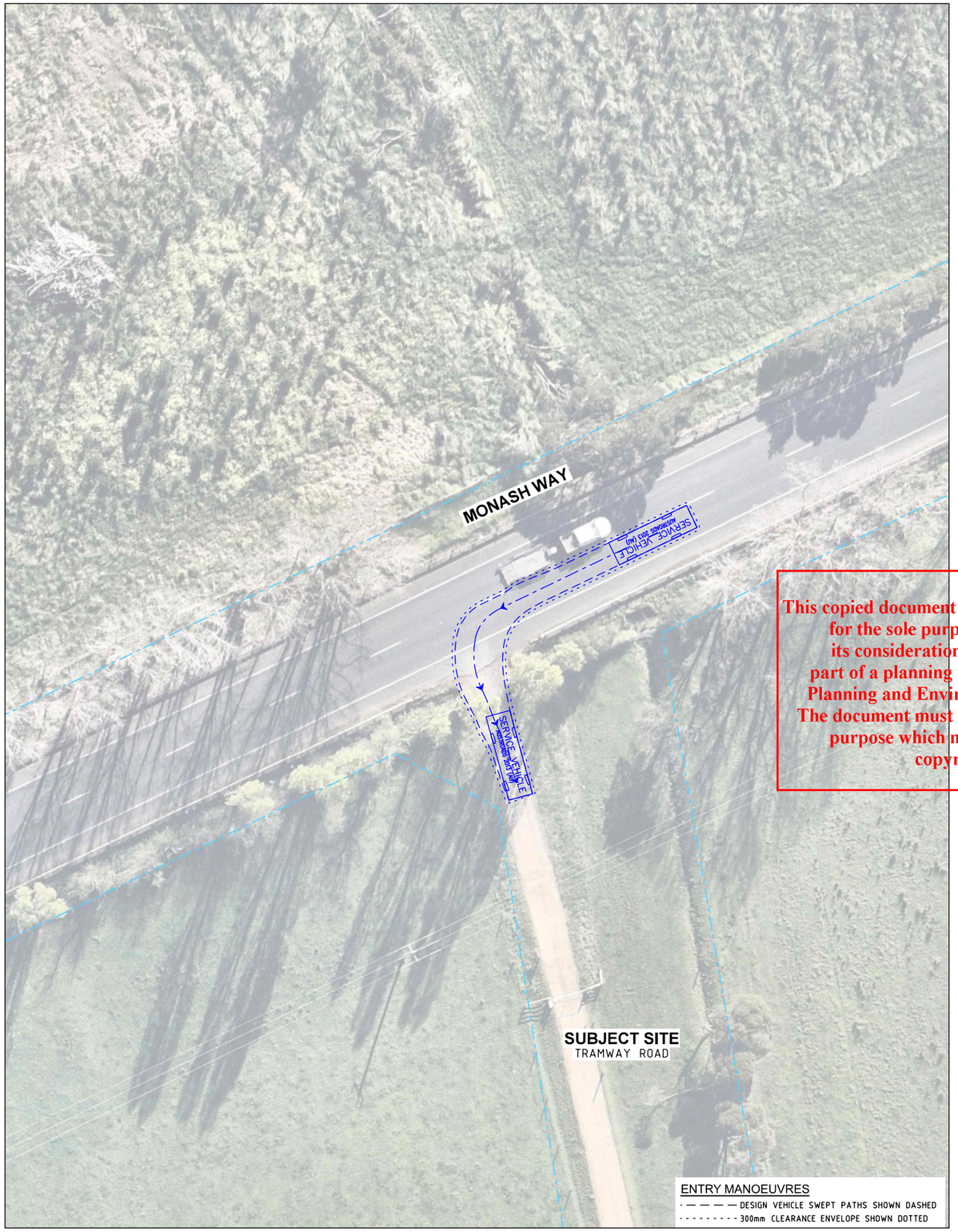
Phone (03) 9939 8250

Scale
1:500 @ A3
0 2.5 5 10

Drawing Title
HAZELWOOD BESS
EXISTING SITE VEHICLE ACCESS - MONASH WAY
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	VG	X928 D7

Project Number	Drawing Number	Revision
240674	SPA202	A



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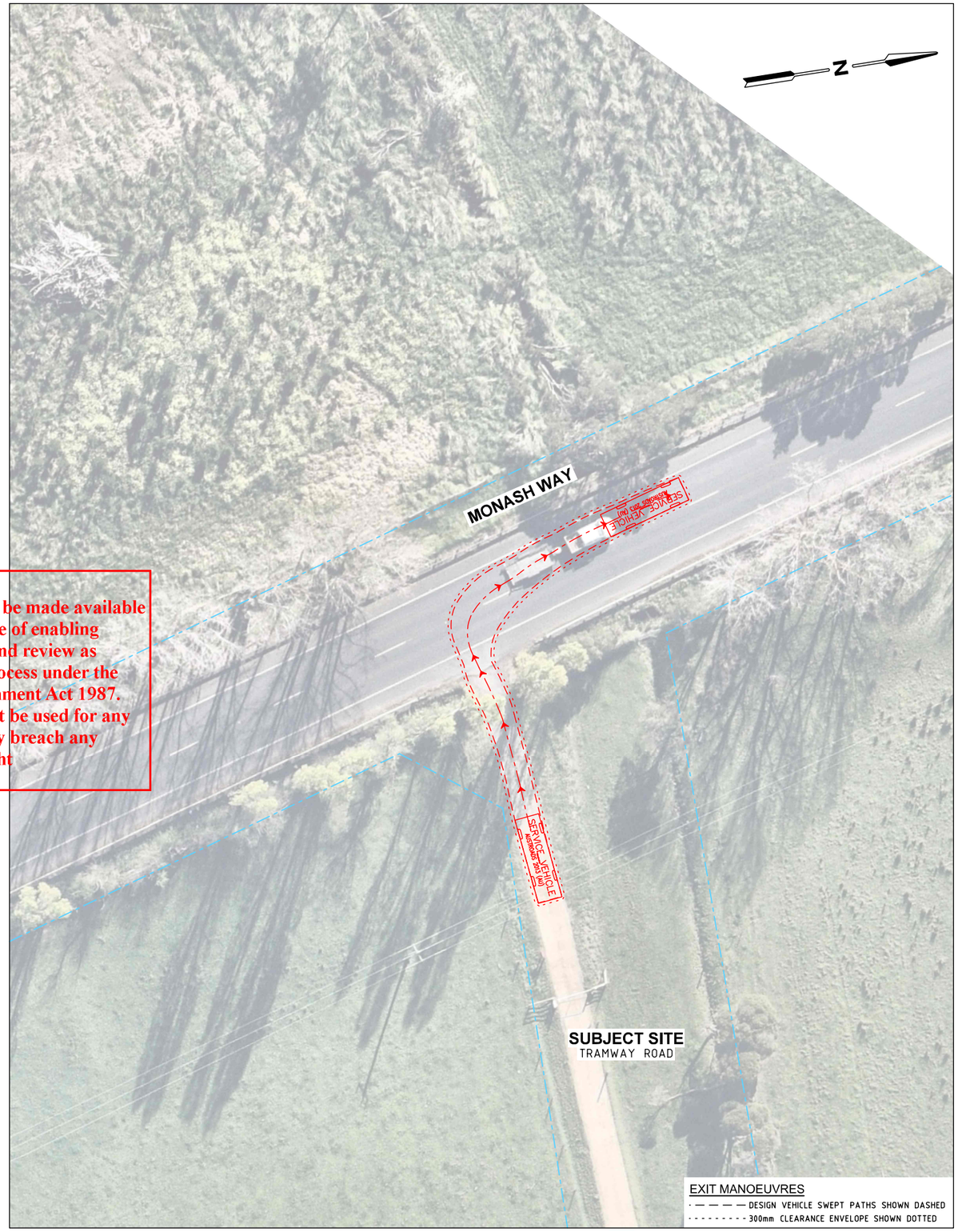

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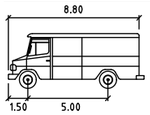

SERVICE VEHICLE	meters
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Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

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EXISTING SITE VEHICLE ACCESS - MONASH WAY
SWEPT PATH ANALYSIS

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DA	VG	X928 D7

Project Number	Drawing Number	Revision
240674	SPA203	A