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Addendum Report

Anza Power

Wangaratta-Kilfeera Road, Laceyby

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3 June 2026

Executive Summary

Partnear was engaged by Anza Power, the client, to prepare an addendum report for the proposed 60 MW AC solar generation facility on the property at the corner of Snow Road and Wangaratta-Kilfeera Road in Laceby. This report complements the original Traffic Impact Assessment Report (TIAR) prepared by Cardno Victoria Pty Ltd, dated 9 July 2019.

A separate application is proposed for a 60 MW/240 MWh battery energy storage system (BESS) on the same property. The BESS will have direct access to Snow Road, and it is unlikely that any traffic generated by the BESS will need to use Wangaratta-Kilfeera Road.

This addendum outlines the impacts of the revised development proposal and supports an application to amend the issued planning permit (PLNAPP19). In particular, Condition 39 relates to the provision of a Basic Right (type BAR) turn treatment at the intersection of Snow Road and Wangaratta-Kilfeera Road in Laceby. Specifically, Condition:

- 39c - Functional Layout Plan (FLP) be prepared
- 39d - Swept path assessment showing simultaneous 26 m B-doubles
- 39f - Road Safety Audit (RSA) to be conducted on the FLP
- 39i - Construction of a type BAR turn treatment.

The project details are shown in Table 1

Table 1: Project details

Detail	Information		
Address	Wangaratta-Kilfeera Road, Laceby (Lot 109 P25393)		
Land use zoning	Farming Zone (FZ)		
Access	Wangaratta-Kilfeera Road (local road)		
Item	Original proposal	Revised proposal	Net change
Traffic Generation Vehicle Trips Per Day (vtpd)	<ul style="list-style-type: none"> • 400 light vehicles • 60 heavy vehicles 	<ul style="list-style-type: none"> • 16 light vehicles • 4 buses • 40 heavy vehicles 	<ul style="list-style-type: none"> • -384 light vehicles • + 4 buses • -20 heavy vehicles

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The key findings of this TIA are as follows:

- Initial projections indicated that construction would result in 460 vtpd, with 60 of these being heavy vehicles. Under the revised proposal, this has been refined to a total of 60 vtpd, including an average of 40 heavy-vehicle movements daily.
- This revised estimate represents a significant reduction (about 400 vtpd less) compared to the initial proposal.
- Due to the low volume of traffic, additional turn treatments, such as a type BAR, will not be necessary at the Snow Road/Wangaratta-Kilfeera Road intersection as a result of the development traffic.
- Furthermore, a swept path assessment has confirmed that a 19 m semi-trailer can successfully complete both turns required to access the development without any upgrades or alterations at the Snow Road/Wangaratta-Kilfeera Road intersection.

A summary of the recommended actions is as follows:

- **Recommendation 1:** Amend the Planning Permit to remove the parts of Condition 39 relating to the requirements for a type BAR turn treatment and accessibility for B-doubles at the Snow Road/Wangaratta-Kilfeera Road intersection, specifically, 39c through to 39i.

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References

Rural City of Wangaratta Council

- Planning Scheme
- Planning Permit PLNAPPP19/158.01 (Issued 10 September 2020)

Department of Transport and Planning (DTP)

- VicPlan website

Traffic Impact Assessment Report

- prepared by Cardno Victoria Pty Ltd, dated 9 July 2019 (TIAR)

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1 Introduction

Partnear was engaged by Anza Power, the client, to prepare an addendum report for the proposed 60 MW AC solar generation facility on the property at the corner of Snow Road and Wangaratta-Kilfeera Road in Laceby. This report complements the original Traffic Impact Assessment Report prepared by Cardno Victoria Pty Ltd, dated 9 July 2019 (TIAR). A copy of the Tiar is included in Appendix 1.

It's noted that a separate application is proposed for a 60 MW/240 MWh BESS at a location on the same property. This will have direct access to Snow Road, and it is unlikely that any development traffic for the BESS will need to use Wangaratta-Kilfeera Road.

This addendum outlines the impacts of the revised development proposal and supports an application to amend the issued planning permit (PLNAPP19). In particular, Condition 39 relates to the provision of a Basic Right (type BAR) turn treatment at the intersection of Snow Road and Wangaratta-Kilfeera Road in Laceby. Specifically, Condition:

- 39c - Functional Layout Plan (FLP) be prepared
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- 39i - Construction of a type BAR turn treatment.

2 The development

2.1 The proposal

The TIAR indicated in Table 4-1 that the proposed development would result in approximately 400 vehicle trips per day (vtpd) during the construction phase, which would include heavy vehicles.

It should be noted that carpooling for staff is likely to occur, typically involving approximately 1.5 persons per vehicle. This would have reduced the traffic generation to approximately 267 vtpd.

The TIAR concluded that the development would have minimal impact on the operation of the existing road network, but noted that potential upgrade works (if required) would be determined at a future stage in consultation with VicRoads (now Department of Transport and Planning (DTP)) and the Rural City of Wangaratta Council (council).

The Minister for Planning issued a Planning Permit (PLNAPP19/158.01) on 10 September 2020 with conditions requiring the intersection of Snow Road and Wangaratta-Kilfeera Road in Laceby to be upgraded as follows:

- Include a Basic Right (type BAR) turn treatment
- Facilitate the simultaneous turning of 26 m B-double trucks.

2.2 The revision

According to Anza Power, the figures in the TIAR report were estimates from the development team for the proposed solar facility. At that stage, detailed information from the construction team concerning the precise numerical requirements was not yet accessible.

As the project progressed, and during the preliminary planning phase prior to commencement, Anza Power recognised that accommodating 60 vtpd of heavy vehicles was neither necessary nor practically feasible. Subsequently, following the appointment of an EPC contractor (an integrated single source provider responsible for Engineering, Procurement, and Construction), a comprehensive review of the proposed construction schedule was conducted.

The review concluded that an average of twenty heavy vehicles (approximately 40 vehicle trips per day) would be more suitable for the project. This translates to an expected average of four trucks per hour, with two trucks arriving and two departing, or one arrival and one departure approximately every 30 minutes. Deliveries are permitted during operational hours, Monday to Friday, between 6 a.m. and 6 p.m. Additionally, this estimate assumes that no trucks will arrive or depart during the morning and afternoon periods when school buses may be present on the roads near the site.

The revised figure has been formally incorporated into the contractual agreements, ensuring clear obligations and expectations. It should also be noted that the largest heavy vehicle expected to access the development will be a 19 m semi-trailer and not the previously indicated 26 m B-double.

For construction staff, two buses (4 vtpd) will transport them to the development site each day, and up to eight utility vehicles (16 vtpd) are expected to be used daily to transport construction staff. This is considerably less than the previously estimated 400 vtpd for light vehicles.

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3 Location

The subject site is located at the corner of Snow Road (C522, Glenrowan-Myrtleford Road) and Wangaratta-Kilfeera Road, Laceby, also known as Lot 1 of TP253930. The subject site is identified as a Farming Zone (FZ) under the council Planning Scheme. The subject site abuts the Snow Road (C522, Glenrowan-Myrtleford Road), a state arterial road managed by the DTP, and is located within a Transport Zone 2 – Principal Road Network (TRZ2). Wangaratta-Kilfeera Road is a local road managed by the council.

4 Traffic generation, distribution and impact

4.1 Traffic generation

The land use trip generation rates for new developments are generally determined using Table 5.2 of the TfNSW Guide to Transport Impact Assessments (GTIA). Since the development of a solar energy facility is not listed, its trip generation is determined through an empirical assessment.

Original proposal

As noted earlier, for the original proposal, the trip generation figures from Table 4-1 of the IIA were:

- Light vehicles = 400 vtpd (200 vehicles)
- Heavy vehicles = 60 vtpd (30 vehicles)

This amounts to 460 vtpd.

Revised proposal

As noted earlier, for the revised proposal, the trip generation figures are:

- Light vehicles = 16 vtpd (eight vehicles)
- Buses = 4 vtpd (two vehicles)
- Heavy vehicles = 40 vtpd (20 vehicles)

This amounts to 60 vtpd, a considerable reduction (about 400 vtpd less) from the original proposal.

4.2 Traffic distribution

The distribution of traffic associated with the development between light and heavy vehicles is expected to be as follows:

- Light vehicles = 100 % arrivals in the AM and 100 % departures in the PM
- Buses = 100 % arrivals in the AM and 100 % departures in the PM
- Heavy vehicles = distributed throughout the day (avoiding school bus times).

Furthermore, the direction of travel at the Snow Road/Wangaratta-Kilfeera Road intersection is expected to be as follows:

- Light vehicles = mostly right in / left out (to/from the Hume Freeway)
- Buses = all right in / left out (to/from the Hume Freeway)
- Heavy vehicles = all right in / left out (to/from the Hume Freeway).

4.3 Traffic impact

Based on the figures for the revised traffic generation numbers for the development, this would equate to a peak of ten additional vehicle trips through the Snow Road/Wangaratta-Kilfeera Road intersection, or on average, one every six minutes, performing:

- A right turn from Snow Road in the AM peak
- A left turn from Wangaratta-Kilfeera Road in the PM peak.

Due to the low volumes, additional turn treatments, like a type BAR, will not be required at the Snow Road/Wangaratta-Kilfeera Road intersection.

To ensure the safety of all road users at the intersection, a swept path assessment was conducted using a 19-meter semi-trailer to confirm that it could navigate the intersection without conflicts. Extracts of the swept path assessments are shown in Figure 1 and Figure 2, and a full copy is provided in Appendix 2.

The swept path assessment confirmed that a 19 m semi-trailer can make the required turns to access the development at the Snow Road/Wangaratta-Kilfeera Road intersection without any upgrades or alterations.

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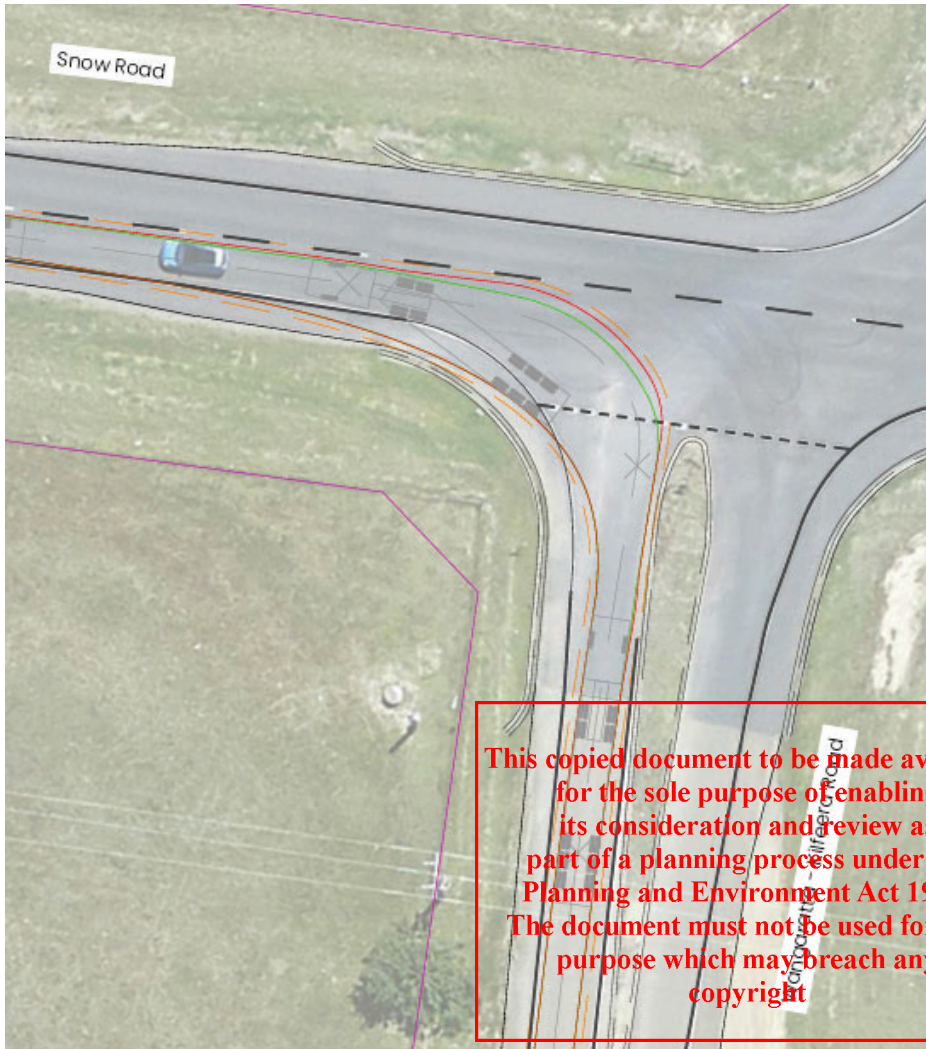


Figure 1: Extract of swept path assessment for a 19 m semi-trailer conducting a left turn at the Snow Road/Wangaratta-Kilfeera Road intersection

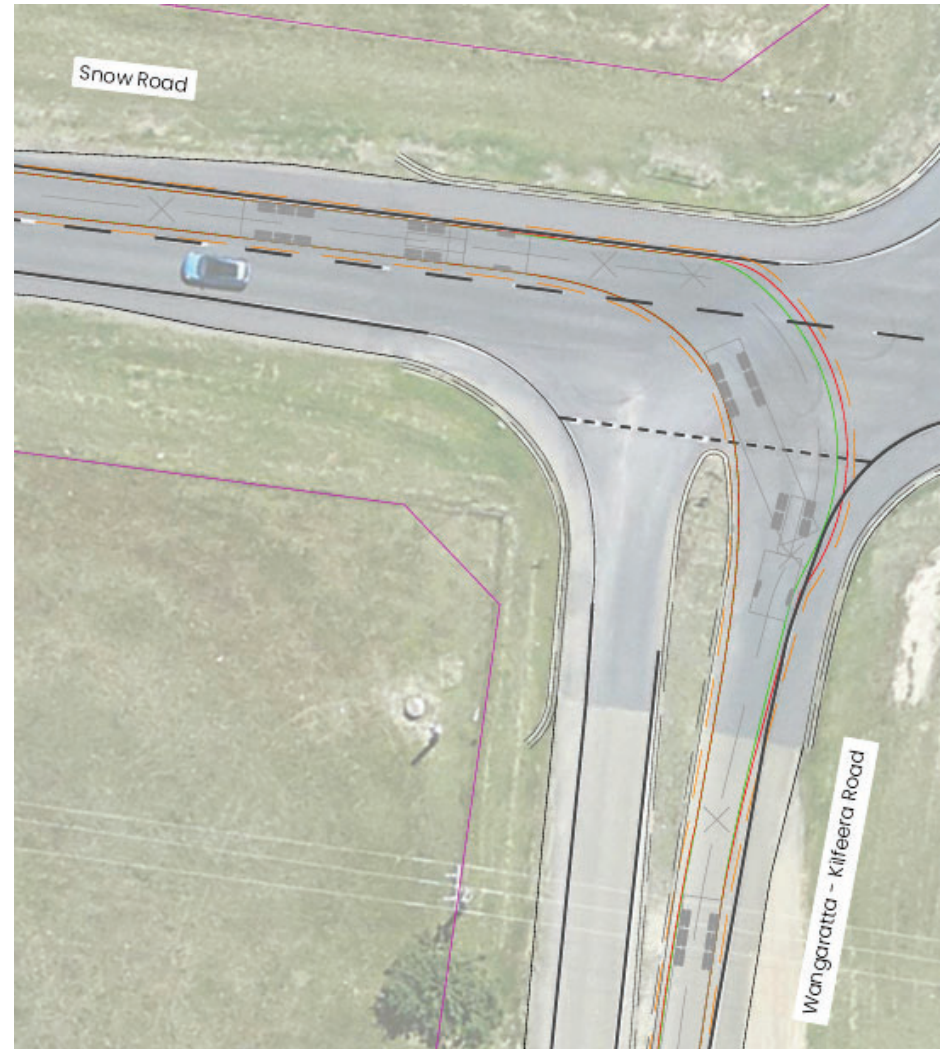


Figure 2: Extract of swept path assessment for a 19 m semi-trailer conducting a left turn at the Snow Road/Wangaratta-Kilfeera Road intersection

5 Planning permit

5.1 Required amendment

Based on this assessment of the revised proposal, there is no longer a requirement for the type BAR turn treatment and accessibility for B-doubles at the Snow Road/Wangaratta-Kilfeera Road intersection.

Therefore, it is recommended that the conditions on the issued planning permit relating to these requirements be removed. In particular, Condition 39 relates to the provision of a Basic Right (type BAR) turn treatment at the intersection of Snow Road and Wangaratta-Kilfeera Road in Laceby. Specifically, Condition:

- 39c – Functional Layout Plan (FLP) be prepared
- 39d – Swept path assessment showing simultaneous 26 m B-doubles
- 39f – Road Safety Audit (RSA) to be conducted on the FLP
- 39i – Construction of a type BAR turn treatment.

Recommendation 1: Amend the Planning Permit to remove the parts of Condition 39 relating to the requirements for a type BAR turn treatment and accessibility for B-doubles at the Snow Road/Wangaratta-Kilfeera Road intersection, specifically, 39c through to 39i.

6 Conclusion

6.1 Key findings

The key findings of this TIA are as follows:

- Initial projections indicated that construction would result in 460 vtpd, with 60 of these being heavy vehicles. Under the revised proposal, this has been refined to a total of 60 vtpd, including an average of 40 heavy-vehicle movements daily.
- This revised estimate represents a significant reduction (about 400 vtpd less) compared to the initial proposal.
- Due to the low volume of traffic, additional turn treatments, such as a type BAR, will not be necessary at the Snow Road/Wangaratta-Kilfeera Road intersection as a result of the development traffic.
- Furthermore, a swept path assessment has confirmed that a 19 m semi-trailer can successfully complete both turns required to access the development without any upgrades or alterations at the Snow Road/Wangaratta-Kilfeera Road intersection.

6.2 Recommendations

A summary of the recommended actions is as follows:

- **Recommendation 1:** Amend the Planning Permit to remove the parts of Condition 39 relating to the requirements for a type BAR turn treatment and accessibility for B-doubles at the Snow Road/Wangaratta-Kilfeera Road intersection, specifically, 39c through to 39i.

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