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Traffic Impact Assessment

Laceby Solar Farm

V181478

Prepared for
Bison Energy

9 July 2019

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1 Introduction

Cardno has been engaged by Bison Energy to prepare a Traffic Impact Assessment for the development and operation of the proposed Lacey Solar Farm project.

This report considers the Lacey Solar Farm project at the time of writing to be based on a maximum of approximately 182,000 Solar Modules, equivalent to a generation of 72.5MW.

This report has been prepared in collaboration between Cardno and Bison Energy; with some details based on a best estimate, and others advised by Bison Energy.

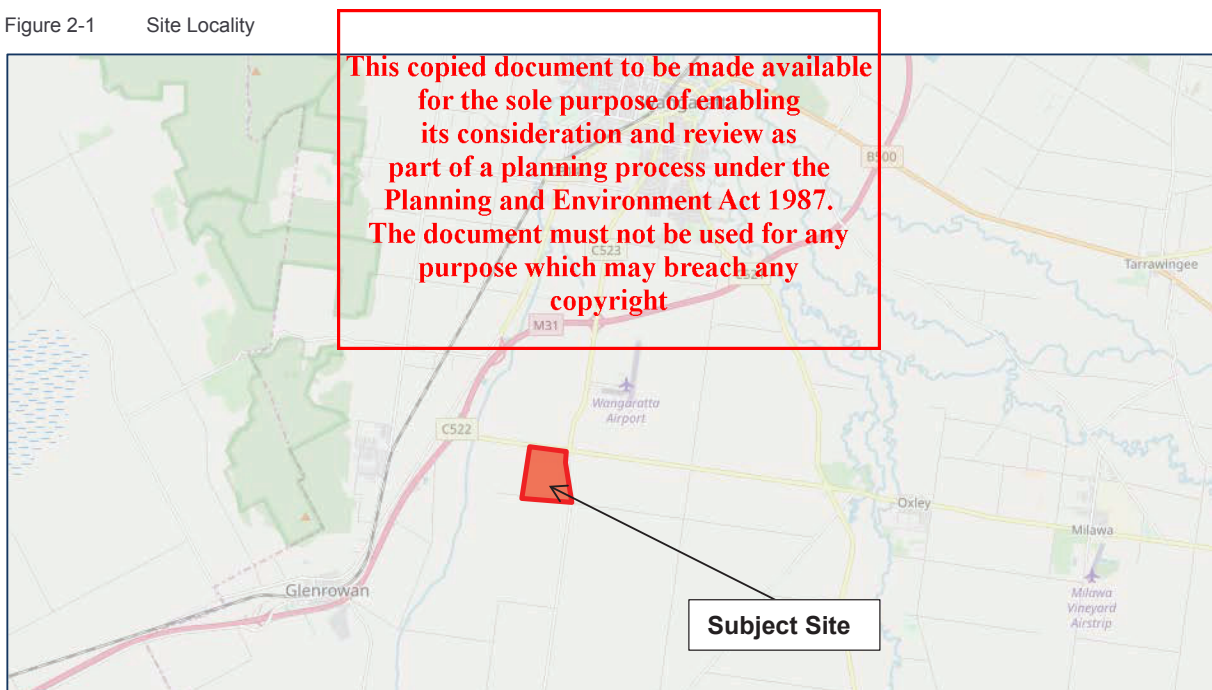
2 Subject Site

2.1 Location

The proposed Lacey Solar Farm site is located on the south-west corner of the Snow Road / Wangaratta-Kilfeera Road intersection approximately 8.0 kilometres south of Wangaratta in Victoria. The site itself extends across approximately 130 hectares of land across a single land holding (Lot 1/TP253930) that is primarily vacant / has historically been used for farming.

The subject site is shown in Figure 2-1.

Figure 2-1 Site Locality



2.2 Site Context

As described above, the land across the site is currently used for farming and is relatively flat and featureless, with any significant vegetation generally limited to areas around the road reserves with some smaller trees are present in areas throughout the site.

Additionally, Three Mile Creek dissects the site in multiple places. The relevant road network in the vicinity of the site consists primarily of Snow Road along the site’s northern frontage, Wangaratta-Kilfeera Road along the site’s frontage to the east. Additionally, O’Connell Lane runs along the southern site boundary.

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2.2.1 Snow Road (C522)

Snow Road is a VicRoads controlled state arterial road which extends from Hume Highway (west) through Oxley to Great Alpine Road to the south east. In the vicinity of the site, Snow Road has been constructed with a single two-lane sealed carriageway in the order 6.5 metres and unsealed shoulders (which vary in width).

A rural 100 km/h default speed limit of applies on Snow Road in the vicinity of the site.

2.2.2 Wangaratta-Killfeera Road

Wangaratta-Killfeera Road is a Council road bordering the east boundary of the site, which starts at Snow Road and continues south to Benalla-Whitfield Road. In the vicinity of the site, Wangaratta-Killfeera Road has been constructed with a single sealed carriageway in the order 6.5 metres and unsealed shoulders (which vary in width).

A rural 100 km/h default speed limit of applies on Wangaratta-Killfeera Road in the vicinity of the site.

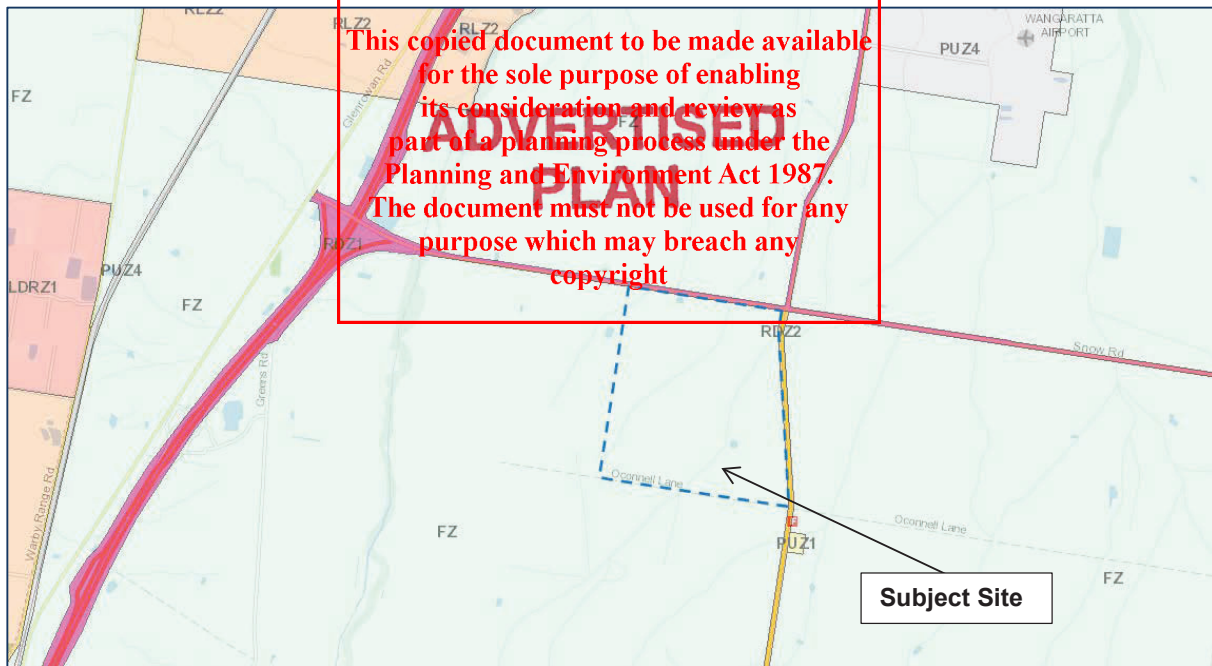
2.3 Planning Policy Context

2.3.1 Planning Context

The site sits within the Rural City of Wangaratta Council local government area (LGA). All land within the site is designated as Farming Zone (FZ), with no specific planning overlays applicable to this area of land.

Zoning overlays that apply to the site and surrounding areas are shown in Figure 2-2.

Figure 2-2 Planning Scheme (Site Locality)



2.3.2 Planning Framework

2.3.2.1 Clause 35.07 – Farming Zone

A Solar Farm facility is a Section 2 use within the Farming Zone subject to meeting the requirements of Clause 53.13.

Relevant to access for the Solar Farm facility, in considering an application for use and building and works, the decision guidelines listed under 35.07-6 include:

- > How the use and development makes use of existing infrastructure and services.

2.3.2.2 *Clause 53.13 – Renewable Energy Facility
(Other than wind energy facility and geothermal energy extraction)*

Clause 53.13 of the Wangaratta Planning Scheme outlines the relevant application requirements associated with the development of a renewable energy facility (other than Wind Farm). Relevant to traffic and access matters, considerations under Clause 53.13 include:

- > Assessment of the effect of traffic to be generated on roads (53.13-2).
- > Consideration of whether the proposal will require traffic management measures.

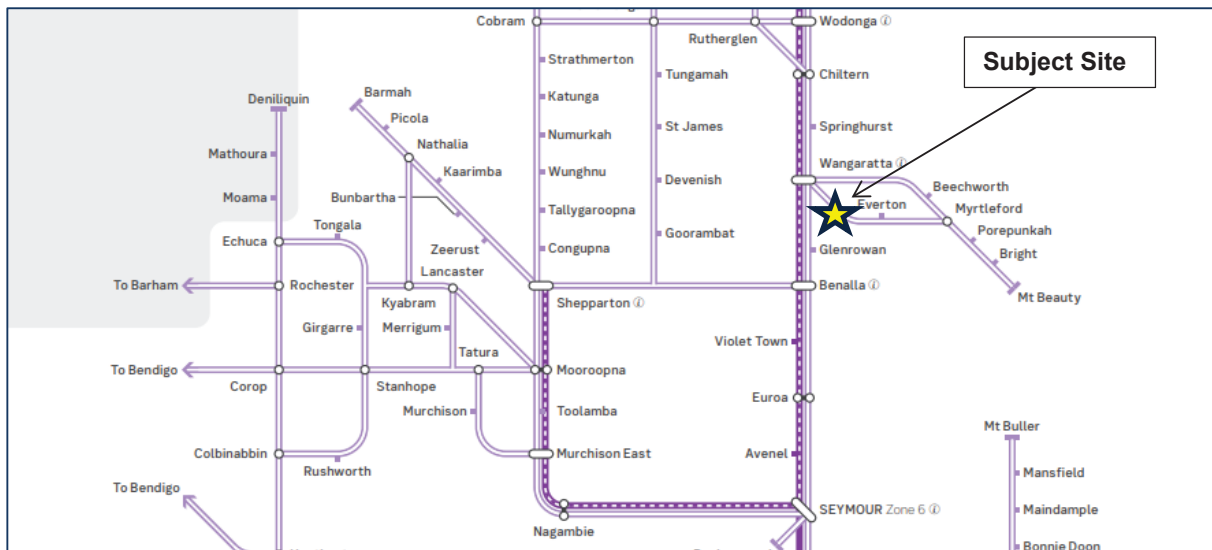
2.4 Public Transport Network

2.4.1 Public Transport Services

There is no dedicated public transport in the vicinity of the subject site. V/Line services run to Wangaratta 8.0km to the north of the site. Glenrowan station 4.0km to the west of the site is no longer in operation.

The subject site in context to the broader transport network is shown in Figure 2-3.

Figure 2-3 PTV – North Eastern Victoria (train and coach network)



Source – PTV Victorian Train Network Map

2.4.2 Active Transport

There is currently no dedicated on road bicycle or pedestrian facilities in the vicinity of the subject site.

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2.5 Traffic Data

2.5.1 Current Traffic Volumes

Traffic volume data obtained from VicRoads Traffic Profile viewer indicate that current daily traffic volumes on Snow Road in the vicinity of the site are in the order of 1,400 vehicles per day.

A breakdown of the following daily vehicle movements is shown in Table 2-1.

Table 2-1 Annual Average Daily Traffic

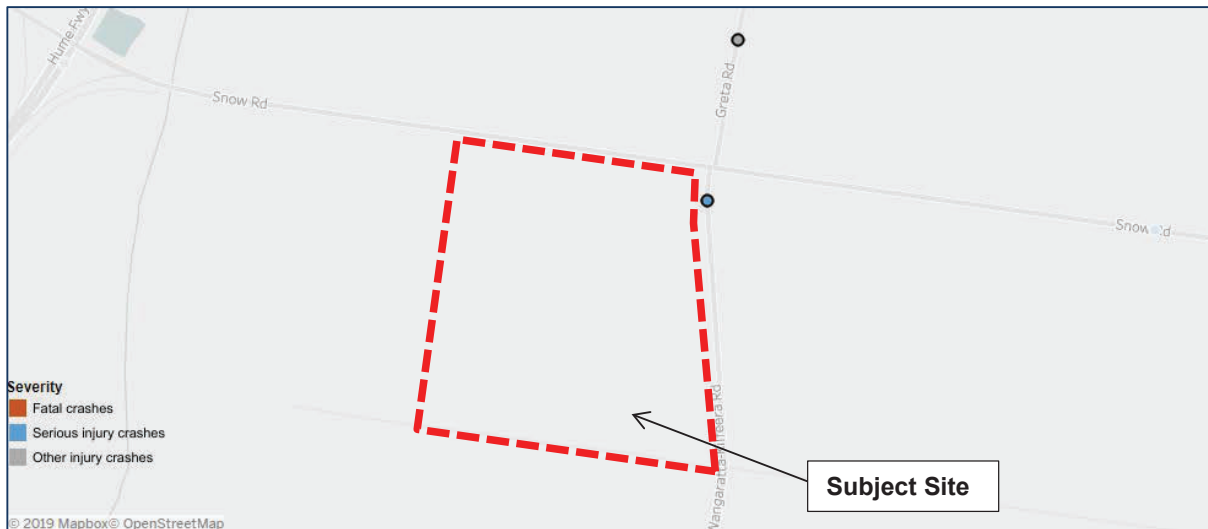
Road Name	Direction	AADT (one-way)	% Heavy Vehicles	Peak Hour Volumes*
Snow Road (between Greta Road and Hume Fwy Onramp)	Eastbound	690 vpd	9% (60 vpd)	69 vpd
	Westbound	700 vpd	10% (70 vpd)	70 vpd

*Peak hour volumes are assumed to be 10% of the daily AADT volumes

2.5.2 Crash Stats

VicRoads' CrashStats data provides locations and general information regarding road crashes within Victoria. An overview of the last 5 years (2013 to 2018) located within the surrounding road network is shown below in Figure 2-4.

Figure 2-4 Map of CrashStat Locations



Source – VicRoads CrashStats

An assessment of the reported crashes in the vicinity of the subject site for the period of 2013-2018 shows that:

- > Two (2) crashes occurred in this period;
- > Only one crash was a serious injury crash, involving two (2) people; and
- > No crashes occurred in this period on Snow Road where the sites access point is currently proposed.

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3 Proposed Development

3.1 Laceyby Solar Farm Description

The project will consist of a solar energy facility comprising up to approximately 200,000 solar modules; it is expected that the combined solar panels will have an expected capacity to generate approximately 80MW.

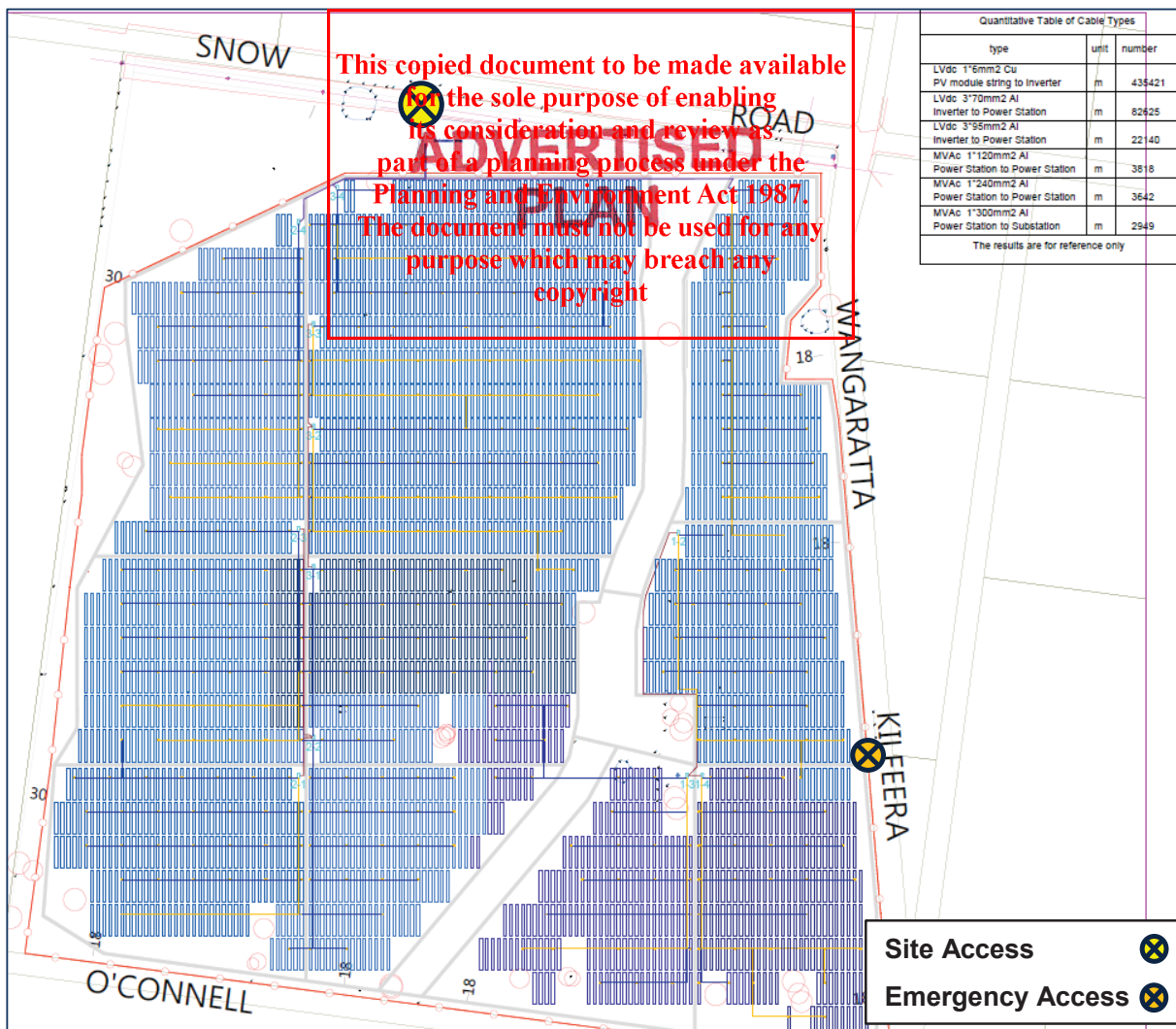
A substation is proposed to be located in the northern portion of the site (south of Snow Road), we understand that it is proposed to connect the solar farm to the network via this substation, with no additional substation works proposed on-site.

A series of gravel access roads will provide access around the site, and to the solar modules; these will be accessed from Snow Road (adjacent the substation). Approximately 12 kilometres of gravel access roads will be constructed, with a width in the order of four (4) metres and depth of approximately 0.2m. Noting, internal access tracks will not be greater than 100mm above natural ground level or located within 100m of the site boundary. It is expected that all external public roads will be able to adequately cater for movements generated by the proposed development, and as such no upgrades or improvements are being contemplated to external roads.

No dedicated permanent staff will be located on-site after construction is completed. Thus, no dedicated car parking has been proposed, with maintenance staff to park along the internal access tracks as required.

The proposed concept layout for the Laceyby Solar Farm is shown in Figure 3-1 and attached in Appendix A.

Figure 3-1 Indicative Site Layout



Source – Bison Energy

3.2 Site Access

Currently only one new major site access point is proposed on Snow Road adjacent the substation (which will require a crossover access to Snow Road (Road Zone category 1), with the proposed location detailed in Figure 3-1. Additionally, the existing site access point on Wangaratta-Kilfeera Road will be retained as an emergency access point for the site.

As the site is only going to generate minimal site traffic once construction is complete Additional minor access for access for staff or emergency vehicles could be provided on Wangaratta-Kilfeera Road if required.

3.3 Construction Materials Delivery

The following sections below detail the access routes / roads for deliveries of the required typical construction materials.

3.3.1 Solar Module / Substation Components

Solar Farm componentry including solar modules, substation componentry, etc. is likely to be sourced from either Melbourne, Geelong or Wodonga.

The anticipated potential haulage routes for heavy vehicles, are as follows:

Melbourne:

Port of Melbourne, Footscray Road, West Gate Freeway, Western Ring Road, Hume Freeway, Snow Road and Site Access.

Geelong:

Port of Geelong, Shell Parade, Princes Freeway, Western Ring Road, Hume Freeway, Snow Road and Site Access.

Wodonga:

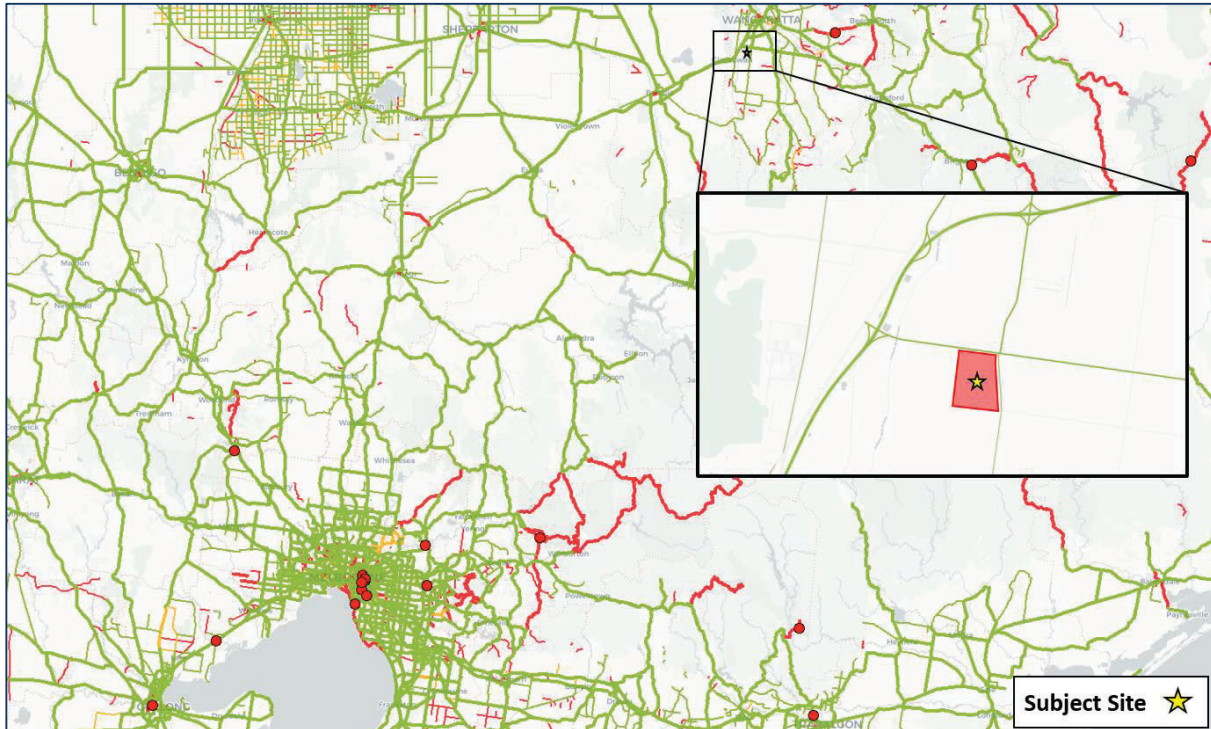
Wodonga, Hume Freeway, Snow Road and Site Access.

In addition, it is noted that all these roads are VicRoads pre-approved B-Double routes, inclusive of the Council controlled Wangaratta-Kilfeera Road. A map of Victoria showing the currently approved B-Double network is shown in Figure 3-2.

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Figure 3-2 VicRoads gazetted B-Double Network



Source – VicRoads B-Double network map

3.3.2 Coarse Aggregate and Fine Crushed Gravel

Cardno has been advised by Bison Energy that both coarse and fine gravel for the construction of hardstand areas and access tracks is likely to be sourced from a local quarry (confirmed at a later date). They will generally access the site via Hume Freeway, Snow Road and Greta Road.

Additionally, earth removal works will need to occur at a rate of approximately 1.3m³ for each 1m³ of sourced gravel to the site. With as much of the soil to be reused throughout the site to minimise external trips.

3.3.3 Water Deliveries

It is understood that dust settling water deliveries will be used during the dryer months of construction. This water will likely be sourced from the north of the site, via the local road network.

3.4 Construction Staff

During the delivery of the project, staff will more than likely be accommodated in Wangaratta (approximately 8.0 kilometres to the north) or other local towns including Oxley and Glenrowan. They will access the site via Hume Freeway, Snow Road and Greta Road.

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4 Traffic Generation

4.1 General

The Laceyby Solar Farm access road network will limit all internal construction traffic to internal access roads, with only deliveries and staff movements to and from the site required to travel across the external road network.

4.2 Adopted Solar Farm Delivery Timeframes

It is understood that the various work phases will potentially overlap with each other and be undertaken in tandem. It is also understood that the Solar Panel component delivery and erection is to commence reasonably soon after the completion of the initial site access works. Based on the advice from Bison Energy, a construction timeframe is still to be proposed, the main phases of the project are listed below:

- > Site Mobilisation:
- > Site Set-up / Access Roads
- > PV Plant Delivery and Erection

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4.3 Material Assumptions

4.3.1 Access Roads and Hardstand Areas

Advice from Bison Energy outlines that access roads and hardstand area works will comprise of:

- > Approximately 12 kilometres of internal access gravel roads, with typical pavement widths in the order of 4 metres, and depth of 0.2 metres; and
- > Laydown areas and hardstand areas for the switch substation is proposed to be 150m by 150m.

4.3.2 Substation and Solar Module Components

The solar modules will comprise the following components:

- > Photovoltaic (PV) modules
- > Tracker Systems and Mounting Posts;
- > Inverter Stations; and
- > Cabling.

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It is noted that a majority of Solar Module components will be transported to the site by shipping containers.

4.4 External Solar Farm Construction Traffic Generation

External traffic generated by the site will be split across two broad categories:

- > General traffic generated by staff travelling to / from the site (i.e. utes, vans and private cars); and
- > Other heavy vehicles (HV) which are used for the delivery of the solar panel components and construction materials such as aggregate, etc.

Indicative construction staff numbers of 150 (approximate) were advised by Bison Energy, it has conservatively been assumed that staff will access the site via private vehicle with an average occupancy of 1.5 persons per vehicle.

A summary of the estimated peak daily site traffic volumes are detailed in Table 4-1

Table 4-1 Laceyby Solar Farm Estimated Peak Total External Vehicle Movements

Phase	Staff Movements	Heavy Vehicle Movements	Total (AADT)*
Peak (one way traffic)	400 vpd (200 vpd)	60 vpd (30 vpd)	460 vpd (230 vpd)

*Assumes a 6 day working week during construction activities

As detailed above, the Solar Farm is expected to generate in the order of 460 additional traffic movements during the peak construction period. During peak construction 13% of the total daily traffic or 60 vehicle

movements are expected to be heavy vehicle traffic; it is noted that the peak construction period will likely only be a small portion of the total construction period.

This level of traffic can be expected to be absorbed with minimal negative impact on the surrounding road network, particularly given the short period of time for peak construction.

4.5 Solar Farm Operating Traffic

For the majority of time, solar farms operate with limited to maintenance staff and generate minimal traffic movements. Accordingly, apart from the initial construction phase, the proposal is anticipated to have a negligible impact upon traffic on the local road network. Details of likely traffic generation during operation are as follows:

- > Monthly routine maintenance to be carried out by two to three people. It will be assumed that the daily traffic generation will not exceed two vehicle movements per day (maintenance days only) to the local road network, with all other movements being internal to the site; and
- > Occasional engineering maintenance will occur when components of the development need to be replaced, such as replacing solar modules or tracker systems. This is expected to only occur very occasionally, and will have no discernible impact on the external road network.

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5 Mitigation Works

5.1 Site Access Management

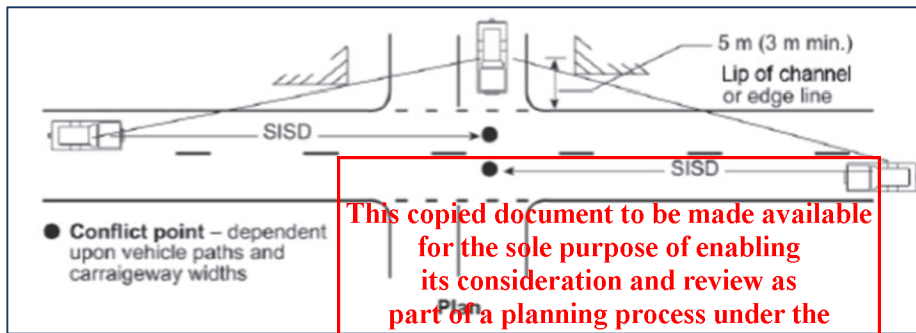
Cardno has prepared a concept site access Traffic Management Plan (V181478-TR-DG-9501-1, dated 2 April 2019) attached in Appendix B that shows potential traffic management measure on Snow Road and access for up to 25m long B-Double Trucks. These measures such as reductions in speed limits (during construction phase) will help minimise the risk of any potential conflict points between vehicles entering or exiting Laceyby Solar Farm.

5.1.1 Site Distance Requirements

The following accordingly sets out an assessment of the proposed site access point onto Snow Road against the relevant sections of Austroads Guide to Road Design Part 4A: "Unsignalised and Signalised Intersections" (2017).

The application of Safe Intersection Sight Distance (SISD) is shown in Figure 5-1.

Figure 5-1 Application of SISD



Source: Austroads Guide to Road Design Part 4A

Table 5-1 SISD Assessment

Criteria	Snow Road (Laceyby)	
	Eastbound	Westbound
SISD (60 km/hr)*	144m	144m
SISD (100 km/hr)	298m	298m
Available Sight Distance	> 300m	> 400m

*If speed reduced to 60km/hr near sight access during construction period

Based on a desktop review and inclusion into the concept TMP (attached in Appendix B), access to the site can be conducted (in its current location) with appropriate sight distance requirements onto Snow Road due to road generally being straight and flat terrain in the area.

5.1.2 Turning Treatments

Due to the relatively small construction period, major intersection upgrade works are not proposed at this stage of the development.

Potential intersection treatments can be investigated in accordance with the relevant sections of Austroads Guide to Traffic Management Part 6: "Intersections, Interchanges and Crossings" (2017), as part of a more detailed assessment. Once more detailed information relating to the final design of the Laceyby Solar Farm is finalised.

5.2 Traffic Management

5.2.1 Hours of Operation

Cardno has been advised to minimise disruptions to the that working hours on-site are to be limited to 6:00am – 6:00pm Monday – Saturday, with no works to be undertaken on-site outside of these times.

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5.2.2 School Buses

Before the development starts, local and regional schools will be consulted for current bus timetables on the relevant construction traffic routes. Suitable windows of inactivity (curfew times) will be arranged in agreement with the relevant schools and Rural City of Wangaratta Council, which applies to both Heavy Vehicles and Over-dimensional deliveries.

5.2.3 Internal Site Management

An internal management strategy will be established within the subject site. This strategy will form part of the sites induction that will be undertaken by all personnel on-site.

The following key items are likely to be implemented:

- > 20km/h speed limit on internal roads
- > Radio communication between construction vehicles available at all times
- > Flashing lights to be fitted and utilised by construction vehicles
- > All loads to be correctly restrained
- > Warning signage to be provided in critical areas/intersection points

5.3 Post Permit Approvals

If a Planning Permit for Lacey Solar Farm is issued, a detailed Traffic Management Plan (TMP) report can be prepared detailing how delivery and construction related vehicle movements (including Heavy Vehicle, Over Dimensional and Over Size Over Mass vehicles) may be managed to the satisfaction of Council and/or other relevant Authorities.

Any requirements to maintain roads use for construction purposes will be assessed and managed to the satisfaction of Council and/or VicRoads.

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6 Conclusion

In consideration of the foregoing, it is noted that:

- > All construction materials are to be sourced externally. Aggregate for road pavement and hardstand areas is likely to be sourced locally from within the Rural City of Wangaratta Council, whilst the Solar Farm components are to be sourced from either Melbourne / Geelong or Wodonga;
- > At the time of peak construction activity, external Solar Farm traffic will add approximately 460 vehicles movements per day (60 heavy vehicle trips);
- > Having consideration for the relatively short construction periods and the classification/use of these roads, the anticipated expected traffic to be generated by the site should be reasonably accommodated with minimal impact;
- > Traffic management strategies will be implemented to minimise the impact of construction deliveries to the local traffic network and ensure that construction activities can be managed safely.

Based on this Traffic Impact Assessment, Cardno is of the opinion that the proposed Lacey Solar Farm located south of Wangaratta will have minimal impact to the operation of the existing road network. Potentially upgrade works (if required) will be determined at a future stage, in consultation with VicRoads and the Rural City of Wangaratta Council.

A detailed Traffic Management Plan will be required at a later stage once all locations of materials and a detailed schedule of works has been completed.

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APPENDIX

A

SITE LAYOUT

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1 2 3 4 5 6 7 8

NOTES

Laceyby Solar Project
 Region: Victoria.
 Country: Australia.
 Altitude: 166 m.a.s.l.
 Suitable Area: 119.7 ha.
 Perimeter fence: 8,034 m.

Rated Power: 72MWac.
 Peak Power: 79,532MWdc.
 Ratio DC/AC: 1:104.
 Structure: Single-axis N-S Tracker.
 PV Module: 395Wp, Mono-c-Si.
 Inverter: 185kW.
 Power Station: 6.00 MVA/33.00.80 KV.
 Pitch distance: 8.0 m.
 Modules per string: 28.

PV Modules: 201,348.
 Inverters: 400.
 Power Stations: 12.

Quantitative Table of Cable Types

type	unit	number
LVdc 1*6mm ² Cu	m	4,354,221
PV module string to inverter	m	8,282,5
LVdc 3*70mm ² Al	m	221,40
Inverter to Power Station	m	38,18
LVdc 3*95mm ² Al	m	36,42
Inverter to Power Station	m	29,49
MVAc 1*120mm ² Al	m	
Power Station to Power Station	m	
MVAc 1*240mm ² Al	m	
Power Station to Power Station	m	
MVAc 1*300mm ² Al	m	
Power Station to Substation	m	

The results are for reference only

LEGEND

- Substation area
- Power Station 185kW Inverter
- Perimeter fence
- Internal roads
- Structures
- Colors indicate solar field connection to each power station.
- ELE MV Cable Al 3x1x300mm²
- ELE MV Cable Al 3x1x240mm²
- ELE MV Cable Al 3x1x150mm²
- ELE LVdc Cable Al 3x70mm²
- ELE LVdc Cable Al 3x95mm²

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REV	DESCRIPTION	BY	DATE

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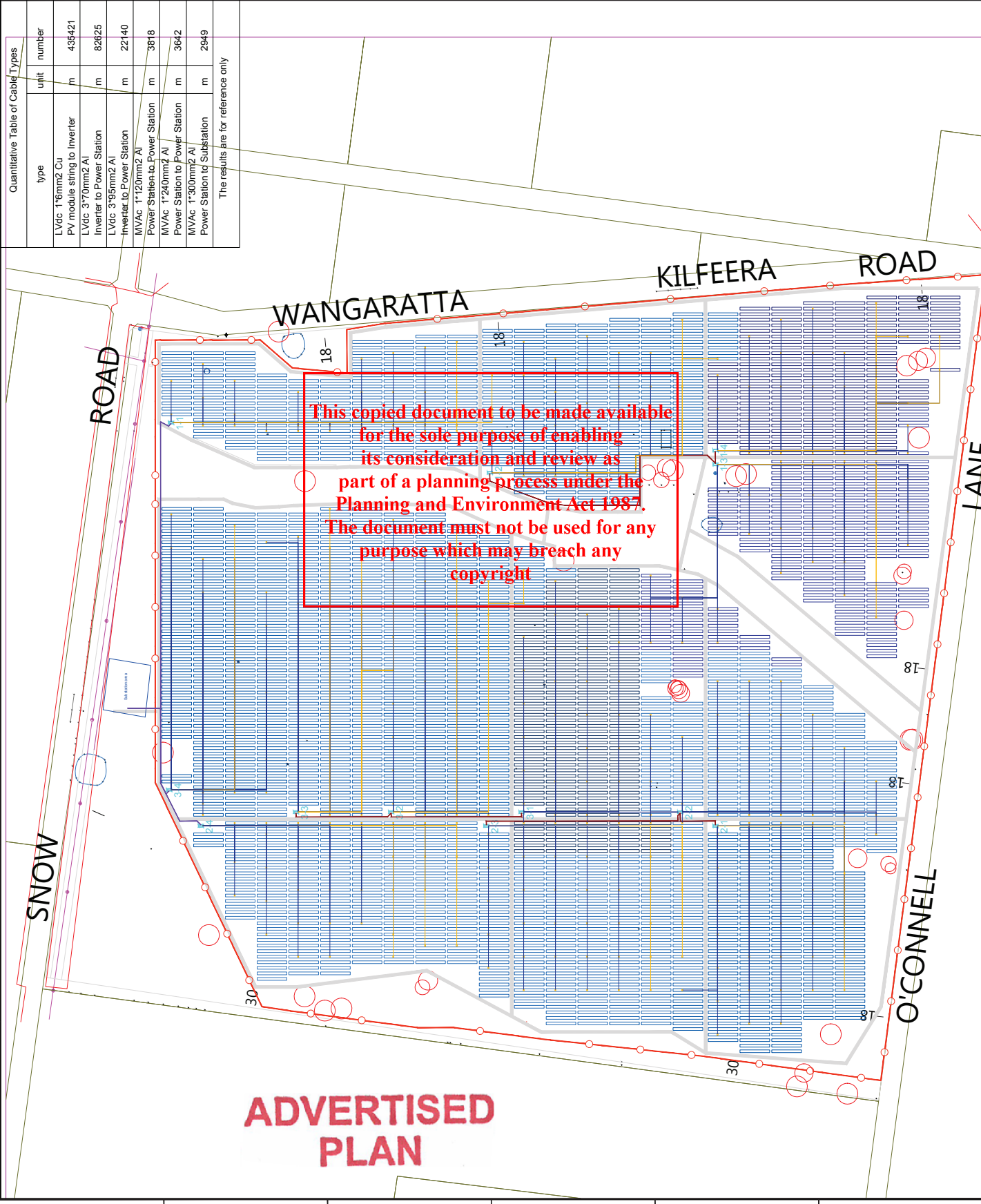
PROJECT
 BISON ENERGY 株式会社
 LACEBY SOLAR PROJECT

DRAWING
 GENERAL LAYOUT

SCALE SHEET

REVISION DATE

DIV. A3 8



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APPENDIX

B

SITE ACCESS TMP

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