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Traffic Engineering Assessment

Proposed Waste-to-Energy Facility
445 Carrs Road, Anakie

Prepared for
Pavilion Farms

April 2022

G31505R-01A

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Traffic Engineering Assessment

445 Carrs Road, Anakie

1. Introduction

Traffix Group has been engaged by Pavilion Farms to undertake a traffic engineering assessment of the proposed waste-to-energy facility at 445 Carrs Road, Anakie.

This report provides a detailed traffic engineering assessment for the proposed development with particular attention to traffic impacts and access.

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2. Existing Conditions

2.1. Subject Site

The subject site is located on the south side of Carrs Road approximately 1.5km south of Geelong-Ballan Road and Bacchus Marsh-Geelong Road in Anakie, as shown in the locality map at Figure 1 below.

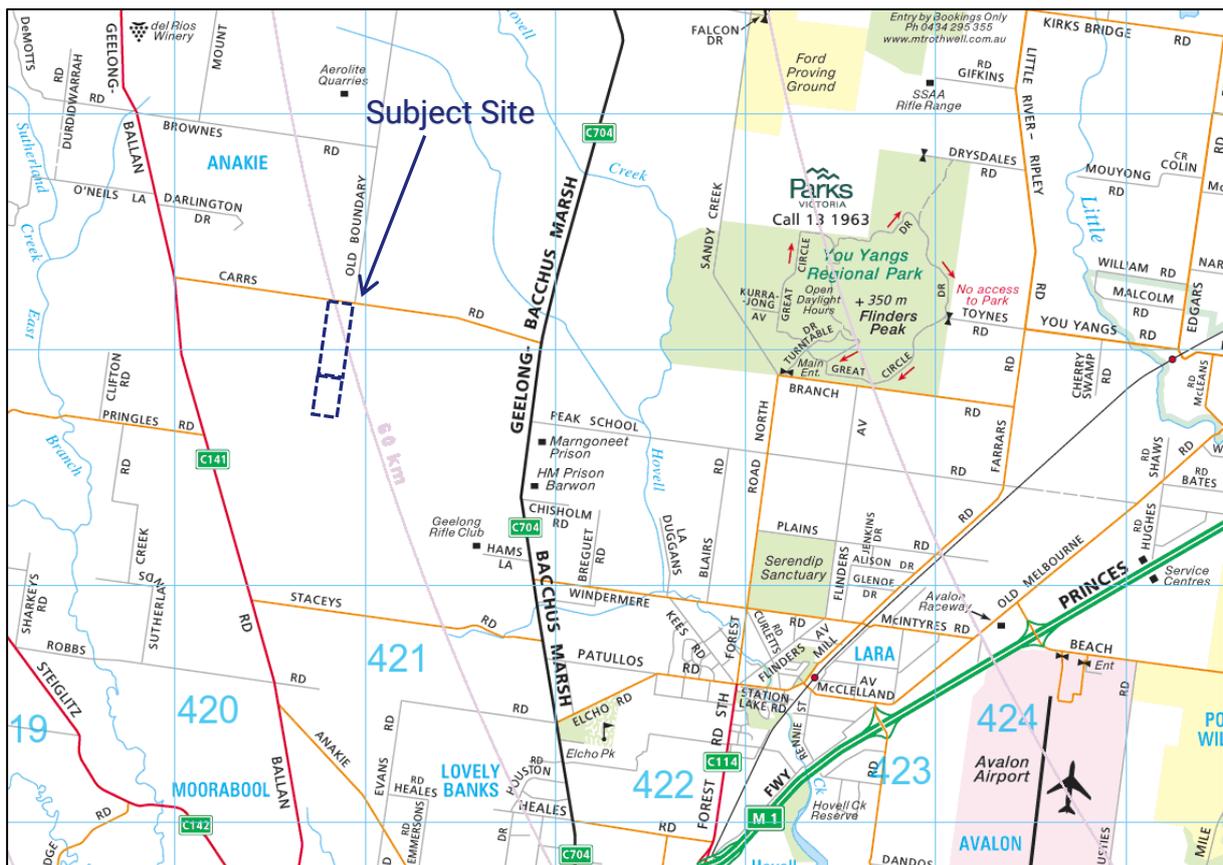


Figure 1: Locality Map

The subject site is rectangular in shape and comprises two parcels with a combined area of approximately 120 hectares, separated by a 23m wide unmade road reservation which is located approximately 1.5km south of Carrs Road in a parallel alignment. The site frontage to Carrs Road is approximately 520m.

The site is used for farming and includes two broiler farms (12 sheds in total) and a number of associated outbuildings including caretakers' residence.

An aerial view of the site is provided at Figure 2 below.



Figure 2: Aerial View of Subject Site



Figure 3: Existing Site Access

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2.2. Land Use

The site is located within a Farming Zone as shown in Figure 4 below. The site is affected by an Environmental Significance Overlay – Schedule 4 (ESO4) and is within a designated Bushfire Prone Area.

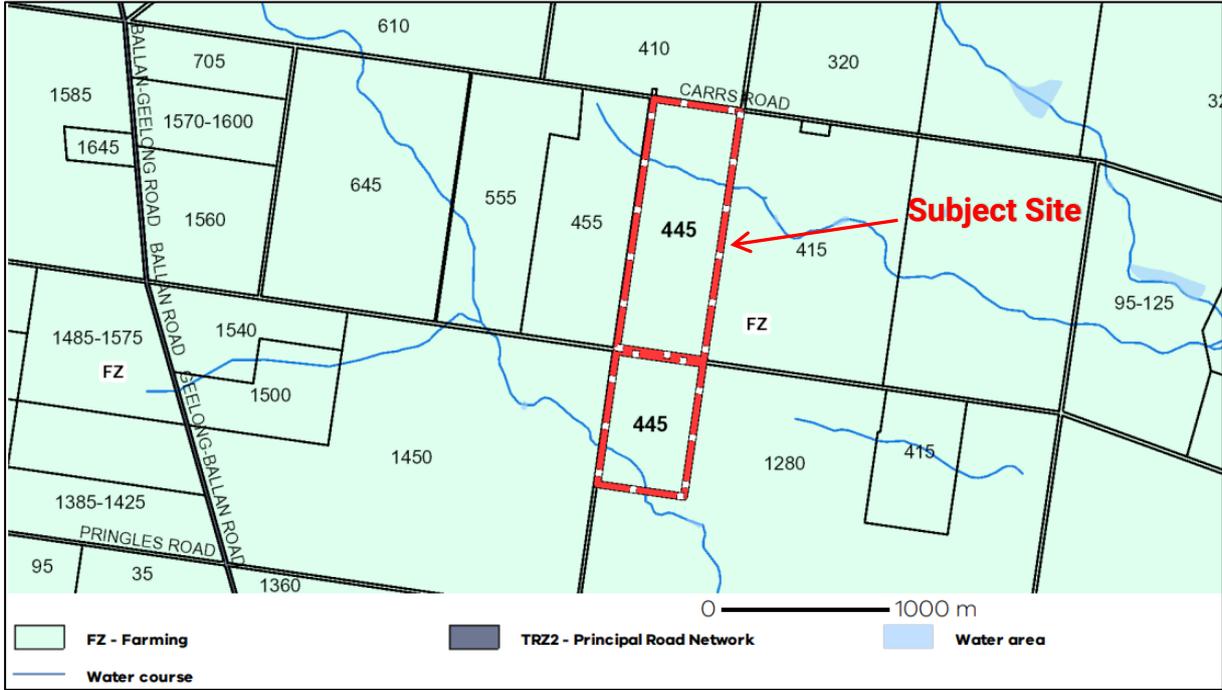


Figure 4: Land Use Zoning Map

Surrounding land uses include grazing, cropping, agriculture and extraction (quarry).

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2.3. Road Network

Carrs Road

Carrs Road is classified as a "Category 1 – Link Road – Rural" under Council's register of public roads and extends approximately 7.6km in an east-west direction between Bacchus Marsh-Geelong Road and Gelong-Ballan Road.

In the vicinity of the subject site, Carrs Road is constructed with a 6.5m (approx.) sealed carriageway carrying one traffic lane in each direction within a 20m road reservation.

The default rural 100km/h speed limit applies.



Figure 5: Carrs Road Looking West

Bacchus Marsh-Geelong Road (Route C704)

Bacchus Marsh-Geelong Road is an arterial road (Transport Zone – Schedule 2) aligned in a north-south direction.

In the vicinity of Carrs Road, Bacchus Marsh-Geelong Road is constructed with a sealed carriageway with one traffic lane in each direction. Full length channelised right turn (CHR) and auxiliary left turn (AUL) treatments are provided within a 60m road reservation as shown in Figure 6 below. Construction of the turn lanes at this intersection were completed in early 2020.



Figure 6: Bacchus Marsh-Geelong Road – Aerial View (January 2022)

Geelong-Ballan Road (Route C141)

Geelong-Ballan Road is an arterial road (Transport Zone – Schedule 2) aligned in a north-south direction.

In the vicinity of Carrs Road, Geelong-Ballan Road is constructed with a sealed carriageway with one traffic lane in each direction within a 20m (approx.) road reservation.

The default rural 100km/h speed limit applies.



Figure 7: Geelong-Ballan Road Looking North Towards Carrs Road

2.4. Traffic Volumes

Traffic volume data has been sourced from the Department of Transport (DOT) Open Data Portal, as follows:

- Bacchus Marsh-Geelong Road: 13,000 vehicles per day (vpd) AADT, 7% CV
- Geelong-Ballan Road: 1,000vpd AADT, 13% CV

AADT (Average Annual Daily Traffic) is the sum of all traffic for a year divided by 365.

CV is the proportion of commercial vehicles, which includes vehicles ranging from light rigid trucks (6.4m) and cars towing a trailer up to the largest vehicle permitted on the road network.

There is no traffic volume data available for Carrs Road, however it is a lower order road than Geelong-Ballan Road and is therefore likely to be carrying daily traffic volumes below 1,000vpd.

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2.5. B-Double Network

Carrs Road is a B-Double Access Approved route as shown in green in the gazetted B-double network map (Department of Transport – DOT) at Figure 8 below.

No restriction or conditions apply to the use of Carrs Road by B-doubles.

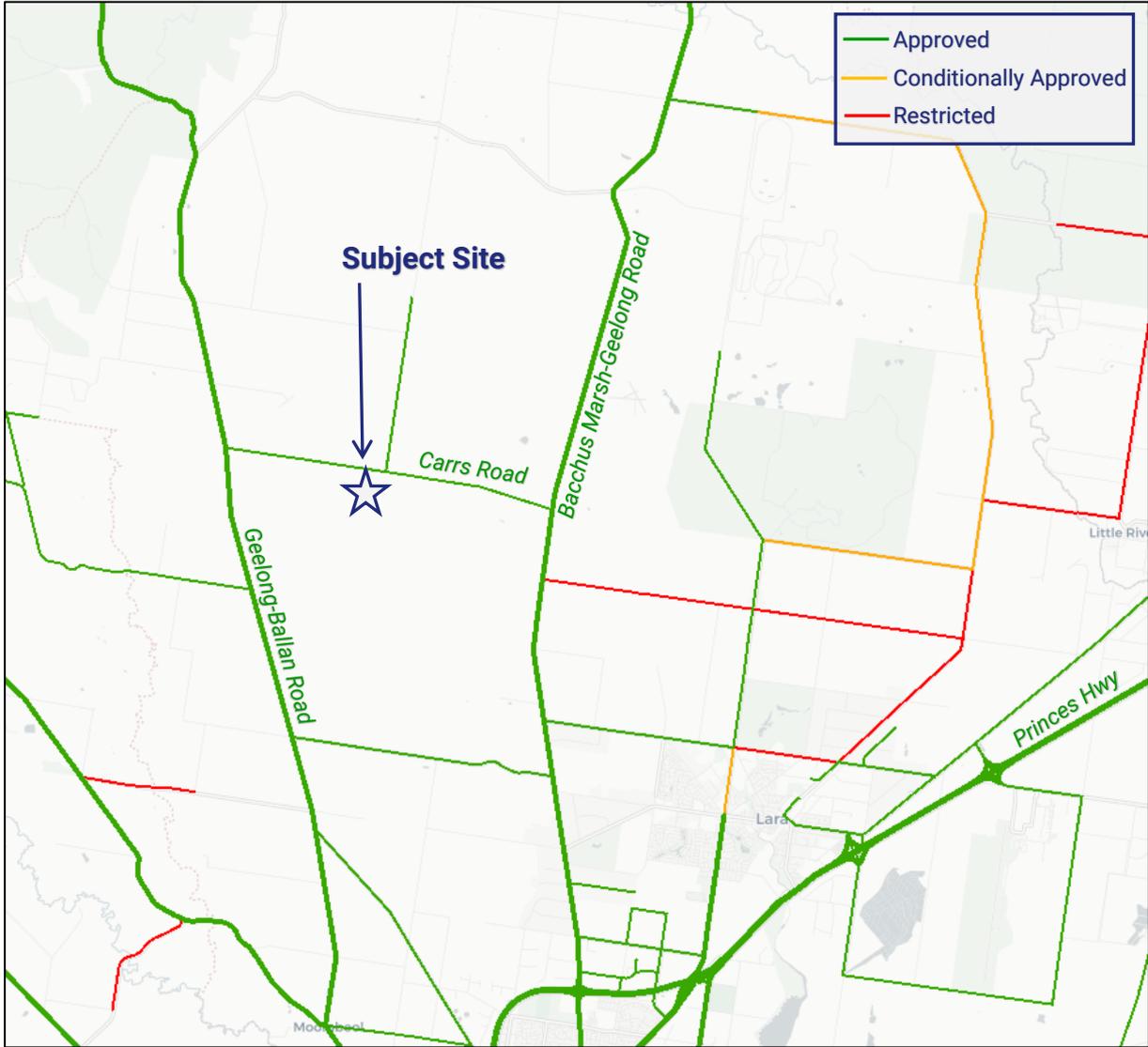


Figure 8: Gazetted B-Double Network (DOT)

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3. Proposal

The proposal is for use and development of part of the land for a waste-to-energy facility (biogas), utility installation and caretaker's house.

The existing broiler farms will remain on the site, and the proposed waste-to-energy facility will be constructed between the two farms.

The facility will be an anaerobic digester (AD) which receives organic waste from agricultural operations to generate power. The agricultural waste will be combined with chicken manure from the Pavilion Farms operations on-site and other nearby broiler farms. It will be processed in the anaerobic digester to produce biogas which will be used to generate power using combined heat and power (CHP) generators and export power to the grid.

It is anticipated that the facility will generate in the order of 20,000MWh of electricity per year, which will power the AD facility and the adjacent and nearby six broiler farm, with the remainder being exported to the grid. The captured waste heat will be used to dry the produced digestate and heat the chicken sheds on-site, replacing the use of Liquified Petroleum Gas (LPG).

The AD facility will also produce fertiliser, which will be transported off-site for use elsewhere.

The proposed anaerobic digester will process the following approximate volumes of organics annually:

- 30,000 tonnes of waste, including:
 - 20,000 tonnes of chicken manure sourced on-site,
 - 5,000 tonnes of fruit and vegetable waste (sourced off-site), and
 - 5,000 tonnes of paunch (sourced off-site).

The 10,000 tonnes of alternative waste sourced off-site will be diverted from landfill.

The facility will operate 24-hours, 7-days, and will require approximately seven Full Time Equivalent staff to work on-site.

A copy of the proposed plans prepared by Symal dated 10th September 2021 is attached at Appendix A.

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4. Traffic Engineering Assessment

4.1. Statutory Car Parking Requirement

Clause 52.06 of the Planning Scheme sets out car parking requirements for new developments. The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The proposed biofuel facility falls under the “Waste-to Energy Facility” land use term which falls under the broader category of “Energy Generation Facility” as defined at Clause 73.03 of the Planning Scheme.

There is no car parking rate specified in Table 1 of Clause 52.06 for either of these land use terms.

Clause 52.06-6 of the Planning Scheme states that:

“Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority.”

Accordingly, car parking for the proposed development must be provided to the satisfaction of the responsible authority.

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4.2. Adequacy of Car Parking Provision

We are advised that approximately 7 FTE are required to operate the facility.

Plans show three formal car spaces located to the southwest of the facility as highlighted in Figure 9 below.

It is recommended that future allowance for provision for up to four additional spaces be identified on plans in the event that there are seven staff on-site at one time.

An area of overflow parking may also be necessary to accommodate staff parking at shift change-over.

The site is very large and there are ample opportunities to provide car parking on-site as required. Accordingly, there will not be any off-site parking impacts.

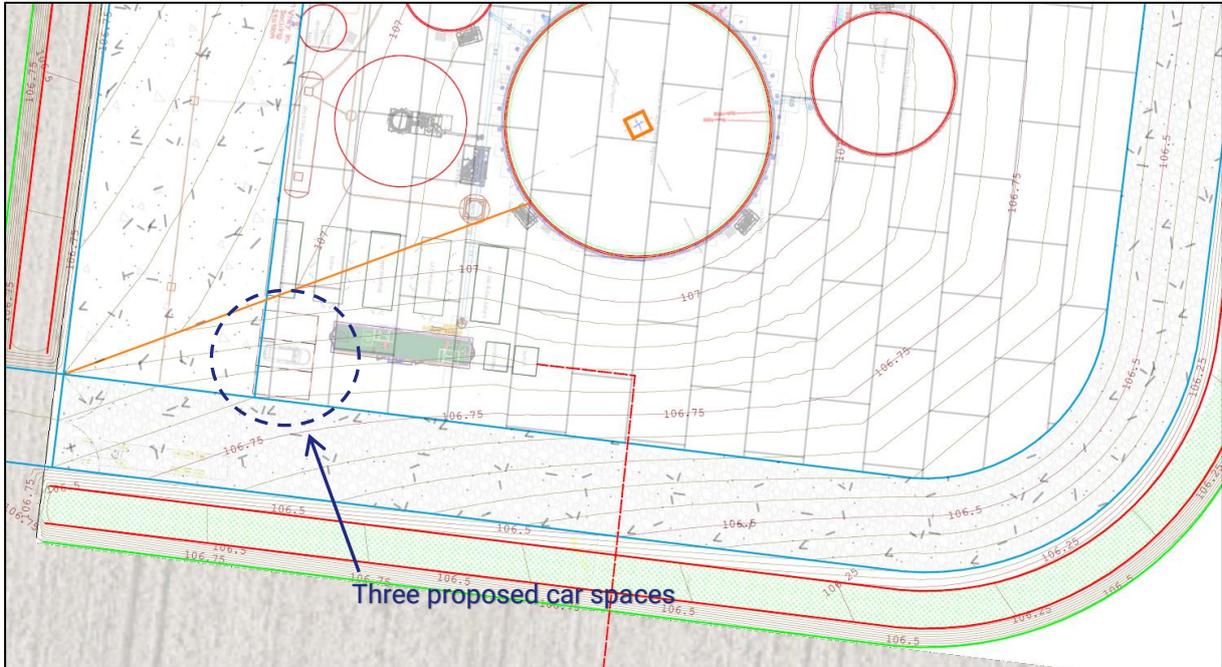


Figure 9: Proposed Car Spaces

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4.3. On-Site Circulation

The proposed biofuel facility will take access from the existing internal access driveway which provides access to both broiler farms on the site. This access road already accommodates vehicles up to B-doubles and is sufficiently wide to allow vehicles to pass at low speeds.

The proposed access to the biofuel will include a crossover to this internal access road suitable to accommodate the turning movements of semi-trailers, and a wide boundary road capable of accommodating semi's will be constructed around the boundary of the biofuel facility.

Adequate provision is made for circulation, manoeuvring and access for semi-trailers at the loading facility as demonstrated by the swept path at Figure 10 below.



Figure 10: Semi-Trailer Swept Path at On-Site Loading Area

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4.4. Traffic Generation – Existing Use

The subject site is currently occupied by two broiler farms. The northern farm contains four sheds and the southern farm contains eight sheds, with both farms sharing a single driveway access point onto Carrs Road.

Existing traffic associated with the broiler farms consists primarily of truck traffic. Birds are brought onto the site in batches approximately every 65 days (approximately 5.6 growing cycles per year), and truck traffic includes chick delivery, gas deliveries, litter deliveries and removal, feed deliveries and bird pick-ups.

Table 1 below sets out the typical truck visits (per batch and annually) for the existing farm operations on the site.

Table 1: Broiler Farm Truck Visits

Function	Vehicle type	Truck visits per batch			Truck visits per annum		
		4-shed farm	8-shed farm	Total	4-shed farm	8-shed farm	Total
Day old chick delivery	Rigid truck	4	8	12	22	45	67
Gas deliveries	Rigid truck	2	4	6	11	22	33
Litter in	Semi-trailer	8	16	45	45	90	135
Litter out	Semi-trailer	12	24	32	67	134	201
Feed deliveries	Semi-trailer	29	58	87	162	325	487
Bird pick-ups	Semi or B-double	31	62	93	173	347	520
TOTAL		86	172	258	481	963	1,444

Table 1 indicates that the site currently generates in the order of 1,444 truck visits (2,888 movements) per year.

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4.5. Traffic Generation – Proposed Use

The overall traffic generated by the proposed use will comprise:

- delivery of organic waste (trucks),
- export of fertilizer product (trucks), and
- facility staff accessing the site (cars).

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Waste Deliveries

Chicken litter sourced on-site will make up two-thirds of the processed material overall for the biofuel facility.

This will contribute to a reduction of 201 truck visits (402 movements) on the road network due to not needing to truck the broiler farm waste offsite, based on the “litter out” in Table 1.

The remaining one-third of processed material (approximately 10,000 tonnes per annum) will be delivered to the site by two truckloads (four vehicle movements) per week, corresponding to 104 truckloads (208 movements) annually.

Notably, these waste deliveries will be diverted from landfill and will therefore not be new traffic on the road network.

Fertilizer Export

The fertilizer by-product will be transported from the site for sale by 1 – 2 truckloads (approximately three vehicle movements on average) per week, corresponding to approximately 78 truck loads (156 vehicle movements) annually.

Table 2 below summarises the future site truck movements at the site access point, including modified broiler farm movements and proposed biofuel facility movements.

Table 2: Expected Annual Truck Movements at Site Access (Existing and Proposed Uses)

Function	Vehicle type	Broiler Farm Truck visits per annum	Biofuel Truck visits per annum	TOTAL (annual)
Day old chick delivery	Rigid truck	67	-	67
Gas deliveries	Rigid truck	-	-	-
Litter in	Semi-trailer	135	-	135
Litter out	Semi-trailer	-	-	-
Feed deliveries	Semi-trailer	487	-	487
Bird pick-ups	Semi or B-double	520	-	520
Waste delivery in	Semi	-	104	104
Fertilizer out	Semi	-	78	78
TOTAL		1,209	182	1,391

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Table 2 indicates that once the biofuel facility is operational on the site, the annual truck movements at the site's access point will be reduced compared with the existing truck traffic volumes. Notably, Table 1 indicates that the site currently generates in the order of 1,444 truck visits annually, and Table 2 indicates that this will be reduced to 1,391 truck visits annually, corresponding to an approximately 4% reduction in truck traffic generated by the site, with the savings resulting from not needing to truck used litter off-site, as well as not needing to import LPG from off-site to heat the broiler sheds.

Additionally, of the 104 new waste delivery trucks accessing the site annually to deliver organic waste for the biofuel facility, all will be locally sourced, and all will be existing trucks already on the network, diverted from landfill.

Accordingly, the proposed facility will have a significant net environmental benefit including from reduced truck traffic on the road network.

Staff Access

The facility will operate 24-hours, seven days a week.

During operation, approximately seven FTE staff will work on-site.

Based on three shifts and conservatively assuming that all staff drive to the site separately, the 24-hour light vehicle traffic volume generated by the site will be up to 42 vehicle movements (21 entering and 21 exiting), with a maximum of 14 vehicle movements occurring during a one-hour period at shift change-over time.

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4.6. Traffic Distribution

Deliveries of organic waste to the site could come from either the east or the west and will vary depending on the location of the farm from which it is sourced. These trips will be local and will comprise existing traffic diverted from landfill.

Trucks transporting fertilizer from the site for sale are expected to access the site to/from the east via Bacchus Marsh-Geelong Road.

Staff traffic (light vehicles) is also expected to predominantly be generated to/from the east via Bacchus Marsh-Geelong Road, with the site being located 15 – 20 minutes' drive from significant residential populations in Geelong's northern suburbs, 30 minutes from Bacchus Marsh and 35 minutes from Werribee.

4.7. Traffic Impact

Once operational, proposed development will reduce heavy vehicle traffic on the site access point and the surrounding road network compared with the current site operations due to efficiencies gained from the re-use of the broiler farm waste to create a biofuel that can also be used on-site, eliminating the need to source LPG externally to heat the broiler farms.

The development will increase the light vehicle traffic accessing the site. During shift change-over, up to 14 vehicle movements could be generated in an hour, corresponding to an average of one vehicle either entering or exiting the site every 4.3 minutes during the site peak hour.

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This traffic is expected to predominantly be generated to/from the east and is negligible in the context of existing traffic volumes on Bacchus Marsh-Geelong Road. Notably, not more than seven vehicles will turn into Carrs Road from Bacchus Marsh-Geelong Road in any single hour and this level of traffic can easily be accommodated without any adverse impacts.

5. Construction Traffic

There will be an increase in heavy vehicle traffic on the road network during the construction period, and accordingly an assessment of the truck access route(s) has been undertaken.

5.1. Access Routes

Carrs Road is on the gazetted B-double approved network, as is Bacchus Marsh-Geelong Road and Geelong-Ballan Road to the east and west of the site respectively, as shown in the DOT B-double Network Map at Figure 8.

Bacchus Marsh-Geelong Road connects directly to the Princes Freeway (Geelong Ring Road) via a full-diamond interchange located approximately 11km south of Carrs Road.

We have inspected the potential travel routes to the east and west of the site and note the following:

- The road pavement and shoulders are in good condition in both directions along Carrs Road.
- The road pavement on Geelong-Ballan Road is in good condition.
- There is evidence that large vehicles turning left out of Carrs Road into Geelong-Ballan Road have caused damage to the edge of the seal and contributed to creation of a pothole as shown in Figures 11 and 12 below.



Figure 11: Geelong-Ballan Road Looking Northeast Towards Carrs Road Showing Damage at Edge of Seal



Figure 12: Geelong-Ballan Road/Carrs Road Intersection – November 2021 Aerial (Nearmap)

- The road pavement at the Bacchus Marsh-Geelong Road intersection is in good condition, with full channelised right (CHR) and auxiliary left (AUL) turn lanes constructed on Bacchus Marsh-Geelong Road/Carrs Road intersection in late 2019/early 2020.
- The sealed concrete splayed treatment at the site access point extends 35m from the edge of the road carriageway into the site and adequately accommodates the turning movements of the largest vehicles accessing the site, however there is an approximately 2m offset between the bitumen carriageway and the concrete driveway which is gravel, and there is evidence of damage as highlighted in the recent aerial image at Figure 13 below.

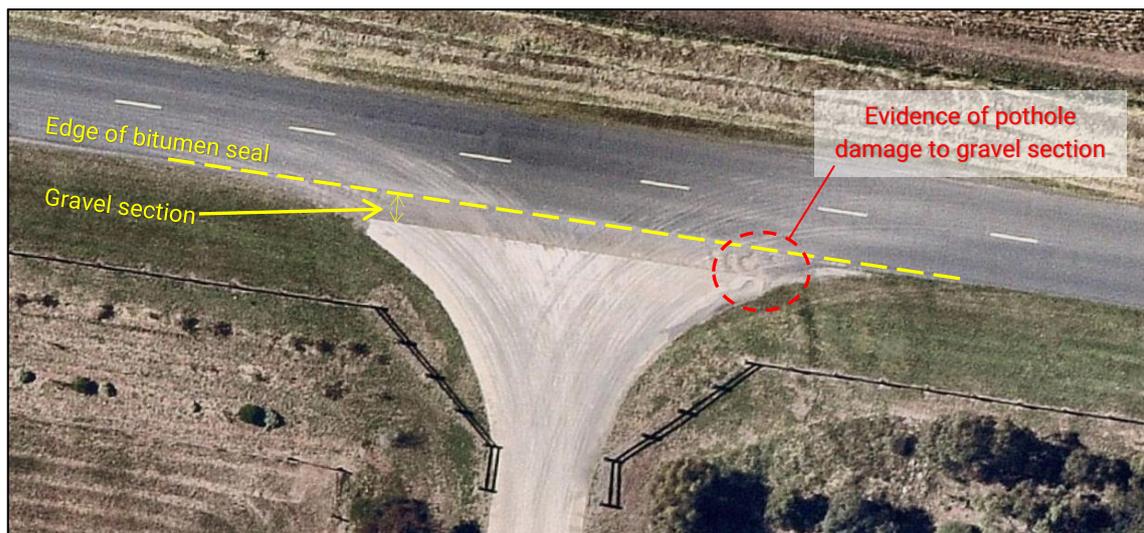


Figure 13: Existing Site Access Crossover (Source: www.nearmap.com Date: 28 November 2021)

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5.2. Truck Access Plan

It is important to note that Carrs Road, Geelong-Ballan Road and Bacchus Marsh-Geelong Road are all B-double approved access routes and therefore there are no restrictions to utilising these roads for construction traffic.

However, having regard to our observations above, it is proposed that construction traffic generally come to/from the site via Bacchus Marsh-Geelong Road to the east of the site as shown in the Truck Access Plan at Figure 14 below.

It is also recommended that following completion of construction of the proposed biofuel facility, the site access point be inspected for damage and in making any repairs, the sealed portion of the crossover should be extended to meet the road carriageway to avoid future maintenance issues such as is shown in Figure 13. This can be addressed by way of a permit condition if necessary.

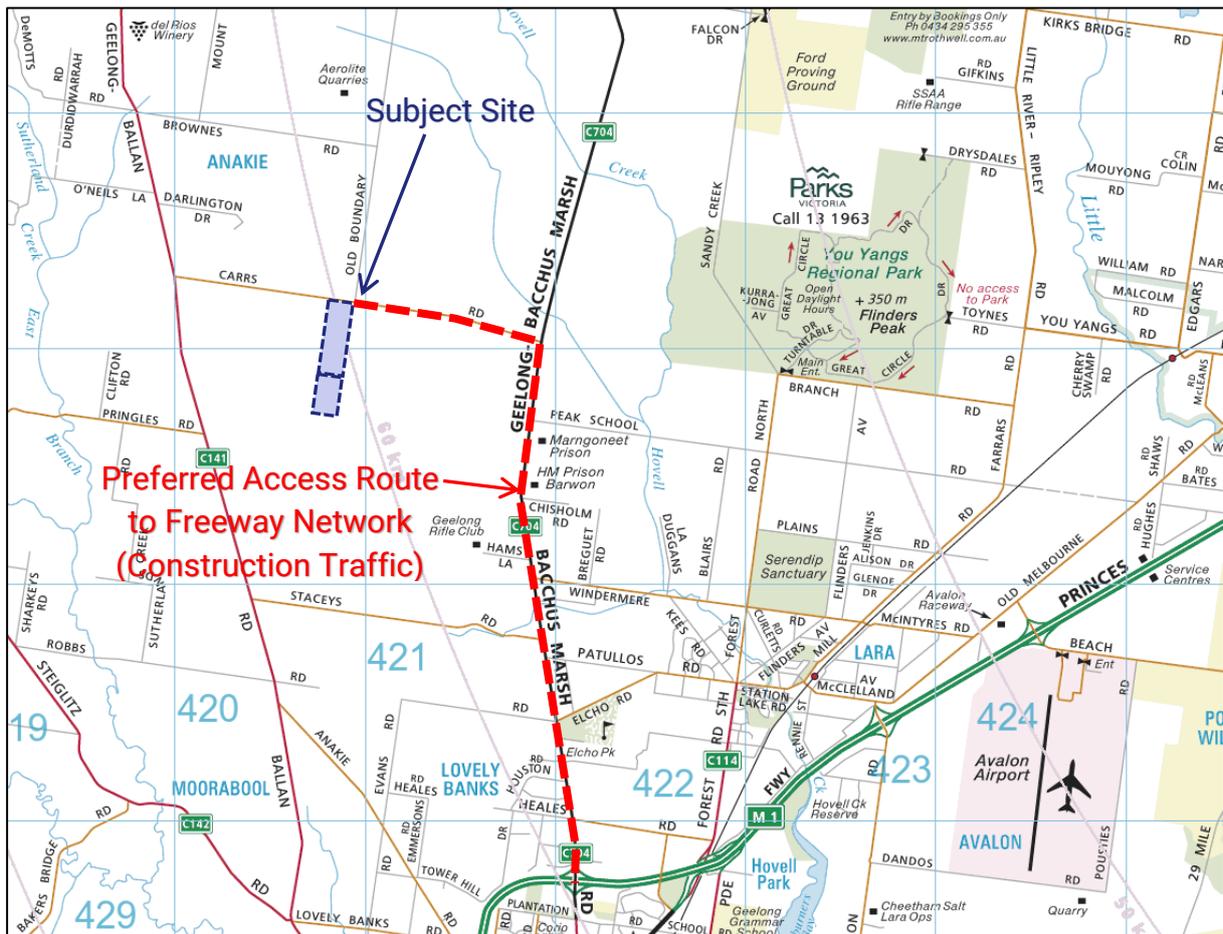


Figure 14: Truck Access Plan – Construction Phase

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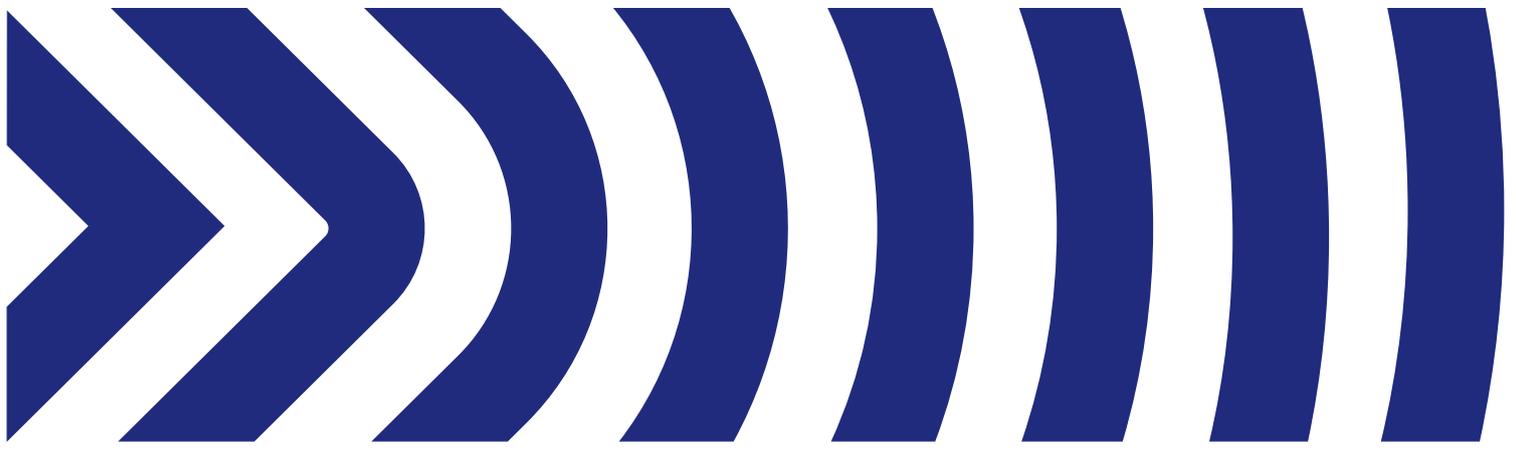
6. Conclusions

Having undertaken a traffic engineering assessment of the proposed biofuel facility at 445 Carrs Road, Anakie, we are of the opinion that:

- a) no statutory car parking requirement is specified in Table 1 of Clause 52.06 of the Planning Scheme and accordingly car parking must be provided to the satisfaction of the responsible authority,
- b) the proposed car parking provision of three spaces may fall short of the peak staff parking demands,
- c) there is ample space on-site to provide sufficient parking for all staff including at shift changeover times and a location for additional car parking should be identified in the event that the parking demand exceeds the three spaces shown,
- d) there will not be any off-site parking impacts generated by the proposal,
- e) the access road layout and design are in accordance with the requirements of the Planning Scheme and will work well,
- f) the biofuel facility will result in a reduction in heavy vehicle traffic on the road network including on Carrs Road and the site access point compared to the existing site-generated traffic from the broiler farms with the savings resulting from not needing to truck used litter off-site, as well as not needing to import LPG from off-site to heat the broiler sheds,
- g) having regard to f) above, there will be a net benefit from reduced truck traffic on the road network,
- h) the volume of light vehicle traffic generated by staff accessing the site is negligible and can easily be accommodated on the surrounding road network and intersections,
- i) the surrounding road network including Carrs Road, Geelong-Ballan Road and Bacchus Marsh-Geelong Road is on the gazetted B-double network and is designed to accommodate the types of heavy vehicle traffic which access the site without restrictions,
- j) it is recommended that Bacchus Marsh-Geelong Road be the preferred truck access route for construction traffic having regard to the recent intersection upgrade at Carrs Road and signs of existing damage at the Carrs Road/Geelong-Ballan Road intersection,
- k) it is recommended that the existing crossover be sealed up to the road carriageway noting that there is an existing 2m approx. gap between the bitumen carriageway and concrete crossover and evidence of damage within the gap, and
- l) there are no traffic engineering reasons why a permit should not be granted for the proposed biofuel facility ta 445 Carrs Road, Anakie.

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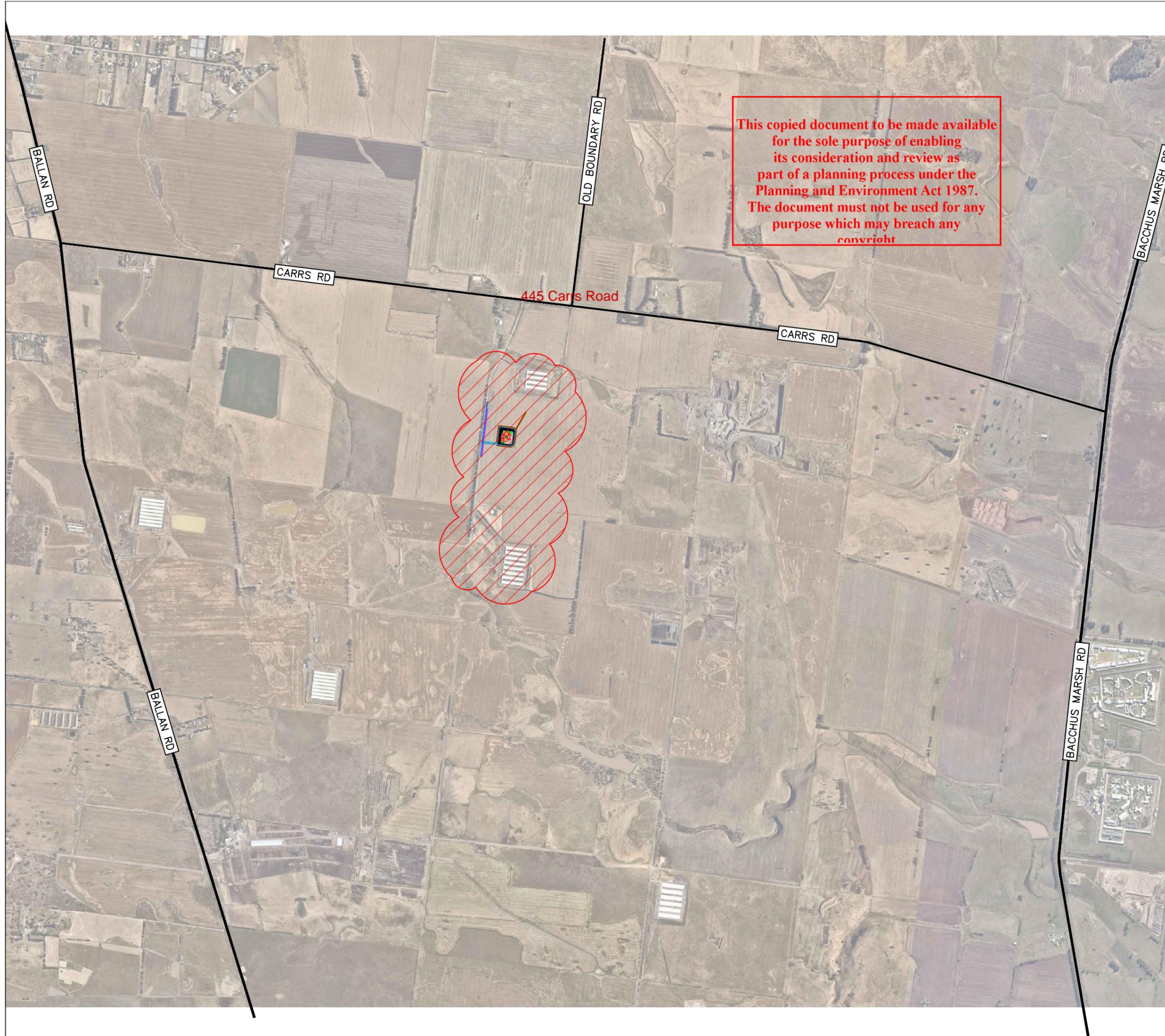


Appendix A

Development Plans

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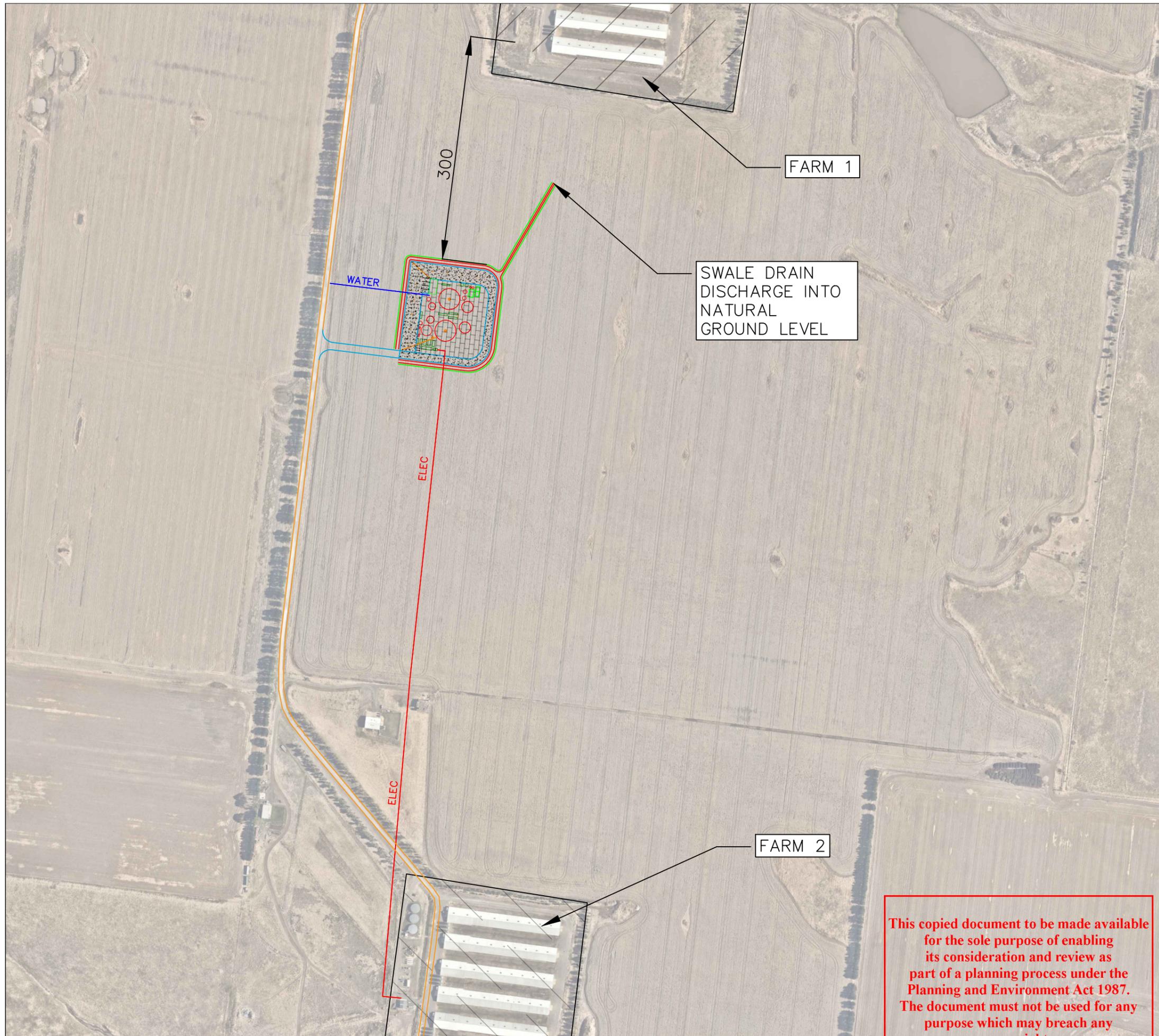
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SCALE

NTS

CLIENT PAVILLION FARMS, ANAKIE	
PROJECT PROPOSED WASTE PROCESSING	
SHEET DESCRIPTION LOCALITY PLAN	SHEET NO. 1 OF 1
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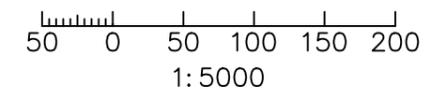
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PROJECT
PROPOSED WASTE PROCESSING

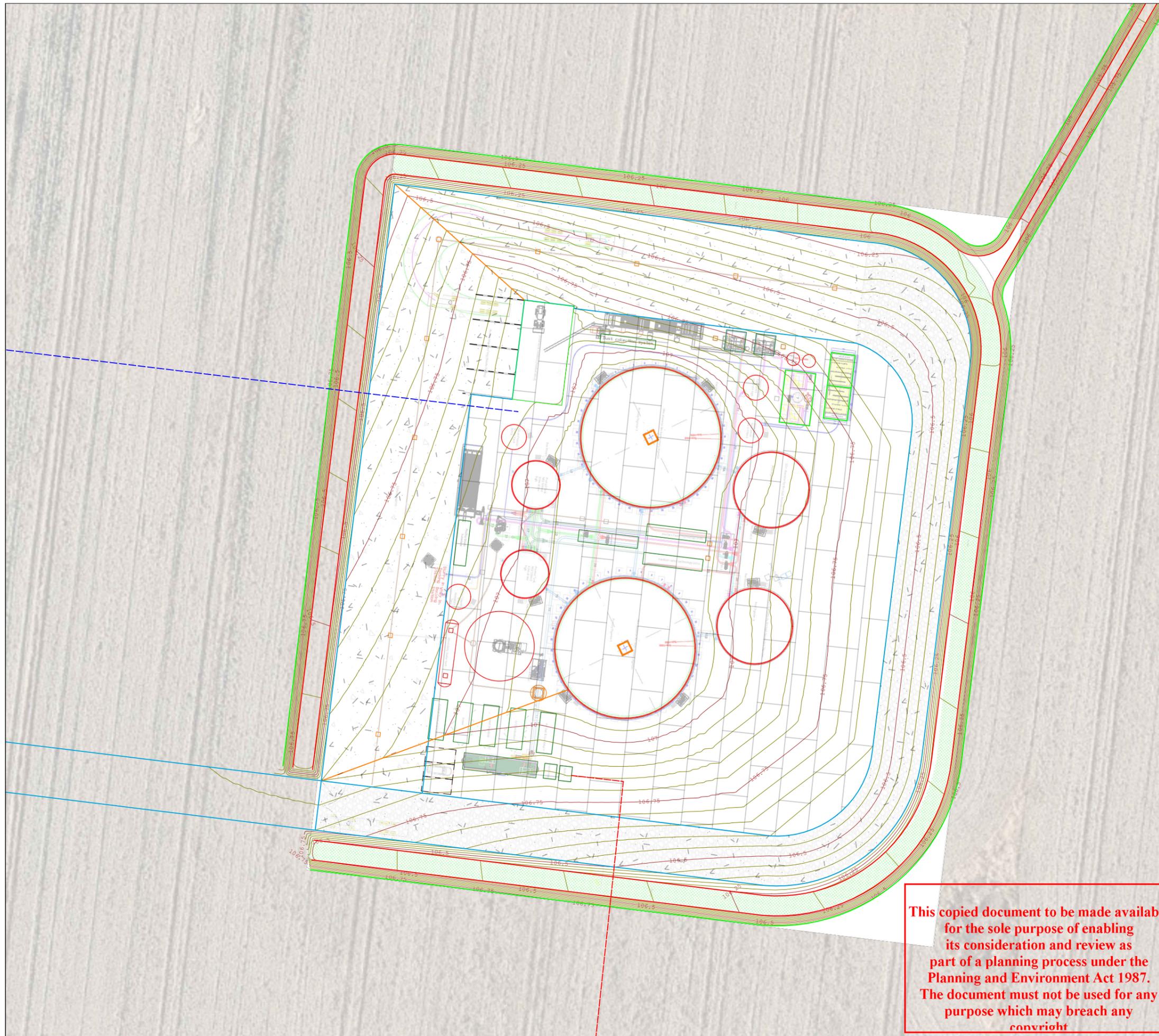
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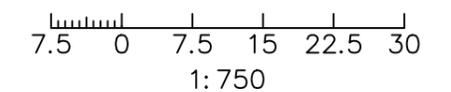
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ADVERTISED PLAN

DRAFTED BY JH	CHECKED BY CH
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DATE 10/09/2021	SHEET SIZE A3
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SCALE



CLIENT PAVILLION FARMS, ANAKIE

PROJECT PROPOSED WASTE PROCESSING

SHEET DESCRIPTION GENERAL ARRANGEMENT PLAN	SHEET NO. 1 OF 1
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DRAWING NUMBER	REVISION A
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