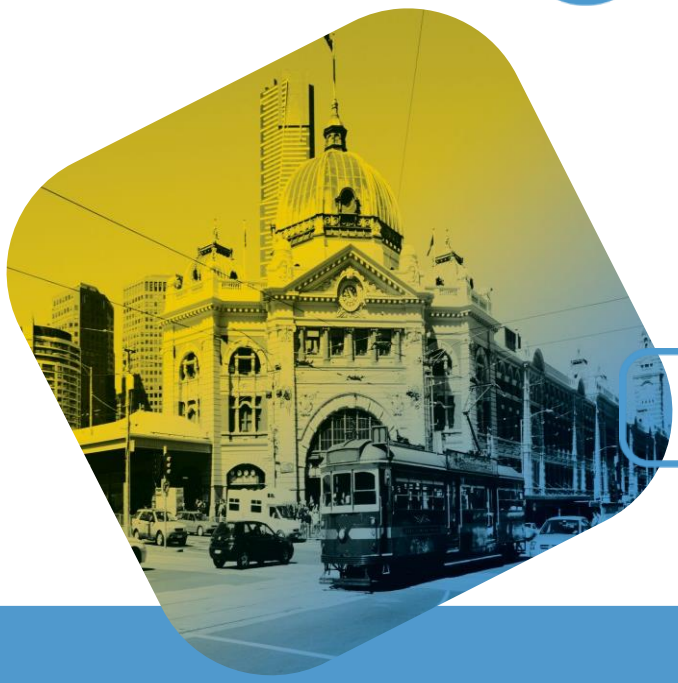
37°02'18.0"S
144°17'29.6"E

Faraday Solar Farm: 3040 Harmony Way, Faraday



Traffic and Transport Assessment

21 June 2021
Prepared for Tetris Energy

IMP201145REP01F02

Impact

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Document Information

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DRAFT 01	14 December 2020	Henry Ma
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FINAL 01	15 June 2021	Henry Ma
FINAL 02	21 June 2021	Henry Ma

Contents

Figures

Appendices

1 IMPACT® Snap Shot

Development Proposition		
Location	37°02'18.0"S 144°17'29.6"E	Harmony Way, Faraday
Use		Solar Farm Facility - 4.95 MW capacity
Access		Primary access to the subject site will be undertaken from Harmony Way.

Traffic Considerations

Traffic Generation	
Construction Traffic	A total of up to 30 additional daily vehicle movements are expected during peak construction activities (5 heavy vehicles & 25 light vehicles).
Operation & Maintenance	Up to two (2) vehicle movements are expected with routine maintenance during operations. There will also be, on occasion some additional movements associated with more thorough maintenance (to be taking place on a 2 and 3 yearly basis, i.e. transformer testing).
Traffic Impact	The level of traffic generated from the development is not expected to have any material impact on the operation of the external road network. In addition, to reduce the impact of vehicle movements on the existing road pavement, vehicles accessing the site have been constrained towards single trailer trucks (i.e. no B-doubles).
Design Considerations	
Access Design	We are advised that the proposal seeks to utilise the existing crossover at Harmony Way. We are advised that components will be delivered to the site by single trailer trucks (no B-doubles).
Turn Treatments	Given low turning volumes (and through traffic) with sufficient sightlines to the north, is it considered appropriate to utilise the full width for passing if required in place of a more formal BAL treatment. Additionally, for vehicles travelling from/to the south, it is considered appropriate to utilise the full width for passing if required in place of a more formal BAR treatment. It is considered appropriate that temporary advanced warning signs be implemented along the site access to mitigate risks and assist with safe accessibility during the construction period.
Sight Distances	A desktop assessment shows that there is sufficient sight distance from the site access from the north. However, sight distances from the south are marginally less than the required distance. It is recommended that a physical sight distance assessment be undertaken prior to construction, and trees be trimmed. In addition, it is recommended

	that traffic management devices (such as "trucks-crossing" or vehicular speed reduction signages) be implemented during the construction period.
Recommendations	
Traffic Management Plan	It is recommended that a detail Traffic Management Plan (TMP) be prepared once the project design is complete and prior to commencement of the project construction, to confirm requirements for mitigation and management works.

Conclusion

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

2 Introduction

2.1 Engagement

Tetris Energy are currently looking to develop a number of small solar farm sites in rural Victoria.

IMPACT® have been engaged by Energy Forms on behalf of Tetris Energy to undertake a Traffic and Transport Impact Assessment for the proposed Solar Farm development on the eastern side of Harmony Way in Faraday Victoria.

2.2 Scope of Engagement

This Traffic and Transport Impact Assessment has been prepared to accompany a town planning submission for the proposed Solar Farm at 3040 Harmony Way, Faraday (Shire of Mount Alexander).

3 Faraday Solar Farm

3.1 Location

The subject site is located on the eastern side of Harmony Way in Faraday as illustrated in Figure 1.

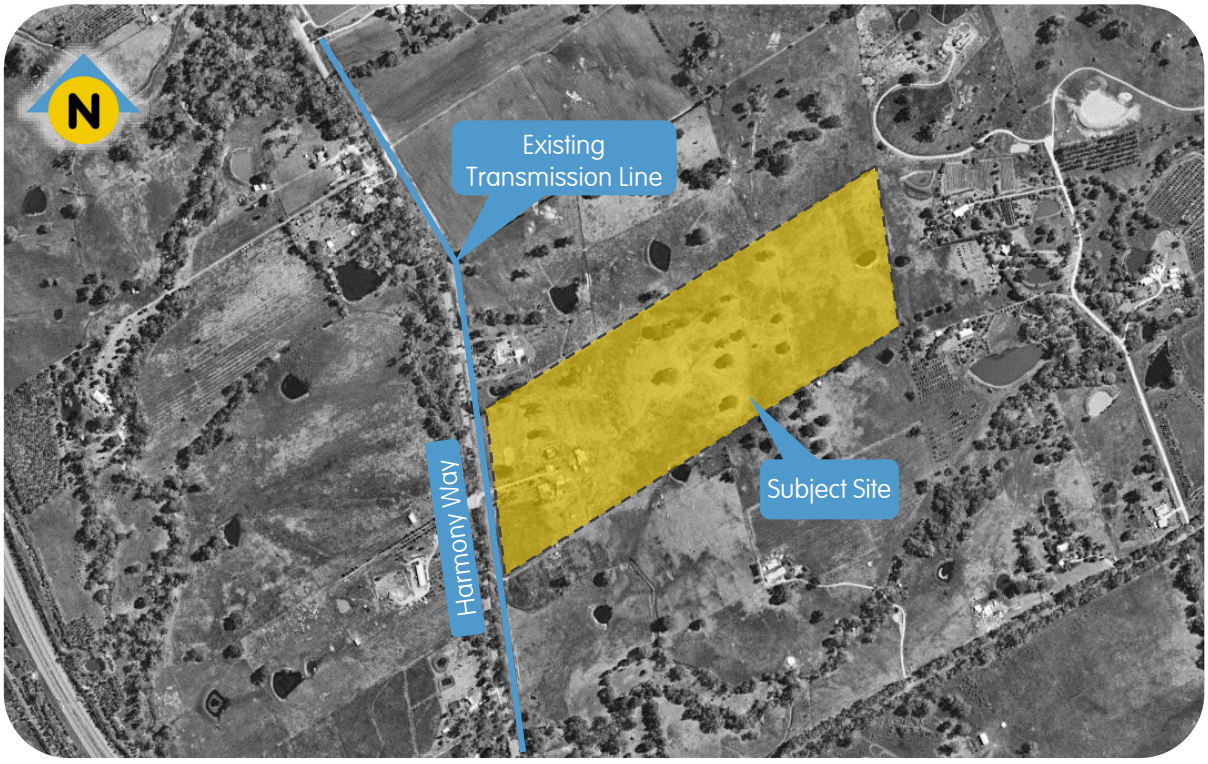


Figure 1 Location of Subject Site

The site is primarily surrounded by farmland with some nearby dwellings located to the north and south.

3.2 Site Context

The site is located approximately 7km east of Castlemaine.

The site is currently vacant farmland which has primarily been used in the past for farming / grazing purposes; the surrounding land in the area is also typically farmland.

Currently, there is an existing transmission line located on the eastern end of Harmony Way and extends in a north-south direction.

3.3 Planning Zone

The subject site is located within the Farming Zone (as outlined in the Mount Alexander Planning Scheme) and is illustrated in Figure 2.

No specific overlays relevant to Traffic and Transport apply to the subject site.

Figure 2 Land Use Planning Zone

3.3.1 Planning Framework

3.3.1.1 Clause 53.13 - Renewable Energy Facility

Clause 53.13 of the Victorian Planning Provisions outlines the relevant application requirements associated with the development of renewable energy facilities such as the proposed. Relevant to traffic and access matters, considerations under Clause 53.13 include:

- A design response, including a written report and assessment which addresses:
  - The effect of traffic to be generated on roads.
- The responsible authority must also consider, as appropriate:
  - Whether the proposal will require traffic management measures

3.4 Road Network

3.4.1 Harmony Way

Classified as an arterial road, Harmony Way extends in a general north-south direction for approximately 18.0 km between Forgartys Gap Road to the north and Pyrenees Highway to the south.

A review of the aerial imagery shows that in proximity to the subject site, Harmony Way has been constructed as a sealed road with approximately 7.0 metres (allowing for a 3.5 metre trafficable lane in each direction) plus unsealed shoulders measuring approximately 1-2 metres of each side of the carriageway. With no posted speed limit, the default rural limit of 100 km/hr applies to this road.

Traffic data provided by the Department of Transport (DoT) suggest that Harmony Way carries up to 555 vehicles per day. A general rule of thumb is that peak period traffic generally represents 10% of the total daily movements or 55 peak movements in this instance.

A view of Harmony Way near the site is shown in Figure 3.

Figure 3 Views of Harmony Way facing north adjacent the subject site (Source: Google Street View)

3.5 VicRoads Road Network Limits

The VicRoads pre-approved B-Double and High Performance Freight Vehicle (HPFV) network in the locality of the development are reproduced in Figure 4 and Figure 5.

These network diagrams are typically read as follows:

- Green Roads - pre-approved for haulage and typically a permit is not required
- Orange Roads - conditionally approved, haulage along these roads are subject to conditions
- Red Roads - restrict access, an assessment and permit is required for haulage along these sections
- Unhighlighted Roads - require an assessment and approval from the responsible authority.

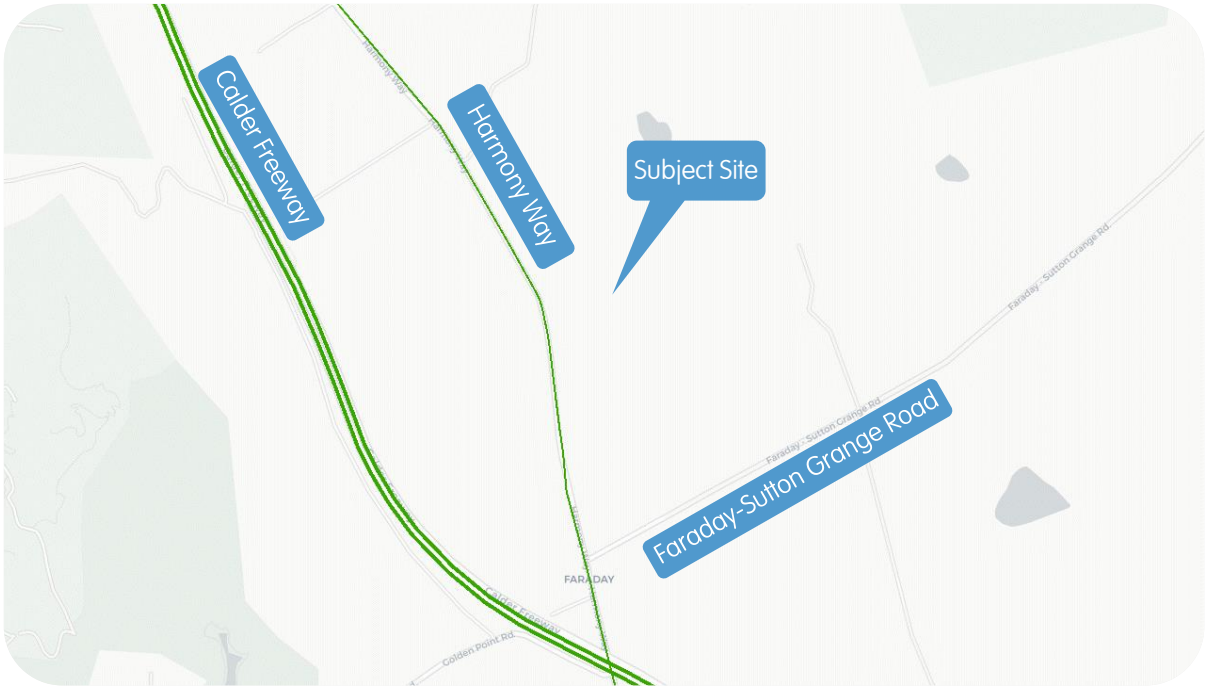


Figure 4 VicRoads Pre-Approved B-Double Haulage Network Map

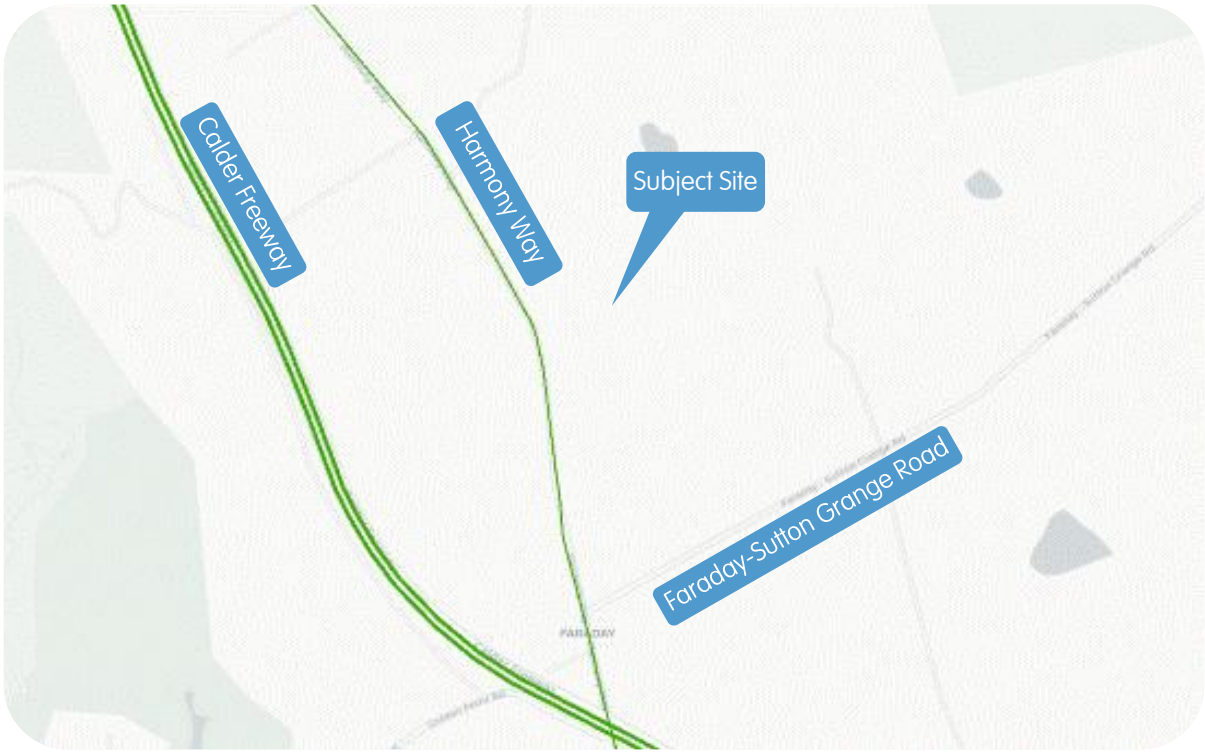


Figure 5 VicRoads Pre-Approved Higher Mass Limits (HML) Network Map

As per above, the green lines represent roads which are pre-approved for haulage and typically a permit is not required for haulage on these roads.

3.6 Faraday Solar Farm

IMPACT® have been advised that the project will consist of a solar energy facility comprising approximately of 15,176 solar panels (modules) and a capacity to generate up to 4.95 MW.

It is expected that the site will connect directly into the existing power line located along the western boundary of the subject land.

A detailed car park / access design has not yet been determined, however **IMPACT**® are advised that:

- Access to the site will be provided via. an existing crossover / accessway located approximately 650m north of Faraday-Sutton Grange Road. The site access point will be built to accommodate construction vehicle traffic, including 26-metre B-doubles;
- During construction, vehicles will be stored on-site either within the designated laydown / storage locations, or where construction activities are occurring; and
- During operations, operational, and maintenance staff vehicles will be accommodated on-site within a vehicle parking area located adjacent to the site office.

The current indicative site layout is shown in Figure 6 in addition to the copy of this plan attached in Appendix A.

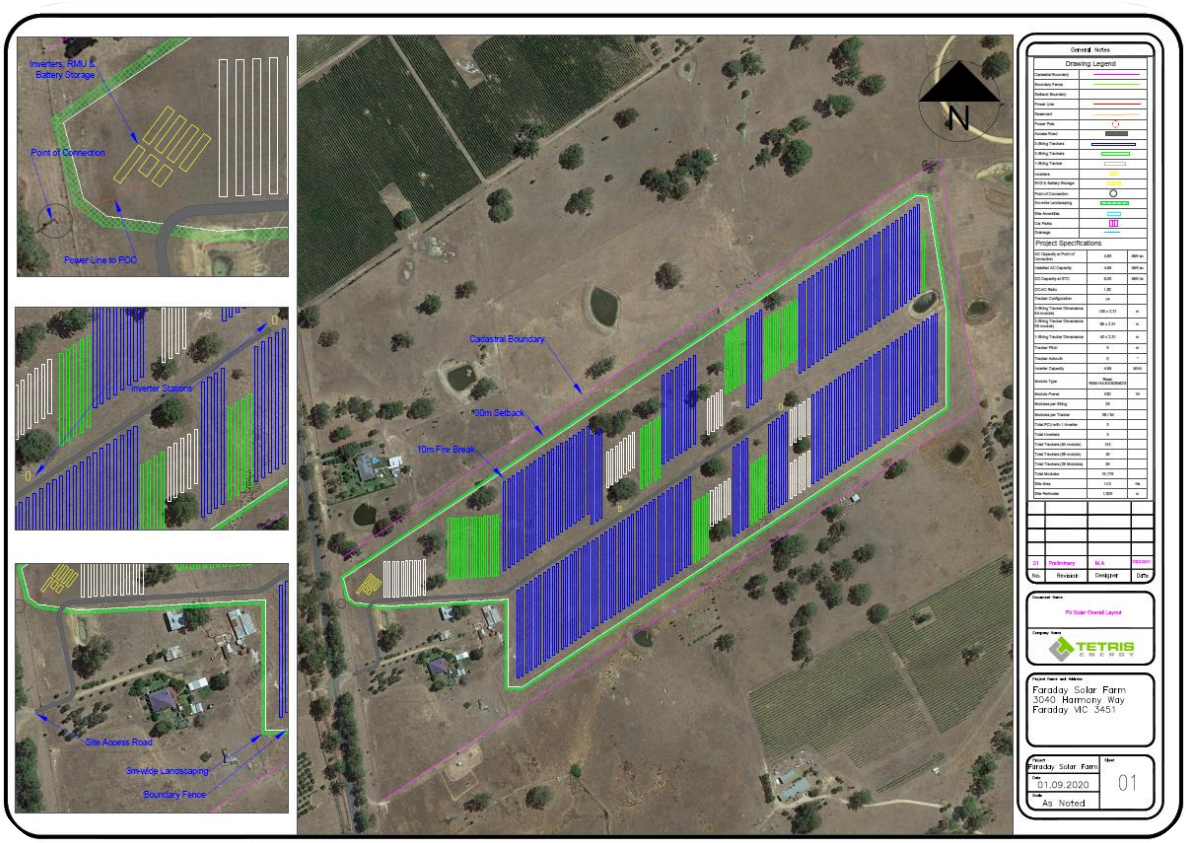


Figure 6 Indicative Site Layout

4 Traffic Considerations

4.1 General

The Solar Farm access road network will typically limit 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.

External traffic generated by the subject site will generally be split into two broad categories:

- General traffic generated by staff & couriers travelling to/from the subject site;
- Other heavy vehicle movements (HV) which are used for the delivery of solar panel components and construction materials such as aggregate and water; and

4.2 Traffic Generation

4.2.1 Construction Traffic Volumes

Construction is expected to take approximately four (4) months to complete.

IMPACT® have been advised by the applicant based on history in constructing Solar Farms of similar size/capacity that the following movements are likely to occur:

- Light Vehicle Movements:
  - Daily peak of up to 25 vehicle movements
- Heavy Vehicle Movements:
  - Daily peak of up to 5 vehicle movements

Accordingly, a total of up to 30 daily vehicle movements are expected.

It is expected that a maximum of 45 workers will be on-site during all stages of construction activity.

It is noted that vehicles larger than a single trailer vehicle (e.g.26m B-doubles) will not be required during the construction phase and thus all activity will be managed to avoid using these vehicles.

The site is likely to generate a total (cumulative over the entire construction duration) number of vehicle entries to site in the order of 750 vehicles. Similarly, a total of 50 heavy vehicle entries to site are expected over the duration of the construction phase.

It is anticipated that 20 parking spaces will be provided (within the designated hardstand zone within the construction area).

4.2.2 Operation and Maintenance Traffic Volumes

For majority of the time, solar farms operate with limited 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 load road network. It is understood that operation and maintenance vehicles will likely to occur on a quarterly basis with advanced maintenance operations to be undertaken on a 2 and 3 year basis (i.e. transformer testing). The quarterly site attendance will involve a single commercial vehicle equivalent to a UTE.

To provide a basis for traffic volume estimations, the following traffic generation numbers have been provided by the applicant based on past experiences with Solar Farms of similar capacity:

- Light Vehicle Movements:
  - Daily peak of up to 2 vehicle movements
- Heavy Vehicle Movements:
  - Daily peak of up to 0 vehicle movements

It is expected that a total of four (4) workers will be on site at any given time.

The site is likely to generate (cumulative number of vehicle entries over the duration of the operation and maintenance period) of six (6) vehicle movements. Similarly, no heavy vehicles are expected over the duration of this phase.

It is anticipated that 4 parking spaces will be provided (within the designated hardstand zone within the construction area).

In the context of construction traffic and also the existing traffic along Harmony Way, operating traffic will be minimal.

4.3 Vehicle Access Routes

Vehicle deliveries will be split between various categories. The following sections outlines the anticipated vehicle routes for various types of delivery / construction vehicles.

4.3.1 Course Aggregate and Fine Crushed Gravel Deliveries

We understand that both coarse and fine gravel for the construction of hardstand areas and access tracks will be sourced locally.

It is expected that aggregates will be sourced from the Castlemaine area and thus will leverage **Midland Highway - Blackjack Road - Harmony Way** to access the site.

4.3.2 Water Deliveries

We understand that water deliveries required during construction and for dust suppression will be sourced locally, either from Castlemaine or the land-owner. The following route will be leveraged for water deliveries from Castlemaine:

Midland Highway - Blackjack Road - Harmony Way

4.3.3 Solar Modules / Thermal Energy Components

IMPACT® are advised that due to the specialised nature of these components, these materials are sourced overseas or specially manufactured.

Materials will likely be imported to Melbourne and then transported to the site by road. The anticipated route from Melbourne is as follows:

Melbourne - CityLink - Calder Freeway - Pyrenees Highway - Harmony Way

Based on the aforementioned, access to the site will be afforded along Harmony Way which is a pre-approved B-double route. It is noted that B-doubles travelling along Harmony Way will travel under the Calder Freeway bridge on-route to and from the site. Given that this route is B-double approved, it is then assumed that this underpass will safely meet the minimum height clearance. However, it is advisable that all B-double vehicles accessing the site be checked to ensure that the minimum height clearance has been satisfied.

4.3.4 Construction Staff

During the delivery of the project, it is expected that staff will typically reside in Castlemaine. Accordingly, the majority of staff vehicle movements (bus and light vehicles) will arrive at the site via:

Midland Highway - Blackjack Road - Harmony Way

Figure 7 provides a visual representation of the various delivery types and associated access routes (for the local area).

Figure 7 Proposed Vehicle Access Routes (local area)

4.4 Traffic Impact

4.4.1 Vehicle Access Routes

As highlighted in Section 3.5, Harmony Way will be contained within pre-approved roads, and thus will not require any specific permit for the haulage of these vehicles.

4.4.2 Road Capacity

The proposed development is projected to generate up to 26 additional movements (4 one-way heavy vehicle movements, 4 one-way mini-bus movements and 5 one-way light-vehicle movements) per day during peak construction activities (months 4-5).

This volume of traffic is not expected to have any material impact on the operation of these roads.

Harmony Way

Harmony Way is a classified as a rural sealed collector road. These roads are typically expected to carry up to 1,000 vehicles each day.

As discussed in Section 3.4.1, Harmony Way would likely carry in the order of 555 daily vehicle movements under the existing conditions.

Accordingly, during the peak construction stages of the project, this road can be expected to carry up to 585 daily vehicle movements. This level of traffic sits comfortably within the acceptable range for this classification of road.

Accordingly, during the construction stages of the project, the relevant section of Harmony Way can be expected to carry in the order of 30 additional daily vehicles and 15 peak period movements (assuming 50% of movements occur during a 'peak' period).

This additional traffic can be comfortably accommodated by Harmony Way without any material impact on the operational or safety of this road.

5 Design Considerations

5.1 Site Access Design

No detailed design for each of the site access points is available at this stage.

We are advised that vehicles accessing the site will be limited to single trailer truck vehicles (no B-doubles).

However, to inform a worst-case scenario, swept paths (provided in Appendix B) have been assessed to show access via 26m B-doubles.

Based on the aforementioned, the access point will be designed to accommodate vehicles up to 26 metres in length, i.e. B-doubles if required.

5.2 Turning Lane Assessment

Reference has been made to Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings[1] (AGTM Part 6). This document provides guidance on the warrants for various turn treatments at unsignalised intersections.

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

5.2.1 Harmony Way / Site Access

As discussed previously, traffic data provided by the Department of Transport (DoT) indicate that Harmony Way historically carried in the order of 555 daily vehicle movements and 55 vehicles during the peak periods (based on the 'rule of thumb' discussed above).

This proposal is projected to generate in the order of 30 daily vehicle movements during the peak construction period, of which 15 are expected to be inbound vehicle movements. Conservatively, it is assumed that 50% of these inbound movements will occur during the external road peak period, equating to approximately 7 vehicles going to site.

Figure 8 illustrates the turning lane treatments for unsignalised intersections.

[1] Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings, Austroads 2017 Edition)

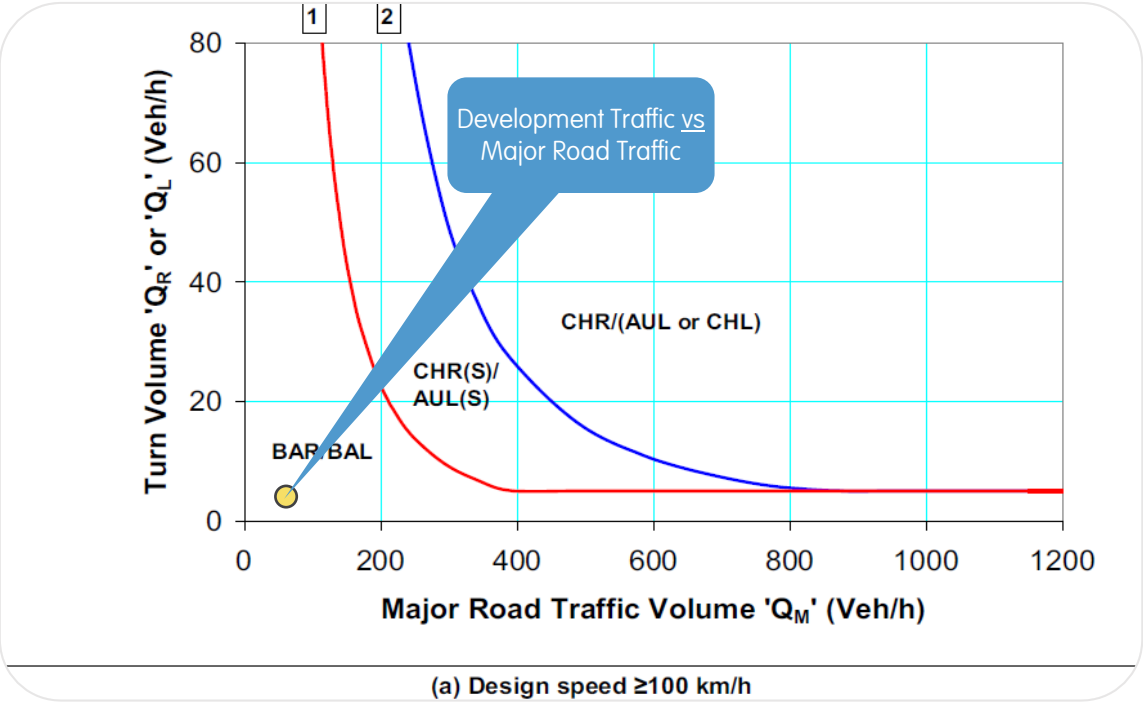


Figure 8 Warrants for Turn Treatments at Unsignalised Intersections

Based on the foregoing, this intersection triggers a warrant for a basic left-turn treatment (BAL) and right turn (BAR) treatment.

Due to the short-term nature of the construction period (4-month construction period) and the low construction volumes, it is recommended to utilise the full width for passing if required in place of a more formal BAL and BAR treatment.

It is also recommended to implement traffic management principles / advanced warning signages at the proposed site access during the construction period to assist with vehicle access.

5.3 Sight Distance Assessment

A desktop assessment of the sight distance available from the site access points has been undertaken using aerial imagery and Google Street View (where available). We note that an on-site assessment should be undertaken to validate the following assessment prior to construction.

5.3.1 Available / Assessed Sight Distances

5.3.1.1 Harmony Way Access & Site Distance

North of Site Access

North of the site access, Harmony Way is relatively straight and flat. In addition, the trees at the proposed access are set back from the road carriageway as to not impede on sight distances.

By virtue of these conditions, sightlines to and from the north are relatively unrestricted.

The desktop assessment indicates that vehicles can achieve sight distances in the order of 350 metres in this direction.

South of Site Access

As above, Harmony Way is relatively straight, with trees set back enough not to impede sight lines. We note, however, that due to a crest in the road alignment, sight distances in this direction is restricted to approximately 250 metres.

Note: An unposted 100 km/hr speed limit applies for vehicles travelling from this direction.

5.3.2 Sight Distance Requirements

Austroads Guide to Road Design - Part 4A: Unsignalised Intersections set out the sight distance requirements for unsignalised intersections, including:

- Approach Sight Distance
- Safe Intersections Sight Distance (SISD); and
- Minimum Gap Sight Distance

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

SISD is measured as shown in Figure 9.

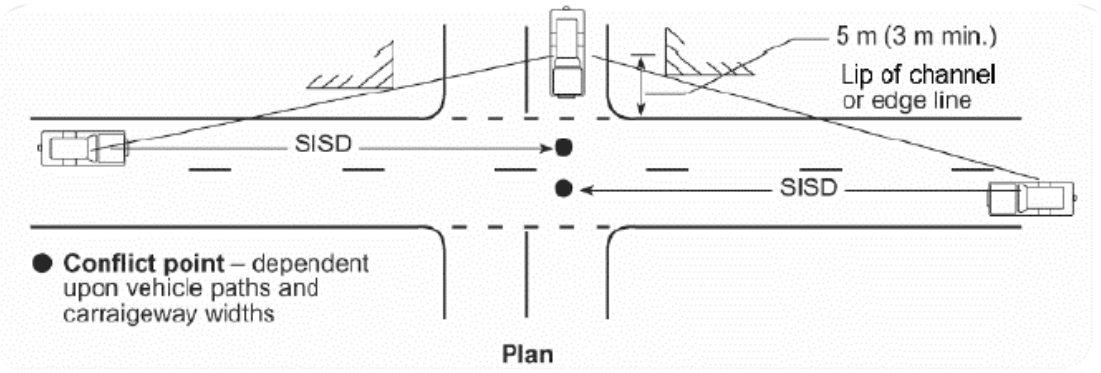


Figure 9 Guide to measuring SISD for unsignalised intersections

The Austroads Guide provides SISD values for commuter vehicles at varying design speeds. For heavy vehicles the SISD values are calculated using the following formulae:

$$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254 \times (d + 0.01 \times a)}$$

where

SISD	=	safe intersection sight distance (m)
D_T	=	decision time (sec) = observation time (3 sec) + reaction time (sec) – refer to *AGRD Part 3* (Austroads 2016b) for a guide to values
V	=	operating (85th percentile) speed (km/h)
d	=	coefficient of deceleration – refer to Table 3.3 and *AGRD Part 3* for a guide to values
a	=	longitudinal grade in % (in direction of travel: positive for uphill grade, negative for downhill grade)

Based on the formula above, the minimum SISD requirements can be determined for the following operating speeds:

- 100 km/hr design speed
  - Minimum SISD of 317 metres for heavy vehicles

5.3.3 Sight Distance - Conclusion

Based on the foregoing, it can be concluded that adequate sight lines are available for vehicles travelling to / from the north. For vehicles travelling to / from the south, sight lines are limited to approximately 250m. These are summarised as follows:

- To / from the north
  - 317 metres required;
  - 350 metres available;
- To / from the south
  - 317 metres required;
  - 250 metres available;

As discussed above, prior to construction, we recommend that an on-site assessment be undertaken to confirm that there is no vegetation impeding on the integrity of the available SISD's (minor trimming could be undertaken if required).

It is noted that the vertical road crest located to the south of the site will limit driver's ability to see vehicles leaving the site and vice versa.

We recommend adopting traffic management devices, such as 'trucks crossing' and temporary speed reductions which could be used to supplement the lack of sight lines (to / from the south).

Advanced traffic management warning signages could be implemented to 80km/hr during the construction period. Based on this speed, the sight distance requirements will result in the following:

- To / from the north
  - 227 metres required;
  - 350 metres available;
- To / from the south
  - 227 metres required;
  - 250 metres available;

Based on the above, it is noted that a reduction in vehicle speeds along the site access will evidently result in satisfactory sight distance requirements.

Accordingly, we recommend that a suitable traffic management solution be investigated and confirmed as part of any traffic management report prepared for the site, prior to construction.

6 Traffic Management Plan

Subject to the appointment of a supplier / construction contractor and other considerations, aspects of the Faraday Solar Farm (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 Solar Farm haulage assumptions as considered within this report.

Based on the foregoing, and our experience with similar projects, we expect that a detailed Traffic Management Plan (TMP) will need to be prepared prior to the commencement of the construction of the project to confirm any mitigation measures and management works required at that time.

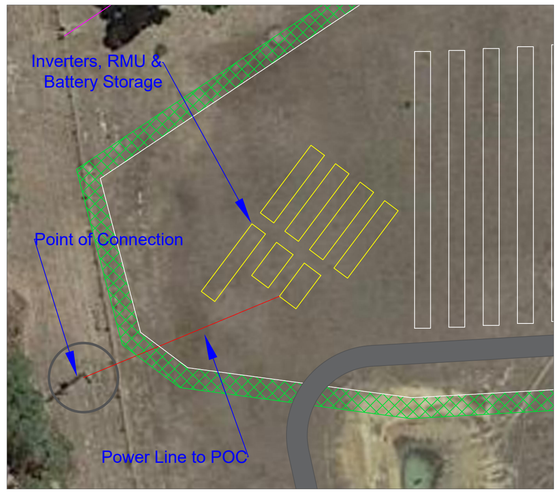
The TMP would be implemented as a condition of any Development Consent issued for the Solar Farm and would be developed in consultation with Council, VicRoads, and any other relevant stakeholders to provide a more accurate indication of traffic impacts and generally identify responsibilities for road maintenance and upgrades throughout the construction period.

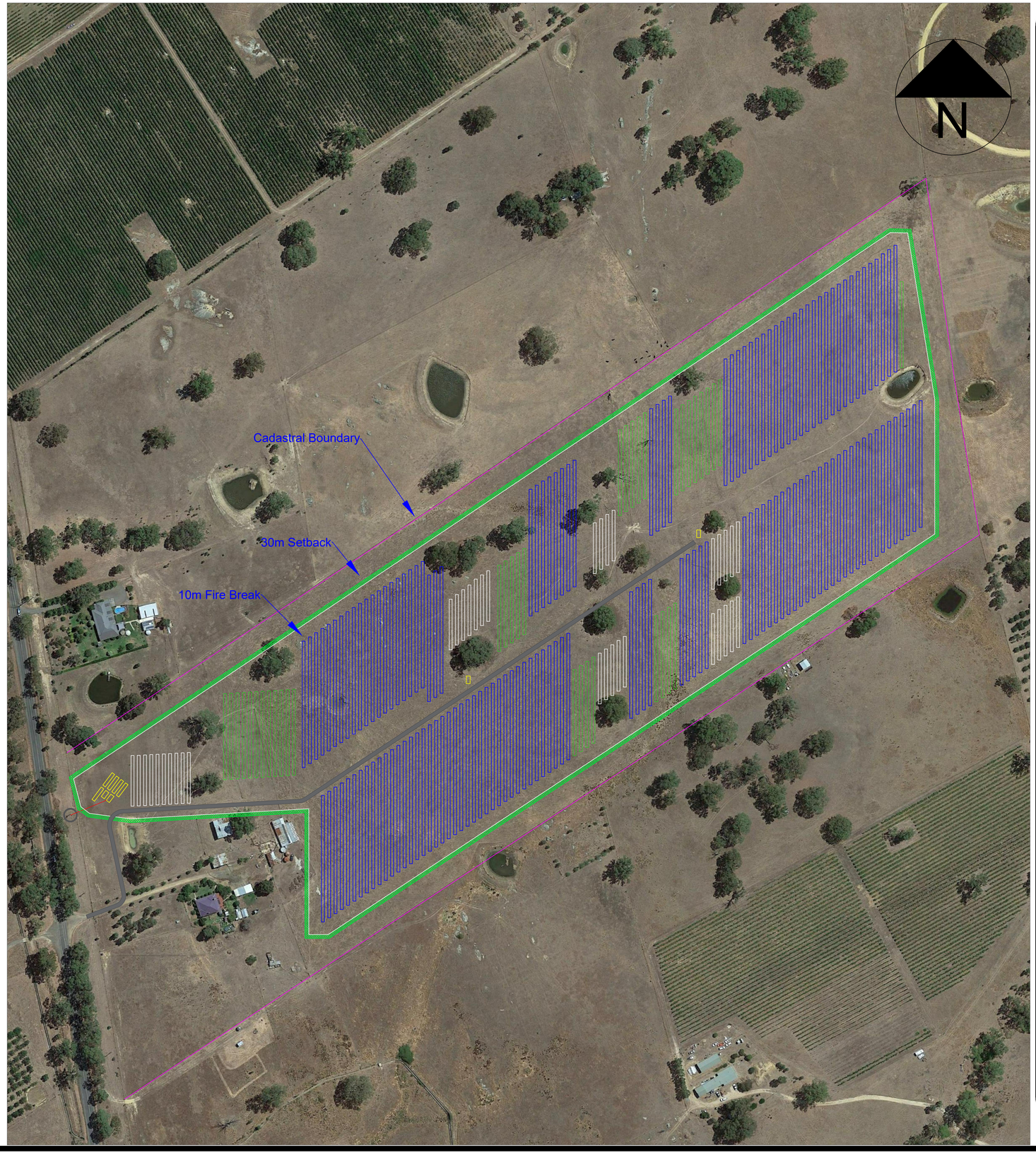
In general, the TMP should include:

- Confirmation of the Solar Farm construction timeframe and work stages.
- Confirmation of expected traffic volumes generated by the solar farm for all work stages.
- Identification of all HV and OD 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 OD vehicle permits and traffic management requirements.
- Confirm on-site the adequacy of available sight distances along Holden Road from the site access.

Note that this is not an exhaustive list, and that the final TMP requirements will be as per those outlined in the Development Consent.

APPENDIX A
Site Layout Plan





General Notes

Drawing Legend

Cadastral Boundary	
Boundary Fence	
Setback Boundary	
Power Line	
Easement	
Power Pole	
Access Road	
3-String Trackers	
2-String Trackers	
1-String Tracker	
Inverters	
SVG & Battery Storage	
Point of Connection	
3m-wide Landscaping	
Site Amenities	
Car Parks	
Drainage	

Project Specifications

AC Capacity at Point of Connection	4.95	MW ac
Installed AC Capacity	4.98	MW ac
DC Capacity at STC	8.05	MW dc
DC:AC Ratio	1.62	
Tracker Configuration	1P	
3-String Tracker Dimensions (84-module)	100 x 2.31	m
2-String Tracker Dimensions (56 module)	68 x 2.31	m
1-String Tracker Dimensions	40 x 2.31	m
Tracker Pitch	5	m
Tracker Azimuth	0	°
Inverter Capacity	4.98	MVA
Module Type	Risen RSM144-9-530BMDG	
Module Power	530	W
Modules per String	28	
Modules per Tracker	56 / 84	
Total PCU with 1 Inverter	3	
Total Inverters	3	
Total Trackers (84 module)	142	
Total Trackers (56 module)	40	
Total Trackers (28 Modules)	36	
Total Modules	15,176	
Site Area	14.3	Ha
Site Perimeter	1,925	m

No.	Revision	Designer	Date
01	Preliminary	M.A	2020.09.01

Document Name

PV Solar Overall Layout

Company Name

TETRIS ENERGY

Project Name and Address

Faraday Solar Farm
3040 Harmony Way
Faraday VIC 3451

Project	Faraday Solar Farm
Date	01.09.2020
Scale	As Noted
Sheet	01

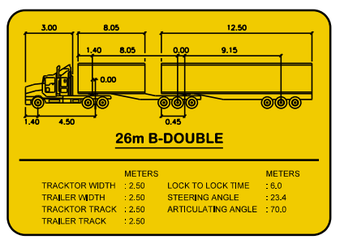
2020-09-07-03.dwg

APPENDIX B
Swept Path Analysis

Design Vehicle

— 26m B-Doubles

GENERAL NOTES:
1. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. LOCAL ROADS - HARMONY WAY (SPEED ZONE 100 KM/H).
3. BASE INFORMATION FROM NEARMAP AERIAL PHOTOGRAPHY DATED 12.10.2020 AND ENERGY FORMS P20-0014-01 v5.dwg DATED 25.11.2020



26m B-DOUBLE

	METERS		METERS
TRACKTOR WIDTH	: 2.50	LOCK TO LOCK TIME	: 6.0
TRAILER WIDTH	: 2.50	STEERING ANGLE	: 23.4
TRACKTOR TRACK	: 2.50	ARTICULATING ANGLE	: 70.0
TRAILER TRACK	: 2.50		

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MELWAY ONLINE REF: MAP X921 D11

SCALE
1:500 @ A3

Client
ENERGY FORMS

Project
FARADAY SOLAR FARM
HARMONY WAY, FARADAY
CITY OF MOUNT ALEXANDER

Status
PRELIMINARY

Date
2021-06-11

Drawn / Approved
BM / WD

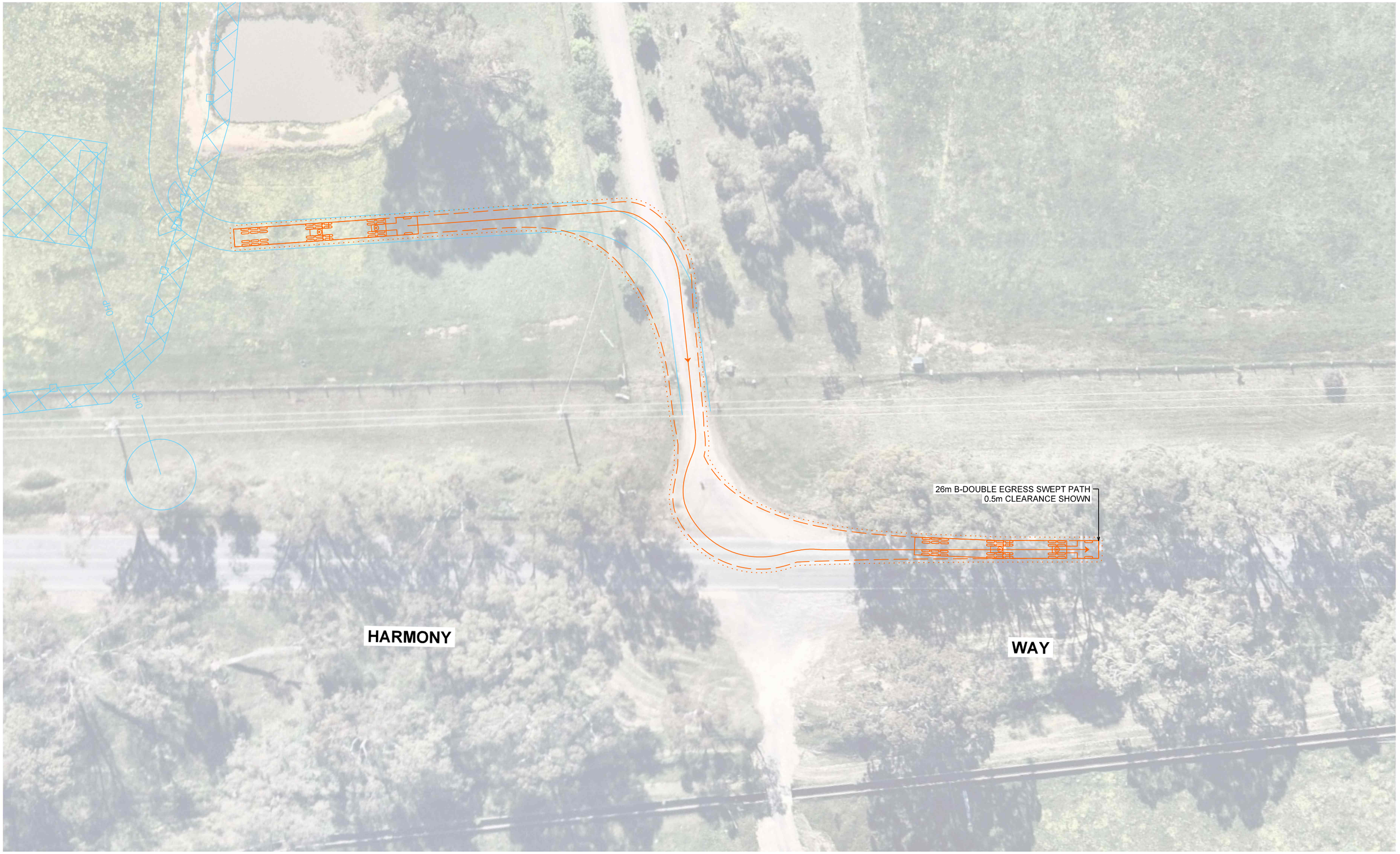
Revision Description
ISSUED FOR INFORMATION

Title
SWEPT PATH ANALYSIS
26m B-DOUBLE

Drawing Number
IMP201145 - DG-01-01

Revision
B

11/06/2021 4:22:10 PM



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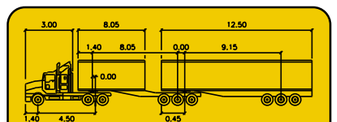
2. LOCAL ROADS - HARMONY WAY (SPEED ZONE 100 KM/H).
3. BASE INFORMATION FROM NEARMAP AERIAL PHOTOGRAPHY DATED 12.10.2020 AND ENERGY FORMS P20-0014-01 v5.dwg DATED 25.11.2020



26m B-DOUBLE

	METERS		METERS
TRACKTOR WIDTH	: 2.50	LOCK TO LOCK TIME	: 6.0
TRAILER WIDTH	: 2.50	STEERING ANGLE	: 23.4
TRACKTOR TRACK	: 2.50	ARTICULATING ANGLE	: 70.0
TRAILER TRACK	: 2.50		

IMPACT TRAFFIC ENGINEERING PTY LTD
ABN 76 611 424 107
LEVEL 17, 31 QUEEN STREET, MELBOURNE VIC 3000
create@Impactaustralia.com.au
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MELWAY ONLINE REF: MAP X921 D11

SCALE
1:500 @ A3

Client
ENERGY FORMS

Project
FARADAY SOLAR FARM
HARMONY WAY, FARADAY
CITY OF MOUNT ALEXANDER

Status
PRELIMINARY

Date
2021-06-11

Drawn / Approved
BM / WD

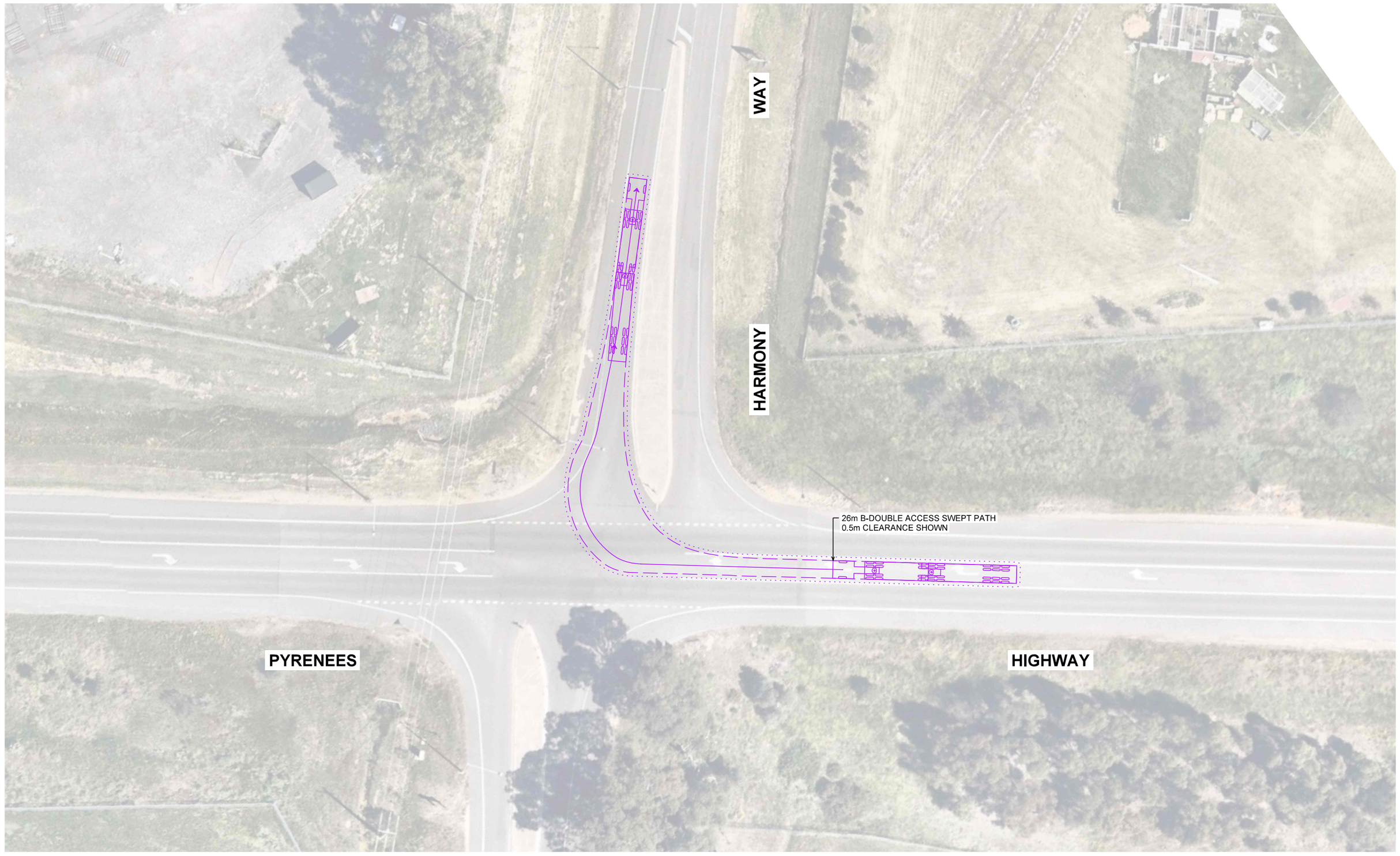
Revision Description
ISSUED FOR INFORMATION

Title
SWEPT PATH ANALYSIS
26m B-DOUBLE

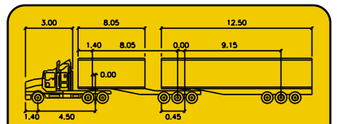
Drawing Number
IMP201145 - DG-01-02

Revision
B

11/06/2021 4:22:12 PM



GENERAL NOTES:
1. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. LOCAL ROADS
   - HARMONY WAY (SPEED ZONE 100 KM/H)
   DECLARED ROADS
   - PYRENEES HIGHWAY (SPEED ZONE 100 KM/H)
3. BASE INFORMATION FROM NEARMAP AERIAL PHOTOGRAPHY DATED 12.10.2020 AND ENERGY FORMS P20-0014-01 v5.dwg DATED 25.11.2020



26m B-DOUBLE

	METERS		METERS
TRACKTOR WIDTH	: 2.50	LOCK TO LOCK TIME	: 6.0
TRAILER WIDTH	: 2.50	STEERING ANGLE	: 23.4
TRACKTOR TRACK	: 2.50	ARTICULATING ANGLE	: 70.0
TRAILER TRACK	: 2.50		

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MELWAY ONLINE REF: MAP X921 D11

SCALE
1:500 @ A3

Client
ENERGY FORMS

Status
PRELIMINARY

Project
FARADAY SOLAR FARM
HARMONY WAY, FARADAY
CITY OF MOUNT ALEXANDER

Date
2021-06-11

Drawn / Approved
BM / WD

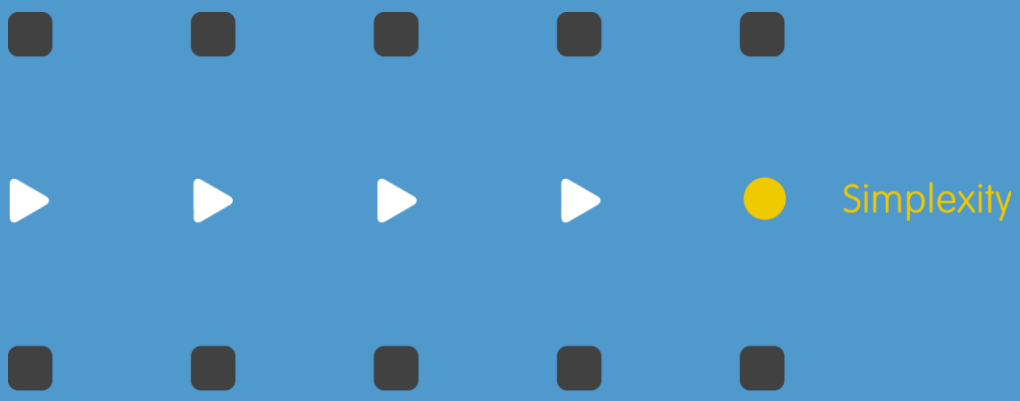
Revision Description
ISSUED FOR INFORMATION

Title
SWEPT PATH ANALYSIS
26m B-DOUBLE ACCESS

Drawing Number
IMP201145 - DG-01-03

Revision
B

11/06/2021 4:22:13 PM


Simplexity