

Our Reference: G35074L-01A

13th May 2024

C-Loop
712B Cairnbrook Road,
GLENGARRY VIC 3854

Attention: Colm Kavanagh

Dear Colm

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Renewable Energy Facility and Utility Installation 374 Hendersons Road and 1861 Sale-Toongabbie Road, Toongabbie

Thank you for your recent email request to provide a response to the comment received from DTP in relation to the traffic impacts of the proposed Renewable Energy Facility and Utility Installation in Toongabbie.

The Project

The project involves the establishment of a Renewable Energy Facility in the form of an Anaerobic Digester for the treatment of organic waste. The project will also include the cultivation of micro-algae grown utilising digestate, the byproduct of the energy process, achieving circular economy principles and processes.

The proposal aims to treat approximately 15,000 tonnes (t) of agricultural waste and food processing wastes annually, and will utilise a two-stage Anaerobic Digestion process to treat waste with a hydraulic treatment capacity of 15 megalitres (ML).

The Site

The project is to be located on land immediately to the north and abutting the existing broiler farm as shown on the aerial photograph at Figure 1 below.

Access to the site is to be from Cairnbrook Road and Graham Road.

Cairnbrook Road is designated as Transport Road Zone 3 (TRZ3) while Graham Road is a Council Local Access B road.

Significantly, the existing broiler farm uses the proposed access for its operations and has upgraded the Cairnbrook Road/Graham Road intersection by way of additional left and right turn lanes in Cairnbrook Road and a sealed bell mouth entry within Graham Road.

An aerial photograph of the Cairnbrook Road/Graham Road intersection is shown on Figure 2 below.

The intersection has been designed and constructed to meet the requirements of B-double vehicles accessing Graham Road from Cairnbrook Road.



Figure 1: Location of the Toongabbie project at 1861 Sale-Toongabbie Road, Toongabbie.

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Figure 2: Cairnbrook Road/Graham Road intersection showing additional turn lanes.

Traffic Impact Assessment

While there are no traffic issues associated with the application for the Renewable energy Facility that would be referred to the Department of Transport and Planning (DTP) under the planning scheme, as part of its overall assessment of the project, the DTP has noted that:

"Detail on traffic impacts during construction, operation and decommissioning is requested".

The following provides relevant information as requested.

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During Construction

All access to the site will be to and from Cairnbrook Road at Graham Road. This intersection has been upgraded to cater for B-double vehicles and accordingly, can be expected to provide an excellent facility for any construction traffic.

It is pertinent to note that a tender for the works has not been let and therefore, final details of the scheduling and vehicle types proposed to be used by the contractor carrying out the works cannot be determined.

Nevertheless, it is proposed to use local suppliers wherever possible, including for concrete supply, and therefore construction traffic will be consistent with smaller, local operations.

All loads of equipment to be used in the operation of the plant will be containerised, and it is not expected that there will be any need for a contractor to seek permits for over-dimensional or over-weight vehicles. All deliveries will be normal legal loads.

In particular, we note that a condition of permit is the provision of a *Construction Environment Management Plan* to further control construction activities and include time restrictions to daylight hours for example.



In summary, we are of the opinion that there will be no significant traffic impact as a result of the construction work and no traffic management or other control is required.

Operation

During the operation of the facility post construction, there is expected to be a reduction in truck traffic as a result of the removal of the need to remove the shed litter off-site.

Our experience with similar projects in northern Victoria is that even with some additional fuel stock coming from off-site, there is no increase in truck visitation to the site.

The development is proposed to increase staff on-site by in the order of six employees which will involve additional travel to and from the site by passenger vehicles of perhaps 12 vehicle movements per day. This level of traffic is insignificant on the local network and is more than adequately catered for by the Cairnbrook Road/Graham Road intersection.

In summary, there are not expected to be any traffic impacts during operation of the facility.

Decommissioning

The facility has a nominal design life of 50 years and is unlikely to be decommissioned in the foreseeable time horizon.

It is more likely that overtime, the facility will be extended and upgraded as new technologies emerge. Importantly, the use of alternatives for the generation of electricity by other than fossil fuels is increasing in demand.

In the event that the plant were to be decommissioned and the buildings and equipment removed from site, it could be expected that all vehicles involved would be operating within legal requirements applying at that time.

In summary, there is no expectation that the proposed facility will be decommissioned and, in any event, if it were to be closed, there is no reason to expect any traffic impacts to be associated with a closure.

Conclusion

Having reviewed the proposed Renewable Energy Facility and Utility Installation at Toongabbie, we are of the opinion that there will be no traffic impacts associated with any of the construction, operation or decommissioning of the facility.

Accordingly, no further traffic impact assessment is required.

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