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TRAFFIC IMPACT ASSESSMENT

PROPOSED BENDIGO BATTERY ENERGY STORAGE SYSTEM

20 HATTAM STREET, GOLDEN SQUARE

11 JUNE 2026

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20 HATTAM STREET, GOLDEN SQUARE

CLIENT: Pacific Blue Australia

OBT JOB NUMBER: 29003

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VERSION	DATE	ISSUE	PREPARED BY	REVIEWED BY
29003TIAR1-DRAFT	3 June 2026	Draft	Matthew Lam	Terry Alexandrou
29003TIAR1-DRAFT2	9 June 2026	Draft	Matthew Lam	Terry Alexandrou
29003TIAR1	12 June 2026	Final	Matthew Lam	Terry Alexandrou

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1 INTRODUCTION

O'Brien Traffic has been engaged by Pacific Blue Australia to undertake a Traffic Impact Assessment of a proposed Battery Energy Storage System (BESS) facility at 20 Hattam Street in Golden Square (hereafter referred to as the "subject site").

In the course of preparing this report:

- Plans and relevant documentation have been examined;
- The subject site and surrounding area have been inspected; and
- The traffic and parking implications of the proposal have been assessed.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located at the southern end of a future 8 lot industrial subdivision at 20 Hattam Street in Golden Square. The location of the subject site and surrounding road network is shown in **Figure 1**.

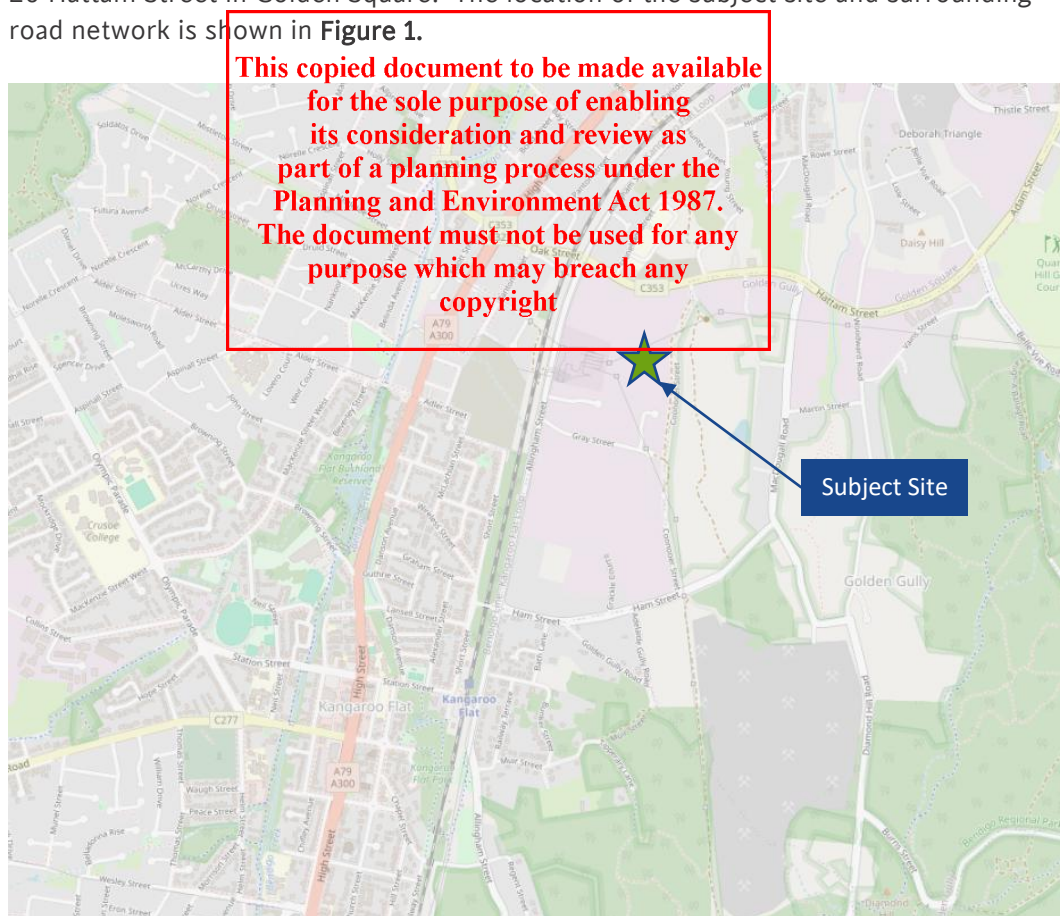


FIGURE 1: LOCATION OF SUBJECT SITE

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A recent aerial photograph of the subject site and surrounds is shown in **Figure 2**.



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FIGURE 2: AERIAL PHOTO OF SUBJECT SITE

The subject site, which is zoned *Industrial 1 Zone*, forms part of an approved industrial subdivision that comprises a total of 8 industrial lots with a new road connection to Hattam Street. The subject site is irregular in shape with a frontage of approximately 30 metres to the new road. The site has an area of approximately 5.5 hectares. As shown in **Figure 2**, the majority of the site is undeveloped. A 33 metres wide easement is located within the site, between the northeast corner of the lot and the electrical substation to the southwest of the site. There is also an easement along the southern end of the site.

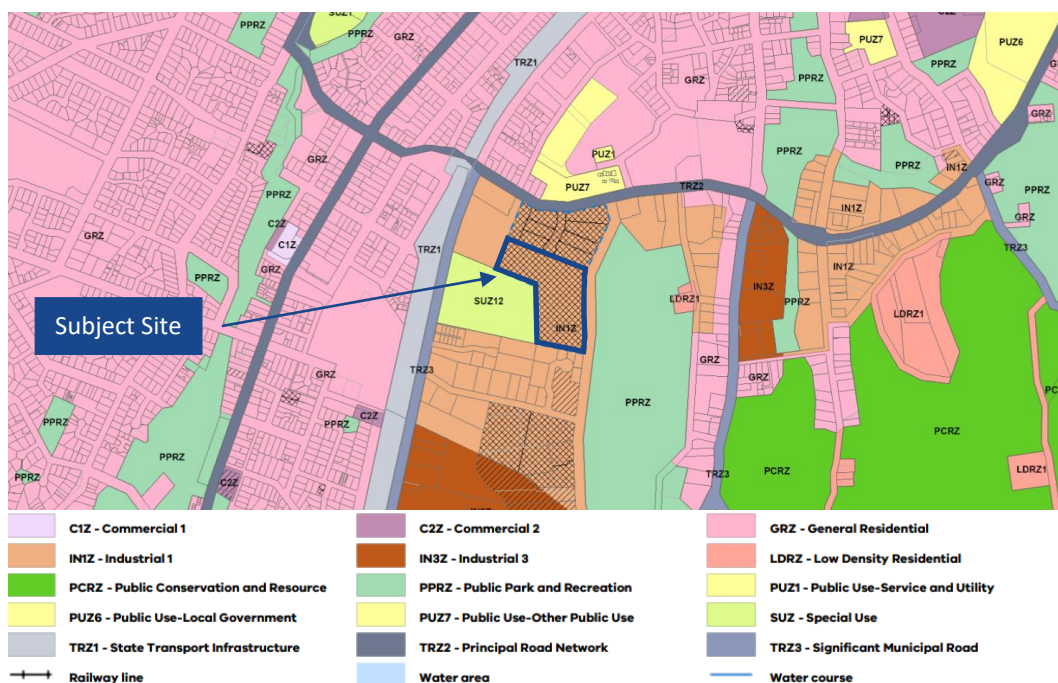
2.2 SURROUNDING LAND USE

The land to the north, south and west the site abuts industrial development. To the southwest is located the Bendigo Terminal Station, a major electrical node in the Victorian power grid. To the east of the site is the Coonooer Street Road reserve (a paper road) and a nature reserve.

A zoning map of the area is shown in **Figure 3**.

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Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

SOURCE: VICPLAN

FIGURE 3: ZONING MAP

2.3

ROAD NETWORK

Hattam Street is a Transport and Planning. in the vicinity of the site, it runs in an east-west orientation and has a carriageway width of approximately 11 metres, allowing for a traffic lane and a separate cycle lane in each direction. The posted speed limit is 60km/h. Views of Hattam Street are provided in Figure 4 and Figure 5.

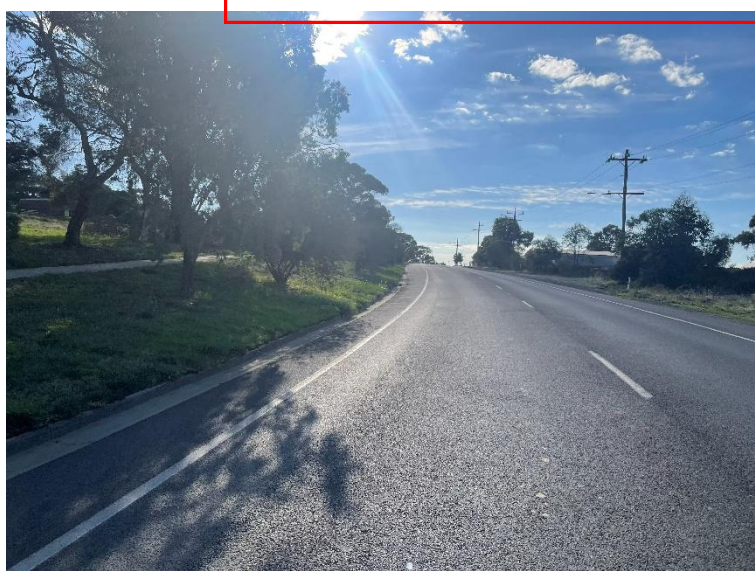


FIGURE 4: HATTAM STREET FACING EAST

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FIGURE 5: HATTAM STREET FACING WEST

Coonooer Street is classified as a “Local Road” by the City of Greater Bendigo. It runs to the south from Hattam Street along the eastern side of the subject site. It is currently a sealed road for the first 40 metres south of Hattam Street, providing access to 42 and 46 Hattam Street, and then becomes an unsealed road. It has a pavement / carriageway width of approximately 6 metres. A view of Coonooer Street south of Hattam Street is shown in Figure 6.



FIGURE 6: COONOOER STREET FACING SOUTH FROM HATTAM STREET

The *new industrial estate road* will be a cul-de-sac starting at Hattam Street and ending with a court bowl at the southern end adjacent to the northern boundary of the subject site. The road will have a road reserve width of 25m with a carriageway width of 12.5m, and 1.5m wide footpaths along both sides and around the court bowl. The road is currently being constructed by the subdivision proponent in accordance with the approved subdivision application.

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2.4 EXISTING TRAFFIC VOLUMES

A review of the Department of Transport and Planning's (DTP) Traffic Volume database indicates an estimated two-way traffic volume of 11,100 vehicles per day (vpd) for Hattam Street, with a traffic volume of 5,400 vpd eastbound and 5,700 vpd westbound.

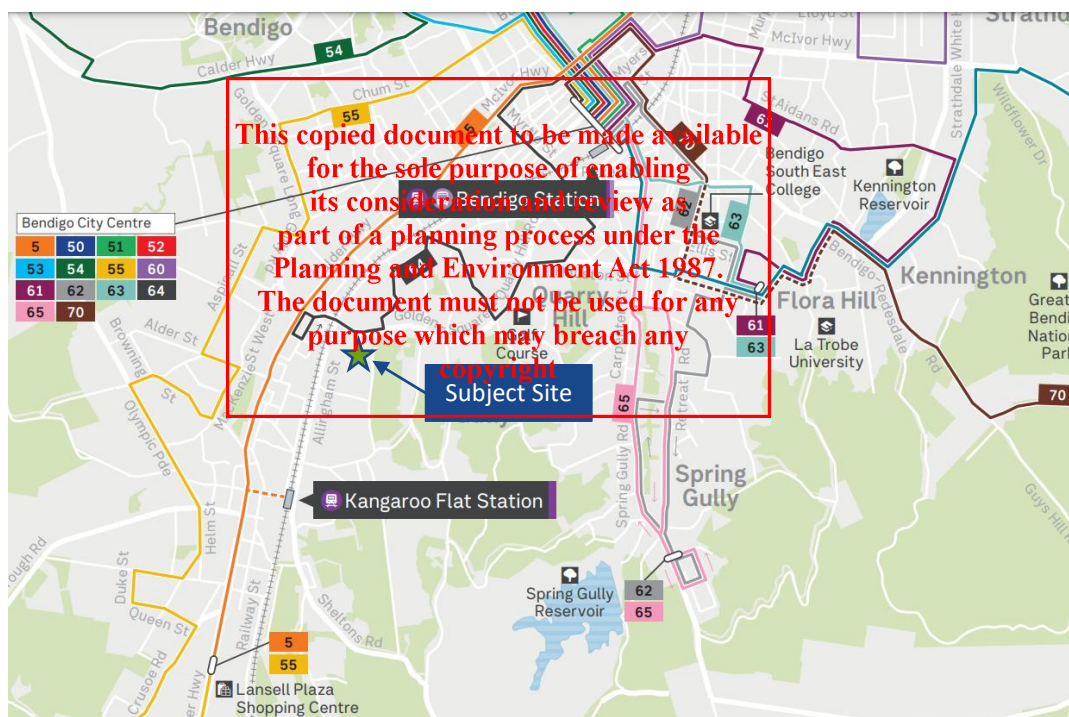
Traffic volumes for Coonooer Street are unknown but are anticipated to be significantly less than 300 vehicles per day, the threshold volume for an access lane. Therefore, the street would have ample spare capacity.

Based on the traffic analysis completed for the approved 8 lot industrial estate it is anticipated that the new industrial estate (cul-de-sac) road would have a daily traffic volume of up to 950 vehicles (following completion of the BESS at the subject site).

2.5 SUSTAINABLE TRANSPORT

2.5.1 Public Transport

The public transport services in the vicinity of the subject site are shown in **Figure 7**.



SOURCE: PUBLIC TRANSPORT VICTORIA (PTV) WEBSITE

FIGURE 7: PUBLIC TRANSPORT SERVICES

Bus service details are provided in **Table 1**.

ROUTE NUMBER	ROUTE DESCRIPTION
64	Bendigo Station-Golden Square via Quarry Hill
5	Huntly-Kangaroo Flat via Bendigo Station

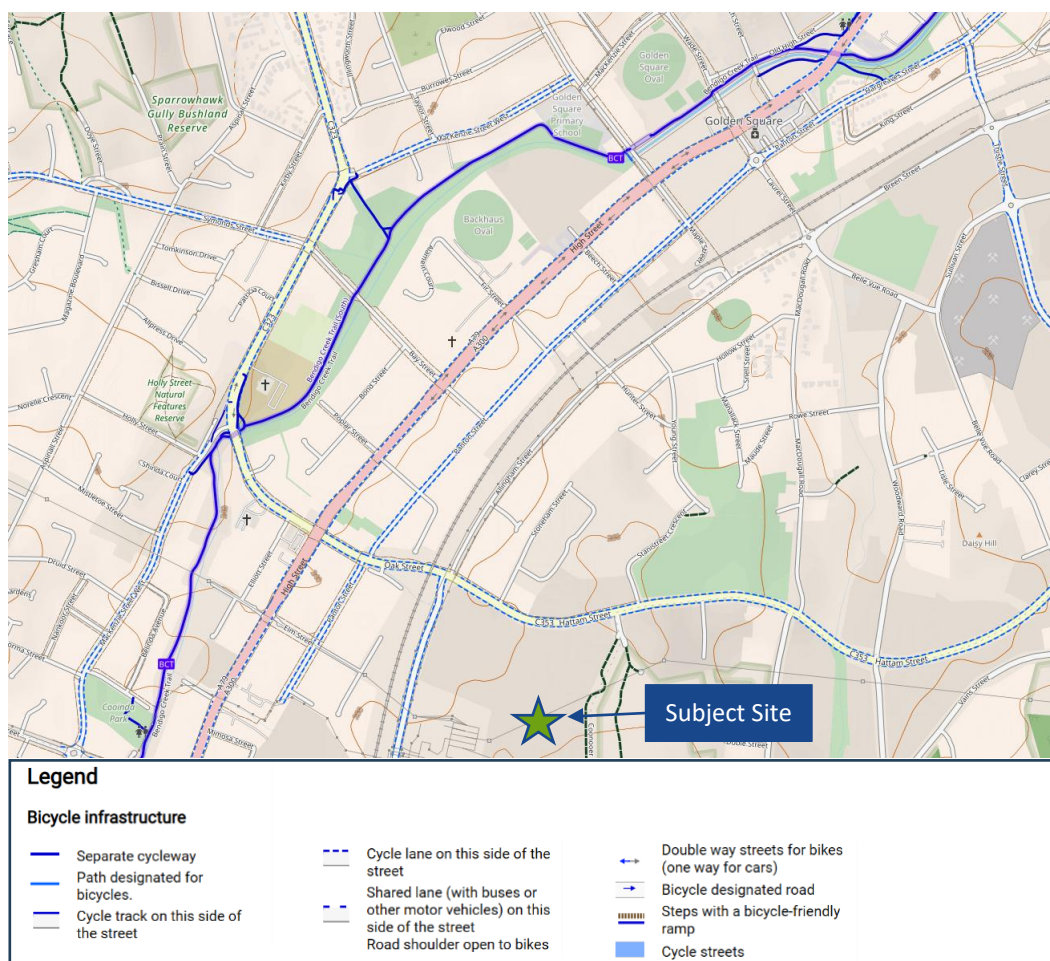
TABLE 1: BUS SERVICES

The nearest bus stop is located approximately 100m to the north on Hattam Street opposite the new industrial estate and is serviced by Route 64. Bus stops for Route 5 are located along High Street approximately 600 metres west of the subject site.

2.5.2 Bicycle Network

The subject site has good access to an existing bicycle network, with the separate cycle lanes adjacent to the subject site along both Allingham Street and Hattam Street.

The bicycle network in the vicinity of the subject site is shown in **Figure 8**.



SOURCE: CYCLOSM.ORG

FIGURE 8: BICYCLE NETWORK

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3 THE PROPOSAL

It is proposed to provide a Battery Energy Storage System (BESS) on the subject site which is located on Lot 8 of an approved future industrial estate at 20 Hattam Street in Golden Square.

Primary vehicle access to the subject site will be provided via a new local industrial access road which will connect to Hattam Street. The site access will be located approximately midblock along the northern boundary of the site. (The road and site access are being constructed by the subdivision proponent under the approved industrial subdivision.)

In addition, emergency access will be provided near the northern end of the eastern boundary of the site, via Coonoor Street.

It is noted that condition 18(a) of Planning Permit DS/448/2024 dated 23 June 2025 (which relates to the approved industrial subdivision located to the north of the site) requires the provision of right- and left- turn lane treatments along Hattam Street at the new road connection to the industrial estate. (These turn lane treatments will be constructed by the subdivision proponent).

An extract of the proposed Site General Arrangement Plan is shown in **Figure 9**, with a full copy provided in Appendix A.

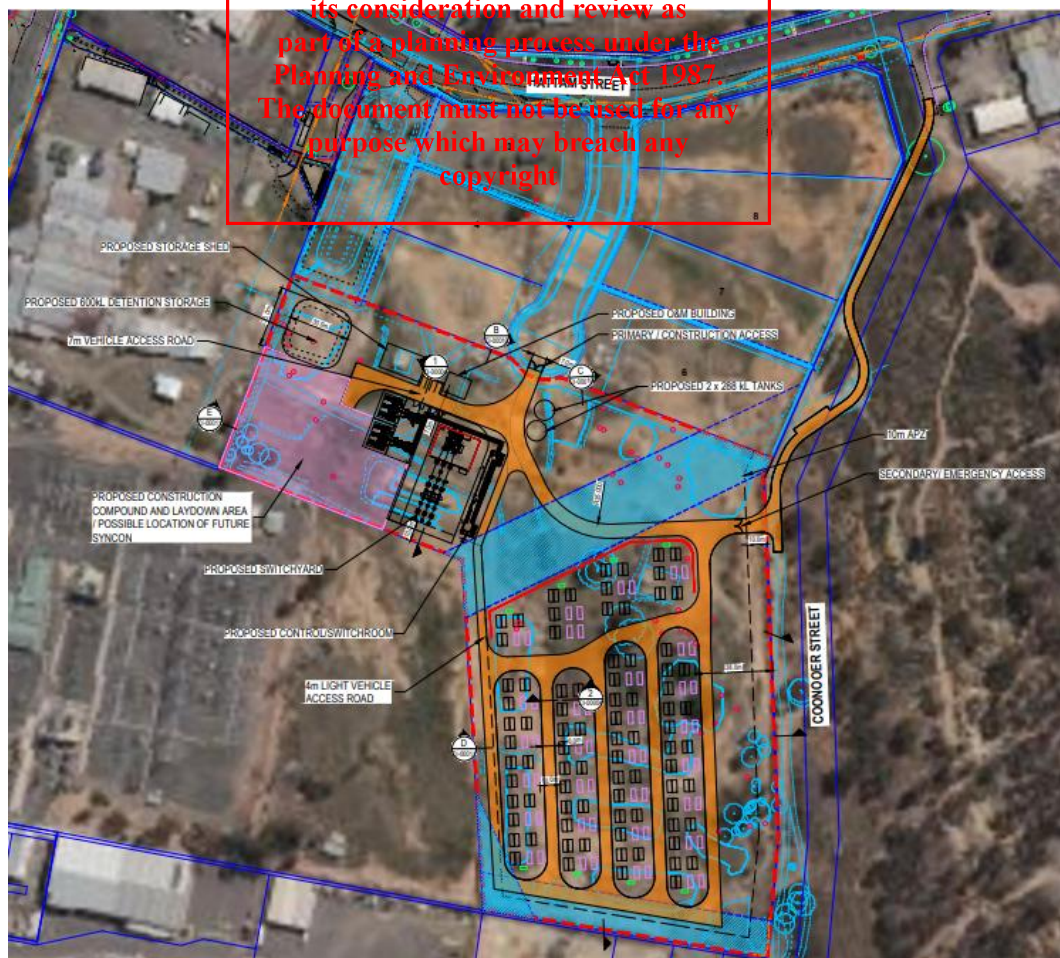


FIGURE 9: EXTRACT OF PROPOSED SITE GENERAL ARRANGEMENT PLAN

The BESS will be operated remotely therefore the on-site facility is not permanently staffed. Staff requirements are low and ad-hoc for irregular maintenance and inspections, with 2 - 3 workers on-site during these activities.

It is proposed to provide four on-site car spaces near the maintenance sheds however other laydown/hardstand areas may be used in case of overflow needs.

4 CAR PARKING

4.1 PLANNING SCHEME CAR PARKING REQUIREMENT

Parking policy and requirements applicable to the proposed development are specified in Clause 52.06 of the Planning Scheme.

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.

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There is no statutory parking requirement for a BESS therefore parking needs to be provided to the satisfaction of the Responsible Authority.

The BESS will be operated remotely and will not be permanently staffed. Staffing requirements will be minimal and limited to ad hoc maintenance and inspection activities, during which time 2 to 3 workers are expected to be on site.

Accordingly, the operational car parking demand will be very low and infrequent.

The provision of four (4) parking spaces is considered sufficient to accommodate the low and infrequent parking demands. In addition, the site includes laydown and hardstand areas that can accommodate any occasional overflow parking, if required.

4.2 ADEQUACY OF PARKING SUPPLY

Based on the above, it is anticipated that the parking demands associated with the development can be comfortably accommodated on site and that an adequate supply of parking will be provided for the proposed use.

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5 CAR PARK ACCESS AND LAYOUT

The proposed car park access and layout were assessed against the relevant requirements of the Greater Bendigo Planning Scheme and Australian Standards.

Vehicle access to the site will be provided via a 7m wide crossover to the new local industrial access road connecting to Hattam Street. (The road and site access are being constructed by the subdivision proponent under the approved industrial subdivision.) This will provide adequate site access which exceeds the minimum accessway width of 3.0m required by the Planning Scheme.

The proposed four (4) x 90-degree car spaces will have a minimum width of 2.6m and a minimum length of 5.5m. A minimum clearance of 700mm is proposed adjacent to the side of the end spaces and the accessway adjacent to the spaces will be 7m wide. The design of the car parking spaces and adjacent accessway meet or exceed the requirements of the Planning Scheme. Therefore, the proposed car park access and layout are considered satisfactory.

Vehicles no larger than a 12.5m long heavy rigid vehicle (HRV) would typically circulate within the site when operational. The vehicle swept path assessment in **Appendix B** indicates that site access and circulation would be satisfactory for a HRV.

Emergency access is proposed at the northeast corner of the site via an emergency access road along Coonoor Street. In accordance with CFA guidelines an 8.8m long medium rigid vehicle (MRV) template was used to assess this access route. The vehicle swept path assessment indicates that typical emergency vehicles (i.e. fire plant), up to 8.8m long MRV, could adequately access the site via the secondary access and the proposed emergency access road within the Coonoor Street road reservation. This emergency access road will only be used in an emergency if and when required. Works along and emergency use of the secondary emergency access route will not create or alter access to a road in TR22.

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6 BICYCLE FACILITIES

The Battery Energy Storage System (BESS) use is not listed under Clause 52.34 of the Planning Scheme. Therefore, the proposal does not trigger a statutory bicycle parking requirement.

7 LOADING

Clause 65.01 of the Planning Scheme states that before deciding on an application, the responsible authority must consider the adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

No dedicated loading area is proposed as part of the development. Given the nature of the Battery Energy Storage System (BESS), loading and unloading activities will be minimal and infrequent, generally limited to occasional maintenance or equipment servicing.

Where required, loading activities can be accommodated within the on-site laydown and hardstand areas, which provide sufficient space for service vehicles to manoeuvre and operate safely.

The proposed loading arrangements are therefore considered adequate to accommodate the loading needs of the proposed development.

8 TRAFFIC GENERATION, DISTRIBUTION AND IMPACT

The proposed Battery Energy Storage System (BESS) will generate a negligible level of traffic, as the site will operate remotely and will not be permanently staffed. Vehicle movements will be limited to occasional maintenance and inspection visits, with the proposal expected to generate 4-6 vehicle movements per day, 2-3 trips to the site and 2-3 trips from the site.

Traffic associated with the development will be infrequent, with no discernible peak hour demand. As such, the proposal will not materially add to existing traffic volumes on the surrounding road network.

Comparing the BESS development traffic generation to the approved subdivision's expected traffic generation shows an overall reduction in projected vehicle trips. Lot 8 (site of the proposed BESS) occupies approximately 64 percent of the lot area of the 8-lot industrial subdivision. As an end-use, the BESS generates significantly less traffic than standard industrial uses contemplated in the subdivision application.

For example, based on standard assumptions, including a developable area of approximately 40% of the site/lot(s) and application of the NSW Roads and Maritime Services Guide to Traffic Generating Developments (2013) rates for industrial developments (i.e., 7.83 trips per 100 sqm of GFA per day, 0.7 trips per 100 sqm in the AM – 80% inbound and 20% outbound, and 0.78 trips per 100 sqm in the PM – 30% inbound and 70% outbound) conventional industrial development of the approved 8 lot industrial estate was anticipated to generate:

- 2,533 vehicle trips per day ($= 80,887\text{m}^2 \times 40\% \times 7.83 \text{ trips}/100\text{m}^2$) of which:
 - 226 trips would occur in the AM peak (181 inbound and 45 outbound trips) and
 - 252 trips would occur in the PM peak (76 inbound and 176 outbound trips).

If a conventional industrial development occurred at Lot 8, i.e. at the subject site, it was anticipated to generate the substantial majority of the trips generated by the approved subdivision, as follows:

- 1,629 vehicle trips per day ($= 52,000\text{m}^2 \times 40\% \times 7.83 \text{ trips}/100\text{m}^2$) of which:
 - 145 trips would occur in the AM peak (116 inbound and 29 outbound trips) and
 - 162 trips would occur in the PM peak (49 inbound and 113 outbound trips).

The remaining 7 lots are anticipated to generate approximately 904 trips per day, of which 81 (65 inbound and 16 outbound trips) would occur in the AM peak and 90 (27 inbound and 63 outbound trips) in the PM peak.

It is evident that in comparison, the proposed BESS development, with 4-6 vehicle movements per day, represents a significant reduction in traffic generation (140 to 155 fewer trips in the AM & PM peaks) compared to other likely industrial uses of the subject site (as contemplated in the subdivision approval). Accordingly, the proposal will result in a net positive outcome in terms of traffic impact on the new road within the industrial estate/subdivision, Hattam Street and the surrounding road network. There will also be a considerable improvement in the capacity of the intersection of Hattam Street and the new road of the industrial estate.

Based on the above, the level of traffic generated by the proposed development is anticipated to have no adverse impact on the safety and operation of the surrounding road network.

9 CONCLUSION

Based on the considerations outlined above, it is concluded that:

- The proposed Battery Energy Storage System (BESS) is not a listed use under Clause 52.06-5 of the Planning Scheme; therefore, car parking is to be provided to the satisfaction of the Responsible Authority.
- During the operational phase, the proposal will generate a very low and infrequent parking demand associated with occasional maintenance and inspection activities, typically 2-3 staff on site. The provision of four on-site car parking spaces, supplemented by available laydown and hardstand areas, will adequately accommodate the proposed parking demand.
- The proposed operational car park access and layout generally accord with the relevant requirements of the Planning Scheme and applicable Australian Standards.
- The proposed Battery Energy Storage System (BESS) is not listed under Clause 52.34 of the Planning Scheme. Therefore, the proposal does not trigger a statutory bicycle parking requirement.
- The proposed loading arrangements of the operational phase are adequate, with minimal and infrequent loading activities able to be accommodated within the on-site laydown and hardstand areas.
- During the operational phase, the proposal is expected to generate 4-6 vehicle movements per day. The proposal will generate substantially less traffic (140 to 155 fewer trips in the AM & PM peaks) than the anticipated industrial use of the subject site, resulting in a net positive traffic outcome.
- The level of traffic generated during the operational phase is anticipated to have no adverse impact on the safety and operation of Hattam Street and the surrounding road network.

We therefore find no parking or traffic related grounds to prevent the proposed BESS development proceeding.

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SITE GENERAL ARRANGEMENT PLAN

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KEY PROJECT PARAMETERS	
CONNECTION RATING	215 MVA @ 0.93 PF
TOTAL MW AT POC	200
TOTAL MWh AT POC	867

LEGEND:	
	SITE BOUNDARY
	TITLE BOUNDARY
	EXISTING FENCE
	EXISTING ROAD TRACK
	EXISTING OVERHEAD ELECTRICAL LINE
	EXISTING ELECTRICAL LINE
	EXISTING COMMUNICATION LINE
	EXISTING GAS LINE
	EXISTING WATER LINE
	EXISTING WATER PIT
	EXISTING SEWER LINE
	EXISTING SEWER PIT
	EXISTING DRAINAGE LINE
	EXISTING EARTHWORKS TOP OF BANK
	EXISTING EARTHWORKS TOE OF BANK
	EXISTING RFL TOP OF BANK
	EXISTING INVERT SWALE DRAIN
	EXISTING TREE
	EXISTING BORE HOLE
	VEHICLE ACCESS ROAD PAVEMENT
	EASEMENT
	GATE
	MVPS
	BATTERY UNIT
	TRANSFORMER
	NOISE WALL
	EXISTING MINE SHAFT LOCATION

- GENERAL NOTES:**
- ALL DIMENSIONS ARE IN METRES (m) UNLESS NOTED OTHERWISE.
 - SURVEY DATUM MGA 94/ ZONE 55
 - ALL DIMENSION, QUANTITIES AND LEVELS SHALL BE VERIFIED ON SITE PRIOR TO FURTHER WORKS. LAYOUT SHOWN IS FOR INFORMATION PURPOSES ONLY, NOT FOR CONSTRUCTION.
 - BATTERY TECHNOLOGY/ MANUFACTURERS SUBJECT TO CHANGE.

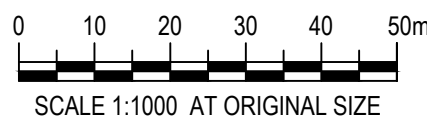
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SITE GENERAL ARRANGEMENT PLAN
SCALE: 1:1000



REV	DATE	DETAIL OF REVISION	DRWN	CHKD	APPD	REFERENCE DRAWING	DRAWING NUMBER
P03	19.05.2026	LAYOUT UPDATED. REISSUED FOR REVIEW.	MP	JA	TA		
P02	12.03.26	ISSUED FOR REVIEW	MP	TA	TA		
P01	09.02.26	ISSUED FOR DISCUSSION	MP	TA	TA		



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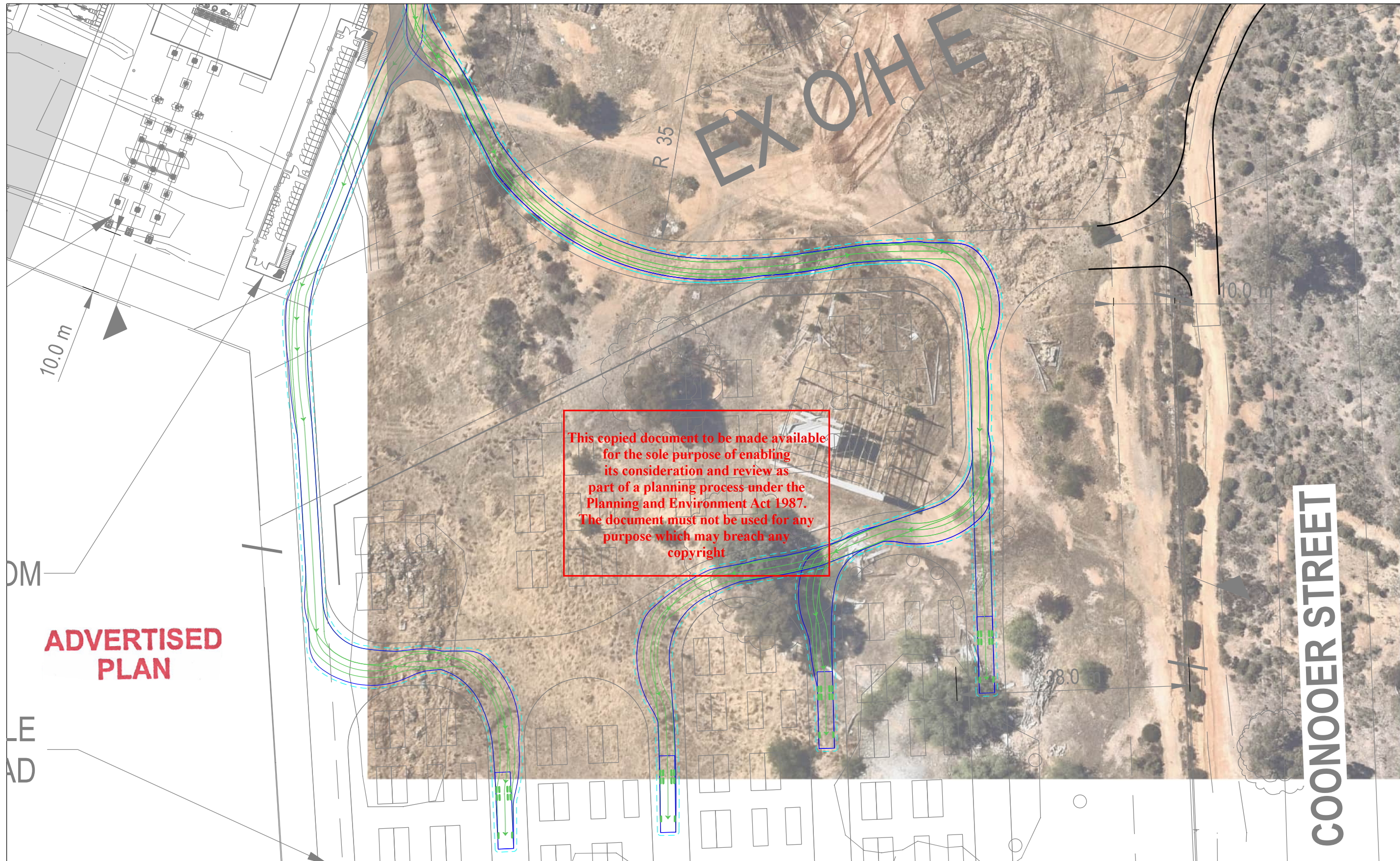
DESIGN: M. PANA
CHECKED: T. ANDERSON
APPROVED: T. ANDERSON

PROJECT: BENDIGO BESS EARLY STAGE - OWNER'S ENGINEER
TITLE: SITE GENERAL ARRANGEMENT PLAN
DATE: 12.03.26
SCALE: 1:1000
SHEET: A1
TOTAL: MGA94.255
PROJECT NO.: 12682386-GHD-00-00-DRG-CI-00005
REV: P03

VEHICLE SWEEP PATH DIAGRAMS

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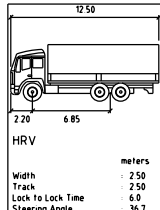
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COONOOR STREET

- → CENTRE LINE OF FRONT WHEELS
- WHEEL PATH
- VEHICLE BODY
- - - VEHICLE CLEARANCE LINE
(500mm FROM VEHICLE BODY)

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M.FERGUSON
APPROVED:
T.ALEXANDROU
DATE:
02/06/2026

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1 of 4
SCALE:
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20 HATTAM STREET GOLDEN SQUARE
12.5m HRV
SITE ACCESS
SWEEP PATH DIAGRAM

CC

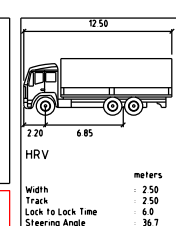
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6.0 m
10.0 m

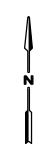
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- → → CENTRE LINE OF FRONT WHEELS
- WHEEL PATH
- VEHICLE BODY
- - - VEHICLE CLEARANCE LINE (500mm FROM VEHICLE BODY)

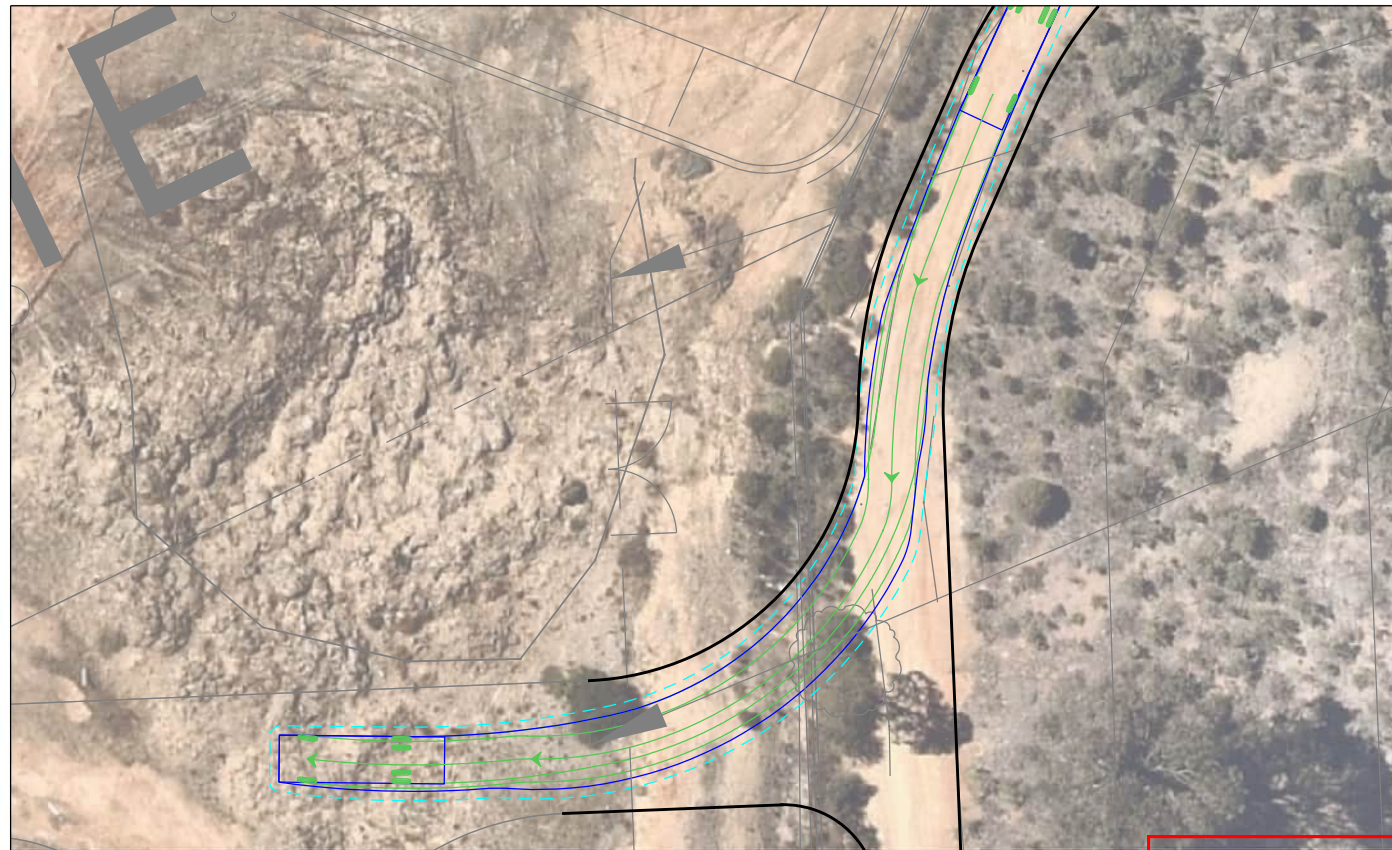
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20 HATTAM STREET GOLDEN SQUARE
12.5m HRV
EMERGENCY ROAD ACCESS
SWEEP PATH DIAGRAM



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→ → → CENTRE LINE OF FRONT WHEELS
— WHEEL PATH
— VEHICLE BODY
- - - VEHICLE CLEARANCE LINE
(500mm FROM VEHICLE BODY)

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8.80

MRV

150 5.00

meters

Width : 2.50
Track : 2.50
Lock To Lock Time : 6.0
Steering Angle : 34.0

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CHECKED: M.FERGUSON
APPROVED: T.ALEXANDROU
DATE: 02/06/2026

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1:400 @ A3

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20 HATTAM STREET GOLDEN SQUARE

8.8m MRV
EMERGENCY ROAD ACCESS
SWEEP PATH DIAGRAM



MATCHLINE A

MATCHLINE B



MATCHLINE A

MATCHLINE B



88 kL TANKS

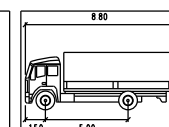
MATCHLINE C



MATCHLINE C

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- → CENTRE LINE OF FRONT WHEELS
- WHEEL PATH
- VEHICLE BODY
- - - VEHICLE CLEARANCE LINE
(500mm FROM VEHICLE BODY)



MRV
Width : 2.50
Track : 2.50
Lock To Lock Time : 6.0
Steering Angle : 34.0

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20 HATTAM STREET GOLDEN SQUARE
8.8m MRV
EMERGENCY ROAD ACCESS
SWEEP PATH DIAGRAM