



Traffic & Transportation Direction



Gippsland BESS

Tramway Road, Hazelwood North

Traffic Impact Assessment

July 2026

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Tramway Road, Hazelwood North

Traffic Impact Assessment

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Prepared for: Accent Environmental Pty Ltd

Status: Final report

Date: 24 July 2026

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1. Introduction

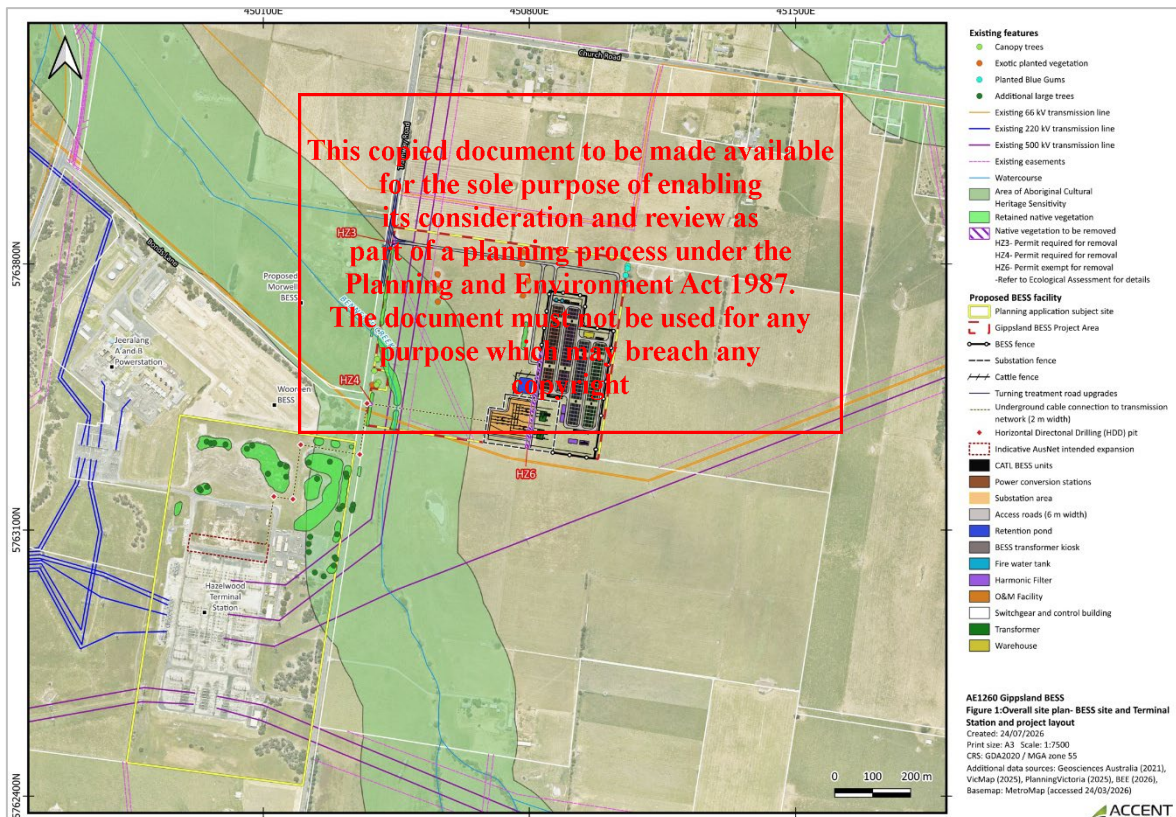
1.1 Background

Amber Organisation has been engaged by Accent Environmental Pty Ltd to prepare a Traffic Impact Assessment for the Gippsland Battery Energy Storage System (BESS) (the Project) located on the east side of Tramway Road, Hazelwood North.

The Project includes the construction of a BESS and associated infrastructure with a targeted storage capacity of up to 600MW / 1,200MWh (2 hours). The BESS is proposed to connect to the nearby Hazelwood Terminal Station, which is located opposite the site.

Vehicle access to the site is proposed via a new connection to Tramway Road. Figure 1 shows the proposed layout of the BESS in relation to the road network, access locations, and existing infrastructure.

Figure 1: Project Layout



Source: Accent Environmental

The construction period is expected to commence in 2027 and take approximately 18 months. A construction workforce of approximately 160 personnel would be on-site during the peak construction phase. BESS plant is expected to be delivered from the Port of Melbourne with general construction materials and equipment to be sourced from the surrounding area where practicable.

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1.2 Purpose of Document

This Traffic Impact Assessment has been prepared to assess the construction and operational traffic impacts of the Project. The assessment details how road impacts of the Project traffic, particularly from heavy vehicle and oversize and overmass vehicles, would be avoided or managed using road-use management strategies.

More specifically, the report addresses the following key matters:

- Details of both light and heavy vehicle traffic volumes and proposed transport routes.
- An assessment of the potential traffic impacts of the Project on road network function and safety.
- An assessment of the capacity of the existing road network to accommodate the type and volume of traffic generated by the Project.
- Details of measures to mitigate and/or manage potential impacts, including construction traffic control and road dilapidation surveys.
- Details of access roads and how these connect to the existing road network and ongoing operational maintenance.

The traffic assessment has been based on surveys and observations at the site and has been undertaken in accordance with the relevant Austroads Guidelines and relevant Department of Transport and Planning (DTP) Guidelines.

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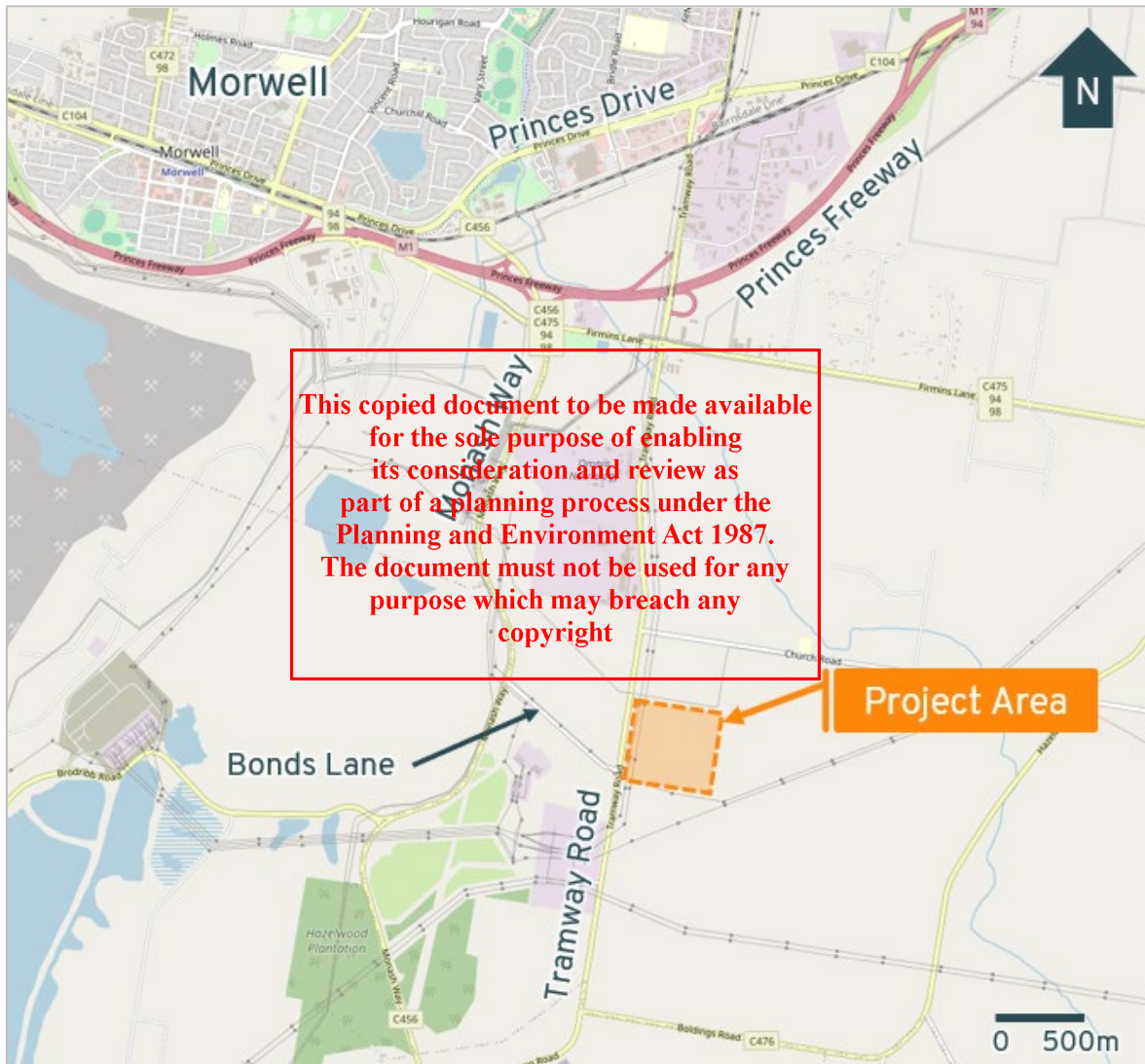
2. Existing Conditions

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2.1 Site Location

The Project is located on Lot 1/TP383784 on Tramway Road, Hazelwood North, within the vicinity of Jeeralang and Hazelwood Terminal Stations. Figure 2 shows the location of the site in relation to the surrounding transport network.

Figure 2: Site Location



Source: OpenStreetMap

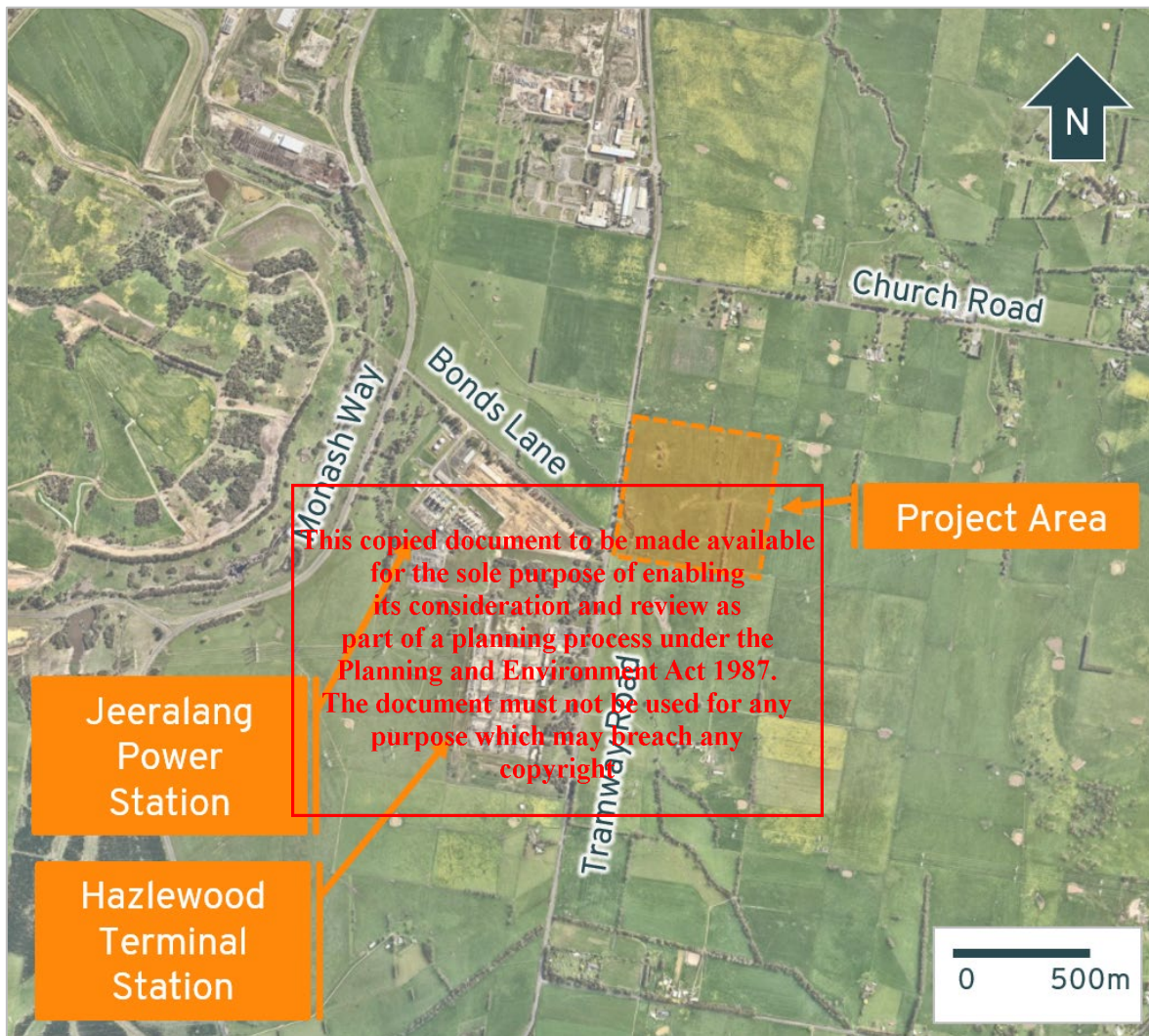
Figure 2 shows the site is located on the east side of Tramway Road opposite the intersection with Bonds Lane. The Project Area has excellent access to the arterial road network via Tramway Road which connects to Princes Freeway to the north.

The site is zoned Farming Zone (FZ1). Notable land uses in the area include the Jeeralang and Hazelwood Terminal Stations located west of the Project Area, which are zoned Special Purpose Zone (SUZ1), and Hazelwood North Primary School located northeast of the site on Church Road.

Figure 3 provides an aerial photograph of the site and surrounding area. It demonstrates that the surrounding area is predominantly occupied by agricultural land.

The site has a frontage to Tramway Road of approximately 527 metres and a total site area of 32.5 hectares. Vehicle access to the site is currently provided via farm gates to Tramway Road.

Figure 3: Aerial Photograph



Source: Nearmap

2.2 Road Network

The majority of Project related traffic would access the site from the north via Princes Freeway and Tramway Road. It is anticipated that only a small proportion of Project traffic would approach the site from the south via Tramway Road.

Vehicles accessing or departing the site to/from the west along Princes Freeway would use the on and off-ramp on Tramway Road. Vehicles accessing or departing the site to/from the east along Princes Freeway would use the on and off-ramp on Princes Drive to then access Tramway Road. It is noted that alternative access routes are available via Firmins Lane, Bonds Lane, and/or Monash Way.

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Tramway Road is a declared arterial road managed by DTP which extends south from Princes Drive to Monash Way. It has a typical carriageway width of 8.0 metres which accommodates one lane of traffic in each direction and narrow sealed shoulders. It has a posted speed limit of 100 km/hr.

Princes Drive is a declared arterial road managed by DTP which extends from Toners Lane in the west to its continuation as Princes Freeway to the east. Princes Drive accommodates two traffic lanes in each direction separated by a central median. Within the vicinity of the site a posted speed limit of 80 km/hr applies.

Monash Way is a declared arterial road managed by DTP which extends south from Princes Drive to the town of Boolarra, south-west from the Project area. It has a typical carriageway width of 10.5 metres which accommodates one lane of traffic in each direction and sealed shoulders. It has a posted speed limit of 100 km/hr.

Bonds Lane is a municipal road with a general northwest-southeast alignment between Monash Way and Tramway Road. It has a typical carriageway width of 7.5 metres which accommodates one lane of traffic in each direction with unsealed shoulders. The road has a default speed limit of 100 km/hr.

Details of each intersection likely to be used by Project traffic is provided in Table 1.

Table 1: Key Nearby Intersections

Intersection	Layout	Turn Treatments
Tramway Road / Princes Freeway Westbound On-ramp	Priority controlled T-intersection	Channelised left and right turns on Tramway Road
Tramway Road / Princes Drive	Signalised T-intersection	N/A
Princes Drive / Princes Freeway	Grade separated interchange	N/A
Tramway Road / Princes Freeway Eastbound Off-ramp	Priority controlled T-intersection	N/A
Tramway Road / Bonds Lane	Priority controlled T-intersection	Channelised right turn on Tramway Road
Tramway Road / Firmins Lane	Single lane roundabout	N/A
Monash Way / Bonds Lane	Priority controlled T-intersection	Channelised left and right turns on Monash Way

2.3 Traffic Volumes

Traffic volume information for Tramway Road has been sourced from the Traffic Impact Assessment report prepared for the nearby Tramway Road BESS. The surveys were undertaken

approximately 1.5 kilometres south of the site from Friday 22 November 2024 to Thursday 28 November 2024. The survey results are summarised in Table 2.

Table 2: Tramway Road Traffic Volumes – Approximately 1.5km South of Site

	Weekday Traffic (vpd)	Weekday AM Peak - 8:00 (vph)	Weekday PM Peak - 16:00 (vph)	85 th Percentile Speed
Northbound	1,620	181	113	101.3 km/hr
Southbound	1,477	76	174	99.1 km/hr
Both Directions	3,097	257	287	100.2 km/hr

The survey results indicates that Tramway Road currently carries a relatively low level of traffic for its classification as an arterial road. The morning peak hour was recorded between 8:00-9:00am and the evening peak hour was recorded between 4:00-5:00pm. The traffic volumes are typically split 50/50 between northbound and southbound, with a direction bias towards the north in the morning peak and towards the south in the evening peak.

2.4 Sustainable Transport

A small number of public bus services are provided within the vicinity of the site as outlined below:

- 1 Moe to Traralgon via Morwell: daily services
- 2 Morwell to Churchill: daily services
- 3 Traralgon to Churchill: daily services
- 7 Traralgon to Churchill (Special): Monday to Friday services
- 9 Traralgon to Churchill (Night Rider): Sundays only between 3:00am and 4:00am

Two of the bus services (routes 2 and 9) pass the site access on Tramway Road, while all other buses operate in the surrounding area and do not pass the site. The closest bus stops to the site access are approximately 2.8 kilometres north and 3.2 kilometres south on Tramway Road. There are no school bus services that operate in the surrounding area.

2.5 Restricted Vehicle Access

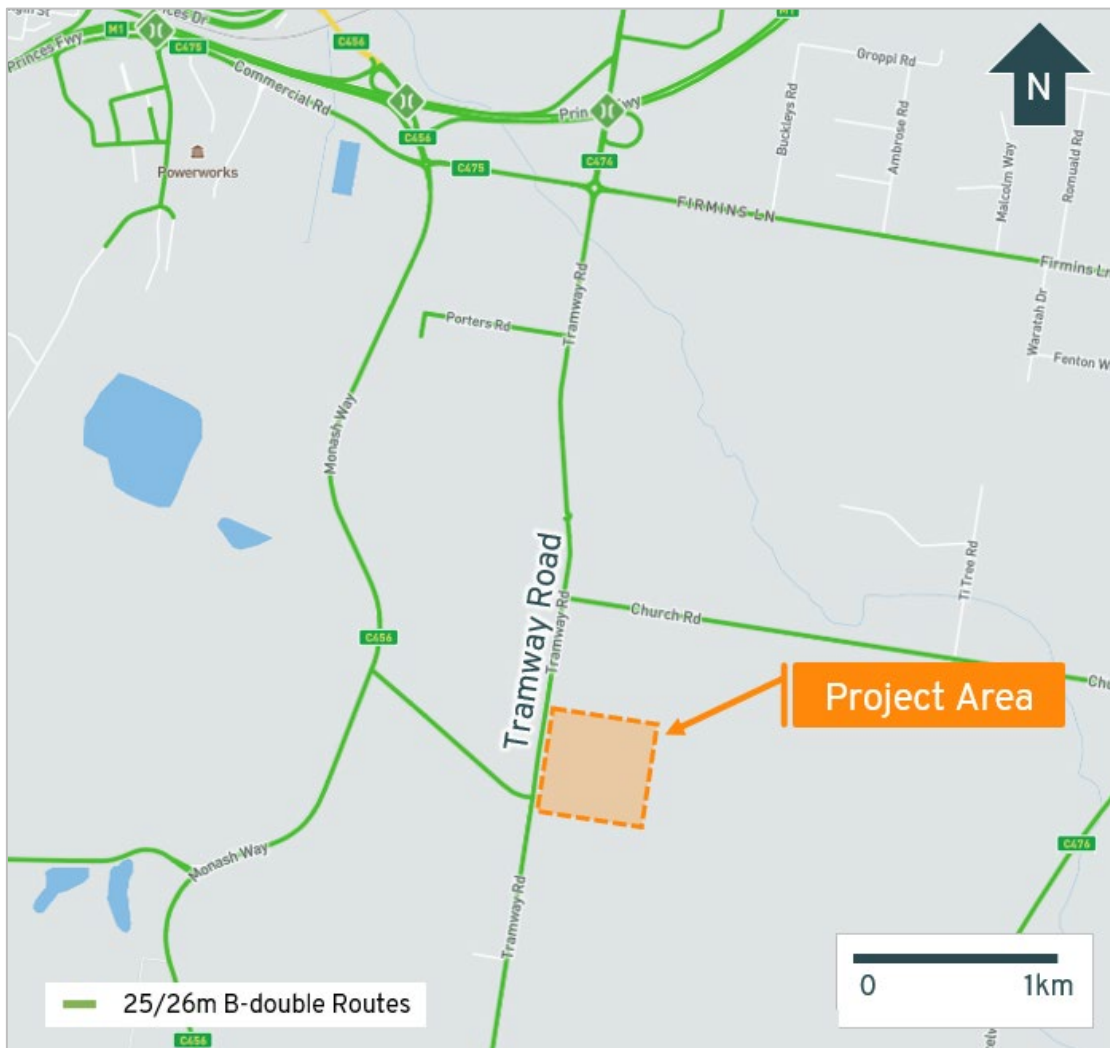
2.5.1 B-Doubles

The National Heavy Vehicle Regulator (NHVR) Restricted Access Vehicle Map for the surrounding area is provided within Figure 4. The green lines indicate approved B-Double routes and subsequently the figure shows the surrounding road network is rated to accommodate B-Double vehicles, including Tramway Road.

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Figure 4: NHVR 25/26m B-Double Network Approved Roads



Source: NHVR Restricted Access Vehicle Map

2.5.2 Class 1 OSOM

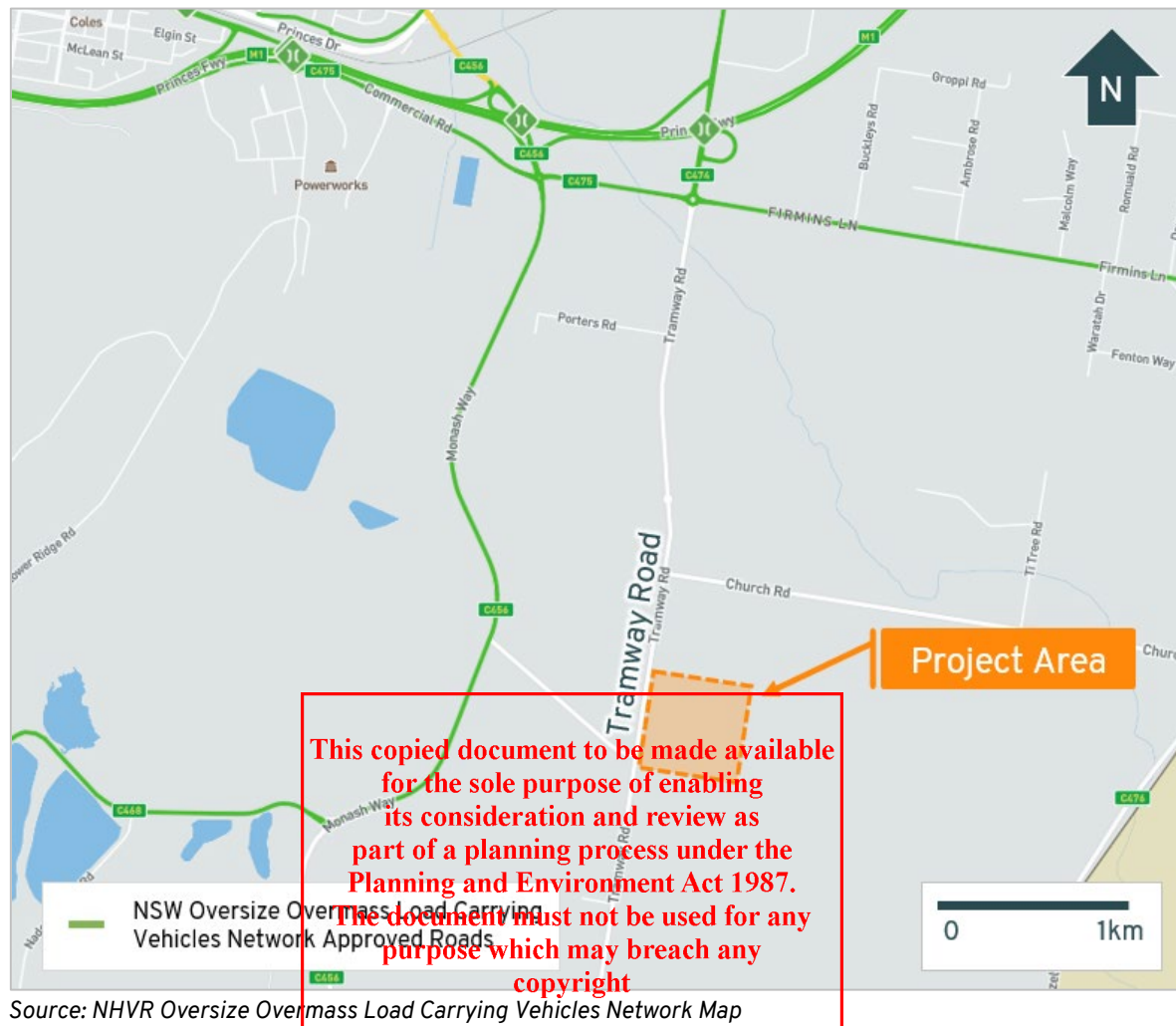
The NHVR Oversize Overmass Load Carrying Vehicles Network map for the surrounding area is provided within Figure 5. The map shows approved routes for eligible vehicles operating under the Multi-State Class 1 Load Carrying Vehicles Mass and Mass Exemption Notices. The green lines indicate approved Class 1 OSOM Vehicle routes.

The site does not have direct access to the Class 1 OSOM approved network. As such, approval for OSOM use of Tramway Road south of Firmins Lane would be required.

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Figure 5: NHVR Class 1 Oversize Overmass Load Carrying Vehicles Network Approved Roads



2.6 Crash History

Amber has conducted a review of the DTP Crash Statistics database for all injury crashes along Tramway Road between Firmins Lane and Boldings Road including intersections. The location and severity of all crashes for the most recent five year period of data up to September 2024 has been reviewed.

The crash review revealed that five crashes occurred within the study area during the review period, which are detailed in Table 3.

Table 3: Crash Statistics

Road	Location	Severity	DCA Code and Crash Type	Date and Time	Light Conditions
Boldings Road - Tramway Road	Intersection with Tramway Road	Serious injury	113 - Right Near (Intersections Only)	16/05/2024 (12:45 PM)	Day
Church Road	Intersection with Tramway Road	Other injury	121 - Right Through	27/07/2023 (8:28 AM)	Dusk/Dawn

Road	Location	Severity	DCA Code and Crash Type	Date and Time	Light Conditions
Tramway Road	419m South of Church Road	Other injury	160 - Vehicle Collides With Vehicle Parked On Left Of Road	10/08/2021 (6:55 PM)	Dark No street lights
Tramway Road	436m North of Bonds Lane	Serious injury	174 - Out Of Control On Carriageway (On Straight)	3/05/2020 (12:59 PM)	Day
Boldings Road - Tramway Road	Intersection with Tramway Road	Other injury	174 - Out Of Control On Carriageway (On Straight)	2/02/2020 (1:00 PM)	Day

Single crashes were recorded at three different intersections across the study area and two crashes occurred on a straight stretch of road. These incidents appear to be isolated events rather than an inherent road safety issue and black spot eligibility for the study area has not been met. Accordingly, it is concluded that the recorded crashes are likely a result of driver error and the road network is currently operating in a relatively safe manner.

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3. Project Description

3.1 Proposed Works

The project involves the construction of a BESS and associated infrastructure which consist of the following components:

- BESS yard (including ancillary electrical infrastructure),
- Transformer,
- Internal roads and drainage,
- Operations and maintenance (O&M) compound,
- Detention basins,
- Telecommunications facilities,
- Utility services, and
- Site compounds and offices, and temporary laydown area.

3.2 Construction Information

The physical construction of the BESS is expected to commence in 2027 and take approximately 18 months. Construction activities would be undertaken during standard daytime construction hours as follows:

- Monday to Friday: 7am – 6pm
- Saturday: 7am – 1pm
- No work on Sundays or public holidays.

Any construction outside of these normal working hours would only be undertaken with prior approval from relevant authorities and consultation with impacted road users. A construction workforce of up to 160 personnel are expected to be on-site during the peak construction phase.

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4. Traffic Assessment

The peak traffic generation of the BESS is during construction which generates vehicle movements associated with workers accessing the site and the delivery of raw materials and plant. During operation the BESS is expected to generate a lower amount of traffic associated with 3-5 maintenance personnel accessing the site on an ad-hoc basis. The following provides an assessment of the potential traffic impacts of the Project on the road network function.

4.1 Construction Phase

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4.1.1 Traffic Generation

Construction traffic generated by the Project can be broadly separated into the following categories:

- Light Vehicles: Personal vehicles or minivans associated with staff accessing the site. A vehicle occupancy of 1.5 persons per car has been adopted to estimate the light vehicle movements.
- Shuttle Buses: The Applicant has advised that shuttle buses will be utilised to transport approximately 50% of the workforce to/from nearby towns. Each shuttle bus is assumed to carry out trips consisting of a inbound and outbound trip during each of the morning and afternoon peak hours.
- Heavy Vehicles: Includes rigid trucks and articulated vehicles up to 26 metre long B-Doubles.
- Oversize and Overmass (OSOM) Vehicles: Large vehicles which may require escort vehicles and traffic management measures.

This topic is dependent on listing of available for literature purposes enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. This is (OSOM) vehicles: large vehicles which may breach any copyright

The construction traffic volumes for the Project have been provided by the Applicant and summarised in Table 4. It is noted that the traffic volumes are for a single direction (i.e. movement to or from the site).

Table 4: Expected Traffic Generation During Construction Period

Vehicle Type	Average Construction Volumes		Peak Construction Volumes	
	Daily (vpd)	Peak Hour (vph)	Daily (vpd)	Peak Hour (vph)
Light Vehicles	80	40	108	54
Shuttle Buses	4	2	16	8
Heavy Vehicles	84	8	140	14
Total	168	50	264	76

Overall, the Project is expected to generate up to 77 vehicle movements in each of the morning and evening peak hours and 264 vehicle movements per day during the peak construction period. This would reduce to 50 vehicle movements during the peak hours and 168 vehicle movements per day during the average construction period.

In addition to the above table, during construction there will be a requirement for OSOM vehicles to access the site, facilitating the delivery of large transformers. The number of these deliveries

will be limited and each one will require separate permit approval from the NHVR. These have not been included in the table as they do not represent the typically daily construction of the Project and would be undertaken under traffic management measures. Access by these vehicles is discussed further in Section 5.2.

4.1.2 Traffic Distribution

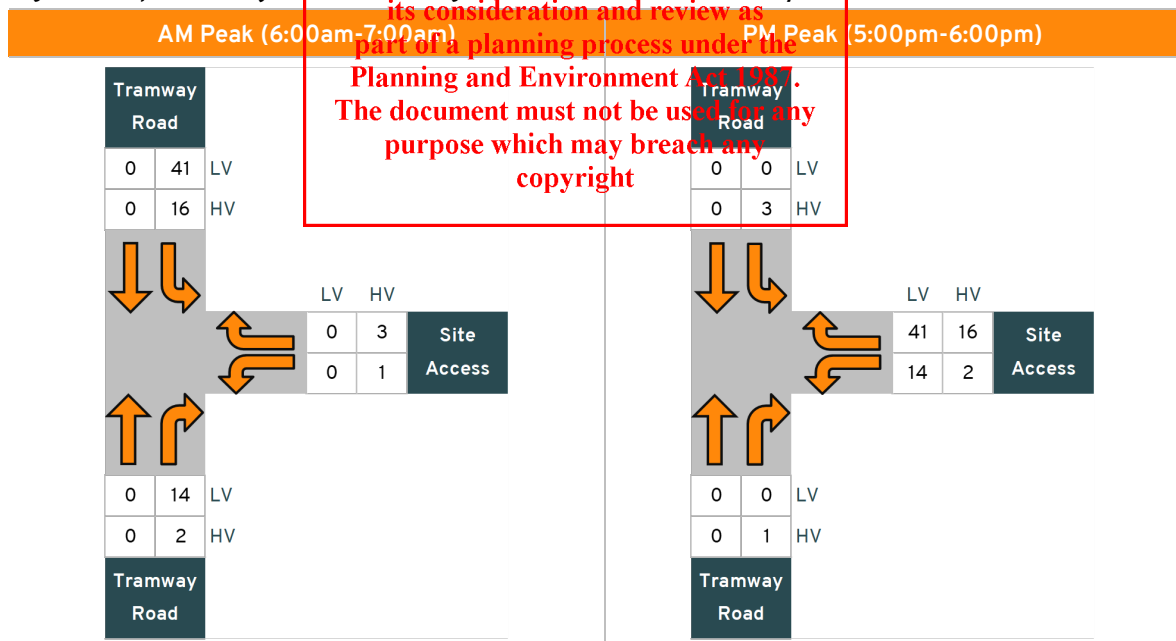
All vehicles would access the site via a new access to Tramway Road. For the purposes of this assessment, the following traffic distribution has been assumed for Project traffic:

- Light Vehicles: 75% would approach the site from the north (Morwell) and 25% from the south (Churchill);
- Shuttle Buses: 75% would approach the site from the north (Morwell) and 25% from the south (Churchill); and
- Heavy Vehicles: 90% would approach the site from the north (Princes Freeway) and 10% from the south (Churchill).

It has been assumed that all light vehicles will travel towards the site in the morning peak hour and away from the site in the evening peak hour. Heavy vehicles are assumed to be split evenly between inbound and outbound movements across the day.

The resulting peak hour volumes at the site access are outlined in Figure 6.

Figure 6: Expected Project Traffic During Peak Construction – Tramway Road / Site Access



The peak hour for construction traffic will occur at the start and end of the day when workers are transported to/from the Project Area. Most workers will typically arrive on-site between 6:00am and 7:00am and depart between 5:00pm and 7:00pm, noting workers generally have staggered finish times which results in the evening peak hour being less pronounced. However, for the purposes of this assessment it is conservatively assumed that the evening peak hour Project traffic volume is the same as the morning peak, and the construction traffic peak hours coincide with the peak hours of the road network.

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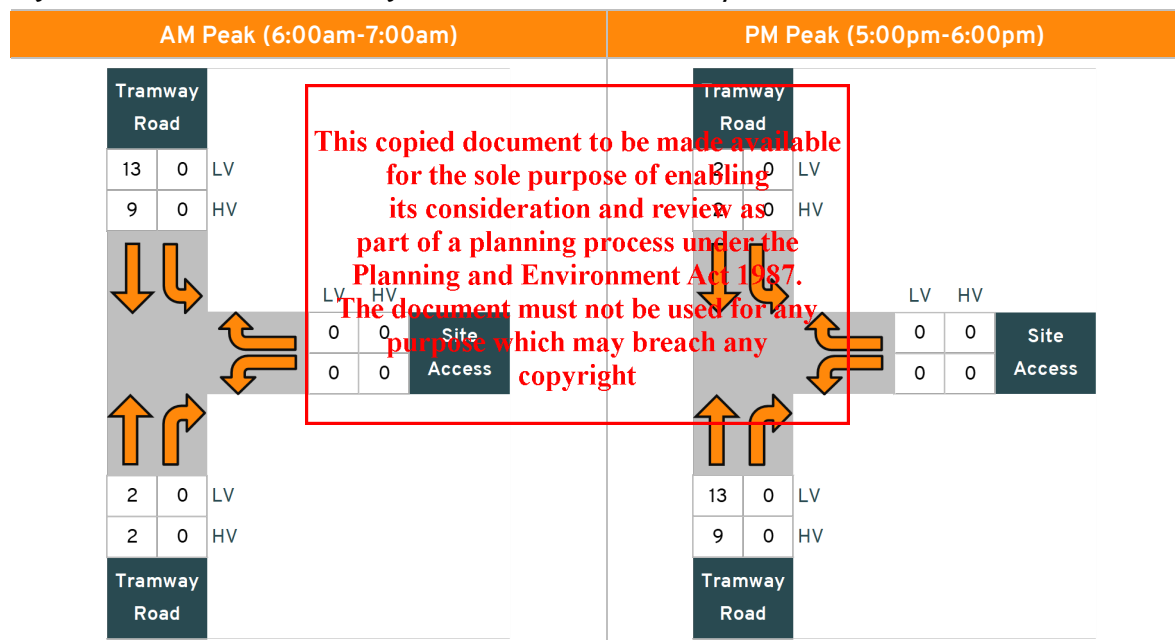
4.1.3 Cumulative Traffic Impacts

The primary traffic impact of the Project is generated during construction which is anticipated to commence in 2027 and take approximately 18 months. A search identified one nearby project that may generate additional traffic volumes on the surrounding road network during construction of the Project.

The Tramway Road BESS is located approximately 1.8 kilometres south of the Project and proposes to use Tramway Road as its primary route from Princes Freeway. If the construction of both projects coincide, traffic from the Tramway Road BESS would result in an increase in the traffic volumes from those presented within the survey data in Section 2.3. The Tramway Road BESS received a planning permit in October 2025 which suggests there is a reasonable chance the project construction periods would overlap.

The anticipated construction traffic volumes for the Tramway Road BESS have been included in this assessment as a worst-case scenario based on the information presented within the Traffic Impact Assessment for the project. The traffic volumes are shown in Figure 7.

Figure 7: Cumulative Traffic During Peak Construction – Tramway Road BESS



4.1.4 Traffic Assessment

In order to determine the ability of the road network to accommodate the traffic expected to be generated during the peak construction period, a traffic modelling exercise has been undertaken using SIDRA intersection modelling software for the proposed site access to Tramway Road.

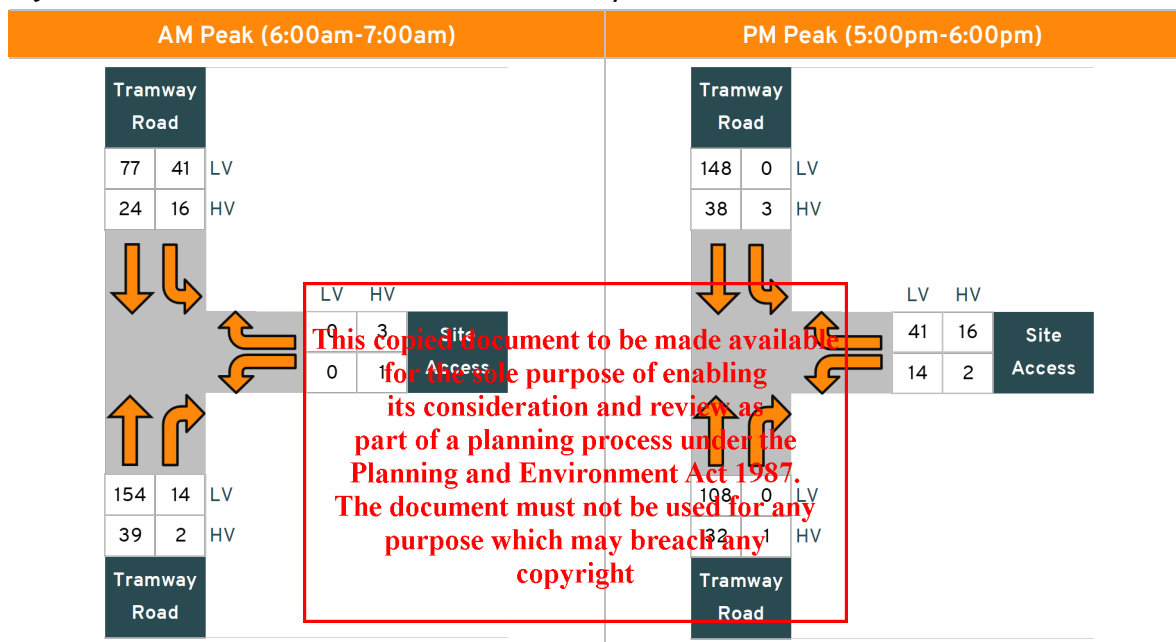
Level of Service (LOS) is a qualitative measure used to describe the operating conditions of a section of road or an intersection. Levels of Service are designated from A (free flow conditions) to F (forced flow with stop start operation, long queues and delays) and represent the perception of the road conditions by motorists including speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. The assessment of the level of service for sign-controlled intersections is based on the average delay (seconds/vehicle) of the critical movement. Degree of saturation (DOS) is also another critical metric to determine whether a movement has reached capacity.

The traffic modelling exercise has been undertaken for the morning peak hour (6:00am-7:00am) and evening peak hour (5:00pm-6:00pm) during the peak construction period. The traffic volumes utilised for the assessment is the total of the following:

- Peak hour surveyed traffic volumes presented within Section 2.3 with a yearly annual growth rate of 1.5% to proposed peak construction year of 2027. A heavy vehicle percentage of 20% has been adopted for the existing traffic volumes.
- The peak construction traffic volumes presented in Figure 6.
- The cumulative traffic volumes presented in Figure 7.

The resulting traffic volumes used for the assessment are presented in Figure 8.

Figure 8: Peak Construction Traffic Volumes – Tramway Road and Site Access



The results of the SIDRA analysis are summarised in Table 5, with the full results provided at Appendix A.

Table 5: SIDRA Analysis Results Summary – Tramway Road and Site Access

Approach / Movement		Morning Peak Hour			Evening Peak Hour		
		Average Delay (sec)	95% Queue (m)	Level of Service	Average Delay (sec)	95% Queue (m)	Level of Service
Tramway Road (South)	Through	0.1	1.1	A	0.0	0.1	A
	Right Turn	6.4	1.1	A	7.1	0.1	A
Site Access (East)	Left Turn	4.7	0.3	A	4.3	2.7	A
	Right Turn	7.8	0.3	A	5.9	2.7	A
Tramway Road (North)	Left Turn	7.5	0.0	A	10.4	0.0	B
	Through	0.0	0.0	A	0.0	0.0	A

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The SIDRA analysis indicates the site access would operate with a good level of service during each peak hour with minimal delays and queues. Accordingly, the road network is able to readily accommodate the peak construction traffic generated by the Project.

4.2 Operational Phase

During operation the BESS is expected to generate a minimal level of traffic associated with maintenance and operation services. The BESS is expected to be operated by 3-5 maintenance personnel accessing the site as required, which would result in a negligible change to the traffic environment. There would also be occasional light commercial vehicles delivering parts but only as required for maintenance.

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5. Route Assessment

5.1 Heavy Vehicles

The Port of Melbourne has been identified as the location where the BESS plant will be imported. The proposed construction traffic access route from the port would utilise the arterial road network to access the Monash Freeway and Princes Freeway. Vehicles would then utilise Tramway Road to enter the site access. The proposed access route from Port of Melbourne to the site is shown in Figure 9.

Figure 9: Heavy Vehicle Access Route from Port of Melbourne



Source: Google Maps – [Link](#)

The access route between the port and the site is approved for use by B-Doubles as outlined within the NHVR map shown at Figure 4. Accordingly, the access route is able to accommodate the loads and type of heavy vehicle movement expected to be generated during construction of the BESS.

5.2 OSOM Vehicles

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5.2.1 Class 1 OSOM

It is noted that some OSOM vehicles will be required to deliver larger plant to the site such as the sub-station transformer. Some of these vehicles are expected to be able operate on the approved Class 1 OSOM network with the surrounding network approved for these vehicles as outlined within the NHVR map shown at Figure 5, noting that Tramway Road south of Firmins Lane is unrated and would require approval from DTP as the responsible authority and road manager.

5.2.2 High Risk OSOM

The Applicant has advised that High Risk OSOM vehicles would be required to access the site during the construction period for the transport of the main transformers from the Port of Melbourne. The vehicles are expected to exceed the Class 1 mass and/or dimension requirements and would therefore be classified as a High Risk OSOM vehicle. These vehicles are subject to Transport Management Plans which provide a comprehensive planning and execution focus to ensure that vehicle movements are carried out in a safe and responsible manner with reduced impact on other road users and road infrastructure. High Risk OSOM vehicles also typically require pilot vehicles and potentially police escorts.

The largest component to be delivered to the site is expected to be the transformer. The Applicant has confirmed that the transport vehicle for the transformer would be a 16-axle trailer with 2-4 prime movers (a total length of 80 metres). The trailer would be 30.5 metres long, 3.5 metres wide with a combined height of 5.5 metres. A swept path assessment would be undertaken to confirm the most suitable route to the Project Area utilising as much as the Class 1 OSOM network as possible. The vehicles would be unloaded and kept to the smallest practicable dimensions when departing the site to avoid classification as OSOM where possible.

The High Risk OSOM vehicles will travel outside of the peak periods and would be subject to the specific conditions within the permit that would be applied for through NHVR prior to construction.

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6. Site Access

6.1 Turn Treatment Assessment

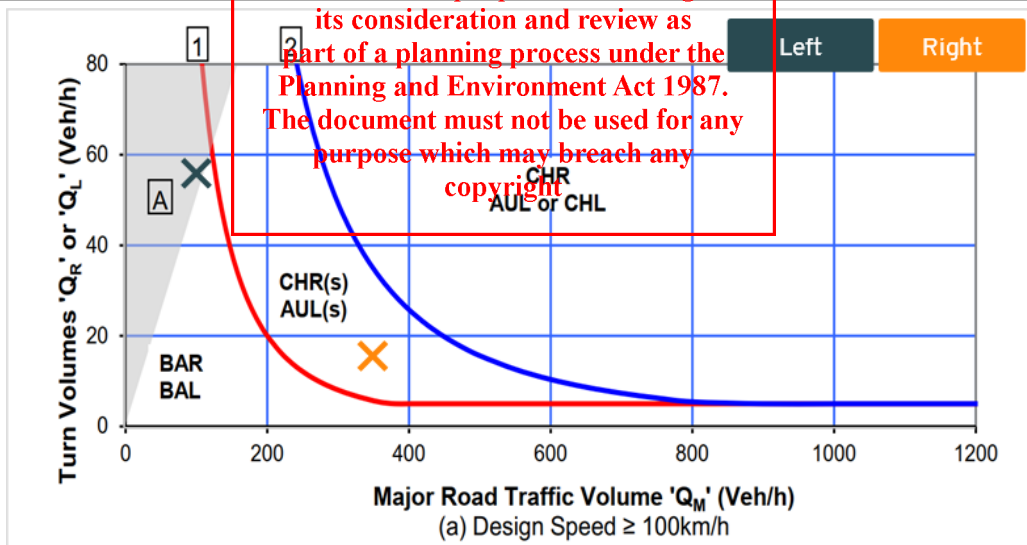
Figure 3.25 of *Austrroads Guide to Traffic Management Part 6: Intersections, Interchanges, and Crossings* specifies the turning treatments required at intersections. The requirement to provide turn facilities is primarily generated during the morning construction peak hour (6:00am – 7:00am) when the workforce accesses the site. The following provides an assessment of the required turn treatments at the site access on Tramway Road.

The traffic volumes used for the assessment are the morning peak hour volumes as used for the SIDRA analysis presented within Figure 8. The traffic volumes are summarised within Figure 10 and have been plotted on the Austrroads diagram.

Figure 10: Turn Treatment Assessment Results

Turning Treatment	Traffic Volume (vph)		Requirement
	Turn Volume	Major Road (Q_m)	
Right Turn	16	351	CHR(s)
Left Turn	56	101	BAL

Figure 3.25 of Austrroads Guide to Traffic Management Part 6



The chart shows that a Basic Left (BAL) and short Channelised Right (CHR(s)) Turn Treatment should be provided at the site access to meet the requirements of the Austrroads Guideline.

It is proposed to provide a BAL and Basic Right (BAR) turn treatment which is considered appropriate based on the following:

- The construction period is expected to occur for approximately 18 months with a peak construction period of 6 months which represents a temporary increase in traffic volumes. During operational use, the Project is expected to generate a minimal level of traffic.
- The requirement for the turn treatments is primarily generated during construction when staff access the site in the morning peak hour before 7:00am. The majority of

vehicles access the site from the north and undertake a left turn movement. During peak construction staff are expected to generate 14 light vehicle movements from the south and 41 light vehicle movements from the north, which occur outside of the peak time of the road network.

- Throughout the day the Project is expected to generate a minimal number of turn movements into the site which is expected to be in the order of 5-6 inbound vehicles per hour.
- Tramway Road has a straight and flat alignment which allow drivers to see vehicles turning into the site and react accordingly (refer to Section 6.3 for sight distance assessment which complies with the Austroads Guide).
- The SIDRA analysis indicates that during the morning peak hour, the right turn movements into the site recorded a 95th percentile queue of 1.1 metre (0.1 vehicles) and an average delay of 6.4 seconds. No queueing was recorded at the left turn into the site access. Therefore, there is expected to be no vehicles queued on the road network.

Based on the above, it is concluded that the provision of BAR/ BAL turn treatments is appropriate at the site access and that vehicles will be able to safely enter and exit the road network with negligible delays.

Importantly, the DTP have issued a referral for the Project (ref: PPR 51010/26, dated 13 March 2026). The referral confirms that the site access is to be constructed with a BAR / BAR design, which aligns with the above recommendation. A copy of the DTP referral is attached at Appendix B.

6.2 Design

The layout of the site and proposed access point to Tramway Road is shown within Figure 1. The largest heavy vehicles accessing the site on a regular basis would be 26 metre B-Doubles. The applicant has advised that all B-Double vehicles will approach the site from the north. Access to the property opposite the site on the west side of Tramway Road has been maintained in the design.

A concept design of the site access has been provided within Appendix C which is in accordance with the *Vic Roads Guideline Drawing GD4010: Typical Access to Rural Properties*. A swept path assessment has also been undertaken for the access to demonstrate that 26 metre B-Double vehicles can safely access the site from Tramway Road.

Detailed design plans will be prepared of the site access design post-approval in accordance with the DTP referral.

6.3 Sight Distance

Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections specifies the Safe Intersection Sight Distance (SISD) as the minimum sight distance which should be provided along the major road at any intersection. Table 3.1 of the guide specifies the SISD required for various design speeds. Given Tramway Road has a speed limit of 100 km/hr, a design speed of 110 km/hr has been adopted which requires an SISD of 285 metres based on a reaction time of 2.0 seconds.

Tramway Road has a relatively flat and straight alignment which means the sight distance at the site access exceeds the requirements of the Austroads Guide.

7. Traffic Management Plan

A Traffic Management Plan (TMP) would be prepared prior to commencement of construction of the Project. The TMP would provide additional information regarding the traffic volumes and distribution of construction vehicles as well as operating protocols that are not available at this time including:

- Road transport volumes, distribution and vehicle types broken down into:
 - Hours and days of construction.
 - Schedules for phasing/staging of the Project.
- The origin, destination and routes for:
 - Employee and contractor light vehicles.
 - Heavy vehicle traffic.
 - Oversize/overmass vehicles.
- A map of the primary haulage routes highlighting critical locations.
- An induction process for vehicle operators and regular toolbox meetings.
- A complaint resolution and disciplinary procedure.
- Local climatic conditions that may impact road safety of employees throughout all project phases (e.g. fog, wet and significant dry, dusty weather).
- A program of consultation to ensure local residents/businesses are aware of construction traffic accessing the Project.
- On-site mitigation measures targeted at safety and reducing the impact of on-site transport, including:
 - On-site speed restrictions.
 - Appropriate dust suppression measures.
 - Maintenance program for on-site access tracks to ensure safe access.
 - Loading and unloading is proposed to occur within the work area. No street or roads would be used for material storage at any time.
 - Sufficient car parking is to be provided on-site to ensure vehicles do not park on the surrounding road network.
 - All car parking and loading areas to be designed in accordance with the relevant Australian Standard (2890 series) and Council requirements.
- A Driver Code of Conduct to maintain safety within and around the project.

The above recommendations would ensure the construction traffic would have a minimal impact to the capacity and safety of the surrounding road network. The TMP would be prepared in conjunction with consultation with DTP and Council.

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8. Conclusion

Amber Organisation has assessed the traffic impacts of the proposed Gippsland BESS for Accent Environmental Pty Ltd. The BESS is proposed to have a storage capacity of up to 600MW / 1200MWh. The Project is situated around the Jeeralang and Hazelwood Terminal Stations with access proposed via Tramway Road.

On-site construction activities are expected to commence in 2027 and take approximately 18 months. A construction workforce of approximately 160 personnel would be on-site during the peak construction phase. All plant is expected to be delivered from the Port of Melbourne with materials and equipment to generally be sourced from the surrounding area where practicable.

The above assessment determined the following:

- The Project is expected to generate up to 264 vehicle movements per day during peak construction times, including 140 heavy vehicle, 16 shuttle bus and 108 light vehicle movements. The road network is able to accommodate the traffic generated by the development during construction and operation.
- Shuttle buses are proposed to transport 50% of the 160 person workforce to reduce the number of light vehicles accessing the site during the peak construction period. These would operate from the nearby townships of Morwell, Moe, Traralgon, Churchill, and Boolara.
- The proposed construction traffic access route from the Port of Melbourne to the site is designated for B-Double vehicles. As such, the access route is able to accommodate the loads and type of vehicle movements to be generated during construction of the Project.
- It is noted that some OSOM vehicles would be required to deliver larger plant and equipment to the site such as the substation transformer and earthmoving equipment. An access route assessment for Class 1 OSOM vehicles should be undertaken noting that approval from DTP would be required for Tramway Road south of Firmins Lane.
- BAR / BAL turn treatments are proposed at the site access on Tramway Road. This provision is appropriate given the temporary nature of the increase in vehicle movements associated with construction and the excellent sight distance on Tramway Road. Importantly, the proposed turn treatments align with the referral advice received from DTP.
- The proposed site access can accommodate the largest vehicles anticipated to access the site. The site access has adequate sight distance to allow vehicles to safely enter and exit the road network.
- In order to mitigate the impacts of the development during construction a TMP would be prepared prior to construction commencing.

Based on the assessment above, it is concluded that the proposed access arrangements are suitable to accommodate the expected construction vehicle types and traffic volumes during the construction and operational phases of the Project.

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Appendix A

SIDRA Intersection Analysis Results

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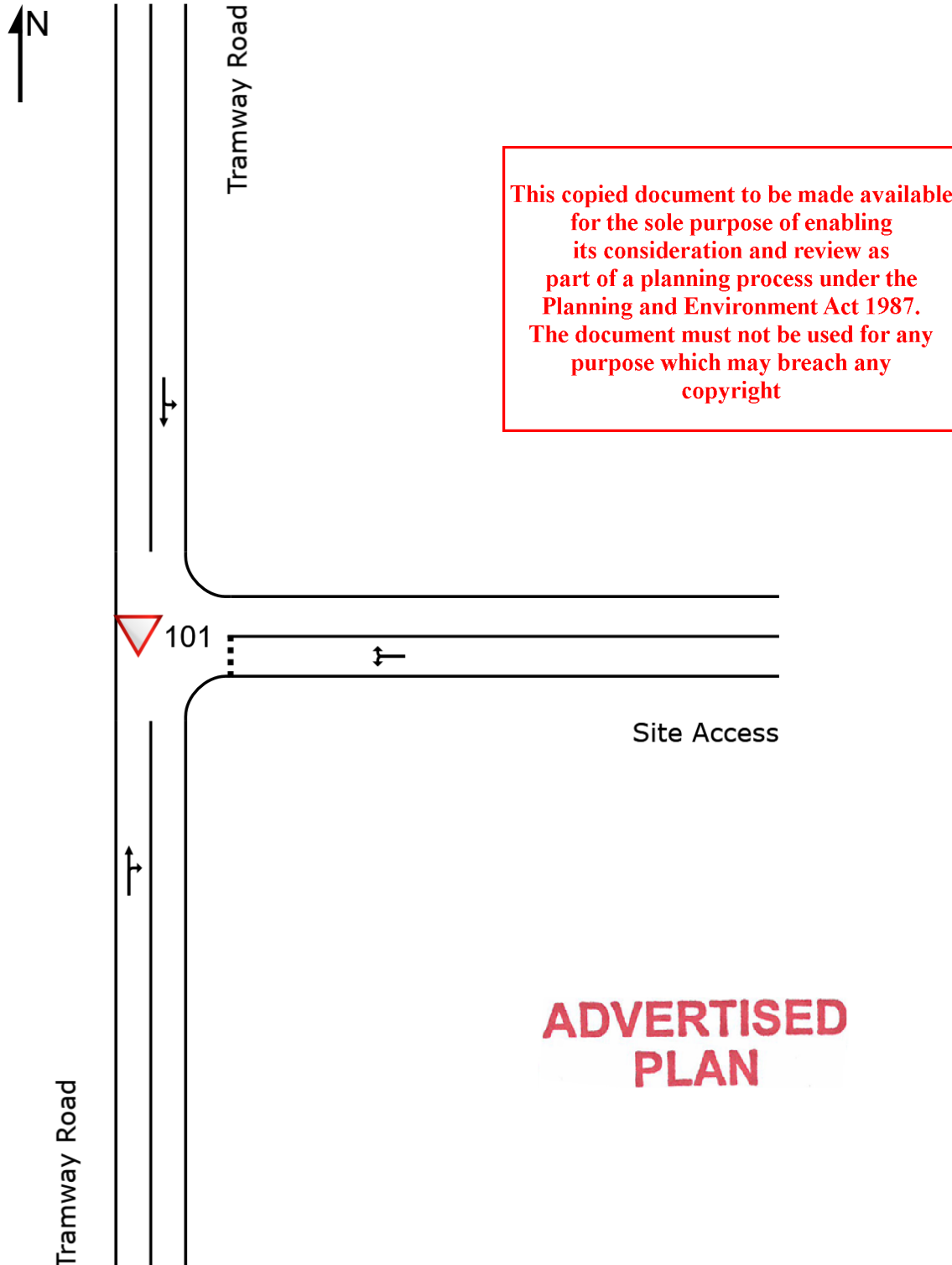
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SITE LAYOUT

▽ Site: 101 [AM Peak Hour (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 101 [AM Peak Hour (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				
			veh/h		veh/h		v/c	sec							km/h
South: Tramway Road															
2	T1	All MCs	203	20.2	203	20.2	0.129	0.1	LOS A	0.1	1.1	0.06	0.07	0.06	95.3
3	R2	All MCs	17	12.5	17	12.5	0.129	6.4	LOS A	0.1	1.1	0.06	0.07	0.06	54.7
Approach			220	19.6	220	19.6	0.129	0.6	NA	0.1	1.1	0.06	0.07	0.06	90.2
East: Site Access															
4	L2	All MCs	1	100.0	1	100.0	0.007	4.7	LOS A	0.0	0.3	0.40	0.52	0.40	38.8
6	R2	All MCs	3	100.0	3	100.0	0.007	7.8	LOS A	0.0	0.3	0.40	0.52	0.40	38.3
Approach			4	100.0	4	100.0	0.007	7.0	LOS A	0.0	0.3	0.40	0.52	0.40	38.4
North: Tramway Road															
7	L2	All MCs	60	28.1	60	28.1	0.101	7.5	LOS A	0.0	0.0	0.00	0.23	0.00	60.8
8	T1	All MCs	106	23.8	106	23.8	0.101	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	76.5
Approach			166	25.3	166	25.3	0.101	2.7	NA	0.0	0.0	0.00	0.23	0.00	70.0
All Vehicles			391	22.9	391	22.9	0.129	1.6	NA	0.1	1.1	0.04	0.14	0.04	79.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [PM Peak Hour (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Tramway Road															
2	T1	All MCs	147	22.9	147	22.9	0.087	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.4
3	R2	All MCs	100.0		100.0		0.087	7.1	LOS A	0.0	0.1	0.01	0.01	0.01	55.3
Approach			148	23.4	148	23.4	0.087	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.8
East: Site Access															
4	L2	All MCs	17	12.5	17	12.5	0.094	4.3	LOS A	0.3	2.7	0.39	0.59	0.39	46.8
6	R2	All MCs	60	28.1	60	28.1	0.094	5.9	LOS A	0.3	2.7	0.39	0.59	0.39	44.4
Approach			77	24.7	77	24.7	0.094	5.6	LOS A	0.3	2.7	0.39	0.59	0.39	44.9
North: Tramway Road															
7	L2	All MCs	300.0		300.0		0.115	10.4	LOS B	0.0	0.0	0.00	0.01	0.00	46.8
8	T1	All MCs	196	20.4	196	20.4	0.115	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	98.3
Approach			199	21.7	199	21.7	0.115	0.2	NA	0.0	0.0	0.00	0.01	0.00	96.7
All Vehicles			424	22.8	424	22.8	0.115	1.1	NA	0.3	2.7	0.07	0.11	0.07	80.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Appendix B

DTP Referral

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Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.transport.vic.gov.au

Ref: PPR 51010/26

Divyaa Sundaravadivel
Department of Transport and Planning
8 Nicholson Street
East Melbourne Victoria 3002

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Dear Divyaa

PLANNING APPLICATION NO.: PA2604203
DEPARTMENT REFERENCE NO: PPR 51010/26
PROPERTY ADDRESS: TRAMWAY ROAD, HAZELWOOD NORTH VIC 3840

Section 55 – No objection subject to conditions

Thank you for your referral dated 20 February 2026 of the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987*.

The Head, Transport for Victoria has considered this application and does not object if the permit is subject to the following conditions:

1. Only one point of access will be permitted from Tramway Road to Lot No 1, TP383784.
2. The access must be constructed with a Basic right (BAR) turn treatment and a Basic left (BAL) turn treatment, generally in accordance with the requirements of the Austroads Guidelines and to the satisfaction of the Head, Transport for Victoria.
3. The existing Tramway Road Pavement and Surrounds must be upgraded to include the new access to accommodate the change in traffic loadings and movements at no cost and to the satisfaction of the Head, Transport for Victoria. These works include, but are not limited to:
 - a. Pavement reconstruction
 - b. Pavement Asphaltting / Re-sealing
 - c. Drainage Works
 - d. Line Marking
 - e. Signage
4. Prior to design plans beginning, the applicant's consultants must attend a pre-design meeting with the Department of Transport (Gippsland Region). Pre-Design Meeting Requests must be submitted via email: nriw.eastern@transport.vic.gov.au.
5. Prior to works beginning on site, an Application for External Works – Functional Design Review, including Gippsland Regions Developer Funded Functional Layout Checklist, for the Tramway Road access must be submitted and endorsed by the

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Head, Transport for Victoria. The application must be generally in accordance with the External works Review and Certification process as outlined on the Transport Victoria Website.

6. Prior to works beginning in the Road Reserve, an Application for External Works – Detailed Design Review, including Gippsland Regions Developer Funded Detailed Design Checklist, for the Tramway Road access must be submitted and endorsed by the Head, Transport for Victoria. The application must be generally in accordance with the External works Review and Certification process as outlined on the Transport Victoria Website.
7. Before any development starts (including bulk earthworks), a Basic left (BAL) turn treatment must be constructed, generally in accordance with the requirements of the Austroads Guidelines and to the satisfaction of the Head, Transport for Victoria.
8. Prior to above ground works commencing on site, a Basic right (BAR) turn treatment must be constructed, generally in accordance with the requirements of the Austroads Guidelines and to the satisfaction of the Head, Transport for Victoria.
9. Any security boom, barrier, gate or similar device controlling vehicular access to the site must be located entirely within the property boundary to accommodate the largest expected vehicle, measured from the Tramway Road road reserve boundary.
10. Prior to commencement of the earthworks on the site, a truck wheel-wash must be installed at the property boundary to enable all mud and other tyre borne debris from vehicles to be removed prior to exiting the land.
11. The truck wheel-wash must be maintained in good order during the construction phase of the development and may be removed at the end of the construction phase of the development.
12. The discharge of any stormwater from the site into the roadside table drain will not be permitted unless approved in writing by the Head, Transport for Victoria.
13. Any vegetation removal within the arterial road reserve must be referred to and approved by the Responsible Authority.

ACCOMPANYING NOTES:

Separate consent for works within the road reserve and the specifications of these works is required under the Road Management Act. For the purposes of this application the works will include provision of:

- Basic right (BAR) turn treatment,
- Basic left (BAL) turn treatment,
- Drainage works
- HV cable routing

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For more information and forms relating to External Works, including Functional Layout Plans, Detailed Layout Plans & Traffic Signal Plans please visit the Transport Victoria Website.

Refer to: <https://transport.vic.gov.au/road-and-active-transport/business/external-works-on-the-road-network>

Please forward a copy of any decision to this office as required under the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Nick Francolino on 51722639 or Nick.Francolino@transport.vic.gov.au.

Yours sincerely



Stuart Fenech

Team Leader Statutory Planning - Gippsland
Under delegation from the Head, Transport for Victoria

13 / 03 / 2026

Cc: Permit applicant

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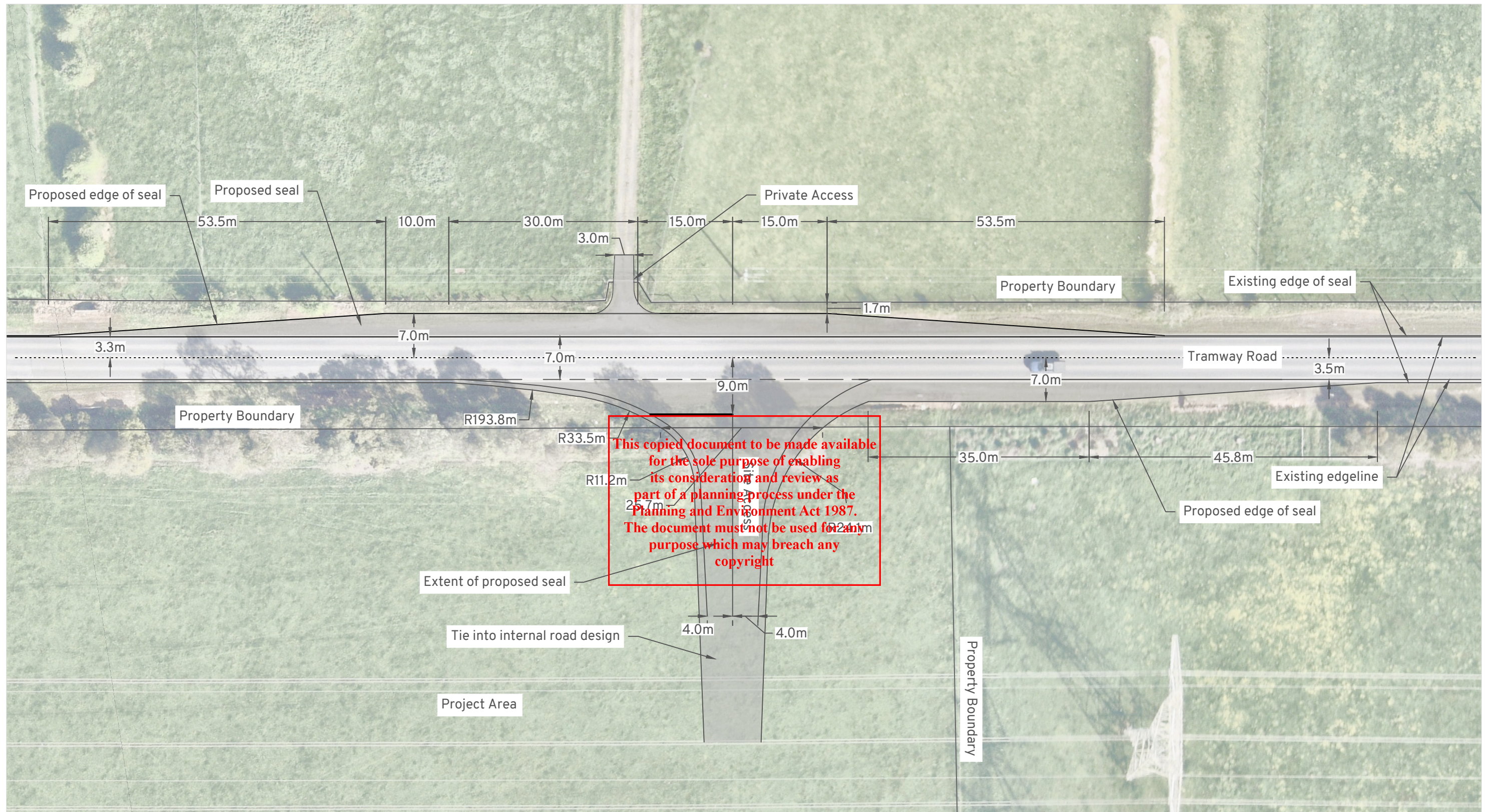
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Appendix C

Site Access Design and Swept Path Assessment

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The following design details have been taken from Austroads Guide to Road Design Part 4A

Rural Right-turn Treatment (BAR) - Part 4A Section 7.2.1.

- 1: Design speed of 110km/h.
- 2: Nominal lane width of 3.3m.
- 3: Formation/carriageway widening is 3.5m, total width (C) is 7m.
- 4: Taper length calculates to 53.5m.

Rural Left-turn Treatment (BAL) - Part 4A Section 8.2.1.

- 1: Design speed of 110km/h.
- 2: Nominal lane width of 3.5m.
- 3: Formation/carriageway widening is 3.0m, total width (C) is 7m.
- 4: Taper length calculates to 45.8m.
- 5: Minimum length of parallel widened shoulder used from Table 8.1 is 35m.

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Gippsland BESS

Tramway Road, Hazelwood North

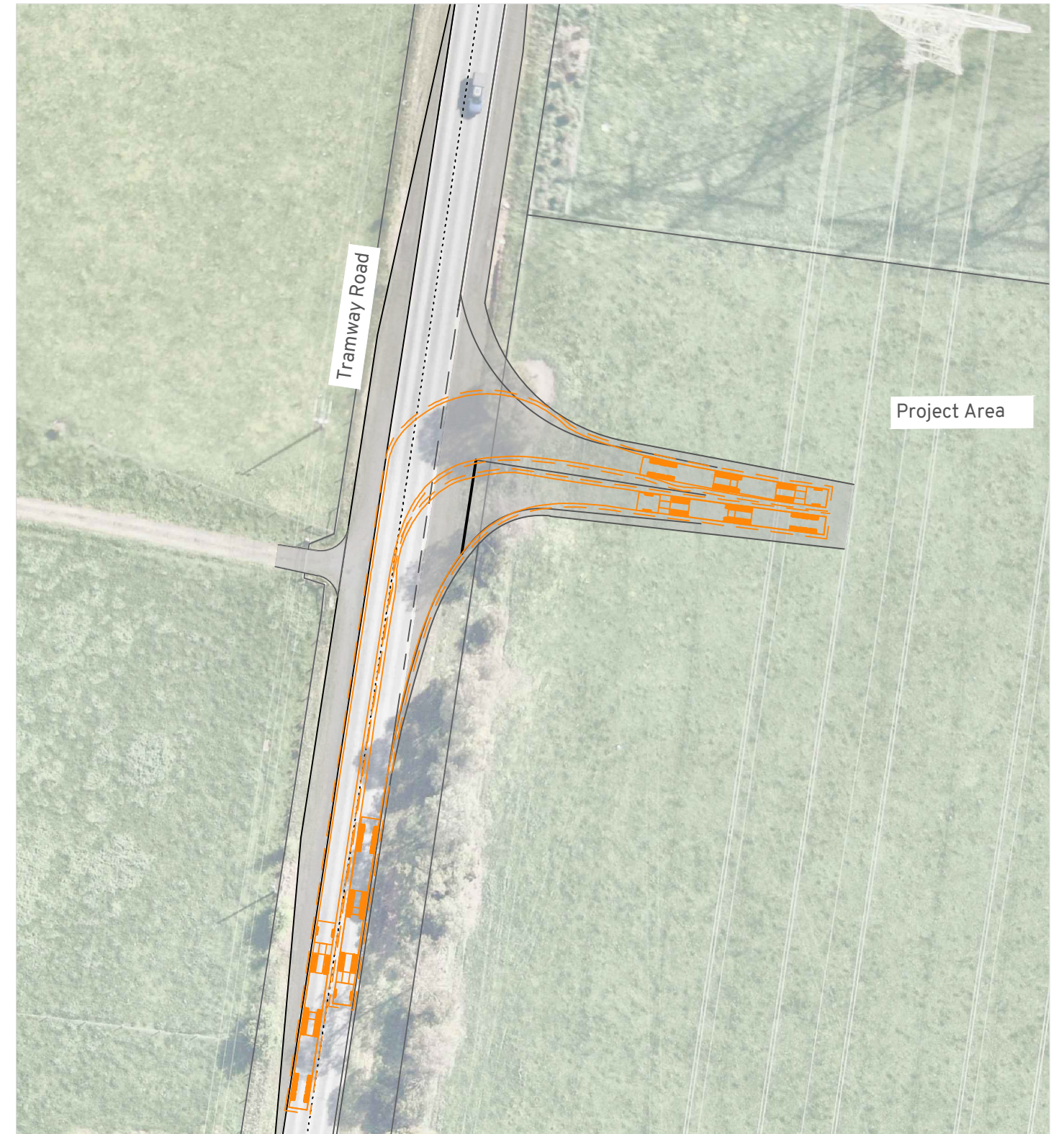
Site Access Design

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DATE: 24/07/2026
DWG NO: 1433 S03B
SCALE at A3: 1:600

Amber 01



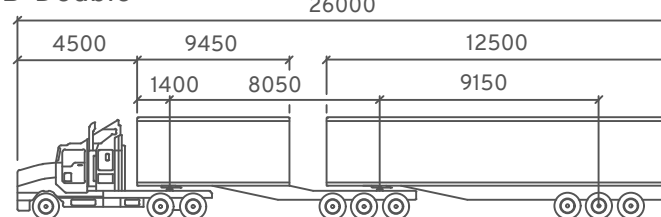
Entry Manoeuvre



Simultaneous Entry/Exit Manoeuvres

Vehicle Envelope
 500mm Clearance
 Reverse Manoeuvre
 Min. Design Speed 5km/h

26.0m B-Double



Tractor Width : 2500
 Trailer Width : 2500
 Tractor Track : 2500
 Trailer Track : 2500
 Lock to Lock : 6.0s
 Steering Angle : 22.2
 Articulating Angle 70.0

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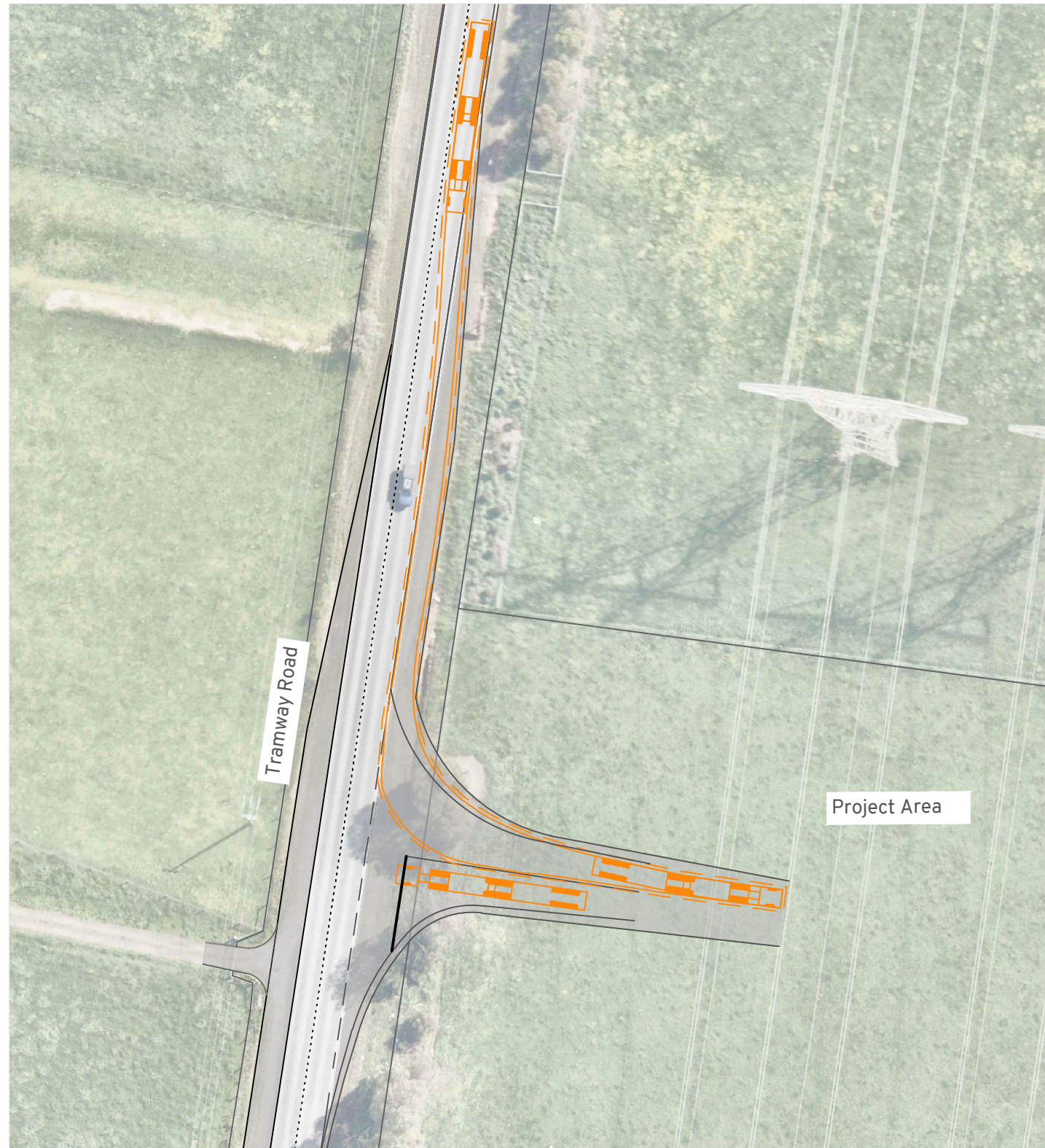
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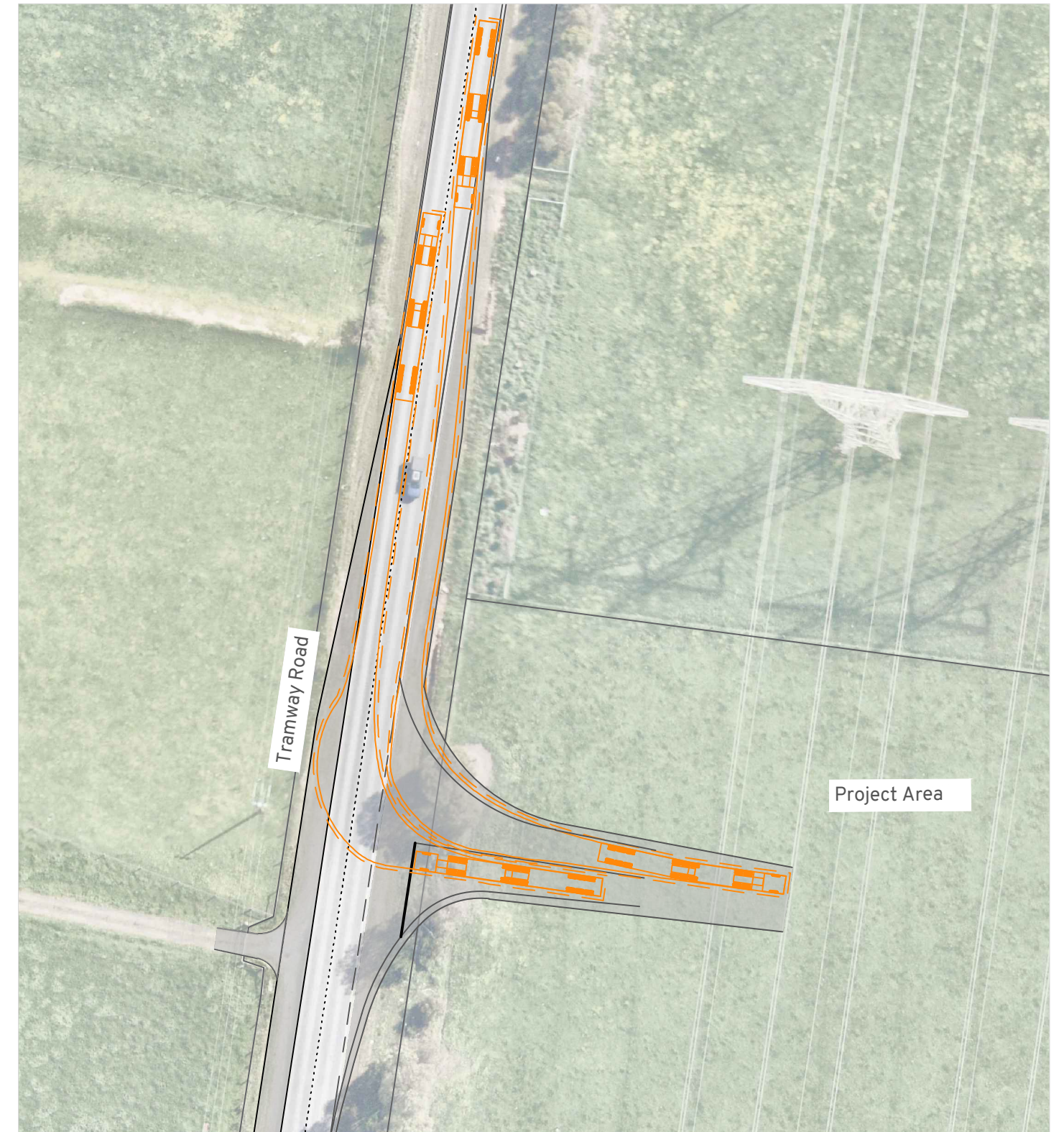
Gippsland BESS
 Tramway Road, Hazelwood North
 Swept Path Assessment

DRAWN: SE
 DATE: 24/07/2026
 DWG NO: 1433 S03B
 SCALE at A3: 1:750

Amber 02



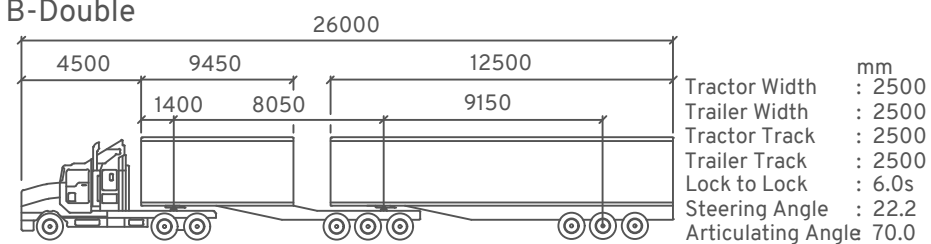
Entry Manoeuvre



Simultaneous Entry/Exit Manoeuvres

Vehicle Envelope
 500mm Clearance
 Reverse Manoeuvre
 Min. Design Speed 5km/h

26.0m B-Double



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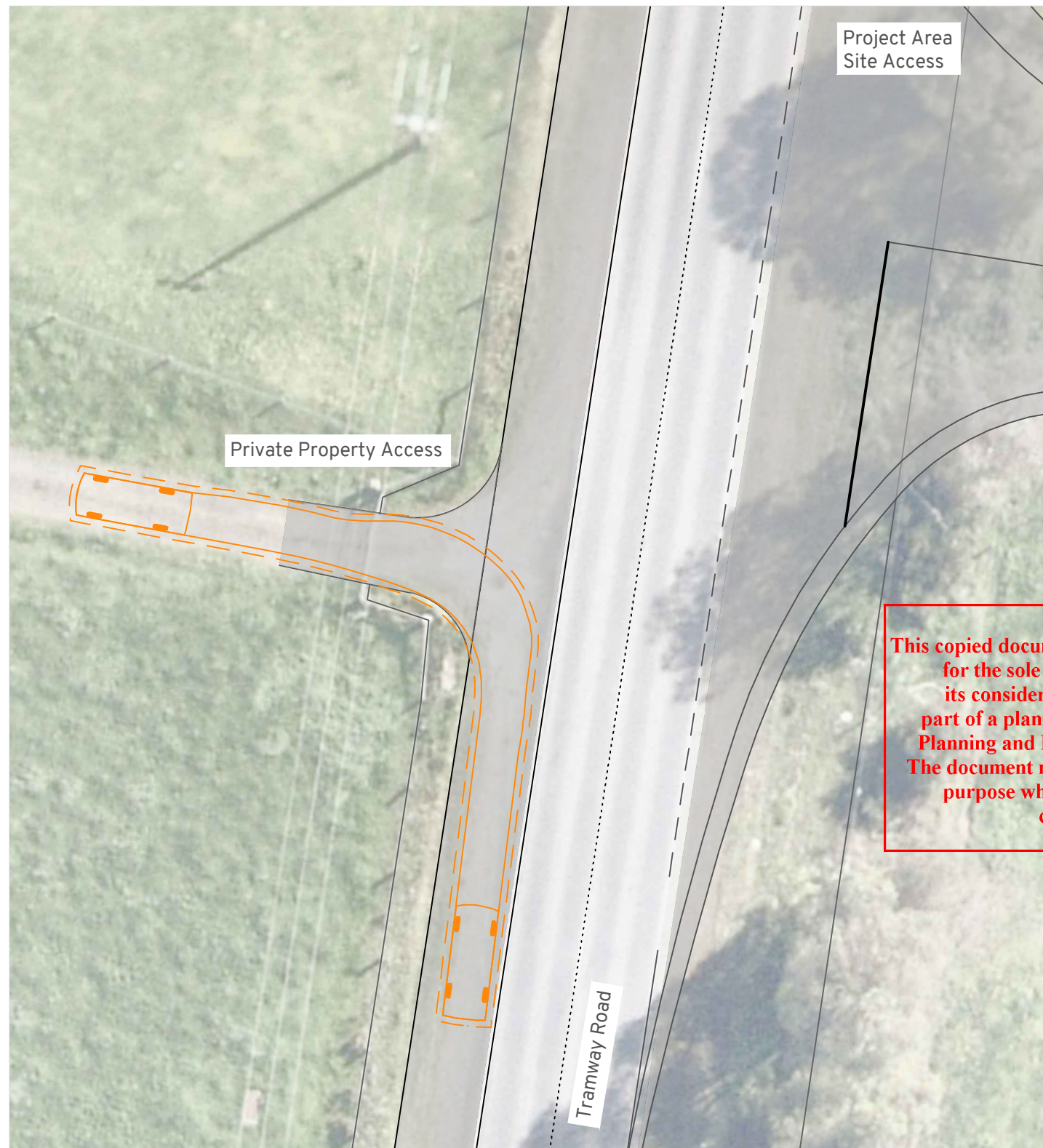


Gippsland BESS

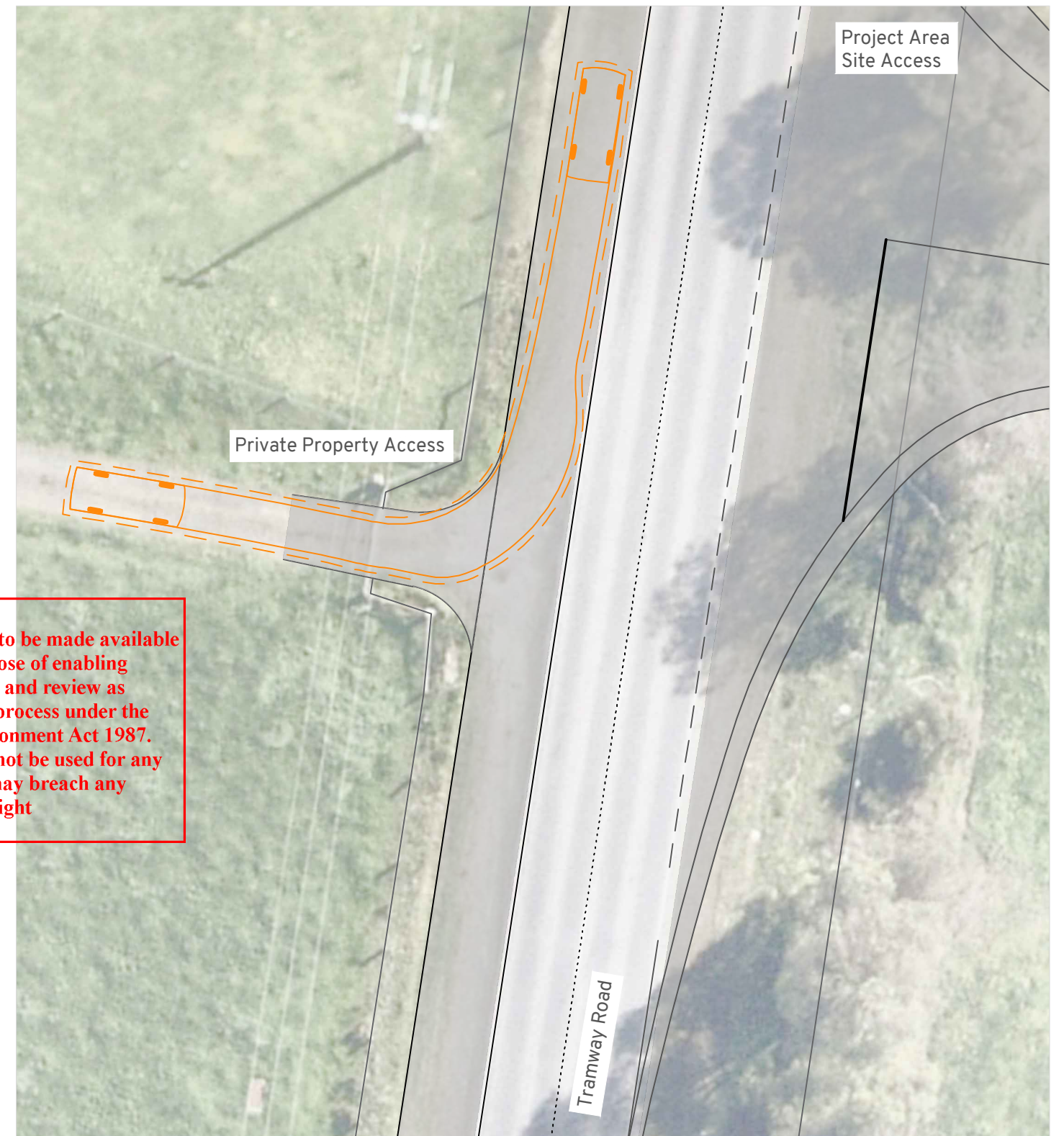
Tramway Road, Hazelwood North
 Swept Path Assessment

DRAWN: SE
 DATE: 24/07/2026
 DWG NO: 1433 S03B
 SCALE at A3: 1:750

Amber 03



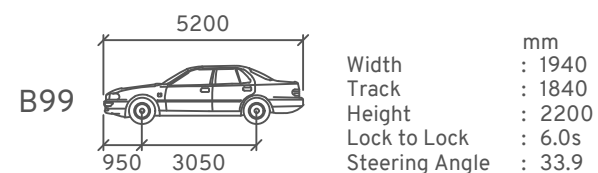
Entry Manoeuvre



Exit Manoeuvre

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Vehicle Envelope
 300mm Clearance
 Reverse Manoeuvre
 Min. Design Speed 5km/h



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Gippsland BESS
 Tramway Road, Hazelwood North
 Swept Path Assessment

DRAWN: SE
 DATE: 24/07/2026
 DWG NO: 1433 S03B
 SCALE at A3: 1:250