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Laceyby Battery Energy Storage System

Traffic Impact Assessment

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19 March 2026

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Revision Record

Revision	Description	Author	Review	Date
D01	Draft	Mustafa Farah	Joshua Carroll	06/10/2025
F01	Final	Mustafa Farah	Joshua Carroll	17/02/2026
F02	Updated Final	Matthew Chan	Luke Smith	18/03/2026

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Table of Contents

1	Introduction	1
2	Subject Site.....	2
2.1	Location.....	2
2.2	Site Context.....	2
2.2.1	Snow Road (C522).....	2
2.2.2	Wangaratta-Kilfeera Road	3
2.3	Planning Policy Context	3
2.3.1	Planning Context.....	3
2.3.2	Planning Framework	3
2.4	Public Transport Network.....	4
2.4.1	Public Transport Services	4
2.4.2	Active Transport.....	4
2.5	Traffic Data.....	5
2.5.1	Historical Traffic Volumes	5
2.5.2	Crash Stats	5
3	Proposed Development	7
3.1	Laceby BESS Description	7
3.2	Site Access	10
3.2.1	Construction Site Access	10
3.2.2	Operational Site Access.....	10
3.3	Construction Materials Delivery	10
3.3.1	Solar Module / Substation Components	10
3.3.2	Coarse Aggregate and Fine Crushed Gravel	11
3.3.3	Water Deliveries.....	12
3.4	Construction Staff.....	12
3.5	Construction Vehicles	12
4	Traffic Generation	13
4.1	Construction Phase	13
4.1.1	Adopted Solar Farm Delivery Timeframes.....	13
4.1.2	Material Assumptions.....	13
4.1.3	Solar Farm and BESS Construction Traffic Generation	13
4.1.4	Current Traffic Volumes	14
4.2	Turn Warrant Assessments	15
4.2.1	Assessment Methodology.....	15
4.2.2	Turn Warrant Assessments	15
4.3	Operational Phase	16
5	Mitigation Works	17
5.1	Site Access Management	17
5.1.1	Site Distance Requirements	17
5.1.2	Turning Treatments.....	18
5.2	Construction Traffic Management.....	18
5.2.1	Post Permit Approvals.....	18
5.2.2	Hours of Operation.....	18
5.2.3	School Buses	18
5.2.4	Internal Site Management.....	18
6	Conclusion.....	19
List of Tables		
Table 2-1.	Annual Average Daily Traffic.....	5
Table 5-1.	SISD Assessment.....	17



List of Figures

Figure 2.1. Site Locality	2
Figure 2.2. Planning Scheme (Site Locality)	3
Figure 2.3. PTV – North Eastern Victoria (train and coach network)	4
Figure 2.4. Map of CrashStats Locations	5
Figure 3.1. Indicative Site Layout	8
Figure 3.2 Maintenance Site Access	9
Figure 3.3. VicRoads gazetted B-Double Network	11
Figure 5.1. Application of SISD.....	17

List of Appendices

Appendix A Construction Program

Appendix B Turn Warrant Assessment

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1 Introduction

Stantec (formally known as Cardno) had been engaged by ANZA Power (formally known as Bison Energy prior to an acquisition by I Squared Capital) to prepare a Traffic Impact Assessment for the development and operation of the proposed Laceby Battery Energy Storage System (BESS) project.

At the time of writing, the Laceby BESS project is expected to incorporate approximately 128,000 solar modules, equivalent to a generation of 80MW (AC) with an additional 220.66kWh Battery Energy Storage System (BESS).

The proposed 80MW facility has recently received government approvals and as such, amendments to the previously prepared TIA report are required and are outlined in the Department of Transport and Planning's letter (ref no. PA2504098) dated 27 February, to meet the planning conditions for Permit No. PLNAPP19/158.01. The required updates to the TIA are outlined below.

Traffic Impact Assessment

1. *Concept plan - additional access to Snow Road*
 - a. *Please advise whether access to the BESS facility could instead be achieved via the already approved access associated with the renewable energy (solar farm) development, and if not, provide clear reasons why this is not feasible.*
2. *Traffic Impact Assessment Report (TIAR)*
 - a. *To enable a clear assessment of the incremental transport impacts arising from the BESS facility, the TIAR should:*
 - i. *Provide a separate analysis of traffic generated by the BESS facility and the solar farm, clearly identifying the additional traffic attributable solely to the BESS proposal.*
 - ii. *Distinguish between construction and operational phases for each component of the development.*
 - iii. *Identify the anticipated vehicle types and sizes (including heavy vehicle classifications) expected to access the site during construction and operation of the BESS facility.*

Clarification of this information is required to properly assess the cumulative and incremental impacts on the surrounding road network as a result of the additional BESS facility.
 - b. *An updated turn lane warrant assessment at the intersection of Snow Road and Wangaratta-Kilfeera Road which takes into consideration additional construction and operational vehicles for the proposed BESS facility.*

This report is an updated revision on the previously submitted TIA dated 17 February 2026 and incorporates the required updates as outlined above.



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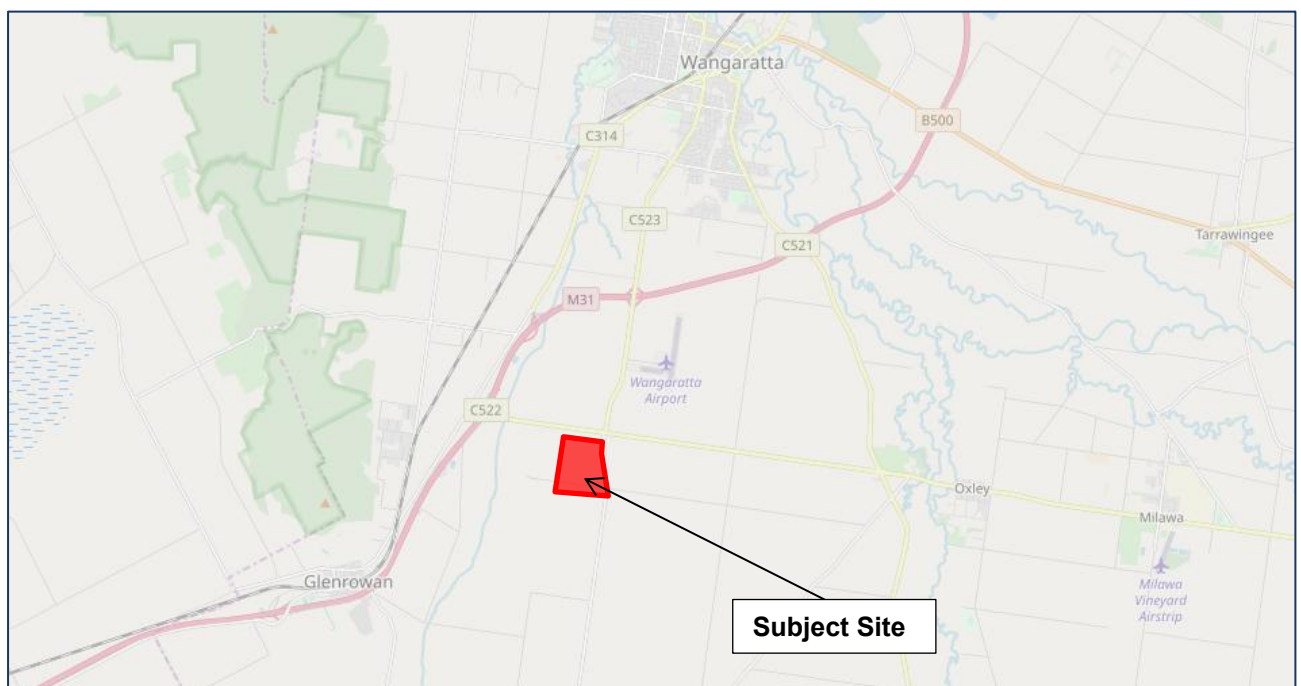
2 Subject Site

2.1 Location

The proposed Lacey BESS site is located on the south-west corner of the Snow Road / Wangaratta-Kilfeera Road intersection approximately 8.0 kilometres south of Wangaratta in Victoria. The site itself extends across approximately 130 hectares of land across a single land holding (Lot 1/TP253930). The site is primarily vacant and has historically been used for farming.

The subject site is illustrated in Figure 2-1.

Figure 2.1. Site Locality



2.2 Site Context

The topography of the site is relatively flat and featureless with vegetation generally limited to areas around the road. Three Mile Creek dissects the site in a north – south direction.

The relevant road network in the vicinity of the site consists primarily of Snow Road along the site's northern frontage, Wangaratta-Kilfeera Road along the site's frontage to the east and O'Connell Lane along the southern site boundary.

2.2.1 Snow Road (C522)

Snow Road is a VicRoads controlled state arterial road which extends from Hume Highway (west) through Oxley to Great Alpine Road to the south east. In the vicinity of the site, Snow Road has been constructed with a single two-lane sealed carriageway in the order 6.5 metres with unsealed shoulders (which vary in width).



A rural 100 km/h default speed limit of applies on Snow Road in the vicinity of the site.

2.2.2 Wangaratta-Kilfeera Road

Wangaratta-Kilfeera Road is a Council road bordering the east boundary of the site, which starts at Snow Road and continues south to Benalla-Whitfield Road. In the vicinity of the site, Wangaratta-Kilfeera Road has been constructed with a single sealed carriageway in the order 6.5 metres with unsealed shoulders (which vary in width).

A rural 100 km/h default speed limit of applies on Wangaratta-Kilfeera Road in the vicinity of the site.

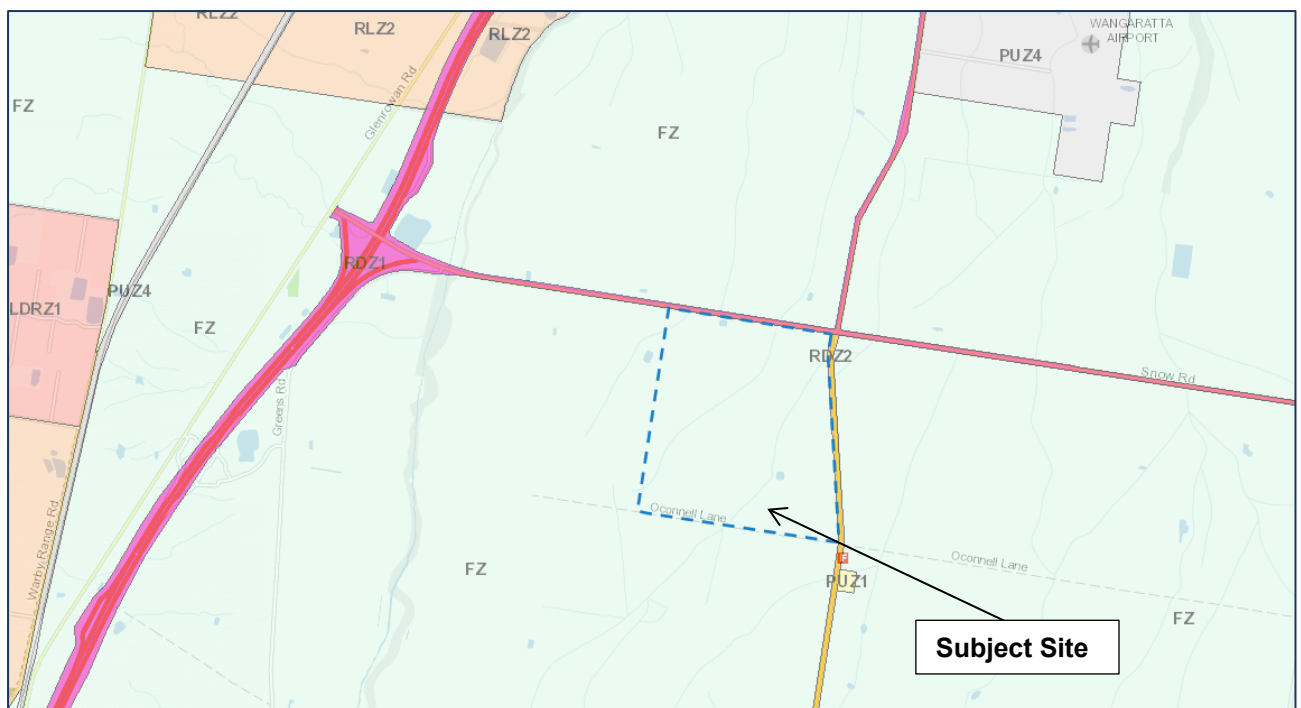
2.3 Planning Policy Context

2.3.1 Planning Context

The site sits within the Rural City of Wangaratta Council local government area (LGA). All land within the site is designated as Farming Zone (FZ), with no specific planning overlays applicable to this area of land.

Zoning overlays that apply to the site and surrounding areas are shown in Figure 2-2.

Figure 2.2. Planning Scheme (Site Locality)



2.3.2 Planning Framework

2.3.2.1 Clause 35.07 – Farming Zone

A Solar Farm facility is a Section 2 use within the Farming Zone, subject to meeting the requirements of Clause 53.13.



Relevant to access for the Solar Farm facility, in considering an application for use, building and works, the decision guidelines listed under 35.07-6 include:

- How the use and development makes use of existing infrastructure and services.

2.3.2.2 Clause 53.13 – Renewable Energy Facility

(Other than wind energy facility and geothermal energy extraction)

Clause 53.13 of the Wangaratta Planning Scheme outlines the relevant application requirements associated with the development of a renewable energy facility (other than Wind Farm). Relevant to traffic and access matters, considerations under Clause 53.13 include:

- Assessment of the effect of traffic to be generated on roads (53.13-2).
- Consideration of whether the proposal will require traffic management measures.

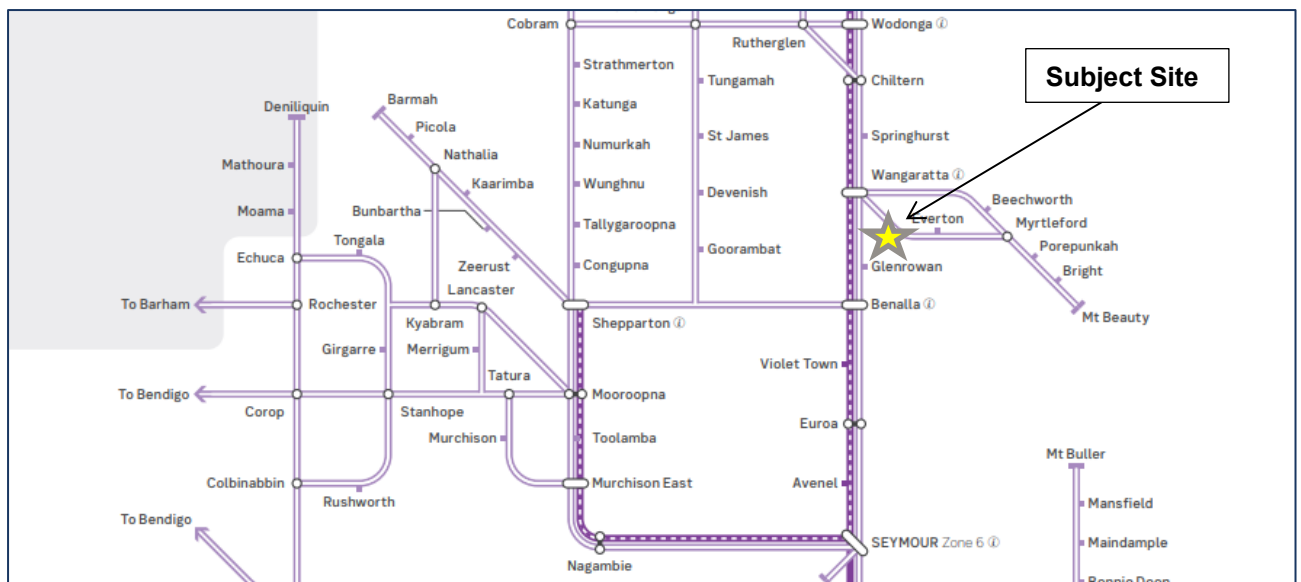
2.4 Public Transport Network

2.4.1 Public Transport Services

There is no dedicated public transport in the vicinity of the subject site. V/Line services run to Wangaratta 8.0km to the north of the site. Glenrowan station located 4.0km to the west of the site is no longer in operation.

The subject site in context to the broader transport network is shown in Figure 2-3.

Figure 2.3. PTV – North Eastern Victoria (train and coach network)



Source – PTV Victorian Train Network Map

2.4.2 Active Transport

There is currently no dedicated on road bicycle or pedestrian facilities in the vicinity of the subject site.



2.5 Traffic Data

2.5.1 Historical Traffic Volumes

Traffic volume data obtained from VicRoads Traffic Profile viewer indicate that in 2019, the annual average daily traffic on Snow Road in the vicinity of the site are in the order of 1,400 vehicles per day. Note that there is no available traffic volume data on Wangaratta-Kilfeera Road.

A breakdown of the following daily vehicle movements is shown in Table 2-1.

Table 2.1. Historical Annual Average Daily Traffic

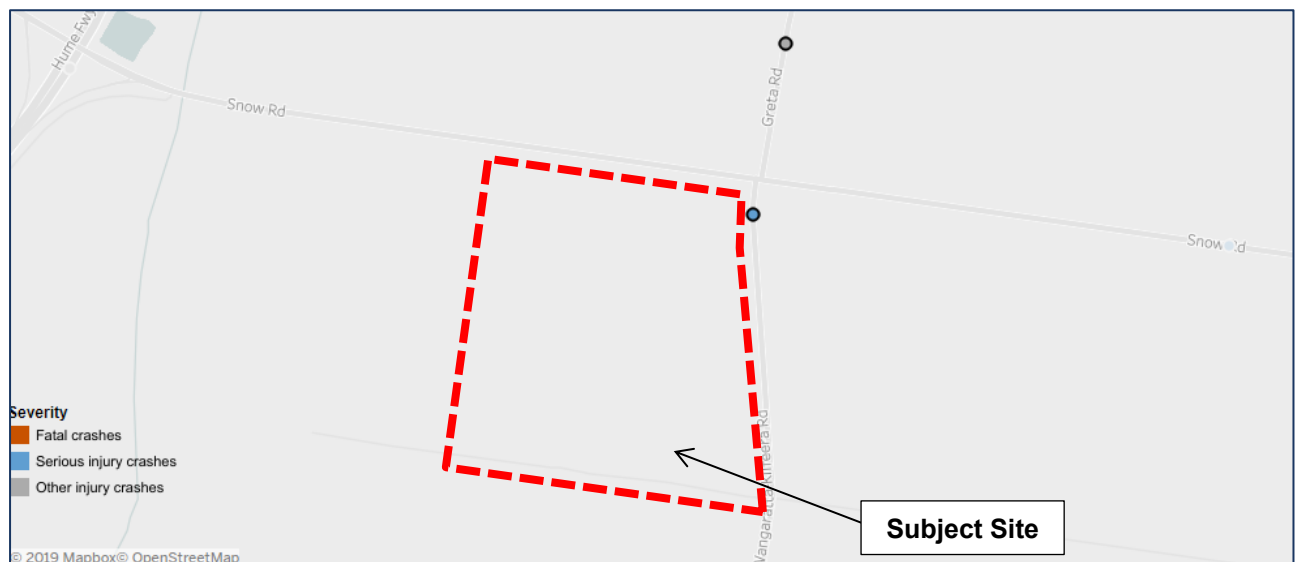
Road Name	Direction	AADT (one-way)	% Heavy Vehicles	Peak Hour Volumes*
Snow Road (between Greta Road and Hume Freeway On-ramp)	Eastbound	698 vpd	11% (74 vpd)	70 vpd
	Westbound	678 vpd	13% (87 vpd)	68 vpd

*Peak hour volumes are assumed to be 10% of the daily AADT volumes

2.5.2 Crash Stats

VicRoads' CrashStats data provides locations and general information regarding road crashes within Victoria. An overview of data captured between 2013 to 2018 located within the surrounding road network is shown below in Figure 2-4.

Figure 2.4. Map of CrashStats Locations



Source – VicRoads CrashStats

An assessment of the reported crashes in the vicinity of the subject site for the period of 2013-2018 shows that:

- Two (2) crashes occurred in this period;
- Only one crash was a serious injury crash, involving two (2) people; and



- No crashes occurred in this period on Snow Road which fronts the site to the north.

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3 Proposed Development

3.1 Lacey BESS Description

The project will consist of a solar energy facility comprising up to approximately 128,000 solar modules, with a combined expected capacity to generate approximately 80MW with an additional 220.66kWh BESS.

A substation is proposed to be located in the northern portion of the site, south of Snow Road. It is proposed that the solar farm will connect to the electricity network via this substation, with no additional substation works proposed on-site. Access to the substation for maintenance purposes will be via Snow Road, although traffic volumes through this access point are expected to be minimal.

A series of gravel access roads will provide internal circulation around the site and access to the solar modules. These roads will be accessed by the main site access from Wangaratta-Kilfeera Road. Approximately 4.5 kilometres of gravel access roads will be constructed, with a width of approximately 4 metres and a depth of 0.2 metres. Internal access tracks will not exceed 100mm above natural ground level. Additionally, access tracks will be provided around the perimeter of the site as per CFA requirements.

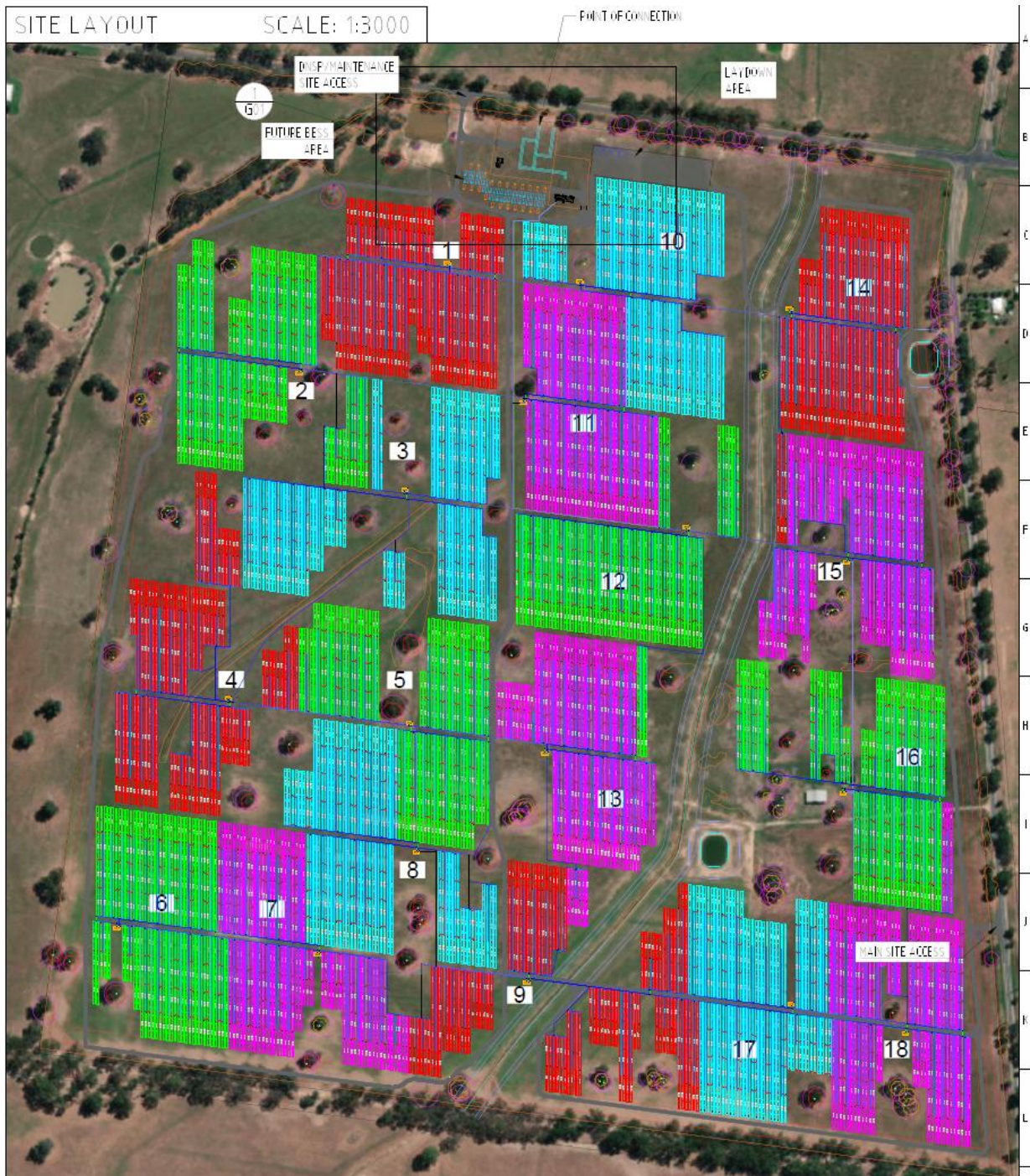
It is expected that external public roads will adequately cater for movements generated by the proposed development, and therefore no upgrades or improvements are currently contemplated for external roads. Instead, there will be ongoing staff on the site, likely 2 workers per day for operation and maintenance. As such, no dedicated car parking has been proposed. Maintenance staff will park along the internal access tracks as required.

The proposed concept layout for the Lacey BESS is shown in Figure 3.1 and the maintenance site access is shown in Figure 3.2.

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Figure 3.1. Indicative Site Layout



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Figure 3.2 Maintenance Site Access



Source – ANZA Power

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3.2 Site Access

The proposed site access points are illustrated on Figure 3.1 on the previous page and discussed further below.

3.2.1 Construction Site Access

In accordance with the Department of Transport and Planning (DTP) comments (ref no. PPR30941/19), site access during construction is proposed to be via Wangaratta-Kilfeera Road. As the traffic volume along Wangaratta-Kilfeera Road is expected to be very low, it is unlikely that construction vehicles will queue back onto Snow Road when entering the site due to opposing flow on Wangaratta-Kilfeera Road. Further analysis will be completed as part of a Traffic Management Plan following confirmation of source material locations, construction methodology and schedule of works.

The proposed access is located on the outside of a slight bend and is expected to achieve relevant sight distance requirements. Refer to Section 5.1.1 for further discussion on the sight distances.

3.2.2 Operational Site Access

As agreed in-principle with the DTP, access to the substation will be via a crossover on Snow Road west of Wangaratta-Kilfeera Road and shown in Figure 3.1 and Figure 3.2. It should be noted that this is an existing farm access crossover which will be augmented to cater for Ausnet maintenance to the substation. The access point is expected to experience a maximum of 2 to 3 movements a day during maintenance days only and it will not be used in association with the BESS or Solar Farm except in a maintenance or evacuation capacity.. This access is considered necessary for adherence to CFA guidelines around BESS requirements.

General site access post construction will be provided along Wangaratta-Kilfeera Road at the main construction access and can be expected to accommodate 2 to 3 movements on maintenance days only. The existing site access point on Wangaratta-Kilfeera Road will be retained as an emergency access point for the site.

No vehicle access will enter the site via Snow Road except for Ausnet staff and contractors.

3.3 Construction Materials Delivery

The following sections below detail the access routes / roads for deliveries of the required typical construction materials. Note that OSOM vehicle routes will be provided as part of a TMP once the point of origin for large BESS componentry has been determined.

3.3.1 Solar Module / Substation Components

Solar Farm componentry including solar modules, substation componentry, etc. is likely to be sourced from either Melbourne, Geelong or Wodonga.

The anticipated potential haulage routes for heavy vehicles, are as follows:

Melbourne:



Port of Melbourne, Footscray Road, West Gate Freeway, Western Ring Road, Hume Freeway, Snow Road, Wangaratta-Kilfeera Road and Site Access.

Geelong:

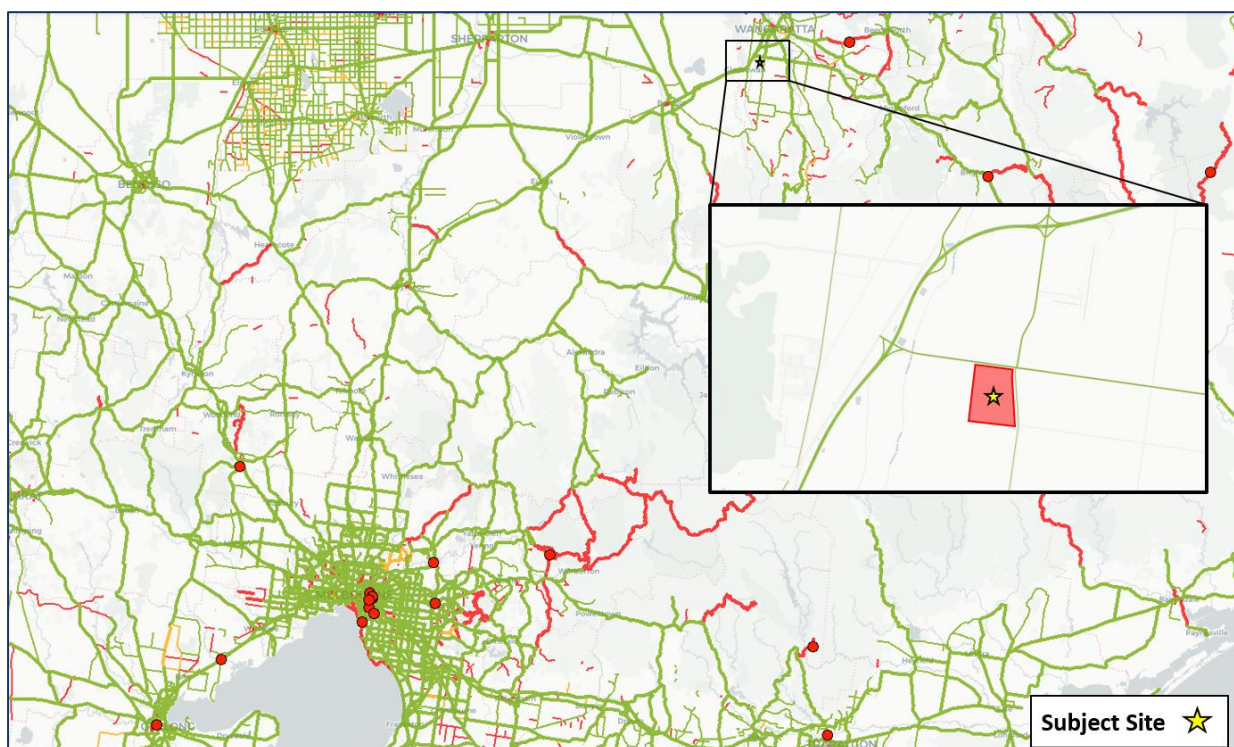
Port of Geelong, Shell Parade, Princes Freeway, Western Ring Road, Hume Freeway, Snow Road, Wangaratta-Kilfeera Road and Site Access.

Wodonga:

Wodonga, Hume Freeway, Snow Road, Wangaratta-Kilfeera Road and Site Access.

In addition, all these roads are VicRoads pre-approved B-Double routes, inclusive of the Council controlled Wangaratta-Kilfeera Road. A map of Victoria showing the currently approved B-Double network is shown on the following page in Figure 3-2.

Figure 3.3. VicRoads gazetted B-Double Network



Source – VicRoads B-Double network map

3.3.2 Coarse Aggregate and Fine Crushed Gravel

Stantec has been advised by ANZA Power that both coarse and fine gravel for the construction of hardstand areas and access tracks is likely to be sourced from a local quarry (confirmed at a later date). They will generally access the site via Hume Freeway, Snow Road, Wangaratta-Kilfeera Road and Greta Road.

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Additionally, earth removal works will need to occur at a rate of approximately 1.3m³ for each 1m³ of sourced gravel to the site. With as much of the soil to be reused throughout the site to minimise external trips.

3.3.3 Water Deliveries

It is understood that dust settling water deliveries will be used during the dryer months of construction. This water will likely be sourced from the north of the site, via the local road network.

3.4 Construction Staff

During the delivery of the project, staff will more than likely be accommodated in Wangaratta (approximately 8.0 kilometres to the north) or other local towns including Oxley and Glenrowan. They will access the site via Hume Freeway, Greta Road, Snow Road and Wangaratta-Kilfeera Road.

3.5 Construction Vehicles

The vehicles and plant which are expected to be used are summarised below in Table 3.1.

Table 3.1 Construction Vehicles

Type	Sub-Type	Classification
Light Vehicles	Private Car	99 th Percentile Passenger Vehicle
	Utes	
Truck	General Purpose Vehicle	Small Rigid Vehicle (SRV) 2-5 tonne
	EPV (Elevated Platform Vehicle)	Medium Rigid Vehicle (MRV) 10 tonne
	Garbage Truck	
	Concrete Truck	Heavy Rigid Vehicle (HRV)
	Rigid Truck	
	Small Crane	
	Large Crane	
	Semi-trailer	Articulated Vehicle (AV)
	Truck and Dog	
	Low Loader	
OD	Heavy Vehicles	Over-Dimensional

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4 Traffic Generation

4.1 Construction Phase

The construction phase of the project is expected to begin in June 2026 for a period of approximately 18 months. Refer to Appendix A the construction program for the project.

4.1.1 Adopted Solar Farm Delivery Timeframes

It is understood that the various work phases will potentially overlap with each other and be undertaken in tandem. It is also understood that the Solar Panel component delivery and erection is to commence reasonably soon after the completion of the initial site access works. Based on the advice from ANZA Power, a construction timeframe is still to be proposed. The main phases of the project are listed below:

- Site Mobilisation;
- Site Set-up / Access Roads; and
- PV Plant Delivery and Erection.

4.1.2 Material Assumptions

4.1.2.1 Access Roads and Hardstand Areas

Advice from ANZA Power outlines that access roads and hardstand area works will comprise of:

- Approximately 4.5 kilometres of internal access gravel roads, with typical pavement widths in the order of 4 metres, and depth of 0.2 metres; and
- Laydown areas and hardstand area for the switch substation is proposed to be 150m by 150m.

4.1.2.2 Substation and Solar Module Components

The solar modules will comprise the following components:

- Photovoltaic (PV) modules;
- Tracker Systems and Mounting Posts;
- Inverter Stations; and
- >Cabling.

It is noted that a majority of Solar Module components will be transported to the site by shipping containers.

4.1.3 Solar Farm and BESS Construction Traffic Generation

The external traffic generated by the Solar Farm and BESS have been individually calculated and will be split across two broad categories:

- General traffic generated by staff travelling to / from the site (i.e. utes, vans and private cars); and



- Other heavy vehicles (HV) which are used for the delivery of the solar panel components and construction materials such as aggregate, etc.

Indicative construction staff numbers of 80 (approximate) were advised by ANZA Power. Therefore, it has conservatively been assumed that staff will access the site via private vehicle with an average occupancy of 1.5 persons per vehicle resulting in a total of 120 additional traffic movements. Furthermore, an 80/20 split between Solar Farm and BESS traffic was provided by ANZA Power.

A summary of the estimated peak daily site traffic volumes resulting from the Solar Farm and BESS are detailed in Table 4.1 and Table 4.2.

Table 4.1 Solar Farm Estimated Peak Total External Vehicle Movements

Phase	Staff Movements	Heavy Vehicle Movements	Total (AADT)*
Solar Farm Peak (one way traffic)	48 vpd (24 vpd)	48 vpd (24 vpd)	96 vpd (48 vpd)

**Assumes a 6 day working week during construction activities*

Table 4.2 BESS Estimated Peak Total External Vehicle Movements

Phase	Staff Movements	Heavy Vehicle Movements	Total (AADT)*
BESS Peak (one way traffic)	12 vpd (6 vpd)	12 vpd (6 vpd)	24 vpd (12 vpd)

**Assumes a 6 day working week during construction activities*

As detailed above, the Solar Farm and BESS are expected to generate 96 and 24 additional traffic movements during peak construction period respectively. During peak construction 50% of the total daily traffic are expected to be heavy vehicle traffic; it is noted that the peak construction period will likely only be a small portion of the total construction period.

As previously mentioned, a conservative approach has been adopted in calculating trip generation. It is expected that truck movements will not exceed approximately 4-6 trucks per day due to the sequencing and timing of deliveries. Delivery of goods will occur periodically over the course of the project construction, so as to avoid storage of materials on the site in a disorderly manner. There will be an initial teething period in which machinery will be transported to the site, however once these machines are delivered they will remain on site for several months.

This level of traffic can be expected to be absorbed with minimal impact on the surrounding road network, particularly given the short period of time for peak construction.

4.1.4 Current Traffic Volumes

The current 2026 traffic volumes have been derived based on the historical traffic volumes identified in Section 2.5.1, with consideration of the generated construction traffic outlined in Section 4.1.3.

A breakdown of the current traffic volumes is provided below in Table 4.3. Note that a conservative traffic growth rate of 3% per annum was adopted and peak hour volumes are assumed to be 10% of the annual average daily traffic volumes.



Table 4.3 Current Annual Average Daily Traffic

Name	Direction	AADT (one-way)	Heavy Vehicles Volumes	Peak Hour Volumes
Snow Road 2019	Eastbound	698 vpd	74 vpd	70 vph
	Westbound	678 vpd	87 vpd	68 vph
	Two-way	1376 vpd	161 vpd	138 vph
Snow Road 2026	Eastbound	858 vpd	91 vpd	86 vph
	Westbound	834 vpd	107 vpd	83 vph
	Two-way	1692 vpd	198 vpd	169 vph
Solar Farm 2026	Two-way	96 vpd	48 vpd	10 vph
BESS 2026	Two-way	24 vpd	12 vpd	2 vph
Snow Road + Solar Farm + Bess 2026	Two-way	1812 vpd	258 vpd	181 vph

As demonstrated above, Snow Road is projected to have an annual average daily traffic volume of 1,692 vehicles per day which is approximately an increase of 316 vehicles per day in comparison to the 2019 data. When introducing the generated traffic from the solar farm and BESS, the annual average daily traffic is 1,812 vehicles per day on Snow Road. Arterial Roads typically can accommodate traffic volumes greater than 7,000 vehicles per day and therefore, the projected increase in traffic is considered within the capacity of Snow Road.

4.2 Turn Warrant Assessments

4.2.1 Assessment Methodology

Turn warrant assessments of the key intersections expected to be used by the Project have been undertaken in accordance with the methodology provided in the Austroads' *Guide to Road Design, Part 4A*. The turn warrant assessment provides information on the minimum turn treatments required on the major road to satisfy traffic operation, road safety, and physical conditions at the site. The notations for each of the turn treatments are as follows:

- BAL / BAR: Basic left turn / Basic right turn
- AUL(s): auxiliary left-turn (short lane)
- AUL: auxiliary left-turn
- AUR: auxiliary right-turn
- CHR(s): channelised right turn (short lane)
- CHR: channelised right turn.

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4.2.2 Turn Warrant Assessments

In adopting the calculated current peak hour volumes and anticipated peak hour traffic generated by Lacey BESS (Solar Farm and BESS Battery combined) as outlined in Section 4.1.4 and Table 4.3, a turn warrant assessment was undertaken at the intersection of Snow Road and Wangaratta-Kilfeera Road based on the anticipated haulage routes shown in Section 3.3.1.

The turn warrant assessment was taken in accordance with the methodology stated above, with detailed results found attached as Appendix B. A summary of the results can be observed below in Table 4.4.



Table 4.4 Turn Warrant Assessment Summary

Intersection	Required Treatments
Snow Road / Wangaratta-Kilfeera Road	BAL – eastern approach of Snow Road* BAR – western approach of Snow Road

The following assumptions were made for the turn warrant assessment:

- Given that there is no available traffic volume data on Wangaratta-Kilfeera Road, an annual average daily traffic volume of 1,000 vehicles per day was assumed on Wangaratta-Kilfeera Road between Snow Road and Oconnell Lane. Greta Road is located immediately north of Wangaratta-Kilfeera Road and the annual average daily traffic volume for this road is 1281 vehicles per day. A reduction of approximately 20% was then applied to Greta Road which accounted for the left and right turning vehicles onto Snow Road, to then derive the annual average daily traffic volume of 1,000 vehicles per day on Wangaratta-Kilfeera Road.
- The percentage of north and southbound traffic on Wangaratta-Kilfeera Road was assumed to be a 50/50 split equating to an annual average daily traffic volume of 500 vehicles per day each way.
- Peak hour volumes are assumed to be 10% of the annual average daily traffic volumes.
- Regarding northbound traffic on Wangaratta-Kilfeera Road, it was assumed that 20% of vehicles performed a left turn onto Snow Road and the remaining 80% of vehicles turned right to either then turn left onto Greta Road or continue straight along Snow Road.
- It was assumed that 10% of traffic travelling along Snow Road turned into Wangaratta-Kilfeera Road.
- The calculated peak hour traffic volumes were assumed to occur in the AM peak. Therefore, based on the anticipated haulage routes, all of the traffic generated in the AM peak is expected to arrive from the west (i.e. from Hume Freeway) and subsequently travel eastbound along Snow Road before performing a right turn onto Wangaratta-Kilfeera Road.

In line with the outcome of the turn warrant assessment, a functional design for a BAR on the western approach on Snow Road into Wangaratta-Kilfeera Road is being prepared and will accompany the TMP after approval from the Department of Transport and Planning.

Given that no construction traffic arrives from the east based on the anticipated haulage routes, a BAL is not considered a necessary treatment required as part of this project.

4.3 Operational Phase

The operational phase is anticipated to commence post-construction in late June 2027. The solar farm will operate with limited maintenance 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 local road network. Details of likely traffic generation during operation are as follows:

- Monthly routine maintenance to be carried out by two to three people. It will be assumed that the daily traffic generation will not exceed two vehicle movements per day (maintenance days only) to the local road network, with all other movements being internal to the site; and



- Occasional engineering maintenance will occur when components of the development need to be replaced, such as replacing solar modules or tracker systems. This is expected to only occur very occasionally and will have no discernible impact on the external road network.

5 Mitigation Works

5.1 Site Access Management

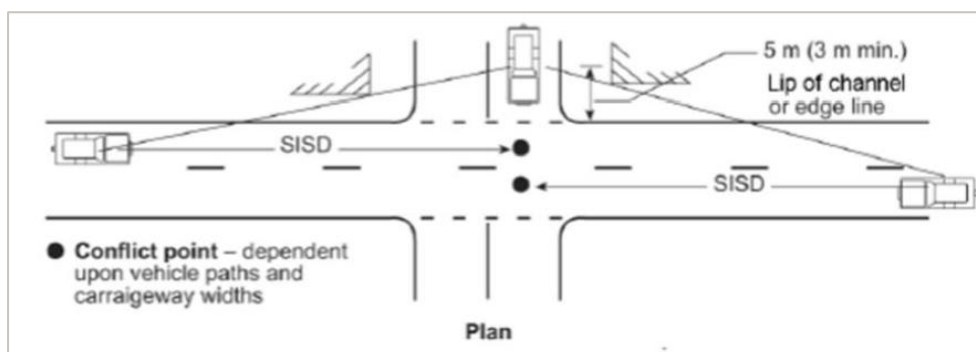
5.1.1 Site Distance Requirements

The following sets out an assessment of the proposed site access points onto Snow Road and Wangaratta-Kilfeera Road against the relevant sections of Austroads Guide to Road Design Part 4A: “Unsignalised and Signalised Intersections” (2017).

During the construction phase, a speed limit of 60 km/h along Wangaratta-Kilfeera Road and Snow Road (when required) is proposed which will minimise the risk of potential conflict between vehicles entering or exiting Lacey BESS.

The application of Safe Intersection Sight Distance (SISD) is shown in Figure 5-1 and summarised in Table 5-1.

Figure 5.1. Application of SISD



Source: Austroads Guide to Road Design Part 4A

Table 5.1. SISD Assessment

Criteria	Snow Road (Lacey)		Wangaratta-Kilfeera Road	
	Eastbound	Westbound	Northbound	Southbound
SISD (60 km/hr)*	-	-	123m	123m
SISD (100 km/hr)	248m	248m	248m	248m
Available Sight Distance	> 300m	> 400m	Approximately 140m	> 400m

*Speed reduced to 60km/hr near sight access during construction period

Based on a desktop review, access to the site can be provided with appropriate sight distance requirements onto Snow Road and Wangaratta-Kilfeera Road from the site access. Further details in relation to speed limit reductions will be addressed within the Traffic Management Plan.



5.1.2 Turning Treatments

Due to the relatively short construction period and low post development volumes anticipated (as discussed in Section 4 of this report), major intersection upgrade works are not proposed or considered warranted. However, as part of PLNAPP19/158.01 it is proposed to upgrade the Wangaratta-Kilfeera Road / Snow Road intersection to include a BAR to accommodate increased turning movements due to construction vehicle traffic.

5.2 Construction Traffic Management

5.2.1 Post Permit Approvals

If a Planning Permit for Lacey BESS is issued, a detailed Traffic Management Plan (TMP) report can be prepared detailing how delivery and construction related vehicle movements (including Heavy Vehicle, Over Dimensional and Over Size Over Mass vehicles) may be managed to the satisfaction of Council and/or other relevant Authorities.

Any requirements to maintain road use for construction purposes will be assessed and managed to the satisfaction of Council and/or VicRoads.

5.2.2 Hours of Operation

Stantec has been advised that in order to minimise risk due to construction traffic, working hours are to be limited to 6:00am – 6:00pm Monday – Saturday, with no works to be undertaken on-site outside of these times.

5.2.3 School Buses

Before the construction starts, local and regional schools will be consulted for current bus timetables on the relevant construction traffic routes. Suitable windows of inactivity (curfew times) will be arranged in agreement with the relevant schools and Rural City of Wangaratta Council, which applies to both Heavy Vehicles and Over-dimensional deliveries.

5.2.4 Internal Site Management

An internal management strategy will be established within the subject site. This strategy will form part of the sites induction that will be undertaken by all personnel on-site.

The following key items are likely to be implemented:

- 20km/h speed limit on internal roads;
- Radio communication between construction vehicles available at all times;
- Flashing lights to be fitted and utilised by construction vehicles;
- All loads to be correctly restrained; and
- Warning signage to be provided in critical areas/intersection points.

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6 Conclusion

In consideration of the foregoing, it is noted that:

- Access during construction is proposed to be via a new access point along Wangaratta-Kilfeera Road. Post construction, the Wangaratta-Kilfeera Road access will be used as general access to the site. The existing site access point on Wangaratta-Kilfeera Road will be retained as an emergency access point for the site.
- Ongoing maintenance access to the substation on the site is proposed to be via an access on Snow Road located at the current gated access point. This access will only be used by AusNet staff and contractors and will only be used when required. This access is considered necessary for adherence to CFA guidelines around BESS requirements;
- All construction materials are to be sourced externally. Aggregate for road pavement and hardstand areas is likely to be sourced locally from within the Rural City of Wangaratta Council, whilst the Solar Farm components are to be sourced from either Melbourne / Geelong or Wodonga;
- At the time of peak construction activity, external Solar Farm traffic will add approximately 120 vehicles movements per day noting that a conservative approach has been adopted in calculating trip generation. It is expected that heavy vehicle trips will be significantly lower than projected due to the sequencing of deliveries
- Having consideration for the relatively short construction periods and the classification/use of these roads, the anticipated expected traffic to be generated by the site should be reasonably accommodated with minimal impact; and
- Traffic management strategies will be implemented to minimise the impact of construction deliveries to the local traffic network and ensure that construction activities can be managed safely.

Based on this Traffic Impact Assessment, Stantec is of the opinion that the proposed Laceby BESS will have minimal impact to the operation of the existing road network.

Potential upgrade works and traffic management plans associated with construction impacts will be determined at a future stage, in consultation with DTP and the Rural City of Wangaratta Council. Accordingly, a detailed Traffic Management Plan will be required at a later stage once all locations of materials and a detailed schedule of works has been completed (following any planning permit approval(s)).

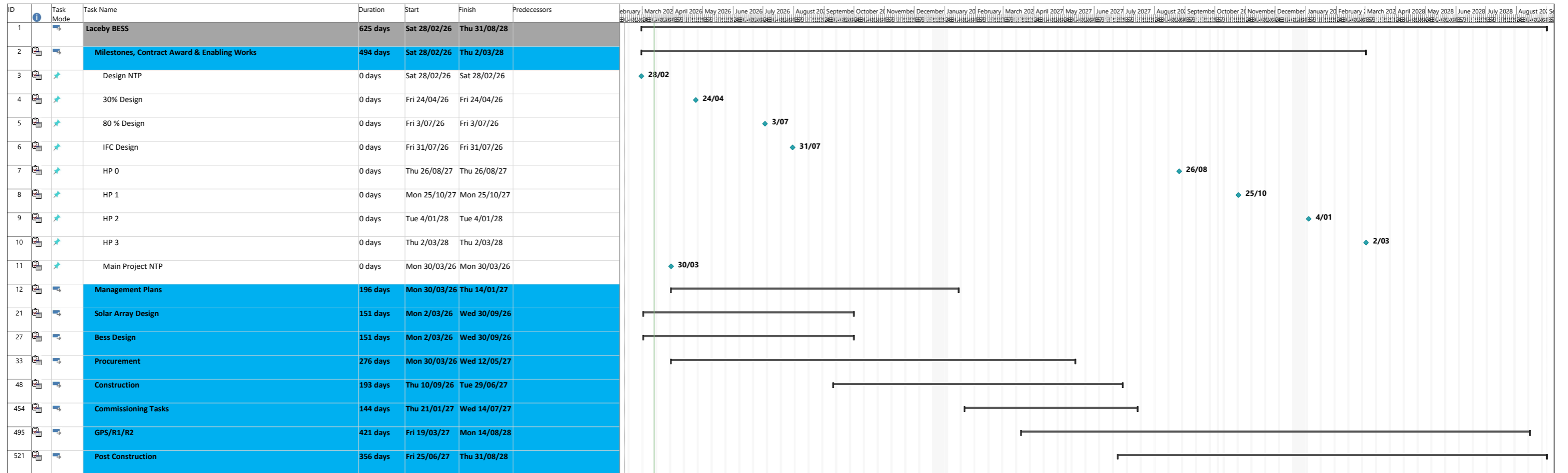
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Appendix A Construction Program

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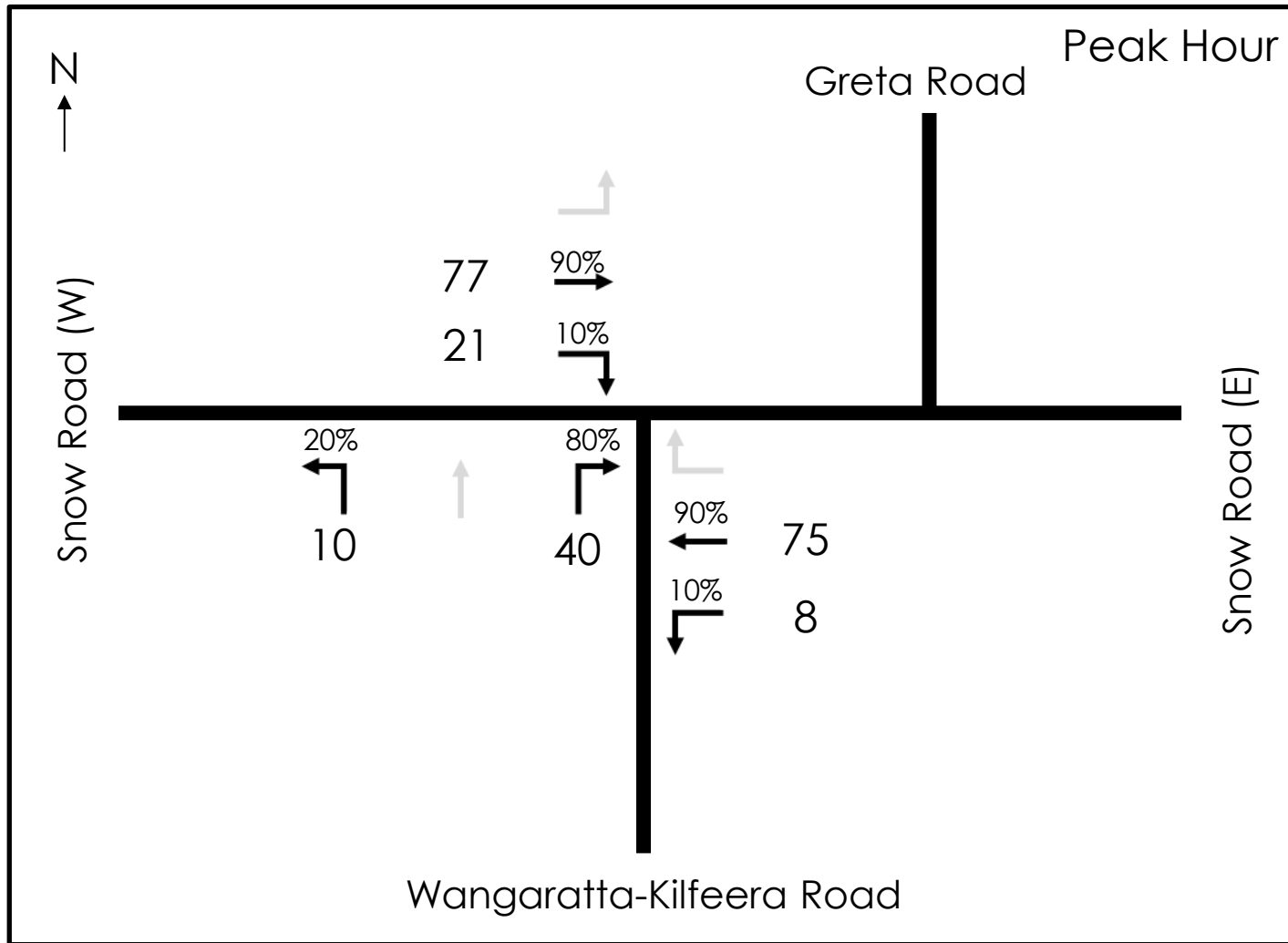
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Appendix B Turn Warrant Assessment

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Snow Road / Wangaratta-Kilfeera Road

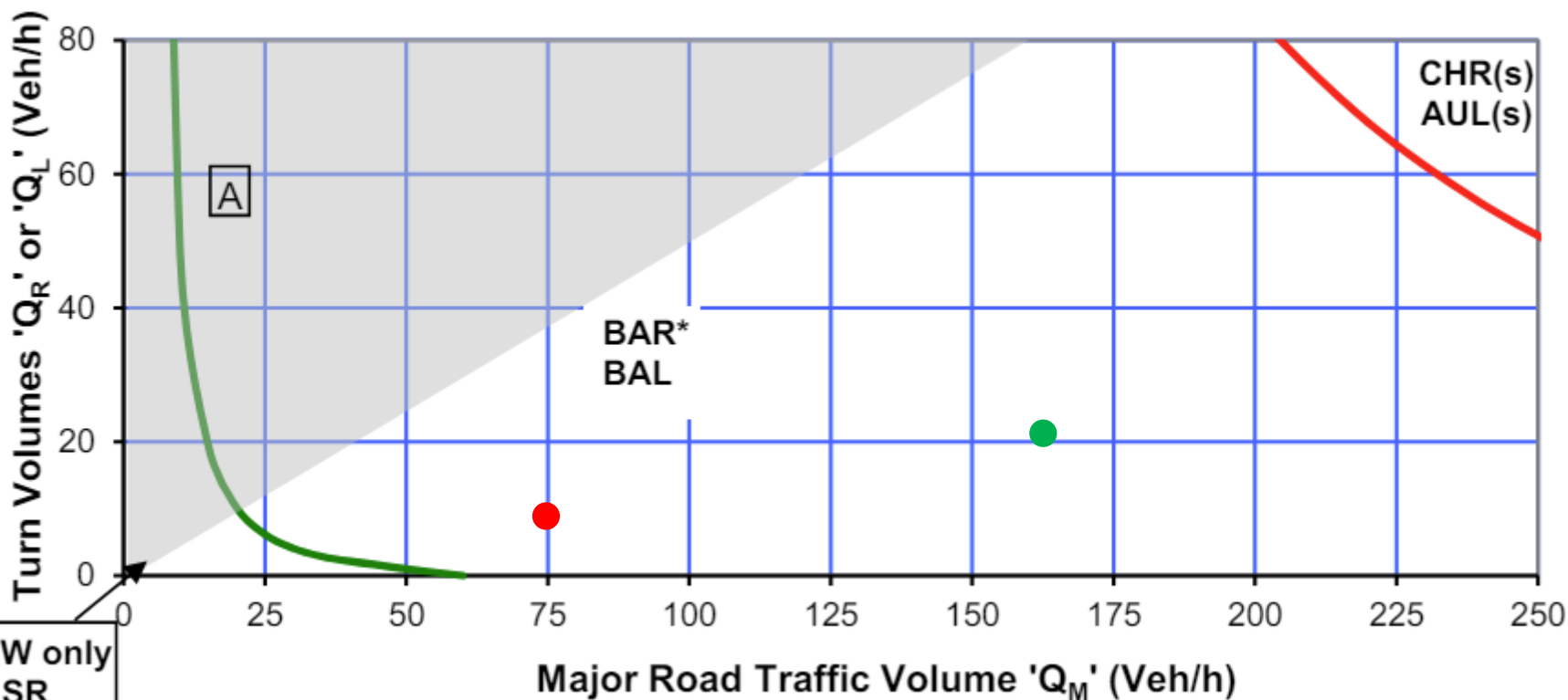


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Hamilton Highway / Connewarren Lane

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PEAK HOUR			
TWA			
	LEFT	RIGHT	
Q l/r	8	8	21
Q _m	75	75	160
TREATMENT	●	BAL ●	BAR



2L2W only
SR
SL

Major Road Traffic Volume ' Q_M ' (Veh/h)

(a) Design Speed ≥ 100 km/h



Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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