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Appendix 8

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Traffic Impact Assessment

Traffic Impact Assessment

Hazelwood East BESS

23-Jun-2026
Hazelwood East BESS

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Traffic Impact Assessment

Hazelwood East BESS

Client: Voyager Renewables Pty Ltd

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Executive Summary

Overview

Voyager Renewables Pty Ltd is proposing to develop, construct and operate a Battery Energy Storage System (BESS) of approximately 500 MW / 2,000 MWh capacity at 545 Tramway Road, Hazelwood North. The Hazelwood East BESS (the Project) is proposed to connect with the existing Hazelwood Terminal Station located on the west side of Tramway Road. The site is proposed to include a containerised BESS, underground cable connection to the Hazelwood Terminal Station, and key auxiliary infrastructure to support operations and maintenance.

The purpose of this report is to assess the potential traffic impacts associated with the construction of the Project to inform the preparation of the planning permit required for the Project.

Existing environment

The existing environment is characterised by a predominantly rural setting, with the project site located in Hazelwood North, approximately 5 km south of Morwell and 1.5 km north of Churchill. The existing site is surrounded by Tramway Road, Firmins Lane, Monash Way and Princes Freeway, which are sealed, appropriately signed. The surrounding road network is suitable for heavy vehicle movements, as the roads are predominantly listed on the Principal Freight Network and Oversize Overmass (OSOM) network with the exception of Tramway Road to the south of the Firmins Lane/Tramway Road roundabout which is not listed as an approved route at this stage and hence requires permit approval.

The existing traffic volumes within the vicinity of the subject site are moderate and operate well within the available road capacity. The existing environment, given the rural nature and lack of pedestrian/cycling infrastructure, suggests low levels of pedestrian and cyclist activity, and therefore no significant safety concerns are identified with the vicinity of the site at this stage. However, once construction commences, Tramway Road and the site access are subject to a Traffic Management Plan (TMP) as required.

Impact and safety assessment findings

The assessment indicates that the surrounding road network, particularly Tramway Road, has sufficient capacity to accommodate construction traffic associated with the Hazelwood East BESS without material adverse impacts on network performance, safety or public and active transport operations.

During construction, traffic generation would be concentrated around workforce arrivals and departures, with a conservative peak of approximately 173 vehicles during the peak hour, which includes all workforce light vehicles, construction and logistics heavy vehicles. Even under this scenario, peak hour volumes on Tramway Road remain well below assumed capacity, with the road operating at less than 50% of capacity in both peak directions. Accordingly, no adverse capacity impacts are anticipated.

The assessment of OSOM vehicle routes, permitting requirements and associated infrastructure constraints is addressed separately in the Logistics Assessment prepared for the Project.

At the site access, available Safe Intersection Sight Distance is compliant with Austroads requirements at the planning level, and swept path analysis confirms suitable access for design vehicle.

The surrounding area is predominantly rural with limited public transport provision and no dedicated active transport infrastructure. A bus service, Route 2, operates along Tramway Road at approximately 40 minute intervals, however the assessment concludes that construction traffic is not expected to materially affect its operation. Active transport demand is minimal and any interactions can be effectively managed through standard construction traffic management measures.

A review of crash data (2021-2026) identified no crash clusters or systemic safety deficiencies within the study area, including along Tramway Road. Accordingly, the introduction of project traffic is not expected to materially alter the existing road safety performance of the network, with any temporary construction-related risks to be managed through TMP measures.

During operation, traffic generation would be negligible as the site is to be remotely monitored with irregular maintenance works expected to be required. A maximum of 10 employees would be visiting

the site in the worst case scenario, which is expected to have no material impact on road network performance or safety.

Decommissioning activities are expected to be broadly consistent with those of the construction phase in nature but would be confirmed closer to the time.

Cumulative impact assessment

Cumulative impacts from nearby projects are expected to be limited and manageable. Wooreen BESS is anticipated to be completed prior to the Hazelwood East BESS construction, resulting in negligible temporal overlap. Some overlap is expected with Bennetts Creek BESS and Hazelwood North Solar Farm, however impacts are likely to be minor given the separation of construction routes due to the site being located on Monash Way and Firmins Lane, respectively. The proposed Gippsland BESS, Morwell BESS and Tramway Road BESS projects may contribute to localised cumulative effects along Tramway Road if constructed concurrently, although timing is uncertain at this stage. The Latrobe Vally BESS is currently operational with volumes expected to be negligible for operation and maintenance activities. Overall, any residual cumulative impacts are expected to be minor and should be effectively mitigated through the preparation and implementation of an appropriate TMP.

Mitigation measures

Mitigation measures include the preparation and implementation of a TMP to manage construction related traffic and ensure the safe and efficient operation of the surrounding road network during construction. The TMP should be developed in consultation with the relevant stakeholders including the Department of Transport (DTP) and Latrobe City Council, and should address site-specific traffic management measures to mitigated potential impacts for all road users. A dedicated OSOM Transport Management Plan is also recommended within the TMP to manage vehicle routing, scheduling and site access. All OSOM movements would be subject to permit approvals administered by the National Heavy Vehicle Regulator (NHVR), with compliance required for all operational conditions including travel times, escort requirements and route constraints.

Additionally, a site access strategy should be prepared prior to construction to confirm Project access points and construction traffic routes once the construction methodology is finalised. The strategy should be developed in consultation with relevant road authorities and stakeholders, with a focus on ensuring safe vehicle access, considering local traffic and surrounding land uses, and identifying any required road or access upgrades. It should also provide a framework for selecting alternative routes where access constraints arise during construction.

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Abbreviations and glossary of terms

Table 1-1 Abbreviations and Glossary of Terms

Abbreviation/Term	Definition
AGRD	Austroads Guide to Road Design
B-double	A type of articulated heavy vehicle with two trailers
BESS	Battery Energy Storage System
DTP	Department of Transport and Planning (Victoria)
HV	Heavy Vehicle
LV	Light Vehicle
TTP-MM	Traffic and Transport Mitigation Measure
NHVR	National Heavy Vehicle Regulator
OSOM	Oversize Overmass (vehicle or load)
Principal Freight Network	Key freight routes in Victoria for heavy/OSOM vehicles
Sectionalisation	Disassembly of large components for transport compliance
SISD	Safe Intersection Sight Distance
Swept path assessment	Analysis of vehicle turning movements at intersections/access roads
TIA	Traffic Impact Assessment
TMP	Traffic Management Plan
Voyager	Voyager Renewables Pty Ltd
Vph/vpd	Vehicles per hour/vehicles per day

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1.0 Introduction

Voyager Renewables Pty Ltd (Voyager) is proposing to develop, construct and operate the Hazelwood East Battery Energy Storage System (BESS) in response to significant changes in Australia's energy market and policy settings, including the rapid growth of variable renewable energy generation and the progressive retirement of coal-fired power stations.

Voyager is proposing to develop, construct, and operate, and decommission the 500 MW/2,000 MWh Hazelwood East Battery Energy Storage System (BESS) located at 545 Tramway Road in Hazelwood North (hereafter 'the Project').

Large-scale battery storage presents an opportunity to enhance grid flexibility and reliability by enabling renewable energy to be stored and dispatched when it is most needed, supporting the ongoing transition of Victoria's energy system.

Hazelwood East is strategically located within the Latrobe Valley, a region with established electricity infrastructure and a long history of energy generation. The proposed Project would leverage existing transmission capacity associated with the former Hazelwood Power Station, reducing the need for new transmission lines. This development approach minimises potential environmental impacts and supports the continued evolution of the Latrobe Valley as a key energy precinct.

Voyager's objective for the Project is to provide large-scale energy storage that supports grid stability during periods of peak demand. The facility would store excess electricity generated from renewable sources, such as wind and solar, and dispatch this energy when demand exceeds supply or when generation is constrained. In doing so, the Project would contribute to the reliability of Victoria's energy grid and support local economic outcomes through construction employment and supplier engagement, while continuing the area's legacy as a critical contributor to Victoria's electricity supply.

The purpose of this report is to assess the potential traffic impacts associated with the movement of heavy vehicles to transport equipment from Port Melbourne to the subject site located at 545 Tramway Road in Hazelwood North. The required equipment would facilitate the construction, operation, and decommissioning activities relating to the Project and support with the preparation of the planning permit required for the Project.

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2.0 Project Description

2.1 Project overview

Voyager Renewables Pty Ltd (Voyager) is proposing to develop, construct and operate a Battery Energy Storage System (BESS) of approximately 500 MW/ 2,000 MWh capacity, at 545 Tramway Road, Hazelwood North. The Hazelwood East BESS (the Project) would connect to Hazelwood Terminal Station, located on the west side of Tramway Road and would comprise a BESS to store excess energy from the grid during periods of low demand and subsequently release it back to the grid during high demand periods when required.

The project includes the construction, operation, and maintenance of a BESS with a 500 MW maximum power output capacity with 4-hour duration to generate up to 2,000 MWh and associated infrastructure.

The BESS will consist of:

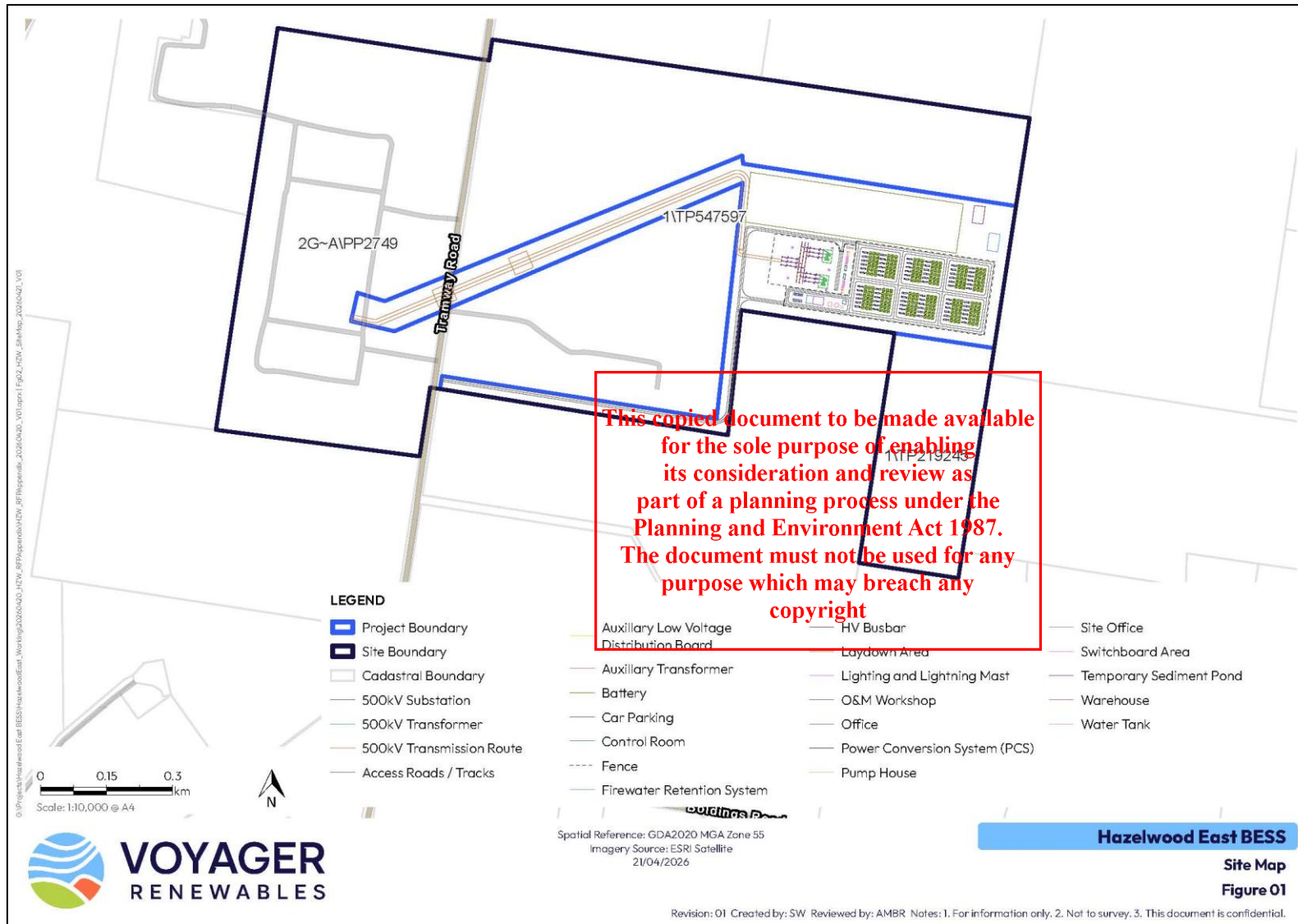
- Approximately 432 containerised battery units and approximately 144 inverters and two main power transformers to step up from 33 kV to 500kV.
- 33kV underground cable connection from the battery units to the project collector substation.
- A project collector substation comprising 33 kV switchgear, main power transformers, protection and control systems, control rooms and switch rooms, 500 kV high-voltage switchgear (including switchyard) and associated harmonic filtering equipment
- 500 kV underground cable connection from the electrical substation to the Hazelwood Terminal Station (Point of Connection) located on the west side of Tramway Road, including underground cables across Tramway Road.
- Operations and maintenance (O&M) compound including O&M building, amenities, storage, car parking sufficient for employees and contractors during operation
- Stormwater management infrastructure, firewater management devices including water tanks and hydrants, internal access tracks and acoustic barriers.
- Upgrades to existing, and construction of new access road to/from Tramway Road.
- Other ancillary infrastructure including boundary security fencing, lighting and landscaping.

2.2 Site context

The site is approximately 4.2 kilometres south of Morwell and 1.5 kilometres north of Churchill, within the City of Latrobe local government area as shown in Figure 2-1 below. The site is approximately 140.23 hectares and is primarily used for grazing within the designated Farming Zone (FZ). The existing Hazelwood Terminal Station is located on the western side of Tramway Road. The surrounding areas include Jeeralang Power Station, Wooreen BESS to the north-west and Latrobe BESS in Monash Way to the north-west and farmland with rural properties to the north, east and south of the subject site.

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Figure 2-1 Site boundary and indicative site layout

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2.3 Project components

2.3.1 Battery Energy Storage System

The key components of the project are containerised BESS units including lithium-ion battery cells and battery management and control systems, power conversion systems (PCS), transformers, heating ventilation air conditioning (HVAC) systems and fire protection. The total footprint of the project boundary is approximately 26.56 hectares as shown on Figure 2-1 in Section 2.2.

The current preliminary design is based on Lithium ion chemistry energy storage system specifications. The final specifications and layout will be subject to detailed design considerations.

Table 2-1 BESS / electrical components

Component	Description
Battery Storage Yard	Power capacity: 500MW, 4-hour duration (2,000 MWh energy capacity) - Includes battery blocks, inverters and transformers - Thermal management system (fans, radiators, pumps, etc)
Underground electrical cabling	Connecting to Point of Connection (PCS) / MV transformer skids to project collector substation Voltage: 33kV
High voltage (HV) electrical cabling	Underground cable connecting project collector substation to PCS at Hazelwood Terminal Station Voltage: 500kV
Electrical substations	Approximately two main power transformers to step up from 33kV to 500kV, each sized at 250-300MVA

2.3.2 Transmission to Hazelwood Terminal Station

The transmission infrastructure to connect the BESS to the Hazelwood Terminal Station consists of a 500kV trenched cable system. The cable route will require a 15 metre wide easement and 30 metre wide construction corridor. The easement is approximately 1400 metres long and is aligned with an existing overhead easement and is proposed to cross Bennetts Creek and Tramway Road once. These crossings have been identified as potential candidates for underboring using horizontal directional drilling, subject to further investigation.

2.3.3 Supporting components

Table 2-2 Supporting components

Component	Description
Operation and maintenance	Operations and maintenance (O&M) compound including O&M building, amenities, car parking sufficient for employees and contractors during operation. Includes office, warehouse, control room and switch room building
Access	Primary site access from Tramway Road via new entrance
Internal access roads	All-weather roads connecting substation, office areas. Approximately 7 m trafficable width tracks, while approximately 10 m width roads to be constructed in the BESS yard, to accommodate installation equipment safe clearances
Car parking	Temporary carpark for construction vehicles Permanent parking for staff and contractors during operation (16 carparks)
Water storage	Water tank and firewater retention system for operational and emergency use; temporary sediment retention pond.
Safety	Safety controller located within thermal bay, manages safety data and alerts
Sign	Business identification signage at primary entrance

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Component	Description
Potable water	These services would be required and will likely be sought through existing infrastructure that connects to site. Connections to these services would be finalised in the detailed design stage.
Sewer	
Electricity	
Telecommunications	
Fire services	Primary and secondary access for emergency services provided. On-site water storage tanks for firefighting. Firewater retention system to be located within the BESS area.
Security	Security fence constructed around the perimeter of the BESS facility. CCTV may also be installed.
BESS equipment protection	Protection of battery units, inverters and other equipment as needed. May include fenced enclosures and regular inspections.

2.4 Project construction

The Project will move through various phases during the construction period. Figure 2-2 highlights what these different phases would be and the key activities within each phase as shown below.

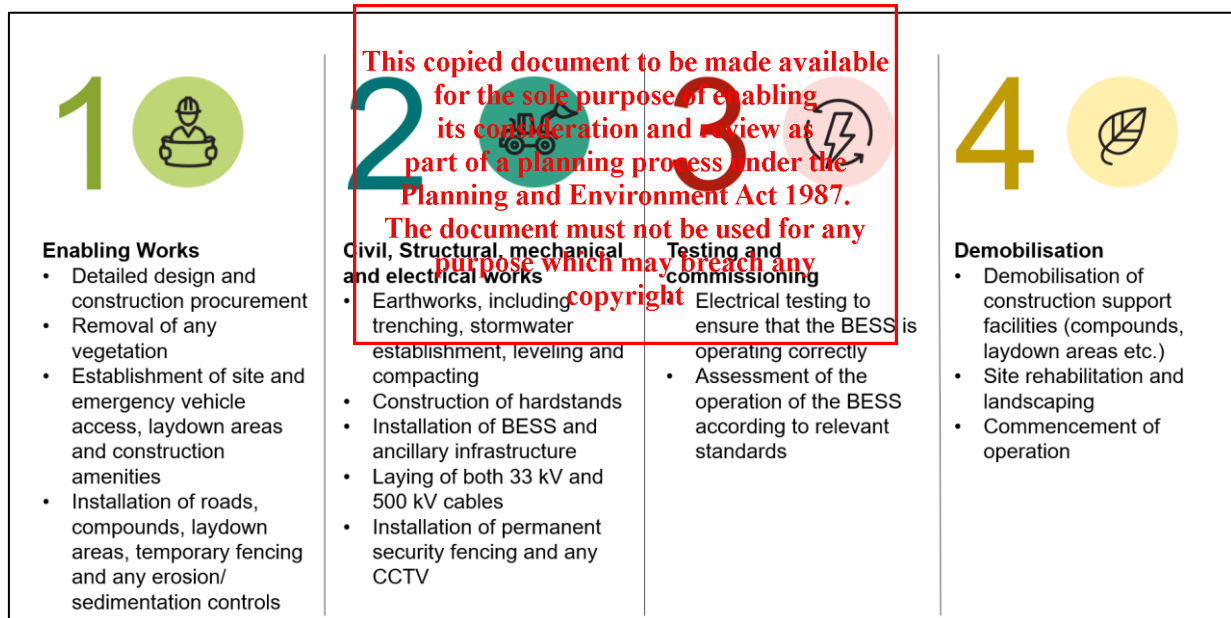


Figure 2-2 Phases of Project construction

2.5 Operation

The indicative operational life of the BESS is 40 years, contingent on components replacement and ongoing asset management. The Project would operate 24 hours a day, seven days a week as an unmanned facility. The BESS would be managed remotely with up to two (2) full time equivalent staff as well as ad hoc contractors, as required during both planned and unplanned maintenance periods. It is anticipated that no more than 10 people would be present on site any anytime.

During operation, the key activities which would include are as follows:

- Environmental monitoring in accordance with the conditions of approvals and management plans.
- Service and repair of any onsite infrastructure.
- Maintenance of internal access tracks, drainage and culverts, fencing/gate and other civil works.
- Maintenance of BESS, electrical reticulation system, substation and control systems.

2.6 Decommissioning

The indicative operational life of the proposed BESS facility is 40 years, after which time the project would commence decommissioning. During the decommissioning stage of the Project, above ground components would be removed and recycled where possible, and land would be rehabilitated. The battery units would either be disposed of, repurposed or recycled at a licensed disposal facility at that stage. The decommissioning timeframe is expected to be approximately 12 months post operation phase.

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3.0 Legislation and Guidelines

The legislation, policy, guidelines and standards relevant to this assessment are summarised in Table 3-1 below.

Table 3-1 Legislation, policy, guidelines and standards relevant to the assessment

Document title	Summary	Relevance to the Project
National level		
Heavy Vehicle National Law (HVNL)	This law regulates the use of heavy vehicles i.e. gross vehicle mass of more than 4.5 tonnes. Legislation is in place that adopts the HVNL as a law nationally except Western Australia and the Northern Territory.	The project site is situated in Victoria, where the HVNL applies as a law of the jurisdiction. As the project is expected to generate heavy vehicle traffic, the regulations outlined in the HVNL will apply.
National Heavy Vehicle Standards and Guidelines	<i>National Class 1 Heavy Vehicle Notices (OSOM)</i> provides relevant conditions for the movement of Oversize and Overmass (OSOM) vehicles, including mass, dimension limits, approved networks and permit requirements.	The transport of project components will likely require OSOM permits. These notices define allowable vehicle configurations, routes and operational constraints associated with the heavy vehicles expected to utilise the road network.
Austrroads Guide to Road Design (AGRD)	AGRD – Part 3 Geometric Design AGRD – Part 4 Intersections and Crossings	Provides guidance on geometric road design and intersections including turning lanes, and heavy vehicle accommodation. Critical for swept path analysis, sight distance assessment and determining the suitability of road infrastructure for large heavy vehicle movements.
State level		
Road Management Act 2004 (Victoria)	<i>Road Management Act (General) Regulations 2016.</i> <i>Road Management Act (Works and Infrastructure) Regulations 2015.</i> <i>Code of Practice – Worksite Safety Traffic Management.</i>	This Act and associated Regulations must be complied with for all public roads of the Victorian road network. The Act sets out general principles and obligations for which the road authority is responsible for administering. The Road Management Act requires approval for any project that may impact or change access of a controlled access road.
Department of Transport and Planning (DTP - VicRoads) – Road Management Plan	The <i>VicRoads Road Management Plan</i> details the management and maintenance of roads registered under the VicRoads register of public roads. VicRoads manages its infrastructure in five phases: development of standards and guidelines, development of a maintenance program, implementation of the management program, auditing and review. The VicRoads road management plan also details maintenance inspection and response schedules.	This plan provides guidance on site access and maintenance of the road network to the satisfaction of the Department of Transport in terms of project impacts on their designated road network.

Document title	Summary	Relevance to the Project
Transport Integration Act 2010	The Act provides a legislative framework for transport in Victoria. The Act seeks to integrate land use and transport planning and decision-making by applying the framework to land use agencies whose decisions can significantly impact on transport. The Act requires agencies, including the Department of Transport and Planning Authorities, to consider the potential impact of land use planning proposals on transport.	This Act sets out six transport system objectives and eight decision-making principles. These objectives include triple bottom line assessment: economic prosperity, social and economic inclusion and environmental sustainability. Other objectives include: • Integration of transport and land use • Efficiency, coordination and reliability • Safety and health and wellbeing These objectives and principles need to be considered in the evaluation of this project.
Road Safety Act 1986 (Vic)	Primary legislation governing road use, driver behaviour and vehicle operation in Victoria.	This act applies to all heavy vehicle and other vehicle movements associated with the project, including compliance with operational and safety requirements.
Local level This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright		
Latrobe City Council Plan 2025 - 2029	The Council Plan outlines strategic objectives for the municipality.	The council plan ensuring project meets required planning application provisions with regards to traffic and transport aspects. This includes: • Maintaining a safe and efficient road network. • Ensuring adequate supply of car parking spaces are provided on-site during construction, operation, and the decommissioning phased of the project
Latrobe City Council Road Asset Management Plan	The Road Management Plan sets out the management of the public roads in Latrobe City Shire.	The Road Management Plan outlines the roads and footpaths hierarchies, inspections and condition assessments to manage infrastructure, some of which are expected to be within the study area.
Infrastructure Design Manual (2020)	The <i>Infrastructure Design Manual (IDM)</i> is a standardised set of requirements for the design and development of infrastructure – required by a set of participating Victorian rural and regional councils	The IDM is the standard document used by Latrobe City Council. Noting Latrobe City Council also has their own supplementary IDM requirements document. Council's may refer to the relevant standard requirements with regards to future upgrade works for the project.

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4.0 Methodology

4.1 Study Area

The study area considered for this assessment is primarily focused on the road network impacts within an area of approximately 5km from the project site located in Hazelwood North, specifically roads expected to be used by the project traffic which are referred to as study area roads.

The existing local land uses within in the vicinity of the site are predominantly rural in nature, however, the areas to the north in Morwell and to the south of the project area in Churchill are more densely populated with typical suburban residential land uses.

4.2 Determining Existing Environments

A desktop review was undertaken to identify relevant existing conditions to inform the traffic impact assessment of the Project. The review was conducted using publicly available information relevant to the study area to determine the road network and existing conditions including a review of the heavy vehicle road network from Port of Melbourne to the subject site located at 545 Tramway Road in Hazelwood North.

A review of the aerial imagery such as Nearmaps, Google Streetview and site photos and its surroundings were utilised to support the review of the existing environment. It should be noted that no site inspections or fieldwork was conducted as part of this traffic impact assessment.

4.3 Impact Assessment Methodology

The methods used to assess the traffic impacts focused on the following elements.

- Review of the expected traffic generation associated with construction and operation phases of the Project
- Assessment of the performance of the surrounding road network, including capacity, safety and operational characteristics
- Evaluation of key access arrangements and vehicle movements associated with the Project
- Identification of potential traffic and transport impacts on general road users, including safety interactions with existing traffic, public transport, and active transport users
- Development of appropriate mitigation measures, including construction traffic management measures, to manage and minimise potential impacts on the surrounding road network.

4.4 Limitations, Uncertainties and Assumptions

The following section outlines the limitations, uncertainties and assumptions that apply to this assessment.

4.4.1 Limitations and uncertainties

The TIA has been based on the information provided by Voyager regarding anticipated construction activities at the time of preparation of this assessment.

This assessment has been undertaken at a preliminary planning stage and is therefore based on a series of high-level assumptions to inform a strategic understanding of the potential impacts, which may be subject to change at a later stage. Nonetheless, a conservative approach has been adopted by assessing peak construction traffic generation and thus representing a worst-case scenario. The vehicle classifications adopted in this assessment are representative only at this stage and are subject to be confirmed during the detailed design stage of the Project.

A detailed construction methodology, transport arrangements, vehicle selection and associated project volumes would be confirmed by the appointed contractor during the detailed design phase of the Project.

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While this assessment provides a preliminary assessment of the existing transport conditions and potential impacts associated with the project-related traffic, no detailed assessment of traffic conditions, pavement or structural condition of roads was undertaken as part of this assessment.

Further investigations may be required at a later stage, subject to the review and requirements of the relevant road authorities.

This TIA, in conjunction with the Logistics Assessment, will inform the development of a Traffic Management Plan (TMP), to be prepared by the nominated contractor following the confirmation of the final construction methodology.

4.4.2 Assumptions

The following assumptions have been developed for a preliminary planning stage assessment only. Assumptions are intended to support a high-level traffic impact assessment and do not represent detailed design or confirmed transport methodology. All assumptions that are made to inform this TIA are subject to refinement during the detailed design by the proponent and the nominated contractor which are summarised in Table 4-1 below.

Table 4-1 Traffic Impact Assessment Assumptions

No	Assumption	Source
1	Construction workforce origin It is assumed that the Project would primarily utilise local workforce, based in surrounding townships of Churchill, Morwell, Moora, Traralgon, Sale and Churchill where practical.	Voyager
2	Construction workforce traffic distribution The proportion of workforce originating from the aforementioned townships is assumed as follows: North-west (50%): Morwell and Moora North-east (40%): Traralgon and Sale South (10%): Churchill Based on the above, 90% of the workforce vehicles would be expected to approach the proposed site access road in Tramway Road from the north, whilst 10% will approach from the south.	AECOM
3	Construction traffic access It is anticipated that construction traffic would utilise major roads (motorways and collector roads) to access Tramway Rd and into the site. Roads outside of those in this assessment are to be avoided as site access routes subject to confirmation at a later stage.	Voyager
4	Traffic Growth rate A growth rate of 2% p.a. has been adopted for the available traffic data to estimate 2028 baseline traffic volumes.	AECOM
5	Road closures It is not anticipated, at this stage, that road closures would be required for HDD works under Tramway Rd. Construction methodology would be confirmed at a later stage and any road closures would be subject to confirmation at a later stage. Traffic management measures would be implemented, subject to the requirements of road authority and local council (DTP and Latrobe City Council), as part of a detailed Traffic Management Plan (TMP).	Voyager

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No	Assumption	Source
6	Origin/source of materials For site materials, there are active quarries within 30-40km of the project site which have been considered which are expected to be finalised at a later stage. Similarly for concrete supply, nearby batching plants have been considered which are expected to be finalised at a later stage. Other equipment and materials are expected to be sourced locally in Morwell and surrounding major townships. The origin of construction materials is still to be confirmed and subject to change at a later stage.	Voyager
7	Construction heavy vehicle traffic distribution The proportion of construction heavy vehicles originating from the nearby major townships is assumed as follows: North-west (50%): Morwell and Moe North-east (50%): Traralgon and Sale Based on the above, all construction heavy vehicles would be expected to approach the proposed site access road in Tramway Road from the north.	AECOM
8	Construction peak periods It is assumed that peak vehicle movements will occur during the civil structural, mechanical and electrical works stages, over a 9-12 month period, commencing in early 2028. The program associated with the above works is subject to discussions with construction contractors.	Voyager
9	Peak workforce light vehicle movements It is estimated that site personnel during the construction program will peak at approximately 150 workers. Therefore, estimated light vehicles (LV) movements may be up to 150 individual LV coming into the site during the AM peak hour and leaving the site during the PM peak hour.	Voyager
10	Total construction heavy vehicle trips It is estimated that approximately 4,200 total HV trips during construction for up to 500MW/2000MWh BESS. The total number of construction vehicles required for the project would be confirmed at a later stage once construction methodology is confirmed.	Voyager
11	Construction vehicle types The vehicle types anticipated to deliver materials and equipment during the construction phase have been assumed to be consistent with previous assessments for Latrobe BESS and Wooreen BESS.	AECOM
12	Design vehicle configuration For the purposes of this planning stage assessment, a 30 m B-Double vehicle has been adopted as the design vehicle. The selected design vehicle and assessment is outlined in the Logistics Assessment. It is noted that once specific manufacturer details for each component have been confirmed, a larger vehicle in the order of 40-50 m could be required which requires consideration of an appropriate route for the proposed length and the relevant loads. The final OSOM vehicle configuration would be confirmed at detailed design stage by the	AECOM

No	Assumption	Source
	nominated contractor with any requirements for a larger design vehicle incorporated into a traffic management plan.	
13	Tramway Road capacity A nominal capacity of approximately 1200 vehicles per hour per direction has been adopted for the Tramway Road near the subject site, consistent with typical Austroads planning-level assumptions for two-lane rural and arterial roads.	AECOM

Please refer to the Logistics Assessment for the assumptions relating to OSOM vehicle movements.

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5.0 Existing Conditions

The existing conditions assessment provides an overview of the existing traffic and transport conditions which currently exist and how the surrounding road network and intersections are operating within the study area. The assessment establishes the baseline conditions against which the potential impacts of the project are assessed. The review includes an examination of the road network, traffic conditions, crash history and public and active transport networks.

5.1 Site location

The subject site is located adjacent to Tramway Road approximately 5 km south of Morwell at 545 Tramway Road) and approximately 150 km east of Melbourne in the Latrobe City Council. The site is bound by the existing Hazelwood Terminal Station to the West with surrounding existing facilities such as Jeeralang Power Station, Wooreen BESS to the north-west and Latrobe BESS on Monash Way to the north.

The project is located within a Farming Zone (FZ1) under the Latrobe Planning Scheme. Tramway Road is designated as the Principal Road Network (TRZ2). The surrounding areas are generally farming zones as well apart from the Hazelwood Terminal Station to the West which is classified as a Special Use Zone (SUZ).

The location of the Project Area is shown in Figure 5-1, and the land zoning is shown in Figure 5-2.



Figure 5-1 Hazelwood BESS Project Area

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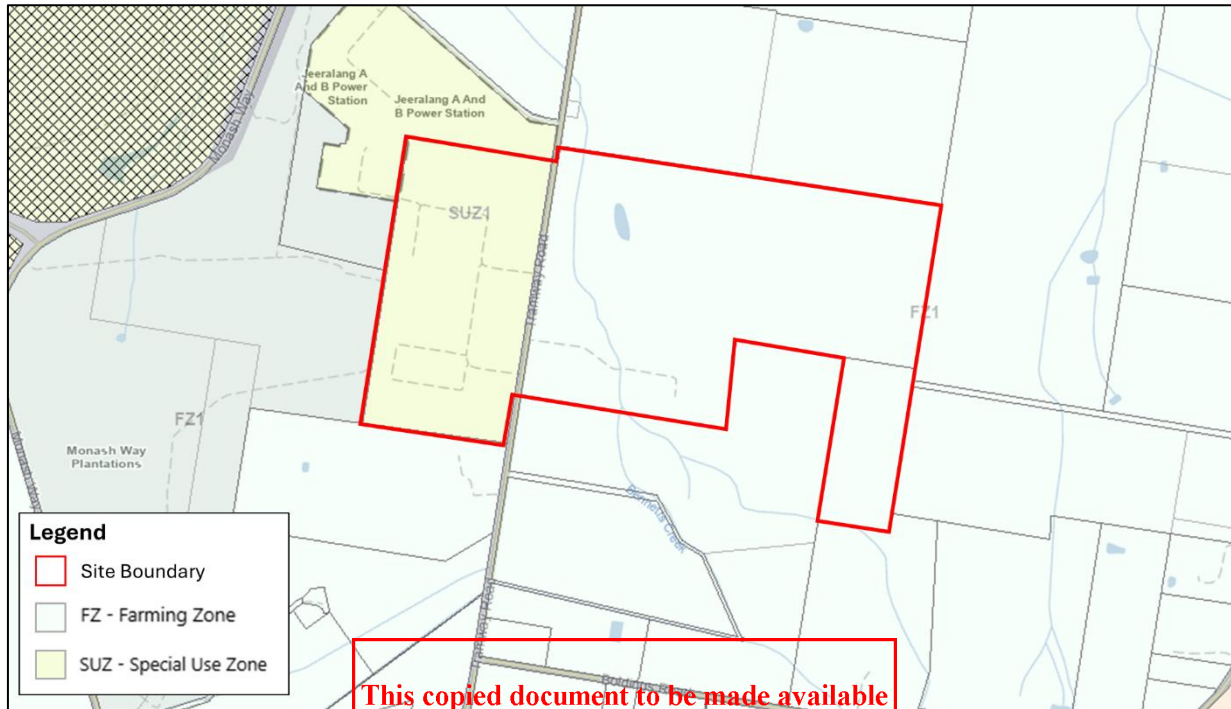


Figure 5-2 Land Zoning Map

5.2 Road network

This section identifies the key roads and associated characteristics considered as part of this assessment. The assessed key roads include Princes Freeway, Tramway Road, Princes Drive, Monash Way and Firmins Lane. The Project site and surrounding road network are shown in Figure 5-3.



Figure 5-3 Key Road Network Map

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5.2.1 Princes Freeway

Princes Freeway is a state freeway aligned in the east-west to east direction which is located to the north-west and extends towards north-east of the proposed site. There are cyclists' signs located along the freeway which indicates that cyclists are allowed to utilise the sealed shoulder located on both sides of the freeway.

Princes Freeway provides a connection between Melbourne to the west and the Project Site access connection on Tramway Road in Morwell.

The posted speed limit of Princes Freeway at this location is 110 kph.

5.2.2 Tramway Road

Tramway Road is an arterial road aligned in north-south direction and the road traverses through the western portion of the proposal site. There are no designated pedestrians or cyclists facilities located along this section of Tramway Road.

Tramway Road provides a connection between Morwell to the north and Churchill to the south of the proposal site. Tramway Road connects to Firmins Lane and Princes Freeway further north and connects to Monash Way in Churchill.

The posted speed limit of Tramway Road near the subject site location is 100 kph.

5.2.3 Monash Way

Monash Way is an arterial road aligned north to south and is located to the north-west of the proposal site. There is no provision for pedestrians or cyclists along this section of Monash Way.

Monash Way provides a connection between Morwell to the north and Churchill to the south of the proposal site. Monash Way connects to Firmins Lane and Princes Freeway further north and connects to Tramway Road in Churchill.

Monash Way has an 80 kph posted speed limit.

5.2.4 Firmins Lane

Firmins Lane is an arterial road aligned west to east and is located to the north of the proposal site. There is no provision for pedestrians or cyclists along this section of Firmins Lane.

Firmins Lane provides a connection between Monash Way and Tramway Road and each of the intersections are controlled by a roundabout.

Firmins Lane has an 80 kph posted speed limit.

5.2.5 Princes Drive

Princes Drive is an arterial road aligned west to east and is located to the north of the proposal site. There are provisions for cyclists to ride on the sealed shoulder as well as cycling lanes further west near Morwell town centre. There are also footpaths provided further west whilst no footpaths between Tramway Road and Princes Freeway.

Princes Drive provides a connection between Princes Freeway to the east and Tramway Road, as there are no on/offramp between Tramway Road and the eastern side of Princes Freeway. The intersection with Tramway Road is controlled by traffic signals.

Princes Drive has an 80 kph posted speed limit.

5.2.6 Summary of key roads

The key elements of the surrounding road network that enable access to the project site are summarised in Table 5-1.

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Table 5-1 Existing Road Characteristics

Transport Element	Princes Freeway	Tramway Road	Monash Way	Firmins Lane	Princes Drive
Speed Limit (kph)	80-110	80-100	80-100	80-100	80-100
Classification	M1	C474	C456	C475	C104
Managed By	RRV (DTP)	RRV (DTP)	RRV (DTP)	RRV (DTP)	RRV (DTP)
Carriageway (m)	7 – 18	8 – 11	6.5 – 9	7 – 8	12 - 14
Shoulders (m)	1.5 – 3	0.5 – 1	1.5 – 2.5	1	1.5 – 3
Road Surface	Sealed with sealed shoulders Appropriate signage and line markings	Sealed with sealed shoulders Appropriate signage and line markings	Sealed with sealed shoulders Appropriate signage and line markings	Sealed with sealed shoulders Appropriate signage and line markings	Sealed with sealed shoulders Appropriate signage and line markings
Number of lanes	Four	Two (median/slip lane)	Two	Two	Four
Traffic Control	On and off-ramps Give way intersections at local roads.	Give way intersections at local roads. Roundabout at Tramway Road and Firmins Lane	Give way intersections at local roads. Roundabout at Monash Way and Firmins Lane	Give way intersections at local roads. Roundabout at Tramway Road and Hazelwood Road	Signalised at Alexanders Road and Tramway Road intersections
Road User Hierarchy	Preferred Traffic Route from Moe, Morwell to north-west and from Traralgon, Sale to north-east	Preferred Traffic Route to the site	Preferred Traffic Route from Morwell to north and Churchill to south	Preferred Traffic Route from Monash Way to Tramway Road	Preferred Traffic Route from north-east of project i.e. Traralgon, Sale
On a Strategic Cycling Corridor	No	No	No	No	Toners Lane to Waterhole Creek only
Bicycle Facilities	Yes (on sealed shoulders)	No	No	No	Yes (on sealed shoulders)
Pedestrian Facilities	No	No	No	No	Toners Lane to Waterhole Creek only
Bus Facilities	No	No	No	School bus stops present along the road	Routes 1, 2 and 8
B-Double Route	Yes	Yes	Yes	Yes	Yes
OSOM Route	Yes	Princes Drive to Firmins Lane only	Yes	Yes	Yes

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5.3 Heavy vehicle network

The B-double network in Victoria is a designated freight route network system that enables the movement of high-capacity B-double vehicles with typically up to 25-26 m in length between key townships, material sources locations and various land uses including the project site. The route network is governed and access-controlled by the National Heavy Vehicle Regulator (NHVR) to ensure safe, efficient, and compliant transport movements along approved routes.

Where routes are approved with conditions, the proponent must comply with the specified access conditions (including applicable vehicle dimension and mass limits and any time-of-day restrictions) prior to travel. Any roads which are not designated as part of approved B-double network are generally not permitted for use by 25-26 m B-double vehicles unless access is granted through a specific permit issued by the NHVR, subject to assessment and approval of the proposed route.

It is noted that the design vehicle used for assessment of the Project is a 30 m B-double vehicle. This design vehicle has been assessed and constraints were identified as part of the Logistics Assessment.

All roads assessed as part of this report have been identified on the approved B-double network and are therefore suitable for use by a 25-26 m B-double vehicle.

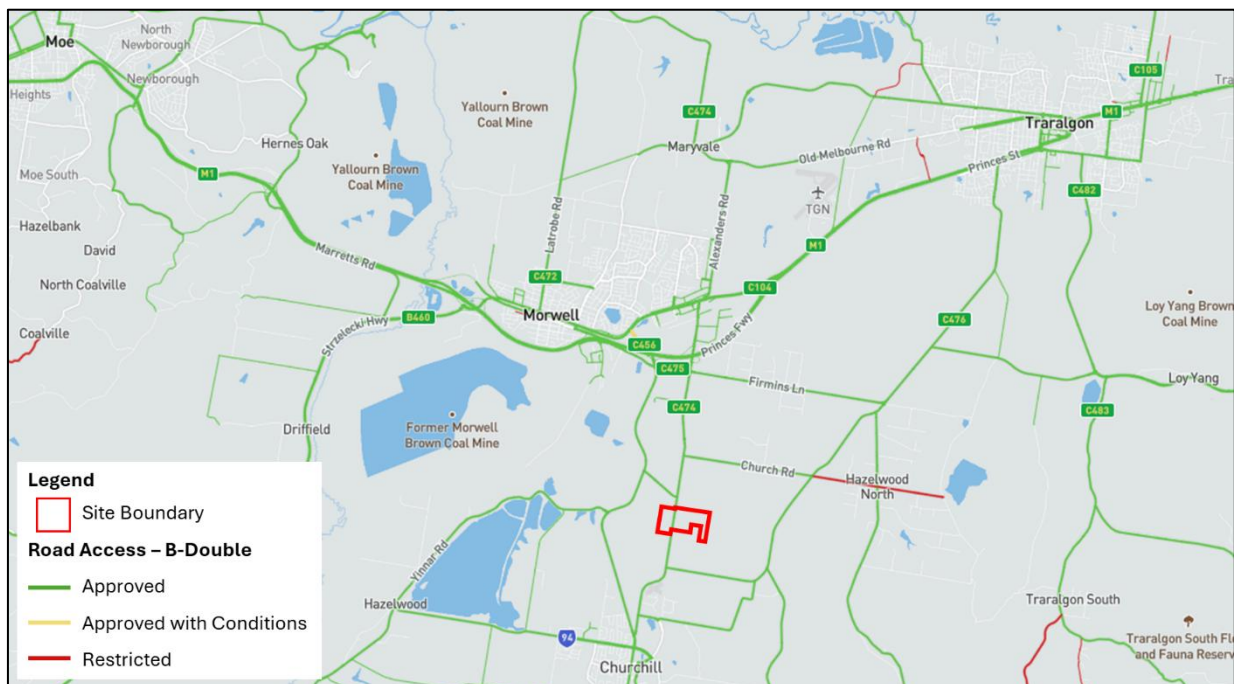


Figure 5-4 NHVR B-double Network Map

5.4 Public transport network

The existing Morwell train station is located approximately 7.5km from the project site. The train station is serviced by V/Line services including the Bairnsdale – Melbourne train service.

The Morwell Bus Interchange is the closest bus stop to the site and is located on Commercial Road approximately 4.5km from Tramway Road. The Morwell Bus Interchange is currently serviced by the following bus services:

- Bus route 1 – Moe – Traralgon via Morwell
- Bus route 2 – Morwell - Churchill
- Bus route 8 – Moe – Traralgon via Morwell
- Bus route 20 – Morwell South
- Bus route 21 – Mid-Valley Shopping Centre via Crinigan Road

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- Bus route 22 – Morwell – Mid-Valley Shopping Centre via Hourigan Road

However, bus route 2 from Morwell to Churchill is the only bus route that traverses via Tramway Road every 40 minutes and runs adjacent to the subject site as shown in Figure 5-5 below.

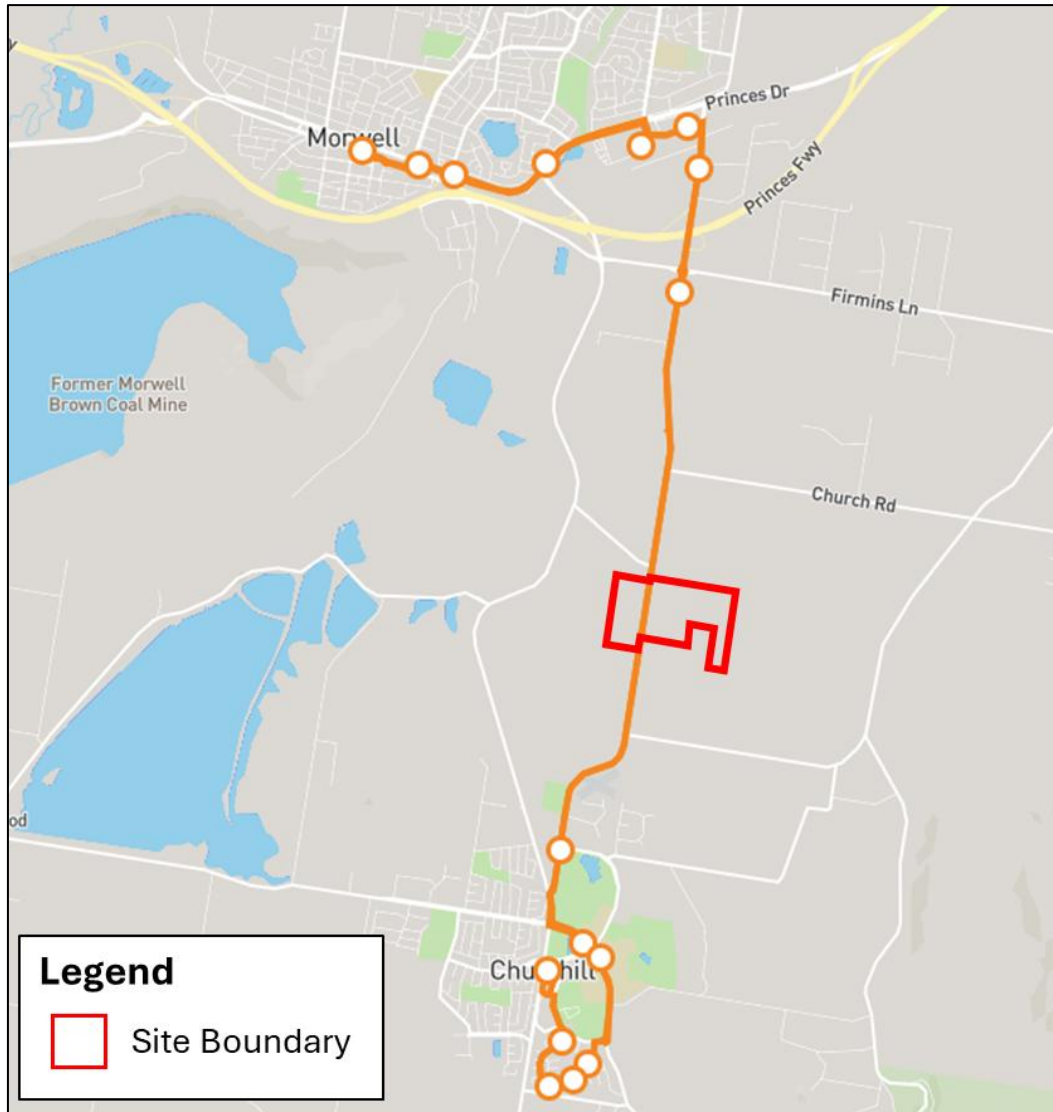


Figure 5-5 Route 2 Churchill to Morwell Service

No school bus signs were observed on roads surrounding the project site, with the exception of Firmins Lane.

The existing local public bus routes are shown in Figure 5-6 below.

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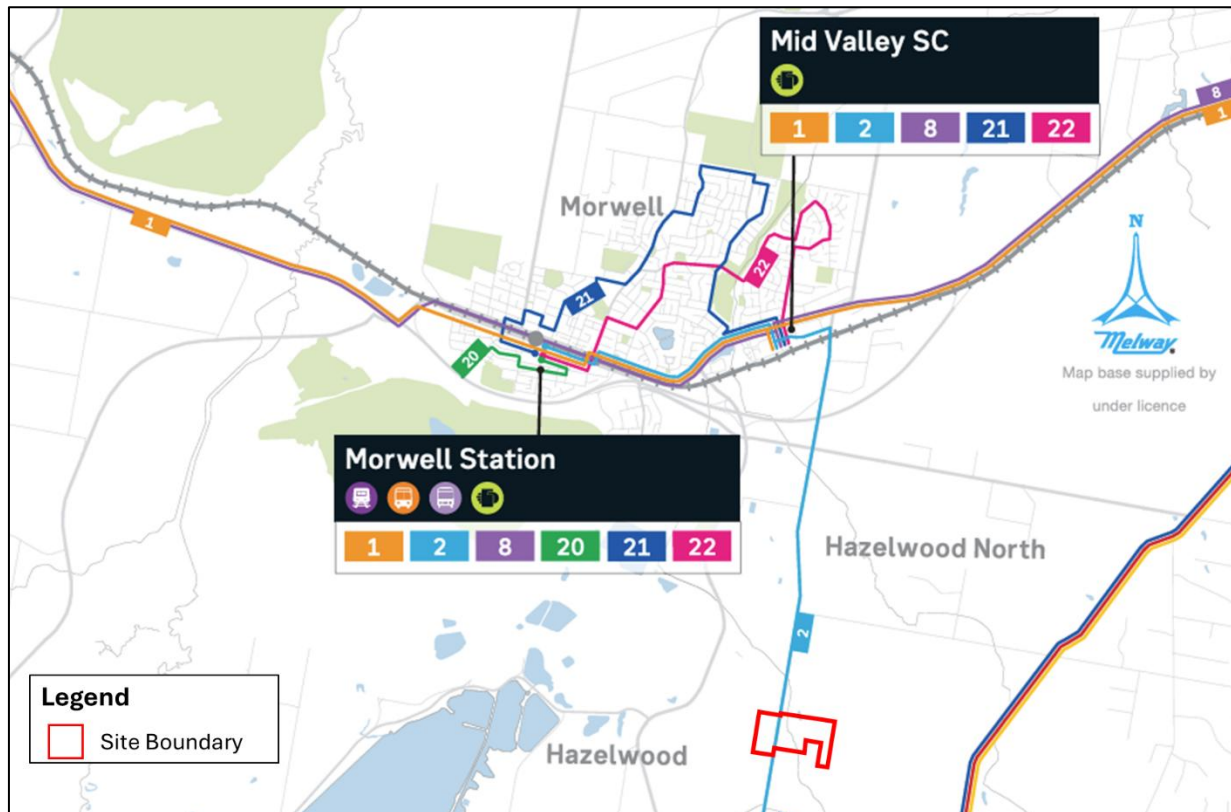


Figure 5-6 Bus Routes near subject site (source: PTV 2019)

5.5 Active transport network

There is no dedicated bicycle infrastructure exists in the immediate vicinity of the subject site. The closest bike paths are in the town centre of Morwell along Princes Drive. In some sections, cycling is permitted on the sealed shoulder of Princes Drive as well as Princes Freeway. Shared parking and bicycle lanes are provided along Switchback Road, in the township of Churchill, outside of the project area.

There are a few residential dwellings located within the vicinity of the subject site, particularly to the south which could result in pedestrian and cycling activity. However, due to the rural nature of the project and minimal infrastructure, the overall level of pedestrian and cycling activity in the vicinity of the project site is expected to be low.

5.6 Existing traffic volumes

Existing traffic data for the road network has been collected from the most recent Annual Average Daily Traffic volume data (2019) which has been made publicly available by Transport Victoria. A conservative growth rate of 2.0% per annum has been applied to the 2019 traffic data to estimate the baseline daily and peak hour volumes in 2026. The traffic volumes are summarised in Table 5-2 below and visually represented in Appendix B.

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Table 5-2 Existing traffic volumes – Baseline for 2026

Road Name	Section	Direction	Peak hour volume	Daily volume
Princes Freeway	B/w Monash Way and Hazelwood Drive	Westbound	1600 vph	16000 vpd (13% HV)
		Eastbound	1550 vph	15500 vpd (10% HV)
	B/w Tramway Road and Monash Way	Westbound	1380 vph	13800 vpd (11% HV)
		Eastbound	1380 vph	13800 vpd (8% HV)
	B/w Princes Hwy East and Tramway Road	Westbound	1160 vph	11600 vpd (9% HV)
		Eastbound	1190 vph	11900 vpd (7% HV)
Tramway Road	B/w Hazelwood Road and Firmins Lane	Northbound	300 vph	3000 vpd (12% HV)
		Southbound	250 vph	2500 vpd (14% HV)
	B/w Princes Fwy and Firmins Lane	Northbound	540 vph	5400 vpd (13% HV)
		Southbound	510 vph	5100 vpd (13% HV)
Firmins Lane	B/w Monash Way and Tramway Road	Westbound	280 vph	2800 vpd (7% HV)
		Eastbound	280 vph	2800 vpd (8% HV)
	B/w Tramway Road and Hazelwood Road	Westbound	290 vph	2900 vpd (11% HV)
		Eastbound	320 vph	3200 vpd (13% HV)
Monash Way	B/w Commercial Road and Princes Fwy	Northbound	620 vph	6200 vpd (4% HV)
		Southbound	620 vph	6200 vpd (6% HV)
	B/w Brodribb Road and Commercial Road	Northbound	550 vph	5500 vpd (8% HV)
		Southbound	600 vph	6000 vpd (6% HV)

* vph (vehicles per hour), vpd (vehicles per day), HV (heavy vehicles)

Peak hour volumes are assumed to be 10% of the daily traffic volumes.

5.7 Crash history

Crash data from Transport Victoria was reviewed for the period between 2021 to 2026 being the most recent 5-year period of available data for the roads located within the study area with focus on the key construction traffic routes and intersections. A detailed breakdown of the recorded crashes is provided in Table 5-3 below. In summary, the following was found from the recorded data:

- A total of 26 crashes were identified within the study area.
- Of the 26 crashes, 11 were serious injury accidents and 14 were other injury accidents.
- One fatal injury accident was recorded where a pedestrian was struck on Princes Freeway.
- Three collisions with vehicles resulting in serious injury accidents and one collision with other injury were recorded at (or in close proximity to) the Princes Freeway / Monash Way ramps.
- Three collisions with a vehicle were recorded on Tramway Road, between Church Road and Boldings Road, within 2 km of the proposed site. Two of the collisions resulted in other injury crashes, whereas the other crash resulted in serious injury.

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The crash history map, as shown in Figure 5-7, indicates that recorded incidents are generally dispersed across the surrounding road network, with a slightly higher concentration of crashes observed along the Princes Drive/Princes Freeway corridor. These incidents are primarily associated with a mix of other injury and serious injury crashes, reflecting typical activity along a higher volume arterial route.

In contrast, the local road network closer to the subject site shows relatively few recorded crashes, with only isolated incidents distributed along key connecting roads such as Tramway Road and Monash Way. There is no clear special pattern in crash occurrence within this area, and the limited number of incidents suggests a generally low crash exposure which aligns with the rural nature of the surrounding environment.

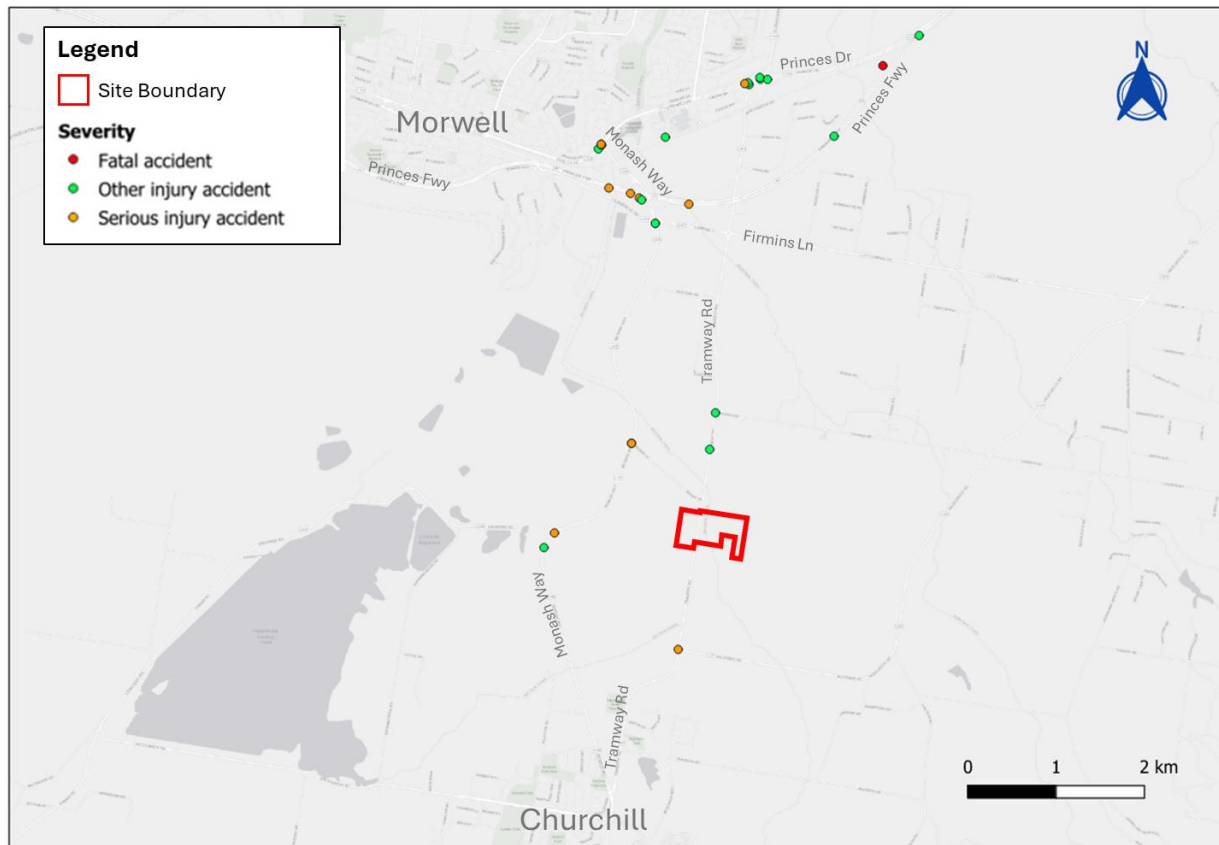


Figure 5-7 Crash History Map – Subject Site

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Table 5-3 Detailed Accident History – Hazelwood BESS site

Crash No	Date	Time	Road Name	Vehicles Involved	Crash Type	Speed Limit	Severity
1	24/03/2021	9:15 AM	Princes In Ramp	1	Collision with a fixed object	80 km/hr	Serious injury accident
2	22/04/2021	1:55 PM	Monash Way	1	Collision with a fixed object	100 km/hr	Serious injury accident
3	10/08/2021	6:55 PM	Tramway Road	2	Collision with vehicle	100 km/hr	Other injury accident
4	9/09/2021	6:00 PM	Monash Way	2	Collision with vehicle	100 km/hr	Serious injury accident
5	11/05/2022	7:02 PM	Princes Freeway	2	Collision with vehicle	110 km/hr	Serious injury accident
6	14/06/2022	8:30 AM	Monash Way	5	Collision with vehicle	110 km/hr	Other injury accident
7	17/06/2022	5:53 PM	Princes Freeway	2	Collision with vehicle	100 km/hr	Other injury accident
8	17/08/2022	8:40 AM	Alexanders Road / Princes Drive intersection	4	Collision with vehicle	80 km/hr	Other injury accident
9	18/10/2022	7:38 AM	Princes Freeway	2	Collision with vehicle	110 km/hr	Other injury accident
10	2/05/2023	4:40 PM	Princes In Ramp	1	Vehicle overturned (no collision)	110 km/hr	Other injury accident
11	4/05/2023	5:55 PM	Princes Drive	2	Collision with vehicle	80 km/hr	Serious injury accident
12	26/05/2023	6:55 AM	Alexanders Road / Princes Drive intersection	2	Collision with vehicle	80 km/hr	Other injury accident
13	27/07/2023	8:28 AM	Tramway Road	2	Collision with vehicle	100 km/hr	Other injury accident
14	27/08/2023	1:10 PM	Princes Drive	3	Collision with vehicle	80 km/hr	Other injury accident
15	16/11/2023	9:50 PM	Princes Freeway	1	Collision with a fixed object	110 km/hr	Serious injury accident
16	16/02/2024	3:30 PM	Princes Drive	2	Collision with vehicle	80 km/hr	Other injury accident
17	16/05/2024	12:45 PM	Tramway Road	2	Collision with vehicle	100 km/hr	Serious injury accident
18	7/08/2024	8:15 AM	Tramway Road	2	Collision with vehicle	80 km/hr	Other injury accident
19	7/10/2024	10:45 AM	Monash Way	2	Collision with vehicle	80 km/hr	Serious injury accident
20	24/10/2024	9:17 AM	Princes Drive	2	Collision with vehicle	80 km/hr	Other injury accident
21	18/11/2024	3:29 PM	Monash Way	2	Collision with vehicle	100 km/hr	Serious injury accident

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Crash No	Date	Time	Road Name	Vehicles Involved	Crash Type	Speed Limit	Severity
22	17/12/2024	9:09 AM	Monash Way	2	Collision with vehicle	80 km/hr	Serious injury accident
23	22/05/2025	1:08 AM	Princes Freeway	1	Struck pedestrian	110 km/hr	Fatal injury accident
24	11/06/2025	1:25 PM	Monash Way	2	Collision with vehicle	60 km/hr	Other injury accident
25	15/06/2025	6:20 PM	Monash Way	1	Struck animal	Not known	Other injury accident
26	29/08/2025	7:10 PM	Princes Freeway	1	Collision with a fixed object	110 km/hr	Serious injury accident

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6.0 Proposed Development

6.1 Construction

6.1.1 Construction program

The proposed construction timeframe is approximately 18 months with an aim to commence construction in Q1 2028. An indicative schedule of the construction program is provided in Table 6-1 below.

Table 6-1 Indicative construction schedule – Hazelwood BESS

Task/stage	Date/duration
Enabling works	Q1 2028: 1-3 months
Civil, structural, mechanical and electrical works	Early 2028: 9-12 months
Commissioning	Mid 2028: 6 months
Demobilisation	Late 2028 to early 2029 1-3 months

Based on information provided by Voyager, it has been assumed that peak construction vehicle movements will occur during the civil, structural, mechanical and electrical works stage, over a 9-12 month period, commencing early 2028.

6.1.2 Construction activities and staging

The key construction activities proposed for the Project, together with indicative descriptions and timeframes, are summarised in Table 6-2.

Table 6-2 Key construction activities

Component	Indicative description and timeframes
Enabling works	- Site establishment works including land clearance, upgrade or installation of access tracks and construction of hardstand areas. - Create a laydown and construction compound approximately 120m x 410 m to the north of the project site. - Earth grid typically not below 1m in depth around the entire equipment area. - A combination of trenching and Horizontal Directional Drilling for the underground cable would be to a depth of 1.5 m - Construction of site facilities for staff (temporary and permanent).
Civil, structural, mechanical and electrical works	- Civil works: benching of project area, drainage, excavation of trenches and placement of ducting for internal reticulation cabling, pouring concrete pads for equipment. - Construction of onsite substation, underground reticulation cabling, underground transmission cable to POC, upgrade works at POC to existing electricity grid. - Installation of battery units, PCS, transformers and associated equipment. - Construction of ancillary infrastructure such as O&M facility and car parking.
Testing and commissioning	Commissioning works including electrical testing to ensure that the BESS is operating correctly.
Demobilisation	- Removal of all temporary construction equipment and facilities. - Rehabilitation of unoccupied disturbed land in accordance with the existing nature of the site, including any prescribed landscaping mitigations.

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6.1.3 Construction vehicle types

The vehicle types which are required to deliver materials and equipment during the construction phase are anticipated to be consistent with those utilised for Latrobe BESS and Wooreen BESS projects. These vehicle types are outlined in Table 6-3 below.

Table 6-3 Construction vehicle types

Load Type	Vehicle Type	Design Vehicle
Site buildings & plant	Low loader / float (standard)	19 m semi-trailer
Workforce / Visitor	Passenger vehicle (4x4, car, etc)	99 th percentile car (B99 car)
Civil Material Import / Export (bulk earthworks)	Truck & Quad Dog or B-double truck	19 m Truck & Quad Dog or 25 m / 26 m B-double truck
Concrete & Steel	Semi-trailer and Concrete truck	19 m semi-trailer and ~ 8.8 m Medium rigid vehicle (MRV)
Cable and other materials	Semi-trailer	19 m semi-trailer
Crane	Mobile 50-100t crane	≤ 12.5 Heavy rigid vehicle (HRV)*

* Approximate equivalent as mobile cranes of this type have all wheel steering / multiple wheel steering with relatively smaller turning circles.

It should be noted that the above vehicle types are indicative only at this stage and would be confirmed at a later stage.

6.1.4 Construction heavy vehicles

Based on the information provided by Voyager, the origin of construction materials is yet to be determined. However, it is anticipated that the majority of materials would be sourced from Morwell area and surrounding major townships as well as existing quarries located near Traralgon and concrete supply from nearby batching plants. Other equipment and materials are also expected to be sourced locally where practicable. The anticipated heavy vehicle routes are shown in Appendix A.

A total of approximately 4,200 heavy vehicle movements are expected over the entire construction period. This has been profiled using similar projects such as Latrobe Valley BESS to derive a representative construction traffic profile and associated peak daily volumes.

During peak construction activity, it is anticipated that there would be up to 18 heavy vehicle movements per day into the site (one-way). It is assumed that all heavy vehicles will access the site from the north.

6.1.5 Construction workforce

Based on information provided by Voyager, approximately 150 construction workers are expected during the peak of construction activities. For the purposes of this assessment, it has been assumed that each worker will travel to and from the site in one light vehicle each.

It is further assumed that workforce arrivals occur during the AM peak hour period, with departures during the PM peak hour period. While it is acknowledged that some interpeak vehicle movements could occur (e.g. during a mid-day/lunchtime peak period), these scenarios have not been explicitly assessed as part of this assessment as they are considered less critical than the peak hour periods.

Workforce vehicle movements will vary depending on the location of worker residences and/or accommodation arrangements.

It has been assumed that all workforces are expected to travel from nearby townships. Indicative workforce origins and associated proportions are outlined below:

- North-west (50%): Morwell and Moe
- North-east (40%): Traralgon and Sale
- South (10%): Churchill

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The anticipated construction workforce vehicle routes are shown in Appendix A.

On this basis, it is anticipated that approximately 90% of workforce traffic are anticipated to travel along Tramway Road and approach the site from the north, with the remaining 10% arriving from the south via Churchill.

These distributions are indicative only at this stage and would be refined as the construction program and workforce accommodation arrangements are confirmed.

6.1.6 Site access point

Vehicle access to the site is proposed via a new access road to be located to the south of the existing Hazelwood Terminal Station access in Tramway Road.

The site access road has an approximate width of 7.0 m and the width may extend up to 15 m in width including shoulders and earthworks batters at the access entrance.

6.1.7 Design vehicle

As outlined in the Logistics Assessment, the design vehicle to deliver the OSOM loads and associated components is anticipated to be a 30 m vehicle and the indicative configuration of a 30 m B-double is shown in Figure 6-1 below.

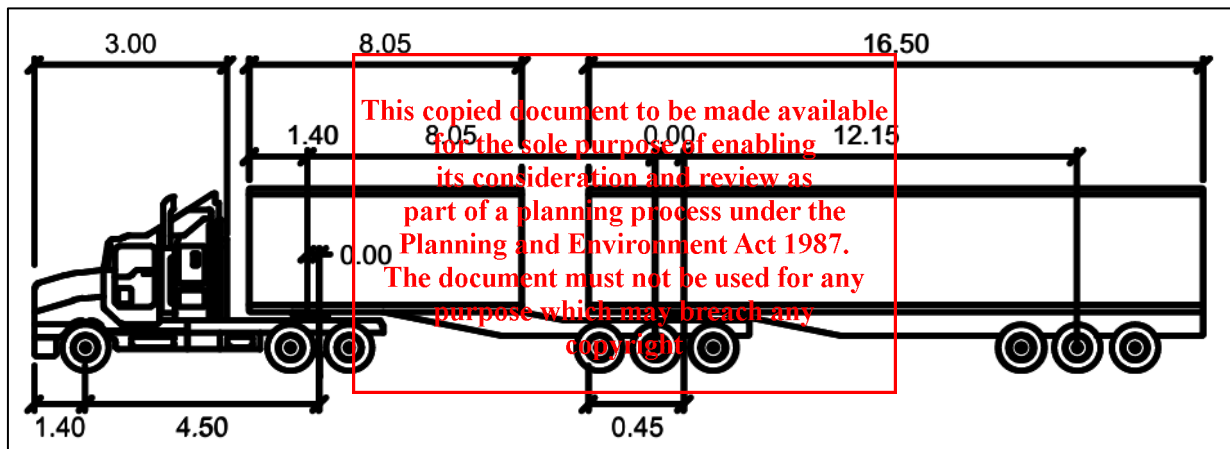


Figure 6-1 Example 30 m B-double vehicle

It is noted that the majority of vehicles expected to service the site during construction include a vehicle size up to and including 19 m semi-trailer trucks and truck and quad dog combination trucks although a smaller number of bulk earthworks vehicles may include 25/26 m B-double trucks.

The final vehicle types, configurations, and transport arrangements are expected to be confirmed following the appointment of a construction contractor once the planning permit is issued at that stage. At this post-approval stage, specific traffic management measures would be identified for each as necessary and detailed in an appropriate TMP, in consultation with relevant authorities and subject to permit approvals where required. This is especially the case for OSOM vehicles such as those considered in the Logistics Assessment.

6.2 Operation

The Project is expected to operate 24 hours a day, seven days a week as an unmanned facility. The proposed BESS would be managed remotely and staffed by up to two (2) full time equivalent staff as well as ad hoc contractors, as required during both planned and unplanned maintenance periods. It is anticipated that no more than 10 people would be present on site at anytime. Adequate parking would be provided onsite for the operational phase with 16 spaces provided for operational staff requirements.

The following activities are proposed be undertaken during the operation:

- Environmental monitoring in accordance with the conditions of approvals and management plans.

- Service and repair of any onsite infrastructure.
- Maintenance of internal access tracks, drainage and culverts, fencing/gate and other civil works.
- Maintenance of BESS, electrical reticulation system, substation and control systems.

Equipment used during operational activities would include:

- Light vehicles
- Whipper snippers
- Mobile cranes
- Delivery trucks
- Elevated work platforms
- Tractors
- Generators

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7.0 Traffic Impact Assessment

7.1 2028 traffic volumes

A conservative growth rate of 2.0% per annum has been applied to the 2026 baseline traffic data, outlined in Section 5.6, to estimate the baseline daily and peak hour volumes in 2028 to align with the construction period. The traffic volumes are summarised in Table 7-1 below and visually represented in Appendix B.

Table 7-1 Existing traffic volumes – 2028 baseline

Road Name	Section	Direction	Peak hour volume	Daily volume
Princes Freeway	B/w Monash Way and Hazelwood Drive	Westbound	1660 vph	16600 vpd (13% HV)
		Eastbound	1610 vph	16100 vpd (10% HV)
	B/w Tramway Road and Monash Way	Westbound	1440 vph	14400 vpd (11% HV)
		Eastbound	1440 vph	14400 vpd (8% HV)
	B/w Princes Hwy East and Tramway Road	Westbound	1200 vph	12000 vpd (9% HV)
		Eastbound	1240 vph	12400 vpd (7% HV)
Tramway Road	B/w Hazelwood Road and Firmins Lane	Northbound	310 vph	3100 vpd (12% HV)
		Southbound	270 vph	2700 vpd (14% HV)
	B/w Princes Fwy and Firmins Lane	Northbound	560 vph	5600 vpd (13% HV)
		Southbound	530 vph	5300 vpd (13% HV)
Firmins Lane	B/w Monash Way and Tramway Road	Westbound	290 vph	2900 vpd (7% HV)
		Eastbound	290 vph	2900 vpd (8% HV)
	B/w Tramway Road and Hazelwood Road	Westbound	300 vph	3000 vpd (11% HV)
		Eastbound	340 vph	3400 vpd (13% HV)
Monash Way	B/w Commercial Road and Princes Fwy	Northbound	640 vph	6400 vpd (4% HV)
		Southbound	640 vph	6400 vpd (6% HV)
	B/w Brodribb Road and Commercial Road	Northbound	570 vph	5700 vpd (8% HV)
		Southbound	620 vph	6200 vpd (6% HV)

* vph (vehicles per hour), vpd (vehicles per day), HV (heavy vehicles)

Peak hour volumes are assumed to be 10% of the daily traffic volume.

7.2 Logistics assessment findings

As part of the Logistics Assessment report, a preliminary assessment of the preferred OSOM transport route between the Port of Melbourne and the Project site has been undertaken to identify potential risks and constraints associated with the delivery of transformer and other components.

The preliminary assessment was based on a high-level desktop review of the identified route, informed by designated route maps, aerial imagery, relevant road authority information and the adoption of a 30 m B-double as the representative design vehicle. This approach is considered appropriate for a planning stage assessment, with further detailed investigation to be undertaken during detailed design stage.

The preferred transport route extends from the Port of Melbourne to the Hazelwood East BESS site via key arterial and freight corridors. The route has been selected to maximise use of the Principal Freight

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Network, the gazetted OSOM network and minimise interaction with constrained road sections and intersections where practicable.

An overview of the preferred route is as follows:

Webb Dock Drive → Todd Road → Cook Street → Cook – West Gate Freeway Onramp → West Gate Freeway → Citylink → Monash Freeway → Princes Freeway → Tramway Road Offramp → Tramway Road → Hazelwood East BESS Site Access

The constraints identified in the Logistics Assessment are summarised in Table 7-2 below.

Table 7-2 Route constraints summary

Constraint Type	Location	Restriction	Condition details
Regulatory	Tramway Road, to the south of Firmins Lane roundabout	Road section is not included within the gazetted OSOM network	A specific OSOM permit issued by NHVR is required, subject to assessment and approval of the proposed route at a later stage.
Load capacity	West Gate Freeway – Cook Street Onramp to Kings Way Offramp	Restricted to vehicle combinations up to 49.5 tonnes.	Combinations exceeding this limit require a detailed bridge assessment to support permit approval.
	Citylink – Kings Way Onramp to Monash Freeway (Toorak Onramp)	Restricted to vehicle combinations up to 63 tonnes	Movements exceeding this limit require submission of a written request, typically no less than three days prior to travel, in accordance with permit requirements.
Vertical clearance	West Gate Freeway Near Kingsway	Governing vertical clearance of approximately 4.65 m	The nominated 4.65 m clearance represents a strict operational limit for vehicles travelling through the Burnley Tunnel and therefore governs the maximum allowable transport height along this route.
	Citylink – Kings Way Onramp to Monash Freeway (Toorak Onramp)		
	Monash Freeway – Toorak Road Onramp to Warrigal Road Offramp		
Operational	Citylink – Kings Way Onramp to Monash Freeway (Toorak Onramp)	Access for vehicles exceeding 3.1 m in width (up to 5.0 m) is restricted to defined time windows	Travel can only occur between 5:00 am to 6:00 am and 10:00 am to 3:00 pm on weekdays, and 8:00am and 9:00 pm on weekends.
	Princes Freeway – Clyde Road Offramp to Clyde Road Onramp	Loads exceeding 3.3 m in width	Subject to a requirement to contact the VIDA Roads team a minimum of 48 hours prior to travel, to facilitate appropriate traffic management arrangements. This condition is currently in place due to ongoing road works near the Clyde Road interchange (Berwick), anticipated completion in early 2027.

Additionally, a swept path assessment was undertaken to assess the geometric constraints at the Princes Freeway offramp / Tramway Road intersection, as shown in Appendix D. The vehicle swept

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path assessment indicates that the subject intersection is expected to accommodate the proposed design vehicle with sufficient clearance to the existing road assets at this stage.

Based on the above, the key risks associated with the preferred logistics access route include:

- Dependence on OSOM permit approvals and compliance with associated operational conditions.
- Potential need for route verification with respect to structural capacity and vertical clearances of relevant assets.
- Localised geometric constraints, particularly at Princes Freeway offramp / Tramway Road intersection as identified.

These risks are typically part of preliminary planning stage assessments which need to be addressed by the proponent and the appointed construction contractor through detailed route assessment, consultation with relevant authorities and refinement of the transport methodology at the detailed design stage.

7.3 Traffic generation

Based on traffic generation for similar projects located near the Project area such as Latrobe Valley BESS, Wooreen BESS and information provided by Voyager, the construction of the proposed BESS facility is estimated to generate the following peak traffic movements during peak construction activities. These peak volumes are summarised below and illustrated in Figure 7-1.

- 150 light vehicles one-way vehicle movements per day and
- 18 heavy vehicles one-way vehicle movements per day.

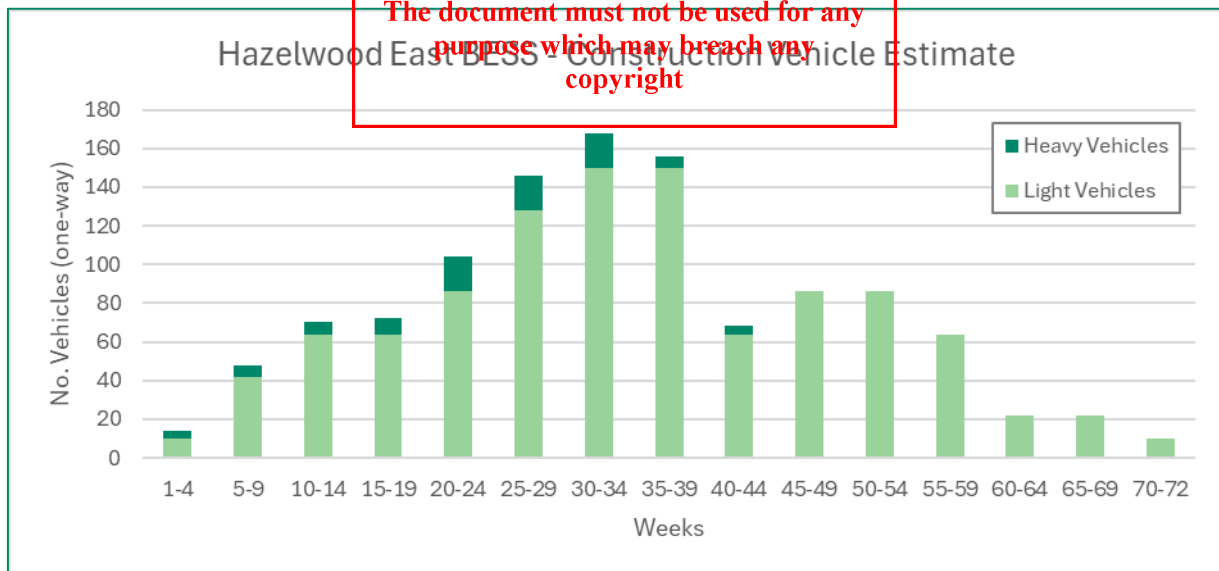


Figure 7-1 Proposed Hazelwood East BESS – Indicative Construction Vehicle Estimate (daily)

In addition, based on the logistics assessment, the number of peak hour OSOM delivery movements are expected to be generated by the proposed site is 5 OSOM vehicles one-way vehicle movements per day.

Based on the above traffic generation figures, a total of 173 vehicle movements are expected to be generated by the site per day during the peak construction activity period which is approximately expected to occur between weeks 30 to 34. Noting that the workforce volume origin is split 90%/10% (north/south), whilst all heavy vehicles originate from the north. In the AM peak, the northbound is critical to the south of the site access whilst the southbound is critical to the north of the site access. The vice-versa applies for the PM peak.

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The project construction vehicle peak hour volumes are summarised in Table 7-3.

Table 7-3 Tramway Road – Construction phase project vehicle volumes

Direction	Workforce AM	Heavy vehicles AM	Total Construction AM	Workforce PM	Heavy Vehicles PM	Total Construction PM
Northbound	15 vph	0 vph	15 vph	135 vph	23 vph	158 vph
Southbound	135 vph	23 vph	158 vph	15 vph	0 vph	15 vph

A highly conservative assumption has been made that all construction heavy and light vehicles as well as delivery vehicles are entering the site during the AM peak and leaving the site during the PM peak. Realistically, it is more likely that heavy vehicle and delivery movements would occur outside of these peak times and spread out over the day. It is noted that actual delivery patterns are likely to vary depending on construction staging, logistics staging, traffic conditions, and site constraints

The above traffic estimates are based on preliminary planning assumptions. The final number, configuration and scheduling of vehicle movements would be confirmed by the construction contractor during the detailed design stage. A TMP should be prepared to document confirmed vehicle movements, delivery schedules and associated traffic management measures, in consultation with relevant authorities and subject to permit approvals at that stage.

7.4 Impact assessment

7.4.1 Capacity analysis

The assessment assumes that all construction traffic would utilise freeways and arterial roads in order to travel to the site access road located in Tramway Road.

The peak projected volumes for 2028 on Tramway Road are outlined in Section 7.1.

As outlined in Section 7.3 above, the analysis indicated that a total of 173 vehicle movements are expected to be generated by the proposed site during the AM peak period and exit the site during the PM peak hour, which is indicative only at this stage subject to further confirmation at a later stage.

A summary of the peak hour traffic volumes along Tramway Road, on either side of the site access, during the construction phase are shown in Table 7-4. The distribution of these volumes during each of the peak hour periods are shown in Figure 7-2 and Figure 7-3. These diagrams can also be found in Appendix C.

Table 7-4 Tramway Road – existing and construction phase traffic volumes

Direction	Projected 2028 AM	Construction (HV + LV) AM	Total AM	Projected 2028 PM	Construction (HV + LV) PM	Total PM
Northbound	310 vph	15 vph	325 vph	310 vph	158 vph	468 vph
Southbound	270 vph	158 vph	428 vph	270 vph	15 vph	285 vph

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Figure 7-2 Peak construction traffic volumes – AM peak period

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Figure 7-3 Peak construction traffic volumes – PM peak period

A nominal capacity of approximately 1200 vehicles per hour per direction has been adopted for Tramway Road, consistent with typical Austroads planning-level assumptions for two-lane rural and arterial roads.

Based on the assumptions above, Tramway Road would be operating at under 50% capacity during the peak hour periods. Therefore, it can be concluded that there are no adverse capacity impacts due to the minimal amount of traffic generated by the construction phase.

7.4.2 Proposed site access review

All construction vehicles will access the site utilising the proposed site access road from Tramway Road.

7.4.2.1 Sight distance

A desktop sight distance assessment has been undertaken for the proposed site access road in Tramway Road. The Safe Intersection Sight Distance (SISD) requirements are outlined in Austroads Guide to Road Design (Part 4A). A posted speed limit of 100 km/hr exist in Tramway Road and therefore this has been adopted for the sight distance assessment.

SISD represents the distance required for a driver of a vehicle on the major road to observe a vehicle on a minor road approach before moving into a collision situation and to decelerate to a stop before reaching the collision point.

The SISD has been calculated based on the following parameters:

- Observation time: 3.0 seconds in accordance with Austroads Guide to Road Design Part 3
- Reaction time: 2.5 seconds
- Deceleration coefficient: 0.29 (heavy vehicle assumption)
- Longitudinal grade: 2% (conservative assumption)

Table 7-5 shows the evaluated SISD requirements.

Table 7-5 Required SISD – Hazelwood BESS site

Vehicle type	Operating Speed (kph)	Coefficient of deceleration	Decision time (secs)	Longitudinal grade (%)	Required SISD
Heavy vehicle	100 km/hr	0.29	5.5 s	2%	280 m

The assessment indicates that the required SISD for a 100 km/hr operating speed is approximately 280 metres. The available sight distance to the south of the proposed access is approximately 280 m, indicating that the site access achieves the minimum SISD requirement. There is an existing crest located at approximately 280 m, as shown in Figure 7-4, which appears to not be an impeding factor in terms of the available sight distance. However, the proposed access point should be appropriately positioned in Tramway Road to ensure that minimum SISD requirements are met. Sight distance to the north is approximately 500 m, which significantly exceeds 280 m for the required SISD and is therefore considered adequate.

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Figure 7-4 View looking south from Project site along Tramway Road

While the available sight distance to the south is at the minimum required threshold, the access is considered to achieve compliance with Ausroads requirements under the adopted conservative assumptions. Further verification may be undertaken during the detailed design to confirm sight distance conditions.

Overall, the proposed site access road is considered to achieve adequate sight distance and maintain safe and efficient operation in Tramway Road.

7.4.2.2 Swept path assessment

A swept path assessment of the site access point was undertaken as part of the Logistics Assessment to evaluate the ability of the adopted 30 m B-double design vehicle to safely undertake the left turn entry and right turn exit movements. The assessment was carried out using AutoTurn software and reflects a low speed turning manoeuvre at the location.

The results of the swept path assessment indicate that the design vehicle is able to undertake left turn manoeuvres from Tramway Road into the site access and right turn manoeuvres onto Tramway Road from the site access.

Graphical representations of the swept path assessments are provided in Appendix D which illustrate the vehicle tracking during the entry and exit turning movements, respectively.

Overall, the vehicle swept path assessment indicates that the Tramway Road/Proposed Site Access intersection could accommodate the proposed design vehicle, subject to appropriate operational controls and confirmation by the appointed construction contractor during the detailed design stage.

As part of the TMP, the appointed construction contractor should identify any additional mitigation measures such as temporary traffic control, driver guidance, or minor relocation/protection of roadside infrastructure to ensure safe passage of traffic to maintain safe and efficient traffic operation at this intersection.

7.4.3 Public and active transport

The surrounding road network within the vicinity of the Project is predominantly rural in nature, with limited formal public transport infrastructure and no dedicated active transport facilities in the immediate study area, as outlined in Sections 5.4 and 5.5. Existing public transport services are confined to main arterial roads and townships outside the Project area. This includes Route 2, which operates along Tramway Road with services approximately every 40 minutes in each direction.

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The introduction of construction traffic associated with the Project will result in an increase in heavy and light vehicle movements on the surrounding road network. These additional traffic volumes have the potential to increase interaction between construction vehicles and any existing public transport services operating on connecting arterial roads, including Route 2 along Tramway Road, as well as occasional active transport users in rural environments.

Nevertheless, the overall increase in traffic volumes is not expected to materially affect the safe and efficient operation of existing public transport services, given the relatively low frequency of services and the capacity of Tramway Road to accommodate project vehicle movements.

Similarly, the impacts to active transport users are expected to be limited due to the existing low level of active transport activity near the Project area and the rural road environment.

Where interactions may occur, these should primarily be managed through appropriate traffic management measures during construction, which is proposed to be included in the TMP where required.

Overall, the Project is not expected to result in a material reduction in the safety or efficiency of existing public or active transport operations within the study area.

7.4.4 Crash review and safety

Crash data obtained for the most recent five-year period (2021-2026) to gain an understanding of the existing safety performance of the road network within the study area, as outlined in Section 5.7. The review focused on key construction traffic routes and intersections, particularly Tramway Road, which will accommodate all construction traffic movements to and from the site.

The review of crash data did not identify any crash clusters or locations exhibiting a pattern of recurring incidents along Tramway Road or the broader study area. The recorded crashes appear to be isolated occurrences and dispersed throughout the road network.

Accordingly, there are no identified systemic road safety deficiencies along Tramway Road or the surrounding road network that would constrain the safe operation of the network or be expected to be exacerbated by project-related traffic. While the Project will introduce additional vehicles onto the network, these are not anticipated to have a significant impact on the existing safety performance of the network.

Where required, interactions between construction vehicles and general traffic should be managed through implementation of appropriate traffic management measures during construction, to be included in the TMP where required.

Overall, the Project is not expected to result in a material reduction in the existing road safety conditions within the study area.

7.5 Operation phase

During normal operational activities, the BESS would be managed remotely and staffed by up to two (2) full time equivalent staff as well as ad hoc contractors, as required during both planned and unplanned maintenance periods. It is anticipated that no more than 10 people would be on site at any given time.

Under a heavily conservative scenario of 10 vehicle movements in during the AM peak and 10 vehicle movements out during the PM peak, the additional vehicle movements are not expected to materially impact the capacity or safety of Tramway Road or the surrounding network.

7.6 Decommissioning phase

The operational life of the BESS facility is estimated to be 40 years, after which time the project would commence decommissioning. All project components would be managed in accordance with the relevant laws and policies at the time of decommissioning.

During the decommissioning phase, above ground components would be removed and recycled where possible, and land rehabilitated. The battery units would either be disposed of, repurposed or recycled

at a licensed disposal facility. The decommissioning timeframe is expected to be approximately 12 months post operation phase.

The decommissioning phase has not been assessed in detail as part of this study. However, it is expected that vehicle movements generated during this phase would be broadly consistent with general construction-type activities, albeit at a scale to be confirmed at a later stage.

7.7 Summary of impacts

The key findings of the traffic impact assessment associated with the Project are summarised as follows:

- The surrounding road network, including Tramway Road, has sufficient capacity to accommodate all Project phases without material impacts
- The peak construction traffic (~173 vehicles/hours) generated by the site during the construction, operation, and decommissioning phases of the Project could be accommodated within the surrounding road network.
- The proposed site access located on Tramway Road is compliant with the sight distance requirements as stipulated in the Austroads guidelines and therefore the location is expected to accommodate project vehicles in a safe and an efficient manner.
- Based on the above, there is no material impacts to public or active transport services located within the vicinity of the proposed site.
- There are no crash clusters or systemic safety issues identified near the subject site which will not materially affect the road safety aspects of the surrounding road network.
- The operational impacts of the proposed site are considered to be very minimal.
- Decommissioning phase traffic impacts are expected to be broadly consistent with those of the construction phase in nature, however, these would be confirmed at a later stage.
- Any temporary construction impacts should be managed through implementation of an appropriate Traffic Management Plan (TMP).

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8.0 Cumulative Impact Assessment

The following projects are currently being constructed or expected to begin construction during the construction phase of Hazelwood East BESS and situated within the vicinity of the site:

- The Wooreen BESS, situated at the existing Jeeralang Power Station site on Bonds Lane is currently under construction with estimated construction completion in Q3 2027.
- Bennetts Creek BESS, situated opposite Latrobe Valley BESS on Monash Way is currently under construction with estimated construction completion in Q4 2028.
- Hazelwood North Solar Farm, to be situated south of Princes Freeway and bounded Firmins Lane to the south and Hazelwood Road to the east. The project is expected to currently be in late planning/early development stage as it was granted planning approval in September 2024, however construction operations have not yet commenced.
- Gippsland BESS, where the proponent (European Energy) has lodged a planning permit for a BESS to be constructed to the north of the Hazelwood East BESS site on Tramway Road. The construction timeframe for this site is unknown at this stage.
- Morwell BESS, where the proponent (ACE Power) is currently at the planning application stage for a BESS to be constructed on Tramway Road to the north of Bonds Lane. The construction timeframe for this site is unknown at this stage.
- Tramway Road BESS, where the proponent (Eku Energy) is currently at the development stage for a BESS to be constructed to the south of the Hazelwood East BESS site on Tramway Road. The construction timeframe for this site is unknown at this stage.

Wooreen BESS is scheduled to be completed prior to commencement of construction of Hazelwood East BESS, therefore there is negligible temporal overlap.

Bennetts Creek BESS is due for completion in late 2028, therefore some overlap is expected. Some interaction of construction vehicle routes may occur, noting the primary impacts of the Bennetts Creek BESS will occur on Monash Way. The residual impacts are likely to be minor and manageable through traffic management measures through the TMP.

Hazelwood North Solar Farm has obtained planning approval in September 2024, however there is no publicly available information to suggest that construction has commenced. It is assumed that the project remains effectively in the late planning/early development (pre-construction) stage. If construction timeframes overlap with that for the Hazelwood East BESS, some interaction of construction vehicle routes may occur, noting the primary impacts of the Hazelwood North Solar Farm will occur on Firmins Lane. The residual impacts are likely to be minor and manageable through traffic management measures through the TMP.

Gippsland BESS, Morwell BESS and Tramway Road BESS are currently in the planning/development stage and construction timing is unknown at this stage, however given their location in proximity of the proposed Hazelwood East BESS site, any concurrent works could contribute to cumulative effects along Tramway Road, which needs to be further investigated to assess any impacts if necessary.

Additionally, the Latrobe Valley BESS has recently completed construction and is fully operational. The site is situated beside the existing Morwell Terminal Station on Monash Way. Operational phase volumes are typically minimal for a BESS operation and maintenance therefore residual impacts are likely to be negligible.

Overall, it is expected that there may be residual impacts by the other planned and proposed projects in the region. These impacts will need to be managed during the preparation of the TMP.

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9.0 Recommended Mitigation Measures

The mitigation measures that are recommended to avoid, mitigate or manage traffic impacts associated with the Project are summarised in Table 9-1 below.

Table 9-1 Mitigation measures relevant to Traffic – Hazelwood BESS site

Measure ID	Mitigation measure	Phase
TTP-MM01	Traffic Management Plan (TMP) A TMP should be prepared by the nominated construction contractor prior to the commencement of works and approved by the relevant road authorities. The TMP will outline the management of all construction-related vehicle movements, including routing, scheduling, traffic control measures and site access arrangements, to minimise impacts on the surrounding road network and local community. The TMP will also identify and detailed any required temporary traffic management treatments, road upgrades, or mitigation works necessary to safely accommodate construction traffic. This will include traffic control and signage requirements for work along and within the vicinity of Tramway Road and surrounding road network, in accordance with the requirements of the relevant road authority (DTP and Latrobe City Council). In addition, the TMP will address site-specific safety risks, including management of vehicle interactions at access points, and will include procedures for monitoring and reviewing traffic management measures to ensure their ongoing effectiveness throughout the construction period. Additionally, a dedicated OSOM Transport Management Plan should be included in the TMP and prepared to address the specific requirements associated with oversized overmass deliveries including escort arrangements, temporary traffic controls and route-specific constraints.	Construction, Operation
TTP-MM02	Site Access Strategy A Site Access Strategy should be prepared prior to construction to confirm Project access points and construction traffic routes once the construction methodology is finalised. The strategy should be developed in consultation with relevant road authorities and stakeholders, with a focus on ensuring safe vehicle access, considering local traffic and surrounding land uses, and identifying any required road or access upgrades. It should also provide a framework for selecting alternative routes where access constraints arise during construction.	Construction

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10.0 Conclusion

The purpose of this report is to assess the potential traffic impacts and risks associated with Hazelwood East BESS to inform the preparation of the planning permit required for the Project.

Existing environment

The Project site is located in a predominantly rural area on Tramway Road, Hazelwood North. The surrounding road network is sealed rural and arterial roads that provide access to the site.

Traffic volumes in the vicinity are generally low to moderate and operate will within the available road capacity. The area experiences low levels of pedestrian and cyclist activity, and there are no significant safety concerns identified in the vicinity of the site.

Impact and risk assessment findings

The assessment indicates that the surrounding road network, particularly Tramway Road, has sufficient capacity to accommodate construction traffic associated with the Hazelwood East BESS without material adverse impacts on network performance, safety or public and active transport operations.

During construction, traffic generation would be concentrated around workforce arrivals and departures, with a conservative peak of approximately 173 vehicles during the peak hour. Even under this scenario, peak hour volumes on Tramway Road remain well below assumed capacity, with the road operating at less than 50% of capacity both in peak direction. Accordingly, no adverse capacity impacts are anticipated.

The assessment of OSOM vehicle routes, permitting requirements and associated infrastructure constraints is addressed separately in the Logistics Assessment prepared for the Project.

At the site access, available Safe Intersection Sight Distance is compliant with Austroads requirements at the planning level, and swept path analysis confirms suitable access for design vehicle.

The surrounding area is predominantly rural with limited public transport provision and no dedicated active transport infrastructure. A bus service, Route 2, operates along Tramway Road at approximately 40 minute intervals, however the assessment concludes that construction traffic is not expected to materially affect its operation. Active transport demand is minimal and any interactions can be effectively managed through standard construction traffic management measures.

A review of crash data (2021-2026) identified no crash clusters or systemic safety deficiencies within the study area, including along Tramway Road. Accordingly, the introduction of project traffic is not expected to materially alter the existing road safety performance of the network, with any temporary construction-related risks to be managed through TMP measures.

During operation, traffic generation would be negligible with no material impact on network performance or safety.

Decommissioning activities are expected to be broadly consistent with construction in nature but would be confirmed close to the time.

Mitigation measures

Mitigation measures include the preparation and implementation of a Traffic Management Plan (TMP) which will manage construction related traffic and ensure the safe and efficient operation of the surrounding road network during construction. The TMP should be developed in consultation with the relevant stakeholders including DTP and Latrobe City Council, and will address site-specific traffic management measures to mitigated potential impacts for all road users. A dedicated OSOM Transport Management Plan is also recommended within the TMP to manage vehicle routing, scheduling and site access. All OSOM movements would be subject to permit approvals administered by the National Heavy Vehicle Regulator (NHVR), with compliance required for all operational conditions including travel times, escort requirements and route constraints.

Additionally, a site access strategy should be prepared prior to construction to confirm project access points and construction traffic routes once the construction methodology is finalised. The strategy should be developed in consultation with relevant road authorities and stakeholders, with a focus on ensuring safe vehicle access, considering local traffic and surrounding land uses, and identifying any

required road or access upgrades. It should also provide a framework for selecting alternative routes where access constraints arise during construction.

Cumulative impact assessment

Cumulative impacts from nearby projects are expected to be limited and manageable. Wooreen BESS is anticipated to be completed prior to the Hazelwood East BESS construction, resulting in negligible temporal overlap. Some overlap is expected with Bennetts Creek BESS and Hazelwood North Solar Farm, however impacts are likely to be minor given the separation of construction routes due to the site being located on Monash Way and Firmins Lane, respectively. The proposed Gippsland BESS, Morwell BESS and Tramway Road BESS projects may contribute to localised cumulative effects along Tramway Road if constructed concurrently, although timing is uncertain at this stage. The Latrobe Vally BESS is currently operational with volumes expected to be negligible for operation and maintenance activities. Overall, any residual cumulative impacts are expected to be minor and should be effectively mitigated through the TMP.

Conclusion

The assessment concludes that the proposed development can be accommodated within the existing road network without significant adverse impacts. Subject to appropriate traffic management, construction movements can be undertaken safely and efficiently.

This assessment is based on preliminary planning assumptions, with further refinement to be undertaken during detailed design following the appointment of a construction contractor.

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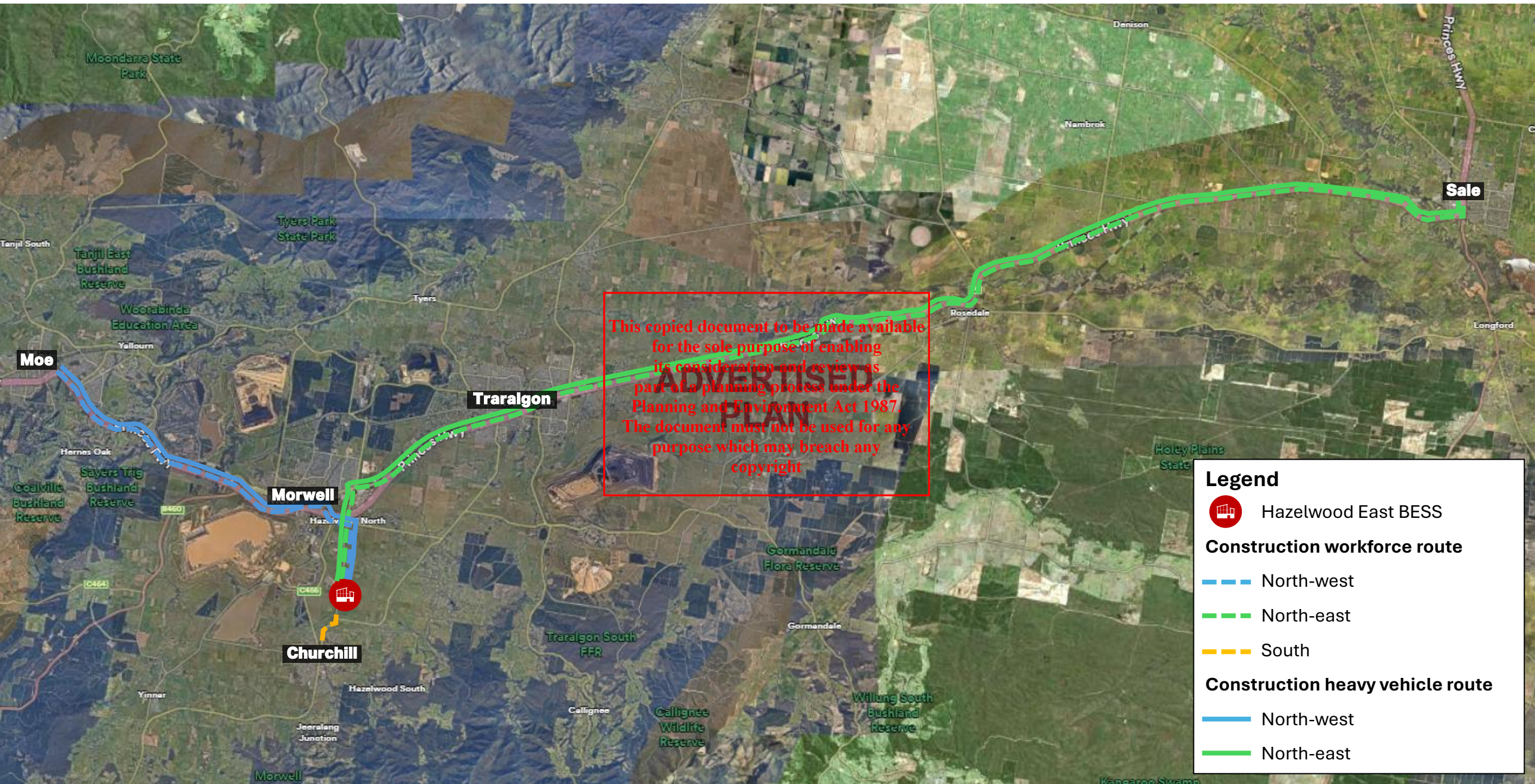
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Appendix A

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Construction Traffic Routes



Appendix B

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Existing Traffic Volumes

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Existing 2026 peak hour volumes



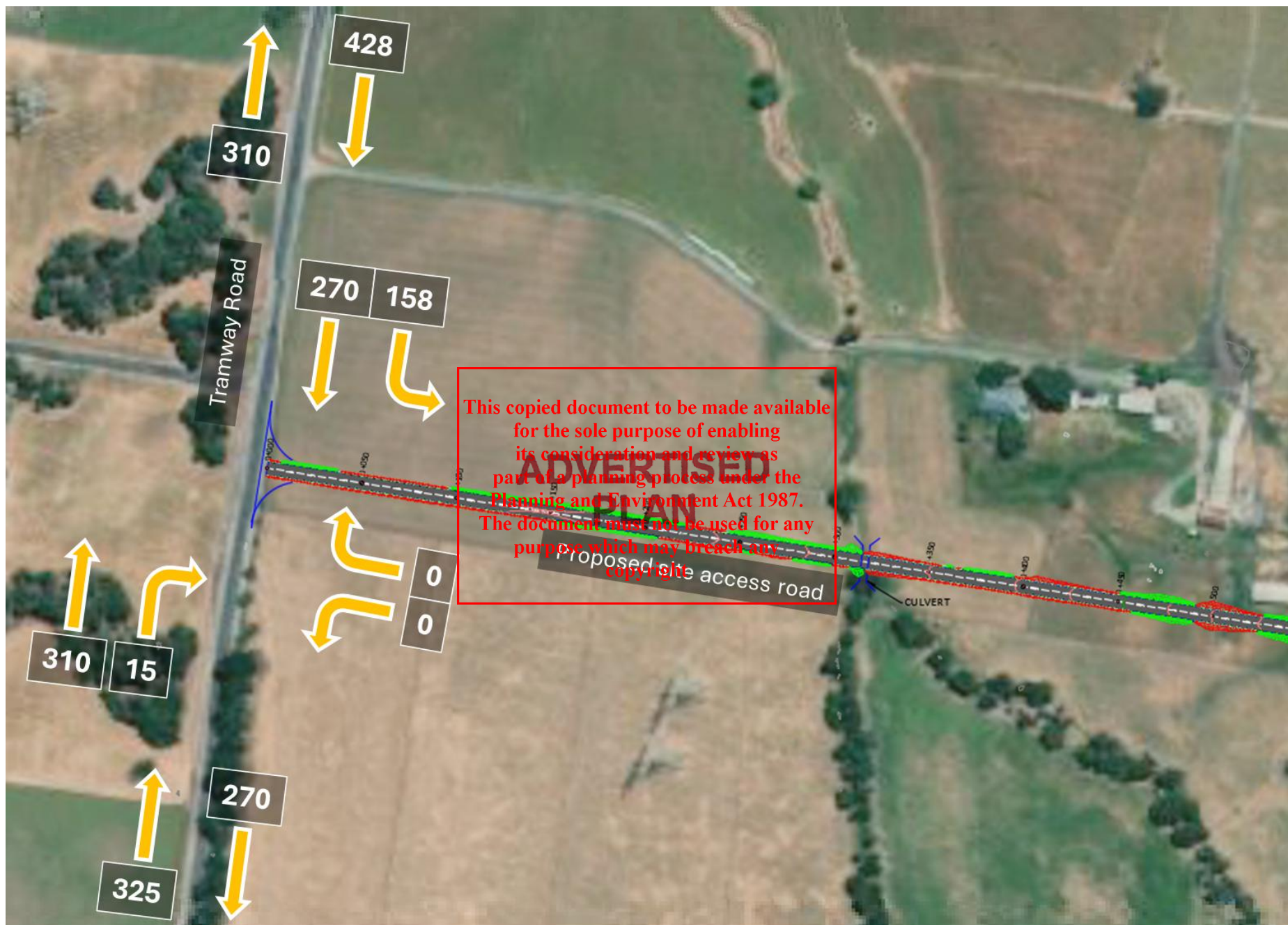
Existing 2028 peak hour volumes

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Appendix C

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Construction Peak Traffic Volumes



Project peak construction AM peak hour volumes



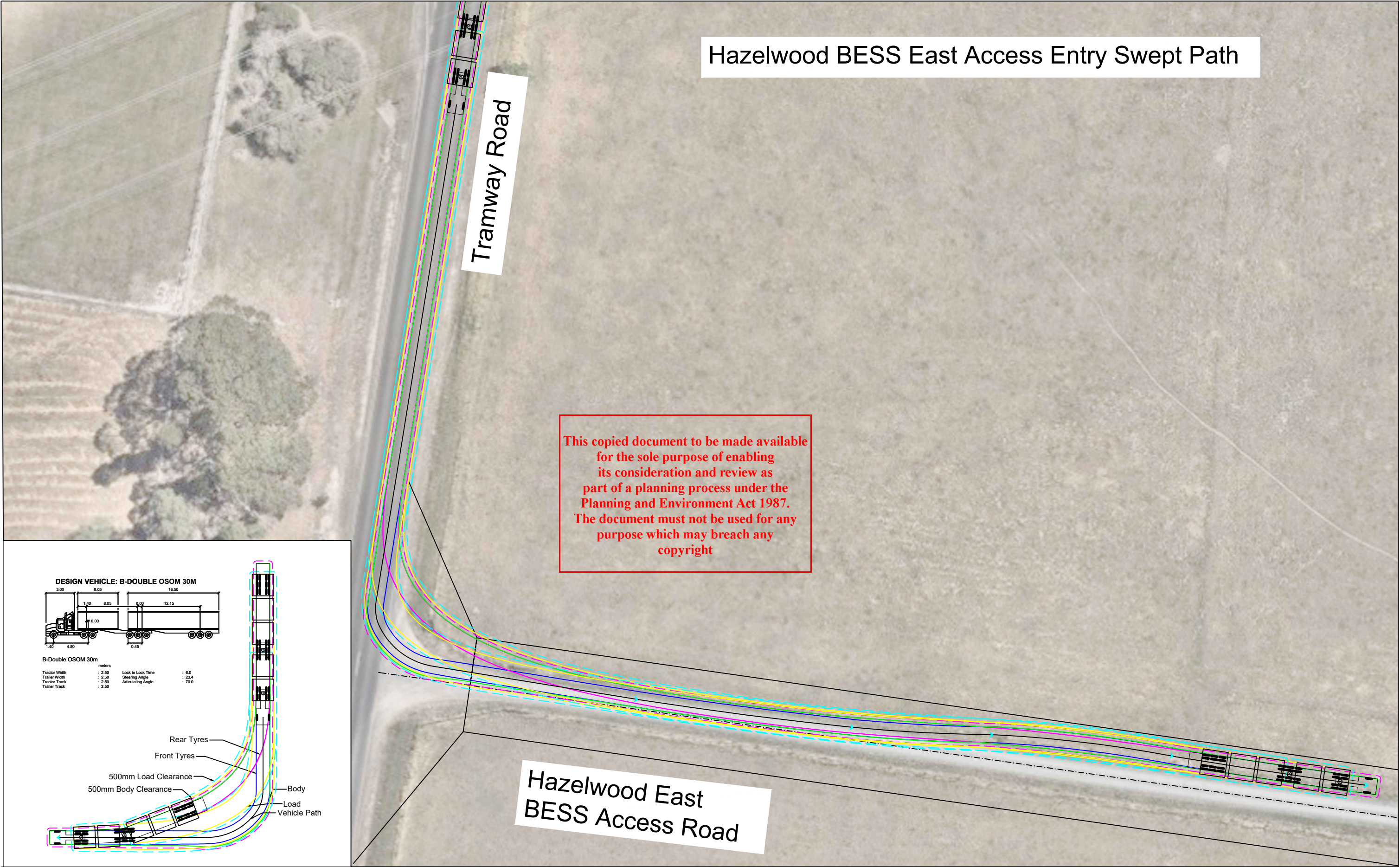
Project peak construction PM peak hour volumes

Appendix D

**ADVERTISED
PLAN**

Swept Path Diagrams

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REVISION				
A	Hazelwood BESS East Access Swept Path	9/04/2026		RP
B	Hazelwood BESS East Access Swept Path	14/04/2026		RP
REV	DESCRIPTION	DATE	ORG.	CHK.

PROJECT
HAZELWOOD EAST BESS
COUNCIL
LATROBE CITY COUNCIL

CLIENT
VOYAGER RENEWABLES

DRAWING NAME
VEHICLE SWEEP PATH - SITE ACCESS LEFT IN

AUTHOR

ORIGINATOR: ABISHAAN DUSHYANTHAN
CHECKER: RAM POOLA

ADVERTISED
PLAN

SCALE

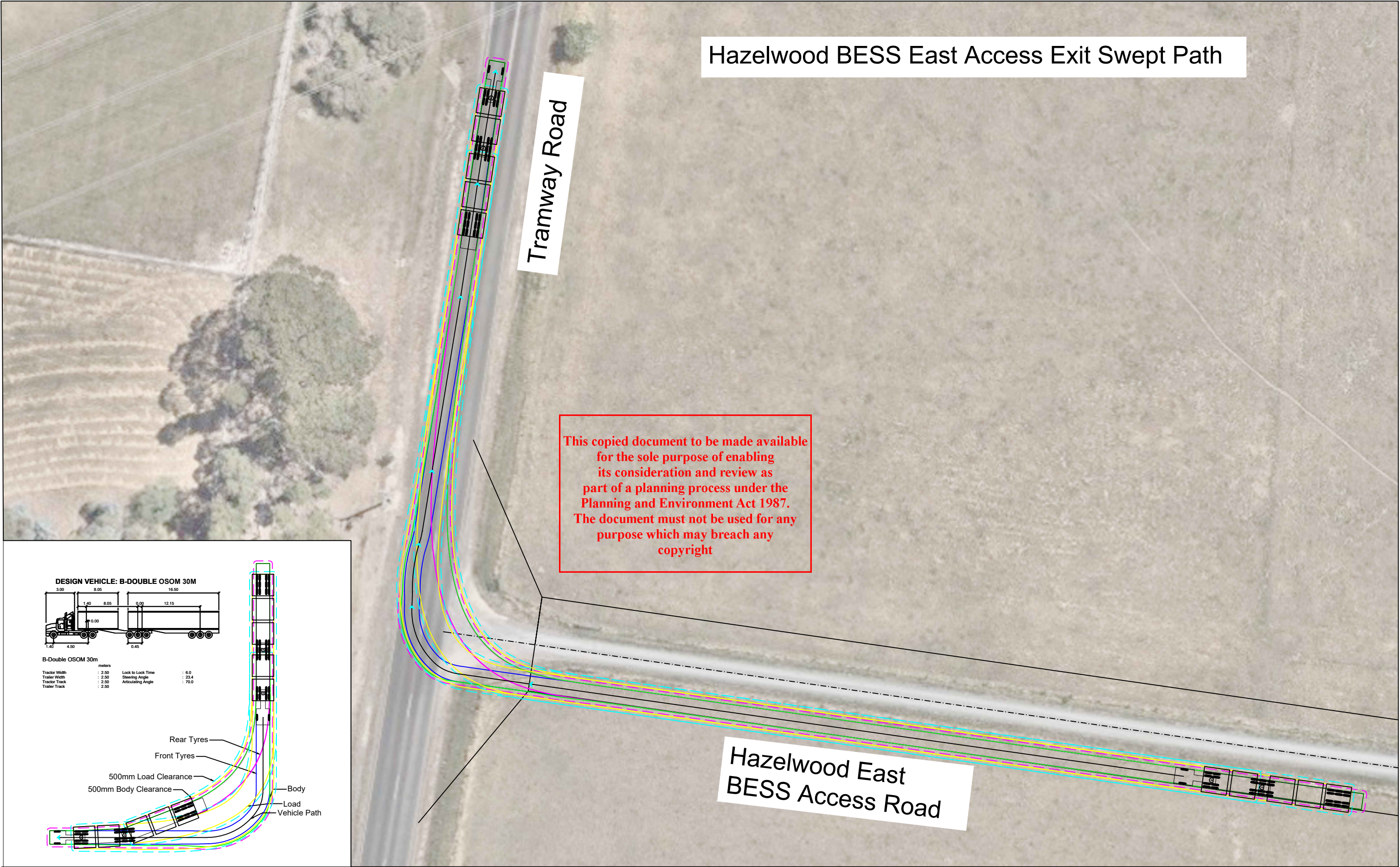
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	A	Hazelwood BESS East Access Swept Path	9/04/2026		RP	HAZELWOOD EAST BESS	VOYAGER RENEWABLES	VEHICLE SWEPT PATH - SITE ACCESS RIGHT OUT	ORIGINATOR: ABISHAAN DUSHYANTHAN CHECKER: RAM POOLA	A3 @ 1:300
	B	Hazelwood BESS East Access Swept Path	14/04/2026		RP					
						COUNCIL				DATE
						LATROBE CITY COUNCIL				09.04.26
	REV	DESCRIPTION	DATE	ORG.	CHK.				ADVERTISED PLAN	PRELIMINARY DRAWING NOT FOR CONSTRUCTION