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# Traffic Impact Assessment Addendum Report

02-Mar-2026  
West Mokoan Solar Farm

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## 1.0 Introduction

This Addendum report has been prepared by AECOM as a supplementary report to the previously submitted *West Mokoan Solar Farm Planning Application – Traffic Impact Assessment* (AECOM, 2025) and the *Kennedys Creek Solar Farm – Traffic Impact Assessment* (AECOM, 2025).

It provides an overview of the proposed access changes to the West Mokoan Solar Farm and inform a Section 57A Amendment to the existing planning permit application. These changes are documented in the current plans, titled '*West Mokoan Solar Farm\_LP3-BDL\_21 (KC\_BDL\_05) Planning*'.

## 2.0 Summary of Changes

In the previously submitted application (PA2503779), the West Mokoan Solar Farm included six access points to the West Mokoan site and five to the Kennedys Creek site. Under the amended access strategy, the West Mokoan Solar Farm will comprise a total of ten access points, consisting of:

- Six primary access points:
  - Two primary access points off Lake Mokoan Road (West Mokoan site)
  - One primary access point off Benalla-Yarrowonga Road (West Mokoan site)
  - Two primary access points off Benalla-Yarrowonga Road (Kennedys Creek site)
  - One primary access point off Boundary Road (Kennedys Creek site).
- Four emergency-only access points are also proposed as follows:
  - One emergency access point off Lake Mokoan Road (West Mokoan site)
  - One emergency access point off Benalla-Yarrowonga Road (West Mokoan site)
  - Two emergency access points off Benalla-Yarrowonga Road (Kennedys Creek site).

This memorandum considers the following proposed changes to access, identified in Figure 1:

- Removal of the Nelsons Road access (Kennedys Creek site)
- Removal of 81 Lake Mokoan Road access (West Mokoan site)
- Four access points to become 'emergency access' only, comprising:
  - Eastern-most access off Lake Mokoan Road (West Mokoan site)
  - Northern-most access off Benalla Yarrowonga Road (West Mokoan site)
  - Northern-most access off Benalla Yarrowonga Road (Kennedys Creek site)
  - Southern-most access off Benalla Yarrowonga Road (Kennedys Creek site).

The above amendments are addressed in sections below.

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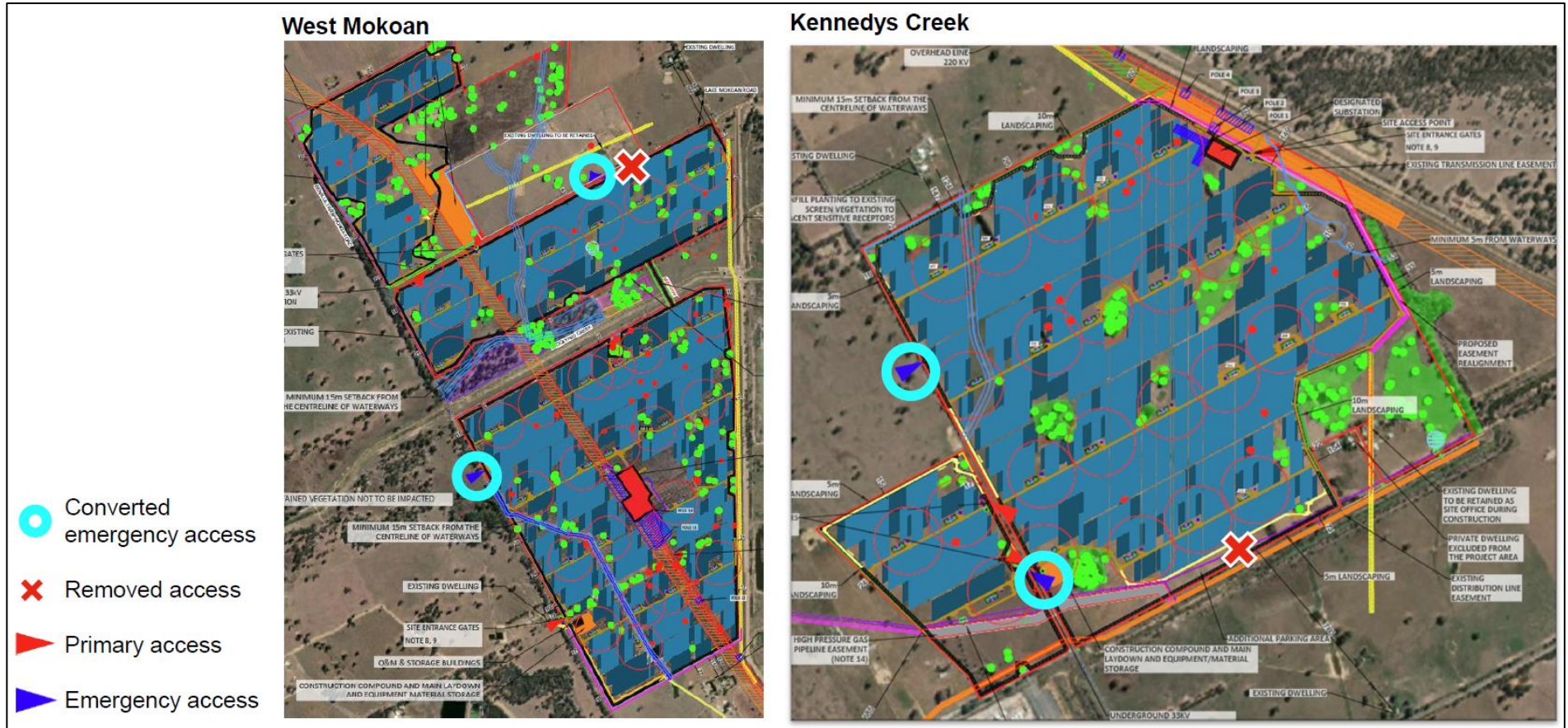


Figure 1 Summary of proposed access changes

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## 2.1 Removal of Nelson Road Access

From a capacity and operational perspective, the removal of this emergency access is not expected to pose any issues. As per the *Kennedys Creek Solar Farm – Traffic Impact Assessment* (AECOM, 2025), the primary site accesses will remain located on Benalla-Yarrowonga Road.

Importantly, the site will continue to have more than two independent access points, including an emergency access point off Benalla-Yarrowonga Road. This arrangement complies with the model requirements in Section 4.2.1 (Emergency Vehicle (Fire Truck) Access) of the *Design Guidelines and Model Requirements – Renewable Energy Facilities v4* (CFA, 2023).

## 2.2 Removal of 81 Lake Mokoan Road Construction Access

It is understood that 81 Lake Mokoan Road was previously proposed to be used as a construction laydown area. The Proponent is no longer proposing to use the site as a laydown area, therefore construction access to the site is no longer required (the dwellings original access point remains in situ).

Consequently, this change will not impact traffic volume or operational outcomes.

## 2.3 Emergency Only Access Points

The reclassification of some of the access points to 'emergency only' access would require them to be designed in accordance with VicRoads Standard *GD4010 (Typical Access to Rural Properties)*. The previously proposed Basic Auxiliary Right (BAR) and Basic Auxiliary Left (BAL) treatments are no longer required, as the access would be used solely by emergency vehicles in the event of an incident.

The total number of remaining primary access points across the West Mokoan and Kennedys Creek sites remain adequate to accommodate anticipated construction vehicle movements. The five primary access points would still be constructed or upgraded to incorporate BAL and BAR treatments, consistent with the original planning approval and in accordance with the *Austrroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings*.

The reclassification of these access points would not result in any change to traffic volume or operational outcomes, as discussed further below.

### Eastern-most access off Lake Mokoan Road (West Mokoan site)

The Lake Mokoan Road site accesses were assessed in Section 4.4.1 (Intersection of Lake Mokoan Road / Solar Farm Accesses) of the *West Mokoan Solar Farm Planning Application – Traffic Impact Assessment* (AECOM, 2025).

The reclassification of this access point would result in a decrease in the number of primary access points off Lake Mokoan Road from four to two. This amendment is not expected to materially affect construction vehicle access to the northern parcel of West Mokoan, as adequate access will continue to be provided via the remaining two access points. This change does not increase traffic generation on Lake Mokoan Road and does not alter the previously assessed operational outcomes.

Consistent with the findings of the *West Mokoan Solar Farm Planning Application – Traffic Impact Assessment* (AECOM, 2025), the relatively short-term construction period, low predicted traffic volumes and the existing operating conditions of Lake Mokoan Road indicate that the road network has sufficient capacity to accommodate expected traffic movements.

### Northern-most access off Benalla-Yarrowonga Road (West Mokoan site)

The Benalla-Yarrowonga Road site accesses were assessed in Section 4.4.2 (Intersection of Benalla-Yarrowonga Road / Solar Farm Accesses) of the *West Mokoan Solar Farm Planning Application – Traffic Impact Assessment* (AECOM, 2025).

The reclassification of this access point would reduce the primary access points off Benalla-Yarrowonga Road from two to one. This amendment is not expected to materially affect construction vehicle access as access to the southern parcel of West Mokoan will continue to be provided through the remaining access point. This change does not increase overall traffic generation on Benalla-Yarrowonga Road and does not alter the previously assessed operational outcomes.

Consistent with the findings of the *West Mokoan Solar Farm Planning Application – Traffic Impact Assessment* (AECOM, 2025), it is expected that Benalla-Yarrowonga Road in its current condition has ample capacity to accommodate the projected construction traffic volumes.

#### Northern-most and southern-most accesses off Benalla-Yarrowonga Road (Kennedys Creek site)

The Benalla-Yarrowonga Road site accesses were assessed in Section 4.4 (Site Access) of the *Kennedys Creek Solar Farm – Traffic Impact Assessment* (AECOM, 2025).

The reclassification of two access points would reduce the number of primary access point off Benalla-Yarrowonga Road from three to two. This amendment is not expected to materially affect construction vehicle access as access to the Kennedys Creek site will continue to be provided through the two remaining primary access points. This change does not increase overall traffic generation on Benalla-Yarrowonga Road and does not alter the previously assessed operational outcomes.

Consistent with the findings of the *West Mokoan Solar Farm Planning Application – Traffic Impact Assessment* (AECOM, 2025), it is expected that Benalla-Yarrowonga Road in its current condition has ample capacity to accommodate the projected construction traffic volumes.

### **3.0 Conclusion**

The proposed access changes are considered minor and do not materially alter the expected traffic generation, distribution or operational outcomes previously assessed.

The *Kennedys Creek Solar Farm – Traffic Impact Assessment* (AECOM, 2025) concluded that “*there is unlikely to be a material traffic impact on the local road network during the construction of the proposed Kennedys Creek Solar Farm*”.

Similarly, the *West Mokoan Solar Farm Planning Application – Traffic Impact Assessment* (AECOM, 2025) concluded that there “*is unlikely to be a material traffic impact on the local road network during the construction of the proposed West Mokoan Solar Farm*”.

The proposed access changes do not alter these conclusions or recommendations. Accordingly, amendments to the existing TIAs are not warranted.

Both TIAs recommend preparation of a Traffic Management Plan (TMP), with site-specific or contractor-led traffic management measures to be further developed during detailed design. The Proponent remains committed to complying with these recommendations, as well as the planning permit conditions issued by the Head, Transport for Victoria on 12 September 2025. The proposed access changes do not prevent compliance with these requirements.



Ariana Salimi

Senior Transport Planner

[Ariana.Salimi@aecom.com](mailto:Ariana.Salimi@aecom.com)

+61 478 842831

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