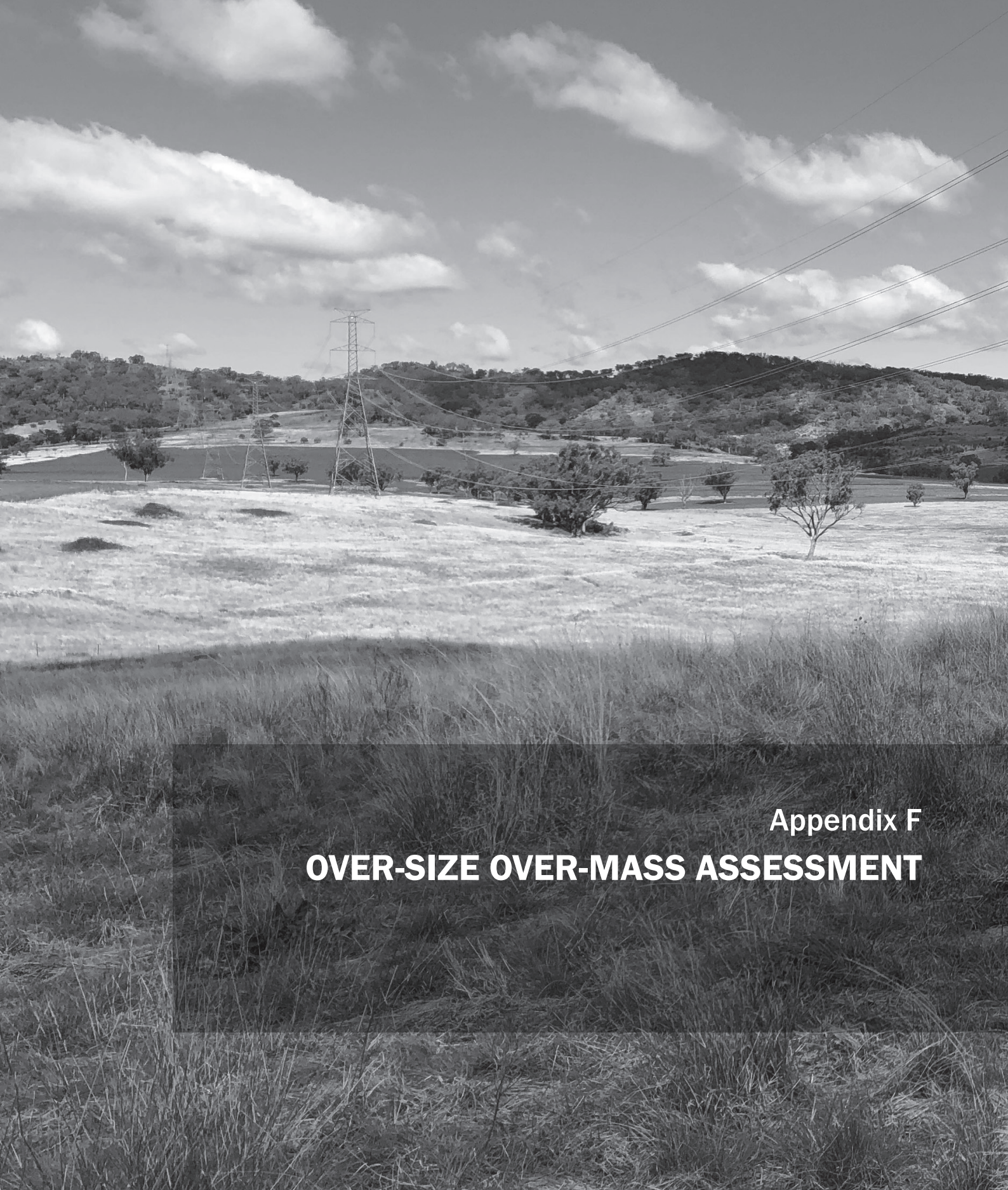




Appendix F

OVER-SIZE OVER-MASS ASSESSMENT

Sundown Solar Farm

OSOM assessment

Prepared for Recurrent Energy

June 2025

Sundown Solar Farm

OSOM assessment

Recurrent Energy

E231160 OSOM Assessment

June 2025

Version	Date	Prepared by	Reviewed by	Comments
V1	22 February 2024	John Mai	Abdullah Uddin	Draft
V2	10 June 2025	John Mai	Abdullah Uddin	Draft
V3	13 June 2025	John Mai	Abdullah Uddin	Final

Approved by



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13 June 2025

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1 Introduction

1.1 Background

EMM Consulting Pty Limited (EMM) has been engaged by Recurrent Energy (previously known as Sundown Solar Pty Ltd) to prepare a desktop Over Size Over Mass (OSOM) vehicle route assessment for the transport of transformers to Sundown Solar Farm (the project), located at Spring Mountain, NSW, approximately 32 kilometres (km) east of Inverell, NSW and 28 km west of Glen Innes, NSW.

It is anticipated that a total of two transformers will be transported by OSOM vehicles. This means it is proposed there will be a total of two inbound OSOM movements as a part of this project. The maximum OSOM convoy length for the transport of each transformer and substation building will be 82 metres (m).

1.2 Limitations of this report

The primary purpose of this desktop OSOM report is to highlight the key traffic safety, efficiency, and constraint locations along the haulage route to facilitate the OSOM movements to/from the site and to identify likely mitigation measures. No site inspection of the route has been undertaken as part of this OSOM assessment to confirm the actual clearances to any affected roadside obstructions.

Therefore, the report recommendations are based on satellite imagery information only. The route assessment has been undertaken based on Transport for New South Wales (TfNSW) approved OSOM routes, as stated in their [website](#).

The number of OSOM movements and transformer size have been provided by Recurrent Energy for this analysis. Therefore, any change of these parameters may initiate changes to the recommended mitigation measures. As such, upon approval of this project and appointment of the OSOM transportation contactor, a detailed field assessment may be required. All OSOM movement approvals must be obtained from National Heavy Vehicle Regulator (NHVR) by lodging an application ([NHVR](#))¹. NHVR will consult with the affected road authorities, such as TfNSW and relevant councils, as part of the application approval process.

1.3 External resources

The following external resources were used undertake this desktop OSOM assessment:

- Google Maps
- Google StreetView
- MetroMap
- SIX Maps.

¹ <https://www.nhvr.gov.au/road-access/access-management/applications/oversize-overmass-permit>

2 OSOM vehicle details

The transport configuration for largest OSOM vehicle includes two prime movers, two 10 x 8-wheel platform trailers with a beam set, followed by another prime mover. The overall dimensions of the OSOM vehicle convoy are expected to be 82.124 m long, 5.740 m wide and 4.902 m high.

It is proposed that two 220 MVA transformers will be required for the project. Each transformer is expected to weigh up to 170 tonnes (t). The dimensions of the transformer are 11.0 m (length) x 4.5 m (width) x 4.5 m (height). While carrying the transformer, the OSOM vehicle will have a Gross Combination Mass (GCM) of up to 372 t, with a maximum load of 15 t per axle row on the platform trailer.

Pilot vehicles will be required all along the route to control and manage following traffic and traffic travelling in the oncoming direction. Two inbound OSOM vehicle movements will be required during the construction phase. The OSOM vehicle movements may occur outside of standard construction hours and outside of peak hours.

The swept path assessment for the return journey of the OSOM vehicle (Figure 2.2) has not been undertaken as generally the unladen OSOM vehicle can be dismantled into smaller sections to turn more easily at intersections. As the OSOM vehicle can be reassembled into a smaller configuration after the delivery of the transformer, a return trip assessment from Spring Mountain to Port of Newcastle or elsewhere is not generally required.

The expected OSOM vehicle configuration is shown in Figure 2.1. The OSOM vehicle configuration used to conduct the swept path assessment is shown in Figure 2.2.

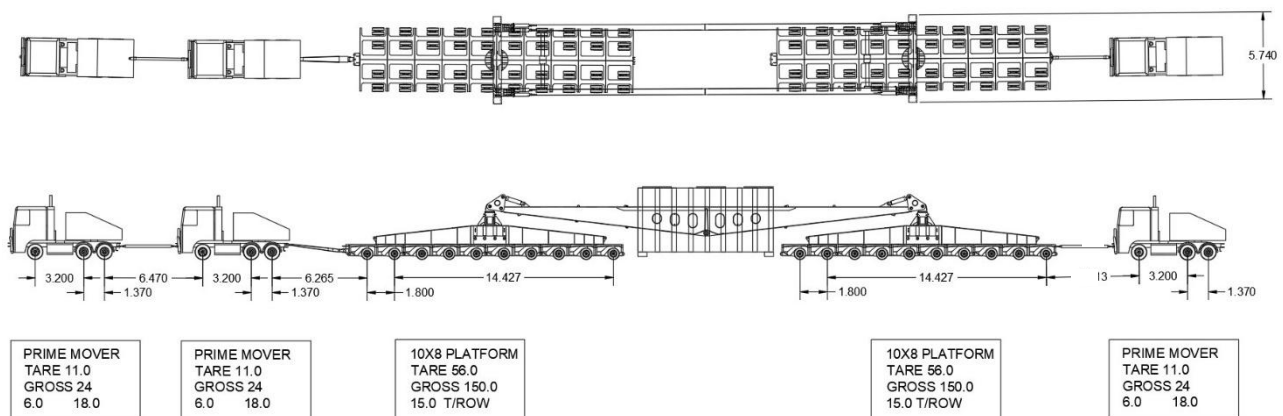


Figure 2.1 Expected OSOM vehicle configuration

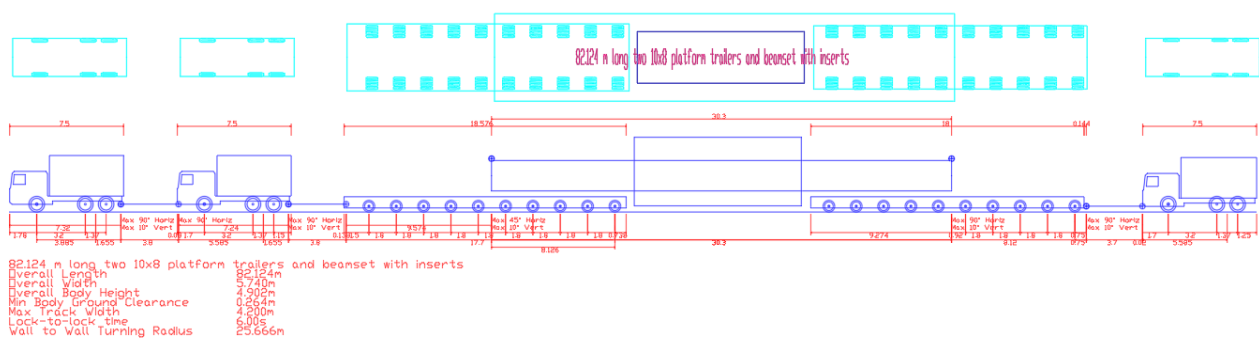


Figure 2.2 OSOM vehicle configuration for swept path assessment

3 OSOM route

3.1 OSOM route overview

Recurrent Energy has advised the origin of the OSOM vehicle for transformer and substation building delivery should be assumed to come from/via the Port of Newcastle.

The NHVR [website](https://maps.nhvr.gov.au/?networkLayerContext=NATIONAL_MAP&view=Category&exemptionSetId=-2&networkIds=%5B2157%5D)² presents the approved routes for OSOM vehicles up to 30 m long, 5 m wide and 5 m high. The assessed [route](https://maps.app.goo.gl/kbaMEjNyu8KyW6Ex7)³ under consideration is currently approved for vehicles up to 4.6 m high. Since the proposed OSOM vehicle is 4.9 m high with the transformer, the existing height clearances along the route need to be assessed at all critical locations as part of a detailed Transport Management Plan.

The assessed OSOM route from Port of Newcastle to the project site at Spring Mountain is shown in Figure 3.1. The travel time in the figure may not be accurate for OSOM vehicles as Google generally calculates travel time for light vehicles.

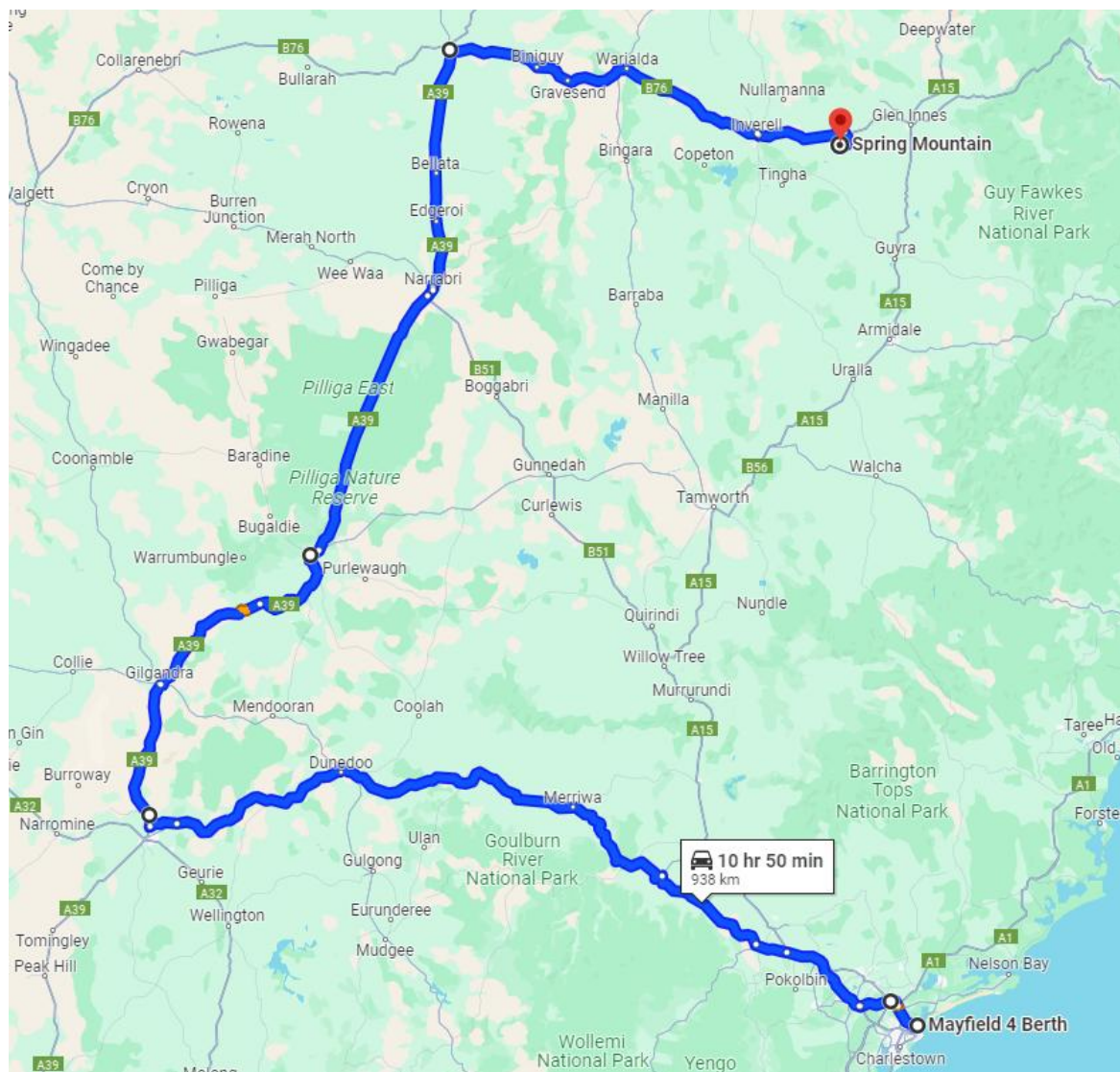


Figure 3.1 OSOM route from Port of Newcastle to the site

² https://maps.nhvr.gov.au/?networkLayerContext=NATIONAL_MAP&view=Category&exemptionSetId=-2&networkIds=%5B2157%5D

³ <https://maps.app.goo.gl/kbaMEjNyu8KyW6Ex7>

The 938 km route comprises the following roads, as shown in Table 3.1.

Table 3.1 Roads along OSOM haulage route

Route section	Jurisdiction	Included in Port of REZ upgrade	Roads with travel restrictions
Port of Newcastle, Mayfield - Berth 4 (Quayside Close)	Port of Newcastle	✓	
Selwyn Street	City of Newcastle	✓	
George Street	City of Newcastle	✓	
Industrial Drive (A43)	TfNSW	✓	
Pacific Highway (A43) (Maitland Road)	TfNSW	✓	✓
New England Highway (A1)	TfNSW	✓	✓
John Renshaw Drive (A1)	TfNSW	✓	✓
John Renshaw Drive (B68)	TfNSW	✓	
Hunter Expressway (M15)	TfNSW	✓	✓
New England Highway (A15)	TfNSW	✓	✓
Golden Highway (B84) between Whittingham and Elong Elong	TfNSW	✓	
Golden Highway (B84) between Elong Elong and Dubbo	TfNSW		
Boothenda Road	Dubbo Regional Council		
Newell Highway (A39)	TfNSW		
Edwards Street	Warrumbungle Shire Council		
Namoi Street	Warrumbungle Shire Council		
Saleyards Road	Warrumbungle Shire Council		
Gardener Street	Warrumbungle Shire Council		
Newell Highway	TfNSW		
Gwydir Highway	TfNSW		
Campbell Street	Inverell Shire Council		
Henderson Street	Inverell Shire Council		
Gwydir Highway	TfNSW		
Spring Mountain Road	Inverell Shire Council		
Sturmans Road to the site access	Inverell Shire Council		

3.2 OSOM travel restrictions

Prior to travel on Pacific Highway (Maitland Road) at Hexham, the transport operator must contact the Hexham Straight Widening Project on 1800 515 141 a minimum of five days prior to the proposed OSOM movement commencement date. Furthermore, prior to travel on the Pacific Highway, New England Highway and John Renshaw Drive between Black Hill, Beresfield and Tarro, the transport operator must contact the Black Hill to Tomago Project on 1800 094 895 a minimum of five days prior to the proposed OSOM movement commencement date.

On New England Highway between Branxton and Whittingham and the entire travel length of Hunter Expressway, OSOM vehicles wider than 3.2 m are not permitted to travel from Monday to Friday from 5:00 am to 9:00 am, and from Monday to Friday from 4:00 pm to 6:00 pm (except on state-wide public holidays).

3.3 Key locations

The swept path assessment has been undertaken for all critical turning movements along the route to ensure manoeuvrability for the OSOM vehicle. The swept path assessment showing all critical turning movements is presented in Annexure A and the constraints at each location are listed in Table 3.2 and shown in Figure 3.2.

A colour code has been used in Table 3.2 to highlight the severity of road infrastructure impacts:

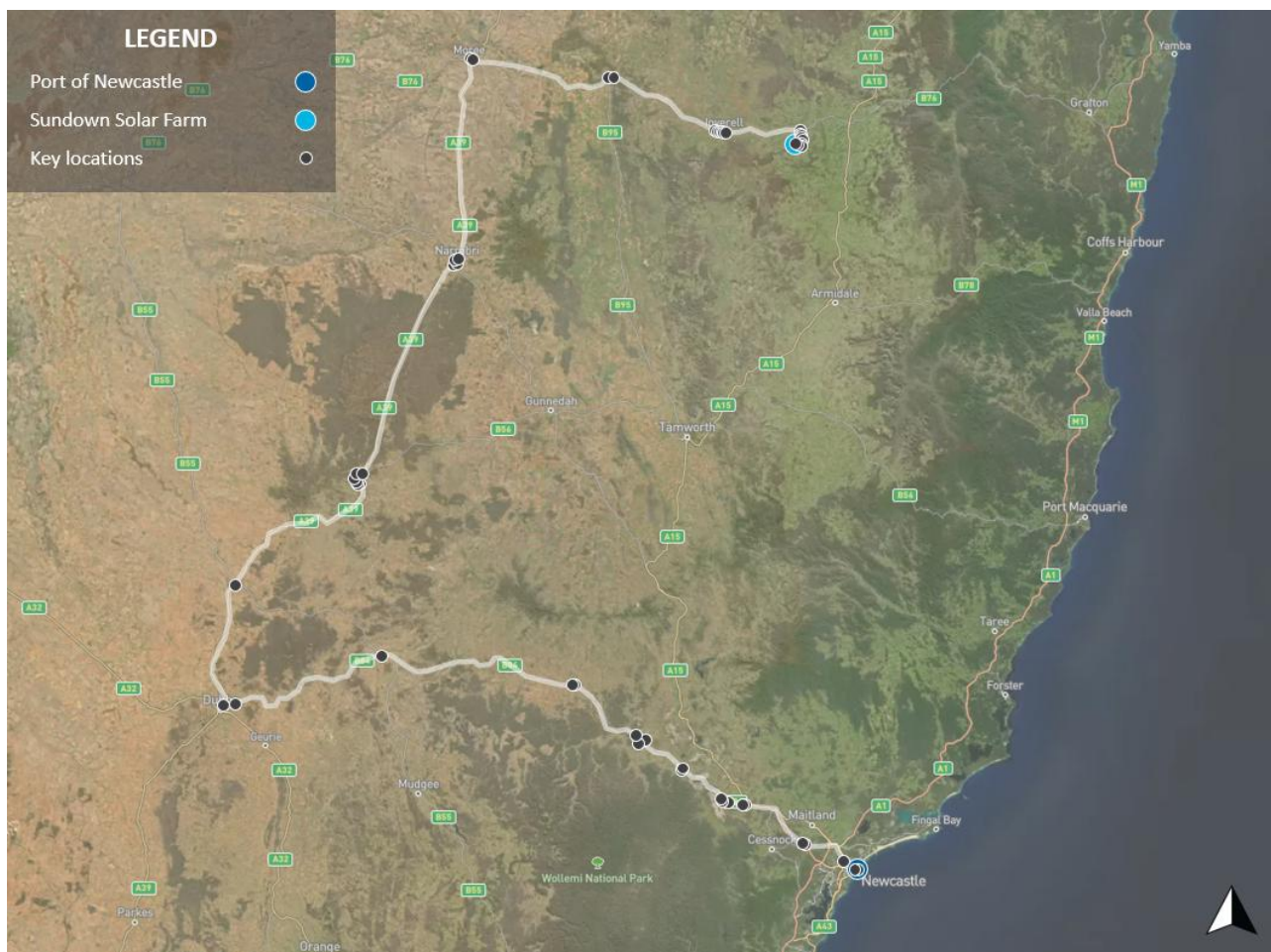
- Green: No impact
- Yellow: Minor impact, but generally no infrastructure removal or upgrades required
- Red: Major impact, infrastructure changes required

The circuitous route can be attributed to the following restrictions:

- All other routes across the Great Dividing Range north of Newcastle are unsuitable for OSOM travel.
- Muswellbrook has a narrow width road lane under the railway bridge, which could not be bypassed.
- Mendooran has a hotel impeding a right turn and a bridge impeding a left turn, and bypass routes were not feasible.
- Tamworth was considered to have too many roundabouts and tight 90° turns, no matter which way the town was approached, with no feasible bypasses.

It should be noted that the pinch points on the OSOM route from Port of Newcastle up to Dunedoo (drawings EMM-001 to EMM-018 in Table 3.2) are planned to be upgraded as part of the [Port to Renewable Energy Zone \(REZ\) project](https://www.energyco.nsw.gov.au/our-projects/enabling-projects/port-to-rez)⁴ (construction commenced May 2025) and will be upgraded to a standard that is suitable for the OSOM vehicle assessed in this report.

⁴ <https://www.energyco.nsw.gov.au/our-projects/enabling-projects/port-to-rez>



Source: MetroMap

Figure 3.2 Key locations on OSOM route

Table 3.2 Key locations on OSOM route

Chainage	Suburb	Location	Drawing reference (Annexure A)	Turning occurs on correct side of the road? (Yes/No)	Road infrastructure affected? (based on current infrastructure, prior to Port to REZ upgrade)
500 m	Mayfield East	Selwyn Street/Quayside Close	EMM-001	No	Yes, hardstand to be provided for OSOM vehicle.
2 km	Mayfield East	Selwyn Street/George Street/Industrial Drive signalised intersection	EMM-002	No	Yes, the vehicle needs to travel over the mountable islands and traffic signal to be temporarily removed.
6 km	Mayfield West	Industrial Drive/Pacific Highway signalised intersection	EMM-003	Option 1: Yes Option 2: No	Option 1: Yes, the OSOM vehicle will travel over the mountable central median and traffic signal to be temporarily removed. Option 2: Yes, the OSOM vehicle will travel over median strip and island. This is the preferred option.

Chainage	Suburb	Location	Drawing reference (Annexure A)	Turning occurs on correct side of the road? (Yes/No)	Road infrastructure affected? (based on current infrastructure, prior to Port to REZ upgrade)
30 km	Buchanan	John Renshaw Drive/Hunter Expressway roundabout	EMM-004	No	Yes, a footpath will need to be mounted.
31 km	Buchanan	Hunter Expressway crossover	EMM-005	No	No, existing crossover used.
69 km	Whittingham	New England Highway/Golden Highway	EMM-006	No	Yes, hardstand to be provided for OSOM vehicle.
69 km	Whittingham	Mitchell Line of Road roundabout east of New England Highway on-ramp/off-ramp	EMM-007	Yes	Yes, the roundabout will need to be mounted and the east approach to the roundabout will need to be widened with a hardstand.
79 km	Mount Thorley	Putty Road/Mitchell Line of Road left turn merge	EMM-008	No	Yes, OSOM vehicle will travel over mountable island and signage to be temporarily removed.
82 km	Mount Thorley	Putty Road/Jerrys Plains Road southbound off-ramp	EMM-009	No	Yes, OSOM vehicle will travel over mountable central median.
83 km	Mount Thorley	Jerrys Plains Road 200 m north-west of Mount Thorley Road/Lydes Lane	EMM-010	No	No.
109 km	Jerrys Plains	Lonsdale Street/Pagan Street right turn	EMM-011	No	No.
109 km	Jerrys Plains	Lonsdale Street 100 m south of Queen Street	EMM-012	No	Yes, hardstand area to be provided for OSOM vehicle and existing guide posts with reflector to be temporarily removed.
134 km	Denman	Denman Road/Jerrys Plains Road	EMM-013	No	Yes, signage to be temporarily removed, and the OSOM vehicle will travel over the mountable central median island and side island (kerb extension).
138 km	Denman	Palace Street/Crinoline Street	EMM-014	No	No.
140 km	Denman	Merriwa Road/Mangoola Road railway level crossing	EMM-015	No	No, OSOM vehicle expected to travel over railway level crossing at greater than 35 km/h.
189 km	Merriwa	Bettington Street/Vennacher Street	EMM-016	No	Yes, refuge islands and signage will need to be temporarily removed (subject to consultation with Upper Hunter Shire Council).

Chainage	Suburb	Location	Drawing reference (Annexure A)	Turning occurs on correct side of the road? (Yes/No)	Road infrastructure affected? (based on current infrastructure, prior to Port to REZ upgrade)
190 km	Merriwa	Bettington Street/Telfer Street/Dutton Street	EMM-017	No	Yes, up to five parking spaces to be temporarily removed on the north side of Telfer Street (subject to consultation with Upper Hunter Shire Council).
295 km	Dunedoo	Bolaro Street/Sullivan Street/Wargundy Street	EMM-018	No	Yes, vehicle may be required to slow down to less than 35 km/h while travelling over the railway level crossing on approach to the right turn, hardstand to be provided for OSOM vehicle, signage to be temporarily removed and four parking spaces to be temporarily removed on the south side of Bolaro Street (subject to consultation with Warrumbungle Shire Council).
372 km	Dubbo	Dunedoo Road/Boothenba Road	EMM-019	No	No.
384 km	Dubbo	Newell Highway/Boothenba Road/Troy Bridge Road	EMM-020	No	Yes, OSOM vehicle to travel on mountable median strip and signage to be temporarily removed.
445 km	Gilgandra	Castlereagh Street/Jack Renshaw Bridge	EMM-021	No	No.
538 km	Coonabarabran	Newell Highway/Edwards Street	EMM-022	No	Yes, parking to be temporarily removed along Edwards Street and Newell Highway to allow OSOM vehicle to perform turning manoeuvre (subject to consultation with Warrumbungle Shire Council).
539 km	Coonabarabran	Edwards Street/Namoi Street	EMM-023	No	Yes, hardstand area to be provided, parking to be temporarily removed along Edwards Street and Namoi Street to allow OSOM vehicle to perform turning manoeuvre (subject to consultation with Warrumbungle Shire Council), and potential trimming or removal of trees.
540 km	Coonabarabran	Namoi Street 100 m south of White Street	EMM-024	No	No
540 km	Coonabarabran	Baradine Road/Namoi Street/Saleyards Road	EMM-025	No	Yes, hardstand to be provided for OSOM vehicle.

Chainage	Suburb	Location	Drawing reference (Annexure A)	Turning occurs on correct side of the road? (Yes/No)	Road infrastructure affected? (based on current infrastructure, prior to Port to REZ upgrade)
542 km	Coonabarabran	Newell Highway/Gardener Street	EMM-026	No	Yes, hardstand area to be provided for OSOM vehicle and parking to be temporarily removed along Gardener Street (subject to consultation with Warrumbungle Shire Council).
545 km	Coonabarabran	Oxley Highway/Newell Highway	EMM-027	No	Yes, signage to be temporarily removed and median strip to be mounted by OSOM vehicle.
655 km	Narrabri	Newell Highway/Kamilaroi Highway/Kelvin Vickery Avenue roundabout	EMM-028	No	Yes, hardstand area to be provided for OSOM vehicle, signage to be temporarily removed and OSOM vehicle to travel over mountable section of roundabout and mountable island.
656 km	Narrabri	Newell Highway/Old Turrawan Road/Mooloolbar Street	EMM-029	Yes	Yes, roundabout to be mounted by OSOM vehicle, potential clearing of vegetation, signage to be temporarily removed and hardstand to be provided for OSOM vehicle.
659 km	Narrabri	Tibbereena Street/Newell Highway (Dangar Street)	EMM-030	No	Yes, signage to be temporarily removed and island to be mounted by OSOM vehicle
660 km	Narrabri	Killarney Street/Tibbereena Street and Killarney Street/Barwan Street	EMM-031	No	Yes, median strip to be mounted by OSOM vehicle, signage to be temporarily removed, hardstand to be provided for OSOM vehicle and up to 12 parking spaces to be temporarily removed (subject to consultation with Narrabri Shire Council).
757 km	Moree	Lou Swan Way/Alice Street signalised intersection and Gwydir Highway/Oak Street	EMM-032	No	Yes, vehicle may be required to slow down to less than 35 km/h while travelling over the railway level crossing on approach to the right turn, traffic signals to be temporarily removed, OSOM vehicle to travel on mountable median strip, signage to be temporarily removed, and parallel parking spaces to be temporarily removed (subject to consultation with Moree Plains Shire Council).
757 km	Moree	Gwydir Highway/Anne Street	EMM-033	No	Yes, parking spaces to be temporarily removed (subject to consultation with Moree Plains Shire Council).

Chainage	Suburb	Location	Drawing reference (Annexure A)	Turning occurs on correct side of the road? (Yes/No)	Road infrastructure affected? (based on current infrastructure, prior to Port to REZ upgrade)
833 km	Warialda	Gwydir Highway/Holden Street	EMM-034	No	Yes, up to six parallel parking spaces to be temporarily removed (subject to consultation with Gwydir Shire Council).
834 km	Warialda	Gwydir Highway/Market Street	EMM-035	No	No.
893 km	Inverell	Warialda Road/Bannockburn Road	EMM-036	No	Yes, OSOM vehicle to mount pedestrian kerb build out.
893 km	Inverell	Warialda Road/Auburn Vale Road and Warialda Road/Rosslyn Street	EMM-037	No	Yes, vegetation to be removed, hardstand to be provided in location of median strip, signage to be temporarily removed, median strip to be mounted and up to four parking spaces to be temporarily removed (subject to consultation with Inverell Shire Council).
893 km	Inverell	Warialda Road/Brae Street	EMM-038	No	Yes, vegetation to be removed, hardstand to be provided in location of median strip, signage to be temporarily removed and median strip to be mounted.
894 km	Inverell	Campbell Street/Warialda Road/Byron Street roundabout	EMM-039	No	Yes, hardstand area to be provided for OSOM vehicle, vegetation to be trimmed or removed, island and roundabout to be mounted, signage to be temporarily removed, and up to 12 parking spaces to be temporarily removed (subject to consultation with Inverell Shire Council).
895 km	Inverell	Glen Innes Road/Henderson Street/Otho Street roundabout	EMM-040	No	Yes, hardstand area to be provided for OSOM vehicle, roundabout and island to be mounted, signage to be temporarily removed and parking spaces to be temporarily removed (subject to consultation with Inverell Shire Council).
895 km	Inverell	Glen Innes Road/Tingha Road/Chester Street	EMM-041	Yes	Yes, roundabout to be mounted and signage to be temporarily removed.

Chainage	Suburb	Location	Drawing reference (Annexure A)	Turning occurs on correct side of the road? (Yes/No)	Road infrastructure affected? (based on current infrastructure, prior to Port to REZ upgrade)
930 km	Swan Vale	Gwydir Highway/Spring Mountain Road	EMM-042	No	Yes, a strategic concept design has been prepared that details the upgrades required to the intersection to accommodate the OSOM vehicle, including the temporary removal of cattle grid, removal of a tree, potential trimming of a tree and provision of a suitable hardstand for OSOM vehicle. The intersection upgrade will form part of the project's approval.
931 km	Swan Vale	Spring Mountain Road/Swan Brook watercourse crossing	EMM-043	No	Yes, bridge over Swan Brook to be upgraded to suit OSOM vehicle loads, trees to be potentially trimmed or removed and road to be realigned on both approaches to the bridge.
931 km	Swan Vale	Spring Mountain Road cattle grid 1	EMM-044a	No	Yes, road to be realigned and upgraded within cadastral boundary, and, if required, cattle grid to be temporarily removed and hardstand provided.
932 km	Swan Vale	Spring Mountain Road	EMM-044b	No	Yes, road to be realigned and upgraded within cadastral boundary.
932 km	Swan Vale	Spring Mountain Road	EMM-044c	No	Yes, road to be realigned and upgraded within cadastral boundary.
932 km	Swan Vale	Spring Mountain Road	EMM-044d	No	Yes, road to be realigned and upgraded within cadastral boundary.
933 km	Swan Vale	Spring Mountain Road	EMM-044e	No	Yes, road to be realigned and upgraded within cadastral boundary.
933 km	Swan Vale	Spring Mountain Road	EMM-044f	No	Yes, road to be realigned and upgraded within cadastral boundary.
933 km	Swan Vale	Spring Mountain Road/Wet Creek watercourse crossing	EMM-045a	No	Yes, road to be realigned and upgraded within cadastral boundary, existing culvert across Wet Creek to be widened to match upgraded road width and tree to be potentially trimmed or removed.
934 km	Swan Vale	Spring Mountain Road	EMM-045b	No	Yes, road to be realigned and upgraded within cadastral boundary.

Chainage	Suburb	Location	Drawing reference (Annexure A)	Turning occurs on correct side of the road? (Yes/No)	Road infrastructure affected? (based on current infrastructure, prior to Port to REZ upgrade)
934 km	Swan Vale	Spring Mountain Road	EMM-045c	No	Yes, road to be realigned and upgraded within cadastral boundary.
934 km	Swan Vale	Spring Mountain Road watercourse crossing 1	EMM-046a	No	Yes, road to be realigned and upgraded within cadastral boundary, existing culvert across watercourse to be widened to match upgraded road width.
934 km	Swan Vale	Spring Mountain Road	EMM-046b	No	Yes, road to be realigned and upgraded within cadastral boundary.
935 km	Swan Vale	Spring Mountain Road cattle grid 2 and watercourse crossing 2	EMM-047a	No	Yes, road to be upgraded along existing road alignment with landowner's consent, trees to be potentially trimmed or removed, culvert across watercourse to be widened to match upgraded road width, and, if required, cattle grid to be temporarily removed and hardstand area to be provided.
935 km	Swan Vale	Spring Mountain Road	EMM-047b	No	Yes, road to be upgraded along existing road alignment with landowner's consent.
936 km	Swan Vale	Spring Mountain Road/Sturmans Road/Northcotts Road	EMM-048	No	Yes, hardstand area to be provided for OSOM vehicle and landowner's consent required.
936 km	Spring Mountain	Sturmans Road cattle grid	EMM-049	No	Yes, cattle grid to be temporarily removed, and suitable hardstand provided for OSOM vehicle.
938 km	Spring Mountain	Sturmans Road/Site Access and Sturmans Road watercourse crossing	EMM-050	No	Yes, hardstand area to be provided for OSOM vehicle. Suitable hardstand required to widen existing culvert across the watercourse.

A general summary of the route is as follows:

- General longitudinal slope: suitable for OSOM vehicle access, generally flat with no steep gradients.
- Bends: no sharp bends, all bends are suitable for OSOM vehicle access.
- Overhead structures: there are several overhead structures which will need to be checked for height clearance during field observations as part of the detailed Transport Management Plan.
- Escort: the entire route including all key locations identified in Table 3.2 will require escort vehicles starting from the Selwyn Street, George Street and Industrial Drive intersection at Mayfield near the Port of Newcastle.

- Removal of infrastructure: the following roads and intersections will require temporary removal of road infrastructure, such as signage and traffic lights:
 - Selwyn Street/George Street/Industrial Drive signalised intersection, Mayfield East
 - Putty Road/Mitchell Line of Road, Mount Thorley
 - Lonsdale Street 100 m south of Queen Street, Jerrys Plains
 - Denman Road/Jerrys Plains Road, Denman
 - Bettington Street/Vennacher Street, Merriwa
 - Bolaro Street/Sullivan Street/Wargundy Street, Dunedoo
 - Newell Highway/Boothenba Road/Troy Bridge Road, Dubbo
 - Edwards Street/Namoi Street, Coonabarabran
 - Oxley Highway/Newell Highway, Coonabarabran
 - Newell Highway/Kamilaroi Highway/Kelvin Vickery Avenue roundabout, Narrabri
 - Newell Highway/Old Turrawan Road/Mooloolbar Street roundabout, Narrabri
 - Tibbereena Street/Dangar Street, Narrabri
 - Killarney Street/Tibbereena Street, Narrabri
 - Killarney Street/Barwan Street, Narrabri
 - Lou Swan Way/Alice Street signalised intersection, Moree
 - Warialda Road/Rosslyn Street, Inverell
 - Warialda Road/Brae Street, Inverell
 - Campbell Street/Warialda Road/Byron Street roundabout, Inverell
 - Glen Innes Road/Henderson Street/Otho Street roundabout, Inverell
 - Glen Innes Road/Tingha Road/Chester Street roundabout, Inverell
 - Various locations along Spring Mountain Road, Swan Vale
 - Sturmans Road, Spring Mountain.
- Road and intersection upgrades: the following roads and intersections will require the addition of hardstands to accommodate the OSOM vehicle:
 - Selwyn Street/Quayside Close, Mayfield East
 - New England Highway/Golden Highway, Whittingham

- Mitchell Line of Road roundabout east of New England Highway on-ramp/off-ramp, Whittingham
- Lonsdale Street 100 m south of Queen Street, Jerrys Plains
- Bolaro Street/Sullivan Street/Wargundy Street, Dunedoo
- Edwards Street/Namoi Street, Coonabarabran
- Baradine Road/Namoi Street/Saleyards Road, Coonabarabran
- Newell Highway/Gardener Street, Coonabarabran
- Newell Highway/Kamilaroi Highway/Kelvin Vickery Avenue roundabout, Narrabri
- Newell Highway/Old Turrawan Road/Mooloolbar Street roundabout, Narrabri
- Killarney Street/Barwan Street, Narrabri
- Warialda Road/Rosslyn Street, Inverell
- Warialda Road/Brae Street, Inverell
- Campbell Street/Warialda Road/Byron Street roundabout, Inverell
- Glen Innes Road/Henderson Street/Otho Street roundabout, Inverell
- Gwydir Highway/Spring Mountain Road, Swan Vale
- Various locations along Spring Mountain Road, Swan Vale
- Spring Mountain Road/Sturmans Road/Northcotts Road, Swan Vale
- Various locations along Sturmans Road, Spring Mountain.
- Removal of parking: the following locations will require the removal of parking, subject to consultation with relevant councils in the respective areas:
 - Telfer Street, Merriwa
 - Bolaro Street, Dunedoo
 - Newell Highway/Edwards Street, Coonabarabran
 - Edwards Street/Namoi Street, Coonabarabran
 - Gardener Street near Newell Highway, Coonabarabran
 - Killarney Street/Tibbereena Street, Narrabri
 - Lou Swan Way/Alice Street, Moree
 - Gwydir Highway/Oak Street, Moree
 - Gwydir Highway/Anne Street, Moree

- Gwydir Highway/Holden Street, Warialda
 - Warialda Road/Auburn Vale Road, Inverell
 - Campbell Street, Inverell
 - Henderson Street, Inverell.
- Bridges with load limits: no bridges with signposted load limits have been identified along the route.

3.4 Hardstand areas

The swept path assessments will influence the required hardstand areas. Each hardstand area will be designed based on TfNSW's specifications, subject to obtaining the specifications for them, as there is no Austroads standard or technical specification/guideline to design the hardstand area.

3.5 OSOM vehicles mounting over the central median islands/kerbs/refuge islands

The transport contractor will place steel plates or heavy duty rubber mats to minimise the impact. The necessary video and photographic evidence will be recorded before and after the OSOM delivery as part of the dilapidation report. Any damage to road infrastructure will be rectified by the Applicant at its own cost.

3.6 Pavement testing of unsealed road

The existing pavement thickness of the unsealed roads, such as Spring Mountain Road and Sturmans Road, will need to be investigated before the OSOM delivery to ensure the road has sufficient thickness to spread the traffic load such that the OSOM vehicle does not over-stress and deform the natural subgrade.

It is essential that the pavement sample is collected for the geotechnical investigation (e.g. borehole testing and laboratory testing) to ensure the CBR⁵ value is appropriate for the subgrade strength. Generally, a minimum 100 mm granular pavement thickness is required to ensure the pavement has sufficient strength to sustain the OSOM vehicle load. The current non-gravel section of the road will also require sufficient strength based on the swept path assessments of the OSOM vehicle.

Any pavement testing scope and design requires consultation and agreement with Inverell Shire Council prior to the OSOM delivery.

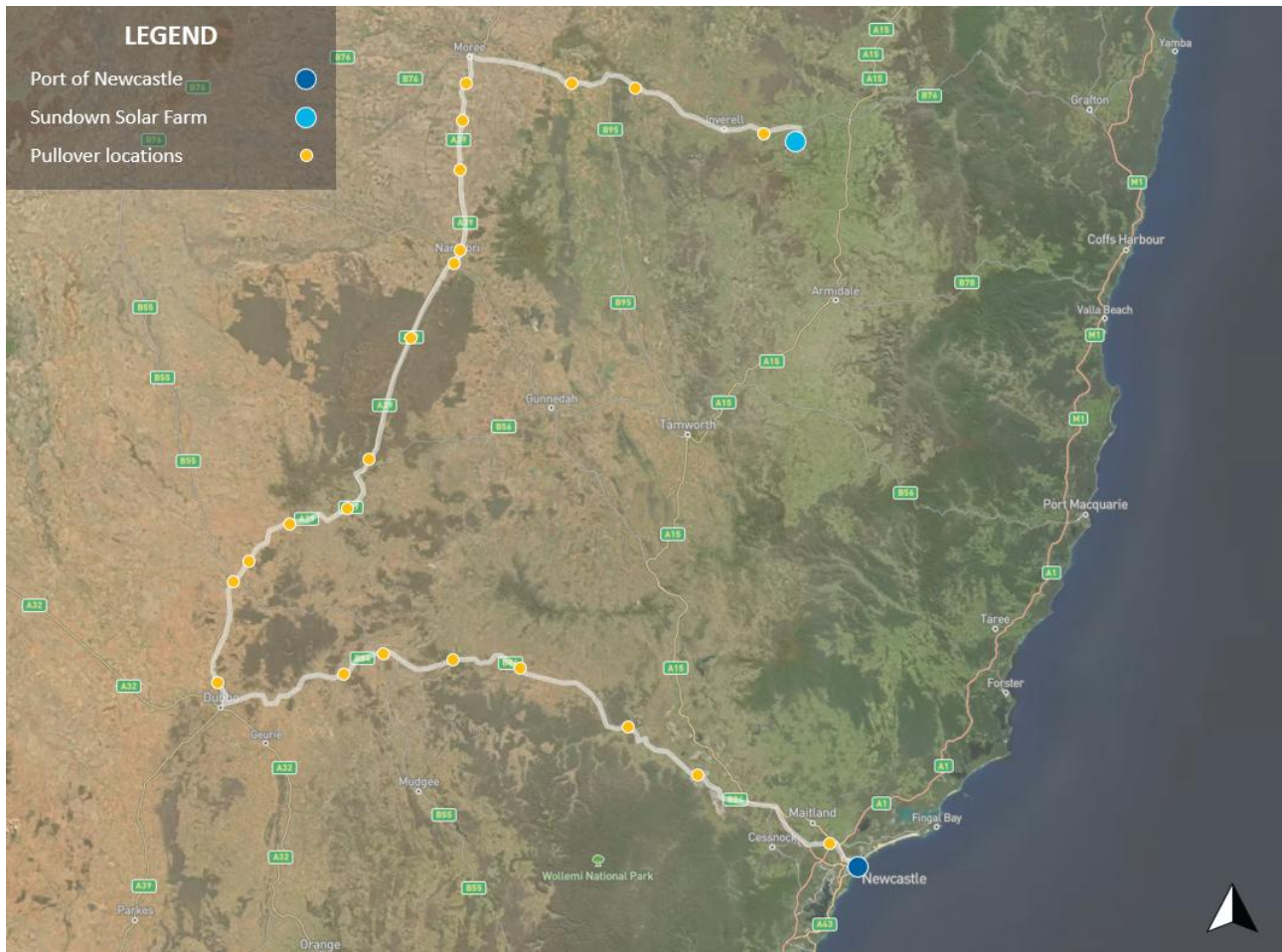
3.7 Bridge design

The design of the bridge over Swan Brook Creek on Spring Mountain Road should consider the OSOM load.

⁵ California Bearing Ratio (CBR) test is a penetration test used to evaluate the strength of subgrade soil of the roads

4 Pullover locations

Some potential pullover locations have been identified for the OSOM vehicles along the haulage route from Port of Newcastle to the site, as shown in Figure 4.1 and Table 4.1 below.



Source: MetroMap

Figure 4.1 Suggested pullover locations on haulage route

Table 4.1 Suggested pullover locations

Chainage	Location	Description	Length of pullover location	Width of pullover location
19 km	John Renshaw Drive, Beresfield	Roadside parking area on the same side of the road in the direction of travel, only to be used when no other vehicles are in parking area	127 m	Up to 7.2 m
100 km	Jerrys Plains Road (Golden Highway), Warkworth	Roadside pullover bay on the same side of the road in the direction of travel, only to be used when no other vehicles are in pullover bay	188 m	7.2 m
148 km	Golden Highway, Hollydeen	Roadside pullover bay on the same side of the road in the direction of travel, only to be used when no other vehicles are in pullover bay	127 m	7.2 m

Chainage	Location	Description	Length of pullover location	Width of pullover location
221 km	Golden Highway, Cassilis	Off-road parking area on the same side of the road in the direction of travel, approximately 1 km west of Golden Highway/Willy Wally Road T-Intersection, only to be used when no other vehicles are in parking area	140 m	7.2 m
256 km	Golden Highway, Uarbry	Off-road pullover bay on the same side of the road in the direction of travel, approximately 1.2 km west of Golden Highway/Turee Street Road T-Intersection, only to be used when no other vehicles are in pullover bay	162 m	Up to 6.8 m
295 km	Bolaro Street, Dunedoo	Roadside parking, next to rest area	100 m	6.6 m
317 km	Golden Highway, Cobbora	Parking area on the opposite side of the road in the direction of travel	100 m	Up to 6.8 m
393 km	Newell Highway, Brocklehurst	Roadside rest area on the same side of the road in the direction of travel	134 m	5.8 m
447 km	Newell Highway, Gilgandra	Off-road parking area on the opposite side of the road in the direction of travel, next to Shell service station	85 m	15.2 m
459 km	Newell Highway, Biddon	Roadside pullover bay on the same side of the road in the direction of travel	114 m	17.7 m
483 km	Newell Highway, Tooraweenah	Roadside pullover bay on the same side of the road in the direction of travel	100 m	Up to 8.5 m
519 km	Belah Hill Rest Area, Newell Highway, Coonabarabran	Roadside rest area on the same side of the road in the direction of travel	140 m	7 m
547 km	Gowan Rest Area, Newell Highway, Coonabarabran	Roadside rest area on the same side of the road in the direction of travel	91 m	17 m
611 km	Yarraman Rest Area, Newell Highway, The Pilliga	Off-road rest area on the same side of the road in the direction of travel	170 m	27 m
655 km	Newell Highway, Narrabri	Roadside parking on the opposite side of the road in the direction of travel, next to Shell service station	90 m	18 m
662 km	Newell Highway near Saleyards Lane, Narrabri	Roadside parking on the same side of the road in the direction of travel	120 m	7.5 m
707 km	Woolabrar Rest Area, Newell Highway, Bellata	OSOM pullover bay on the same side of the road in the direction of travel	112 m	9.7 m
726 km	Gurley Street (Newell Highway), Gurley	Roadside parking on the same side of the road in the direction of travel, next to Australia Post office	102 m	6.5 m
742 km	Tycannah Rest Area northbound, Newell Highway, Moree	Off-road rest area on the same side of the road in the direction of travel, only to be used when no other vehicles are in rest area	345 m	7.8 m
808 km	Railway Parade (Gwydir Highway), Gravesend	Roadside parking on the same side of the road in the direction of travel, near Short Street	185 m	5.8 m
839 km	Tigers Gap, Gwydir Highway, Wyallda	Roadside parking area on the same side of the road in the direction of travel	100 m	12.4 m
914 km	Gwydir Highway, Elsmore	Roadside parking on the opposite side of the road in the direction of travel, approximately 1.25 km east of Dodds Lane	88 m	6 m

Given the distance of 938 km for the OSOM route, a minimum of two pullover locations would be sufficient for the entire OSOM journey. As per Figure 4.1 and Table 4.1 above, there are 22 options to use as pullover locations.

On Newell Highway between Narrabri and Moree, OSOM vehicles over 3.8 m wide are subject to further restrictions:

- Dedicated OSOM pullover bays are to be used (Figure 4.2) and instructions on the signage in the OSOM pullover bays need to be followed.
- Five days prior to OSOM travel, OSOM vehicles over 3.8 m wide are to email cnc.west@transport.nsw.gov.au with date/time of travel and driver's contact number.



Source: Google Street View

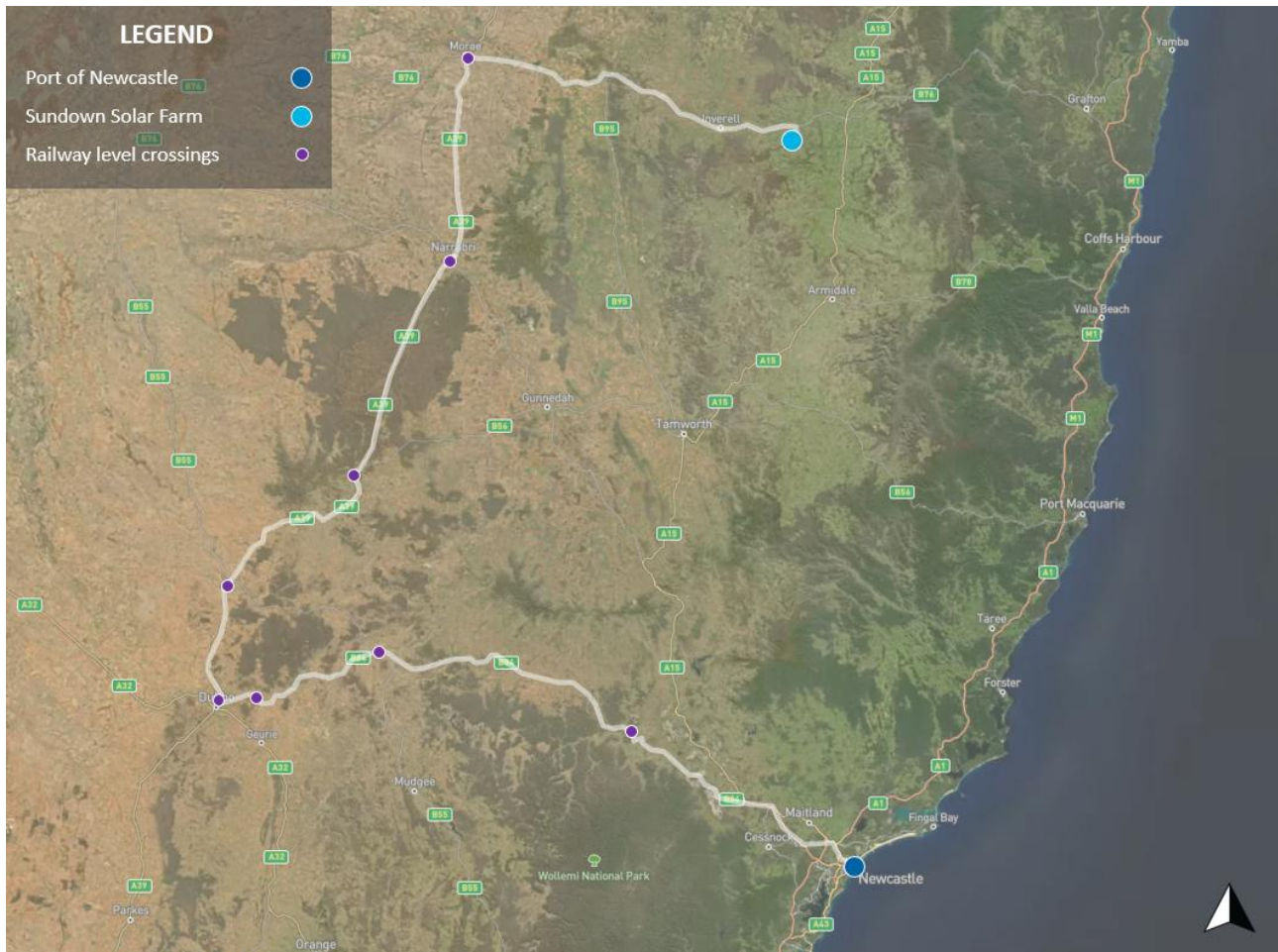
Figure 4.2 OSOM pullover bay on Newell Highway, Bellata

5 Railway level crossings

Eight railway level crossings have been identified along the OSOM haulage route from Port of Newcastle to the site, as shown in Figure 5.1 and Table 5.1.

For railway level crossings with a conditional access condition permit (refer to Table 5.1), OSOM vehicles to pass through at speeds greater than 35 km/h without contacting the relevant railway authority in the area. If it is likely that the OSOM vehicle will travel at speeds below 35 km/h through the railway level crossing, the relevant railway authority in the area will need to be contacted.

Restricted railway level crossings cannot be accessed at all without prior approval from the relevant railway authority.



Source: MetroMap

Figure 5.1 Railway level crossings on haulage route

Table 5.1 **Railway level crossings**

Location	Railway level crossing status	OSOM vehicle travel speed likely to be greater than 35 km/h?	Rail manager	Google Maps link
Merriwa Road (Golden Highway) near Mangoola Road, Denman	Conditional access on active railway crossing	Yes	ARTC	https://maps.app.goo.gl/R7hjsvNkVW72xnx89
Sullivan Street (Golden Highway) near Wargundy Street, Dunedoo	Conditional access on active railway crossing	No	ARTC	https://maps.app.goo.gl/sGzUasm4tgsvSYhX6
Dunedoo Road (Golden Highway) near Lesslies Road, Ballimore	Conditional access on active railway crossing	Yes	ARTC	https://maps.app.goo.gl/pW7u1kAlt8gz8XXq6
Boothenba Road near Newell Highway, Dubbo	No restriction on active railway crossing	Yes	UGL Regional Linx	https://maps.app.goo.gl/QpYcwMdX6Rg7JeNS9
Newell Highway near Mahers Hill Road, Gilgandra	No restriction on active railway crossing	Yes	UGL Regional Linx	https://maps.app.goo.gl/nFBK5UPy7yhDs2vt8
Namoi Street near White Street, Coonabarabran	Railway crossing on disused railway line	Yes	N/A	https://maps.app.goo.gl/UG5RsbiGvgWTnnJ28
Newell Highway near Old Turrawan Road, Narrabri	No restriction on active railway crossing	Yes	UGL Regional Linx	https://maps.app.goo.gl/bAK4KuejVTuh8ET8A
Alice Street (Gwydir Highway) near Lou Swan Way (Newell Highway), Moree	Conditional access on active railway crossing	No	ARTC	https://maps.app.goo.gl/5taxaqjWoBgNHDjp9

Two railway level crossings have been identified (at Sullivan Street, Dunedoo and Alice Street, Moree) where the OSOM vehicle may potentially travel at speeds lower than 35 km/h. The Australian Rail Track Corporation (ARTC) will need to be contacted prior to the OSOM travelling across these railway crossings.

6 Summary and conclusion

Overall, the swept path assessment in Annexure A indicates the identified route is generally suitable for the OSOM vehicles proposed for the project.

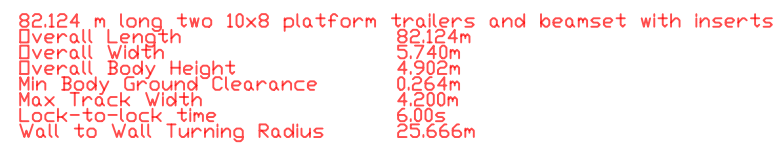
Consultation will be required with townships that are along the route north of Dubbo (e.g. Coonabarabran, Narrabri, Moree and Inverell), where temporary changes to the roadside street furniture, landscaping and car parking are likely to be required for the passage of the OSOM vehicle through these areas.

As this is a desktop assessment based on satellite imagery, a further detailed field survey may be required to accurately identify all existing height restrictions and any road infrastructure that requires relocation along the route to facilitate each OSOM vehicle movement between the Port of Newcastle and the site.

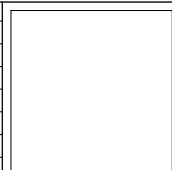
The necessary application(s) for each OSOM vehicle movement will be required to be lodged to NHVR by the transport operator. Due to the proposed width of the vehicle platform trailer (5.74 m), police escort may also be required, subject to NHVR determination. Furthermore, transportation of the OSOM vehicle via the gravel road would require appropriate pavement testing to ensure sufficient subgrade strength.

Annexure A

Swept path assessment



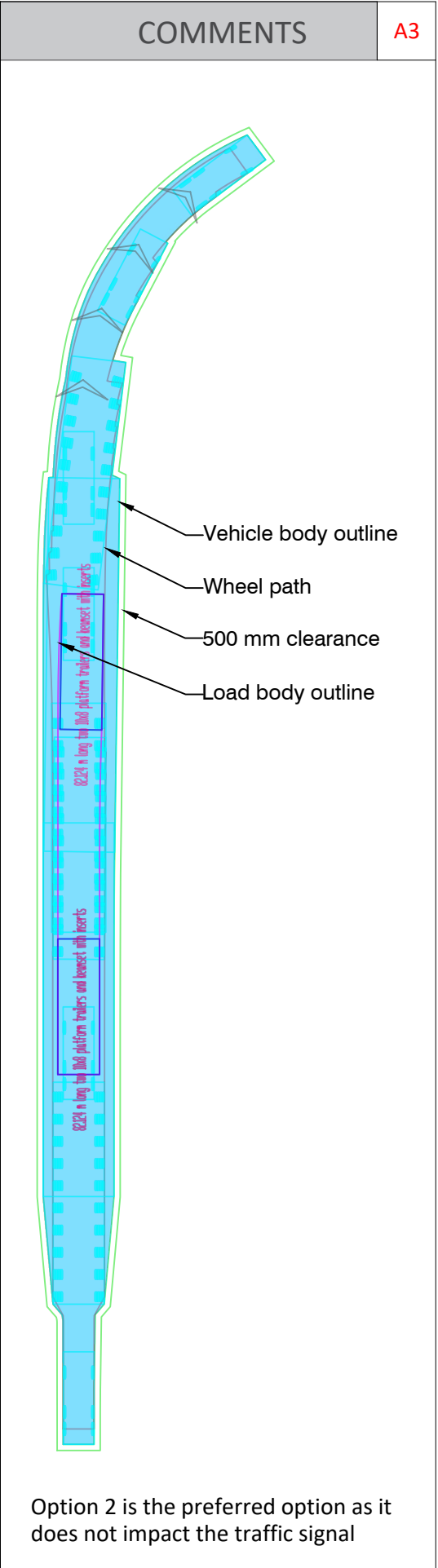
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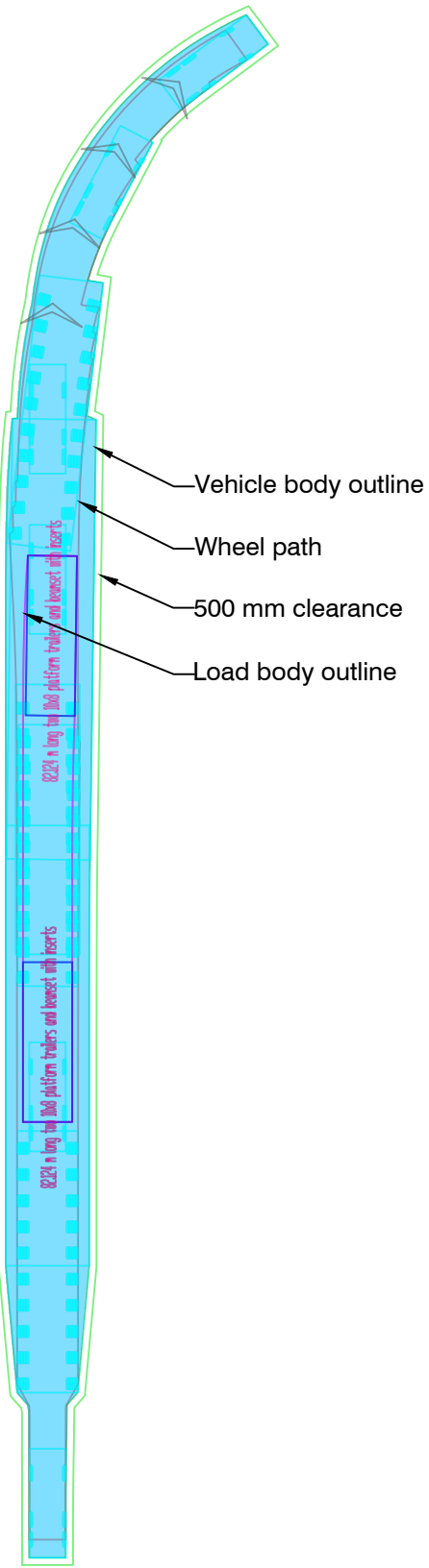


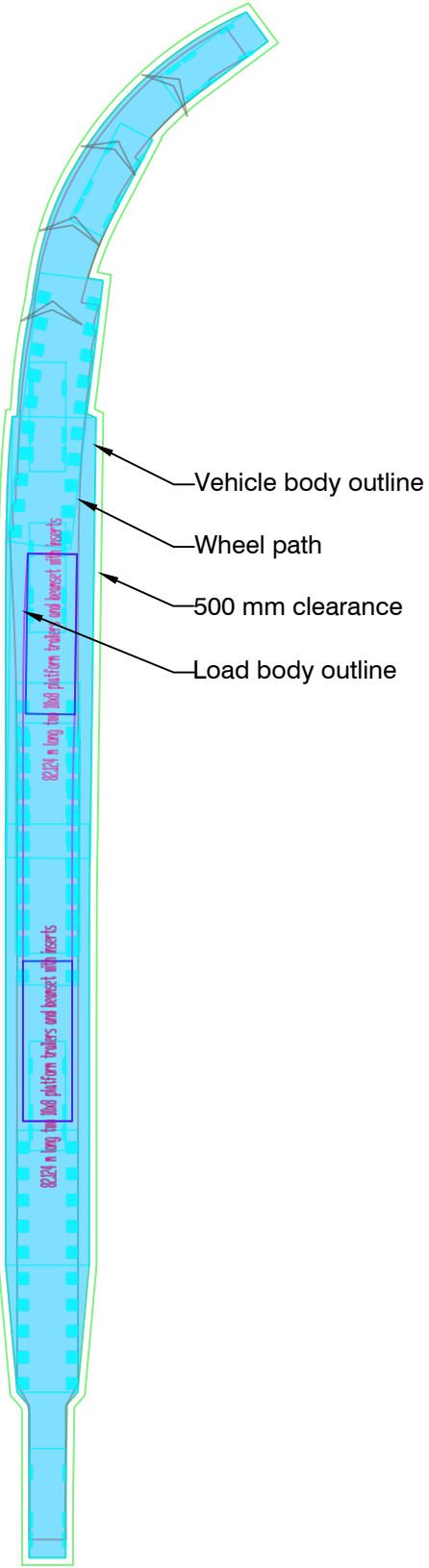
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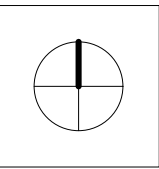


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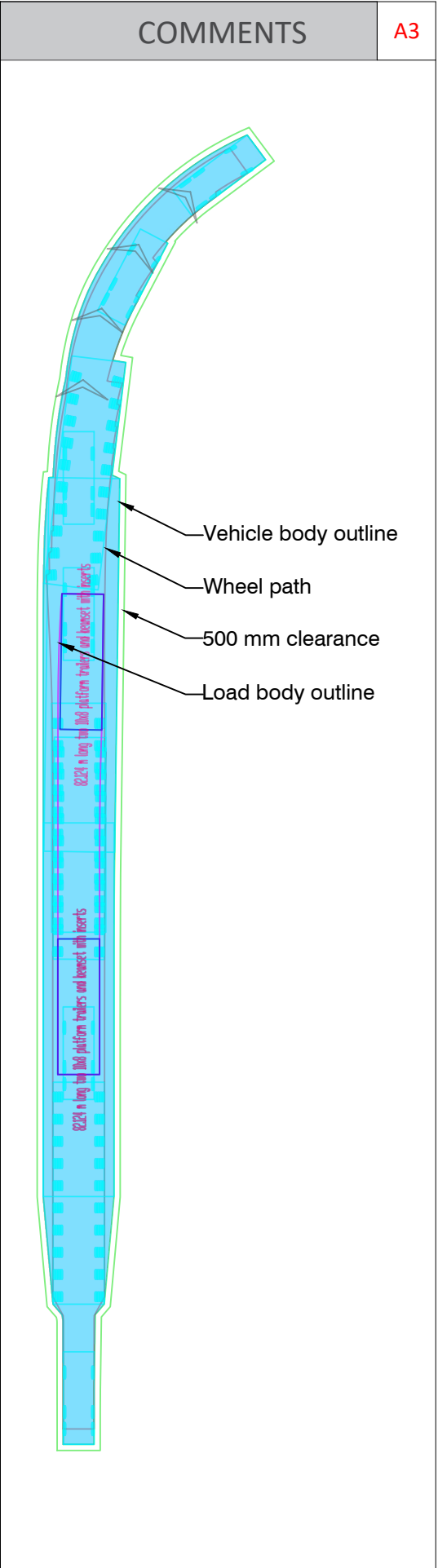
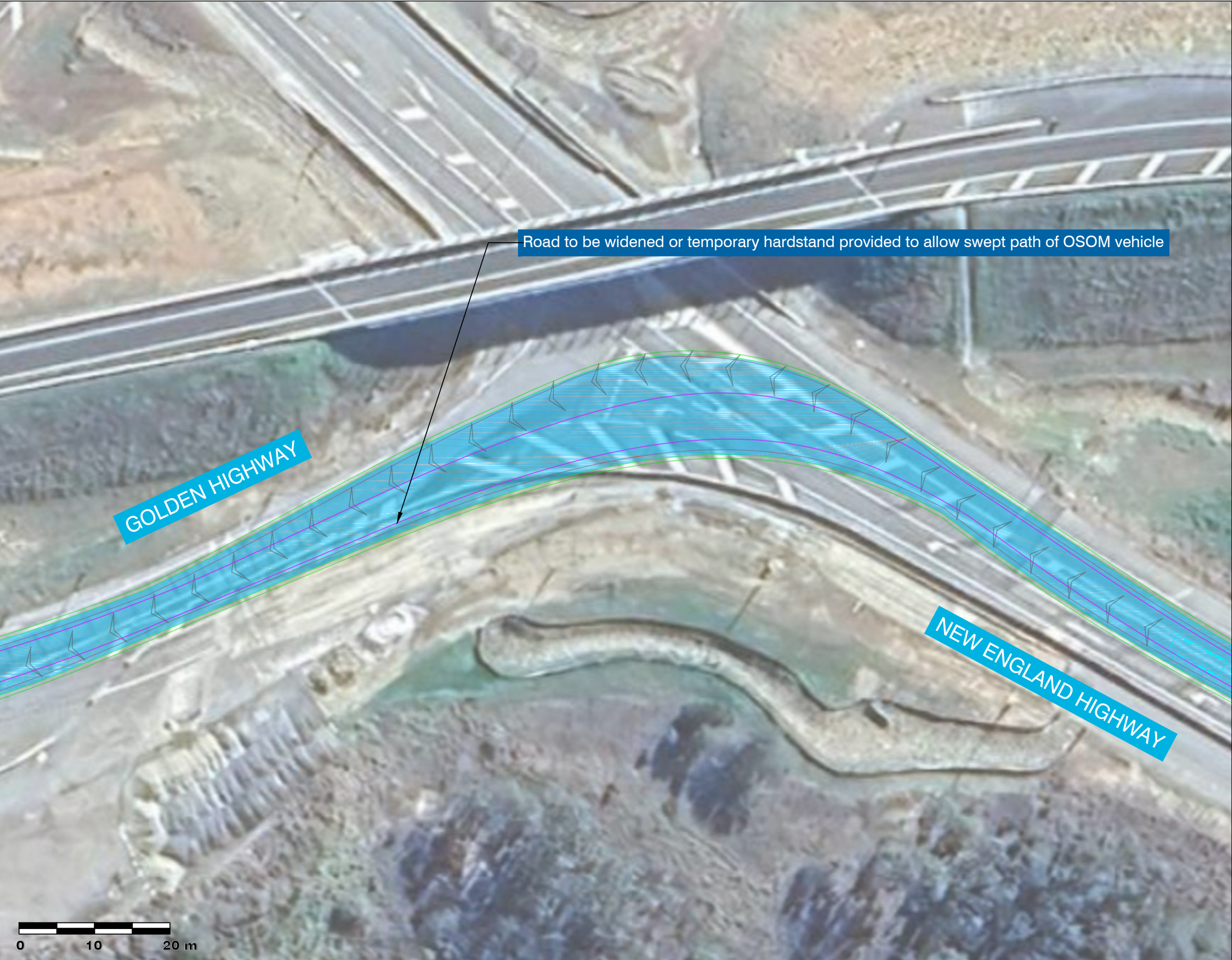


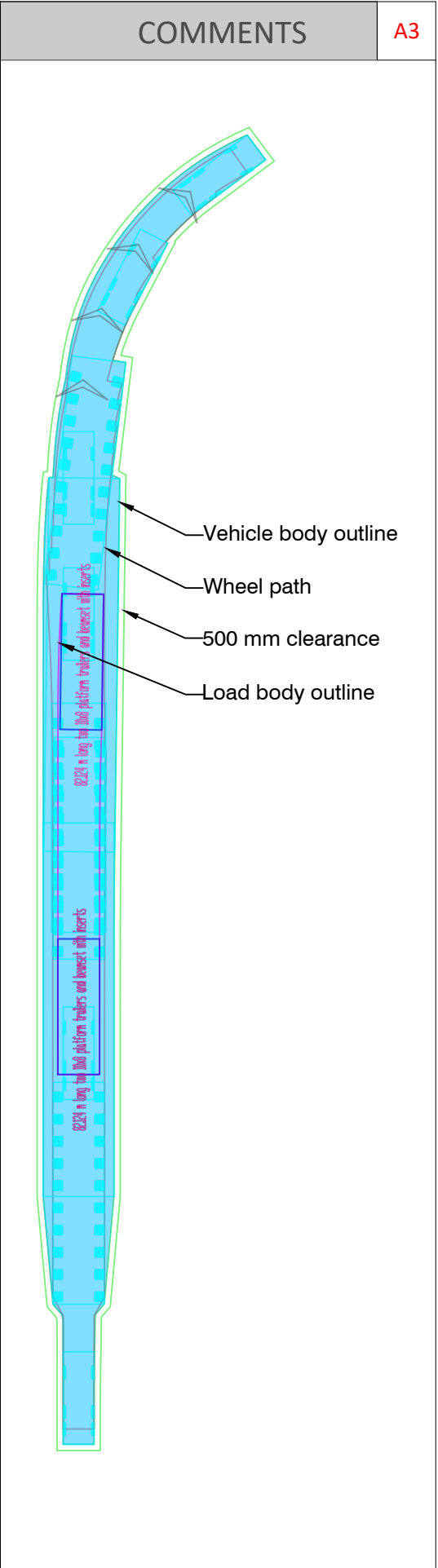
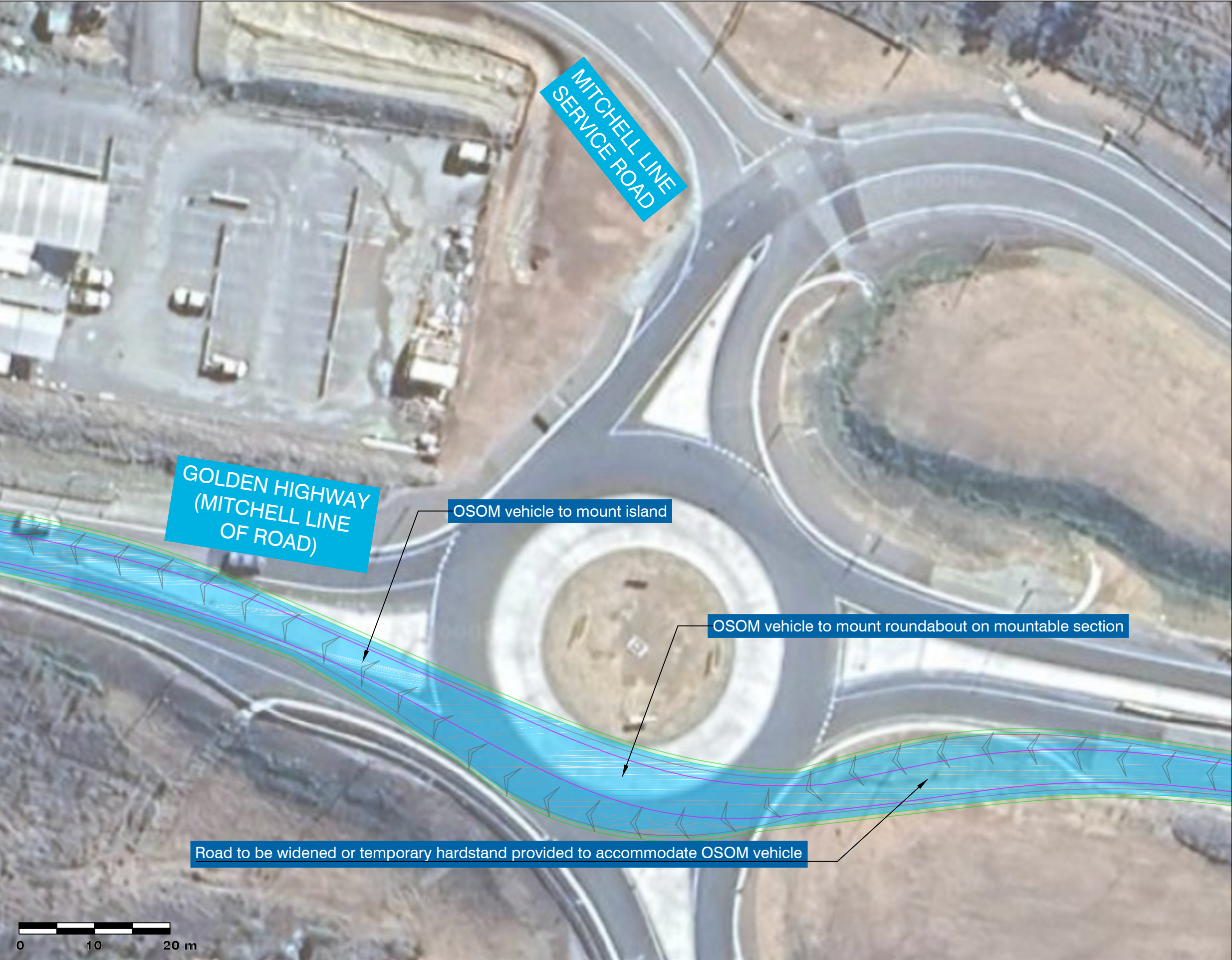
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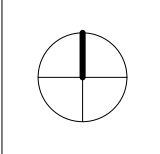
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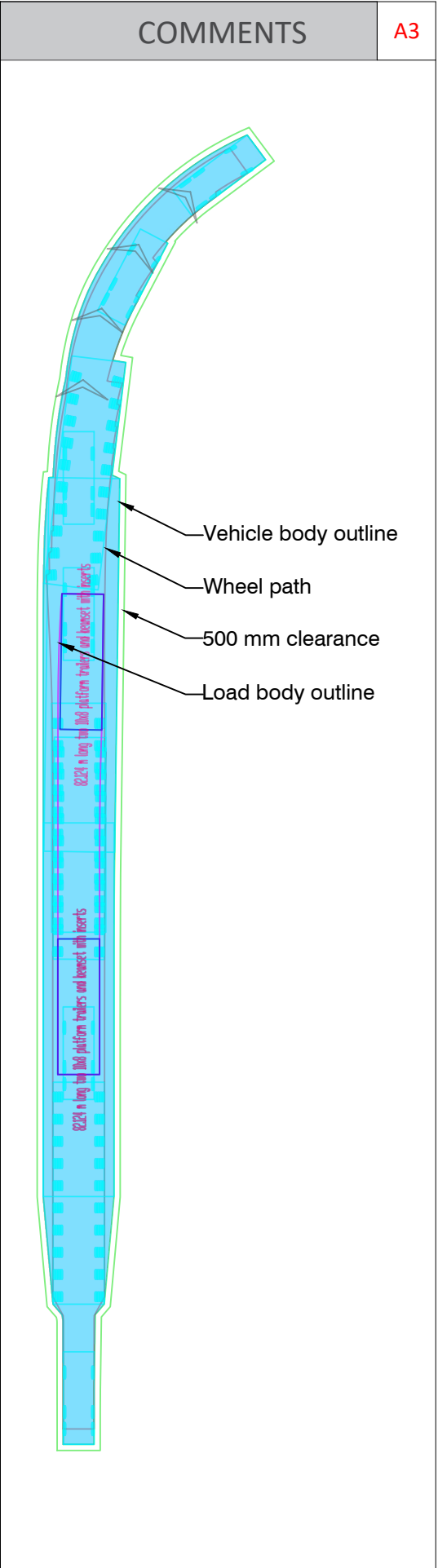
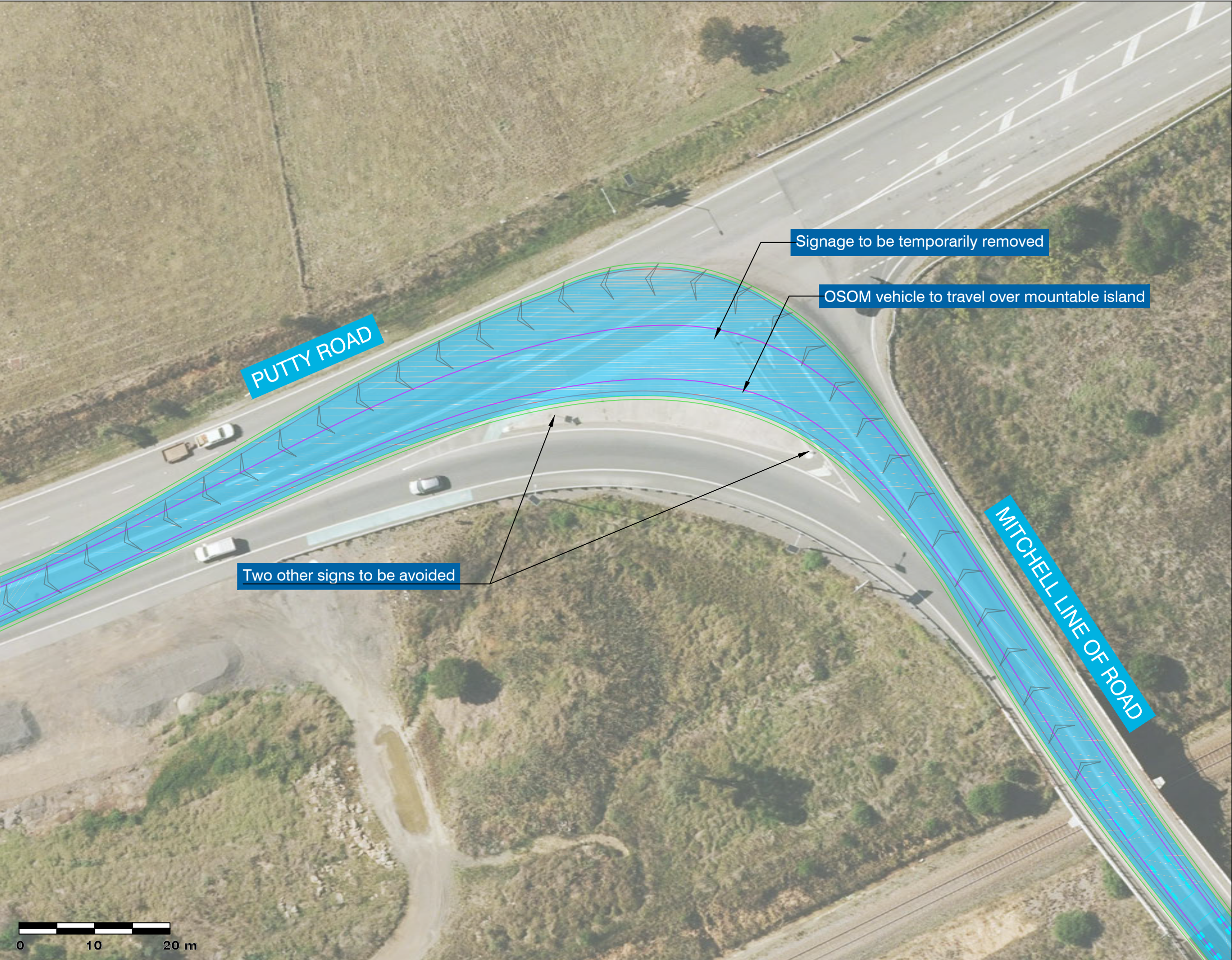
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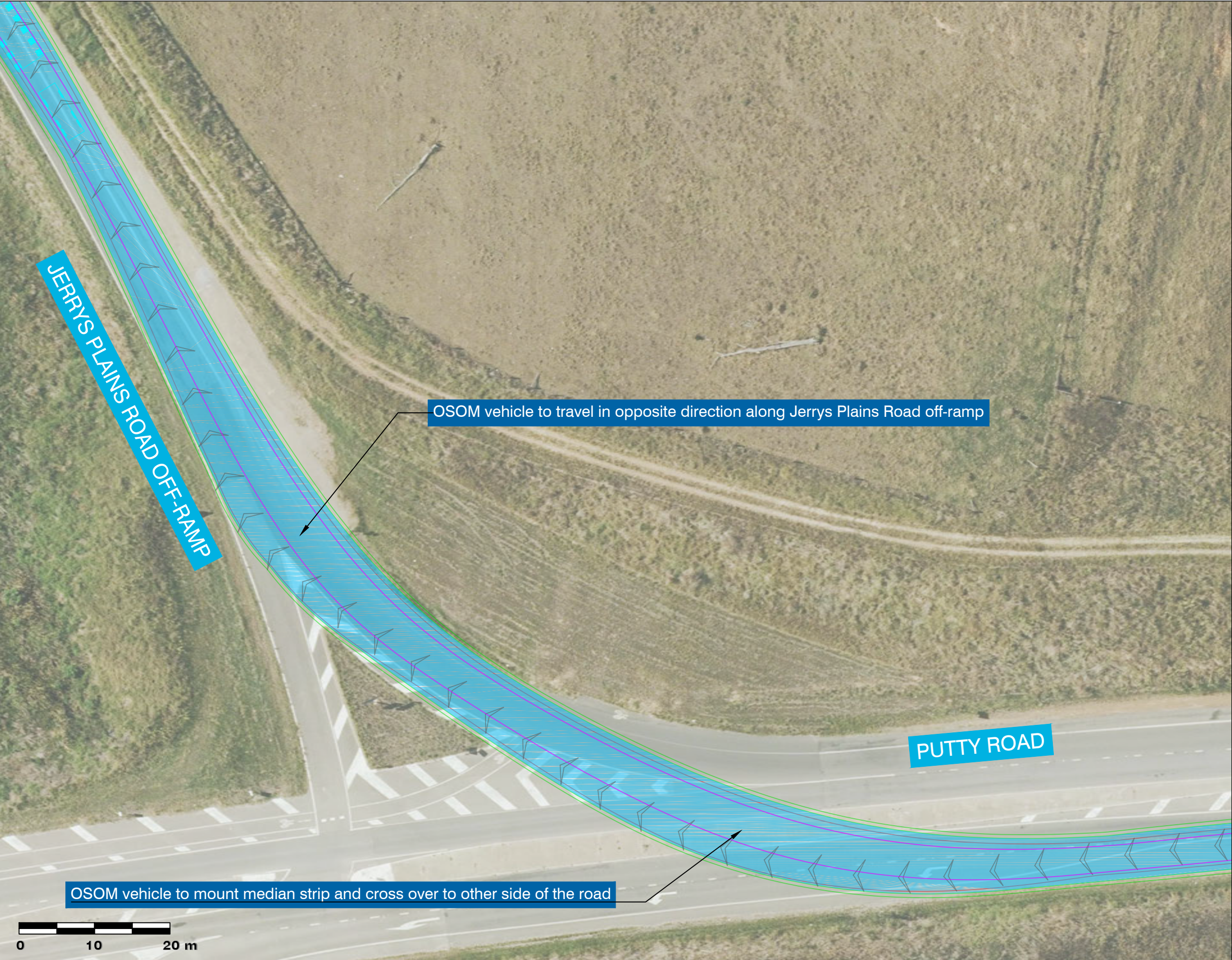




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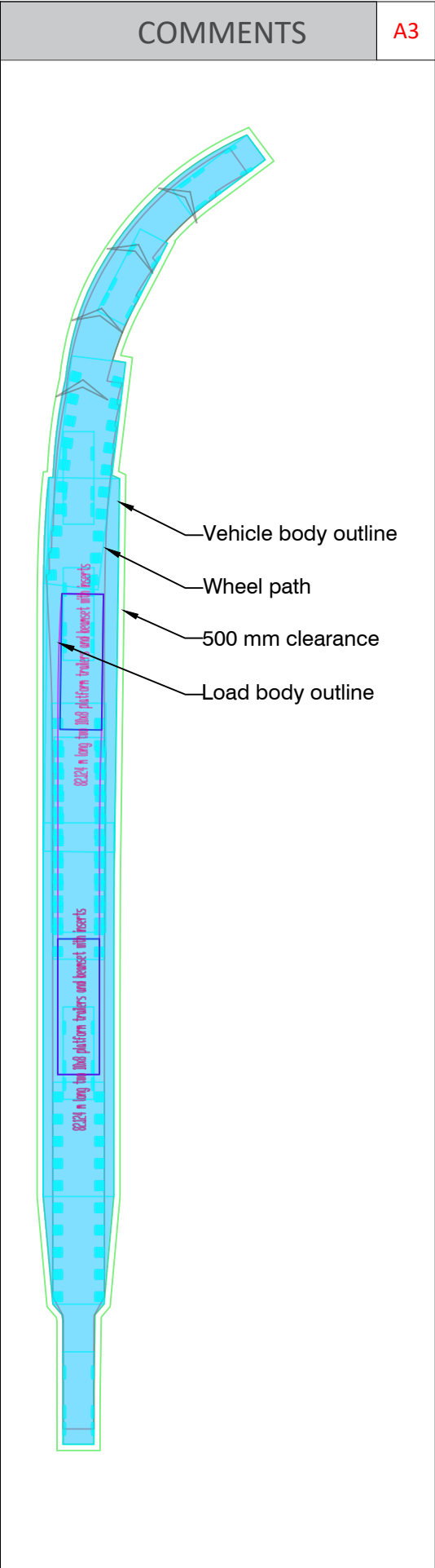
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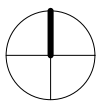


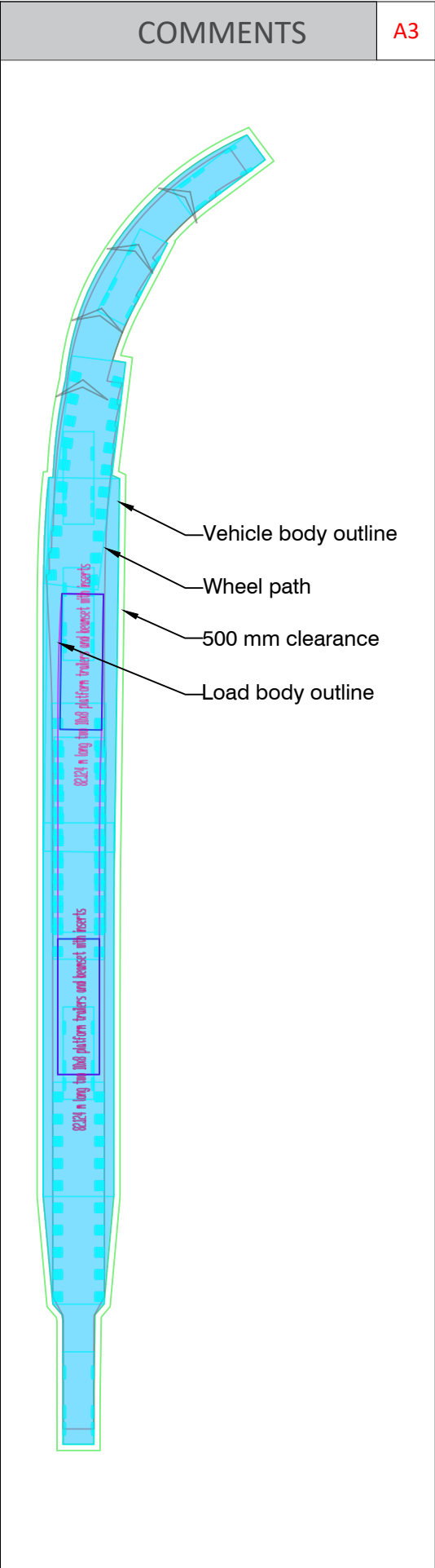
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A3

- Vehicle body outline
- Wheel path
- 500 mm clearance
- Load body outline



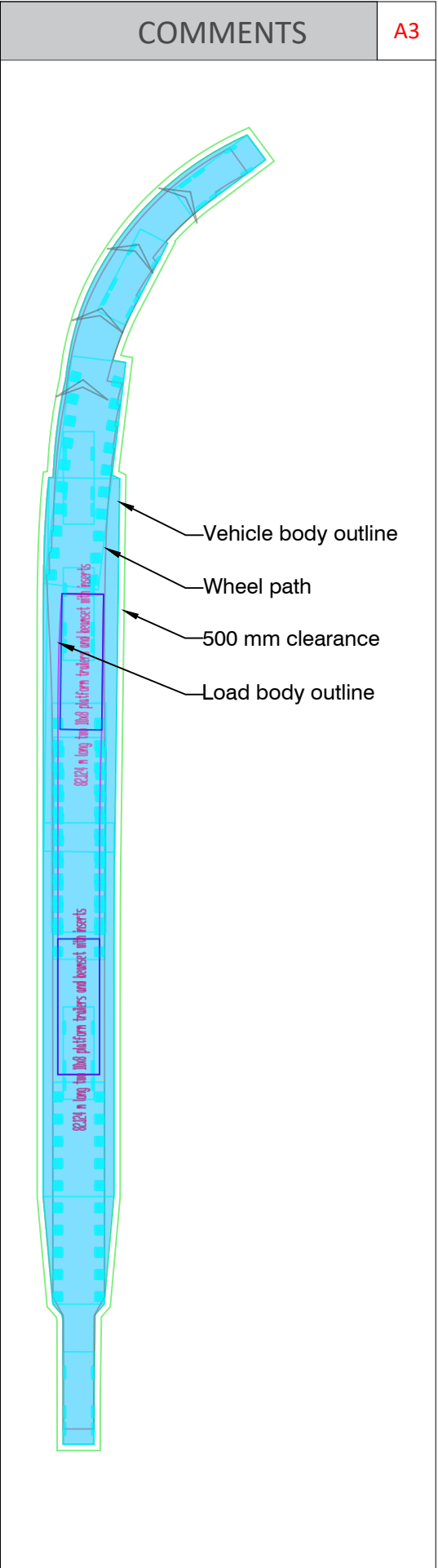
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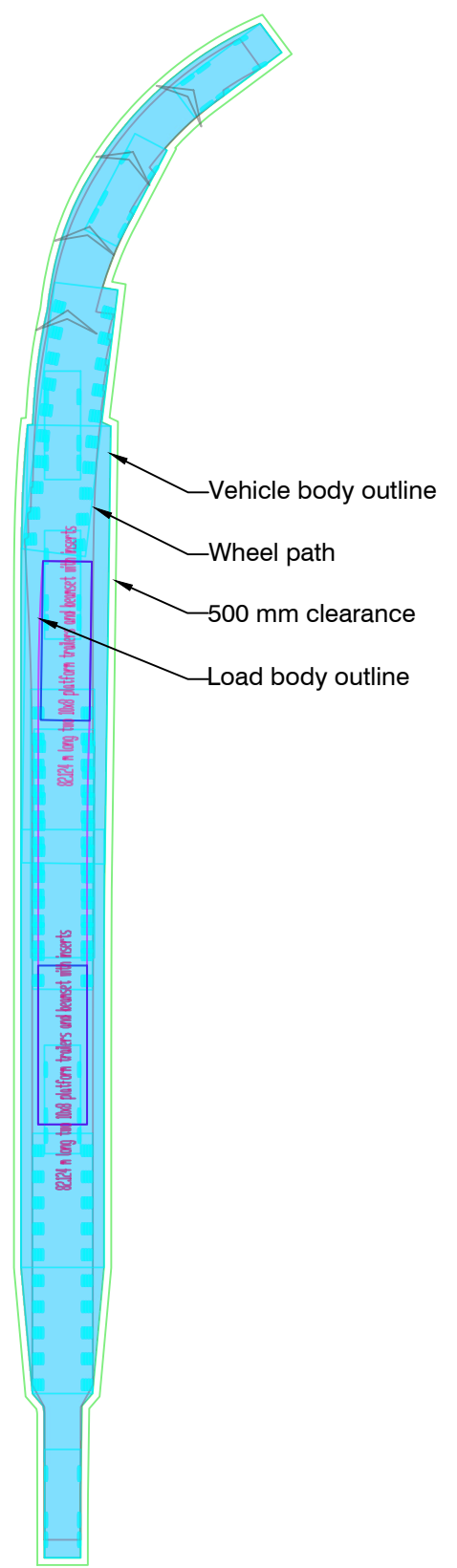
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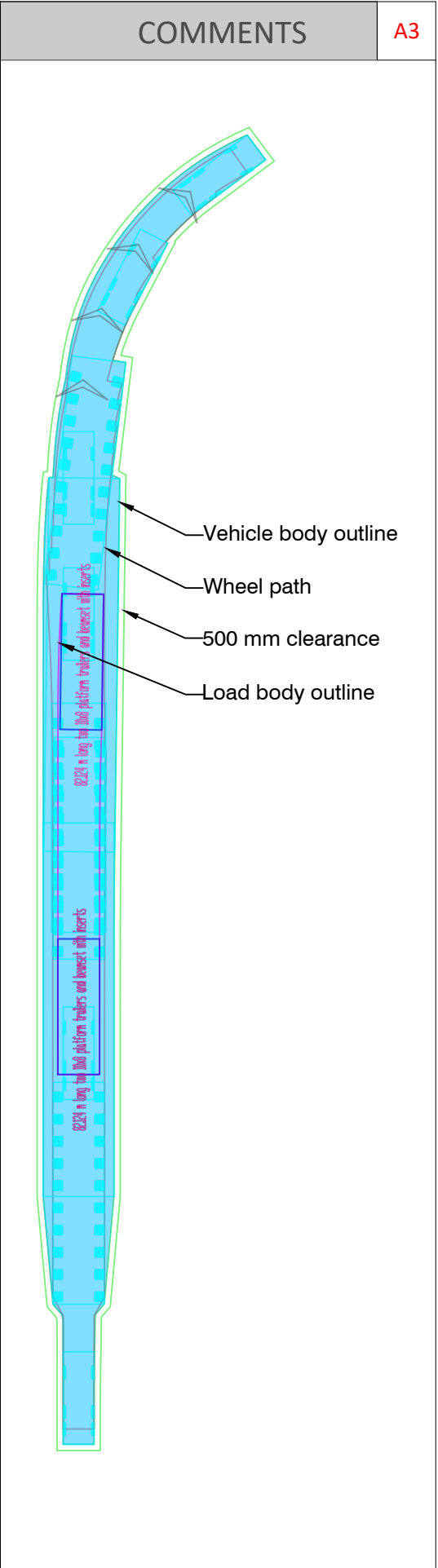
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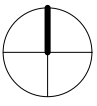


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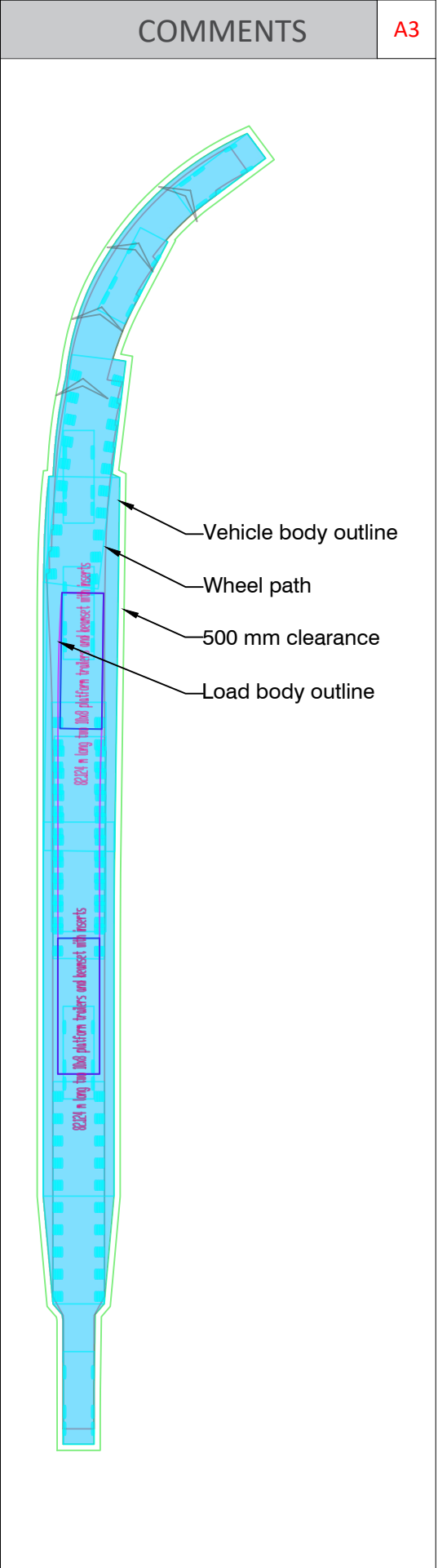
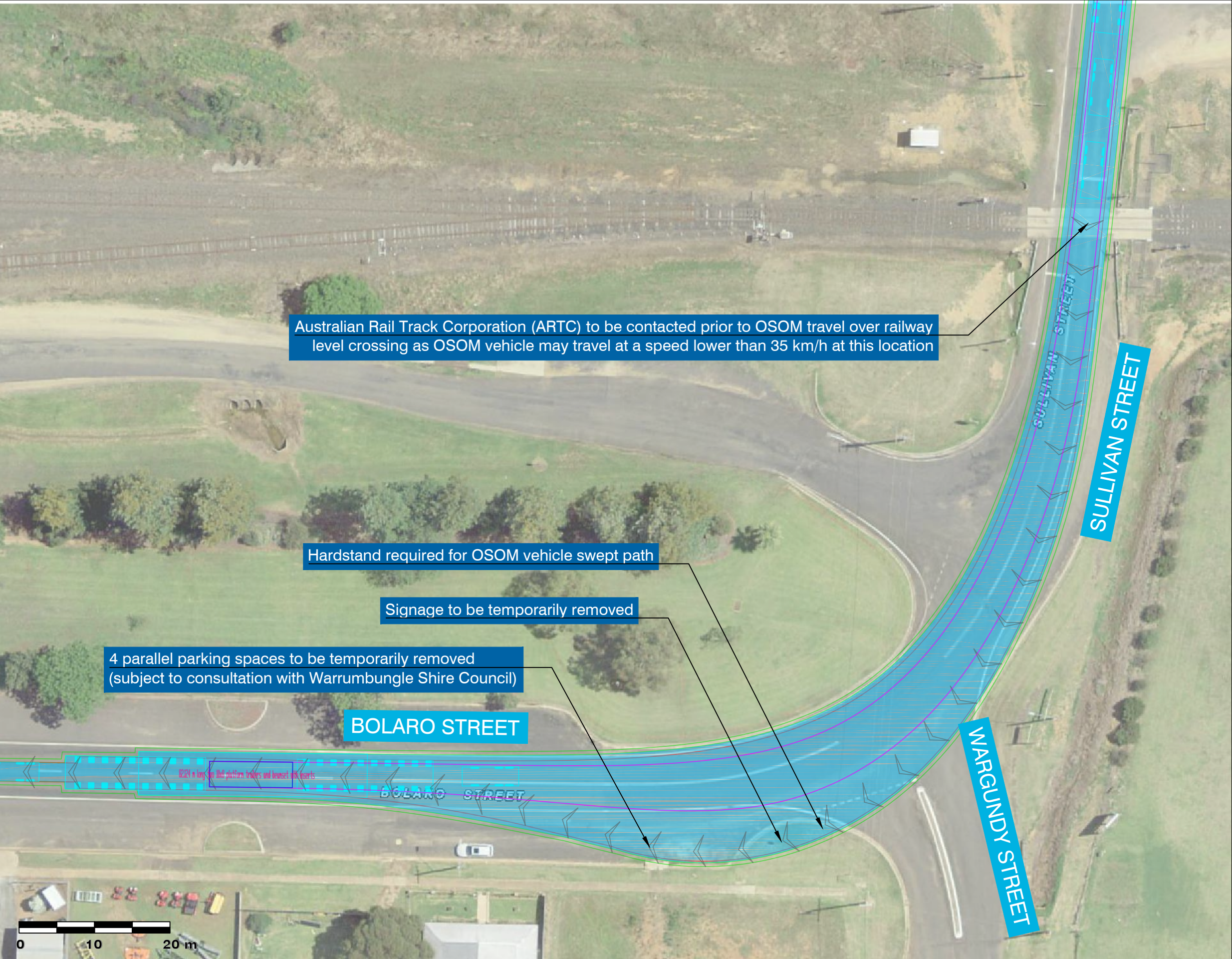
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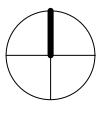
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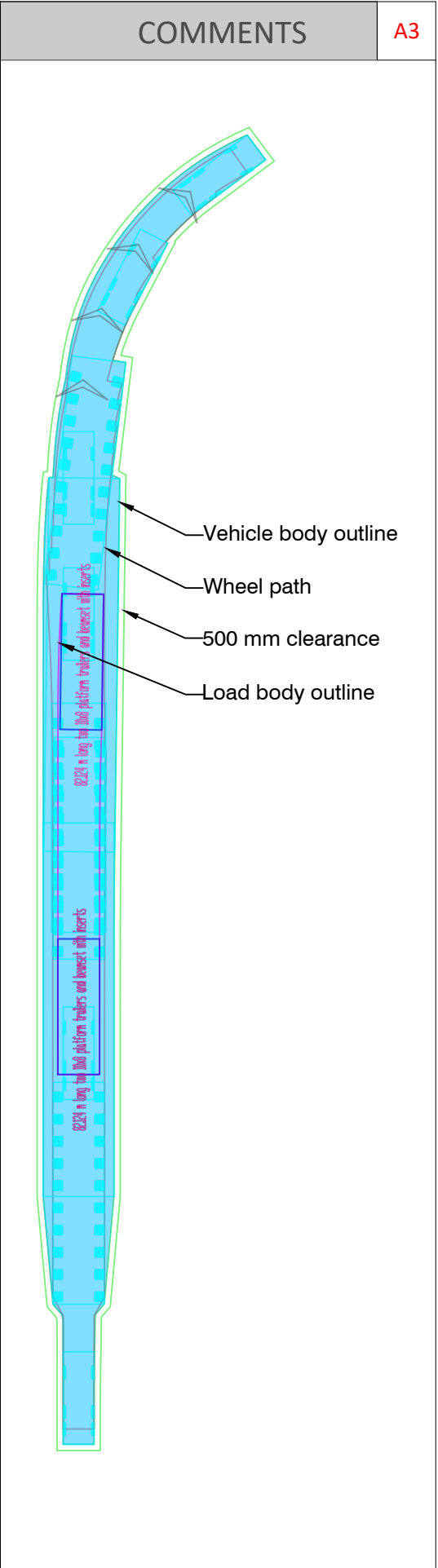
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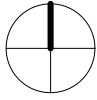
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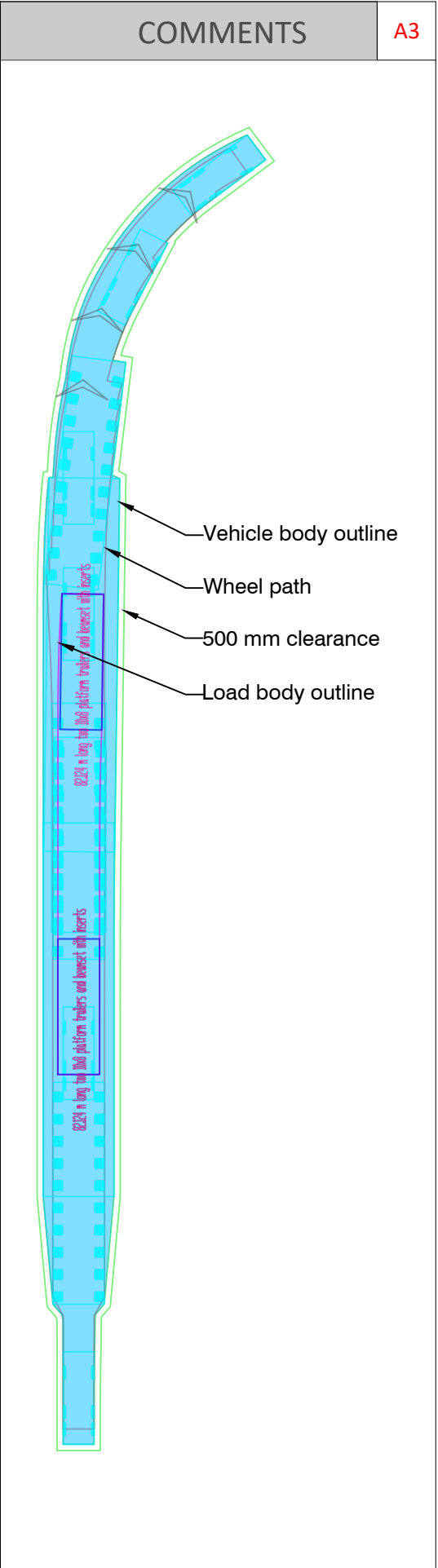
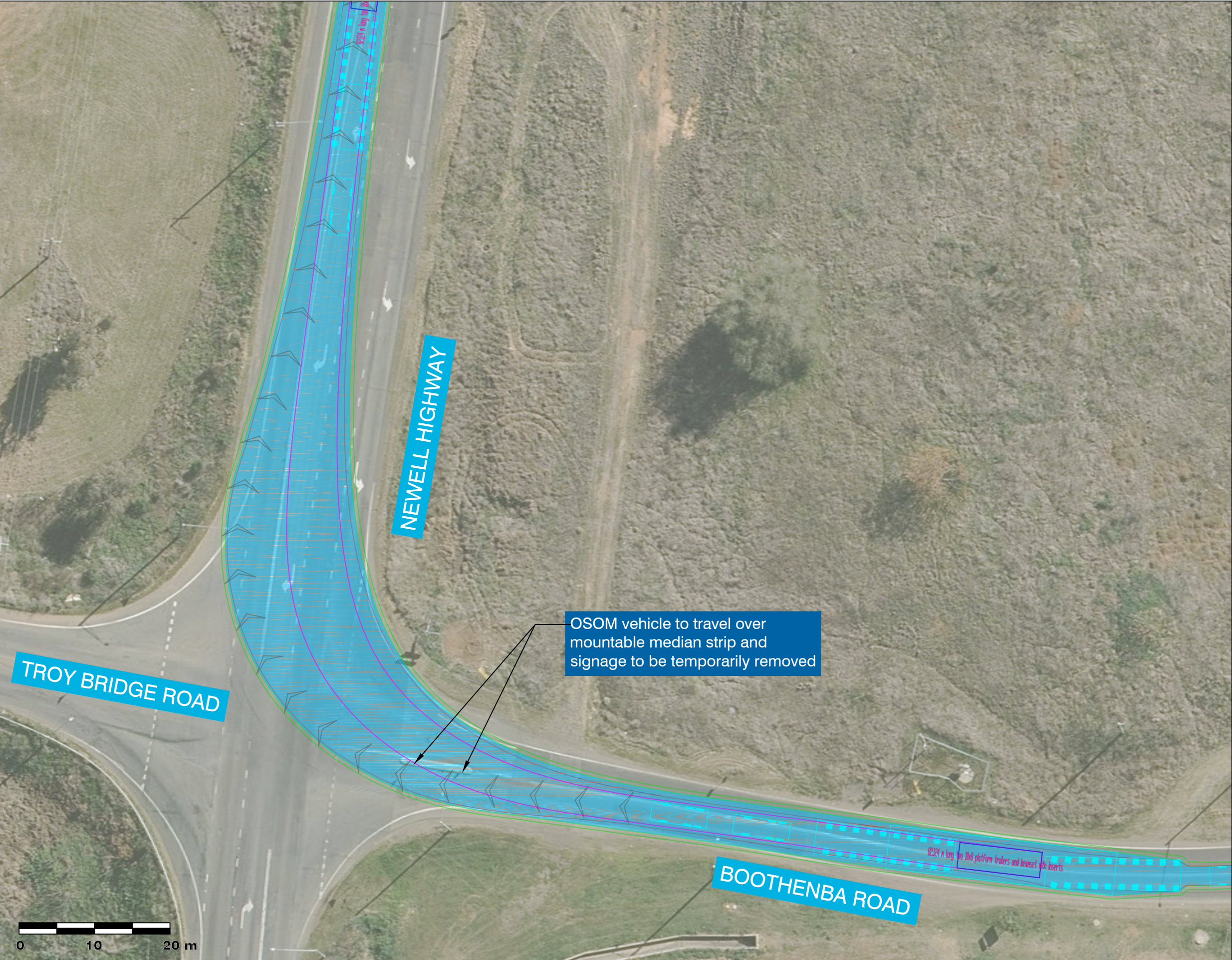
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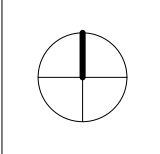


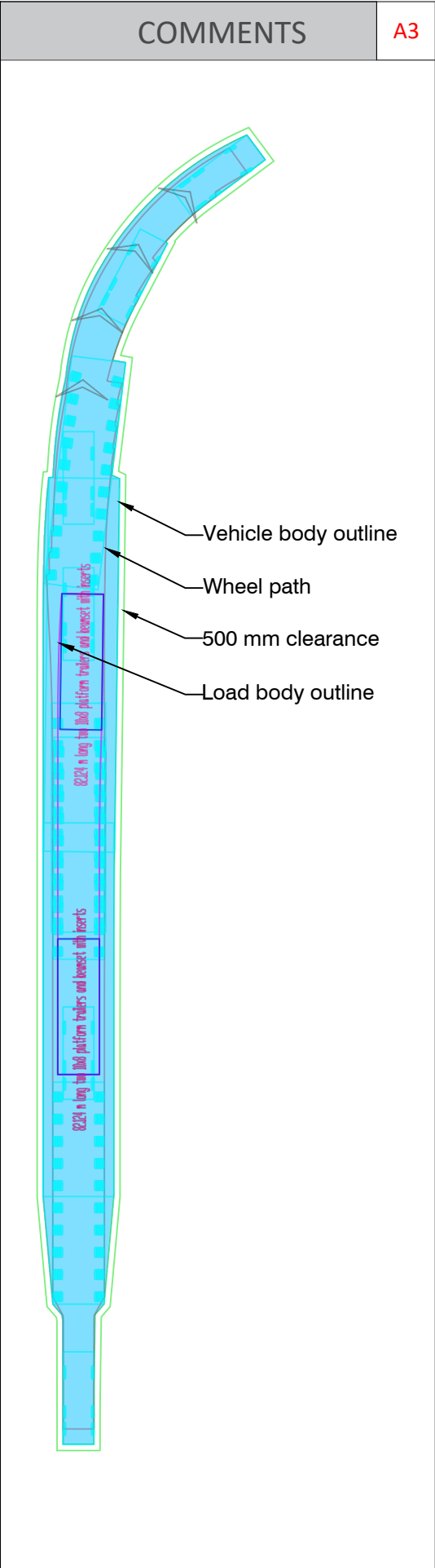
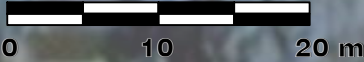
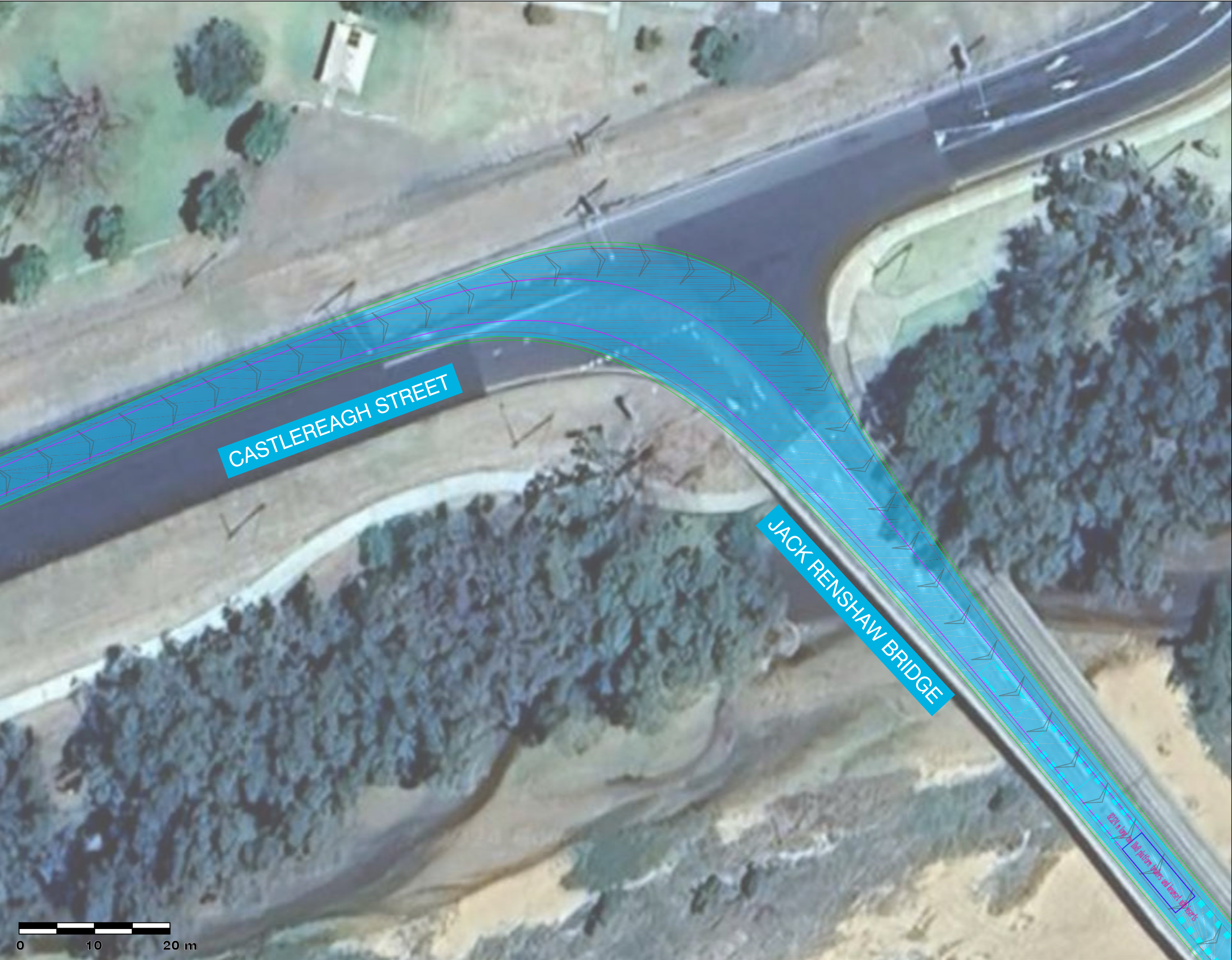
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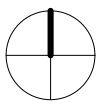


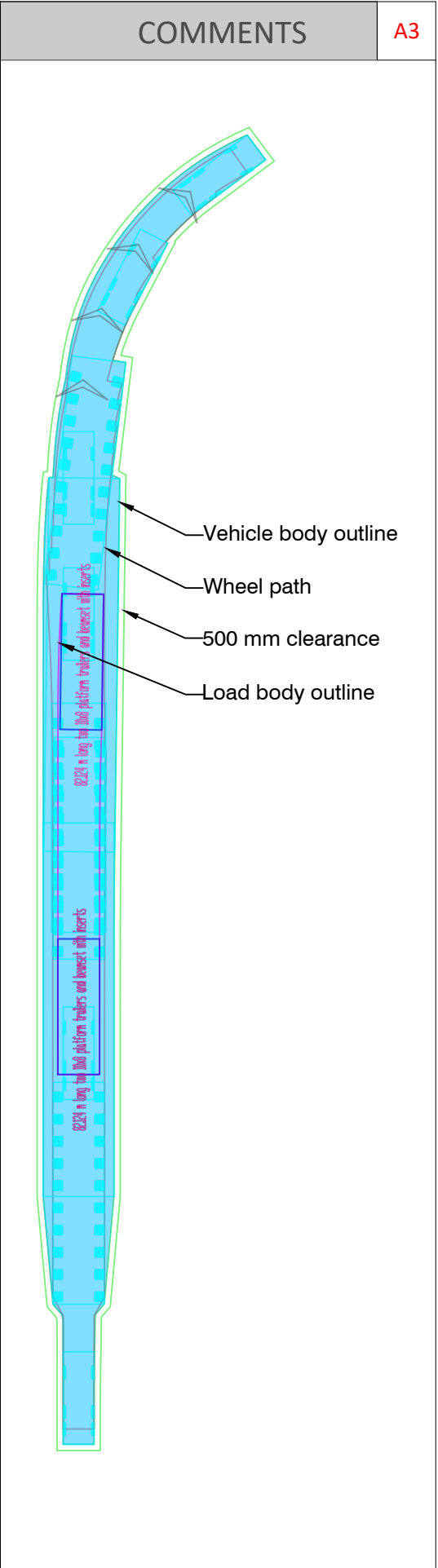
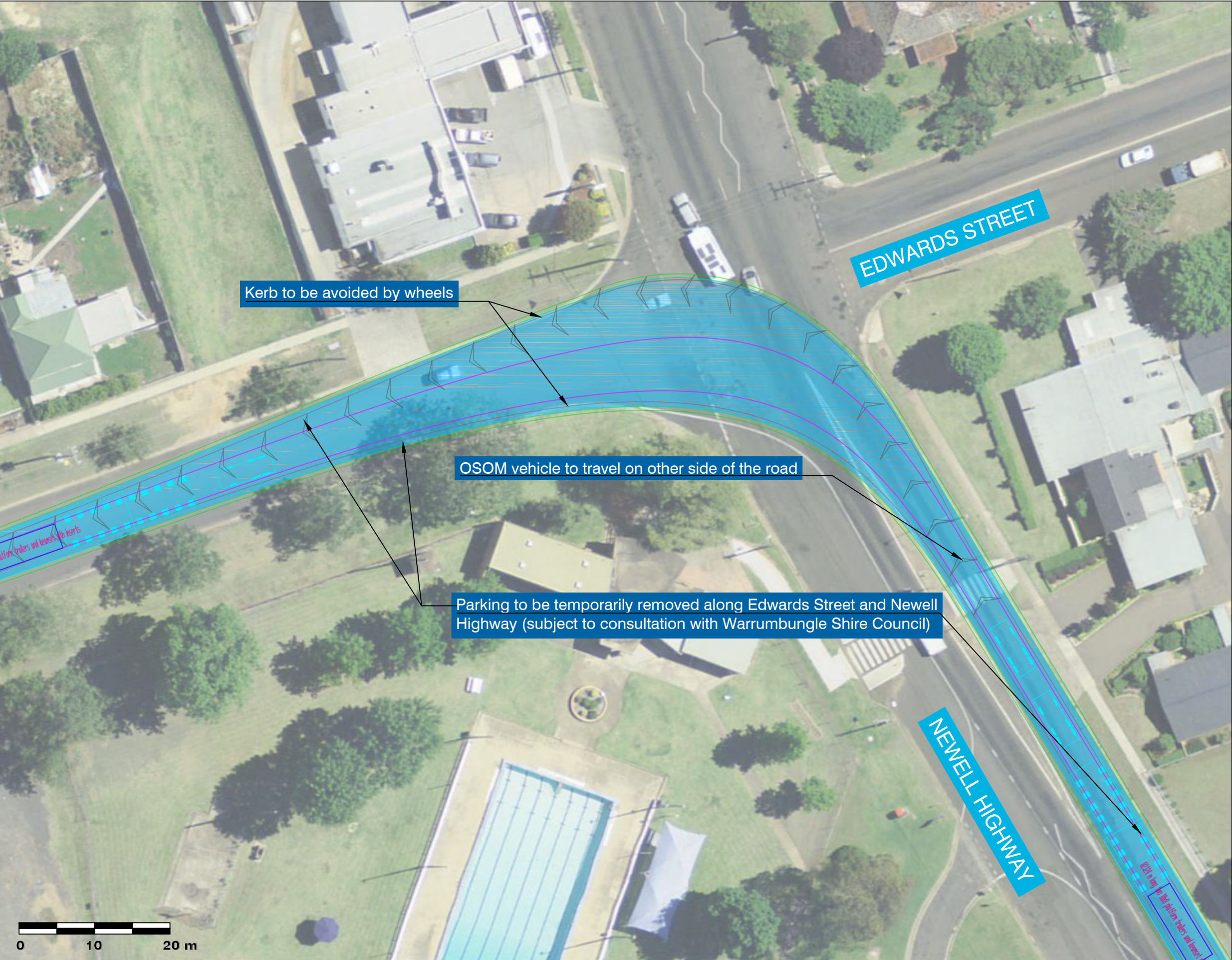
 SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Dunedoo Road/Boothenna Road, Dubbo, NSW	CLIENT: Recurrent Energy		REV: 11
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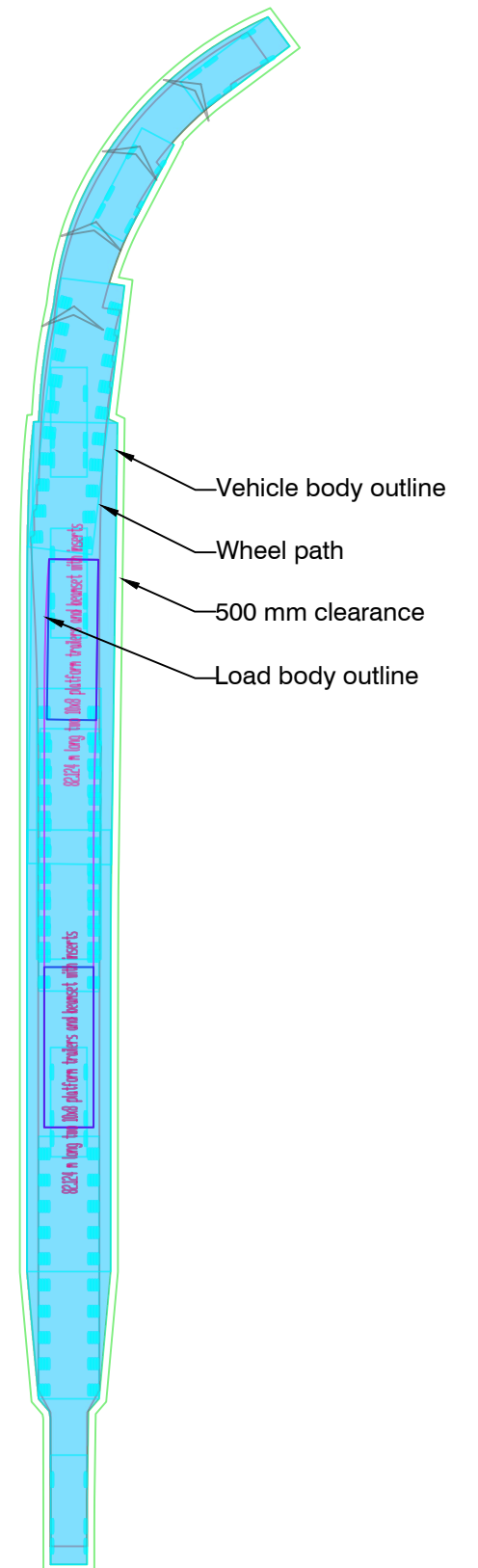


 SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Newell Highway/Boothenna Road/ Troy Bridge Road, Dubbo, NSW	CLIENT: Recurrent Energy		REV: 11
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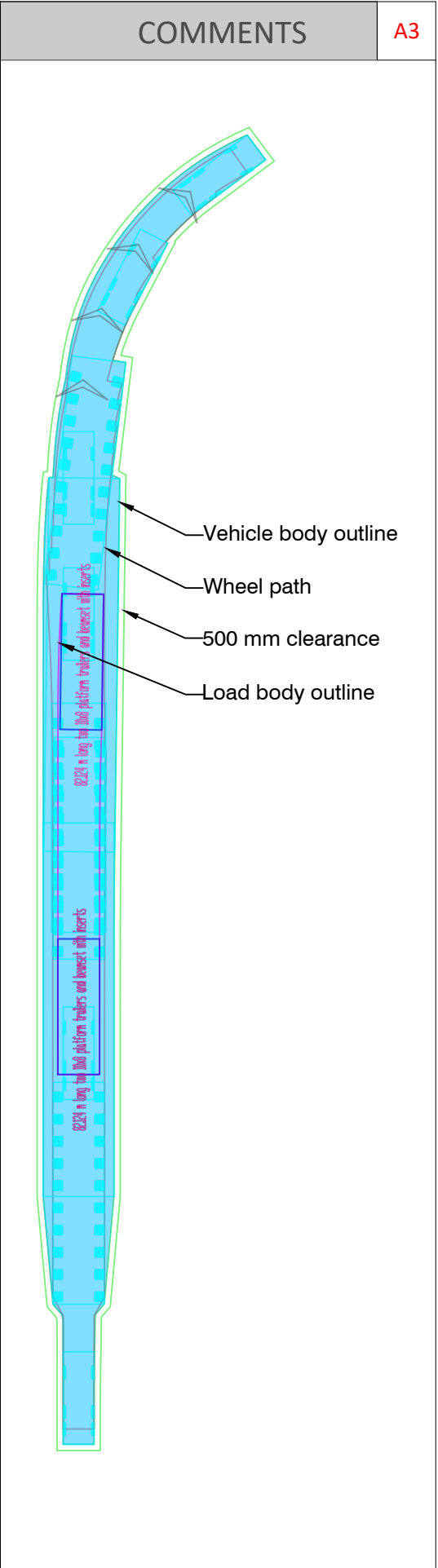


 SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Castlereagh Street/Jack Renshaw Bridge, Gilgandra, NSW	CLIENT: Recurrent Energy		REV: 11
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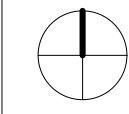


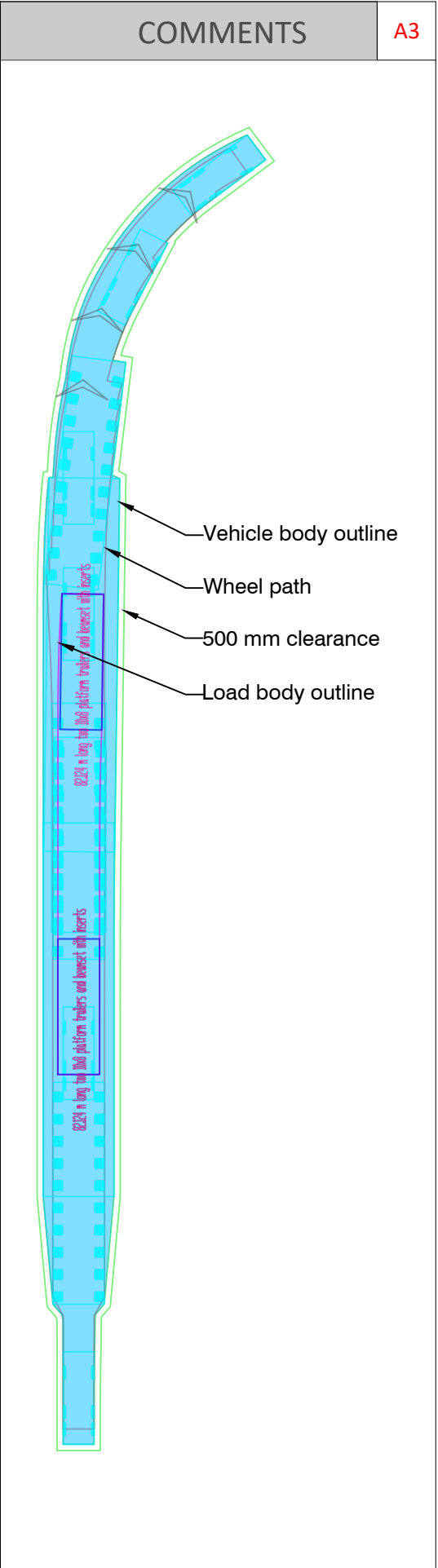
 SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Edwards Street/Namoi Street, Coonabarabran, NSW	CLIENT:	Recurrent Energy	
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COMMENTS

A3

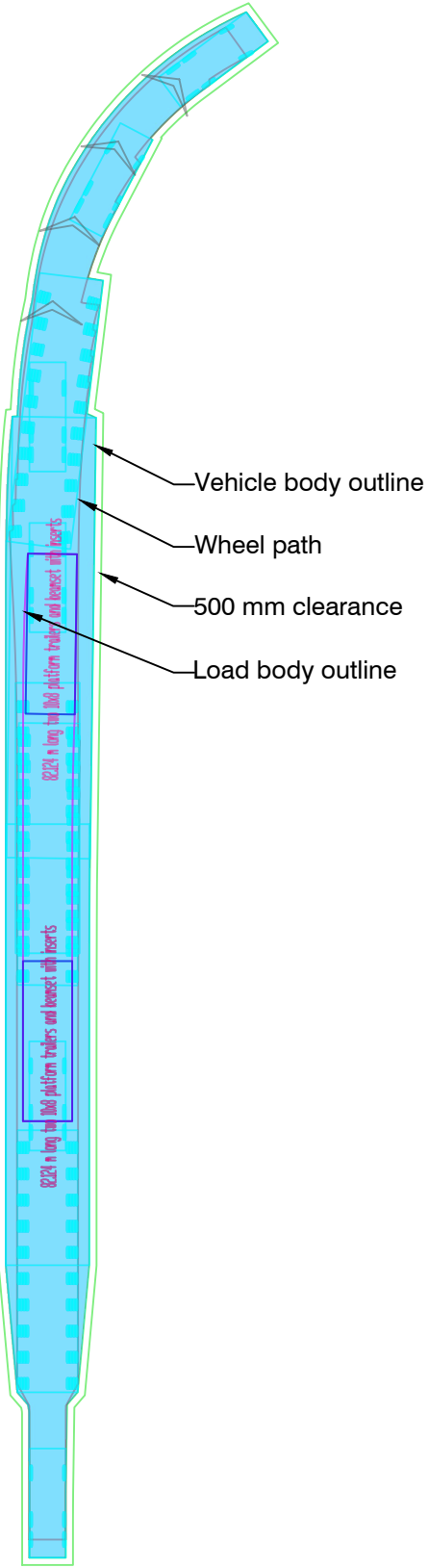
 SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Namoï Street, Coonabarabran, NSW	CLIENT: Recurrent Energy		REV: 11
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COMMENTS

A3



OSOM vehicle to travel over mountable median strip and signage to be temporarily removed

NEWELL HIGHWAY

OXLEY HIGHWAY

NEWELL HIGHWAY/OXLEY HIGHWAY

0 10 20 m



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REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED
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6	22/10/24	FOR INFORMATION	JM	AU					
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1	08/02/24	FOR INFORMATION	JM	AU	8	01/05/25	FOR INFORMATION	JM	AU



PROJECT:
Sundown Solar Farm - swept path
assessment

DRAWING TITLE:
82 m vehicle swept path
Oxley Highway/Newell Highway,
Coonabarabran, NSW

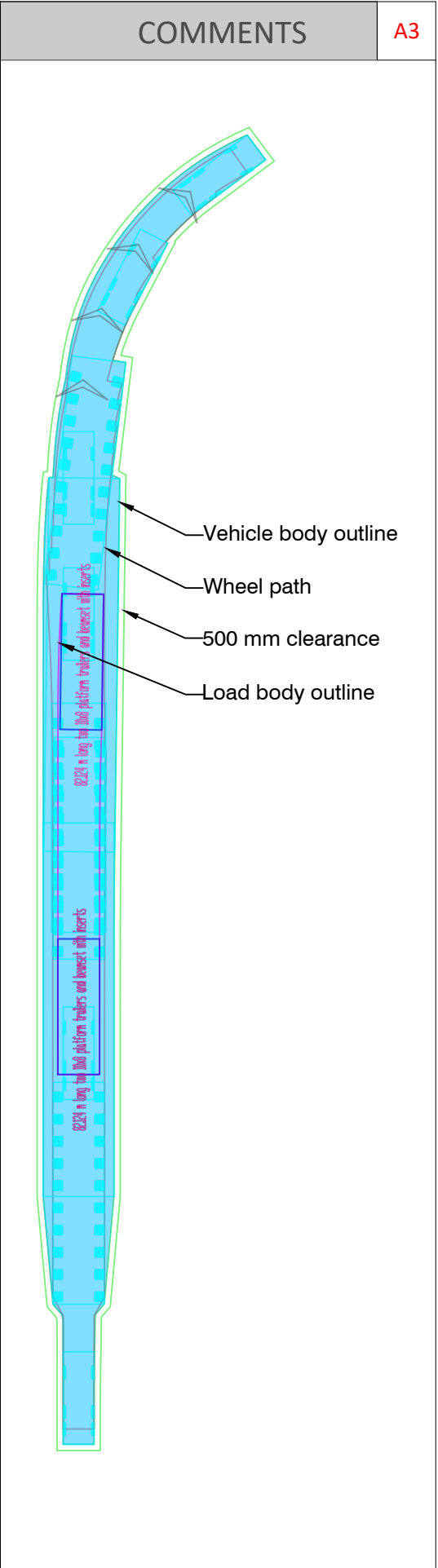
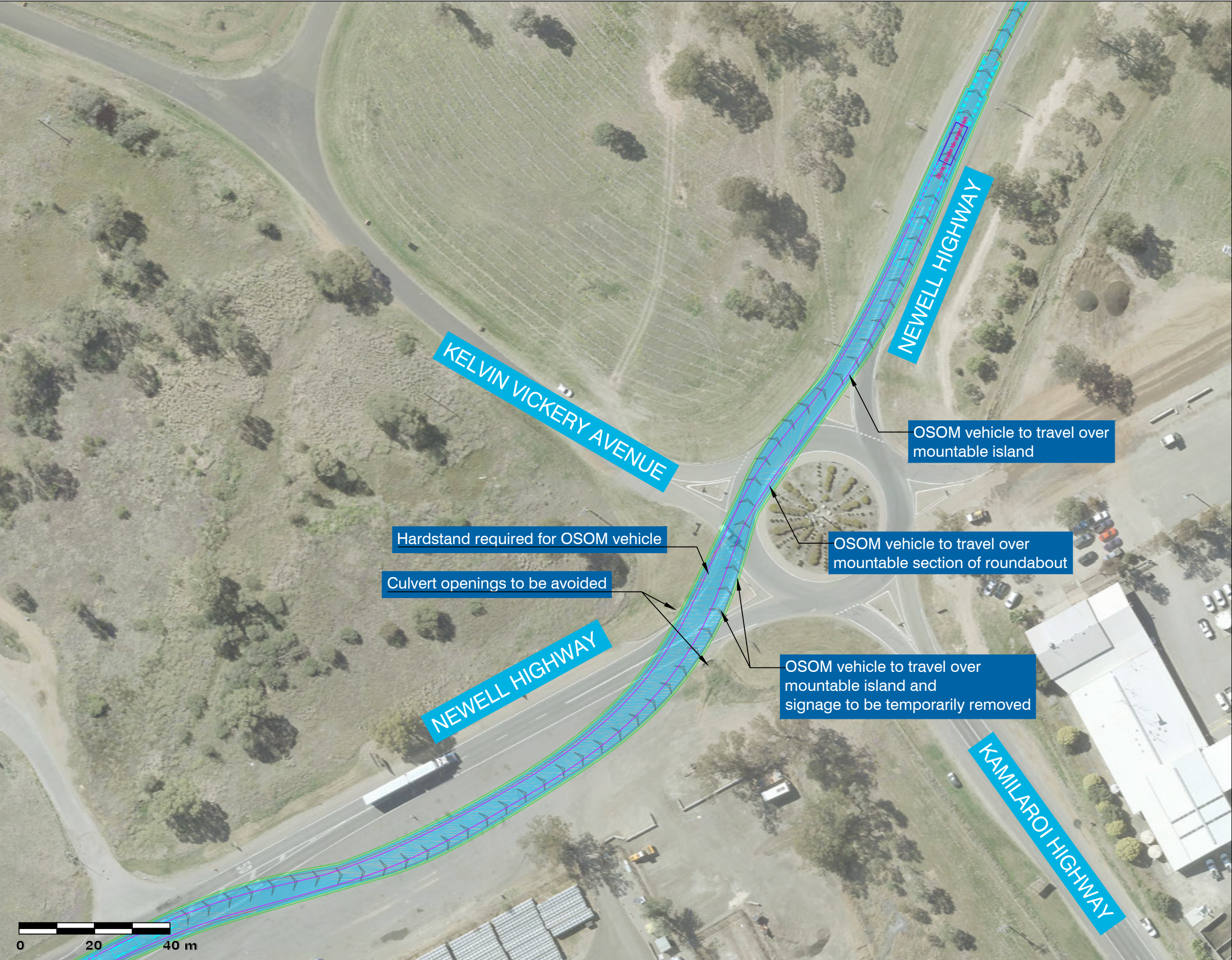
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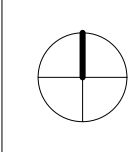
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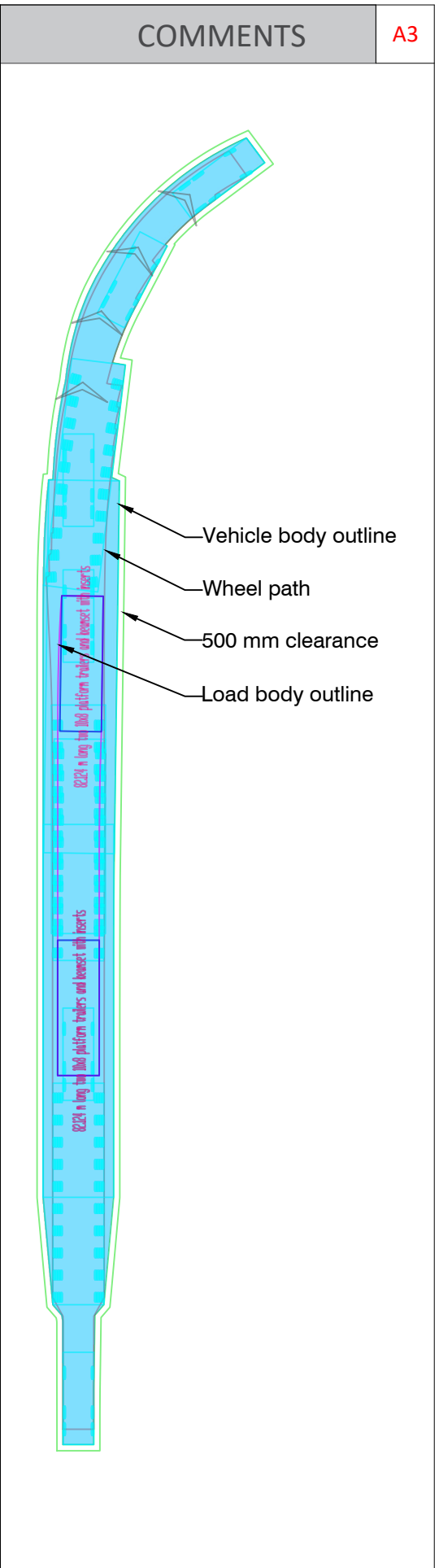
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SCALE: 1:500

REV: 11

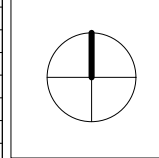


 SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Newell Highway/Kamilaroi Highway/ Kelvin Vickery Avenue, Narrabri, NSW	CLIENT:	Recurrent Energy	
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COMMENTS

A3

 SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Newell Highway/Old Turrawan Road/ Mooloolbar Street, Narrabri, NSW	CLIENT: Recurrent Energy		REV: 11
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COMMENTS

A3

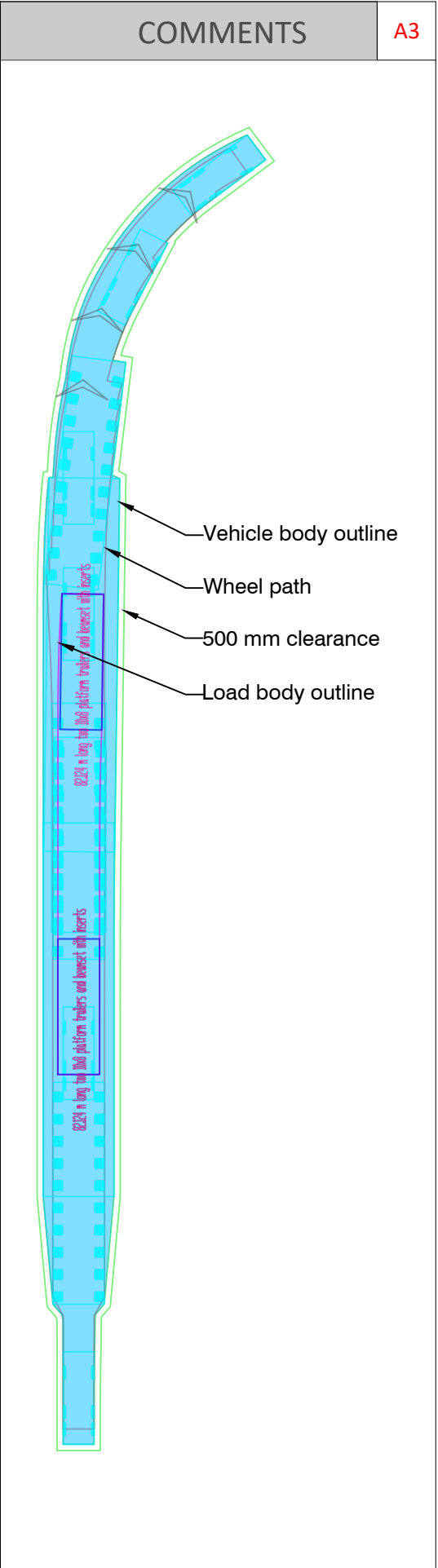
Vehicle body outline

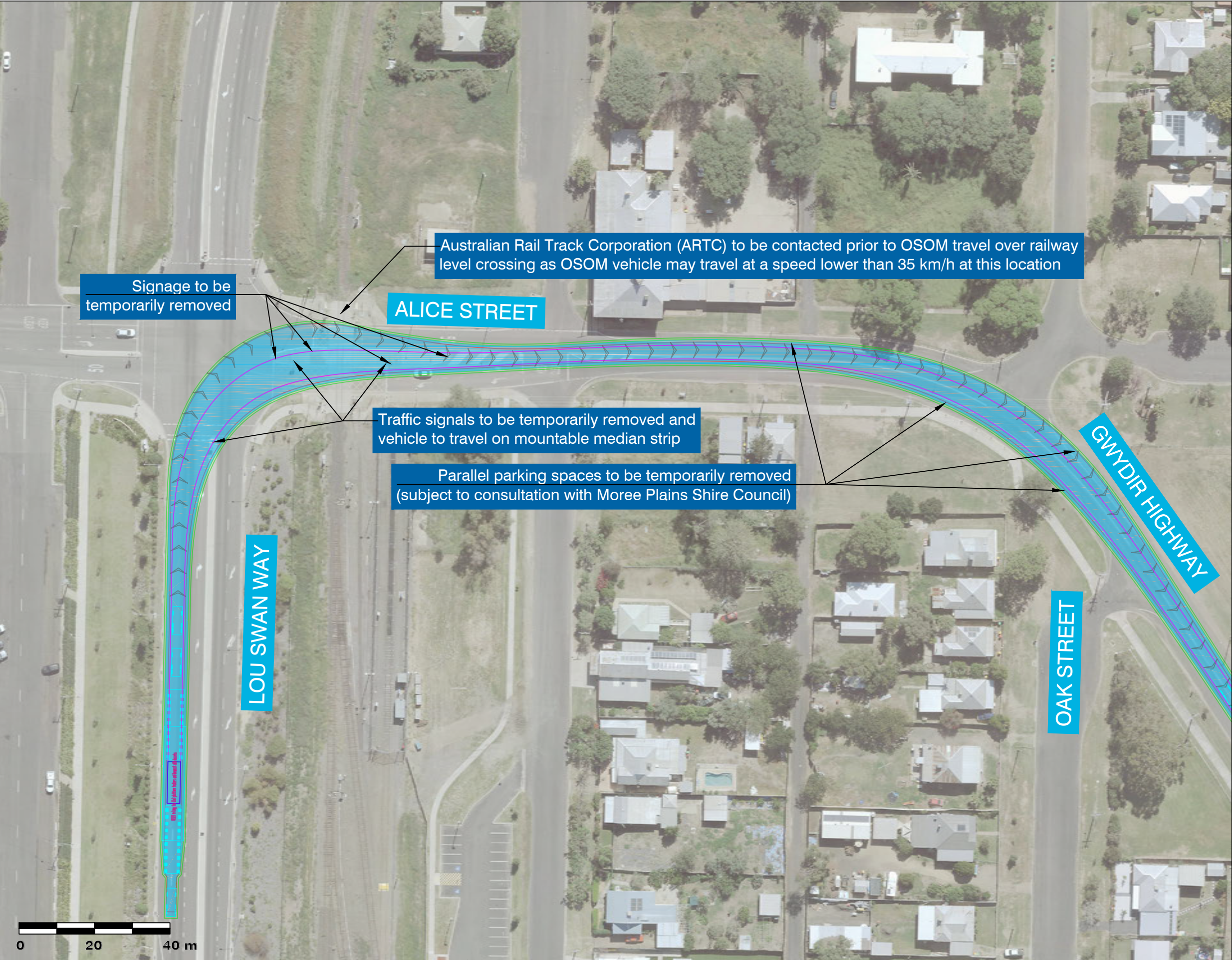
Wheel path

500 mm clearance

Load body outline

SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au EMM creating opportunities	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Tibbereena Street/Dangar Street, Narrabri, NSW	CLIENT: Recurrent Energy		REV: 11
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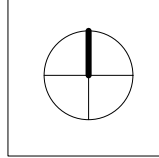


COMMENTS		A3



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Level 10
201 Pacific Highway
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REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED
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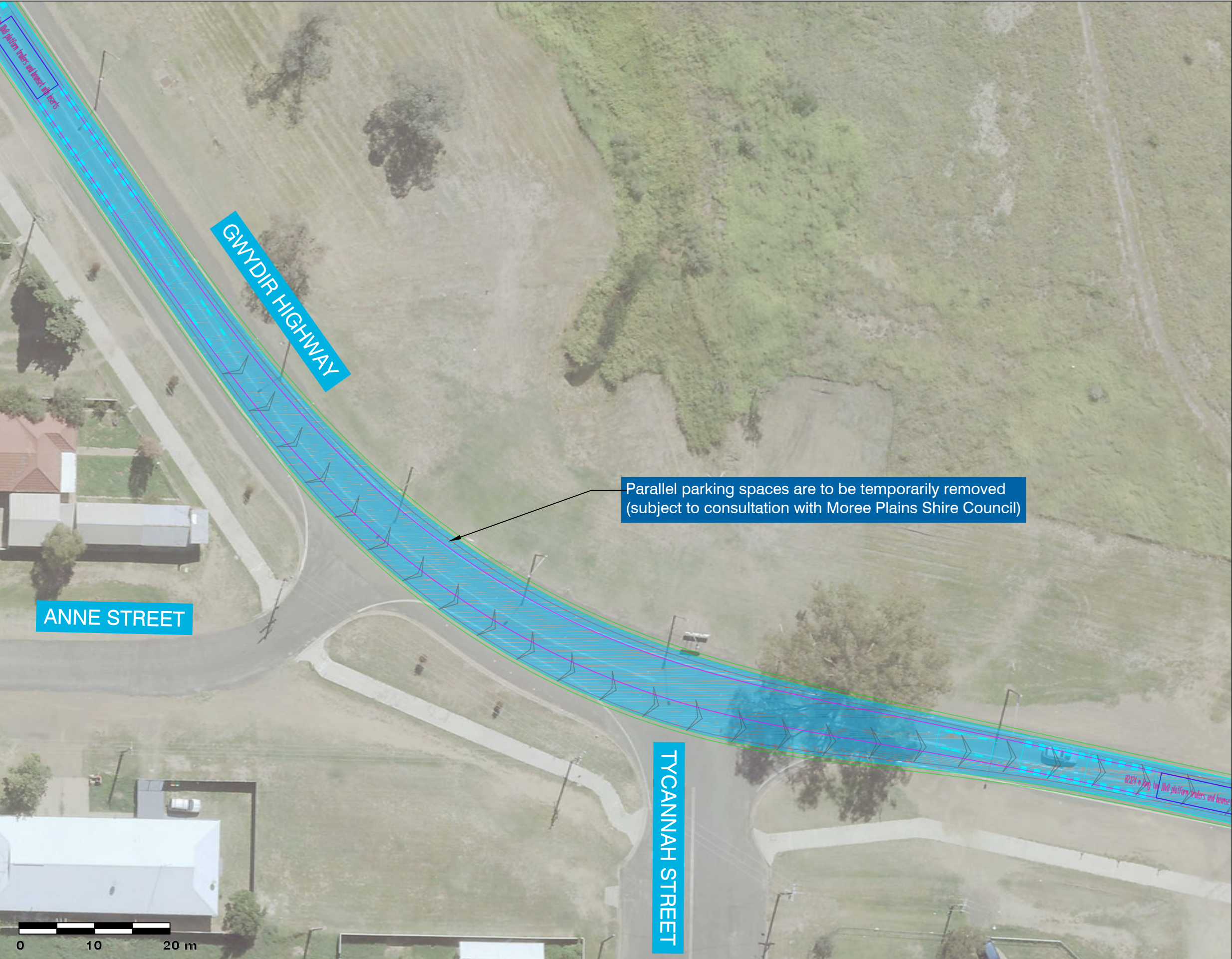


PROJECT:
Sundown Solar Farm - swept path
assessment

DRAWING TITLE:
82 m vehicle swept path
Lou Swan Way/Alice Street and
Gwydir Highway/Oak Street,
Moree, NSW

CLIENT: Recurrent Energy

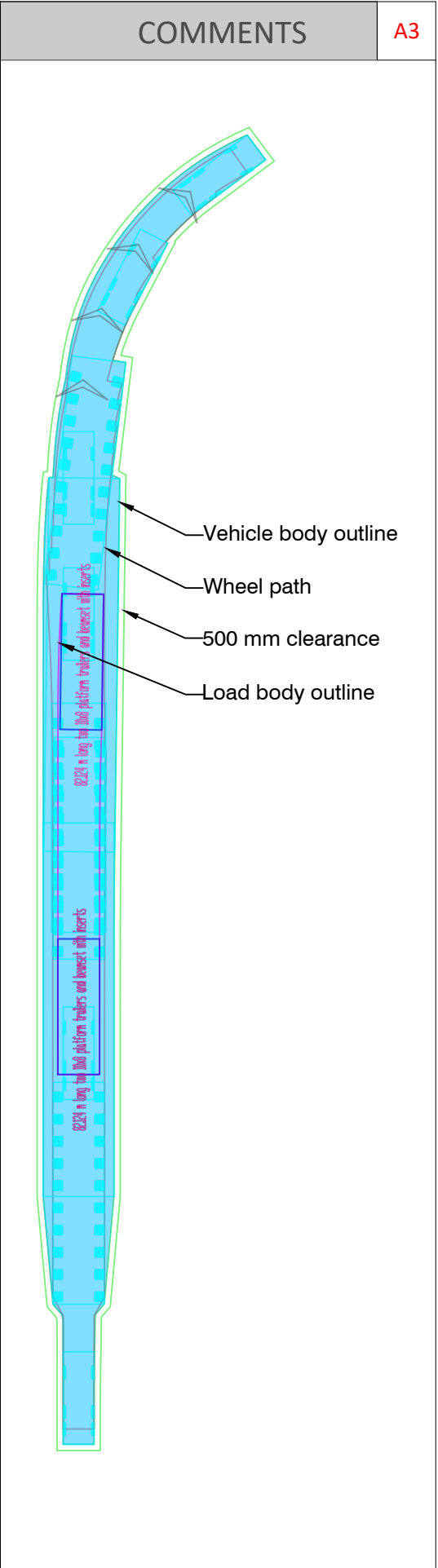
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PROJECT #:	E231160	
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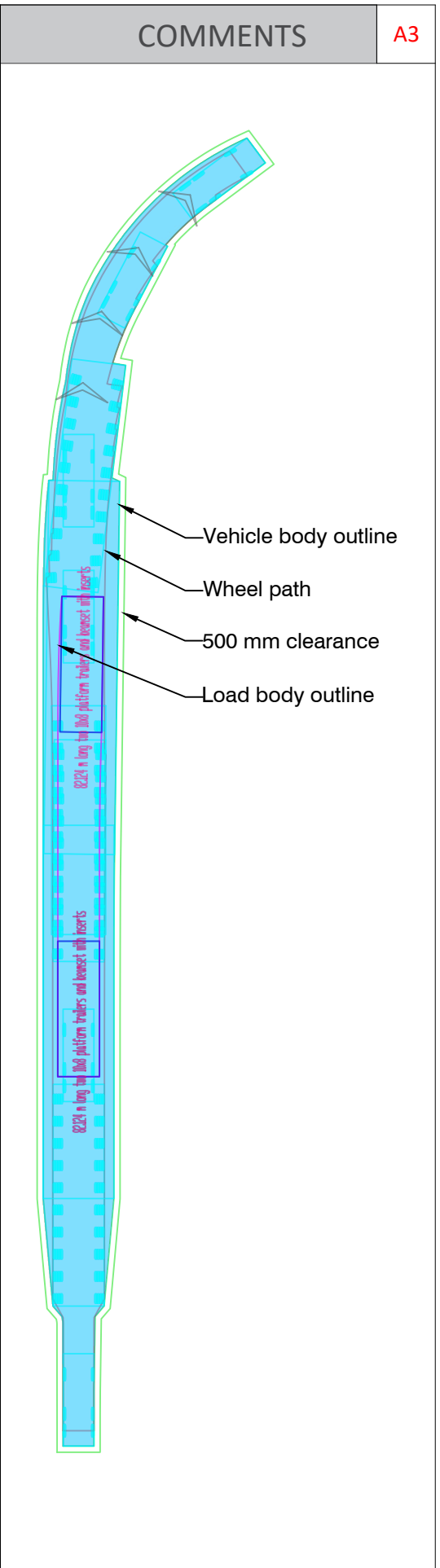


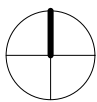
COMMENTS

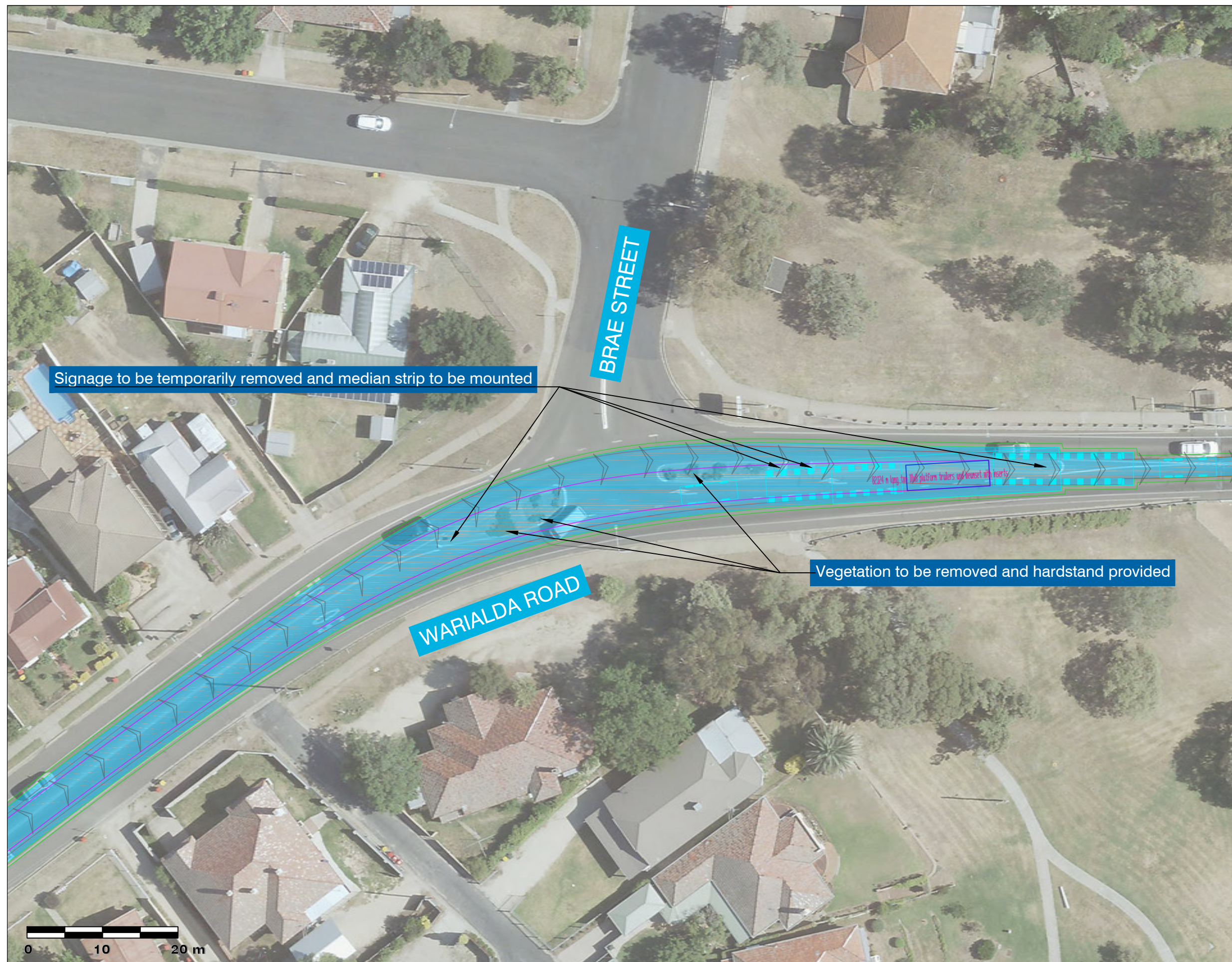
A3

- Vehicle body outline
- Wheel path
- 500 mm clearance
- Load body outline

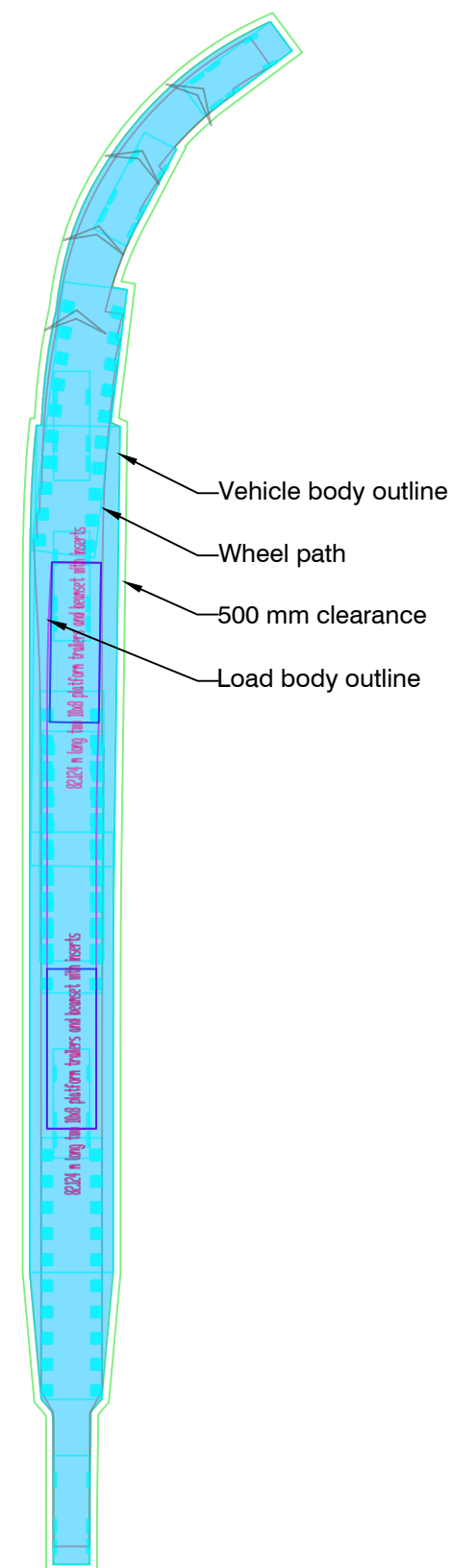




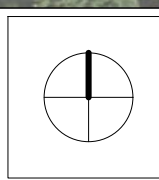
 SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Warialda Road/Auburn Vale Road and Warialda Road/Rosslyn Street, Inverell, NSW	CLIENT: Recurrent Energy	
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COMMENTS



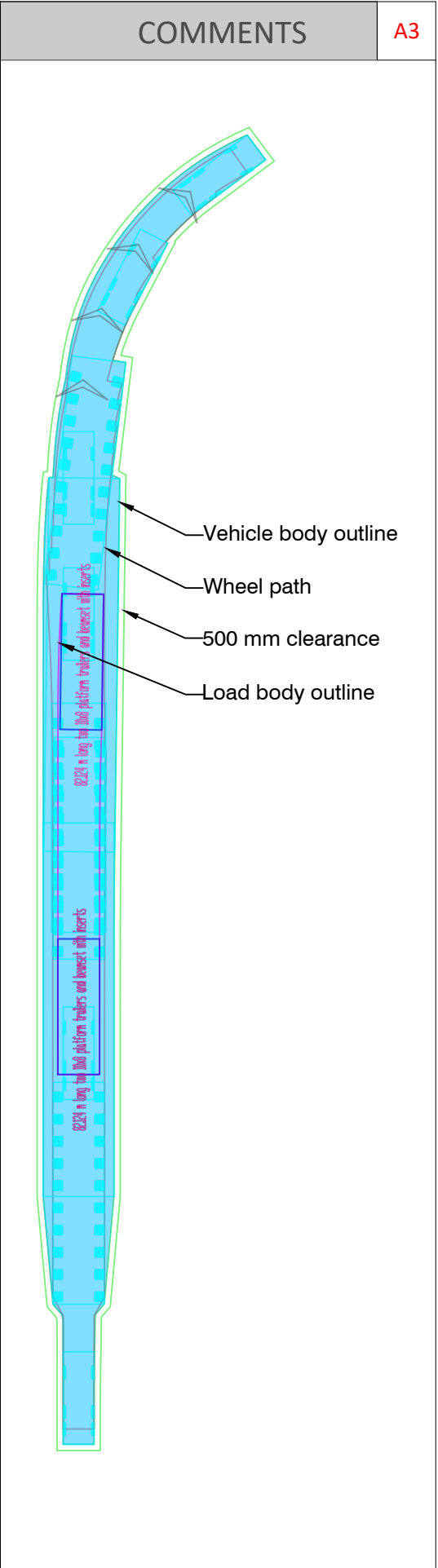
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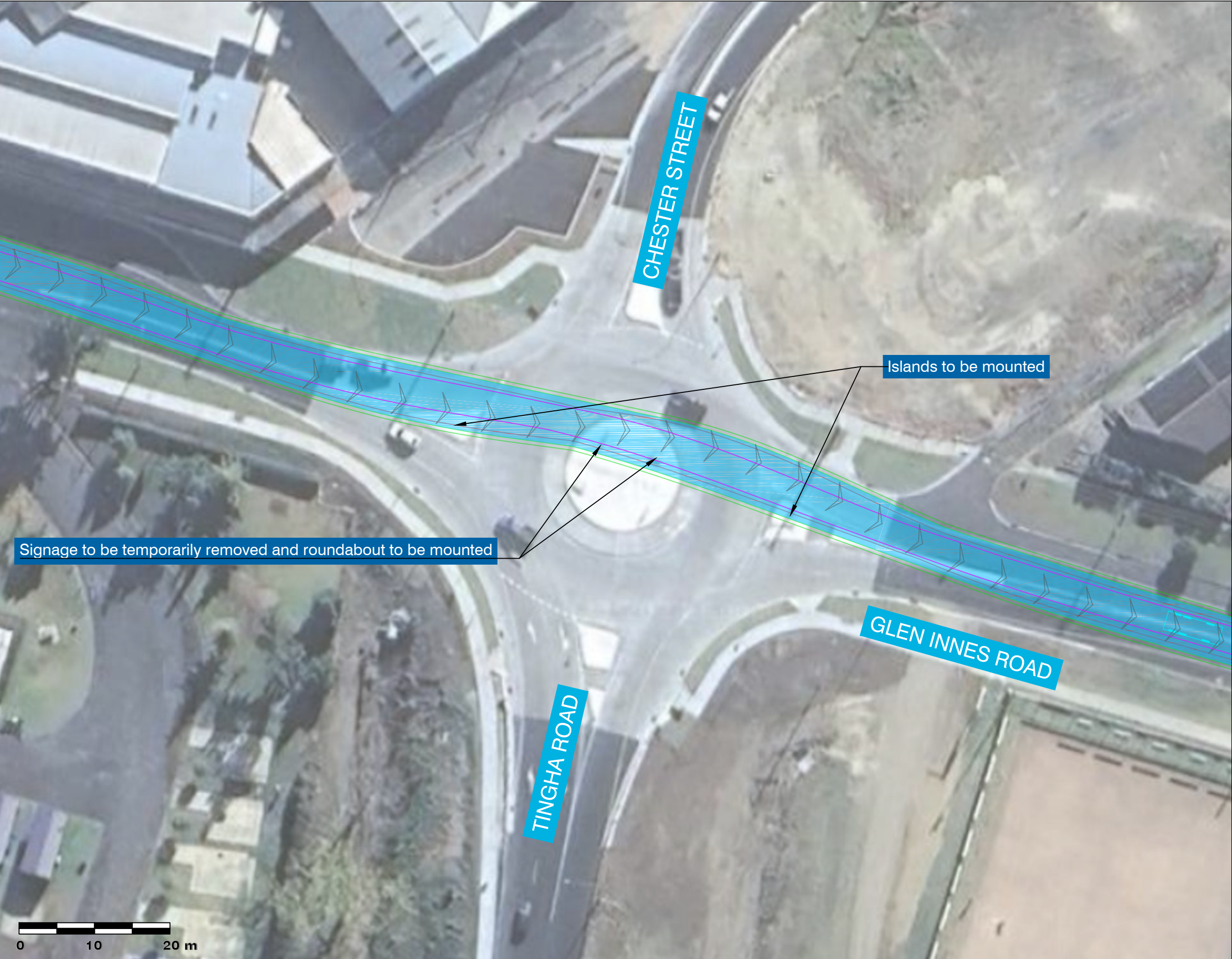


PROJECT:
Sundown Solar Farm - swept path
assessment

DRAWING TITLE:
82 m vehicle swept path
Warialda Road/Brae Street,
Inverell, NSW

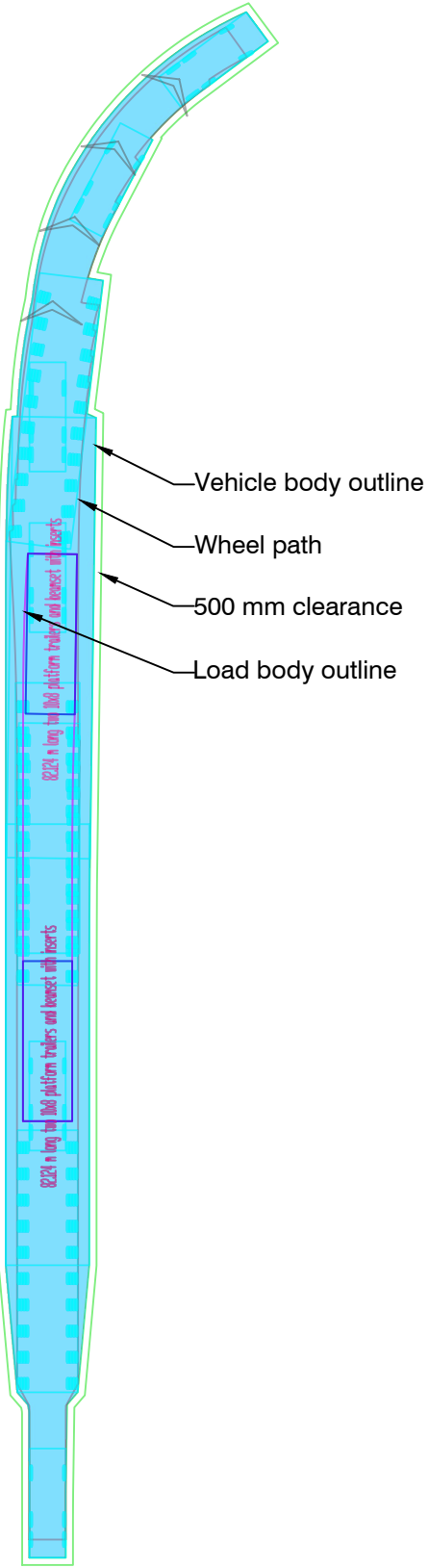
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COMMENTS

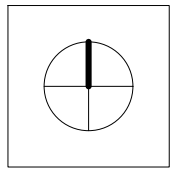
A3





SYDNEY
Level 10
201 Pacific Highway
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REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED
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PROJECT:
Sundown Solar Farm - swept path
assessment

DRAWING TITLE:
82 m vehicle swept path
Glen Innes Road/Tingha Road/
Chester Street,
Inverell, NSW

CLIENT: Recurrent Energy
DRG. #: EMM-041
PROJECT #: E231160
SCALE: 1:500

REV: 11



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

500 mm clearance

Load body outline

SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au EMM creating opportunities	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Gwydir Highway/Spring Mountain Road, Swan Vale, NSW	CLIENT: Recurrent Energy		REV: 11
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COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

500 mm clearance

Load body outline



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

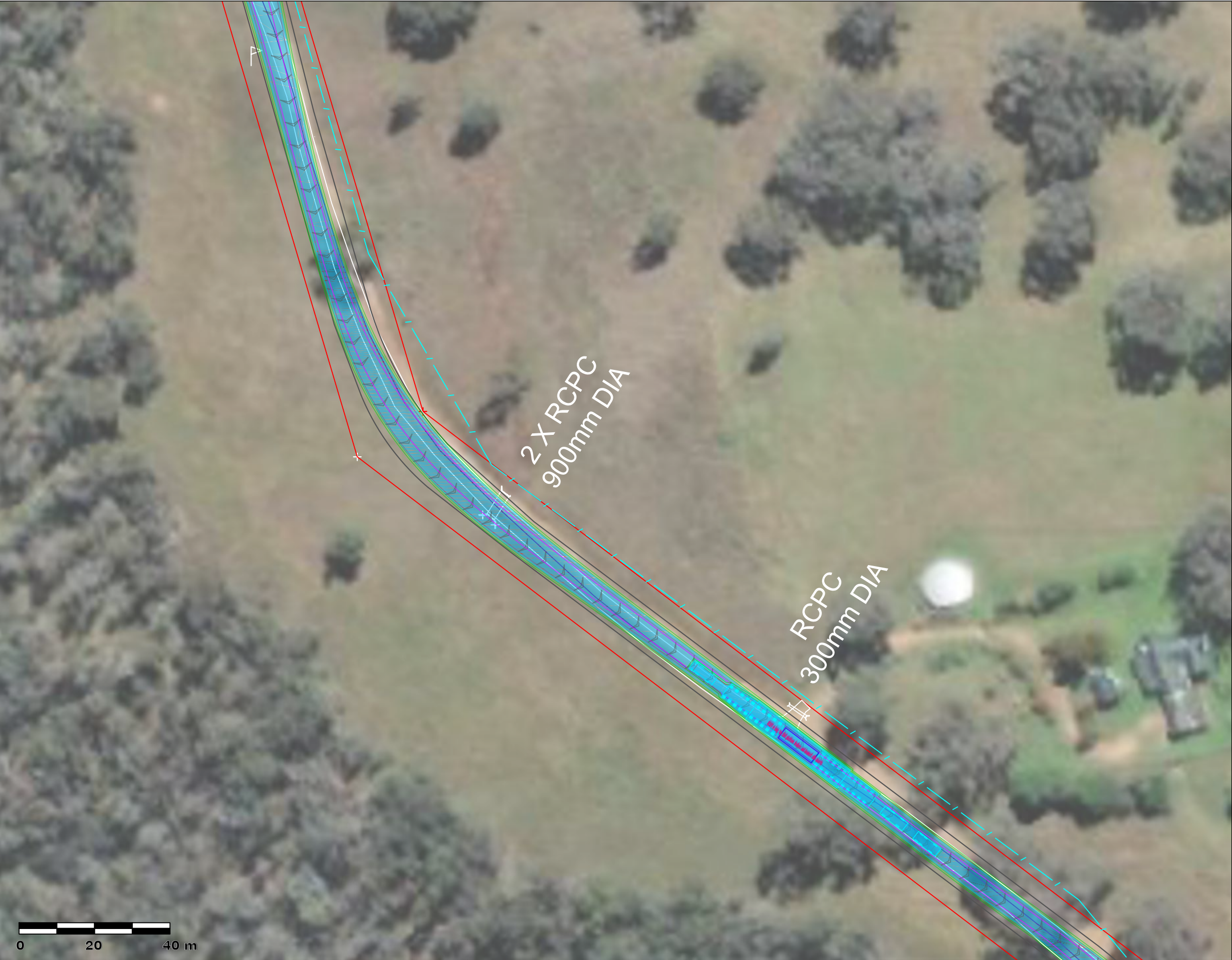
Wheel path

500 mm clearance

Load body outline

82m long vehicle swept path

82m long vehicle swept path



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

500 mm clearance

Load body outline

82m long vehicle swept path

82m long vehicle swept path



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

500 mm clearance

Load body outline

82m long vehicle body outline and wheel path

82m long vehicle body outline and wheel path



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

500 mm clearance

Load body outline



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

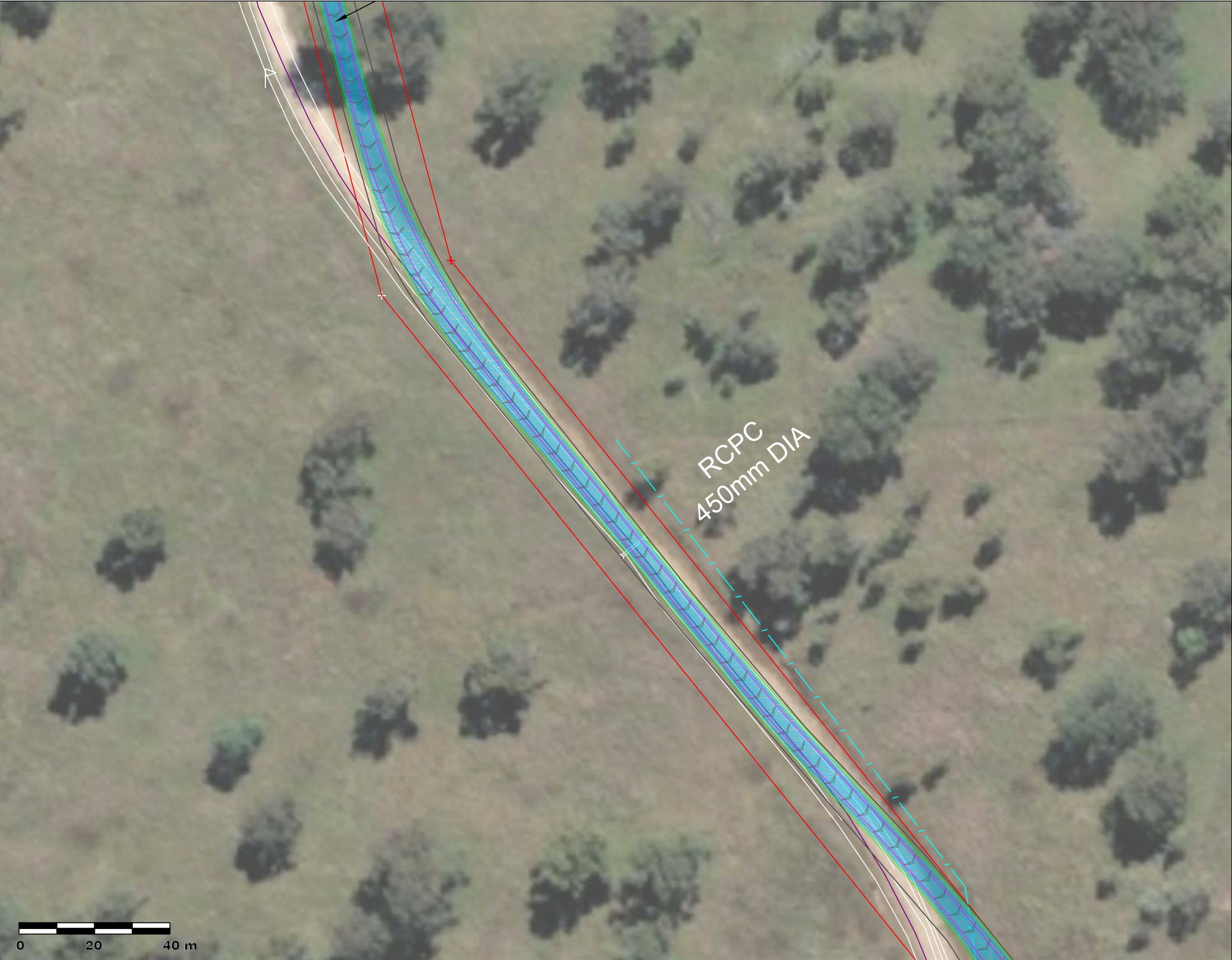
500 mm clearance

Load body outline

82m long and 3.6m wide vehicle and lowest of loads

82m long and 3.6m wide vehicle and lowest of loads

SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au EMM creating opportunities	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Spring Mountain Road/Wet Creek watercourse crossing, Swan Vale, NSW COORDINATES: -29.792007 , 151.473413	CLIENT: Recurrent Energy		REV: 11
	7	21/01/25	FOR INFORMATION	JM	AU									DRG. #: EMM-045a		
	6	22/10/24	FOR INFORMATION	JM	AU									PROJECT #: E231160		
	5	12/09/24	FOR INFORMATION	JM	AU									SCALE: 1:1000		
	4	14/03/24	FOR INFORMATION	JM	AU	11	09/06/25	FOR INFORMATION	JM	AU						
	3	06/03/24	FOR INFORMATION	JM	AU	10	04/06/25	FOR INFORMATION	JM	AU						
	2	14/02/24	FOR INFORMATION	JM	AU	9	05/05/25	FOR INFORMATION	JM	AU						
	1	08/02/24	FOR INFORMATION	JM	AU	8	01/05/25	FOR INFORMATION	JM	AU						



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

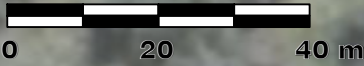
500 mm clearance

Load body outline

8231 m long and 3000 mm wide vehicle and trailer swept path

8231 m long and 3000 mm wide vehicle and trailer swept path

140
P 755305



COMMENTS

A3

Swept paths

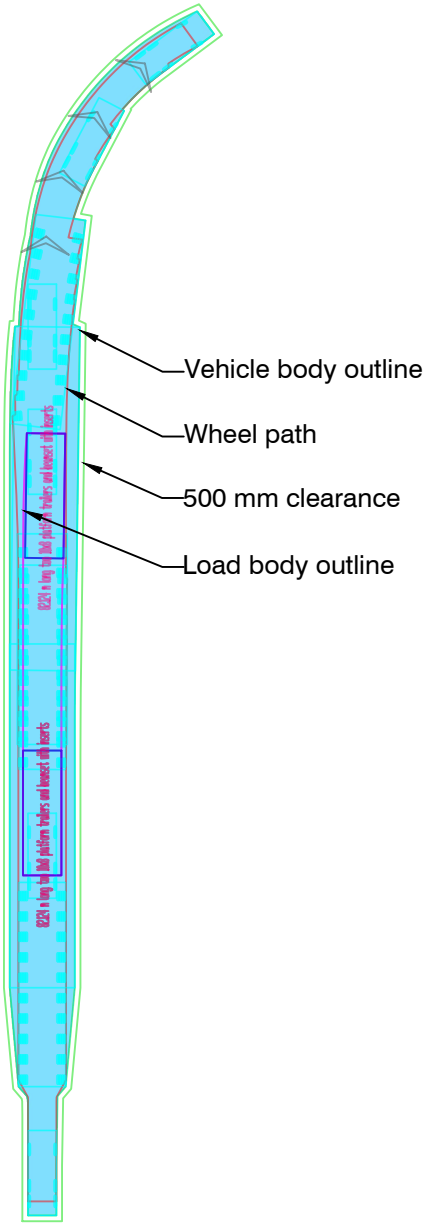
- Wheel path
- Vehicle body outline
- Load outline
- 500 mm clearance

Roads

- Existing road outline
- Existing road centre line
- Indicative upgraded road outline

Boundaries

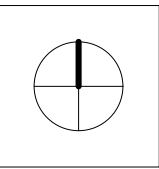
- Cadastral boundary
- Existing fences





SYDNEY
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St Leonards NSW 2065
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REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED
7	21/01/25	FOR INFORMATION	JM	AU					
6	22/10/24	FOR INFORMATION	JM	AU					
5	12/09/24	FOR INFORMATION	JM	AU					
4	14/03/24	FOR INFORMATION	JM	AU	11	09/06/25	FOR INFORMATION	JM	AU
3	06/03/24	FOR INFORMATION	JM	AU	10	04/06/25	FOR INFORMATION	JM	AU
2	14/02/24	FOR INFORMATION	JM	AU	9	05/05/25	FOR INFORMATION	JM	AU
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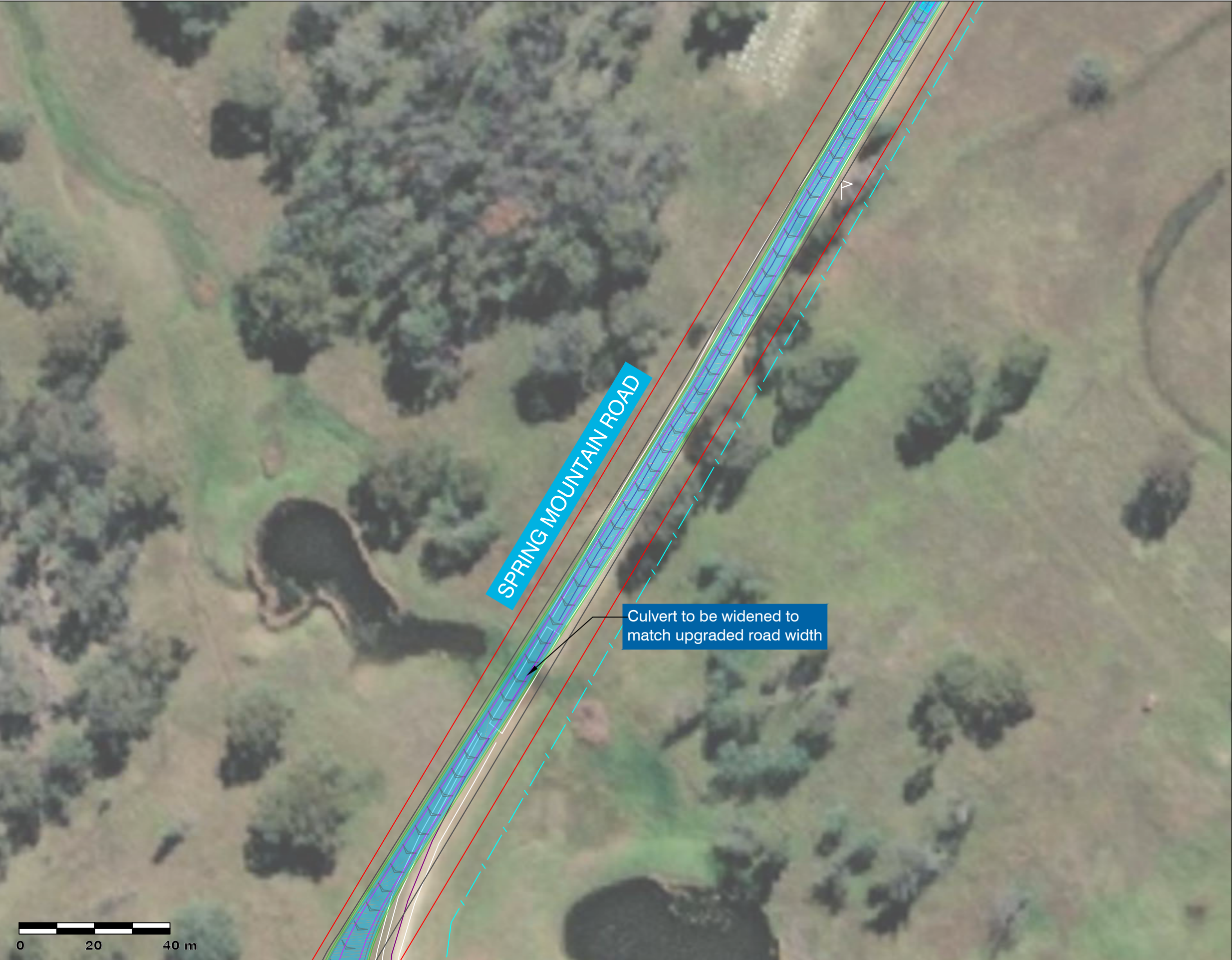


PROJECT:
Sundown Solar Farm - swept path
assessment

DRAWING TITLE:
82 m vehicle swept path
Spring Mountain Road,
Swan Vale, NSW
COORDINATES: -29.796307, 151.475154

CLIENT: Recurrent Energy
DRG. #: EMM-045c
PROJECT #: E231160
SCALE: 1:1000

REV: 11



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

500 mm clearance

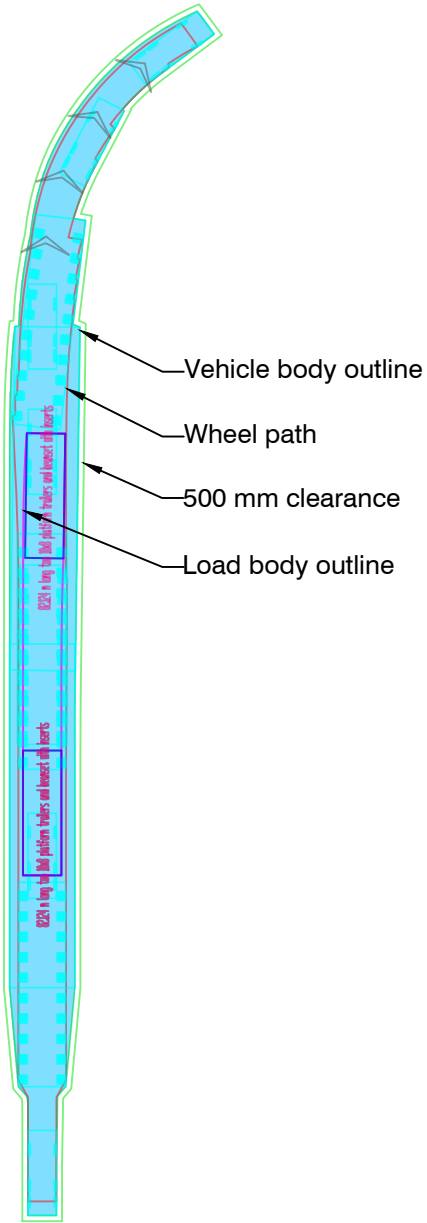
Load body outline

82m x 10m vehicle body outline and wheel path

82m x 10m vehicle body outline and wheel path



- Swept paths**
 - Wheel path
 - Vehicle body outline
 - Load outline
 - 500 mm clearance
- Roads**
 - Existing road outline
 - Existing road centre line
 - Indicative upgraded road outline
- Boundaries**
 - Cadastral boundary
 - Existing fences





COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

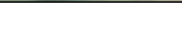
Wheel path

500 mm clearance

Load body outline

82m x 10m vehicle swept path

82m x 10m vehicle swept path

SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au EMM creating opportunities	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Spring Mountain Road cattle grid 2 and watercourse crossing 2, Swan Vale, NSW COORDINATES: -29.803532, 151.473816	CLIENT:	Recurrent Energy		
	7	21/01/25	FOR INFORMATION	JM	AU									DRG. #:	EMM-047a	REV:	11
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	5	12/09/24	FOR INFORMATION	JM	AU									SCALE:	1:1000		
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	1	08/02/24	FOR INFORMATION	JM	AU	8	01/05/25	FOR INFORMATION	JM	AU							



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

500 mm clearance

Load body outline

82m x 10m x 10m vehicle and trailer swept path

82m x 10m x 10m vehicle and trailer swept path



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

500 mm clearance

Load body outline



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

500 mm clearance

Load body outline

82m long vehicle body outline

82m long vehicle body outline



COMMENTS

A3

Swept paths

Wheel path

Vehicle body outline

Load outline

500 mm clearance

Roads

Existing road outline

Existing road centre line

Indicative upgraded road outline

Boundaries

Cadastral boundary

Existing fences

Vehicle body outline

Wheel path

500 mm clearance

Load body outline

82m long vehicle swept path

82m long vehicle swept path

SYDNEY Level 10 201 Pacific Highway St Leonards NSW 2065 Phone # 02 9493 9500 www.emmconsulting.com.au EMM creating opportunities	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT: Sundown Solar Farm - swept path assessment	DRAWING TITLE: 82 m vehicle swept path Sturmans Road/Site Access, Spring Mountain, NSW COORDINATES: -29.813059, 151.449175	CLIENT: Recurrent Energy		REV: 11
	7	21/01/25	FOR INFORMATION	JM	AU									DRG. #: EMM-050		
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