



# Keri Keri Wind Farm - Transport Route

Aboriginal Cultural Heritage Due  
Diligence

PREPARED FOR



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# Keri Keri Wind Farm - Transport Route

## Aboriginal Cultural Heritage Due Diligence

0617753



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2024

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## ACRONYMS AND ABBREVIATIONS

Acronym	Description
AC	Alternating Current
AHIMS	Aboriginal Heritage Information Management System
BESS	Battery Energy Storage System
Burra Charter	The Australian International Council on Monuments and Sites (ICOMOS) Charter for the conservation of places of cultural significance (2013)
CHL	Commonwealth Heritage List
DC	Direct Current
DCCEEW	Department of Climate Change, Energy, the Environment and Water
ERM	Environmental Resources Management Australia Pty
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPIs	Environmental Planning Instruments
GWh	Gigawatt hours
ha	Hectares
Heritage Act	The <i>Heritage Act 1977</i>
HIS	Heritage Impact Assessment
ICOMOS	International Council on Monuments and Sites
IHO	Interim Heritage Orders
LEP	Local Environmental Plan
LHAs	Local Heritage Agreements
MNES	Matters of National Environmental Significance
MW	Megawatt
MWn	Maximum Generation Capacity AC
MWp	Maximum Generation Capacity DC
NSW	New South Wales
NHL	National Heritage List
NPW Act	<i>NSW National Parks and Wildlife Act 1974</i>
PMST	Protected Matters Search Tool
REZ	Renewable Energy Zone
RNE	Register of the National Estate
SEPP	State Environmental Planning Policies
SHR	NSW State Heritage Register
SoHI	Statement of Heritage Impact
SSD	State Significant Development
WHL	World Heritage List
WTG	Wind Turbine Generator

## EXECUTIVE SUMMARY

Environmental Resources Management Australia Pty Ltd (ERM) has prepared this desktop Aboriginal Cultural Heritage Due Diligence Assessment for road upgrades required along the current proposed transport route for the Keri Keri Wind Farm (the Project). The Project is being developed by Acciona Energy Australia Global Pty Ltd (the Applicant). These upgrades are required to facilitate the transportation of Project components (e.g., blades and towers), from the Port of Adelaide to the Project site. This assessment covers proposed road upgrades within NSW.

The Project is located about 30 km to the south-east of Balranald, NSW in the South West Renewable Energy Zone. The Project will consist of up to 114 wind turbine generators (WTGs), a battery energy storage system (BESS) with a maximum installed capacity of up to 200 megawatts (MW)/800 MW hours (MWh) and ancillary infrastructure.

The Route Study (Rex J Andrews, 2025) undertaken to inform the Project Amendment Report identified five areas along the proposed transport route options that will require upgrades. These five areas were the subject of this assessment as these works may impact registered or potential Aboriginal cultural heritage sites.

The key findings of this assessment include:

- Two previously recorded Aboriginal cultural heritage sites (AHIMS # 47-6-0058 and AHIMS # 47-6-0015) were identified in the vicinity of the upgrade required (Pinch Point 02) at Balranald; however, the area required to be upgraded has been disturbed (e.g., by the construction of a network of roads) and, therefore, is unlikely to be archaeologically sensitive;
- There are no registered Aboriginal cultural heritage sites within the remaining areas requiring upgrades; and
- The area encompassing the proposed external road works on Keri Keri Road is unlikely to be archaeologically sensitive, and can be considered to have low potential to contain unidentified Aboriginal cultural heritage sites.

The following recommendations should be considered to avoid impacts to Aboriginal cultural heritage within road upgrades along the proposed transport routes:

### **Recommendation 1 - Cultural Awareness Induction**

All personnel involved with construction activities that involve ground disturbance are to undertake a cultural awareness induction, which will include identification of potential Aboriginal cultural heritage objects, identification of historic heritage finds, and implementation of the Unexpected Finds Protocol.

### **Recommendation 2 – Unexpected Finds Protocol**

If suspected Aboriginal or historic heritage objects or items are found, the following Unexpected Finds Protocol must be followed:

- All activity in the immediate area are to cease and the area is to be cordoned off;
- Heritage NSW should be contacted immediately;
- The relevant Traditional Owners and Local Aboriginal Land Council should be notified (potential Aboriginal objects only);

- An appropriately qualified heritage professional must be consulted and must record the location and attributes of the site and determine the significance of the find; and
- Works can only recommence once the area has been cleared by an appropriately qualified heritage professional.

In the event of the discovery of human skeletal material (or suspected human skeletal material) the following steps should be followed:

- All activities and/or work in the immediate area must cease;
- The State Police must be contacted along with Heritage NSW; and
- Any sand/soil removed from the vicinity of the find must be identified and isolated for assessment by the investigating authorities.

## 1. INTRODUCTION

Environmental Resources Management Australia Pty Ltd (ERM) has prepared this desktop Aboriginal Cultural Heritage Due Diligence Assessment for road upgrades required along the proposed transport route for the Keri Keri Wind Farm (the Project). The Project is being developed by Acciona Energy Australia Global Pty Ltd (the Applicant). The road upgrades are required to facilitate the transportation of Project components (e.g., blades and towers) from the Port of Adelaide to the Project.

The Project will consist of up to 114 wind turbine generators (WTGs) and include a battery energy storage system (BESS) with a maximum installed capacity of up to approximately 200 megawatts (MW)/800 MW hours (MWh).

### 1.1 PROJECT OVERVIEW

The Project is a proposed wind farm located about 30 kilometres (km) southeast of Balranald, and 75 km southwest of Hay in the Murray River Local Government Area (LGA). The Project is located within the South West Renewable Energy Zone (REZ) and is directly south of the Sturt Highway on land that is predominately used for sheep grazing and cropping. The Project extends over an area of approximately 18,006 hectares (ha) across 66 freehold land parcels (Project Area). The Project is located within the boundaries of the Balranald Local Aboriginal Land Council (LALC).

The Project will feature up to 114 WTGs with a proposed height (to tip of vertical blade) of 291.5 metres (m) (hub height 200 m, blade length 91.5 m). Tower components will be up to 5.0 x 5.9 m in width (height when transported). Due to the large and specific equipment required to transport these loads, 'pinch points' were identified along the proposed transport route where modifications (upgrades) are required to either private or government owned land. This includes removal of signage and/or light poles, tree trimming and removal, and road and intersection upgrades. The Route Study (Rex J Andrews, 2025) undertaken to inform the Project Amendment Report identified five areas along the proposed transport route options that will require upgrades. The two proposed transport routes, assessed from the NSW/VIC border to the Project, are shown in *Figure 1-1*.

#### 1.1.1 AGENCY ADVICE REQUIREMENTS

The Secretary's Environmental Assessment Requirements (SEARs; SSD-38358962) for the Project (including the proposed transport route) were issued on 14 April 2022. The SEARs relating to Aboriginal cultural heritage are summarised in *Table 1.1*. These requirements were addressed in the *Keri Keri Wind Farm Aboriginal Cultural Heritage Assessment Report (ACHAR)* (ERM, 2025).

The State Significant Development (SSD) process follows a structured timeline, including scoping, EIS preparation and submission, public exhibition, and response to submissions. During public exhibition, relevant government agencies reviewed the EIS and provided formal responses (agency advice) outlining their advice, concerns, and any recommended conditions or modifications. The agency advice from Heritage NSW was provided on 19 June 2024 and included 13 requests for additional information. This included the assessment of potential impacts to Aboriginal Cultural Heritage associated with the proposed transport route (refer to *Table 1.2*).

**TABLE 1.1 SUMMARY OF SEARS REQUIREMENTS FOR ABORIGINAL CULTURAL HERITAGE**

SEAR
An assessment of the impact to Aboriginal cultural heritage items (archaeological and cultural) in accordance with the <i>Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW</i> (OEH, 2011) and the <i>Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW</i> (DECCW 2010), including results of archaeological test excavations (if required); and
Provide evidence of consultation with Aboriginal communities in determining and assessing impacts, developing options, and selecting options and mitigation measures (including the final proposed measures), having regard to the <i>Aboriginal Cultural Heritage Consultation Requirements for Proponents</i> (DECCW 2010).

**TABLE 1.2 AGENCY ADVICE REQUIREMENTS AND WHERE THESE ARE ADDRESSED IN THIS REPORT**

Agency Advice (Heritage NSW)	Section addressed in this report
13. Section 6.5 of the EIS identifies works required to upgrade the intersection of Keri Keri Road and the Sturt Highway. The intersection of Keri Keri Road and the Sturt Highway is outside the project area of the provided ACHAR. If upgrades involve ground disturbance, please provide assessment of the potential impacts to Aboriginal Cultural Heritage as required in the SEARs.	Whole report (particularly Sections 3, 5, and 6)

## 1.2 TRANSPORT ROUTE LOCATION AND JUSTIFICATION

A Route Study was conducted by Rex J Andrews (RJA) (Appendix A), which assessed two transport routes from the NSW/Victorian border to the Project Area.

The two route options proposed from the NSW/Victorian border to the Project Area are:

- Route 1 (transportation of the blades) commencing in Euston, NSW and requires upgrades at four locations, one of which is associated with the site entry on Sturt Highway; and
- Route 2 (for loads under 40 m in overall length and maximum 5.9 m loaded height) commencing in Mildura and requires upgrades at four locations (largely consistent with those for Route 1) (*Figure 1-1*).

Each pinch point and the respective upgrades required to facilitate transport of Project components are summarised in *Section 3*.

This report assesses the areas that will require upgrades that are outside the Project Area.

## 1.3 OBJECTIVES AND SCOPE OF THIS REPORT

This report aims to:

- Identify the statutory framework relating to potential Aboriginal cultural heritage impacts along the proposed transport route;
- Identify Aboriginal cultural heritage places along the proposed transport route;
- Evaluate the impact of the proposed works on any identified Aboriginal cultural heritage places; and
- Provide recommendations for the mitigation and management of potential impacts and next steps, as required.

## 1.4 METHODOLOGY

This report provides a desktop impact assessment of Aboriginal cultural heritage values identified within 250 m of each road upgrade area. This report has been prepared in accordance with the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (Department of Environment, Climate Change and Water, 2010).

This assessment was undertaken as the proposed transport route involves road upgrades that may disturb ground surfaces and potentially impact Aboriginal cultural heritage. This process provides a structured approach to identify and manage risks to Aboriginal cultural heritage and determines whether further investigation and assessment will be required before works commence.

### 1.4.1 INFORMATION SOURCES

Information relating to Aboriginal cultural heritage was sourced from key Commonwealth, State, and local statutory and non-statutory databases, registers and other sources, including:

- Department of Climate Change, Energy, the Environment and Water (DCCEEW) Protected Matters Search Tool (PMST) for heritage matters of national environmental significance (MNES) e.g., World Heritage Properties, and National and Commonwealth Heritage Places;
- Australian Heritage Database (which includes the Register of the National Estate);
- NSW State Heritage Inventory;
- NSW Aboriginal Heritage Information Management System (AHIMS);
- Digitised historical maps available from NSW Historical Land Records Viewer, State Library of NSW, State Library SA, National Library of Australia (Trove);
- Historic aerial photographs available from NSW Historical Imagery;
- Publicly available heritage studies and reports; and
- Archival information held by the National Library of Australia (Trove).

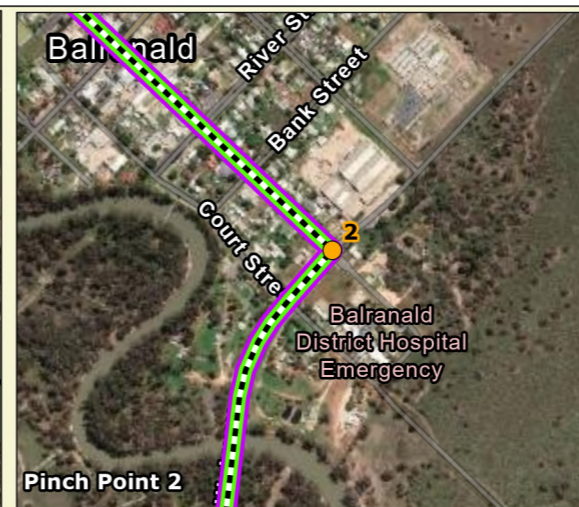
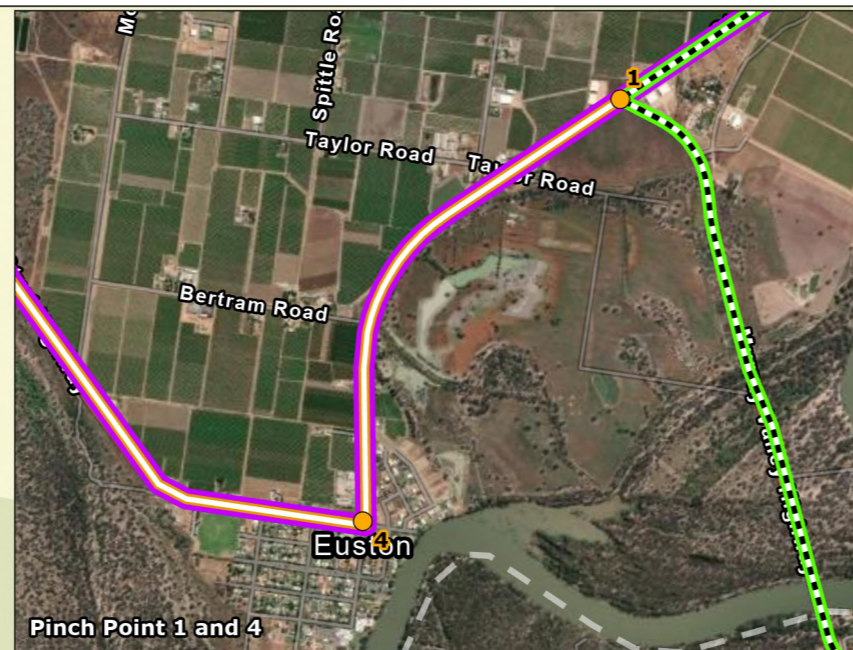
## 1.5 AUTHORSHIP

ERM Senior Consultant Charles Barnett and ERM Senior Consultant Dean Wilson prepared this report. ERM Managing Consultant Victoria Gleeson completed the technical review and ERM Partner, Mark Davey, completed the quality assurance review.

## 1.6 LIMITATIONS

This assessment is desktop based; no heritage survey has been undertaken at any of the proposed road upgrade locations.

This report details those areas that will require road upgrade works for the Project, and that are outside of the Project Area (including four pinch points and one length of road associated with the site entry). The road upgrades associated with the site entrances have been included in the Keri Keri Wind Farm ACHAR prepared by ERM (2025) and as such have not been included in this assessment. As such five external road upgrade locations were assessed in this report.



**Legend**

- Pinch Point
- Project Area

**Transport Route Location**

- Route 1A
- - - Route 1B
- Route 2A
- Route 2B
- External Road Works

**Source:**  
Boundary and Routes : Client Provided  
Imagery: ESRI World Street Map

Coordinate System:  
GDA 1994 MGA Zone 54

Date: 12/12/2025

Created By: VN / MB / CB

Drawing Size: A3

0 10 20Km 1:500,000

**F1-1 Transport Route Location – NSW Border to Project**

**Keri Keri Windfarm  
Transport Route Due Diligence**

Acciona

## 2. LEGISLATION

### 2.1 STATUTORY CONSIDERATIONS

Statutory articles related to the planning and management of cultural heritage and archaeological resources for the proposed transport routes are summarised below.

#### 2.1.1 COMMONWEALTH LEGISLATION

##### 2.1.1.1 ENVIRONMENT PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

The primary objective of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is to protect the environment, particularly those aspects that are MNES. The EPBC Act outlines a legal framework for the protection and management of nationally and internationally important flora, fauna, ecological communities, and heritage places.

Specifically related to heritage, the EPBC Act establishes and provides protection for items on the Commonwealth Heritage List (CHL) and National Heritage List (NHL). It also provides protection for places listed on the World Heritage List (WHL), and references the now repealed Register of National Estate (RNE).

##### 2.1.1.2 ABORIGINAL AND TORRES STRAIT ISLANDER HERITAGE PROTECTION ACT 1984

The *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* protects areas and/or objects which are of significance to Aboriginal people, and which are under threat of destruction. The Act can, in certain circumstances, override state and territory provisions, or it can be implemented in circumstances where state or territory provisions are lacking or are not enforced. Under the Act, a significant area or object is defined as one that is of particular importance to Aboriginal people according to Aboriginal tradition. The Act must be invoked by or on behalf of an Aboriginal or Torres Strait Islander person or organisation.

##### 2.1.1.3 NATIVE TITLE ACT 1993

Section 211 of the *Native Title Act 1993* provides that holders of native title rights covering certain activities do not need authorisation required by other laws to engage in those activities. At present, there are no native title determinations or applications encompassing the proposed transport routes.

#### 2.1.2 NSW LEGISLATION

##### 2.1.2.1 HERITAGE ACT 1977

The *Heritage Act 1977* (Heritage Act) protects the cultural and natural history of NSW with emphasis on historic (non-Aboriginal) heritage items, including places, buildings, works, relics, moveable objects, precincts, historic shipwrecks and archaeological sites of State or local significance. Protection is provided through provisions of the Heritage Act and the establishment of a Heritage Council and State Heritage Register (SHR). Aboriginal Heritage Places can be nominated for inclusion on the SHR.

The SHR was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is maintained by Heritage NSW and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage

significance for the whole of NSW. Listing on the SHR controls activities such as alteration, damage, demolition and development. When a place is listed on the SHR, the approval of the Heritage Council of NSW is required for any major work that may impact the place. The Heritage Council is empowered to place Interim Heritage Orders (IHO) on an item of potential state significance.

Section 136 of the Heritage Act allows for the Minister or Chair of the Heritage Council to place a 'Stop Work' Order on a building, work, relic or place, that is not subject to an IHO or listed on the SHR and that is being or about to be harmed. Work can be stopped for 40 days, whilst the imposition of an IHO is considered.

### 2.1.2.2 NSW ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) is the main law regulating land use planning and development in NSW and requires that environmental impacts are considered in land use planning, including impacts on Aboriginal and non-Aboriginal cultural heritage. The EP&A Act legislates environmental planning instruments (EPIs) that identify permissible land use and development constraints. Two types of EPIs can be made: Local Environmental Plans (LEPs) and State Environmental Planning Policies (SEPPs).

#### Local Environmental Plans

LEPs are administered by local government and principally specify provisions for land use and development applications. LEPs commonly identify, and have provisions for, the protection of local heritage items and heritage conservation areas, and include a schedule of identified heritage items.

### 2.1.2.3 NATIONAL PARKS AND WILDLIFE ACT 1974

All Aboriginal objects within the state of NSW are protected under Part 6, Section 90, of the *NSW National Parks and Wildlife Act 1974* (NPW Act). Under section 5 of the NPW Act, "Aboriginal Object" means any deposit, object or material evidence (not being a handicraft made for sale) relating to the Indigenous habitation of the area that comprises NSW, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction and includes Aboriginal remains.

Sites of cultural significance that do not necessarily contain archaeological materials may be gazetted as 'Aboriginal places' and are protected under Section 84 of the NPW Act. This protection applies to all sites, regardless of their significance or land tenure. Under section 90 of the NPW Act, a person who, without first obtaining the consent of the Director-General, knowingly destroys, defaces or damages, or knowingly causes or permits the destruction or defacement of or damage to, an Aboriginal object or Aboriginal place is guilty of an offence.

## 2.2 NON-STATUTORY CONSIDERATIONS

### 2.2.1 THE ICOMOS BURRA CHARTER

The Australian International Council on Monuments and Sites (ICOMOS) Charter for the conservation of places of cultural significance (the Burra Charter) sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance including owners, managers and custodians. The Burra Charter was first adopted in 1979 at the historic South Australian mining town of Burra. Minor revisions were made in

1981 and 1988, with more substantial changes in 2013. The Burra Charter provides specific guidance for physical and procedural actions that should occur in relation to significant places. The principles, as follows, are the basis for heritage management and conservation processes for the Project Area:

- The place is important;
- Understand the fabric;
- Significance should guide decisions;
- Do as much as necessary, as little as possible;
- Keep records; and
- Do everything in logical order.

A copy of the Burra Charter can be accessed online at <http://icomos.org/australia>.

### 2.2.2 REGISTER OF THE NATIONAL ESTATE

The RNE is an archive of information on more than 13,000 places throughout Australia including many places of local or state significance. The RNE was closed in 2007 and is no longer a statutory list. The closure of the RNE does not diminish protection of Commonwealth heritage places that are listed on the RNE.

The RNE is maintained on a non-statutory basis as a publicly available archive and educational resource. RNE places can be protected under the EPBC Act if they are also included in another Commonwealth statutory heritage list or are owned or leased by the Commonwealth. In addition, places in the RNE may be protected under appropriate state, territory or local government heritage legislation.

### 2.2.3 NATIONAL TRUST

The National Trust has been gathering information about heritage places in Australia since 1945 and has a list of heritage places including individual buildings, precincts, natural environment places or culturally significant sites. These listings do not attract any legal protection for a place, nor do they put the owner of a listed place under any legal obligation.



### 3. DESCRIPTION OF TRANSPORT ROUTE PINCH POINTS

Five areas external to the Project Area on the proposed transport routes from the NSW/VIC border to the Project Area were identified as requiring upgrades to facilitate transport of Project components (*Table 3-1*).

**TABLE 3-1 BLADE TRANSPORT ROUTE UPGRADES, NSW SECTION ONLY**

Pinch Point	Description of Required Works	Aboriginal Cultural Heritage Environment	Image from Route Study (RJA 2025)
<p>Pinch Point 01 - Right hand turn from Murray Valley Highway onto Sturt Highway, Euston NSW</p> <p><i>Route Option 1</i></p>	<p>This is a tight corner that cuts back on itself. A large amount of hardstand is required, which will require a significant volume of fill to bring it level with the highway.</p>	<ul style="list-style-type: none"> <li>No registered Aboriginal cultural heritage sites</li> </ul>	

Pinch Point	Description of Required Works	Aboriginal Cultural Heritage Environment	Image from Route Study (RJA 2025)
<p>Pinch Point 02 - Right hand turn from Sturt Highway (Market Street) onto Sturt Highway, Balranald NSW</p> <p><i>Route Options 1 &amp; 2</i></p>	<p>A tight corner that will require the truck to use a portion of the park on the corner. A significant area of hardstand will be required, and 5x trees, 2x light poles and 11x signs will need to be removed.</p>	<ul style="list-style-type: none"> <li>AHIMS # 47-6-0058 [REDACTED]</li> <li>AHIMS # 47-6-0015 [REDACTED]</li> </ul>	

Pinch Point	Description of Required Works	Aboriginal Cultural Heritage Environment	Image from Route Study (RJA 2025)
<p>Pinch Point 03 – Right hand turn from Sturt Highway onto Keri Keri Road, Keri Keri NSW.</p> <p><i>Route Options 1 &amp; 2</i></p>	<p>A large area of hardstand is required on the inside of the corner.</p>	<ul style="list-style-type: none"> <li>No registered Aboriginal cultural heritage sites</li> </ul>	
<p>External roadworks on Keri Keri Road, Keri Keri, NSW</p> <p><i>Route Options 1 &amp; 2</i></p>	<p>Keri Keri Road will need to be made 'all weather' and maintained for the duration of construction deliveries. It is proposed that there will need to be a slight deviation to the east (approximately 380 m south of the Sturt Highway and Keri Keri Road intersection) and road widening if this road is to be used as part of the proposed transport route.</p>	<ul style="list-style-type: none"> <li>No registered Aboriginal cultural heritage sites</li> </ul>	

Pinch Point	Description of Required Works	Aboriginal Cultural Heritage Environment	Image from Route Study (RJA 2025)
			<p data-bbox="1429 245 2038 304"><i>Proposed road modification (Shapefile overlay in Google Earth)</i></p>  <p data-bbox="1429 810 2038 869"><i>Proposed road modification (Shapefile overlay in Google Earth)</i></p>

Pinch Point	Description of Required Works	Aboriginal Cultural Heritage Environment	Image from Route Study (RJA 2025)
<p>Pinch Point 04 – Left hand turn at roundabout to continue on Sturt Highway, Euston, NSW</p> <p><i>Route Option 2</i></p>	<p>A small amount of hardstand is required on the inside corner of Sturt Highway. Road signs will need to be relocated out of the swept path.</p>	<ul style="list-style-type: none"> <li>No registered Aboriginal cultural heritage sites</li> </ul>	

## 4. ETHNOHISTORY & HISTORIC LAND USE

### 4.1 ETHNOGRAPHIC HISTORY

The proposed transport routes pass through the Aboriginal tribal and language boundaries of the Madi Madi, Dadi Dadi, Kureinji and Latje Latje. The Madi Madi (alternative spelling includes Mathi Mathi) and Dadi Dadi (alternative spelling includes Wathi Wathi), along with the Nari Nari and Wemba Wemba belong to the Kulin language group, which also includes groups in Victoria. The Madi Madi and Dadi Dadi languages shared the most similarities with each other compared to the others.

Early historical records indicate the Madi Madi was a relatively small group located primarily near the junction of the Murrumbidgee and Murray Rivers. The Dadi Dadi bordered the Madi Madi to the north along the Murrumbidgee River, and the two groups probably met near the town of Balranald. It has been suggested that, given their almost identical languages, it's possible the two groups amalgamated following colonisation (Pardoe & Martin, 2001: 19).

The anthropologist Radcliffe Brown suggested that several groups in the region, including the Madi Madi, Dadi Dadi, Kureinji and Latje Latje, shared a similar type of social organisation. He stated that these groups located along the Murray and Murrumbidgee Rivers were usually named by the reduplication of the word 'No'. He also suggested that most if not all had matrilineal moieties Makwara and Kilpara (same as Paakantyi) (cited in Pardoe & Martin, 2001: 21).

The groups within the Murray, Murrumbidgee, Lachlan, and Darling region were commercially connected. Trade for certain items would have been vital, as some resources, such as those used for stone tool production, were difficult or impossible to source locally. It also would have been an important method to access food during times of drought or hardship. Beveridge (1884) described the importance of certain members of society, the Ngalla Wattow, in facilitating trade links between Aboriginal communities; these men were able to communicate in the languages of the surrounding communities and provided the means to transport goods between these communities. These men were the lifeblood of their respective communities, and no harm was inflicted upon them from rival communities.

### 4.2 HISTORIC LAND USE

The land surrounding Pinch Point 01 has been utilised for agriculture since the nineteenth century. A Parish Map from the late twentieth century indicates the surrounding land was owned originally by a William Taylor, and part of the land adjacent to the pinch point included in a planned railway corridor (*Figure 4-1*). Historical aerials indicate the road alignment at the pinch point has not changed since at least as early as 1972 (*Figure 4-2*). Structures have been present at the location since at least 1972, and multiple stages of construction of different structures have occurred during this period.

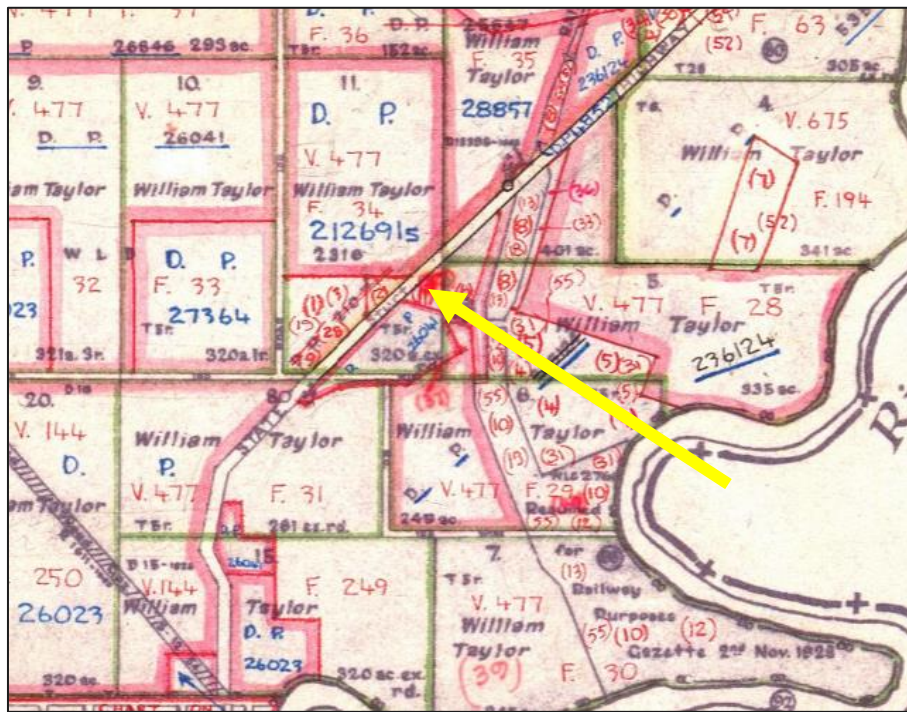


FIGURE 4-1 DETAIL OF PARISH OF EUSTON MAP, 1972, YELLOW ARROW SHOWING LOCATION OF PINCH POINT 01 (HLRV)



FIGURE 4-2 1973 AERIAL SHOWING PINCH POINT 01 IN YELLOW CIRCLE (NSW SPATIAL SERVICES)

Pinch Point 02 is located within the township of Balranald, at the intersection with Market Street where the Sturt Highway turns north-westward. The town layout had expanded to its current form by 1901, with the pinch point located at its south-eastern edge (*Figure 4-3*). Historical aerial imagery indicates that the lot on the corner of the intersection where Pinch Point 02 is located was cleared but empty in 1955, apart from a row of trees bordering the western edge of the highway (*Figure 4-4*). A structure was constructed on the lot by the mid-1960s, and an additional structure has since been added.

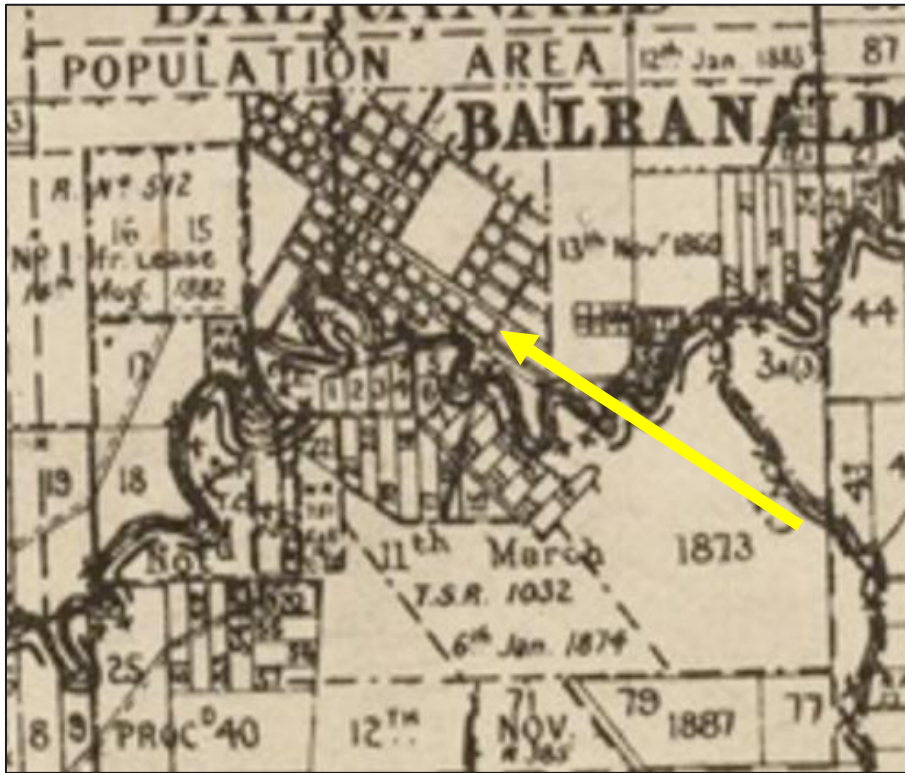


FIGURE 4-3 DETAIL OF PLAN SHOWING MURRAMBIDGEE RIVER DISTRICT, 1901, YELLOW ARROW POINTING TO APPROXIMATE LOCATION OF PINCH POINT 02 (SLNSW FL15803796)

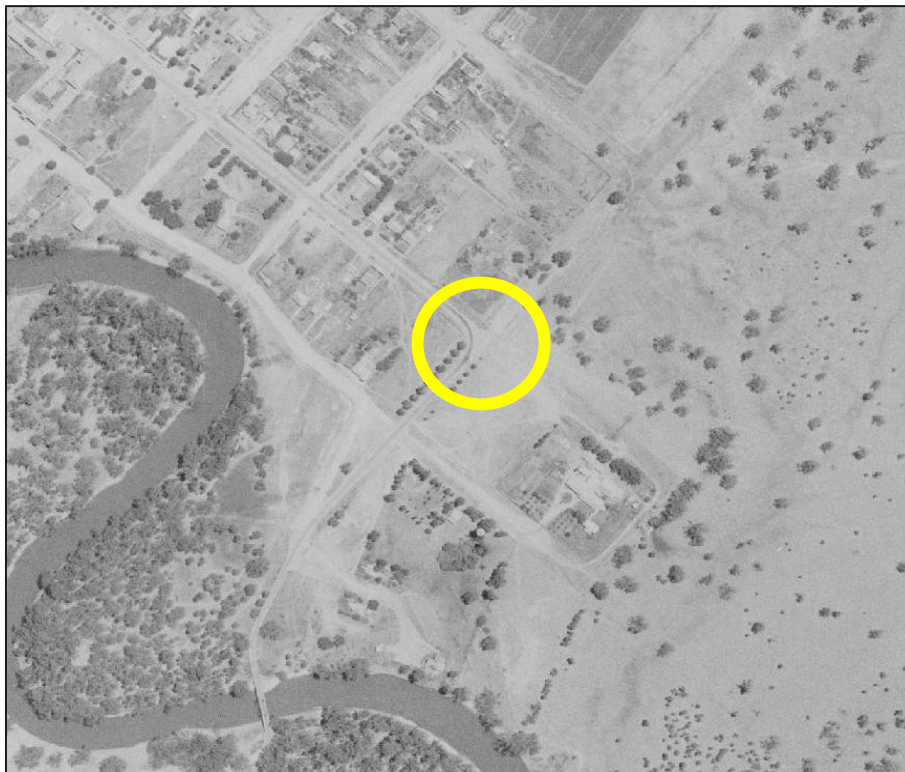


FIGURE 4-4 1955 AERIAL SHOWING PINCH POINT 02 IN YELLOW CIRCLE (NSW SPATIAL SERVICES)

Pinch Point 03 and the Keri Keri Road external road works are located within the rural locality township of Keri Keri, at the intersection of the Sturt Highway and Keri Keri Road. Pinch Point 03 is within the extents of the historical Keri Keri Pastoral Holding No. 29 and lies between the boundaries of historic parishes The Willows, Fisher and Parker - all of Claira County. All the surrounding land had been utilised for agricultural pursuits since the nineteenth century until the land to the south-west was purchased in 2005 by the state government. The area to the south-west was gazetted Yanga National Park and Yanga State Conservation Area in 2007. The proposed road modification works are outside of the Yanga State Conservation Area.



FIGURE 4-5 1965 AERIAL SHOWING PINCH POINT 03 IN YELLOW CIRCLE (NSW SPATIAL SERVICES)



FIGURE 4-6 1965 AERIAL SHOWING KERI KERI ROAD EXTERNAL ROAD WORKS IN YELLOW (NSW SPACIAL SERVICES)

Pinch Point 04 is located within the township of Euston at the roundabout of Sturt Highway (Cary Street) and the Sturt Highway. The area encompassing Pinch Point 04 has been utilised for agriculture since the nineteenth century. A Parish Map from the late twentieth century indicates the surrounding land was owned originally by William Taylor (Figure 4-8). Historical imagery indicates the road alignment has remained unchanged since 1973 (Figure 4-7). Structures have been present at the location since at least 1973, and multiple construction phases have occurred during this period.



FIGURE 4-7 1973 AERIAL SHOWING PINCH POINT 04 IN YELLOW (NSW SPACIAL SERVICES)

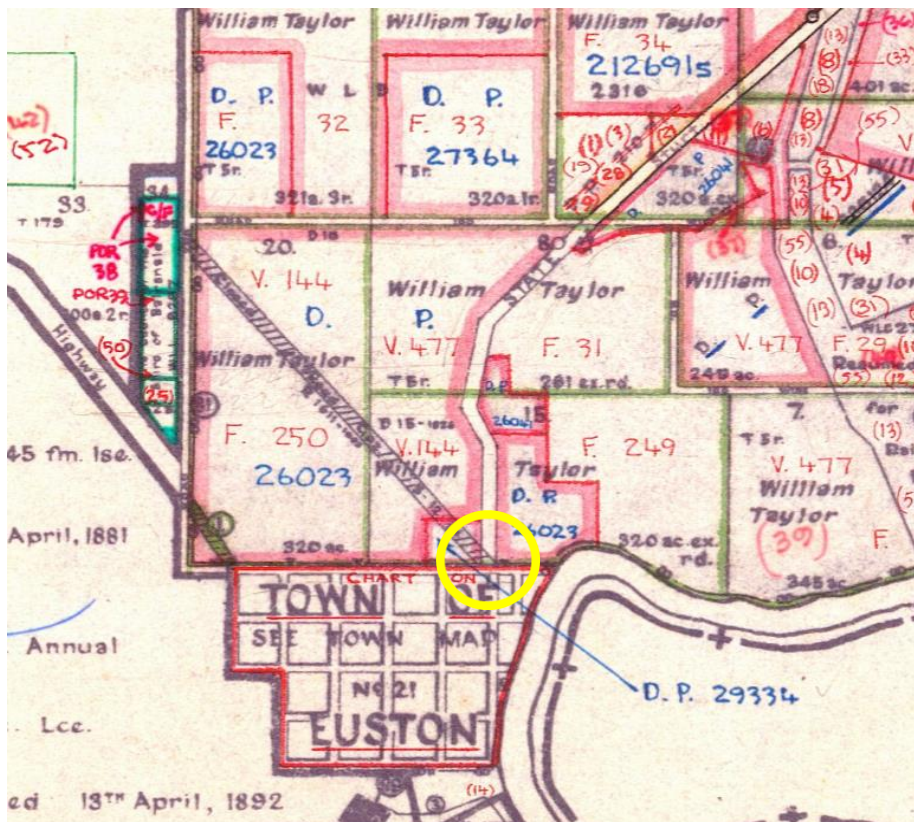


FIGURE 4-8 DETAIL OF PARISH OF EUSTON MAP, 1892, YELLOW CIRCLE SHOWING LOCATION OF PINCH POINT 04 (HLRV)

## 5. ABORIGINAL CULTURAL HERITAGE ASSESSMENT

### 5.1 ARCHAEOLOGICAL CONTEXT

#### 5.1.1 AHIMS SEARCH RESULTS

The AHIMS database provides an active list of known Aboriginal sites in NSW, and records a site's location, type, and features. Each site registered is given a unique site identification number.

Four basic searches and three extensive searches of the AHIMS database were undertaken of the road upgrades associated with the proposed transport route options from the NSW border to site. A shapefile was used to complete the searches; a 200 m buffer was applied to each site location (for the basic searches), and a 250 m buffer was applied to each site location (for the extensive searches). These searches are summarised below:

- 18 November 2024 (basic and extensive searches): initial search of former transport route options;
- 22 October 2025 (basic and extensive searches): to capture amendments to the proposed transport route following strategic design (Pinch Points 01 and 02);
- 28 October 2024 (basic and extensive searches): to capture amendments to the proposed transport route following strategic design (Pinch Point 03 and external road works); and
- 11 December 2025 (basic search): to capture addition of Pinch Point 04 at Euston associated with proposed Route 2.

Table 5-1 provides a summary of the results of the extensive AHIMS searches. The full results of the AHIMS searches completed following strategic design are provided in Appendix B.

**TABLE 5-1 AHIMS REGISTERED SITE TYPES**

Site Type	Total Number of Site Types across Search Parameters
Modified tree (Carved or Scarred)	1
Earth Mound	1
<b>Total</b>	<b>2</b>

The search results indicated that there are two valid sites located within the search parameters (both near Pinch Point 02 at Balranald) comprising a Culturally Modified Tree (CMT) and an Earth Mound.

Mapping of the AHIMS database search results was undertaken to identify any known sites which could be impacted by proposed works as well as determine the overall pattern of recorded Aboriginal sites in an area (*Figure 5-1*).

### 5.2 PREDICTIVE MODEL OF ABORIGINAL LAND USE AND ASSOCIATED MATERIAL TRACES

The following statements provide a broad summary of identified archaeological site patterning across the proposed transport routes:

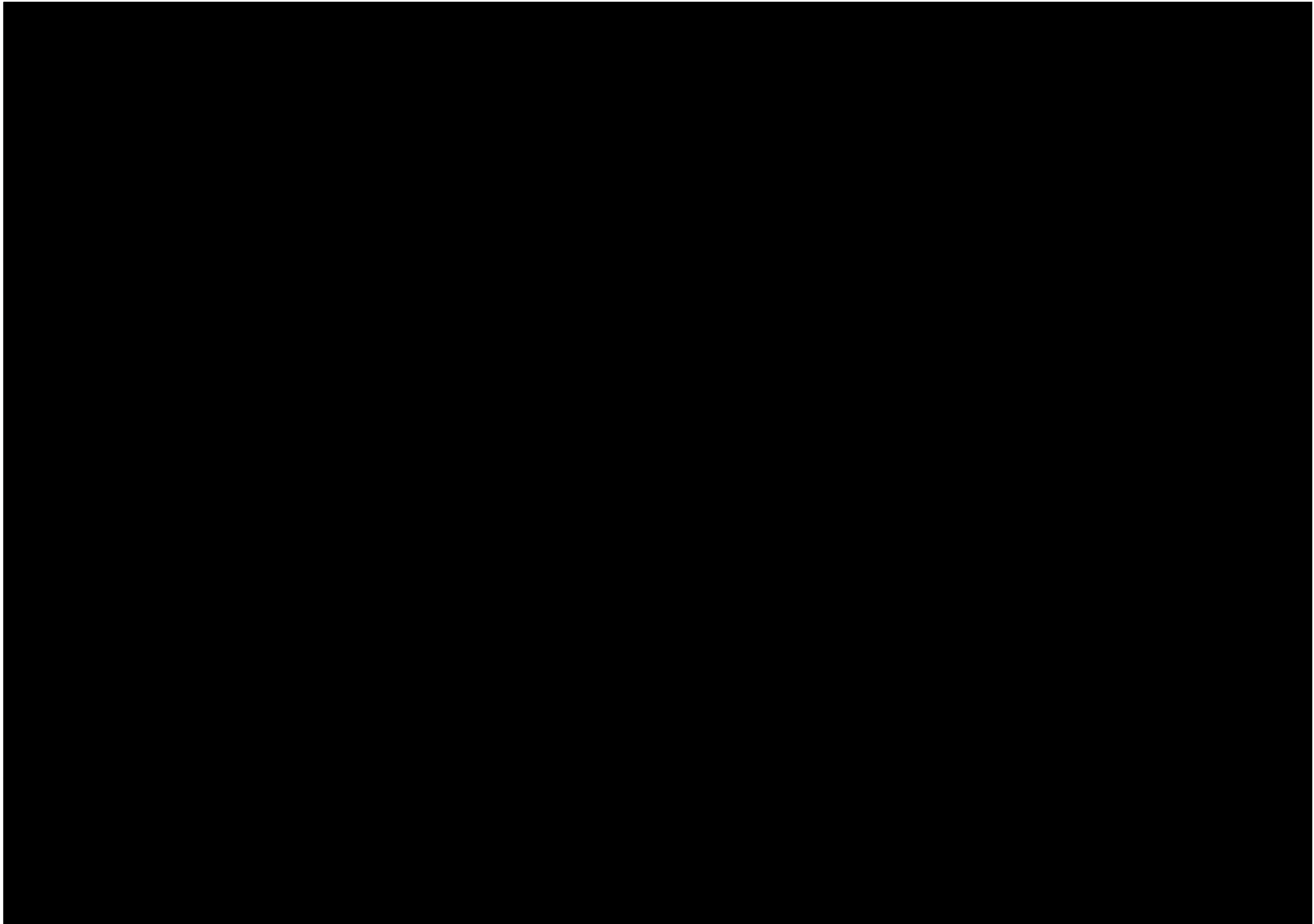
- CMTs and Earth Mounds are the most commonly occurring site types within the areas surrounding the proposed transport route;

- High order watercourses have provided a focus of Aboriginal occupation, such as the Murrumbidgee River;
- High density occupation was most likely to be associated with alluvial plain environments near watercourses;
- Low density and transient occupation were most likely to be associated with distance from water; and
- Aboriginal sites are most likely to be in landscapes which have been subject to low historic disturbance.

Most of the proposed transport routes have been subject to disturbance associated with the construction of the existing road and related infrastructure; these areas are considered to demonstrate nil potential to contain unidentified Aboriginal objects. Areas that have not undergone extensive disturbance may demonstrate low to moderate potential to contain Aboriginal objects.

The Aboriginal cultural heritage sites AHIMS # 47-6-0058 and AHIMS # 47-6-0015 are within the vicinity of Pinch Point 02 at Balranald, associated with both route options from the NSW border. However, the area encompassing this pinch point has been previously disturbed by the construction of a network of roads. As such, it is unlikely that this area would be archaeologically sensitive and can be considered to have low potential to contain unidentified Aboriginal objects.

The area encompassing the proposed external road works on Keri Keri Road is also unlikely to be archaeologically sensitive (due to disturbance associated with the establishment of the road, as well as the type of landform), and as such can be considered to have low potential to contain unidentified Aboriginal objects.



## 6. CONCLUSION AND RECOMMENDATIONS

### 6.1 CONCLUSIONS

This report has assessed the potential for road upgrades along the proposed Project transport routes (from the NSW/VIC border only) to impact registered and potential Aboriginal cultural heritage sites.

The key findings of this assessment are summarised below:

- Two previously registered Aboriginal cultural heritage sites (AHIMS # 47-6-0058 and AHIMS # 47-6-0015) were identified within the vicinity of Pinch Point 02 at Balranald, associated with both proposed transport route options. However, the area encompassing the proposed upgrades at Pinch Point 02 have been previously disturbed by the construction of a network of roads and is therefore unlikely to be archaeologically sensitive;
- There are no registered Aboriginal cultural heritage sites within the remaining areas requiring upgrades along the proposed transport routes from the NSW/VIC border to the Project Area; and
- The area encompassing the proposed external road works on Keri Keri Road is unlikely to be archaeologically sensitive, and can be considered to have low potential to contain unidentified Aboriginal cultural heritage sites.

### 6.2 NEXT STEPS AND RECOMMENDATIONS

The following key recommendations should be considered to avoid impacts to Aboriginal cultural heritage within road upgrades along the proposed transport routes.

#### 6.2.1 RECOMMENDATION 1 - CULTURAL AWARENESS INDUCTION

All personnel involved with construction activities that involve ground disturbance are to undertake a cultural awareness induction, which will include identification of potential Aboriginal cultural heritage objects, identification of historic heritage finds, and implementation of the Unexpected Finds Protocol (*Section 6.2.2*).

#### 6.2.2 RECOMMENDATION 2 – UNEXPECTED FINDS PROTOCOL

If suspected Aboriginal or historic heritage objects or items are found, the following Unexpected Finds Protocol must be followed:

- All activity in the immediate area are to cease and the area is to be cordoned off;
- Heritage NSW should be contacted immediately;
- The relevant Traditional Owners and Local Aboriginal Land Council should be notified (potential Aboriginal objects only);
- An appropriately qualified heritage professional must be consulted and must record the location and attributes of the site and determine the significance of the find; and
- Works can only recommence once the area has been cleared by an appropriately qualified heritage professional.

In the event of the discovery of human skeletal material (or suspected human skeletal material) the following steps should be followed:

- All activities and/or work in the immediate area must cease;
- The State Police must be contacted along with Heritage NSW; and
- Any sand/soil removed from the vicinity of the find must be identified and isolated for assessment by the investigating authorities.

## 7. REFERENCES

- Beveridge, P. (1884) 'Of the Aborigines Inhabiting the Great Lacustrine and Riverine Depression of the Lower Murry'. Journal and Proceedings of the Royal Society of New South Wales. No. 17: 19-74.
- ERM (2025) Keri Keri Wind Farm, Aboriginal Cultural Heritage Assessment Report. Prepared for Acciona Energy Australia Global Pty Ltd.
- Pardoe, C. and Martin, S. (2001) Murrumbidgee Province Aboriginal Cultural Heritage Study – Report to New South Wales National Parks and Wildlife Service and Aboriginal Communities of the Region. Colin Pardoe Bio-Anthropology & Archaeology: Gilberton.



APPENDIX A

ROUTE STUDY NSW/VIC BORDER TO  
KERI KERI WINDFARM – REX J ANDREWS  
2024



# KERI KERI WINDFARM 91.5 METRE BLADE

DECEMBER 10, 2025

CLIENT: ACCIONA

START LOCATION: NSW/VIC BORDER  
EUSTON  
END LOCATION: KERI KERI

REVISION: REV03

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### 1.0 Version History

Rev	Date	Change	Responsible	Approved
00	04/08/22	Route Assessed	C Ewin	✓
00	27/09/22	Report Compiled	W Andrews	✓
01	14/10/22	Report Completed	W Andrews	✓
01	07/03/24	Report updated to 91.5m blade	W Andrews	✓
01	07/03/24	Report updated	W Andrews	✓
02	07/11/25	Report updated	W Andrews	✓
03	10/12/25	Report updated	W Andrews	✓

## 2.0 Introduction

This Route Study has been prepared for the Keri Keri Wind Farm (the Project) for Acciona Energy Australia Global Pty Ltd (the Applicant).

The study is to understand the transport route constraints for the components listed in this report and assist in planning of the windfarm layout.

This document describes observations and previous experience on route and explains the transport of wind turbine equipment from the NSW/VIC border through to the Keri Keri Windfarm.

The route survey was conducted on 04/08/2022 and updated on 09/10/2025

## 2.0 Route Selection and Evaluation

Assessment of the proposed routes was conducted by Rex J Andrews Engineered Transportation based on onsite route surveys as well as previous experience on sections of the identified routes and transporting turbine equipment similar to the proposed turbine that is used on various other projects. The assessment was conducted utilising the knowledge, experience and intellectual property of Rex J Andrews Engineered Transportation on purpose-built equipment and is not intended for use by other parties.

The assessment considered the key constraints encountered on the routes and an estimation of the amount of work required to make the route viable based on previous experience. Table 1 shows the evaluation of each route and provides an overall ranking to give guidance on the most suitable route for the development from a transport perspective. The assessment was based on operational factors and equipment capability and does not consider external factors such as regulatory, landholder, environmental, cultural or any other external factors beyond the knowledge or control of Rex J Andrews Engineered Transportation.

		Harbour	Road Modification	Road Furnishings	Vegetation	Site Entrance	Bridge Calculations	Overhead utilities	Overall Work Required
<b>1</b>	No Cost								
<b>2</b>	Some Work								
<b>3</b>	Moderate Amount of Work								
<b>4</b>	Large Amount of Work								
Route 1	Blades & Loads under 5.2m High	<b>N</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>3.0</b>
Route 2	High Load route up to 6.4m high	<b>N</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3.0</b>

Table 1 - Route Evaluation

For the Keri Keri Windfarm, the largest design vehicles are associated with transportation of WTG blades and towers to site. Our analysis identifies that the largest design vehicles will need to cross into the incorrect lane at select intersections and corners (as indicated by the swept paths). Limiting the largest design vehicles to the correct lane for these intersections and corners would result in unnecessary environmental impacts and encroachment onto private land to accommodate short term OSOM vehicle movements.

On this basis the Keri Keri Windfarm proposes to use the complete intersection where needed i.e. the largest design vehicles would cross onto the incorrect side of the road (as indicated by the swept paths) with local traffic controlled by Police and Pilots etc. Further, and as indicated by the swept paths, the largest design vehicles will remain well within the existing pavement and within existing intersection treatments (where applicable) at the majority of intersections and corners. However, new hardstands are proposed as documented in this Route Options Assessment.

The largest design vehicles will remain well within the proposed pavement and intersection treatments (where applicable).

Note: Throughout this report, references to making roundabouts, kerbs, median strips or islands 'trafficable' means physically modifying these structures to allow the truck to drive over them. While the scope of work required in each location will be determined during detailed design, in consultation with the relevant road authority, this may include partial or total removal of these structures and reconstruction or replacement with painted lines.

## 3.0 Project Data

Date of latest Route Assessment: 09/10/2025

Survey undertaken by: (Rex J Andrews P/L)

Project name: Keri Keri Wind Farm

Start location: Murray Valley Highway Euston (NSW/VIC Border)

Location: Keri Keri Wind Farm (NSW)

Turbine types: Up to 114 Wind Turbine Generators (WTG) with a hub height of 200 metres (m) and maximum height tip height of 291.5 m (vertical tip)

## 4.0 Keri Keri Wind Farm Site Location

The proposed Keri Keri Wind Farm is located approximately 30 kilometres (km) southeast of Balranald, and 75 km southwest of Hay in the Murray River Local Government Area (LGA).

The project is located within the Southwest Renewable Energy Zone (REZ) and is directly south of the Sturt Highway.



Figure 1 - Keri Keri Wind Farm Site Location

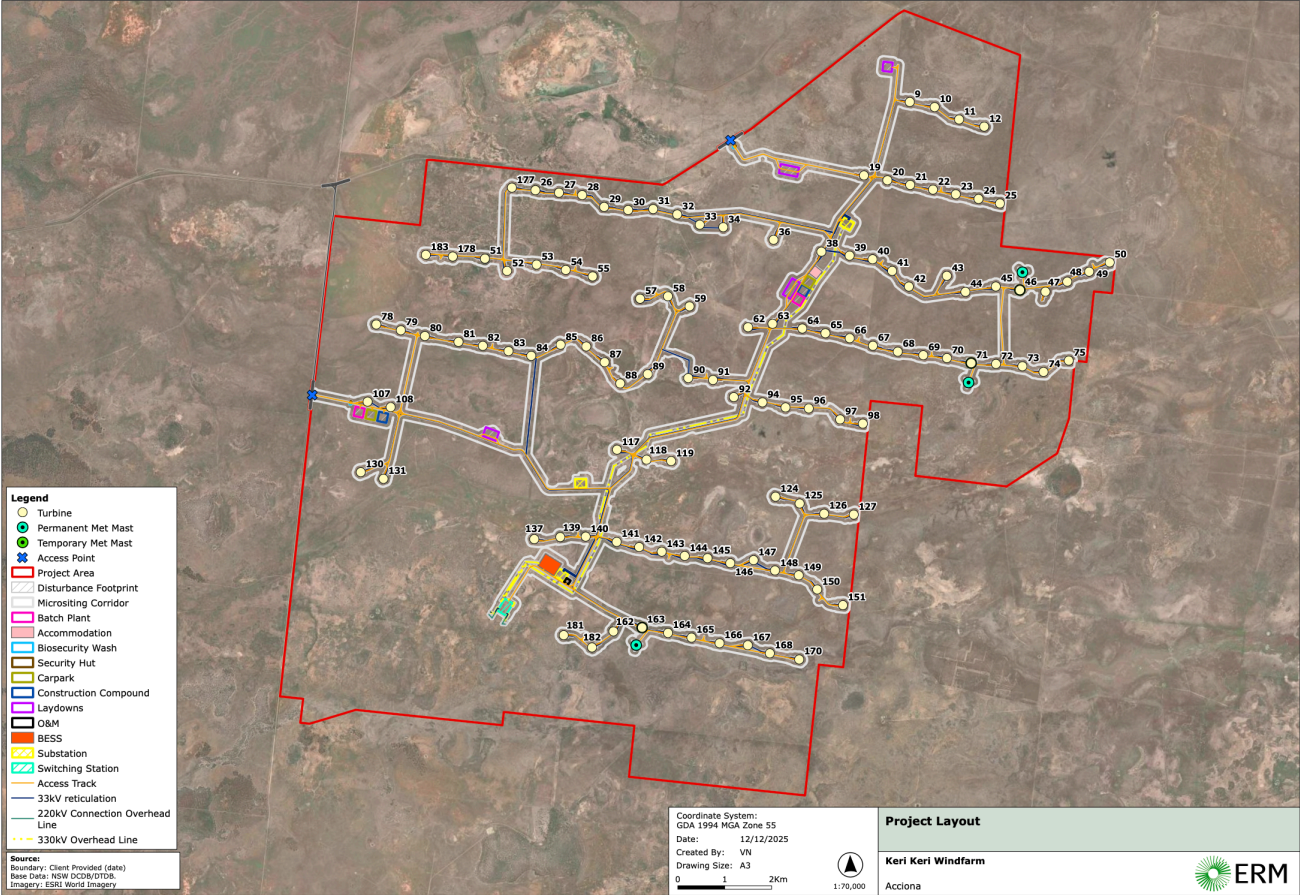


Figure 2 - Keri Keri Wind Farm Site Layout

## 5.0 Transport Summary

The study shows the proposed routes for the wind turbine components, and the constraints they may encounter on the routes to the Keri Keri Wind Farm from the NSW-Victorian border at Euston.

There are 2 site entrances proposed for this project. Route 1A & 2A would be used to access the Northern entrance entering the site off the Sturt Highway, and Route 1B & 2B would be used to access a Western entrance entering the site off Keri Keri Road.

Both 1A & 1B routes share the same route up until the 119.0 Km mark on the Sturt Highway intersection with Keri Keri Road.

Both 2A & 2B routes share the same route up until the 194.0 Km mark on the Sturt Highway intersection with Keri Keri Road.

**ROUTE 1A:** NSW/Victorian border (Euston) to Keri Keri Wind Farm North entrance

**COMPONENTS:** All components.

**DISTANCE:** 128.0 kilometres

**GPS LINK:** <https://maps.app.goo.gl/BvfAV4YPrKBPqU8a8>

**ROUTE:** Robinvale-Sea Lake Rd, Murray Valley Hwy, Sturt Hwy, Keri Keri Road.

**ROUTE 1B:** NSW/Victorian border (Euston) to Keri Keri Wind Farm Western entrance

**COMPONENTS:** All components.

**DISTANCE:** 124.0 kilometres

**GPS LINK:** <https://maps.app.goo.gl/yM9Afx686dYqS16u8>

**ROUTE:** Robinvale-Sea Lake Rd, Murray Valley Hwy, Sturt Hwy, Keri Keri Road.

**ROUTE 2A:** NSW/Victorian border (Mildura) to Keri Keri Wind Farm North entrance

**COMPONENTS:** Loads under 40m overall length. **Max loaded height 5.9m**

**DISTANCE:** 203.0 kilometres

**GPS LINK:** <https://maps.app.goo.gl/wsdZMAwpSBvZHtaj7>

**ROUTE:** Sturt Hwy.

**ROUTE 2B:** NSW/Victorian border (Mildura) Keri Keri Wind Farm Western entrance

**COMPONENTS:** Loads under 40m overall length. **Max loaded height 5.9m**

**DISTANCE:** 198.0 kilometres

**GPS LINK:** <https://maps.app.goo.gl/ZNrJdZX8mbwNiovR6>

**ROUTE:** Sturt Hwy, Keri Keri Road.

## 6.0 Route 1A Study: NSW/Victorian Border (Euston) to Keri Keri Windfarm Northern site entrance

**COMPONENTS:** All components.

**DISTANCE:** 128.0 kilometres

**GPS LINK:** <https://maps.app.goo.gl/BvfAV4YPrKBPqU8a8>

**ROUTE:** Robinvale-Sea Lake Rd, Murray Valley Hwy, Sturt Hwy, Keri Keri Road.

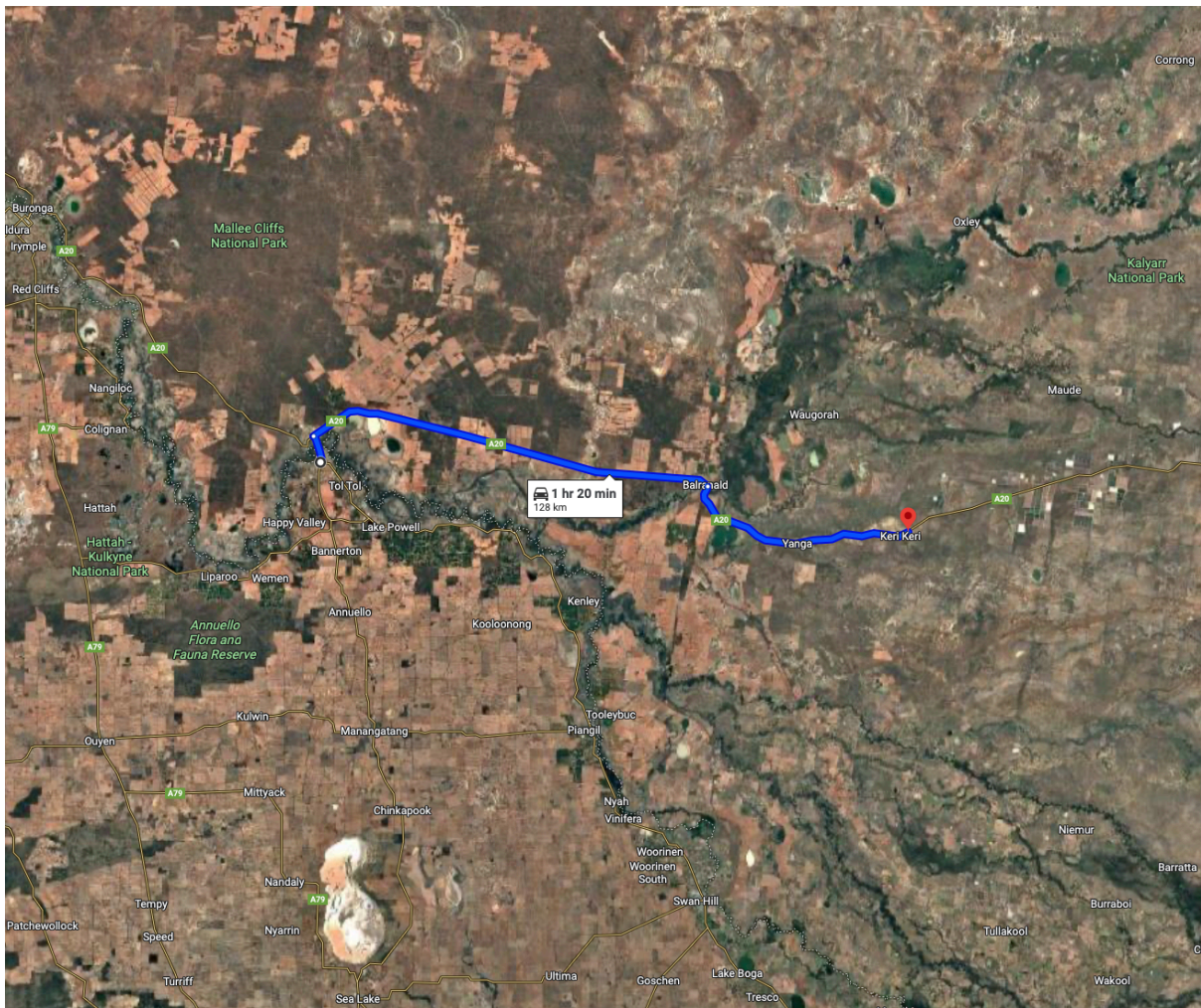


Figure 3 - Route 1A

KEY	
ROAD MODIFICATION	
CAUTION	
PARKING	

KM index	Location	Section of road	Current Measurement	Procedure	Notes
543.6	NSW-VIC Border Eucla	Murray Valley Highway over the Euston-Robinvale Bridge <a href="https://goo.gl/maps/uKnaiBJZG5yVvWJQ9">https://goo.gl/maps/uKnaiBJZG5yVvWJQ9</a>	Width: 9.0m	Continue straight	This bridge has been assessed by TfNSW for similar size loads and approved for heavier axle loads than the loads listed in this report.
2.7	Euston	Murray Valley Hwy onto Sturt Hwy GPS Link: <a href="https://goo.gl/maps/rhvnjnN6VkAWX3eA">https://goo.gl/maps/rhvnjnN6VkAWX3eA</a>	Length: 50.0 metres Width: 8.0 metres	Right Hand Turn	Very tight corner that cuts back on itself. A large amount of hardstand is required on the inside and exit of the corner. The new alignment will need a lot of fill to bring it level with the highway. Sign to be relocated out of swept path.
9.5	Euston	Zinder Park rest area, Sturt Highway. GPS Link: <a href="https://maps.app.goo.gl/jc9RoePLUapHb3P69">https://maps.app.goo.gl/jc9RoePLUapHb3P69</a>	Length: 550m Width: 10.0m	Left Hand Merge	Fatigue parking all loads
75.5	Balranald	Sturt Highway. GPS Link: <a href="https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8">https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8</a>	Length: 108m Width: 7.7m	Left Hand Merge	Emergency parking only
82.2 to 82.4	Balranald	Sturt Hwy GPS Link: <a href="https://maps.app.goo.gl/DVbkEGBFeoUomVL29">https://maps.app.goo.gl/DVbkEGBFeoUomVL29</a>	6.0 metres wide	Travel directly ahead	Signs made removable with flush bases.
83.0	Balranald	Sturt Hwy (market st) onto Sturt Hwy GPS Link: <a href="https://goo.gl/maps/xve4ZqbuRkqgPvVr7">https://goo.gl/maps/xve4ZqbuRkqgPvVr7</a>	Length: 50.0 metres Width: 8.0 metres	Right Hand Turn	This section is very tight. Islands and foot path to be made trafficable. Landholder permission required on inside of corner. Hardstand to be installed on inside and exit of corner. Multiple Light/power poles, trees, and signs to be relocated from swept path.
86.0	Balranald	Sturt Highway GPS Link: <a href="https://maps.app.goo.gl/goK5mqXJGFK2tqNk9">https://maps.app.goo.gl/goK5mqXJGFK2tqNk9</a>	100.0 metres long 8.0 metres wide	Merge left	Emergency parking only
87.0	Balranald	Safety Cam on the Sturt Hwy GPS Link: <a href="https://maps.app.goo.gl/dqSAaqNCWXTnx2wGA">https://maps.app.goo.gl/dqSAaqNCWXTnx2wGA</a>	Height: 6.8m	Travel directly ahead	No problems with this section of road.
123.0	Willowvale Rest Area Keri Keri	Sturt Hwy GPS Link: <a href="https://goo.gl/maps/JGKFZJpyurnxBhBX9">https://goo.gl/maps/JGKFZJpyurnxBhBX9</a>	Length: 180m Width: 10.0m	Left Hand Merge	Fatigue parking Would need to be upgraded if the blades were required to use this parking bay.

KM index	Location	Section of road	Current Measurement	Procedure	Notes
128.0	Keri Keri	Stuart Highway into site entrance GPS Link: <a href="https://maps.app.goo.gl/RaZJLyoyaBYwJ4w7">https://maps.app.goo.gl/RaZJLyoyaBYwJ4w7</a>	N/A	Right hand turn into site entrance	All site access roads and entries to be constructed to appropriate standards in order to accommodate the weight, height, swept path and vertical curves (dips/crests) of all proposed loads. Roads to be maintained for the duration of deliveries.

### 2.70 Km's: Murray Valley Highway onto Sturt Highway at Euston

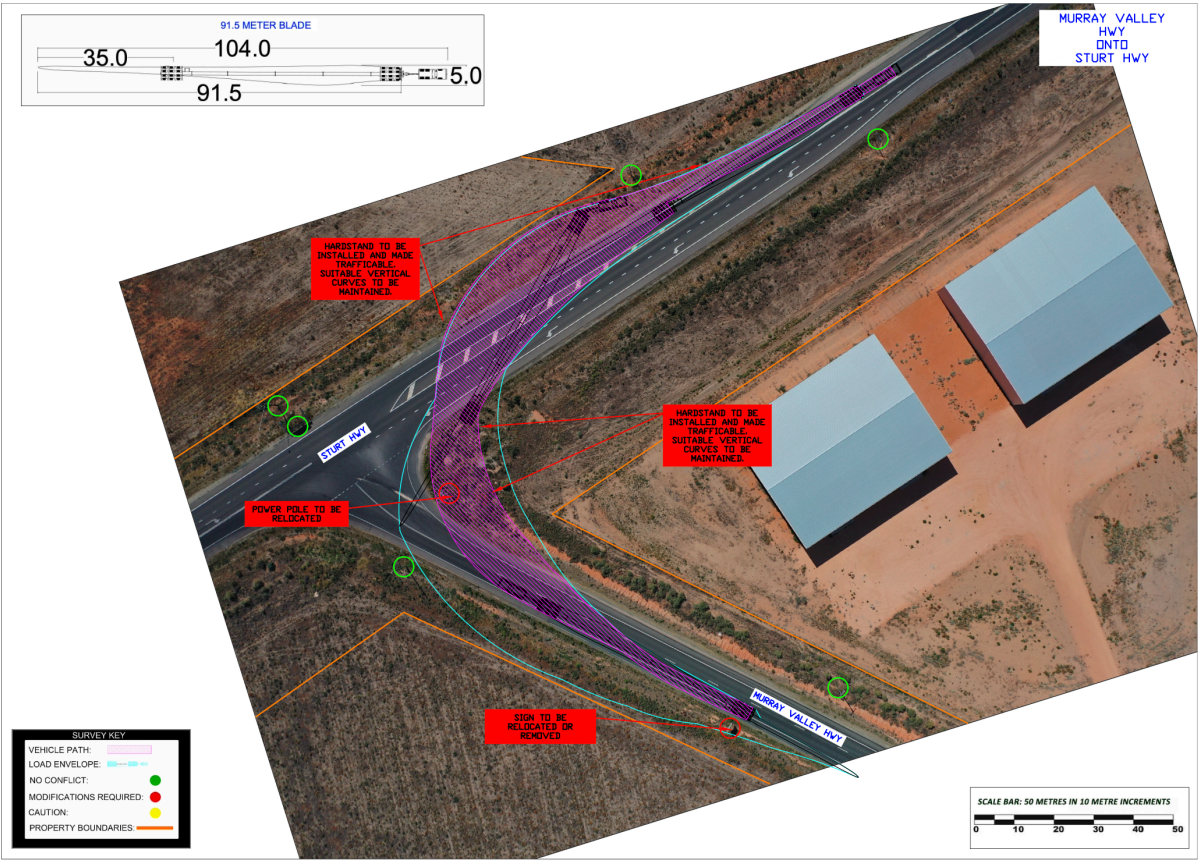


Figure 4 - Murray Valley Highway onto Sturt Highway



Figure 5 - Low Angle Shot

**GPS LINK FOR THIS LOCATION:** <https://goo.gl/maps/rnhvnjnN6VkAWX3eA>

**PROCEDURE:** Right hand turn

**COMMENTS:** Spotter to guide the load throughout the intersection. Police to control traffic, pilots to warn all traffic.

**ROAD MODIFICATIONS:** Yes, a large amount of hardstand is required on the inside and exit of the corner. The new alignment will need a lot of fil to bring it level with the highway. A power pole will need to be relocated and a sign will need to be relocated out of swept path.

82.2 to 82.4 Km's: Sturt Highway through Balranald

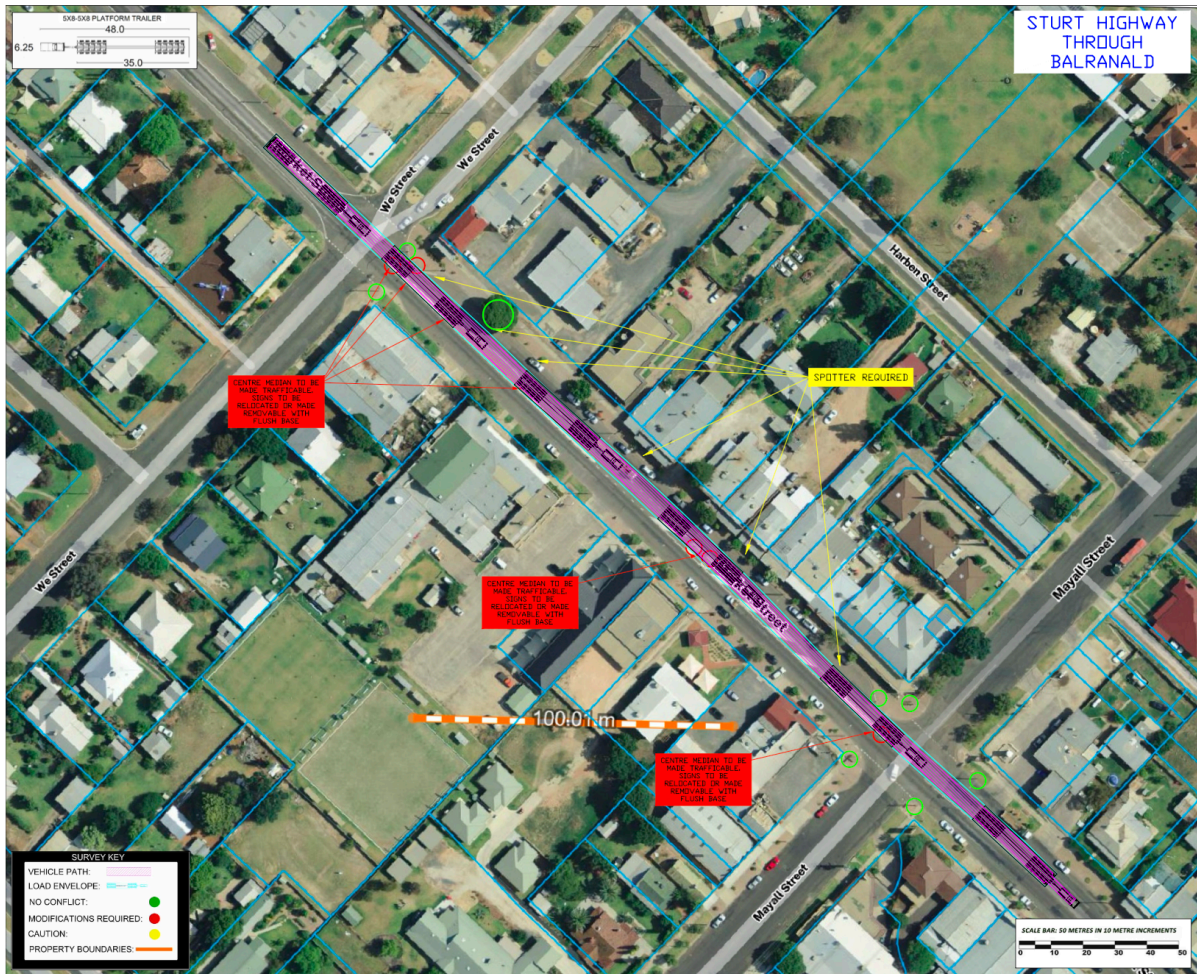


Figure 6 - Sturt Highway at Balranald centre islands

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/DVbkEGBFeoUomVL29>

**PROCEDURE:** Travel directly ahead on the correct side of the road. Spotter to guide load through this section of road.

**ROAD MODIFICATIONS:** Signs to be made removable.

83.00 Km's: Right hand bend on Sturt Highway at Balranald

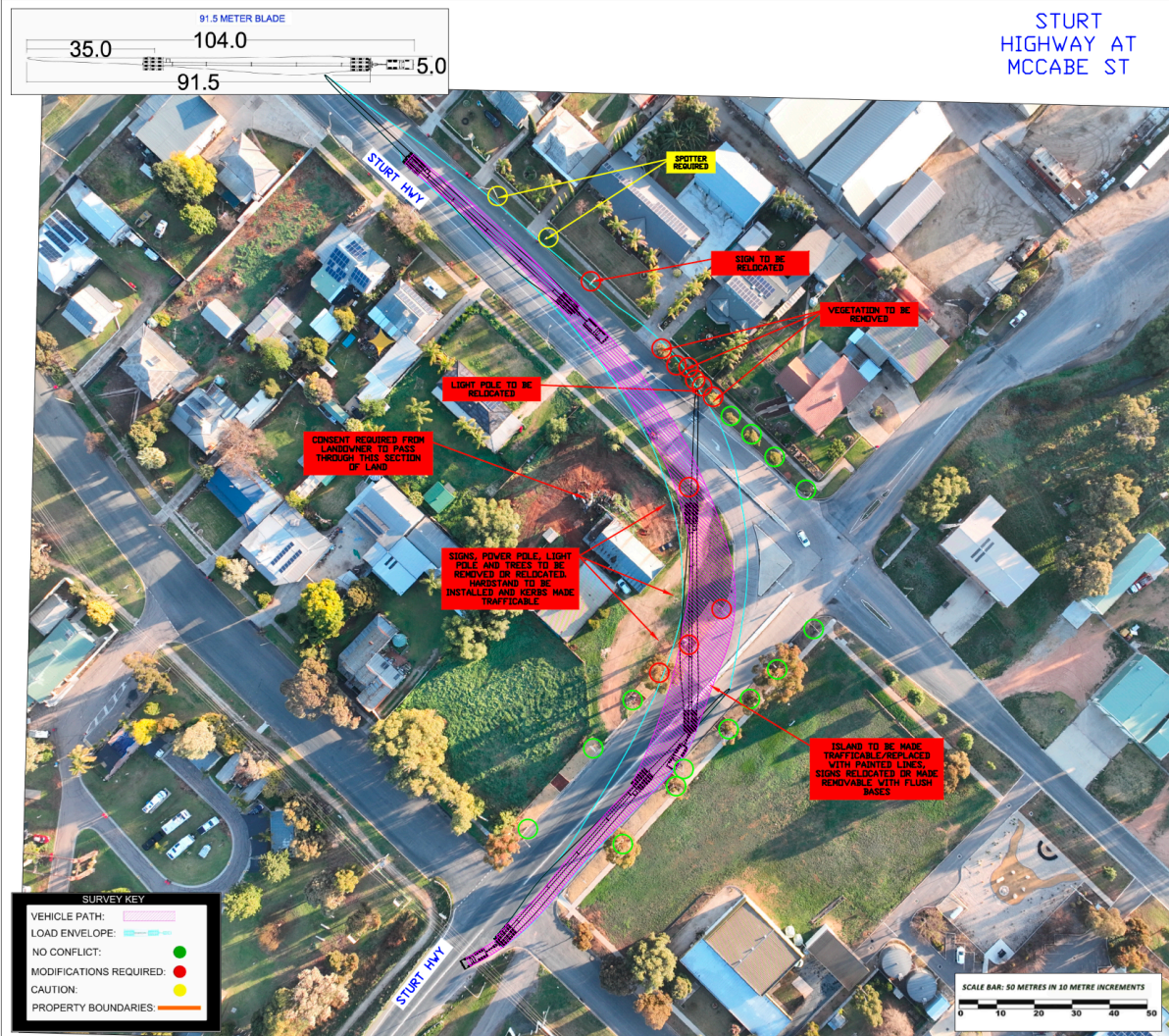


Figure 7 - Sturt Highway intersection with McCabe St at Balranald



Figure 8 - Low Angle Shot

**GPS LINK FOR THIS LOCATION:** <https://goo.gl/maps/xve4ZgbuRkqqPvVr7>

**PROCEDURE:** Right hand turn

**COMMENTS:** This section is very tight. Spotter to guide the load throughout the intersection. Police to control traffic, pilots to warn all traffic.

**ROAD MODIFICATIONS:** Yes, Islands and foot path to be made trafficable. Landholder permission required on inside of corner. Hardstand to be installed on inside of the corner. Multiple Light/power poles, trees, and signs to be relocated from swept path.

128 Km's: Sturt Highway into Keri Keri Northern Site Entrance

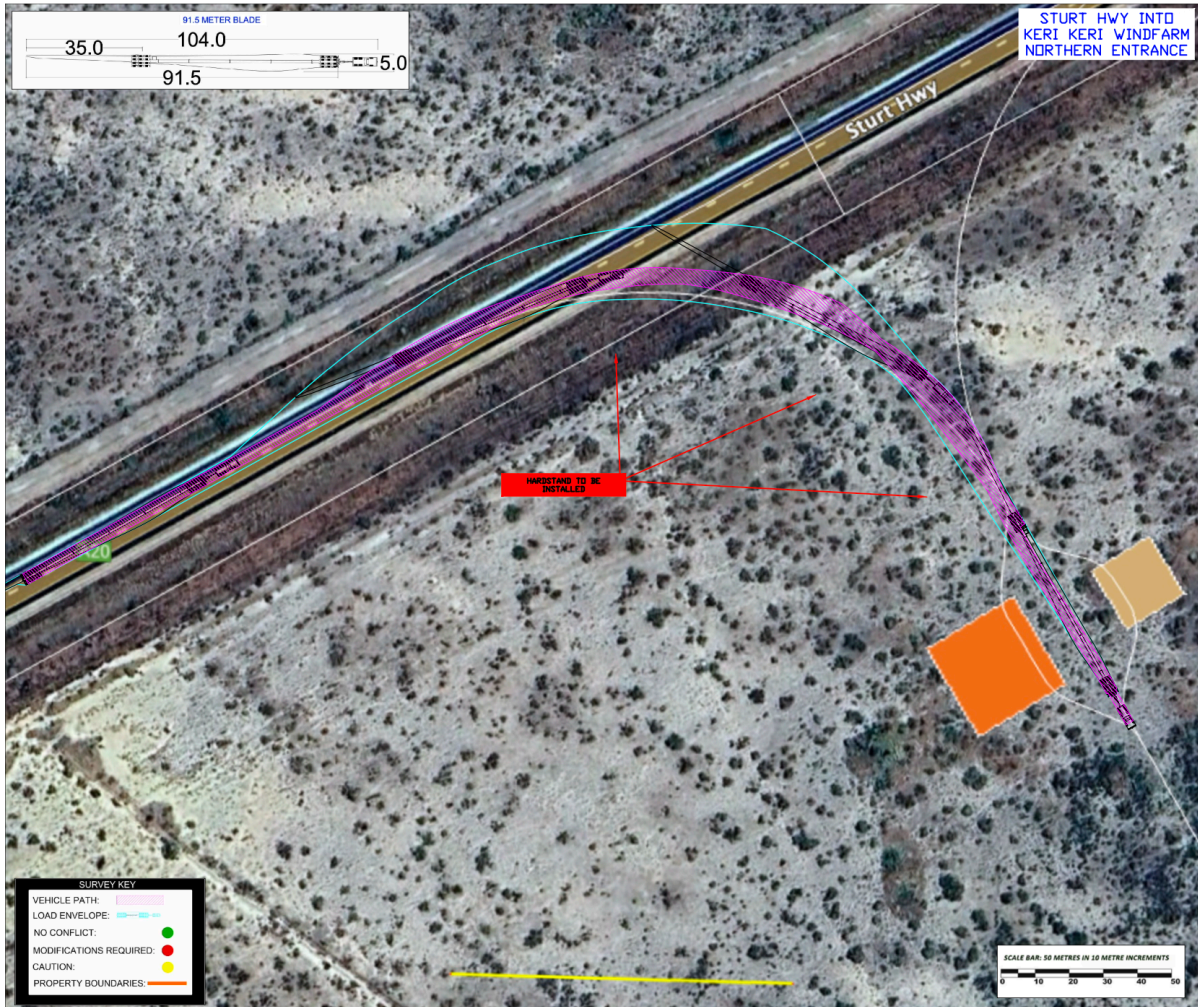


Figure 9 - Proposed Keri Keri Northern Site Entrance

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/RaZJLyoyaBYywJ4w7>

**PROCEDURE:** Right hand turn

**COMMENTS:** A new site entrance is to be constructed. We have overlaid the swept path for this new entrance and it is suitable for the largest load.

**ROAD MODIFICATIONS:** Yes, a suitable site entrance is required for this project.

## 7.0 Route 1B Study: NSW/Victorian Border (Euston) to Keri Keri Windfarm Western site entrance

**COMPONENTS:** All components.

**DISTANCE:** 124.0 kilometres

**GPS LINK:** <https://maps.app.goo.gl/yM9Afx686dYqS16u8>

**ROUTE:** Robinvale-Sea Lake Rd, Murray Valley Hwy, Sturt Hwy, Keri Keri Road.

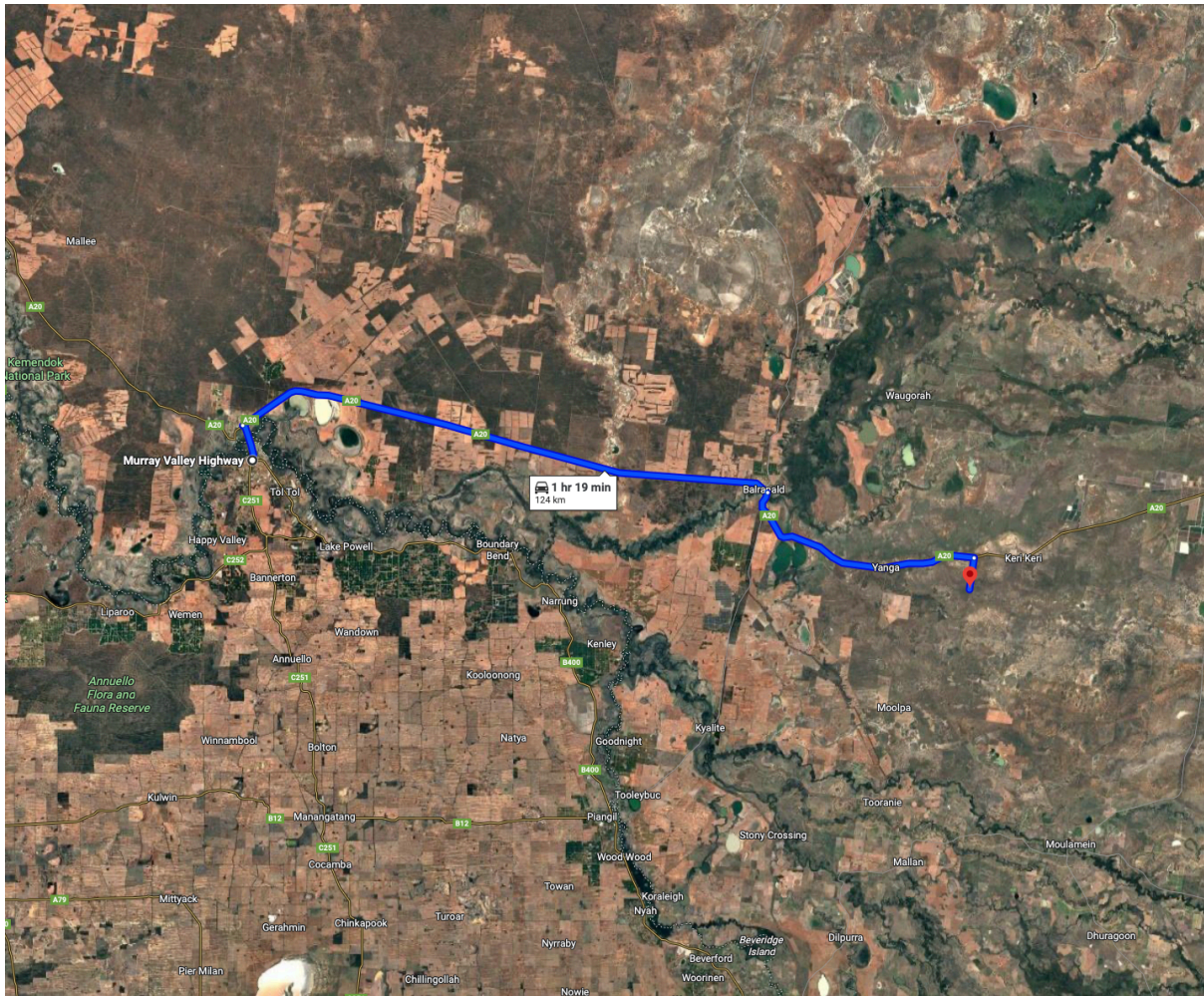


Figure 10 - Route 1B

KEY	
ROAD MODIFICATION	
CAUTION	
PARKING	

KM index	Location	Section of road	Current Measurement	Procedure	Notes
543.6	NSW-VIC Border Eucla	Murray Valley Highway over the Euston-Robinvale Bridge <a href="https://goo.gl/maps/uKnaiBJZG5yVWVJQ9">https://goo.gl/maps/uKnaiBJZG5yVWVJQ9</a>	Width: 9.0m	Continue straight	Bridge assessment required
2.7	Euston	Murray Valley Hwy onto Sturt Hwy GPS Link: <a href="https://goo.gl/maps/mhvninN6VkAWX3eA">https://goo.gl/maps/mhvninN6VkAWX3eA</a>	Length: 50.0 metres Width: 8.0 metres	Right Hand Turn	Very tight corner that cuts back on itself. A large amount of hardstand is required on the inside and exit of the corner. The new alignment will need a lot of fill to bring it level with the highway. Sign to be relocated out of swept path.
9.5	Euston	Zinder Park rest area, Sturt Highway. GPS Link: <a href="https://maps.app.goo.gl/ic9RoePLUapHb3P69">https://maps.app.goo.gl/ic9RoePLUapHb3P69</a>	Length: 550m Width: 10.0m	Left Hand Merge	Fatigue parking all loads
75.5	Balranald	Sturt Highway. GPS Link: <a href="https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8">https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8</a>	Length: 108m Width: 7.7m	Left Hand Merge	Emergency parking only
82.2 to 82.4	Balranald	Sturt Hwy GPS Link: <a href="https://maps.app.goo.gl/DVbkEGBFeoUomVL29">https://maps.app.goo.gl/DVbkEGBFeoUomVL29</a>	6.0 metres wide	Travel directly ahead	Signs made removable with flush bases.
83.0	Balranald	Sturt Hwy (market st) onto Sturt Hwy GPS Link: <a href="https://goo.gl/maps/xve4ZgbuRkqqPvVr7">https://goo.gl/maps/xve4ZgbuRkqqPvVr7</a>	Length: 50.0 metres Width: 8.0 metres	Right Hand Turn	This section is very tight. Islands and foot path to be made trafficable. Landholder permission required on inside of corner. Hardstand to be installed on inside and exit of corner. Multiple Light/power poles, trees, and signs to be relocated from swept path.
86.0	Balranald	Sturt Highway GPS Link: <a href="https://maps.app.goo.gl/goK5mqXJGFK2tqNk9">https://maps.app.goo.gl/goK5mqXJGFK2tqNk9</a>	100.0 metres long 8.0 metres wide	Merge left	Emergency parking only
87.0	Balranald	Safety Cam on the Sturt Hwy GPS Link: <a href="https://maps.app.goo.gl/dqSAagNCWXTnx2wGA">https://maps.app.goo.gl/dqSAagNCWXTnx2wGA</a>	Height: 6.8m	Travel directly ahead	No problems with this section of road.

KM index	Location	Section of road	Current Measurement	Procedure	Notes
119.0	Keri Keri	Sturt Highway into Keri Keri Road GPS Link: <a href="https://goo.gl/maps/uH5pmWwzWvz3TJ4K6">https://goo.gl/maps/uH5pmWwzWvz3TJ4K6</a>	Length: 50 Metres Width: 7.0 Metres	Right hand turn	A large area of hardstand is required on the inside of the corner. Keri keri Rd and All site access roads to be constructed to appropriate standards in order to accommodate the weight, height, swept path and vertical curves of all proposed loads. Unsealed roads to be made all weather and maintained for the duration of deliveries. Spotter to guide the load throughout the intersection. Police to control traffic, pilots to warn all traffic.
124.0	Keri Keri	Keri Keri Road into Western site entrance GPS Link: <a href="https://maps.app.goo.gl/HpPi6pyLHwQH3IP66">https://maps.app.goo.gl/HpPi6pyLHwQH3IP66</a>	N/A	Left hand turn into site entrance	All site access roads and entries to be constructed to appropriate standards in order to accommodate the weight, height, swept path and vertical curves (dips/crests) of all proposed loads. Roads to be maintained for the duration of deliveries.

## 2.70 Km's: Murray Valley Highway onto Sturt Highway at Euston

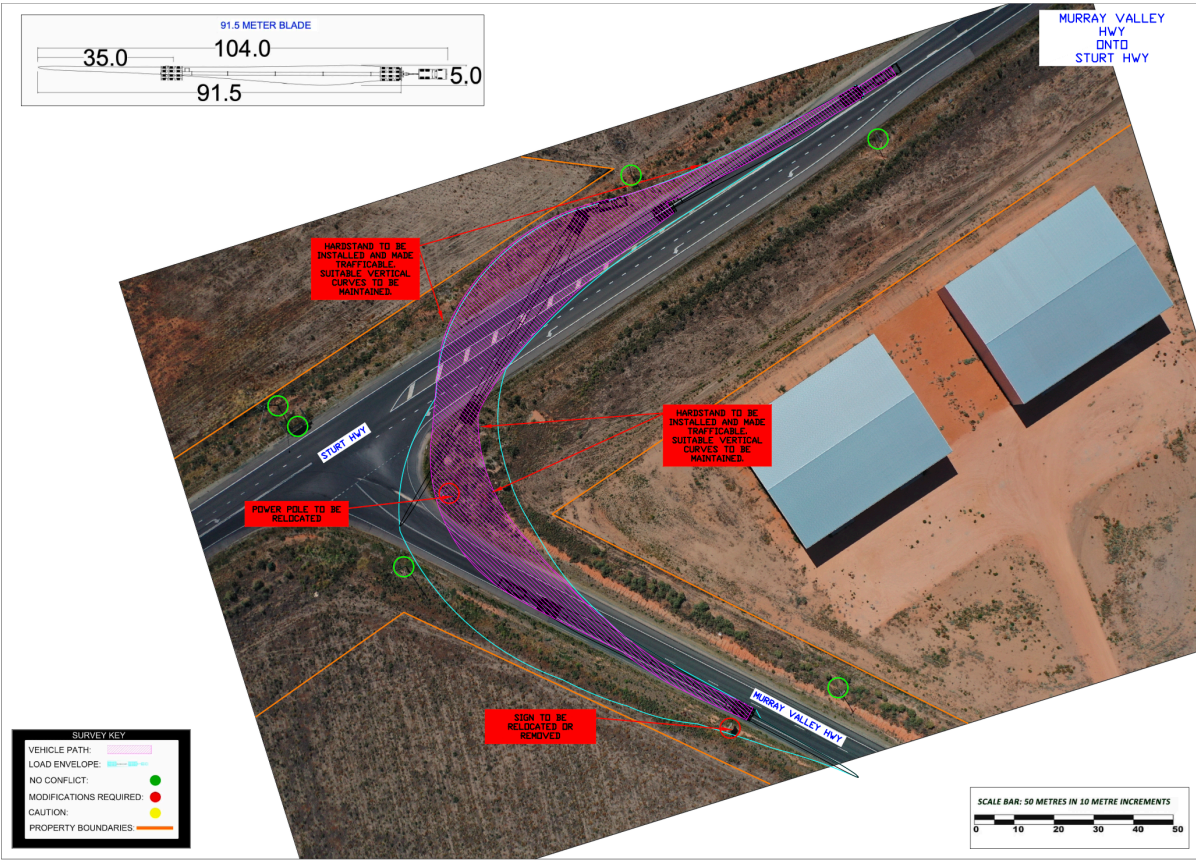


Figure 11 - Murray Valley Highway onto Sturt Highway



Figure 12 - Low Angle Shot

**GPS LINK FOR THIS LOCATION:** <https://goo.gl/maps/rnhvnjnN6VkAWX3eA>

**PROCEDURE:** Right hand turn

**COMMENTS:** Spotter to guide the load throughout the intersection. Police to control traffic, pilots to warn all traffic.

**ROAD MODIFICATIONS:** Yes, a large amount of hardstand is required on the inside and exit of the corner. The new alignment will need a lot of fil to bring it level with the highway. A power pole will need to be relocated and a sign will need to be relocated out of swept path.

82.2 to 82.4 Km's: Sturt Highway through Balranald

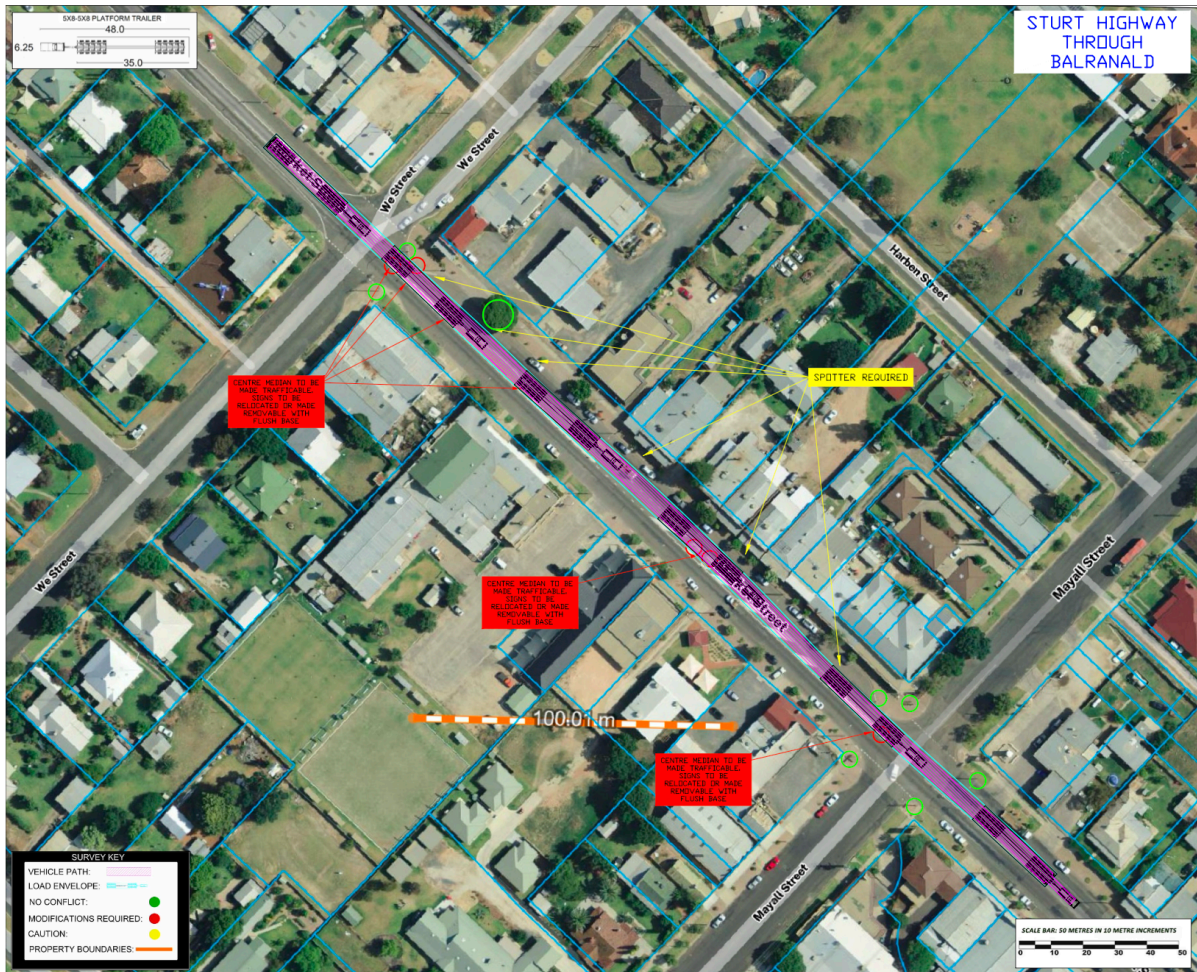


Figure 13 - Sturt Highway at Balranald centre islands

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/DVbkEGBFeoUomVL29>

**PROCEDURE:** Travel directly ahead on the correct side of the road. Spotter to guide load through this section of road.

**ROAD MODIFICATIONS:** Signs to be made removable.

83.00 Km's: Right hand bend on Sturt Highway at Balranald

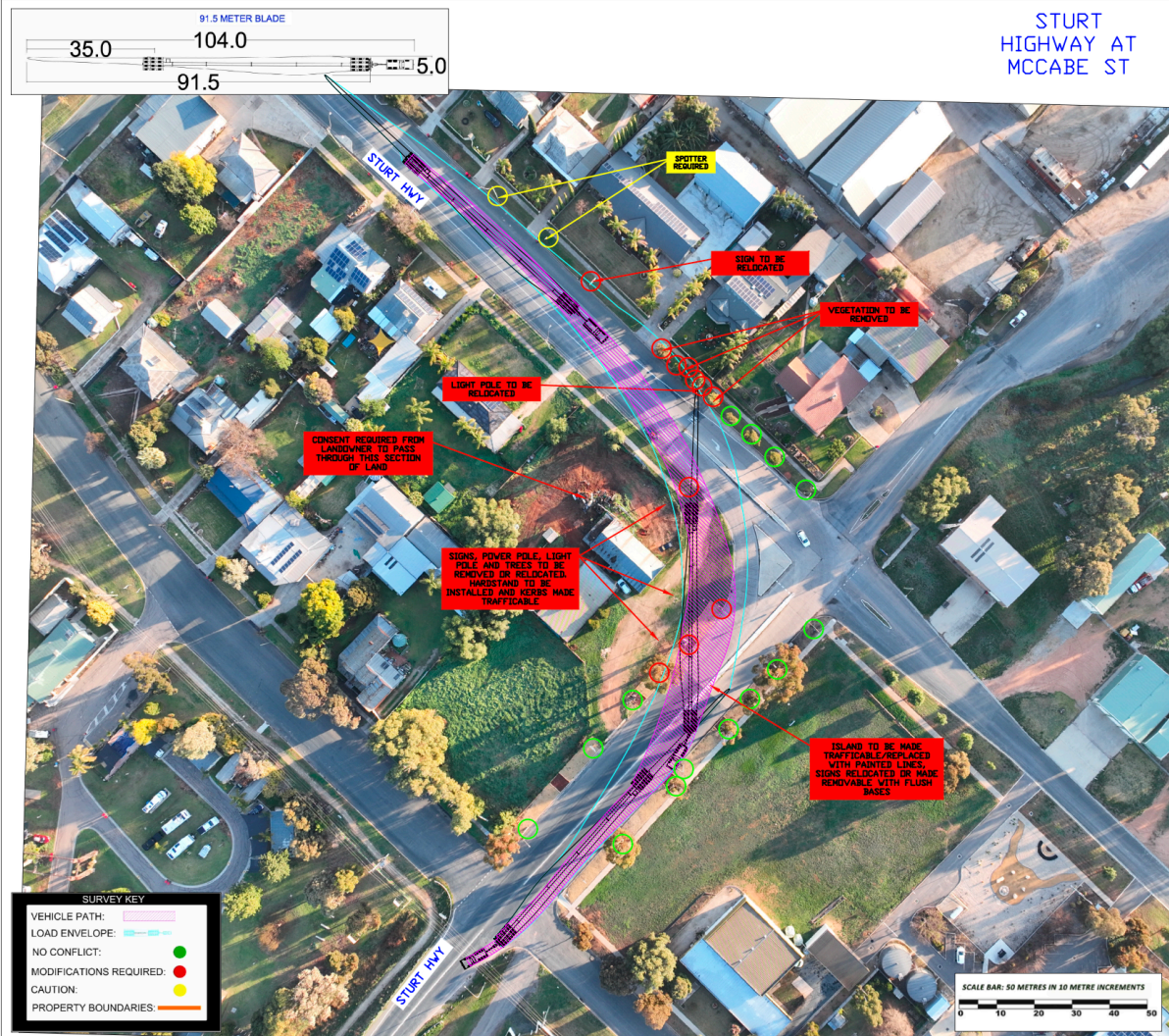


Figure 14 - Sturt Highway intersection with McCabe St at Balranald



Figure 15 - Low Angle Shot

**GPS LINK FOR THIS LOCATION:** <https://goo.gl/maps/xve4ZgbuRkqqPvVr7>

**PROCEDURE:** Right hand turn

**COMMENTS:** This section is very tight. Spotter to guide the load throughout the intersection. Police to control traffic, pilots to warn all traffic.

**ROAD MODIFICATIONS:** Yes, Islands and foot path to be made trafficable. Landholder permission required on inside of corner. Hardstand to be installed on inside of the corner. Multiple Light/power poles, trees, and signs to be relocated from swept path.

**119.0 Km's: Sturt Highway into Keri Keri Road.**

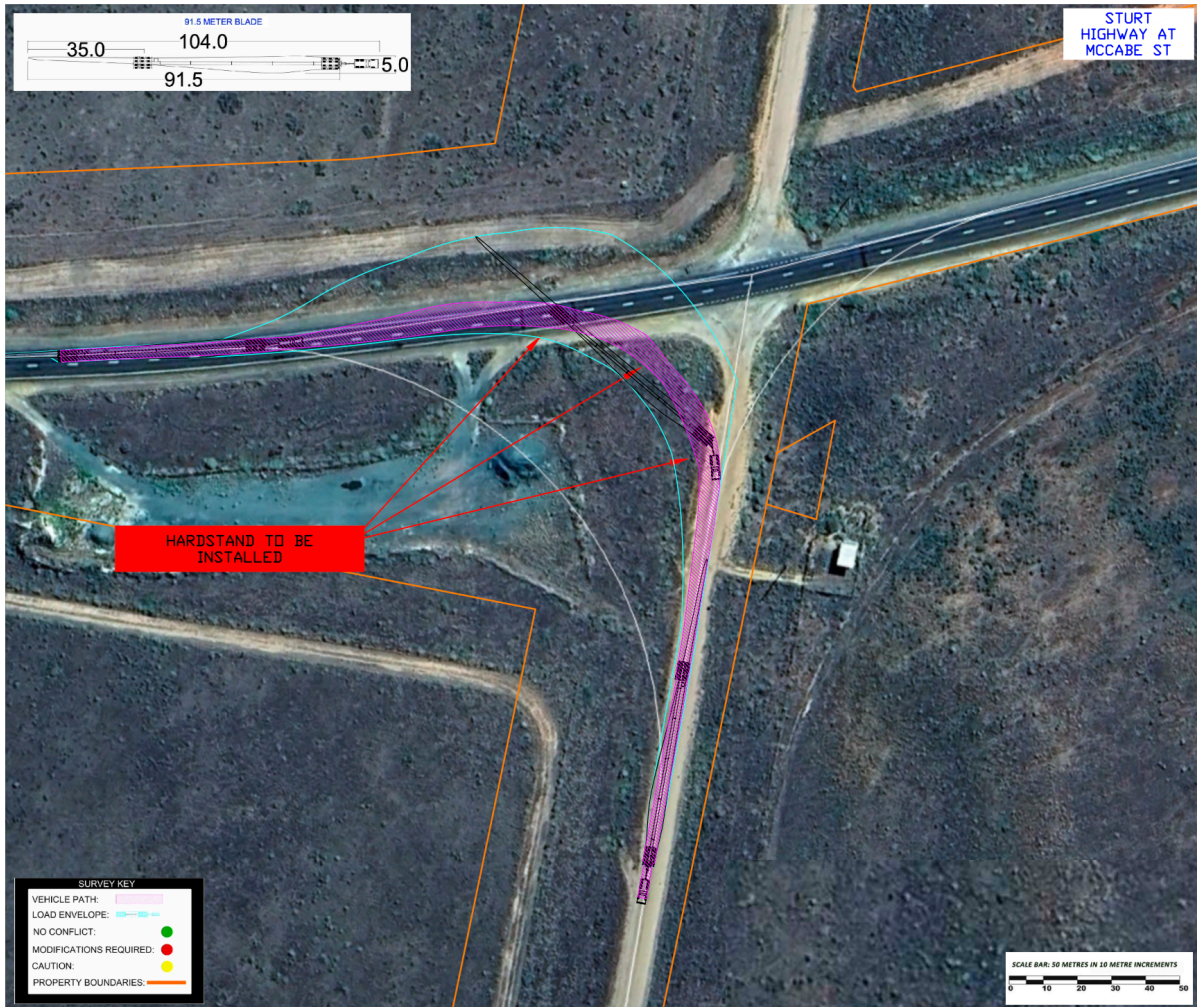


Figure 16 – Sturt Highway into Keri Keri Road.

**GPS LINK FOR THIS LOCATION:** <https://goo.gl/maps/uH5pmWwzWvz3TJ4K6>

**PROCEDURE:** Right hand turn

**COMMENTS:** A large area of hardstand is required on the inside of the corner.

**ROAD MODIFICATIONS:** Yes, hardstand will be required on the inside of the corner, and any signs that are within the swept path will need to be relocated or made removable.

## 124.0 Km's: Keri Keri Road into Keri Keri Western Site Entrance

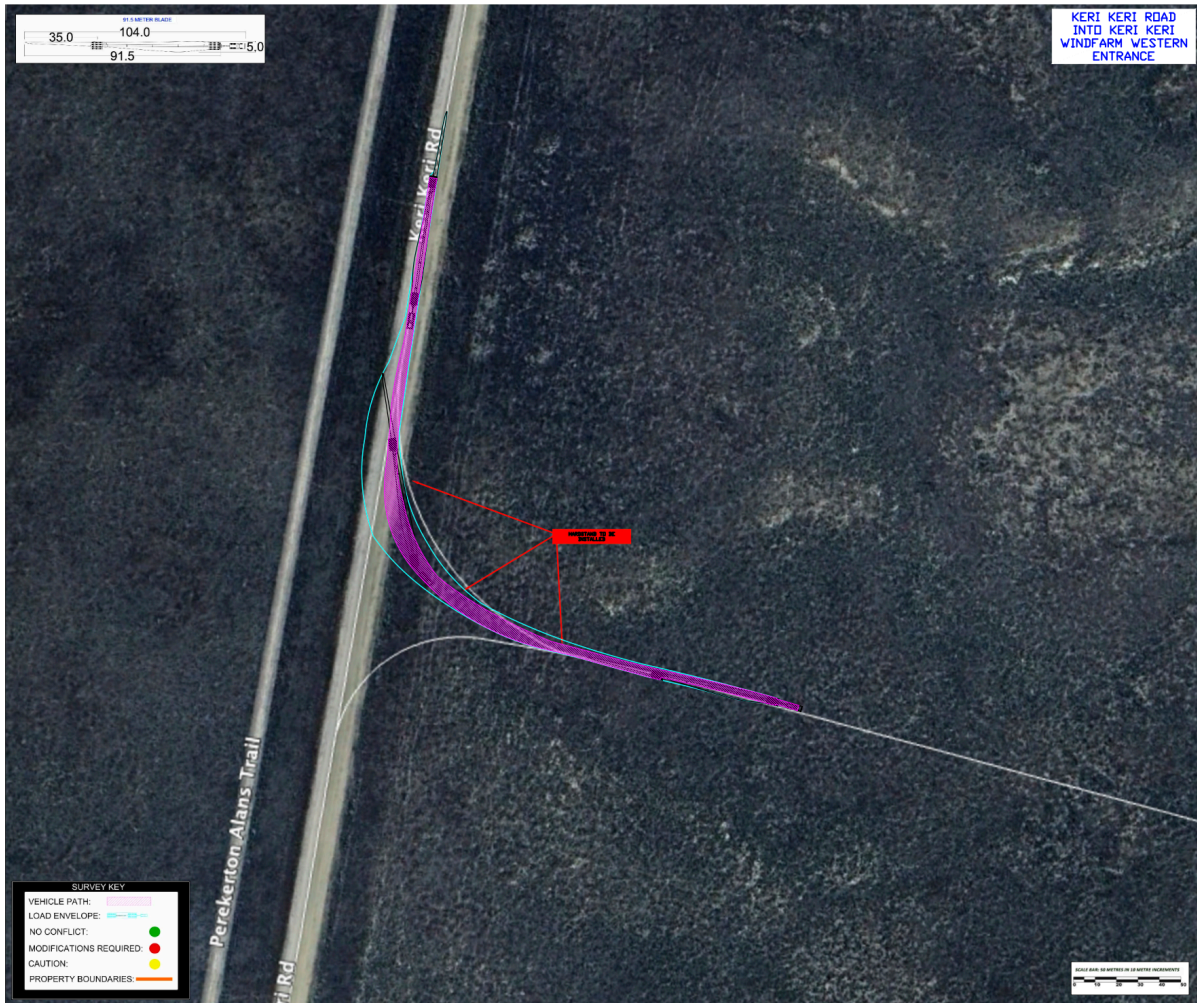


Figure 17 - Proposed Keri Keri Western Site Entrance

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/HpPi6pyLHwQH3fP66>

**PROCEDURE:** Left hand turn

**COMMENTS:** A new site entrance is to be constructed. We have overlaid the swept path for this new entrance and it is suitable for the largest load.

**ROAD MODIFICATIONS:** Yes, a suitable site entrance is required for this project.

## 8.0 Route 2A Study: NSW/Victorian Border (Buronga) to Keri Keri Windfarm Northern site entrance

**COMPONENTS:** Loads under 40m overall length. **Max loaded height 5.9m**

**DISTANCE:** 203.0 kilometres

**GPS LINK:** <https://maps.app.goo.gl/wsdZMAwpSBvZHtaj7>

**ROUTE:** Sturt Hwy.

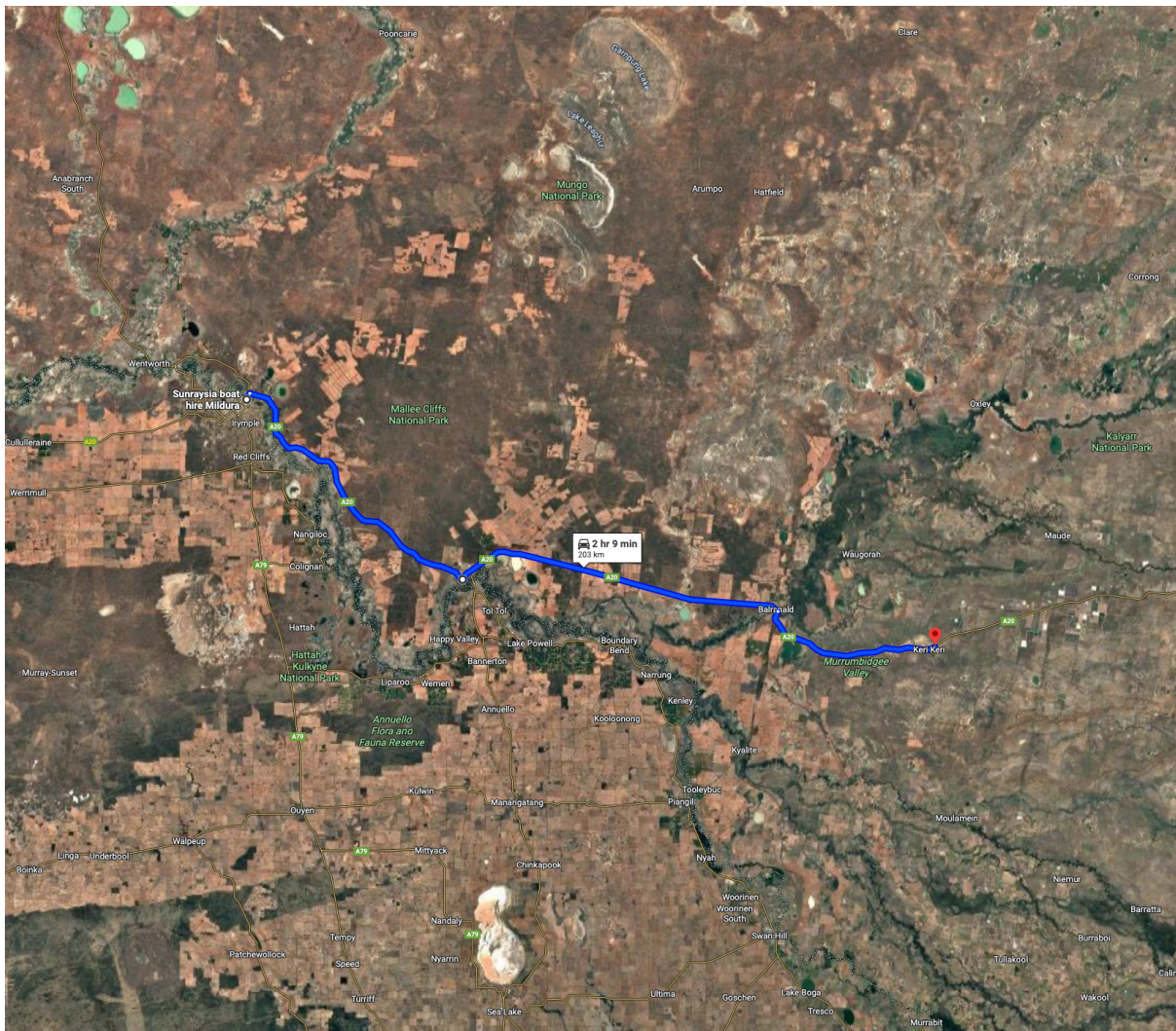


Figure 18 - Route 2A

KEY	
ROAD MODIFICATION	
CAUTION	
PARKING	

KM index	Location	Section of road	Current Measurement	Procedure	Notes
0.0	NSW-VIC Border Buronga	Sturt Highway over the Murray River <a href="https://maps.app.goo.gl/zgGgSUSYPHAK5Xje9">https://maps.app.goo.gl/zgGgSUSYPHAK5Xje9</a>	Width: 9.0m	Continue straight	This bridge has been assessed by TfNSW for similar size loads and approved for heavier axle loads than the loads listed in this report.
1.6	Buronga	Sturt Hwy at Silver City Highway GPS Link: <a href="https://maps.app.goo.gl/qGUgRtAJYXcq9YUw7">https://maps.app.goo.gl/qGUgRtAJYXcq9YUw7</a>	Length: 50.0 metres Width: 8.0 metres	Right hand turn at the roundabout	Loads to cross to the incorrect side of the roundabout and return to the correct side through the gap in the centre island.
77.0	Euston	Sturt Highway at Murray Terrace GPS Link: <a href="https://maps.app.goo.gl/MReYrbUYjGrUBZ26">https://maps.app.goo.gl/MReYrbUYjGrUBZ26</a>	Length: 50.0 metres Width: 8.0 metres	Left hand turn at the roundabout	Loads to travel around the roundabout on the correct side of the road. Signs to be relocated or made removable and hardstand added to the inside of the corner.
84.5	Euston	Zinder Park rest area, Sturt Highway. GPS Link: <a href="https://maps.app.goo.gl/jc9RoePLUapHb3P69">https://maps.app.goo.gl/jc9RoePLUapHb3P69</a>	Length: 550m Width: 10.0m	Left Hand Merge	Fatigue parking all loads
150.5	Balranald	Sturt Highway. GPS Link: <a href="https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8">https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8</a>	Length: 108m Width: 7.7m	Left Hand Merge	Emergency parking only
157.2 to 157.4	Balranald	Sturt Hwy GPS Link: <a href="https://maps.app.goo.gl/DVbkEGBFeoUomVL29">https://maps.app.goo.gl/DVbkEGBFeoUomVL29</a>	6.0 metres wide	Travel directly ahead	Signs made removable with flush bases.
158.0	Balranald	Sturt Hwy (market st) onto Sturt Hwy GPS Link: <a href="https://goo.gl/maps/xve4ZgbuRkqqPvvr7">https://goo.gl/maps/xve4ZgbuRkqqPvvr7</a>	Length: 50.0 metres Width: 8.0 metres	Right Hand Turn	This section is very tight. Islands and foot path to be made trafficable. Landholder permission required on inside of corner. Hardstand to be installed on inside and exit of corner. Multiple Light/power poles, trees, and signs to be relocated from swept path.
161.0	Balranald	Sturt Highway GPS Link: <a href="https://maps.app.goo.gl/gcK5mgXJGFK2tqNk9">https://maps.app.goo.gl/gcK5mgXJGFK2tqNk9</a>	100.0 metres long 8.0 metres wide	Merge left	Emergency parking only
162.0	Balranald	Safety Cam on the Sturt Hwy GPS Link: <a href="https://maps.app.goo.gl/dqSAaqNCWXTnx2wGA">https://maps.app.goo.gl/dqSAaqNCWXTnx2wGA</a>	Height: 6.8m	Travel directly ahead	No problems with this section of road.
198.0	Willowvale Rest Area Keri Keri	Sturt Hwy GPS Link: <a href="https://goo.gl/maps/JGKFZJpyurnxBhBX9">https://goo.gl/maps/JGKFZJpyurnxBhBX9</a>	Length: 180m Width: 10.0m	Left Hand Merge	Fatigue parking Would need to be upgraded if the blades were required to use this parking bay.

KM index	Location	Section of road	Current Measurement	Procedure	Notes
203.0	Keri Keri	Stuart Highway into site entrance GPS Link: <a href="https://maps.app.goo.gl/RaZJLyoyaBYwJ4w7">https://maps.app.goo.gl/RaZJLyoyaBYwJ4w7</a>	N/A	Right hand turn into site entrance	All site access roads and entries to be constructed to appropriate standards in order to accommodate the weight, height, swept path and vertical curves (dips/crests) of all proposed loads. Roads to be maintained for the duration of deliveries.



## 1.60 Km's: Sturt Highway intersection of Silver City Highway at Buronga



Figure 19 - Sturt Highway intersection of Silver City Highway

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/qGUgRtAJYXcq9YUw7>

**PROCEDURE:** Load to cross to the incorrect side of the Sturt Highway on the inside of the roundabout and return to the correct side of the Highway around 150 metres east of the roundabout.

**COMMENTS:** Spotter to guide the load throughout the intersection. Pilots to warn all traffic.

**ROAD MODIFICATIONS:** No work required.

77.00 Km's: Sturt Highway at Murray Terrace in Euston

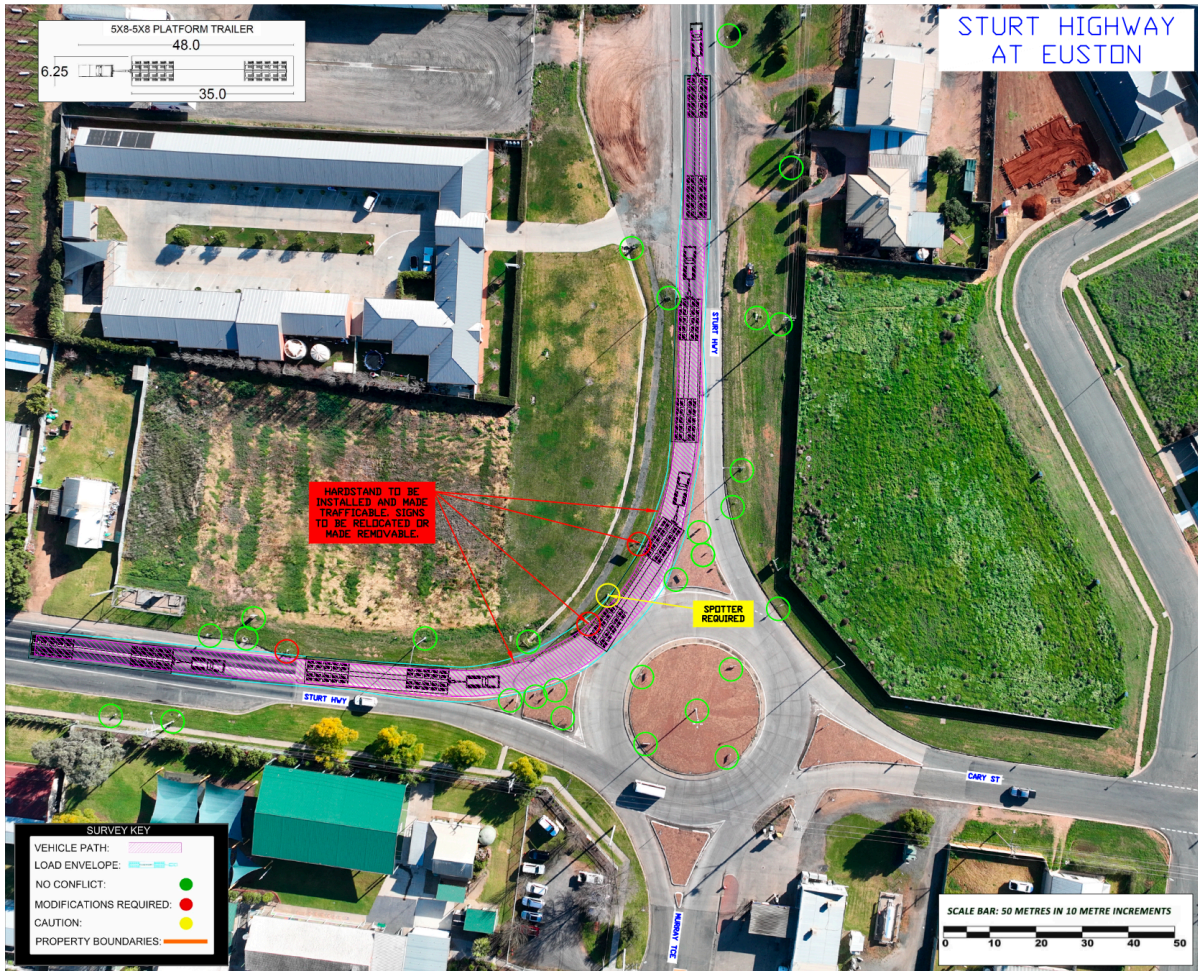


Figure 20 - Sturt Highway at Murray Terrace

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/MRreVrbUYjGrUBZ26>

**PROCEDURE:** Left hand turn at the roundabout.

**COMMENTS:** Spotter to guide the load throughout the intersection. Pilots to warn all traffic.

**ROAD MODIFICATIONS:** Yes, a small amount of hardstand is required on the inside of the corner. Several signs will need to be relocated out of the swept path.

82.2 to 82.4 Km's: Sturt Highway through Balranald

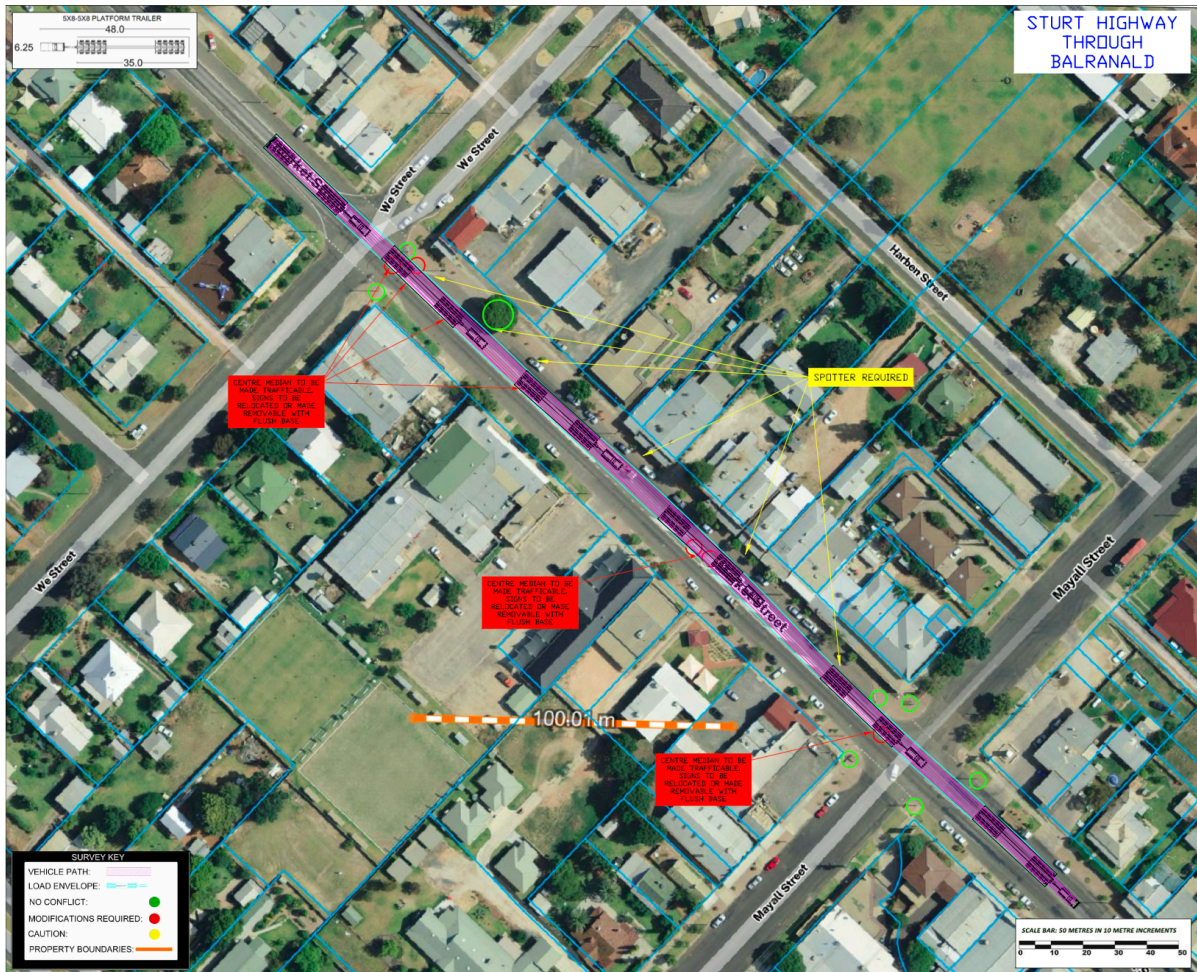


Figure 21 - Sturt Highway at Balranald centre islands

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/DVbkEGBFeoUomVL29>

**PROCEDURE:** Travel directly ahead on the correct side of the road. Spotter to guide load through this section of road.

**ROAD MODIFICATIONS:** Signs to be made removable.

## 83.00 Km's: Right hand bend on Sturt Highway at Balranald

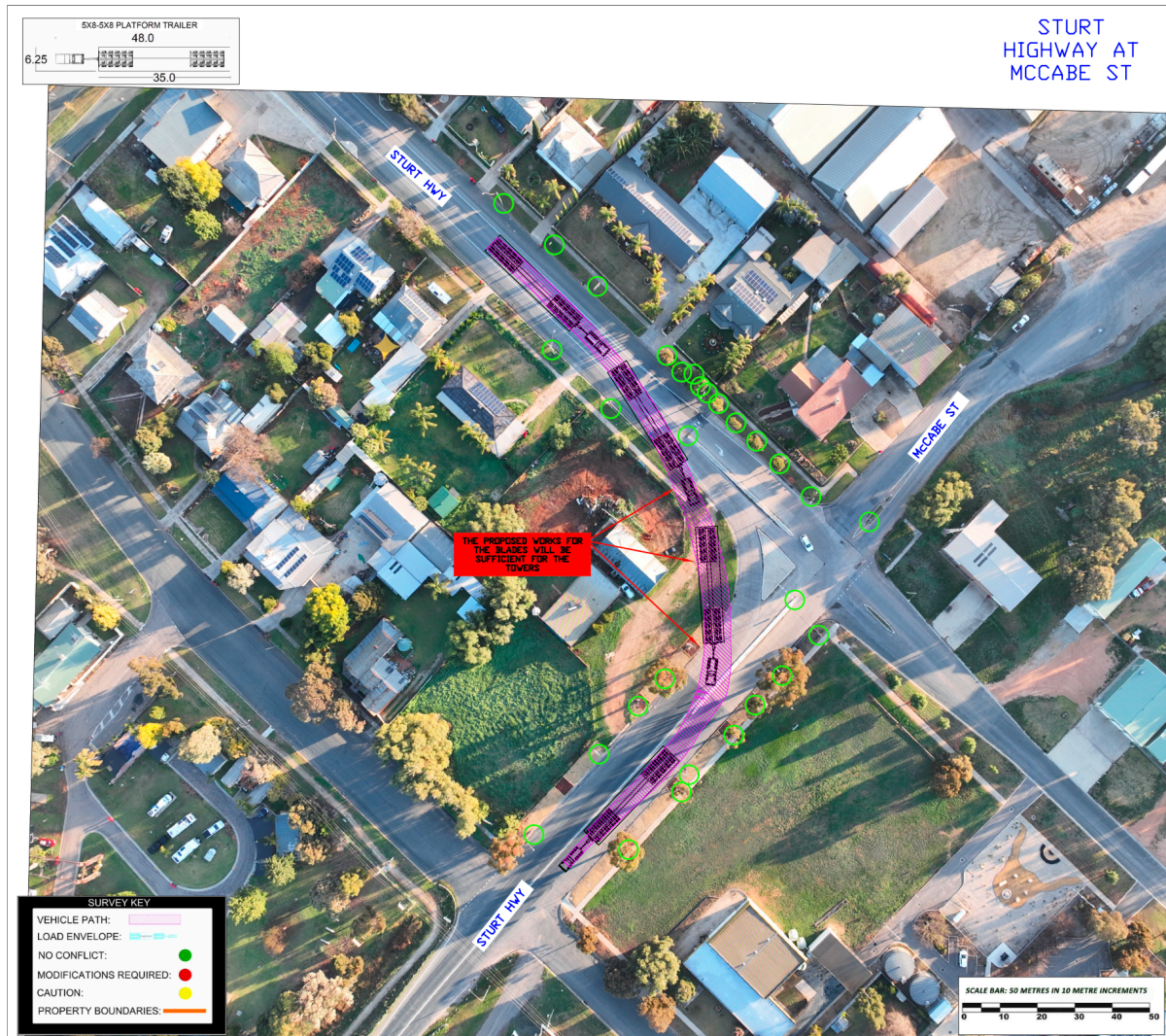


Figure 22 - Sturt Highway intersection with McCabe St at Balranald

**GPS LINK FOR THIS LOCATION:** <https://goo.gl/maps/xve4ZgbuRkqqPvVr7>

**PROCEDURE:** Right hand turn through new hardstand proposed on the inside of the corner.

**COMMENTS:** Spotter to guide the load throughout the intersection. Pilots to warn all traffic.

**ROAD MODIFICATIONS:** The works proposed for the blades are suitable for the remaining components. Powerline height on the side verges will need to be checked.

## 128 Km's: Sturt Highway into Keri Keri Northern Site Entrance

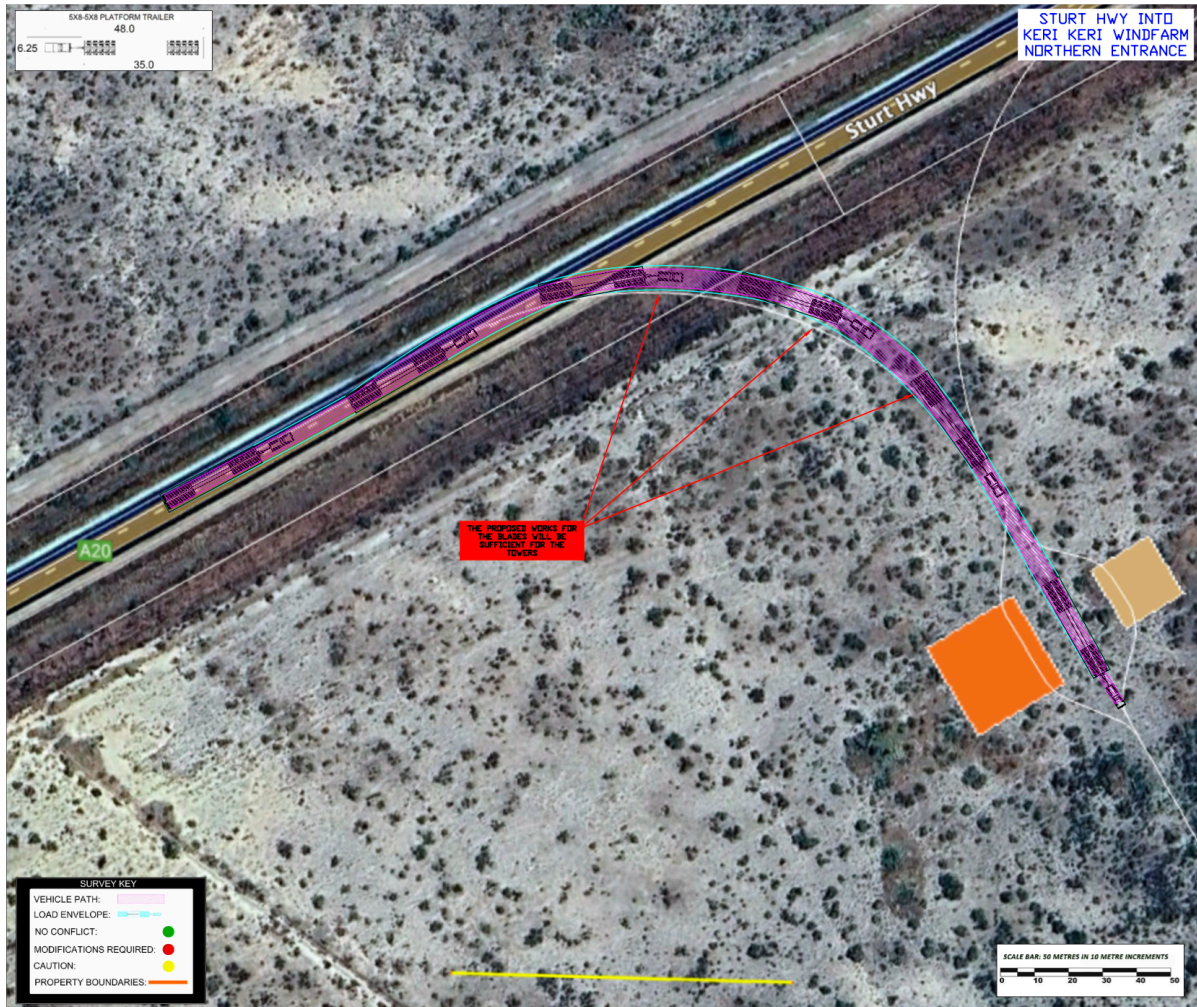


Figure 23 - Proposed Keri Keri Northern Site Entrance

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/RaZJLyoyaBYywJ4w7>

**PROCEDURE:** Right hand turn

**COMMENTS:** A new site entrance is to be constructed. We have overlaid the swept path for this new entrance and it is suitable for the largest load.

**ROAD MODIFICATIONS:** Yes, a suitable site entrance is required for this project.

## 9.0 Route 2B Study: NSW/Victorian Border (Buronga) to Keri Keri Windfarm Western site entrance

**COMPONENTS:** Loads under 40m overall length. **Max loaded height 5.9m**

**DISTANCE:** 198.0 kilometres

**GPS LINK:** <https://maps.app.goo.gl/ZNrJdZX8mbwNiovR6>

**ROUTE:** Sturt Hwy, Keri Keri Road.

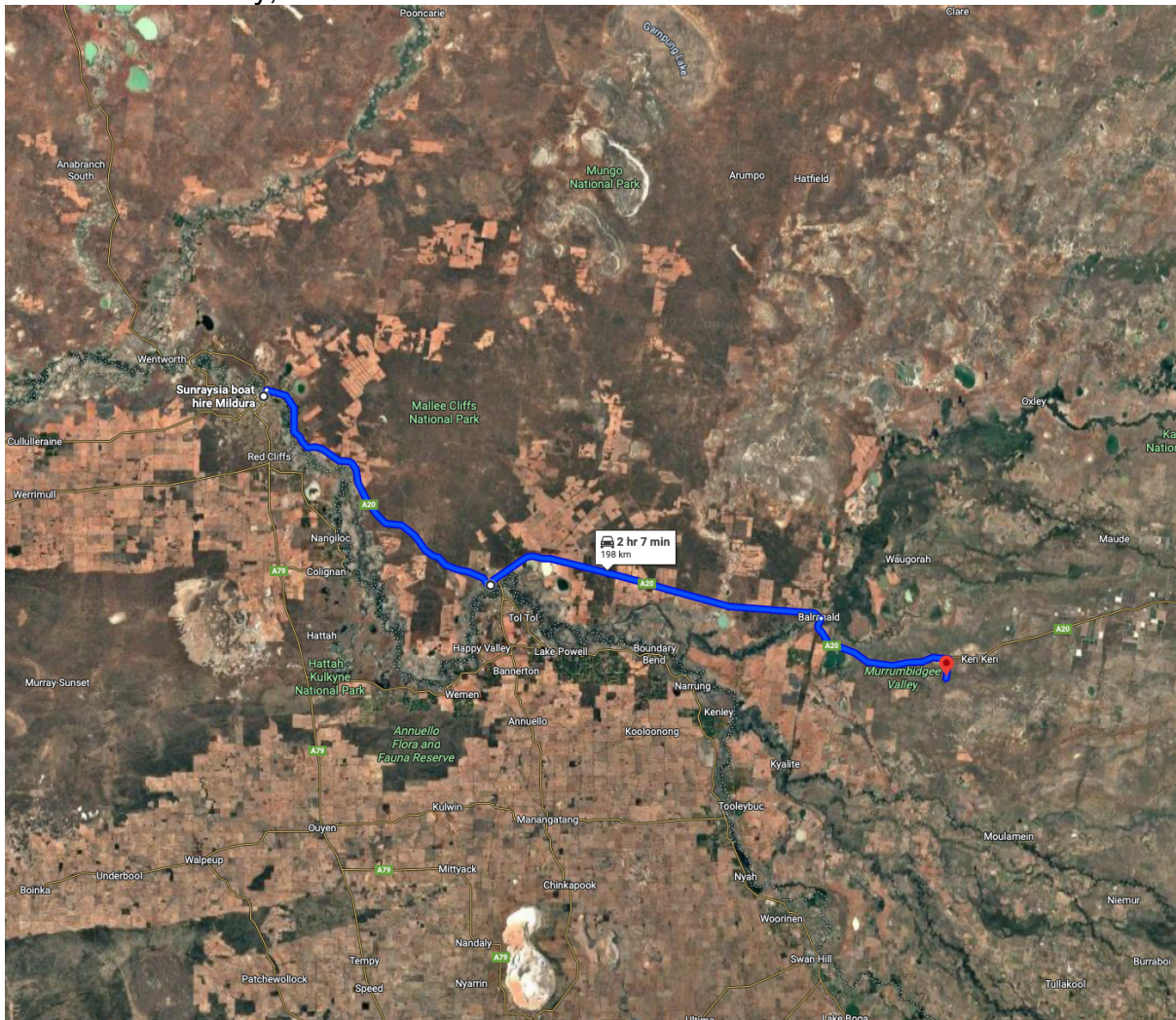


Figure 24 - Route 2B

KEY	
ROAD MODIFICATION	
CAUTION	
PARKING	

KM index	Location	Section of road	Current Measurement	Procedure	Notes
0.0	NSW-VIC Border Buronga	Sturt Highway over the Murray River <a href="https://maps.app.goo.gl/zeGgSUSYPHAK5Xje9">https://maps.app.goo.gl/zeGgSUSYPHAK5Xje9</a>	Width: 9.0m	Continue straight	This bridge has been assessed by TfNSW for similar size loads and approved for heavier axle loads than the loads listed in this report.
1.6	Buronga	Sturt Hwy at Silver City Highway GPS Link: <a href="https://maps.app.goo.gl/qGUgRtAJYXcq9YUw7">https://maps.app.goo.gl/qGUgRtAJYXcq9YUw7</a>	Length: 50.0 metres Width: 8.0 metres	Right hand turn at the roundabout	Loads to cross to the incorrect side of the roundabout and return to the correct side through the gap in the centre island.
77.0	Euston	Sturt Highway at Murray Terrace GPS Link: <a href="https://maps.app.goo.gl/MReYrbUYjGrUBZ26">https://maps.app.goo.gl/MReYrbUYjGrUBZ26</a>	Length: 50.0 metres Width: 8.0 metres	Left hand turn at the roundabout	Loads to travel around the roundabout on the correct side of the road. Signs to be relocated or made removable and hardstand added to the inside of the corner.
84.5	Euston	Zinder Park rest area, Sturt Highway. GPS Link: <a href="https://maps.app.goo.gl/jc9RoePLUapHb3P69">https://maps.app.goo.gl/jc9RoePLUapHb3P69</a>	Length: 550m Width: 10.0m	Left Hand Merge	Fatigue parking all loads
150.5	Balranald	Sturt Highway. GPS Link: <a href="https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8">https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8</a>	Length: 108m Width: 7.7m	Left Hand Merge	Emergency parking only
157.2 to 157.4	Balranald	Sturt Hwy GPS Link: <a href="https://maps.app.goo.gl/DVbkEGBFeoUomVL29">https://maps.app.goo.gl/DVbkEGBFeoUomVL29</a>	6.0 metres wide	Travel directly ahead	Signs made removable with flush bases.
158.0	Balranald	Sturt Hwy (market st) onto Sturt Hwy GPS Link: <a href="https://goo.gl/maps/xve4ZgbuRkqqPvVr7">https://goo.gl/maps/xve4ZgbuRkqqPvVr7</a>	Length: 50.0 metres Width: 8.0 metres	Right Hand Turn	This section is very tight. Islands and foot path to be made trafficable. Landholder permission required on inside of corner. Hardstand to be installed on inside and exit of corner. Multiple Light/power poles, trees, and signs to be relocated from swept path.
161.0	Balranald	Sturt Highway GPS Link: <a href="https://maps.app.goo.gl/gcK5mgXJGFK2tqNk9">https://maps.app.goo.gl/gcK5mgXJGFK2tqNk9</a>	100.0 metres long 8.0 metres wide	Merge left	Emergency parking only
162.0	Balranald	Safety Cam on the Sturt Hwy GPS Link: <a href="https://maps.app.goo.gl/dqSAaqNCWXTnx2wGA">https://maps.app.goo.gl/dqSAaqNCWXTnx2wGA</a>	Height: 6.8m	Travel directly ahead	No problems with this section of road.

KM index	Location	Section of road	Current Measurement	Procedure	Notes
194.0	Keri Keri	Sturt Highway into Keri Keri Road GPS Link: <a href="https://goo.gl/maps/uH5pmWwzWvz3TJ4K6">https://goo.gl/maps/uH5pmWwzWvz3TJ4K6</a>	Length: 50 Metres Width: 7.0 Metres	Right hand turn	A large area of hardstand is required on the inside of the corner. Keri keri Rd and All site access roads to be constructed to appropriate standards in order to accommodate the weight, height, swept path and vertical curves of all proposed loads. Unsealed roads to be made all weather and maintained for the duration of deliveries. Spotter to guide the load throughout the intersection. Police to control traffic, pilots to warn all traffic.
198.0	Keri Keri	Keri Keri Road into Western site entrance GPS Link: <a href="https://maps.app.goo.gl/HpPi6pyLHwQH3P66">https://maps.app.goo.gl/HpPi6pyLHwQH3P66</a>	N/A	Left hand turn into site entrance	All site access roads and entries to be constructed to appropriate standards in order to accommodate the weight, height, swept path and vertical curves (dips/crests) of all proposed loads. Roads to be maintained for the duration of deliveries.



## 1.60 Km's: Sturt Highway intersection of Silver City Highway at Buronga



Figure 25 - Sturt Highway intersection of Silver City Highway

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/qGUgRtAJYXcq9YUw7>

**PROCEDURE:** Load to cross to the incorrect side of the Sturt Highway on the inside of the roundabout and return to the correct side of the Highway around 150 metres east of the roundabout.

**COMMENTS:** Spotter to guide the load throughout the intersection. Pilots to warn all traffic.

**ROAD MODIFICATIONS:** No work required.

77.00 Km's: Sturt Highway at Murray Terrace in Euston

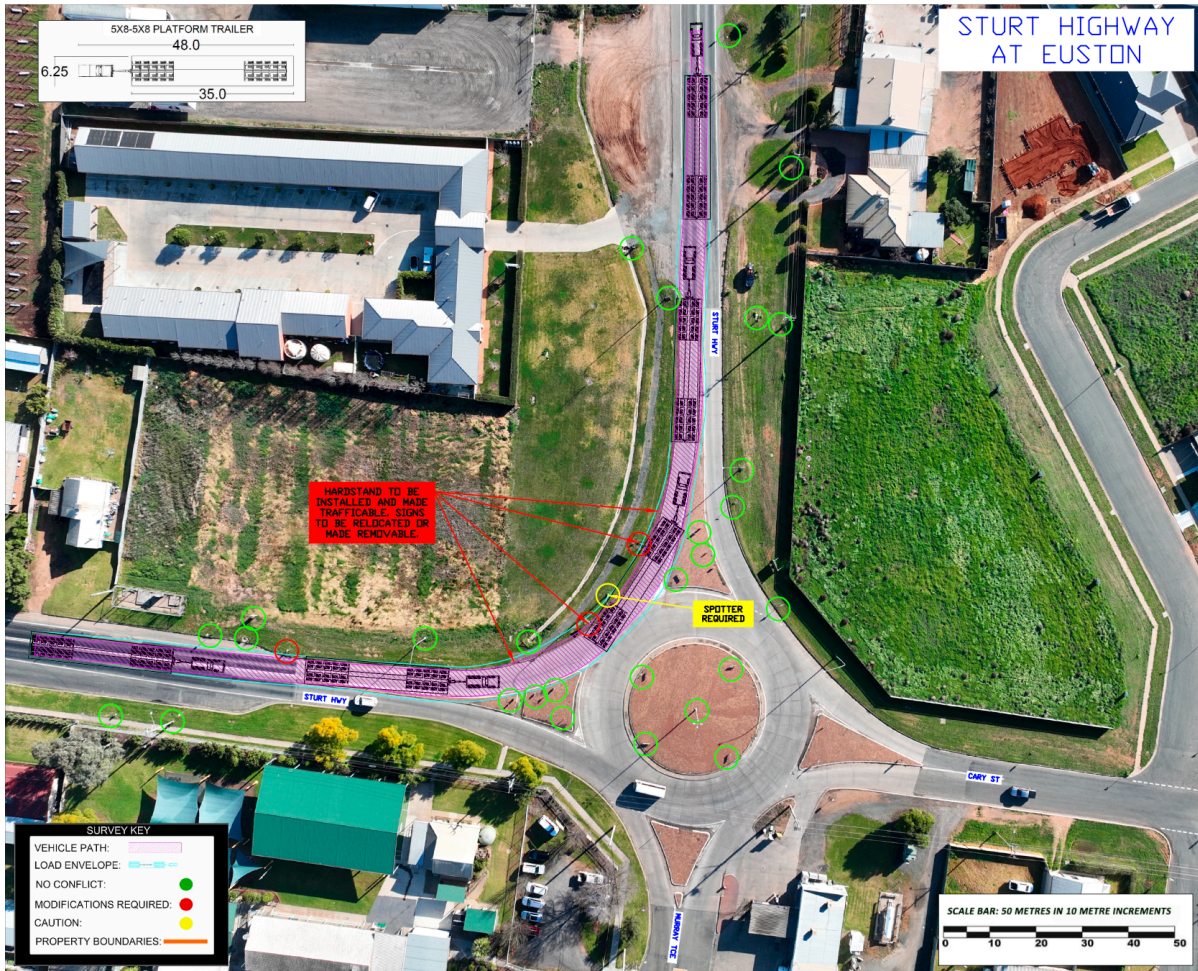


Figure 26 - Sturt Highway at Murray Terrace

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/MRreVrbUYjGrUBZ26>

**PROCEDURE:** Left hand turn at the roundabout.

**COMMENTS:** Spotter to guide the load throughout the intersection. Pilots to warn all traffic.

**ROAD MODIFICATIONS:** Yes, a small amount of hardstand is required on the inside of the corner. Several signs will need to be relocated out of the swept path.

82.2 to 82.4 Km's: Sturt Highway through Balranald

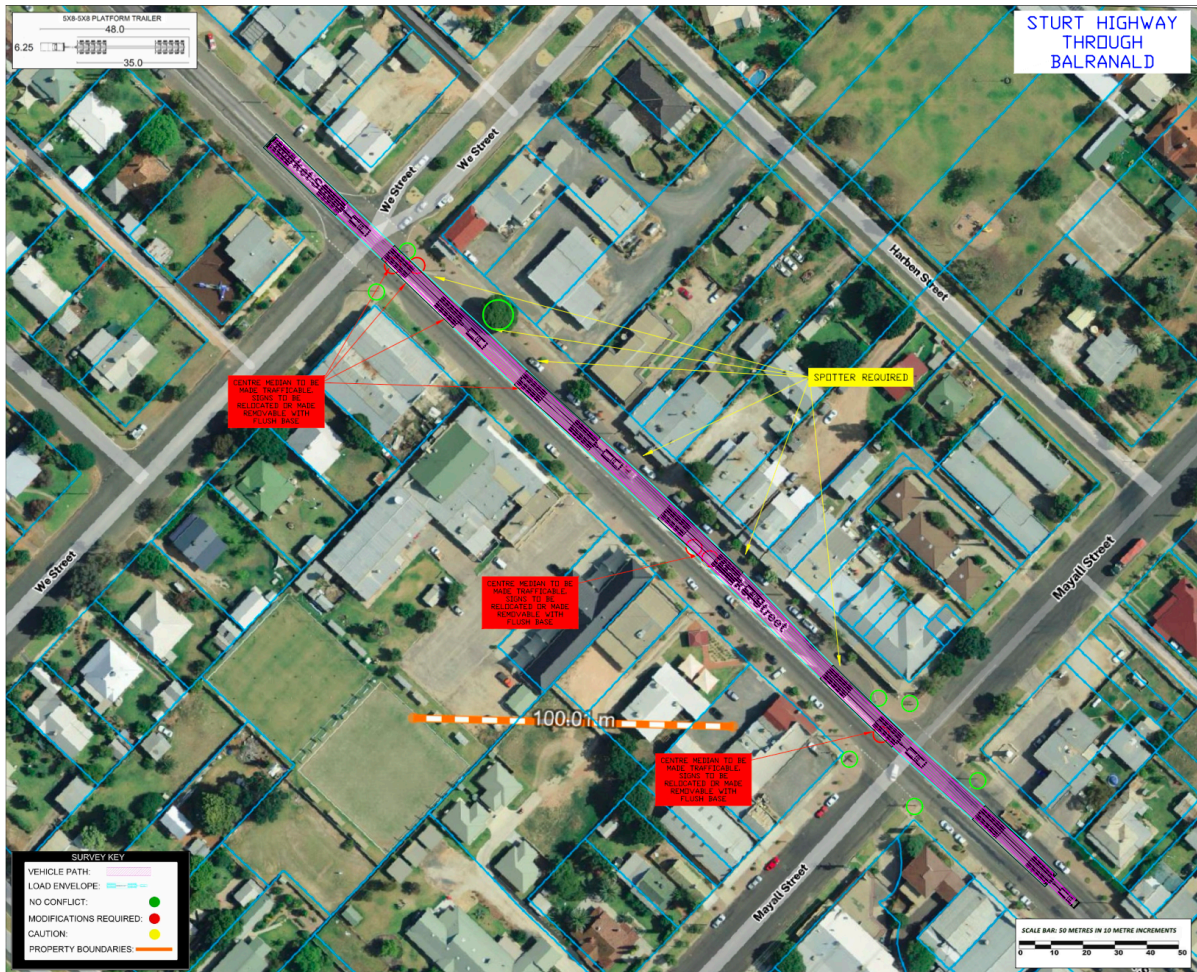


Figure 27 - Sturt Highway at Balranald centre islands

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/DVbkEGBFeoUomVL29>

**PROCEDURE:** Travel directly ahead on the correct side of the road. Spotter to guide load through this section of road.

**ROAD MODIFICATIONS:** Signs to be made removable.

**83.00 Km's: Right hand bend on Sturt Highway at Balranald**

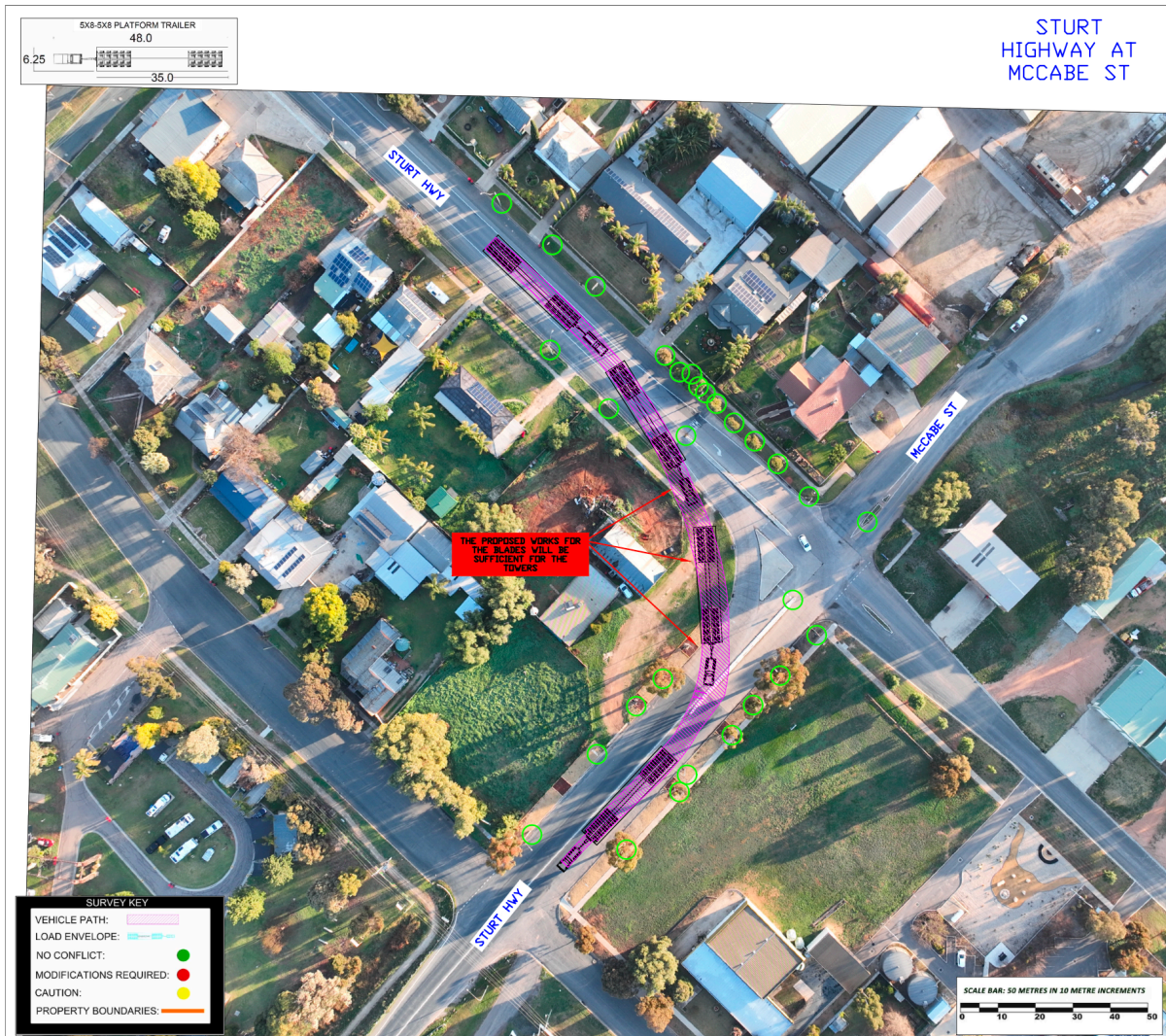


Figure 28 - Sturt Highway intersection with McCabe St at Balranald

**GPS LINK FOR THIS LOCATION:** <https://goo.gl/maps/xve4ZgbuRkqqPvVr7>

**PROCEDURE:** Right hand turn through new hardstand proposed on the inside of the corner.

**COMMENTS:** Spotter to guide the load throughout the intersection. Pilots to warn all traffic.

**ROAD MODIFICATIONS:** The works proposed for the blades are suitable for the remaining components. Powerline height on the side verges will need to be checked.

**194.0 Km's: Sturt Highway into Keri Keri Road.**

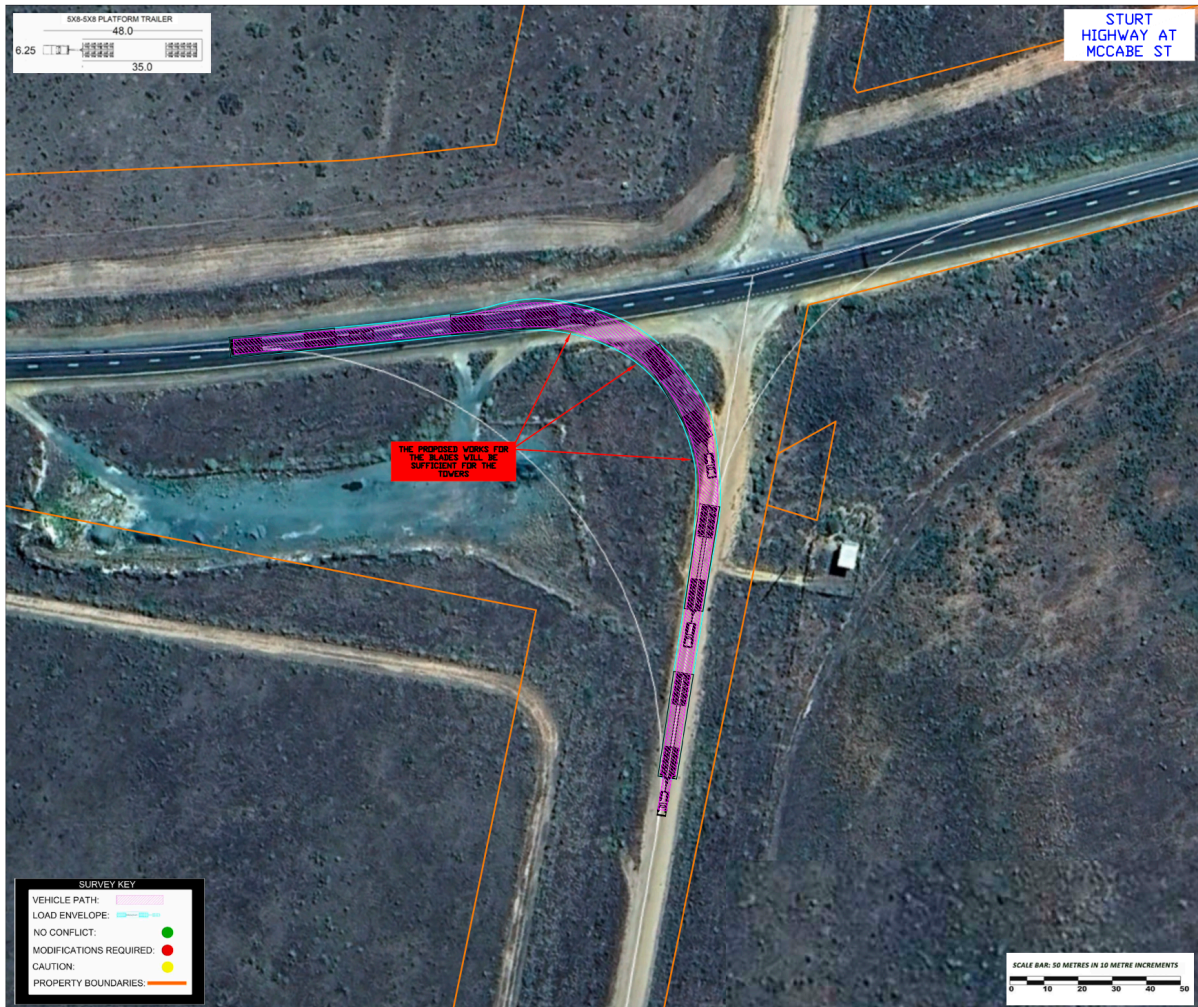


Figure 29 – Sturt Highway into Keri Keri Road.

**GPS LINK FOR THIS LOCATION:** <https://goo.gl/maps/uH5pmWwzWvz3TJ4K6>

**PROCEDURE:** Right hand turn through new hardstand proposed on the inside of the corner.

**COMMENTS:** Spotter to guide the load throughout the intersection. Pilots to warn all traffic.

**ROAD MODIFICATIONS:** The works proposed for the blades are suitable for the remaining components.

**198.0 Km's:** Keri Keri Road into Keri Keri Western Site Entrance



Figure 30 - Proposed Keri Keri Western Site Entrance

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/HpPi6pyLHwQH3fP66>

**PROCEDURE:** Left hand turn

**COMMENTS:** A new site entrance is to be constructed. We have overlaid the swept path for this new entrance, and it is suitable for the largest load.

**ROAD MODIFICATIONS:** Yes, a suitable site entrance is required for this project.

## 10.0 Rest Areas

KEY	
EMERGENCY PARKING	
SUITABLE PARKING	

KM index	Location	Section of road	Rest area dimensions	Procedure	Comments
9.5	Euston	Zinder Park rest area, Sturt Highway. GPS Link: <a href="https://maps.app.goo.gl/ic9RoePLUapHb3P69">https://maps.app.goo.gl/ic9RoePLUapHb3P69</a>	Length: 550m Width: 10.0m	Left Hand Merge	Fatigue parking all loads
75.5	Balranald	Sturt Highway. GPS Link: <a href="https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8">https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8</a>	Length: 108m Width: 7.7m	Left Hand Merge	Emergency parking only
86.0	Balranald	Sturt Highway GPS Link: <a href="https://maps.app.goo.gl/qoK5mqXJGFK2tqNk9">https://maps.app.goo.gl/qoK5mqXJGFK2tqNk9</a>	Length: 100.0m Width: 8.0m	Merge left	Emergency parking for the blades
123.0	Willowvale	Sturt Highway GPS Link: <a href="https://maps.app.goo.gl/ZiXFYJ7RwSYAneqv8">https://maps.app.goo.gl/ZiXFYJ7RwSYAneqv8</a>	Length: 160.0m Width: 14.0m	Merge left	Suitable parking for the towers and motors.

## 9.5 Km's: Sturt Highway at Euston



Figure 31 – Zinder Park parking area blades

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/jc9RoePLUapHb3P69>

**PROCEDURE:** Merge to left

**COMMENTS:** Can be used for overnight parking or fatigue breaks. Police and pilots to control all traffic.

75.5 Km's: Sturt Highway at Balranald

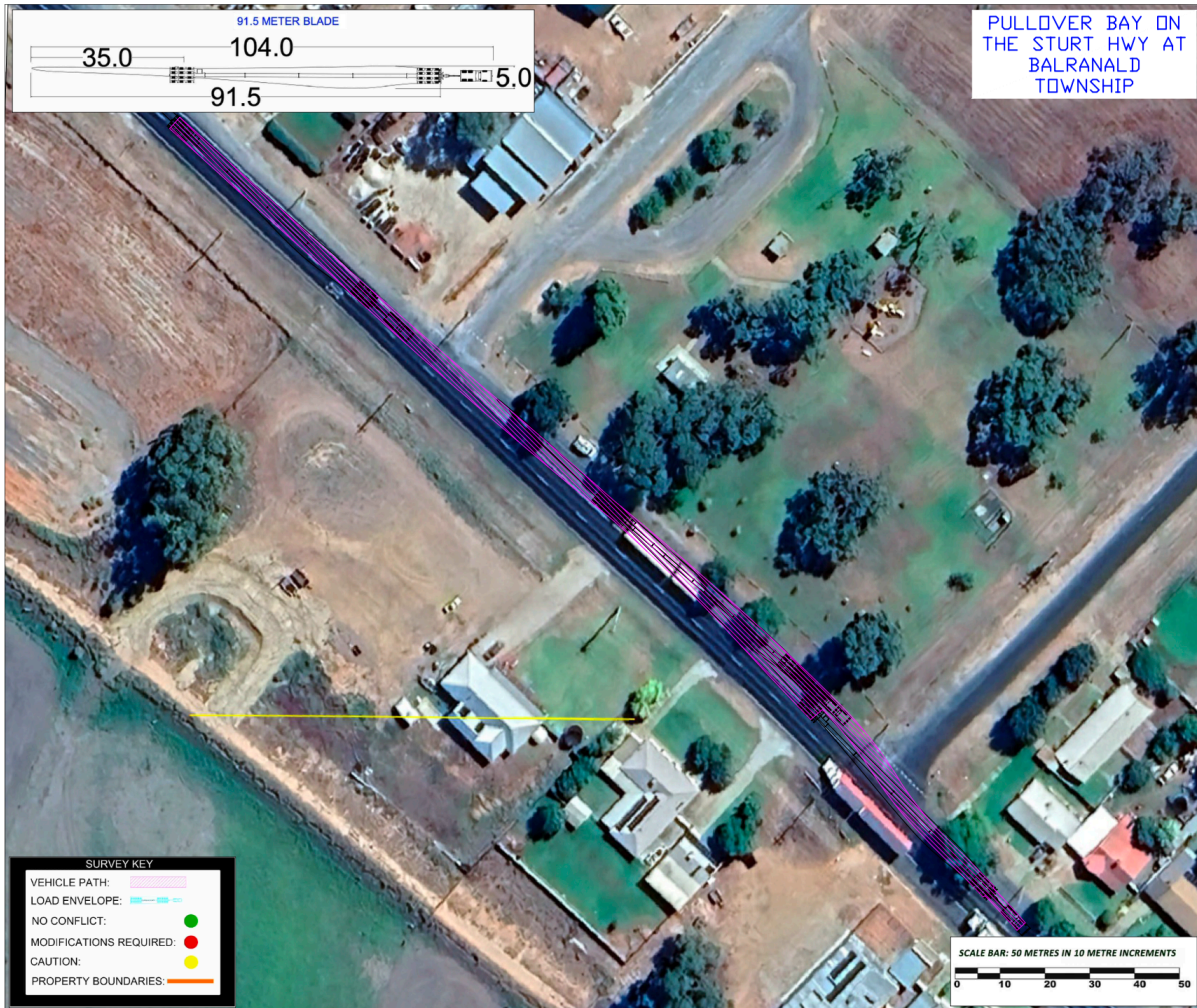


Figure 32 – Balranald Lions Park parking area

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/N1ykG5V6H8a49Dvk8>

**PROCEDURE:** Merge to left

**COMMENTS:** Can be used for emergency parking or fatigue breaks. Police and pilots to control all traffic.

86.0 Km's: Sturt Highway at Balranald

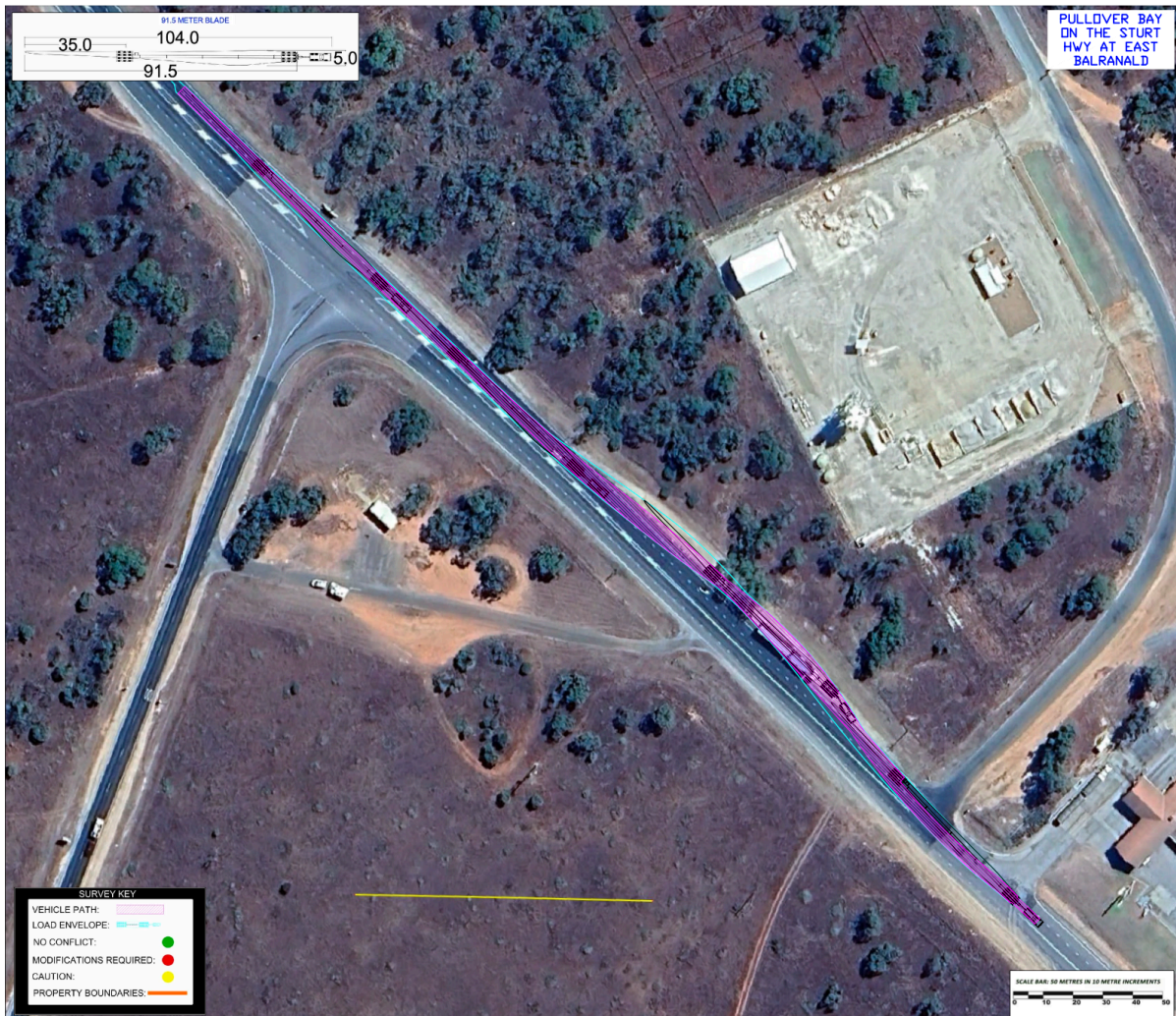


Figure 33 – Balranald parking area

**GPS LINK FOR THIS LOCATION:**

<https://maps.app.goo.gl/YWhKDDuG8iWCezRRA>

**PROCEDURE:** Merge to left into the Balranald parking bay.

**COMMENTS:** Can be used for emergency parking. Police and pilots to control all traffic.

**ROAD MODIFICATIONS:** Nil.

## 123.0 Km's: Sturt Highway at Keri Keri (Willowvale rest area)



Figure 34 – Willowvale rest area

**GPS LINK FOR THIS LOCATION:** <https://maps.app.goo.gl/2Hog6eA9598NGAWA6>

**PROCEDURE:** Merge to left

**COMMENTS:** Can be used for overnight parking or fatigue breaks. Willowvale Rest area. Police and pilots to control all traffic.

**SUITABILITY:** This parking bay can be used for towers and motors but not the Blades. This parking bay is asphalt and could accommodate several loads as well as multiple other vehicles.

**ROAD MODIFICATIONS:** No works required.

## 11.0 Route: Conclusion

After studying all options and undertaking a route survey, the route in its current condition requires a major amount of upgrading before it could be deemed suitable for transporting the proposed components.

The following are the key points that need to be taken into consideration, if the project moves forward with this route.

### SWEPT PATH:

- There are several sections along the route that require a moderate amount of work to allow a blade of this size to safely access the project site.
- The corners that we consider will need significant work and should be investigated early in the planning stages to avoid delays or rejections are:
  - The left hand turn on the Sturt Highway on Route 2A & 2B at Euston.
  - The right-hand turn from the Murray Valley Highway onto the Sturt Highway.
  - The Centre median strips on the Sturt Highway at Balranald.
  - The right-hand turn on the Sturt Highway and Market Street at Balranald.
  - The right-hand turn from the Sturt Highway onto Keri Keri Road.
  - Both site entry points.

### OVERHEAD STRUCTURES: (6.8 Maximum loaded height)

- The lowest structure is the Safety Cam at Balranald. This safety cam is 6.8 metres in overall height.

### OVERHEAD UTILITIES:

- This route will need to be checked by an authorised scoping company. It is likely that a route of at least 6.5 metres is required for this project.

### BRIDGES:

- A bridge assessment will be required to determine if the structures are suitable to take the axle loadings of the proposed vehicles.
- Early investigations by TfNSW appear to show that the structures on these routes will be suitable for the transport combinations listed in this report.

### RAIL ASSETS:

- There are no rail assets on these routes.

### VEGETATION:

- The route requires a moderate amount of vegetation clearing at several locations.
-

## PAVEMENT:

- The pavement on all roads has adequate highway pavement up until the Northern site entrance and Keri Keri Road.
- Keri Keri Road is a gravel road and will need to be maintained throughout the deliveries.
- Site access roads to be constructed for all weather use and to accommodate the weight and manoeuvring requirements of all proposed loads.

## ROADWORKS:

- The project will need to start discussions with government authorities at least 18 months prior to turbine transport to understand if the project would conflict with any upcoming roadworks. Once a Transport Management Plan “TMP” has been approved for the transport of the turbines, then the exact movement dates need to be communicated with all relevant authorities to make all road stakeholders are aware of the scheduled movements for each day.
- There are currently no major works proposed on the sections of route listed in this report.
- The project will need to regularly check on any new upgrades not listed in the report. If upgrades have taken place on a section of route after this report has been completed, then a swept path study would need to be undertaken on that section of road to confirm that it can still be used.

## SITE:

- All site access roads and entries to be constructed to appropriate standards in order to accommodate the weight, height, swept path and vertical curves (dips/crests) of all proposed loads. Roads to be maintained for the duration of deliveries.

## 12.0 Draft Delivery Schedule

Delivery Schedule Plan - Typical week							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Blade	1	1	1	1	1	1	6
Nacelle			1			1	2
Hub		1			1		2
Drive Train		1			1		2
BASE TOWER	1			1			2
MID TOWER T2			1			1	2
MID TOWER T3			1			1	2
MID TOWER T4			1			1	2
MID TOWER T5		1			1		2
MID TOWER T6		1			1		2
MID TOWER T7	1			1			2
TOP TOWER	1			1			2
40 Container	1	1	1	1	1	1	6

## 13.0 References

Rex J Andrews P/L Route survey #362 REV 02  
Google Earth/Maps  
Nearmaps  
NHVR (OSOM)  
Australian Load Restraint Guide  
Acciona  
ERM

**Disclaimer:** This route study is provided on the basis of information only purposes and is to be used strictly as a guide only; Government approvals would be required before these routes could be deemed suitable for transporting the components over the listed routes.

Any, and all parties using information contained this submission do so at own risk.

RJA accept no responsibility for the use of all information contained within this report.

Actual approved routes may differ from those surveyed.

Proposed routes may change subject to approvals from authorities.

This study was undertaken using data supplied by Rex J Andrews P/L. Equipment and swept paths might vary if using transport methodology other than the data supplied by Rex J Andrews.

## 14.0 Revision History

<b>Revision 02</b>			
<b>Item</b>	<b>Client feedback</b>	<b>Update</b>	<b>Location</b>
a.	Advisory Note 2	New survey format with numerous updates	Entire document

<b>Revision 03</b>			
<b>Item</b>	<b>Client feedback</b>	<b>Update</b>	<b>Location</b>
a.	Marked up amendments to the report	Robinvale routes now listed as 1A & 1B to both site entrances. Tower route 2A & 2B added to the report to both site entrances.	Entire document
b.	Marked up amendments to the report	Swept path images now have scale bar included.	Entire document
c.	Marked up amendments to the report	Willowvale rest area showing suitability for tower loads to enter and park without the need for any upgrades.	Entire document
d.	Marked up amendments to the report	Turbine updated in report.	Entire document

## 15.0 Transport Combinations (Examples)

### **TURBINE EXAMPLES**

342 x Blades (91.5l x 4.8w x 3.9h x 35.0T)

Transport configuration. Prime mover with 3x8-3x8 Blade trailer.

Overall dimensions: 105.0l x 4.8w x 4.9h x 108.5T.

114 x Hubs (4.8l x 4.8w x 4.0h x 60.0T)

Transport configuration. Prime mover with 2x8 dolly 3x8 low loader.

Overall Dimensions: 28.0l x 4.8w x 5.0h x 96.5T.

114 x Nacelle (12.0l x 4.5w x 4.2h x 75.0T)

Transport configuration. Prime mover with 2x8 dolly 5x8 low loader.

Overall Dimensions: 30.0l x 4.5w x 5.0h x 117.5T.

114 x Drive Train (7.0l x 3.5w x 3.5h x 95.0T)

Transport configuration. Prime mover with 2x8 8x8 dolly platform trailer.

Overall Dimensions: 32.0l x 4.2w x 4.5h x 157.5T.

### **TOWER EXAMPLES**

114 x T1 tower sections (13.4 x 5.9 x 5.5 x 99T)

Transport configuration. Prime mover with 10x8 Low Platform trailer.

Overall Dimensions: 30.0l x 5.0w x 6.5h x 161.5T.

114 x T2 tower sections (19.3 x 5.5 x 5.5 x 98T)

Transport configuration. Prime mover with 10x8 Low Platform trailer.

Overall Dimensions: 30.0l x 5.0w x 6.5h x 160.5T.

114 x T3 tower sections (23.4 x 5.5 x 5.0 x 97T)

Transport configuration. Prime mover with 10x8 Low Platform trailer.

Overall Dimensions: 37.0l x 5.0w x 6.5h x 159.5T.

114 x T4 tower sections (29.5 x 5.0 x 5.0 x 98T)

Transport configuration. Prime mover with 5x8 5x8 Extending Platform trailer.

Overall Dimensions: 45.0l x 5.0w x 5.9h x 169.5T.

114 x T5 tower sections (29.9 x 5.0 x 4.1 x 86T)

Transport configuration. Prime mover with 5x8 5x8 Extending Platform trailer.

Overall Dimensions: 45.0l x 5.0w x 5.9h x 157.5T.

114 x T6 tower sections (29.3 x 4.1 x 3.3 x 50.5T)

Transport configuration. Prime mover with 4x4-2x8 Dolly and Jinker.

Overall Dimensions: 45.0l x 5.0w x 5.9h x 86.5T.

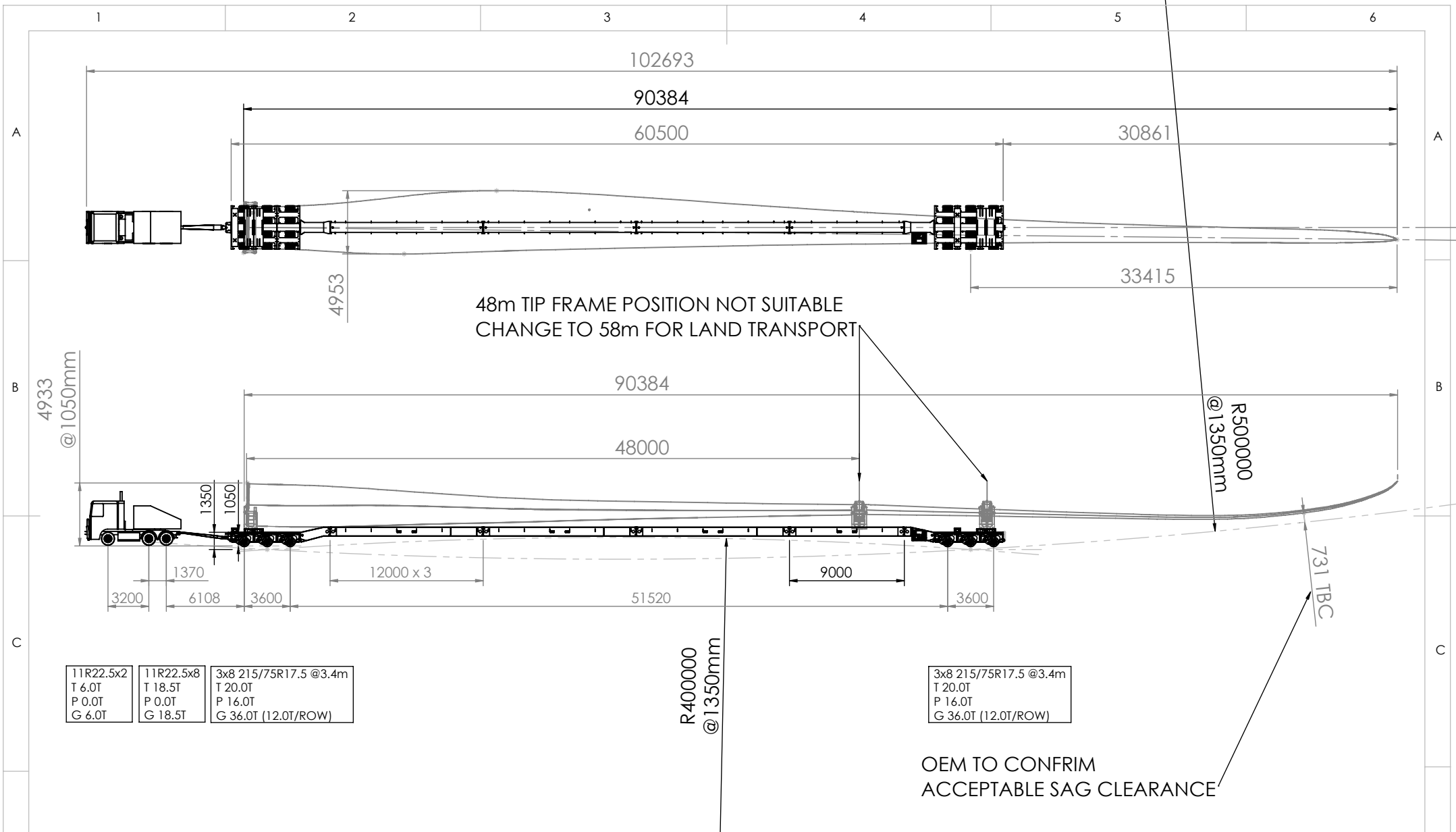
### **TRANSFORMER**

Possible Transformer size (11.1l x 4.2 x 5.062 x 200T)

Configuration. Prime mover with 12x8-12x8 Beamset + 4 x Backup trucks

Overall dimensions: 140.0l x 6.5w x 5.4h x 557.5T + 4 x Backup trucks

## 16.0 Appendix A - Transport Drawings (Possible Combinations)



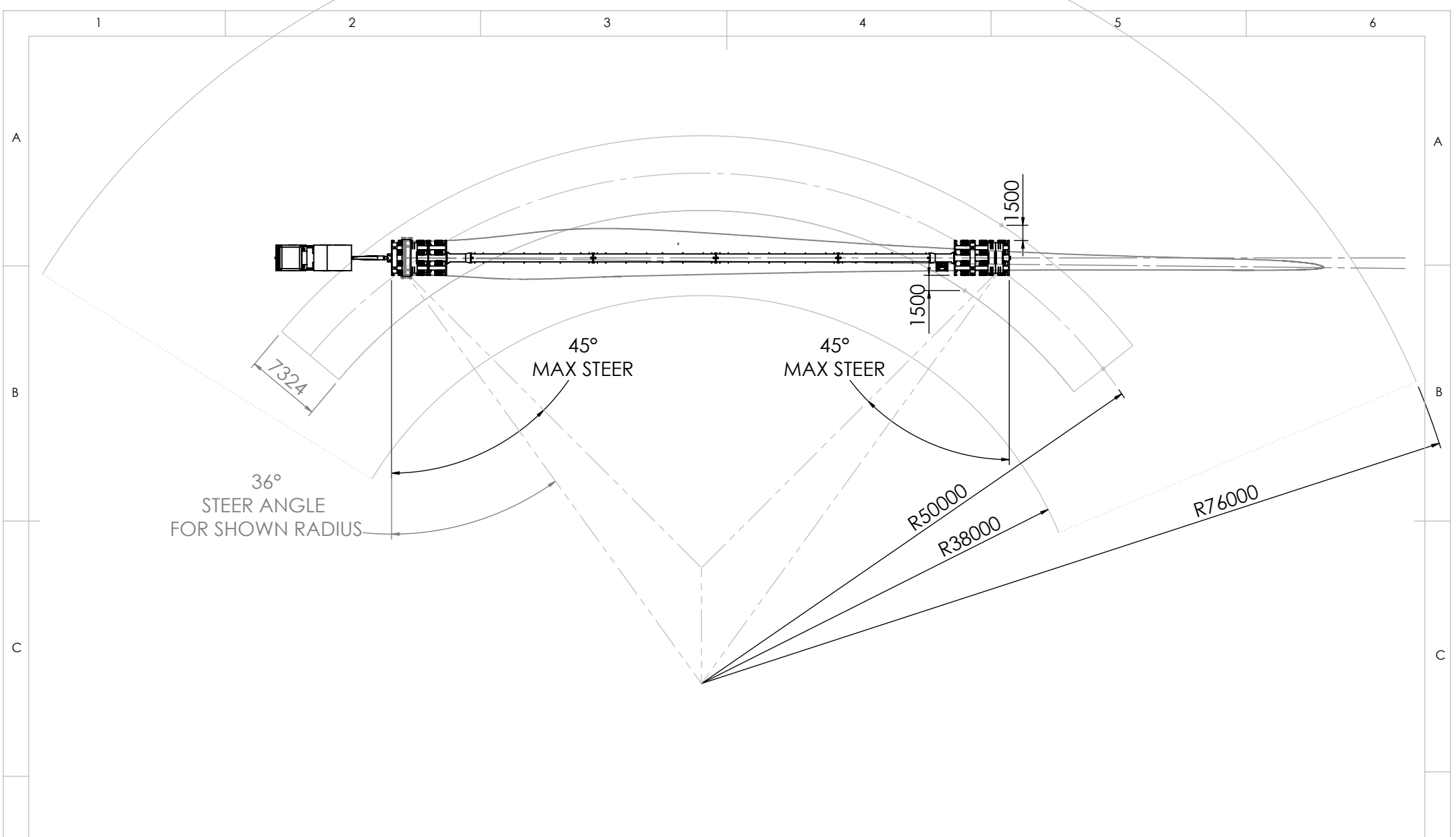
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1	TIP FRAME 58m WAS 60m + VC Δ	15/05/2024	J.S	H.A	R.A	
0	ISSUED FOR APPROVAL	15/05/2024	J.S	H.A	R.A	
R	ISSUED FOR REVIEW	15/05/2024	J.S	H.A		
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TRANSPORT PROPOSAL	
90.2m Blade	A4
DO NOT SCALE	90.2m_ 3x8_3x8

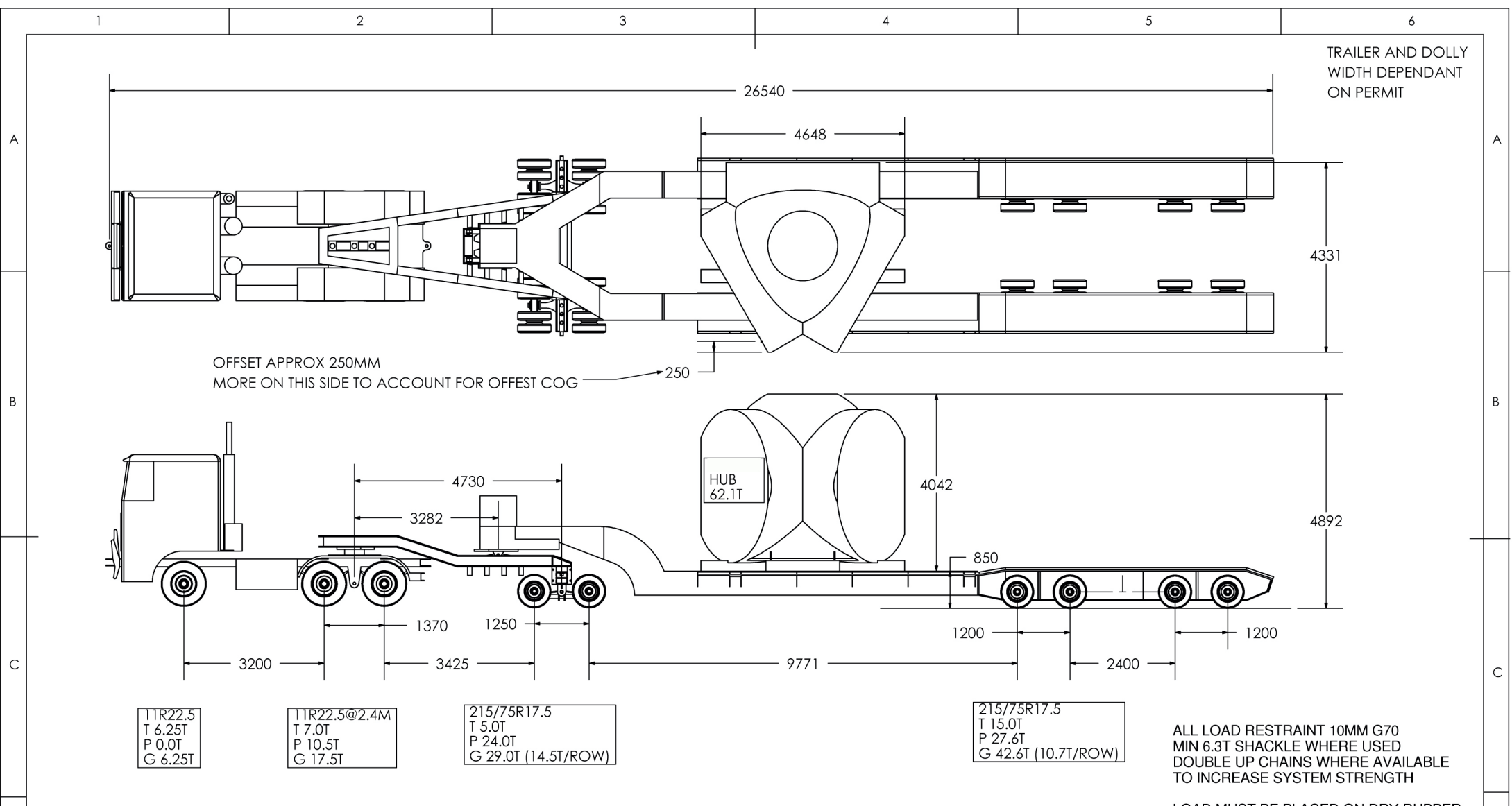


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**TRANSPORT PROPOSAL**  
 90.2m Blade  
 DO NOT SCALE  
 90.2m\_ 3x8\_3x8  
**A4**

\\SERVER\Volume\_1\Sworke\Projects\Blade transporters\Goldwind Blade transporters\Goldwind Blade\GOLD\_GW182\_90.2m\_3x8\_3x8



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DIMENSIONS IN MILLIMETRES  
TOLERANCES  
- LINEAR ± 5.0

0	ISSUED FOR APPROVAL	17/11/2020	C.E	J.S	W.A
R	ISSUED FOR REVIEW	17/11/2020	C.E	J.S	
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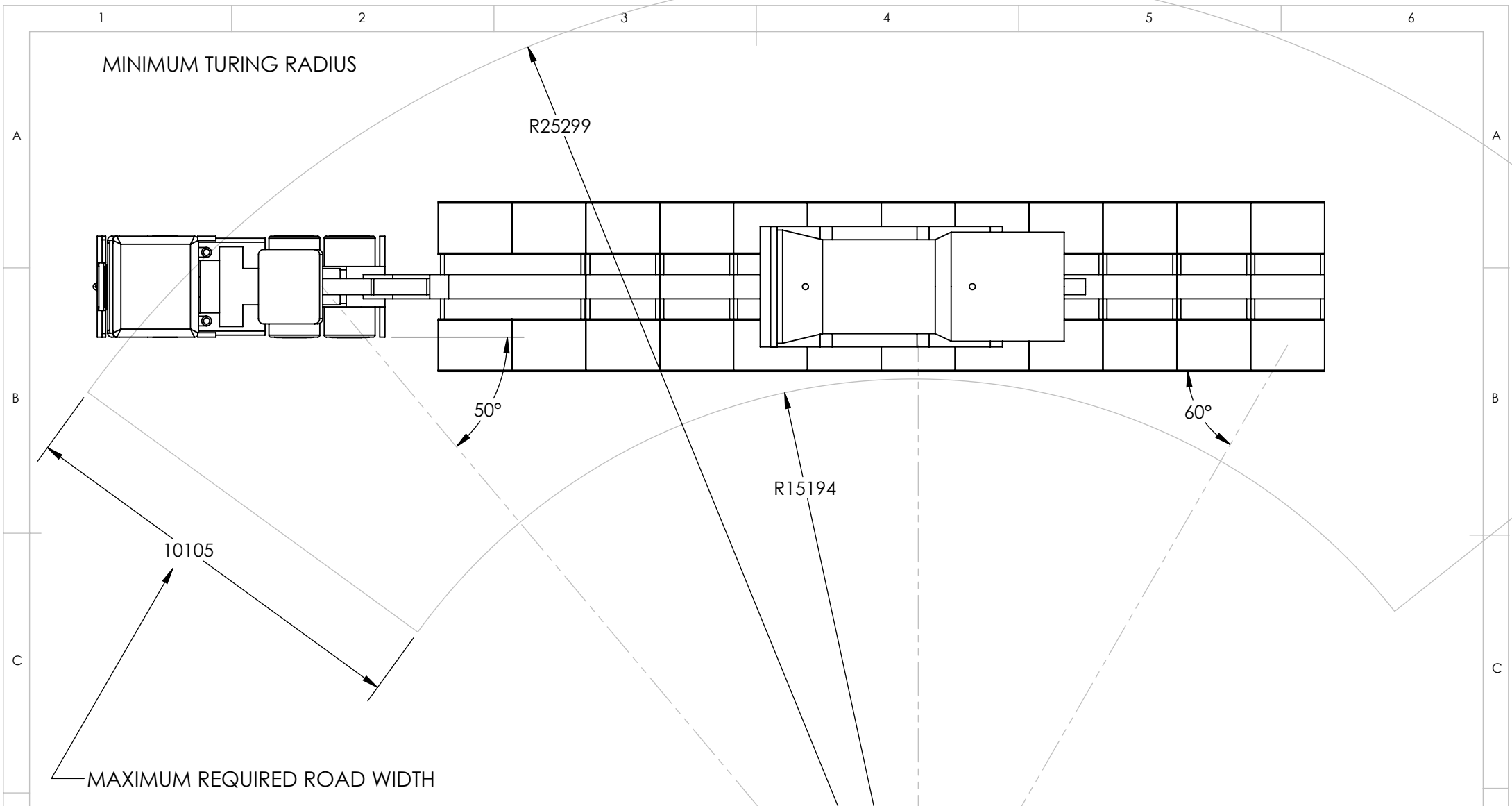
HUB 62.1T

DO NOT SCALE

DRG NO: HUB

**A4**





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 - LINEAR ± 5.0

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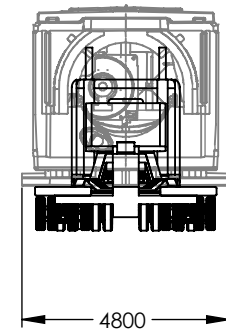
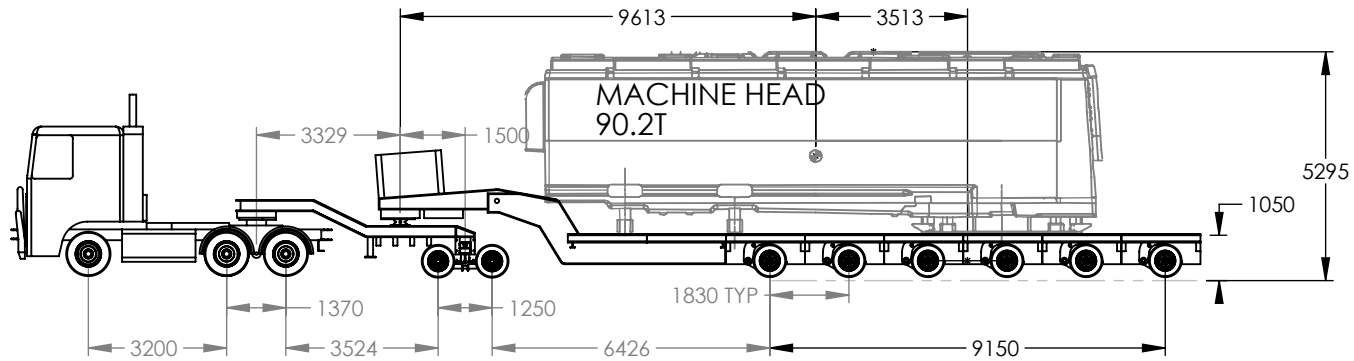
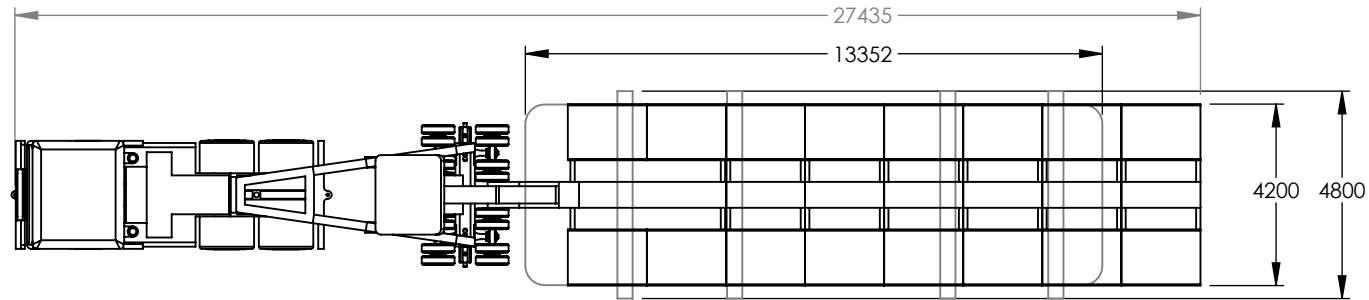
VESTAS V172  
 PT 106.0T

DO NOT SCALE

DRG NO:  
 VEST\_ENV\_PT\_V172

**A4**

- DRY RUBBER BTWEEN ALL METAL SURFACES
- ALL RESTRAINTS 10MM G70 WITH RATCHET RURNBUCKLES
- DOUBLE CHAINS WHERE POSSIBLE



11R22.5x2	11R22.5x8	2x8 215/75R17.5 @4.2m	6x8 215/75R17.5 @4.2m
T 6.0T	T 5+2+3=9T	T 3+4=7T	T 24.0T
P 0.0T	P 7.5T	P 16.6T	P 66.1T
G 6.0T	G 16.5T	G 23.6T (11.8T/ROW)	G 90.1T (15.0T/ROW)

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 DIMENSIONS IN MILLIMETRES  
 TOLERANCES  
 - LINEAR ± 5.0

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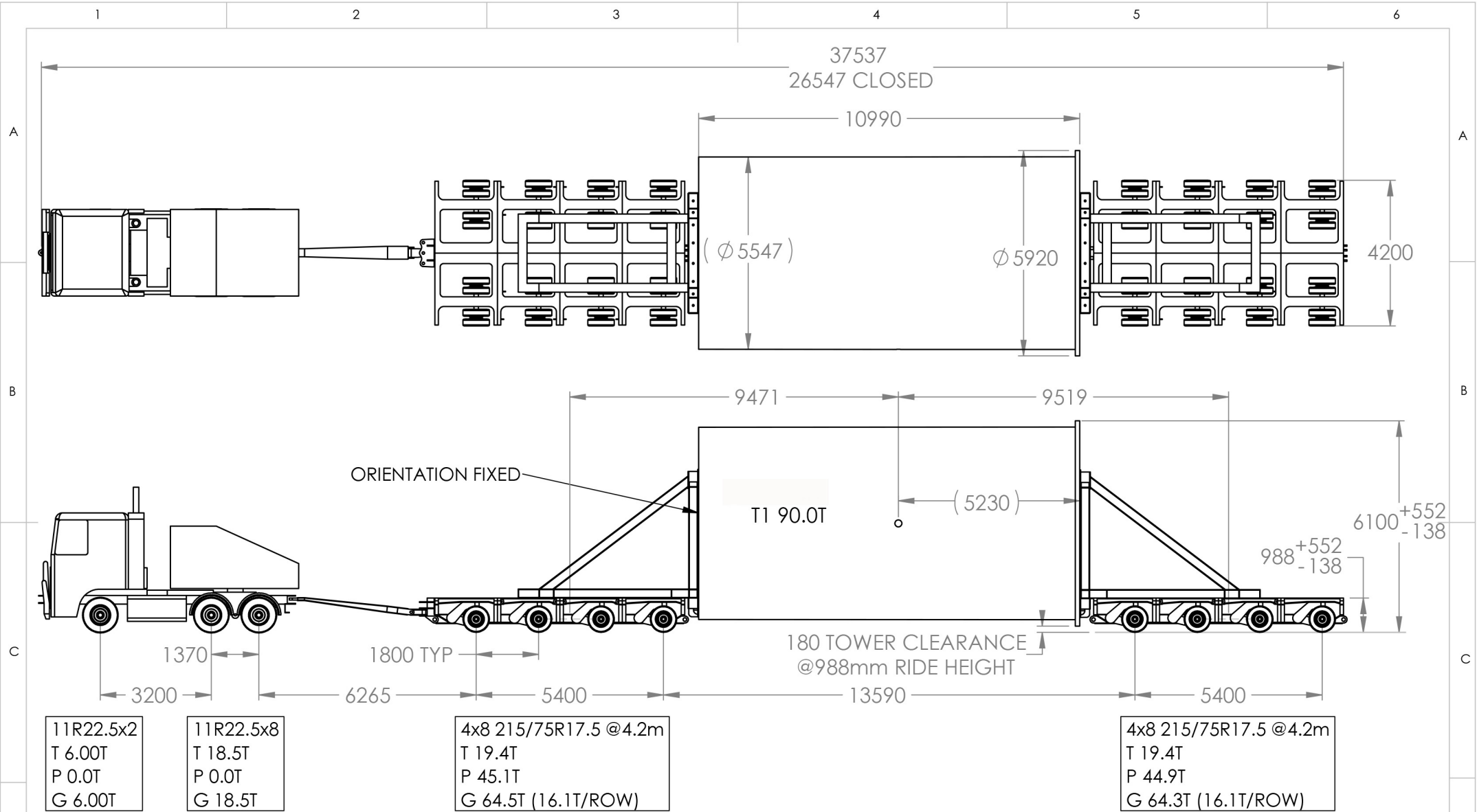
# TRANSPORT PROPOSAL

GE  
 164 6MW MACHINE HEAD  
 90.2T 2x8 6x8

DO NOT SCALE  
 DRG NO: GE\_164  
 6MW\_MH\_2x8\_6x8

**A4**





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THIRD ANGLE PROJECTION DIMENSIONS IN MILLIMETRES TOLERANCES - LINEAR  $\pm$  2.0

2	SHEET 2 ADDED	18/08/2021	J.S	C.E	R.A
1	TOWER UPDATED	11/08/2021	J.S	C.E	R.A
0	ISSUED FOR APPROVAL	12/10/2020	C.E	H.A	R.A
R	ISSUED FOR REVIEW	12/10/2020	C.E	H.A	
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TRANSPORT PROPOSAL

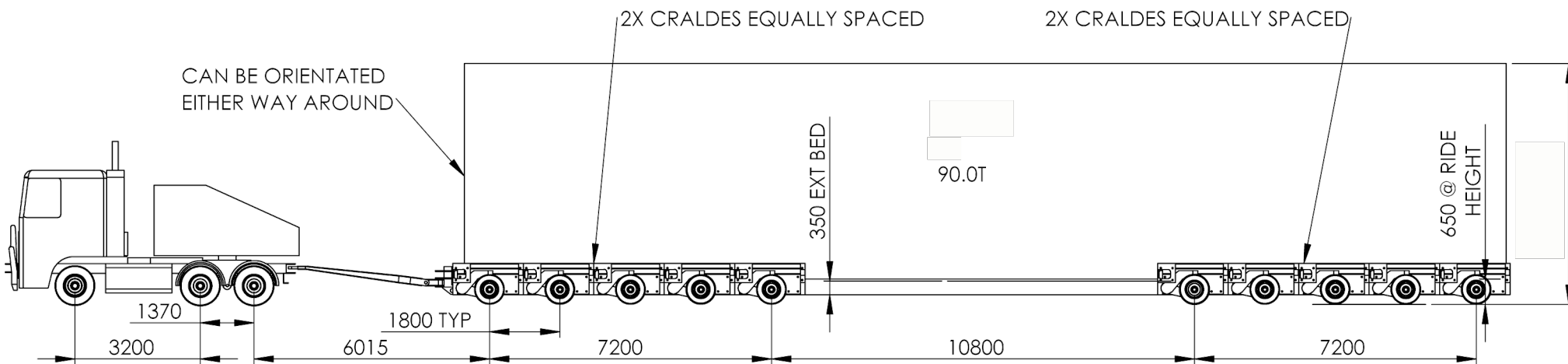
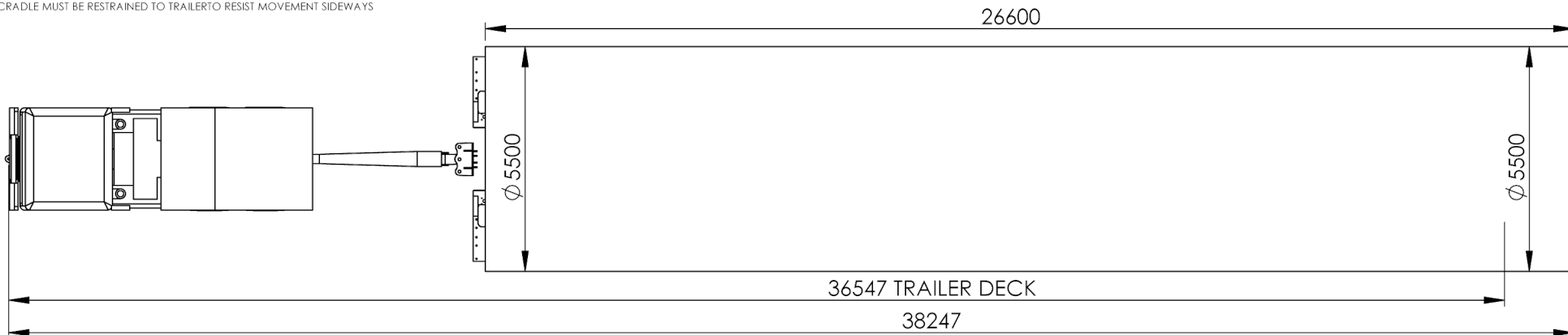
T1 - 90T

DO NOT SCALE

DWG: T01

A4

- EVENLY SPACE CRADLES ALONG TRAILER
- CRADLE MUST HAVE DRY RUBBER UNDER
- CRADLE MUST BE RESTRAINED TO TRAILER TO RESIST MOVEMENT SIDWAYS



11R22.5X2  
T 6.00T  
P 0.0T  
G 6.00T

11R22.5X8 @2.5  
T 8.5T  
P 10.0T  
G 18.5T

5X8 215/75R17.5 @ 5.0M  
T 27.5T  
P 45.0T  
G 72.5T (14.5T/ROW)

5X8 215/75R17.5 @ 5.0M  
T 27.5T  
P 45.0T  
G 72.5T (14.5T/ROW)

- DRY RUBBER THEN 3MM CLEARANTI MARKING PLASTIC BETWEEN TOWER AND CRADLE
- ALL RESTRAINTS 10MM G70 WITH RATCHET TURNBUCKLES
- DOUBLE UP IF AVAILABLE, USE BOLTED ADAPTER TO TOWER NEVER PASS CHAIN THROUGHHOLES

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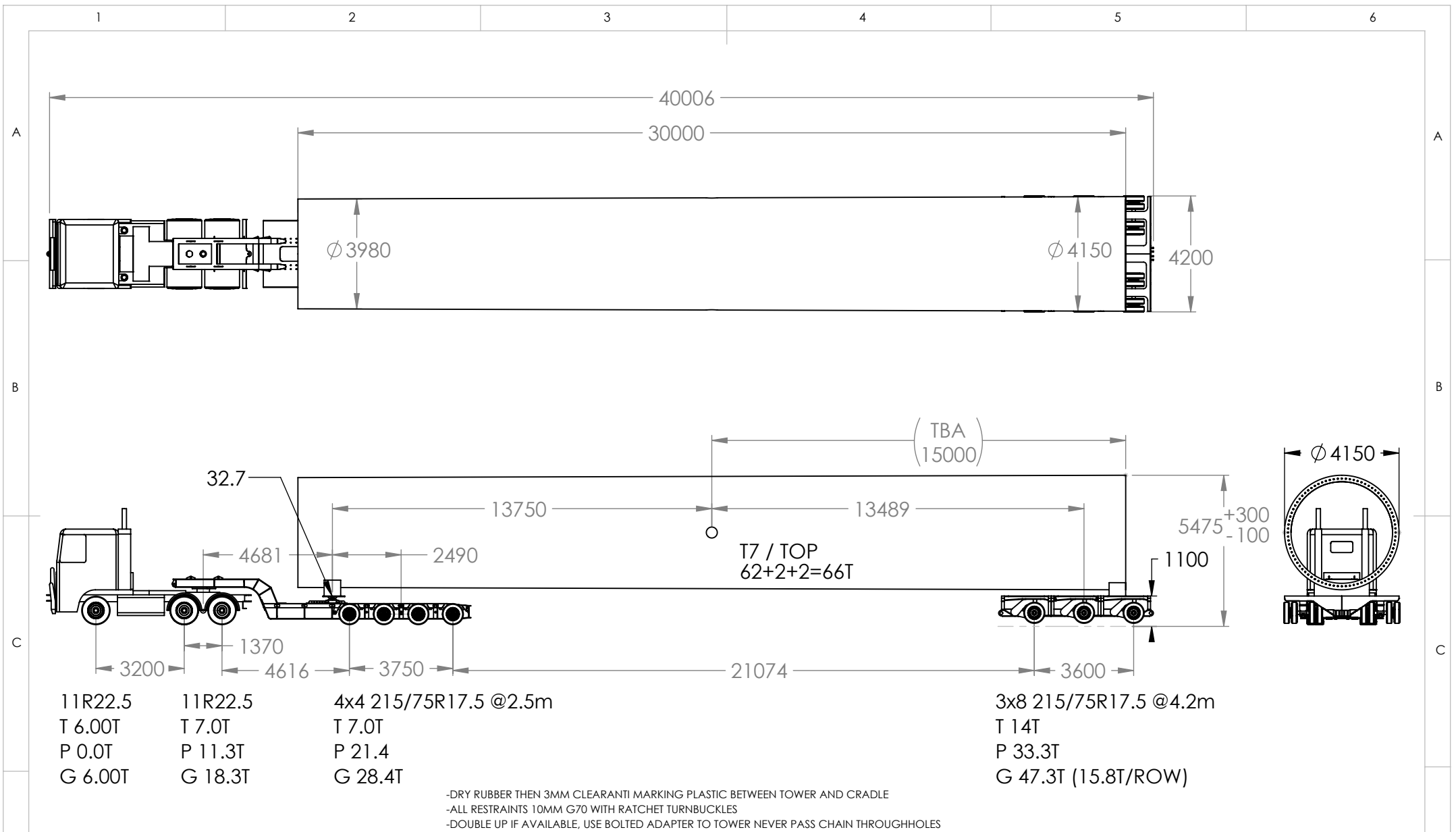
## TRANSPORT PROPOSAL

TOWER 90T  
5X8-5X8 EXTENDING  
PLATFORM

A4

DO NOT  
SCALE

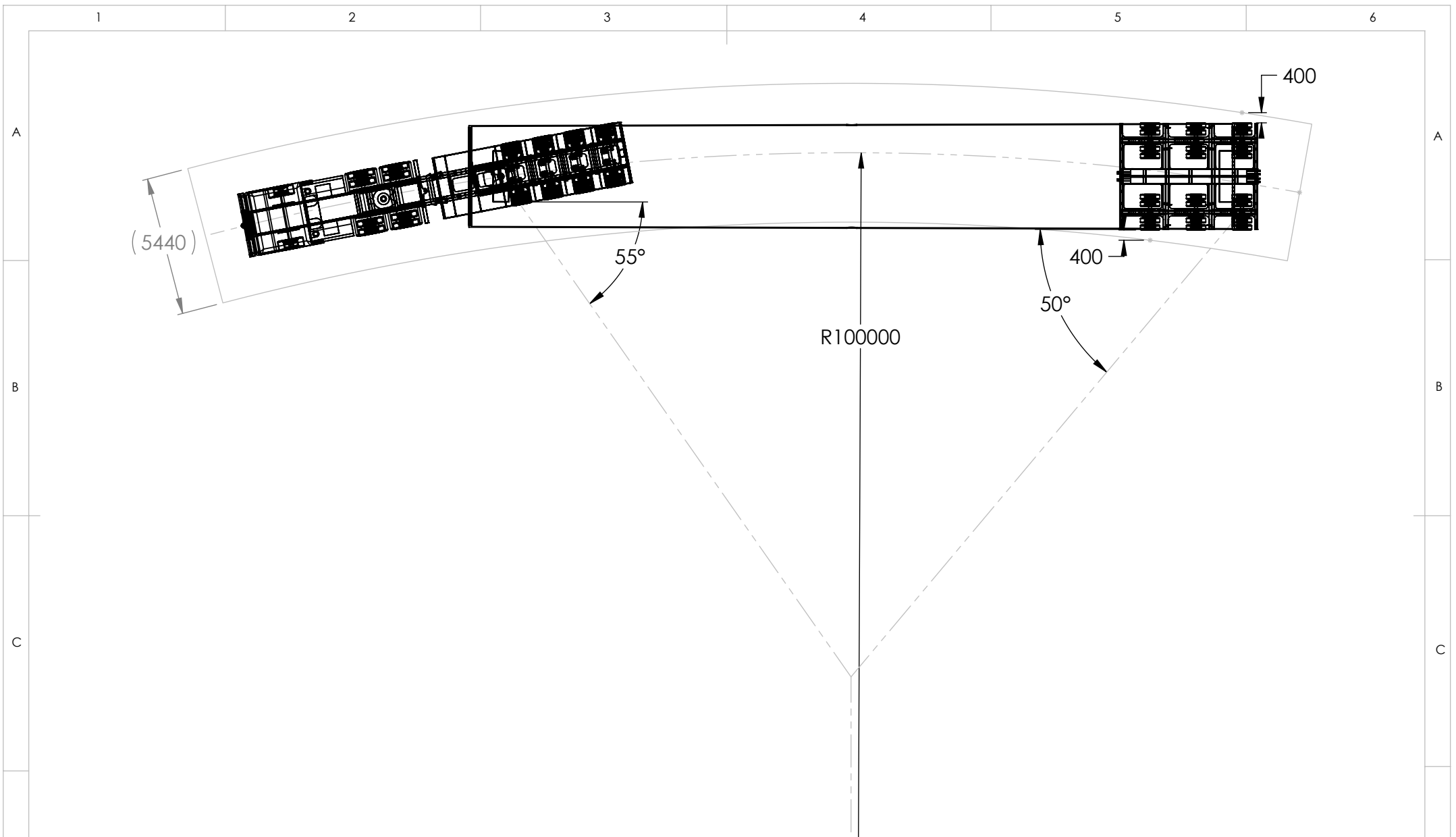
DWG:  
TOW\_90T\_EXTPLA



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THIRD ANGLE PROJECTION DIMENSIONS IN MILLIMETRES TOLERANCES - LINEAR $\pm 2.0$					
0	ISSUED FOR APPROVAL	09/08/2023	J.S	H.A	R.A
R	ISSUED FOR REVIEW	09/08/2023	J.S	H.A	
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**TRANSPORT PROPOSAL**  
 T7 / TOP TOWER 66T  
**A4**  
 DO NOT SCALE  
 DWG: WBWF\_T07A



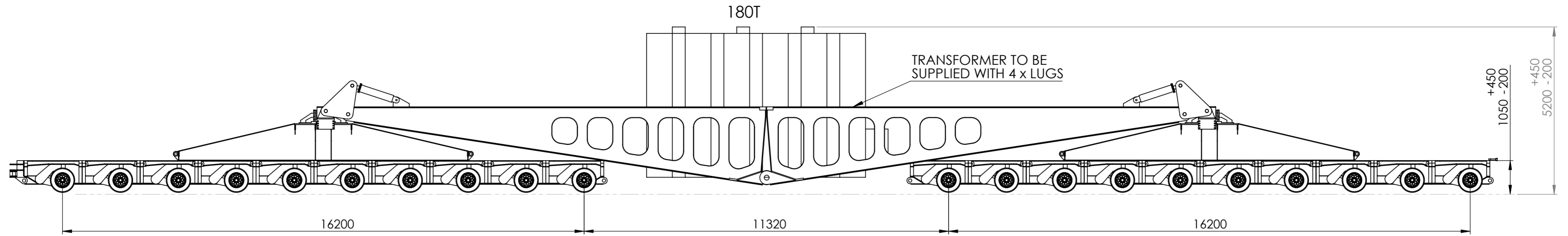
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R	ISSUED FOR REVIEW	09/08/2023	J.S	H.A	
REV		DATE	DRN	CKD	APP

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**TRANSPORT PROPOSAL**  
 T7 / TOP TOWER 66T  
**A4**  
 DO NOT SCALE  
 DWG: WBWF\_T07A

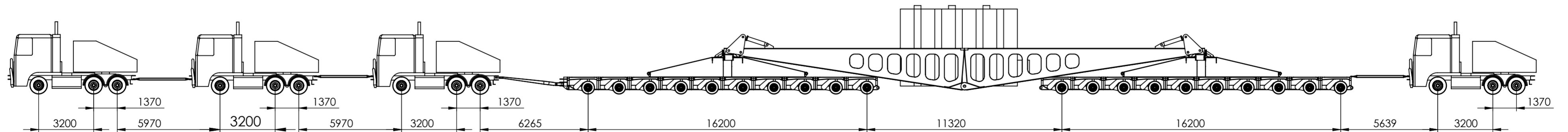
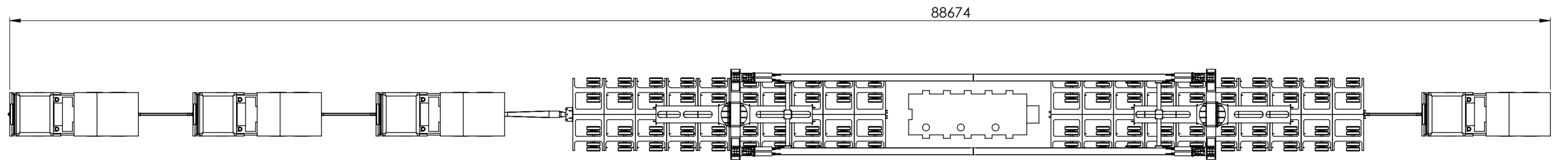
\\SERVER\Volume\_1\Sworks\Projects\Blade transporters\Vestas tower transporters\Vestas Tower Trailers\VEST\_WB\_T07A\_4x4\_3x8

DETAIL VIEW OF TRAILERS



10x8 215/75R17.5 @3.4m  
 T 10x3.6+9+9=63T  
 P 90.0T  
 G 153.0T (15.3T/ROW)

10x8 215/75R17.5 @3.4m  
 T 10x3.6+9+9=63T  
 P 90.0T  
 G 153.0T (15.3T/ROW)



11R22.5  
 T 6.25T  
 P 0.0T  
 G 6.25T

11R22.5  
 T 18.5T  
 P 0T  
 G 18.5T

11R22.5  
 T 6.25T  
 P 0.0T  
 G 6.25T

11R22.5  
 T 18.5T  
 P 0T  
 G 18.5T

11R22.5  
 T 6.25T  
 P 0.0T  
 G 6.25T

11R22.5  
 T 18.5T  
 P 0T  
 G 18.5T

10x8 215/75R17.5 @3.4m  
 T 10x3.6+9+9=63T  
 P 90.0T  
 G 153.0T (15.3T/ROW)

10x8 215/75R17.5 @3.4m  
 T 10x3.6+9+9=63T  
 P 90.0T  
 G 153.0T (15.3T/ROW)

11R22.5  
 T 6.25T  
 P 0.0T  
 G 6.25T

11R22.5  
 T 18.5T  
 P 0T  
 G 18.5T

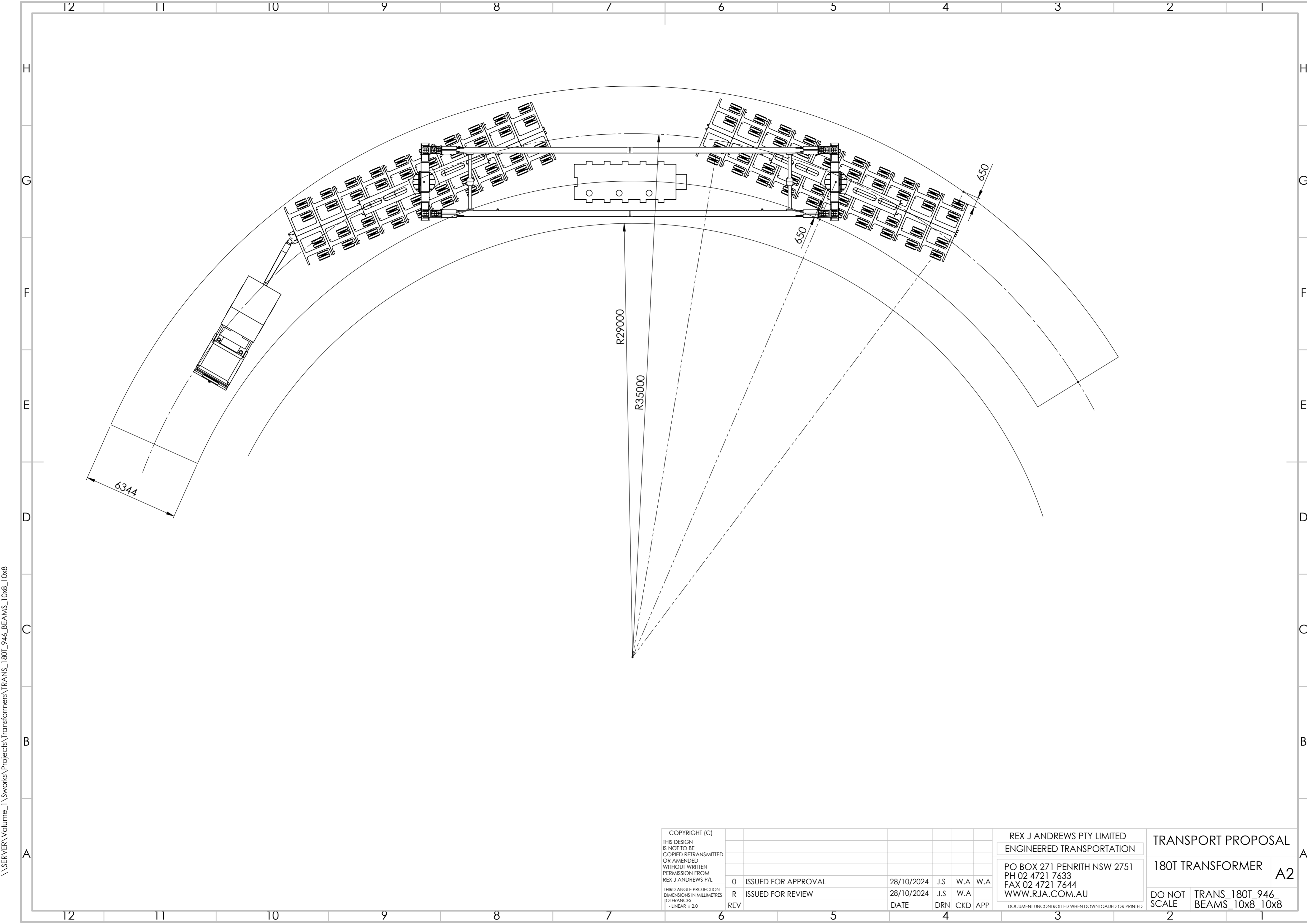
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 REX J ANDREWS P/L  
 THIRD ANGLE PROJECTION  
 DIMENSIONS IN MILLIMETRES  
 TOLERANCES  
 - LINEAR ± 2.0

0	ISSUED FOR APPROVAL	28/10/2024	J.S.	W.A.	W.A.
R	ISSUED FOR REVIEW	28/10/2024	J.S.	W.A.	
REV		DATE	DRN	CKD	APP

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 ENGINEERED TRANSPORTATION  
 PO BOX 271 PENRITH NSW 2751  
 PH 02 4721 7633  
 FAX 02 4721 7644  
 WWW.RJA.COM.AU  
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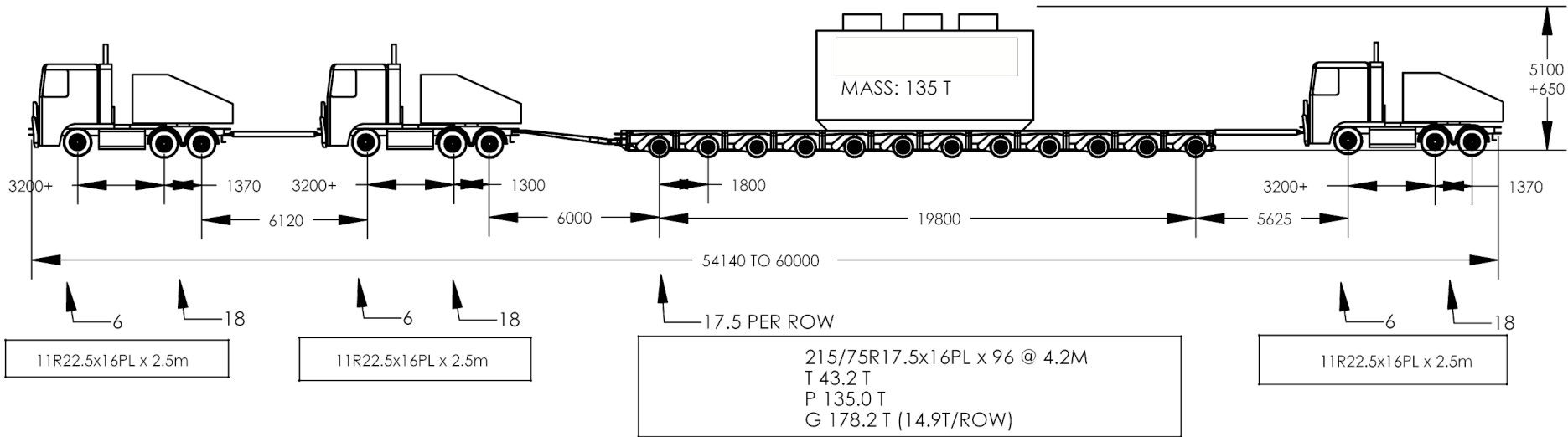
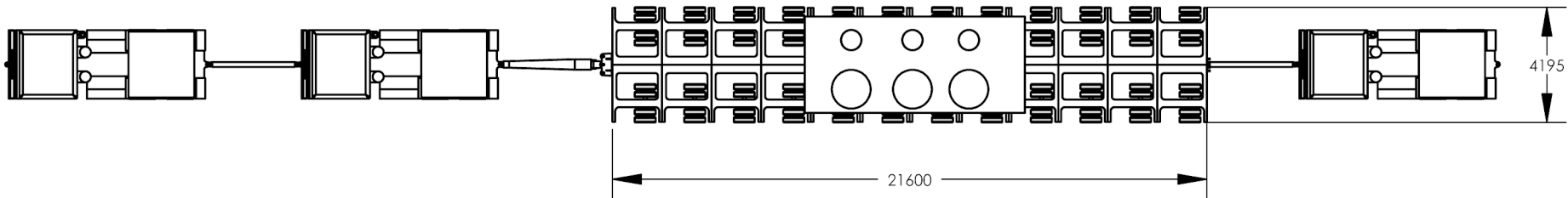
TRANSPORT PROPOSAL  
 180T TRANSFORMER  
 DO NOT SCALE  
 TRANS\_180T\_946\_BEAMS\_10x8\_10x8  
 A2

\\SERVER\Volume\_1\Works\Projects\Transformers\TRANS\_180T\_946\_BEAMS\_10x8\_10x8



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0 R REV	ISSUED FOR APPROVAL ISSUED FOR REVIEW	28/10/2024 28/10/2024 DATE	J.S J.S DRN	W.A W.A CKD	W.A W.A APP	DOCUMENT UNCONTROLLED WHEN DOWNLOADED OR PRINTED		

\\SERVER\Volume\_1\Projects\Transformers\TRANS\_180T\_946\_BEAMS\_10x8\_10x8



NOTES:  
 THIRD ANGLE PROJECTION  
 DIMENSIONS IN MILLIMETRES  
 TOLERANCES (UNLESS OTHERWISE STATED)  
 - LINEAR  $\pm 200.0$   
 - RADIAL  $\pm 200.0$

DATE  
14/11/2011

DRN:  
H. ANDREWS

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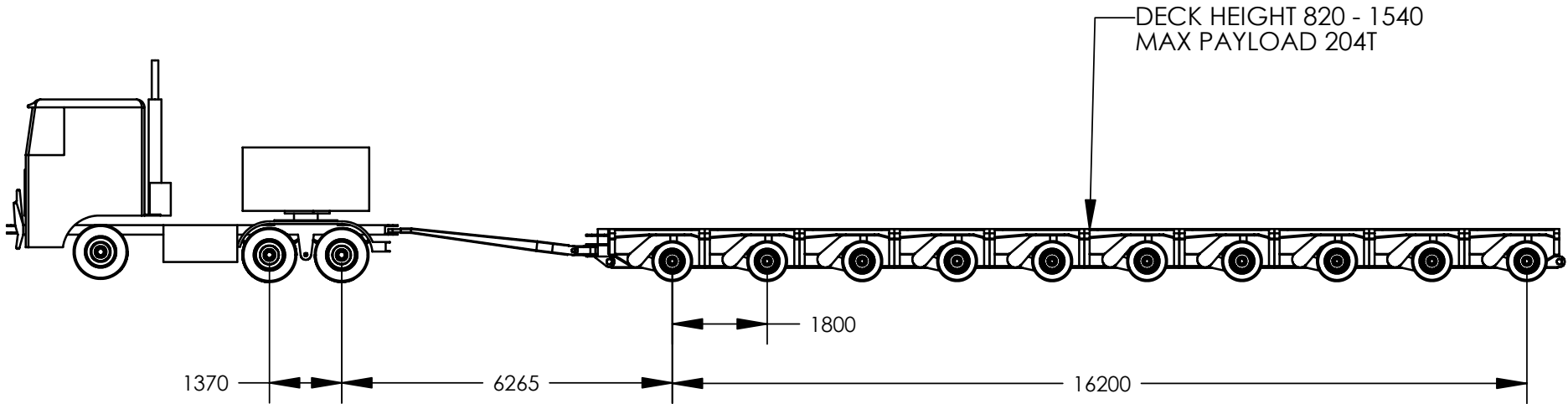
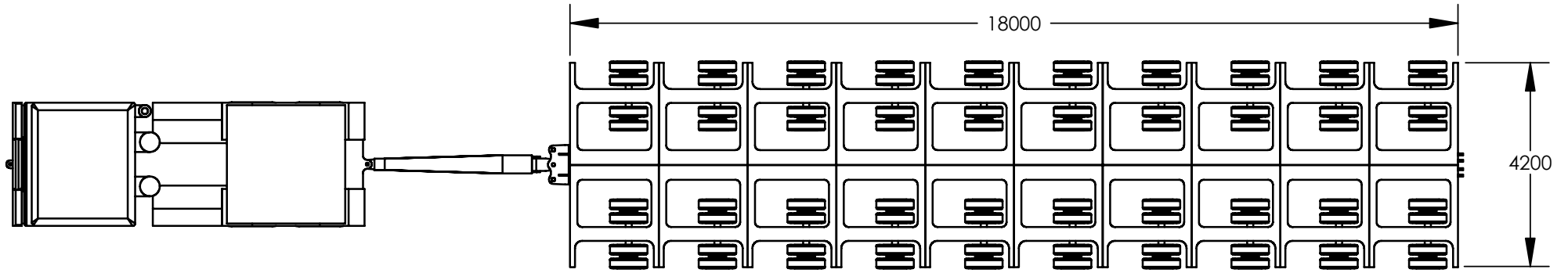
**TRANSPORT PROPOSAL**

TRANSFORMER  
135 TONNES

DO NOT SCALE

DRG NO:  TFR01

**A4**



DECK HEIGHT 820 - 1540  
MAX PAYLOAD 204T

THIRD ANGLE PROJECTION  
DIMENSIONS IN MILLIMETRES  
TOLERANCES (UNLESS OTHERWISE STATED)  
- LINEAR  $\pm 2.0$   
- RADIAL  $\pm 0.2$

DATE  
30/08/2001

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GENERAL ARRANGEMENT

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10X8 PLATFORM TRAILER

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SCALE

DRG NO: 10X8\_02

A4



APPENDIX B AHIMS SEARCH RESULTS



**AHIMS Web Services (AWS)**  
**Search Result**

Your Ref/PO Number : 0617753- KKWF TR

Client Service ID : 1057446

ERM- Sydney

Date: 22 October 2025

309 Kent Street  
Sydney New South Wales 2000

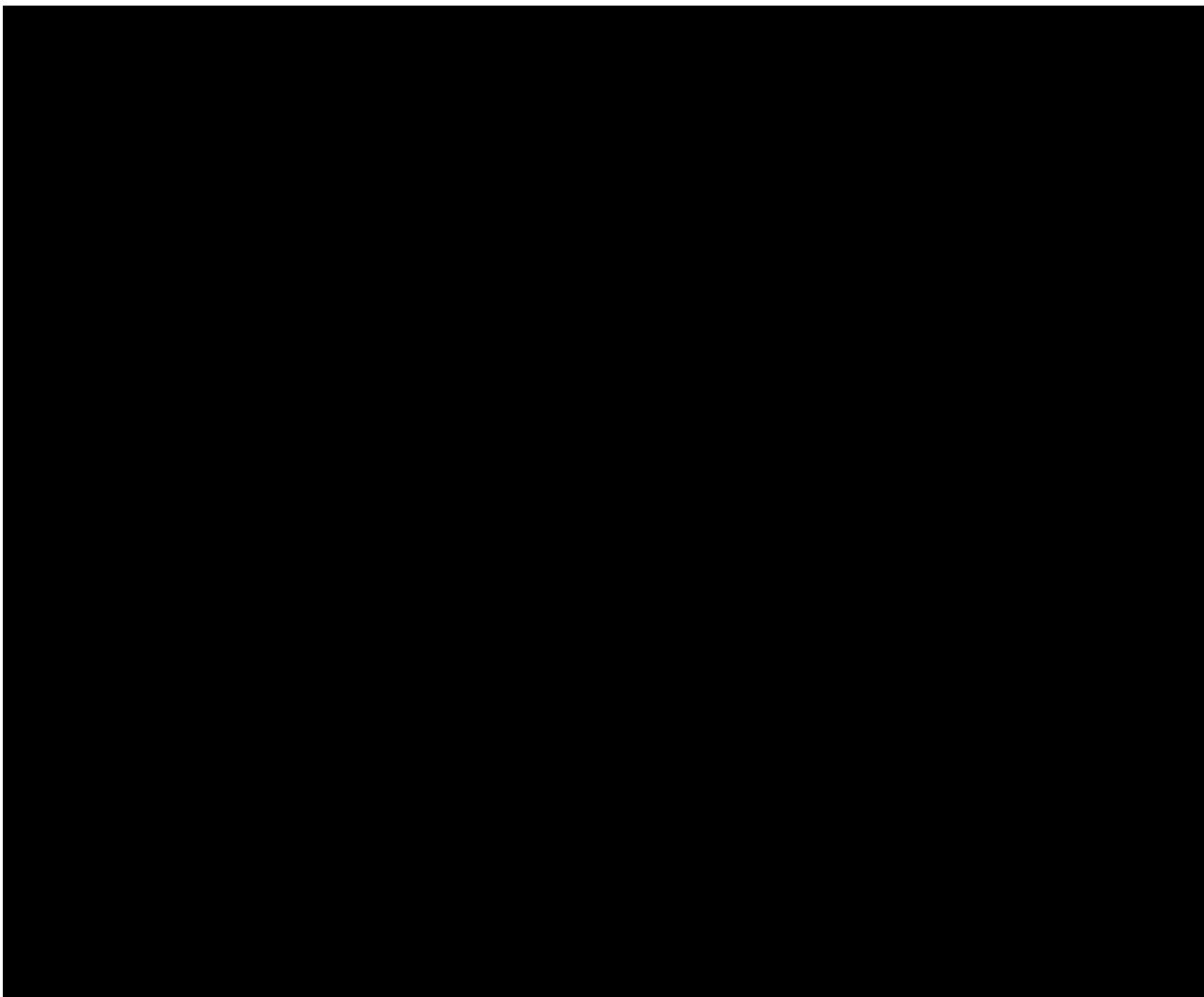
Attention: [REDACTED]

Email: [REDACTED]

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Search using shape-file Road Upgrade 250mBuffer with a buffer of 0 meters. Additional Info : Archaeological Assessment, conducted by Dean Wilson on 22 October 2025.**

**The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.**



### **If your search shows Aboriginal sites or places what should you do?**

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

### **Important information about your AHIMS search**

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.



# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : 0617753- KKWF TR

Client Service ID : 1057446

<u>SiteID</u>	<u>SiteName</u>	<u>Datum</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>	<u>Context</u>	<u>Site Status **</u>	<u>SiteFeatures</u>	<u>SiteTypes</u>	<u>Reports</u>
47-6-0058	Yanga creek mound 1	AGD	54	██████	██████	Open site	Valid	Earth Mound : -		
	<u>Contact</u> Searle	<u>Recorders</u> Mr.Mark Brettschneider						<u>Permits</u>		
47-6-0015	Police Paddock Scarred Tree;	AGD	54	██████	██████	Open site	Valid	Modified Tree (Carved or Scarred) :	Scarred Tree	1216
	<u>Contact</u>	<u>Recorders</u> Bonhomme Craib & Associates						-	<u>Permits</u>	

**\*\* Site Status**  
**Valid** - The site has been recorded and accepted onto the system as valid  
**Destroyed** - The site has been completely impacted or harmed usually as consequence of permit activity but sometimes also after natural events. There is nothing left of the site on the ground but proponents should proceed with caution.  
**Partially Destroyed** - The site has been only partially impacted or harmed usually as consequence of permit activity but sometimes also after natural events. There might be parts or sections of the original site still present on the ground  
**Not a site** - The site has been originally entered and accepted onto AHIMS as a valid site but after further investigations it was decided it is NOT an aboriginal site. Impact of this type of site does not require permit but Heritage NSW should be notified

Report generated by AHIMS Web Service on 22/10/2025 for Dean Wilson for the following area at Search using shape-file Road\_Upgrade\_250mBuffer with a buffer of 0 meters. Additional Info : Archaeological Assessment. Number of Aboriginal sites and Aboriginal objects found is 2

This information is not guaranteed to be free from error omission. Heritage NSW and its employees disclaim liability for any act done or omission made on the information and consequences of such acts or omission.

ERM- Sydney  
309 Kent Street  
Sydney New South Wales 2000

Date: 28 October 2025

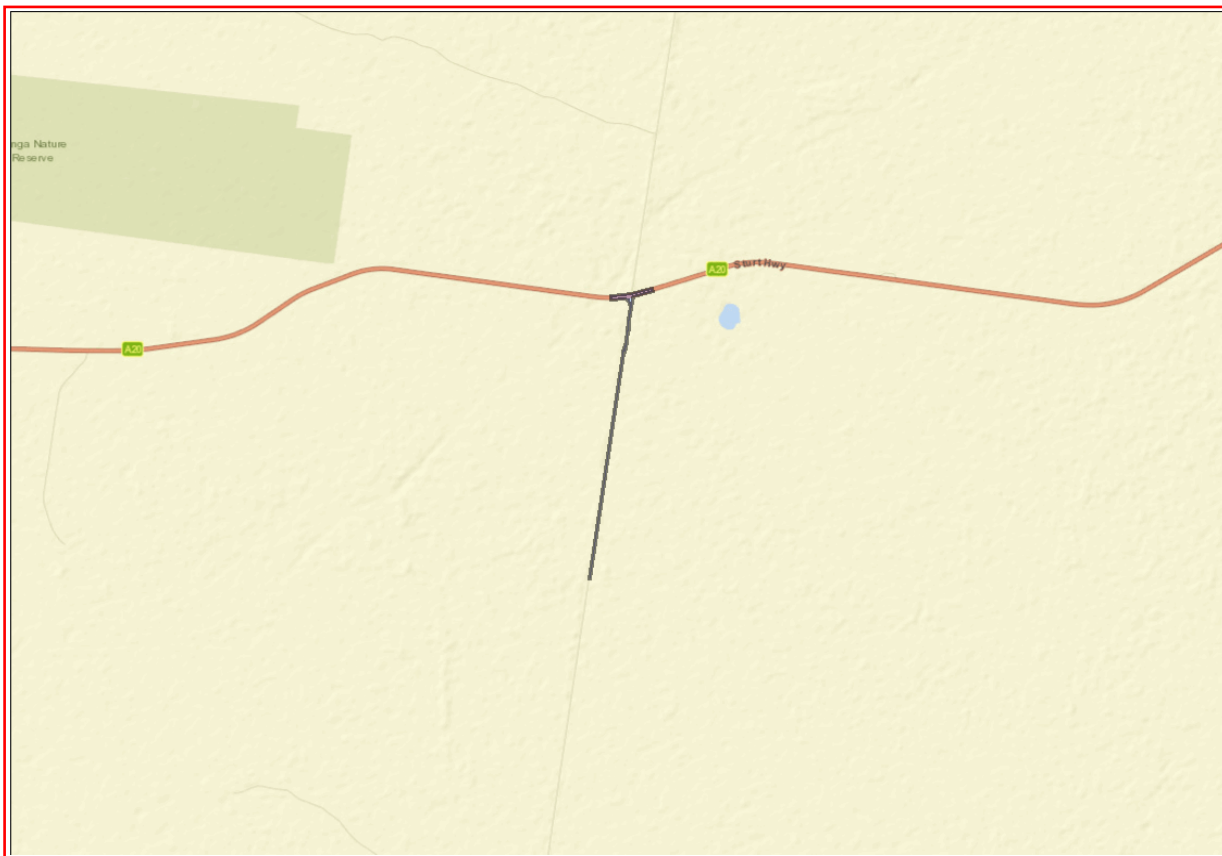
Attention: [REDACTED]

Email: [REDACTED]

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Search using shape-file kkwf shpfl/KKWF - External road works 20251010 with a buffer of 0 meters. Additional Info : Due Diligence, conducted by Dean Wilson on 28 October 2025.**

**The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.**



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

<b>0</b>	<b>Aboriginal sites are recorded in or near the above location.</b>
<b>0</b>	<b>Aboriginal places have been declared in or near the above location. *</b>

### **If your search shows Aboriginal sites or places what should you do?**

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

### **Important information about your AHIMS search**

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.



# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : 0617753- KKWF TR

Client Service ID : 1059280

<u>SiteID</u>	<u>SiteName</u> <u>Contact</u>	<u>Datum</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>	<u>Context</u>	<u>Site Status **</u>	<u>SiteFeatures</u> <u>Permits</u>	<u>SiteTypes</u>	<u>Reports</u>
---------------	-----------------------------------	--------------	-------------	----------------	-----------------	----------------	-----------------------	---------------------------------------	------------------	----------------

There are no sites found for given search criteria.

**\*\* Site Status**  
**Valid** - The site has been recorded and accepted onto the system as valid  
**Destroyed** - The site has been completely impacted or harmed usually as consequence of permit activity but sometimes also after natural events. There is nothing left of the site on the ground but proponents should proceed with caution.  
**Partially Destroyed** - The site has been only partially impacted or harmed usually as consequence of permit activity but sometimes also after natural events. There might be parts or sections of the original site still present on the ground  
**Not a site** - The site has been originally entered and accepted onto AHIMS as a valid site but after further investigations it was decided it is NOT an aboriginal site. Impact of this type of site does not require permit but Heritage NSW should be notified

Report generated by AHIMS Web Service on 28/10/2025 for Dean Wilson for the following area at Search using shape-file kkwf shpfl/KKWF\_- External\_road\_works\_20251010 with a buffer of 0 meters. Additional Info : Due Diligence. Number of Aboriginal sites and Aboriginal objects found is 0

This information is not guaranteed to be free from error omission. Heritage NSW and its employees disclaim liability for any act done or omission made on the information and consequences of such acts or omission.

Environmental Resources Management - Melbourne

Date: 11 December 2025

Level 6 99 King Street  
Melbourne Victoria 3000

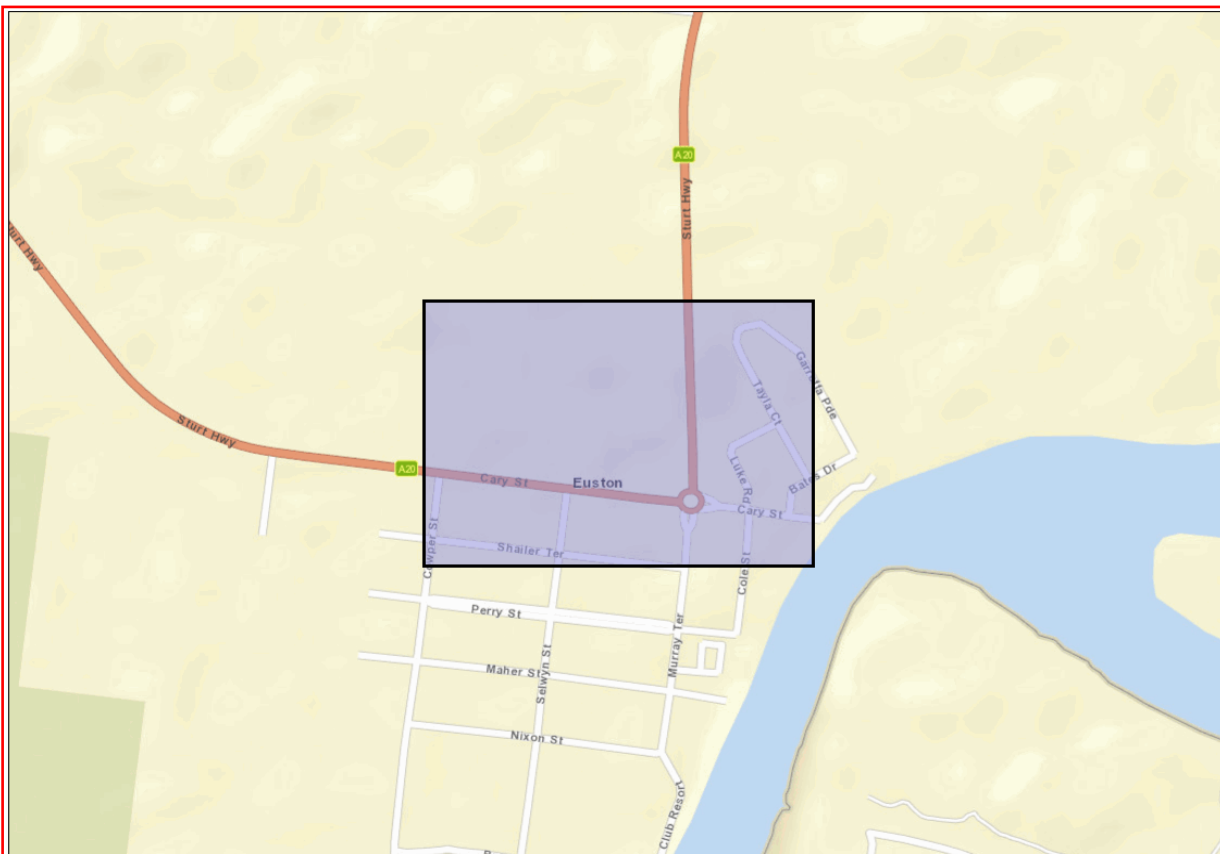
Attention: [REDACTED]

Email: [REDACTED]

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Lat, Long From : -34.5761, 142.7398 - Lat, Long To : -34.5717, 142.7475, conducted by Dean Wilson on 11 December 2025.**

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

<b>0</b>	<b>Aboriginal sites are recorded in or near the above location.</b>
<b>0</b>	<b>Aboriginal places have been declared in or near the above location. *</b>

### **If your search shows Aboriginal sites or places what should you do?**

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

### **Important information about your AHIMS search**

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- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.



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Sydney NSW 2000

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