Amber Organisation
www.amberorg.com.au
1800 022 363

Mike Hinz
Senior Project Engineer
Windlab

13 May 2025

Issued via email: **mike.hinz@windlab.com**

Dear Mike

Junction Rivers Wind Farm – Response to Submissions (TfNSW)

Amber Organisation has been engaged to assist with responding to several comments received from Transport for New South Wales (dated 20 August 2024) on the Junction Rivers Wind Farm EIS. Table 1 provides a summary of the comments which have been addressed herein.

Table 1: TfNSW Response to Submissions

Ref.	TfNSW Comment	Response
4	Strategic concept designs and swept paths must be provided for any road widening on the state road network required to accommodate high-risk OSOM vehicles. The hardstands and pavement are to be sealed to the standards of the adjacent road.	Strategic concept designs and swept paths are provided in Appendix A for the blade route and Appendix B for the tower route. The designs identify that all hardstand areas are to be sealed to the standard of the adjacent road where relevant.
14	No strategic designs have been submitted for the intersection upgrades. These are required to be submitted for any physical changes to the state road network.	Strategic concept designs and swept paths are included in Appendix A for the construction of BAR/BAL turn treatments at the Yanga Way / Balranald Road intersection.
15	Strategic designs must be accompanied by swept paths for the largest vehicle required to access each public and private access with the State road network. Swept paths must demonstrate the largest heavy vehicle can turn concurrently in all turn directions without crossing into the incorrect lane, well within proposed/existing pavement and within existing intersection treatments (where applicable). Intersection upgrades are to be in accordance with Austroads and relevant TfNSW supplements.	Swept paths are provided for all strategic designs. The swept paths for the BAR/BAL turn treatments at the Yanga Way / Balranald Road intersection demonstrate concurrent turn movements for the 26.0m B-Double design vehicle.

Ref.	TfNSW Comment	Response
16	Strategic designs must identify any acquisition required to facilitate the scope of the road upgrades and road works inclusive of pinch point. The Developer is responsible for dedication and acquisition of land, if necessary, to accommodate road infrastructure, including but not limited to footways, structures, stormwater drainage, batters, maintenance access, and utilities, to TfNSW's satisfaction. Note: The design must comply with TfNSW strategic design requirements for Das, TfNSW technical directions, supplements, corridor strategies, Austroads and any other applicable TfNSW policies/strategies.	Strategic concept designs and swept paths are provided in Appendix A for the blade route and Appendix B for the tower route. The designs highlight the extent of civil works and/or acquisition required at each location. The designs have been prepared in accordance with the TfNSW Strategic Design Fact Sheet.
17	Sturt Highway and Yanga Way are Road Train routes (36.5m Type 1 Road Train/ PBS3). Intersections on these roads should be designed to cater to road train movements.	The project does not propose to construct any additional turn treatments along Sturt Highway. Strategic concept designs and swept paths are included in Appendix A for the construction of BAR/BAL turn treatments at the Yanga Way / Balranald Road intersection. The designs indicate road widening to achieve 7.0 metres from the road centreline to the edge of seal on Yanga Way, in accordance with the design requirements for Road Train routes. It is noted that Balranald Road is not an approved Road Train route and so the intersection has been designed for 26.0m B-Double turning movements.
18	Swept paths for the high risk OSOM will be required for each site access point to the site that will be required to be used for the high risk OSOM. The swept paths are required to demonstrate that the high risk OSOM can be delivered within the existing or proposed pavement and if further pavement widening is required to accommodate these movements.	All site access points to be utilised by high risk OSOM vehicles are on the local road network. Strategic concept designs and swept paths are included in Appendix C for the site access locations.
21-22	Identify the emergency design vehicle and provide a swept path analysis identifying provision of sufficient storage at the throat of the access to allow for the emergency vehicle to store within the access and not within the through lane or shoulder.	Site Access #1 on Yanga Way is proposed to be used for emergency access only. Strategic concept designs and swept paths are included in Appendix C which demonstrate the emergency access has been suitably designed to accommodate a Heavy Rigid Truck (12.5m) representing a specialist fire truck. Sufficient storage is provided at the throat of the access to allow for the emergency vehicle to store within the access and not within the through lane or shoulder.

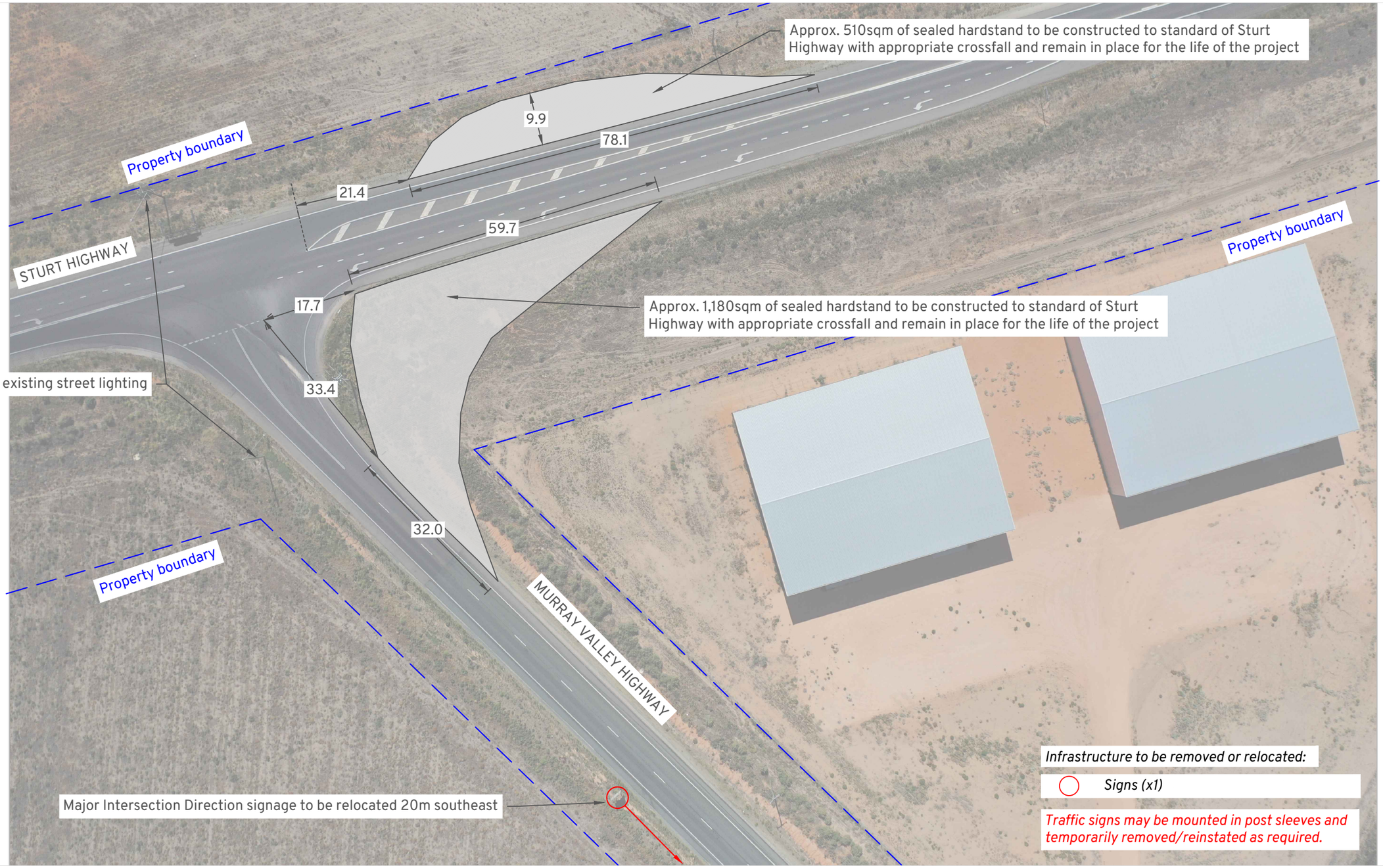
If you have any questions, please feel free to contact the undersigned.

Yours sincerely
Amber Organisation

Oliver Mihaila
Associate

Appendix A

Strategic Concept Designs – Blade Route



Notes:

- Property boundaries shown indicatively based on mapping data.
- Vehicle swept paths provided within RJA report and on Sheet BL1-2
- Hardstand areas are to remain for the life of the project to allow for future replacement of turbine components.

Site Location: Sturt Highway / Murray Valley Highway, Euston NSW

Junction Rivers Wind Farm - 100m Blade from Adelaide

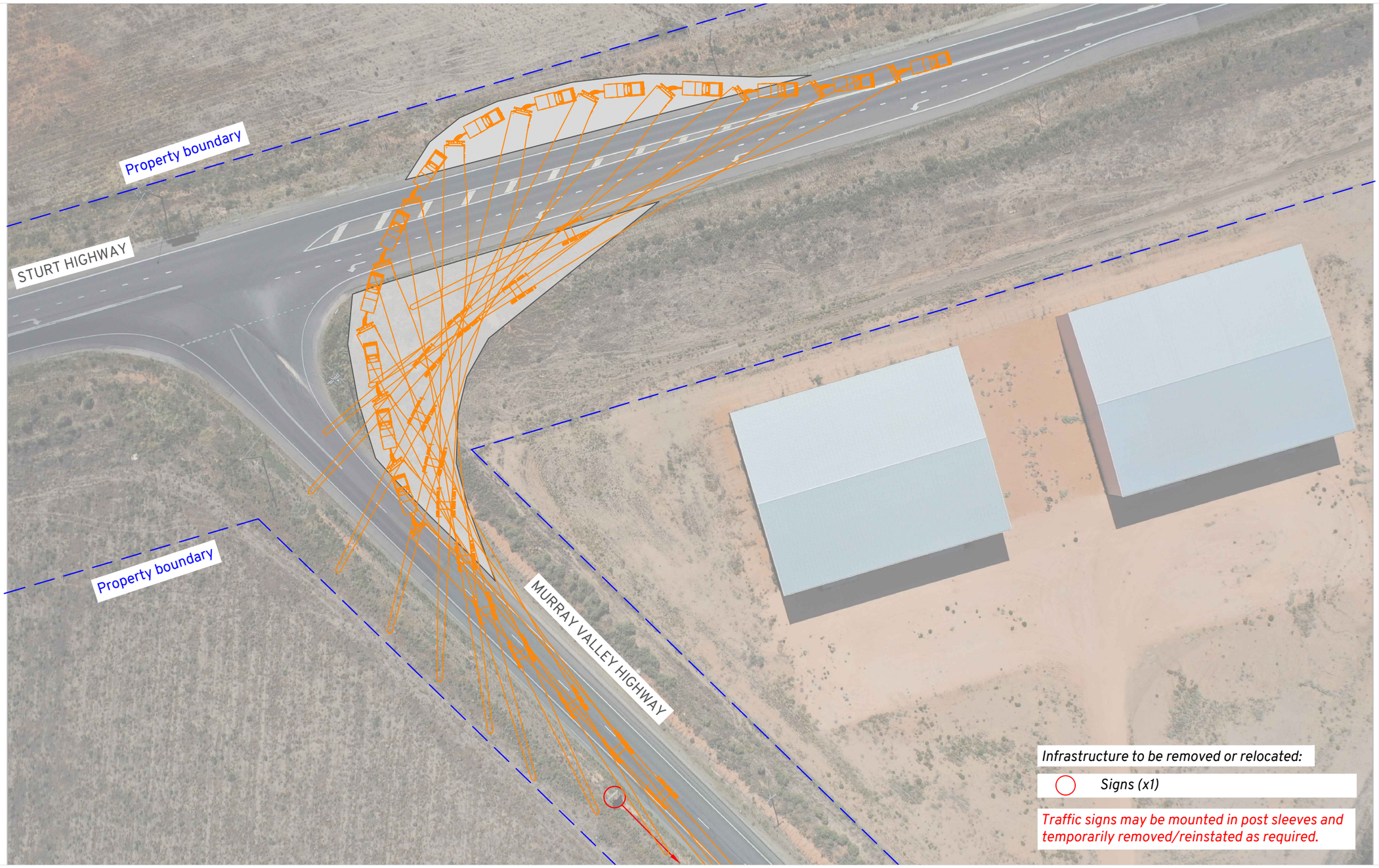
KM Index 546.0: Sturt Highway / Murray Valley Highway, Euston

Strategic Design

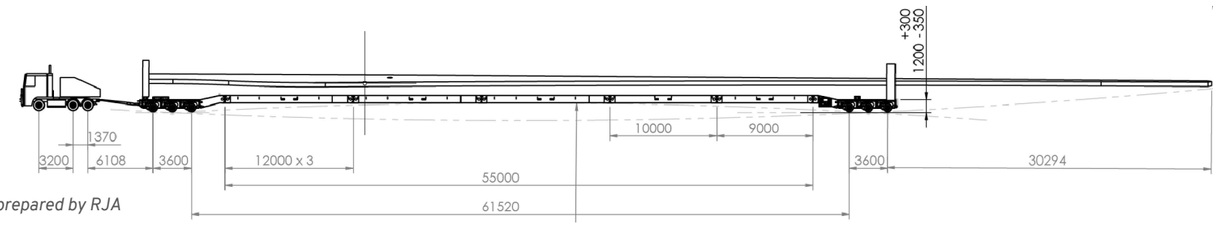
DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

B1-1



Vehicle/Load Envelope



Swept Path Assessment prepared by RJA

Junction Rivers Wind Farm - 100m Blade from Adelaide

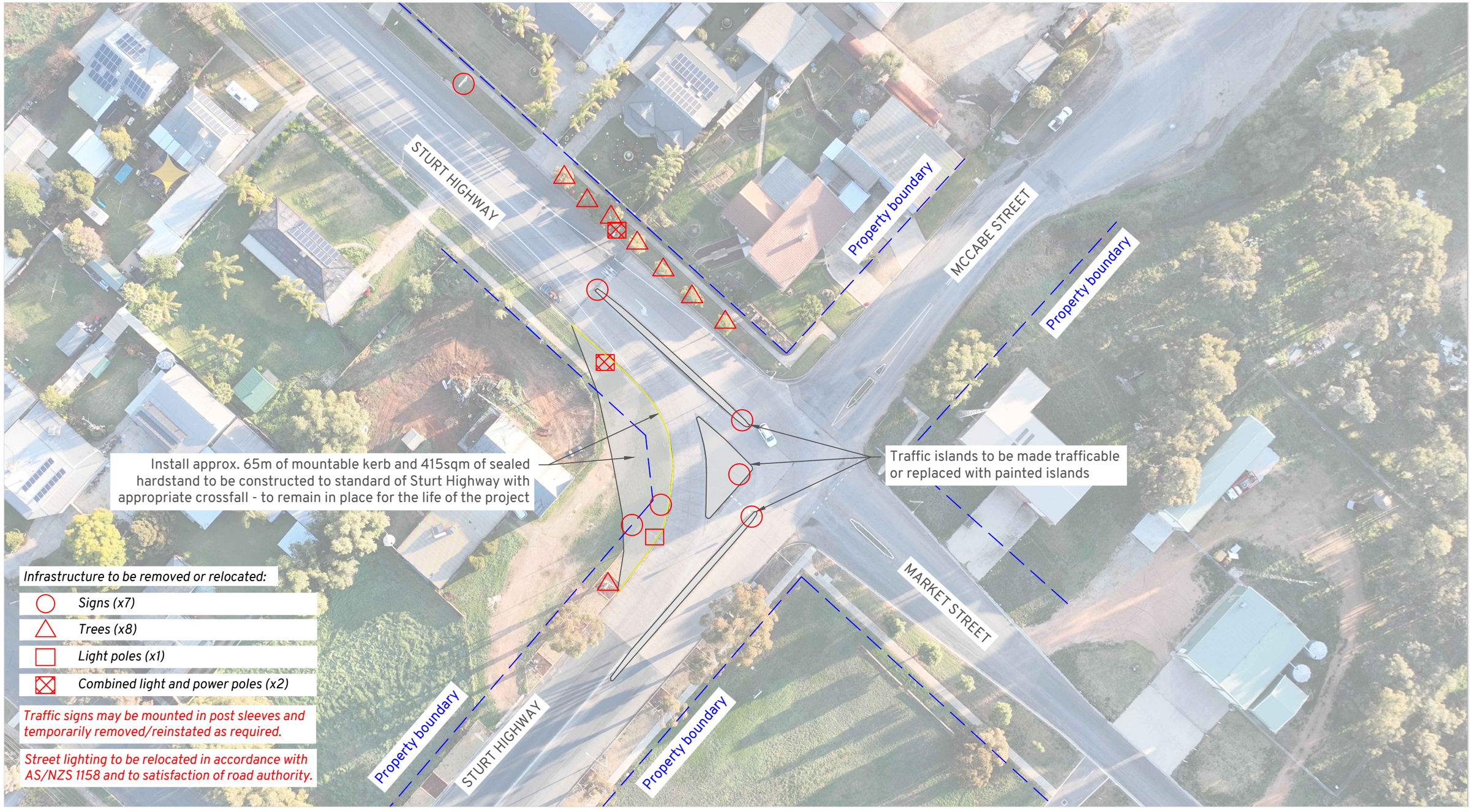
KM Index 546.0: Sturt Highway / Murray Valley Highway, Euston

Swept Path Assessment prepared by RJA

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

B1-2



Notes:

- Property boundaries shown indicatively based on mapping data.
- Vehicle swept paths provided by RJA report - refer Sheet B2A-2.
- Traffic signs may be mounted in post sleeves and temporarily removed/reinstated as required.
- Street lighting to be relocated in accordance with AS/NZS 1158 and to satisfaction of road authority.
- Hardstand and mountable kerb to remain for the life of the project to allow for future replacement of turbine components.

Site Location: Sturt Highway / Market Street / McCabe Street, Balranald NSW

Junction Rivers Wind Farm - 100m Blade from Adelaide

KM Index 623.7: Sturt Highway / Market Street, Balranald

Strategic Design - Option A

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

B2A-1

STURT HIGHWAY

Property boundary

MCCABE STREET

Property boundary

Install approx. 65m of mountable kerb and 415sqm of sealed hardstand to be constructed to standard of Sturt Highway with appropriate crossfall - to remain in place for the life of the project

Traffic islands to be made trafficable or replaced with painted islands

MARKET STREET

Property boundary

STURT HIGHWAY

Property boundary

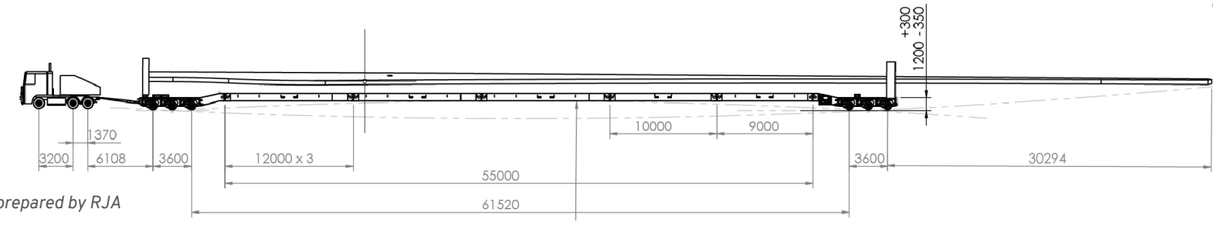
Infrastructure to be removed or relocated:

- *Signs (x7)*
- *Trees (x8)*
- *Light poles (x1)*
- *Combined light and power poles (x2)*

Traffic signs may be mounted in post sleeves and temporarily removed/reinstated as required.

Street lighting to be relocated in accordance with AS/NZS 1158 and to satisfaction of road authority.

Vehicle/Load Envelope



Swept Path Assessment prepared by RJA

Junction Rivers Wind Farm - 100m Blade from Adelaide

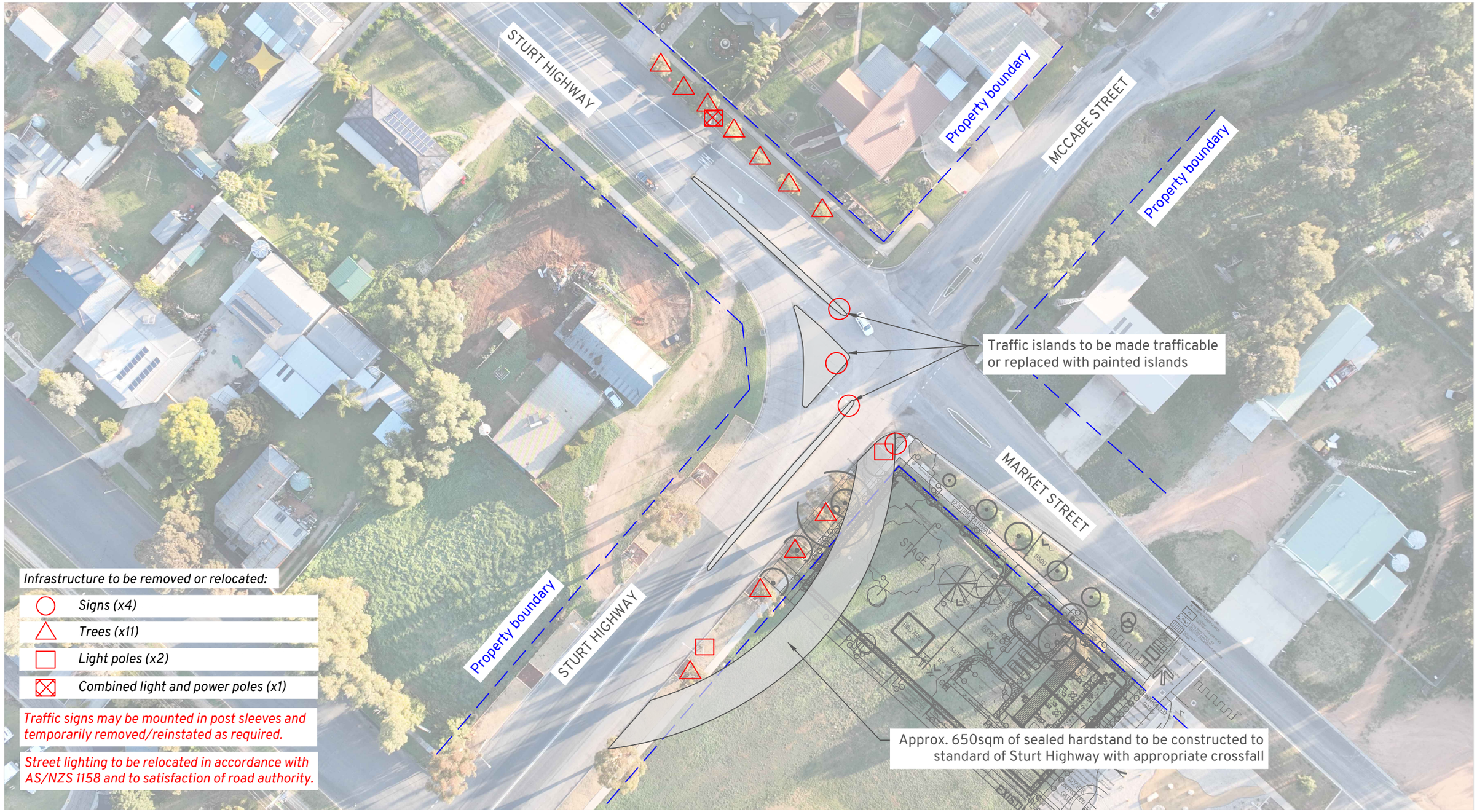
KM Index 623.7: Sturt Highway / Market Street, Balranald

Swept Path Assessment prepared by RJA - Option A

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

B2A-2



Notes:

- Property boundaries shown indicatively based on mapping data.
- Vehicle swept paths provided on Sheet B2B-2.
- Traffic signs may be mounted in post sleeves and temporarily removed/reinstated as required.
- Street lighting to be relocated in accordance with AS/NZS 1158 and to satisfaction of road authority.
- Traffic island upgrades to remain for the life of the project to allow for future replacement of turbine components.

Site Location: Sturt Highway / Market Street / McCabe Street, Balranald NSW

Junction Rivers Wind Farm - 100m Blade from Adelaide

KM Index 623.7: Sturt Highway / Market Street, Balranald

Strategic Design - Option B

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

B2B-1

STURT HIGHWAY

Property boundary

MCCABE STREET

Property boundary

MARKET STREET

Property boundary

STURT HIGHWAY

Infrastructure to be removed or relocated:

- *Signs (x4)*
- *Trees (x11)*
- *Light poles (x2)*
- *Combined light and power poles (x1)*

Traffic signs may be mounted in post sleeves and temporarily removed/reinstated as required.

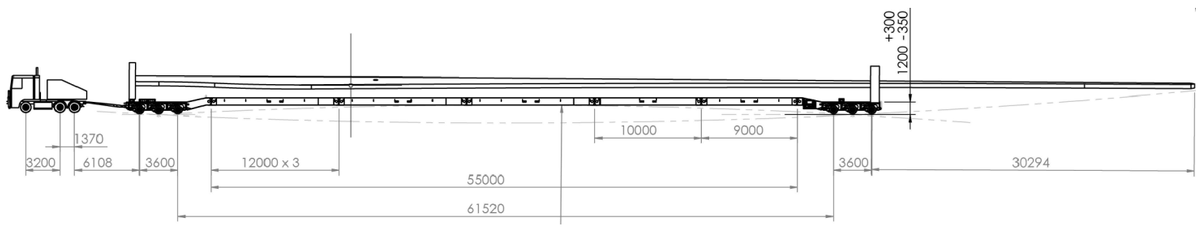
Street lighting to be relocated in accordance with AS/NZS 1158 and to satisfaction of road authority.

Vehicle/Load Envelope

Vehicle/Load 0.5m Clearance

Wheel Path

Wheel Path 0.5m Clearance



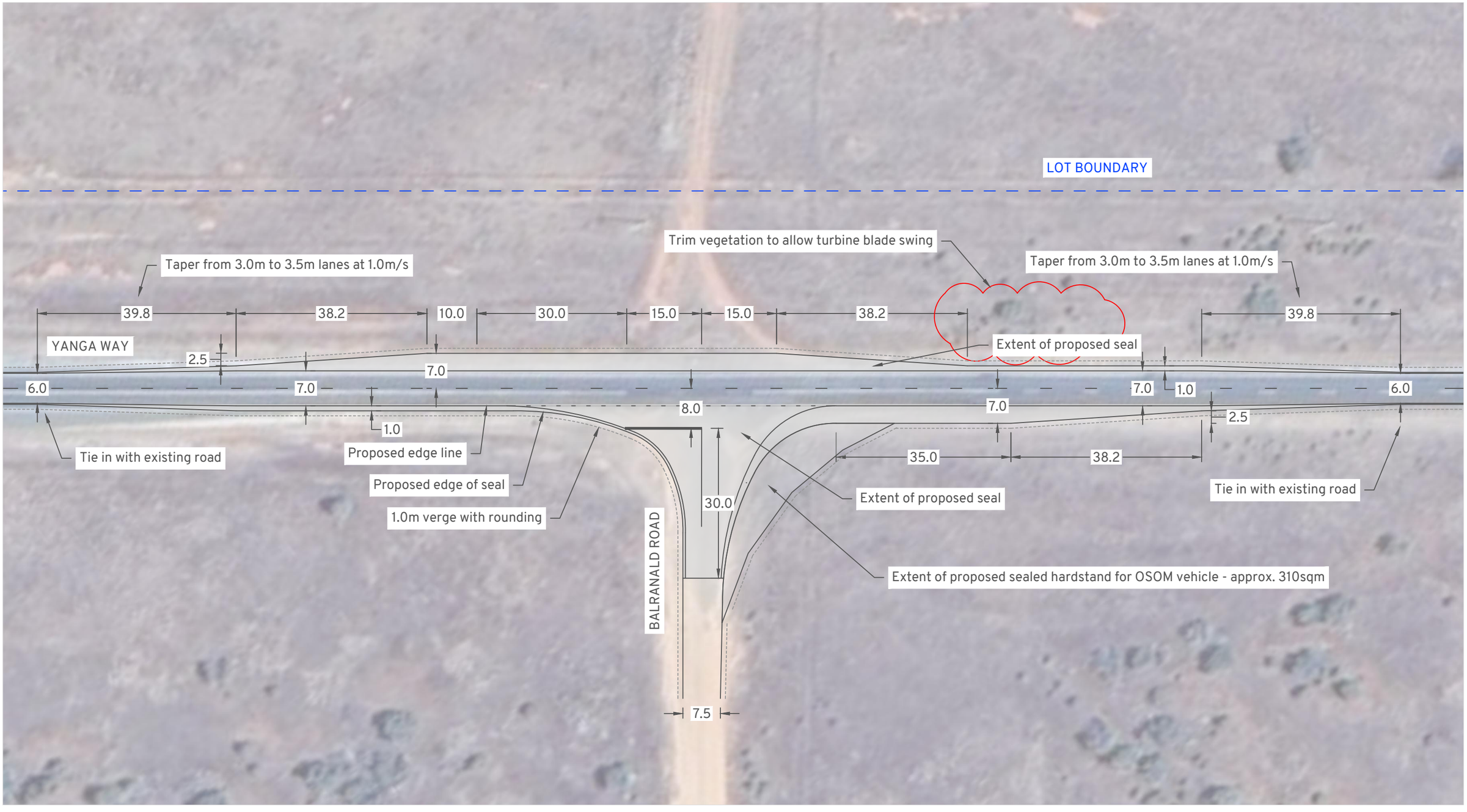
Junction Rivers Wind Farm - 100m Blade from Adelaide

KM Index 623.7: Sturt Highway / Market Street, Balranald

Swept Path Assessment - Option B

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber B2B-2



The following design details have been adopted from Austroads Guide to Road Design Part 4A:

Rural Basic Right-turn Treatment (BAR) - Part 4A Section 7.2.1.
1: Design speed of 110km/h.
2: Lane widths of 3.5m through intersection.
3: Formation/carriageway widening is 2.5m.
4: Taper lengths calculate to 38.2m.
5: Storage length is 30.0m for one 26.0m B-Double design vehicle.

Rural Basic Left-turn Treatment (BAL) - Part 4A Section 8.2.1.
1: Design speed of 110km/h.
2: Lane widths of 3.5m through intersection.
3: Formation/carriageway widening is 2.5m.
4: Taper length calculates to 38.2m.
5: Minimum length of parallel widened shoulder used from Table 8.1 is 35.0m.

Note: Lot boundaries shown indicatively based on NSW Planning Portal Spatial Viewer

Junction Rivers Wind Farm - 100m Blade from Adelaide

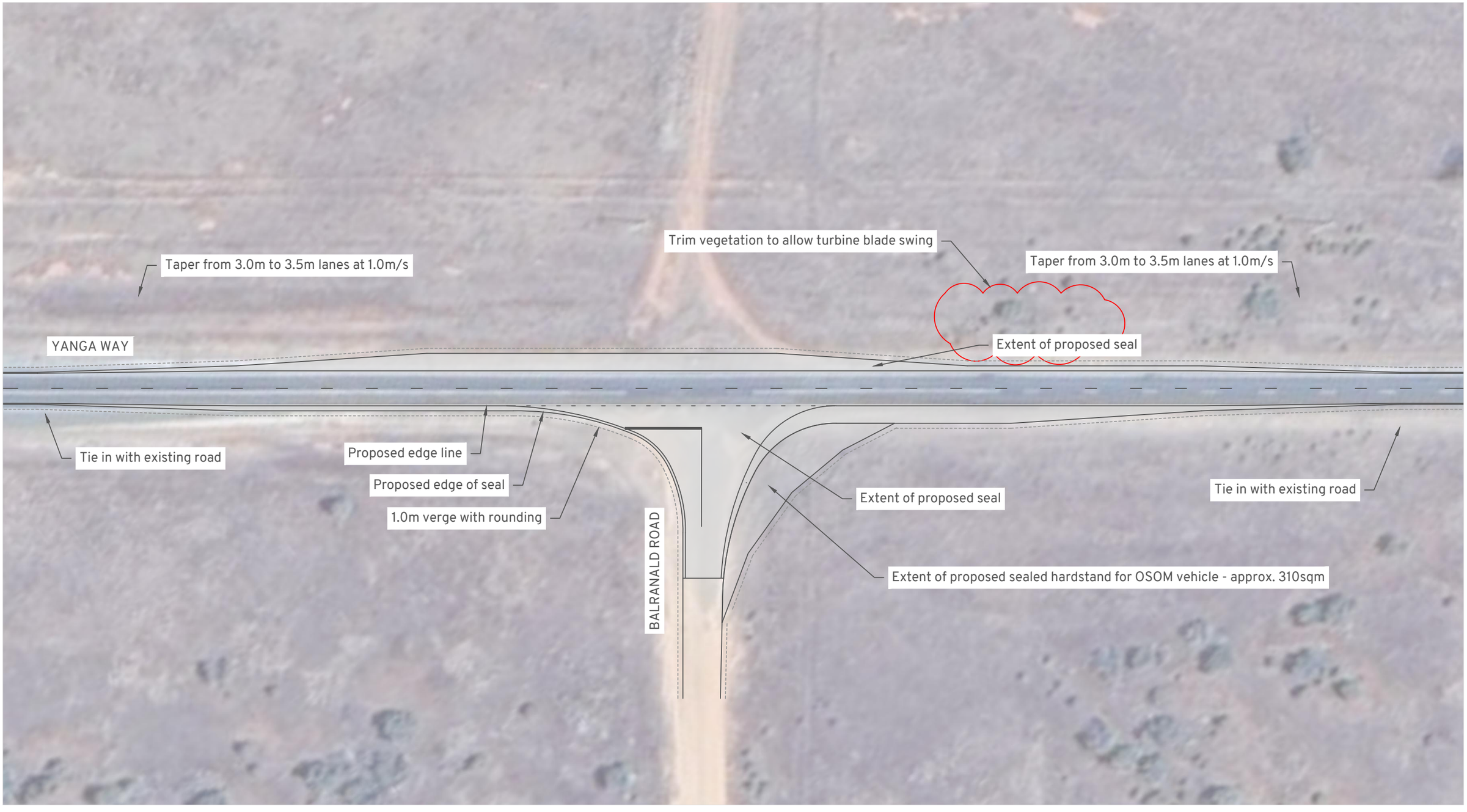
KM Index 636.8: Yanga Way / Balranald Road, Yanga

Strategic Design - BAR/BAL

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

BL3-1



The following design details have been adopted from Austroads Guide to Road Design Part 4A:

Rural Basic Right-turn Treatment (BAR) - Part 4A Section 7.2.1.

1: Design speed of 110km/h.
2: Lane widths of 3.5m through intersection.
3: Formation/carriageway widening is 2.5m.
4: Taper lengths calculate to 38.2m.
5: Storage length is 30.0m for one 26.0m B-Double design vehicle.

Rural Basic Left-turn Treatment (BAL) - Part 4A Section 8.2.1.

1: Design speed of 110km/h.
2: Lane widths of 3.5m through intersection.
3: Formation/carriageway widening is 2.5m.
4: Taper length calculates to 38.2m.
5: Minimum length of parallel widened shoulder used from Table 8.1 is 35.0m.

Note: Lot boundaries shown indicatively based on NSW Planning Portal Spatial Viewer

Junction Rivers Wind Farm - 100m Blade from Adelaide

KM Index 636.8: Yanga Way / Balranald Road, Yanga

Strategic Design - BAR/BAL

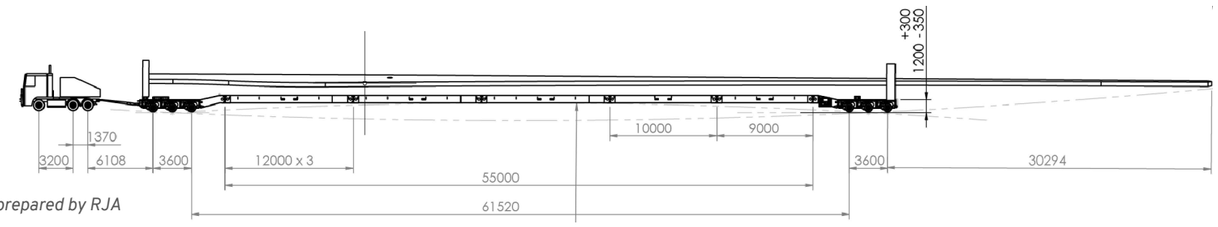
DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

B3-2

BALRANALD ROAD

Vehicle/Load Envelope



Swept Path Assessment prepared by RJA

Junction Rivers Wind Farm - 100m Blade from Adelaide

KM Index 636.8: Yanga Way / Balranald Road, Yanga

Strategic Design - BAR/BAL

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

B3-3

YANGA WAY

BALRANALD ROAD

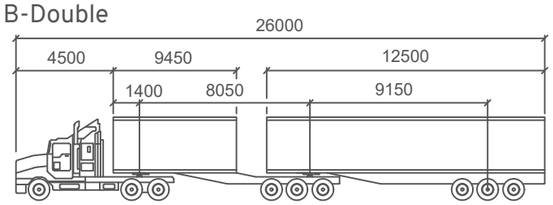
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

26.0m B-Double



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 22.2
Articulating Angle	: 70.0

Junction Rivers Wind Farm - 100m Blade from Adelaide

KM Index 636.8: Yanga Way / Balranald Road, Yanga

Strategic Design - BAR/BAL

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

B3-4

YANGA WAY

BALRANALD ROAD

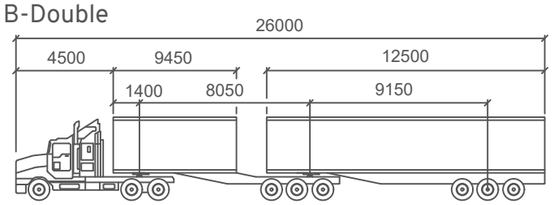
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

26.0m B-Double



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 22.2
Articulating Angle	: 70.0

Junction Rivers Wind Farm - 100m Blade from Adelaide

KM Index 636.8: Yanga Way / Balranald Road, Yanga

Strategic Design - BAR/BAL

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber B3-5

Sight Distance

Sight Line

Junction Rivers Wind Farm - 100m Blade from Adelaide

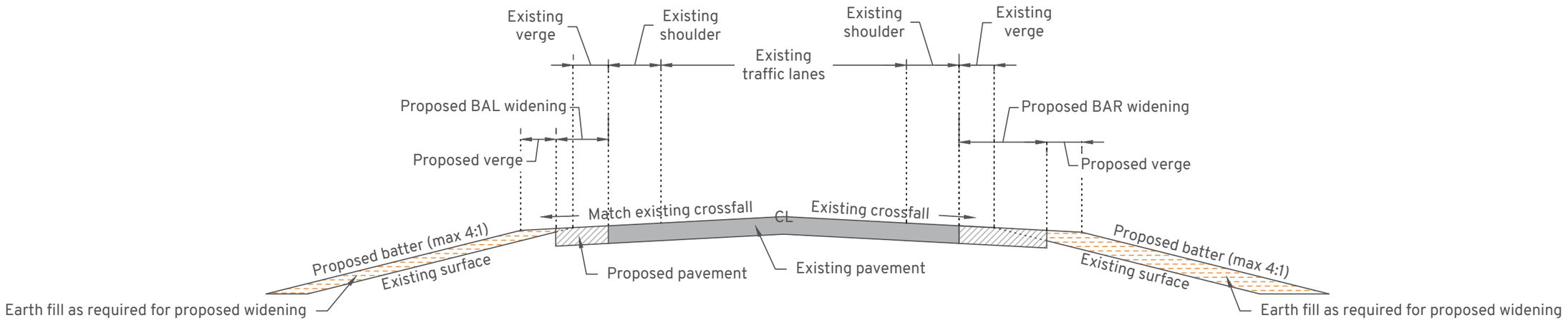
KM Index 636.8: Yanga Way / Balranald Road, Yanga

Sight Distance Assessment

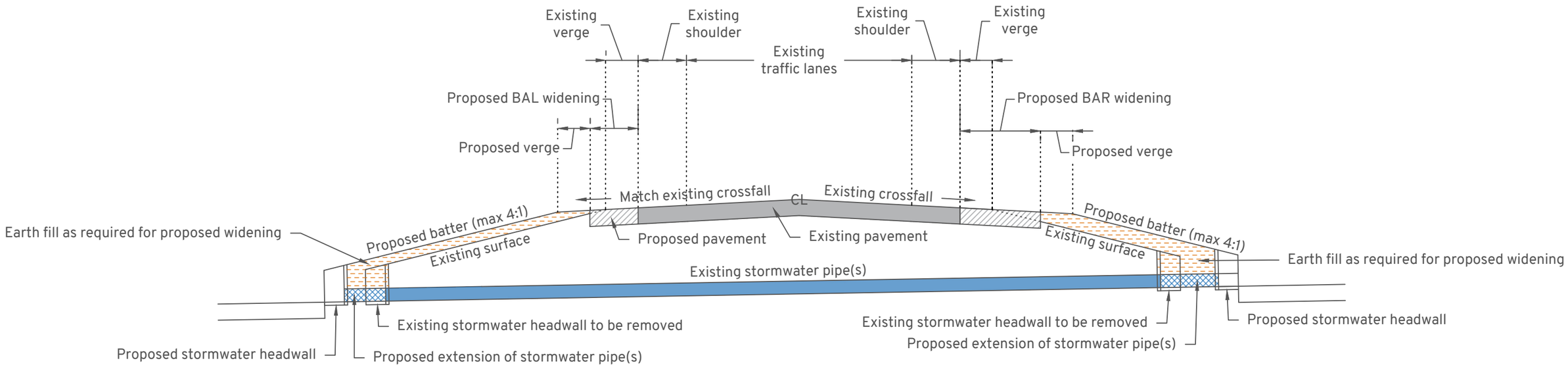
DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:2000

Amber

B3-6



Typical Cross Section



Typical Cross Section - Culvert

Junction Rivers Wind Farm

Strategic Designs - Typical Cross Sections

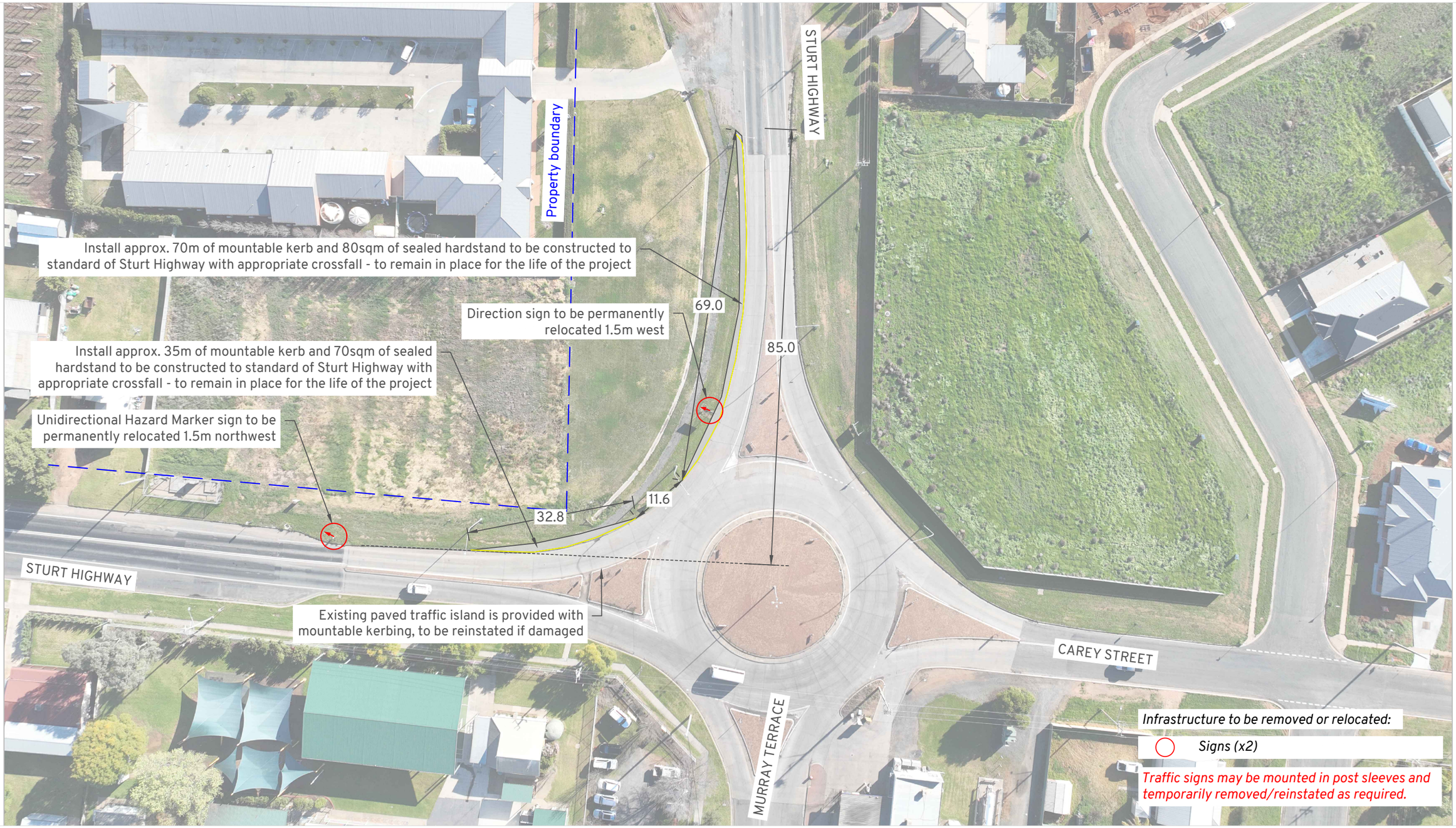
CONCEPT FOR DISCUSSION PURPOSES ONLY

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: NTS

Amber B3-7

Appendix B

Strategic Concept Designs – Tower Route



Notes:

- Property boundaries shown indicatively based on mapping data.
- Vehicle swept paths provided on Sheet TO1-2.
- Hardstand and mountable kerb to remain for the life of the project to allow for future replacement of turbine components.

Site Location: Sturt Highway / Carey Street / Murray Terrace, Euston NSW

Junction Rivers Wind Farm - Tower fr. Adelaide (Route 3)

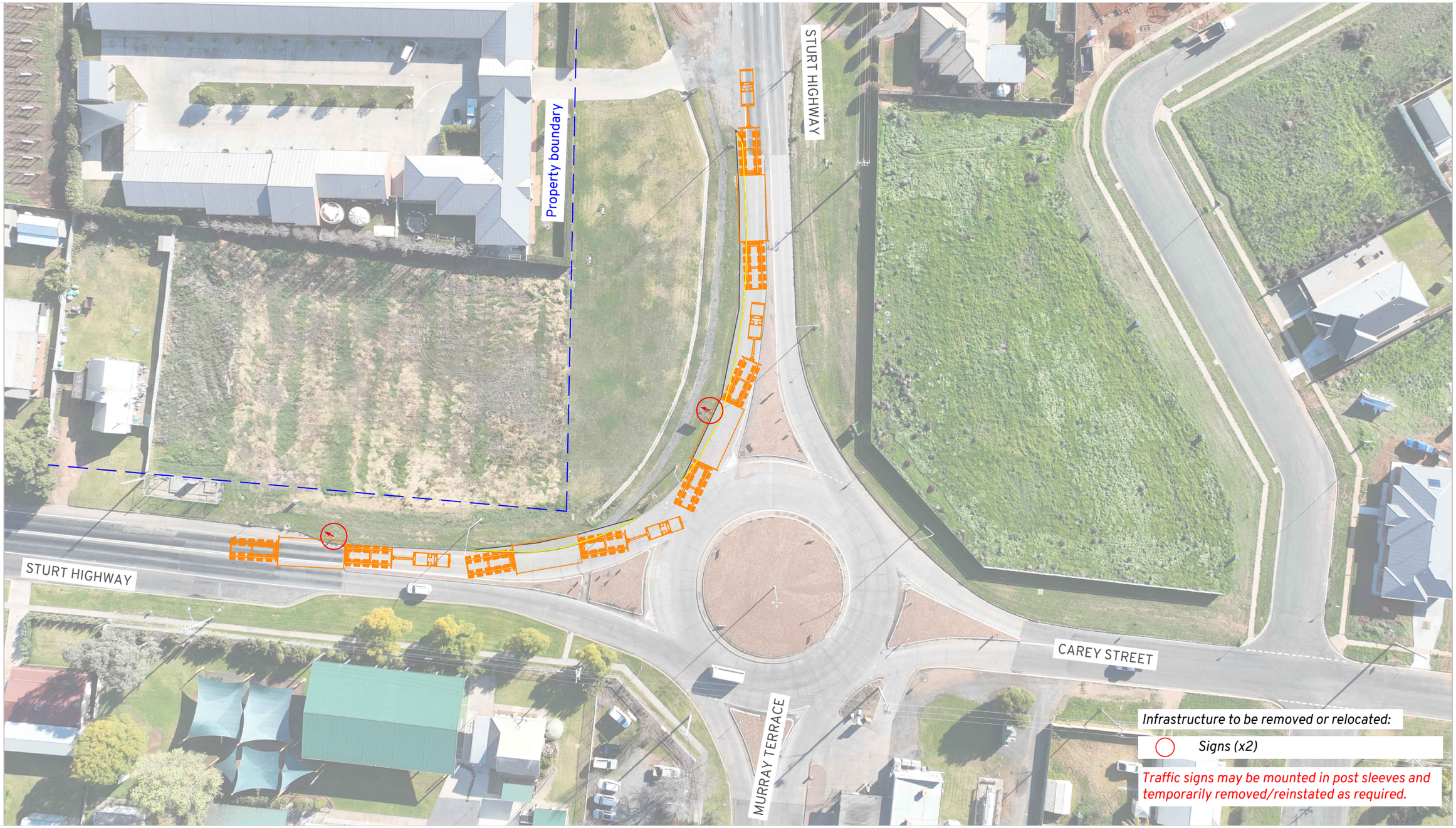
KM Index 519.0 - Sturt Highway / Carey Street, Euston

Strategic Design

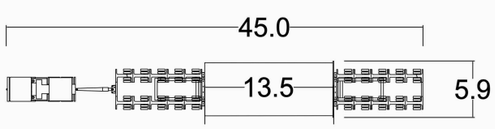
DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

T1-1



5x8-5x8 BOOKEND TRAILER



Refer to RJA report for full vehicle specifications

Junction Rivers Wind Farm - Tower fr. Adelaide (Route 3)

KM Index 519.0 - Sturt Highway / Carey Street, Euston

Swept Path Assessment prepared by RJA

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber T1-2

Notes:

- Vehicle swept paths provided on Sheet TO2-2.
- Mountable kerb to remain for the life of the project to allow for future replacement of turbine components.

Site Location: Silver City Highway / Armstrong Avenue / Sandwych Street / Adam Street, Wentworth NSW

Junction Rivers Wind Farm - Tower fr. Adelaide (Route 4)

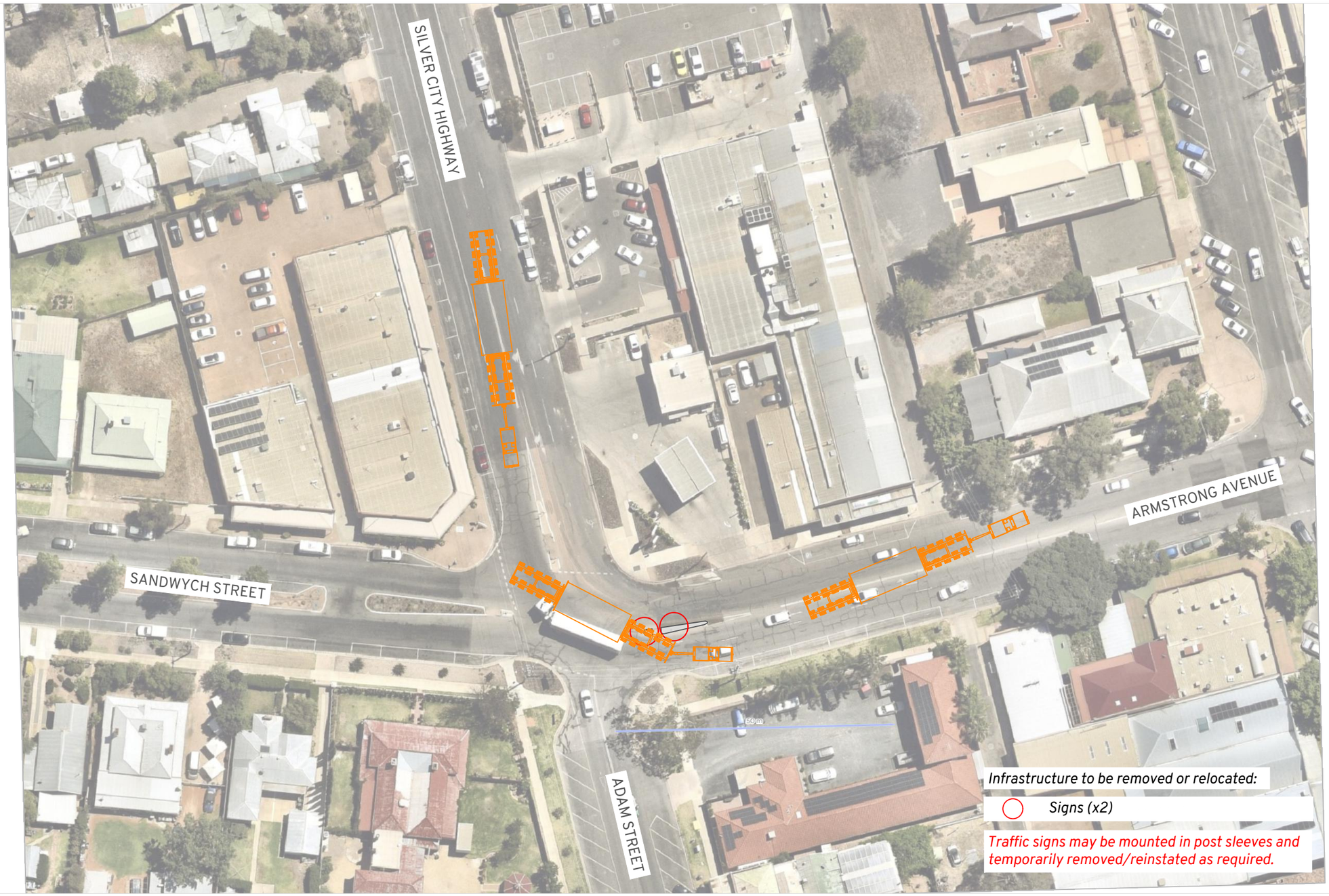
KM Index 434.0 - Silver City Highway / Armstrong Avenue, Wentworth

Strategic Design

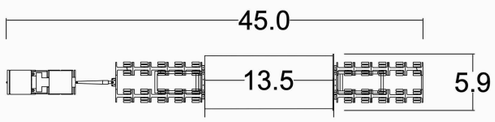
DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

T2-1



5x8-5x8 BOOKEND TRAILER



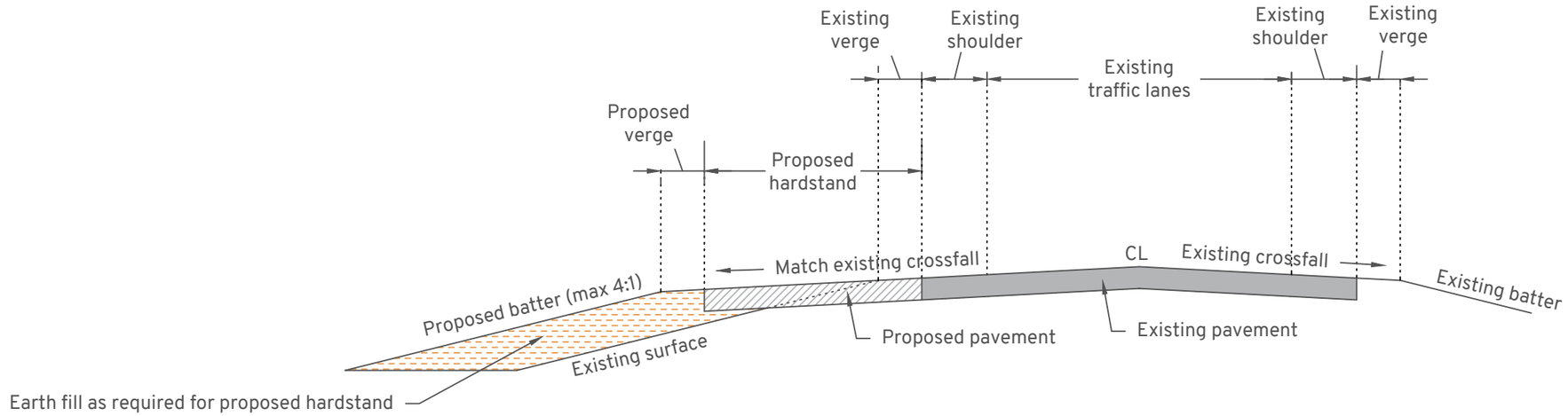
Refer to RJA report for full vehicle specifications

Junction Rivers Wind Farm - Tower fr. Adelaide (Route 4)

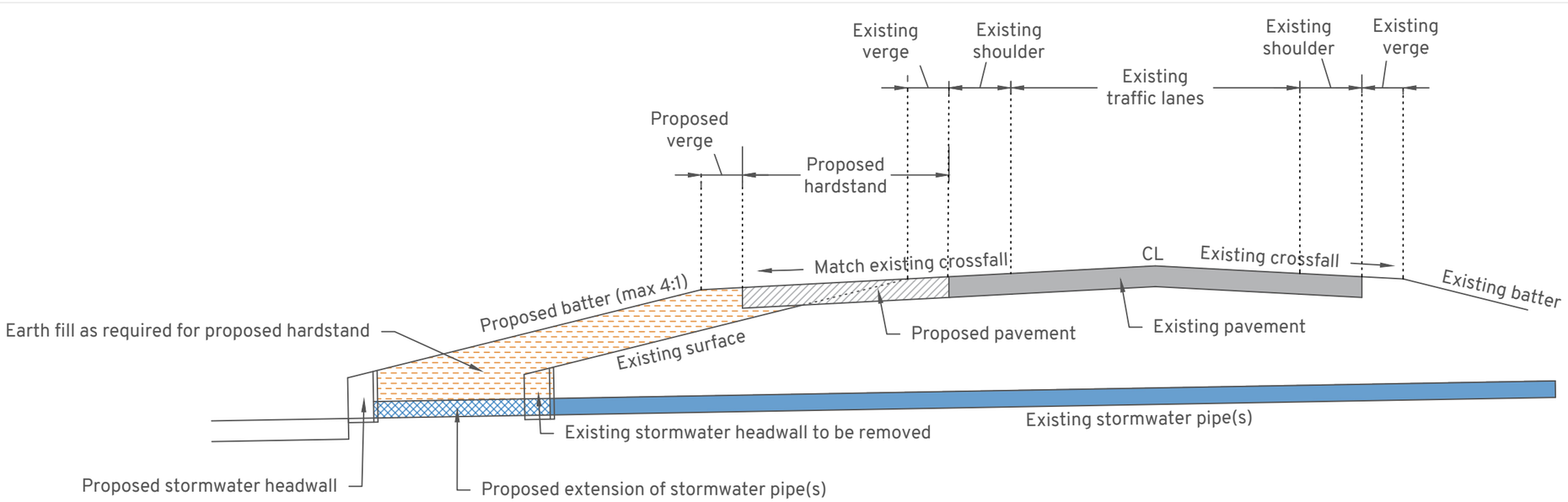
KM Index 434.0 - Silver City Highway / Armstrong Avenue, Wentworth
Swept Path Assessment prepared by RJA

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber T2-2



Typical Cross Section



Typical Cross Section - Culvert

Junction Rivers Wind Farm

Strategic Designs - Typical Cross Sections

CONCEPT FOR DISCUSSION PURPOSES ONLY

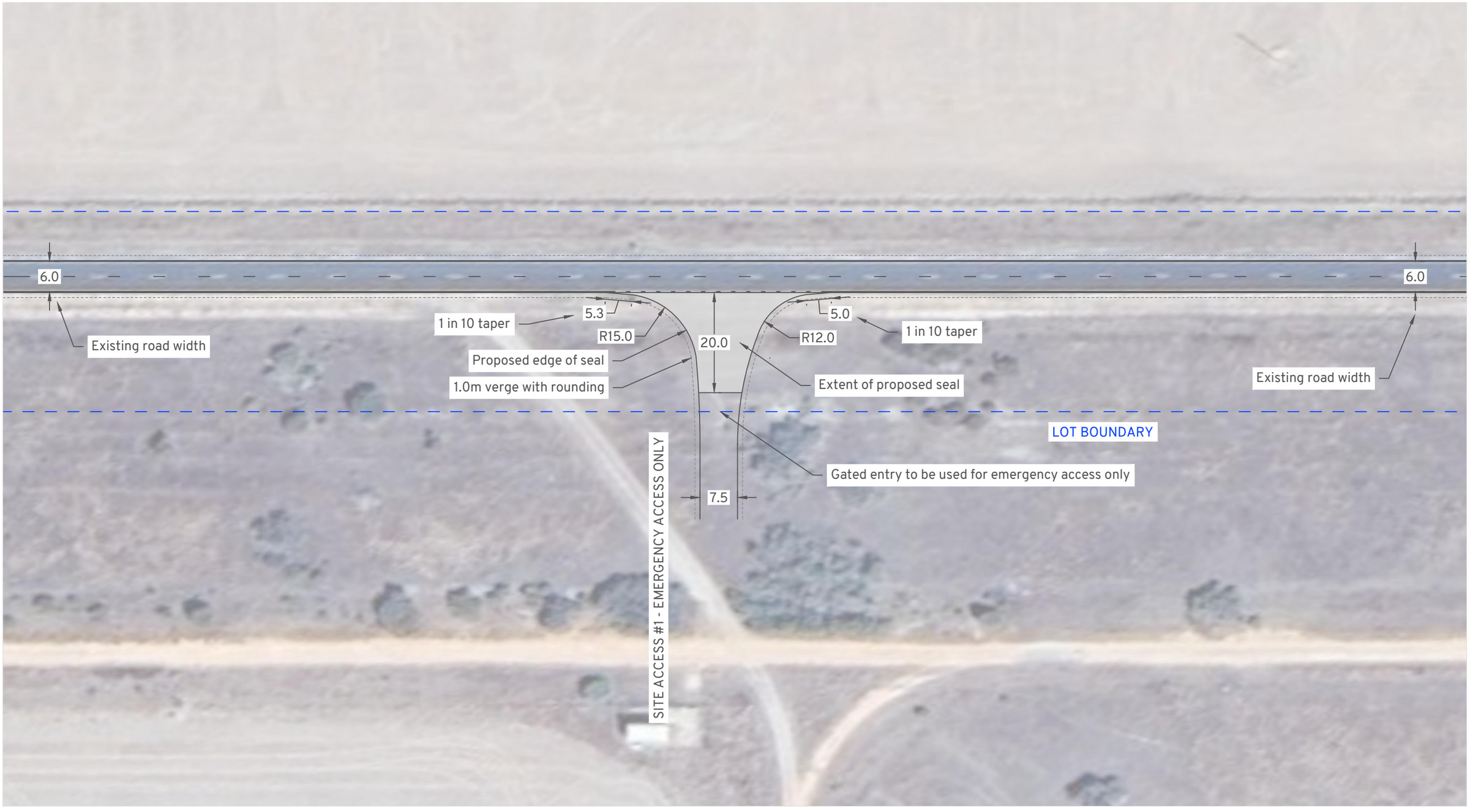
DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: NTS

Amber

SEC-1

Appendix C

Strategic Concept Designs – Site Access Locations



Location: -34.834713, 143.506854

Design in general accordance with Austroads Guide to Road Design Part 4 - Figure 7.4

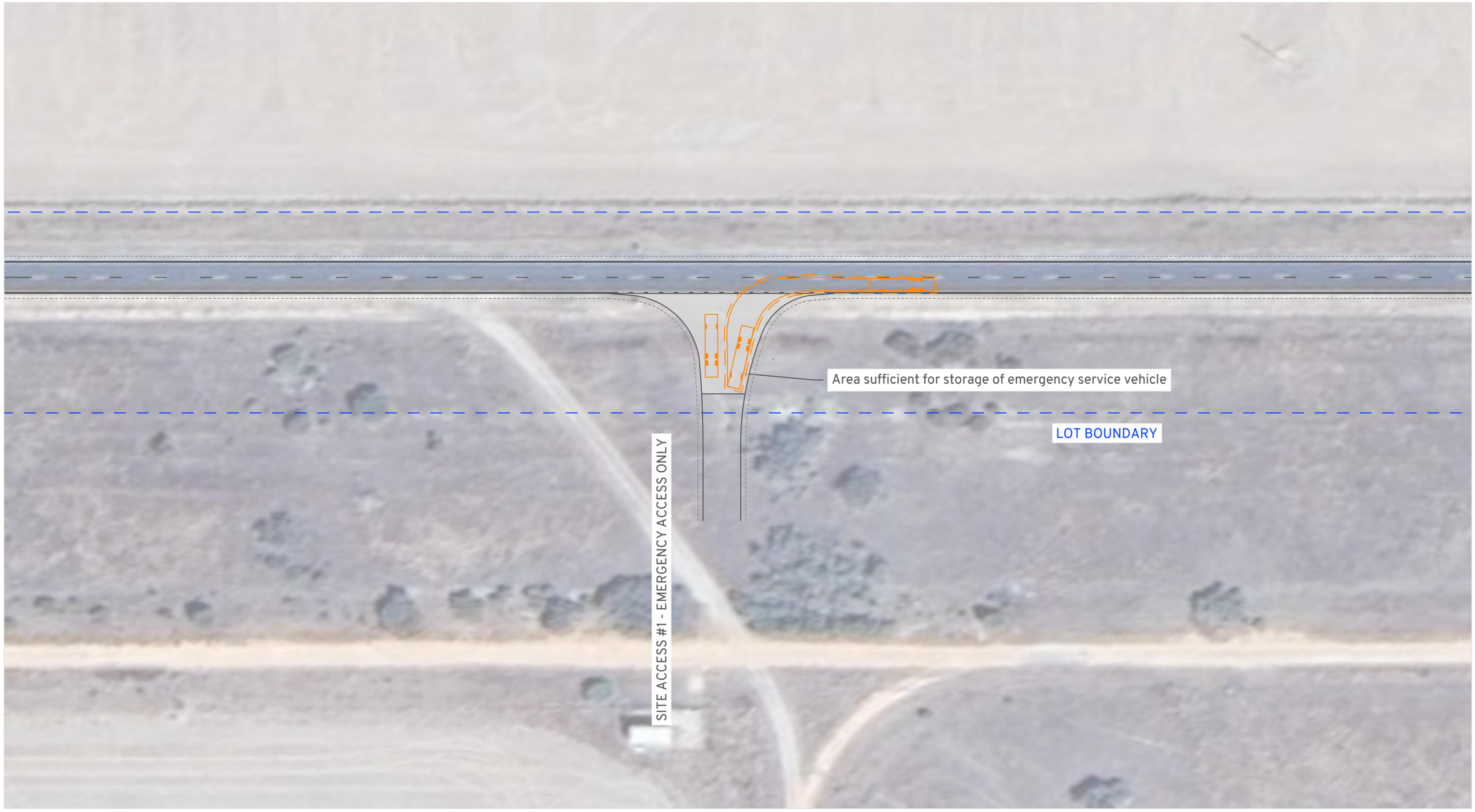
Junction Rivers Wind Farm

Site Access #1 on Yanga Way -Emergency Access Only

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber SA1-1



Location: -34.834713, 143.506854

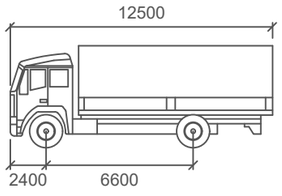
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

HRV



	mm
Width	: 2500
Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 35.2

Junction Rivers Wind Farm

Site Access #1 on Yanga Way -Emergency Access Only

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber SA1-2

Location: -34.834713, 143.506854

Sight Distance

Sight Line

Junction Rivers Wind Farm

Site Access #1 on Yanga Way -Emergency Access Only

Sight Distance Assessment

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:2000

Amber SA1-3

Location: -34.818511, 143.579860

Design in general accordance with Austroads Guide to Road Design Part 4 - Figure 7.4

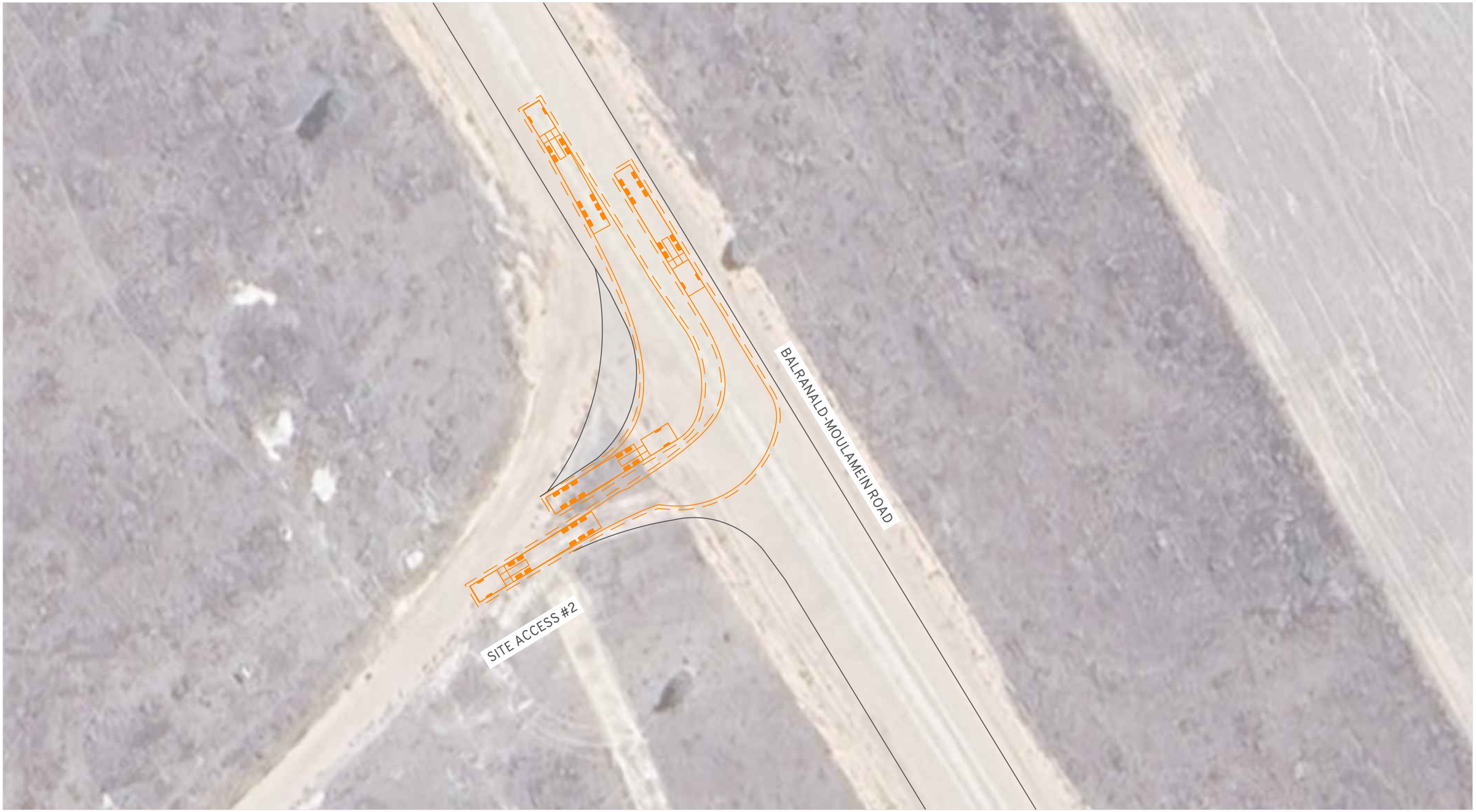
Junction Rivers Wind Farm

Site Access #2 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA2-1



Location: -34.818511, 143.579860

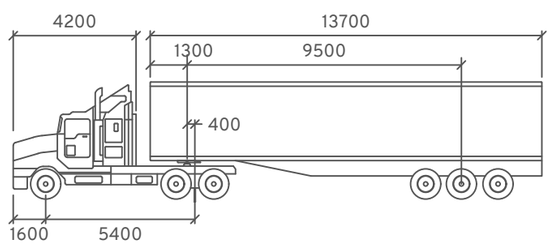
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

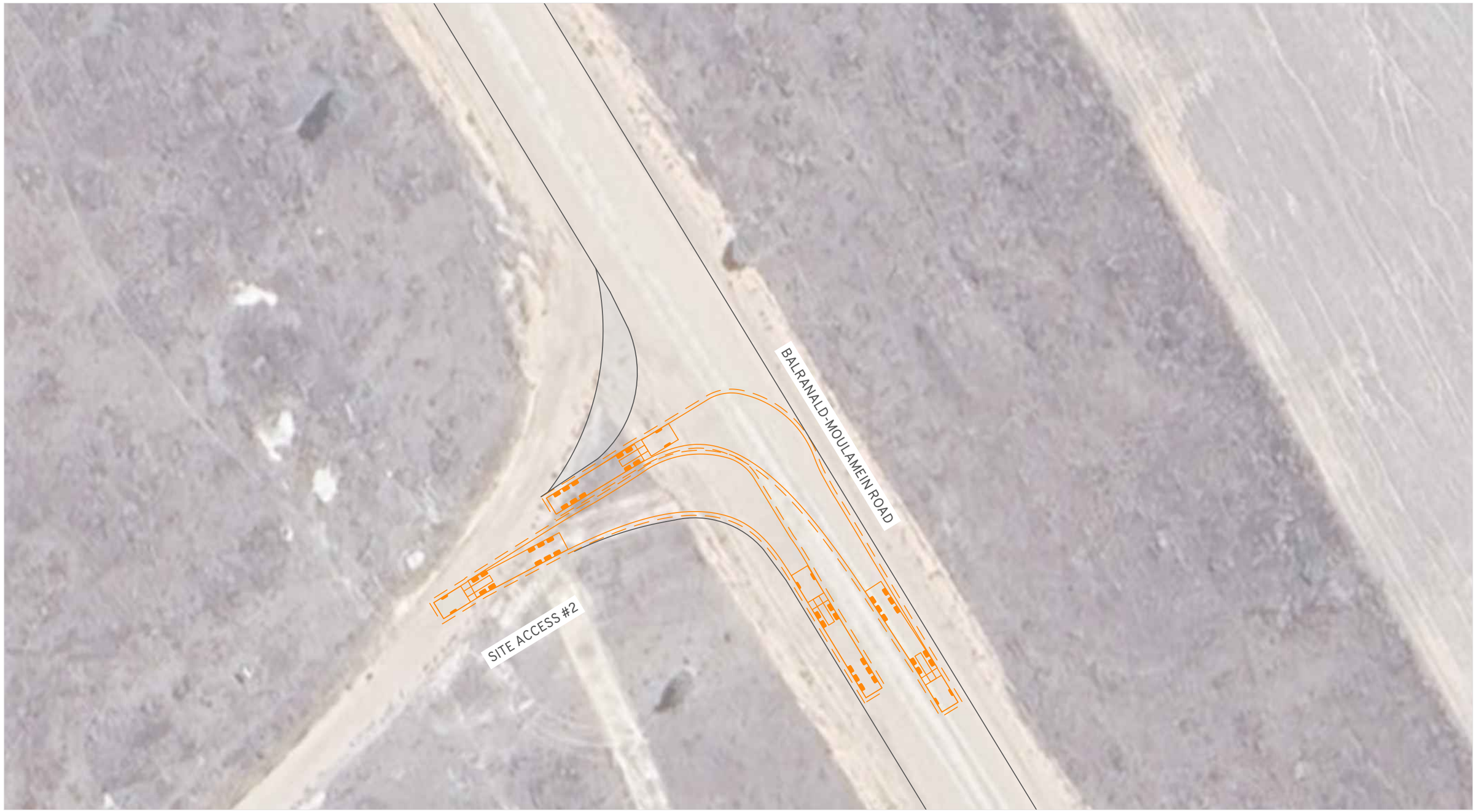
Junction Rivers Wind Farm

Site Access #2 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA2-2



Location: -34.818511, 143.579860

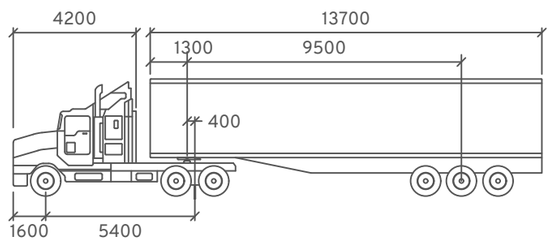
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

Site Access #2 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA2-3

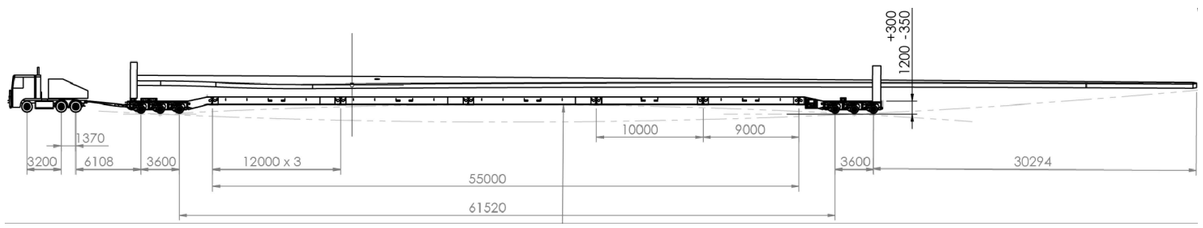
Location: -34.818511, 143.579860

Vehicle/Load Envelope

Vehicle/Load 0.5m Clearance

Wheel Path

Wheel Path 0.5m Clearance



Junction Rivers Wind Farm

Site Access #2 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:1000

Amber SA2-4

Location: -34.821065, 143.582265

Design in general accordance with Austroads Guide to Road Design Part 4 - Figure 7.4

Junction Rivers Wind Farm

Site Access #3 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA3-1

Location: -34.821065, 143.582265

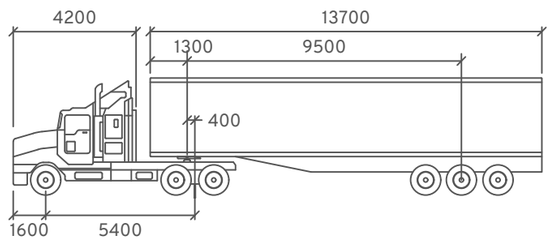
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

Site Access #3 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA3-2

Location: -34.821065, 143.582265

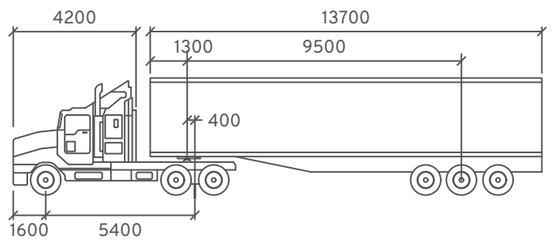
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

Site Access #3 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber

SA3-3

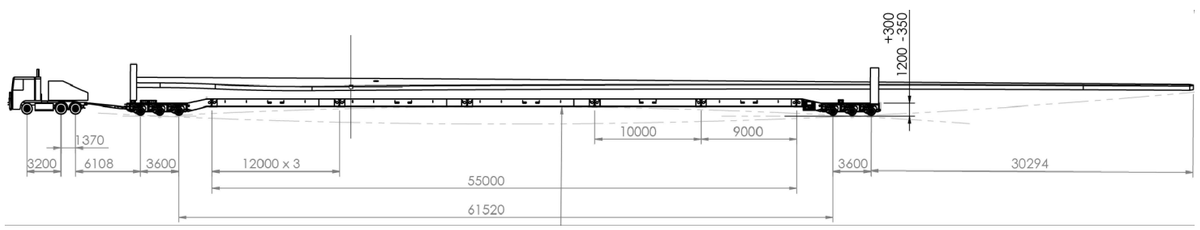
Location: -34.821065, 143.582265

Vehicle/Load Envelope

Vehicle/Load 0.5m Clearance

Wheel Path

Wheel Path 0.5m Clearance



Junction Rivers Wind Farm

Site Access #3 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:1000

Amber SA3-4

Location: -34.843839, 143.600147

Design in general accordance with Austroads Guide to Road Design Part 4 - Figure 7.4

Junction Rivers Wind Farm

Site Access #4 on Arundel Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA4-1

Entry Manoeuvre

Location: -34.843839, 143.600147

Exit Manoeuvre

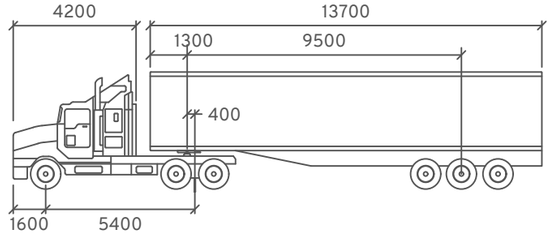
Vehicle Envelope

500mm Clearance

Reverse Manoeuvre

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

Site Access #4 on Arundel Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber

SA4-2

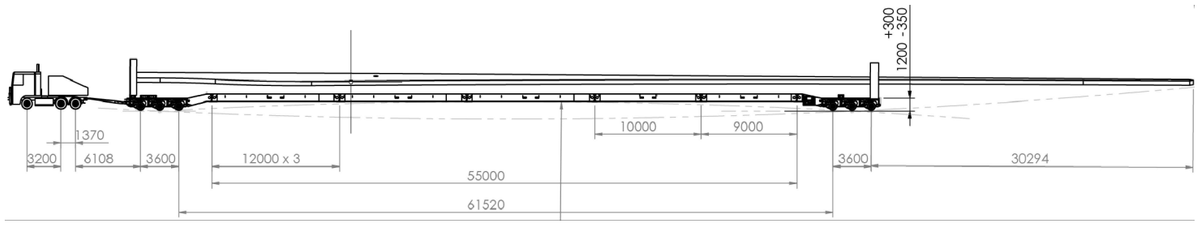
Location: -34.843839, 143.600147

Vehicle/Load Envelope

Vehicle/Load 0.5m Clearance

Wheel Path

Wheel Path 0.5m Clearance



Junction Rivers Wind Farm

Site Access #4 on Arundel Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

SA4-3

Location: -34.841527, 143.608704

Design in general accordance with Austroads Guide to Road Design Part 4 - Figure 7.4

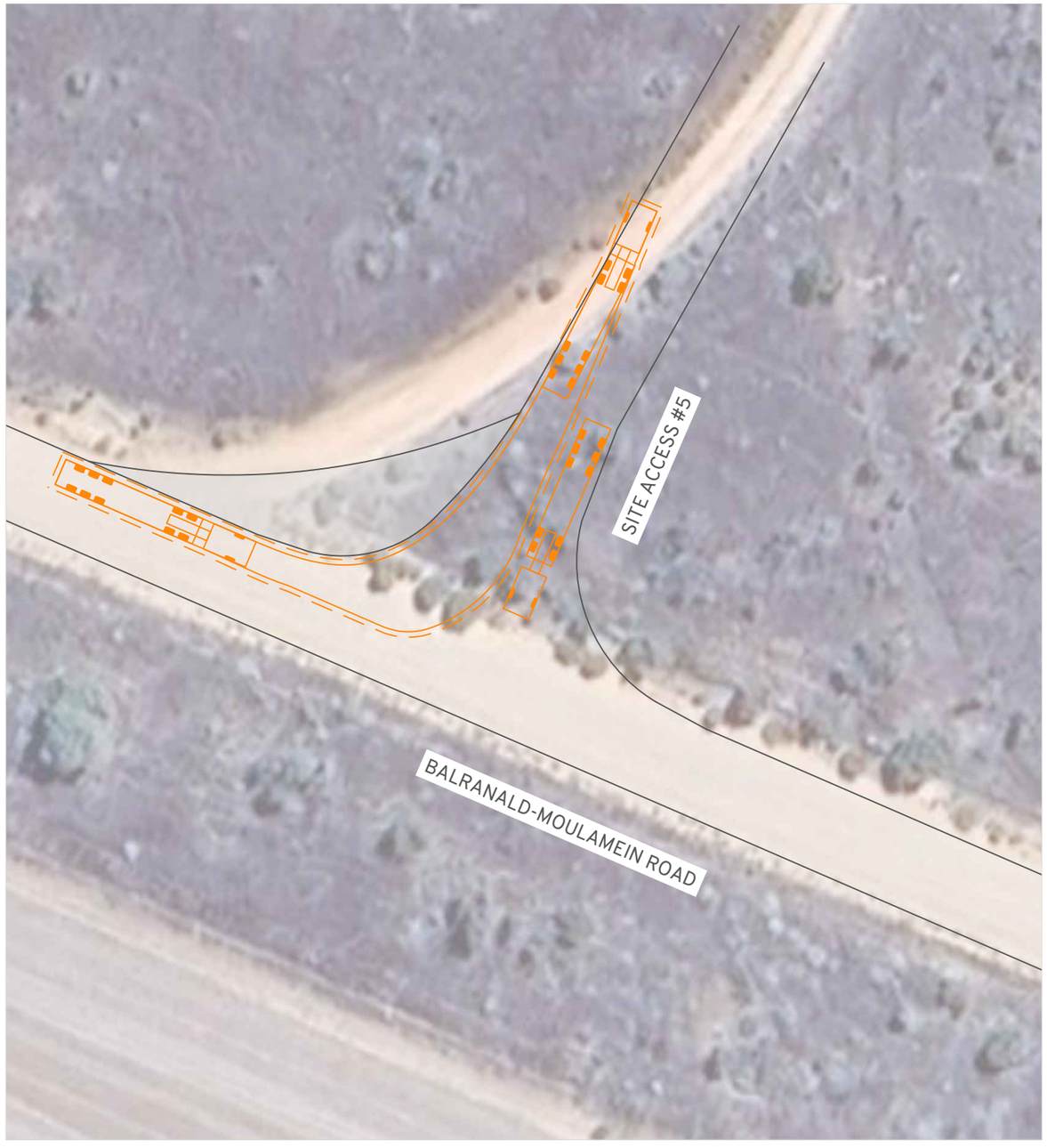
Junction Rivers Wind Farm

Site Access #5 on Balranald-Moulamein Road

Strategic Design

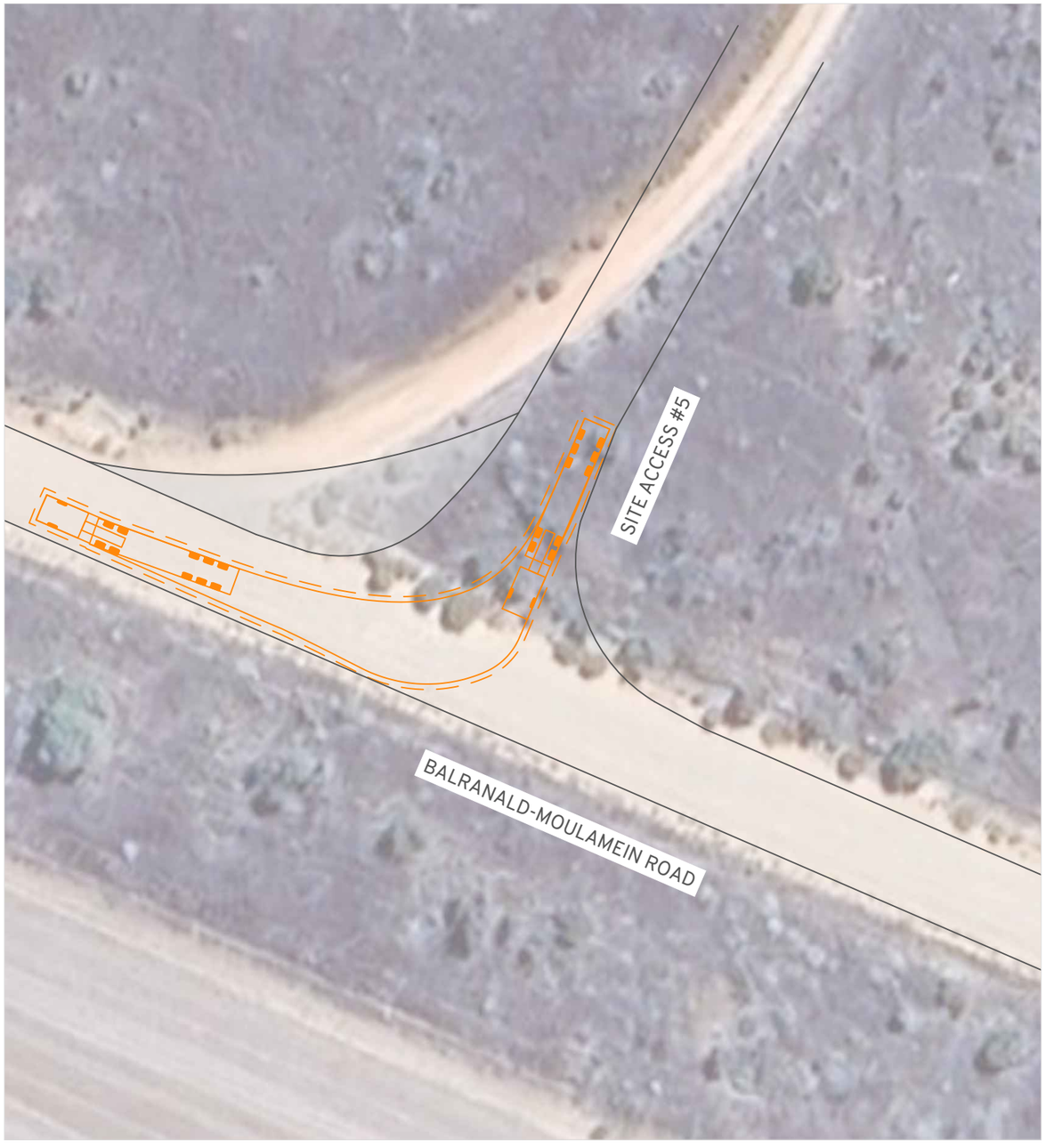
DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA5-1



Entry Manoeuvre

Location: -34.841527, 143.608704



Exit Manoeuvre

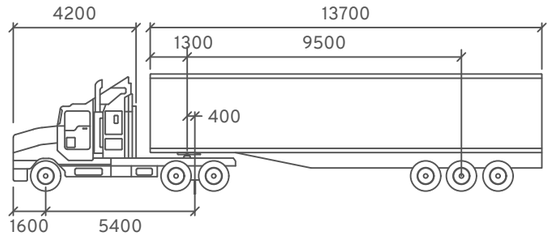
Vehicle Envelope

500mm Clearance

Reverse Manoeuvre

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

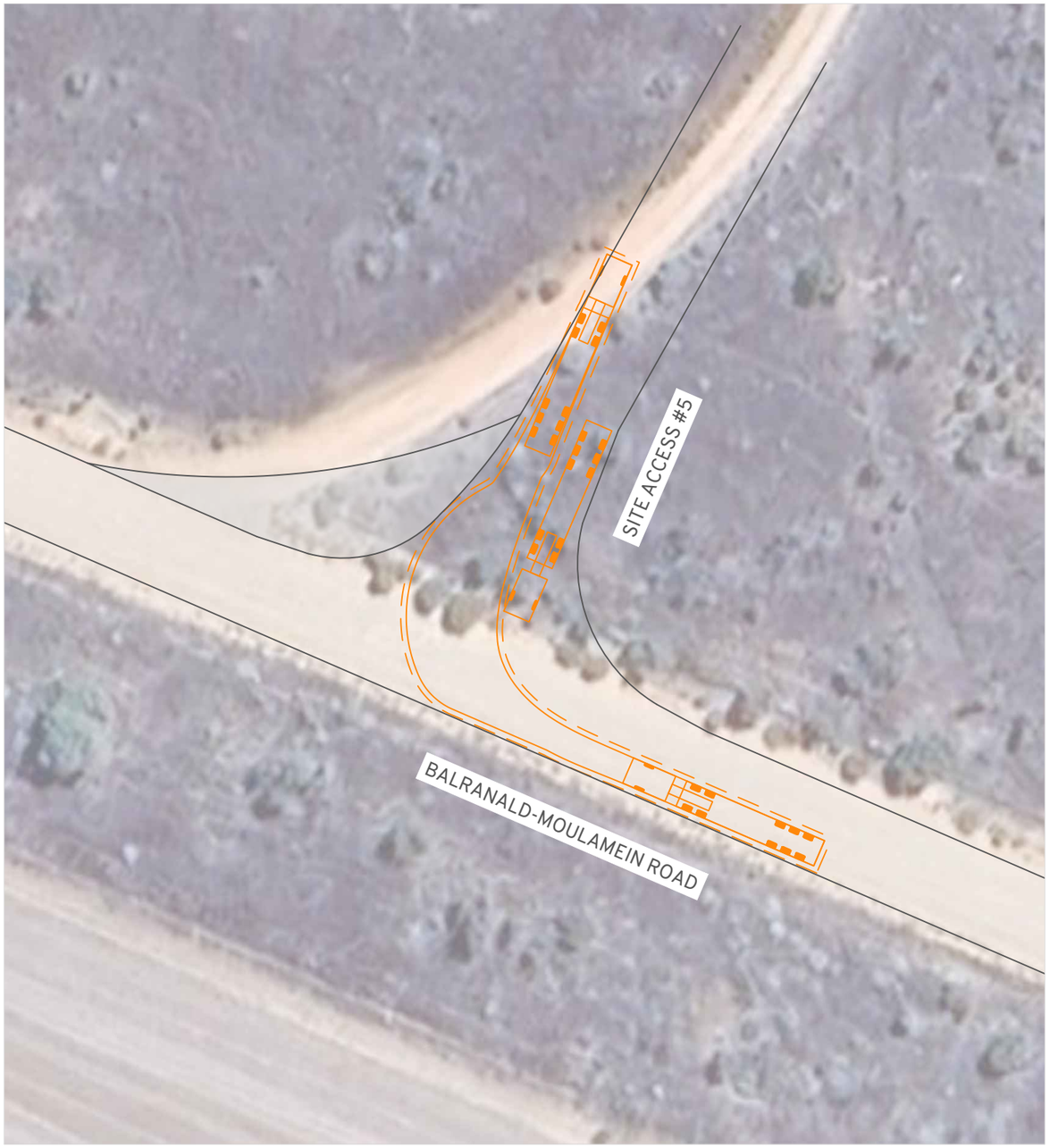
Site Access #5 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

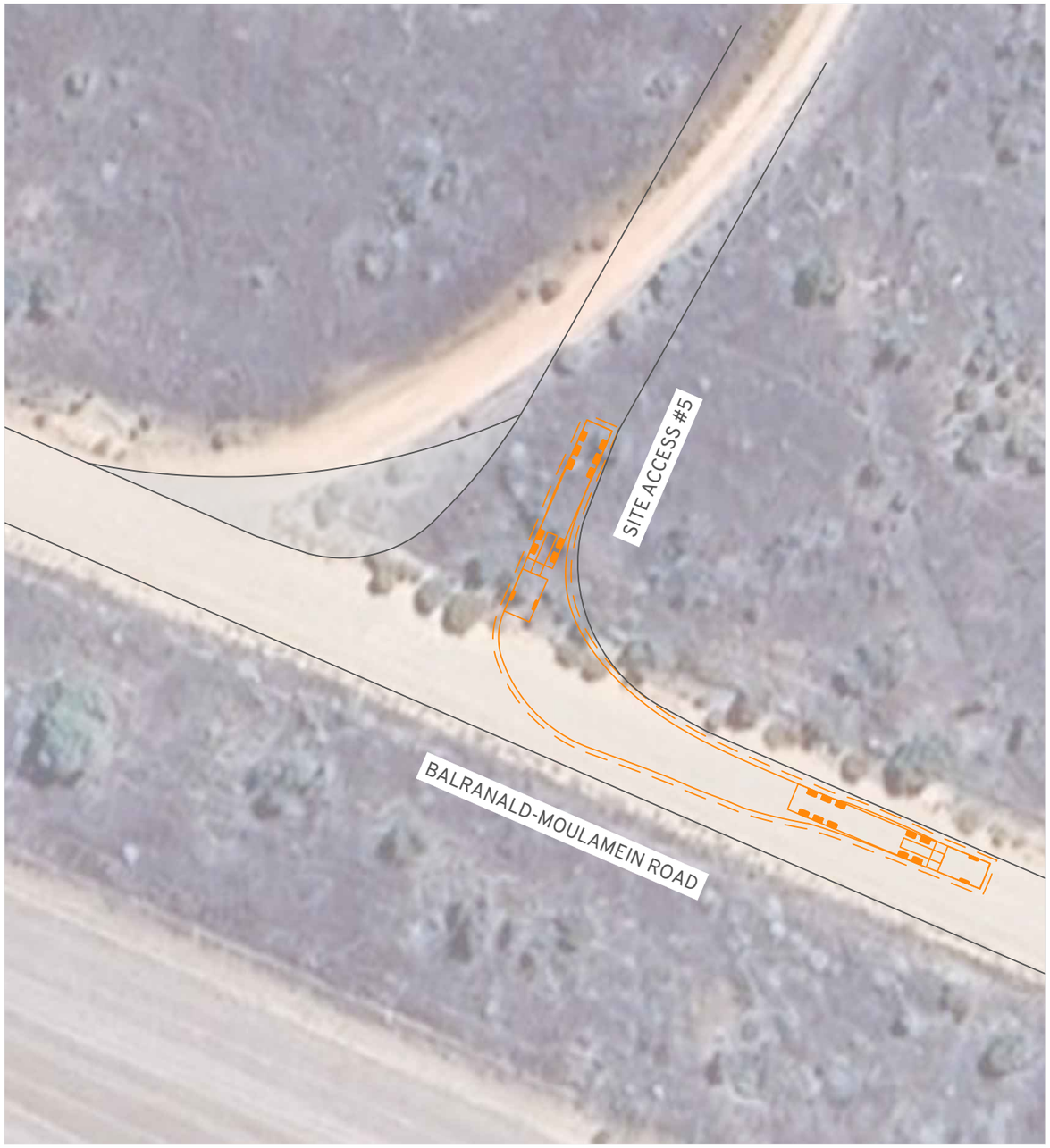
Amber

SA5-2



Entry Manoeuvre

Location: -34.841527, 143.608704



Exit Manoeuvre

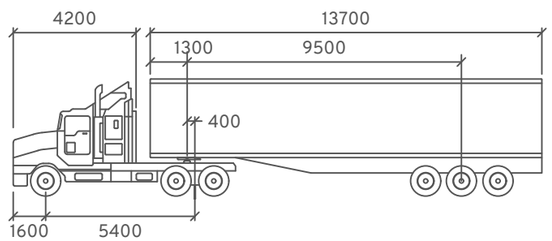
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

Site Access #5 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA5-3

SITE ACCESS #5

BALRANALD-MOULAMEIN ROAD

Vegetation to be assessed on-site with trimming to be undertaken if required

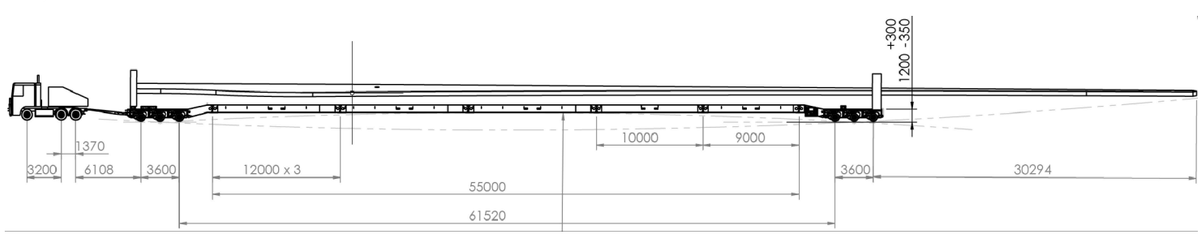
Location: -34.841527, 143.608704

Vehicle/Load Envelope

Vehicle/Load 0.5m Clearance

Wheel Path

Wheel Path 0.5m Clearance



Junction Rivers Wind Farm

Site Access #5 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

SA5-4

Location: -34.870763, 143.664907

Design in general accordance with Austroads Guide to Road Design Part 4 - Figure 7.4

Junction Rivers Wind Farm

Site Access #6 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA6-1

Entry Manoeuvre

Location: -34.870763, 143.664907

Exit Manoeuvre

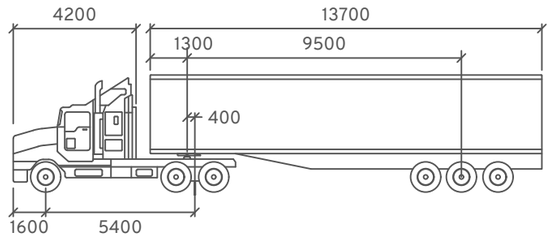
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

Site Access #6 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA6-2

Entry Manoeuvre

Location: -34.870763, 143.664907

Exit Manoeuvre

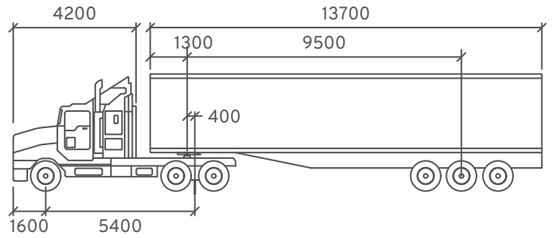
Vehicle Envelope

500mm Clearance

Reverse Manoeuvre

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

Site Access #6 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA6-3

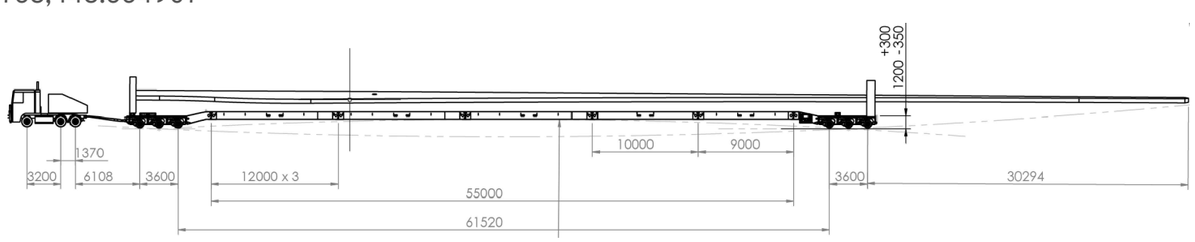
Location: -34.870763, 143.664907

Vehicle/Load Envelope

Vehicle/Load 0.5m Clearance

Wheel Path

Wheel Path 0.5m Clearance



Junction Rivers Wind Farm

Site Access #6 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber SA6-4

Location: -34.881195, 143.678350

Design in general accordance with Austroads Guide to Road Design Part 4 - Figure 7.4

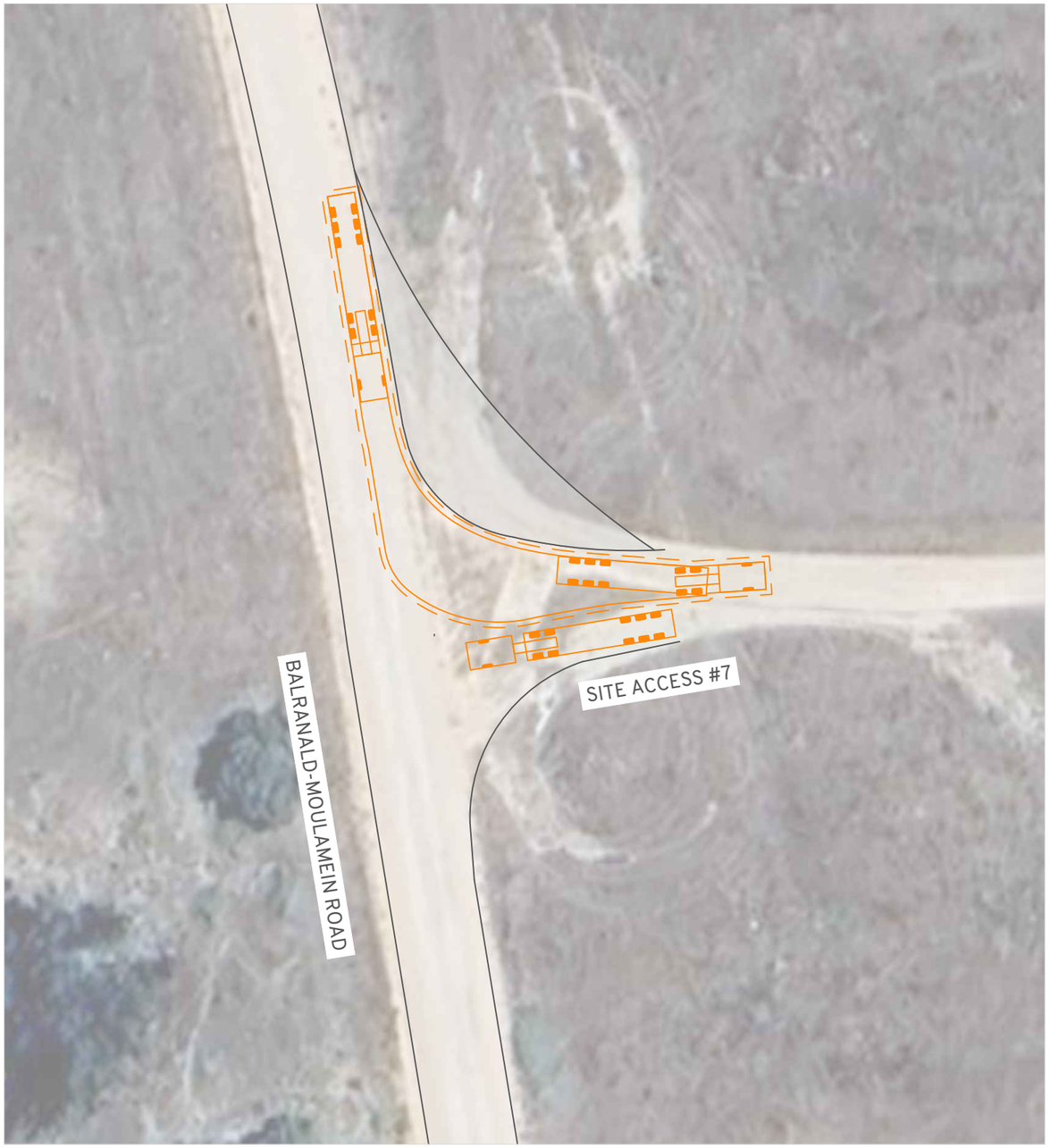
Junction Rivers Wind Farm

Site Access #7 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA7-1



Entry Manoeuvre

Location: -34.881195, 143.678350

Exit Manoeuvre

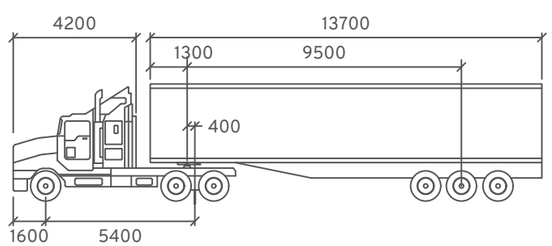
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

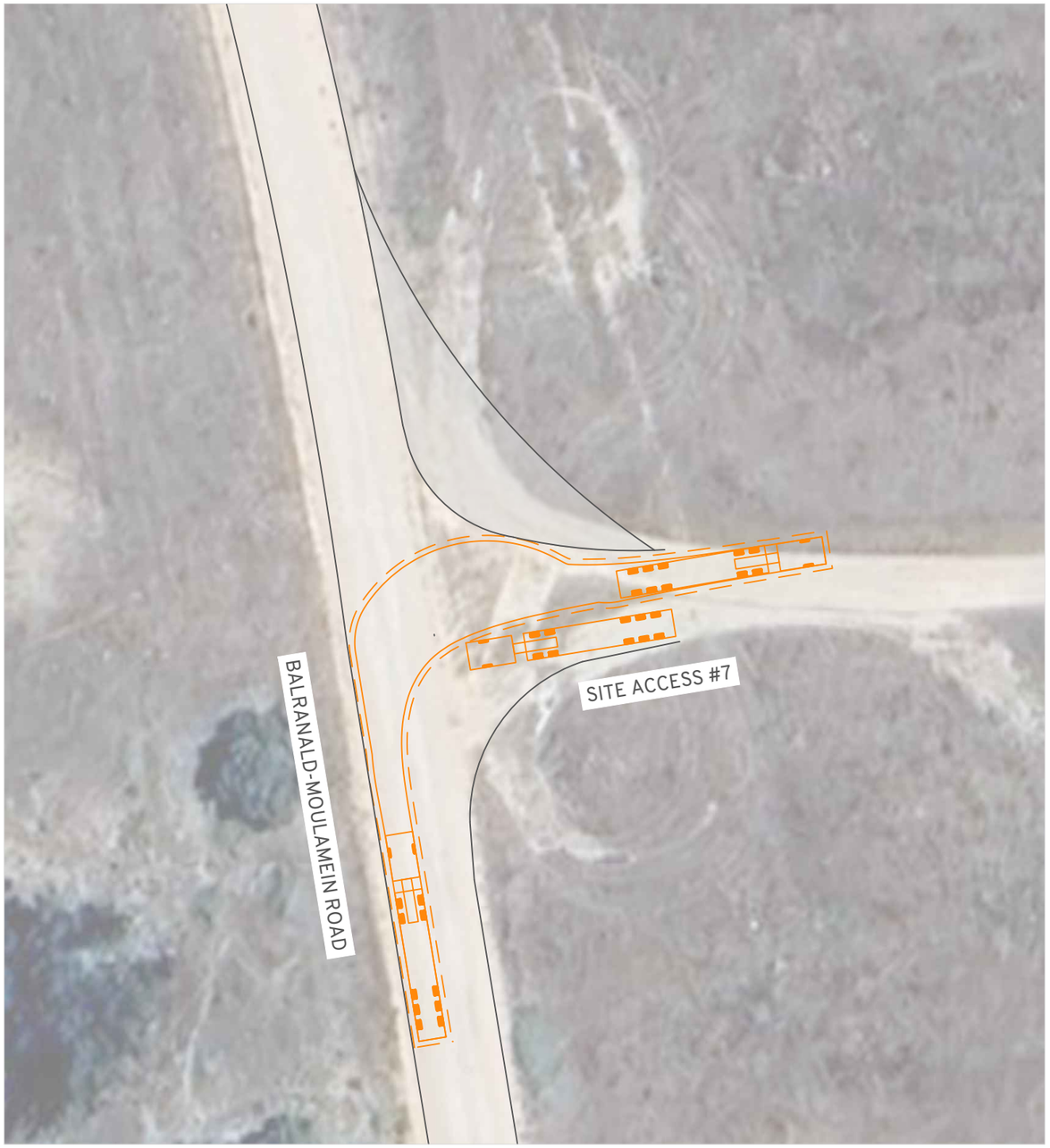
Junction Rivers Wind Farm

Site Access #7 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA7-2



Entry Manoeuvre

Location: -34.881195, 143.678350

Exit Manoeuvre

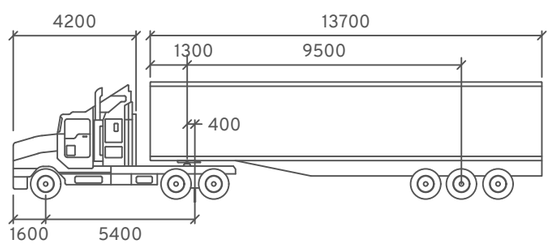
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

Site Access #7 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA7-3

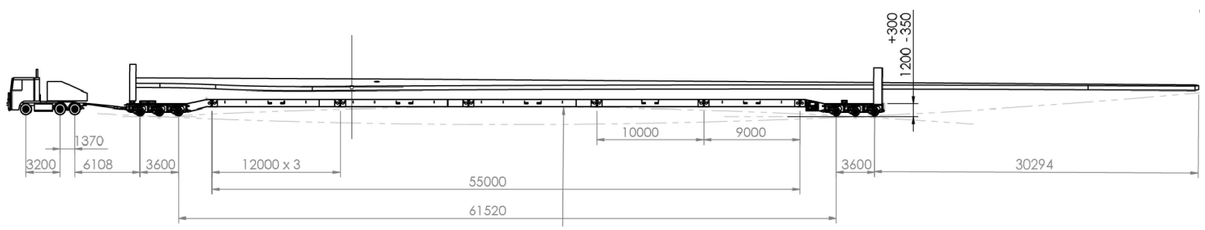
Location: -34.881195, 143.678350

Vehicle/Load Envelope

Vehicle/Load 0.5m Clearance

Wheel Path

Wheel Path 0.5m Clearance



Junction Rivers Wind Farm

Site Access #7 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

SA7-4

Location: -34.908861, 143.689586

Design in general accordance with Austroads Guide to Road Design Part 4 - Figure 7.4

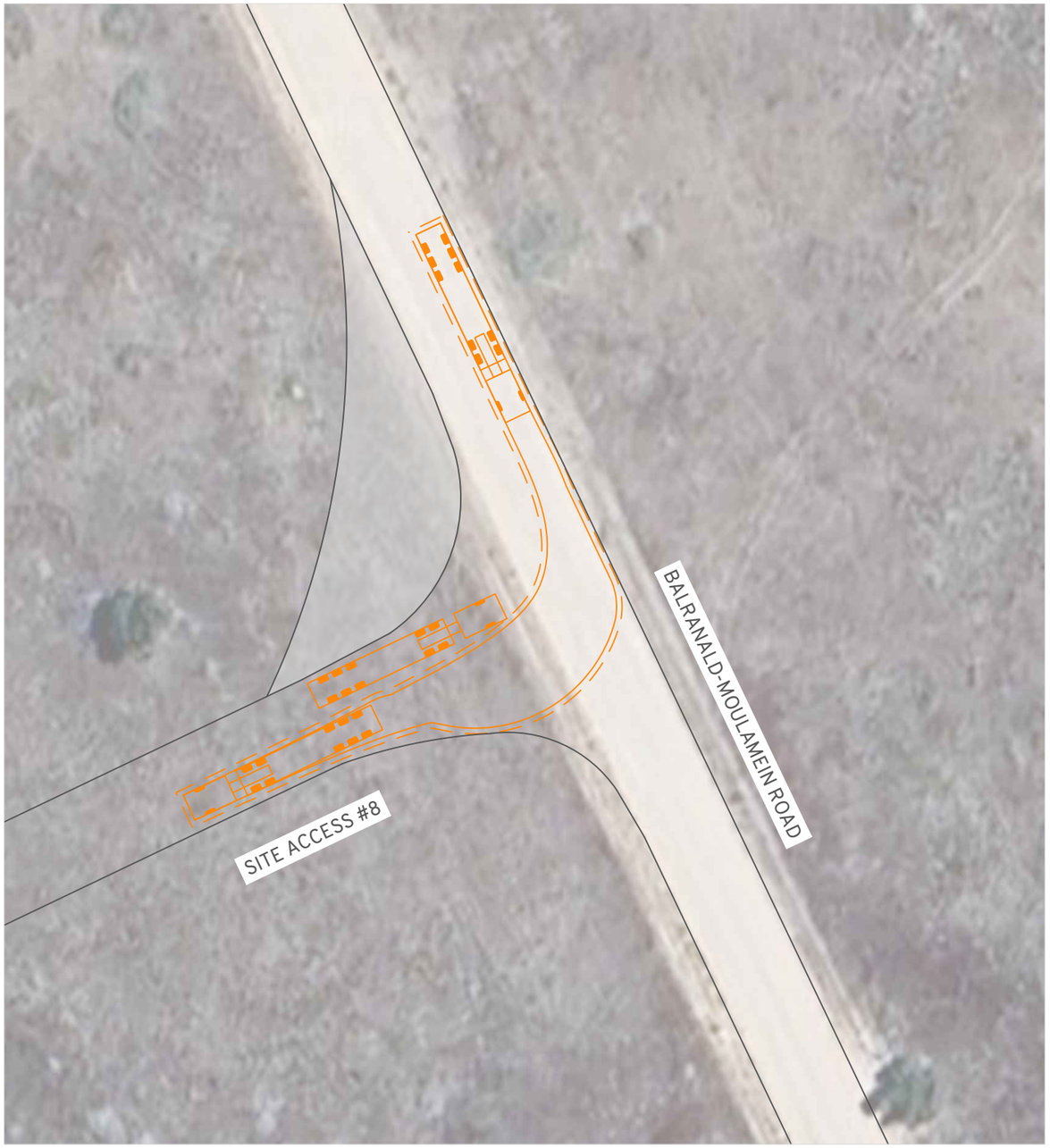
Junction Rivers Wind Farm

Site Access #8 on Balranald-Moulamein Road

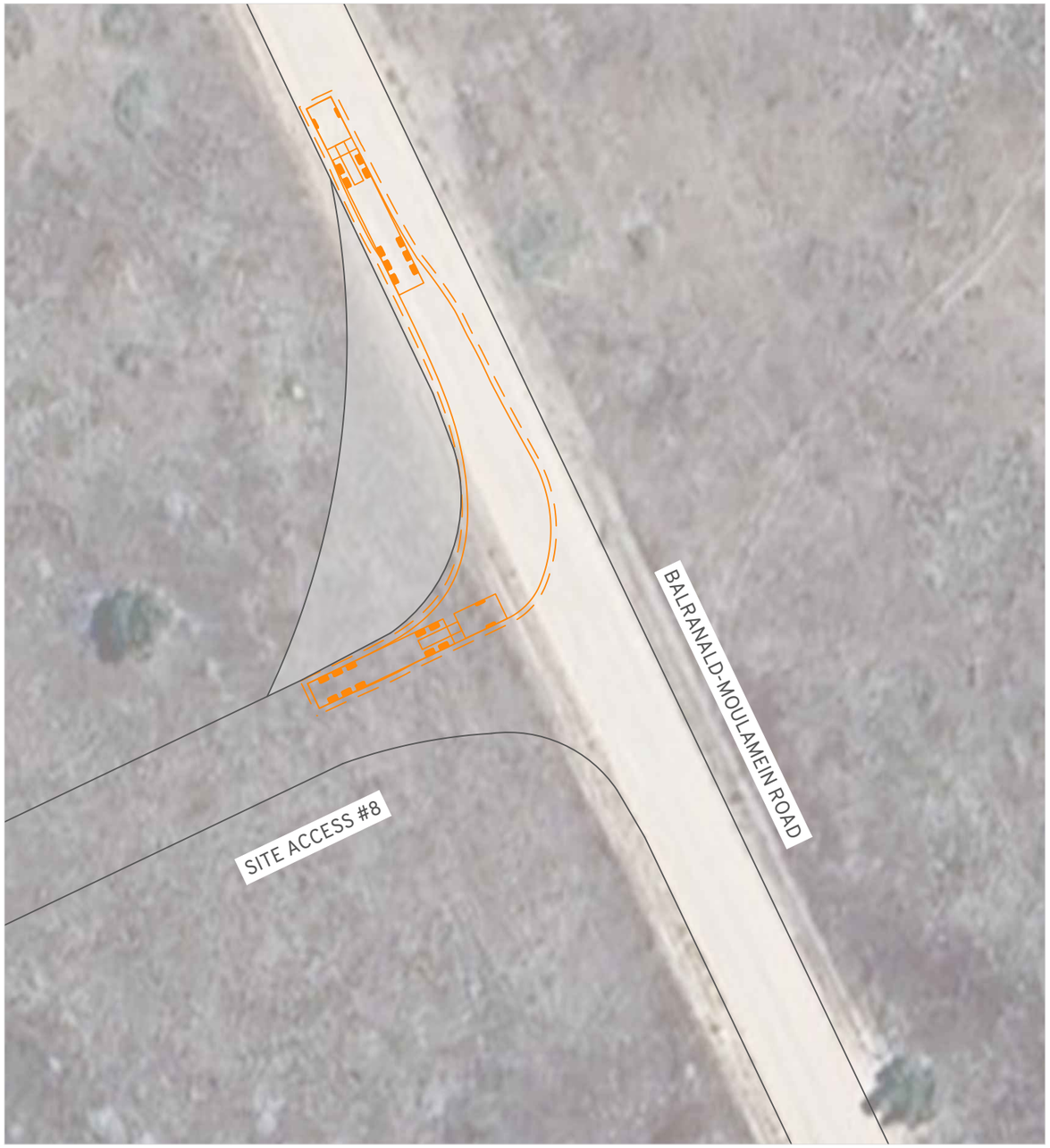
Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA8-1



Entry Manoeuvre



Exit Manoeuvre

Location: -34.908861, 143.689586

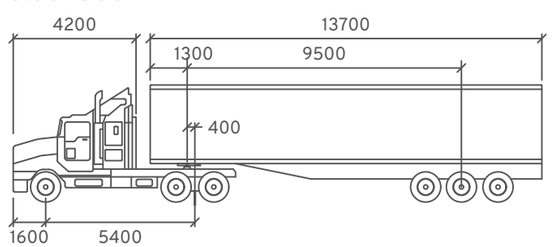
Vehicle Envelope

500mm Clearance

Reverse Manoeuvre

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

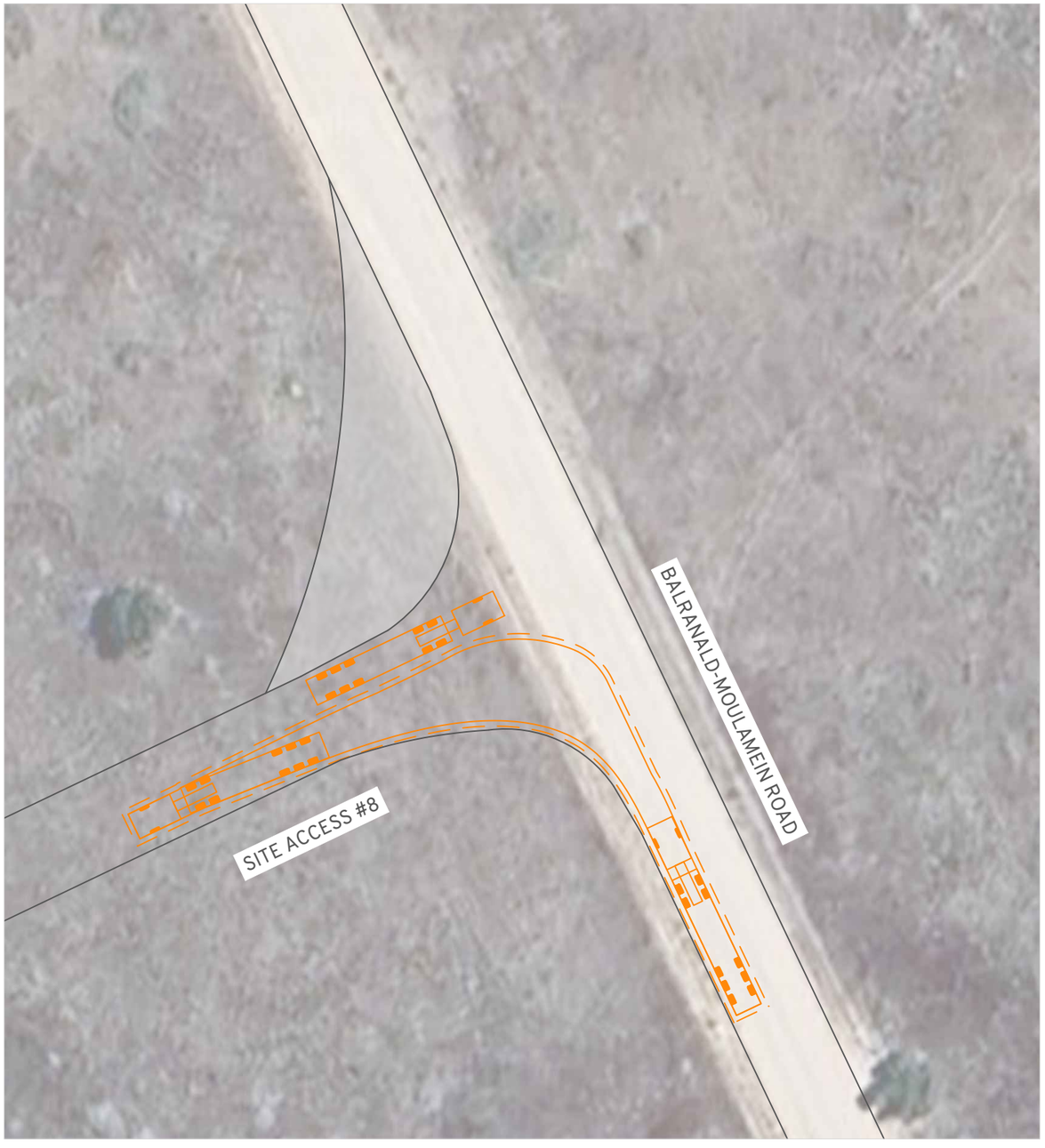
Site Access #8 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

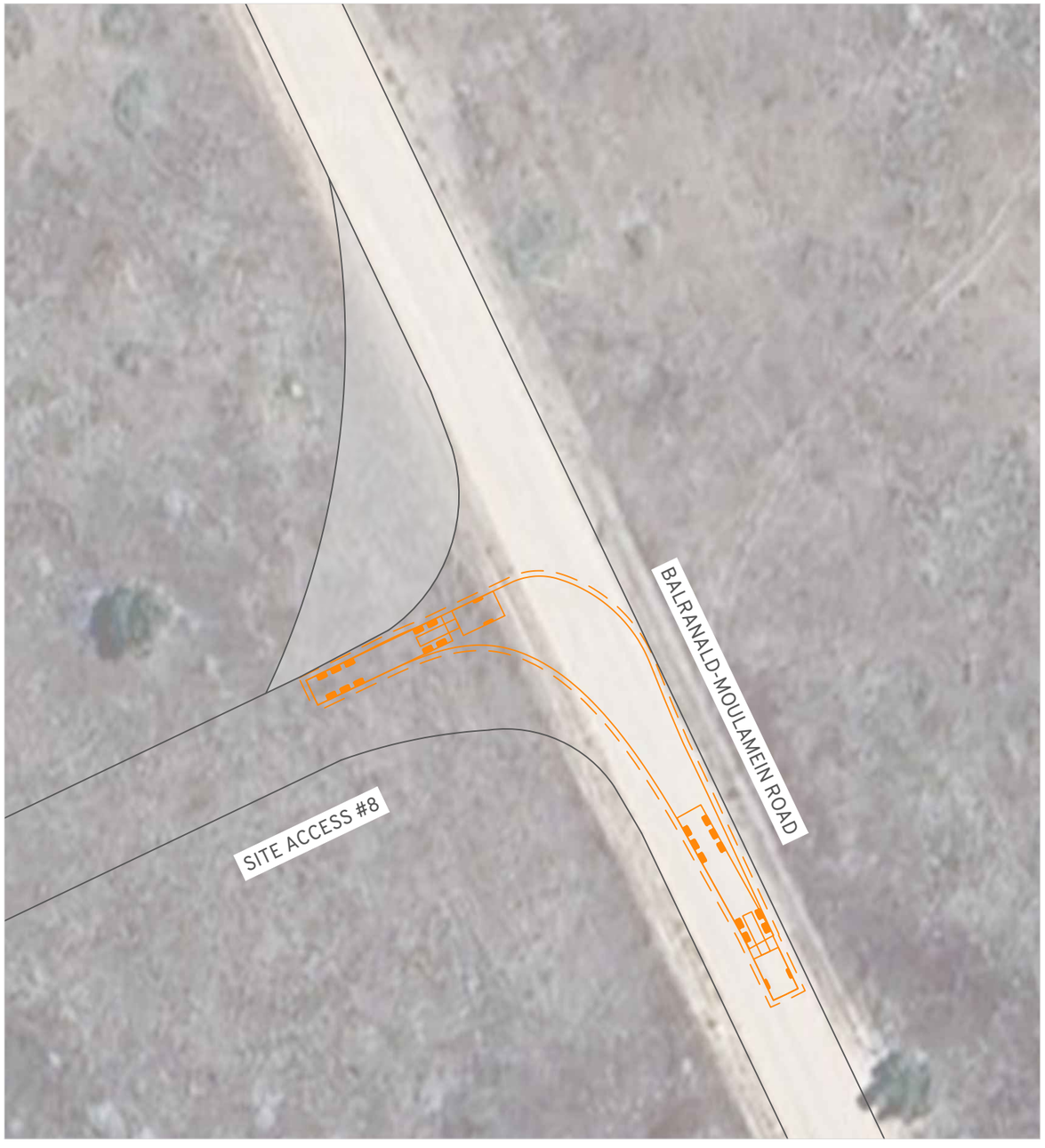
Amber

SA8-2



Entry Manoeuvre

Location: -34.908861, 143.689586



Exit Manoeuvre

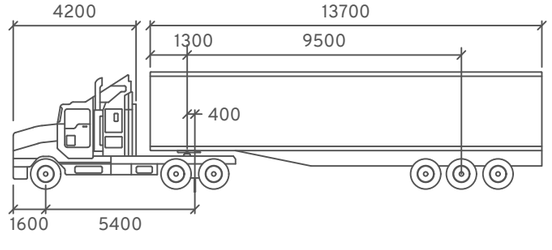
Vehicle Envelope

500mm Clearance

Reverse Manoeuvre

Min. Design Speed 15km/h

AV



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 28.3
Articulating Angle	: 70.0

Junction Rivers Wind Farm

Site Access #8 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:500

Amber SA8-3

SITE ACCESS #8

BALRANALD-MOULAMEIN ROAD

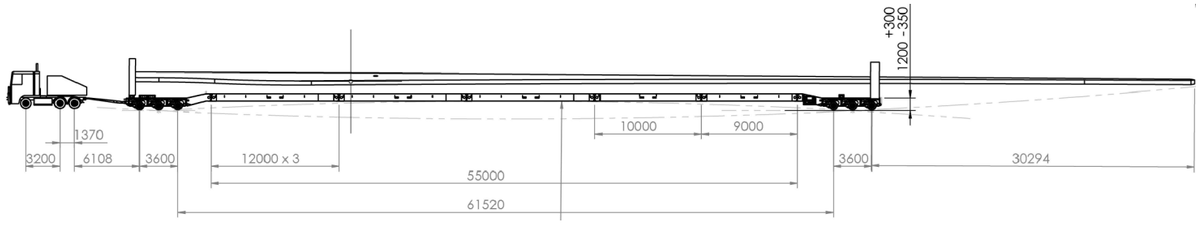
Location: -34.908861, 143.689586

Vehicle/Load Envelope

Vehicle/Load 0.5m Clearance

Wheel Path

Wheel Path 0.5m Clearance



Junction Rivers Wind Farm

Site Access #8 on Balranald-Moulamein Road

Strategic Design

DRAWN: OM
DATE: 12/05/2025
DWG NO: 218 SD54H
SCALE at A3: 1:750

Amber

SA8-4