
Calala Battery Energy Storage System

Traffic Management Plan

Prepared for: The Trustee for Equis Energy (Australia) Ngumi 4 Holding Trust

Ref: 300305589 | Date: 20 May 2026



Revision

Revision	Date	Comment	Prepared By	Approved By
A-Dr	19 August 2024	Draft for project team review	Patrick Obmasca William Xie Chris White	Brett Maynard
A-Dr2	04 November 2024	Draft for further project team review	William Xie Chris White	Brett Maynard
A-Dr3	06 December 2024	Draft for agency consultation	Chris White	Brett Maynard
A-Dr4	07 April 2025	Revised draft addressing TfNSW and Council feedback	Darren Cheng	Brett Maynard
A-Dr5	22 April 2025	Final draft addressing further TfNSW feedback	Darren Cheng	Brett Maynard
A	11 June 2025	Final report incorporating DPHI comments	Darren Cheng	Brett Maynard
B	12 June 2025	Final report addressing further DPHI comments	Darren Cheng	Brett Maynard
C-Dr	16 March 2026	Draft updated TMP incorporating Stage 1d (OSOM vehicle movements) for agency consultation	Darren Cheng	Brett Maynard
C-Dr2	31 March 2026	Final draft updated TMP addressing agency consultation comments	Darren Cheng	Brett Maynard
C-Dr3	13 April 2026	Final draft updated TMP addressing agency consultation comments	Darren Cheng	Brett Maynard
C	20 April 2026	Final updated TMP addressing agency consultation & DPHI comments	Darren Cheng	Brett Maynard
C	12 May 2026	Final updated TMP addressing further DPHI comments (no change to revision)	Equis	Equis
C	20 May 2026	Final updated TMP addressing further DPHI comments (no change to revision)	Darren Cheng	Brett Maynard

Brett Maynard

For and on behalf of

Stantec Australia Pty Ltd

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Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea, and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

Limitations

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CONTENTS

TRAFFIC MANAGEMENT PLAN

Calala Battery Energy Storage System

1.	Introduction	1
1.1	Background	1
1.2	Key Principles	1
1.3	Consent Condition Requirements	1
1.4	Purpose of this Report	5
1.5	Staged Submission of this Plan	5
1.6	Administrative Conditions of Consent	5
1.7	References	6
1.8	Consultation	6
2.	Existing Conditions	10
2.1	Location	10
2.2	Road Network	11
2.3	Walking, Cycling and Public Transport	12
3.	Overview of Construction Activities	13
3.1	Description of Construction Activities	13
3.2	Work Hours	14
3.3	Construction Worker Parking	15
3.4	Construction Site Access	15
3.5	Construction Vehicle Types	16
3.6	Construction Traffic Volumes	17
3.7	Construction Vehicle Routes	17
3.8	Heavy (OSOM) Vehicles Requiring Escort	20
4.	Construction Traffic Management	22
4.1	Traffic Guidance Schemes	22
4.2	Construction of the Site Access	22
4.3	Public Transport	22
4.4	Emergency Vehicle Access	23
4.5	Cumulative Traffic Impacts	23
4.6	Mitigation and Management Measures	24
4.7	Site Inspections and Record Keeping	27
4.8	Site Induction	27
5.	Overview Construction Vehicle Code of Conduct	29
5.1	Driver's Code of Conduct	29
5.2	Heavy Vehicles Requiring Escort Protocols	31

6. Monitoring, Reporting and Compliance 33

7. Notification Requirements 35

Appendices

Appendix A. Site Access Driveway

Appendix B. TGS Plan

Appendix C. TfNSW and Council Consultation

Appendix D. Haulage Contractor TMPs

Appendix E. NHVR Permits

1. Introduction

1.1 Background

The Trustee for Equis Energy (Australia) Ngumi 4 Holding Trust has received State Significant Development (SSD) approval for the construction and operation of a large-scale Battery Energy Storage System (BESS) located at 474 Calala Lane, Calala (the Project).

Stantec was commissioned by Equis Energy to prepare a Traffic Management Plan (TMP) in response to the SSD Conditions of Consent issued by the Department of Planning, Housing and Infrastructure (DPHI).

The Calala BESS TMP Revision B prepared by Stantec dated 12 June 2025 was approved prior to the commencement of construction in June 2025 (Approved TMP). This TMP incorporates the management and associated requirements for heavy vehicle requiring escort (Oversize, Over-mass [OSOM] vehicles) during construction.

This TMP follows the OSOM Vehicle Route Transport Impact Statement (TIS) prepared by Stantec dated 22 January 2026 and the subsequent approval of the alternate OSOM vehicle route by DPHI under the provisions of Condition B4 of the SSD Conditions of Consent.

This report has been prepared by qualified transport engineers who hold the SafeWork NSW Traffic Control Work Training Card. Details of the accredited personnel is provided below:

- Brett Maynard – Authorisation No. TCT0010575.

1.2 Key Principles

The overall principles of traffic management during the construction activity include:

- Manage construction vehicle activity, including the loading/ unloading of trucks within the work site.
- Manage and control construction vehicle activity in the vicinity of the site.
- Minimise impacts to general traffic in the vicinity of the site.
- Provide an appropriate and convenient environment for all road users.
- Minimise any potential impact on public transport services.
- Restrict construction vehicle movements to designated routes to/ from the site and manage the manoeuvring of large construction heavy vehicles on the broader road network.
- Coordinate heavy vehicle movements with any other relevant construction works or road works in the region.
- Have an appropriate framework for consultation and complaints handling.

1.3 Consent Condition Requirements

Specifically, this TMP seeks to address Condition B10 of the Project approval for SSD-52786213 issued on 28 June 2024. The condition requirements and the location where the requirements have been addressed in this report are outlined in Table 1.1.

Table 1.1 – Consent condition requirements

Condition	Condition Requirements	Report Reference
A1	In meeting the specific environmental performance criteria established under this consent, the Applicant must implement all reasonable and feasible measures to prevent and/or minimise any material harm to the environment that may result from the construction, operation, upgrading or decommissioning of the development.	Section 1.6
A2	The development may only be carried out: (a) in compliance with the conditions of this consent; (b) in accordance with all written directions of the Planning Secretary; (c) generally in accordance with the EIS; and (d) generally in accordance with the Development Layout in Appendix 1	Section 1.6
A13	Where conditions of this consent require consultation with an identified party, the Applicant must: (a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and (b) provide details of the consultation undertaken including:	Section 1.8 Appendix C TMP prepared to the satisfaction of TfNSW

Condition	Condition Requirements	Report Reference
	(i) the outcome of that consultation, matters resolved and unresolved (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.	and Tamworth Regional Council
B1	The Applicant must ensure that the: (a) development does not generate more than: (i) 120 heavy vehicle movements a day (a maximum of 22 heavy vehicles movements per hour) during construction, upgrading or decommissioning; (ii) 100 light vehicle movements a day during construction, upgrading, or decommissioning; and (iii) 7 movements of a heavy vehicle requiring escort during construction, upgrading, or decommissioning; and (b) length of any vehicles (excluding heavy vehicles requiring escort) used for the development does not exceed 26 metres, unless the Planning Secretary agrees otherwise.	Section 3.6 for general heavy and light vehicle movements Section 3.6 and 3.8 for heavy (OSOM) vehicles requiring an escort Section 3.5 for vehicle length Section 4.7 and Section 6 for monitoring
B2	The Applicant must keep accurate records of the number of heavy vehicles requiring escort and heavy vehicles entering or leaving the site each day for the duration of the project.	Section 3.6 Section 4.7 Table 6.1
B3	Unless the Planning Secretary agrees otherwise, all heavy vehicles associated with the development must travel to and from the site via New England Highway, Nundle Road, O'Briens Lane and Calala Lane as identified in Appendix 3.	Section 3.7.1
B4	Unless the Planning Secretary agrees otherwise, all heavy vehicles requiring escort and light vehicles associated with the development must travel to and from the site via the New England Highway, Goonoo Goonoo Road and Calala Lane as identified in Appendix 3.	Section 3.7.1
B5	All vehicles associated with the development must enter and exit the site via the site access point off Calala Lane, as identified in Appendix 1.	Section 3.4 Section 3.7.1
B6	Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must: (a) construct the site access point off Calala Lane, as shown in Appendix 4, to cater for the largest vehicle accessing the site; and (b) ensure the upgrades comply with the current Austroads Guidelines, Australian Standards (as amended by TfNSW supplements) and are carried out to the satisfaction of Council.	Section 3.4 Table 4.1
B7	Prior to the use of heavy vehicles requiring escort on the public road network, all relevant approvals must be obtained and implemented (including for any road upgrades that may be required), from the point of origin to the New England Highway / Calala Lane intersection.	Section 3.8 Appendix D Appendix E
B8	The Applicant must: (a) undertake an independent dilapidation survey to assess the: (i) existing condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, prior to construction, upgrading and decommissioning activities; and (ii) condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, following the completion of construction, upgrading and decommissioning activities; (b) on completion of the dilapidation reports undertaken in B8(a)(i) and (ii) provide a copy to the relevant roads' authorities; and (c) repair the roads identified in condition B8(a)(i) and (ii) if dilapidation surveys identify that the roads have been damaged due to development-related traffic during construction, upgrading or decommissioning works in consultation with the relevant road authority. If there is a dispute between the Applicant and the relevant roads authority about repairs required under this condition then either party may refer the matter to the Planning Secretary for resolution.	Section 3.7.2 Table 4.1



Condition	Condition Requirements	Report Reference
B9	The Applicant must ensure: (a) the internal roads are constructed as all-weather roads; (b) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site; (c) the capacity of the existing roadside drainage network is not reduced; (d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and (e) development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the public road network.	Section 3.3 – parking Section 3.4 – access, internal roads and drainage
B10 Prior to commencing construction, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Planning Secretary. This plan must include:		
B10(a)	Details of the transport route to be used for all development-related traffic	Section 3.7
B10(b)	A reconciliation table to demonstrate all traffic-related management measures and recommendation measures identified in the EIS have been included in the plan	Section 4.6
B10(c)(i)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Details of the dilapidation surveys required by condition B8 of this consent	Section 4.6
B10(c)(ii)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Temporary traffic controls, including detours and signage	Section 4.1 Appendix B
B10(c)(iii)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Notifying the local community about development-related traffic impacts	Section 4.6
B10(c)(iv)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Procedures for receiving and addressing complaints from the community about development-related traffic	Section 5.1.6
B10(c)(v)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network	Section 4.6 Section 5.1.2
B10(c)(vi)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Minimising potential cumulative traffic impacts with other projects in the area during construction, upgrading or decommissioning works	Section 3.7.3 Section 4.6 Section 4.5
B10(c)(vii)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Minimising dirt tracked onto the public road network from development-related traffic	Section 4.6
B10(c)(viii)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Measures for managing light vehicle peak numbers, including carpooling or ride sharing by employees	Section 3.3 Section 4.3
B10(c)(ix)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Scheduling of heavy vehicle movements to minimise convoy length or platoons, and to minimise conflicts with light vehicles	Section 3.7
B10(c)(x)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding	Section 4.6
B10(c)(xi)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Responding to any emergency repair or maintenance requirements	Section 4.4 Section 5.1.5
B10(c)(xii)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: A traffic management system for managing heavy vehicles requiring escort	Section 5.2
B10(d)(i)	A driver's code of conduct that addresses: Driver fatigue	Section 5.1.4



Condition	Condition Requirements	Report Reference
B10(d)(ii)	A driver's code of conduct that addresses: Procedures to ensure drivers adhere to the designated transport routes and speed limits	Section 5.1.1 Section 5.1.2
B10(d)(iii)	A driver's code of conduct that addresses: Procedures to ensure that drivers implement safe driving practices	Section 5.1.3
B10(e)	A program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan	Section 4.6 Section 4.8
B10(f)	A flood response plan detailing procedures and options for emergency access to and from site in the event of flooding.	Section 3.7.2
B17	Unless the Planning Secretary agrees otherwise, the Applicant may only undertake road upgrades, construction, commissioning, demolition, upgrading or decommissioning activities on site between: (a) 7am to 6pm Monday to Friday; (b) 8am to 1pm Saturdays; and (c) at no time on Sundays and NSW public holidays.	Section 3.2
B18	The following activities may be carried outside the hours specified in condition B17 above: (a) commissioning activities that are inaudible at non-associated residences; (b) the delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons; and (c) emergency work to avoid the loss of life, property or prevent material harm to the environment.	Section 3.2
C2	The Applicant must: (a) update the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning activities on site; and (b) review and, if necessary, revise the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary within 1 month of the: (i) submission of an incident report under condition C10 of Schedule 2; (ii) submission of an audit report under condition C14 of Schedule 2; or (iii) any modification to the conditions of this consent.	(a) Section 1.5 (b) Table 6.1
C3 (a)	With the approval of the Planning Secretary, the development may be staged and the Applicant may: (a) prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program);	Section 1.5
C10	The Department must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 6.	Section 7
C11	The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance.	Section 7
C12	A non-compliance notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance. C13.	Section 7
C13	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance	Section 7



1.4 Purpose of this Report

The purpose of this report is to address OSOM vehicle movements, in addition to managing the impacts that the construction works will have on the existing traffic and transport conditions.

The primary objective of this report is to ensure that the construction impacts on the existing traffic and transport network are minimised. To achieve this objective, this TMP will:

- Provide a summary of the size of construction vehicles to be used during the different stages of construction and estimate the volume of construction vehicle trips during the construction period
- Identify the safest and most efficient construction vehicle routes
- Identify and outline appropriate controls to minimise construction impact to the existing conditions of the road network and overall safety of all road users
- Detail the required heavy vehicle movements requiring escort (OSOM vehicles) and associated traffic management system that will be implemented.

1.5 Staged Submission of this Plan

In accordance with the letter received from DPHI on 10 June 2025, the Project will be staged as follows:

- **Stage 1a:** commence road upgrades or maintenance works to the public road network, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying
- **Stage 1b:** commence construction including but not limited to, the carrying out of any earthworks on site and installation of any ancillary infrastructure (excluding the battery storage as defined the development consent)
- **Stage 1c:** continue construction including works associated with the BESS
- **Stage 1d:** continuation of BESS construction including movement of heavy vehicles requiring escort during construction as described in Condition B1(a)(iii) of Schedule 2 of Consent
- **Stage 2:** BESS Operation
- **Stage 3:** BESS Decommissioning.

In accordance with Condition C3 (a-c) of the consent (SSD 52786213), the Applicant has elected to stage the submission of the TMP. Staging was approved on 4 March 2025.

The TMP will be staged as follows:

- **Stage 1a-c:** Construction of the Project
- **Stage 1d:** Movement of heavy vehicles requiring escort (OSOM vehicle movements)
- **Stage 2:** Operations
- **Stage 3:** Decommissioning of the Project at end of life

This TMP addresses Stage 1a-d inclusively.

The TMP will be updated as necessary prior to the commencement of operations, decommissioning or upgrading. Consultation with the relevant stakeholders was conducted for Stage 1a-c and 2 prior to the commencement of construction, and subsequently Stage 1d to incorporate OSOM vehicle movements into this TMP. All later stages of the TMP will also include necessary consultation with the relevant stakeholders. Each staged revision of the TMP will be provided to the Secretary, prior to the commencement of each stage.

1.6 Administrative Conditions of Consent

In compliance with Condition A1 and as relevant to construction traffic management, the principal and primary contractor will implement all reasonable and feasible measures (including this TMP) to prevent and/or minimise any material harm to the environment that may result from the construction of the Project.

In compliance with Condition A2 and as relevant to construction traffic management, the principal and primary contractor will ensure that development is carried out generally in accordance with the EIS and conditions of the consent.

An Environmental Management Strategy (EMS) has been prepared for the project Environmental Management Strategy: Calala Battery Energy Storage System (GHD 2025) in response to Condition C1 of the Development Consent (SSD 52786213) issued by the NSW Government Minister for Planning and Public Spaces under the NSW Environmental Planning and Assessment Act 1979 (EP&A Act). The EMS provides the framework for environmental management of the



site construction and operations. The EMS identifies and documents the key environmental risks and mitigation measures implemented to ensure that the environmental objectives and legal obligations are met throughout the project.

The EMS provides an overarching framework which this TMP sits beneath within the administrative hierarchy. The TMP is consistent with reporting, compliance and project commitments prescribed by the EMS, and is bound by reporting, compliance and review mechanisms contained therein. If there is inconsistency between the documents, administrative controls of the EMS supersede the TMP. Prescribed management actions, procedures, targets and monitoring actions of the TMP may not be reduced by the EMS.

1.7 References

In preparing this report, reference has been made to the following:

- 57 Burgess Lane, Calala also known as 474 Calala Lane, Calala, Transport Impact Assessment, Prepared by Stantec, 2 November 2023 (TIA)
- Calala Battery Energy Storage System, Response to Submissions, Prepared by Stantec, 23 May 2024 (RTS)
- Traffic Control at Work Sites Technical Manual, TfNSW, February 2022
- Australian Standard AS1742.3:2019 'Manual of Uniform Traffic Control Devices – Traffic control for works on roads
- Austroads Guide to Temporary Traffic Management series (2021)
- Goonoo Goonoo Road (New England Highway) duplication – Tamworth, Submissions Report, Transport for NSW, June 2022.

1.8 Consultation

In accordance with the consultation requirements of Condition B10, draft copies of this TMP were provided to Council and TfNSW for comment, with follow up meetings and/or phone calls as required to elicit and clarify feedback. The TMP Revision A was updated in response to the comments received, as detailed in Table 1.2 and Table 1.3.

Table 1.2 – TfNSW Comments

TfNSW Comment	TMP Response
Condition B10 (c)(viii) is not satisfied suitably. Limited detail is provided regarding pick up/ drop off locations and further information is required. Further feedback 17/04: Section 4.1 of Calala BESS Traffic Response Letter prepared by Stantec Australia, dated 23 May 2024 states, "up to 25 construction workers (30 per cent of staff) would be required to carpool with another construction worker to travel to site". The TTMP has not provided any information on the enforcement, monitoring and accountability to ensure the project complies with this commitment that was made within the traffic assessment and assumptions within the TIA (which forms part of the EIS).	Section 3.3 of the TMP will be expanded to include the following text: Sufficient dedicated on-site worker parking will be provided, including formal on-site worker parking for 60 vehicles, with capacity for additional informal worker parking, as required. Equis Energy is committed to encouraging workers to carpool at all times to limit both vehicle movements and on-site parking demand where practical. No construction related vehicles will be permitted to park on public roads at any time. A drop-off and storage laydown area will be provided on-site for larger tools and equipment. As such, the parking impacts associated with construction workers will be negligible. Carpooling Site workers with company utility vehicles will be requested as part of employment and/or site induction arrangements to transport other workers residing/ accommodated in the same or similar location (locations to be identified by the primary contractor upon commencement of construction), maximizing vehicle occupancy to transport up to four employees per vehicle between accommodation and the site. Subcontractors will be requested as part of subcontract arrangements to consolidate vehicles travelling between their business premises and the site. Carpooling will be a regular topic at daily pre-start meetings and operations meetings (SIMOPS). The transport assessment for the project requires carpooling for the peak construction period (estimated to be around 2 months) where the number of construction workers exceeds the 60 car spaces provided on-site. At any time that the construction workforce on-site exceeds 60 workers, the primary contractor will be responsible for monitoring the extent of carpooling to ensure that the on-site car parking demand does not exceed 60 vehicles, with feedback and reminders provided to subcontractors and workers at pre-start meetings and operations meetings. Public Transport No public transport services are available on Calala Lane near the site access. As no footpaths are available on Calala Lane, it is not considered safe to encourage workers to walk from the nearest bus services. If there are any changes to public transport services during the construction period, the primary contractor will reassess this.
Condition B10 (c)(x) is not satisfied suitably in Section 4.5 Mitigation and Management Measures of the TMP. Further information is required on how impacts of local climate conditions that may affect road safety such as fog, dust, wet	TMP Table 4.1 – Mitigation and management measures, updated to include the following text under a new factor "Specific local climate conditions": The primary contractor will monitor local weather forecasts and conditions, https://www.livetraffic.com/ and where necessary communicate with Council regarding any potential road closures due to flooding. In the event of adverse weather conditions such as fog, dust (e.g. dust storm), wet weather and/or flooding:



TfNSW Comment	TMP Response
weather and flooding will be addressed during construction. Further feedback 17/04: Further detail is required on communication methods to notify drivers of conditions and any monitoring technology equipment installed in vehicles to assist with notifying drivers.	- Primary contractor will issue notifications via phone, text and/or email (by the Site Manager/Supervisor) to site personnel, Equis Energy, subcontractors and/or suppliers upon becoming aware of any adverse weather conditions that require site closure or the need to temporarily halt, delay, or reroute vehicle movements (with any rerouting still in accordance with the approved routes and intersections). - Drivers are to be advised to adhere to any Council announcements on flooding and comply with any road closure and rerouting procedures. - Drivers are to be advised to cease all travel to and from the site during any unexpected extreme weather conditions. - Drivers are to be advised to reduce speed and use headlights and/or hazard lights when necessary to improve visibility during any times of reduced visibility. - Drivers are to be advised to maintain a safe following distance between vehicles to allow for clear visibility and reaction time. Drivers are to be advised to exercise extra caution when driving at dawn, dusk, or during poor weather, remaining vigilant for surroundings, people, wildlife, and livestock.
Condition B10 (c)(xi) is not satisfied suitably. Further information is required on how any emergency repair or maintenance requirements will be addressed during construction.	TMP Table 4.1 – Mitigation and management measures, updated to include the following text under the factor “Road repair and maintenance” in addition to the existing text on the road dilapidation survey process: - Emergency road infrastructure repair or maintenance requirements during construction will be addressed as follows: - The primary contractor will complete a drive-through inspection of the heavy vehicle route for hazards or damage between the New England Highway and the Calala Lane site access on a weekly basis. This inspection will confirm that the route remains suitable for construction traffic use and identify any issues. - Drivers will be instructed to inform the primary contractor of any identified hazards or damage. - The primary contractor will be responsible for advising workers and drivers of the need to use caution at specific location(s) or temporarily halt, delay, or reroute vehicle movements, subject to approval. - Any issues on or in the vicinity of the New England Highway will be notified to TfNSW via the 131 700 phone number or web report form (https://www.nsw.gov.au/departments-and-agencies/transport-for-nsw/contact-roads-and-waterways/online?enquiry=issue&issue=roads&subIssue=maintenance) Any issues on Council roads will be reported via Council's issue reporting phone number (02 6767 5555) or any other reporting mechanism agreed with Council as part of ongoing consultation/communication.

Table 1.3 – Council Comments

Council Comment	TMP Response
It is noted that B-double vehicles will be impeded from entering the site if there is a vehicle holding in the outbound side of the access waiting to leave the site. We support this approach on the basis that the driver code of conduct and other associated site management plans will include two-way communication between drivers and site management. Adherence to this element of the overall management plan will be important.	TMP Table 4.1 – Mitigation and management measures, updated to include the following additional dot point under the factor “Access point requirements”: All inbound truck drivers are to contact site management on approach to the site access. Site management will hold any outgoing vehicles inside the site when large trucks (semi-trailers and B-doubles) are entering as these vehicles require the full driveway width. The above text has also been added to Section 5.1.2 Haulage Routes and Timing of Transport.
The only comment we would offer in terms of the detail is that the access should be sealed. This seal should extend for at least the length of a b-double. The TP's on the pavement layout look like a logical termination point for the seal. We would also ask that you incorporate shaker bars at the inboard side of the seal, with flows directed to the creek line (with appropriate settling ponds to capture any mobilised silt and clay etc.).	TMP Table 4.1 – Mitigation and management measures, updated to include the following additional dot points under the factor “Access point requirements”: - The access driveway will be sealed for a minimum distance of 26 metres, equal to the longest general construction vehicle accessing the site. - Shaker bars will be installed on the inboard side of the sealed driveway to clean construction vehicle tyres before leaving the site. Any waste water flows will be directed to the creek line (with appropriate settling ponds to capture any mobilised silt and clay etc.) The Appendix A site access driveway plan has been updated to reflect the above.
Management of pavement dilapidation and repair triggers the requirement for a performance bond. We usually base this on \$4,000 per kilometre of nominated access road. In this case, the majority of the proposed route is robust sealed pavement. A nominal kilometre length will need to be agreed as the basis of the bond.	TMP Table 4.1 – Mitigation and management measures, updated to include the following additional dot points under the factor “Road repair and maintenance”: A performance bond will be agreed with Council as part of the management of pavement dilapidation and repair.



Following consultation with TfNSW and Council, and subsequent acceptance of the TMP from both agencies, additional commentary was received from DPHI on 26 May 2025. The TMP Revision B was updated to address these comments. Responses to these comments were included in the supplementary comments register provided by DPHI.

TfNSW, Council and DPHI were consulted again between November 2025 and March 2026 with respect to OSOM vehicle movements for the project, with comments received as follows:

- Various meetings held with TRC throughout November and December 2025 identified concerns with the approved oversize, over-mass (OSOM) vehicle route via Calala Lane following Council's load assessment of Goonoo Goonoo Bridge No. 1 and No. 2 on Calala lane, which deemed both bridges structurally unsuitable for over-mass vehicle movements. In response, TRC provided its express direction that OSOM vehicles must travel using an alternative route via Kia Ora Lane, Ascot-Calala Road, Burgmanns Lane, Burgess Lane and Calala Lane.
- TfNSW sought advice regarding the TfNSW assets team, as the swept paths for the right turn from the New England Highway into Kia Ora Lane were tracking close to TfNSW drainage infrastructure on the western side of the intersection. The assets division have noted the drain is able to be traversed, however, where possible it is to be avoided by the swept path of the vehicle.
- DPHI provided editorial commentary/ mark-ups on 27 March 2026 which have been incorporated into the TMP.
- TRC confirmed via email on 13 April 2026 that there were no additional comments on the TMP.
- TfNSW provided conditional approval of the TMP via letter dated 13 April 2026, excluding the transformer deliveries. TfNSW comments are addressed in Table 1.4.
- DPHI requested minor editorial changes on 12 May to confirm that no physical road works were required for the OSOM vehicle movements.
- DPHI sent a letter dated 19 May 2026 requesting several updates to the OSOM TMP. These are addressed in Table 1.5.

Key consultation correspondence for the current revision (Revision C) is included in Appendix C.

Table 1.4 – TfNSW OSOM Comments

TfNSW Comment	TMP Response
TfNSW also notes that the [Switchroom haulage contractor] TMP includes references to pilots escorting the load, stopping or managing traffic. Pilots escorting the OSOM load are not authorised to manage traffic. Accordingly, the TMP is to be reviewed and updated to remove these references and to identify appropriate alternative measures to manage traffic and safety risks, for example, the following protocols are to be considered: • Signage to improve visibility and alert drivers of the movement in the form of advanced warning signage; • Clear communication strategies and protocols regarding any road works along the route from Croydon Park to Calala; • Notification procedures for OSOM movements (inclusive of weekly schedule). Notification by operators can be emailed to roadmanager@transport.nsw.gov.au	The Switchroom haulage contractor TMP has been updated and additional protocols are included in Section 5.2. The haulage contractor TMPs are now included as Appendix D and NHVR Permits received to-date are included as Appendix E.
TfNSW recommends that the differing OSOM routes (Adelaide and Melbourne) be discussed with the Department of Planning, Housing, and Infrastructure.	The differing routes are necessary due to different origins of equipment. This has been discussed with DPHI and is addressed in Section 3.8.
TfNSW requests that the Calala BESS TMP be conditionally approved, on the basis that references to the transformer deliveries and the Transport Management Plan are removed and is subject to further consultation and an update with TfNSW, and approval by DPHI in advance of deliveries.	Noted. This TMP needs to outline all required OSOM deliveries for the project, however Stantec and Equis will continue to consult with TfNSW regarding the transformer deliveries and arrange for an updated transformer haulage contractor TMP if required.

Table 1.5 – DPHI OSOM Comments

DPHI Comment	TMP Response
Please address the following feedback and make the appropriate amendments and additions to the Traffic Management Plan as follows: include a commitment to maintain compliance with Development Consent (SSD- 52786213) for the routes from Adelaide and Melbourne;	Commitment added to Section 3.8 and compliance requirement added to Table 6.1.
include summary of proposed Adelaide and Melbourne routes for each of the six OSOM movements;	Summary of the two routes added to added to Section 3.8, with Table 3.5 updated to include the origin for each OSOM movement.
include a commitment to adhere to both Adelaide and Melbourne haulage contractor's TMPs and NHVR permit (as approved or updated) for each OSOM movement;	Commitment added to Section 3.8.
include both Adelaide and Melbourne haulage contractor's TMPs as appendices	Haulage contractor TMPs included in Appendix D and NHVR permits included in Appendix E.
include a commitment that no physical works or upgrades are required for either Adelaide or Melbourne routes within NSW; and	Commitment added to Section 3.8.
include a commitment to provide sufficient advance notification to the road authorities of the movements, noting that the movements may be managed via pilot escort or police escort (as agreed by TfNSW).	Commitment added to Section 3.8.

2. Existing Conditions

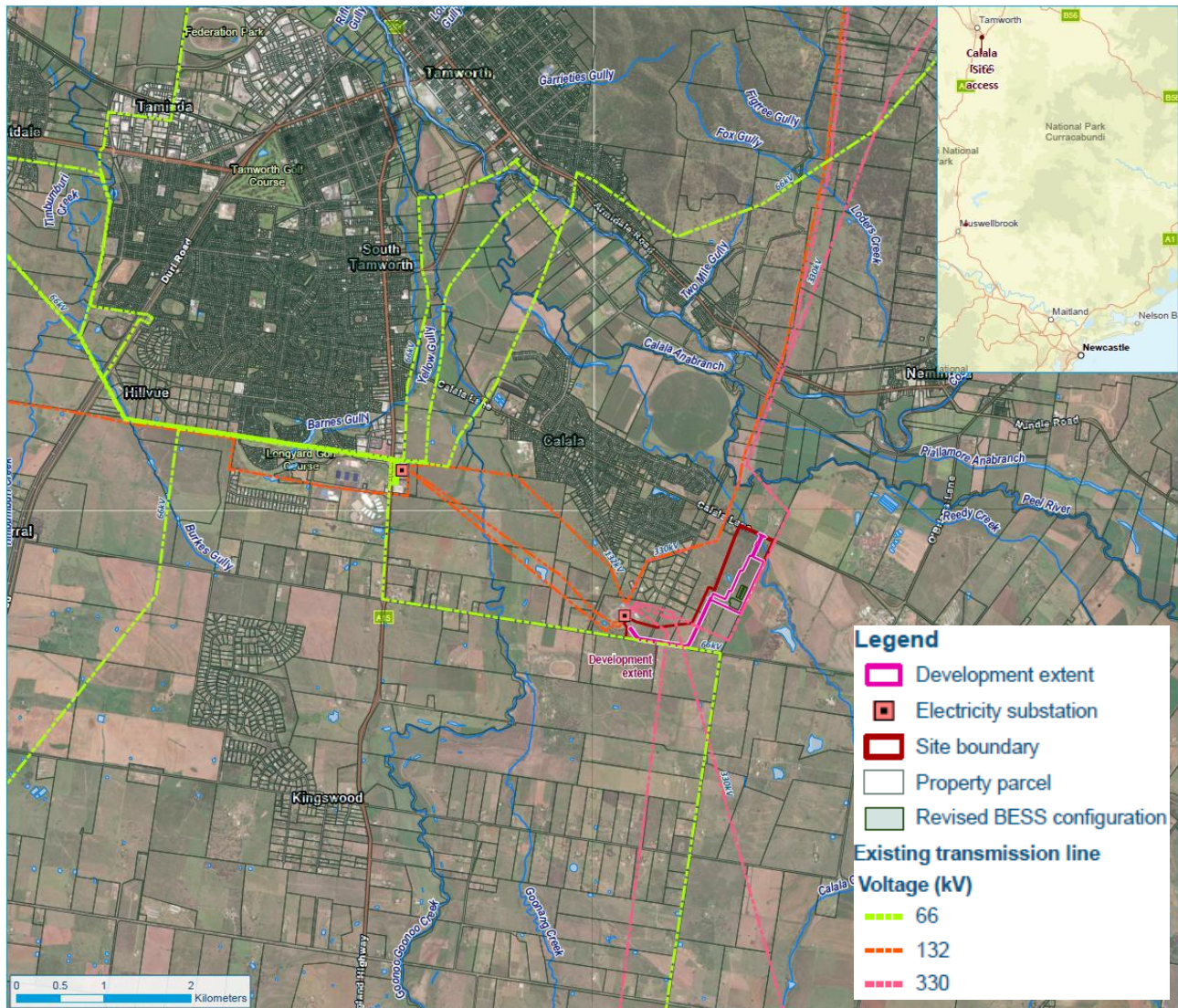
2.1 Location

The site is located at 474 Calala Lane, Calala, and identified as Lot 17 DP629969, around five kilometres south-east of South Tamworth and one kilometre from the Calala town centre. The site covers 36.24 hectares and has a single site frontage to Calala Lane. It is about one kilometre north-east of the Transgrid Tamworth Substation.

Vehicular access to/ from Tamworth is provided via Calala Lane along the northern boundary of the site.

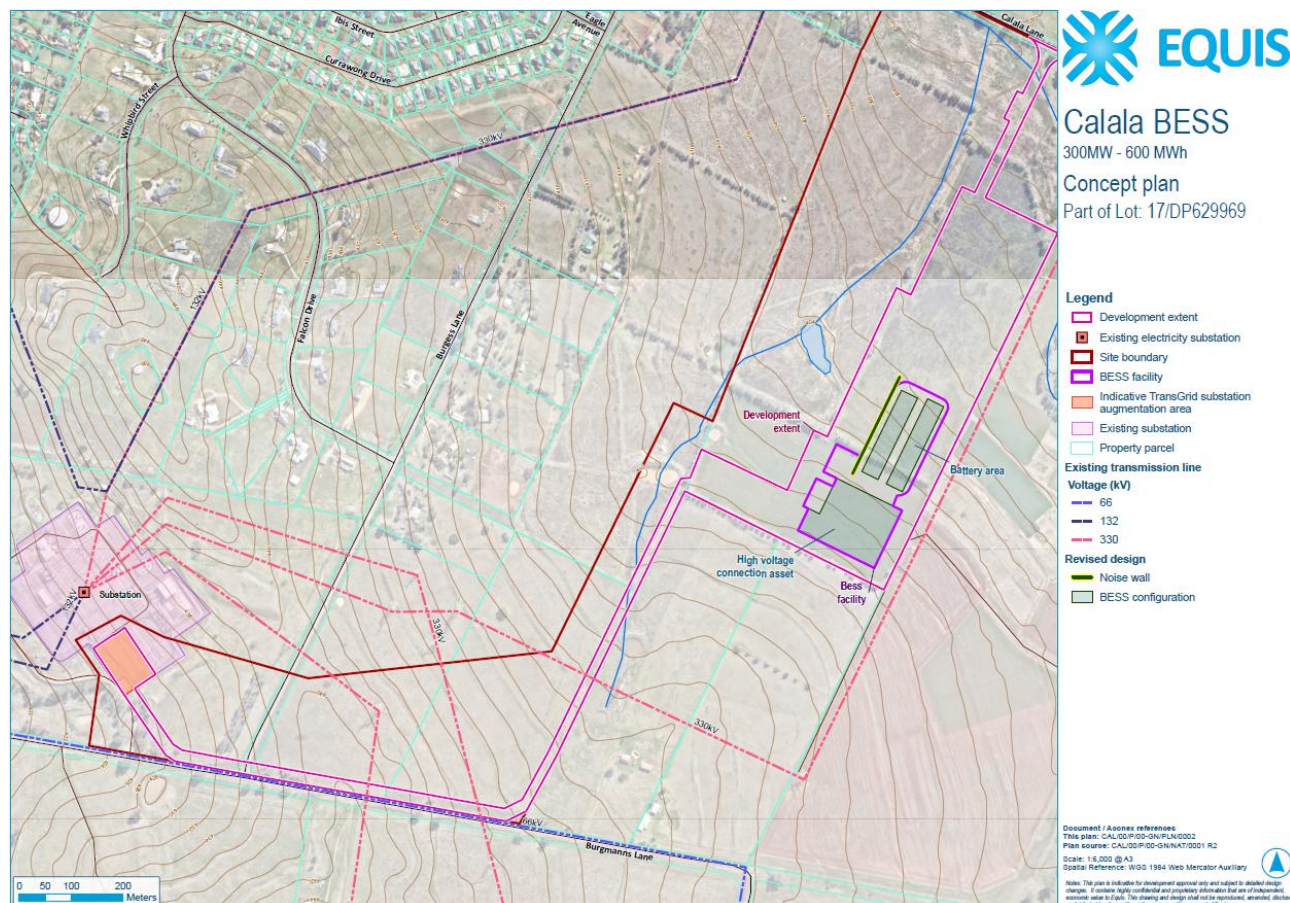
The location of the site and its surrounding environs is shown in Figure 2.1 , with the site layout illustrated in Figure 2.2.

Figure 2.1 – Site location and surrounding environs



Source: Tamworth NSW BESS Regional Context, Equis Energy, 10 June 2025

Figure 2.2 –Site Layout



Source: Calala BESS Concept Plan, Equis, exported 10 June 2025

2.2 Road Network

2.2.1 Adjoining Roads

Calala Lane

Calala Lane is classified as a Local Road and generally aligned in an east-west direction. Near the site, it is a two-way road configured with one traffic lane in each direction, set within an approximate 7-metre-wide carriageway with no road shoulders. Calala Lane has a posted speed limit of 100 kilometres per hour near the site.

Traffic volume data collected in February 2023 indicated that the average daily traffic volume is around 3,300 vehicles per day (two-way) over a seven-day period with approximately 1,700 vehicles eastbound and 1,600 vehicles westbound.

The peak weekday traffic volumes occur between 8:00am to 9:00am and 3:00pm to 4:00pm. Around 370 (200 eastbound and 170 westbound) and 340 (155 eastbound and 185 westbound) vehicles travel along Calala Lane during the weekday AM and PM peak hours, respectively.

Goonoo Goonoo Road

Goonoo Goonoo Road is classified as a State Road and aligned in a north-south direction west of the site. North of where Goonoo Goonoo Road intersects with Calala Lane, it is a divided carriageway configured with two traffic lanes in each direction, with each side of the road measuring approximately 12-metres-wide. Dedicated on-street cycle lanes are provided on both sides of the road. South of where Goonoo Goonoo Road intersects with Calala Lane, the road is an undivided carriageway configured with one traffic lane in each direction. The width of the sealed carriageway measures approximately 8 metres wide, however there are also informal, unsealed parking areas on both sides of the road.

The Australian and NSW Governments are investing \$40 million into the Goonoo Goonoo Road (New England Highway) duplication between Jack Smyth Drive and Calala Lane at the southern end of Tamworth. The duplication will address existing congestion, provide for future traffic growth, and improve road safety. Key features of the proposal as they relate to the site include:

- Calala Lane intersection upgraded from roundabout to signals.



- Road widening and pavement reconstruction to provide two traffic lanes in each direction with a central median between the area immediately north of Calala Lane, and Jack Smyth Drive.

Construction is expected to start in December 2027 with all works expected to be completed within 12 months.¹

Existing and future traffic volumes along Goonoo Goonoo Road have been extracted from technical documentation as part of the approved Transport for NSW Goonoo Goonoo Road duplication project. Goonoo Goonoo Road south of Calala Lane carried about 11,360 vehicles per day in 2020 and expected to carry around 20,020 vehicles per day in 2030 following construction of the approved Goonoo Goonoo Road duplication project.

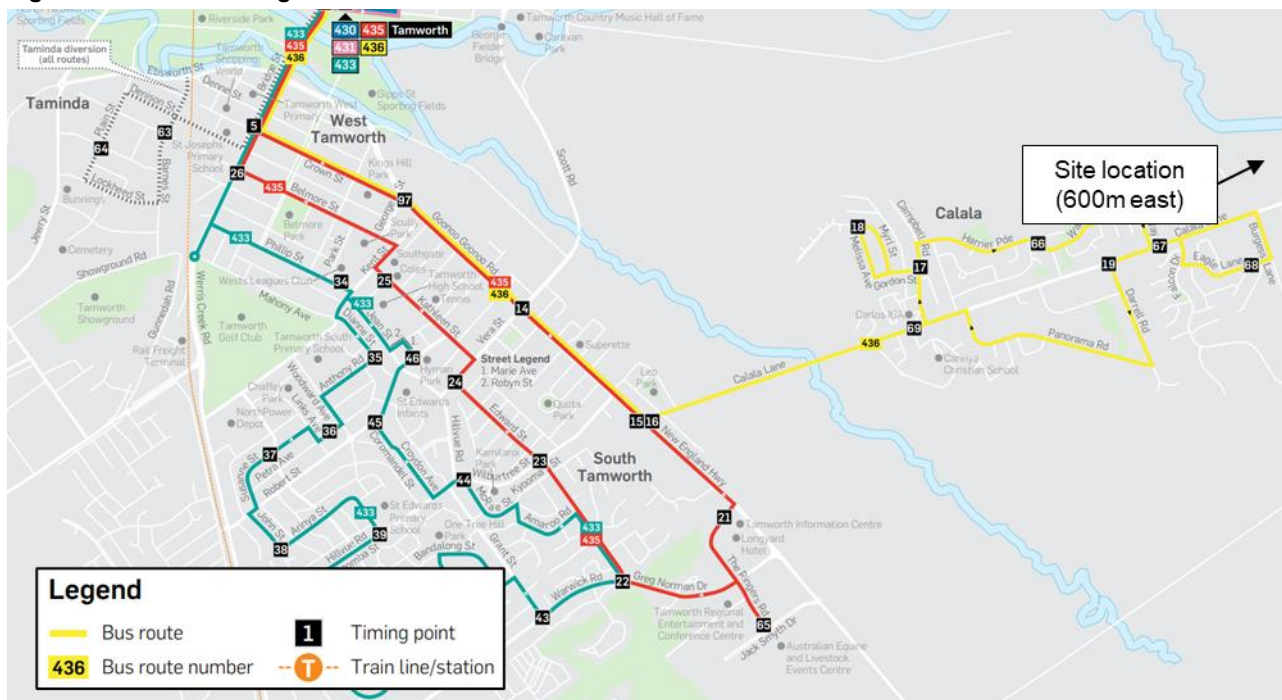
2.3 Walking, Cycling and Public Transport

Given the site location, there are limited formal walking or cycling facilities proximate to the site. A single bus route travels through Calala (route 436) that connects Calala with Tamworth Town Centre however the closest bus stops are located a minimum one-kilometre walk from site. An additional bus route is located further west of the site on Goonoo Goonoo Road (route 435), which provides services throughout South and West Tamworth.

Given the nature of the site and with private vehicle being the predominant form of travel in the area, all access to/ from the site is expected via car which is considered appropriate.

Notwithstanding and for reference, the existing bus service network is illustrated in Figure 2.3. Route 436 has seven services per day that travel along Calala Lane between 7:00am to 6:00pm.

Figure 2.3 – Surrounding bus network



Base image source: https://www.buslinesgroup.com.au/wp-content/uploads/2021/08/tamworth_436_web_tt.pdf

¹ Goonoo Goonoo Road (New England Highway) duplication – Tamworth, Submissions Report, Transport for NSW, June 2022

3. Overview of Construction Activities

3.1 Description of Construction Activities

3.1.1 Construction Program and Site Layout

The expected duration of the works is approximately 18 months commencing approximately in Q2 2025 and concluding approximately in Q4 2026, subject to the necessary construction approvals. The indicative key milestones for the Project are shown in Table 3.1, with details of the main activities and duration of each stage. Some overlap of stages is expected.

Table 3.1 – Indicative construction stages

Phase	Month																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Construction of site access point off Calala Lane																		
Site mobilisation																		
Clearing of surface vegetation and installing security fences																		
Benching of site																		
Delivery of components and equipment																		
Installation of components and commissioning																		
Site rehabilitation, landscaping and vegetation works																		
Site demobilization																		

3.1.2 Roles and Responsibilities

Key roles and associated traffic management responsibilities are outlined in Table 3.2. Specific responsibilities for traffic management and mitigation measures are detailed in Table 4.1, with responsibilities for monitoring and reporting of TMP measures detailed in Table 6.1.

Table 3.2 – TMP Roles and Responsibilities

Role	Responsibilities
Principal (Equis Energy) - Director Project Delivery - Community Engagement Manager	The Principal is responsible for the overall implementation of the TMP and traffic management on site. Key responsibilities include: - Reviewing and endorsing the TMP as required. - Maintaining compliance with relevant legislation, conditions of approval and any licences. - Reporting any incidents or non-compliances to the relevant authorities within the required timeframes. - Responding to community complaints and enquiries. - Liaison with stakeholder agencies, proponents of other nearby construction projects, and community groups where required. - Providing sufficient resources to meet the requirements of this TMP.
Contractor - Site Manager - Site Management Personnel	The contractor's site manager is responsible for day-to-day implementation of the TMP and traffic management on site, with specific responsibilities delegated to other site management personnel where required during periods of significant site activity. Key responsibilities include: - Managing the day-to-day site issues with respect to the movement of authorised vehicles within the construction area and ensuring all vehicles enter/ exit the site in a forward direction - Adherence to maximum hourly and daily construction vehicle movements (recording all entering and exiting heavy vehicles on a daily basis), vehicle routes and scheduling deliveries to avoid convoys as well as school zones during school zone hours



Role	Responsibilities
	• Adherence to on-site parking requirements • Monitoring site access roads and the site access for condition, covering of loads, dirt or loose material being tracked onto the public road network, any associated impacts on roadside drainage and maintenance of internal access roads (including shaker bars etc.) • Logging complaints from the public in relation to traffic management. • Communicating and continued reinforcement of the requirements of this TMP and through toolbox talks, Purchase Orders, Project Directions and Delivery Requirements • Emergency site access management as a result of internal or external issues, including extreme weather/ flood response • Maintaining records associated with the implementation of this TMP and monthly reporting to the principal.
Traffic management subcontractor and/or accredited traffic management personnel	Traffic management subcontractor (where appointed) and/or accredited traffic management personnel are responsible for the implementation, checking and maintenance of temporary traffic management signage on the public road network, as well as instructing accredited traffic controllers if in use.
Haulage contractor	The haulage contractor will be responsible for the transport of OSOM components to the site, including • Compliance with NHVR requirements at all times • Compliance with the requirements of the development consent • Compliance with the requirements of this TMP, travel routes and the Heavy Vehicles Requiring Escort Protocols • Adherence to any directions given by the principal, site manager, site management personnel and traffic controllers with respect to traffic management and site access • Provision of site induction for all drivers and support staff including drivers code of conduct, driver behaviour, approved route • Planning the transport of OSOM loads, including any mitigation measures required.
Construction workers and vehicle/ machine operators	Construction workers and vehicle/ machine operators on-site and/or travelling to/from site (including subcontractors and delivery drivers) are responsible for: • Compliance with the NSW Road Rules at all times • Compliance with the requirements of this TMP, travel routes and the drivers' code of conduct • Using the contractor's electronic booking system for any heavy vehicle movements, adhering to allocated timeslots and contacting designated site management personnel on approach to the site • Adherence to any directions given by the principal, site manager, site management personnel and traffic controllers with respect to traffic management and site access. • Reporting to a line manager or the site manager when an incident occurs and taking measures to respond to the incident.

3.2 Work Hours

In accordance with Condition B17, construction work will be completed in accordance with the development consent conditions, with the typical work hours as follows:

- Monday to Friday: 7:00am to 6:00pm
- Saturdays: 8:00am to 1:00pm
- Sundays/ public holiday: No work.

The head contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval from the Planning Secretary.

It is noted that Condition B18 notes that the following activities may be carried outside the hours specified above:

- Commissioning activities that are inaudible at non-associated residences
- The delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons
- Emergency work to avoid the loss of life, property or prevent material harm to the environment.



3.3 Construction Worker Parking

The anticipated number of construction workers on site for each month is detailed in Table 3.3. For the majority of the construction program, between three and 37 construction workers are expected on site each day. Peak activity is expected to occur over a four-month period, with between 68 and 85 construction workers expected on site each day.

Table 3.3 – Indicative number of on-site construction workers

	Month																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Daily Construction Workers	3	4	68	71	81	85	37	36	27	27	27	27	27	27	13	13	6	7

Construction workers are expected to use accommodation available within Tamworth and the surrounds.

Sufficient dedicated on-site worker parking will be provided, including formal on-site worker parking for 60 vehicles, inclusive of the principal's staff where required, with capacity for additional informal worker parking as required. Informal parking will be utilised on-site while car parking is being constructed at the commencement of construction. Equis Energy is committed to encouraging workers to carpool at all times to limit both vehicle movements and on-site parking demand where practical. In compliance with Condition B9(b), the site manager will be responsible for providing sufficient parking on site for all vehicles and no construction related vehicles will be permitted to park on public roads at any time. A drop-off and storage laydown area will be provided on-site for larger tools and equipment. As such, the parking impacts associated with construction workers will be negligible. No formal parking is provided for larger vehicles. Any larger vehicles required for specific trades or tasks will be accommodated at the specific work location on-site. Negligible visitors are expected.

Carpooling

Site workers with company utility vehicles will be requested as part of employment and/or site induction arrangements to transport other workers residing/ accommodated in the same or similar location (locations to be identified by the primary contractor upon commencement of construction), maximizing vehicle occupancy to transport up to four employees per vehicle between accommodation and the site. Subcontractors will be requested as part of subcontract arrangements to consolidate vehicles travelling between their business premises and the site. Carpooling will be a regular topic at daily pre-start meetings and operations (SIMOPS) meetings.

The transport assessment for the project requires carpooling for the peak construction period (estimated to be around 2 months) where the number of construction workers exceeds the 60 car spaces provided on-site. At any time that the construction workforce on-site exceeds 60 workers, the primary contractor will be responsible for monitoring the extent of carpooling to ensure that the on-site car parking demand does not exceed 60 vehicles, with feedback and reminders provided to subcontractors and workers at pre-start meetings and operations meetings.

Public Transport

No public transport services are available on Calala Lane near the site access. As no footpaths are available on Calala Lane, it is not considered safe to encourage workers to walk from the nearest bus services. If there are any changes to public transport services during the construction period, the primary contractor will reassess this.

3.4 Construction Site Access

Vehicle access is via a new access driveway on Calala Lane in the north-east corner of the site. In accordance with Condition B5, all vehicles associated with the development will enter and exit the site via this site access point. In accordance with Condition B6, the vehicle access has been designed and constructed in accordance with the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS2890.2:2018), to accommodate the largest vehicles accessing the site. The proposed site access driveway is in a good location with respect to road safety, with Calala Lane sight lines in both directions that exceed all relevant Austroads and Australian Standard requirements.

In compliance with Condition B9(a) the internal roads have been constructed as all-weather roads, with dust suppression as required during dry weather conditions.

Details of the proposed site access dimensions and proposed extents are highlighted in Appendix A. Section 138 approval was granted by Council to undertake works within the road reserve prior to the site access being constructed. Roadside drainage will not be impacted by the driveway, with drainage swales provided in the driveway design approved by Council, and therefore complies with Condition B9(d).



Construction vehicle access to the site will be subject to a range of light and heavy vehicle types, with larger vehicles including Over Size Over Mass (OSOM) vehicles up to approximately 36 metres long (refer to Table 3.5). In compliance with Condition B4, OSOM vehicles will approach and depart the site to the west under traffic management control. Unrestricted heavy vehicles (up to a 26 metre B-Double) will approach and depart the site to the east, with no traffic control required to stop through traffic on Calala Lane.

In compliance with Condition B4, light vehicles will approach and depart the site to/from the west on Calala Lane.

In accordance with Condition B9(d), loading and unloading will only take place on site and all vehicles will enter and exit in a forward direction.

Given there are no existing footpaths on Calala Lane near the proposed site access location, accredited traffic controllers will not be required to manage pedestrian movements when construction vehicles are entering/ exiting the site.

Queuing or marshalling of construction vehicles will not be permitted on the road network, with call-up procedures to be put in place to manage arrivals.

3.5 Construction Vehicle Types

Construction of the Project involves a combination of OSOM vehicles, heavy vehicles and light vehicles. Construction traffic will be generated by the delivery of equipment and materials, as well as construction workers travelling to and from the site daily, using a combination of heavy and light vehicles as detailed below.

Over Size and Over Mass (OSOM) Vehicles

Construction of the Project also requires OSOM vehicles to transport six large indivisible items to the site using prime movers with various specialist trailer combinations of up to approximately 36 metres total length. These are addressed further in Section 3.8.

Heavy Vehicles

The site will have various types of heavy construction vehicles accessing the site. Typical heavy vehicles likely to be generated by construction activities include:

- 6.4 metre small rigid vehicles (SRV)
- 8.8 metre medium rigid vehicles (MRV)
- 12.5 metre heavy rigid vehicles (HRV)
- 19 metre side loader
- 20 metre semi-trailers
- 26 metre B-Doubles.

The largest heavy vehicle required for general construction activity is a 26 metre B-Double. In accordance with Condition B1(b), the length of any vehicles (excluding heavy vehicles requiring escort) used for construction will not exceed 26 metres.

Other construction vehicles to be used internally within the site during certain activities, including access road construction, cable trench digging and benching include, though not limited to the following:

- articulated dump trucks (Moxy's)
- medium wheel loaders
- crawler dozers (bulldozers)
- graders
- ditch witch (trenchers).

Light Vehicles

Most vehicle trips will typically be light vehicle movements (attributed to the Project personnel and workers) comprising all cars, vans, 4WD's and utility vehicles.



3.6 Construction Traffic Volumes

In accordance with Condition B1, general construction traffic activity for the project is limited to:

- 120 heavy vehicle movements a day (a maximum of 22 heavy vehicles movements per hour)
- 100 light vehicle movements a day

In addition, there will be a maximum of 7 movements of a heavy vehicle requiring escort during construction, upgrading, or decommissioning.

For the majority of the construction program (10-12 of the planned 18 months), the site is expected to generate around 150 vehicles (one-way) per day, comprising around 70 light vehicles and 80 trucks. For the peak minimum period of two months (which will occur within the initial 10-12 month period), the site is expected to generate peak traffic movements of around 220 vehicles (one-way) per day, comprising 100 light vehicles and 120 trucks. The remaining duration of the Project is expected to generate an average of 120 vehicles, comprising of 70 light vehicles and 50 trucks.

Deliveries will go directly to the required location on-site or to the storage laydown area, with no formal delivery vehicle parking required or provided. Adequate vehicle turning areas will be available at all times.

A breakdown of the anticipated traffic generation estimates by type of vehicle is provided in Table 3.4.

Table 3.4 – Daily construction traffic volumes

Type of Vehicle	Average traffic generation (vehicles per day)	Peak Traffic Generation (vehicles per day)	Average traffic generation (vehicles per day)
	Initial 10 to 12 month period (Civil Works)	2 month+ period (during Civil Works)	Remaining duration of the Project (around 4 to 6 months)
Light Vehicles	70	100	70
Heavy Vehicles	80	120	50
Total Vehicles	150	220	120

The site manager will ensure that the development does not generate more vehicles than identified in Table 3.4. The site manager will implement an electronic vehicle booking system to manage planned daily vehicle movements and hourly heavy vehicle movements, as well as avoid convoys/ platoons. Monitoring will be the responsibility of site management personnel and will occur via a manually recorded vehicle register or an automatic vehicle detection camera at the site access. Site management personnel will make adjustments to scheduling to ensure exceedances do not occur and/or address deviation from times during toolbox talks or directly with individual subcontractors, workers or drivers as appropriate. Any exceedance of the traffic volume limits will be included in the monthly report to the principal for the duration of construction.

3.7 Construction Vehicle Routes

3.7.1 Overview

Heavy vehicle movements will be restricted to designated routes and confined to the State and Regional Roads. Truck drivers will be advised of the designated heavy vehicle routes to and from the site. The directional distribution and assignment of traffic will be influenced by several factors, most notably the origin/ destination of materials, configuration of the arterial road network and the approved NSW B-Double road network.

Heavy vehicle routes to/ from the construction site, as shown in Figure 3.1 have been identified with the aim of minimising the impact of construction traffic on the surrounding road network. This route begins from the State road network at New England Highway north of the site, and then consists of Nundle Road, O'Briens Lane and Calala Lane (all local roads).

In accordance with Condition B3, all heavy vehicles associated with the development will travel to and from the site via New England Highway, Nundle Road, O'Briens Lane and Calala Lane.

In compliance with Condition B4, heavy (OSOM) vehicles requiring escort will approach and depart the Calala Lane site access via Kia Ora Lane from Goonoo Goonoo Road (New England Highway), then Ascot-Calala Road, Burgmanns Lane, Burgess Lane and Calala Lane to the site access, as shown in Figure 3.1.

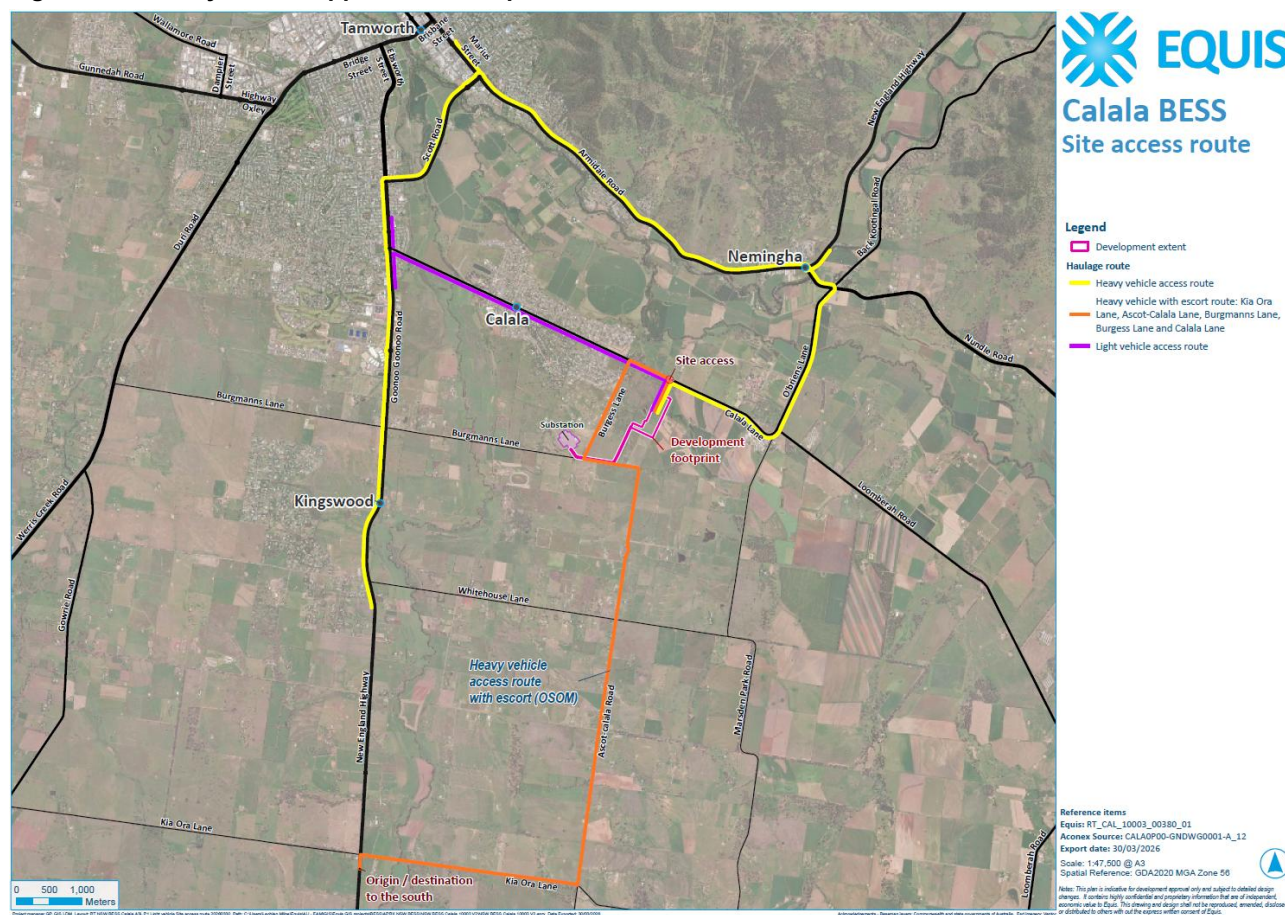
In compliance with Condition B4, light vehicles will approach and depart the site to/from the west on Calala Lane, as shown in Figure 3.1. Further, all vehicles associated with the development will enter and exit the site via the site access



point off Calala Lane, in accordance with Condition B5. The site manager will be responsible for ensuring details of approved access routes are provided to all workers and reinforced through toolbox talks.

The site manager will be responsible for conducting weekly spot checks of vehicle turning movements at the site access driveway noting that heavy vehicles using the above approved route will only be turning left-in and right-out of the site access, and light vehicles will only be turning right-in and left-out of the site access. The site manager is to check that all loads are covered as part of these spot checks. The site manager will be responsible for addressing any non-compliance with the individual worker, supplier or subcontractor, with potential site exclusion as detailed in Section 6.

Figure 3.1 – Heavy vehicle approach and departure routes



Source: Equis, 2026

It has been identified that there is community concern over the number of heavy vehicles and associated noise that may be created by heavy vehicles travelling through the Calala township. Consequently, heavy vehicles up to 26 metre B-Doubles will use Nundle Road, O'Briens Lane and Calala Lane (shown in yellow in Figure 3.2) in order to avoid the Calala township.

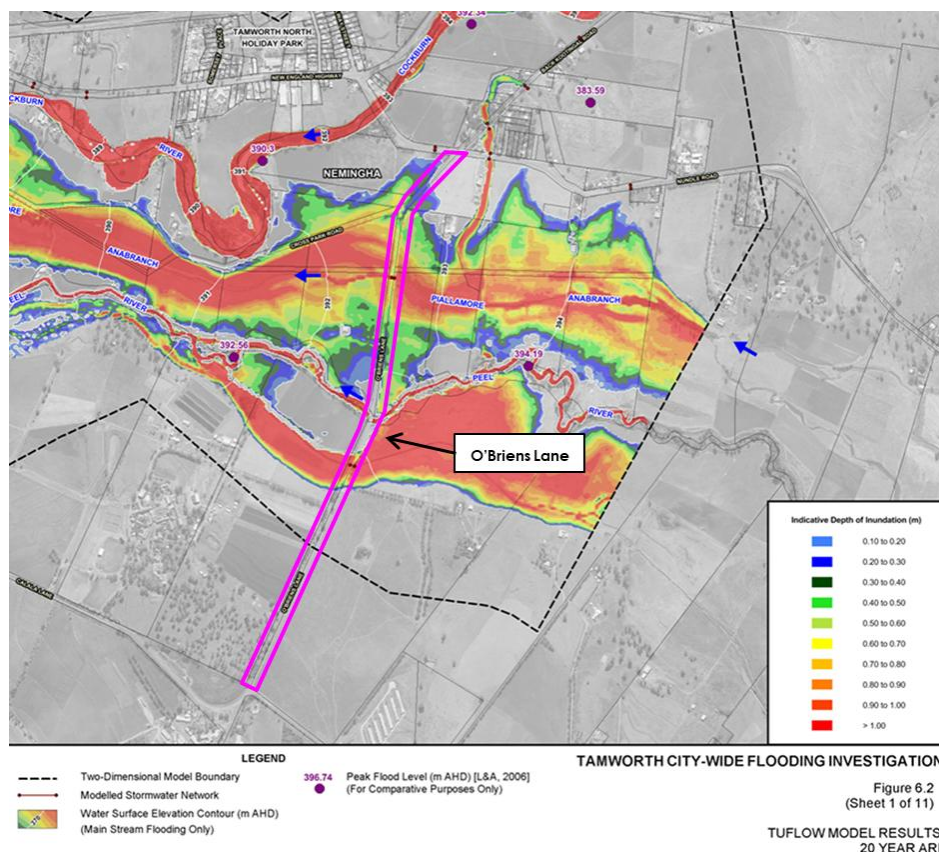
The use of a dedicated heavy vehicle construction route to the north assists in minimising the traffic impact of the development to the Calala township, noting that light vehicles associated with construction (including staff) will continue to be permitted to travel along Calala Lane directly to/from Goonoo Goonoo Road.

3.7.2 Heavy Vehicle Travel Permit

A travel permit is required from Tamworth Council for heavy vehicles with loads over 25 tonnes to travel on O'Briens Lane. Following consultation with Council, it is understood that this road may be subject to flooding during periods of heavy rainfall. Figure 3.2 shows the extent of a 1-in-20-year flooding event in relation to the proposed heavy vehicle route along O'Briens Lane.

As Tamworth is located near the top of the catchment area, the duration of inundation is anticipated to be less than one day, or between 1-2 days during a major rain event. If any of the heavy vehicle access route is impacted by flooding of the Peel River, it is likely that Goonoo Goonoo Creek would also flood and prevent travel along Calala Lane and Whitehouse Lane. Therefore, if flooding occurred on any of the heavy vehicle route roads, heavy vehicle access will be postponed until the roads become useable again.

Figure 3.2 – Tamworth city-wide flooding investigation 20-year ARI (Lyll & Associates, 2019)



Base image source: The Tamworth City-wide flood Investigation Volume 2 May 2019

As referred to in the Response to Submissions letter dated 23 May 2024, Council has confirmed in-principle that heavy vehicles with loads over 25 tonnes will be permitted on O'Briens Lane, subject to dry weather, dilapidation assessment and any necessary corrective works during the BESS establishment phase.

The dilapidation assessment has been addressed separately to this TMP in accordance with Condition B8 and was completed prior to construction commencement. All requirements of Council will be met.

A dilapidation assessment in accordance with Condition B8 will also be prepared for the OSOM vehicle transport route via Kia Ora Lane, prior to use.

3.7.3 Heavy Vehicle Impacts

Based on the approximated construction volume estimates during the absolute peak construction traffic conditions, around nine to 22 heavy vehicle movements per hour are expected to travel along the heavy vehicle route. This is equivalent to one heavy vehicle every three to seven minutes. These values are modest and not expected to impact the operation of the proposed heavy vehicle route.

It is noted that these volumes are estimated to only occur during the peak two months of construction and throughout the remainder of the construction program, would be expected to be much lower than the peak.

In addition, a channelised right turn lane and short auxiliary left turn lane are provided on New England Highway at the Nundle Road intersection, minimising the interference of heavy vehicle turning movements with through traffic on New England Highway.

3.8 Heavy (OSOM) Vehicles Requiring Escort

Construction of the Project also requires OSOM vehicles to transport several large indivisible items to the site. Six OSOM vehicles will access the site via Calala Lane, comprising:

- two Power Transformers
- two Switchroom/ Control Buildings
- one O&M Building
- one ASB Building.

The maximum associated dimensions are a loaded vehicle height of 5.35 metres (Power Transformer) and a load width of 4.5 metres (Switchroom/ Control Buildings).

In accordance with Condition B10(c)(xii), a traffic management system for managing heavy (OSOM) vehicles requiring escort will be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:

- Preparation of a TMP by the haulage contractor applicable to each OSOM vehicle load above
- The haulage contractor obtaining an OSOM permit from the NHVR
- Implementation of Heavy Vehicles Requiring Escort Protocols (described further in Section 5.2)
- The haulage contractor notifying the site manager of intended OSOM travel dates and itinerary
- The site manager notifying TfNSW of intended OSOM travel dates and itinerary via email to roadmanager@transport.nsw.gov.au
- The site manager restricting vehicle movements at the site access during OSOM deliveries such that there are no conflicts.

The primary contractor will be responsible for using an appropriately accredited and compliant haulage contractor for haulage of any items to site. The haulage contractor will have experience in transporting similar loads and be responsible for obtaining all required approvals and permits from Transport for NSW or National Heavy Vehicle Regulator and Councils and for complying with conditions specified in the approvals.

In accordance with Condition B7, prior to the use of heavy vehicles requiring escort on the public road network, all relevant approvals must be obtained and implemented (including for any road upgrades that may be required, however no such road upgrades have been identified and no road upgrade works are proposed), from the point of origin to the New England Highway/ Kia Ora Lane intersection (as approved by DPHI). Only the approved route between this intersection and the Calala Lane site access will be used (as shown in Figure 3.1).

It is noted that the origin(s) of OSOM deliveries have changed since the preparation of the EIS, as equipment suppliers were not known at that time. The EIS stated that *“For the purposes of SSDA approval, an OSOM vehicle route has been reviewed in detail to better understand the impact of OSOM vehicle movements on the road network and to confirm an appropriate route is available for OSOM travel. The OSOM route would be subject to further review and finalisation following engagement of a contractor and subsequent preparation of the Transport Management Plan (and following SSDA approval). All relevant requirements relating to OSOM vehicle movements will be detailed in the TMP, to be prepared as a required by the development consent conditions prior to construction and approved by the Secretary of the NSW Department of Planning, Industry and Environment.”* Accordingly, Condition B7 is worded as “the point of origin” in recognition that the OSOM vehicle route was subject to change.

The site manager, in conjunction with the haulage contractor, is responsible for maintaining compliance with the Development Consent (SSD- 52786213) with respect to the OSOM haulage routes from Adelaide and Melbourne.

The appointed haulage contractors have prepared TMPs addressing the specific OSOM vehicle movements between the point of origin and site in accordance with Condition B7, to accompany an OSOM permit application to the National Heavy Vehicle Regulator. These TMPs are included in Appendix D as follows:

- Appendix D.1 - HiSpec Haulage TMP for Switchroom Buildings, O&M Building and ASB Building (followed by supplementary vehicle swept path analysis prepared by Stantec)
- Appendix D.2 - Ares Transport TMP for Power Transformers

The NHVR Permits received to-date are included in Appendix E.

The site manager, in conjunction with the haulage contractor, is responsible for ensuring that each OSOM vehicle movement complies with the relevant TMP above and associated NHVR permit (as approved or updated).



The haulage contractors have confirmed that no physical works or upgrades are required for either Adelaide or Melbourne routes within NSW, as demonstrated through the TMPs and associated vehicle swept path analysis. The project manager will be responsible for ensuring that no physical road works are required or undertaken for the OSOM haulage routes.

The appointed haulage contractors will be responsible for assessing anticipated weather conditions for each proposed trip between the point of origin and the site, including the need to suspend travel during and/or immediately after periods of prolonged rainfall, in order prevent road pavement damage and manage road safety risks.

The OSOM vehicle access has been considered for the delivery vehicles nominated by the transport contractor, as summarised in Table 3.5.

Table 3.5 – Proposed OSOM Vehicle Specifications

Load	Vehicle/ Description	Dimensions (m) (length x width)	Number of Vehicles	Point of Origin
Switchroom/ Control Building	Prime Mover with 6-axle trailer	35.99 m x 4.5 m	2	Croydon Park, South Australia
Power Transformer	Prime Mover with 12-axle dolly trailer	32.794 m x 4.3 m	2	Glen Waverley, Victoria
O&M Building	Prime Mover with 6-axle trailer	30 m x 4.5 m (TBC)	1	Croydon Park, South Australia
ASB Building	Prime Mover with 3-axle trailer	26.666 m x 4.15 m	1	Croydon Park, South Australia
Total			6	

The routes being used for the OSOM vehicle movements are as follows (see Appendix D for further details):

- **Glen Waverley to Calala** via Springvale Road, Ferntree Gully Road, M3 Eastlink, Canterbury Road, Springvale Road, Mitcham Road/Doncaster Road, Williamsons Road, Lower Heidelberg Road, Hume Hwy, Broadford-Kilmore Road, Seymour Road, Murray Valley Hwy, Goulburn Valley Hwy, Dean Street, Jerilderie Street, Newell Hwy, Whitton Street, Showground Road, Compton Road, Newell Hwy, Dowling Street, Newell Hwy, Victoria Street, Thompson Street, Bourke Street, Castlereagh Hwy, Dalgarno Street, Newell Hwy, Oxley Hwy, Kamilaroi Hwy, New England Hwy, Kia Ora Lane, Ascot-Calala Road, Burgmanns Lane, Burgess Lane, Calala Lane.
- **Croydon Park to Calala** via Regency Road, Rickaby Street, Regency Road, South Road, North South Motorway, Northern Connector, Northern Expressway, Sturt Highway, Horrocks Highway, Barrier Highway, Copperhouse Road, Copperhouse Street, West Street, Barrier Highway, Rakow Street, Creedon Street, Gaffney Street, South Road, Crystal Street, Menindee Road, Argent Street, Barrier Highway, Mitchell Highway, Oxley Highway, Industrial Access Road, Oxley Highway, Warren Road, Hargraves Lane, Newell Highway, Edwards Street, Namoi Street, Saleyard Road, Gardener Street, Newell Highway, Oxley Highway, Warrabungle Street, Bloomfield Street, Oxley Highway, Kamilaroi Highway, New England Highway, Kia Ora Lane, Ascot-Calala Road, Burgmanns Lane, Burgess Lane, Calala Lane.



4. Construction Traffic Management

4.1 Traffic Guidance Schemes

Detailed information for work site operations is contained in the Traffic Control at Work Sites Technical Manual (TfNSW, 2022). The control of traffic at work sites must be undertaken while working on public roads with reference to SafeWork requirements and any other Workplace Health and Safety manuals.

An overview Traffic Guidance Scheme (TGS) plan is provided in Appendix B, which generally includes the following considerations:

- Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site.
- All passing vehicles to maintain priority where possible.
- Clear definition of the work site boundary to be provided by erection of A Class hoardings around the site boundaries.
- All signage will be clean, clearly visible and not obscured.
- All construction vehicle activity will be minimised during peak periods, where possible.

While the TGS has been prepared showing traffic controllers stopping traffic to manage construction vehicle movements in and out of the site, it is expected that this will only be required for semi-trailers and B-Doubles. The relevant signs applicable for traffic controllers will be covered when the driveway is operating under standard priority arrangements.

There is no pedestrian and cyclist infrastructure along the site frontage, hence these movements are not expected to be impacted.

4.2 Construction of the Site Access

The Site Access point has been constructed generally in accordance with the Site Access concept plan shown in DA Appendix 4.

Construction of the Site Access point was the first element of works to commence, consistent with Table 3.1 above.

All vehicles associated with the development must enter and exit the site via the site access point off Calala Lane, in a forward-in, forward-out direction.

All road works will comply with all relevant guidelines and standards and be carried out to satisfaction of relevant road authority.

4.3 Public Transport

Consultation with the following bus operators is expected to be initiated by the head contractor and transport haulage contractor and will continue as necessary throughout the construction period.

- Tamworth Buslines (Bus routes S102, S108, S109, S110, S113, S129, S148, S149, S152, S160, S163, S168, 435, 436 and 444)
- Hannafords Coaches (Bus route S212)
- Macphersons Tamworth (Bus routes S229 and S232)
- BusBiz (Bus routes S236, S239 and S240).

The bus routes identified above all travel along the heavy vehicle haulage route on local roads (Nundle Road, O'Briens Lane and/or Calala Lane to the east of the Site) between the state road network and the Site. Most of these routes traverse at least one of the 40km/h School Zones for Farrer Memorial Agricultural High School on O'Briens Lane and Calala Lane. Heavy vehicle movements during School Zone hours (8:00am – 9:30am and 2:30pm – 4:00pm) will be avoided where possible to minimise the safety risk for school children. The electronic booking system used for heavy vehicle deliveries will not allow deliveries to be scheduled during school zone hours unless time-critical (e.g. concrete pours, earthworks). The site manager will be responsible for checking that the booking system is set up correctly and reviewing records of vehicle arrivals to ensure this is complied with.

For Timbumburi Public School located at the intersection of New England Highway/ Kia Ora Lane, no impact is expected given OSOM vehicles turn right into Kia Ora Lane from New England Highway south approach and avoid the school. No active frontage or School Zone is present on the New England Highway.



The approved heavy vehicle route (to/from the east of the Site) does not impact school or public bus services which travel west of the Site on Calala Lane.

Moreover, with reference to the bus network (refer to Figure 2.3), there are no bus routes expected to impact the OSOM vehicle route via Kia Ora Lane, Ascot-Calala Road, Burgmanns Lane, Burgess Lane and Calala Lane. Bus route 436 travels along Calala Lane and loops around Burgess Lane but is not expected to impact the OSOM route given the frequency of the OSOM deliveries.

During construction, the following mitigation measures shall be implemented to avoid impacts on bus operations:

- Information collected on bus routes and times (public buses and school buses) will be included in the site induction and form part of the Driver's Code of Conduct.
- Regular drivers will be instructed to be aware of the potential for passengers waiting at bus stops and buses stopping to pick-up/ drop-off passengers during these times.
- If complaints are received from bus operators or passengers then the procedures in Section 5.1.6 will be implemented, including reviewing which vehicles were in the vicinity at the time of the complaint. Additional traffic management controls may be implemented where required.
- Heavy vehicles requiring escort will not travel through School Zones during operating hours (generally 8:00am – 9:30am and 2:30pm – 4:00pm)

4.4 Emergency Vehicle Access

Access to the subject site by emergency vehicles would not be affected by the works as road and footpath frontages would be unaffected. Clear access within the site will be maintained for emergency services vehicles at all times. Emergency protocols on the site will include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Consequently, any potential impacts on emergency access will be effectively managed throughout the works.

Liaison will be maintained with the police and emergency services agencies throughout the construction period and a 24-hour contact will be made available for 'out-of-hours' emergencies and access. Immediate notification will be given to relevant authorities, and traffic management personnel will implement necessary detours or lane closures. Temporary traffic control measures, such as signage and manual traffic control, will be deployed to ensure safety and minimise disruptions. Coordination with emergency services and utility providers will ensure a swift response, with all stakeholders informed of procedures in advance.

All site-inducted vehicles will be equipped with basic tools for emergency repair/maintenance and response, and tool kits will be available on-site at all times

Available roadside assistance services and/or local repair shops will be communicated to workers and drivers as appropriate, as part of site induction processes and toolbox talks.

4.5 Cumulative Traffic Impacts

There are no known construction projects using the approved construction heavy vehicle route between the New England Highway and site. Other known projects with similar timing in the area that will be using the New England Highway include:

- Kingswood BESS (access via Burgmanns Lane)
- Tamworth BESS (access via Burgmanns Lane).

Construction traffic associated with other projects that is travelling on the New England Highway is a common occurrence and not expected to result in additional traffic impacts.

The Equis Energy community engagement manager will be responsible for liaising with Council on a monthly basis to identify any project approvals, construction commencing and/or road works that could result in cumulative traffic impacts. Mitigation measures will be identified by the site manager to directly address any specific issues identified.



4.6 Mitigation and Management Measures

Table 4.1 outlines all proposed construction traffic mitigation and management measures, with references to the relevant section of this TMP if they are discussed in more detail. For each measure, the responsible party and stage of the Project is listed.

Table 4.1 – Mitigation and management measures

Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
Permits/ Consent/ Licences (this table and Section 3.8)	- Contractors, including the haulage contractor, will abide by this TMP and the SSD Consent. - All construction will comply with requirements of Section 138 of the Roads Act 1993 'Works and Structures'. - The contractor will ensure that all approvals for traffic management along local roads associated with OSOM movements are obtained from the relevant Council prior to any OSOM transport commencing (Section 3.8). - The contractor will be responsible for obtaining all permits and approvals under the National Heavy Vehicle Law and Regulations (Section 3.8).	Contractor – site manager	Throughout construction
Haulage (Section 3.8 and Section 5)	- The contractor will use an appropriately accredited and compliant haulage contractor for haulage of any OSOM items to site. The haulage contractor will have experience in transporting similar loads and be responsible for obtaining all required approvals and permits from Transport for NSW or National Heavy Vehicle Regulator and Councils and for complying with conditions specified in the approvals (Section 3.8). - All loaded vehicles entering or leaving site will have their loads covered (see also Section 5) or contained to minimise the possibility of dirt being tracked onto the road. Site management personnel will conduct checks of Calala Lane when leaving the site. Cleaning will be arranged by site management personnel if required. - The canopy heights of trees on Calala Lane shall be inspected prior to OSOM vehicle travel on Calala Lane (between Goonoo Goonoo Road and Burgess Lane). Loads with high travel heights are to be covered to allow brushing by tree branches. Skid rails to be installed to lift branches without damage if the load height is higher than the tree canopies. - The haulage contractor will assess anticipated weather conditions and plan each proposed trip, in order prevent road pavement damage and manage road safety risks (see Section 3.8).	Contractor – site manager, haulage contractor	During construction
Access point requirements (Section 3.4, Appendix A, Appendix C and Section 5))	- The site access has been designed and will be constructed in accordance with the relevant Australian Standard requirements (see Section 3.4). Sight distance requirements will meet Austroads Guidance. - The access driveway will be sealed for a minimum distance of 26 metres, equal to the longest general construction vehicle accessing the site. - Shaker bars will be installed on the inboard side of the sealed driveway to clean construction vehicle tyres before leaving the site (as per Appendix A). The shaker bars will be cleaned regularly as required to maintain effectiveness, with weekly checks. Any wastewater flows will be directed to the creek line (with appropriate settling ponds to capture any mobilised silt and clay etc.) - Drag-out of loose material by vehicles exiting the site onto the public road will be monitored by site management personnel (see Haulage above). - the site access point and existing roadside swale drain will be monitored and maintained to ensure it remains free of obstruction and its capacity is not reduced. - Internal unsealed access roads and the site access point will be maintained as appropriate for the weather conditions (including watering regularly during dry weather to reduce dust and repairs/ drainage clearing during wet weather) - Temporary trucks turning signage will be installed and maintained throughout the construction period (as per Appendix B). - All inbound truck drivers are to contact site management on approach to the site access. Site management will hold any outgoing vehicles inside the site when large trucks (semi-trailers and B-doubles) are entering as these vehicles require the full driveway width (see Section 5).	Contractor - site manager	Throughout construction



Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
Consultation (this table and EMS)	- Liaison activities will occur with the community prior to and throughout construction. This could include newspaper articles, monthly project newsletters distributed via email, email and phone discussions and website updates (see EMS). - Community consultation for OSOM vehicle movements (minimum letter drop no less than 48 hours before each movement) will be undertaken along the Kia Ora Lane access route prior to each heavy (OSOM) vehicle movement requiring escort. Any concerns or issues raised by the community will be reported to the Department as soon as practicable. - Contractors for other proposed works in the area will be consulted to manage cumulative construction traffic impacts and ensure appropriate coordination of OSOM vehicle movements, especially through any active roadworks areas along Goonoo Goonoo Road and Calala Lane.	Principal (community engagement manager) in conjunction with the contractor	Prior to, throughout and post construction
Traffic Guidance Schemes (Section 4.1 and Appendix C)	- Temporary truck signage will be installed while working on public roads as per the TGS Plan in Appendix B. - Any further TGS plans required or updates to the current TGS plan will be developed by personnel duly qualified and certified by training in accordance with Traffic Control at Work Sites and prepared in consultation with Transport for NSW and local councils, as required. Changes to the TGS plan may be required if there are changes to the site access, changes in road conditions etc.	Contractor – traffic management subcontractor	Pre-construction and as required during construction
Delays to traffic (Section 5, Section 3.6)	- Construction vehicles are to follow approved routes at all times, reinforced through electronic communication, toolbox talks, Purchase Orders, Project Directions and Delivery Requirements. - Light vehicles to always drive responsibly and consider other road users. This will be incorporated in the site induction. - Construction trucks' arrival and departure are to be planned with consideration to minimising effect to other road users during peak traffic periods. This will be managed through the electronic booking system (Section 3.6)	Contractor – site manager	During construction
Safety of road users and construction staff (Section 4, Section 5)	- See Section 4.1 for TGS discussion. - Work is to be arranged so workers can undertake work safely, and where possible road users and workers are kept separated. - Place signs and devices before proceeding with works. - Ensure signs are not obscured by vegetation, vehicles, plant or other traffic control signs/ devices and that signs are placed in the correct order. - Where traffic controllers are required, they must be suitably qualified having passed Transport for NSW approved training courses. - Traffic controllers (or portable traffic signals if directing traffic to cross barrier lines) shall be used if road users are to be directed to disobey a traffic regulation. - All traffic controllers are to wear high visibility external clothing. - Signs, devices and TGSs shall be used to warn, inform and guide road users safely around, through or past work areas. - Signs, devices and TGSs are to be removed from the site upon completion of the work. - Specific TGS' will be prepared for all work which involves any form of traffic control or restriction while working on public roads. - An increased risk of rear end collisions arises in any location where road traffic is stopped for a period of time. Ensuring that there is sufficient warning to road users before encountering the queue is essential. - Depending on the situation this may require extending the length of a sign posted roadwork speed zone in the development of the TGS, using oversized signs, flashing light signs and variable message signs. - All drivers must hold a valid license for the vehicle they are operating (see Section 5). - All vehicles must be roadworthy and maintained in good working condition (see Section 5). - Drivers must comply with all road rules and regulations on public roads when travelling to/from the site (see Section 5). - Windows must remain up at all times for safety during travel (see Section 5). - Off-road driving is not permitted except in emergencies or if no roads have been established (see Section 5).	Contractor – traffic management subcontractor, site manager	During construction



Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
Road repair and maintenance (Section 3 and this table)	- A dilapidation survey (see Section 3.7.2) of existing public roads along the transportation route will be completed as per Development Consent Condition B8 by using an ARRB 'laser car' survey before (now completed) and after construction, with any roadworks required at the completion of construction agreed with the relevant authorities. - The dilapidation survey will assess the: - existing condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, prior to construction (complete), upgrading and decommissioning activities - condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, following the completion of construction, upgrading and decommissioning activities - condition of the OSOM vehicle route via Kia Ora Lane, Ascot-Calala Road, Burgmanns Lane, Burgess Lane and Calala Lane prior to and following completion of OSOM vehicle movements - On completion of the dilapidation reports, a copy will be provided to the relevant road authorities by the principal. - The identified roads will be repaired if dilapidation surveys identify that the roads have been damaged due to development-related traffic during construction, upgrading or decommissioning works in consultation with the relevant road authority. - A performance bond will be agreed with Council as part of the management of pavement dilapidation and repair. - Emergency road infrastructure repair or maintenance requirements during construction will be addressed as follows: - The primary contractor will complete a drive-through inspection of the heavy vehicle route for hazards or damage between the New England Highway and the Calala Lane site access on a weekly basis. This inspection will confirm that the route remains suitable for construction traffic use and identify any issues. An appropriate checklist will be developed, with a summary included in monthly reporting and records kept for the duration of construction. - Drivers will be instructed to inform the primary contractor of any identified hazards or damage. - The primary contractor will be responsible for advising workers and drivers of the need to use caution at specific location(s) or temporarily halt, delay, or reroute vehicle movements, subject to approval. - Any issues on or in the vicinity of the New England Highway will be notified to TfNSW via the 131 700 phone number or web report form (https://www.nsw.gov.au/departments-and-agencies/transport-for-nsw/contact-roads-and-waterways/online?enquiry=issue&issue=roads&subIssue=maintenance) - Any issues on Council roads will be reported via Council's issue reporting phone number (02 6767 5555) or any other reporting mechanism agreed with Council as part of ongoing consultation/ communication.	Contractor – site manager	During construction
Specific local climate conditions (this table, Section 5)	The primary contractor will monitor local weather forecasts and conditions, https://www.livetraffic.com/ and where necessary communicate with Council regarding any potential road closures due to flooding. Adequate flood warning is available in the area as rivers rise progressively from upstream flows. In the event of adverse weather conditions such as fog, dust (e.g. dust storm), wet weather and/or flooding: - Primary contractor will issue notifications via phone, text and/or email (by the Site Manager/Supervisor) to site personnel, Equis Energy, subcontractors and/or suppliers upon becoming aware of any adverse weather conditions that require site closure or the need to temporarily halt, delay, or reroute vehicle movements (with any rerouting still in accordance with the approved routes and intersections). - Site manager to close and evacuate site if necessary. - Emergency access to/from the site to be arranged by high-clearance vehicle or helicopter if necessary in the event of flooding (unlikely to be required). - Drivers are to be advised to adhere to any Council announcements on flooding and comply with any road closure and rerouting procedures. - Drivers are to be advised to cease all travel to and from the site during any unexpected extreme weather conditions.	Contractor – site manager	During construction



Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
	- Drivers are to be advised to reduce speed and use headlights and/or hazard lights when necessary to improve visibility during any times of reduced visibility. - Drivers are to be advised to maintain a safe following distance between vehicles to allow for clear visibility and reaction time. - Drivers are to be advised to exercise extra caution when driving at dawn, dusk, or during poor weather, remaining vigilant for surroundings, people, wildlife, and livestock.		
Driver's Code of Conduct (Section 5, Section 3)	- An overview Driver's Code of Conduct has been provided in Section 5. - The Driver's Code of Conduct will be revised by Equis Energy in conjunction with the contractor prior to commencement of on-site works for the Project. - It is Equis Energy's expectation that the Driver's Code of Conduct will be implemented for all traffic and transport construction activities associated with construction. - Carpooling to be managed in accordance with Section 3.3.	Principal in conjunction with the primary contractor	During construction
School Bus Routes (Section 4.8, Section 5, Section 4.3)	- Details and times of school bus routes will form part of the site induction (see Section 4.8 and Section 5.1.2), so all drivers will be aware. - Consultation will occur and be ongoing with bus operators. - Minimise heavy vehicle movements during school zone hours (Section 4.3)	Principal (community engagement manager) in conjunction with primary contractor (site manager)	During construction
Cumulative Construction Traffic Impacts (Section 4.5)	- Liaise with Council on a monthly basis to identify any project approvals, construction commencing and/or road works that could result in cumulative traffic impacts (see Section 4.5). - Liaise with other contractors working in the area (see consultation above) - Mitigation measures will be identified to directly address any specific issues identified.	Principal (community engagement manager) in conjunction with primary contractor (site manager)	During construction

4.7 Site Inspections and Record Keeping

The construction work will be monitored to ensure that it proceeds as set out in the Construction Program provided by the nominated contractor. The head contractor will be responsible for preparing and communicating a short term works program on a weekly basis, with monthly reporting by the site manager identifying any variances and proposed corrective actions.

A daily inspection of the site access and vehicle areas within the work site before the start of the construction activity will take place to ensure that conditions accord with those stipulated in the plan and there are no potential hazards. A records of this inspection will be maintained by the site manager and any possible adverse impacts will be specifically detailed and dealt with if they arise.

The site manager will keep accurate records of the number, heavy vehicles and light vehicles entering or leaving the site each day for the duration of the Project (as per Section 3.6, to ensure compliance with Consent Condition B1(a)).

All responsibilities assigned to the site manager will the responsibility of the site manager unless otherwise delegated. The site manager will maintain records of any responsibilities delegated to specific the site manager and the dates/ periods for which such delegations apply. This information must be made available to the principal and authorities upon request.

4.8 Site Induction

All staff employed on the site (including sub-contractors) will be required to undergo a site induction, managed by the head contractor. the site manager will be responsible for maintaining induction records, kept for the duration of construction.

The induction will include permitted access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, workplace health and safety, driver protocols (code of conduct provided to all drivers), details and times of school bus routes, and emergency procedures. The approved work hours must be included as part of this induction.



A separate specific induction will be conducted for the haulage contractor and all staff involved with OSOM vehicle movements, with all relevant details above including drivers' code of conduct, approved routes and approved work hours for deliveries.



5. Overview Construction Vehicle Code of Conduct

The following overview Code of Conduct will form part of Equis Energy requirements of the head contractor, where the contractor is expected to comply with the Code of Conduct in full (and cascade to sub-contractors). The Code of Conduct will be implemented for all traffic and transport activities associated with construction (including OSOM vehicle movements). The Code of Conduct will be revised by Equis Energy in conjunction with the head contractor (once appointed) prior to commencement of on-site works for the Project and when required during construction works.

5.1 Driver's Code of Conduct

This overview Code of Conduct will be communicated to all site workers during the site induction process, with a copy provided to all drivers and induction records kept for the duration of construction. Workers will be reminded of the requirements of the Code of Conduct regularly in toolbox meetings.

5.1.1 Travelling Speeds

All vehicles associated with the site are required to travel within the posted speed limits on public roads. In situations where driver's visibility and traffic safety on public roads is affected by weather related conditions such as heavy rainfall or fog, construction vehicles shall reduce their speed limit until visibility and traffic safety has improved.

5.1.2 Haulage Routes and Timing of Transport

All vehicles associated with the site will follow the designated light, heavy and OSOM vehicle routes in the surrounding area. A map of the travel routes highlighting critical locations will be attached to the transport Code of Conduct. Any school zones and school bus routes corresponding to the transport routes will be marked on the route maps.

The contractor will complete the following measures to minimise impact on school bus routes:

- Details and times of school bus routes will form part of the site induction.
- Consultation will be ongoing with bus operators.
- OSOM deliveries are subject to the contractor obtaining relevant approvals from stakeholders, including Transport for NSW, various Councils, Port Authority and National Heavy Vehicle Regulator (separate TMP).

All inbound truck drivers are to contact site management on approach to the site access. A contact number will be provided to drivers during induction and on any Purchase Orders to suppliers. Site management will hold any outgoing vehicles inside the site when large trucks (semi-trailers and B-doubles) are entering as these vehicles require the full driveway width.

In addition, the following OSOM vehicle site protocols will be adhered to:

- vehicle will radio the Gate House to notify arrival
- vehicle will drive into site upon arrival via Calala Lane site access
- vehicle will travel to final installation location within the site
- a crane will unload the OSOM delivery into its final position
- vehicle will collapse/ contract the trailer (as relevant to the specific OSOM vehicle used) and exit the site.

OSOM vehicles will enter the site during construction hours except as allowed for under Condition B18 (exceptions to construction hours such as for the delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons).

5.1.3 Safe Driving Practices

The operators of all vehicles associated with the site shall maintain a high level of awareness and respect for all other road users. All on-site staff will receive a site induction, which will include details regarding the TMP and associated Code of Conduct. Regular toolbox meetings will be held to maintain awareness of required controls. Details of the traffic and access training and induction will focus on:

- Objectives of the TMP.
- Performance goals.



- Mitigation measures required to be implemented.
- Traffic and access monitoring and reporting requirements (as per Section 6).
- Incident investigation and response protocols.

This training is to be provided prior to the start-up of any traffic and access related management tasks. If any tasks, equipment or procedures are expected to change (or have already changed), staff will be informed in a toolbox meeting.

The following requirements will be adhered to at all times:

- Obey all laws and regulations.
- Do not drive whilst under the influence of alcohol, drugs, nor any medication which may affect ability to drive.
- Be medically fit to drive at all times and must inform site coordinators if they have any medical condition which may affect their ability to drive.
- Drive in a considerate manner at all times and respect the rights of others to use and share the road space.
- Maintain an appropriate distance between other construction vehicles and do not drive in convoy.
- Report all vehicle defects to their employer. Serious defects must be corrected immediately, or an alternative vehicle supplied.
- Any vehicle crash or incident resulting in injury or significant damage to property must be reported to the police.
- Report any near misses.
- Always adhere to the site working hours.
- Only drive the construction vehicle when conducting works related to the Project.
- Securely fasten and cover loads, as appropriate.
- Keep their vehicle clean and in good mechanical condition to reduce the environmental impact.
- Cover loads at all times on the public road network.
- Extra care shall be taken when driving at dawn or dusk, being particularly watchful for wildlife.
- Vehicles must give way to pedestrians, public and school buses and emergency vehicles.

5.1.4 Heavy Vehicle Driver Fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission and approved by Ministers from all States and Territories in February 2007. The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne gross vehicle mass (however there are Ministerial Exemption Notices that can apply). Under the law, industry has the choice of operating under three fatigue management schemes:

- Standard hours of operation.
- Basic fatigue management.
- Advanced fatigue management.

Equis Energy and the contractor will be responsible to ensure all heavy vehicle drivers operating out of the site are to be aware of and understand the adopted fatigue management scheme and operate within its requirements.

5.1.5 Maintenance Requirements

The operators of all vehicles associated with the site shall maintain a high level of maintenance. The following requirements will be adhered to at all times:

- Ensure their vehicle complies with relevant State legislation in relation to roadworthiness and modifications.
- Undergo regular vehicle checks and maintenance.
- Keep records of vehicle checks and maintenance.

During the construction stage, emergency and breakdown requirements will be managed through a structured response plan to ensure safety and minimise disruptions. A designated emergency response team will be on standby, with clear communication protocols in place to coordinate with site managers, local authorities, and emergency services.

For emergency repairs in the event of a roadside breakdown, the following steps will be undertaken:

- The vehicle operator is to make the vehicle safe by pulling the vehicle off the road (if practicable). If the vehicle is unable to pull off the road, the vehicles hazard lights are to be turned on and the police are to be contacted immediately to establish a protective detour around the vehicle



- The vehicle operator is to check themselves for injury and, if required, contact emergency services to gain immediate assistance
- The vehicle operator is to contact emergency services if there is any other threat to life or property (e.g. vehicle fire, spillage etc.)
- Contact the site manager to inform them of what has occurred and advise if there are any safety-related risks from the breakdown
- Organise for a roadside assist provider to attend
- If required, have the vehicle towed to a suitable location where repairs may be made to the vehicle
- Meet with the site manager and SQE manager to debrief on the incident and fill out an incident report. This is to be submitted to the senior project manager of CPP and Client for review as to whether further action is needed. If the incident involved a breach of Development Approval conditions, the incident shall also be reported Transport for NSW, DPE and any other authorities as required.

5.1.6 Complaint Resolution and Disciplinary Procedure

All traffic related complaints will be managed in accordance with the Equis Energy Complaints Handling Procedure.

A brief overview is described as follows, and all complaints will be collated via the following means and be responded to promptly:

- Toll free phone: 1800 161 249
- Email: AUProjects@equis.com
- Feedback form: <https://equis.engagementhub.com.au/calala-bess>

Failure to comply with these procedures for safe transport may trigger a management response. Equis Energy will investigate and follow up on complaints lodged.

5.2 Heavy Vehicles Requiring Escort Protocols

5.2.1 General

Management of vehicular access to and from the site is essential in order to maintain the safety of the general public as well as construction workers. Exemplar driver protocols for OSOM deliveries will be implemented, including the following:

- The arrangements for the delivery of large loads that require escort to the site will be scheduled to minimise, as far as practicable, disruption and disturbance to local residents (noting that only six heavy vehicles requiring escort are required over the project), and will comply with any travel restrictions identified in the New South Wales Class 1 Load Carrying Vehicle Operator's Guide.
- All heavy vehicles requiring escort are to be recorded by the site manager such that the maximum number of heavy vehicles requiring escort is not exceeded.
- The haulage contractor is required to provide the relevant road authorities with advance notification of each OSOM vehicle movement, noting that the movements may be managed via pilot escort or police escort (as agreed via NHVR applications). Notification by operators can be emailed to roadmanager@transport.nsw.gov.au.
- The haulage contractor is required to have pull-over protocols in place to identify appropriate pull-over locations (where possible) to minimise delays to other traffic along the route, including where traffic management is required to navigate an intersection or route constraint.
- The haulage contractor is required to identify any road works (by others) along the haulage route via <https://www.livetraffic.com/> for NSW and the relevant website for travel in any other states. The haulage contractor is to brief all members of the OSOM transport crew regarding any relevant identified road works (by others) and response measures.
- Pilot vehicles shall be in radio contact with other trucks to ensure passing occurs at safe and convenient locations. Pilot vehicles and associated signage are to be positioned to improve visibility, alert drivers and provide advanced warning of the OSOM vehicle movement.
- In the event of a breakdown, accident or road failure, the OSOM transport crew shall do the following:
 - Park the pilot vehicles in locations where they maximise safety, considering overhanging components, and blind bends on approaches
 - Contact emergency services (including Police) as is appropriate in the case of an accident
 - Contact the site manager to advise all other project traffic and the principal of the issue
 - Contact the relevant road authority, as identified in Table 4.1, in the event of a road failure



- Follow all instructions from Police and the road controlling authority.
- Utilise only the approved and designated transport routes.
- All deliveries using heavy vehicles requiring escort will have approved permits prior to starting their journey

5.2.2 Approvals

Transport permits will be obtained from the National Heavy Vehicle Regulator (NHVR) prior to travel. The permit process includes getting feedback from state transport authorities as well as any local councils along the route. In general, a travel height below approximately 5.5 metres does not present issues with respect to power lines. Loads above 4.6m travel height will require a high load permit from the power authorities prior to travel.

5.2.3 Verification of Competency

All drivers will be in possession of a valid driver's license, which will be checked prior to commencement of transport operations. All drivers are to comply with fatigue management legislation and will be regularly audited by the haulage contractor manager.

5.2.4 Communication

All selected radio channels will be documented in the SWMS and all Project personnel will be advised of the selected channels prior to the commencement of work, via the SWMS, Tool Box Meeting and/or the Operations Manager. Communication between all parties in the Oversize vehicles and pilots will be on UHF Channel 40 and it will be used to keep in positive contact at all times.



6. Monitoring, Reporting and Compliance

Monitoring and reporting of the effectiveness of the measures outlined in this TMP will occur in accordance with Table 6.1.

Table 6.1 – Monitoring and reporting of TMP measures

Action	Frequency	Responsibility
Implement TMP	Prior to commencement of construction	Principal – Director Project Delivery Contractor – site manager Haulage contractor
Confirm OSOM load-specific TMP prepared, haulage in compliance with SSD Consent and NHVR Permit obtained	Prior to each OSOM vehicle delivery	Contractor – site manager Haulage contractor
Review of Drivers Code of Conduct	Review every 6 months or after a complaint or incident that requires amendment	Contractor – site manager
Review of site induction to ensure it includes relevant traffic related information	Monthly during construction	Contractor – site manager Included in monthly reporting to principal
Review training records to ensure all site staff have completed the site induction and reviewed the Code of Conduct	Monthly during construction	Contractor – site manager Included in monthly reporting to principal
Review that driver behaviour is in accordance with this TMP and Code of Conduct	Remain vigilant to any non-compliance by any site staff during construction. Undertake monthly safety audits including spot checks on compliance with the TMP, evidence of truck and trailer safety inspections and driver's Code of Conduct	Contractor – site manager Included in monthly reporting to principal Repeated non-compliance will result in driver/ worker exclusion from site.
Review of complaints relating to traffic	Any complaints will be handled in accordance with the Complaints Handling Procedure to be prepared by Equis Energy, with records of complaints and actions taken maintained. Any traffic related complaints will be discussed promptly with any relevant contractors. During monthly project meetings, traffic related complaints will be discussed as an agenda item.	Principal (community engagement manager) in conjunction with contractor (site manager) Included in monthly reporting to principal
Monitor conditions of access roads to site	Weekly drive-through inspection of the heavy vehicle route as per Table 4.1	Contractor – site manager Included in monthly reporting to principal
Review any road pavement, drainage structure or tree issues resulting from OSOM vehicle movements	Following each OSOM vehicle delivery	Contractor – site manager, in conjunction with haulage contractor
Monitor loose material on public road at site entrance, condition of the site access point and the capacity of the existing roadside drainage network	Daily as per Table 4.1	Contractor – site manager
Monitor compliance with approved vehicle routes and covering of loads	Spot checks of vehicle turning movements at site access as per Section 3.7.1. Checking that loads are covered at the same time.	Contractor – site manager Included in monthly reporting Repeated non-compliance will result in driver/ worker exclusion from site.
Monitor compliance with maximum hourly and daily vehicle numbers Monitor minimising of heavy vehicle movements during school zone hours	Ongoing through electronic booking system and records of vehicle arrivals and departures, as per Section 3.6 and Section 4.3 (school zones)	Contractor – site manager Included in monthly reporting Repeated non-compliance will result in subcontractor/ driver/ worker exclusion from site.



Action	Frequency	Responsibility
Review Traffic Guidance Scheme Implementation	Daily where traffic controllers on-site, weekly for long-term signage when no traffic controllers on-site	Contractor – site manager Accredited traffic management contractor
Monitor potential cumulative traffic impacts of other construction activity in area	Liaise with other known contractors in the area (upon commencement and any change in activities) Liaise with Council on a monthly basis	Principal (community engagement manager) in conjunction with contractor (site manager) Included in monthly reporting to principal
Revise TMP	Periodically to address any changes to construction activities or timing Within one month of: • submission of an incident report under condition C10 of Schedule 2 • submission of an audit report under condition C14 of Schedule 2 • any modification to the conditions of this consent.	Principal – Director Project Delivery
Incident and/or non-compliance reporting	Within the required timeframe (immediately for an incident, within 7 days for non-compliance)	Principal – Director Project Delivery

7. Notification Requirements

In accordance with Condition C10, DPHI will be notified in writing via the Major Projects website immediately after Equis Energy and/or the primary contractor become aware of an incident. The notification will identify the development (including the development application number and the name of the development) and set out the location and nature of the incident. Subsequent notification requirements will be given, and reports submitted in accordance with the requirements set out in Appendix 6 of the consent, as addressed in the EMS.

In accordance with Condition C11, the Planning Secretary will be notified in writing via the Major Projects website within seven days after the Equis Energy and/or the primary contractor becomes aware of any non-compliance.

In accordance with Condition C12, non-compliance notification will identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.

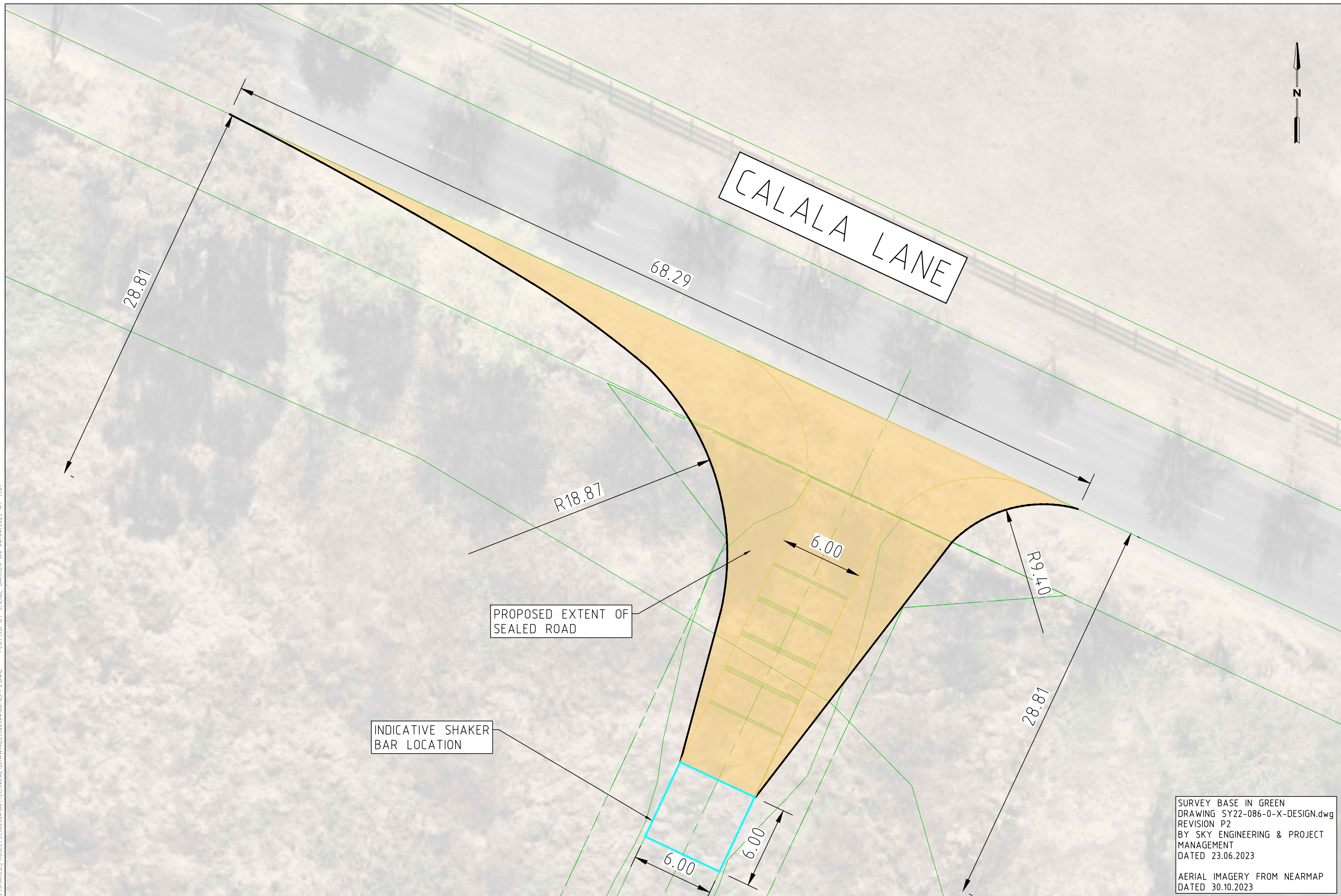
In accordance with Condition C13, a non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.



Appendix A. Site Access Driveway



\\AU2012-NTAP01\CF502\SHARED_PROJECTS\300304168\TECHNICAL\DRAWINGS\300304168-05-P2.DWG PLOTTED BY CHENG, DARREN ON 04/04/2025 AT 11:07



SURVEY BASE IN GREEN
DRAWING SY22-086-0-X-DESIGN.dwg
REVISION P2
BY SKY ENGINEERING & PROJECT
MANAGEMENT
DATED 23.06.2023

AERIAL IMAGERY FROM NEARMAP
DATED 30.10.2023



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT
NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
D.CHENG

APPROVED BY
B.MAYNARD

DESIGN CHECK
B.MAYNARD

DATE ISSUED
4 APRIL 2025

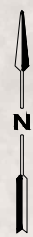
SCALE
A3
0 1.25 2.5 5 1:250

CAD FILE NO.
300304168-05-P2.DWG

CALALA BESS

SITE ACCESS - CALALA LANE, CALALA
PROPOSED SITE ACCESS OF SEALED ROAD
DRAWING NO. 300304168-05-01 SHEET 01 OF 02 ISSUE P2

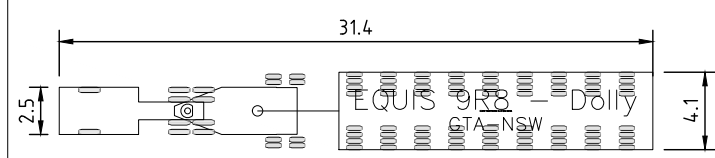
\\AU2012-NT\AP01\CF502\SHARED\PROJECTS\300304168\TECHNICAL\DRAWINGS\300304168-05-P2.DWG PLOTTED BY CHENG, DARREN ON 04/04/2025 AT 11:07



CALALA LANE

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 10km/h



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DESIGNED
D.CHENG

APPROVED BY
B.MAYNARD

DESIGN CHECK
B.MAYNARD

DATE ISSUED
4 APRIL 2025

SCALE
A3 0 1.25 2.5 5 1:250

CAD FILE NO.
300304168-05-P2.DWG

CALALA BESS

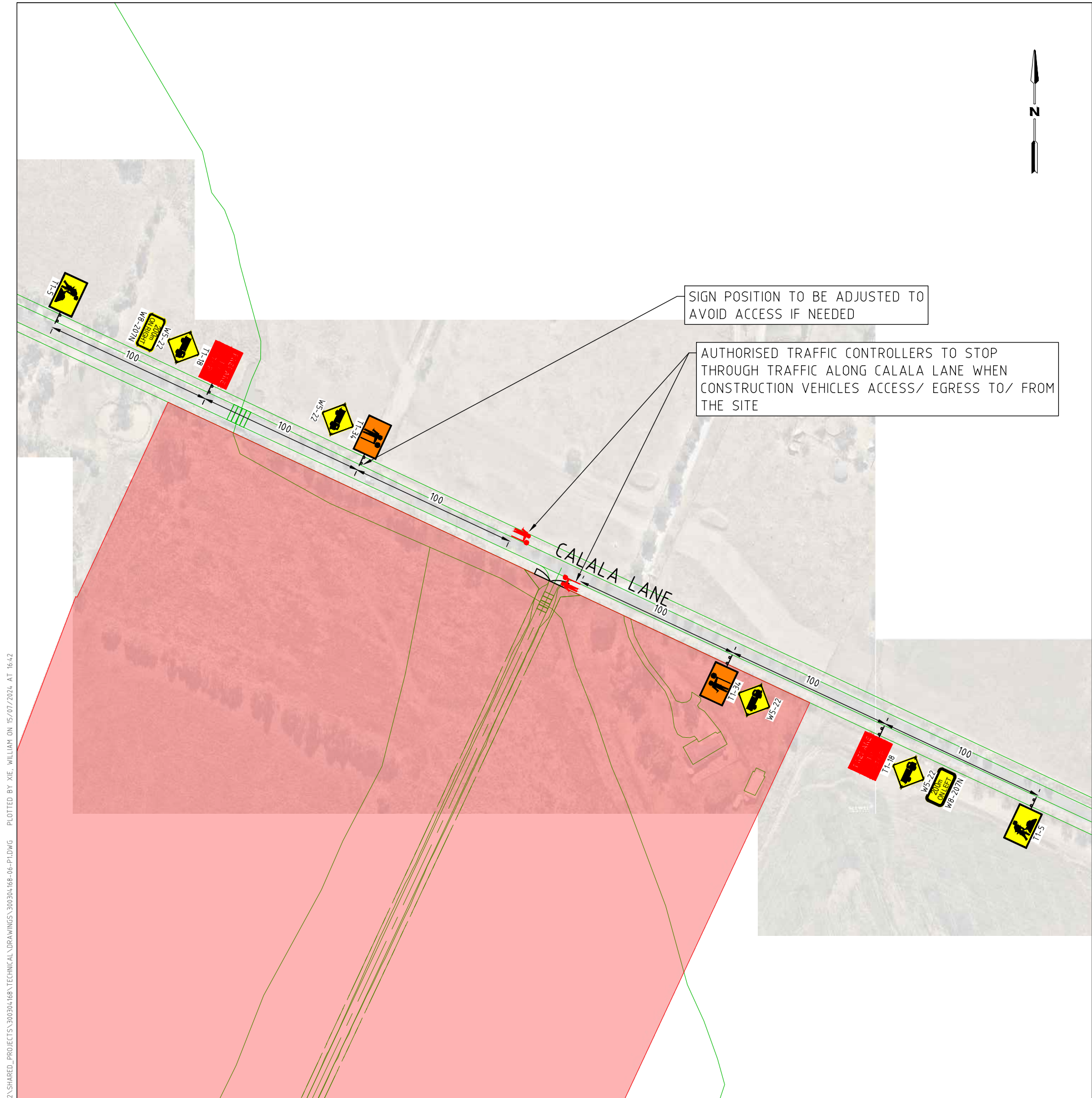
SITE ACCESS - CALALA LANE, CALALA
SWEPT PATH ASSESSMENT

DRAWING NO. 300304168-05-02 SHEET 02 OF 02 ISSUE P2

Appendix B. TGS Plan



\\AU2012-NTAP01_CIF502_SHARED_PROJECTS\300304168\TECHNICAL\DRAWINGS\300304168-06-P1.DWG PLOTTED BY XIE, WILLIAM ON 15/07/2024 AT 16:42



NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 RETROREFLECTIVE.
5. ALL TRAFFIC GUIDANCE SCHEMES ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC GUIDANCE SCHEME MUST BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TGS BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TGS IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TGS HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSON WITH A 'PREPARE WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
11. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
12. ROADWORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 4.3.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

LEGEND

- WORK SITE
- SIGN POST
- TRAFFIC CONTROLLER
- CONSTRUCTION ACCESS GATE

CERTIFICATION

SURVEY BASE IN GREEN
DRAWING SY22-086-0-X-DESIGN.dwg
REVISION P2
BY SKY ENGINEERING & PROJECT
MANAGEMENT
DATED 23.06.2023

AERIAL IMAGERY FROM NEARMAP
DATED 30.10.2023

THE UNDERSIGNED HAS COMPLETED AND OBTAINED:
- PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
AND IS SUITABLY EXPERIENCED TO DESIGN, SELECT AND
MODIFY TRAFFIC CONTROL PLANS

CERTIFICATE NO: TCT1055006
PREPARE A WORK ZONE TMP CARD
DAVE SALANGSANG



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GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
W. XIE

APPROVED BY
D. SALANGSANG

DESIGN CHECK
D. SALANGSANG

DATE ISSUED
15 JULY 2024

SCALE
A3

CAD FILE NO.
300304168-06-P1.DWG

CALALA BESS

**CALALA LANE
TRAFFIC GUIDANCE SCHEME**

DRAWING NO. 300304168-06-01 SHEET 01 OF 01 ISSUE P1

Appendix C. TfNSW and Council Consultation



From: Alexandra Long
To: Maynard, Brett
Cc: "Miranda Bettles"; "Polina Golberg"; "emma.fitzgerald@dpie.nsw.gov.au"; Alexandra Power; "Gerrit Prent"; "Elizabeth Zorondo"; Cheng, Darren; "Wayne Jones"
Subject: TfNSW Response OSOM Switchroom Movement Adelaide - Calala
Date: Monday, 13 April 2026 5:06:56 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[TfNSW Response - OSOM Haulage - Switchroom.pdf](#)

Afternoon Maynard,

TfNSW Response for your attention.

Regards,

Alexandra Long
Development Services Case Officer- Renewables
Transport Planning
Planning,Integration and Passenger
Transport for NSW

P 1300 019 680 E development.renewables@transport.nsw.gov.au

transport.nsw.gov.au

Working days Monday-Friday 9.30-5.30pm



OFFICIAL

From: Maynard, Brett <brett.maynard@stantec.com>
Sent: Monday, 13 April 2026 1:19 AM
To: Alexandra Long <Alexandra.Long@transport.nsw.gov.au>
Cc: Miranda Bettles <miranda.bettes@dpie.nsw.gov.au>; Polina Golberg <polina.golberg@dpie.nsw.gov.au>; emma.fitzgerald@dpie.nsw.gov.au; Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Gerrit Prent <gerrit.prent@equis.com>; Elizabeth Zorondo <elizabeth.zorondo@equis.com>; Cheng, Darren <Darren.Cheng@stantec.com>
Subject: RE: TfNSW Request for Further Information - Calala BESS
Importance: High

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Alexandra

Thanks for your email and discussion late Friday. Please see the below responses to your queries. I note the queries relate to the haulage contractor documentation and permits. Can you please confirm if you have no comments on the overarching Calala BESS project TMP updates to include the OSOM vehicle details and management?

I understand that you will discuss with Alex P first thing Monday to resolve as a priority.

TfNSW Comment	Stantec Response
1. OSOM Route Verification (Port/Origin to Site) Please provide confirmation and supporting analysis for the full OSOM routes, including: Switchroom deliveries from Adelaide Transformer deliveries from Melbourne The submission must include a route-wide assessment demonstrating suitability of the actual laden vehicle combinations, including swept paths and constraints along the entire route to site. Provide a list of traversable pinch points to enable review by Asset Team.	Available detail for the different OSOM deliveries is at varying stages due to the timing of deliveries. The Switchroom deliveries were intended to be last week (urgent, now incurring delay costs) and full details as requested by TfNSW have been provided (all with prefix "1" in the package provided) including: - Haulage contractor TMP for full route - Swept paths prepared by Stantec from NSW border as not included in the contractor TMP - NHVR permits to confirm that bridges/structures have been assessed by the asset owner(s). We assumed that the Asset Team would look through the swept paths provided, however note the following in terms of pinch points for the Switchroom vehicle: - Left turn from Victoria St to Thompson St, Dubbo (Sheet 19) – Prime mover traverses median island, however trailer/load remains within carriageway - Erskine St/ Darling St roundabout, Dubbo (Sheet 21) – trailer traverses

	roundabout annulus, prime mover shown traversing mountable splitter island on approach however would be avoided in practice - Left turn from Erskine St to Newell Hwy, Dubbo (Sheet 22) – vehicle uses opposing carriageway to avoid traffic signals however no asset impacts - John St/ Dalgarno St, Coonabarabran (Sheet 24) – vehicle traverses roundabout annulus - Right turn from Newell Hwy to Kamilaroi Hwy (Sheet 26) - vehicle uses opposing carriageway to avoid roundabout central island and traverses splitter island, temporary removal of signs required. - Left turn from Wee Waa St to Grantham St, Boggabri (Sheet 27) – prime mover traverses median island, sign already on flexible base - Left turn from Kamilaroi Hwy to Warabungle St, Gunnedah (Sheet 28) – prime mover traverses roundabout splitter island, temporary removal of signs required. - Bloomfield St/ Kamilaroi Hwy roundabout, Gunnedah (Sheet 30) - vehicle traverses roundabout annulus - Kamilaroi Hwy/ Oxley Hwy roundabout, Gunnedah (Sheet 31) - vehicle traverses roundabout annulus - Left turn from Kamilaroi Hwy to New England Hwy, Willow Tree (Sheet 33) - Prime mover traverses median island, however trailer/load remains within carriageway The contractor has assessed the above median/ roundabout assets as traversable without damage. The Transformer deliveries are not expected for another 6-8 weeks and permits are still being finalised, however the Haulage contractor TMP for full route and including swept paths has been provided (with prefix “2” in the package provided) for review. Transformer NHVR applications are 1385088r1v1 & 1420330r1v1, noting these will be updated with final details once the permits are granted. Please let us know what can be done to avoid the overall project TMP approval and urgent Switchroom deliveries being held up by the subsequent OSOM vehicle movements and associated permits.
2. Kia Ora Lane / New England Highway Interface Noting advice from TfNSW Assets that: The drainage infrastructure is traversable, however swept paths should avoid the drainage structure where practicable Please provide: Updated swept path drawings demonstrating minimisation of encroachment, and any operational controls proposed to manage this constraint.	The swept paths previously provided showed the wheel path of the vehicle close but not on the drainage infrastructure, however the available aerial photo quality made it difficult to confirm no encroachment. They were the best vehicle simulation that could be provided in the circumstances. The haulage contractors have been made aware of this specific drainage structure. As the haulage contractors seek to minimise encroachment on any road assets beyond the edge of pavement, no further specific operational controls are required.
3. Bridge Assessments Please provide updated bridge assessments for the confirmed OSOM vehicle configurations and routes, demonstrating that all structures can safely accommodate the revised axle loads and spacings, and any constraints or conditions are clearly identified and managed.	We understand that bridge assessments are managed through the NHVR application process. The Switchroom delivery permits have been provided.
4. NHVR Permits – Transformer Deliveries The submitted NHVR permits relate to switchroom delivery from Adelaide only. Please provide relevant NHVR permits (or evidence of application) for transformer deliveries from Melbourne, and confirmation that permits align with the final confirmed routes and vehicle configurations.	As noted above, the timing of the Transformer deliveries is such that NHVR permits are still be assessed and finalised. Transformer NHVR applications are 1385088r1v1 & 1420330r1v1, noting these will be updated with final details once the permits are granted.

Thanks for your assistance

Brett Maynard
Market Leader – Transport Planning and Advisory

Direct: +61 2 8448 1808
Mobile: 0414 240 412
brett.maynard@stantec.com

Stantec Australia Pty Ltd



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From: Alexandra Long <Alexandra.Long@transport.nsw.gov.au>

Sent: Friday, 10 April 2026 4:36 PM

To: Maynard, Brett <brett.maynard@stantec.com>

Cc: Miranda Bettes <miranda.bettes@dpie.nsw.gov.au>; Polina Golberg <polina.golberg@dpie.nsw.gov.au>; emma.fitzgerald@dpie.nsw.gov.au; Alexandra

Power <Alexandra.Power@transport.nsw.gov.au>

Subject: TfNSW Request for Further Information - Calala BESS

Afternoon Brett,

Following a preliminary review of the updated CTMP and supporting OSOM documentation as provided 08 April 2024, the following information is required to progress the assessment:

1. OSOM Route Verification (Port/Origin to Site)

Please provide confirmation and supporting analysis for the full OSOM routes, including:

Switchroom deliveries from Adelaide

Transformer deliveries from Melbourne

The submission must include a route-wide assessment demonstrating suitability of the actual laden vehicle combinations, including swept paths and constraints along the entire route to site.

Provide a list of traversable pinch points to enable review by Asset Team.

2. Kia Ora Lane / New England Highway Interface

Noting advice from TfNSW Assets that:

The drainage infrastructure is traversable, however swept paths should avoid the drainage structure where practicable

Please provide:

Updated swept path drawings demonstrating minimisation of encroachment, and any operational controls proposed to manage this constraint.

3. Bridge Assessments

Please provide updated bridge assessments for the confirmed OSOM vehicle configurations and routes, demonstrating that all structures can safely accommodate the revised axle loads and spacings, and any constraints or conditions are clearly identified and managed.

4. NHVR Permits – Transformer Deliveries

The submitted NHVR permits relate to switchroom delivery from Adelaide only.

Please provide relevant NHVR permits (or evidence of application) for transformer deliveries from Melbourne, and confirmation that permits align with the final confirmed routes and vehicle configurations.

Please note formal advice will be provided upon receipt of additional information/details.

Regards,

Alexandra Long

Development Services Case Officer- Renewables

Transport Planning

Planning, Integration and Passenger

Transport for NSW

P 1300 019 680 E development.renewables@transport.nsw.gov.au

transport.nsw.gov.au

Working days Monday-Friday 9.30-5.30pm



**Transport
for NSW**

OFFICIAL

OFFICIAL

From: Maynard, Brett <brett.maynard@stantec.com>

Sent: Thursday, 9 April 2026 6:33 PM

To: Development Renewables <development.renewables@transport.nsw.gov.au>; Alexandra Long <Alexandra.Long@transport.nsw.gov.au>

Cc: Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Elizabeth Zorondo <elizabeth.zorondo@equis.com>

Subject: Re: REN25/00082/010 - Meeting with TfNSW and proponent - Calala BESS

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Thanks Rosa

Hi Alexandra - can you please provide comments tomorrow as the first of the OSOM deliveries are scheduled for next week?

Let us know if you need any further briefing.

Cheers

Brett Maynard

Market Leader – Transport Planning and Advisory

Direct: +61 2 8448 1808

Mobile: 0414 240 412

brett.maynard@stantec.com

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From: Development Renewables <development.renewables@transport.nsw.gov.au>

Sent: Wednesday, April 8, 2026 1:14:07 PM

To: Maynard, Brett <brett.maynard@stantec.com>; Alexandra Long <Alexandra.Long@transport.nsw.gov.au>

Subject: RE: REN25/00082/010 - Meeting with TfNSW and proponent - Calala BESS

Thanks Brett, I have received and downloaded the files.

The log had been assigned to case officer - [@Alexandra Long](#).

TfNSW Reference – REN25/00082/010

Kind Regards,

Rosa Gillogly

Development Services Support Officer

Development Services West

Transport Planning – Planning, Integration and Passenger

Transport for NSW

E rosa.gillogly@transport.nsw.gov.au

transport.nsw.gov.au

Level 1 51-55 Currajong Street

Parkes NSW 2870

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.



**Transport
for NSW**

I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

Please consider the environment before printing this email.

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From: Maynard, Brett <brett.maynard@stantec.com>

Sent: Wednesday, 8 April 2026 9:58 AM

To: Development Renewables <development.renewables@transport.nsw.gov.au>

Subject: RE: REN25/00082/010 - Meeting with TfNSW and proponent - Calala BESS

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Rosa

Updated link below – this is the same as my email yesterday at 4:29pm.

 [260402 calala bess package for tfnsw](#)

Cheers

Brett Maynard

Market Leader – Transport Planning and Advisory

Direct: +61 2 8448 1808

Mobile: 0414 240 412

brett.maynard@stantec.com

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From: Development Renewables <development.renewables@transport.nsw.gov.au>

Sent: Wednesday, 8 April 2026 9:54 AM

To: Maynard, Brett <brett.maynard@stantec.com>

Subject: RE: REN25/00082/010 - Meeting with TfNSW and proponent - Calala BESS

Hi Brett,

Could you please resend the link so I can download the files?

Thank you,

Rosa Gillogly

Development Services Support Officer

Development Services West

Transport Planning – Planning, Integration and Passenger

Transport for NSW

E rosa.gillogly@transport.nsw.gov.au

transport.nsw.gov.au

Level 1 51-55 Currajong Street

Parkes NSW 2870

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for NSW**

I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

Please consider the environment before printing this email.

OFFICIAL

From: Maynard, Brett <brett.maynard@stantec.com>

Sent: Thursday, 2 April 2026 2:02 PM

To: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>

Cc: Emma Fitzgerald <emma.fitzgerald@dpie.nsw.gov.au>; Polina Golberg <polina.golberg@dpie.nsw.gov.au>; Miranda Bettes <miranda.bettes@dpie.nsw.gov.au>; Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Elizabeth Zorondo <elizabeth.zorondo@equis.com>; Rosa Gillogly <Rosa.Gillogly@transport.nsw.gov.au>; Development Renewables <development.renewables@transport.nsw.gov.au>; Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>

Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Importance: High

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Hi Alex

Thanks for your time yesterday. Please see the enclosed information to assist you with responding to the OSOM TMP:

- Updated Calala BESS TMP incorporating DPHI comments, clean version with appendices and also version with track changes from the previously approved TMP.
- Haulage contractor's TMP for the Switchroom building deliveries, which is also applicable to the ASB and O&M buildings. This contractor has applied for several permits to cover the necessary building permits and trailer combinations, however the specific vehicle details we have been provided with are as per Table 3.5 in the OSOM TMP. The permits we have been provided are also enclosed.
- Supplementary swept paths prepared by Stantec for the maximum OSOM vehicle length vehicle being used for the project, being the switchroom deliveries (as swept paths were not prepared this particular contractor). Stantec swept paths use a standard Austroads prime mover (longer than proposed by the contractor) and therefore the overall vehicle length is longer than that specified in Table 3.5. The contractor has confirmed that they have reviewed the medians and roundabouts to be traversed and are satisfied that these are traversable by the nominated loads without damage. Traffic signs on these medians are understood to be already removable.

Due to file size, documents are located in the shared folder below (this has an automatic two-day expiry, however I will reset next week if needed):

- Updated Calala BESS TMP is labelled with the prefix "0".
- All switchroom documentation is labelled with the prefix "1".
- Transformer delivery documentation will also be provided as soon as available and labelled with the prefix "2".

 [260402_calala_bess_package_for_tfnsw](#)

Please don't hesitate to call if anything is unclear or to have a quick working session.

Cheers

Brett Maynard

Market Leader – Transport Planning and Advisory

Direct: +61 2 8448 1808

Mobile: 0414 240 412

brett.maynard@stantec.com

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From: Maynard, Brett

Sent: Friday, 27 March 2026 9:16 AM

To: 'Alexandra Power' <alexandra.power@transport.nsw.gov.au>; 'Glen Hanchard' <glen.hanchard@transport.nsw.gov.au>

Cc: 'Emma Fitzgerald' <emma.fitzgerald@dpie.nsw.gov.au>; 'Polina Golberg' <polina.golberg@dpie.nsw.gov.au>; 'Miranda Bettes' <miranda.bettes@dpie.nsw.gov.au>; Cheng, Darren <Darren.Cheng@stantec.com>; 'Gerrit Prent' <gerrit.prent@equis.com>; 'Elizabeth Zorondo' <elizabeth.zorondo@equis.com>; 'Rosa Gillogly' <rosa.gillogly@transport.nsw.gov.au>; 'Development Renewables' <development.renewables@transport.nsw.gov.au>

Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Importance: High

Hi Alex and Glen

To assist your review of the OSOM TMP, please see the attached track changes version identifying where content differs from the approved TMP for site works that you reviewed mid last year. As this is a separate TMP, differences in terms of document titles and the revision table etc. are not identified. Please don't hesitate to call if I can assist your review/ understanding in any way given the urgency.

Further to my email from last Friday below and my call to Alex on Wednesday, just following up on the modification application again as TfNSW has not yet responded to DPHI and the project is now in delay.

Thanks and apologies!

Brett Maynard

Market Leader – Transport Planning and Advisory

Direct: +61 2 8448 1808

Mobile: 0414 240 412

brett.maynard@stantec.com

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From: Maynard, Brett

Sent: Friday, 20 March 2026 10:01 AM

To: Alexandra Power <alexandra.power@transport.nsw.gov.au>

Cc: 'Emma Fitzgerald' <emma.fitzgerald@dpie.nsw.gov.au>; 'Polina Golberg' <polina.golberg@dpie.nsw.gov.au>; 'Miranda Bettes' <miranda.bettes@dpie.nsw.gov.au>; Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Elizabeth Zorondo <elizabeth.zorondo@equis.com>; Glen Hanchard <glen.hanchard@transport.nsw.gov.au>; Rosa Gillogly <rosa.gillogly@transport.nsw.gov.au>; Development Renewables <development.renewables@transport.nsw.gov.au>

Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Hi Alex

Thanks for your quick response – understood regarding resourcing pressures and apologies for adding to that load! We've put together a status table to assist you with the various Calala BESS project documents that TfNSW has been asked to review.

Can you please action Item 3 as a priority, as this is holding the project up now.

Item	Item #	Request	Date sent to TfNSW	TfNSW response status	TfNSW position	Next step
OSOM vehicles	1	Consent request via Condition B4 to change the OSOM route to Kia Ora Lane	Issued by Stantec 15/01/26	Responded & closed 16/03/26	- Use of alternative Kia Ora Lane route supported by TfNSW - Broader route requires review due to the change in the laden loads - Broader route review to be completed in advance of the delivery	DPHI to approve consent request via Condition B4
	2	OSOM TMP	Issued by Stantec 16/3/2026	Outstanding		TfNSW to review OSOM TMP and provide consultation feedback to Stantec
Development Consent modification	3	Modification application	Referred by DPHI approx. 20/02/2026	Responded to Stantec 19/03/26 Response to DPHI outstanding (only remaining agency response)	- TfNSW question what achievable mitigation measures will be implemented to prevent the concurrent turn movements of a B-double turning at the intersection of Goonoo Goonoo Road/Burgmann's Lane? - What guarantees, consultation or enforceable management measures are to be implemented to ensure that the projects do not overlap significantly and will be managed to stay within the threshold of the CHR(s) until the upgrade to a CHR by Kingswood BESS?	Stantec response: B-Doubles are only required for floating equipment into the site. The majority of heavy vehicles will be limited to 19m truck and dog or less. The Site Manager will be responsible for scheduling and monitoring the arrival/ departure of B-Double vehicles such that only a single B-Double uses Burgmanns Lane at any given time. Traffic controller(s) will be stationed at the Goonoo Goonoo Road/ Burgmanns Lane intersection if required to manage B-Double movements, with priority given to Goonoo Goonoo Road traffic. The DPHI Planning Portal still has the Kingswood BESS at "Recommendation" stage awaiting IPC determination. Calala BESS received SSD approval on 28 June 2024, with construction commencing 12 months later on an 18-month construction program. The Calala BESS MOD 1 substation and transmission line works are due to commence in April 2026, with a 5 month construction program. Assuming approval of the Kingswood BESS in imminent and has a similar commencement lead time, commencement would be mid-2026 and it is therefore highly unlikely that there will be a crossover between the two projects. Recent consultation with the Kingswood BESS proponent indicates a planned commencement in Q2 2027, subject to approvals, which is consistent with the above timing. The TMP includes commitment to consultation, and the Kingswood BESS consent and TMP preparation would have similar requirements, which should provide suitable comfort to TfNSW.

						TfNSW to respond to Stantec asap please. TfNSW to respond to DPHI asap please.
	4	Updated project TMP incorporating MOD (update to the June 2025 Approved TMP)	Issued by Stantec 9/02/26	Outstanding		TfNSW to review MOD 1 TMP and provide consultation feedback to Stantec

Regards

Brett Maynard
Market Leader – Transport Planning and Advisory

Direct: +61 2 8448 1808
Mobile: 0414 240 412
brett.maynard@stantec.com

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From: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>
Sent: Thursday, 19 March 2026 1:11 AM
To: Maynard, Brett <brett.maynard@stantec.com>
Cc: Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Development Renewables <development.renewables@transport.nsw.gov.au>; Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>; Rosa Gillogly <Rosa.Gillogly@transport.nsw.gov.au>; Elizabeth Zorondo <elizabeth.zorondo@equis.com>
Subject: Re: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Hello Brett,

Glen has been away this week, and our team is currently restructuring and has had other pressing matters associated with the restructure that have required our attention.

It should also be noted that we have significant staffing shortages and are managing high workloads per officer and are doing our utmost to continue to provide responses while managing our work-life balance.

Regarding the TMP review, I provided a response earlier in the week. Noting that the use of Kia Ora Lane would be supported by TfNSW, however, the broader route requires review due to the change in the laden loads, which would need to be completed in advance of the delivery to confirm the suitability of the route for the proposed laden loads from the Port of Newcastle to the project site.

With respect to the mod-
The swept path analysis indicates that concurrent turning of the B-double at Goonoo Goonoo Road/Burgmans Lane is not possible. What achievable mitigation measures will be implemented to prevent the concurrent turn movements of a B-double turning at the intersection of Goonoo Goonoo Road/Burgmann's Lane?

Kingswood BESS are required to extend the CHR(s) at the intersection of NEH (Goonoo Goonoo Road)/Burgmanns Lane because the projects are likely to cross over, and require the upgrade of the right turn from a CHR(s) to a full-length CHR. What guarantees, consultation or enforceable management measures are to be implemented to ensure that the projects do not overlap significantly and will be managed to stay within the threshold of the CHR(s) until the upgrade to a CHR by Kingswood BESS?

Kind regards

Alexandra Power

A/Manager Development Services West

Transport Planning

Planning, Integration and Passenger

Transport for NSW

P 1300 019 680 E development.renewables@transport.nsw.gov.au

transport.nsw.gov.au

Working days Monday-Friday 9.30-5.30pm



**Transport
for NSW**



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

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From: Maynard, Brett <brett.maynard@stantec.com>
Sent: Thursday, March 19, 2026 12:02 AM
To: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>
Cc: Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Development Renewables <development.renewables@transport.nsw.gov.au>; Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>; Rosa Gillogly <Rosa.Gillogly@transport.nsw.gov.au>; Elizabeth Zorondo <elizabeth.zorondo@equis.com>
Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

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Hi Alex and Glen

Further to the below email, we have not received any feedback from TfNSW on the MOD 1 TIS or MOD 1 TMP. I understand DPHI is awaiting referral response from TfNSW. Can this be addressed as a priority please?

Thanks

Brett Maynard
Market Leader – Transport Planning and Advisory

Direct: +61 2 8448 1808
Mobile: 0414 240 412
brett.maynard@stantec.com

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From: Maynard, Brett
Sent: Wednesday, 18 February 2026 3:02 PM
To: 'Alexandra Power' <alexandra.power@transport.nsw.gov.au>
Cc: Cheng, Darren <Darren.Cheng@stantec.com>; 'Gerrit Prent' <gerrit.prent@equis.com>; 'Development Renewables' <development.renewables@transport.nsw.gov.au>; 'Glen Hanchard' <Glen.Hanchard@transport.nsw.gov.au>; 'rosa.gillogly@transport.nsw.gov.au' <rosa.gillogly@transport.nsw.gov.au>
Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Hi Alex

Thanks for your time on Friday. I thought it might be worth clarifying the current project status and the requests for feedback currently before TfNSW.

- TMP was approved by DPHI and construction commenced in June 2025
- Change to OSOM route requested via DPHI under the provisions of Consent Condition B4 (no Modification). OSOM Route TIS sent by Stantec to TfNSW for consultation feedback on 22/01/2026, Stantec and DPHI awaiting response from TfNSW before progressing. This is now urgent, can you please issue your

response to Stantec asap.

-
- OSOM TMP prepared and ready to be issued for feedback from TfNSW as soon as TfNSW confirms the additional route is satisfactory.
- Modification (MOD 1) lodged with DPHI on 25/09/2025 for access to substation and transmission line works via Burgmanns Lane. TfNSW briefed by Stantec on MOD 1 during meeting of 30/10/2025. DPHI is yet to refer MOD 1 to agencies for comment, however is expected to do so as early as Friday this week or early next week at latest.
- MOD 1 TMP feedback requested from TfNSW in anticipated on MOD 1 approval. TMP sent by Stantec to TfNSW 9/02/2026, requesting feedback by 17/02/2026.

How did you go with reviewing the OSOM swept path analysis and/or discussing with Assets?

Cheers

Brett Maynard
Market Leader – Transport Planning and Advisory



From: Maynard, Brett
Sent: Thursday, 12 February 2026 9:51 AM
To: 'rosa.gillogly@transport.nsw.gov.au' <rosa.gillogly@transport.nsw.gov.au>
Cc: Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Development Renewables <development.renewables@transport.nsw.gov.au>; Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>; Alexandra Power <alexandra.power@transport.nsw.gov.au>
Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Hi Rosa – I received an out-of-office from Glen yesterday, but haven't had any response to the below. Is someone else assisting in Glen's absence?

Alex – I left a message on your phone yesterday also

Thanks

Brett Maynard
Market Leader – Transport Planning and Advisory



From: Maynard, Brett <brett.maynard@stantec.com>
Sent: Friday, 6 February 2026 4:01 PM
To: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Cc: Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Development Renewables <development.renewables@transport.nsw.gov.au>
Subject: Re: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Hi Glen – can you confirm no objections on the basis of the below please?

Can you please call today if any outstanding issues?

Much appreciated

Brett Maynard
Market Leader – Transport Planning and Advisory



From: Maynard, Brett
Sent: Thursday, February 5, 2026 12:34:17 PM
To: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Cc: Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Development Renewables <development.renewables@transport.nsw.gov.au>
Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Thanks Glen – the swept path is conservative, however the wheel tracks are all within the existing road pavement (only front/ rear overhang or the red dotted design clearance line showing on or over the edge of pavement).

The approved route and the additional route are the same to the south of this intersection, so nothing further requiring assessment on the State road network. There is a local road bridge on Kia Ora Lane that Council has assessed and approved, noting a similar OSOM vehicle has also used this proposed route recently.

Cheers

Brett Maynard
Market Leader – Transport Planning and Advisory



From: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Sent: Thursday, 5 February 2026 12:21 PM
To: Maynard, Brett <brett.maynard@stantec.com>
Cc: Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Development Renewables <development.renewables@transport.nsw.gov.au>

Subject: Re: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Hi Brett,

Apologies for the delay in responding to you. Our team is unfortunately down capacity due to a staff member taking unexpected extended leave due to illness.

Regarding the updated route, the swept path for the high risk osom appears to show pavement widening may be required on the state road network due to the wide turn demonstrated. Can you provide clarity on this issue.



Will the new route require traverse of any bridges/culverts that have not completed bridge assessments? If bridge assessments have been completed can you please provide these to TfNSW.

Kindest Regards,

From: Maynard, Brett <brett.maynard@stantec.com>

Sent: Monday, February 2, 2026 11:10 AM

To: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>

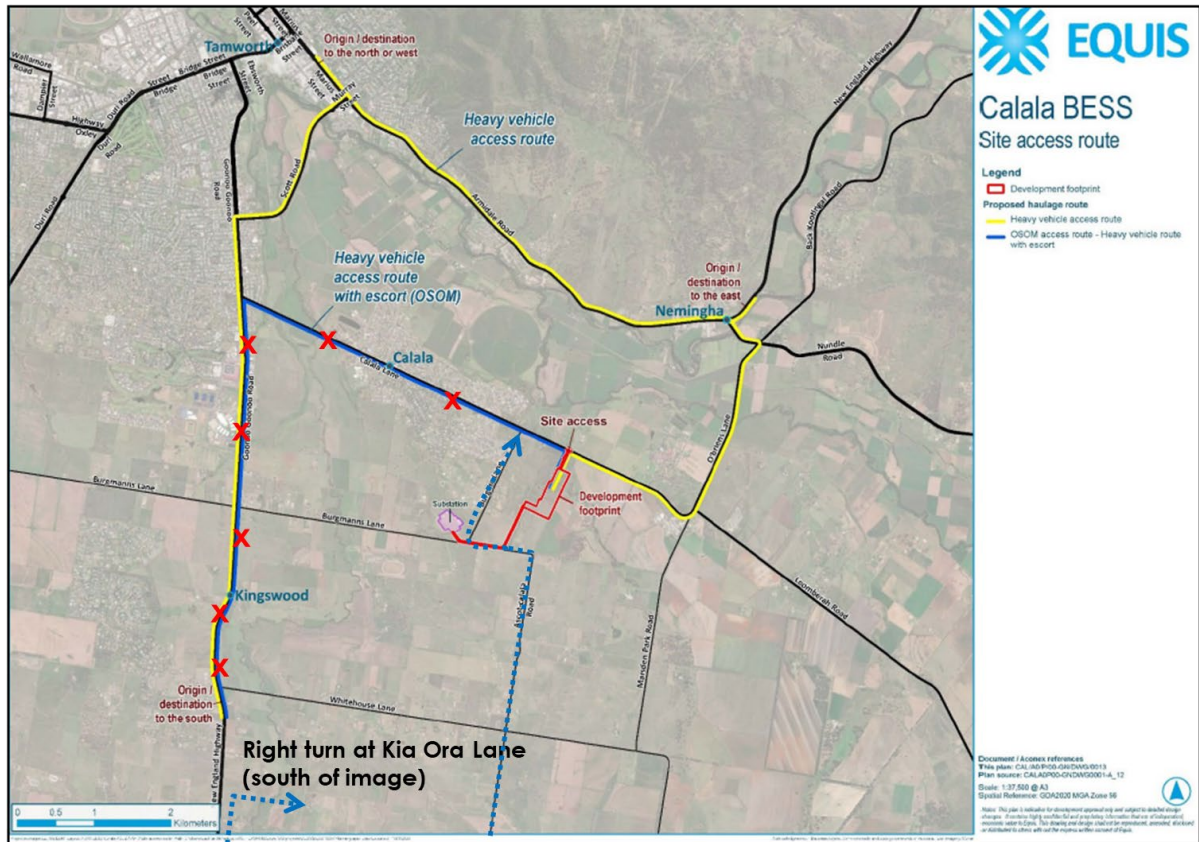
Cc: Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Development Renewables <development.renewables@transport.nsw.gov.au>

Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

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Hi Glen

Just following up on the below – can we please get a response to avoid holding up the project? The additional OSOM route has a lesser impact on the state road network as vehicles turn off the New England Highway sooner (at Kia Ora Lane south of the image below and using blue dotted route) and do not have to traverse Goonoo Goonoo Road and the roundabouts through Hillvue/ south Tamworth (marked with red X in the image below). Some OSOM vehicles will still use the approved route which represents no change in this instance.



Cheers

Brett Maynard
Market Leader – Transport Planning and Advisory



From: Maynard, Brett
Sent: Thursday, 22 January 2026 11:57 AM
To: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Cc: Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>; Development Renewables <development.renewables@transport.nsw.gov.au>
Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Hi Glen

Thanks for your email – please see the attached assessment as being sent to DPHI today. Following consultation/ negotiations with Council, the proposed alternative route between the New England Highway and the site has changed from the full TIS I sent you in November last year. That TIS is now replaced by the attached document.

As Condition B4 is worded "Unless the Planning Secretary agrees otherwise, all heavy vehicles requiring escort.....", and the alternative route has a negligible impact with no amendments to the road network and a lesser impact on the State road network (this route does not require traversing the Goonoo Goonoo Road roundabouts), it is expected that DPHI can address the OSOM route change without a project Modification.

Please give me a call asap if you have any queries or require any further information.

Thanks

Brett Maynard
Market Leader – Transport Planning and Advisory



From: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Sent: Wednesday, 21 January 2026 10:24 PM
To: Maynard, Brett <brett.maynard@stantec.com>
Cc: Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>
Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

Hi Brett,

Thankyou for your email to TfNSW.

Apologies for the delayed response, I had some time off at the end of last year / beginning of this year and we are currently working with a reduced capacity in our team due to staff movements.

When we spoke last year you mentioned you were seeking a modification application through DPHI for the proposed changes. This is TfNSW's preferred approach as changes to high risk OSOM routes can often impact the state road network requiring further environmental approval, this can include traverse of medians or roundabouts that then require modifications through a WAD.

To support changes in the route as requested, the proponent is to provide a full updated route study of the new routes and identify if any amendments to the road network are required. If they are, strategic concept designs will need to be supplied with the application.

I can see you have provided some piecemeal supporting documentation in the below emails, can the most updated route study, complete with all swept paths, please provided to TfNSW.

Kindest Regards,

OFFICIAL

From: Maynard, Brett <brett.maynard@stantec.com>
Sent: Monday, 19 January 2026 2:45 PM
To: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development Renewables <development.renewables@transport.nsw.gov.au>; Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>
Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS

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Hi Glen

Further to the below, please see the attached swept paths confirming that the transformer vehicle can turn right satisfactorily from the highway into Kia Ora Lane.

Can you contact me at your earliest convenience please?

Cheers

Brett Maynard
Market Leader – Transport Planning and Advisory



From: Maynard, Brett
Sent: Thursday, 15 January 2026 10:06 AM
To: 'Glen Hanchard' <Glen.Hanchard@transport.nsw.gov.au>
Cc: 'Alexandra Power' <Alexandra.Power@transport.nsw.gov.au>; 'Development Renewables' <development.renewables@transport.nsw.gov.au>; Cheng,

Darren <Darren.Cheng@stantec.com>; 'Gerrit Prent' <gerrit.prent@equis.com>
Subject: RE: REN25/00083/005 Meeting with TfNSW and proponent - Calala BESS
Importance: High

Hi Glen

Happy New Year – hope you had a good break.

In progressing the NHVR permits for the Calala BESS OSOM deliveries, TRC has requested that we take the following approach in order to address the condition/ constraints of local road bridges:

- Oversize (but not over-mass) deliveries (switch room/ building components) to use Calala Lane from New England Highway/ Goonoo Goonoo Road. This is the SSD-approved route.
- Oversize AND over-mass deliveries (transformers only) to use Kia Ora Lane from New England Highway/ Goonoo Goonoo Road and various local roads (Ascot-Calala Lane, Burgmanns Lane, Burgess Lane, Calala Lane).

From a State road perspective, this is a reduced impact from what we have previously asked you to endorse in that OSOM vehicles will no longer need to negotiate the urban roundabouts through Tamworth and will instead turn right further south at Kia Ora lane if they are not using the approved route via Calala Lane.

Your earliest response would be appreciated – if you have no issues/ comments, just a brief response to this effect that we can provide to DPHI would be great.

Thanks

Brett Maynard
Market Leader – Transport Planning and Advisory



From: Maynard, Brett
Sent: Tuesday, 9 December 2025 12:52 PM
To: 'Glen Hanchard' <Glen.Hanchard@transport.nsw.gov.au>
Cc: 'Alexandra Power' <Alexandra.Power@transport.nsw.gov.au>; 'Development Renewables' <development.renewables@transport.nsw.gov.au>; Cheng, Darren <Darren.Cheng@stantec.com>; 'Gerrit Prent' <gerrit.prent@equis.com>
Subject: RE: Meeting with TfNSW and proponent - Calala BESS

Glen, Alex – following up on the below. Can I get a return phone call or a response ETA please?

Thanks

Brett Maynard
Market Leader – Transport Planning and Advisory



From: Maynard, Brett
Sent: Monday, 1 December 2025 10:31 PM
To: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development Renewables <development.renewables@transport.nsw.gov.au>; Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>
Subject: RE: Meeting with TfNSW and proponent - Calala BESS

Hi Glen

Hope you're well – just checking to see if you've been able to look at the below yet?

Thanks!

Brett Maynard
Market Leader – Transport Planning and Advisory



From: Maynard, Brett
Sent: Monday, 24 November 2025 7:15 AM
To: 'Glen Hanchard' <Glen.Hanchard@transport.nsw.gov.au>
Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development Renewables <development.renewables@transport.nsw.gov.au>; Cheng, Darren <Darren.Cheng@stantec.com>; Gerrit Prent <gerrit.prent@equis.com>
Subject: RE: Meeting with TfNSW and proponent - Calala BESS

Hi Glen

Thanks for your time the other week to go through the current status of the Calala BESS project and proposed changes to the approved project. Please see the below link to our report assessing the proposed change to the OSOM vehicle route on approach to the site (addressing Council's issue with trees on Calala Lane), as well as the alternative light and heavy vehicle site access route (for times when the approved route is unavailable).

 [ltr_251120_5589_calala_bess_mod_alternate_transport_route_tis_final.pdf](#)

While we intend to address the alternative site access route via a project Modification, the change to the OSOM vehicle route is time-critical and Equis (the proponent) has had further discussions with DPHI. As Condition B4 is worded "**Unless the Planning Secretary agrees otherwise**, all heavy vehicles requiring escort.....", DPHI is willing to address the OSOM route change without a modification, subject to no objections from Council and TfNSW. Council is in the process of preparing a letter of support and we would appreciate if you could also confirm by email or letter that TfNSW has no objections. To close out the feedback in the meeting:

- Swept path analysis has been refined to avoid any non-traversable carriageway areas on the New England Highway (i.e. at the roundabouts). Accordingly, no road modification works are required.
- All roundabout annulus and concrete medians used by the OSOM vehicles are traversable and the transport contractor has confirmed that no damage is expected.
- Traffic would be held for a maximum of 5-10 minutes where OSOM vehicles need to use the opposite side of the road (2 locations only) within the route modification).

We appreciate your assistance and please don't hesitate to call should you have any queries.

Cheers

Brett Maynard
Market Leader – Transport Planning and Advisory



-----Original Appointment-----

From: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Sent: Tuesday, 28 October 2025 5:28 PM
To: Glen Hanchard; Maynard, Brett; Alexandra Power
Subject: Meeting with TfNSW and proponent - Calala BESS
When: Thursday, 30 October 2025 11:30 AM-12:00 PM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: Microsoft Teams Meeting

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 488 011 965 381 6

Passcode: 5Cn97Pq3

Dial in by phone

13 April 2026

TfNSW reference: REN 25/00082/101 | SF 2025/052311

Your reference: SSD-52786213

Brett Maynard

Stantec Australia Pty Ltd

By Email: brett.maynard@stantec.com

Cc: wayne.jones@planning.nsw.gov.au

SSD-52786213 - Review of HiSpec Heavy Haulage Transportation of Indivisible Item (Switchroom) From Croydon Park to Calala Lane, Calala – Calala BESS

Reference is made to the HiSpec Heavy Haulage Transportation of Indivisible Item (Switchroom) From Croydon Park to Calala Lane, Calala submitted to Transport for NSW (TfNSW) for consideration in accordance with consent Condition B10(a) of Notice of Determination for SSD-52786213 issued 28 June 2024.

In support of the proposed OSOM movement of the switchroom from Adelaide the following documentation was considered;

- HiSpec Heavy Haulage Transportation of Indivisible Item (Switchroom) From Croydon Park to Calala Lane, Calala
- Swept paths of key pinch points prepared by Stantec Australia
- Calala Battery Energy Storage System Traffic Management Plan Prepared for: The Trustee for Equis Energy (Australia) Ngumi 4 Holding Trust, Ref: 300305589 dated: 31 March 2026, and

Based on the submitted dimensions and mass, TfNSW notes that the proposed movement of the switchroom does not fall within the High risk OSOM load category.

TfNSW also notes that the TMP includes references to pilots escorting the load, stopping or managing traffic. Pilots escorting the OSOM load are not authorised to manage traffic. Accordingly, the TMP is to be reviewed and updated to remove these references and to identify appropriate alternative measures to manage traffic and safety risks, for example, the following protocols are to be considered:

- Signage to improve visibility and alert drivers of the movement in the form of advanced warning signage;
- Clear communication strategies and protocols regarding any road works along the route from Croydon Park to Calala;
- Notification procedures for OSOM movements (inclusive of weekly schedule). Notification by operators can be emailed to roadmanager@transport.nsw.gov.au

OFFICIAL

TfNSW recommends that the differing OSOM routes (Adelaide and Melbourne) be discussed with the Department of Planning, Housing, and Infrastructure.

TfNSW requests that the Calala BESS TMP be conditionally approved, on the basis that references to the transformer deliveries and the Transport Management Plan are removed and is subject to further consultation and an update with TfNSW, and approval by DPHI in advance of deliveries.

The Planning Secretary should be satisfied that the above matter has been adequately addressed prior to approving the TMP.

If you have any questions, please contact Alexandra Long, Development Services Case Officer on 1300 019 680 or email development.renewables@transport.nsw.gov.au

Please Note: TfNSW is currently assessing the High Risk OSOM movement for the transformer from Melbourne to Calala. Further correspondence will be provided in this regard.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Alexandra Power".

Alexandra Power

Team Leader Development Services – Renewables

Transport Planning

Planning, Integration and Passenger

OFFICIAL

From: [Jay Morrow](#)
To: [Maynard, Brett](#)
Cc: [Development](#); [Gerrit Prent](#); [Elizabeth Zorondo](#); [Cheng, Darren](#); [Jordan Kirk](#)
Subject: RE: Calala BESS - OSOM TMP for Review
Date: Monday, 13 April 2026 9:51:44 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[0 rpt_260331_5589_calala_bess_osom_tmp_C-Dr2-3.pdf](#)

Hello Brett,

Following review of the attached and considering that the changes relate only to the OSOM vehicle movements and this topic has been discussed at length with the proponent.

Council - Development Engineering have no additional comments relating to the documents and note that the NHVR approvals and conditions within apply.

In this regard, the use of Calala Lane from the New England Highway to the site access is not a viable option due to various factors and all OSOM movements are now travelling via an alternate route as per the respective NHVR permits. It is also noted that any damage caused to the existing road network from these movements shall be rectified by the proponent.

Regards,

Jay Morrow

Manager – Development Engineering

P (02)67 675013 | E jay.morrow@tamworth.nsw.gov.au

474 Peel Street

PO Box 555 Tamworth NSW 2340

www.tamworth.nsw.gov.au

From: Maynard, Brett <brett.maynard@stantec.com>
Sent: Tuesday, 7 April 2026 11:14 AM
To: Jay Morrow <Jay.Morrow@tamworth.nsw.gov.au>
Cc: Development <Development@tamworth.nsw.gov.au>; Gerrit Prent <gerrit.prent@equis.com>; Elizabeth Zorondo <elizabeth.zorondo@equis.com>; Cheng, Darren <Darren.Cheng@stantec.com>
Subject: RE: Calala BESS - OSOM TMP for Review

Hi Jay

Hope you had a good Easter. Can you please give us an update on your OSOM TMP review? We have received some primarily editorial comments DPHI and have prepared a further update for agency review/ approval. Please see the attached clean and track changes version (from the previously approved June 2025 TMP).

Cheers

Brett Maynard

Market Leader – Transport Planning and Advisory

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Mobile: 0414 240 412

brett.maynard@stantec.com

Stantec Australia Pty Ltd



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please visit stantec.com.

From: Maynard, Brett
Sent: Friday, 27 March 2026 9:32 AM
To: 'Jay Morrow' <Jay.Morrow@tamworth.nsw.gov.au>
Cc: Development <Development@tamworth.nsw.gov.au>; Gerrit Prent <gerrit.prent@equis.com>; Elizabeth Zorondo <elizabeth.zorondo@equis.com>; Cheng, Darren <Darren.Cheng@stantec.com>
Subject: RE: Calala BESS - OSOM TMP for Review

Thanks Jay

To assist your review of the OSOM TMP, please see the attached track changes version identifying where content differs from the approved TMP for site works that you reviewed mid last year. As this is a separate TMP, differences in terms of document titles and the revision table etc. are not identified. Please don't hesitate to call if I can assist your review/ understanding in any way, as this is now urgent for the contractor on site.

Cheers

Brett Maynard

Market Leader – Transport Planning and Advisory

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From: Jay Morrow <Jay.Morrow@tamworth.nsw.gov.au>
Sent: Wednesday, 25 March 2026 11:12 AM
To: Maynard, Brett <brett.maynard@stantec.com>
Cc: Development <Development@tamworth.nsw.gov.au>; Gerrit Prent <gerrit.prent@equis.com>; Elizabeth Zorondo <elizabeth.zorondo@equis.com>; Cheng, Darren <Darren.Cheng@stantec.com>
Subject: RE: Calala BESS - OSOM TMP for Review

Hello Brett,

Apologies as I have been out of the office but will be looking into this. I will aim to have some comments back early next week.

Thanks.

Regards,

Jay Morrow

Manager – Development Engineering

P (02)67 675013 | E jay.morrow@tamworth.nsw.gov.au

474 Peel Street
PO Box 555 Tamworth NSW 2340
www.tamworth.nsw.gov.au

From: Maynard, Brett <brett.maynard@stantec.com>
Sent: Monday, 23 March 2026 1:15 PM
To: Jay Morrow <Jay.Morrow@tamworth.nsw.gov.au>
Cc: Development <Development@tamworth.nsw.gov.au>; Gerrit Prent <gerrit.prent@equis.com>;

Elizabeth Zorondo <elizabeth.zorondo@equis.com>; Cheng, Darren <Darren.Cheng@stantec.com>

Subject: RE: Calala BESS - OSOM TMP for Review

Hi Jay

Hope you had a good weekend. Just following up on the below – could you give us an ETA on feedback/approval please?

Thanks

Brett Maynard

Market Leader – Transport Planning and Advisory

Direct: [+61 2 8448 1808](tel:+61284481808)

Mobile: [0414 240 412](tel:0414240412)

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From: Maynard, Brett

Sent: Monday, 16 March 2026 11:03 PM

To: Jay Morrow <jay.morrow@tamworth.nsw.gov.au>

Cc: Development <development@tamworth.nsw.gov.au>; Gerrit Prent <gerrit.prent@equis.com>; Elizabeth Zorondo <elizabeth.zorondo@equis.com>; Cheng, Darren <Darren.Cheng@stantec.com>

Subject: Calala BESS - OSOM TMP for Review

Hi Jay

Hope you're well. Further to Council's review and endorsement of the Calala BESS TMP mid last year, please see the attached OSOM TMP for review. Due to the required timing of these deliveries to site, we are under some time pressure to get the TMP approved. Let us know if there's anything we can do to assist your review, such as a briefing meeting to run you through it if beneficial.

Cheers

Brett Maynard

Market Leader – Transport Planning and Advisory

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Mobile: [0414 240 412](tel:0414240412)

brett.maynard@stantec.com

Stantec Australia Pty Ltd



With every community, we redefine what's possible.

Appendix D. Haulage Contractor TMPs



D.1 HiSpec Haulage TMP for Switchroom Buildings, O&M Building and ASB Building



Transportation of Indivisible Item From:

Croydon Park

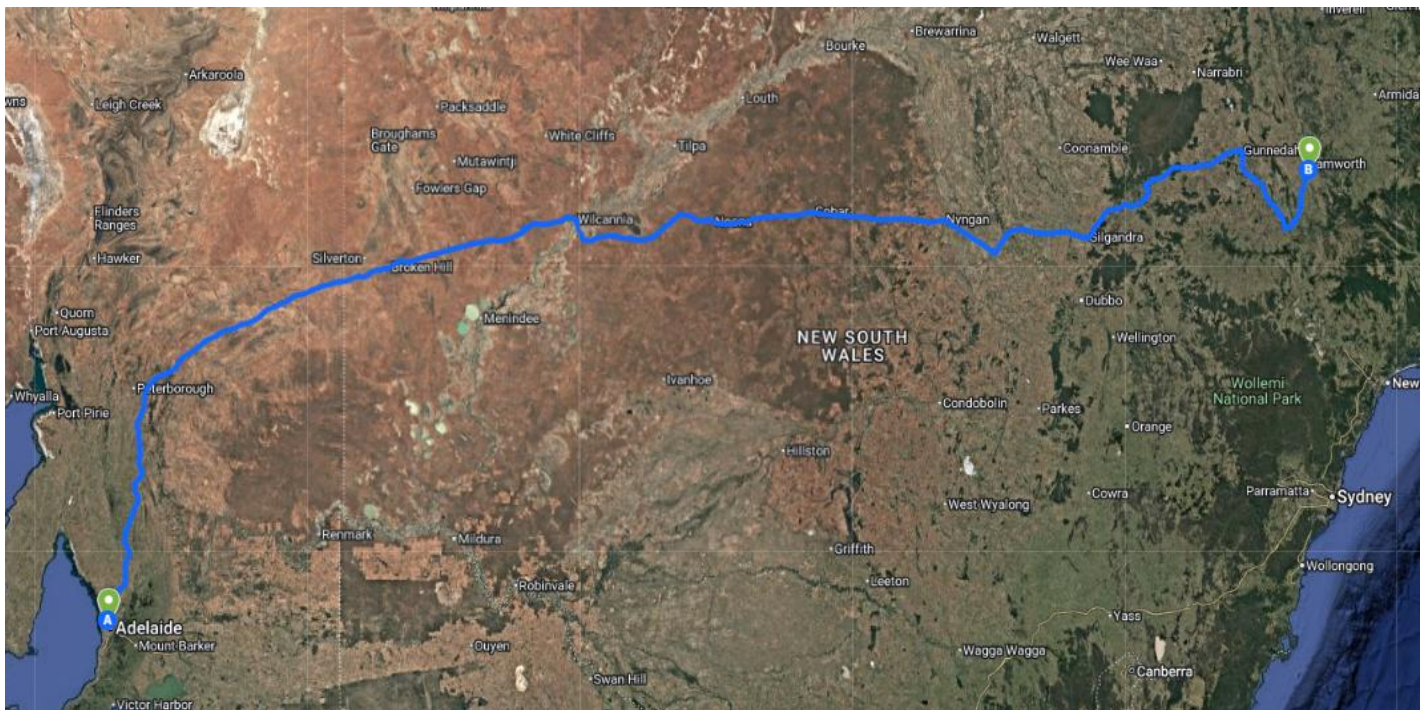
To: Calala Lane Calala

Proposed Route: Regency Road, Rickaby Street, Regency Road, South Road, North South Motorway, Northern Connector, Northern Expressway, Sturt Highway, Horrocks Highway, Barrier Highway, Copperhouse Road, Copperhouse Street, West Street, Barrier Highway, Rakow Street, Creedon Street, Gaffney Street, South Road, Crystal Street, Menindee Road, Argent Street, Barrier Highway, Mitchell Highway, Oxley Highway, Industrial Access Road, Oxley Highway, Warren Road, Hargraves Lane, Newell Highway, Edwards Street, Namoi Street, Saleyard Road, Gardener Street, Newell Highway, Oxley Highway, Warrabungle Street, Bloomfield Street, Oxley Highway, Kamilaroi Highway, Intersection of New England Highway and Kia Ora Lane, Kia Ora Lane, Ascot-Calala Road, Burgmann's Lane, Burgess Lane, End: Intersection of Calala Lane and Burgess Lane, Calala NSW
Unladen Return via reversal of route

Distance: 1635.25km

Date: TBA

Total Time Required: 3.5 days



Google Maps: <https://www.google.com/maps/d/edit?hl=en&mid=1OQggv0nVzRbQ87xRvJOV7uLwU6eRDAU&ll=-32.616230624666%2C143.7276469261008&z=7>

Applicant Details

Operator: Hispec Heavy Haulage

Contact Person: Nadia Maione

Phone: 0412 979 093

Vehicle and Load Details

Registration: XS26CW

VIN: YV5RP90D3LD210642

Trailer Registration: TBC

Load Type and Dimensions

Load Type: Switchroom

Height: 4.2M

Width: 4.5M

Length: 25.6.0M

Loaded Dimensions: Height:

5.2M

Width: 4.5M

Length: 35.99M

Gross Mass: 67.5T

Steer axles: 6.0T

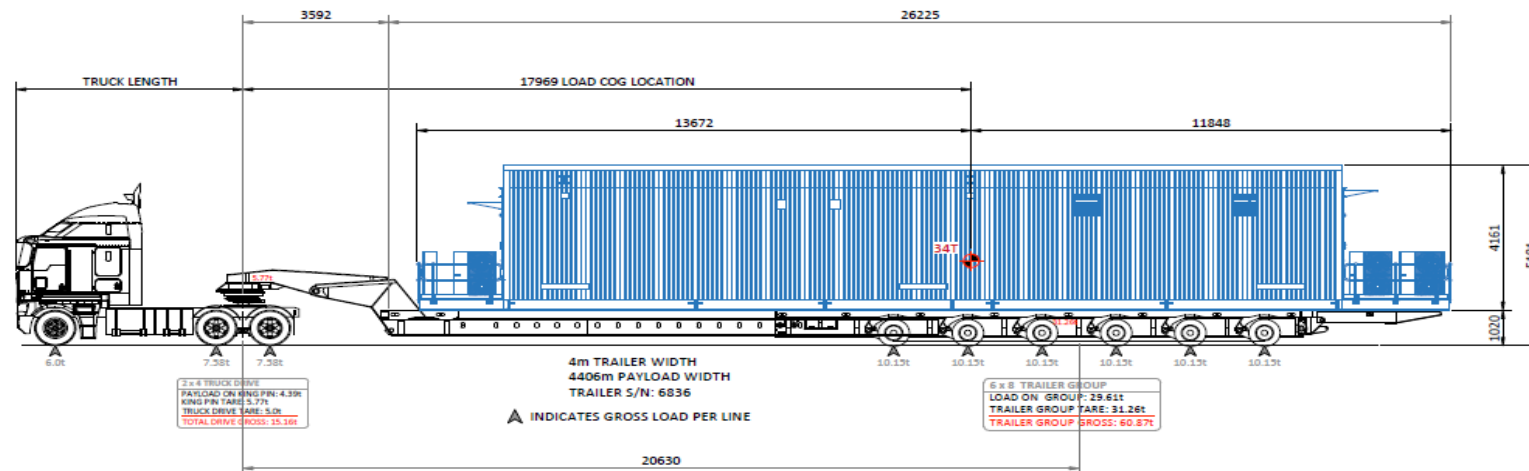
Drive axles: 18.5T

Dolly axles: 28.5T

Trailer axles: 35.0T

NOTES:

1. LOADING VALUES BASED ON APPROXIMATE PAYLOAD AND TARE WEIGHT DETAILS. ACTUAL LOADING VALUES COULD VARY DUE TO PRIME MOVER SELECTION AND ADDED LOAD SECURING MEASURES.
2. TRANSPORT OPERATOR RESPONSIBLE FOR ALL LOAD RESTRAINT MEASURES.



PRINT IN COLOUR

REV	DATE	DESCRIPTION	DRN	CHK
-	-	-	-	-

DRAWING NOTES:
ALL DIMENSION ARE IN mm UNLESS NOTED OTHERWISE (UNO). ALL WEIGHTS ARE IN t (METRIC TONNES) UNO.

TECHNICAL NOTES:
LOAD WEIGHT, DIMENSIONS AND COG POSITION TO BE CONFIRMED BY CLIENT. LOAD STRUCTURAL INTEGRITY TO BE CHECKED BY CLIENT.

Emergency Contacts/Plans

In the event of an emergency situation the operator or the pilot is to call **000** and notify the operator of which emergency service is needed (Police, Fire and/or Ambulance). Once emergency services have been contacted the Operations Manager is to be contacted whom will then pass on the information to the necessary people (Upper Management and Customer)

Police/Fire/Ambulance: Phone 000

SA Traffic Management Centre: 1800 018 313

NSW Traffic Management Centre: 1300 725 886 / 131 700

Tow Truck Operators:

Mildura Towing 136 869

Wagga Truck Towing 0419 693 369

Outback Recovery Service 02 6888 5054

GRS Towing 1300 550 600

National Truck Repairs 02 4960 9200

National Central 1800 254 015

Communication Protocol

All person's involved including Truck drivers, Pilot vehicles operators, Police, Energy provider etc. to meet 30 mins onsite prior to departure for a detailed briefing of the task at hand. All communications between pilot vehicles and/or police and other heavy vehicles occur on UHF 40. Communication between parties involved in the movement will occur on UHF channel 40. All parties will be informed of this channel in the pre-departure meeting held before the movement along with all procedures outlined in this document. All on coming vehicles with UHF's (e.g. Trucks etc.) will be notified of the approaching wide load via UHF 40.

Pull Over Protocols

Rear pilot is to monitor the queue of traffic and the load MUST pull over or slow to allow the backed-up vehicles to pass. Rear pilot will inform all other pilots involved when there has been a lag from last pull over and other cars have been following for a short distance.

The driver and Pilots will also allow vehicles to pass at any opportunity that allows a safe area for this vehicle and its load to pull over safely and will allow a safe passing point for the passing vehicles. Safe pull over areas can include turn off into Private Roads and/or other roads, pull over on the shoulder during over taking lanes, designated pull over/ rest stop areas or service stations.

Front escort will determine safe spot to pull over to allow backed up vehicles to pass. This will be a hard stand area, or a port wide enough for the escort to direct vehicles around us. All communication will be done though UHF Channel 40.

Oncoming traffic will be notified via UHF of the oncoming oversize load by the use of lead escorts having "oversize load ahead" signs on their vehicles (as well as flashing lights) flashing lights on, and the truck having an oversize sign on the front. All the signs will meet the current standards, as outlines in Part 3 of Schedule 8 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation. The oncoming cars will also be notified by the use of hand signals by the escort drivers.

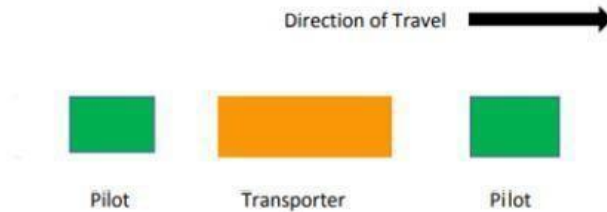
Liaison between pilots and truck driver will predominately be by two-way radio (UHF Channel 40) with mobile telephones as a backup option. Pilots will also communicate with other road users (particularly semi-trailers and B-Doubles) using UHF and advise them of slow moving and wide load restrictions.

Opposing road users on two-way radios will be advised to pull over in safe locations to allow the load to pass them and those travelling behind the load will be informed of delays on two-way radio pending locations where safe passing of traffic from behind the load can occur (to be determined by police, pilots and driver allowing for road, traffic & weather conditions).

A diagram showing the positioning of all parties involved in the movement as follows:

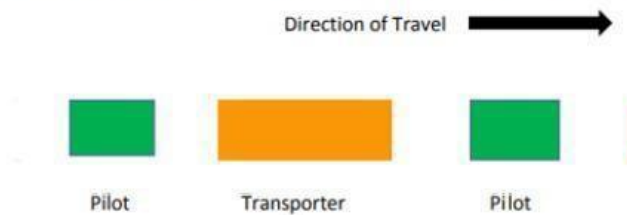
SA Escort Requirements *

A diagram showing the positioning of all parties involved in the movement as follows:



NSW Escort Requirements *

A diagram showing the positioning of all parties involved in the movement as follows:



** Pilot Escort Requirements as per individual state Access Conditions Guides unless otherwise advised within the conditions of an issued NHVR Permit*

Breakdown Protocol

Transport Management Centre will be contacted in the case of an emergency so that other road users can be notified.

In the event of an emergency situation such as a truck breakdown, flat tyre etc. the truck will be moved to the left to ensure minimal traffic impacts, police are to direct and manage traffic as appropriate. For minor issues such as tyres, crew on site can effect a tyre change en-route, we will have hydraulic services available on call should the need arise to replace hydraulic or air lines in case of failure. For major issues such as engine failure one of the following tow truck companies will be called to tow truck to the workshop to be fixed. In the interim another prime mover will be on stand-by to hook onto trailer to continue the journey.

Police/Fire/Ambulance: Phone 000

SA Traffic Management Centre: 1800 018 313

NSW Traffic Management Centre: 1300 725 886 / 131 700

Tow Truck Operators:

Mildura Towing 136 869

Wagga Truck Towing 0419 693 369

Outback Recovery Service 02 6888 5054

GRS Towing 1300 550 600

National Truck Repairs 02 4960 9200

National Central 1800 254 015

Weather Conditions

Prior to departure, the suitability for travel will be assessed by number of factors including, but not limited to, the following:

The Australian Bureau of Meteorology website for:

Weather maps and forecasts of weather conditions on dates of

travel Any weather warnings as issued or in place at the time

State emergency services community warnings or advice in force at the

time Road closure notifications due to flooding or adverse weather

conditions

Weather forecasts and advice will be used to plan for movements of over-dimensional loads in the best weather windows, or if necessary to delay commencement of travel or stop travel at a suitable pull over location if required due to poor weather conditions

Weather And Road Access

On unsealed roads and single lane narrow roads, travel is suspended during periods of prolonged rain and up to 1 day for every 5mm of rain within the 24 hours period after the rainfall event. (i) When a prolonged

rainfall event occurs; the restriction is applied to allow sufficient time for the road and road pavement to dry preventing damage.

Access maybe further restricted or deferred in the event of a significant rainfall event. Contact must be made with the relevant traffic management information sources on such an occasion.

In this section -

"Unsealed roads" means routes accessible by vehicles that are not sealed, or are not metaled, or are gravel roads

"Single lane narrow road" means a road that permits two-way travel but is not wide enough in most places to allow vehicles to pass one another without travelling on unsealed shoulders

"Prolonged rain" means periods of sustained rainfall that can also lead to flooding "a

significant rainfall event" means periods of constant or excessive rainfall that can also lead to flooding

Bridge Crossing Procedure

As this combination must centreline all the bridges on the route with no other vehicles on the bridge at a speed not exceeding 10km/hr, the following procedure is to be implemented:

Police to travel forward and stop all oncoming traffic on undivided carriageway. If police are not required, front pilot to monitor for and advise combination when no oncoming traffic is approaching. Front pilot vehicle to move across bridge to assist to warn oncoming traffic and provide information to combination.

Once informed the road is clear of oncoming vehicles, combination is to travel across the bridge at permitted speed.

Rear pilot to warn following vehicles not to overtake. This will also be required on dual carriageway bridges.

Front pilot to confirm when the combination has cleared the bridge.

Police to release any stopped traffic once combination has travelled across the bridge. (if police are accompanying the combination).

Following traffic to be monitored and, if significantly built-up combination to move into next available rest stop or pull over location.

Permits Required

SA	✓
TfNSW	✓
ARTC	✓
SA Power Network	✓
Essential Energy	✓
Council	✓
Telstra	✓

Electricity Clearance Documentation

Maximum Load height of 5.2m – No High Load Escorts Required

Roadworks

Transport to check roadworks before departure:

<https://traffic.sa.gov.au/>

<https://www.livetraffic.com/>

Speed Of Load

This load will have an average speed of 65km/hr.

Level	Likelihood	Expected or actual frequency experienced				
1	Rare	May occur in exceptional circumstances, simple process, no previous incidence of non-compliance				
2	Unlikely	Could occur at some time, less than a 25% chance of occurring, non-complex process and/or existence of checks and balances				
3	Possible	Might occur at some time, 25% - 50% chance of occurring, previous audits/reports indicate non-compliance, complex process with extensive checks and balances, impacting factors outside control of organization.				
4	Likely	Will probably occur in most circumstances, 50% - 75% chance of occurring, complex process with some checks and balances, impacting factors outside control of organization				
5	Almost Certain	Can be expected to occur in most circumstances, more than 75% chance of occurring, complex process with minimal checks and balances, impacting factors outside control of organization				
		Consequence				
Likelihood		Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Extreme (5)
Rare (1)		Low	Low	Low	Low	Low
Unlikely (2)		Low	Low	Low	Medium	Medium
Possible (3)		Low	Low	Medium	Medium	Medium
Likely (4)		Low	Medium	Medium	High	High
Almost Certain (5)		Low	Medium	Medium	High	Extreme
Hazard		Risk	Control			
Collision with property		med	Pilots to communicate to drivers they have clear access, Drivers to be vigilant of obstacles and stop if unsure.			
Road works restricting movement		Med	Follow direction of road workers and pull over if unsure			
Collision with people		High	Be extra cautious when going through populated areas, ensure in poor lighting that all trucks lights are working and flags are in place. Slow down further as required			
Fatigue		Med	Take rest breaks as required even more than BFM requirements if you need it. If you are tired stop and sleep!			
Bad weather		Low	If unsafe to drive due to poor visibility pull over in safe area and wait to safe to drive.			
Flooded roads		Med	Do not drive through flooded roads, contact supervisor and await further instructions.			
Fire – bush or truck/trailers		High	Do not drive into bush fire areas follow instructions from emergency services, truck/trailer pullover and if safe to do so extinguish fire and call 000.			
Spreading noxious weeds, soil or fauna		Med	Inspection of equipment prior to start, if anything found remove, if possible, by washing down			
Fuel, oil leaks		Low	Check equipment prior to start, if load is leaking double check caps and hoses are secured, clean with rags and or spill kit material. Major spills contact emergency services and your supervisor.			
Load falling off trailer or moving on trailer		Med	Ensure that load has been retrained correctly as per Load Restraint Guide. Ensure that load restraints are check before movement and during movement (when drive stops for break)			
Tight Intersections		High	Beware that the widest load is almost 4.5m wide and 5.2m High, certain intersections will be tight and must be taken with extreme caution and slow speed			
Collision Trees, Signs & Guideposts		High	Collisions must not occur. Ensuring communication with pilots and police is kept and extreme caution is taken around these objects.			

Route Survey – Including Pinch Points and Suitable Pull Over Areas Start: 121 Regency Road, Croydon Park

Regency Road, Croydon Park – Left Hand Turn to South Road

Left Hand Turn – watch for increased traffic, pedestrian crossings and centre median strip/signs etc.



Northern Connector, Dry Creek – Overhead Structure – Vertical Clearance 6.0 metres Bridge Over Road - Beware of narrow shoulders – rear pilot to communicate with truck amount of clearance.



North South Motorway, Bolivar – Overhead Structure – Vertical Clearance 6.5 metres Bridge Over Road - Beware of narrow shoulders – rear pilot to communicate with truck amount of clearance.



North South Motorway, Waterloo Corner – Overhead Structure – Vertical Clearance 6.5 metres

Bridge Over Road - Beware of narrow shoulders – rear pilot to communicate with truck amount of clearance.



North South Motorway, Waterloo Corner – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.4m Bridge Width: 10.0m +



Princes Highway, Virginia – Traffic Lights

Traffic Lights – watch for increased traffic, pedestrian crossings and centre median strip/signs etc. Watch for entering/exiting traffic from side streets, business driveways and private driveways. Good communication between all parties involved.



Princes Highway, Virginia – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.2m Bridge Width: 10.0m +



Princes Highway, Lower Light – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Princes Highway, Port Wakefield – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Princes Highway, Lochiel – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Princes Highway, Snowtown – Railway Crossing

Railway Crossing – approach with caution. Front Pilot to warn of any approaching trains. Do not cross if lights/signals are going. All oncoming traffic to be stopped. Truck to travel down the centre of the road at no more than 35km/hr. Rear pilot to monitor clearance of load with lights/signs.



Princes Highway, Burnsville – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Princes Highway, Merriton – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.4m Bridge Width: 8.0m



Princes Highway, Merriton – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Princes Highway, Crystal Brook – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.4m Bridge Width: 8.0m



Princes Highway, Crystal Brook – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.4m Bridge Width: 8.0m



Princes Highway, Warnertown – Right Hand Turn to Wilkins Highway

Right Hand Turn – watch for increased traffic, pedestrian crossings and centre median strip/signs etc. Watch for entering/exiting traffic from side streets, business driveways and private driveways. Good communication between all parties involved.



Wilkins Highway, Warnertown – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Wilkins Highway, Warnertown – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.0m Bridge Width: 8.0m



Wilkins Highway, Gladstone – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.2m Bridge Width: 7.0m



Wilkins Highway, Gladstone – Roundabout 2nd Exit

Roundabout - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Wilkins Highway, Gladstone – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.4m Bridge Width: 7.0m



Wilkins Highway, Caltowie – Right Hand Turn to Wilkins Highway

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Wilkins Highway, Caltowie – Railway Crossing

Railway Crossing – approach with caution. Front Pilot to warn of any approaching trains. Do not cross if lights/signals are going. All oncoming traffic to be stopped. Truck to travel down the centre of the road at no more than 35km/hr. Rear pilot to monitor clearance of load with lights/signs.



Wilkins Highway, Caltowie – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.1 m Bridge Width: 7.0m



Wilkins Highway, Jamestown – Left Hand Turn to Clyde Street

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Appila Road, Jamestown – Railway Crossing

Railway Crossing – approach with caution. Front Pilot to warn of any approaching trains. Do not cross if lights/signals are going. All oncoming traffic to be stopped. Truck to travel down the centre of the road at no more than 35km/hr. Rear pilot to monitor clearance of load with lights/signs.



Appila Road, Jamestown – Right Hand Turn to Boundary Road

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Boundary Road, Jamestown – Left Hand Turn to R M Williams Way

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



R M Williams Way, Mannanarie – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



R M Williams Way, Mannanarie – Right Hand Turn to Beniah Road

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Beniah Road, Mannanarie – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.4m Bridge Width: 7.0m



Beniah Road, Mannanarie – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.4m Bridge Width: 7.0m



Beniah Road, Yongala – Left Hand Turn to Beniah Road

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Barrier Highway, Ucolta – Railway Crossing

Railway Crossing – approach with caution. Front Pilot to warn of any approaching trains. Do not cross if lights/signals are going. All oncoming traffic to be stopped. Truck to travel down the centre of the road at no more than 35km/hr. Rear pilot to monitor clearance of load with lights/signs.

**Barrier Highway, Parnaroo – Pull Over Area**

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Barrier Highway, Nackara – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Barrier Highway, Yunta – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.4m Bridge Width: 7.0m



Barrier Highway, Yunta – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Barrier Highway, Yunta – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.2 m Bridge Width: 7.0m



Barrier Highway, Winnininnie – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.2m Bridge Width: 7.0m



Barrier Highway, Winnininnie – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height:

1.2m Bridge Width: 7.0m



Barrier Highway, Florina Station – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Barrier Highway, Olary – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Barrier Highway, Bulloo Creek – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.0m Bridge Width: 7.5m



Barrier Highway, Cutana – Railway Crossing

Railway Crossing – approach with caution. Front Pilot to warn of any approaching trains. Do not cross if lights/signals are going. All oncoming traffic to be stopped. Truck to travel down the centre of the road at no more than 35km/hr. Rear pilot to monitor clearance of load with lights/signs.



Barrier Highway, Pine Creek Station – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.0m Bridge Width: 7.5m

**Barrier Highway, Pine Creek Station – Bridge**

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be warned with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.2m Bridge Width: 7.5m



Barrier Highway, Broken Hill – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Barrier Highway, Cockburn - Thackaringa Creek Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.2m Bridge Width: 8.5m



Barrier Highway – Rest Area South of Stirling Vale Creek

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway - Narrow Passageways

Road Narrows – beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc.



Barrier Highway – South of Stirling Vale Creek

Armco Railing– beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc.



Barrier Highway – South of Stirling Vale Creek – Armco Railings

Armco Railing– beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc



Barrier Highway – South of Stirling Vale Creek – Armco Railings

Armco Railing– beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc.



Barrier Highway – South of Stirling Vale Creek – Armco Railings

Armco Railing– beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc.



Barrier Highway, Broken Hill - Stirling Vale Creek

Armco Railing— beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance Railing Height: 1.0m Bridge Width: 9.0m



Barrier Highway – South of Depot Road – Armco Railings

Armco Railing— beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance,



Barrier Highway – South of Depot Road – Armco Railings

Armco Railing– beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc.



Barrier Highway – South of Depot Road - Rest area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Broken Hill – Right Hand Turn into Creedon Street

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Creedon Street, Broken Hill – Left Hand Turn into Gaffney Street

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Gaffney Street, Broken Hill – Left hand turn into Crystal Street

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Barrier Highway, Broken Hill - Main Street

Townships – Observe reduced speed limits - watch for increased traffic, pedestrian crossings and centre median strip/signs etc. Watch for entering/exiting traffic from side streets, business driveways and private driveways. Good communication between all parties involved.



Crystal Street, Broken Hill – Left Hand Turn to Menindee Street

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Menindee Street, Broken Hill – Right Hand Turn onto Barrier Highway

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Barrier Highway, Broken Hill - Township

Townships – Observe reduced speed limits - watch for increased traffic, pedestrian crossings and centre median strip/signs etc. Watch for entering/exiting traffic from side streets, business driveways and private driveways. Good communication between all parties involved.



Barrier Highway- Round Hill Rest Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway - Willa Will Yong Creek No 3

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.
Railing Height: 1.3m Bridge Width: 8.1m



Barrier Highway - Willa Will Yong Creek No 2

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.
Railing Height: 1.3m Bridge Width: 7.8m



Barrier Highway – South of Stephens Creek Reservoir Road – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway – South of Stephens Creek Reservoir Road

Road Narrows – beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc.



Barrier Highway – South of Mt Darling Creek – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway - Mount Darling Creek Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.3m Bridge Width: 7.7m



Barrier Highway - Stephens Creek Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 6.4m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m

Bridge Width: 7.8m



Barrier Highway – South of Twenty Five Mile Creek – Roadside Rest area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway - Twenty Five Mile Creek

Road Narrows – beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc.



Barrier Highway, Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway - Marachi Creek Bridge

Armco Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.3m Bridge Width: 8.1m

**Barrier Highway - Yancowinna Creek Bridge**

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.3m Bridge Width: 7.9m



Barrier Highway – South of Topar Roadhouse

Road Narrows – beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc.



Barrier Highway - Topar Roadhouse – Little Topaz – Rest Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway - Scopes Range Creek – Armco Railings/Bridge Railings

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.3m Bridge Width: 7.7m



Barrier Highway – South of Spring Creek - Narrow Passageways

Road Narrows – beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc.



Barrier Highway – Spring Creek – Armco Railings

Armco Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.0m Road Width: 8.0m



Barrier Highway, Dolo Hill – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway – South of Dolo Hill Rest Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.

**Barrier Highway – Dolo Hill Rest Area**

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Wilcannia – Dolo Creek Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 8.0m

**Barrier Highway – South of Grassmere Creek - Culvert**

Culvert – beware of narrow shoulders – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance, etc.



Barrier Highway - Grassmere Creek Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 8.4m



Barrier Highway – Netallie Hill Rest area South of Opal Miners Way

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway – Wilcannia Main Street

Townships – Observe reduced speed limits - watch for increased traffic, pedestrian crossings and centre median strip/signs etc. Watch for entering/exiting traffic from side streets, business driveways and private driveways. Good communication between all parties involved.

**Barrier Highway, Wilcannia - Wilcannia Bridge (Darling River)**

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 7.6m



Barrier Highway, Wilcannia – Unnamed Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.3m Bridge Width: 7.9m



Barrier Highway, Wilcannia – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Wilcannia – Unnamed Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 8.4m



Barrier Highway, Wilcannia – Unnamed Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 7.8m



Barrier Highway, Wilcannia – Unnamed Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 7.9m

**Barrier Highway, Wilcannia – Unnamed Bridge**

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 7.7m



Barrier Highway, Wilcannia – Unnamed Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 7.8m

**Barrier Highway, Wilcannia – Unnamed Bridge**

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 7.8m



Barrier Highway, Wilcannia – Talyawalka Creek Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.6m Bridge Width: 8.0m

**Barrier Highway, Wilcannia – Unnamed Bridge**

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 7.7m



Barrier Highway, Wilcannia – Unnamed Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 8.1m



Barrier Highway/Cobb Highway Intersection, Wilcannia – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Wilcannia – Goonalga Creek Bridge

Bridge Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.3m Bridge Width: 7.8m



Barrier Highway, Wilcannia – Armco Railings

Armco Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.0m Road Width: 8.1m



Barrier Highway, Wilcannia – Maccullochs Rest Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Wilcannia – Armco Railings

Armco Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.0m Road Width: 7.8m



Barrier Highway, Wilcannia – Armco Railings

Armco Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.0m Road Width: 8.0m



Barrier Highway, Wilcannia – Armco Railings

Armco Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.0m Road Width: 7.8m



Barrier Highway, Wilcannia – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Wilcannia – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Emmdale Roadhouse – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Tilpa – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Bulla Park Rest Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Noona – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Noona – Rest Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Noona – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Cubbo – Armco Railings

Armco Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 6.4m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.
Railing Height: 1.0m Road Width: 7.7m

**Barrier Highway, Cubbo – Armco Railings**

Armco Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.
Railing Height: 1.0m Road Width: 7.8m



Barrier Highway, Cubba – Armco Railings

Armco Railings on both sides of road – beware of narrow shoulders – If required on permit, truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance. Railing Height: 1.0m Road Width: 7.9m



Barrier Highway, Cubba – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway – South of Buckaroon Creek – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Cubba – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Cubba – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.

**Barrier Highway – South of Cobar-Belarabon Road – Pull Over Area**

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway/Cobar-Belarabon Road intersection

Beware of entering/exiting traffic – good communication between all parties involved – suitable to drive in and let following vehicles to safely pass. Rear pilot guidance for truck while load enters/exits.



Barrier Highway - Cobar Rest Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Barrier Highway, Cobar Township

Watch for increased traffic, pedestrian crossings and centre median strip/signs etc. Watch for entering/exiting traffic from side streets, business driveways and private driveways. Escort to monitor and manage traffic as load passes. Good communication between all parties involved.



Barrier Highway, Cobar – Left Hand Turn to Frederick Street

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Frederick Street, Cobar – Right Hand Turn to Louth Road/Barrier Highway

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Barrier Highway, Hermidale – Rail Bridge

Armco Railing/Bridge Railings on both sides of Highway – beware of narrow shoulders – police/escort to stop oncoming traffic with plenty of notice. Truck to travel down centreline of bridge at 10km/hr or less, with exclusion of all other traffic. As load is 5.0m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.8m Bridge Width: 9.5m



Barrier Highway, Nyngan – Railway Crossing

Railway Crossing – approach with caution. Front Pilot to warn of any approaching trains. Do not cross if lights/signals are going. Driver to raise suspension on float so not to catch on railway line. Truck to travel down the centre of the road at no more than 35km/hr. Rear pilot to monitor clearance of load with lights/signs.



Mitchell Highway, Nyngan – Right Hand Turn to Mitchell Highway

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Mitchell Highway, Nyngan – Bogan River Crossing

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. Truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.50m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Rail Width: 8.1m Rail Height: 1.4m



Mitchell Highway, Nyngan – Left Hand Turn to Mitchell Highway

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Mitchell Highway, Nyngan – Railway Crossing

Railway Crossing – approach with caution. Front Pilot to warn of any approaching trains. Do not cross if lights/signals are going. All oncoming traffic to be stopped. Truck to travel down the centre of the road at no more than 35km/hr. Rear pilot to monitor clearance of load with lights/signs.



Mitchell Highway, Nyngan – Right Hand Turn to Mitchell Highway

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Mitchell Highway, Nyngan – Rest Stop Area

Rest Stop area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Mitchell Highway, Nevertire – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits



Mitchell Highway, Nevertire – Railway Crossing

Railway Crossing – approach with caution. Front Pilot to warn of any approaching trains. Do not cross if lights/signals are going. All oncoming traffic to be stopped. Truck to travel down the centre of the road at no more than 35km/hr. Rear pilot to monitor clearance of load with lights/signs.



Mitchell Highway, Nevertire – Left Hand Turn to Warren Street

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Oxley Highway, Warren – Left Hand Turn to Industrial Access Rd

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Industrial Access Rd, Warren – Left Hand Turn to Oxley Highway

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Oxley Highway, Gilgandra – Right Hand Turn to Newell Hwy

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Newell Highway, Left-Hand Turn to Coonabarabran Gilgandra – Bridge (Castlereagh River)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be Guided with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 8.2m



Newell Highway, Gilgandra – Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Gilgandra – Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Gilgandra – Bridge (5 Mile)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be guided with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 7.9m

**Newell Highway, Gilgandra – Bridge (Dustys Creek)**

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 7.8m



Newell Highway, Gilgandra – Gilgandra Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Biddon – Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Biddon – Bridge (Bulga Creek)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 7.8m



Newell Highway, Biddon – Pull Over Area

Pull Over Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Biddon – Bridge (Hodgkiss Creek)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 7.8m



Newell Highway, Biddon – Bridge (Biddon Creek)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 7.7m



Newell Highway, Biddon – Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Biddon – Pull Over Area

Pull Over Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Tooraweenah – Bridge (Wallaroy Creek)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 8.1m



Newell Highway, Tooraweenah – Bridge (Nullen Creek)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 8.4m



Newell Highway, Tooraweenah – Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Tooraweenah – Bridge (Uargon Creek)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 7.5m



Newell Highway, Gowang – Spire View Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Gowang – Bridge (Gowang Creek)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 8.0m



Newell Highway, Gowang – Bridge (Greenbah Creek)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 7.5m



Newell Highway, Tannabar – Pull Over Area

Pull Over Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Wattle Springs – Pull Over area

Pull Over Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Wattle Springs – Bridge (Belar Creek)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 8.1m



Newell Highway, Wattle Springs – Bridge (Jack Halls Creek)

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Railing Height: 1.4m

Bridge Width: 7.5m



Newell Highway, Wattle Springs – Camkeena Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Coonabarabran – Pull Over Area

Pull Over Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Newell Highway, Coonabarabran – Pedestrian Crossing

Watch for pedestrian activity. Good communication between all parties involved. If crossing is being used, truck is to stop and not proceed until clear.

**Newell Highway, Coonabarabran – Left Hand Turn to Edwards Street**

Left Hand Turn – Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Edwards Street, Coonabarabran - Right Hand Turn to Namoi Street

Truck to monitor clearance with median strip/signs etc. Oncoming traffic to be stopped with plenty of notice while truck crosses into the intersection. Good communication between all parties involved regarding traffic/clearance etc.



Namoi Street, Coonabarabran – Bridge (Castlereagh River)

No Bridge Railings – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. If required on the permit, truck to travel down centreline of bridge with exclusion of all other traffic.

Approx. Bridge Width: 7.0m



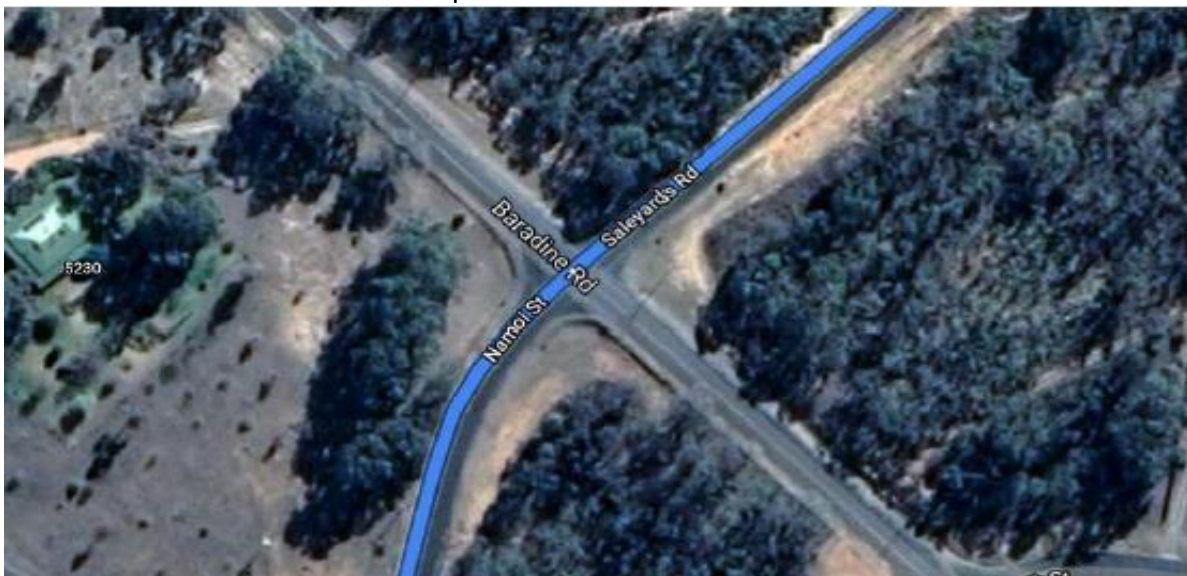
Namoi Street, Coonabarabran – Railway Crossing

Railway Crossing – approach with caution. Front Pilot to warn of any approaching trains. Do not cross if lights/signals are going. All oncoming traffic to be stopped. Truck to travel down the centre of the road at no more than 35km/hr. Rear pilot to monitor clearance of load with lights/signs.



Namoi Street, Coonabarabran – Give Way sign across Baradine Road to continue onto Saleyards Road

Give Way – watch for increased traffic, pedestrian crossings and centre median strip/signs etc. Watch for entering/exiting traffic from side streets, business driveways and private driveways. Good communication between all parties involved.



Gardener Street, Coonabarabran – Left Hand Turn to Newell Highway

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Oncoming traffic to be stopped with plenty of notice while truck crosses into the intersection. Good communication between all parties involved regarding traffic/clearance etc.



Newell Highway, Coonabarabran – Pull Over Area

Pull Over Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Bloomfield Street, Gunnedah – Roundabout 1st Exit to Kamlaroi Highway

Roundabout - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Kamlaroi Highway, Gunnedah – Roundabout 2nd Exit

Roundabout - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Kamilaroi Highway, Gunnedah – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Kamilaroi Highway, Gunnedah – Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.





Kamilaroi Highway, Nea – Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Kamilaroi Highway, Nea – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely.



Kamilaroi highway, Curlewis – Railway Crossing

Railway Crossing – approach with caution. Front Pilot to warn of any approaching trains. Do not cross if lights/signals are going. All oncoming traffic to be stopped. Truck to travel down the centre of the road at no more than 10km/hr. Rear pilot to monitor clearance of load with lights/signs.



Kamilaroi Highway, Breeza – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. Truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Bridge Width: 6.6m Rail Height:

1.2m



Kamilaroi Highway, Borambil – Pull Over Area

Pull over area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Kamilaroi Highway, Quirindi – Right Hand Turn to Kamilaroi Highway

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Kamilaroi Highway, Braefield – Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



Kamilaroi Highway, Braefield – Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. Truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Bridge Width: 6.6m Rail Height: 1.2m



Kamilaroi Highway, Willow Tree – Left Hand Turn to New England Highway

left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



New England Highway, Willow Tree - Colly Creek Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. Truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Bridge Width: 8.2m Rail Height: 1.2m



New England Highway, Wallabadah - Spring Creek Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. Truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Bridge Width: 7.6m Rail Height: 1.4m



New England Highway, Wallabadah - Kangaroo Creek Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. Truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Bridge Width: 8.2m

Rail Height: 1.2m



Kamilaroi Highway, Wallabadah – Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



New England Highway, Wallabadah - Spring Creek Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. Truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Bridge Width: 7.6m

Rail Height: 1.4m



New England Highway, Goonoo Goonoo - Swamp Creek Bridge

Bridge Railings on both sides of Highway – beware of narrow shoulders – Oncoming traffic to be stopped with plenty of notice. Truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. As load is 4.5m the load will be narrower than the guard rails therefore width will not be a problem, the trailer can also be lifted and tilted to one side to allow for more clearance.

Bridge Width: 7.6m

Rail Height: 1.2m



New England Highway, Goonoo Goonoo – Rest Stop Area

Rest Stop Area – Beware of entering/exiting traffic – good communication between all parties involved – suitable to pull over and let following vehicles pass safely. Pilot guidance for truck while load enters/exits.



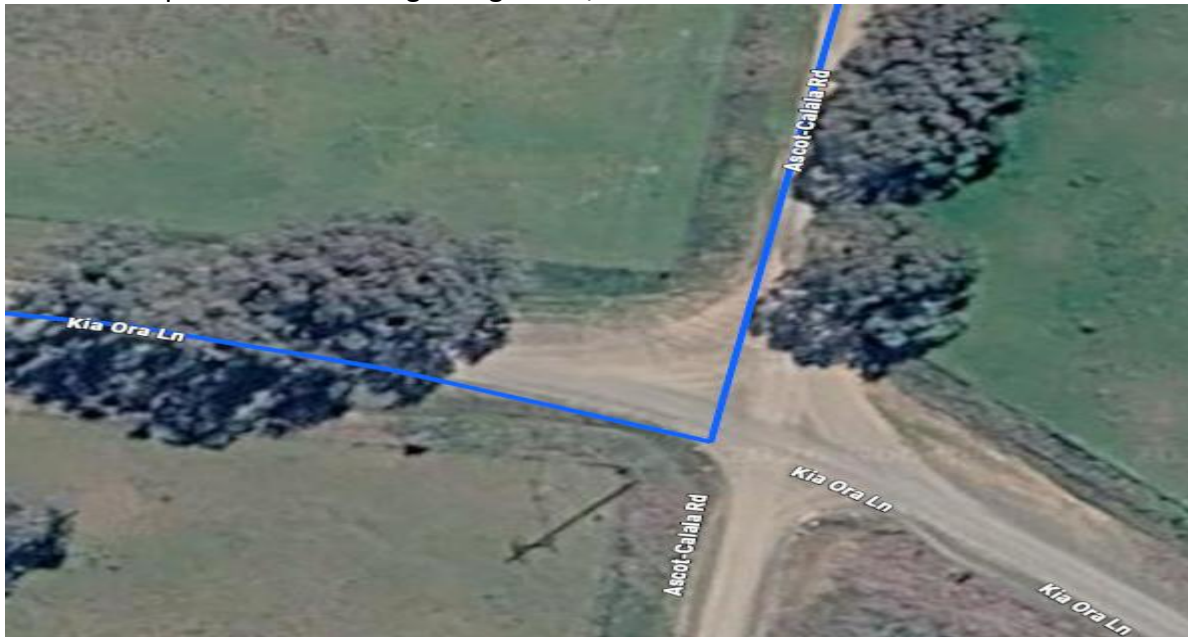
New England Highway, Right-Hand Turn into Kia Ora Lane

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



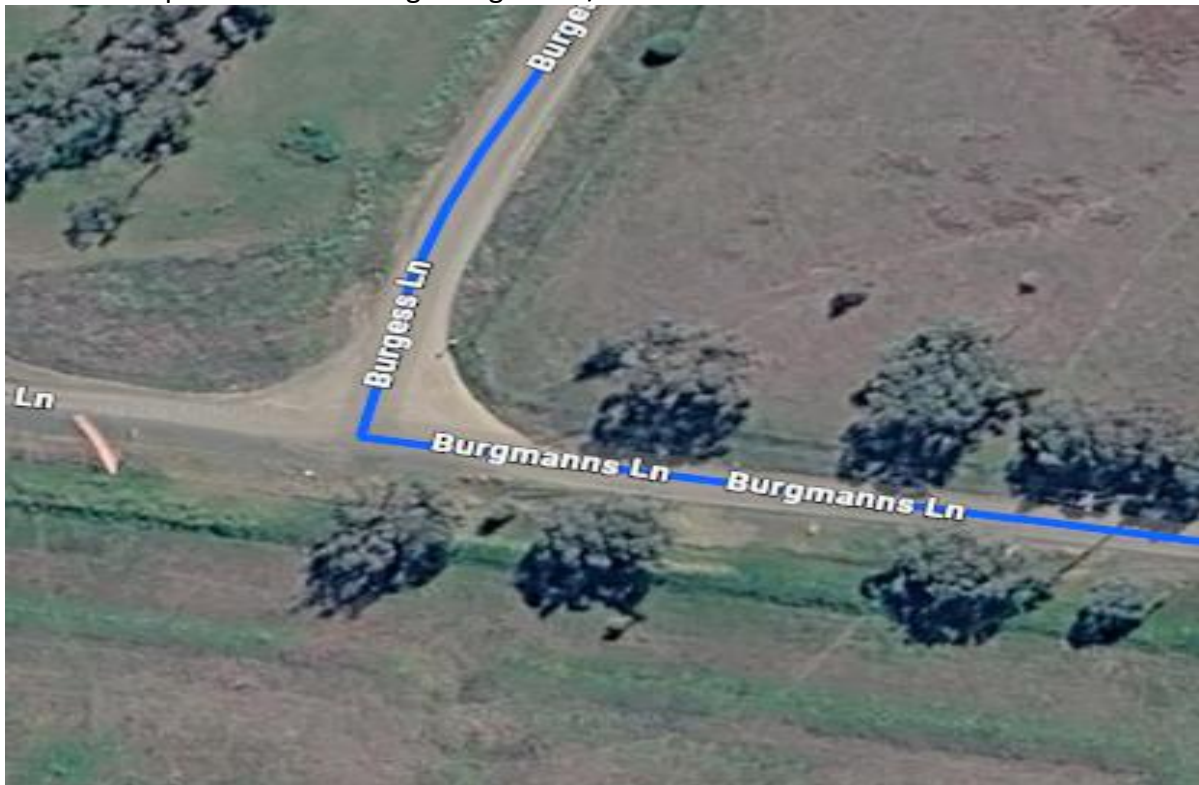
Kia Ora Lane, Left-Hand Turn into Ascot Calala Rd

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Ascot Calala Rd/ Burgmanns Lane, Right-Hand Turn into Burgess Lane

Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Burgess Lane, Right-Hand Turn into Calala Lane

Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.



Calala Lane, South Tamworth – Site Entry

Calala Site Entry– Oncoming traffic to be stopped with plenty of notice. Truck to travel down centreline of road at 10km/hr or less – beware of narrow shoulders, with exclusion of all other traffic. The site may need hardstands on either side of the entry for trailing equipment to access site.



Other Matters/Comments

The driver and Pilots will also allow vehicles to pass at any opportunity that allows a safe area for this vehicle and its load to pull over safely and will allow a safe passing point for the passing vehicles. Safe Pull over areas can include turn off into Private Roads and/or other roads, pull over on the shoulder during over taking lanes, designated pull over/ rest stop areas or service stations.

Where overtaking lanes are available to allow traffic to pass load safely. Load will slow to 10km/hr to allow this to happen.

The load is 4.5m wide at its widest point and height is 5.2 metres. The deck height of the trailer is 1.0 metres and is hydraulically controlled so it can be lowered to avoid power lines and bridges. The trailer can also be raised to clear bridge railings.

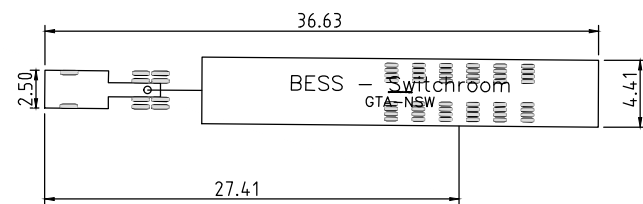
We have allowed for tolerances in the above figures.

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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT
NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
V. HENDERSON

APPROVED BY
L. SMITH

DESIGN CHECK
D. POL

DATE ISSUED
27/03/2026

SCALE
A3
0 2.5 5 10 1:500

CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

**BARRIER HWY TO CREDON ST
SWEPT PATHS - SWITCHROOM**

DRAWING NO. 300305589-07-10

SHEET 10 OF 37

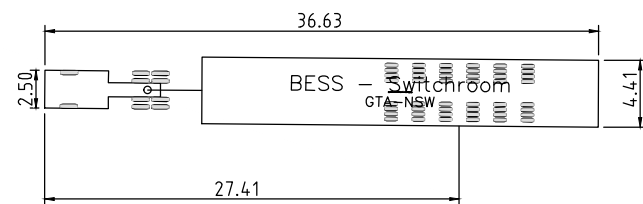
ISSUE P1

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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



PRELIMINARY PLAN

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DESIGNED
V. HENDERSON

APPROVED BY
L. SMITH

DESIGN CHECK
D. POL

DATE ISSUED
27/03/2026

SCALE
A3 0 2.5 5 10 1:500

CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

CREDON ST TO GAFFNEY ST
SWEPT PATHS - SWITCHROOM

DRAWING NO. 300305589-07-11

SHEET 11 OF 37

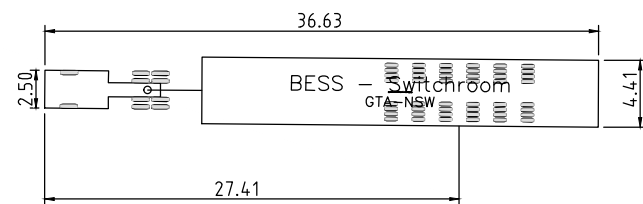
ISSUE P1

\\AU2019-NTAP01\CF502\SHARED_PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:21



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
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NOTIFICATION

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27/03/2026

SCALE
A3
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1:1000

CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

GAFFNEY ST TO SOUTH RD
SWEPT PATHS - SWITCHROOM

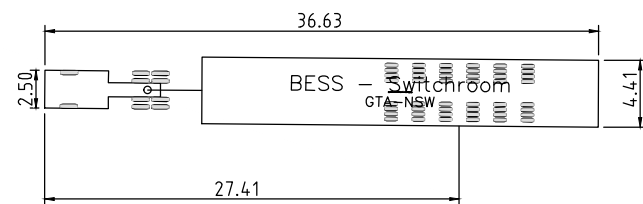
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\\AU2013-NTAP01\CF502\SHARED\PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:21



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



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SCALE
A3 0 5 10 20 1:1000

CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

**SILVER CITY HWY TO BARRIER HWY
SWEPT PATHS - SWITCHROOM**

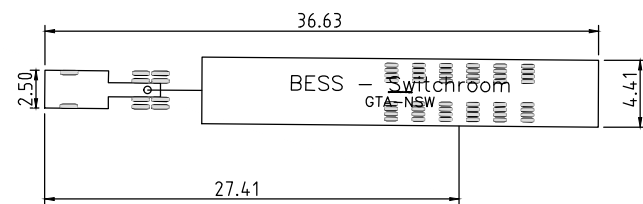
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\\AU2019-NTAP01_CIF502\SHARED_PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:21



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



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27/03/2026

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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

**BARRIER HWY TO MITCHELL HWY
SWEPT PATHS - SWITCHROOM**

DRAWING NO. 300305589-07-14

SHEET 14 OF 37

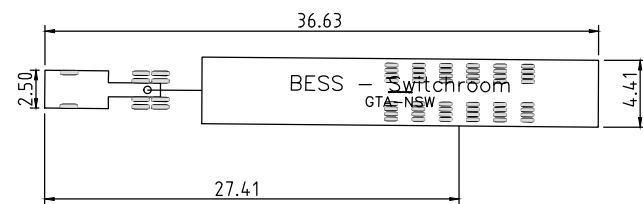
ISSUE P1

\\AU2013-NTAP01\CF502\SHARED\PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:21



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



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D. POL

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L. SMITH

DATE ISSUED
27/03/2026

SCALE
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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

**MITCHELL HIGHWAY
SWEPT PATHS - SWITCHROOM**

DRAWING NO. 300305589-07-15

SHEET 15 OF 37

ISSUE P1



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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

MITCHELL HWY
SWEEP PATHS - SWITCHROOM

DRAWING NO. 300305589-07-16 SHEET NO. 1

SHEET 16 OF 37

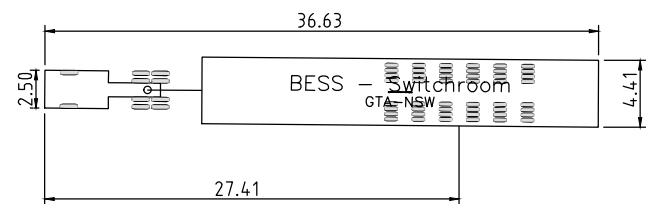
ISSUE P1

\\AU2013-NTAP01\CF502\SHARED_PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:22



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



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DATE ISSUED
27/03/2026

SCALE
A3 0 2.5 5 10 1:500

CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

TRANGIE RD TO DANDALOO ST
SWEPT PATHS - SWITCHROOM

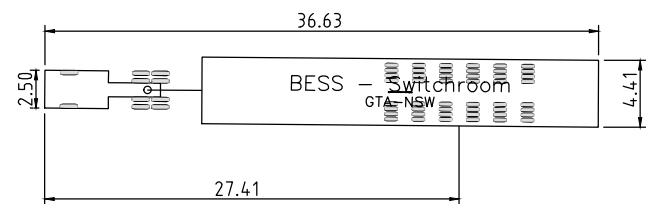
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\\AU2013-NTAP01\CF502\SHARED_PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:22



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

DANDALOO ST TO BURRAWAY ST
SWEPT PATHS - SWITCHROOM

DRAWING NO. 300305589-07-18

SHEET 18 OF 37

ISSUE P1

\\AU2019-NTAP01\CF502\SHARED\PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:22



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A3 0 2.5 5 10 1:500

CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

VICTORIA ST TO THOMPSON ST
SWEEP PATHS - SWITCHROOM

DRAWING NO. 300305589-07-19 SHEET 19 OF 37 ISSUE P1

\\AU2013-INTAP01\CF502\SHARED\PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:23



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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

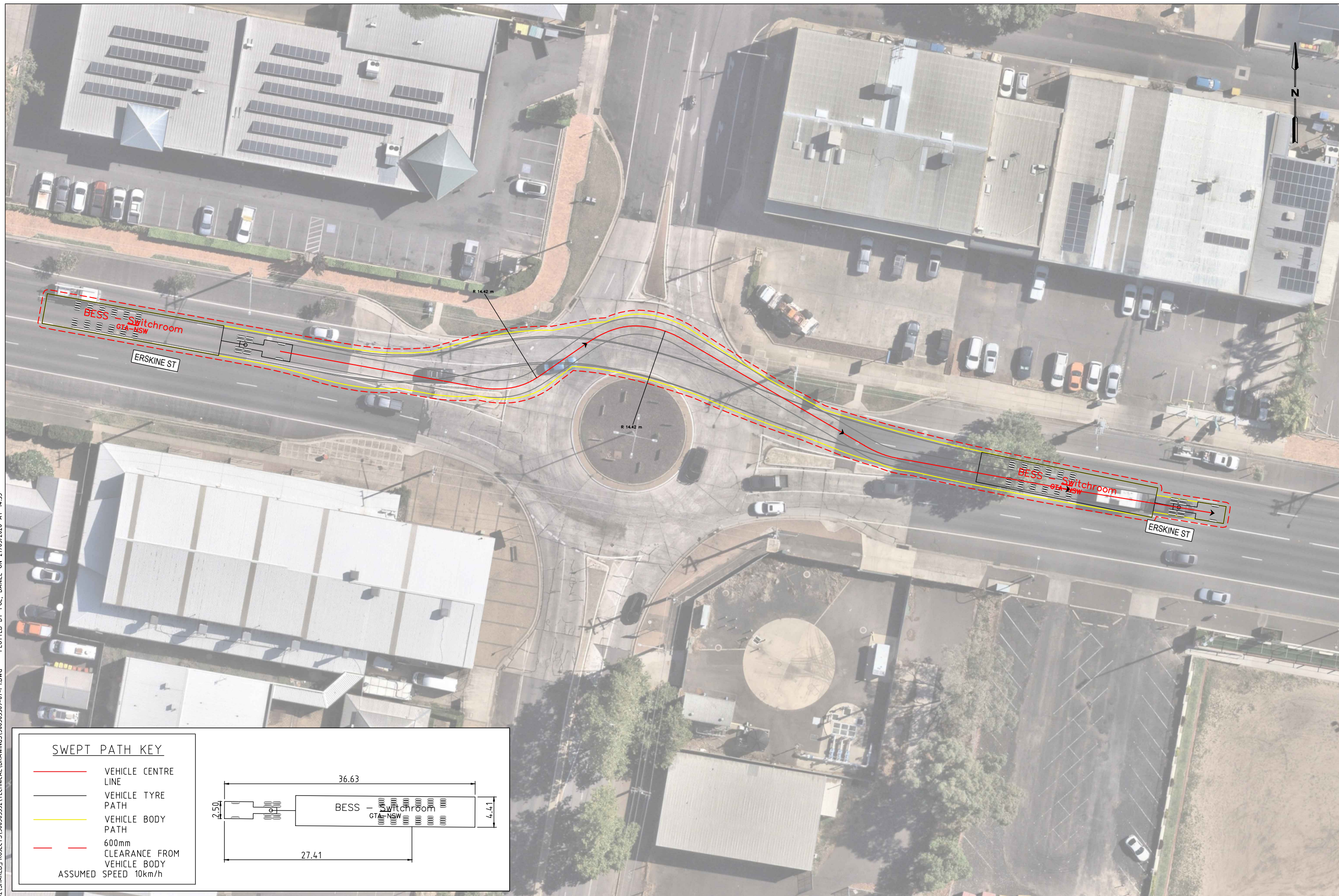
THOMPSON ST TO ERSKINE ST
SWEPT PATHS - SWITCHROOM

DRAWING NO. 300305589-07-20

SHEET 20 OF 37

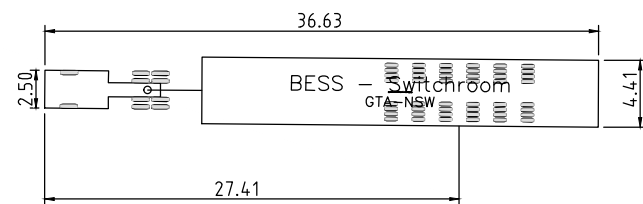
ISSUE P1

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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

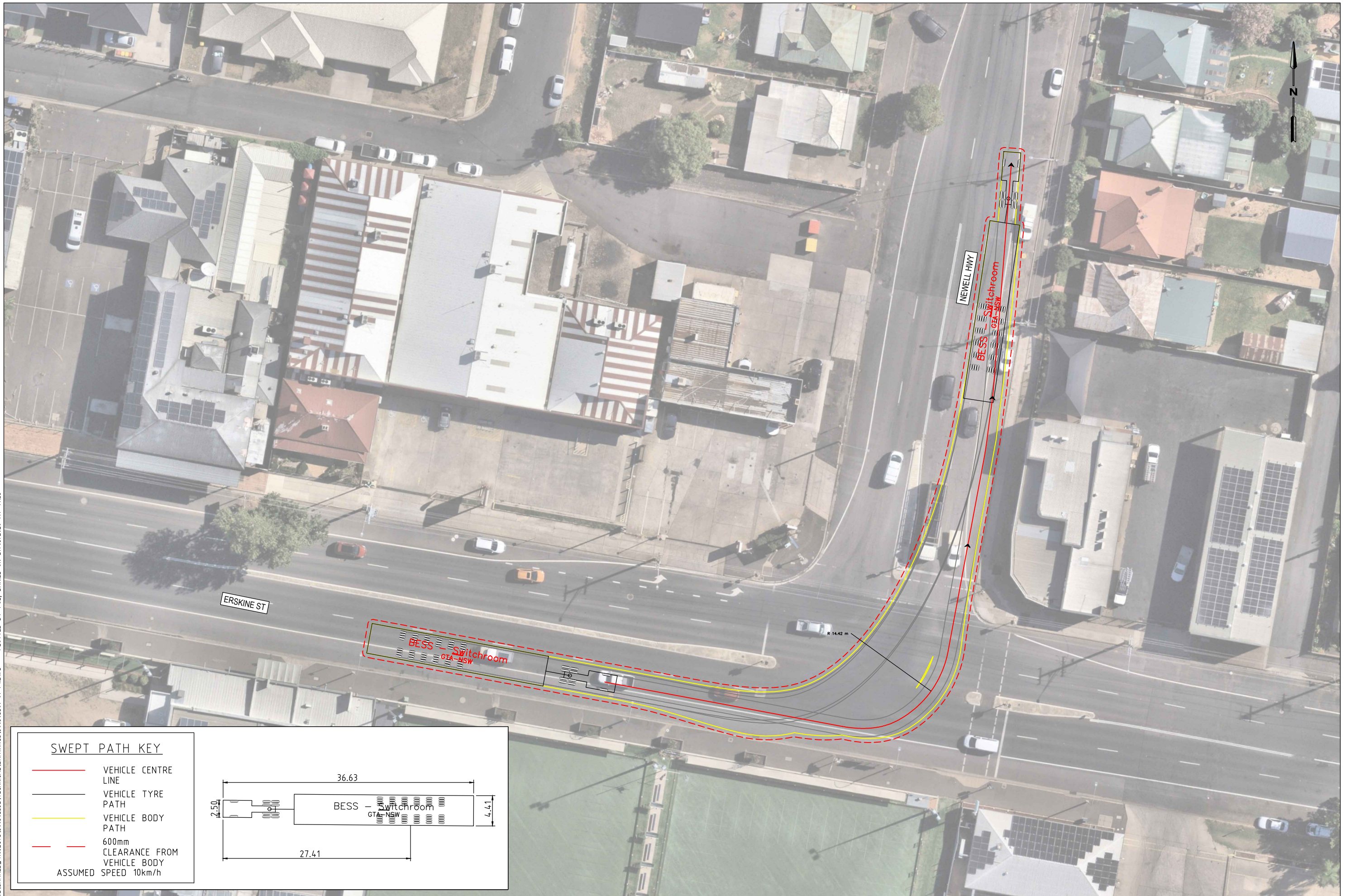
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SWEPT PATHS - SWITCHROOM

DRAWING NO. 300305589-07-21

SHEET 21 OF 37

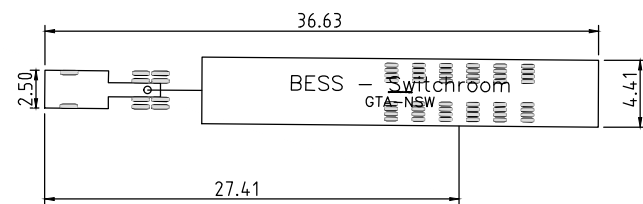
ISSUE P1

\\AU2013-NTAP01\CF502\SHARED_PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:53



SWEPT PATH KEY

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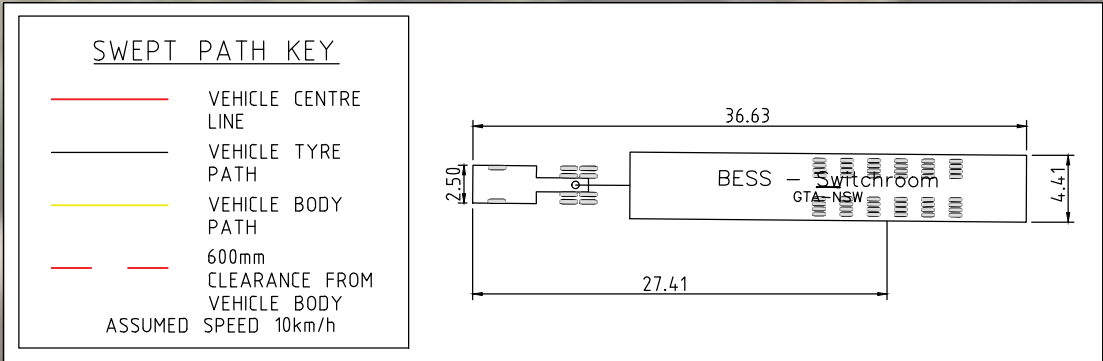
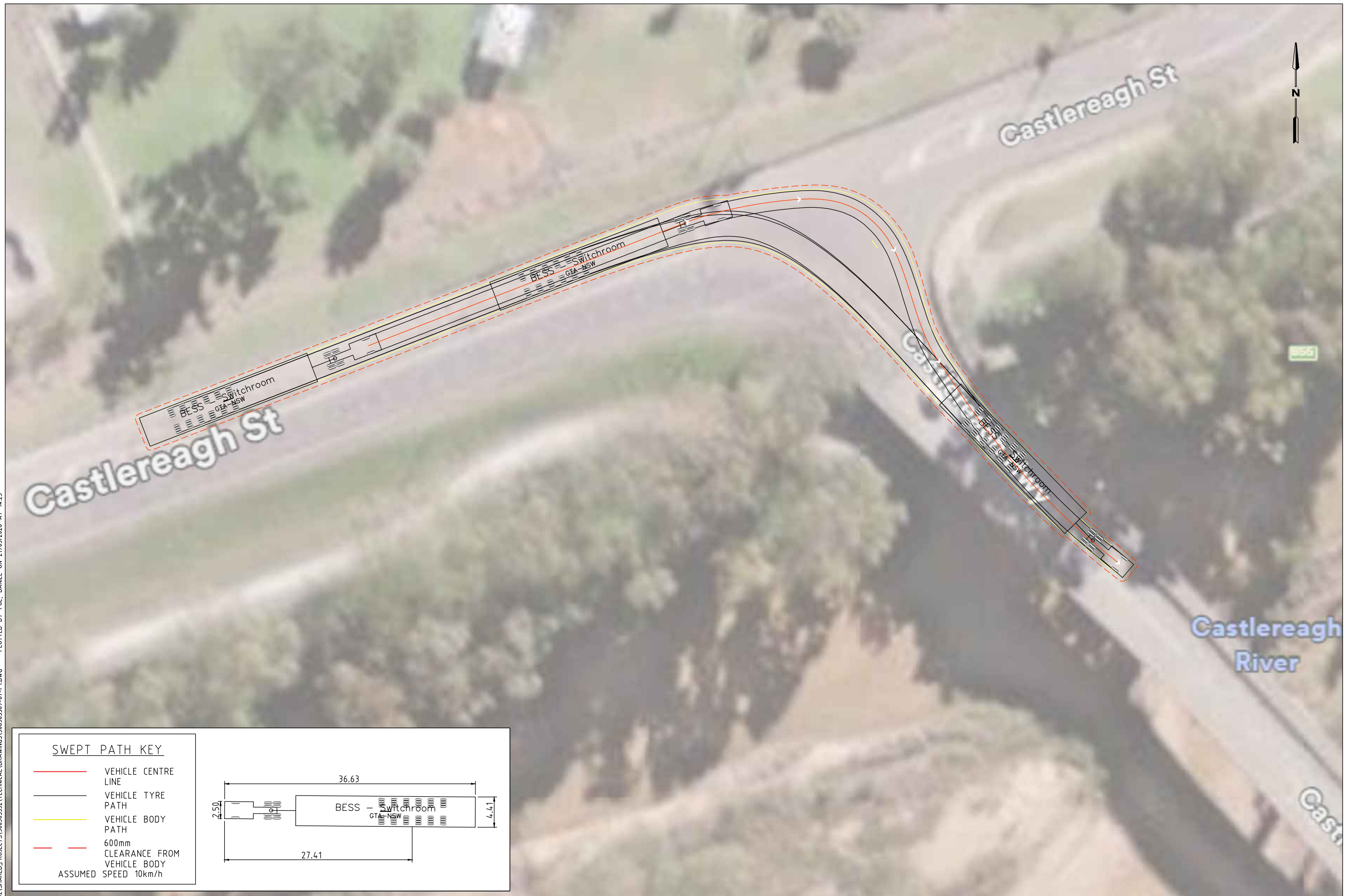
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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

**ERSKINE ST TO NEWELL HWY
SWEPT PATHS - SWITCHROOM**
DRAWING NO. 300305589-07-22 SHEET 22 OF 37 ISSUE P1

\\AU2013-NTAP01\CF502\SHARED_PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:23



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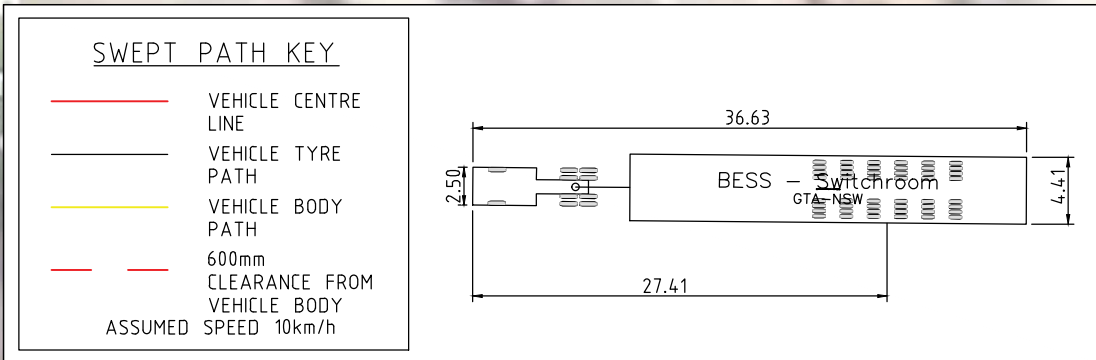
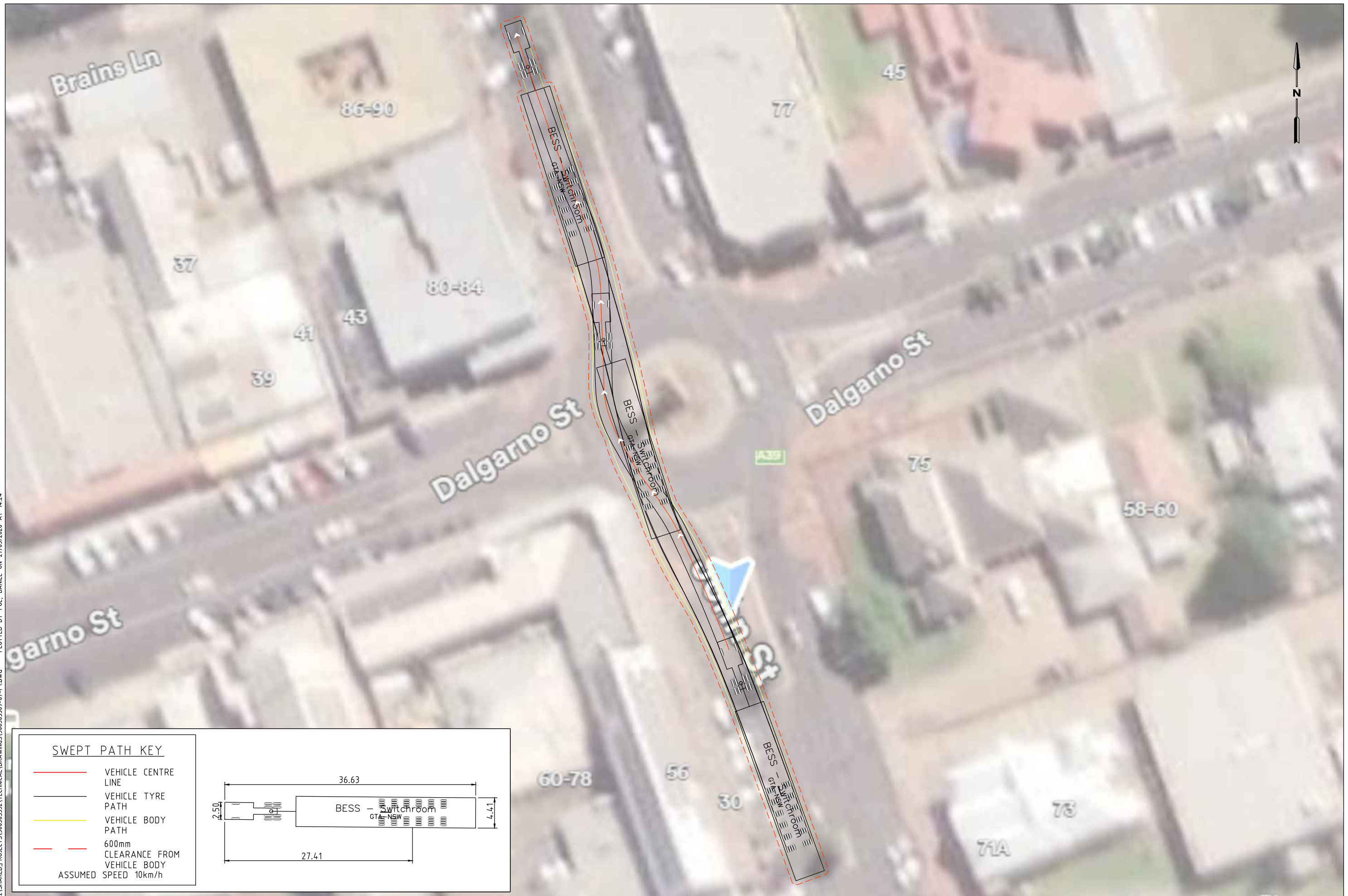
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300305589-07-P1.DWG

CALALA BESS

**CASTLEREAGHT ST TO CASTLEREAGH HWY
SWEPT PATHS - SWITCHROOM**

DRAWING NO. 300305589-07-23 SHEET 23 OF 37 ISSUE P1

\\AU2013-NTAP01\CF502\SHARED_PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:24



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A3 0 2.5 5 10 1:500

CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

JOHN ST
SWEPT PATHS - SWITCHROOM

DRAWING NO. 300305589-07-24

SHEET 24 OF 37

ISSUE P1

\\AU2013-NTAP01_CIF502\SHARED_PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:24



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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

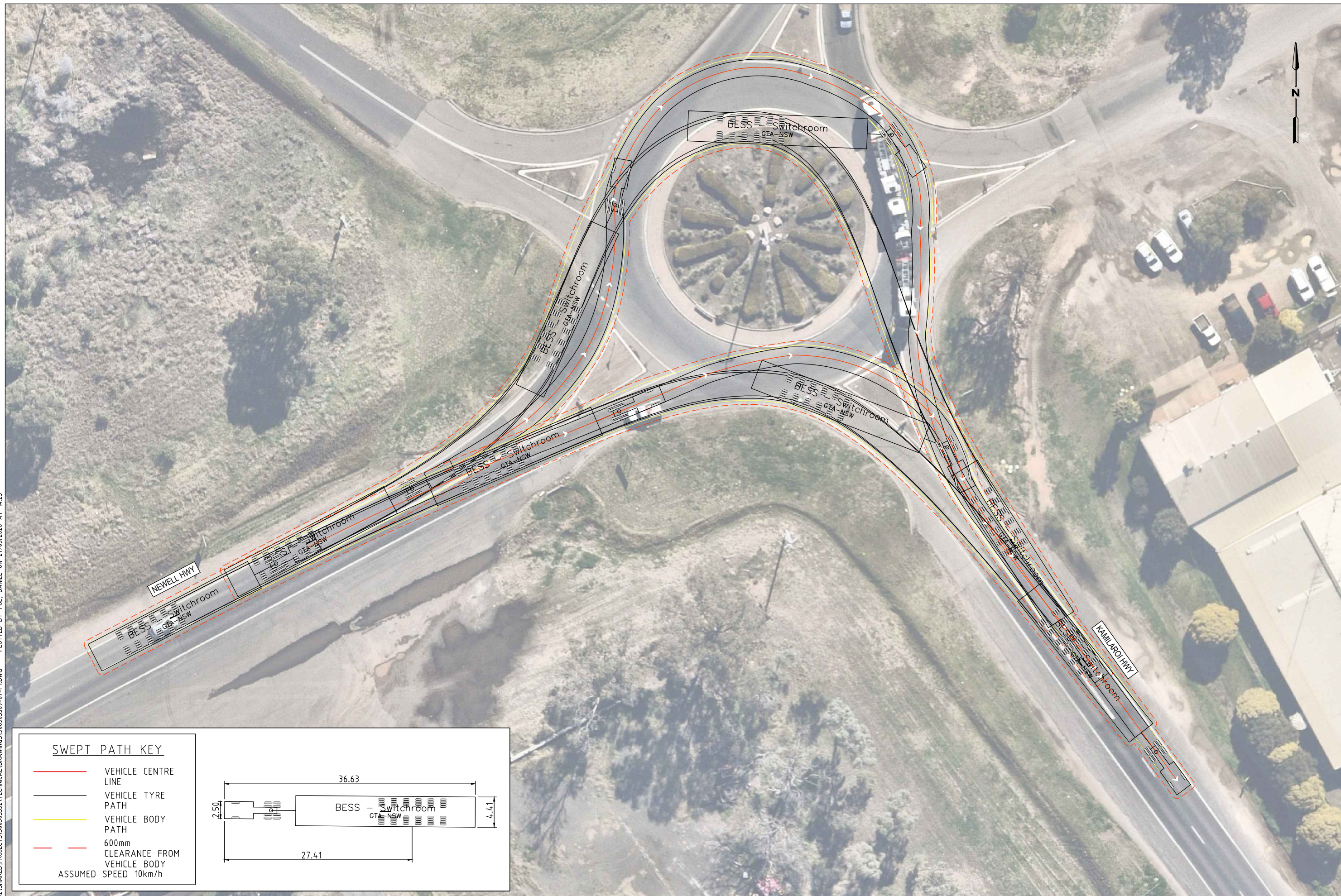
**NEWELL HWY
SWEPT PATHS - SWITCHROOM**

DRAWING NO. 300305589-07-25

SHEET 25 OF 37

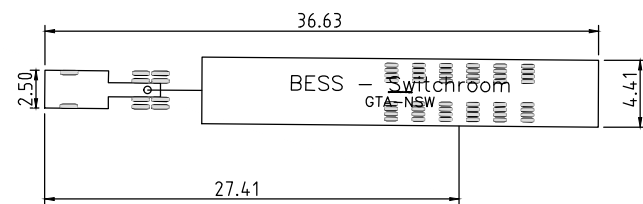
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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



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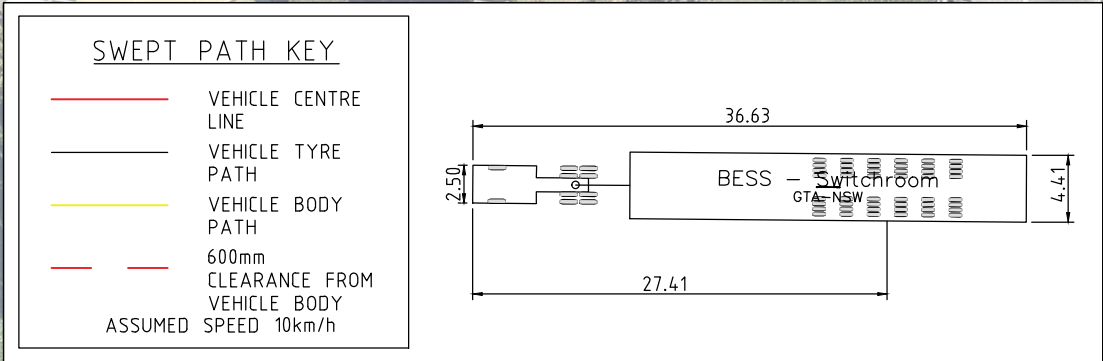
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300305589-07-P1.DWG

CALALA BESS

**NEWELL HWY TO KAMILAROI HWY
SWEPT PATHS - SWITCHROOM**

DRAWING NO. 300305589-07-26 SHEET 26 OF 37 ISSUE P1

\\AU2013-NTAP01\CF502\SHARED_PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:25



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D. POL

DATE ISSUED
27/03/2026

SCALE
A3 0 2.5 5 10 1:500

CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

WEE WAA ST TO GRANTHAM ST
SWEPT PATHS - SWITCHROOM

DRAWING NO. 300305589-07-27 SHEET 27 OF 37 ISSUE P1

\\AU2013-NTAP01\CF502\SHARED_PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:25



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h

36.63

27.41

2.50

4.41

BESS - Switchroom

GIA - NSW



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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

KAMILAROI HWY TO WARRABUNGLE ST
SWEPT PATHS - SWITCHROOM

DRAWING NO. 300305589-07-28 SHEET 28 OF 37 ISSUE P1

\\AU2019-NTAP01\CF502\SHARED\PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:25



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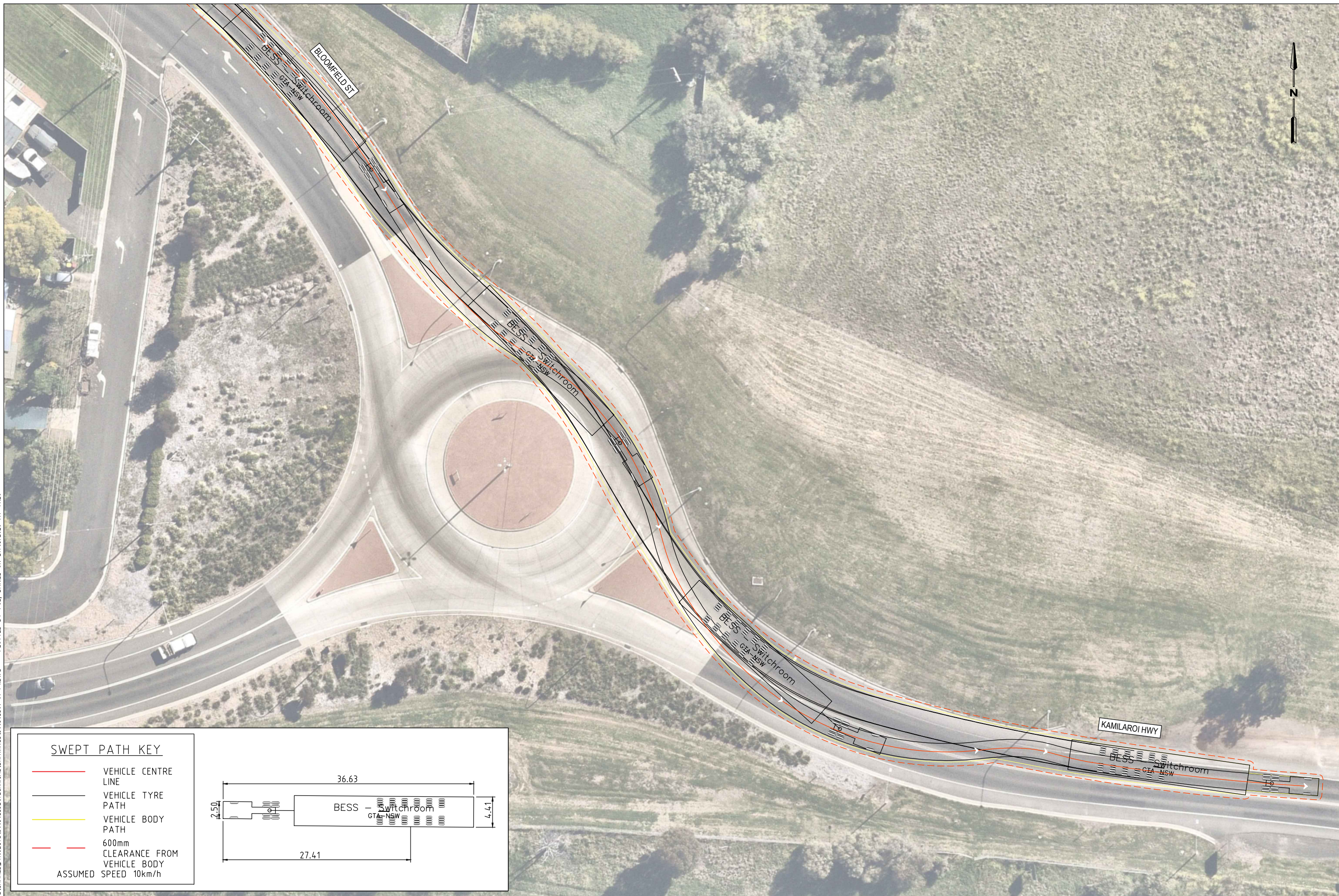
CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

**WARRABUNGLE ST TO BLOOMFIELD ST
SWEPT PATHS - SWITCHROOM**

DRAWING NO. 300305589-07-29 SHEET 29 OF 37 ISSUE P1

\\AU2013-NTAP01\CF502\SHARED\PROJECTS\300305589\TECHNICAL\DRAWINGS\300305589-07-P1.DWG PLOTTED BY POL, DANIEL ON 27/03/2026 AT 14:26



SWEPT PATH KEY

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- VEHICLE BODY PATH
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36.63

27.41

2.50

4.41

BESS

Switchroom

GIA NSW



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DATE ISSUED
27/03/2026

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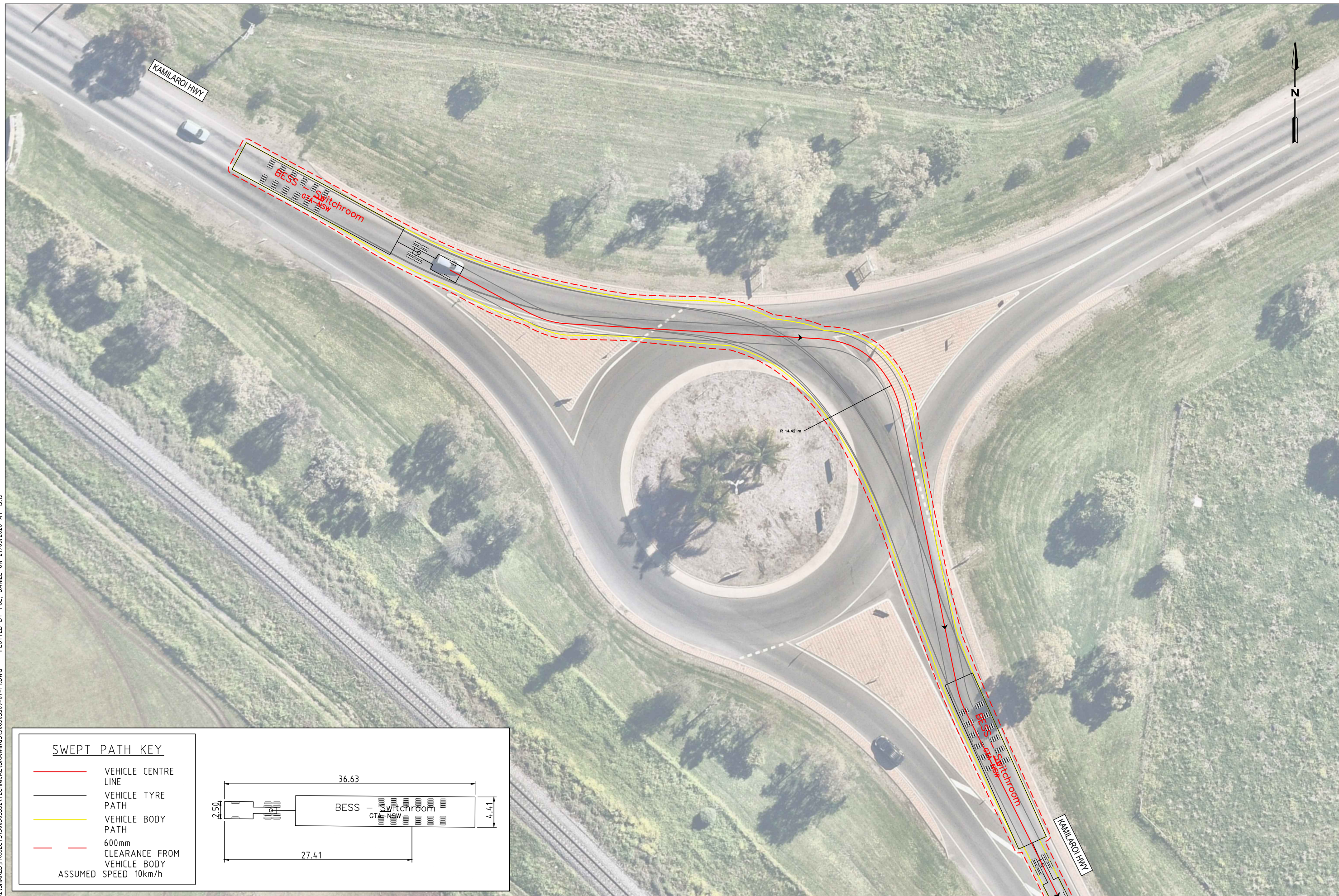
CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

**BLOOMFIELD ST TO KAMILAROI HWY
SWEPT PATHS - SWITCHROOM**

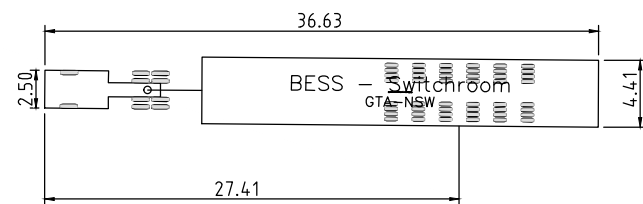
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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT
NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
V. HENDERSON

APPROVED BY
L. SMITH

DESIGN CHECK
D. POL

DATE ISSUED
27/03/2026

SCALE
A3
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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

KAMILAROI HWY
SWEPT PATHS - SWITCHROOM
DRAWING NO. 300305589-07-31 SHEET 31 OF 37 ISSUE P1

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DESIGNED
V. HENDERSON

APPROVED BY
L. SMITH

DESIGN CHECK
D. POL

DATE ISSUED
27/03/2026

SCALE
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CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

**AUGUSTA HWY TO WILKINS HWY
SWEEP PATHS - SWITCHROOM**

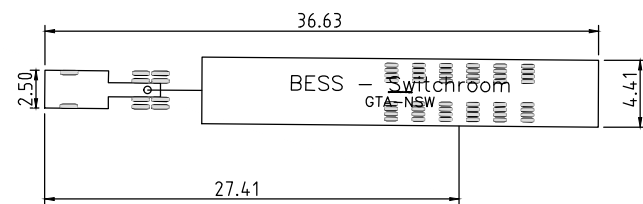
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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED 10km/h



PRELIMINARY PLAN
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DESIGNED
V. HENDERSON

APPROVED BY
L. SMITH

DESIGN CHECK
D. POL

DATE ISSUED
27/03/2026

SCALE
A3
0 2.5 5 10 1:500

CAD FILE NO.
300305589-07-P1.DWG

CALALA BESS

KAMILAROI HWY TO NEW ENGLAND HWY
SWEPT PATHS - SWITCHROOM

DRAWING NO. 300305589-07-33 SHEET 33 OF 37

ISSUE P1

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D.2 Ares Transport TMP for Power Transformers





OSOM Transport Management Plan

Wilson Transformer Company to
Calala BESS

Date: April 2026
Client: Wilson Transformer Company
Type: TMP
Rev: 01

Table of Contents

01

Overview 7

01.1 Scope of Survey 8

01.2 Points of Origin 8

01.3 Site 8

01.4 Cargo Dimensions10

01.5 Equipment10

01.6 Pilots & Escorts10

01.7 Lashing Drawing12

01.8 Equipment Schematic14

02

Route 1 - WTC Glen Waverley to Calala BESS..... 19

02.1 Route 1 Overview20

02.2 Rest Stops & Rail Crossings 22

03

HSEQ121

03.1 Health, Safety and Environment122

03.2 Quality123

03.3 Breakdown Contingency Plan 124

03.4 Night Time Travel.....126

Revision History

Revision	Date	Details	Prepared	Checked	Approved
0	10/02/2026	First issue	AK	ICW	JJM
1	27/03/2026	Route Adjustment	AK	ICW	JJM

Disclaimer

This report has been prepared for advisory purposes only. Information provided within the report is based on data provided by the Client as well as publicly available information and, to the best of ARES Group's knowledge and experience, is accurate at the time of publication. All proposed routes, methodologies and schedules described in this report are subject to approval and issue of permits from the relevant stakeholders. Transport equipment is based on ARES Group vehicles and trailers, and swept path analysis results may differ if using equipment by third parties.

ARES Group accepts no responsibility or liability for the use of this report by any third party. The disclosure or distribution of this report to third parties is not permitted unless written approval is granted by ARES Group.

Introduction

The proposed Calala Battery Energy Storage System (BESS) is located approximately 5.8km southeast of the Tamworth CBD within the Tamworth regional municipality. The BESS has an approval to store up to 300MW, which is enough power to supply electricity for up to 115,000 homes for two hours.

ARES have been tasked by our customer, Wilson Transformer Company, to undertake a Transport Management Plan from Wilson Transformers Glen Waverley to site. This Transport Management Plan (TMP) details the route, methodology, resources and procedures ARES would use to safely deliver this component.

The study is designed for those involved in the project that have a limited knowledge of transportation, including a comprehensive outline of the routes and actions required to achieve delivery.





01

Overview

Project Overview

The Calala BESS is located within South of Tamworth along Calala Ln, currently in the process of construction.

Scope of TMP

Calala BESS is located just South of Tamworth. ARES has been tasked with surveying the route from **Wilson Transformer Company, Glen Waverley** to the project site for a 120 ton transformer. The TMP will include a route survey and its pinch points, proposed rest stop assessments, delivery schedule, transport combination, and HSEQ management.

This is a desktop survey, relying on existing aerial imagery from sources such as Google and Nearmaps. However, ARES has previously driven parts of the transport routes as recently as August 2025 and has included data gathered from previous surveys in this assessment.

Points of Origin

Wilson Transformer Company's main transformer manufacturing site is situated on Springvale Rd in Melbourne's eastern suburbs. ARES have transported multiple large transformers from this location and are very familiar with the site. There are existing facilities on site to load the transformer onto the trailer.

Site

The project site is located off Calala Ln and is currently under construction in the near completion stages. ARES

has assessed the turn into site from Calala Ln for swept path as part of this TMP



Above: Approximate substation site for transformer delivery shown in red hatching. **Below:** ARES trailer loaded with Wilson transformer in Glen Waverley.



Transport Methodology

Specialized cargo requires specialized transport solutions.

Cargo Dimensions

The majority of deliveries to the project will be in gauge and able to be delivered under gazette. The largest oversize, overmass (OSOM) component of the project is the delivery of the main transformer with the following proposed weight and dimensions:

- Length: 7.90m
- Width: 4.1m
- Height: 4.25m
- Weight: 120 tons

Equipment

Due to the weight of the transformer, it will need to be transported on a 10-axle platform trailer with tandem axle dolly. Most heavy haulage companies will have access to such trailing equipment.

Refer to the equipment schematic shown overleaf for a mock-up of the proposed transport arrangements. Overall dimensions are:

- Length: 32.8m
- Width: 4.3m
- Height: 5.35m
- Gross Combination Mass: 190.87 tons
- Mass per Axle: 14.18 tons

This combination will be able to pass under all height restrictions on the proposed route, with the trailer able to hydraulically lower further by approximately 200mm for additional height clearance if required.

The transformer is classified as a 'High Risk' OSOM Load by Transport for NSW as it is above the threshold of 5.2m (height) and 184.5 tons (weight). An OSOM Transport Management Plan (this document) will be required to be approved by TfNSW prior to transport.

Pilots & Escorts

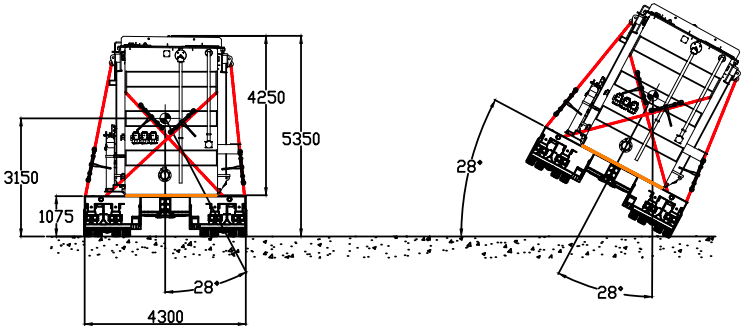
Subject to final confirmation by VIC DTP, TfNSW and transport permit conditions, the following will be required for this load:

- 2 Pilot vehicles

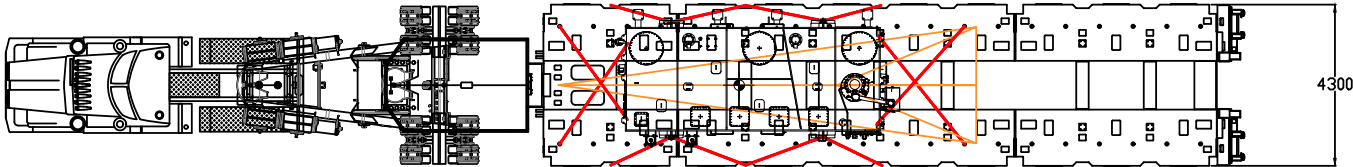


Above: ARES transporting a 120-ton transformer on a platform trailer to Flyers Creek Wind Farm.

Lashing Drawing

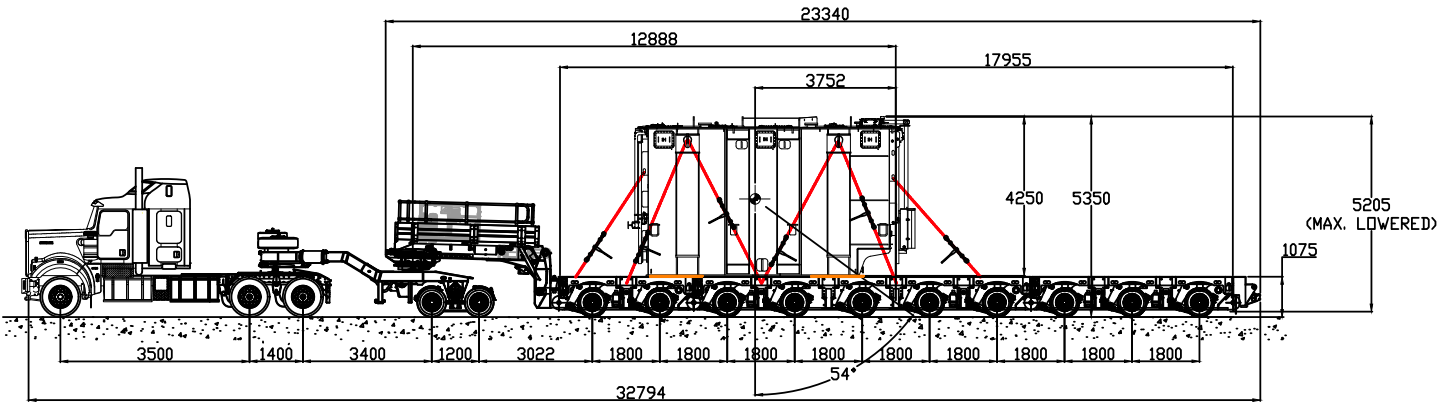


NOTE:
MAX TIPPING MOMENT @ 29 DEGREES WHEN SPREAD TO 4.3M WIDE.
THIS IS DUE TO ROTATION POINT ON AXLE TRUNIONS



PACKING LIST:	
1 x	HEAVY RATED PRIME MOVERS
1 x	2R8 DRAKE DOLLY
2 x	5R8 M500 MODULE
2 x	PUSH PULL BARS
12 x	9t CHAINS
12 x	LOAD BINDERS

NOTE:
WILSONS TO SPECIFY WHERE THE TRANSFORMER CAN
BE LASHED FROM AND RATING OF EACH LASHING
POINT. POSSIBLY RUN MULTIPLE LASHINGS FROM
SINGLE LASH POINT



PRIME MOVER SPECIFICATION	
KENWORTH C509	
all weights in t (metric tonnes)	Total
NUMBER OF ALL AXLE LINES	3.00
GROSS WEIGHT PER AXLE	N/A
MAX GROSS	25.00
TRUCK WEIGHT	12.50
ADDITIONAL WEIGHT	1.60
MAX PAYLOAD	10.90
ACTUAL PAYLOAD	9.27
TOTAL MASS FOR GROUP	23.37
LOAD STEER	6.50
LOAD DRIVE	16.87
LOAD PER WHEEL	2.11
GROUND BEARING PRESURE t/m2	4.22
OVERALL WIDTH	2450

DOLLY SPECIFICATION	
DOLLY	
all weights in t (metric tonnes)	Total
NUMBER OF ALL AXLE LINES	2.00
GROSS WEIGHT PER AXLE	14.00
MAX GROSS	28.00
DOLLY WEIGHT	4.40
ADDITIONAL WEIGHT	8.00
MAX PAYLOAD	15.60
ACTUAL PAYLOAD	13.26
TOTAL MASS FOR GROUP	25.66
LOAD PER AXLE LINE	12.83
LOAD PER AXLE	6.42
LOAD PER WHEEL	1.60
GROUND BEARING PRESURE t/m2	3.21
OVERALL WIDTH	4200

TRAILER SPECIFICATION	
10R8 PLATFORM	
all weights in t (metric tonnes)	Total
NUMBER OF ALL AXLE LINES	10.00
GROSS WEIGHT PER AXLE	15.00
MAX GROSS	150.00
TRAILER WEIGHT	42.00
ADDITIONAL WEIGHT	2.37
MAX PAYLOAD	105.63
ACTUAL PAYLOAD	97.48
TOTAL MASS FOR GROUP	141.85
LOAD PER AXLE LINE	14.18
LOAD PER AXLE	7.09
LOAD PER WHEEL	1.77
GROUND BEARING PRESURE t/m2	3.55
OVERALL WIDTH	4300

TOTAL WEIGHTS	
TOTAL TARE WEIGHT	70.87
MAX TOTAL GCM	203.00
ACTUAL TOTAL GCM	190.87
MAX COMBINATION PAYLOD	132.13
UNDER OVER	12.13
CARGO DETAILS	
LENGTH	7.90
COG LENGTH	3.51
WIDTH	4.10
COG WIDTH	1.99
HEIGHT	4.25
COG HEIGHT	2.05
WEIGHT	120.00
COMBINATION DETAILS	
OVERALL LENGTH	32794
OVERALL WIDTH	4300
OVERALL HEIGHT	5350
TRAILER DETAILS	
MAKE	KENNEDY
AXLES	12.00
TYRES PER AXLE	8.00
TARE WEIGHT	44.37
GOOSENECK / HEADER	GN
TRAILER HEIGHT	1075
AXLE LINE SPACING	1800
MAX AXLE LOAD (ONROAD)	15.00
MAX AXLE LOAD (OFF ROAD)	22.50
LOAD PER WHEEL	1.88
MAX GBP t/m2	3.75

For info: Transfile: 12 February 2025 12:36:17 PM

REV	DATE	DESCRIPTION	DRN	CHK	APP	REFERENCE DRAWINGS
3	12/02/2025	TOP VIEW OF TRANSFORMER CORRECTED	SK	IW	SW	
2	30/02/2025	EQUIPMENT DETAILS REVISED TO POSITION CORRECTED	SK	IW	SW	
1	19/01/2025	INITIAL DRAWING	AK	IW	SW	888 - 250SE - A

DRAWING NOTES:

ALL DIMENSIONS ARE IN mm UNLESS NOTED
OTHERWISE (UNO) ALL WEIGHTS ARE IN t
(METRIC TONNES) UNO ALL DETAILS ARE
PROVISIONAL AND SUBJECT TO
CONFIRMATION LASHINGS CALCULATIONS AS
PER RESTRAINT GUIDELINES

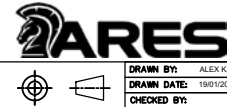
TECHNICAL NOTES:

WEIGHT, DIMENSIONS AND COG POSITION TO
BE CONFIRMED BY CLIENT STRUCTURAL
INTEGRITY TO BE CHECKED BY CLIENT
OPERATIONAL DIAGRAMS AND MANUAL MUST
BE OBSERVED HYDRAULIC STABILITY REFERS
TO STATIC LOAD ONLY STABILITY
PROVISIONAL UNTIL COG CONFIRMED

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ARES PROJECT SERVICES PTY LTD - ABN: 45 643 587 115



CUSTOMER	WILSON TRANSFORMER COMPANY	SIZE	A3
PROJECT	120T CALALA TRANSFORMER	SCALE	NTS
DRAWING	10R8K 2R8 GA LASHING	SHEET NO	1 of 3
DRAWING	WTC_CALALA_10R8K_LASHING_R3.DWG	REV	03

General Route Notes

Wilson Transformer Company, Glen Waverly to Calala BESS

Road Quality

The transport route will be primarily along the VIC and NSW state highway and motorway network, which is generally designed to a higher specification and able to handle heavier and higher volumes of traffic. The route is paved most of the journey besides the last part of the journey which consists of gravel and dirt (depicted below in PP-37 / PP-40).

The route generally follows the approved NSW OSOM Load Carrying Vehicle Network, until reaching into site from Calala Ln. From Melbourne, the load will take the established overdimensional route from WTC Glen Waverley to the Hume Fwy.

Overhead Structures

From Melbourne, the height clearances from WTC Glen Waverley to Tamworth are 5.4m (multiple bridges on Hume Hwy). This has been physically verified by other transformers ARES has transported from WTC in the recent past.

Overhead Power Lines

In general, a travel height below around 5.5m is not an issue with respect to power lines. Loads above 4.6m travel height will require a high load permit from the power authorities prior to travel. With a travel height

of 5.35m, this load will not have any issues clearing underneath all bridges and structures on the route.

We recommend liaising with power authorities to determine if overhead powerline surveys will be required for either route.

The route traverses through the Ausgrid, United Energy, Jemena, Ausnet and Essential Energy distribution networks.

Bridges and Culverts

From Glen Waverly, there are multiple bridges on the Hume Hwy which will require assessment by the respective asset owners (VIC DTP and TfNSW). There may be detours required to avoid some of these bridges.

As the proposed axle mass exceeds 15 tonnes, contraflow traffic management will be required for movements over the Old Sheahen Bridge crossing the Murrumbidgee River at Gundagai, NSW. Further details are provided on pages 20 and 21 of the TMP.

Rail Crossings

There are rail 5 level crossings along the route. Approvals may be required when traveling over railway lines on bridges.

Road Works

There are planned roadworks and road upgrade projects along the routes which will need to be considered when planning for transport of OSOM components to the Project. These include:

- North East Link, VIC - Around Greensborough bypass/ M80 Ring Road works for new interchange and bridges are in construction. Scheduled to finish late 2028.

Close co-ordination with Transport for NSW and VIC DTP will be required once dates firm up for the project to ascertain if any projects are active at the time of



Above: Entrance into transformer substation along Calala Ln, NSW 2340.

transport, and whether there are special conditions or access restrictions for OSOM loads (e.g. detours, speed restrictions, width restrictions etc).

Approvals

Transport permits will need to be obtained from the National Heavy Vehicle Regulator (NHVR) prior to travel. The permit process includes getting feedback from state transport authorities as well as any local councils along the route.



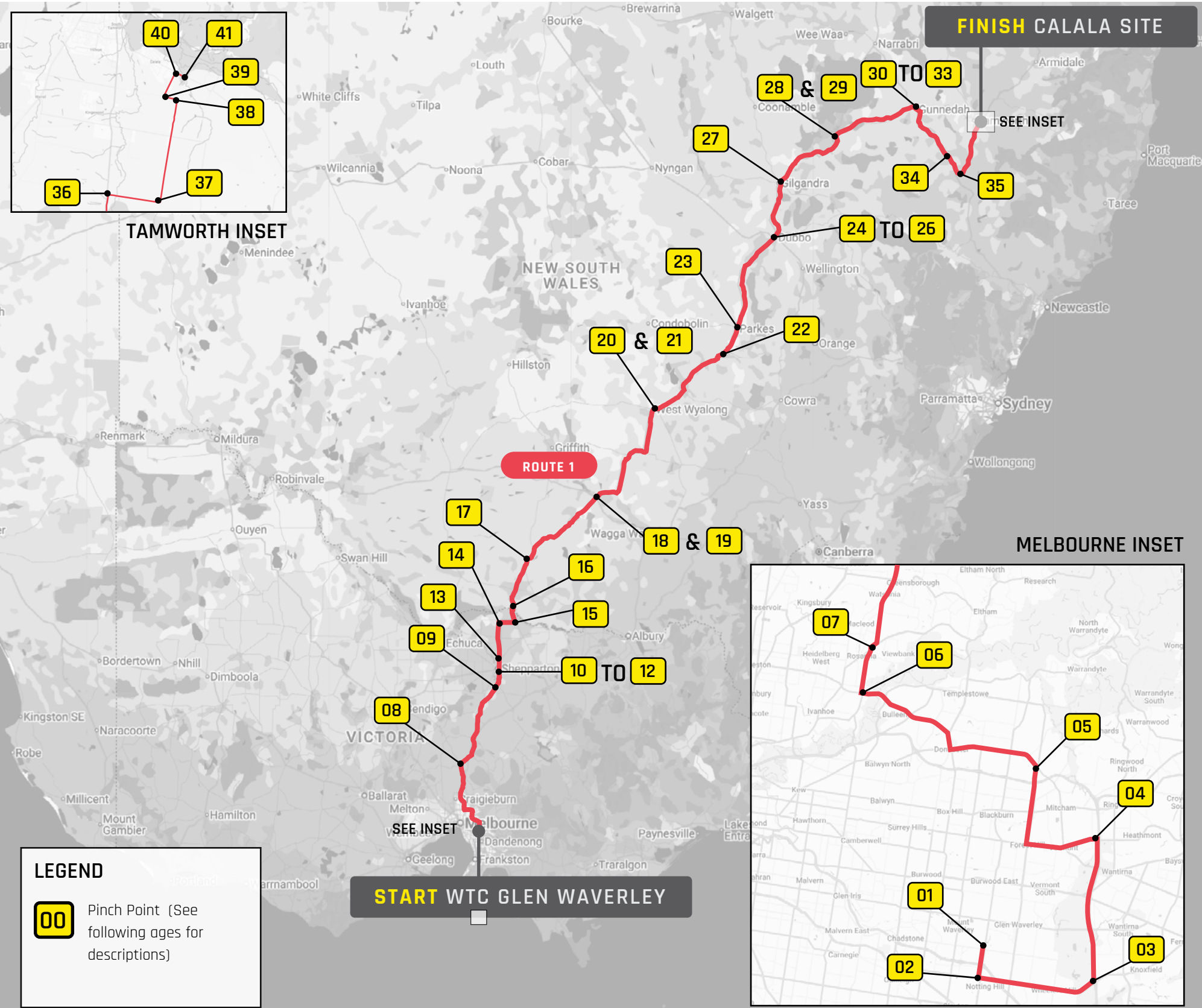
Above: North East Link - Greensborough Bypass to M80 Ring Road, interchange bridge pieces being constructed. (source: Victorias Big Build)



02

**Route 1 - WTC Glen
Waverley to Calala BESS**

Route 1 Overview



ROUTE 1

	START - WTC Glen Waverley		
0.0 KM	Springvale Rd	616.0 KM	Compton Rd
2.0 KM	Ferntree Gully Rd	618.0 KM	Newell Hwy
6.8 KM	M3 Eastlink	722.0 KM	Dowling St
14.9 KM	Canterbury Rd	742.2 KM	Newell Hwy
18.8 KM	Springvale Rd	859.0 KM	Victoria St
23.1 KM	Mitcham Rd/Doncaster Rd	859.9 KM	Tompson St
28.3 KM	Williamsons Rd	861.9 KM	Bourke St
34.4 KM	Lower Hleidelberg Rd	926.1 KM	Castlereagh Hwy
37.0 KM	Hume Hwy	1019.7 KM	Dalgarno St
102.0 KM	Broadford-Kilmore Rd	1023.5 KM	Newell Hwy
222.0 KM	Seymour Rd	1125.5 KM	Oxley Hwy
278.0 KM	Murray Valley Hwy	1202.3 KM	Kamilaroi Hwy
298.0 KM	Goulburn Valley Hwy	1216.3 KM	New England Hwy
313.0 KM	Dean St	1280.2 KM	Kia Ora Ln
370.0 KM	Jerilderie St	1286.7 KM	Ascot-Calala Rd
475.0 KM	Newell Hwy	1287.5 KM	Burgmanns Ln
483.0 KM	Whitton St	1289.0 KM	Burgess Ln
573.0 KM	Showground Rd	1289.5 KM	
			FINISH - Calala Ln BESS

The return journey is expected to be the reverse of the above.

GOOGLE MyMaps link: [INTERACTIVE MAP LINK](#)

Glen Waverly to Calala BESS NHVR ID: 2PPUC-8 v3

Rest Stops & Rail Crossings



ARES expects the load to travel at an average speed of 50-60 kilometers per hour, including allowances for bridge slowdowns and maneuvering at pinch points. With a trip distance of 1230km, roughly expecting the journey to take roughly 72 hours driving time.

We have assessed required rest stops based on fatigue management requirements and have proposed the rest stops to be used for this load per below. Please note that this is not meant to be an exhaustive list and there are other rest stops and pullover areas along the route which may be used for emergencies or breakdowns.

No.	KP	Rest Stop Name	GPS Link
01	80.5	Beveridge Truck Parking N/B	GPS
02	260.2	Goulburn Valley Rest Area	GPS
03	464.0	Gillenbah Rest Area	GPS
04	656.0	Marsden Rest Area Northbound	GPS
05	981.9	Tooraweenah Rest Area	GPS

The following rest stops are shown in order after prior swept path analysis. Which also include the ingress/egress, space requirements and any modifications required.

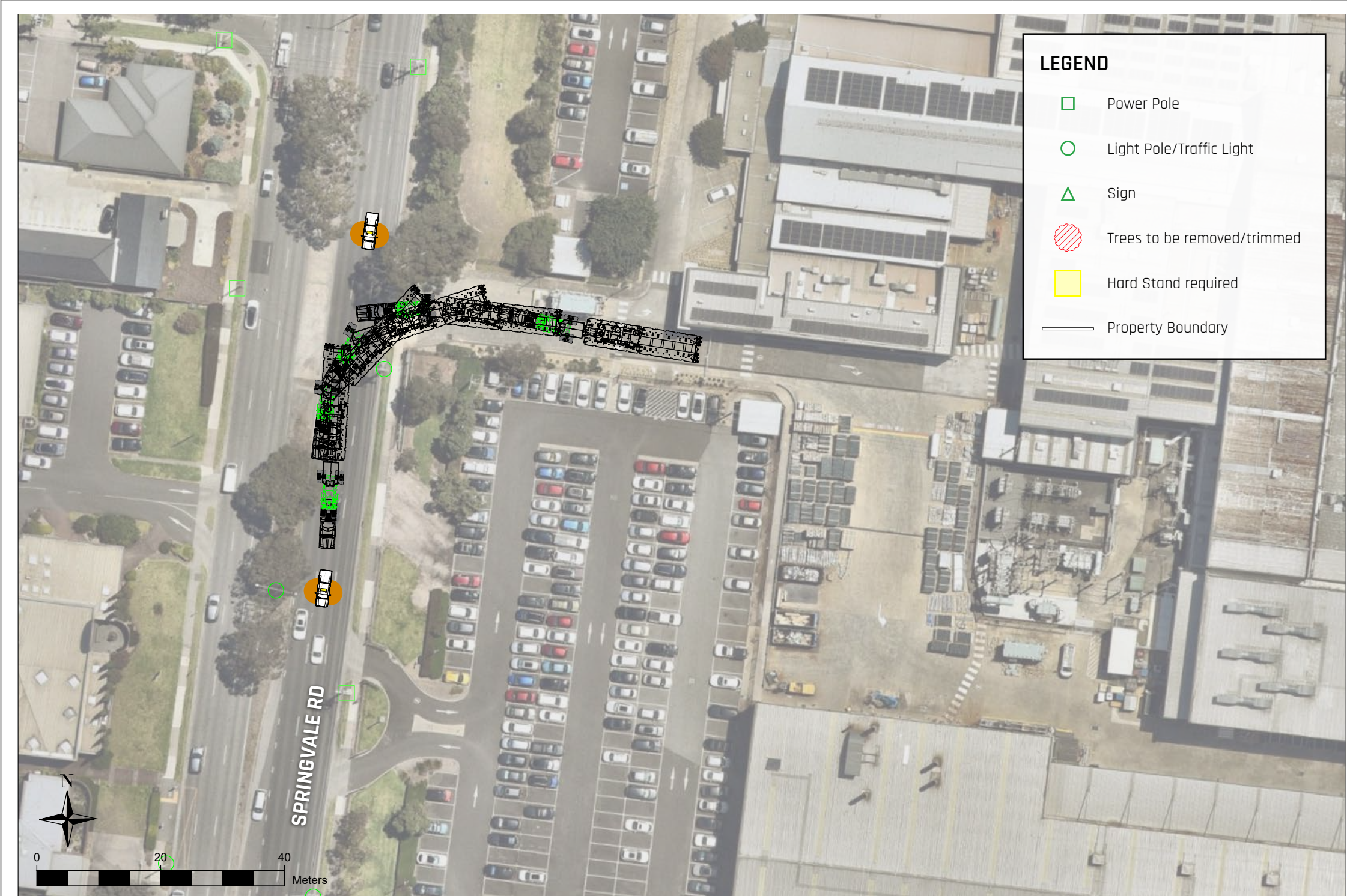
Pinch Point

01

LEFT TURN
WTC Glen Waverley
& Springvale Rd

ROUTE 1

Once loaded, the transformer combination will exit the Wilson Transformer Company premises onto Springvale Rd via a left turn. There are no issues with making this turn.



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		PROJECT:	Calala BESS	SCALE NTS
		DRAWING TITLE:	SWEPT PATH DRAWING	SHEET NO:
	DRAWN BY: DRAWN DATE: CHECKED BY:	DRAWING NAME:	Route Survey	REV
		ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004		

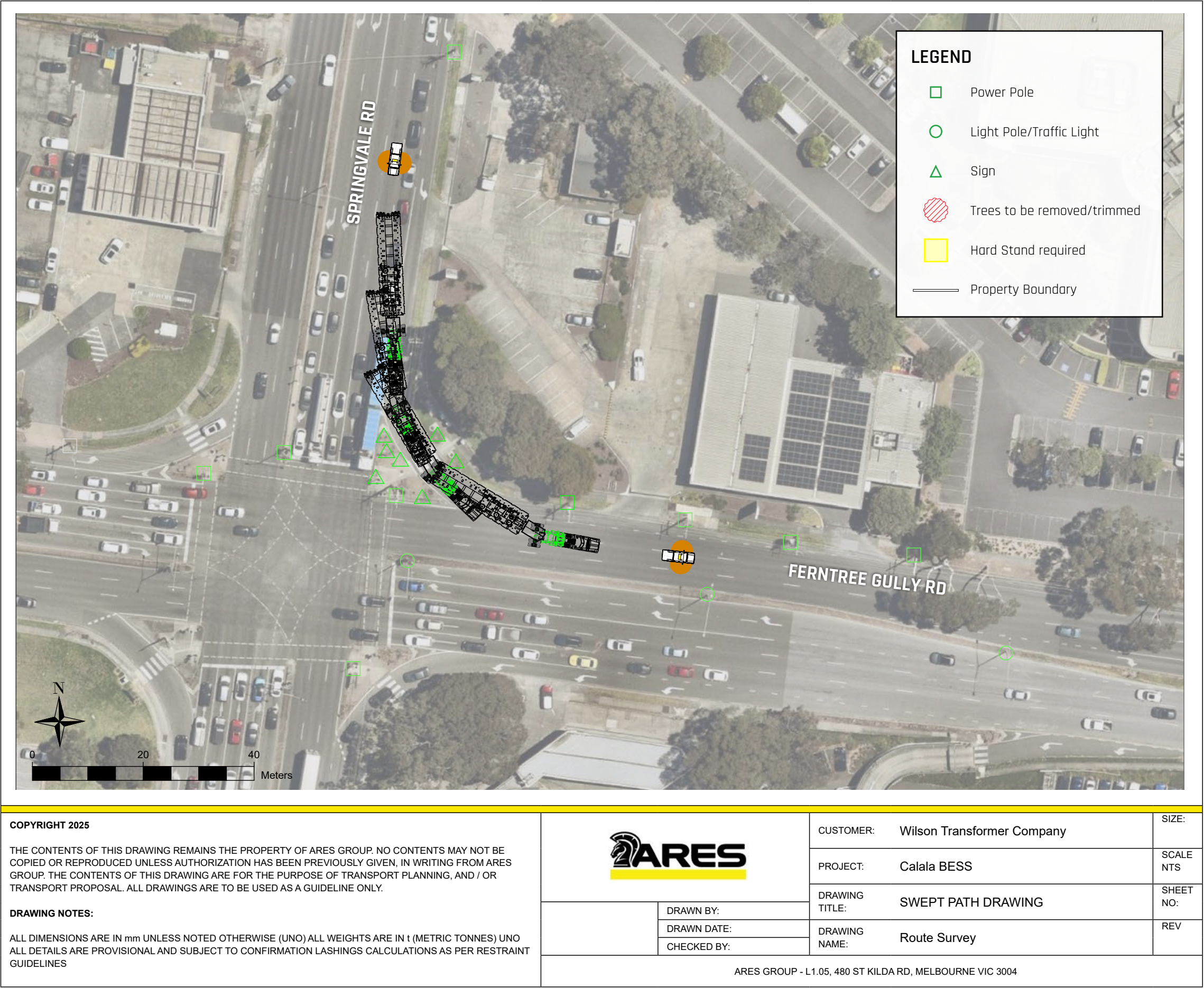
Pinch Point

02

LEFT TURN
Springvale Rd
& Ferntree Gully Rd

ROUTE 1

The left turn from Springvale Rd to Ferntree Gully Rd is short slip lane that exits into the three lane wide road that should pose no issues while making this turn.



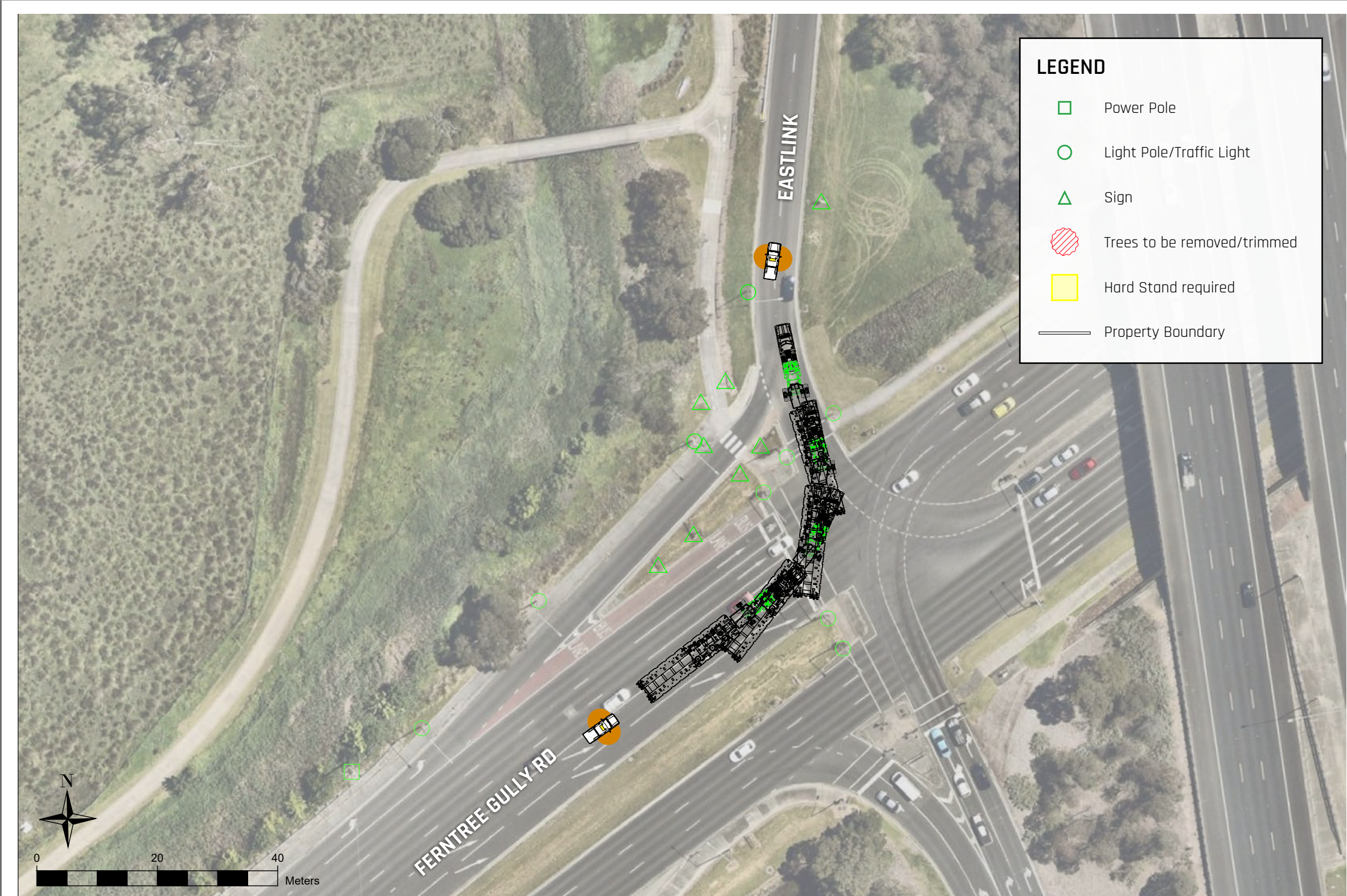
Pinch Point

03

LEFT TURN
Ferntree Gully Rd
& Eastlink Toll road

ROUTE 1

To turn onto Eastlink, the trailer should avoid taking the exit slip lane onto the on-ramps as it is too narrow. Instead, the load should turn left at the traffic lights with assistance from the pilot vehicles, where it can turn without any required modifications.



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			PROJECT:	Calala BESS	SCALE NTS
			DRAWING TITLE:	SWEPT PATH DRAWING	SHEET NO:
		DRAWN BY:	DRAWING NAME:	Route Survey	REV
		DRAWN DATE:			
		CHECKED BY:			
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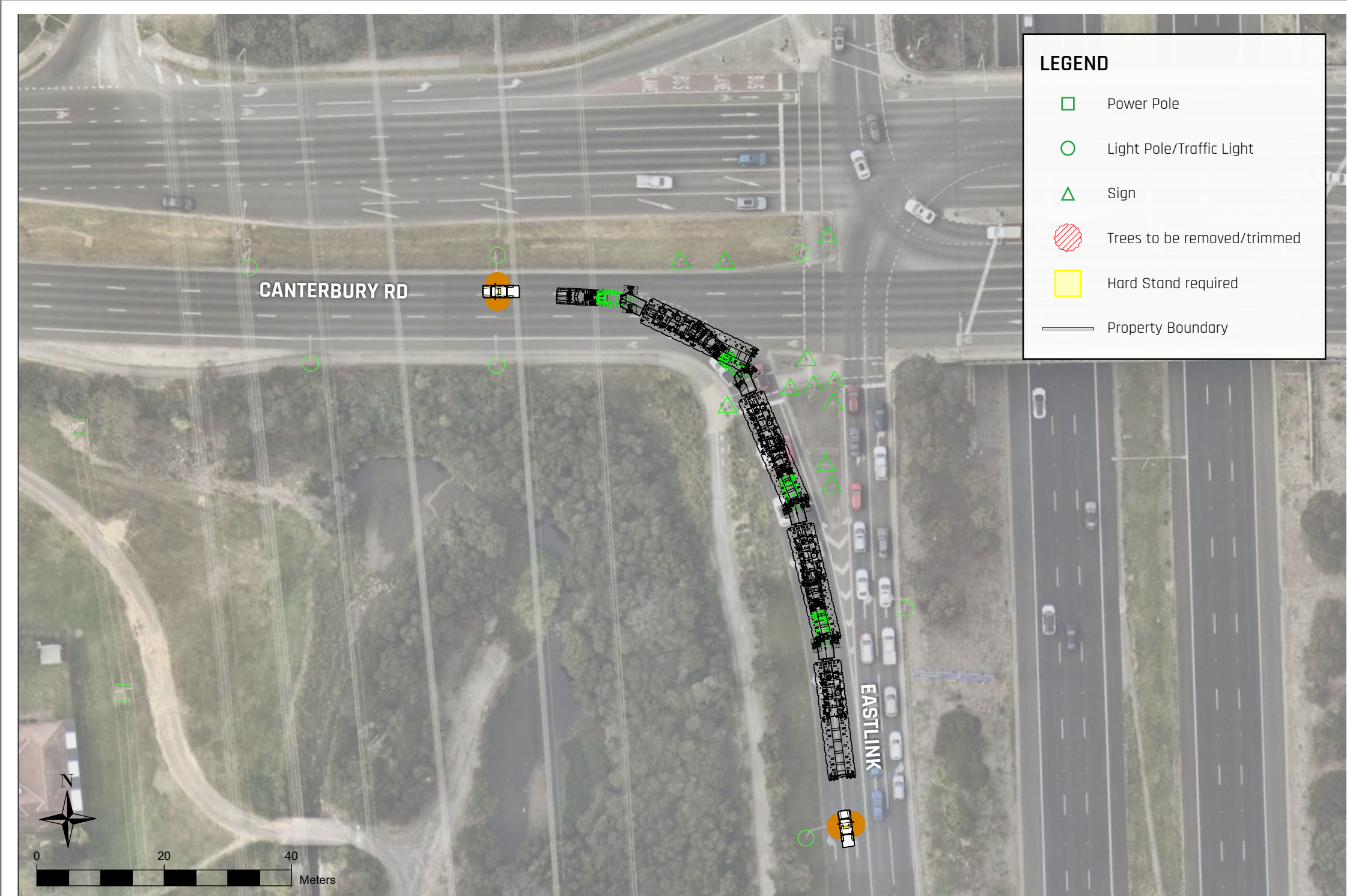
Pinch Point

04

LEFT TURN
M3 Eastlink
& Canterbury Rd

ROUTE 1

Turning from Eastlink to Canterbury poses no issues as it consists of a long left hand sweeping corner the exits into a wide road no modifications required.



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			PROJECT:	Calala BESS	SCALE NTS
			DRAWING TITLE:	SWEPT PATH DRAWING	SHEET NO:
			DRAWING NAME:	Route Survey	REV
	ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004				

Pinch Point

05

LEFT TURN
Springvale Rd
& Mitcham Rd

ROUTE 1

The load turns left from Springvale Rd onto Mitcham Rd. While the turn is relatively gradual, the slip lane is single a lane and narrow, the load will need to be manoevred with care to ensure there are no impacts to road furniture.



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		PROJECT:	Calala BESS	SCALE NTS
		DRAWING TITLE:	SWEPT PATH DRAWING	SHEET NO:
		DRAWING NAME:	Route Survey	REV
	ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004			

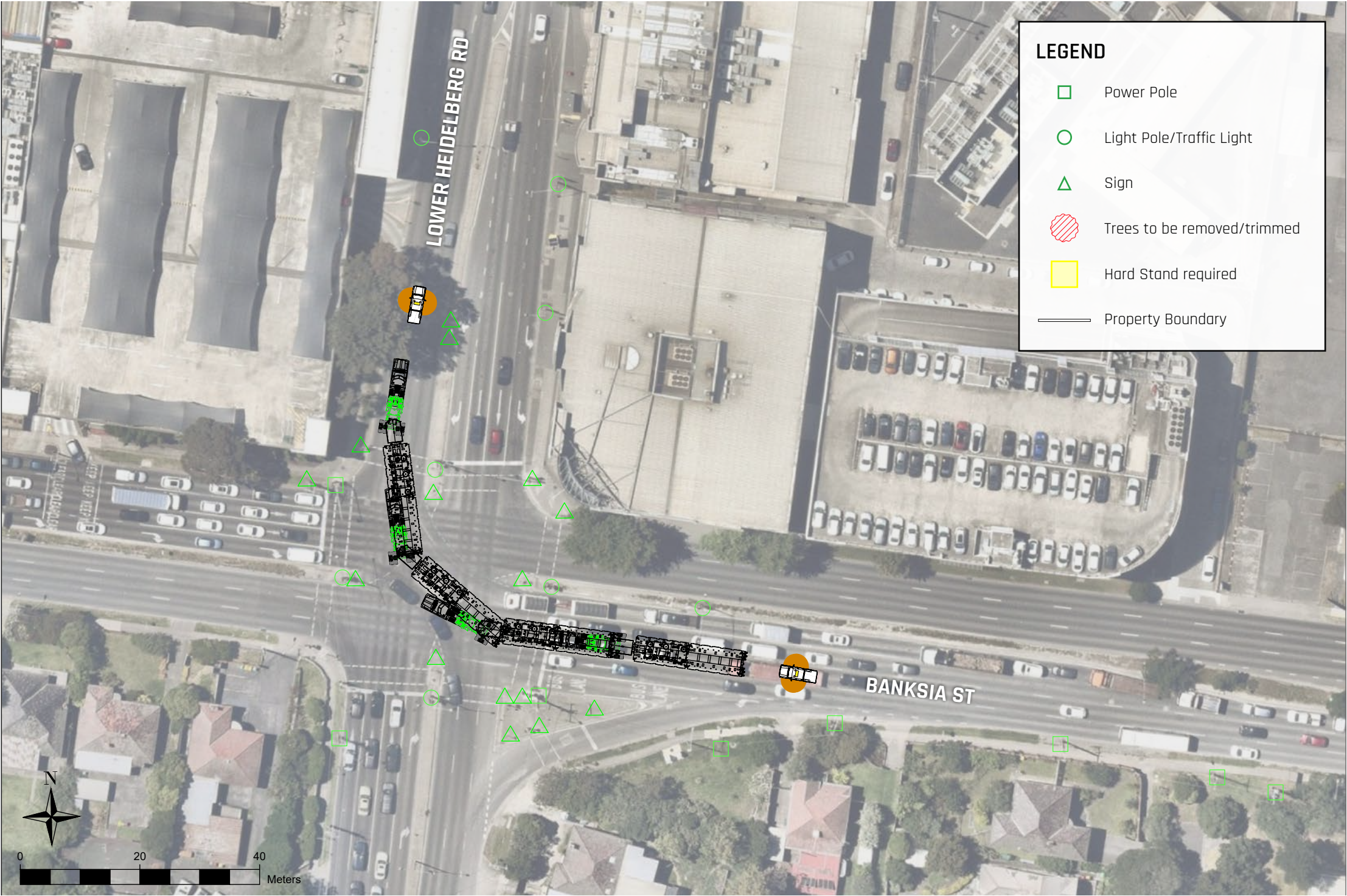
Pinch Point

06

RIGHT TURN
Banksia St
& Lower Heidelberg Rd

ROUTE 1

The Load takes a Right turn from Banksia St onto Lower Heidelberg Rd from the third right lane, turn is very wide and will pose no problems, no modifications required



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CUSTOMER: Wilson Transformer Company

SIZE:

PROJECT: Calala BESS

SCALE NTS

DRAWING TITLE: SWEPT PATH DRAWING

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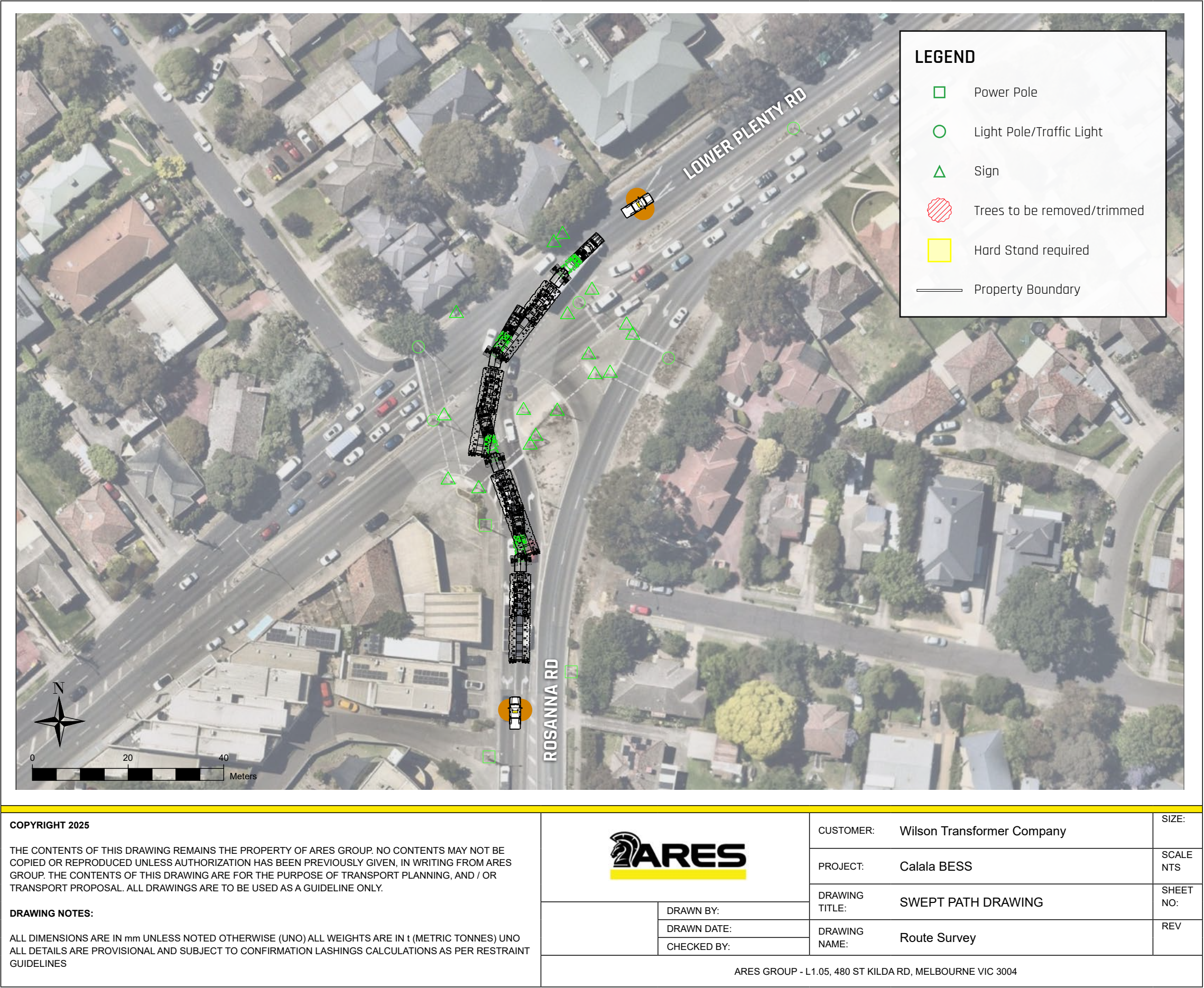
Pinch Point

07

RIGHT TURN
Rosanna Rd
& Lower Plenty Rd

ROUTE 1

Load takes a Right hand turn from Lower Plenty Rd into Rosanna Rd taking the turn from the left-hand side to avoid any road furniture, turn is fairly wide and will not pose any issues, no modifications required.



Pinch Point

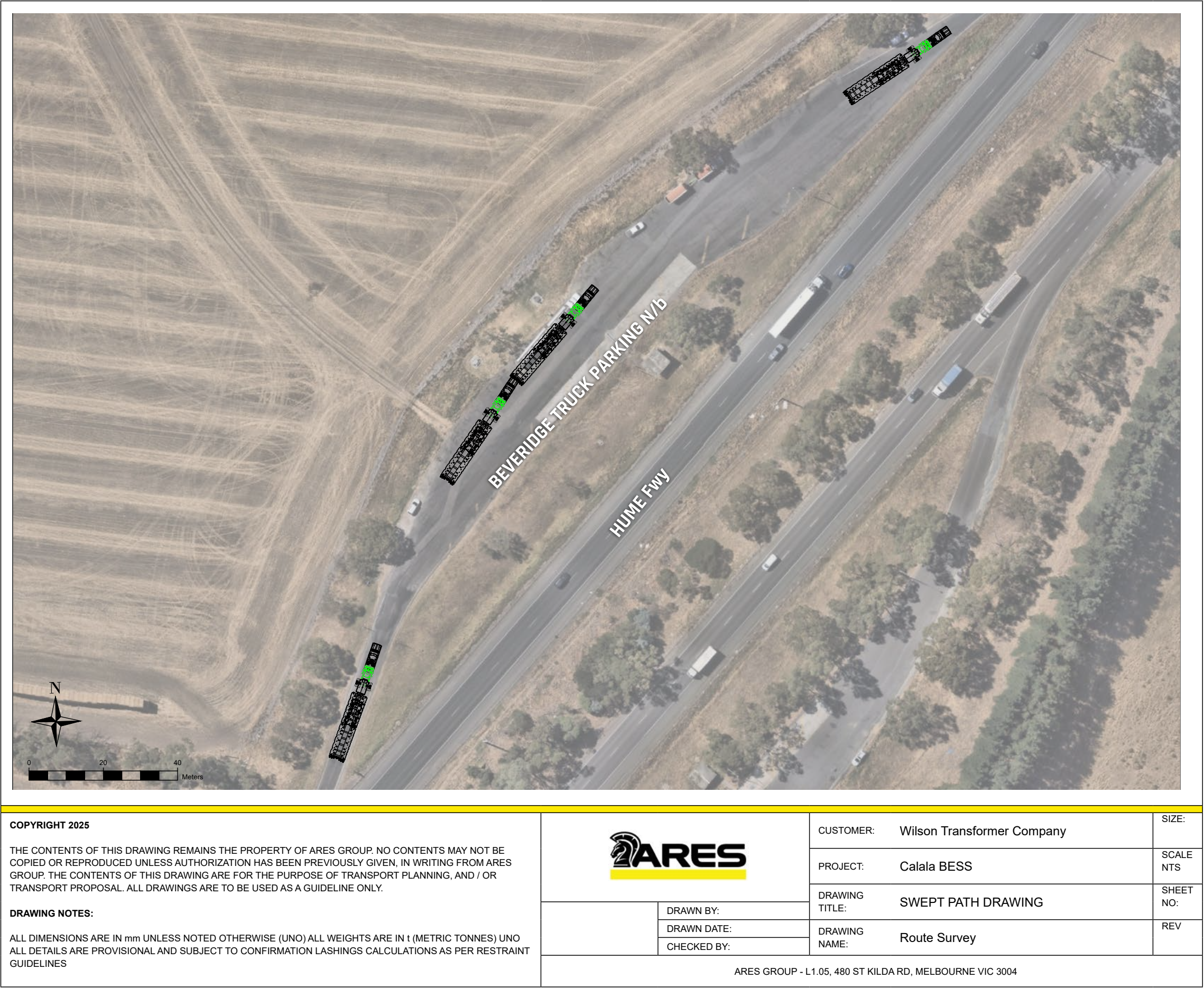
R01

REST STOP
Beveridge Truck Parking
& Hume Fwy

ROUTE 1

Beveridge Truck Parking rest area located along the Hume Fwy roughly 3 KM South of Beveridge. Rest stop is completely sealed with access to amenities. Rest stop stretches roughly 335m in length posing no issues to entry or exit. No modifications are required.

Rest area entrance images listed at the end of Pinch point segment.



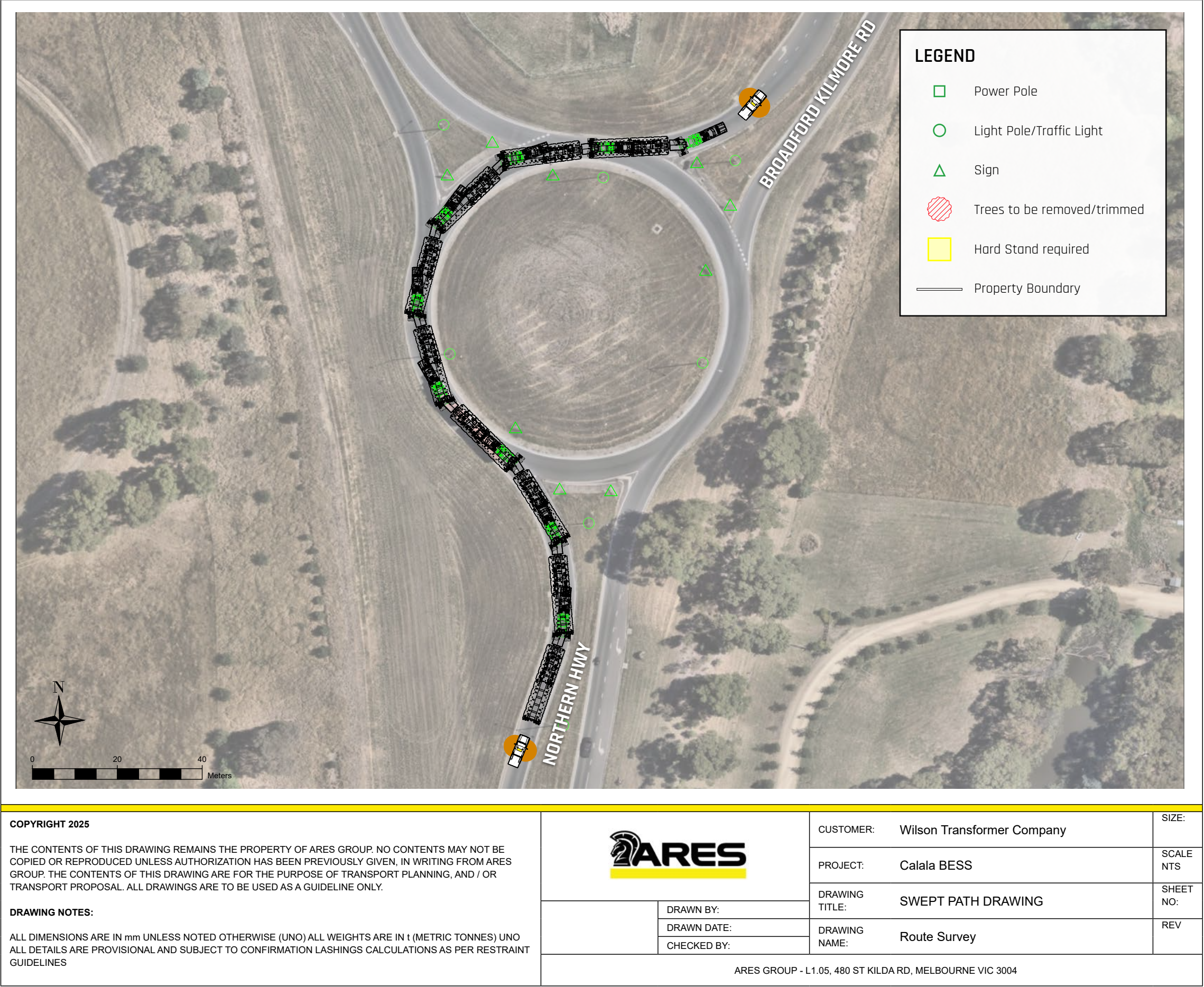
Pinch Point

08

ROUND ABOUT
Northern Hwy
& Broadford Kilmore Rd

ROUTE 1

Load shall enter Round about from the Northern Highway taking the second exit onto Broadford Kilmore Rd, round about is only a single lane in width and will pose a fairly tight maneuver, turn should be taken at low speed to avoid street furniture. No modifications required.



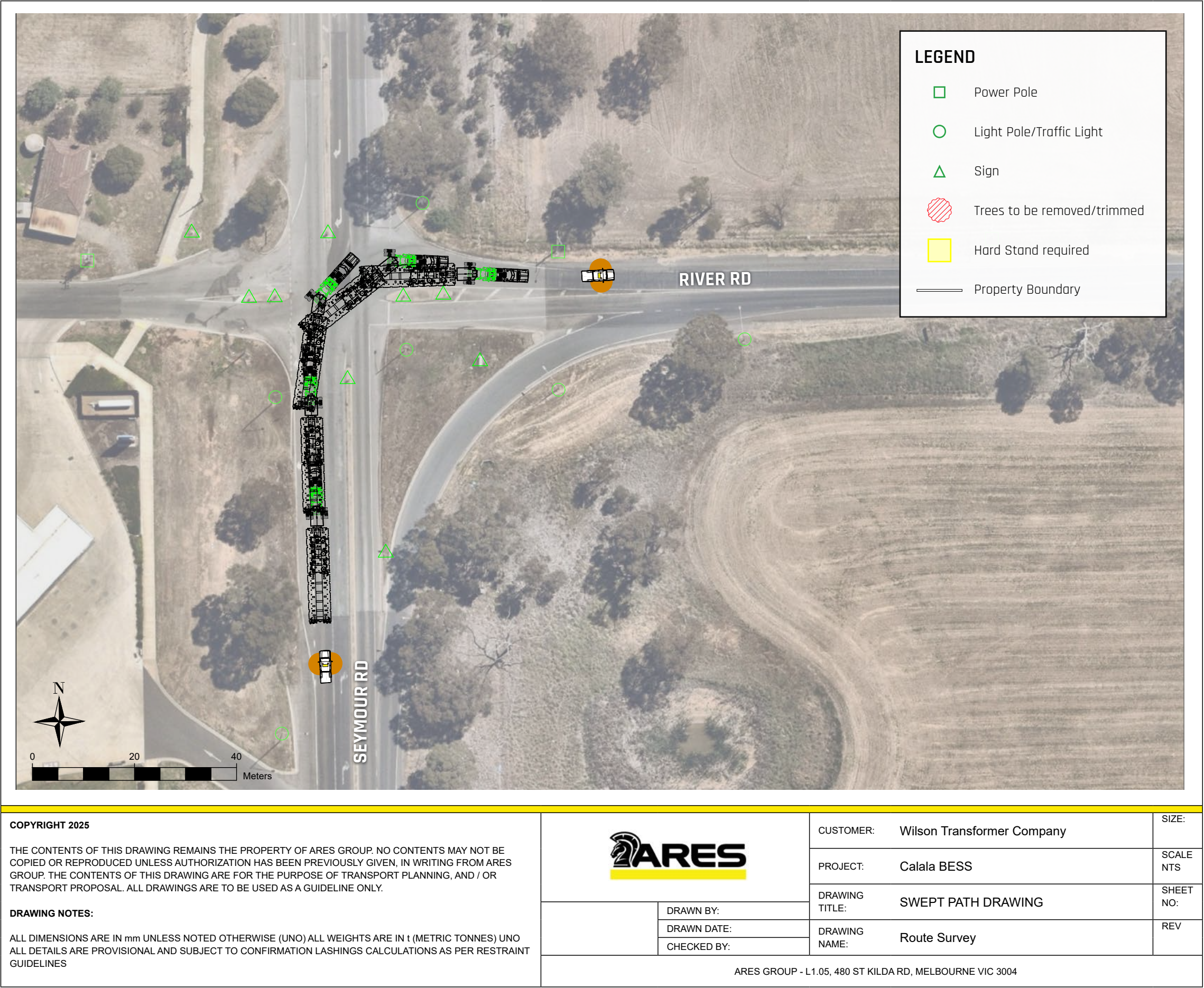
Pinch Point

09

RIGHT TURN
Seymour Rd
& River Rd

ROUTE 1

load will take a right hand turn from the Goulburn Valley Highway (Seymour Rd) onto River Rd, turn is wide an will not pose any issues during turn. No modifications are required.



Pinch Point

10

ROUND ABOUT
Doyles Rd

ROUTE 1

Straight through round about along Doyles Rd continuing around Shepparton. Round about is dual lane making turn fairly easy without posing any issues. No modifications will be required.



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			PROJECT:	Calala BESS	SCALE NTS
			DRAWING TITLE:	SWEPT PATH DRAWING	SHEET NO:
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ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004					

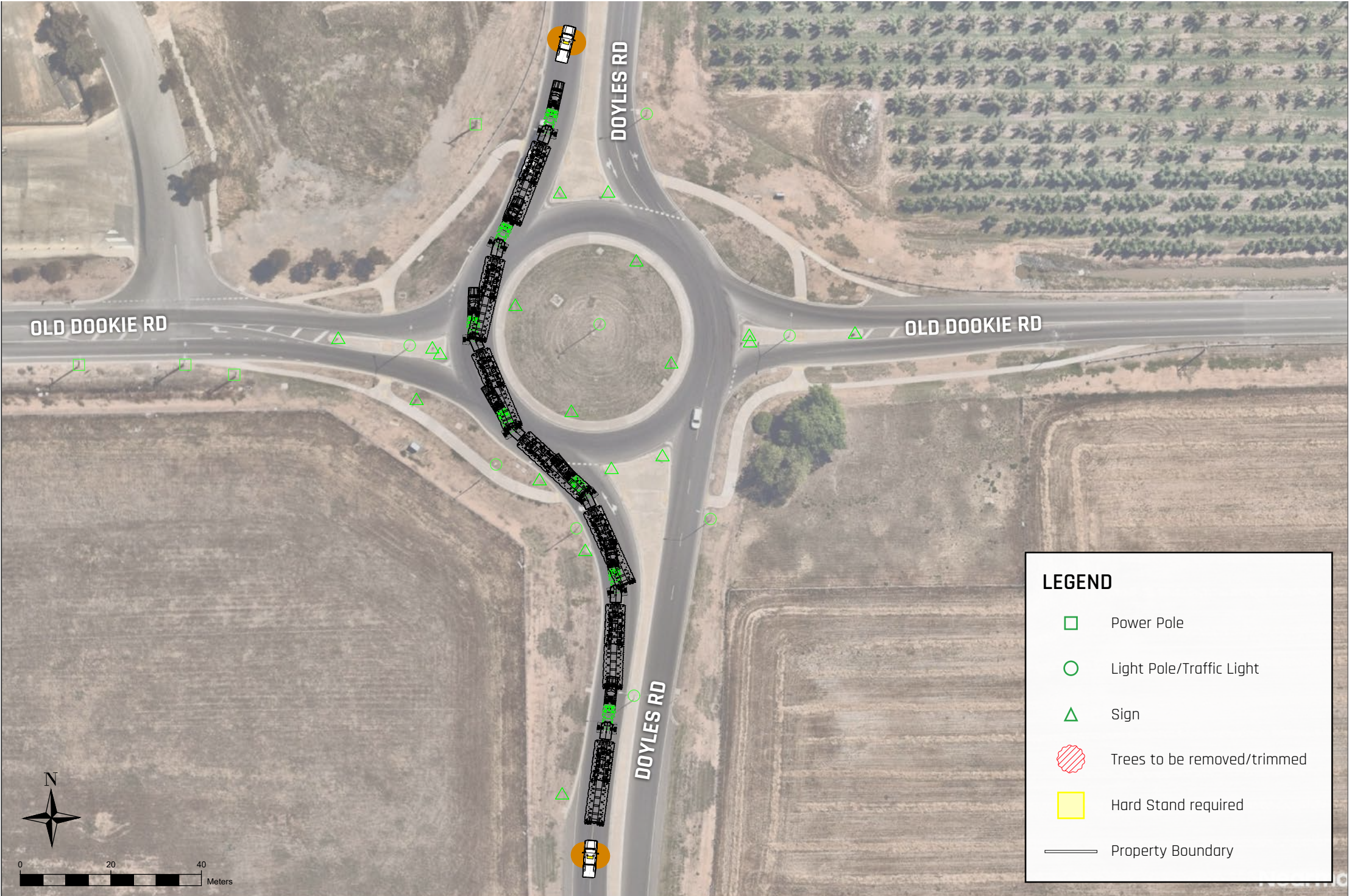
Pinch Point

11

ROUND ABOUT
Doyles Rd

ROUTE 1

Straight through round about along Doyles Rd continuing around Shepparton. Round about is dual lane which will pose no issues for turn. No modifications are required.



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CUSTOMER: Wilson Transformer Company

SIZE:

PROJECT: Calala BESS

SCALE
NTS

DRAWING
TITLE: SWEPT PATH DRAWING

SHEET
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DRAWING
NAME: Route Survey

REV

ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004

Pinch Point

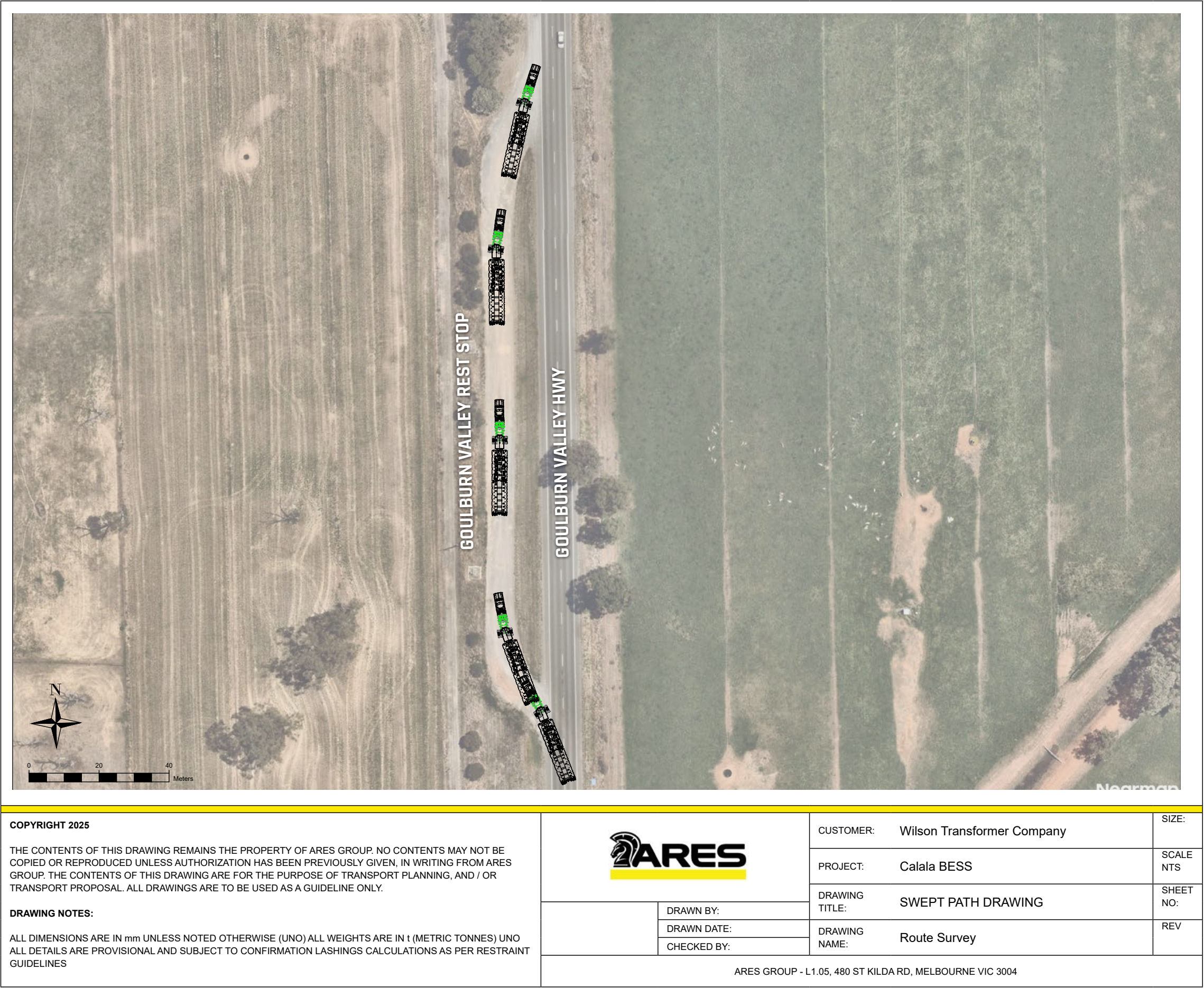
R02

REST STOP
Goulburn Valley Rest Stop
& Goulburn Valley Hwy

ROUTE 1

Goulburn Valley Rest Stop located along the Goulburn Valley Highway is roughly 4.3km North of Pinch Point 11. Rest stop is unsealed which will need to be checked for weather damage before load can enter, there are no amenities located here. Rest stop is approximately 208m in length and should pose no issues to entry and exit. Potential modifications are required depending on condition.

Rest area entrance images listed at the end of Pinch point segment.



Pinch Point

12

ROUND ABOUT
Doyles Rd
& Grahamvale Rd

ROUTE 1

Straight through round about taking the second exit from Doyles Rd onto Grahamvale Rd. Round about is dual lane which poses no issues to load. No modifications will be required.



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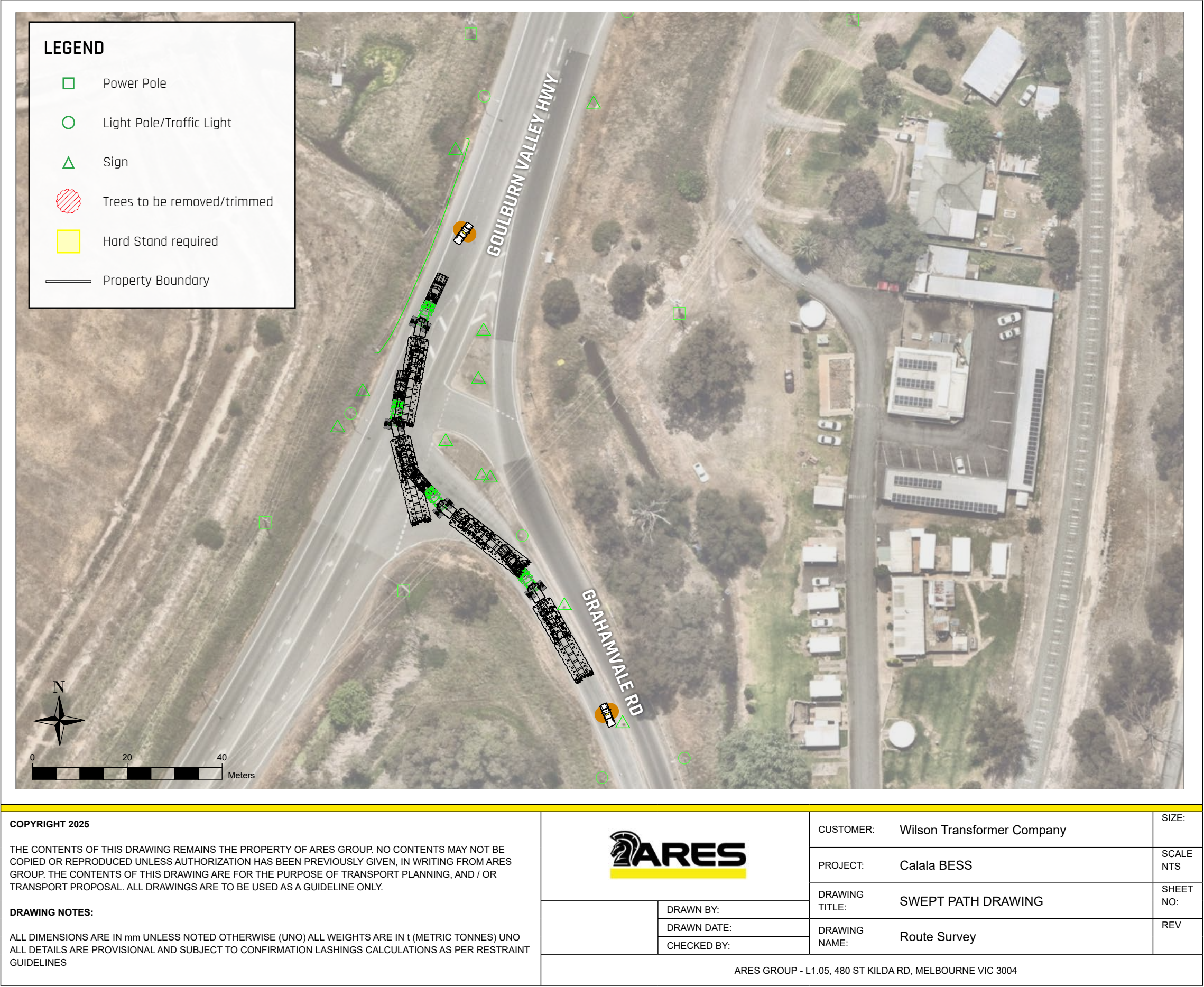
Pinch Point

13

RIGHT TURNS
Grahamvale Rd
& Goulburn Valley Hwy

ROUTE 1

Right hand turn from Grahamvale Rd onto Goulburn Valley Hwy, turn is quite wide posing little to no issue during turn. No modifications will be required.



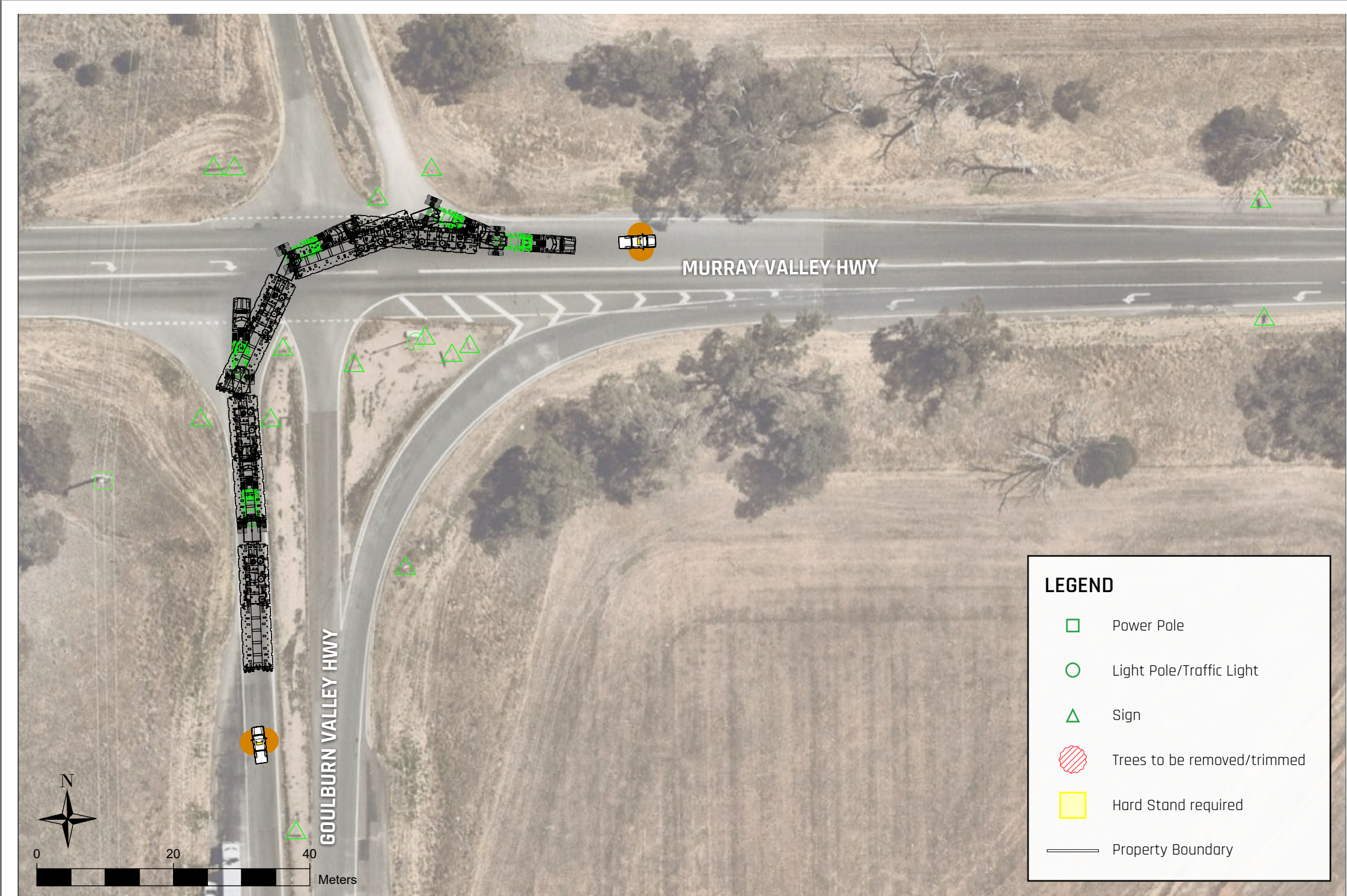
Pinch Point

14

RIGHT TURN
Goulburn Valley Hwy
& Murray Valley Hwy

ROUTE 1

Right hand turn from Goulburn Valley Hwy onto Benalla-Tocumwal Rd is an open wide turn that won't pose any issues with the load. No modifications are required.



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		DRAWN DATE:			
		CHECKED BY:			
ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004					

Pinch Point

15

LEFT TURN
Murray Valley Hwy
& Goulburn Valley Hwy

ROUTE 1

Turn begins from Murray Valley Hwy which then links onto the Goulburn Valley Hwy with a sweeping left hand turn, load should take precaution entering turn to avoid road furniture and shoulders, turn should not pose any issue to load. No modifications are required.

This is the final pinch point within Victoria.



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GUIDELINES



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CUSTOMER: Wilson Transformer Company

PROJECT:	Calala BESS
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ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004

Pinch Point

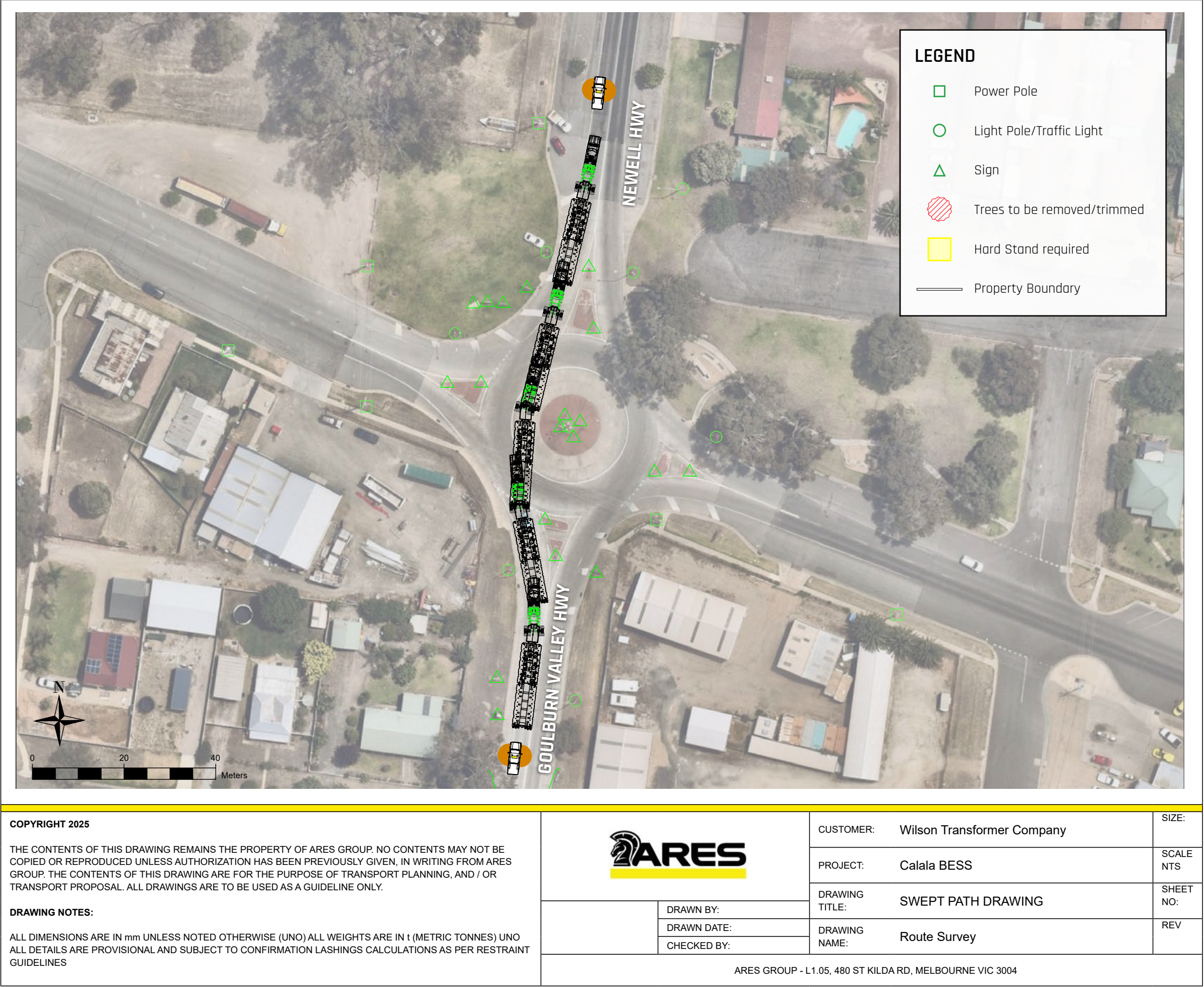
16

ROUND ABOUT
Goulburn Valley Hwy
& Newell Hwy

ROUTE 1

Load is heading straight through round about taking the second exit from the Goulburn Valley Hwy onto the Newell Hwy. Round about is single lane with a secondary concrete inner shoulder which allows for plenty of space for maneuverability. No modifications will be required.

This is the first pinch point in NSW.



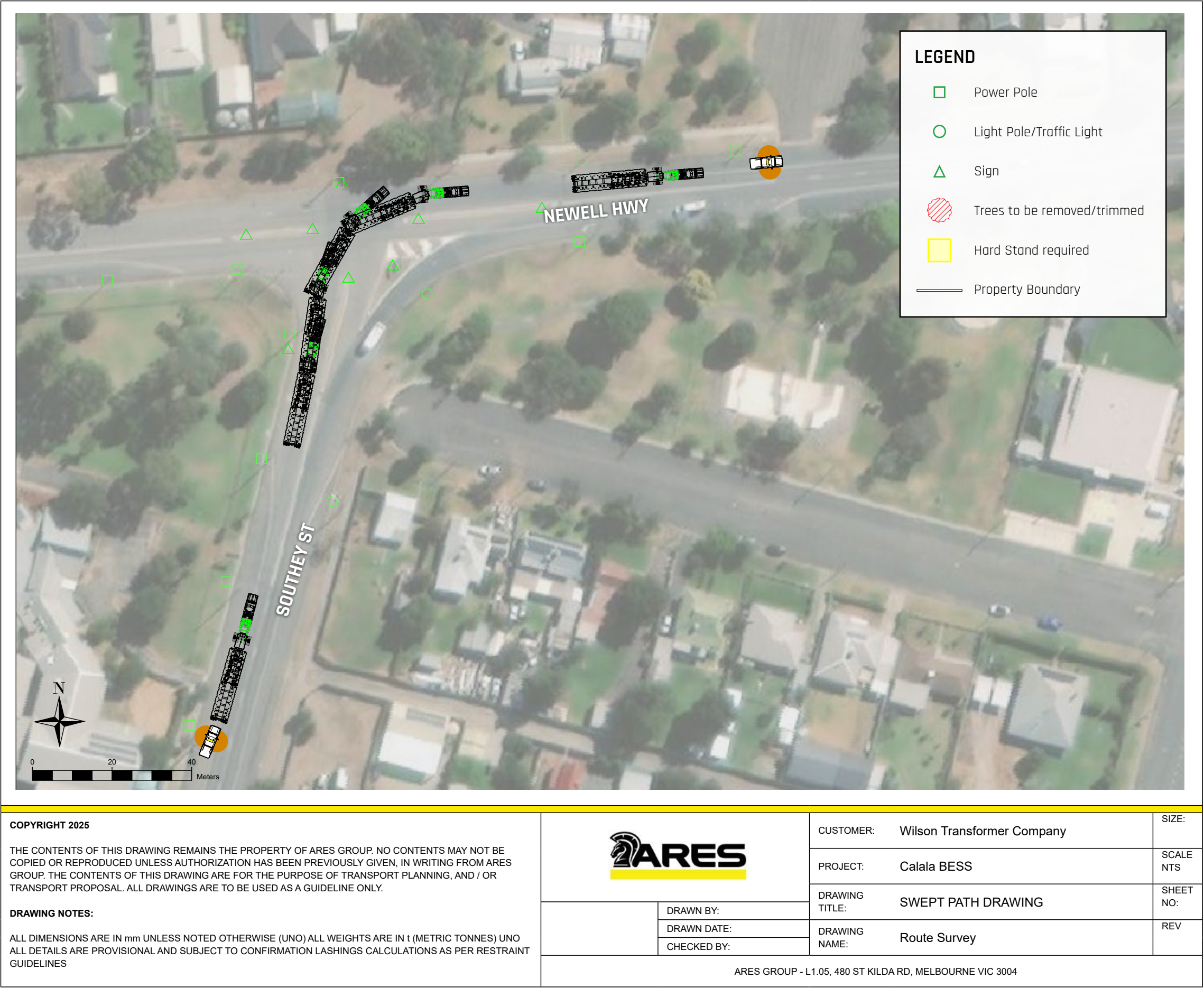
Pinch Point

17

RIGHT TURN
Southey St
& Newell Hwy

ROUTE 1

Right hand turn from Southey St onto Newell Highway is a wide corner posing no issues. No modifications will be required.



Pinch Point

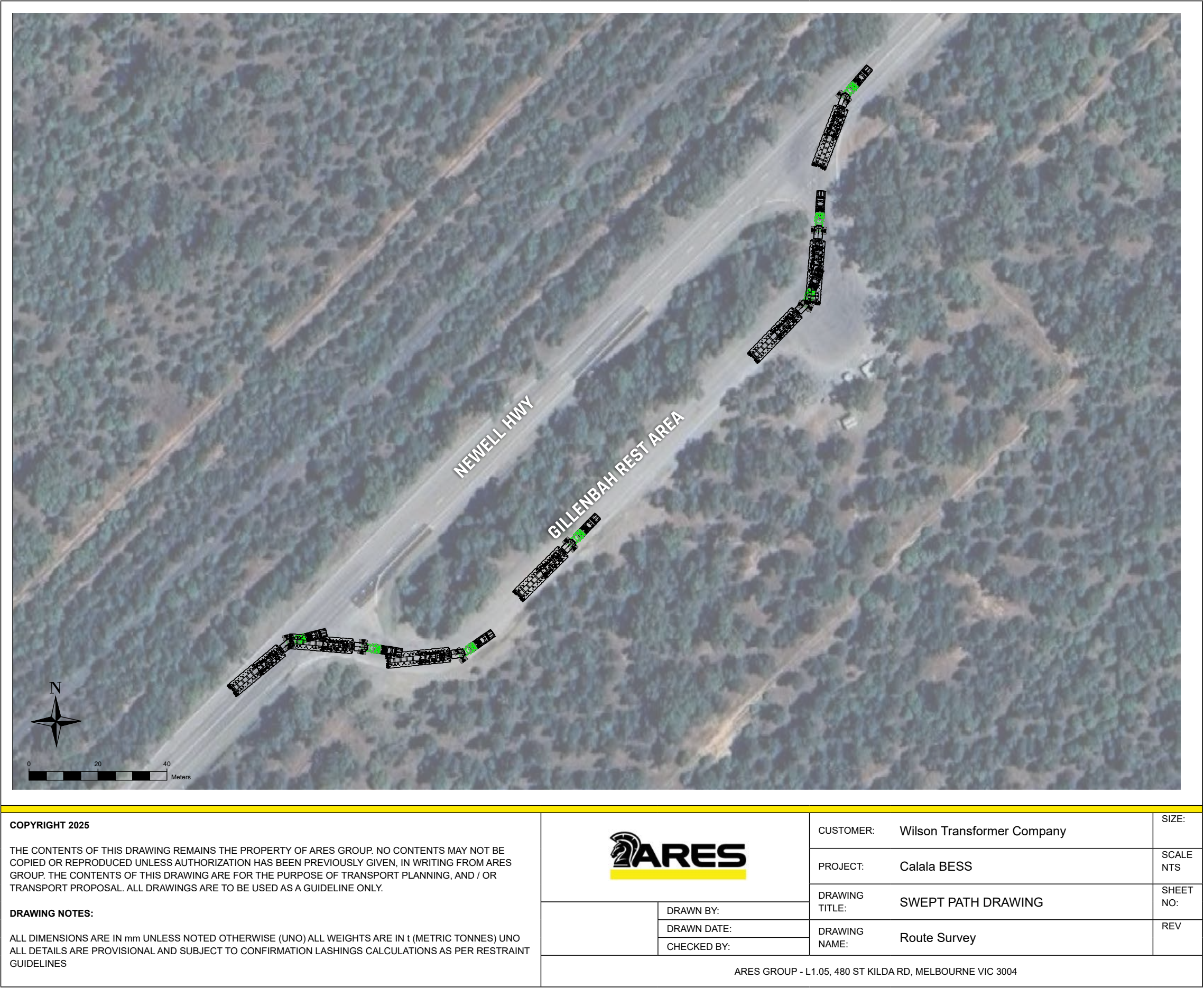
R02

REST STOP
Gillenbah Rest Area
& Newell Hwy

ROUTE 1

Gillenbah Rest Area located along the Newell Highway around 8 km South of Gillenbah. Rest stop is completely sealed with access to amenities. Rest stop stretches roughly 280m in length, entrance to rest stop is on the opposite direction of travel but does give access to entry from both directions. No modifications will be required.

Rest area entrance images listed at the end of Pinch point segment.



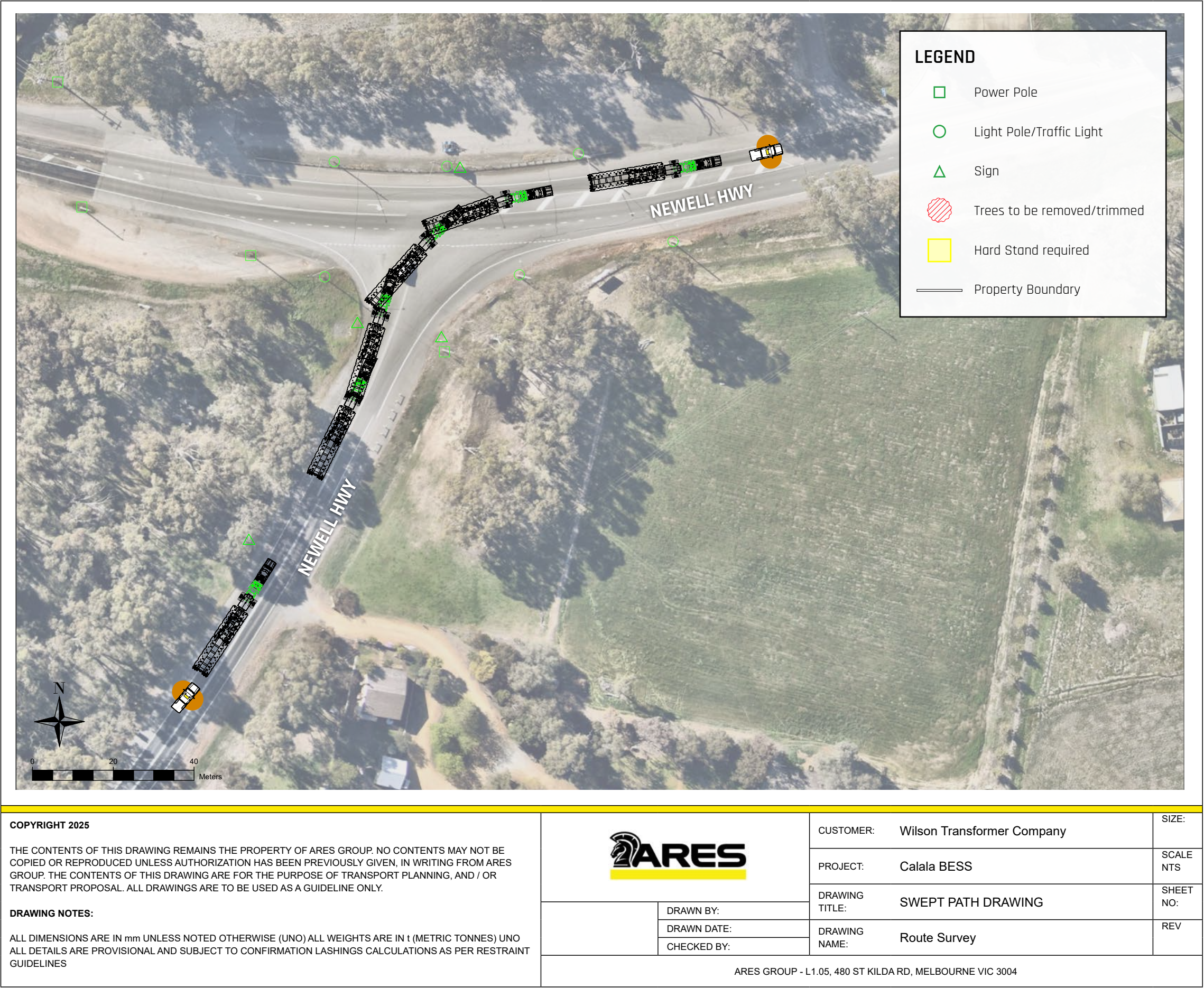
Pinch Point

18

RIGHT TURN
Newell Hwy
& Newell Hwy

ROUTE 1

Right hand turn to continue on the Newell Highway corner is wide and will not pose any issues. No modifications will be required.



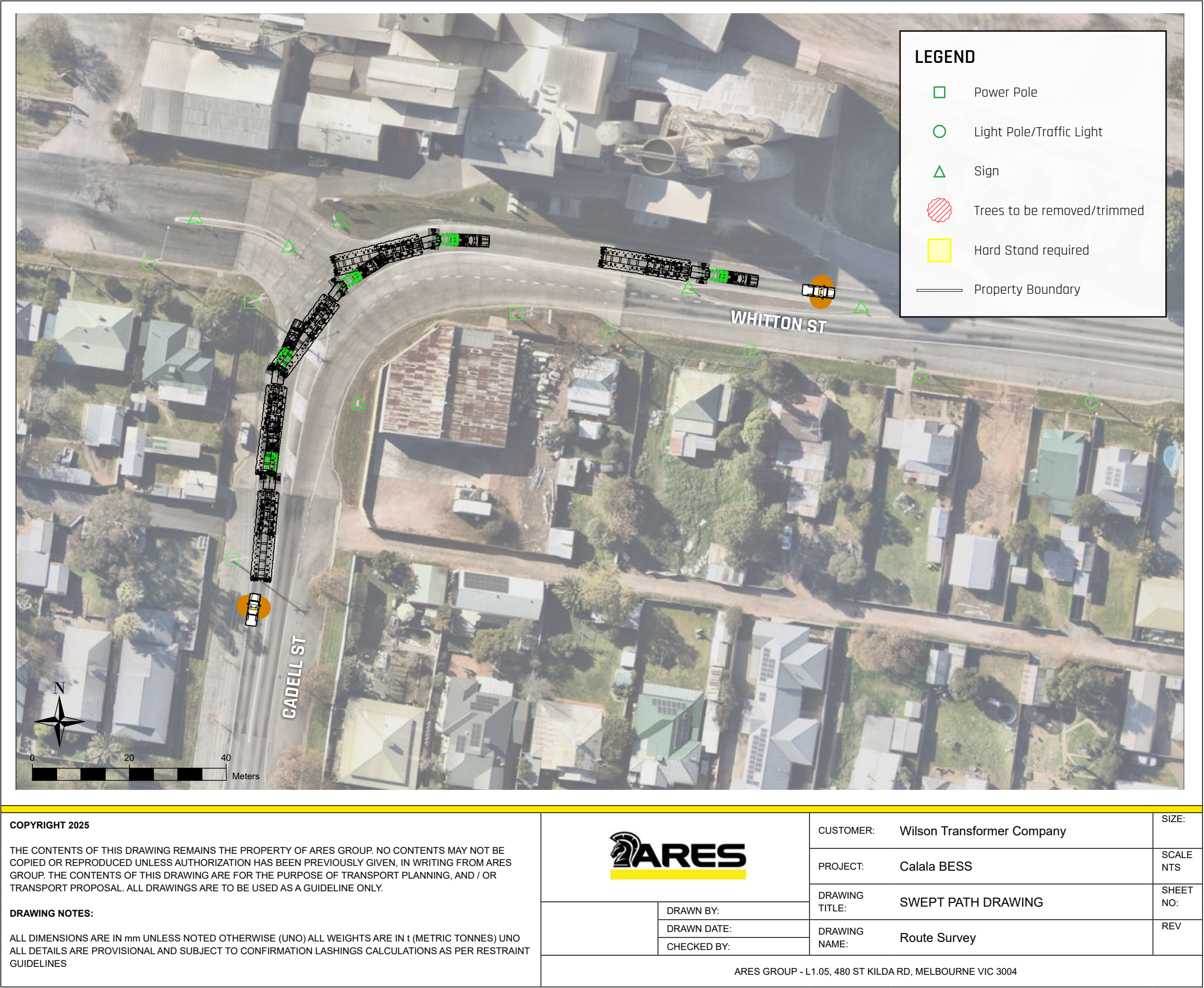
Pinch Point

19

RIGHT TURN
Cadell St
& Whitton St

ROUTE 1

Right hand turn from Cadell St to Whitton St large sweeping bend that will pose no issues during turn. No modifications will be required.



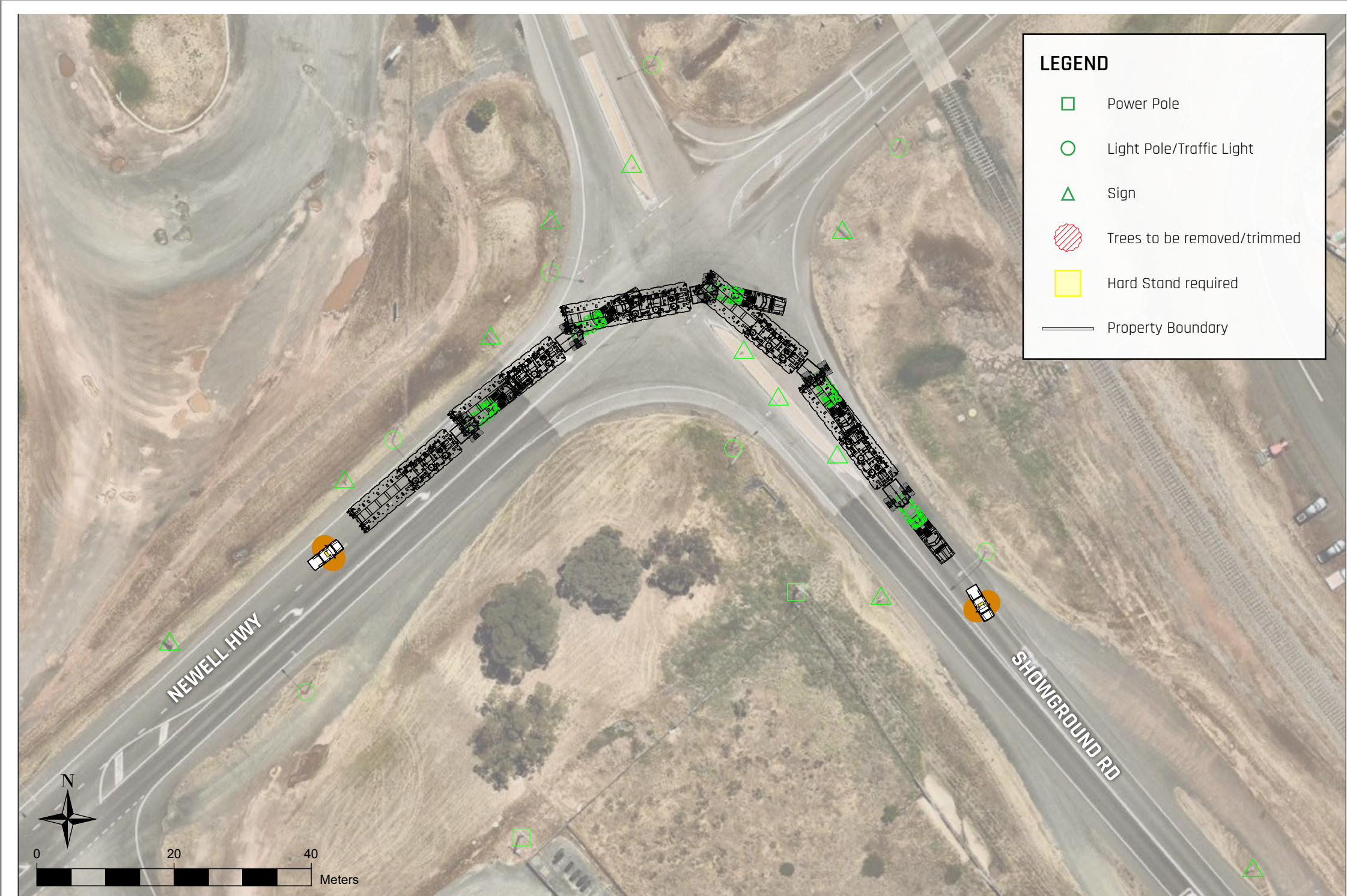
Pinch Point

20

RIGHT TURN
Newell Hwy
& Showground Rd

ROUTE 1

Right turn from Newell Highway onto SHowground Rd will be initiated from the far left lane turning into the corner early to avoid road boundary. No modifications will be required.



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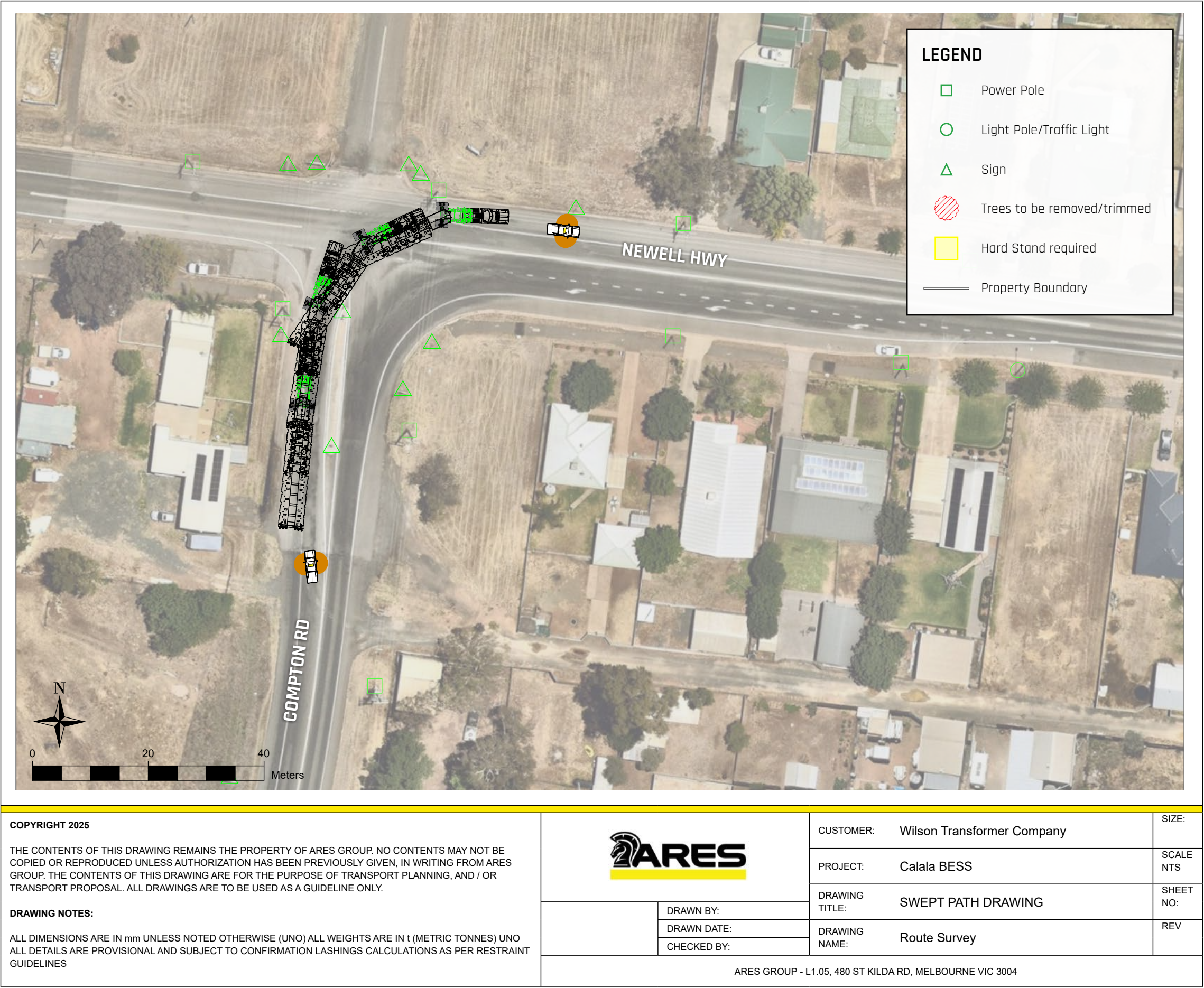
Pinch Point

21

RIGHT TURN
Compton Rd
& Newell Hwy

ROUTE 1

Right hand turn from Compton Rd onto Newell Highway will need to take precaution of road furniture during the start of the turn, no further issues during turn. No modifications required.



Pinch Point

R03

REST STOP
Marsden Rest Area North
& Newell Hwy

ROUTE 1

Marsden Rest Area Northbound located along the Newell Highway roughly 30 km North of West Wyalong, Rest stop is completely sealed with access to amenities. Rest stop stretches roughly 250m in length & poses no issues to entry or exit. No modifications will be required.

Rest area entrance images listed at the end of Pinch point segment.



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ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004					

Pinch Point

22

RIGHT TURN
Newell Hwy
& Dowling St

ROUTE 1

Right hand turn from Newell Highway onto Dowling St, turn is wide and long posing no issues during turn. no modifications will be required during turn.



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CUSTOMER: Wilson Transformer Company

SIZE:

PROJECT: Calala BESS

SCALE NTS

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DRAWING NAME: Route Survey

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Pinch Point

23

ROUND ABOUT
Westlime Rd
& Newell Hwy

ROUTE 1

Round about connecting Westlime Rd continuing on the Newell Highway will not be an issue as the inner shoulder following the round about acts as a second lane proving plenty of space for turn. No further modifications will be required.



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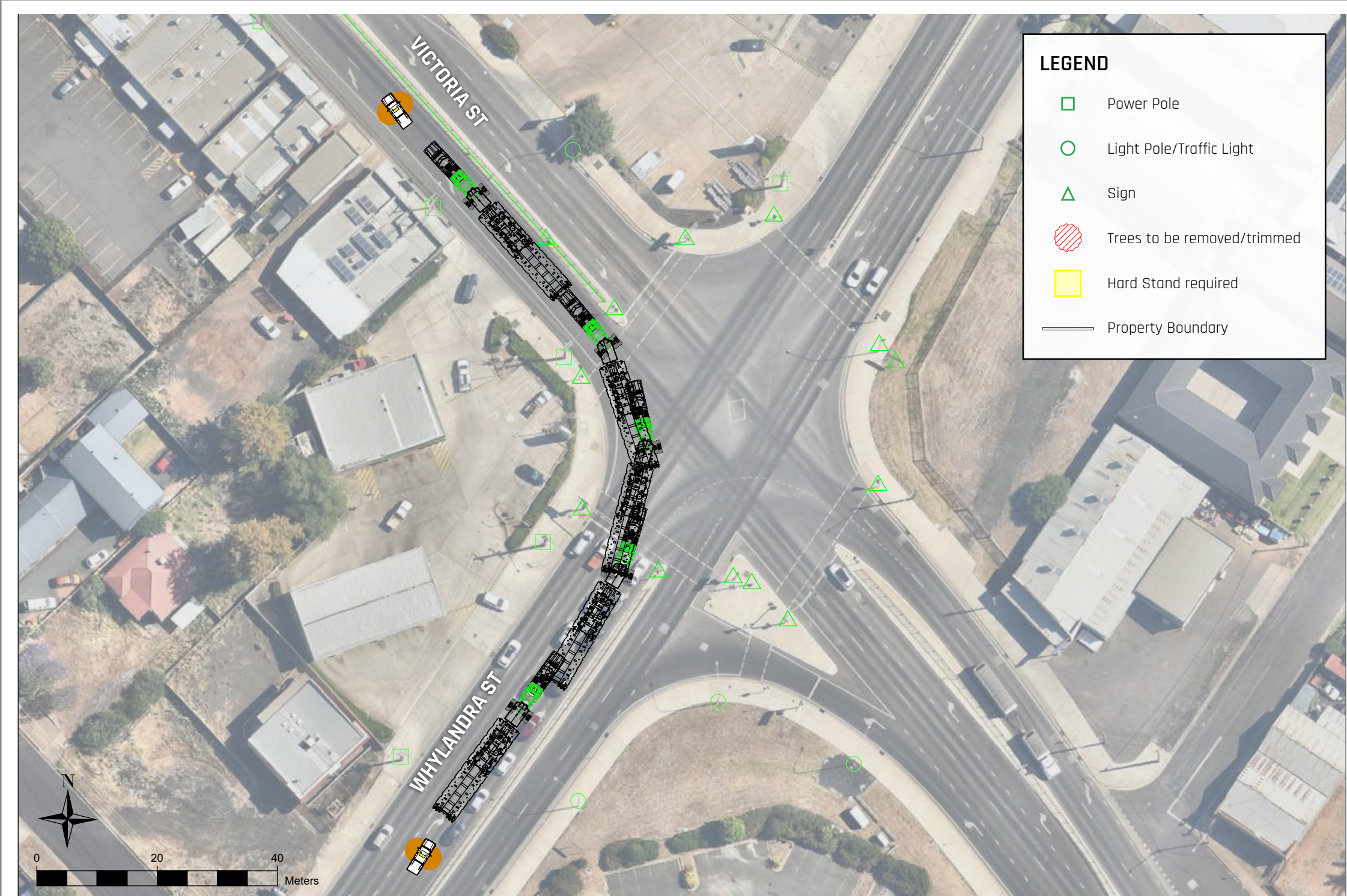
Pinch Point

24

LEFT TURN
Whylandra St
& Victoria St

ROUTE 1

Left hand turn from Whylandra St into Victoria St will be initiated midway over the two far right lanes, corner is wide and will not pose any issues during turn. No modifications will be required.



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		DRAWING NAME:	Route Survey	REV
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Pinch Point

25

RIGHT TURN
Mitchell Hwy
& Thompson St

ROUTE 1

Right hand turn from Mitchell Highway onto Thompson St is an acute corner, however the loac can use the wide shoulder along Mitchell Hwy when turning. No modifications are required.



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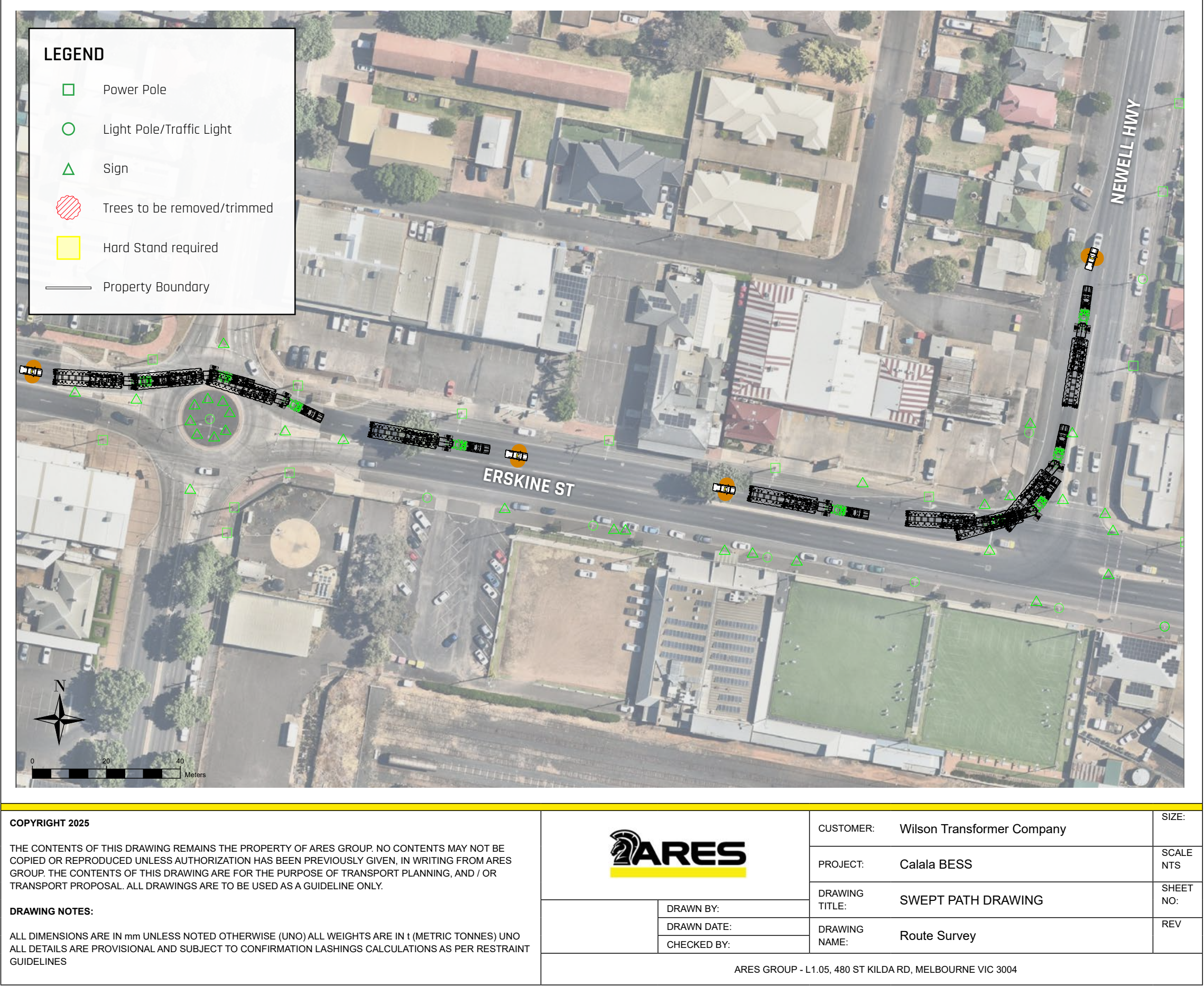
Pinch Point

26

ROUND ABOUT & LEFT TURN
Erskine St
& Newell Hwy

ROUTE 1

Straight through the Round about along Erskine St into a left turn onto the Newell Highway. The round about poses little issues as concrete shoulder provides sufficient space. The left hand turn needs to start in the middle lane to avoid the traffic light and other road furniture. No modifications will be required.



Pinch Point

27

RIGHT TURN
Newell Hwy
& Castlereagh Hwy

ROUTE 1

Right turn from Newell Highway onto the Castlereagh Highway is a long sweeping corner which should be initiated early and follow inside of the corner. No modifications will be required.



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Pinch Point

R04

REST STOP
Tooraweenah Rest Area
& Newell Hwy

ROUTE 1

Tooraweenah Rest Area located along the Newell Highway is approximately 38 km North from Gilandra, Rest stop is completely sealed with access to amenitites. Rest stop stretched roughly 120m in length, posing no issues to entry, exit is quite small. No modifications are required.

Rest area entrance images listed at the end of Pinch point segment.



Pinch Point

28

LEFT TURN & RIGHT TURN
Newell Hwy & Edwards St
& Namoi St

ROUTE 1

Left turn from the Newell Highway onto Edwards St followed by a right turn onto Namoi St. Both corners should start turning early following the inside of each turn, taking precautions for road furniture. No modifications will be required.

This is the start for the bypass around Coonabarabran.



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			PROJECT:	Calala BESS	SCALE NTS
		DRAWING TITLE:	SWEPT PATH DRAWING		SHEET NO:
		DRAWING NAME:	Route Survey		REV
		ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004			

Pinch Point

29

LEFT TURN
Gardener St
& Newell Hwy

ROUTE 1

This left turn from Gardener St to Newell Highway
Should pose no issues as the turn is wide without
any modifications needed.

This is the end for the bypass around
Coonabarabran.



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			PROJECT:	Calala BESS	SCALE NTS
			DRAWING TITLE:	SWEPT PATH DRAWING	SHEET NO:
		DRAWN BY:	DRAWING NAME:	Route Survey	REV
		DRAWN DATE:			
		CHECKED BY:			
ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004					

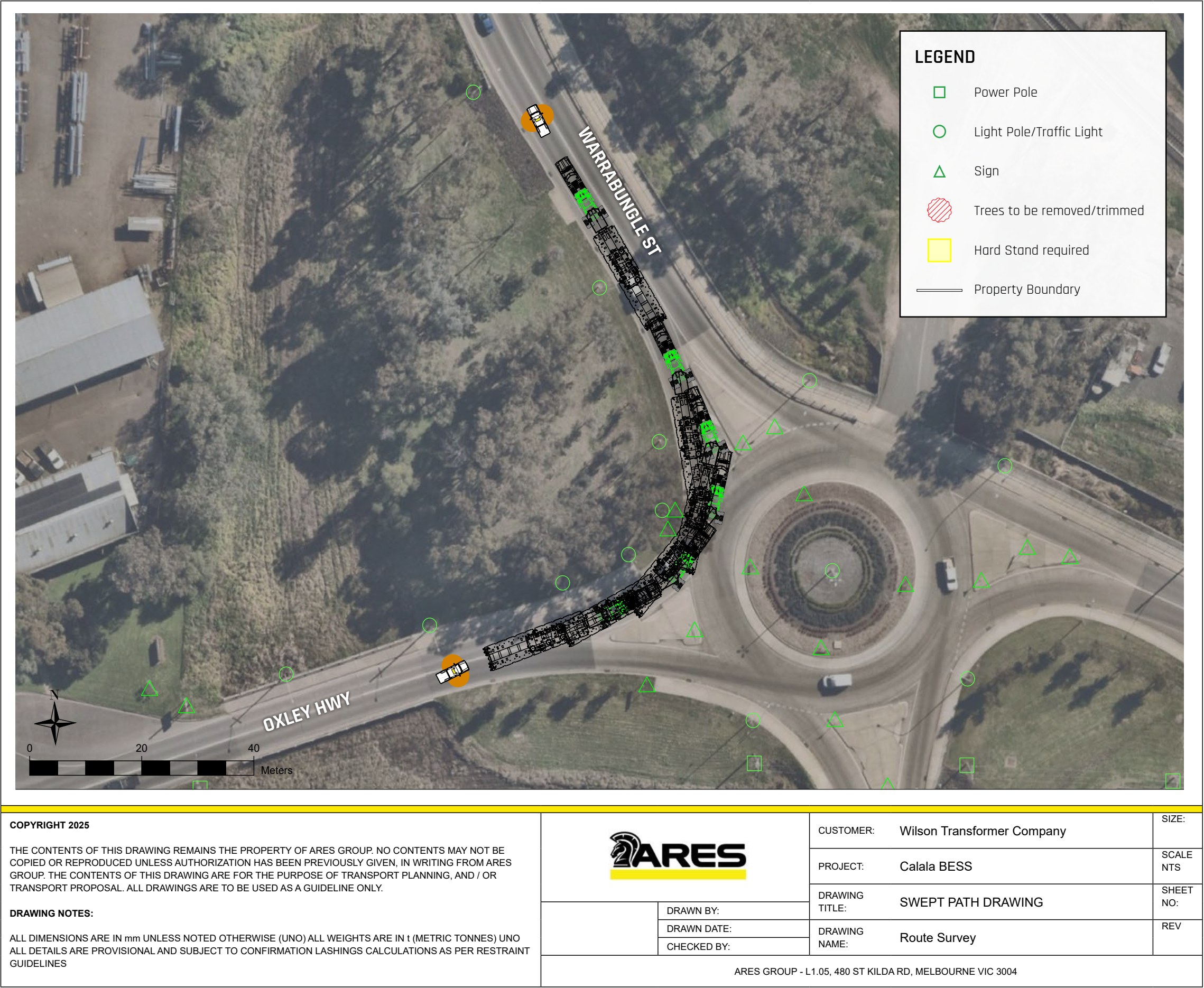
Pinch Point

30

ROUND ABOUT
Warrabungle St
& Oxley Hwy

ROUTE 1

Load will take the first exit on the round about connecting Oxley Hwy to Warrabungle St, turn is tight and will need to be taken slow with high precaution to avoid all road furniture. Turn does not need any modifications to be complete.



Pinch Point

31

ROUND ABOUT
Warrabungle St
& Warrabungle St

ROUTE 1

As load passes around Gunnedah load must go straight through round about along Warrabungle St to stay on Warrabungle St, this pinch point should pose no issues as the inner concrete shoulder of the roundabout is mountable, and provides easy access straight through, No modifications are required



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CUSTOMER: Wilson Transformer Company

SIZE:

PROJECT: Calala BESS

SCALE
NTS

DRAWING
TITLE: SWEPT PATH DRAWING

SHEET
NO:

DRAWING
NAME: Route Survey

REV

DRAWN BY:

DRAWN DATE:

CHECKED BY:

ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004

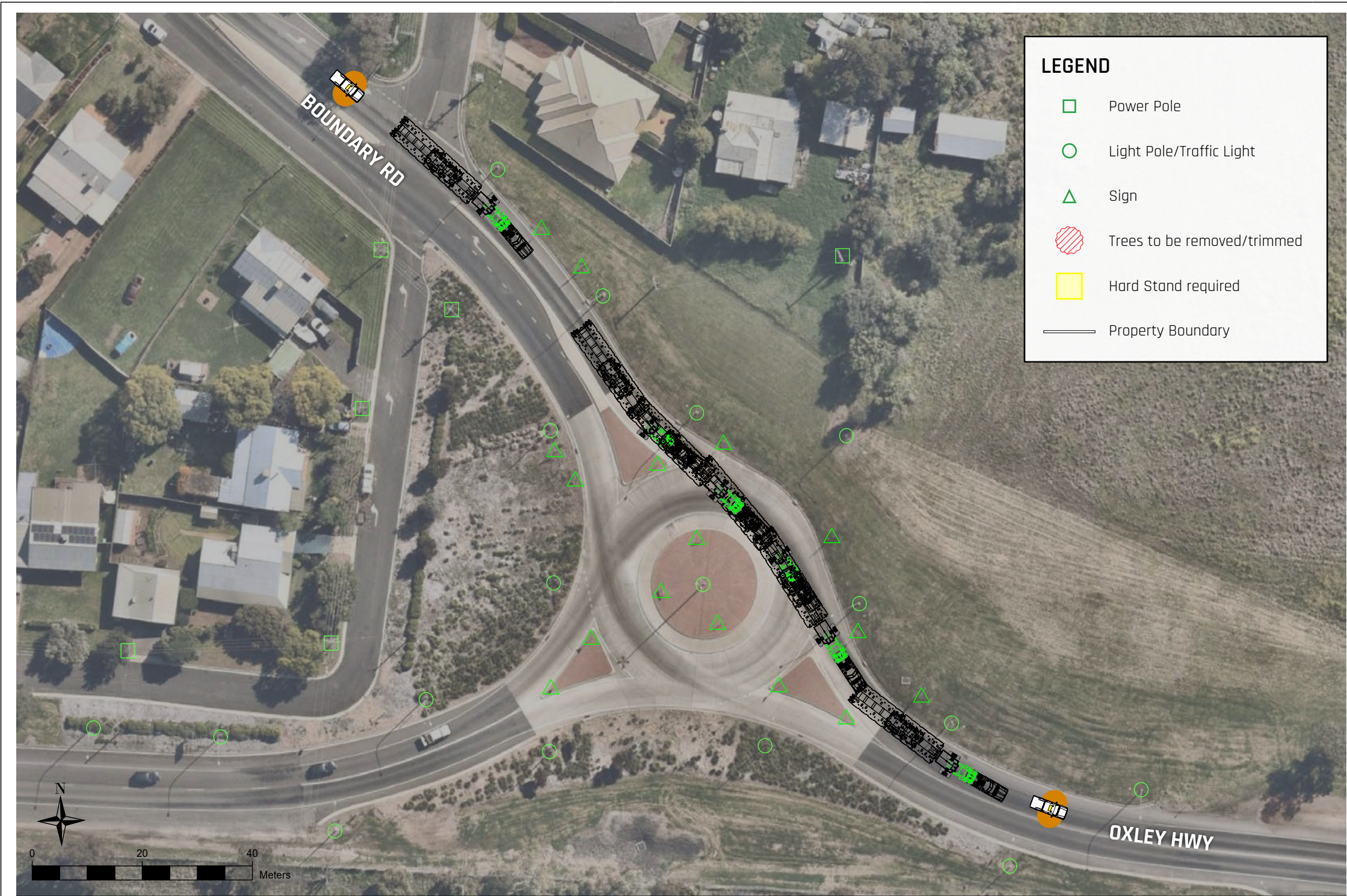
Pinch Point

32

ROUND ABOUT
Boundary Rd
& Oxley Hwy

ROUTE 1

Load will take the first exit on the round about connecting Boundary Rd to the Oxley Highway, turn poses no issues as its fairly straight forward, without any modifications required.



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		DRAWN BY:	DRAWING NAME:	Route Survey	REV
		DRAWN DATE:			
		CHECKED BY:			
ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004					

Pinch Point

33

ROUND ABOUT
Oxley Hwy
& Kamilaroi Hwy

ROUTE 1

Load will enter round about and take the second exit following straight through to continue onto the Kamilaroi Hwy. The round about is located along the Oxley Hwy just outside of Gunnedah and will pose no issues to the turn. No modifications will be required.



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SIZE:

PROJECT: Calala BESS

SCALE NTS

DRAWING TITLE: SWEPT PATH DRAWING

SHEET NO:

DRAWING NAME: Route Survey

REV

DRAWN BY:

DRAWN DATE:

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ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004

Pinch Point

34

RIGHT TURN
Lennox St
& Loder St

ROUTE 1

Load will take a right hand turn from Lennox St onto Loder St which both roads being apart of the Kamilaroi Hwy. Corner is very wide and will not pose any issues to the maneuver. No modifications will be required.



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CUSTOMER: Wilson Transformer Company

SIZE:

PROJECT: Calala BESS

SCALE NTS

DRAWING TITLE: SWEPT PATH DRAWING

SHEET NO:

DRAWING NAME: Route Survey

REV

ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004

Pinch Point

35

LEFT TURN
Kamilaroi Hwy
& New England Hwy

ROUTE 1

Left hand turn from Kamilaroi Hwy taking the left hand slip lane onto the New England Hwy. Corner is tight on the entry but has enough clearance for load to maneuver without impediment. No modifications are required.



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SIZE:

PROJECT: Calala BESS

SCALE NTS

DRAWING TITLE: SWEPT PATH DRAWING

SHEET NO:

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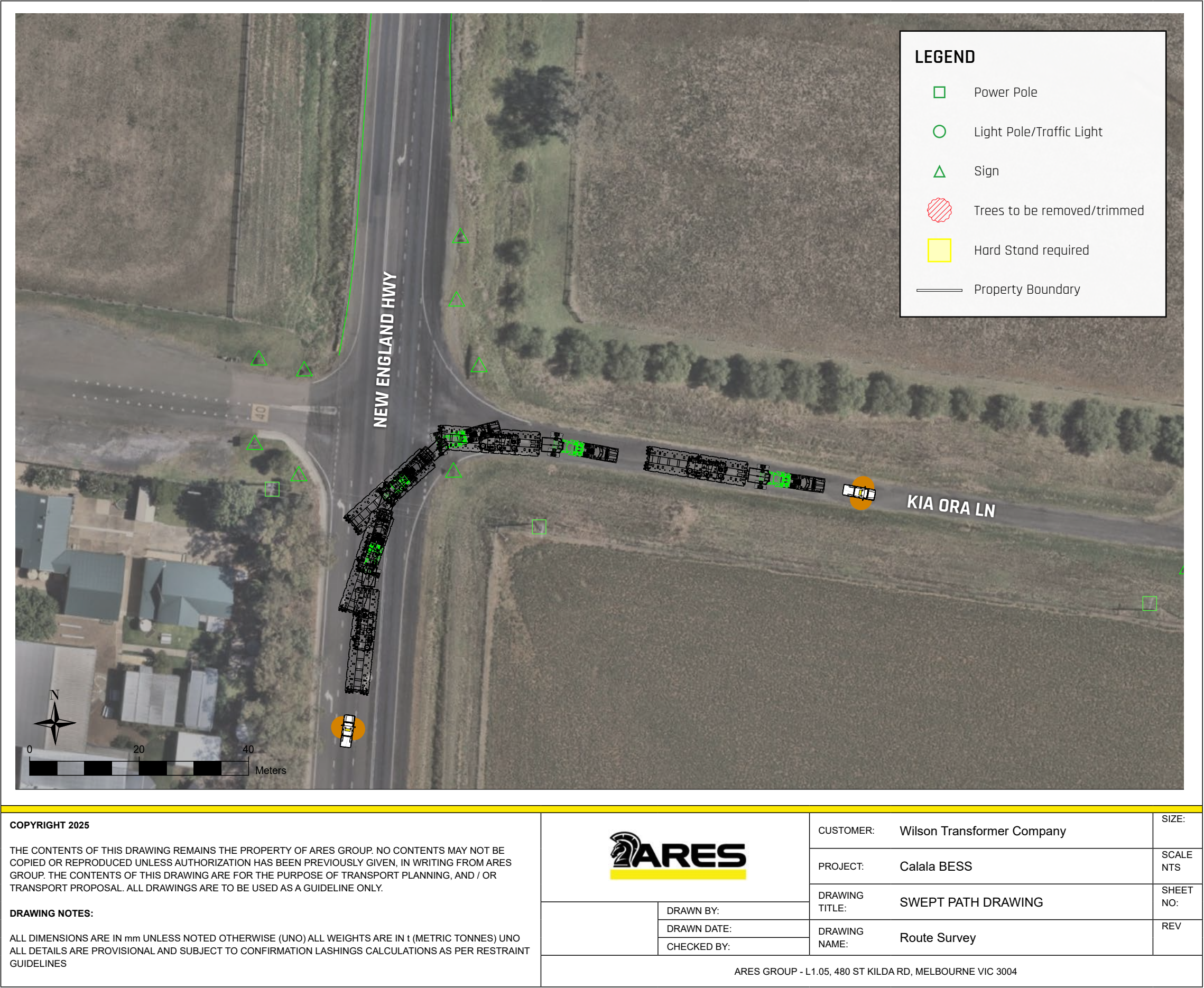
Pinch Point

36

RIGHT TURN
New England Hwy
& Kia Ora Ln

ROUTE 1

Right hand turn onto Kia Ora lane from the New England Highway leads to the first unsealed road length, roads will need to be inspected for weather damages before load progresses. Pilot escorts will need to assist in traffic management as road will be taken up by load. No modifications are required



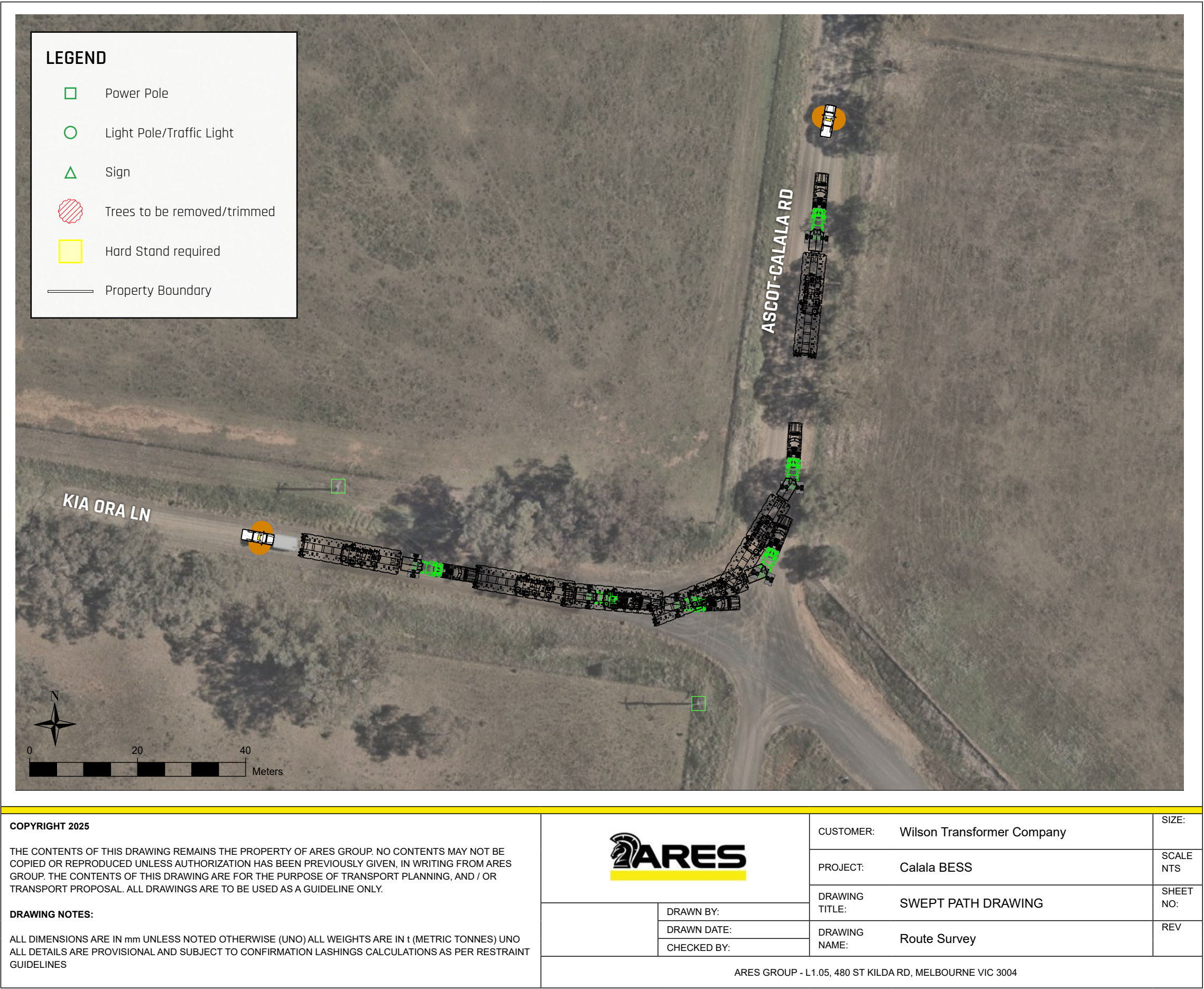
Pinch Point

37

LEFT TURN
Kia Ora Ln
& Ascot-Calala Rd

ROUTE 1

Left hand turn from Kia Ora Lane to Ascot-Calala Rd Both roads are unsealed but will not pose any issue. No modifications are required.



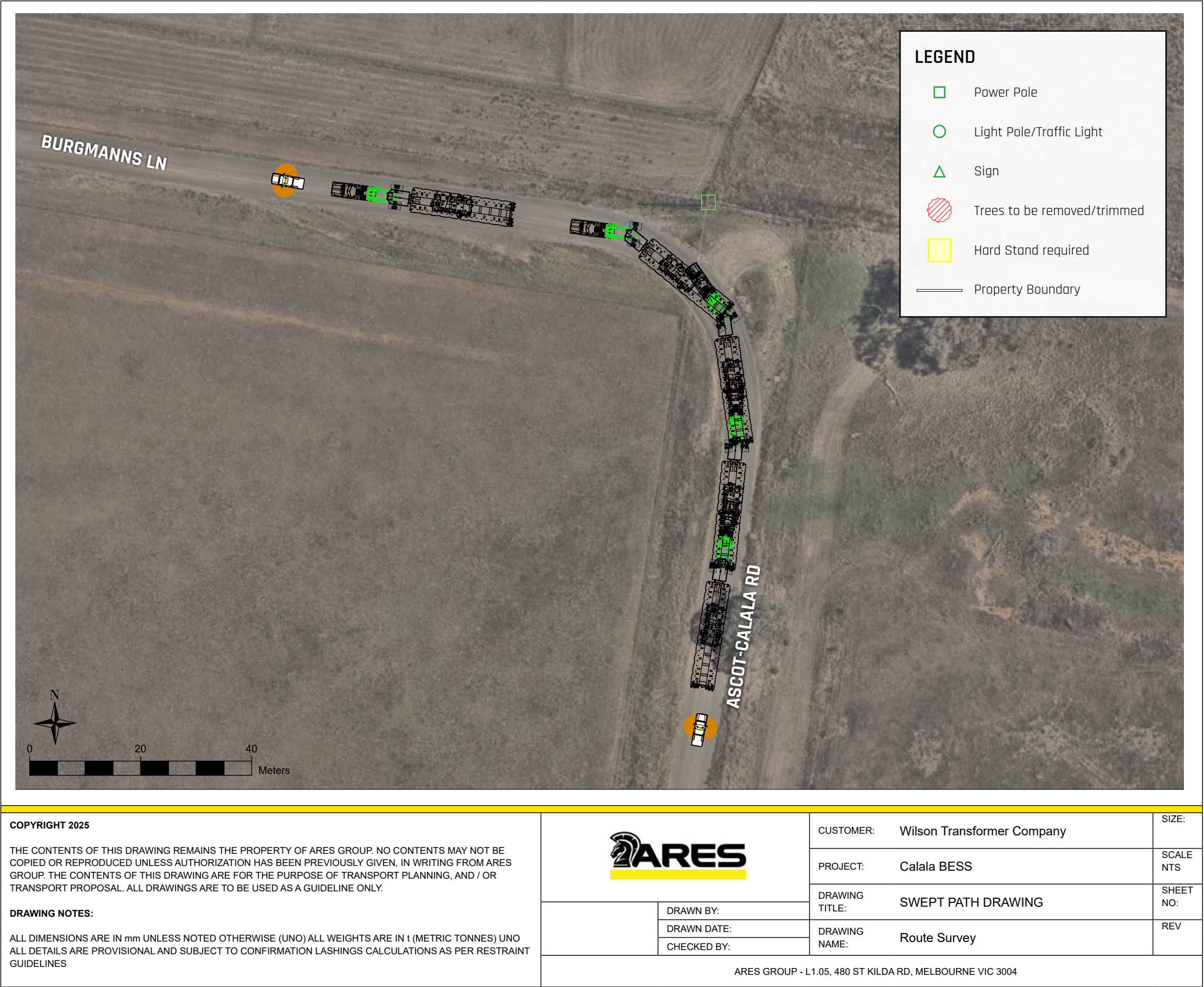
Pinch Point

38

LEFT TURN
Ascot-Calala Rd
& Burgmanns Ln

ROUTE 1

Sweeping left-hand bend from Ascot-Calala Rd to Burgmanns Ln will need to be taken slowly to assure load does not travel off road edges, both road are unsealed. No modifications are required.



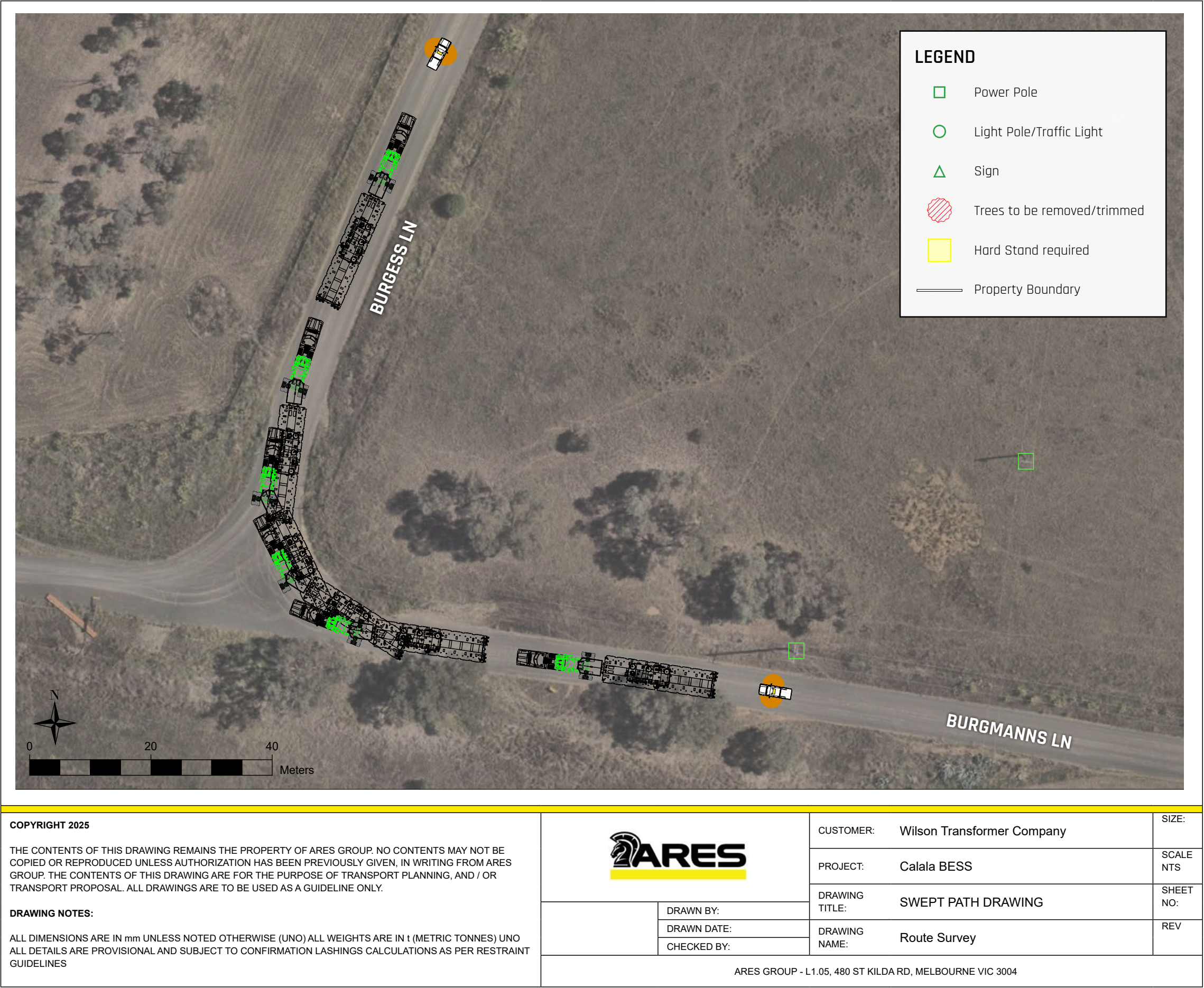
Pinch Point

39

RIGHT TURN
Burgmanns Ln
& Burgess Ln

ROUTE 1

Right-hand turn from Burgmanns Ln onto Burgess Ln should not pose any issues, load should follow inside of corner and take precaution that load does not leave road boundaries, Burgmanns lane is unsealed which leads on to Burgess Ln which is sealed. No modifications are required.



Pinch Point

40

RIGHT TURN
Burgess Ln
& Calala Ln

ROUTE 1

Right hand turn from Burgess Ln into Calala Ln poses no difficulty as turn is wide with plenty of space. No modifications are required.



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PROJECT: Calala BESS

DRAWING TITLE: SWEPT PATH DRAWING

DRAWING NAME: Route Survey

SIZE:

SCALE NTS

SHEET NO:

REV

ARES GROUP - L1.05, 480 ST KILDA RD, MELBOURNE VIC 3004

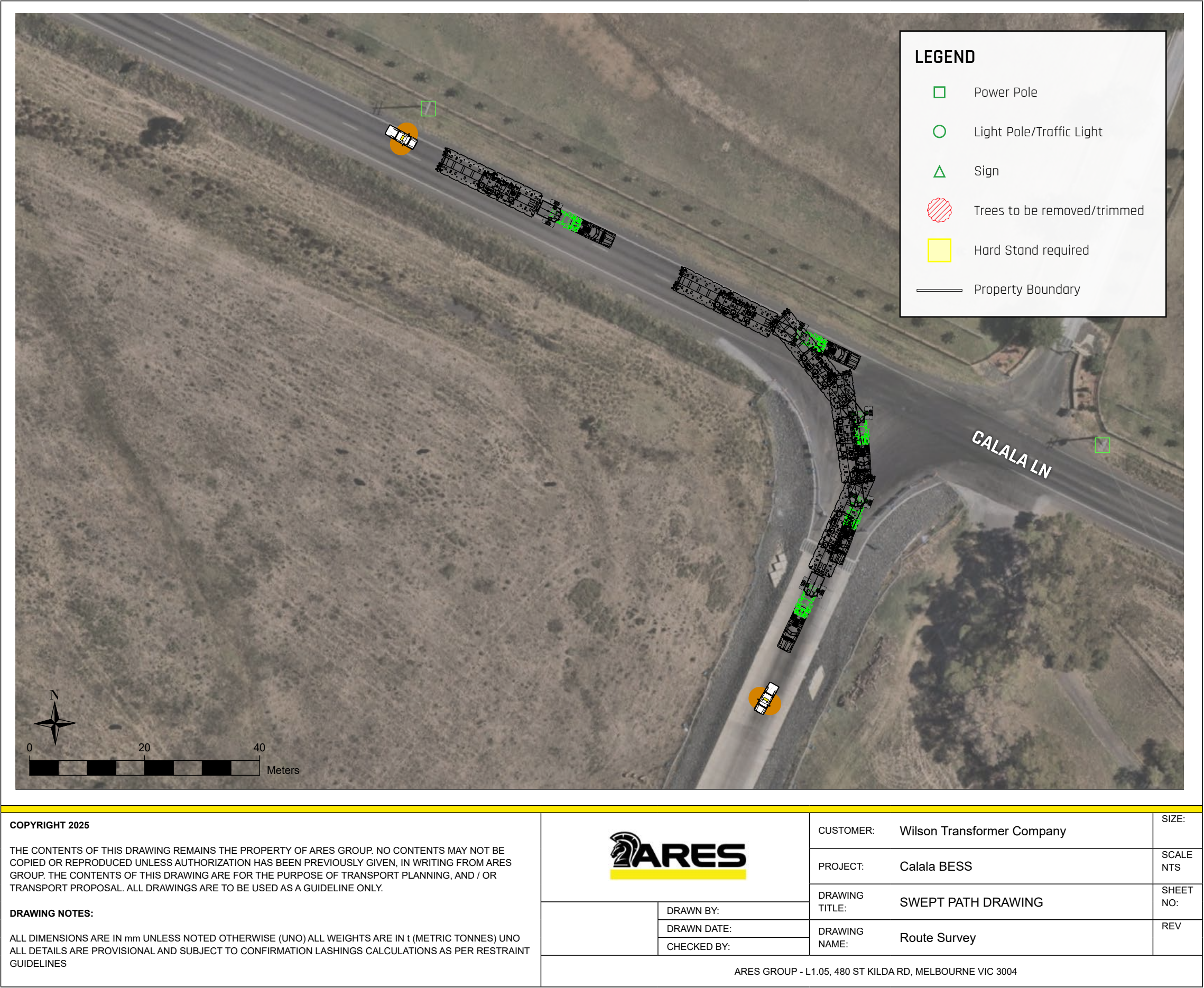
Pinch Point

41

RIGHT TURN
Calala Ln
& Site Entrance

ROUTE 1

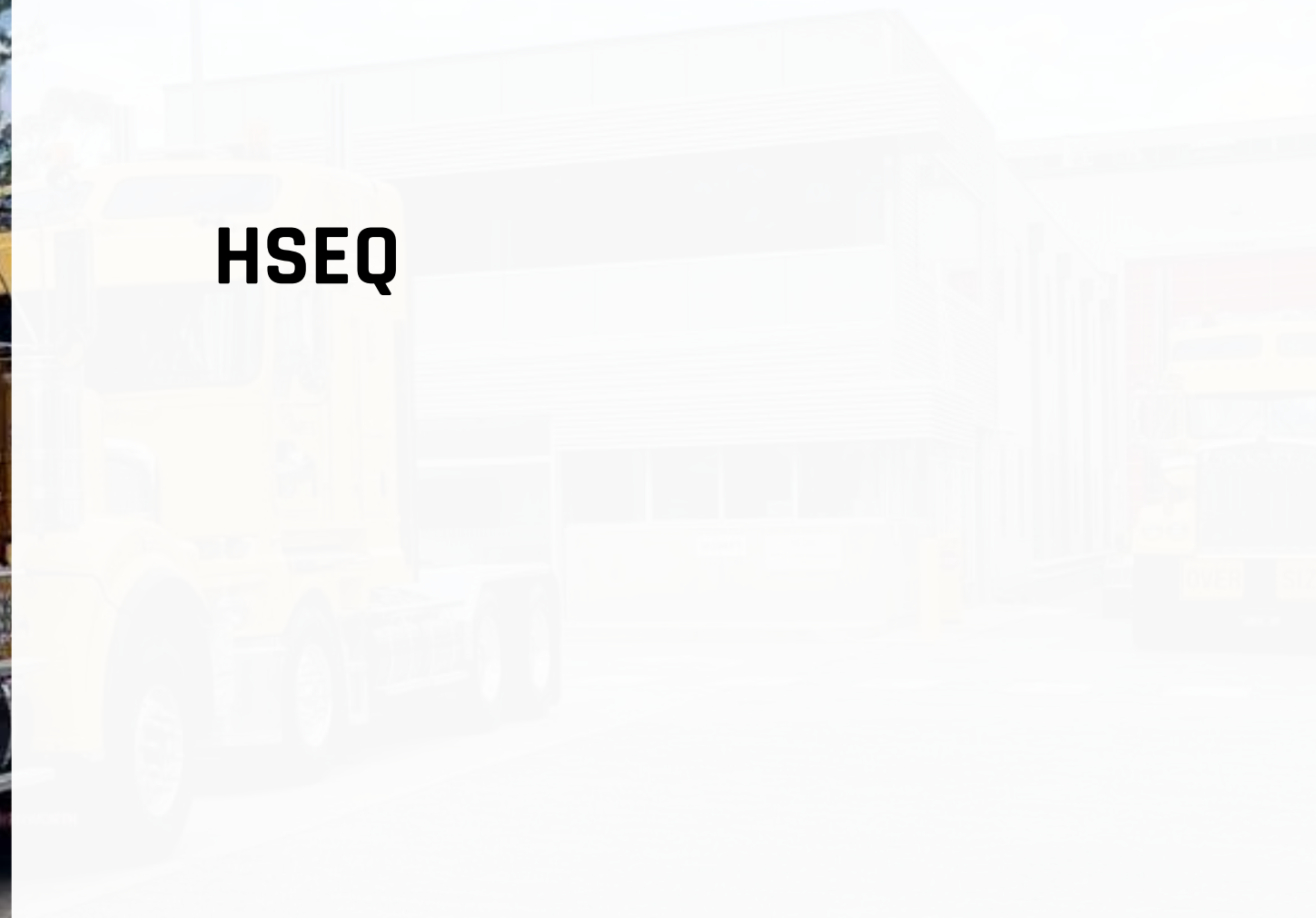
Site Entrance into Calala BESS from Calala Ln is completely sealed with a wide opening. Posing no issues for load. No modifications will be required.





03

HSEQ



Health, Safety and Environment

Safety is always the highest priority for Ares.

Permits

Permits to complete this project will be required from the following parties:

- NHVR Oversize Overmass Permits
- VIC and NSW Police Approval
- Transport Authority (VIC DPT, TfNSW) and Council Approvals
- Rail Authority Approvals
- Utility Approval (electricity, telecommunications, etc.)

Verification of Competency

All ARES drivers will be in possession of a valid driver's license, which will be checked prior to commencement of transport operations. All drivers are to comply with fatigue management legislation and will be regularly audited by ARES management.

Personal Protective Equipment

It is ARES policy for all drivers to wear the required personal protective equipment (PPE) whenever it is required and to ensure it is of the appropriate type.

This includes but is not limited to:

- Protective Gloves - AS/NZS 2161.2:1998
- Safety Helmet - AS/NZS 1801:1997

- Lace up (Steel Cap) Safety Boots - AS/NZS 2210.1:2010
- Long Sleeve / Pants - Hi Vis safety work clothing - AS/NZS 4602.1:2011
- Safety Glasses - AS/NZS 1337.1:2010

Hazard Identification, Risk Assessment & Control

All drivers are trained in the use of the standard Hazard Reporting Form. Safe Work Method Statements (SWMS) are created for all activities to be undertaken and reviewed on a regular basis. Personnel undertaking an activity are required to sign onto the relevant SWMS.

ARES personnel are also encouraged to use their Take 5 booklets, which are available in each truck and also at site offices.

Incident reporting is overseen by the HSEQ representative and all details are recorded in an online form on the ARES Portal. All hazards and incidents will be reported to the road authority, our client and management as required. Remedial and close out actions are reviewed on a regular basis by ARES management.

Communication

All selected radio channels will be documented in the SWMS and all Project personnel will be advised of the selected channels prior to the commencement of work, via the SWMS, Tool Box Meeting and/or the Operations Manager.

Communication between all parties in the Oversize vehicles and pilots will be on UHF Channel 40 and it will be used to keep in positive contact at all times.



Quality

Ares is accredited to ISO 9001:2015 and maintains strict standards for quality.

Equipment Servicing & Maintenance

ARES's equipment maintenance programme is accredited to the NHVAS and designed to keep our trucks and trailers in optimal running condition. Prime Movers are serviced every 3 months, and trailers are serviced every 12 months.

All service and maintenance records are kept online in the ARES Portal, and are available for review upon request.

At the commencement of every shift, drivers will complete a daily checklist on all equipment before commencing, as per ARES policy

Non Conformances

Non conformances noted by ARES management or by external parties are recorded as Non Conformance Reports (NCRs) in the ARES Portal. Each NCR is treated in a similar fashion to an incident and is assigned an actioner to rectify and close out the non conformity.



Breakdown Contingency Plan

In the event of an emergency such as a breakdown or incident, ARES will notify the Victorian Transport Operations Centre (TOC) on 131 170, NSW Transport Management Centre (TMC) on 131 700, immediately to provide information regarding any issues of the movement. We will then move the load to the next available pull over area or to the left lane and shoulder to ensure the traffic impact is minimal. Police are to direct and manage traffic as appropriate with pilots accompanying the load to assist under the direction of police.

ARES will then consult and engage any one of the following service providers:

A Heavy Tow Truck will be engaged by ARES for the project to be on call to assist in the event of a breakdown and as a ballast/block truck where required. We will also have a number of other heavy rated prime movers available, one of which will travel with the load, acting as a backup vehicle should the need arise.



If specialist equipment and contractors are required such as cranes and traffic management, these will be engaged on an as-required basis.

Contact	Operator	Phone No.
Standby Prime Mover	ARES Block Truck	TBC
Heavy Tow Truck (VIC)		Eagle Towing: 03 9844 4888 GRS Towing: 0404 869 464 Hills Hvy Towing: 0408 123 302
Tyres	Beaurepaires / Bridgestone	132 381 / 131 229
Mechanical	TBC	TBC
Fire/Police/Ambulance		000
Transport Management/ Operations Centre (TMC/TOC)		131 170 (VIC) 131 700 (NSW)
ARES Project Manager	Shane Warmus	0477 464 426

ARES will make contact with TMC/TOC again once the issue is resolved and the load is moving again. This will enable TMC/TOC to notify other road users that may be affected by the breakdown or incident.

All hazards and incidents will be reported to the Road Authority, our client, and management, as required.

If specialist equipment and contractors are required such as cranes and traffic management, these will be engaged on an as-required basis.



Above:

Windfarm base section travelling down the Princes Motorway at night time.

Opposite page, top:

Base tower section being transported in remote Western Australia for the Yandin project.

Opposite page, bottom:

Block trucks assisting a transformer superload along the journey from Glen Waverley to Stanwell power station in Queensland. There are multiple block trucks available in the Ares Group fleet.



Night Time Travel

Extra precautions are required when travelling with oversized loads at night time.



ARES has extensive experience transporting components at night.

Approvals

An NHVR Permit will be required to be issued prior to travel. This will stipulate any special conditions, including curfew and time of day travel requirements.

The oversized load will depart from WTC Glen Waverly in the evening hours of metropolitan Melbourne. The following sections outline how ARES plan to mitigate the risks of traveling down roads at night.

Lighting and Visibility

In addition to the standard lights and flashing beacons equipped as standard on ARES trucks, trailers and pilot vehicles, the extremities of the load shall be illuminated by suitable method (e.g. flood lights mounted on prime mover/dolly, or portable battery-operated magnetic lights). Care shall be taken to ensure the lighting is not directed in such a way as to dazzle other drivers.

Where appropriate, the load will be escorted front and

Opposite Page:

A transformer travelling in the early hours through Melbourne, en route to Queensland.

rear by police cars with red/blue flashing lights for additional visibility.

Police Escorts and Pilots

The oversized load will be escorted by a complement of pilot vehicles and police escort vehicles at all times. This may vary state by state - as shown in the table below:

State	Pilot Vehicles	Escorts (NHVR)
Victoria (Metro)	2	None
Victoria (Regional)	2	None
New South Wales	2	None

Police if present will provide traffic management at pinch points, with assistance from pilot vehicles where required and as directed by the Police.

Whilst on the road, typically the lead vehicle(s) will take a position at least 300m ahead of the load to establish a buffer zone, and to allow for sufficient warning time to the truck driver in case of any unexpected obstructions or conditions, such as roadkill, traffic incidents, parked cars etc. The rear vehicle(s) will take up a protective position behind the load to observe and manage any traffic coming up from behind.

Clear communication between all pilot/police vehicles and truck driver shall be maintained by CB radio at all times.

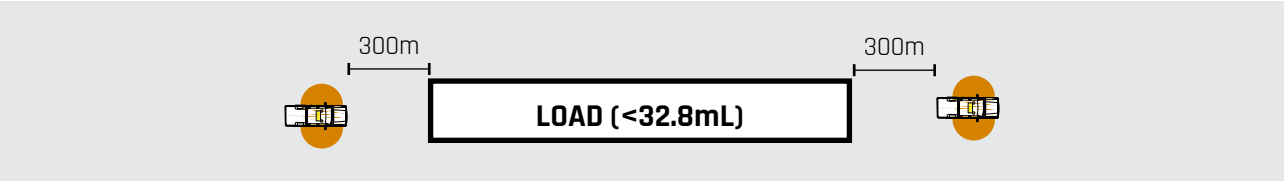
The proposed arrangements for pilot and police vehicle positioning are provided on the following page. Please note that the exact arrangements may change based on road, traffic or weather conditions, vehicle speed, as well as any directions given by Police.

PROPOSED ESCORT LAYOUT

VICTORIA

Length: up to 35m, Width: 4.3m
Two certified Pilot vehicles are required between GLEN WAVERLEY and BEVERIDGE. (Minimum)

Escort and Pilot vehicles will be present in front and behind the load as shown. The load will position itself in the centre-line of the road, taking up two lanes of the dual carriageway and preventing overtaking except at nominated passing spots.



Management of Traffic

The pilots, in close consultation with police where present, shall manage the build up of traffic behind the load by instructing the driver to pull off the road at suitably safe points to allow any queued traffic behind to pass. This is mainly applicable to single carriageway roads. Potential passing points shall be identified in advance and include:

- Overtaking lanes
- Pullover or parking bays
- Stretches of road with wider shoulders and clear line of sight ahead

The lead pilot / police is primarily responsible for monitoring oncoming traffic, identifying safe passing points ahead and communicating with the driver of the load and other escorts to slow and pull over. When oncoming traffic is encountered, the lead pilot will use light wands to alert the traffic to slow down, with the following pilot reinforcing. The load will also be instructed via radio to slow down and pull to one side to allow the oncoming traffic to pass safely.

The rear pilot / police is responsible for monitoring the amount of queued traffic behind the load and providing feedback to the lead pilot / police. At nominated passing points, the lead pilots will monitor for oncoming traffic whilst the load slows and pulls over to one side, allowing any queued traffic to safely pass. The rear pilot (if present) will position themselves at the rear of the load to mark the outer extremities of the load whilst vehicles pass.

LEGEND

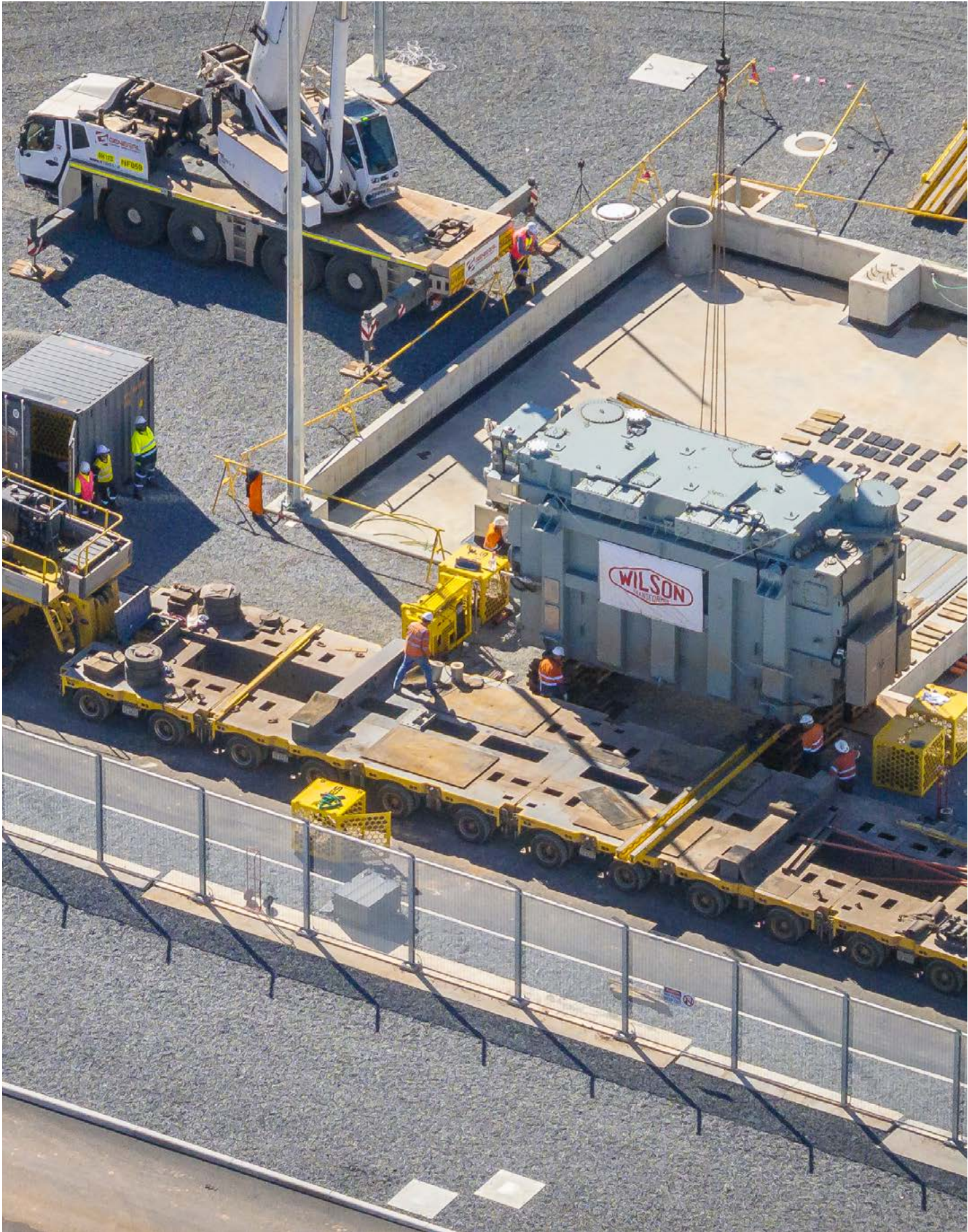
Pilot Vehicle

Timing

Transport has been purposely scheduled for night time to minimize disruptions to local traffic. Loads will be clear of built up metropolitan areas before sunrise, and continue to site in the day time.

Opposite Page:

A Wilson transformer offloading from trailer onto plinth using Ares Jack and Skate equipment.





Ares Group

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Melbourne VIC, 3004

P: 1300 243 289

F: +61 3 8560 7020

E: enquiries@aresgroup.com.au

W: www.aresgroup.com.au



Appendix E. NHVR Permits



Oversize and/or Overmass (OSOM) Mass or Dimension Exemption Permit

Heavy Vehicle National Law

This Permit is issued under the provisions of *Section 122 of the Heavy Vehicle National Law* for the operation of a Class 1 vehicle (*as defined in this Permit*) subject to the conditions set out in this Permit and any attachments.

Permit details

This Permit is issued to

HISPEC INDUSTRIAL COATINGS PTY LTD

Address

15 Ridgeway Rd
Edinburgh North SA 5113, SA 5095

Vehicle configuration and description

Prime mover towing OS/OM/OSOM load
Prime Mover and Low Loader

Permit type

Oversize and Overmass (OSOM)

Permit period

Start date

19-Mar-2026

End date

27-Apr-2026

Period or fixed trips

Multiple Trips

Number of trips

2

continued on next page...

Vehicle details

Prime mover

Registration	State of Registration	VIN	GVM (t)	GTM (t)
XS00IT	SA	YV5RP90D5RD219559	28.5t	n/a
XS46HJ	SA	YV5RP80D8PD217229	28.1t	n/a
XS47DG	SA	YV5RP90D3LD211273	28.5t	n/a
XS62HN	SA	YV5RP80D1PD217427	28.1t	n/a

Lowloader trailer

Registration	State of Registration	VIN	GVM (t)	GTM (t)
SY63GZ	SA	6T9T25ABF90AKG004	n/a	54t

GCM must not exceed manufacturer's specifications

Loaded axle mass and spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
Prime mover 1-2 axle								
Steer	6t	1	2	n/a	279mm	Yes	2.4m	No
Drive	18.5t	1	4	4.3m	279mm	No	2.4m	Yes
		2	4	1.3m	279mm	No	2.4m	Yes
Lowloader 3 axle								
Lowloader Trailer	43t	1	8	10m	215mm	Yes	3.8m	Yes
		2	8	1.8m	215mm	Yes	3.8m	Yes
		3	8	1.8m	215mm	Yes	3.8m	Yes

Unladen dimensions

Unladen width (metres)	Unladen length (metres)	Unladen height (metres)	Tare mass (tonnes)
2.7m	23m	4.3m	35t

Laden dimensions

Width (metres)	Length (metres)	Height (metres)	Total mass (tonnes)
4.49m	28.99m	5.2m	63t
Forward projection (metres)	Rear overhang (metres)		
n/a	n/a		
Load type	Description of load		
Indivisible	switchroom		

continued on next page...

Authorised Routes

Turn by turn description

1270143r1v2 - Single Route

Start: 120 Days Road (Access via Regency Road), Ferryden Park SA
 Regency Road, [Ferryden Park - Regency Park]
 South Road, Regency Park
 North South Motorway, [Regency Park - Wingfield]
 Northern Connector, [Wingfield - Virginia]
 Northern Expressway, [Virginia - Ward Belt]
 Sturt Highway, [Ward Belt - Gawler Belt]
 Horrocks Highway, [Gawler Belt - Giles Corner]
 Barrier Highway, [Giles Corner - Burra]
 Copperhouse Road, Burra
 Copperhouse Street, Burra
 West Street, Burra
 Barrier Highway, [Burra - Broken Hill]
 Creedon Street, Broken Hill
 Gaffney Street, Broken Hill
 South Road, Broken Hill
 Crystal Street, Broken Hill
 Menindee Road, Broken Hill
 Barrier Highway, [Broken Hill - Nyngan]
 Mitchell Highway, [Nyngan - Nevertire]
 Warren Street, Nevertire
 Oxley Highway, [Nevertire - Warren]
 Industrial Access Road, [Warren - Beemunnel]
 Oxley Highway, [Beemunnel - Gilgandra]
 Warren Road, Gilgandra
 Hargraves Lane, Gilgandra
 Newell Highway, [Gilgandra - Coonabarabran]
 Edwards Street, Coonabarabran
 Namoi Street, Coonabarabran
 Saleyard Road, Coonabarabran
 Gardener Street, Coonabarabran
 Newell Highway, Coonabarabran
 Oxley Highway, [Coonabarabran - Gunnedah]
 Warrabungle Street, Gunnedah
 Bloomfield Street, Gunnedah
 Oxley Highway, Gunnedah
 Kamilaroi Highway, [Gunnedah - Willow Tree]
 New England Highway, [Willow Tree - Timbumburi]
 Kia Ora Lane, [Timbumburi - Loomberah]
 Marsden Park Road, [Loomberah - Calala]
 Calala Lane, Calala
 End: 474 Calala Lane, Calala NSW
 Unladen return via reversal of route

1270143r2v2 - Single Route

Start: Intersection of Calala Lane and New England Highway, South Tamworth NSW
 New England Highway, [South Tamworth - Nemingha]
 Nundle Road, Nemingha
 O'Briens Lane, [Nemingha - Calala]
 Calala Lane, Calala

End: Calala Lane, Calala NSW
Unladen return via reversal of route

1270143r3v1 - Single Route

Start: Intersection of New England Highway and Kia Ora Lane, Timbumburi NSW
Kia Ora Lane, [Timbumburi - Loomberah]
Ascot-Calala Road, [Loomberah - Calala]
Burgmanns Lane, [Calala - Kingswood]
Burgess Lane, [Kingswood - Calala]
End: Intersection of Calala Lane and Burgess Lane, Calala NSW
Unladen Return via reversal of route

Road conditions

Broken Hill City Council

- (1) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Christopher Treloar of Assets Department - Inspector via 0437 486 914 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

- (2) RI12 - RI12 Any damage to Council assets as a result of these vehicle movements must be repaired/replaced at the Applicant's expense with all work completed to Council's satisfaction as a matter of urgency.

Department for Infrastructure and Transport (DIT)

- (1) COT01 -

Conditions for unladen travel is as follows -

- (1) The low loader dolly and low loader must meet the requirements of Section 1 in Schedule 8 of the Heavy Vehicle National (Mass, Dimension and Loading) Regulation, and
- (2) The combination must not exceed 25.0 in length.

- (2) COT02 - A total of 2x class 1 heavy vehicles or heavy vehicle combinations are permitted to travel in convoy.

All vehicles travelling in convoy must have valid exemptions allowing the convoy travel to be undertaken.

In this section "convoy" means at least 2 heavy vehicles travelling together within a singular controlled movement. The movement can only be made in accordance with the applied pilot and escort conditions.

- (3) PE05 - In addition to the standard number of Pilot and Escorts indicated or expressed within this exemption, a minimum of one additional Pilot vehicle(s) and no additional Escort vehicle(s) are required between The Start (Adelaide metro) and the Penfield Interchange on the Northern Expressway (WITHOUT CONVOY).
- (4) PE06 - Police Escort - In South Australia, where an escort is required, it means a police escort. Time and days of travel will be at the discretion of the SA Police Escort Section. To arrange Police Escorts please phone Police Escort Section on phone 08 8207 6035. If unable to obtain police on the above number please phone SA Police on Phone No 131 444
- (5) PE17 - Pilot and Escort Operating Conditions

The pilot vehicle/s driver/s must operate in accordance with, and carry a copy of the booklet titled Escorting Guidelines for Oversize and Overmass Vehicles and Loads, published By DPTI and must be produced when requested by a HVNL Authorised Officer under the Heavy Vehicle National Law (South Australia), or a Police

Officer.

(6) PECT01 - Pilot and Escort Requirements - Convoy Travel

While operating in convoy travel a minimum of two Pilot vehicle(s) and two Escort vehicle(s) are required.

If operating without convoy travel a minimum of one Pilot vehicle(s) and no Escort vehicle(s) are required.

(7) SPC0807 - CONVOY TRAVEL

a) In the event that a vehicle breaks down or cannot continue the journey the convoy must stay together until a replacement vehicle takes over, alternatively the mobile vehicle may continue the journey with the specified pilots/escorts

b) In the event of any problems in regard to traffic or transport, convoy travel will cease at the discretion of the escorting police officers.

c) When travelling in convoy with other vehicle the distance not less than 10 metres between the vehicles should be maintained when crossing over structures.

(8) TP01 - It is requirement to contact SA Power Networks (SAPN) if your load exceeds 4.6m high. If a written over height clearance is issued by SAPN, it must be carried at all times and all conditions stated in that clearance must be adhered to.

Note - if a SAPN escort is required then transport is restricted to a specific date and time and two SA police escorts and two pilot vehicles are required to accompany the vehicle/load at all times.

Note - if a SAPN observer is required to accompany the vehicle/load and travelling in the Adelaide metropolitan area on the '4.0 wide load carrying vehicle' published heavy vehicle network on the National Network Map, then a minimum of one pilot vehicle is required to accompany the vehicle/load at all times to preserve safety and minimise risks.

Gilgandra Shire Council

(1) GSC06 - Oversize and/or Overmass (OSOM) vehicles operating on roads owned or managed by Gilgandra Shire Council are subject to the same access conditions as those applied by Transport for New South Wales (TfNSW).

Regulator

(1) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

- (a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic
- (b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed
- (c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern
- (d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles
- (e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted

roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

Tamworth Regional Council

(1) COT04 - Rear overhang and rear projection

The rear overhang must be the lessor of 25 percent of the combination length (including load) or 5m. The rear projection must be less than 5m.

In this section the rear overhang is the maximum distance measured from,

- (i) the rear overhang line for trailers with up to 3 axles, or
- (ii) the midpoint between the rearmost 2 axles for trailers with 4 or more axles, to rear of load or trailer whichever is the greater.

In this section rear projection is the maximum distance measured from the rear of the trailer to the rear of the load extremity.

(2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

(3) LEMS2 - Conditions of Access - Multi-State Class 1 Load Carrying Vehicle Mass and/or Dimension Exemption Notice

All conditions of access, including but not limited to pilot/escort requirements and areas/routes of access as per the Multi-State Class 1 Load Carrying Vehicle Mass and/or Dimension Exemption Notice including any amendments and associated schedules of operation for the eligible class 1 vehicle combination.

(4) PE04 - Minimum pilot and escorts for class 1 heavy vehicle.

Should a specific number of Standard Pilot and Escorts not be indicated or expressed within this exemption, the minimum requirements shall be applied in accordance with the applicable state jurisdictional class 1 notice.

(5) RI01 - Weather and road access -

(1) On unsealed roads and single lane narrow roads, travel is suspended during periods of prolonged rain and up to 1 days for every 5mm of rain within the 24 hours period after the rainfall event. (i) When a prolonged rainfall event occurs, the restriction is applied to allow sufficient time for the road and road pavement to dry preventing damage.

(2) Access maybe further restricted or deferred in the event of a significant rainfall event. Contact must be made with the relevant traffic management information sources on such an occasion.

In this section -

"unsealed roads" means routes accessible by vehicles that are not sealed, or are not metalled, or are gravel roads

"single lane narrow road" means a road that permits two-way travel but is not wide enough in most places to allow vehicles to pass one another without travelling on unsealed shoulders

"prolonged rain" means periods of sustained rainfall that can also lead to flooding

"a significant rainfall event" means periods of constant or excessive rainfall that can also lead to flooding

(6) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these assets.

(7) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Jonathon Dunlop of Infrastructure and Works via (02) 6767 5071 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

(8) TRC-Structures-B1 - No other heavy vehicles are to pass in the opposite direction on bridge structures within Tamworth Regional Council.

(9) TRC-Structures-B4 - Vehicle must come to a complete stop before traversing any bridge structure. The speed at which the vehicle traverses bridges after coming to complete stop, to be limited to 5km/h.

Transport for New South Wales (TfNSW)

(1) NSWOSOMRIM - NSWOSOMRIM

If your combination exceeds five (5) metres wide and/or 30m long and/or five (5) metres high and/ or mass covered under the National Class 1 Load Carrying Vehicle Mass Exemption Notice you are required to obtain consent (approval) from the relevant Rail Infrastructure Manager (RIM) prior to travel over any rail infrastructure (level crossing and/ or bridge over rail). These approvals must be carried and produced on request by an authorised officer. Contact details can be found at <https://www.nhvr.gov.au/road-access/access-management/third-party-approvals> This requirement is in addition to any condition/s listed on the National Network Map

(2) RMSC001 - The permitted heavy vehicle combination must comply with the conditions of access located within "Schedule 2 New South Wales" forming part of the "National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025 (No.1)" located at <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices>. The permitted heavy vehicle combination must also operate in accordance with "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.transport.nsw.gov.au).

(3) RMSC002 - In addition to the pilot and escort requirements contained in the "New South Wales Class 1 Load Carrying Vehicle Exemption Notice 2023 (No.1)", the operator must comply with the pilot and escort requirements listed in the "New South Wales Class 1 Load Carrying Vehicle Operator's Guide" document (available at www.nhvr.gov.au), and "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.rms.nsw.gov.au).

(4) RMSCT01 - Convoy travel is not permitted on state authority roads within NSW.

(5) RMSEI01 - In the event of an emergency or incident, the Traffic Management Centre (TMC) must be contacted Ph. 1800 679 782 to enable any necessary warnings to be issued to minimise the impact to other road users.

(6) RMSRIM01 - Rail Infrastructure Management - New South Wales

The operator must consult with all Rail Infrastructure Management (RIM) to obtain the required approvals from the relevant RIM. The letter of approval must be carried in the vehicle when operating at all times.

Warrumbungle Shire Council

(1) BR01 - Namoi Street, Coonabarabran over Castlereagh River weir crossing - road is subject to closure on short notice due to water level. Please refer to Councils website for further details.

(2) RI01 - Weather and road access -

(1) On unsealed roads and single lane narrow roads, travel is suspended during periods of prolonged rain and up to 1 days for every 5mm of rain within the 24 hours period after the rainfall event. (i) When a prolonged rainfall event occurs, the restriction is applied to allow sufficient time for the road and road pavement to dry preventing damage.

(2) Access maybe further restricted or deferred in the event of a significant rainfall event. Contact must be made with the relevant traffic management information sources on such an occasion.

In this section -

"unsealed roads" means routes accessible by vehicles that are not sealed, or are not metalled, or are gravel roads

"single lane narrow road" means a road that permits two-way travel but is not wide enough in most places to allow vehicles to pass one another without travelling on unsealed shoulders

"prolonged rain" means periods of sustained rainfall that can also lead to flooding

"a significant rainfall event" means periods of constant or excessive rainfall that can also lead to flooding

(3) RI06 - Position of travel - Road

The heavy vehicle must remain on the sealed sections of the road and avoid travelling off the edge (except in cases of emergency).

(4) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these assets.

(5) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Thushy

Ananthalingam / Zachary Estens of Technical services Delegates via (02) 68492000 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

Travel conditions

Department for Infrastructure and Transport (DIT)

- (1) DPTIRC01 - The Department of Infrastructure and Transport (DIT) provides road and traffic information to all road users. On the Traffic SA website at www.traffic.sa.gov.au you will find information about planned roadworks, road closures and traffic alerts. The website also contains information about roads and traffic during incidents and emergencies that may impact road users.

Prior to travelling, please check the Traffic SA website for the latest update information to ensure the vehicle combination listed in this permit can travel and is safe to do so. There may be road works that will inhibit travel.

Note: If travelling on outback roads please also check www.dpti.sa.gov.au/OutbackRoads for additional traffic information.

- (2) DPTIRT01 - Travel Restrictions Adelaide Metropolitan Area -

No access between the hours of 0700-0900 and 1600-1800, Monday to Friday inclusive

The 'Adelaide Metropolitan Area' map can be viewed at the following link <https://www.sa.gov.au/topics/driving-and-transport/heavy-vehicles/operating-a-heavy-vehicle/approved-areas-and-routes-maps>

- (3) RI16 - On the nominated route the driver must observe all overhead obstructions. Even though the stated overall height has been approved on the permit route, there is roadside furniture such as cantilever gantries, road signage, VMS boards etc that overhang onto the road space that may exceed the maximum clearance permitted on the permit. Caution must be taken to manoeuvre around these structures as the overall height may exceed the maximum clearance permitted on the lane/s under these structures. For further information please contact the Road Access Unit on 1300 310 505.

- (4) RT01 -

Time of travel - Daytime

The class 1 heavy vehicle is permitted to operate during daylight hours only. In this section daylight hours means between the hours of sunrise to sunset.

Tamworth Regional Council

- (1) RT12 -

The heavy vehicle combination must not travel on the approved roads containing school zones during the restricted signed hours on an official school day.

In this section a school zone refers to an area on a street near a school or near a crosswalk leading to a school.

In this section restricted signed hours means official signage that indicates a reduced speed during nominate times such as 07:00 am to 09:00 am.

- (2) TI01 -

Direction of travel - Travel

The heavy vehicle may only enter and exit properties from council roads in forward direction. However the operator may reverse into a property once all reasonable steps are taken to ensure safety risks to the general public and other road users are mitigate. This can be achieved by an accredited traffic control method and a corresponding approved transport management plan.

Transport for New South Wales (TfNSW)

- (1) ARTC01 - Operators are required to carry an up-to-date Australian Rail Track Corporation Ltd (ARTC) rail clearance prior to travel over any Australian Rail Track Corporation (ARTC) managed infrastructure and comply with all conditions stated in that clearance. A copy of this approval must be carried with this permit.

All conditions imposed by ARTC must be adhered to.

ARTC contact details can be found on the NHVR Third Party website: <https://www.nhvr.gov.au/road-access/access-management/third-party-approvals>.

- (2) NSWCP03 - Prior to travel on the Newell Hwy operator must contact Fulton Hogan via email newellhighwaywideloads@fultonhogan.com.au or call 1800 741 636 and select option 2 a minimum of five (5) days prior to proposed travel date. To ensure their load can be accommodated through roadworks being undertaken. Failure to provide notice may result in delays to travel.
- (3) NSWLIVETRAFFIC - TfNSW Live Traffic must be checked prior to departure, if there are any road works and/or restrictions along the planned route the operator must ensure that they can travel along the route without causing damage or disruption.

Please Note

Class 1 vehicles travelling under a Permit MUST NOT travel off the approved route listed in the permit unless an updated permit is obtained from the NHVR.

- (4) NSW0H01 - For travel on State classified roads when overall height exceeds 5.0 metres, written approval must be obtained from the relevant telecommunications and/ or electrical authorities. A copy of this approval must be carried with this permit and produced on request by an authorised officer. Any conditions listed in this approval must be adhered to.

Warrumbungle Shire Council

- (1) RT06 -

Time of travel - School Bus Route

The heavy vehicle must not travel during the school bus operation times on ROAD between 7:30 am to 10:30 am and 1:30 pm to 4:30 pm, on an official school day.

Vehicle conditions

Regulator

- (1) LE14 - A class 1 heavy vehicle operating under this permit must comply with the conditions stated within Divisions 1, 2 and 5 of Schedule 8 of the Heavy Vehicle National (Mass, Dimension and Loading) Regulation, unless otherwise expressly exempted by a stated condition in this permit.
- (2) LEOL - Other Laws and Legislation

Nothing within this permit exempts the driver or operator of the permitted heavy vehicle from complying with legislation regulating the use of heavy vehicle. This includes but is not limited to conditions applied within the vehicles registration, compliance with sign posted restrictions, traffic law or compliance with lawful directions of authorised officer.

continued on next page...

The driver of the heavy vehicle who is driving a vehicle that is subject to a permit issued under the HVNL must keep a copy of the permit for the exemption in the driver's possession.

The driver or operator of a heavy vehicle being used on a road that is subject to a permit issued under the HVNL must not contravene a condition of the permit.

The driver or operator must comply with the provisions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation unless anything contrary is applied within this permit.

It is an offence to operate a vehicle at a mass limit greater than indicated by an official traffic sign.

Declaration

Signed:



NHVR Delegate

Dated: 19-Mar-2026

Associated documents

N/A

Disclaimer:

The National Heavy Vehicle Regulator (NHVR) accepts no liability for any errors or omissions and gives no warranty or guarantee that the material, information, maps or publications made accessible are accurate, complete, current or fit for any use whatsoever. The information contained within the NHVR Route Planner online map system is subject to change without notice.

NHVR accepts no liability for the information provided within the authorised route as part of this exemption/authorisation. The operator must ensure prior to travel that the roads/areas/networks listed in the authorised route are still current and accessible as the approved network is subject to change at any given time.

To the extent permitted by law, NHVR excludes liability for any loss (including loss from viruses, or consequential damage) caused by use of or reliance on the NHVR Route Planner.

Access to the NHVR Portal and NHVR Route Planner is only provided for your personal use. You may not sell or rebrand information obtained from the NHVR Portal or NHVR Route Planner without NHVR's written permission, or represent that the information is from a source other than the NHVR.

Apart from the purposes required or permitted under Heavy Vehicle National Law and for private study, research, criticism or review purposes as permitted under Australian copyright legislation, no part of this permit may be reproduced, modified, stored in a retrieval system, transmitted, broadcasted, published or reused for any commercial purposes whatsoever without the written permission of the NHVR first being obtained.

END OF DOCUMENT

Oversize and/or Overmass (OSOM) Mass or Dimension Exemption Permit

Heavy Vehicle National Law

This Permit is issued under the provisions of *Section 122 of the Heavy Vehicle National Law* for the operation of a Class 1 vehicle (*as defined in this Permit*) subject to the conditions set out in this Permit and any attachments.

Permit details

This Permit is issued to

JASON MILLAR INVESTMENTS PTY LTD

Address

L105, 480 StKilda Rd
Melbourne, VIC 3858

Vehicle configuration and description

Prime mover towing OS/OM/OSOM load
Prime Mover, Dolly and Platform

Permit type

Oversize and Overmass (OSOM)

Permit period

Start date

28-Apr-2026

End date

08-Feb-2027

Period or fixed trips

Single Trip

continued on next page...

Vehicle details

Prime mover

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ARES01	VIC	6F50000008A438049	28.1t	n/a
ARES02	VIC	6F5000000LA467365	26.5t	n/a
ARES03	VIC	6F5000000LA467366	26.5t	n/a
ARES04	VIC	6F5000000LA467367	26.5t	n/a
ARES05	VIC	6F5000000LA467368	26.5t	n/a
ARES06	VIC	6F5000000JA461647	26.5t	n/a
ARES07	VIC	6F5000000NA483582	26.5t	n/a
ARES09	VIC	6F5000000PA485579	28t	n/a
ARES10	VIC	6F5000000PA485580	28t	n/a
PHH001	VIC	6F5000000JA463463	28t	n/a
TJCS02	VIC	YV5RP90D8MD213456	28t	n/a
TJCS03	VIC	YV5RP90D2ND214734	32t	n/a
TJCS04	VIC	YV5RP90D2PD216776	32t	n/a
TJCS10	VIC	6F5000000EA453409	28t	n/a

Lowloader dolly

Registration	State of Registration	VIN	GVM (t)	GTM (t)
YQ44WN	VIC	6V9T23ABKP0074023	n/a	49t
YQ45WN	VIC	6V9T23ABKP0074024	n/a	49t
YQ63RU	VIC	6V9T23ABKN0074013	n/a	49t
YQ65RU	VIC	6V9T23ABKN0074014	n/a	49t
YQ77PT	VIC	6V9T23ABKM0074068	n/a	49t
YQ78PT	VIC	6V9T23ABKM0074069	n/a	49t
YQ79PT	VIC	6V9T23ABKN0074082	n/a	49t
YQ80PT	VIC	6V9T23ABKM0074071	n/a	49t

Gooseneck Platform

Registration	State of Registration	VIN	GVM (t)	GTM (t)
YV22SZ	VIC	6D9KEN000RB029475	n/a	125t
YV29SZ	VIC	6D9KEN000RB029476	n/a	125t
YV54IY	VIC	7A9MT18MTD1001041	n/a	182t
YV55IY	VIC	7A9MT75MTD1001042	n/a	75t

GCM must not exceed manufacturer's specifications

Loaded axle mass and spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
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Prime mover 1-2 axle								
Steer	6t	1	2	n/a	279mm	Yes	2.4m	No
Drive	18.5t	1	4	3.7m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Lowloader dolly 2 axle								
Dolly	30t	1	8	3.4m	215mm	No	4.2m	Yes
		2	8	1.25m	215mm	No	4.2m	Yes
Gooseneck platform 10 axle								
Trailer	150t	1	8	6m	215mm	Yes	4.3m	Yes
		2	8	1.8m	215mm	Yes	4.3m	Yes
		3	8	1.8m	215mm	Yes	4.3m	Yes
		4	8	1.8m	215mm	Yes	4.3m	Yes
		5	8	1.8m	215mm	Yes	4.3m	Yes
		6	8	1.8m	215mm	Yes	4.3m	Yes
		7	8	1.8m	215mm	Yes	4.3m	Yes
		8	8	1.8m	215mm	Yes	4.3m	Yes
		9	8	1.8m	215mm	Yes	4.3m	Yes
		10	8	1.8m	215mm	Yes	4.3m	Yes

Unladen dimensions

Unladen width
(metres)

4.3m

Unladen length
(metres)

32.5m

Unladen height
(metres)

4.3m

Tare mass
(tonnes)

74.5t

Laden dimensions

Width (metres)

4.6m

Length (metres)

35m

Height (metres)

5.35m

Total mass (tonnes)

204.5t

Forward projection
(metres)

n/a

Rear overhang
(metres)

n/a

Load type

Indivisible

Description of load

Transformer / Indivisible Item

continued on next page...

Authorised Routes

Turn by turn description

1465663r1v1 - Single Route

Access granted for the following route including up to 7 tonnes on the steer axle.

Start: 310 Springvale Road, Glen Waverley VIC
 Springvale Road, Glen Waverley
 Ferntree Gully Road, [Glen Waverley - Scoresby]
 EastLink, [Scoresby - Ringwood]
 Canterbury Road, [Ringwood - Forest Hill]
 Springvale Road, [Forest Hill - Donvale]
 Mitcham Road, Donvale
 Doncaster Road, [Donvale - Doncaster]
 Williamsons Road, Doncaster
 Manningham Road, [Doncaster - Bulleen]
 Manningham Road West, [Bulleen - Eaglemont]
 Banksia Street, Eaglemont
 Lower Heidelberg Road, [Eaglemont - Heidelberg]
 Rosanna Road, [Heidelberg - Rosanna]
 Lower Plenty Road, Rosanna
 Greensborough Road, [Rosanna - Macleod]
 Greensborough Highway, [Macleod - Watsonia North]
 Greensborough Bypass, Watsonia North
 Metropolitan Ring Road, [Watsonia North - Thomastown]
 Hume Freeway, [Thomastown - Beveridge]
 Northern Highway, [Beveridge - Kilmore]
 Kilmore - Broadford Road, [Kilmore - Moranding]
 Broadford-Kilmore Road, [Moranding - Broadford]
 High Street, Broadford
 Kilmore - Broadford Road, Broadford
 Hume Freeway, [Broadford - Seymour]
 Goulburn Valley Freeway, [Seymour - Arcadia]
 Goulburn Valley Highway, [Arcadia - Kialla]
 River Road, Kialla
 Doyles Road, [Kialla - Grahamvale]
 Grahamvale Road, [Grahamvale - Congupna]
 Goulburn Valley Highway, [Congupna - Strathmerton]
 Murray Valley Highway, [Strathmerton - Yarroweyah]
 Goulburn Valley Highway, [Yarroweyah - Tocumwal]
 Newell Highway, [Tocumwal - West Wyalong]
 Showground Road, West Wyalong
 Compton Road, [West Wyalong - Wyalong]
 Newell Highway, [Wyalong - Dubbo]
 Victoria Street, Dubbo
 Thompson Street, Dubbo
 Whylandra Street, Dubbo
 Erskine Street, Dubbo
 Bourke Street, Dubbo
 Newell Highway, [Dubbo - Coonabarabran]
 Edwards Street, Coonabarabran
 Namoi Street, Coonabarabran
 Saleyard Road, Coonabarabran
 Gardener Street, Coonabarabran
 Newell Highway, Coonabarabran
 Oxley Highway, [Coonabarabran - Gunnedah]

Warrabungle Street, Gunnedah
Bloomfield Street, Gunnedah
Oxley Highway, Gunnedah
Kamilaroi Highway, [Gunnedah - Willow Tree]
New England Highway, [Willow Tree - Timbumburi]
Kia Ora Lane, [Timbumburi - Calala]
Ascot-Calala Road, Calala
Burgmanns Lane, Calala
Burgess Lane, Calala
Calala Lane, Calala
End: 474 Calala Lane, Calala NSW

Road conditions

Department of Transport and Planning

(1) COT09 - Laden Height

When laden combination height exceeds 4.8m the item must be carried on a trailer where the laden deck height does not exceed 1.2m.

(2) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

- (a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic
- (b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed
- (c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern
- (d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles
- (e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(3) LEDD01 - Heavy Vehicle Movement - Assessing routes for potential disruptions and damage including advanced notification

- (1) Before the heavy vehicle is driven along the approved route, the driver and operator must be satisfied that the vehicle can be driven along it without contravening subsection 2, 3 or 4
- (2) The driver and operator must be satisfied that there is no impediment to the requested movement by ensuring that relevant affected parties such as residence or industry are notified in writing of the movement no less than 24 hours prior to the movement schedule.
- (3) The heavy vehicle must not be driven along a route if to do so would be likely to cause;
 - (a) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services) or
 - (b) damage to road side furniture, roads (including a bridge), structure, rail crossing or tree

(relevant property).

- (4) Subsection (3) does not apply if the entity responsible for the relevant services or relevant property has given permission for the vehicle to travel along the route, and the vehicle is driven in accordance with the permission.

(4) PE01 - A minimum of two Certified Pilot vehicle(s) and no Escort vehicle(s) are required.

(5) PE06 - SLOW TO 5KPH, as shown on the approved network map.

At the location/s listed above -

- (a) The class 1 heavy vehicle must be accompanied by a minimum of one Certified Pilot vehicle(s), or
- (b) Such number as is substituted for this number and that is notified in writing by an authorised officer prior to commencing the journey, such notification to be produced on request by an authorised officer.

(6) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these assets.

(7) RN0T01 - The heavy vehicle is approved for a specific number of trips along the nominated route. Approved number of trip/s 1.

(8) RNRT01 -

The heavy vehicle combination is not permitted for return trip on permit 1465663r1v1

(9) VR01 -

Steerable Axles - class 1 heavy vehicle

- (1) This section applies to the heavy vehicle that is an oversize vehicle combination consisting of a prime mover and trailer that is in excess of 30.0m in length.
- (2) The heavy vehicle trailing unit must be fitted with a steerable axle or steerable axle group.

(10) VR04 -

Non-conductive skid rails in accordance with electricity authority requirements must be attached on to the top of the load, in the direction of front to rear for the entire length of the load when the vehicle height exceeds:

- (a) 4.8m under tram wires, and
- (b) 5.0m under railway wires, electricity authority and telecommunication wires.

(11) VRPE01 - In Victoria a Certified Pilot Vehicle Driver (CPVD) is a Level 2 pilot that has obtained and holds the

appropriate level of training through a Registered Training Organisation (RTO) and has a full and valid drivers licence.

(12) VRTP01 - The following Third Parties must be contacted as soon as practical to advise of the intended movement date and time. A reference number from the responsible party must be obtained including any travel instructions.

- EastLink (03) 9955 1900

- Peninsula Link (03) 5978 4012

(13) VRTP07 - Permission must be obtained and carried from the Department of Transport and Planning (DTP) before traversing any railway or tramway track where the heavy vehicle overall combination dimensions exceed the following:

Railway Track - Width over 5.0m, height over 4.9m and length over 26.0m.

Tramway Track - Width over 3.0m, height over 4.3m and length over 26.0m.

Refer to <https://www.vic.gov.au/over-dimensional-load-permits> to apply for an Over Dimensional Load Permit.

Permit applications must be submitted at least Fifteen business days before the intended crossing date unless discussed with the department. This is to ensure that the route, intended travel date and time is suitable for the transport task. For further information email: odlpermit@transport.vic.gov.au.

Dubbo Regional Council

(1) RSC01 -

Heavy Vehicle Movement - Speed Condition - Restricted speed on Specific Roads

The heavy vehicle is restricted to a maximum speed limit of 80 km/h on Dubbo Regional Council Roads, except where a traffic sign indicates a lower speed limit.

Regulator

(1) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

- (a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic
- (b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed
- (c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern
- (d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles
- (e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load

Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

- (3) PUIC03 - This permit is to be used in conjunction with a valid authority or exemption that permits access to an approved route(s).

All conditions of access, including but not limited to pilot/escort requirements and areas/routes of access as per the existing valid authority and/or exemption.

Tamworth Regional Council

- (1) COT04 - Rear overhang and rear projection

The rear overhang must be the lessor of 25 percent of the combination length (including load) or 5m. The rear projection must be less than 5m.

In this section the rear overhang is the maximum distance measured from,

- (i) the rear overhang line for trailers with up to 3 axles, or
- (ii) the midpoint between the rearmost 2 axles for trailers with 4 or more axles, to rear of load or trailer whichever is the greater.

In this section rear projection is the maximum distance measured from the rear of the trailer to the rear of the load extremity.

- (2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

- (3) LEMS2 - Conditions of Access - Multi-State Class 1 Load Carrying Vehicle Mass and/or Dimension Exemption Notice

All conditions of access, including but not limited to pilot/escort requirements and areas/routes of access as per the Multi-State Class 1 Load Carrying Vehicle Mass and/or Dimension Exemption Notice including any amendments and associated schedules of operation for the eligible class 1 vehicle combination.

- (4) PE04 - Minimum pilot and escorts for class 1 heavy vehicle.

Should a specific number of Standard Pilot and Escorts not be indicated or expressed within this exemption, the minimum requirements shall be applied in accordance with the applicable state jurisdictional class 1 notice.

- (5) RI01 - Weather and road access -

(1) On unsealed roads and single lane narrow roads, travel is suspended during periods of prolonged rain and up to 1 days for every 5mm of rain within the 24 hours period after the rainfall event. (i) When a prolonged rainfall event occurs, the restriction is applied to allow sufficient time for the road and road pavement to dry preventing damage.

(2) Access maybe further restricted or deferred in the event of a significant rainfall event. Contact must be made with the relevant traffic management information sources on such an occasion.

In this section -

"unsealed roads" means routes accessible by vehicles that are not sealed, or are not metalled, or are gravel roads

"single lane narrow road" means a road that permits two-way travel but is not wide enough in most places to allow vehicles to pass one another without travelling on unsealed shoulders

"prolonged rain" means periods of sustained rainfall that can also lead to flooding

"a significant rainfall event" means periods of constant or excessive rainfall that can also lead to flooding

(6) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these assets.

(7) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Jonathon Dunlop of Infrastructure and Works via (02) 6767 5071 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

Transport for New South Wales (TfNSW)

(1) GO07 - The operator must consult with all Rail Infrastructure Management (RIM) to obtain the required approvals from the relevant RIM.

The letter of approval must be carried in the vehicle when operating at all times.

(2) NSWCONTACT - The operator must contact the Transport for NSW (TfNSW) via email roadmanager@transport.nsw.gov.au a minimum five (5) business days prior to proposed travel date.

(3) NSWOSOMRIM - NSWOSOMRIM

If your combination exceeds five (5) metres wide and/or 30m long and/or five (5) metres high and/ or mass covered under the National Class 1 Load Carrying Vehicle Mass Exemption Notice you are required to obtain consent (approval) from the relevant Rail Infrastructure Manager (RIM) prior to travel over any rail infrastructure (level crossing and/ or bridge over rail). These approvals must be carried and produced on request by an authorised officer. Contact details can be found at <https://www.nhvr.gov.au/road-access/access-management/third-party-approvals> This requirement is in addition to any condition/s listed on the National Network Map

(4) NSWPolSMR -

For all moves which require a NSW Police escort, a signed measurement record is required. Before commencing the journey you must take measurements of the actual height, width and length of the laden combination. This record must be signed by the operator, the person who took the measurements and the driver. The signed measurement record must be produced to a police officer or an authorised officer on request.

(5) RMSC001 - The permitted heavy vehicle combination must comply with the conditions of access located within "Schedule 2 New South Wales" forming part of the "National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025 (No.1)" located at <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices>. The permitted heavy vehicle combination must also operate in accordance with "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at

www.transport.nsw.gov.au).

- (6) RMSC002 - In addition to the pilot and escort requirements contained in the "New South Wales Class 1 Load Carrying Vehicle Exemption Notice 2023 (No.1)", the operator must comply with the pilot and escort requirements listed in the "New South Wales Class 1 Load Carrying Vehicle Operator's Guide" document (available at www.nhvr.gov.au), and "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.rms.nsw.gov.au).
- (7) RMSCT01 - Convoy travel is not permitted on state authority roads within NSW.
- (8) RMSEI01 - In the event of an emergency or incident, the Traffic Management Centre (TMC) must be contacted Ph. 1800 679 782 to enable any necessary warnings to be issued to minimise the impact to other road users.
- (9) RMSPE01 - A minimum of 2 Pilot vehicle(s) are required at all times. The operator prior to travel must contact the NSW Police for any additional escort requirements.
- (10) RMSPP02 - The operator must contact the NSW Police prior to travel for any additional escort requirements.
- (11) TfNSWPolice - Where a condition listed in this permit requires contact with NSW Police for any additional pilot or escort requirements, the written advice received from NSW Police must be attached and carried with this permit. NSW Police Traffic and Highway Patrol Command can be contacted at trafficosom@police.nsw.gov.au or (02) 8882 1436. A minimum of 5 working days notice will be required to allow police to issue notification letters and/or organise police resources. If police escort vehicles are not required, then you must obtain and carry the written advice from NSW Police stating the pilot vehicle requirements that apply for this journey.

Warrumbungle Shire Council

- (1) BR01 - Namoi Street, Coonabarabran over Castlereagh River weir crossing - road is subject to closure on short notice due to water level. - Please refer to Councils website for further details.
- (2) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these assets.

- (3) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Thushy Ananthalingam / Zachary Estens of Technical services Delegates via (02) 68492000 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

Travel conditions

Department of Transport and Planning

(1) VRPTNSTDOLLY02 -

The heavy vehicle combination may operate on this specific Victoria's Class 1 pre-approved Platform Trailer network map with Single Trip Access for:

Reference vehicle 8 Prime mover 2x8 dolly & 10x8 platform trailer combination up to 206.0 tonnes

The vehicle must comply with the mass limits specified. A minimum of two certified pilots are required per load where wrong siding is stipulated on a bridge condition. Refer to NHVR map link for further information relating to the approved roads and conditional access at

(2) VRRT02 - A heavy vehicle combination may travel during night hours within the Melbourne and Geelong urban areas so long as adequate street lighting exists. The urban areas are marked within the Oversize & Overmass (OSOM) network map via the following links

- Classification of zones in the OSOM Network Map

https://maps.nhvr.gov.au/?view=Category&viewBy=Networks&exemptionSetId=-6&networkIds=%5B243%5D&networkLayerContext=NATIONAL_MAP

- OD Route Network Map

<https://nhvr.maps.arcgis.com/apps/webappviewer/index.html?id=8d4b64eef25c4f0384bc7674e3b01bd4>

(3) VRRT04 - A heavy vehicle combination must not travel on a major road, the Calder Highway, the Hume Highway, the Northern Highway, or a freeway outside the Melbourne and Geelong Urban areas during the Christmas holiday period.

In this section the "Christmas holiday period" means from the 23rd of December to the 3rd of January inclusive.

In this section the Melbourne and Geelong Urban areas are defined on the Oversize & Overmass (OSOM) network map via the following links

- Classification of zones in the OSOM Network Map

https://maps.nhvr.gov.au/?view=Category&viewBy=Networks&exemptionSetId=-6&networkIds=%5B243%5D&networkLayerContext=NATIONAL_MAP

- OD Route Network Map

<https://nhvr.maps.arcgis.com/apps/webappviewer/index.html?id=8d4b64eef25c4f0384bc7674e3b01bd4>

(4) VRRT08 - A heavy vehicle combination may travel within Melbourne and Geelong Urban areas during the following time period;

Monday to Saturday inclusive - Permitted from 1:00 am to 5:00 am

Sunday - Permitted from 1:00 am to 5:00 am

Public holiday - Permitted from 1:00 am to 5:00 am

A heavy vehicle combination may travel on a Major Road during the following time period;

Any day - Permitted from Sunrise to Sunset.

Note: This does not include travel from 4:00 pm to Sunset on a public holiday, or the day before or the last day of the holiday period.

A heavy vehicle combination may travel within a Rural Area during the following time period;

Any day - Permitted during daylight hours only.

In this section a "Major Road" includes the Bass Highway, Calder Highway and Freeway between Diggers Rest and Bendigo, Goulburn Valley Highway, Great Alpine Road, Maroondah Highway outside the Melbourne Urban Area, Maroondah Link Highway, McIvor Highway, Midland Highway (between the Calder Highway and Mansfield), Midland Highway (between Gheringhap and Sebastopol), Midland Link Highway, Northern Highway (between Wallan and Heathcote), Princes Highway (between Traralgon and New South Wales border), Princes Highway (between Waurun Ponds and South Australian border), South Gippsland Highway and Freeway (outside the Melbourne Urban Area), Western Highway (between Burrumbeet to South Australia border), Melba Highway and the Warburton Highway.

In this section "holiday period" means a period of three or more consecutive days consisting of a State-wide school holiday, a public holiday, or a Saturday, or a Sunday. Further clarification on a "holiday period" can be obtained via the following links

Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice

<https://www.nhvr.gov.au/files/c2016g00970-multi-state-class-1-load-carrying-vehicles-dimension-exemption-notice-2016-no1.pdf>

Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Amendment Notice

<https://www.nhvr.gov.au/files/c2017g01306-multi-state-class-1-load-carrying-vehicles-dimension-exemption-amendment-notice-2017-no1.pdf>

In this section "daylight hours" means between the hours of sunrise to sunset

- (5) VRTP14 - Due to road works on M80 Ring Road and Greensborough Hwy for loads greater than 3.5m, contact must be made to the M80RRA Traffic Team via ENGTraffic@nelnorthalliance.com.au and 0491 458 366, at least ONE WEEK prior to travel, with intended travel date and time, so that the correct measures can be applied to the appropriate traffic management. Should contact not be made, travel shall be suspended until confirmed.
- (6) VRTP15 - Due to road works on Greensborough Rd and Bulleen Rd and/or Manningham Rd for loads greater than 3.5m, contact must be made to the Spark Traffic Team via traffic@sparknel-dc.com.au, and 0452 653 472, at least ONE WEEK prior to travel, with intended travel date and time, so that the correct measures can be applied to the appropriate traffic management. Should contact not be made, travel shall be suspended until confirmed. Should contact not be made, travel shall be suspended until confirmed.
- (7) VRTP16 - NELP Access - Due to road works on Bulleen Rd, Thompsons Rd, Doncaster Rd and Eastern Freeway between Tram Rd and Burke Rd, for loads greater than 3.5m, contact must be made to the BTA Traffic Team, via traffic@nelsouthalliance.com.au and 0448 685 154, at least ONE WEEK prior to travel, with intended travel date and time, so that the correct measures can be applied to the appropriate traffic management. Should contact not be made, travel shall be suspended until confirmed.
- (8) VRTR01 - The heavy vehicle operator must access the VicRoads VicTraffic (<https://traffic.transport.vic.gov.au/>) and Victoria's Big Build websites (<https://bigbuild.vic.gov.au/disruptions>) prior to commencing travel to ensure there are no road closures or travel conditions that affect clear passage for the transport task. In the event that such conditions and unforeseen closure arise, travel is suspended until confirmation can be made of clear passage or an approved alternative provided.
- (9) VRVT01 - Departure from GLEN may commence at 10:00 pm. CONTINUED NIGHT TRAVEL BEYOND KAKALLO TO VIC/SAW BORDER PERMITTED..

Dubbo Regional Council

- (1) RT05 -

Time of travel - School Hours

The heavy vehicle must not travel during school zone restriction times between 08:00 am to 09:30 am and 2:30 pm to 4:00 pm on an official school day.

In this section a school zone refers to an area on a street near a school or near a crosswalk leading to a school.

In this section restricted signed hours means official signage that indicates a reduced speed during nominate times as indicated.

Tamworth Regional Council

- (1) RT12 -

The heavy vehicle combination must not travel on the approved roads containing school zones during the restricted signed hours on an official school day.

In this section a school zone refers to an area on a street near a school or near a crosswalk leading to a school.

In this section restricted signed hours means official signage that indicates a reduced speed during nominate times such as 07:00 am to 09:00 am.

(2) TI01 -

Direction of travel - Travel

The heavy vehicle may only enter and exit properties from council roads in forward direction. However the operator may reverse into a property once all reasonable steps are taken to ensure safety risks to the general public and other road users are mitigate. This can be achieved by an accredited traffic control method and a corresponding approved transport management plan.

Transport for New South Wales (TfNSW)

- (1) ARTC01 - Operators are required to carry an up-to-date Australian Rail Track Corporation Ltd (ARTC) rail clearance prior to travel over any Australian Rail Track Corporation (ARTC) managed infrastructure and comply with all conditions stated in that clearance. A copy of this approval must be carried with this permit.

All conditions imposed by ARTC must be adhered to.

ARTC contact details can be found on the NHVR Third Party website: <https://www.nhvr.gov.au/road-access/access-management/third-party-approvals>.

- (2) NSWCP03 - Prior to travel on the Newell Hwy operator must contact Fulton Hogan via email newellhighwaywideloads@fultonhogan.com.au or call 1800 741 636 and select option 2 a minimum of five (5) days prior to proposed travel date. To ensure their load can be accommodated through roadworks being undertaken. Failure to provide notice may result in delays to travel.

- (3) NSWLIVETRAFFIC - TfNSW Live Traffic must be checked prior to departure, if there are any road works and/or restrictions along the planned route the operator must ensure that they can travel along the route without causing damage or disruption.

Please Note

Class 1 vehicles travelling under a Permit MUST NOT travel off the approved route listed in the permit unless an updated permit is obtained from the NHVR.

- (4) NSW0H01 - For travel on State classified roads when overall height exceeds 5.0 metres, written approval must be obtained from the relevant telecommunications and/ or electrical authorities. A copy of this approval must be carried with this permit and produced on request by an authorised officer. Any conditions listed in this approval must be adhered to.
- (5) RMSSZ01 - Travel is not permitted through sign posted school zones during the designated school operation times.
- (6) RMSTMC01 - The NSW Transport Management Centre (TMC) must be contacted prior to the commencement and at the conclusion of each stage of the movement. Phone 1800 679 782.
- (7) TELEM02 - The hauling unit/s identified in this permit must be enrolled and monitored in the Road Infrastructure Management (RIM) application. Enrolment in higher assurance applications, such as the Telematics Monitoring Application (TMA) or the Intelligent Access Program (IAP), is also acceptable. A current Certificate of Enrolment must be carried in the hauling unit/s, which indicates enrolment in the RIM application (or other higher assurance applications).

(8) TMP01 -

In accordance with the supplied Transport Management Plan (TMP), the operator must adhere to the identified special manoeuvres, removal and replacement of road side furniture, road closures and all other conditions identified as part of the approved TMP. The TMP must be carried in conjunction with this permit.

For further clarification, requirements and information relating to the Transport Management Plan (TMP), please seek advice directly from the corresponding jurisdiction in which you transport task will be completed.

Australian Capital Territory - www.accesscanberra.act.gov.au

New South Wales - www.transport.nsw.gov.au

South Australia - www.dpti.sa.gov.au

Tasmania - www.transport.tas.gov.au

Victoria - www.vicroads.vic.gov.au

Queensland - www.tmr.qld.gov.au

Vehicle conditions

Regulator

(1) LE14 - A class 1 heavy vehicle operating under this permit must comply with the conditions stated within Divisions 1, 2 and 5 of Schedule 8 of the Heavy Vehicle National (Mass, Dimension and Loading) Regulation, unless otherwise expressly exempted by a stated condition in this permit.

(2) LEHRAM - A class 1 Heavy Vehicle operating in New South Wales under this permit may operate with additional mass on the steer axle.

Exemption to Heavy Vehicle National (Mass, Dimension and Loading) Regulation is dependent upon compliance with the conditions of access stated within:

- **New South Wales Class 1 Load Carrying Combination (Hunter Region)**
Mass and Dimension Exemption Notice - Section 10 (1) a) or b)

(3) LEMSAM -

A class 1 Heavy Vehicle operating in New South Wales under this permit may operate with additional mass on the steer axle.

Exemption to Heavy Vehicle National (Mass, Dimension and Loading) Regulation is dependent upon compliance with the conditions of access stated within:

- (1) **Multi-State Class 1 Load Carrying Vehicle Mass Exemption Notice 2023 - NSW Schedule 1 - Section 5 (1) a) or b)**

(4) LEOL - Other Laws and Legislation

Nothing within this permit exempts the driver or operator of the permitted heavy vehicle from complying with legislation regulating the use of heavy vehicle. This includes but is not limited to conditions applied within the vehicles registration, compliance with sign posted restrictions, traffic law or compliance with lawful directions of authorised officer.

continued on next page...

The driver of the heavy vehicle who is driving a vehicle that is subject to a permit issued under the HVNL must keep a copy of the permit for the exemption in the driver's possession.

The driver or operator of a heavy vehicle being used on a road that is subject to a permit issued under the HVNL must not contravene a condition of the permit.

The driver or operator must comply with the provisions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation unless anything contrary is applied within this permit.

It is an offence to operate a vehicle at a mass limit greater than indicated by an official traffic sign.

Declaration

Signed:



NHVR Delegate

Dated: 28-Apr-2026

Associated documents

N/A

Disclaimer:

The National Heavy Vehicle Regulator (NHVR) accepts no liability for any errors or omissions and gives no warranty or guarantee that the material, information, maps or publications made accessible are accurate, complete, current or fit for any use whatsoever. The information contained within the NHVR Route Planner online map system is subject to change without notice.

NHVR accepts no liability for the information provided within the authorised route as part of this exemption/authorisation. The operator must ensure prior to travel that the roads/areas/networks listed in the authorised route are still current and accessible as the approved network is subject to change at any given time.

To the extent permitted by law, NHVR excludes liability for any loss (including loss from viruses, or consequential damage) caused by use of or reliance on the NHVR Route Planner.

Access to the NHVR Portal and NHVR Route Planner is only provided for your personal use. You may not sell or rebrand information obtained from the NHVR Portal or NHVR Route Planner without NHVR's written permission, or represent that the information is from a source other than the NHVR.

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